

ORDINARY COUNCIL - 10 AUGUST 2023 Attachments

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TASMANIAN PLANNING SCHEME - LAUNCESTON

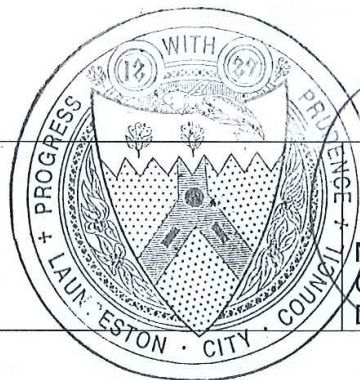
Amendment PSA-LLP0015

Amendment to the Launceston Local Provisions Schedule of the Tasmanian Planning Scheme - Launceston to insert new Site Specific Qualification, LAU-17.2, to provide for the use class Hospital Services as a discretionary use in the Commercial zone at 213-215 Wellington Street (CT42371/1).

Amend the Tasmanian Planning Scheme - Launceston Local Provisions by inserting the new Site Specific Qualification LAU-17.2 as below:

LAU-17.2	213-215 Wellington Street, Launceston	42371/1	An additional Discretionary Use Class for this site is: Hospital Services	Commercial Zone - 17.2 Use Table
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The Common Seal Of the City of Launceston was hereunto affixed in the presence of:-



Michael Stretton
Chief Executive Officer
Date: 5/8/2023

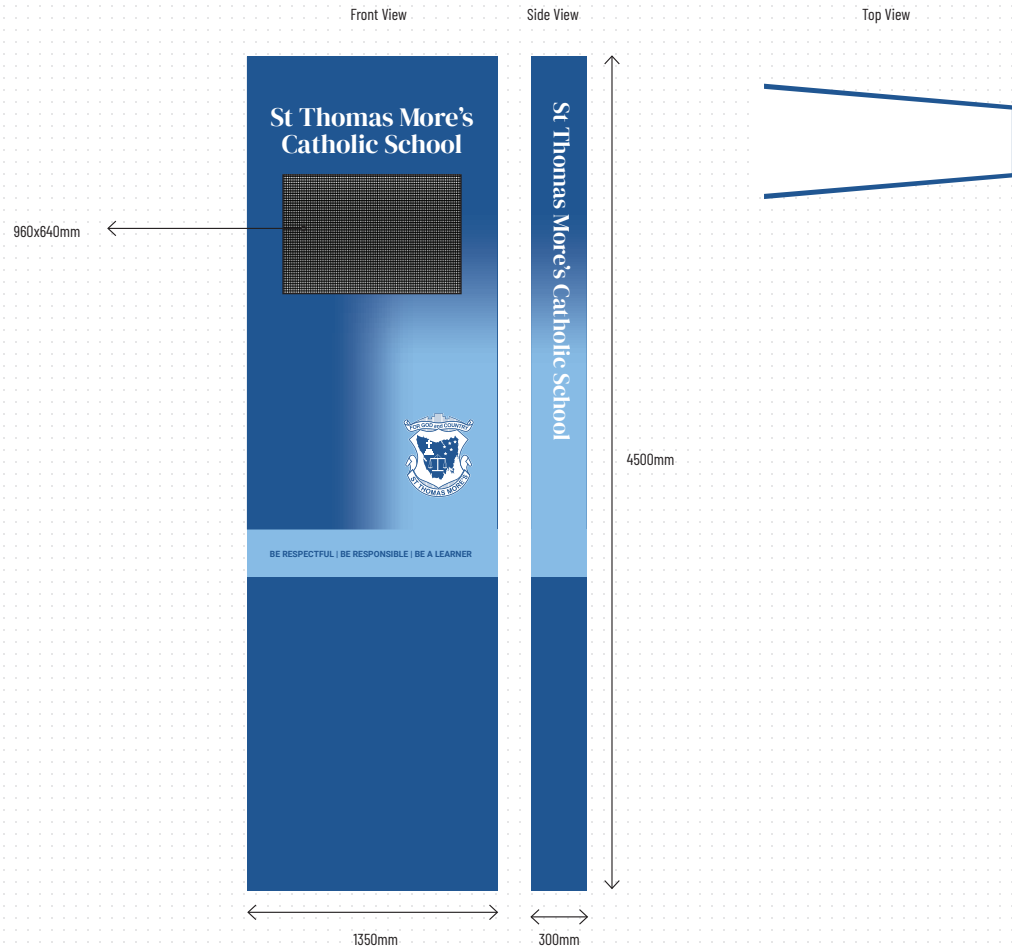


Pylon Sign

Proof 02 - 22 February 2023



**DESIGN, PRINT
+ SIGNAGE**





PLANNING EXHIBITED DOCUMENTS

Permit No: DA 0253/2023
Date: 28/08/2023

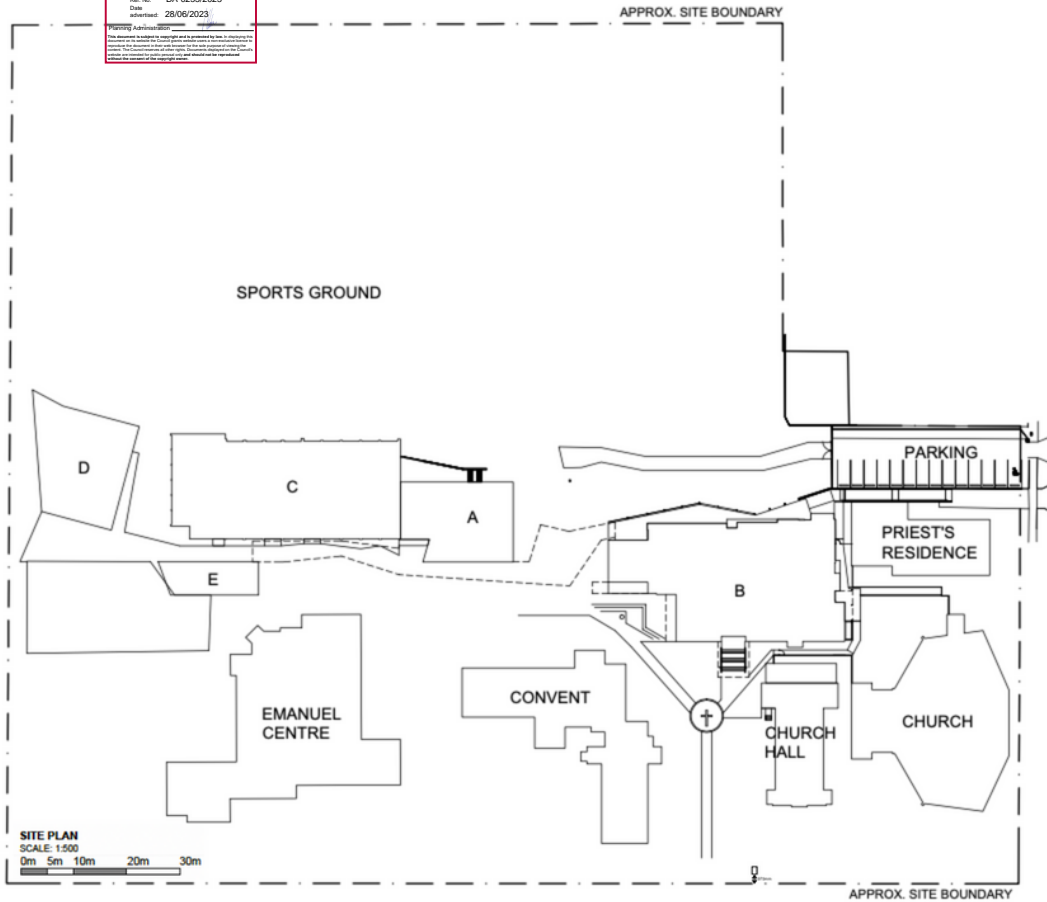
Planning Administration

This document is subject to the provisions of the Planning Act 2009 and the Planning Regulations 2015. It is intended to provide information only and does not constitute a contract. The Council is not responsible for any loss or damage arising from the use of this information. The Council is not responsible for any loss or damage arising from the use of this information. The Council is not responsible for any loss or damage arising from the use of this information.



PLANNING DOCUMENTS
 Ref. No: DA 0253/2023
 Date submitted: 28/06/2023

PLANNING APPLICATION
 The applicant is seeking approval for a proposed new building to be constructed on the site for use as a school. The proposed building will be used for the purpose of education. The proposed building will be used for the purpose of education. The proposed building will be used for the purpose of education.



ROOM DATA		
No.	BUILDING	AREA m ²
A	ADMINISTRATION	307.14
B	EARLY CHILDHOOD EDUCATION	848.41
C	CLASSROOMS & LIBRARY	823.44
D	MULTI-PURPOSE HALL	360.48
E	TOILETS & CANTEEN	114.66
TOTAL BUILDING AREA		2454.13
TOTAL SITE AREA		28363.94

SITE PLAN
 SCALE 1:500
 0m 5m 10m 20m 30m

REV. No.	DESCRIPTION	DATE



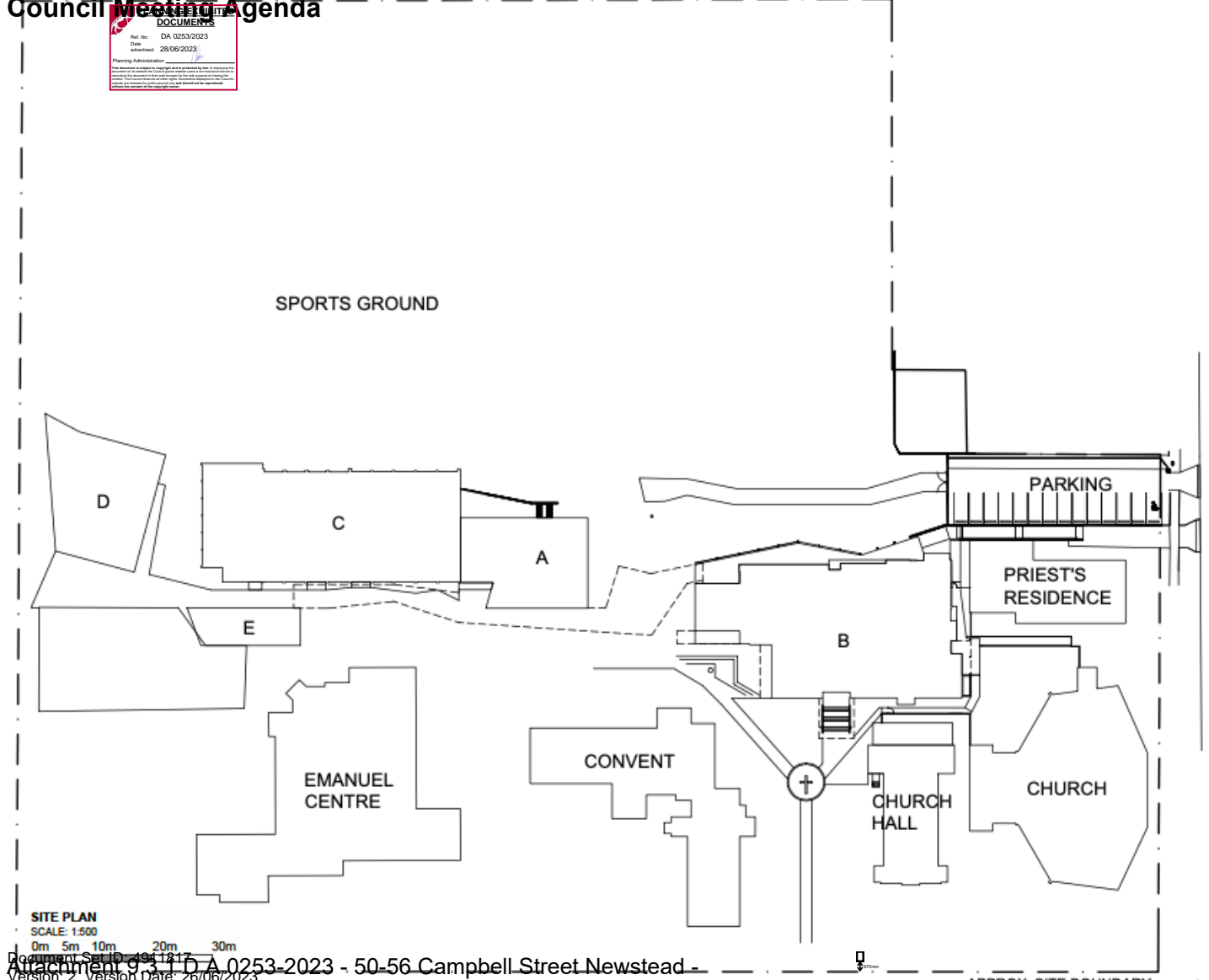
SITE: ST. THOMAS MORE'S NEWSTEAD

TITLE: SITE PLAN

DRAWING No: **4213-S01** REVISION No: -

DATE:	MARCH 2017
SCALE:	1:500 @ AS

Scale bar: 0m 10m 20m 30m



SITE PLAN
SCALE: 1:500
0m 5m 10m 20m 30m
Attachment 931 DA 0253-2023 - 50-56 Campbell Street Newstead -
Version: 2, Version Date: 26/06/2023
Advertised Plans



St Thomas More's Catholic School

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OF LIFELONG LEARNERS BECOMING THE PEOPLE
GOD CREATED US TO BE.

Friday 23rd June, 2023

To whom it may concern,

Re: Response to Council's Request for Further Information

Please find below the school's response letter to the relevant Acceptable Solutions and Performance Criteria as outlined in the Launceston Council's *Request for Further Information* regarding our retrospective Development Application for the installation of an illuminated sign at St Thomas More's Catholic School.

Please also note that the Acceptable Solutions and Performance Criteria for different clauses are identical and pertain to the same performance outcomes. Therefore, some sections of this letter will include the same verbatim response to repeated criteria.

Clause 27.4.2: Setback (Community Purpose Zone)

The illuminated sign has a setback of 97cm from the school boundary, which falls inside the minimum 5m building setback. However, the sign is still over 4m from the road itself given the width of the school fence and the width of the footpath. Additionally, the frontage of the house on the corner directly opposite the school's grounds (138 Abbott St, Newstead) is built immediately on the footpath. Therefore, the setback of the illuminated sign is not more than the minimum setback of adjacent properties. The topography of the site of the illuminated sign on school grounds contains a row of large palm trees (which the sign sits in line with) that are both taller and wider than the illuminated sign, and therefore does not interrupt the streetscape. Additionally, to set the illuminated sign back further into the school grounds would place it in the centre of a grassed play space for students, which would have reduced the useability of that play space. Also, positioning the sign closer to school boundary means that the eyes and focus of road users is not drawn a further 5m from the road itself, and therefore are more easily able to read the sign whilst maintaining a safe focus on driving.

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Clause C1.6.1 A1/P1

As a pylon sign for Community Purposes, the sign is located within an applicable zone for the relevant sign type. The pylon sign is 4.5m tall and 1.35m wide. Therefore, the face of the sign is 6.075m², which is greater than the recommended maximum of 5m². In the design of the sign, we needed to account for additional height in its construction as the site on the school grounds where it is located is 1.7m lower than the height of the school fence separating the grounds from the footpath and road. Therefore, for the sign to be at the necessary height to achieve its purpose as a communication tool, it needed additional height. However, please note that the sign still falls within the allowed 5m height for pylon signs.

The topography of the site of the illuminated sign on school grounds contains a row of large palm trees (which the sign sits in line with) that are both taller and wider than the illuminated sign, and therefore does not interrupt the streetscape. The sign itself is beautifully and professionally designed and matches stylistically with external presentation of the school facilities. It is a simple shape and elegant design which contains no gaudy colours, only the blue colour of the school and other natural colours. Therefore, there is no loss of amenity for adjoining and adjacent properties, indeed, the sign the sign is an asset to the school and local community, as the per the purpose outlined for its installation in my initial letter to the Council on 7th June, 2023. Please consider the contents of that letter as key to our response to these performance criteria. I have included this information again below as the conclusion of this letter response as the 'Purpose Statement' for the convenience of the reader. The location of the school is a pull factor for families seeking to enrol their children and draws young families to move locally into Newstead in close proximity to the school. The school's enrolment data reflects this demand with enrolment numbers at capacity and some year levels with a waiting list of 30 families seeking to enrol their children.

The messages communicated to the school community via the sign will be unique to our school, and therefore not repeated in any other physical location. There are no other permanent information signs in relative proximity as a low-density zone for physical signage. The messages on the illuminated sign will be simple, static, and not changing. There will be only one message on any given school day with no animation or movement. This is to ensure the safe and efficient movement of vehicles and pedestrians. The primary audience of the sign is our school community and local community, and therefore, we are able to be flexible with the hours of operation of the sign (only intend 7:00am-6:00pm to mirror the Out of Hours School Care services held on site), and are readily able to adjust the brightness of the sign to meet Council requirements.

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Clause C1.6.1 P2

The illuminated sign is 97cm from the school boundary, which falls inside the minimum 2m distance from the boundary. However, the sign is still over 4m from the road itself given the width of the school fence and the width of the footpath. Additionally, the frontage of the house on the corner directly opposite the school's grounds (138 Abbott St, Newstead) is built immediately on the footpath. Therefore, the setback of the illuminated sign is not more than the minimum setback of adjacent properties. The topography of the site of the illuminated sign on school grounds contains a row of large palm trees (which the sign sits in line with) that are both taller and wider than the illuminated sign, and therefore does not interrupt the streetscape.

Additionally, to set the illuminated sign back further into the school grounds would place it in the centre of a grassed play space for students, which would have reduced the useability of that play space. Also, positioning the sign closer to school boundary means that the eyes and focus of road users is not drawn further from the road itself, and therefore are more easily able to read the sign whilst maintaining a safe focus on driving. There is no overshadowing on adjoining or adjacent properties. The primary audience of the sign is our school community and local community, and therefore, we are able to be flexible with the hours of operation of the sign (only intend 7:00am-6:00pm to mirror the Out of Hours School Care services held on site), and are readily able to adjust the brightness of the sign to meet Council requirements. This will ensure that there is no impact on the adjacent habitable rooms of dwellings.

The topography of the site of the illuminated sign on school grounds contains a row of large palm trees (which the sign sits in line with) that are both taller and wider than the illuminated sign, and therefore does not interrupt the streetscape. The sign itself is beautifully and professionally designed and matches stylistically with external presentation of the school facilities. It is a simple shape and elegant design which contains no gaudy colours, only the blue colour of the school and other natural colours. Therefore, there is no loss of amenity for adjoining and adjacent properties, indeed, the sign the sign is an asset to the school and local community, as the per the purpose outlined for its installation in my initial letter to the Council on 7th June, 2023. Please consider the contents of that letter as key to our response to these performance criteria. I have included this information again below as the conclusion of this letter response as the 'Purpose Statement' for the convenience of the reader. The location of the school is a pull factor for families seeking to enrol their children and draws young families to move locally into Newstead in close proximity to the school. The school's enrolment data reflects this demand with enrolment numbers at capacity and some year levels with a waiting list of 30 families seeking to enrol their children.

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Clause C1.6.2 P1

As a pylon sign for Community Purposes, the sign is located within an applicable zone for the relevant sign type. The sign is situated at the Abbott St frontage of the school. The location of the sign is designed to reflect and promote that the Abbott St entrance (rather than the Campbell St entrance) is the main entrance for the school grounds. The pylon sign is 4.5m tall and 1.35m wide (6.075m²). The digital screen of the sign is 64cm tall 96cm wide (61.44cm²). Therefore, the percentage of the sign that is illuminated with changing messages is 10.11%. The details on the purpose of the sign, and the intended purpose of the changing message of the sign, are outlined at the bottom of this letter response in the *Purpose Statement*.

The topography of the site of the illuminated sign on school grounds contains a row of large palm trees (which the sign sits in line with) that are both taller and wider than the illuminated sign, and therefore does not interrupt the streetscape. The sign itself is beautifully and professionally designed and matches stylistically with external presentation of the school facilities. It is a simple shape and elegant design which contains no gaudy colours, only the blue colour of the school and other natural colours. Therefore, there is no loss of amenity for adjoining and adjacent properties, indeed, the sign the sign is an asset to the school and local community, as the per the purpose outlined for its installation in my initial letter to the Council on 7th June, 2023. Please consider the contents of that letter as key to our response to these performance criteria. I have included this information again below as the conclusion of this letter response as the 'Purpose Statement' for the convenience of the reader. The location of the school is a pull factor for families seeking to enrol their children and draws young families to move locally into Newstead in close proximity to the school. The school's enrolment data reflects this demand with enrolment numbers at capacity and some year levels with a waiting list of 30 families seeking to enrol their children.

The messages communicated to the school community via the sign will be unique to our school, and therefore not repeated in any other physical location. There are no other permanent information signs in relative proximity as a low-density zone for physical signage. The messages on the illuminated sign will be simple, static, and not changing. There will be only one message on any given school day with no animation or movement. This is to ensure the safe and efficient movement of vehicles and pedestrians. The primary audience of the sign is our school community and local community, and therefore, we are able to be flexible with the hours of operation of the sign (only intend 7:00am-6:00pm to mirror Out of Hours School Care services held on site), and are readily able to adjust the brightness of the sign to meet Council requirements.

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Clause C1.6.2 A2

I can confirm that St Thomas More's Catholic School will adhere to requirements of this clause.

Clause C1.6.3

I can confirm that third party matters/events (ie. not involving the school) will not be displayed on the sign.

Other Matters

In relation to the *Other Matters* section of the *Request for Further Information* document outlining the recommendations of the Infrastructure Department, please note that the sign will be programmed to ensure that the messages will not change more than once during a 30 second period. I can also confirm that the sign will not at any time display images or messages that are similar in format or appearance to traffic control or warning, incident or traffic management, or road safety and driver information messages.

Attached to the email including this letter response is an updated **Site Plan** identifying the distance between the sign and the school boundary, and also the **Sign Graphic Plans** as requested.

In conclusion, please find below the **Purpose Statement** for the installation of the digital sign at St Thomas More's Catholic School.

Purpose Statement

I am writing to detail the ways in which the installation of the digital sign at St Thomas More's Catholic School both positively benefits the St Thomas More's Catholic School community and our interaction and engagement with the broader community.

The installation of the digital sign allows St Thomas More's Catholic School to greatly enhance our school community's communication capabilities. We understand the significance of effective and timely communication in fostering a strong relationship between the school, parents, and students. The digital sign allows us to share important announcements, upcoming events, and key information about school activities in a more efficient and visually appealing manner. With its prominent location at the school entrance, the sign is designed to serve as a central hub for disseminating vital updates, ensuring that parents, students, and staff are well-informed about all relevant matters.

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Furthermore, the digital sign provides an excellent platform for showcasing the achievements and successes of our students and staff members. Our school community takes immense pride in the accomplishments of our students, whether it be academically, in the sporting arena, under the lights of the performing arts, or community service. With the ability to display customised messages, the digital sign allows us to celebrate and recognise these achievements, thereby bolstering student morale and fostering a positive school culture. Additionally, featuring outstanding student work and projects on the sign inspires creativity and motivates others within our school community to achieve their best and become the best version of themselves; the person that God created them to be.

Beyond the confines of our school, the digital sign facilitates increased interaction and engagement with the broader community. By promoting school-community engagement events and initiatives, and opportunities for community involvement at school, this encourages collaboration between the school and local organisations, businesses, and residents. The sign can also be utilised as a means of promoting the school's involvement in community initiatives, charitable causes, and public awareness campaigns, such as the recently held Reconciliation Week events. This seamless integration between the school and the community will foster stronger bonds and create a sense of unity and shared purpose among all stakeholders. Please also note that the software for the sign also allows us to automate the hours of operation for the sign, and adjust the brightness of the sign accordingly in order to be mindful of road users and local residents.

In closing, the digital sign's communication capabilities, ability to showcase achievements, and facilitation of community engagement undoubtedly enhances the educational experience for our students and strengthen our ties with the local community.

God bless,

A handwritten signature in black ink, appearing to read 'Casimir Douglas'.

Mr Casimir Douglas
Principal
St Thomas More's Catholic School

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50-56 Campbell Street, Newstead - Signage - Installation of a digital sign (retrospective)

FILE NO: DA0253/2023

AUTHOR: Jayden Broad, (Graduate Town Planner)

DIRECTOR: Dan Ryan, (General Manager, Community & Place Network)

ATTACHMENT 1:

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

PLANNING APPLICATION INFORMATION:

Applicant:	St Thomas More's School
Property:	50-56 Campbell Street, Newstead
Zoning:	Community Purpose
Receipt Date:	7/06/2023
Validity Date:	14/06/2023
Further Information Request:	22/06/2023
Further Information Received:	26/06/2023
Deemed Approval (extension granted):	10/08/2023
Representations:	4

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

27.0 Community Purpose Zone
The purpose of the Community Purpose Zone is: 27.0.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities. 27.0.2 To encourage multi-purpose, flexible and adaptable social infrastructure.
Consistent
The electronic display sign would serve a primary school and has a design which is considered to be multi-purpose, flexible and adaptable social infrastructure.
27.2.1 Non-residential use
That non-residential use does not cause an unreasonable loss of amenity to residential zones.
Signage use is assessed by the Signs Code. Code standards prevail over conflicting zoning standards.
A1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:

<p>(a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.</p>
<p>P1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to an adjacent residential use having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.</p>
<p>A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must: (a) not operate between 9:00pm and 6:00am, excluding any security lighting; and (b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.</p>
<p>The sign is not considered to be "external lighting" due to the light source being digital displays. Please refer to the assessment of Clause C1.6.2 P1 for assessment of standards relating to illuminated signage. If standards within any code conflict with a zone standard, the code standard/s prevail.</p> <p>In any event, the operating hours of the illuminated sign would be between 7AM-6PM on weekdays.</p>
<p>P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) distance to habitable rooms of an adjacent dwelling.</p>
<p>A3 Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.</p>
<p>Flood lighting is not proposed.</p>
<p>P3 Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to: (a) the necessity of floodlighting for the Sports and Recreation use; (b) the frequency of the Sports and Recreation event; (c) whether the event is of a special nature; (d) the duration of the event; and (e) any lighting required to set up and pack up for the event.</p>
<p>A4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 7.00am to 6.00pm Monday to Friday; and (b) 9.00am to 5.00pm Saturday, Sunday and public holidays.</p>

<p>The sign has not resulted in a change of commercial vehicle operation which services the school.</p>
<p>P4 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone having regard to:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential zone; and (f) the existing levels of amenity.
<p>27.3.1 Building height</p>
<p>That building height:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential properties.
<p>The Sign Code prevails.</p>
<p>A1 Building height must be not more than 10m.</p>
<p>P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from the road and public places; (e) any overshadowing of adjoining properties or public places; and (f) the need to locate the building on the site.
<p>27.3.2 Setback</p>
<p>That building setback:</p> <ul style="list-style-type: none"> (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of residential amenity to adjoining residential zones.
<p>The standards of the Sign Code prevail.</p>
<p>A1 Buildings must have a setback from a frontage of:</p> <ul style="list-style-type: none"> (a) not less than 5m; or (b) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties, whichever is the lesser.
<p>P1 Buildings must have a setback from a frontage that is compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the setbacks of buildings on adjacent properties; (c) the height, bulk and form of existing and proposed buildings; and (d) the safety of road users.
<p>A2 Buildings must have a setback from side and rear boundaries adjoining a General Residential Zone, Inner Residential Zone or Low Density Residential Zone not less than:</p> <ul style="list-style-type: none"> (a) 3m; or

(b) half the wall height of the building, whichever is the greater.
P2 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to: (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property
A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone ¹ .
P3 Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to sensitive uses, having regard to: (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of adjoining sensitive uses; and (d) any proposed mitigation measures.
27.3.3 Fencing
That fencing: (a) is compatible with the streetscape; and (b) provides for passive surveillance.
Fencing provision/works are not proposed.
A1 No Acceptable Solution.
P1 A fence (including a free-standing wall) within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the streetscape, having regard to: (i) its height, design, location and extent; (ii) the topography of the site; and (iii) traffic volumes on the adjoining road.
27.3.4 Outdoor storage areas
That outdoor storage areas for do not detract from the appearance of the site or surrounding area.
Outdoor storage area provision is not proposed.
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.
27.4.1 Lot design
That each lot: (a) has an area and dimensions appropriate for use and development in the zone; and (b) is provided with appropriate access to a road.
Subdivision is not proposed.
A1 Each lot, or lot proposed in a plan of subdivision, must: (a) have an area of not less than 600m ² and:

<ul style="list-style-type: none"> (i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> a. all setbacks required by clause 27.4.2A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 27.4.2 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.
<p>P1 Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the relevant requirements for development of buildings on the lots; (b) existing buildings and the location of intended buildings on the lots; (c) the topography of the site; (d) the presence of any natural hazards; (e) adequate provision of private open space; and (f) the pattern of development existing on established properties in the area.
<p>A2 Each lot, or lot proposed in a plan of subdivision, must have a frontage or legal connection to a road by a right of carriageway of not less than 10m.</p>
<p>P2 Each lot, or lot proposed in a plan of subdivision, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:</p> <ul style="list-style-type: none"> (a) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (b) the topography of the site; (c) the functionality and useability of the frontage; (d) the anticipated nature of vehicles likely to access the site; (e) the ability to manoeuvre vehicles on the site; (f) the ability for emergency services to access the site; and (g) the pattern of development existing on established properties in the area.
<p>A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</p>
<p>P3 Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the length of the access; (c) the distance between the lot or building area and the carriageway; (d) the nature of the road and the traffic; and (e) the pattern of development existing on established properties in the area.
<p>27.4.2 Services</p>
<p>That the subdivision of land provides services for the future use and development of the land.</p>
<p>Subdivision is not proposed.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must:</p> <ul style="list-style-type: none"> (a) be connected to a full water supply service if the frontage of the lot is within 30m of a full water supply service: or

(b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.
P1 No Performance Criterion.
A2 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.
P2 Each lot, or lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.
A3 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.
P3 Each lot, or a lot proposed in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land.
C1.0 Signs Code
The purpose of the Signs Code is: C1.1.1 To provide for appropriate advertising and display of information for business and community activity. C1.1.2 To provide for well-designed signs that are compatible with the visual amenity of the surrounding area. C1.1.3 To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
Consistent
The sign would display written messages relating to the operation of the school and would not contain third party messages. The graphics of the sign are consistent with the colour scheme of the school. By way of recommended conditions, the sign would not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.
C1.6.1 Design and siting of signs
That: (a) signage is well designed and sited; and (b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.
Consistent
The sign is well-designed and sited, would not contribute to visual clutter and would not cause an unreasonable loss of visual amenity to the surrounding area.
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and

<p>(b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, for which there is no Acceptable Solution:</p> <ul style="list-style-type: none"> (i) roof sign; (ii) sky sign; and (iii) billboard.
<p>Relies on Performance Criteria</p> <p>The sign is classified as a "blade sign" in accordance with Table C1.3. Blade signs are permissible on land zoned Community Purpose with a maximum vertical dimension of 3.6m and have a maximum horizontal dimension of 1.2m. The sign has a height of 4.5m and a width of 1.38m and therefore requires assessment of the performance criteria.</p> <p>P1.1 A sign must:</p> <ul style="list-style-type: none"> (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; (iii) the amenity of surrounding properties; (iv) the repetition of messages or information; (v) the number and density of signs on the site and on adjacent properties; and (vi) the impact on the safe and efficient movement of vehicles and pedestrians.
<p>Complies</p> <p>The sign is located within an applicable zone for the relevant sign type as set out in Table C1.6 and would be compatible with the streetscape, having regard to the following:</p> <ul style="list-style-type: none"> (a) In accordance with Table C1.6, blade signs are a permissible sign type on land zoned Community Purpose. (b) (i) The sign has a height of 4.5m above natural ground level and a width of 1.38m. The variance in height is required due to natural ground level of the building area being lower than the height of the Abbott Street road reserve and the width of the sign is required to contain the technological components of the sign internally, which has the benefit of protecting the sign from accidental or deliberate damage. (b) (ii) The sign is a standalone structure. (b) (iii) A condition is recommended to ensure that the light emitted from the digital displays does not unreasonably spill over the property boundary, which is achievable considering that the displays are perpendicular to nearby properties. The illuminated blade sign replaces a ground base sign with a very similar colour scheme and while it is acknowledged that the retrospective blade sign is more overt than the sign it has replaced when viewed from Abbott Street vehicle users/pedestrians while moving, the sign is oriented perpendicular to the Abbott Street frontage and is therefore less visible when viewed from neighbouring properties. (b) (iv) The same message would be displayed for the entire length of the school day. In any event, a condition is recommended to ensure that dwell times are appropriate for the property and surrounding area, including Abbott Street and residential properties.

<p>(b) (v) There are no other blade signs along the subject property's Abbott Street frontage.</p> <p>(b) (vi) A condition is recommended to ensure that the digital displays do not show graphics/messages which could hinder the safe and efficient movement of vehicles and pedestrians.</p> <p>With the conditions provided, it is assessed that the proposed sign meets the performance criteria.</p>
<p>P1.2 If a roof sign, sky sign or billboard, the sign must:</p> <p>(a) be located within the applicable zone for the relevant sign type set out in Table C1.6;</p> <p>(b) meet the sign standards for the relevant sign type in Table C1.6; and</p> <p>(c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:</p> <p>(i) the size and dimensions of the sign; the size and scale of the building upon which the sign is proposed;</p> <p>(ii) the amenity of surrounding properties;</p> <p>(iii) the repetition of messages or information;</p> <p>(iv) the number and density of signs on the site and on adjacent properties; and</p> <p>(v) the impact on the safe and efficient movement of vehicles and pedestrians.</p>
<p>The sign is classified as a blade sign in accordance with Table C1.3.</p>
<p>A2 A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.</p>
<p>Complies</p>
<p>The sign is located 0.9m from the Abbott Street property boundary. The Abbott Street road reserve contains land zoned Community Purpose and General Residential, with land zoned General Residential beginning approximately 9m from the location of the sign.</p>
<p>P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</p> <p>(a) the topography of the site and the surrounding area;</p> <p>(b) the relative location of buildings, habitable rooms of dwellings and private open space;</p> <p>(c) any overshadowing; and</p> <p>(d) the nature and type of the sign</p>
<p>A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than:</p> <p>(a) 1 of each sign type, unless otherwise stated in Table C1.6;</p> <p>(b) 1 window sign for each window;</p> <p>(c) 3 if the street frontage is less than 20m in length; and</p> <p>(d) 6 if the street frontage is 20m or more,</p> <p>excluding the following sign types, for which there is no limit:</p> <p>(i) name plate; and</p> <p>(ii) temporary sign.</p>
<p>Complies</p>
<p>The blade sign is the only sign of its type along the Abbott Street frontage.</p>
<p>P3 The number of signs for each business or tenancy on a street frontage must:</p>

<p>(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and</p> <p>(b) not involve the repetition of messages or information.</p>
<p>C1.6.2 Illuminated signs</p>
<p>That:</p> <p>(a) illuminated signs are compatible with the streetscape;</p> <p>(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and</p> <p>(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.</p>
<p>Consistent</p>
<p>The sign is considered to be compatible with the streetscape, the sign is the only illuminated sign within the surrounding area and potential negative impacts on road safety/pedestrian movement are minimised by way of recommended conditions.</p>
<p>A1 No Acceptable Solution.</p>
<p>Relies on Performance Criteria</p>
<p>The sign has illuminated elements. There is no acceptable solution available.</p>
<p>P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</p> <p>(a) the location of the sign;</p> <p>(b) the size of the sign;</p> <p>(c) the intensity of the lighting;</p> <p>(d) the hours of operation of the sign;</p> <p>(e) the purpose of the sign;</p> <p>(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;</p> <p>(g) the intended purpose of the changing message of the sign;</p> <p>(h) the percentage of the sign that is illuminated with changing messages;</p> <p>(i) proposed dwell time; and</p> <p>(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.</p>
<p>Complies</p>
<p>The illuminated sign would not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road operating as required by the proposed conditions of approval and would be compatible with the streetscape, having regard to the following.</p> <p>(a) The sign is located 0.9m from the subject property's Abbott Street frontage and approximately 4m from the motor vehicle trafficable surface of Abbott Street. It is located between two established palm trees and the Abbott Street frontage. The orientation of the blade sign width is at a right angle to the Abbott Street frontage, therefore the digital displays also face perpendicular to Abbott Street. The palm trees slightly obscure display light impacts to vehicle users of Abbott Street and the orientation of the displays mitigate impacts to adjoining properties.</p> <p>(b) The sign measures 4.5m high by 1.38m wide. The relative height when viewed from the Abbott Street road reserve is shorter due to the elevation difference between Abbott Street and the subject property.</p>

(c) The digital displays are capable of a high level of brightness which have caused a loss of amenity, especially during darker hours. Conditions are recommended to ensure that light from the displays do not unreasonably spill over the property boundary and to ensure that content displayed by the sign cannot be mistaken for traffic control signals.

(d) The sign would operate between 7AM - 6PM Monday - Friday, which is consistent with the operation of the school's existing childcare service. Conditions are recommended to ensure that light from the displays do not unreasonably spill over the property boundary and to ensure that content displayed by the sign cannot be mistaken for traffic control signals.

(e) The sign would be utilised to provide on-site information to stakeholders of the school. No third-party messages would be displayed and the same message would be shown as a still image for a whole day.

(f) The operation of the illuminated sign has adversely impacted the nearby area due to its times of operation, brightness levels and type of content displayed before a planning permit was sought. Conditions are recommended to ensure that continued use of the sign does not cause an unreasonable loss of amenity to adjacent properties.

(g) The sign messages would update school stakeholders with information pertaining to the operation of the school such as school events imminent variations for school operating hours/days.

(h) The percentage of the sign that is illuminated with changing messages is 10.2%.

(i) A condition is recommended to restrict the dwell time of the signs to once per day. Abbott Street has a default speed limit of 50km/h which is reduced to 40km/h during peak school traffic periods.

(j) The sign is not located proximate to an electronic traffic control device but it is noteworthy that the sign is located close to a school crossing that is staffed by crossing guards during peak school traffic periods. The sign would be visible from vehicles travelling along Abbott Street. Conditions are recommended to ensure the operation of the digital sign does not create a safety risk to Abbott Street traffic, pedestrians and school crossing guards.

With the conditions provided, it is assessed that the proposed sign meets the performance criteria.

A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.

Complies

The sign would comply with the acceptable solution by way of recommended conditions. There are no performance criteria available for this standard.

P2 No Performance Criterion.

C1.6.3 Third party sign

To:

<p>(a) provide for third party signs that are compatible with the streetscape and the character of the area in which it is proposed to be located;</p> <p>(b) manage the cumulative impact of third party signs on the character of an area; and</p> <p>(c) minimise any potential impact of third party signs on road safety.</p>
<p>Third party messages/content are not proposed. A condition is recommended to notify the landowner that additional planning approval would be required if third-party messages are to be displayed by the sign.</p>
<p>A1 No Acceptable Solution.</p>
<p>P1 A third party sign must be compatible with the natural and built environment of the surrounding area, having regard to:</p> <p>(a) the content of the sign;</p> <p>(b) the necessity for the advertisement to be in the location;</p> <p>(c) opportunities for alternative locations or other methods to achieve the intended purpose (e.g. eligibility for Tasmanian Visitor Information System (TVIS) signs); and</p> <p>(d) the likely impact on the operation and safety of a railway, road, footpath, or navigable water ; and</p> <p>(e) any advice from a State authority.</p>
<p>C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts</p>
<p>P1 A third party sign must be compatible with the natural and built environment of the surrounding area, having regard to:</p> <p>(a) the content of the sign;</p> <p>(b) the necessity for the advertisement to be in the location;</p> <p>(c) opportunities for alternative locations or other methods to achieve the intended purpose (e.g. eligibility for Tasmanian Visitor Information System (TVIS) signs); and</p> <p>(d) the likely impact on the operation and safety of a railway, road, footpath, or navigable water ; and</p> <p>(e) any advice from a State authority.</p>
<p>The subject property is not affected by a local heritage place, a local heritage precinct or a local historic landscape precinct as listed in the Local Historic Heritage Code.</p>
<p>A1 A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must:</p> <p>(a) be not more than 0.2m²;</p> <p>(b) not be an illuminated sign; and</p> <p>(c) there must be not more than 1 sign per site.</p>
<p>P1 A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code must be located in a manner that does not have an unacceptable impact on the local heritage significance of the place or precinct, having regard to:</p> <p>(a) placement to allow the architectural details of the building to remain prominent;</p> <p>(b) the size and design not substantially diminishing the local historic heritage significance of the place or precinct;</p> <p>(c) where relevant, placement in a location on the building that would traditionally have been used as an advertising area;</p> <p>(d) any domination or obscuring of any historic signs forming an integral part of a building's architectural detailing or local historic heritage significance;</p> <p>(e) using fixtures that do not and are not likely to damage building fabric;</p> <p>(f) not projecting above a parapet or roof line if such a projection impacts on the local historic heritage significance of the building; and</p>

(g) not using internal illumination in a sign on a local heritage place unless it is demonstrated that such illumination will not detract from the local historic heritage significance of the place or precinct.
C2.0 Parking and Sustainable Transport Code
The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
The retrospective development application is for a sign, existing access provision is not impacted and the use intensity of the school has not changed as a result of the sign's construction/past use. Since no standards of the Parking and Sustainable Transport Code apply to the sign, the Code itself does not apply.
C2.5.1 Car parking numbers
That an appropriate level of car parking spaces are provided to meet the needs of the use
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C - B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.
P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

<p>(b) the ability of multiple users to share spaces because of:</p> <ul style="list-style-type: none"> i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of</p> <p>(g) on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(h) the effect on streetscape; and</p> <p>(i) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p>
<p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and 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 surrounding area.
<p>C2.5.2 Bicycle parking numbers</p>
<p>That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.</p>
<p>A1 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.
<p>P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
<p>C2.5.3 Motorcycle parking numbers</p>
<p>That the appropriate level of motorcycle parking is provided to meet the needs of the use.</p>
<p>A1 The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.
<p>P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
<p>C2.5.4 Loading Bays</p>

<p>That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>
<p>A1 A loading bay must be provided for uses with a floorarea of more than 1000m² in a single occupancy.</p>
<p>P1 Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> (a) the type 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) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
<p>C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone</p>
<p>To:</p> <ul style="list-style-type: none"> (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.
<p>A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <ul style="list-style-type: none"> (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floorarea, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.
<p>P1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <ul style="list-style-type: none"> (a) car parking demand generated by the proposed use during its proposed hours of operation; (b) the availability of on-street and public car parking in the surrounding area; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision; (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; (g) any car parking deficiency or surplus associated with the existing use of the land; (h) any relevant parking plan for the area adopted by council; (i) any existing on-street car parking restrictions; and (j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.

C2.6.1 Construction of parking areas
That parking areas are constructed to an appropriate standard.
A1 All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
C2.6.2 Design and layout of parking areas
That parking areas are designed and laid out to provide convenient, safe and efficient parking.
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>.
A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>.
P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

<ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.
<p>C2.6.3 Number of accesses for vehicles</p> <p>That:</p> <ul style="list-style-type: none"> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
<p>A1 The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
<p>P1 The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
<p>A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>
<p>P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <ul style="list-style-type: none"> (a) not have an adverse impact on: <ul style="list-style-type: none"> (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape
<p>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</p> <p>That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <ul style="list-style-type: none"> (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts.
<p>A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public</i></p>

<p><i>spaces Part 3.1: Pedestrian area (Category P) lighting - Performance and design requirements.</i></p>
<p>P1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <ul style="list-style-type: none"> (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour through the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.
<p>C2.6.5 Pedestrian access</p>
<p>That pedestrian access within parking areas is provided in a safe and convenient manner.</p>
<p>A1.1 Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guardrails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.
<p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>
<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
<p>C2.6.6 Loading bays</p>
<p>That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.</p>
<p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>
<p>P1 Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading;

<p>(d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.</p>
<p>A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>
<p>P2 Access for 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 in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</p>
<p>C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</p>
<p>That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.</p>
<p>A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the time they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements</i>.</p>
<p>P1 Bicycle parking must be provided in a safe, secure and convenient location, having regard to: (a) the accessibility to the site; (b) the characteristics of the site; (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) the location and visibility of proposed parking for bicycles; (g) whether there are other parking areas on the site; and (h) the opportunity for sharing bicycle parking on nearby sites.</p>
<p>A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>

<p>P2 Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the space available; (c) the safety of cyclists; and (d) the provisions of <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.
<p>C2.6.8 Siting of parking and turning areas</p>
<p>That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.</p>
<p>A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>
<p>P1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.
<p>A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.
<p>P2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"> (a) the streetscape; (b) any unreasonable loss of amenity of the occupants of adjoining properties; and (c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.
<p>C2.7.1 Parking precinct plan</p>
<p>To minimise the amount of on-site parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.</p>
<p>A1 Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> (a) not be provided; or

(b) not be increased above existing parking numbers.
<p>P1 Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <p>(a) the availability of off-street public parking spaces within reasonable walking distance;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(f) the streetscape;</p> <p>(g) the topography of the site;</p> <p>(h) the location of existing buildings on the site;</p> <p>(i) any constraints imposed by existing development; and</p> <p>(j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and</p> <p>not exceed the number specified in Table C2.1.</p>
C16.0 Safeguarding of Airports Code
<p>The purpose of the Safeguarding of Airports Code is:</p> <p>C16.1.1 To safeguard the operation of airports from incompatible use or development.</p> <p>C16.1.2 To provide for use and development that is compatible with the operation of airports in accordance with the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.</p>
<p>The Airport Obstacle Limitation Area overlay that affects the property has a ceiling of 316m AHD, the ground level is approximately 40.5m AHD and the sign has a height of 4.5m above ground level.</p> <p>Clause C16.4.1 (a) of the Scheme applies. The sign is therefore exempt from assessment against the standards of the Safeguarding of Airports Code.</p>
C16.5.1 Sensitive use within an airport noise exposure area
<p>That:</p> <p>(a) sensitive uses are appropriately located or designed to minimise exposure to excessive aircraft noise; and</p> <p>(b) the operation of airports are not compromised by the amenity expectations of sensitive uses.</p>
A1 A sensitive use must not be located within an airport noise exposure area.
<p>P1 A sensitive use within an airport noise exposure area must be located and designed to minimise exposure to excessive aircraft noise, having regard to:</p> <p>(a) the location, orientation and elevation of the site relative to aircraft flight paths;</p> <p>(b) the current and future type and frequency of aircraft operating from the airport;</p> <p>(c) the type of use and the operational requirements for the use;</p> <p>(d) the layout and construction of buildings associated with the use;</p> <p>(e) the need to not compromise the future operation of the airport;</p>

<p>(f) the noise attenuation measures required by Section 3 of the <i>Australian Standard AS 2021 -2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction</i>;</p> <p>(g) the requirements of any relevant airport masterplan; and</p> <p>(h) any advice from the airport operator or Airservices Australia.</p>
<p>C16.6.1 Buildings and works within an airport obstacle limitation area</p>
<p>That buildings and works do not interfere with safe aircraft operations in the vicinity of an airport and on land within an airport obstacle limitation area.</p>
<p>A1 Buildings and works within an airport obstacle limitation area associated with a Commonwealth- leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must have approval from the relevant Commonwealth department under the <i>Airports Act 1996</i> (Commonwealth).</p>
<p>P1 No Performance Criterion.</p>
<p>A2 No Acceptable Solution.</p>
<p>P2 Buildings and works within an airport obstacle limitation area associated with a non-Commonwealth-leased airport that exceed the specified height limit shown on the airport obstacle limitation area overlay applicable for the site of the development must not create an obstruction or hazard for the operation of aircraft, having regard to any advice from:</p> <p>(a) Airservices Australia;</p> <p>(b) the Civil Aviation Safety Authority; and</p> <p>(c) the airport operator.</p>
<p>C16.7.1 Subdivision</p>
<p>To provide for subdivision:</p> <p>(a) that allows for sensitive use to be suitably located to avoid exposure to excessive aircraft noise; and</p> <p>(b) so that future development for sensitive use does not compromise the operation of airports.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must be:</p> <p>(a) be for the creation of separate lots for existing buildings;</p> <p>(b) be required for public use by the Crown, a council or a State authority;</p> <p>(c) be required for the provision of Utilities;</p> <p>(d) be for the consolidation of lots;</p> <p>(e) be for the creation of a lot that contains a building area not less than 10m x 15m entirely located outside of the airport noise exposure area; or</p> <p>(f) not be intended for a sensitive use.</p>
<p>P1 Each lot, or a lot proposed in a plan of subdivision, within an airport noise exposure area must not create an opportunity for a sensitive use to be exposed to excessive aircraft noise, having regard to:</p> <p>(a) the location, orientation and elevation of the site relative to aircraft flight paths;</p> <p>(b) the current and future type and frequency of aircraft operating from the airport;</p> <p>(c) the type of use and the operational requirements for the use;</p> <p>(d) the layout and construction of buildings associated with the use;</p> <p>(e) the need to not compromise the future operation of the airport;</p> <p>(f) the requirements of any relevant airport master plan; and</p> <p>(g) any advice from the airport operator or Airservices Australia.</p>

14 Howard Street, 18 Howard Street, 16 Howard Street, 26 Montagu Street, 28 Montagu Street, 30 Montague Street and 69A Mayne Street, Invermay - S.40T - Combined Scheme Amendment and Development Application

FILE NO: DA0051/2023

AUTHOR: Dileep Karna, (Town Planner)

GENERAL MANAGER: Dan Ryan, (Community & Place Network)

ATTACHMENT ONE:

11.1. PLANNING SCHEME REQUIREMENTS

18.0 Light Industrial Zone

P1 Each lot, or a lot proposed in a plan of subdivision, within an attenuation area must not result in the potential for a sensitive use to be impacted by emissions, having regard to:

- (a) the nature of the activity with the potential to cause emissions, including:
 - (i) operational characteristics of the activity;
 - (ii) scale and intensity of the activity; and
 - (iii) degree of emissions from the activity; and
- (b) the intended use of the lot.

Consistent

The proposed development is for the demolition of five (5) existing, dilapidated dwellings and construction of a new building to provide for storage, which is a Permitted use within the zone. The proposed use and development will support and not adversely impact industrial activity.

18.3.1 All uses

That uses do not cause an unreasonable loss of amenity to residential zones.

Consistent

The proposed development does not cause unreasonable loss of amenity to residential zones. The proposal complies with the acceptable solution.

A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays.

Complies

The subject site adjoins with the General Residential Zone towards north, south and east of the property. The proposed development will operate within the hours as specified above.

Tenancy	Monday - Saturday	Sunday/Public Holidays
1	7.00am - 8.00pm	8.00am - 8.00pm

2	7.00am - 8.00pm	8.00am - 8.00pm
3	7.00am - 8.00pm	8.00am - 8.00pm
4	7.00am - 8.00pm	8.00am - 8.00pm
5	7.00am - 8.00pm	8.00am - 8.00pm

Therefore, the proposed use complies with A1.

P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) the timing, duration or extent of vehicle movements; and
- (b) noise, lighting or other emissions.

Not Applicable

A2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:

- (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and
- (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.

Complies

The proposed development does not include any external lighting. However, the subject site adjoins the General Residential zone. Therefore, a condition will be placed on the permit to ensure that any future security lighting will be baffled and will not operate within the hours of 11:00am to 6:00am.

P2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:

- (a) the level of illumination and duration of lighting; and
- (b) the distance to habitable rooms of an adjacent dwelling.

Not Applicable

A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays.

Complies

The subject site adjoins with the General Residential Zone towards north, south and east of the property. Commercial vehicles to the subject site will be limited from 7.00am to 8.00pm Monday to Saturday and 8.00am to 8.00pm Sunday and public holidays.

Therefore, the proposed development complies with A1.

A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General

Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.
Not Applicable

18.3.2 Discretionary uses

That uses listed as Discretionary do not compromise the use or development of the land for industrial activities with minimal or managed off site impacts.
Not Applicable
A1 No Acceptable Solution.
Not Applicable
P1 A use listed as Discretionary must not compromise the use or development of the surrounding properties for industrial activities with minimal or managed off site impacts, having regard to: (a) the characteristics of the site; (b) the size and scale of the proposed use; and (c) the function of the industrial area.
Not Applicable

18.4.1 Building height

To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.
Consistent
Complies with the acceptable solution.
A1 Building height must be not more than 10m.
Complies
The proposed development has an overall height of approximately 6.7m, 4.3m along the sides, rear, and frontage. Therefore, the proposed development can meet the required building height as shown in the proposed elevation plans drawing no. SK036.
P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building; (b) separation from existing uses on adjoining properties; and (c) any buffers created by natural or other features.
A2 Building height: (a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or (b) within 10m of an Inner Residential Zone must be not more than 9.5m.
Complies
The subject site adjoins with the General Residential Zone towards north, south and east of the property. The proposed development has an overall height of approximately 6.7m, 4.3m along the sides, rear, and frontage. Therefore, the proposed development satisfies (a).
P2 Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be consistent with building

height on adjoining properties in those zones and not cause an unreasonable loss of residential amenity, having regard to:

- (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;
- (b) overlooking and reduction of privacy; or
- (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining properties.

18.4.2 Setbacks

That building setbacks:

- (a) are appropriate for the site; and
- (b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.

Consistent

The proposed development is appropriate for the site and is compatible with the streetscape. It does not cause an unreasonable loss of amenity to adjoining residential zone, as the proposed development meets both acceptable solutions and performance criteria.

A1 Buildings must have a setback from a frontage of:

- (a) not less than 5.5m;
- (b) not less than existing buildings on the site; or
- (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.

Relies on Performance Criteria

The proposed development has a setback of approximately 1.1m at the closest point from the Montagu Street frontage and approximately 2.9m from Howard Street. Therefore, the proposed development does not satisfy (a) and relies on performance criteria.

P1 Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

- (a) the topography of the site;
- (b) the setback of buildings on adjacent properties; and
- (c) the safety of road users.

Complies

The subject site has a setback from the frontage that can provide adequate vehicle access, parking, and landscaping space. The variation has been considered with regard to the above criteria as follows:

- (a) The proposed development is located on a relatively flat area and will not cause any further detriment to the character of the established properties in the area.
- (b) The subject site is a corner lot of Howard Street and Montagu Street, as the proposed development is located at the end of Montagu Street and does not adjoin any buildings. However, the proposed building adjoins 12 Howard Street, a residential building with an existing setback of approximately 3.5m at the closest point from Howard Street. Therefore, the proposed setbacks for the development along Howard Street are consistent with the existing setbacks on the adjacent properties.

<p>(c) The proposed development does not impact vehicles and pedestrians safe and efficient movement.</p>
<p>Therefore, the proposed development complies with P1.</p>
<p>A2 Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than:</p> <p>(a) 4m; or</p> <p>(b) half the wall height of the building, whichever is the greater.</p>
<p>Complies</p> <p>The subject site adjoins with the General Residential Zone towards north, and east of the property, the proposed overall height along the northern boundary is approximately 4.3m - 6.7m, and the overall height along the eastern side boundary is approximately 4.3m. Therefore, the required setback along the northern side boundary is 4m.</p> <p>The proposed setbacks from the northern boundary ranges from approximately 6.8m - 8.0m and approximately 10.4m from the eastern side boundary.</p> <p>Therefore, the proposed development satisfies (a) and (b).</p>
<p>P2 Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, having regard to:</p> <p>(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</p> <p>(b) overlooking and reduction of privacy; and</p> <p>(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</p>
<p>A3 Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone.</p>
<p>Not Applicable</p> <p>The proposed development does not include air extraction, pumping, refrigeration system, compressors, or generators within the 10m of the General Residential Zone.</p>
<p>P3 Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of residential amenity to the adjoining residential zones, having regard to:</p> <p>(a) the characteristics and frequency of emissions generated;</p> <p>(b) the nature of the proposed use;</p> <p>(c) the topography of the site and location of the sensitive use; and</p> <p>(d) any proposed mitigation measures.</p>
<p>Not Applicable</p>
<p>18.4.3 Fencing</p>
<p>That fencing does not cause an unreasonable loss of residential amenity to adjoining residential zones.</p>
<p>Consistent</p>

Complies with performance criteria.
A1 No Acceptable Solution
Relies on Performance Criteria
P1 Common boundary fences with a property in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone mustnot cause an unreasonable loss of residential amenity, having regard to: (a) their height, design, location and extent; and (b) the proposed materials and construction.
Complies The proposed development adjoins General Residential Zone towards the north and east boundaries of the property. The proposed development includes a new color bond fence with a height of 1.8m along the north and east boundaries. This does not cause an unreasonable loss of residential amenity, as this will minimise the visual sightlines from the habitable rooms of the adjoining residential developments.

18.4.4 Outdoor storage areas

Outdoor storage areas do not detract from the appearance of the site or surrounding area.
Not Applicable The proposed development does not include an outdoor storage area.
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.
Not Applicable
P1 Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.
Not Applicable

18.4.5 Landscaping

That landscaping enhances the amenity and appearance of the streetscape where buildingsare setback from the frontage.
Consistent Complies with performance criteria.
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance.
Relies on Performance Criteria The subject site is located on the corner of Howard Street and Montagu Street. The proposed development includes a landscaping plan along Howard Street frontage to a horizontal depth of approximately 2.9m and does not include landscaping along Montagu Street. Therefore, the proposed development relies on performance criteria.
P1 If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site;

- (d) existing vegetation on the site;
- (e) the location, type and growth of the proposed vegetation; and
- (f) any relevant local area objectives contained within the relevant Local Provisions Schedule

Complies

The proposed development has included a landscaping plan along Howard Street frontage to a horizontal depth of approximately 2.9m. The variation has been considered with regard to the above criteria as follows:

(a) The width of the setback provides adequate space for landscaping, approximately 2.9m.

(b) The width of the frontage is approximately 99.2m. The proposed landscaping spans a length of approximately 41.2m of the Howard Street frontage. It does not include landscaping along Montagu Street, which has a length of approximately 52.5m. Furthermore, the proposed development is located at the end of Montagu Street and the proposed building will have access from this street. However, the proposed development will not compromise the amenity and appearance of the streetscape.

(c) The proposed development is located on a relatively flat area and will not cause any further detriment to the character of the established properties in the area.

(d) The subject site has existing vegetation with a mixture of garden shrubs and grass, which was part of the gardens of the existing dilapidated dwellings. The existing industrial uses along Montague St, don't have any landscaping treatments within their properties, however the road reserve along Montague St consists of a large grassed verge.

(e) The proposed landscaping along the Howard Street frontage includes two different types of plants, Laurus Nobilis 'Bay Laurel' and Acer palmatum "Japanese Maple" that can be grown up to 3m - 6m (approximately), as shown on the proposed site plan.

(f) No applicable - There are no local area objectives.

Therefore, the proposed development complies with P1.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

<p>C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.</p>
<p>Consistent The proposed development provides a sufficient amount of car parking and associated facilities to meet the needs of the use and development.</p>
<p>C2.5.1 Car parking numbers</p>
<p>That an appropriate level of car parking spaces are provided to meet the needs of the use</p>
<p>Consistent The proposed development provides an appropriate level of car parking spaces to meet the needs of the proposed use and complies with acceptable solution.</p>
<p>A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>
<p>Complies The proposed development is for the construction of a building for storage use with five tenancies. Table C2.1 requires one car parking space per 200sqm of the site area or one space per two employee for the proposed use. The proposed development does not include the number of employees for the proposed building, as the proposal is for building construction. However, the proposed development has considered one car parking space per 200sqm of the site area. Therefore, the proposed development will have a total site area of approximately 3836sqm. Therefore, 19.18 car parking spaces are required.</p> <p>The necessary 20 car parking spaces required for the proposed development are proposed to be constructed along the eastern and northern sides of the proposed building, including an accessible car parking space along the northwest corner of the site.</p>

In the event that a use will operate within the proposed building which exceeds the required parking requirements, further development approval would be required.

The proposal complies with acceptable solution A1.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Not Applicable

No requirement for storage use under Table C2.1

A1 Bicycle parking spaces must:

- (a) be provided on the site or within 50m of the site; and
- (b) be no less than the number specified in Table C2.1.

Not Applicable

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

- (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
- (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Not Applicable

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Not Applicable

The proposed development requires 20 car parking spaces and there are no requirements for motorcycle parking spaces, if for 0-20 parking spaces as set out in Table C2.4.

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

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

Not Applicable

P1 Motorcycle parking spaces for all uses 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 topography of the site;
- (c) the location of existing buildings on the site;
- (d) any constraints imposed by existing development; and
- (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Not Applicable

C2.5.4 Loading Bays

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

<p>Consistent Complies with acceptable solution.</p>
<p>A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>
<p>Complies The proposed development is for construction of a building for storage use, and each tenancy has a floor area of approximately 451.75sqm. The proposed tenancies (each) have less than 1000sqm of floor area. Therefore, the proposed development complies with A1.</p>

C2.6.1 Construction of parking areas

<p>That parking areas are constructed to an appropriate standard.</p>
<p>Consistent Complies with acceptable solution.</p>
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
<p>Complies The proposed parking, access ways, manoeuvring, and circulation spaces will be sealed with asphalt or spray seal and will be drained into the public stormwater system. This will be ensured by placing a condition on the permit.</p> <p>Therefore, the proposed development satisfies with (a) and (b).</p>

C2.6.2 Design and layout of parking areas

<p>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>
<p>Consistent Complies with performance criteria.</p>
<p>A1.1 Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> (a) comply with the following: <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

<p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890-Parking facilities, Parts 1-6.</i></p>
<p>Complies</p> <p>The proposed parking, access ways, manoeuvring and circulation spaces comply with Australian Standard AS 2890 - Parking facilities, Parts 1-6. Furthermore, the proposed development was referred to Infrastructure & Assets team, who had no objection to the development and placed standard conditions.</p> <p>Therefore, the proposed development satisfies (b).</p>
<p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard <i>AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i></p>
<p>Complies</p> <p>The proposed development includes one disability car parking space at corner of the northwest side boundary of the property.</p> <p>(a) The proposed accessible parking space is located at the northwest corner of the proposed development and is in very close proximity to the main entry points of the building.</p> <p>(b) The disability car parking space will be incorporated into the overall car park.</p> <p>(c) The disability car parking spaces will be designed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009. The proposal was referred to Council's Infrastructure and Assets team, who had no objection to the application, and conditions will be applied to meet Australian standards.</p> <p>Therefore, the proposed development complies with A1.2</p>
<p>P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p> <p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></p>
<p>Not Applicable</p>

C2.6.3 Number of accesses for vehicles

<p>That:</p> <ul style="list-style-type: none"> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
<p>Consistent Complies with acceptable solution</p>
<p>A1 The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
<p>Complies The proposed development comprises of six different properties with six different accesses from Howard and Montagu Street. There are two existing accesses from Howard Street, and three accesses from Montagu Street. The number of accesses will be reduced to one access from Howard Street and two accesses from Montagu Street.</p> <p>Therefore, the proposed development complies with (b)</p>

C2.6.5 Pedestrian access

<p>That pedestrian access within parking areas is provided in a safe and convenient manner.</p>
<p>Consistent Complies with both acceptable solution and performance criteria.</p>
<p>A1.1 Uses that require 10 or more car parking spaces must:</p> <ul style="list-style-type: none"> (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: <ul style="list-style-type: none"> (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guardrails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.
<p>Relies on Performance Criteria The proposed development requires 20 on-site car parking spaces for the proposed use. The proposal includes 20 car parking spaces, including accessible car parking.</p> <p>The proposed 15 car parking spaces are located along the western side of the building and include 1.2m wide footpath with a horizontal distance of more than 2.5m from the access ways. However, the proposed four car parking spaces along the northern side of the building do not include a 1m wide footpath. Therefore, the proposed development relies on performance criteria.</p>
<p>A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>

Relies on Performance Criteria

The proposed accessible car parking spaces is located within the site but does not include a footpath to the main entry point of the building. Therefore, the proposed development relies on performance criteria.

P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;
- (b) the nature of the use;
- (c) the number of parking spaces;
- (d) the frequency of vehicle movements;
- (e) the needs of persons with a disability;
- (f) the location and number of footpath crossings;
- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety.

Complies

The proposed development included safe and convenient pedestrian access to the parking areas located along the eastern side of the building. However, the proposed development does not include a footpath for the proposed parallel parking spaces along the northern side of the building or the proposed accessible car parking space. The variation has been considered with regard to the above criteria as follows:

(a) The proposed development is for storage use with five tenancies, and the number of DDA accessible parking users are expected to be minimal. The proposed parallel parking spaces are located along the northern side of the building and the parking spaces can only be accessed from Howard Street. However, the subject site will be levelled, open and provided good sight lines between the parking and the entrances.

(b) The subject site will have five tenancies for storage use,

(c) The subject site will have 20 on-site car parking spaces, including one accessible parking space.

(d) The frequency of vehicle movement within the car parking area is expected to be low, with periods of increased demand on occasion.

(e) The proposed accessible car parking is required and will serve a range of people visiting the future uses.

(f) The proposed development includes 1.2m wide footpath crossing along the eastern side of the building, which 15 car parking spaces will access. The subject site adjoins two road frontages and the proposed development can access the public footpath along the Montagu and Howard Streets to access the site. However, the proposed parking spaces, including accessible parking, are located within the site and provide good sight lines between the parking and entrances. Furthermore, the application was referred to Infrastructure & Assets who had no objection to the proposed development.

<p>(g) The proposed development was referred to Infrastructure & Assets who had no objection to the proposed development.</p> <p>(h) The subject site can be entered from Howard Street and exited via Montagu Street. As this will be one-way access, the proposed parallel parking spaces and accessible spaces will have good sightlines to access the entry points of the building.</p> <p>(i) The proposed development does not include any protective devices apart from bollards associated with the accessible parking space.</p> <p>Therefore, the proposed development complies with P1.</p>
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C2.6.6 Loading bays

<p>That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.</p>
<p>Consistent Complies with acceptable solution</p>
<p>A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>
<p>Complies The proposal was referred to Council's Infrastructure and Assets team, who had no objection to the application, and conditions will be applied to meet Australian standards.</p>
<p>P1 Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> (a) the types of vehicles likely to use the site; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.
<p>Not Applicable</p>
<p>A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>
<p>Complies The proposal was referred to Council's Infrastructure and Assets team, who had no objection to the application, and conditions will be applied to meet Australian standards.</p>
<p>P2 Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> (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 in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.
Not Applicable

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent The proposed development will not have a negative impact on any road or railway network.

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

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Consistent Complies with performance criteria.
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.
Not Applicable
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.
Complies The proposed development includes three new vehicle crossings, one from Howard Street and two from Montagu Street, to serve the proposed use and development. As part of the application process, the development has been referred to the council's Infrastructure and Assets department, who is the road authority for Howard and Montagu Street. The road authority is not concerned with the proposed development, but further approvals will be required for creating new crossovers, and standard conditions will be applied.
A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.
Not Applicable
A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.
Relies on Performance Criteria The proposed development includes 20 car parking spaces, including one accessible car parking space and five loading bays for the proposed five tenancies that are

proposed within the building. The subject site will have one entry point from Howard Street for the car parking spaces and exit via a new crossover on Montagu Street. The proposed internal loading bays will enter and exit the site from Montagu Street. The vehicular traffic movement for the proposed use will increase traffic by 51 vehicles per day. Therefore, the proposed development relies on performance criteria.

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

Not Applicable

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

- (a) any increase in traffic caused by the use;
- (b) the nature of the traffic generated by the use;
- (c) the nature of the road;
- (d) the speed limit and traffic flow of the road;
- (e) any alternative access to a road;
- (f) the need for the use;
- (g) any traffic impact assessment; and
- (h) any advice received from the rail or road authority.

Complies

The proposed vehicular traffic to and from the site will have minimal impact on the operations of the surrounding road network and does not adversely impact the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road. The vehicular traffic movement for the proposed use will increase traffic by 51 vehicles per day. The variation has been considered with regard to the above criteria as follows:

(a) The traffic generated by the proposed development is more than the amount of acceptable increase for the site. The submitted TIA and the proposed development was referred to Council's Infrastructure & Assets team, who had no objection and applied conditions.

Based on traffic modelling presented in the TIA report, traffic generated by the proposed development is expected to have minimal impact on the operation of the surrounding road network both post development and 10-years post development

(b) The traffic generated by the use will be commercial vehicles and light vehicles. The nature of the traffic generated by the use is expected to be consistent with the traffic already in the surrounding road network.

(c) Montagu and Howard Street are maintained by local authority, enabling the safe and efficient ingress and egress of light and commercial vehicles to and from the site.

(d) Howard and Montagu Streets has a speed limit of 50km/h, which is expected to be consistent with the existing traffic flow in the surrounding road network.

(e) No alternative access to Montagu Street and Howard Street is provided as part of the development.

(f) The proposed development is located in the Light Industrial zone and will employ more local workers and provide commercial storage facilities for future businesses.

(g) The proposed development included a traffic impact assessment outlining the additional traffic generated by the proposed use and development.

- *As the light industrial development is proposing to provide 20 car parking spaces including 1 DDA accessible parking spaces, the requirements of the Planning Scheme are met.*
- *A 12.5m HRV is able to navigate safely and efficiently throughout the site whilst maintaining relevant clearances to parking spaces and the building for each tenancy*
- *Based on the swept paths assessment, it is identified that a 12.5m HRV can enter and exit all tenancies safely and efficiently in both forward and reserve direction*
- *The proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6*
- *The sight distance at the proposed accesses onto Montagu Street complies with the requirements of the Planning Scheme and the Austroads Guide Part 4A*
- *The residential development driveway width complies with the Australian Standard*
- *Should the residential development provide sufficient sight distance at each end of the one-way driveway, the lack of passing opportunities may be considered acceptable*
- *The proposed light industrial development complies with the planning scheme's applicable parking and traffic requirements; and*
- *With regard to the strategic and orderly planning of the area and the State road and rail network, the proposed rezoning to Light Industrial meets the requirements of Part D.2.1.1 of the NRLUS; and with regard to the strategic and orderly planning of the area and the State road and rail network, the proposed rezoning to General Residential meets the requirements of Part D.2.1.1 of the NRLUS.*

(h) The proposal was referred to Infrastructure Assets, who had no objection to the proposal.

Therefore, the proposed development complies with performance criteria.

C9.0 Attenuation Code

The purpose of the Attenuation Code is:

C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.

C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

Consistent N/A

pitt&sherry prepared a report assessing the subject code, however the Attenuation Code only applies to storage uses which are storing petroleum, crude oil, hides and chemicals. As no specific uses are proposed to occupy the tenancies at this stage, there is currently no proposal to store these goods and the code does not apply. In the event that a business does propose to store items listed within the Attenuation Codem, a further planning application will be required at that time.

C15.0 Landslip Hazard Code

The purpose of the Landslip Hazard Code is:

<p>C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area.</p>
<p>Consistent The subject site is located within low and medium landslip areas. The proposed development is within the low landslip area and does not cause any risk for the type, scale, or intensity and intended life of use or development. However, the proposal is exempt under clause C15.4.1 (d), as authorisation under the <i>Building Act 2016</i> will be required for the proposed development.</p>
<p>Therefore, the proposed development does not require further assessment.</p>

<p>LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan</p>
<p>The purpose of the Invermay/Inveresk Flood Inundation Specific Area Plan is:</p>
<p>LAU-S10.1.1 To reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area.</p>
<p>LAU-S10.1.2 To require that new development is sited and designed to minimise the impact of flooding.</p>
<p>LAU-S10.1.3 To require the consideration of the siting, design and emergency response capability of new development on land subject to flood inundation.</p>
<p>Consistent A flood assessment was completed by pitt&sherry on 25/01/2023, confirming that the facility would be subject to flood inundation, with damage to the structure and loss of stock likely in the event of a flood. The pitt&sherry report recommended that the development must be designed to be flood compatible and flood resilient for the ground floors.</p> <p>Furthermore, the proposal meets the local area objective (Clause LAU-10.3.1.1) of the SAP, as no residential use is proposed, no significant community infrastructure, and no conversion of industrial uses to residential uses.</p>

<p>LAU-S10.6 Use Standards</p>
<p>To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.</p>
<p>Consistent The proposal complies with the acceptable solutions.</p>
<p>A1 Use, must not be for: (a) Education and Occasional Care, excluding in the Inveresk Cultural Precinct; (b) Emergency Services; or (c) Hospital Services.</p>
<p>Complies The proposal is for Storage.</p>
<p>P1 No Performance Criterion.</p>
<p>Not Applicable</p>
<p>A2 Use must not be for Residential use, excluding: (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.</p>
<p>Complies The proposal does not include residential use.</p>

P2 No Performance Criterion.
Not Applicable
A3 Use must not be for Community Meeting and Entertainment in the Riveredge Industrial or Inveresk Residential precincts, excluding a museum in the Riveredge Industrial Precinct; and located in the Light Industrial Zone or Commercial Zone.
Complies
The proposal is for Storage in Riveredge Industrial Precinct.
P3 No Performance Criterion.
Not Applicable

LAU-S10.7 Development Standards for Buildings and Works

LAU-S10.7.1 Intensification of Residential development

To limit the intensification of residential development in areas subject to, or isolated by, flood inundation.
A1 New residential development or extensions of existing residential buildings, excluding within the Invermay Residential Precinct, must:
(a) not increase the gross floor area of individual dwellings or total gross floor area by 10% more than that existing or approved on the 1st January 2008;
(b) not result in more than 200m ² of gross floor area on a single title; or
(c) be for residential uses associated with the educational activities within the Inveresk Cultural Precinct.
Not Applicable
P1 No Performance Criterion.
Not Applicable

LAU-S10.7.2 Flood impact

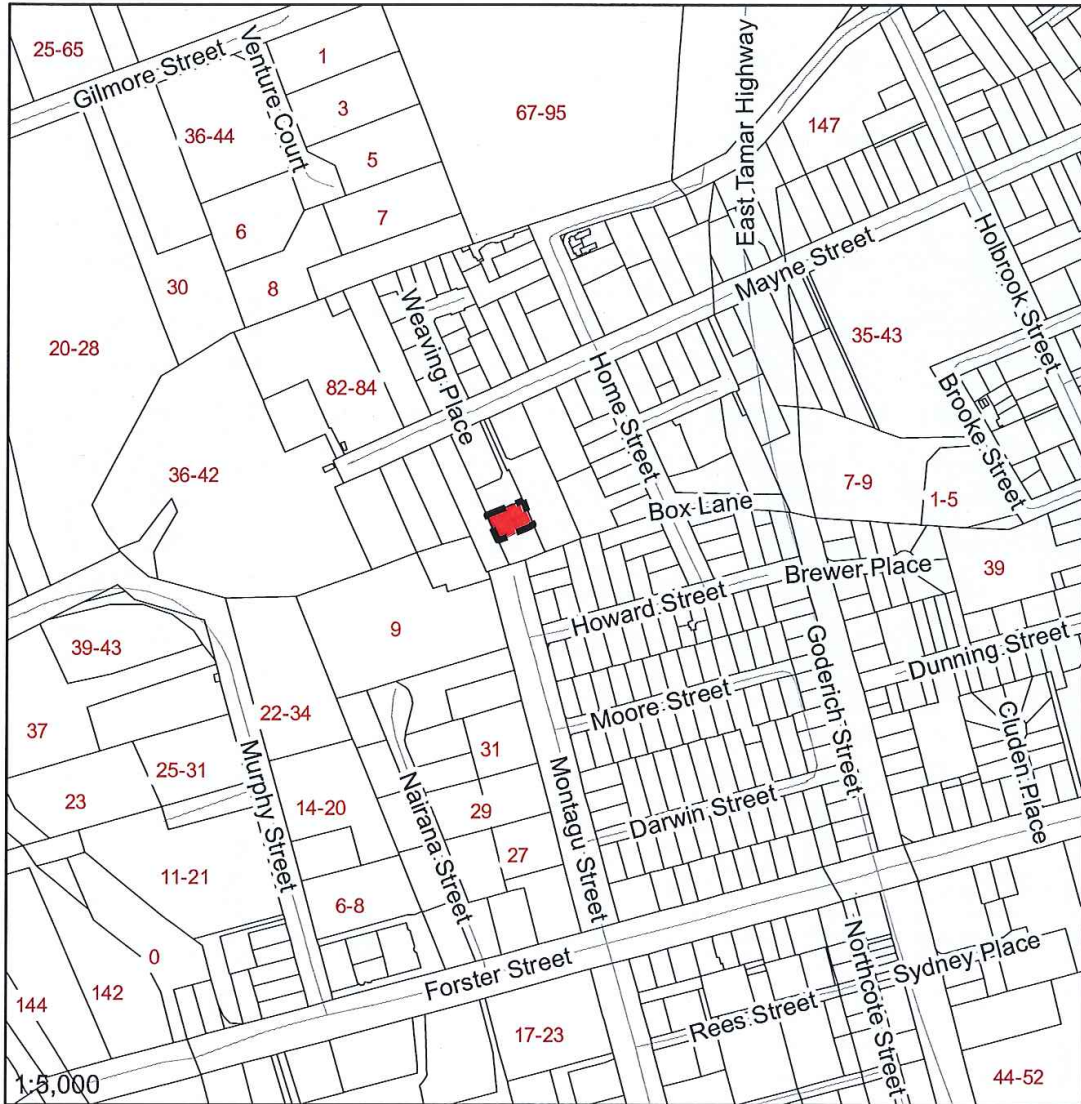
P1 No Performance Criterion.
Consistent
Complies with performance criteria.
A1 Floor levels of all habitable rooms within the Residential Use Class must be not less than 3.7m AHD.
Not Applicable
The proposal does not include habitable rooms and is not for the residential use class.
P1 No Performance Criterion.
Not Applicable
A2 No Acceptable Solution.
Not Applicable
P2 Buildings within the Residential Use Class in the Inveresk Cultural Precinct must be sited and designed in accordance with a hydrological report and an emergency management plan prepared by a suitably qualified engineer. 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

<p>(b) consider the following:</p> <ul style="list-style-type: none"> (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.
<p>Not Applicable</p>
<p>A3 All buildings not in the Residential Use Class must have a:</p> <ul style="list-style-type: none"> (a) floor level of not less than 3.4m AHD; and (b) gross floor area of not more than: <ul style="list-style-type: none"> (i) 400m²; or (ii) 10% more than that existing or approved on the 1st January 2008.
<p>Relies on Performance Criteria</p> <p>The proposed development has a floor height of 1.6m AHD, with a gross floor area of more than 400sqm, approximately 2258.75sqm. Therefore, the proposed development relies on performance criteria.</p>
<p>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:</p> <ul style="list-style-type: none"> (a) detail: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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.
<p>Complies</p> <p>The proposal is consistent with the hydrological report and emergency plan and this will be included in the endorsed documents.</p> <p>Flood Assessment recommendations:</p> <ul style="list-style-type: none"> • <i>The structure is to be designed to withstand hydrodynamic loading up to 1.5m/s. Flow may originate from any direction so all faces of the structure should consider this load</i>

- *The structure is to be designed to withstand hydrostatic loading up to 5.35m AHD. A conservative approach of assuming the inside of the building is dry and the outside wet should be adopted*
- *Where practical, all critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard). It is noted that opportunity may be limited given that this development is primarily an extension and fit out.*
- *Consider an elevated storage area where critical items can be stored; and*
- *Prepare and update the flood emergency management plan (a draft plan has been provided in Appendix C) to firstly; manage risk to life and secondly, to minimise economic loss.*

TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP009

Rezone the northern portion of 30 Montagu Street from the Light Industrial to General Residential Zone.



Zoning



General Residential Zone

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -



Michael Stretton
Chief Executive Officer

Date 5/06/2023

Service Layer Credits:

TASMANIAN PLANNING SCHEME - LAUNCESTON

Amendment PSA-LLP009

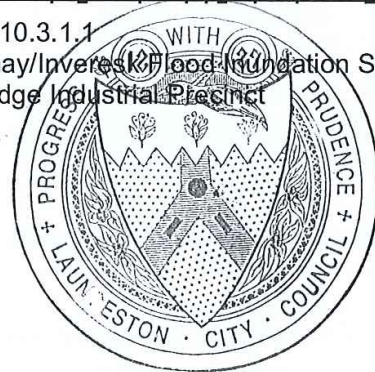
Amend the Inveresk Flood Inundation Specific Area Plan; Riveredge Industrial Precinct LAU-S10,3,1,1 to include the following land;

- a. Southern portion of 69A Mayne Street, Invermay;
- b. 26 and 28 Montagu Street, Invermay;
- c. 14, 16 and 18 Howard Street, Invermay;



Code Overlay LAU-S10.3.1.1
Invermay/Inveresk Flood Inundation Specific Area Plan;
Riveredge Industrial Precinct

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -



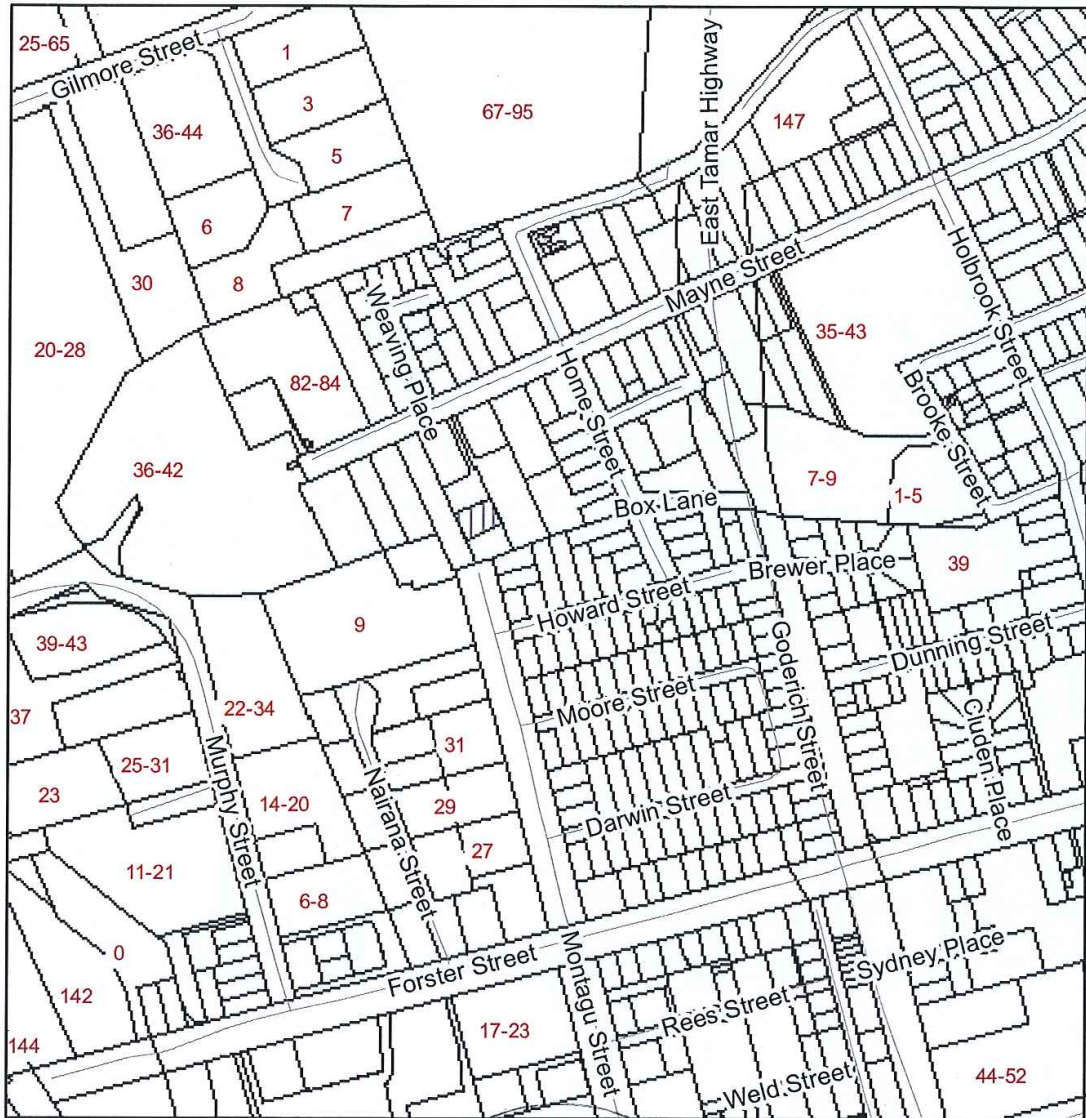
Michael Stretton
Chief Executive Officer

Date 5/06/2023

Service Layer Credits: the LIST State of

TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP009

Amend the Invermay/Inveresk Flood Inundation Specific Area Plan: Invermay Residential Precinct
On the overlay map as LAU-S10,3,1,4, to include the northern portion of Montagu Street



Code Overlay  LAU-S10.3.1.4
Invermay/Inveresk Flood Inundation Specific Area Plan;
Invermay Residential Precinct

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -




Michael Stretton
Chief Executive Officer

Date 5/06/2023

Service Layer Credits: the LIST State of



Submission to Planning Authority Notice

Council Planning Permit No.	DA0051/2023	Council notice date	14/02/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00188-LCC	Date of response	12/04/2023
TasWater Contact	Shaun Verdouw	Phone No.	0467 901 425
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	Planning.Admin@launceston.tas.gov.au		
Development details			
Address	14 HOWARD RD, INVERMAY	Property ID (PID)	6562610
Description of development	S.40T - Combined Scheme Amendment and Development -S.40T		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Pitt & Sherry	Figure 13: Concept Sewer and Water Plan (page 13 of 18 of Flood and Stormwater Assessment)	-	25/01/2023
Cataract Designs	SK001-DA2	DA2	09/03/2023
Cataract Designs	SK031-DA1	DA1	12/01/2023
Cataract Designs	SK034-DA2	DA2	09/03/2023
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater makes the following submission(s):</p> <ol style="list-style-type: none"> TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings. <p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater’s satisfaction and be in accordance with any other conditions in this permit. <p>Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.</p> Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer’s cost. Prior to commencing construction of the subdivision/use of the development, any water connection 			



utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. Prior to applying for a Permit to Construct New Infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
Advice: At subsequent stages of this development, TasWater may require the following:
 - a. Total sewage flow at the point of connection.
 - b. The required Peak day flow rate in L/s and the required residual pressure (kPa) at the point of connection.
 - c. Peak day usage in L/day.
 - d. Probable simultaneous water demand (PSD) for the existing + proposed development (modify as required).
 - e. The required fire flow rate in L/s and the required residual pressure (kPa) at the point of connection.*NOTE: The pressures will need to include losses through the actual connection, the associated pipework and the elevation changes.*
 - f. Calculations of the number of Equivalent Tenements.
6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
8. Prior to the issue of a Consent to Register a Legal Document / Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document / applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be



made.

- c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
- d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

- 11. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
- 12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
- 13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

In the event that a new sealed plan will be created as part of this development then conditions 15, 16 & 17 will apply, otherwise condition 17 will apply.

- 15. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
- 16. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
- 17. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
 - a. the exact location of the existing water/sewerage infrastructure,
 - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.



56W CONSENT

18. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be, must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

LAND STABILITY

19. All geotechnical recommendations made in the geotechnical report must be implemented by the developer in relation to the design, alignment, installation and construction of all water and sewerage services.
20. The geotechnical engineer must provide TasWater with written certification that recommended works contained within their report (submitted as part of this application) have been completed to their satisfaction at intervals which are determined by the geotechnical engineer.

DEVELOPMENT ASSESSMENT FEES

21. The applicant or landowner as the case may be, must pay a development assessment fee of \$723.84, and a Consent to Register a Legal Document fee of \$239.90 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.
- The payment is required within 30 days of the issue of an invoice by TasWater.
22. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater



<p>pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater’s infrastructure, and to TasWater’s satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater’s pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;</p> <p>(a) Existing pipe depth and proposed finished surface levels over the pipe;</p> <p>(b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;</p> <p>(c) A note on the plan indicating how the pipe location and depth were ascertained.</p> <p>(d) The location of the property service connection and sewer inspection opening (IO).</p> <p>Advice to the Drainage Authority The combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged.</p> <p>The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.</p>			
Declaration			
<p>The drawings/documents and conditions stated above constitute TasWater’s Submission to Planning Authority Notice.</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



**Planning Report to Support a
Combined Amendment to
Launceston's Local Provisions
Schedule and Planning Permit
Application in Invermay**

Prepared for
LPD Developments Pty Ltd
Client representative
Rowan Larissey

Date
20 March 2023

Rev01



Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

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- Appendix A** — Proposed Plans
- Appendix B** — Landowner Permission Letter
- Appendix C** — Title Details
- Appendix D** — Proposed LPS Amendment Maps
- Appendix E** — Landslip Hazard Report
- Appendix F** — Flood and Stormwater Assessment
- Appendix G** — Noise and Air Emissions Assessment
- Appendix H** — Traffic Impact Assessment
- Appendix I** — Aboriginal Heritage Review

Prepared by — Doug Fotheringham		Date — 16/03/2023
Reviewed by — Lucas Paterno		Date — 16/03/2023
Authorised by — Doug Fotheringham		Date — 16/03/2023

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01	Final	D Fotheringham	L Paterno	D Fotheringham	16/03/2023

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1. Introduction

The planning report supports a planning proposal for a request to the City of Launceston Council (the Council) to amend the Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme – Launceston (the planning scheme) and to consider a planning permit application under the amendments. The request to amend the LPS is made under Section 37 of the *Land Use Planning and Approvals Act 1993* (LUPAA) and the planning permit application is made under Section 40T of the same act. This report demonstrates that the proposal meets the applicable requirements of the LUPAA, the Northern Regional Land Use Strategy (NRLUS) and the planning scheme.

The proponent is LPD Developments Pty Ltd on behalf of Redline Nominees Pty. Ltd. (Redline Trust). The proposed amendments involve rezoning some land at Invermay (Launceston) and the permit application is for a light industrial development on a portion of the same land. The proposed plans are at Appendix A.

The subject land is owned by Redline Trust, a local Launceston company. The company acquired the land with the intent to activate some of it for light industrial purposes, while reconfiguring the allocation of residential land to enable the future development of attractive, modern housing. This proposal will meet the demands of the local industrial and housing markets. The proposal represents a significant investment by the proponent, and also demonstrates confidence that there is a demand for both light industrial development and contemporary housing development in this part of Invermay.

In overview, as demonstrated in Figure 1 (north is to the right) and in the proposed plans at Appendix A, the proposal is to:

- amend the Launceston LPS to:
 - rezone land from the General Residential Zone to the Light Industrial Zone and include it in the Invermay/Inveresk Flood Inundation Specific Area Plan's (SAP) Riveredge Industrial Precinct;
 - rezone land from the Light Industrial Zone to the General Residential Zone and include it in the Invermay/Inveresk Flood Inundation SAP's Invermay Residential Precinct; and
- apply for a planning permit for a light industrial development with proposed land use being Storage.

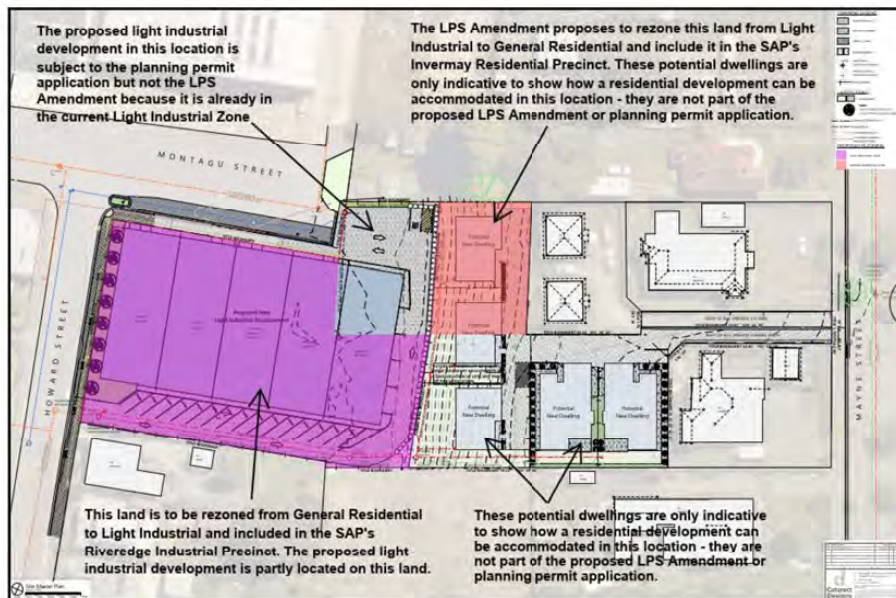


Figure 1: Overview of the proposal

5

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

2. Proponent's Reasons for Investing in Invermay

This section provides information about the landowner and the proponent, and their reasons for making a significant investment in the land at Invermay. The information below is taken from the proponent's landowner consent letter (Appendix B).

LPD Developments is the proponent on behalf of Redline Trust. LPD Developments is the entity which conducts all the building works and maintenance for all Redline Trust properties statewide and is owned by the same directors. Redline Trust was established in 2007 as the main property purchasing entity for the Redline Coaches business and for an external property rental business. It is a local, family-owned business that has been in the property development industry since the establishment of Redline Coaches in the early 1930s. The business supports and employs many local trades and businesses within the Launceston area for building and construction works. Some of Redline's more recent property developments in the Launceston region include:

- development of 1-11 Herbert Street Invermay from a previous run-down manufacturing building to a modern office and warehousing facility (2011);
- the restoration of the historic Morton House (2015);
- a state-of-the-art Redline Coaches Bus Wash facility which was fully self-sufficient in regard to power, water and recycling systems (2017).;
- office and Bakery modernisation at 8-10 Nairana St Invermay (2018); and
- office and Warehouse modernisation at 9 Nairana St Invermay (2021).

Redline made the significant decision to invest in and acquire a number of properties in this area of Invermay with the intent to rearrange the existing layout of light industrial and residential land and to build a light industrial development and five new houses (as demonstrated in the description section 4 below). The reasons for making this investment are to:

- better meet market conditions by consolidating light industrial development on the lower-lying land at the end of Montagu Street. Redline's local knowledge and experience of the industrial market indicates there is a strong demand for light industrial businesses to be located in Invermay, where there is already a successful cluster of similar businesses that benefit from co-location and interconnection. This cluster takes advantage of market opportunities and attracts significant levels of trade and economic development. Redline already has 6 prospective tenants for the proposed light industrial development;
- better meet market conditions by removing the dilapidated houses in Montagu Street and Howard Street, where the land is below the flood level and there is no demand to build replacement houses due to the flooding constraints. The flood-constrained land is unattractive to Launceston's residents because it drives up residential development costs and house prices, while adversely affecting residential property values and increasing home insurance costs; and
- better meet market conditions by consolidating residential development on the adjacent higher land to the north, accessed from Mayne Street where Redline aim to develop a range of modern housing designs that can be built above the flood level at a density suitable for the local residential area. This constraint-free land is more attractive and advantageous for Launceston's residents who are currently disadvantaged in a housing market where their options are severely limited.

Redline Trust's intention is to provide new light industrial and residential development in this part of Invermay which will help meet the current needs of local businesses and residents, while growing the city's economic and social infrastructure in a way that leads to the strategic and orderly planning of the area.

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pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

3. Site Context

This section describes the planning proposal’s site context in terms of property details, location, current planning zones, overlays and SAP, and site description.

3.1 Property Details

The table below identifies the land which is to be rezoned. The relevant title details are at Appendix C.

Address	PID	Title Reference	Owner
69A Mayne Street, Invermay	3594473	175261/2	Redline Nominees Pty. Ltd.
26 Montagu Street, Invermay	6570725	62242/11	
28 Montagu Street, Invermay	6570733	62242/12	
30 Montagu Street, Invermay	6570741	54767/2	
14 Howard Street, Invermay	6562610	62242/8	
16 Howard Street, Invermay	6562602	62242/9	
18 Howard Street, Invermay	6562581	62242/10	

3.2 Site Location

As shown in Figure 2 below, the site for this planning proposal is located in an established, urban area in the Launceston suburb of Invermay with good access to the public road network and other existing services and infrastructure.



Figure 2: Site Location (source: LISTmap)

3.3 Current Planning Zones, Code Overlays and SAP

3.3.1 Current Planning Zones

As shown in Figure 3, under the planning scheme, the site (delineated by the blue outline) and adjoining land is currently zoned Light Industrial and General Residential. More specifically, the following zones currently apply to the land:

- 69A Mayne Street is located in the General Residential Zone;
- 26 Montagu Street is located in the General Residential Zone;
- 28 Montagu Street is located in the General Residential Zone;
- 30 Montagu Street is located in the Light Industrial Zone;
- 14 Howard Street is located in the General Residential Zone;
- 16 Howard Street is located in the General Residential Zone; and
- 18 Howard Street is located in the General Residential Zone.



Figure 3: Existing planning zones (source: LISTmap)

3.3.2 Current Code Overlays

As shown in Figure 4 and Figure 5 below, under the planning scheme, the site (delineated by the blue outline) is partially located in the Landslip Hazard Areas and wholly within the Airport Obstacle Limitation Area overlays. More specifically, the following overlays currently apply to the land:

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- 69A Mayne Street is within the Landslip Hazard Overlay (partially in the low and medium landslip hazard bands) and the Airport Obstacle Limitation Area Overlay;
- 26 Montagu Street is within the Landslip Hazard Overlay (partially in the low landslip hazard band) and the Airport Obstacle Limitation Area Overlay;
- 28 Montagu Street is within the Landslip Hazard Overlay (partially in the low landslip hazard band) and the Airport Obstacle Limitation Area Overlay;
- 30 Montagu Street is within the Landslip Hazard Overlay (partially in the low and medium landslip hazard bands) and the Airport Obstacle Limitation Area Overlay;
- 14 Howard Street is within the Landslip Hazard Overlay (partially in the low landslip hazard band) and the Airport Obstacle Limitation Area Overlay;
- 16 Howard Street is within the Airport Obstacle Limitation Area Overlay; and
- 18 Howard Street is within the Airport Obstacle Limitation Area Overlay.

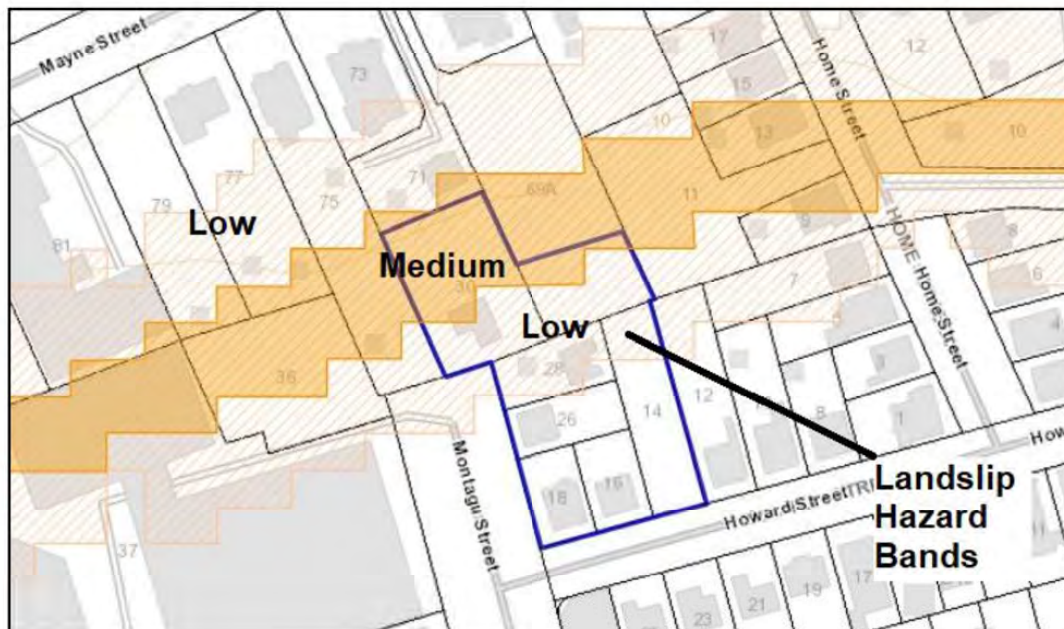


Figure 4: Landslip Hazard Areas (source: LISTmap)

As shown in Figure 5, under the planning scheme, the site is wholly within the Airport Obstacle Limitation Area overlay.



Figure 5: Airport Obstacle Limitation Area (source: LISTmap)

3.3.3 Current Invermay/Inveresk Flood Inundation SAP Precincts

As shown in Figure 6, under the planning scheme, the site (delineated by the blue outline) is wholly within the Invermay/Inveresk Flood Inundation SAP. More specifically, the land is in the following precincts:

- 69A Mayne Street is in the Invermay Residential Precinct;
- 26 Montagu Street is in the Inveresk Residential Precinct;
- 28 Montagu Street is in the Inveresk Residential Precinct;
- 30 Montagu Street is in the Riveredge Industrial Precinct;
- 14 Howard Street is in the Inveresk Residential Precinct;
- 16 Howard Street is in the Inveresk Residential Precinct; and
- 18 Howard Street is in the Inveresk Residential Precinct.

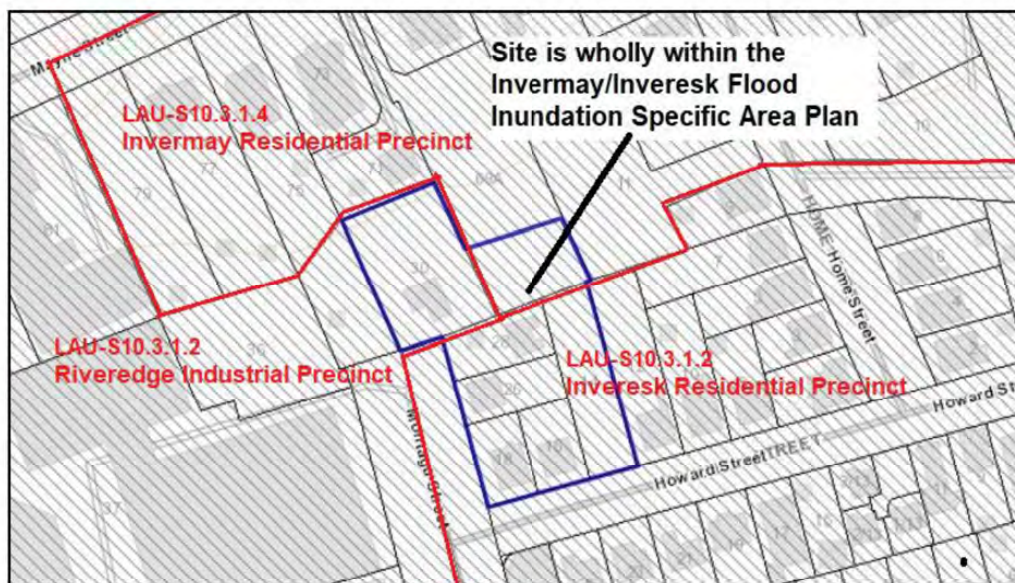


Figure 6: Invermay/Inveresk Flood Inundation SAP (source: LISTmap)

3.4 Site Description

As shown in Figure 7 below, the proposed rezoning site (delineated by the blue outline) is located at the end of Montagu Street which adjoins existing (mostly) light industrial and residential development. The site is currently comprised of residential development and vacant land. The adjoining land contains residential and light industrial development. Around the Montagu Street and Howard Street the land is low-lying and below the planning scheme's established flood level of 3.4m Australian Height Datum (AHD). Beyond the existing house on 30 Montagu Street, the land rises higher than this flood level. The site has direct access to the local road and state networks. As shown in the proposed plans (Appendix A), the proposed light industrial development will be accessed from Montagu Street and Howard Street, and the future residential development can be accessed from Mayne Street (where 69A Mayne Street benefits from a right of way shared with the adjoining 71 Mayne Street). The proponent intends to demolish five existing, dilapidated dwellings, which are shown in the figures below. As these properties are not registered heritage places, their demolition does not require a planning permit, and demolition is not part of this planning proposal.



Figure 7: The Site

As shown in Figure 8, the dilapidated houses on 26 and 30 Montagu Street will be demolished. The image also indicates the locations of 28 Montagu Street (the house is not in view because it is located at the rear of the property) and 69A Mayne Street, which is currently vacant land.



Figure 8: Looking North-east towards Houses on 26 and 30 Montagu Street

As shown in Figure 9, the dilapidated house on 28 Montagu Street is to be demolished, and 14 Howard Street is currently vacant land.



Figure 9: Looking south-west towards vacant 14 Howard Street and House on 28 Montagu Street

As shown in Figure 10, the dilapidated houses in 16 and 18 Howard Street are to be demolished.



Figure 10: Looking North-west on to 14, 16 and 18 Howard Street

The location of the right of way shared by 69A and 71 Mayne Street is shown in Figure 11.



Figure 11: Looking South Towards the Right of Way Shared by 69A and 71 Mayne Street

4. Description of the Planning Proposal

This section describes the proposed amendment to the LPS and the planning permit application. The proposal does not include subdivision or boundary realignment at this stage (this will likely occur on approval of the rezoning).

4.1 Proposed Amendments to the LPS

4.1.1 Proposed Amendment to the LPS Zoning Maps

As shown in Figure 12 and Appendix D, it is proposed to amend the Launceston LPS Zoning Maps to:

- Rezone the following land from the General Residential Zone to Light Industrial Zone:
 - Southern portion of 69A Mayne Street, Invermay;
 - 26 and 28 Montagu Street, Invermay;
 - 14, 16 and 18 Howard Street, Invermay; and
- Rezone the northern portion of 30 Montagu Street from the Light Industrial Zone to General Residential Zone.

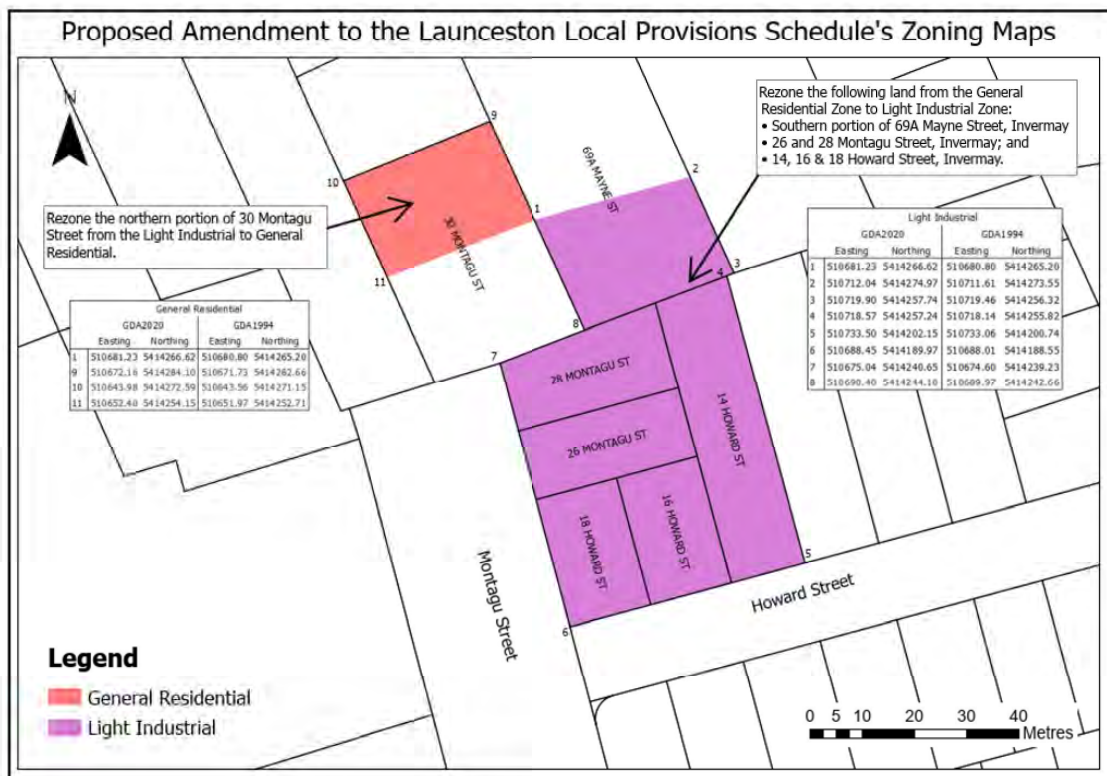


Figure 12: Proposed Amendment to the LPS Zoning maps

4.1.2 Proposed Amendment to the LPS Invermay/Inveresk Flood Inundation SAP

As shown in Figure 13 and Appendix D, it is proposed to amend the Launceston Provisions Schedule's Invermay/Inveresk Flood Inundation SAP's:

- Riveredge Industrial Precinct shown in Figure LAU-S10.1 and on an overlay map as LAU-S10.3.1.1 to include the following land:
 - Southern portion of 69A Mayne Street, Invermay;
 - 26 and 28 Montagu Street, Invermay and 14, 16 and 18 Howard Street, Invermay;
 - 14, 16 & 18 Howard Street, Invermay; and
- Invermay Residential Precinct, shown in Figure LAU-S10.1 and on an overlay map as LAU-S10.3.1.4, to include the northern portion of 30 Montagu Street.

The amendment to the SAP is required for the following reasons:

- the land which is proposed to be rezoned to Light Industrial is currently in the SAP's Inveresk and Invermay residential precincts that include Local Area Objectives LAU-S10.3.1.2 (a) and LAU-S10.3.1.4 (b), which are to provide for the maintenance of the existing residential use. These objectives are not aligned with the proposed Light Industrial Zone, which prohibits the Residential land use. Therefore, it is more appropriate to amend the SAP to include the proposed Light Industrial Zone in the Riveredge Industrial Precinct. This approach will be consistent with adjoining Light Industrial zoned land, and will enable this precinct's Local Area Objectives to apply, which will provide more suitable planning controls for Light Industrial zoned land; and
- the land which is to be rezoned to General Residential is currently in the SAP's Riveredge Industrial Precinct, which includes Local Area Objectives (a) and (c), which both prohibit residential uses. These objectives are not aligned with the proposed General Residential Zone, which permits the Residential land use. Therefore, it is more appropriate to amend the SAP to include the proposed General Residential Zone in the Invermay Residential Precinct. This approach will be consistent with adjoining General Residential zoned land, and will enable this precinct's Local Area Objectives to apply, which provide more suitable planning controls for General Residential zoned land.

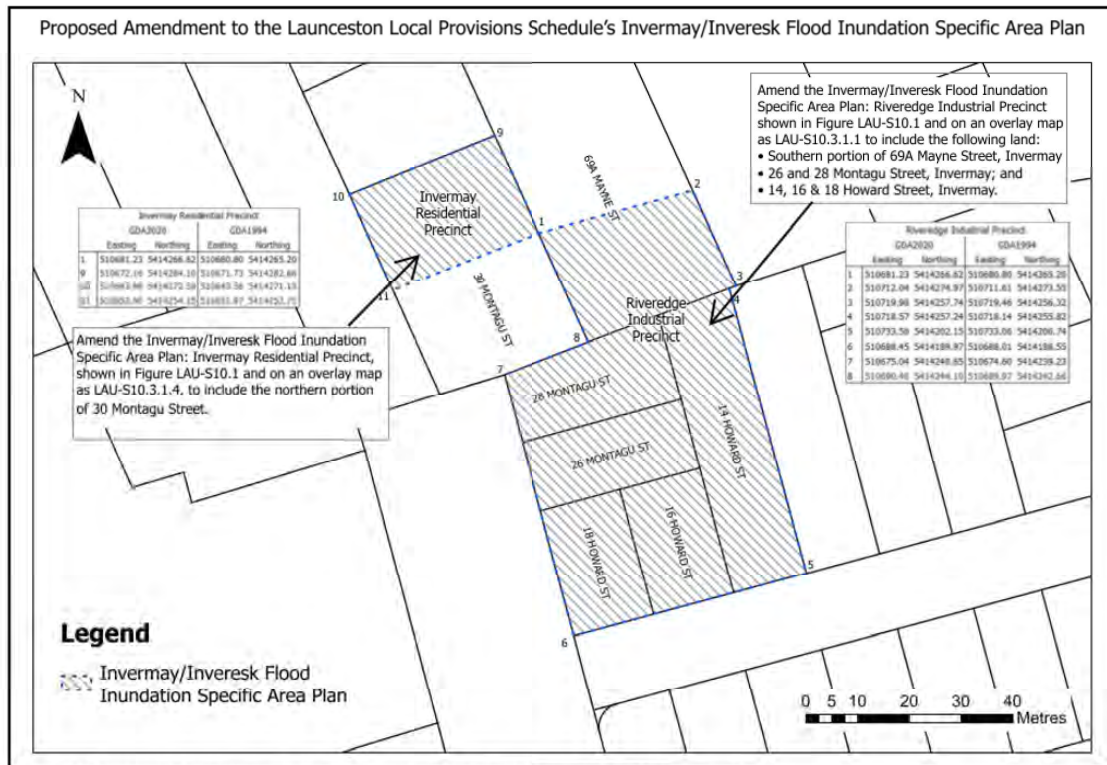


Figure 13: Proposed Amendment to the Invermay/Inveresk Flood Inundation SAP's Precincts

4.2 Proposed Planning Permit Application

The layout of the proposed light industrial development is shown in Figure 14 and full plans are at Appendix A. For the purposes of the planning permit application, the proposed land use for this development is Storage, which allows for a range of light industrial businesses to operate. The proposed use and development will be located on 14, 16 & 18 Howard Street, Invermay, 26, 28 & 30 Montagu Street, Invermay and 69A Mayne Street, Invermay, and includes:

- a new building with five tenancies, four will be accessed directly from Montagu Street with the fifth being accessed from the internal access drive at the end of Montagu Street;
- a maximum building height of 6.74m (see elevations in Appendix A), with a colorbond roof (light grey) and concrete panel walls (painted white or grey);
- one loading bay for each tenancy on Montagu Street elevation;
- an access and parking area (with 20 parking spaces) which wraps around the building to create a low-intensity use buffer between the new building and adjacent existing and future residential development;
- a 1.8m high, solid, colorbond, boundary fence, which will help to mitigate potential adverse noise impacts on adjacent existing and future residential development;
- a retaining wall inside the northern boundary (shown on the right side in Figure 14), to mitigate potential landslip hazards on adjacent land, which is to be rezoned to General Residential and will accommodate future residential development;

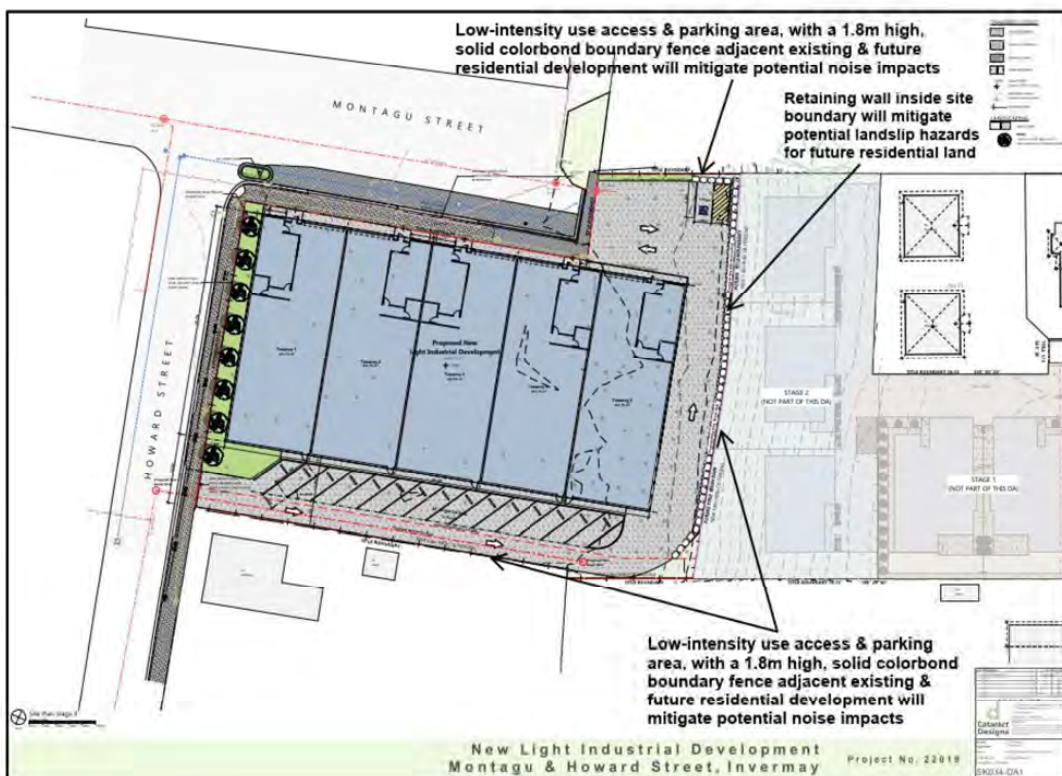
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- landscaping areas along the Howard Street frontage, enclosed in permeable fencing, which will mitigate potential visual impacts and help to maintain the established character of this streetscape; and
- a stormwater and sewer easement near the eastern boundary, which will connect this development and the future residential development (north) to the existing reticulated networks.

For the purposes of the proposed Storage use:

- The hours of operation will be within the hours of:
 - 7.00am to 8.00pm Monday to Saturday; and
 - 8.00am to 8.00pm Sunday and public holidays;
- No external lighting is proposed;
- Commercial vehicle movements and the unloading and loading of commercial vehicle will be within the hours of:
 - 7.00am to 8.00pm Monday to Saturday; and
 - 8.00am to 8.00pm Sunday and public holidays.

Should any future tenants wish to vary the abovementioned matters, they will need to discuss the proposed variations with the Council to work out if it is necessary to amend the planning permit or to apply for a new permit.



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Version: 1, Version Date: 04/05/2023

Figure 14: Layout of the Proposed Light Industrial Development

5. Supporting Reports

The supporting reports below have been prepared to help demonstrate that the proposal meets the requirements of the NRLUS and the planning scheme. The reports are summarised in this section and are referred to in the planning assessments in Sections 6 and 7 below.

5.1 Landslip Hazard Report

The Landslip Hazard Report at Appendix E demonstrates that:

- the proposed rezoning of land to the Light Industrial Zone and General Residential Zone meets the applicable requirements of Part D.2.1. of the NRLUS which requires a landslip hazard assessment to ensure that the land excludes areas with unacceptable risk of landslip hazards, including the predicted impact of climate change; and
- the planning permit application for the proposed light industrial development (Storage use), meets applicable requirements of the planning scheme's Landslip Hazard Code, as amended through the proposed LPS amendment.

5.2 Flood and Stormwater Assessment

The Flood and Stormwater Assessment at Appendix F demonstrates that:

- the proposed rezoning of land to the Light Industrial Zone and General Residential Zone meets the applicable requirements of Part D.2.1. of the NRLUS which requires a flood hazard assessment to ensure that the land excludes areas with unacceptable risk of flood hazards, including the predicted impact of climate change; and
- the planning permit application for the proposed light industrial development (Storage use), meets applicable requirements of the planning scheme's Invermay/Inveresk Flood Inundation SAP, as amended through the proposed LPS amendment.

The Flood and Stormwater Assessment also demonstrates that both the light industrial development (which includes a new stormwater and sewage easement near its eastern boundary) and the future residential development can connect to the existing reticulated sewer network.

5.3 Noise and Air Emissions Assessment

The Noise and Air Emissions Assessment at Appendix G demonstrates that:

- the proposed rezoning of land to the Light Industrial Zone and General Residential Zone meets the requirements of Part D2.1.1 of the NRLUS to provide an assessment of environmental hazards, and demonstrates that the proposed rezoning will not result in land use conflict between the proposed Light Industrial Zone and adjacent existing and future residential development; and
- the proposed Storage use complies with Clause C9.5.1 of the planning scheme's Attenuation Code, which requires consideration of the impact of potential emissions on nearby existing residential uses.

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5.4 Traffic Impact Assessment

The Traffic Impact Assessment at Appendix H demonstrates that:

- The proposed rezoning of land to the Light Industrial Zone and General Residential Zone will have no significant impacts on the State road or rail networks, and will lead to the strategic and orderly planning of the area, which meets the traffic requirements of Part D2.1.1 of the NRLUS; and
- The proposed light industrial development complies with the applicable requirements of the planning scheme's:
 - Parking and Sustainable Transport Code; and
 - Railway Assets Code.

5.5 Aboriginal Desktop Review

The Aboriginal Desktop Review (Appendix I) demonstrates that the proposed LPS amendment site does not contain any identified Aboriginal Heritage (cultural) values, is consistent with the requirements of Part D2.1.1 of the NRLUS.

6. Request to Amend the LPS

6.1 Amendment Request Meets Requirements of the LUPAA

This section demonstrates that the proposed rezoning meets the following requirements of the LUPAA:

- Section 37 Request for amendment of LPS; and
- Section 34 LPS criteria.

6.2 LPS Amendment Request Meets the Requirements of Section 37

The request to amend the LPS meets the requirements of Section 37 the LUPAA for the following reasons:

- Section 37 (1) enables the proponent to request the planning authority to amend the LPS;
- Pre-lodgement discussions with the Council indicate that this report, including the appendices, will provide a satisfactory form for the request, thereby meeting the requirements of Section 37 (2); and
- The landowners have provided written consent for LPD Developments to be the proponent, thereby meeting the requirements of Section 37 (3) (b).

6.3 LPS Amendment Request Meets the Requirements of Section 34

Before deciding to prepare a draft amendment to the LPS, the Council must be satisfied that the proposal meets the LPS criteria which are set out under Section 34 of the LUPAA. The planning assessment below demonstrates that the proposed LPS amendment meets the criteria.

6.3.1 Section 34 (1)

As the proposed amendment is a draft LPS amendment, it meets the requirements of Section 34 (1).

6.3.2 Section 34 (2)

LPS Criteria	Assessment
(a) Contains all the provisions that the State Planning Provisions (SPPs) specify must be contained in an LPS.	The proposed amendment to the LPS seeks to rezone land to the Light Industrial Zone and General Residential Zone, including all of the provisions specified by the SPPs, without altering those provisions. It also seeks to amend the precinct boundaries of a currently applicable SAP, without altering the provisions of this SAP. Given the abovementioned matters, the proposed amendment to the LPS meets the requirements of Section 34 (2) (a).
(b) Is in accordance with section 32.	The proposed amendment applies to a site that is wholly within the Launceston municipality. It seeks to apply standard zones to the site, being the Light Industrial Zone and the General Residential Zone, and amend the precinct boundaries of a currently applicable SAP. Appropriate zoning and SAP maps are included in the amendment to provide for the spatial application of the zones and the SAP. Given the abovementioned matters, the proposed amendment to the LPS meets the requirements of Section 34 (2) (b).
(c) Furthers the objectives	The objectives of the Resource Management and Planning System (RMPS) of

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<p>set out in Schedule 1.</p>	<p>Tasmania are:</p> <ul style="list-style-type: none"> (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and (c) to encourage public involvement in resource management and planning; and (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c) ; and (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. <p>As demonstrated throughout this section of the report, the proposed amendment adequately meets the requirements of Section 34 of the LUPAA and the requirements of the NRLUS. Further, public involvement in the amendment process can be sought under Section 40G of the LUPAA. Given these matters, it is reasonable to consider that the proposed amendment can adequately meet the objectives of the RMPS as they apply to the proposal.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS can meet the requirements of Section 34 (2) (c).</p>						
<p>(d) Is consistent with each State policy.</p>	<table border="1"> <thead> <tr> <th data-bbox="576 891 770 949">State Policy</th> <th data-bbox="770 891 1351 949">Assessment</th> </tr> </thead> <tbody> <tr> <td data-bbox="576 949 770 1615"> <p>Tasmanian State Coastal Policy 1986</p> </td> <td data-bbox="770 949 1351 1615"> <p>As the site is within 1km of the Tamar River, this policy applies. The proposed amendment to the LPS is consistent with the applicable requirements of this policy for the following reasons:</p> <ol style="list-style-type: none"> 1. the proposal will have no significant impacts on environmentally sensitive areas, due to: <ul style="list-style-type: none"> • the site's significant separation distance (approximately 590m) from the river; and • the site being in an existing, developed urban area that contains no significant environmental values; 2. the site is located within an existing, developed urban area which will result in a compact form of development that integrates well with the surrounding area; and 3. the site is located in existing Light Industrial and General Residential zoned land. The arrangement of the zonal boundaries is to be amended, rather than expanded into greenfield coastal areas. <p>Potential impacts to coastal water quality are addressed under the below assessment regarding the <i>State Policy on Water Quality and Management 1997</i>.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>Tasmanian State Coastal Policy 1996</i>.</p> </td> </tr> <tr> <td data-bbox="576 1615 770 1832"> <p>State Policy on Water Quality and Management 1997</p> </td> <td data-bbox="770 1615 1351 1832"> <p>The proposed LPS amendment includes a Flood and Stormwater Assessment (Appendix F), which demonstrates that future light industrial and residential development on the site will be connected to the existing reticulated stormwater network.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>State Policy on Water Quality and Management 1997</i>.</p> </td> </tr> </tbody> </table>	State Policy	Assessment	<p>Tasmanian State Coastal Policy 1986</p>	<p>As the site is within 1km of the Tamar River, this policy applies. The proposed amendment to the LPS is consistent with the applicable requirements of this policy for the following reasons:</p> <ol style="list-style-type: none"> 1. the proposal will have no significant impacts on environmentally sensitive areas, due to: <ul style="list-style-type: none"> • the site's significant separation distance (approximately 590m) from the river; and • the site being in an existing, developed urban area that contains no significant environmental values; 2. the site is located within an existing, developed urban area which will result in a compact form of development that integrates well with the surrounding area; and 3. the site is located in existing Light Industrial and General Residential zoned land. The arrangement of the zonal boundaries is to be amended, rather than expanded into greenfield coastal areas. <p>Potential impacts to coastal water quality are addressed under the below assessment regarding the <i>State Policy on Water Quality and Management 1997</i>.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>Tasmanian State Coastal Policy 1996</i>.</p>	<p>State Policy on Water Quality and Management 1997</p>	<p>The proposed LPS amendment includes a Flood and Stormwater Assessment (Appendix F), which demonstrates that future light industrial and residential development on the site will be connected to the existing reticulated stormwater network.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>State Policy on Water Quality and Management 1997</i>.</p>
State Policy	Assessment						
<p>Tasmanian State Coastal Policy 1986</p>	<p>As the site is within 1km of the Tamar River, this policy applies. The proposed amendment to the LPS is consistent with the applicable requirements of this policy for the following reasons:</p> <ol style="list-style-type: none"> 1. the proposal will have no significant impacts on environmentally sensitive areas, due to: <ul style="list-style-type: none"> • the site's significant separation distance (approximately 590m) from the river; and • the site being in an existing, developed urban area that contains no significant environmental values; 2. the site is located within an existing, developed urban area which will result in a compact form of development that integrates well with the surrounding area; and 3. the site is located in existing Light Industrial and General Residential zoned land. The arrangement of the zonal boundaries is to be amended, rather than expanded into greenfield coastal areas. <p>Potential impacts to coastal water quality are addressed under the below assessment regarding the <i>State Policy on Water Quality and Management 1997</i>.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>Tasmanian State Coastal Policy 1996</i>.</p>						
<p>State Policy on Water Quality and Management 1997</p>	<p>The proposed LPS amendment includes a Flood and Stormwater Assessment (Appendix F), which demonstrates that future light industrial and residential development on the site will be connected to the existing reticulated stormwater network.</p> <p>Given the abovementioned matters, the proposed amendment to the LPS is consistent with the <i>State Policy on Water Quality and Management 1997</i>.</p>						

	<p>State Policy on the Protection of Agricultural Land 2009</p> <p>National Environmental Protection Measures (NEPM)</p>	<p>This policy only applies to agricultural land. As the land is not classed as being agricultural land, the rezoning will not conflict with the policy.</p> <p>No NEPM's apply to the proposed Light Industrial Zone or General Residential Zone.</p> <p>The Noise and Air Emissions Assessment (Appendix G), demonstrates that most light industrial activities do not generate significant emissions to air of toxic chemicals or other pollutants of that are regulated under the Air Toxics NEPM, the Ambient Air Quality NEPM or the Tasmanian Environmental Protection Policy (Air Quality). If an activity is proposed in the future that does have a potential to generate such emissions, a planning permit application will be required to demonstrate that air emissions are acceptable.</p>
(da) Satisfies the relevant criteria in relation to the Tasmanian Planning Policies (TPPs)	The TPPs have not yet been adopted.	
(e) As far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates	Section 6.4 below demonstrates that the proposed amendment to the LPS is consistent with NRLUS.	
(f) Has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 that applies in relation to the land to which the relevant planning instrument relates.	<p>As Sections 6 and 7 of this report demonstrate that the proposed amendment to the LPS meets all of the applicable planning requirements, it can reasonably be considered that the proposal is consistent with the following Key Directions of the City of Launceston Strategic Plan 2014-2024:</p> <ul style="list-style-type: none"> • To establish appropriate mechanisms to support the retail sector. • To optimise the use and usability of our assets for different types of activities. • To develop and take a strategic approach to development sites to maximise public benefits of development. • To ensure that the planning system at a local and regional level is effective and efficient. • To actively market the City and Region and pursue investment. • To provide an environment that is conducive to business and development. • To support sustainable population growth in Launceston. • To facilitate direct investment in the local economy to support its growth. 	
(g) As far as practicable, is consistent with and coordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates	Due to the site's location, the proposed LPS amendment will not impact any adjacent municipal areas.	
(h) Has regard to the	Due to the site's location, the proposed LPS amendment will not impact the safety	

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safety requirements set out in the standards prescribed under the Gas Safety Act 2019	requirements set out in the Gas Safety Act 2019.
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6.3.3 Section 34 (2A)

The requested LPS amendment meets the requirements of Section 34 (2A) for the following reasons:

- the TPPs have not been made;
- the SPPs have not been reviewed under Section 30T(1) of the LUPAA; and
- the NRLUS has not been reviewed under Section 5A (8) of the LUPAA.

6.3.4 Section 34 (3)

As the proposed LPS amendment is consistent with the abovementioned LPS criteria, it meets the requirements of Section 34 (3).

6.4 Northern Regional Land Use Strategy

This section provides an assessment of the proposed amendment (rezoning) against the applicable requirements of the Northern Regional Land Use Strategy 2010-2035 (NRLUS), as amended on 23 June 2021.

The NRLUS is the statutory regional plan for Northern Tasmania. It applies to all land in the northern region of Tasmania, including the Launceston Council area. It sets out the strategy and policy basis to facilitate and manage change, growth, and development to 2032.

As shown below in Figure 5 (below), the proposed rezoning site is located in Map D1, in an Urban Land Use area, which is contiguous with an Urban Growth Area (Priority Consolidation Area). Given this, the rezoning proposal must be consistent with the D.2.1.1 Urban Growth Areas – Key Principles and with the applicable Part E – Regional Planning Policies.

The table below demonstrates that the proposed zone is consistent with the applicable parts of the NRLUS.

Part D Regional Land Use Categories	Assessment
D.1 Introduction to Categories D1.1 Purpose of Categories	As shown in Part D2.1.2's Map D1 (Figure 15 below), the proposed LPS amendment site is contiguous with an Urban Growth Area (Priority Consolidation Area).
D.2.1.1 Urban Growth Areas – Key Principles Areas contiguous to the Urban Growth Areas identified in the Regional Framework Plan Map D.1, may be considered for rezoning for urban development, where it can be demonstrated that their inclusion responds to the Key Principles and is appropriate for the strategic and orderly planning of the area.	<p>The land to be rezoned responds to the Key Principles and is appropriate for the strategic and orderly planning of the area for the following reasons:</p> <ul style="list-style-type: none"> • the land is physically suitable as follows: <ul style="list-style-type: none"> ○ the indicative residential layout in the proposed plans (Appendix A) the various supplementary reports appended to this report demonstrate that the land which is to be rezoned to General Residential is physically suitable to accommodate future residential development; and ○ the proposed plans, supplementary reports and the planning permit application (section 7 below) demonstrate that the land which is to be rezoned to Light Industrial is physically suitable to accommodate light industrial development; • the Landslip Hazard Assessment (Appendix E) and the Flood and Stormwater Assessment (Appendix F) demonstrate that all of the land which is to be rezoned excludes areas with unacceptable risk of natural hazards, including predicted impact of climate change (under the planning scheme, no other natural hazards affect the site). The site is not subject to any other identified natural hazards; • the land is located in an existing, cleared and largely developed urban area, which excludes areas with significant biodiversity values; • the land will be appropriately separated from incompatible land uses because: <ul style="list-style-type: none"> ○ it is adjacent existing light industrial and residential land use, which are compatible with the proposed Light Industrial Zone and General Residential Zone; and ○ the Noise and Air Emissions Assessment (Appendix G) demonstrates that potential emissions will not result in land use conflict between the proposed Light Industrial Zone and existing and future residential uses; • as demonstrated in the proposed plans: <ul style="list-style-type: none"> ○ the land to be rezoned General Residential is sufficient size to support efficient social infrastructure (future residential

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	<p>development); and</p> <ul style="list-style-type: none"> ○ the land to be rezoned Light Industrial is sufficient in size to provide efficient economic infrastructure (the proposed light industrial development); <ul style="list-style-type: none"> • the existing land use on the land is Residential (dilapidated single dwellings), with some of the land being vacant and undeveloped; • an analysis of residential supply and demand is provided in subsection 6.6 below; • an analysis of light industrial and residential growth opportunities, based on local strategies for Launceston, is provided in subsections 6.5 and 6.6 below; • as the land is not classified as agricultural land, there will be not loss to the agricultural estate; • due to the land being located within the established, developed urban area of Invermay, there will be no adverse impacts on agricultural productivity or infrastructure; • as the land is not located in an identified irrigation district, there will be no loss of irrigation infrastructure; • the proposed plans and the Noise and Air Emissions Assessment demonstrate that the access and parking area (a low-intensity use) and 1.8m high boundary fence will provide an effective buffer to prevent land use conflict between the proposed light industrial development and the adjoining the existing and future residential land uses; • the Traffic Impact Assessment (Appendix G) demonstrates that the proposed rezoning will have no adverse impacts on the State road and rail networks; • due to the land being located within the established, developed urban area of Invermay, there will be no impact on extractive industries or strategic mineral resources; • due to the land being located within the established, developed urban area of Invermay, it does not contain any identified or significant natural values; • under the LUPAA, the <i>Historic Cultural Heritage Act 1995</i> and the planning scheme, the subject land does not contain any identified heritage values; • as demonstrated in the Aboriginal Heritage Desktop Review (Appendix I), the land does not contain any identified Aboriginal Heritage (cultural) values; • as demonstrated above in subsection 6.3.2 above, the proposed rezoning does not conflict with State polices.
<p>Part E Regional Planning Policies & Actions</p>	<p>Consistency with Policies</p>
<p>RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare</p>	<p>The proposed amendment to the LPS is consistent with RSN-P1 because the site is located in an existing settlement (the Invermay suburb) and is in close proximity to Launceston's existing services and infrastructure, including water supply and sewerage.</p>

<p>infrastructure capacity exists (particularly water supply and sewerage).</p>	
<p>RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and ability to restructure under-utilised land.</p>	<p>The proposed amendment to the LPS is consistent with RSN-A3 for the following reasons:</p> <ul style="list-style-type: none"> • The proposed rezoning will restructure under-utilised light industrial and residential land to better meet market conditions, as demonstrated by the proponent's letter (Appendix B) and in subsections 6.5 and 6.6 below; • consolidate light industrial uses at the end of Montagu Street, while removing three dilapidated houses; • remove two dilapidated houses from Howard Street, while providing a light industrial use that mirrors the one on the opposite side of this street; • include car parking at the rear of the Light Industrial use on the vacant 14 Howard Street that will activate a currently vacant lot, while providing reasonable buffer between the new industrial use and the dwelling on 12 Howard Street; • consolidate residential land accessed from Mayne Street to enable a range of dwelling types at a density that is suitable for the General Residential Zone, and which is situated above the Invermay flood level.
<p>RSN-A4 Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.</p>	<p>The proposed amendment to the LPS is consistent with RSN-A4 because the proposed Light Industrial Zone and General Residential Zone are in an established and serviced area of Invermay and can be developed at a density that will not adversely impact the existing water and sewerage capacity.</p>
<p>RSN-A5 Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; 'ageing in home' options should be provided.</p>	<p>The proposed amendment to the LPS is consistent with RSN-A5 because the proposed General Residential Zone will enable a future staged residential development which will increase the diversity of Invermay's housing stock in an accessible location above the flood level, where construction costs and house prices and home insurance costs will be more affordable when compared the land below the flood level.</p>
<p>RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P2 for the following reasons:</p> <ul style="list-style-type: none"> • the proposed Light Industrial Zone will increase industrial land supply and provide more jobs and economic activity in an existing settlement to support the local and regional economy; • the proposed General Residential Zone will provide more housing options for the Launceston's residents above the flood level, where construction costs, home insurance costs and property values are more economically

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	<p>attractive; and</p> <ul style="list-style-type: none"> investment in services and infrastructure can be targeted with efficiency in this existing settlement because the site is located in a serviced urban area.
<p>RSN-P5 Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P5 because the proposed General Residential Zone will meet residential demand by enabling future a staged multiple dwelling, infill development in an area that is contiguous with the Invermay Urban Growth Area.</p>
<p>RSN-P8 New development is to utilise existing infrastructure or be provided with timely transport infrastructure, community services and employment.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P8 because the rezoning site is located in close proximity to public and commercial services, public transport and places that provide opportunities for employment.</p>
<p>RSN-P11 Coordinate land use and transport planning and the sequence of development with timely infrastructure provision.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P11 because the site is in an existing urban area and the proposal will not conflict with existing transport networks, as demonstrated by the Traffic Impact Assessment (Appendix G).</p>
<p>RSN-P12 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P12 because the site is located in an established urban area in close proximity to existing walking and cycling networks.</p>
<p>RSN-A14 Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors</p>	<p>The proposed amendment to the LPS is consistent with because the site is located in an established urban areas in close proximity to the public road network which already connects the Invermay industrial area to Tasmania's transport infrastructure.</p>
<p>RSN-P15 In established urban areas where an existing urban or heritage character study has been undertaken and adopted by Council, provide for development that is consistent with that study and reinforces and enhances the strengths and character of the area in which it is set.</p>	<p>The proposed amendment to the LPS is consistent with RSN-P15 because there are no applicable existing urban or heritage character studies for the site.</p>
<p>RSN-P20 Provide a variety of housing options to meet diverse</p>	<p>The proposed amendment to the LPS is consistent with RSN-P20 because the proposed General Residential Zone will enable a future staged residential</p>

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<p>community needs, and achieve housing choice and affordability.</p>	<p>development, which will increase the diversity of Invermay's housing stock in an accessible location above the flood level, where construction costs, house prices and home insurance costs are more affordable when compared to land below the flood level.</p>
<p>RSN-A19 Review the Community needs for housing provision and affordability.</p>	<p>Section 6.6 Analysis of the Proposed Housing Growth Opportunity (below) demonstrates that:</p> <ul style="list-style-type: none"> • that there is an existing undersupply of and high demand for housing in Launceston; • the five dilapidated houses and one vacant lot in Montagu Street and Howard Street, which will be replaced by light industrial land are located on land below the Invermay flood level, where there is no demand to redevelop this land for residential purposes, which means the land is part of Launceston's 'ineffective housing land supply'; • the land which is to be rezoned to General Residential: <ul style="list-style-type: none"> ○ can accommodate 1½ multiple dwellings as part of a wider 5 dwelling development, which will enable a higher density of residential development, with a mix of dwelling types, on the land accessed from Mayne Street; ○ is free from any identified constraints; and ○ will increase the provision of 'effective housing land supply'. <p>Given the abovementioned matters and those mentioned in the response to RSN-P20, the proposed amendment to the LPS is consistent with RSN-A19 because the proposed General Residential Zone will better meet Community needs for housing provision and affordability than the current zoning arrangement.</p>
<p>RAC-P1 Maintain and consolidate the Regional Activity Centres Network so future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.</p>	<p>The proposed amendment to the LPS is consistent with RAC-P1 because the proposed site is contiguous with existing urban areas and will not fragment the Regional Activity Centres Network.</p>
<p>RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity</p>	<p>The proposed amendment to the LPS is consistent with RIN-P3 because it is in an established, serviced, urban area where there is adequate infrastructure capacity to support future development of the site.</p>
<p>ED-P3 Provide a 10 year supply of industrially zoned and serviced land in strategic locations.</p>	<p>The proposed amendment to the LPS is consistent with ED-P3 because it will increase the supply of industrially zoned and serviced land in a strategic location, as demonstrated in subsection 6.5 below.</p>

<p>ED-A3 Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the Northern Tasmania Industrial Land Study (2014) and provide for the region to be well placed to capture economic opportunities.</p>	<p>The Northern Tasmania Industrial Land Study (2014) identifies the Invermay industrial area as a 'locally significant precinct', where the strategy is 'to support and accommodate further subdivision (including strata titling) of industrial land' (page 53). The study notes that Invermay has little opportunity for further subdivision of already small lots (only three vacant, suitable lots are greater than 2,000m²).</p> <p>The proposed amendment to the LPS is consistent with ED-A3 because it will result an increased supply of Light Industrial zoned land by approximately 3,848m², which will result in a suitable lot size for the proposed industrial development and future subdivision.</p>
<p>BNV-P03 Land use planning is to minimise the spread and impact of environmental weeds.</p>	<p>The proposed amendment to the LPS is consistent with BNV-P03 because the site is located in an established urban area where the spread of environmental weeds is not a significant matter, and can be controlled through the planning permit application process.</p>
<p>NH-A02 Permit appropriate land uses and urban development in areas of susceptibility only where risk is very low or where it can be managed by prescriptive controls to avoid undue risk to persons including loss of life loss and damage to property.</p>	<p>The proposed amendment to the LPS is consistent with NH-A02 because the Landslip Hazard Assessment (Appendix D), the Flood and Stormwater Assessment (Appendix E) and the Noise and Air Emissions Assessment (Appendix F) demonstrate that permissible land uses and future development can satisfactorily avoid undue risk to persons including loss of life and damage to property.</p>
<p>CW-P01 Protect and improve the ecological integrity of coastal environments.</p>	<p>The proposed amendment to the LPS is consistent with CW-P01 because the proposed Light Industrial Zone and General Residential Zone is located at approximately 590m from the Tamar River, and will have no significant impacts on the ecological integrity of coastal environments.</p>

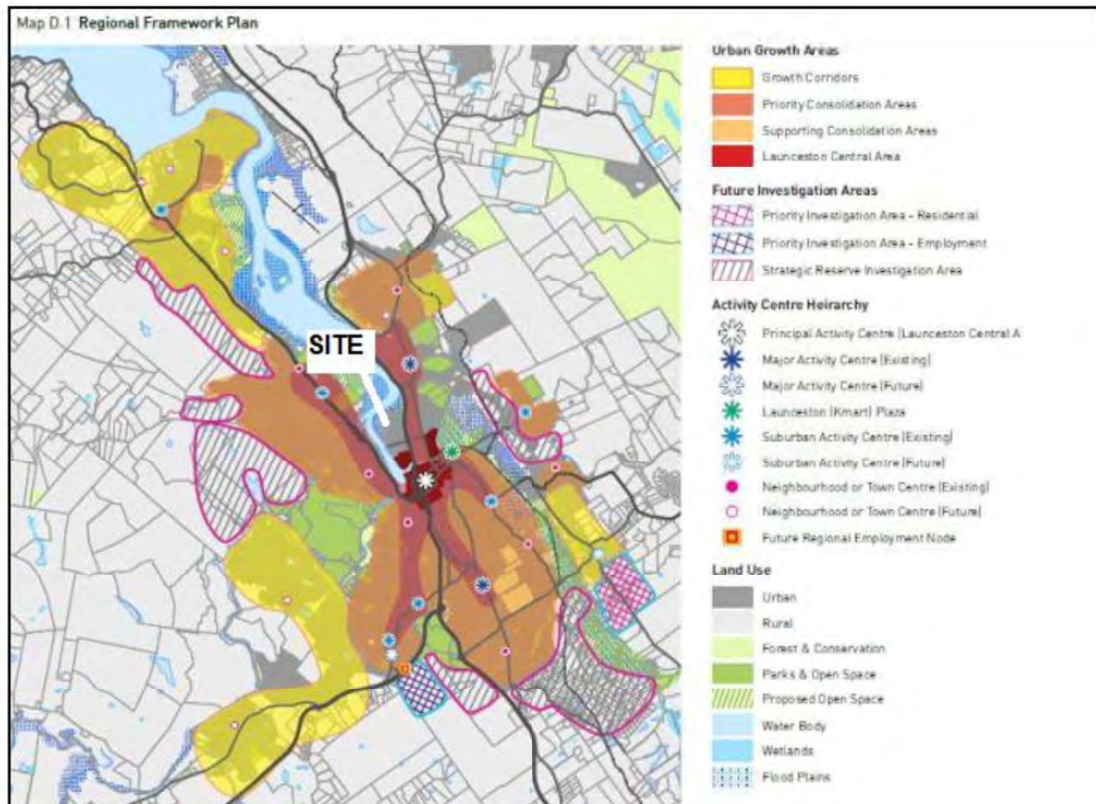


Figure 15: Map D1 (source: NRLUS)

6.5 Analysis of the Light Industrial Growth Opportunity

The analysis in the table below demonstrates that proposed rezoning of land to the Light Industrial Zone:

- is consistent with the Launceston Industrial Strategy 2009-2029, which is a local strategy;
- will result in an increase in the supply of effective light industrial land in Invermay, where there is a current shortage of supply; and
- will help meet the high demand for light industrial land in Invermay; and
- will increase Launceston's supply of land for service industries.

Source	Policy / Data	Analysis
Launceston Industrial Strategy 2009-2029 (City of Launceston)	Industrial Policy 4 – Council will encourage the redevelopment of established, high quality, serviced, brownfield site by prioritising such sites for appropriate new development in the short-term, mid-term and long-term.	<p>While the industrial strategy does not provide a specific definition for 'brownfield site', some common definitions include:</p> <ul style="list-style-type: none"> • 'land in a town or city where houses or factories have been built in the past, but which is not being used at the present time'¹; • 'any land or premises which has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised'²; and • 'any land, which has been previously developed, including derelict and vacant land, which may or may not be contaminated'³. <p>As the land which is to be rezoned to Light Industrial contains dilapidated, unused houses and vacant residential land, it can reasonably be considered as brownfield site. Further, the land is located in an established and serviced light industrial area.</p> <p>The proposed rezoning of land to Light Industrial is consistent Industrial Policy 4 because it will enable a new light industrial development to be constructed on a high quality, serviced, brownfield site.</p>
Industrial Land Zoning Advice 2019 (SGS Economics & Planning for the City of Launceston)	<p>Page 14 of this zoning advice identifies that:</p> <ul style="list-style-type: none"> • anecdotal evidence indicates there continues to be a substantial demand for industrial land in the Invermay/Inveresk area, while demand has stalled elsewhere in northern Tasmania; and • there is a potential shortfall of land for service industries in Launceston. 	<p>This data supports the proposed rezoning of land to Light Industrial for the following reasons:</p> <ul style="list-style-type: none"> • the rezoning will increase the effective supply of light industrial land in Invermay, where there is a high demand for such land (Redline Trust already has 6 prospective tenants for the proposed light industrial development); and • the proposed Light Industrial Zone will enable the Storage use and a range of other 'service industry' uses to be approved (e.g. self-storage, warehouse and commercial

¹ Collins English Dictionary, website viewed 20/03/2023: <https://www.collinsdictionary.com/dictionary/english/brownfield>.

² Alker, S., Joy, V., Roberts, P. & Smith, N. 2000. the Definition of brownfield. Journal of Environmental Planning and Management, 43, 49-6.

³ Dixon, T. (ed.) 2007. Sustainable brownfield regeneration: liveable places from problem spaces, Oxford: Blackwell.

		laundry, electrical repairs etc).
Tasmanian Planning Scheme - Launceston	A review of LISTmap's aerial and planning zone layers (Figure 16) indicates that the land in currently zoned Light Industrial in Invermay is almost fully developed, with very little vacant or underutilised industrial land.	This data supports the proposed rezoning of land to Light Industrial because it indicates that there is currently an undersupply of light industrial land in Invermay.



Figure 16: Invermay Zoning Map (source: LISTmap 30/01/2023)

6.6 Analysis of the Proposed Housing Growth Opportunity

The analysis in the table below demonstrates that proposed rezoning of land to the General Residential Zone:

- is consistent with the Launceston Residential Strategy 2009-2029, which is a local strategy;
- will result in an increase in the supply of effective residential land, and can be linked to a wider residential development (as indicated in the proposed plans at Appendix A), which can provide a mix of house types to meet the Launceston's high demand for housing.

Source	Tier / Data	Analysis
Launceston Residential Strategy 2009-2029 (City of Launceston)	<p>Council should facilitate new housing opportunities in accordance with 6 tiers. The second priority tier is:</p> <ul style="list-style-type: none"> • Tier 2. Increased density in existing residential areas where opportunities exist or where capacity for change has been identified, primarily through unit developments or redevelopment: <ul style="list-style-type: none"> ○ Figure 6 provides a map of identified constraints for higher density residential development. ○ Figure 7 provides a walkability map. 	<p>The proposed rezoning of land to General Residential is consistent with Tier 2 for the following reasons:</p> <ul style="list-style-type: none"> • as demonstrated in the indicative residential layout in the proposed plans (Appendix A), the land can accommodate 1½ multiple dwellings as part of a wider 5 dwelling development, which will enable a higher density of residential development, with a mix of dwelling types, on the land accessed from Mayne Street; • the land is free from any identified constraints shown in the map in Figure 6 of the Residential Strategy; • the land is located adjacent to an area that is identified as being somewhat walkable in Figure 7 if the Residential Strategy.
Residential Land Demand and Supply Assessment 2019 (Renaissance Planning for City of Launceston)	<p>Page 19 of this supply and demand assessment states that in excess of 70% of Launceston's potential housing land supply is ineffective (page 19).</p>	<p>This data supports the proposed rezoning to General Residential for the following reasons:</p> <ul style="list-style-type: none"> • as the five dilapidated houses and one vacant lot in Montagu Street and Howard Street are located on land below the Invermay flood level, where there is no demand to redevelop this land for residential purposes, which means the land is part of Launceston's ineffective housing land supply; • by shifting the supply of housing land from the Montagu Street and Howard Street locations to the proposed General Residential Zone, the proposed rezoning will result in an increase in Launceston's supply of effective housing land.
Real Estate Institute of Tasmania's (REIT) June 2021 Quarterly Report. ⁴	<p>Tasmania's housing market is experiencing a significant undersupply of existing private houses and rental stock. Unless residential housing supply increases, the REIT considers that the housing affordability gap will continue to widen, which will result in more people experiencing housing stress.</p>	<p>This data supports the proposed rezoning to General Residential for the following reasons:</p> <ul style="list-style-type: none"> • the data demonstrates that Launceston's housing market is characterised by an undersupply of housing and high demand for housing; and • the proposed rezoning of land to General Residential will increase the supply of effective housing land to meet help meet Launceston's high demand.

⁴ Real Estate Institute of Tasmania: Media Release (28 July 2021), Real Estate Market to New Heights, Media Release, <https://reit.com.au/Portals/24/resources/media-releases/June%202021%20REIT%20Quarterly%20Media%20Release.pdf?ver=Fngl99UjXrQGlo9qjg0MNq%3d%3d>.

7. Planning Permit Application Assessment

This section provides a planning assessment of the proposed permit application, which is made under Section 40T of the LUPAA.

7.1 Historic Cultural Heritage Act 1995

As the light industrial development site is not located on a property identified in the Tasmanian Heritage Register, a planning permit is not required under the provisions of the Historic Cultural Heritage Act 1995, which are integrated with the LUPAA.

7.2 Planning Scheme

The applicable planning scheme is the Tasmanian Planning Scheme – Launceston.

7.3 Land use

Under Table 6.2 Use Classes, the proposed land use is categorised as Storage, which means:

- *use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, self-storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and woodyard.*

7.4 Planning Zone

In accordance with the proposed rezoning, the land will be wholly located in the Light Industrial Zone. Under Clause 18.2 Use Table, the proposed Storage use is a Permitted use.

7.5 Overlays

The proposed development will be located in the following overlays:

- Landslip Hazard Areas (parts of the proposed development is in this overlay but is exempt from the Landslip Hazard Code under Clause C15.4.1(d) – see subsection 7.12 below);
- Airport Obstacle Limitation Area (the proposed building height is 6.74m the proposal is exempt from this code, under Clause C16.4.1 (a)); and
- Specific Area Plan - Invermay/Inveresk Flood Inundation Specific Area Plan, where the provisions of the Invermay/Inveresk Flood Inundation Specific Area Plan apply (see subsection 7.13 below).

7.6 Codes

The following table summarises the applicability of the codes.

Code	Comment
C1.0 Signs Code	Not applicable
C2.0 Parking and Sustainable Transport	Applicable – see subsection 7.9 below

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Code	Comment
Code	
C3.0 Road and Railway Assets Code	Applicable – see subsection 7.10 below
C4.0 Electricity and Transmission Infrastructure Protection Code	Not applicable
C5.0 Telecommunications Code	Not applicable
C6.0 Local Historic Heritage Code	Not applicable
C7.0 Natural Assets Code	Not applicable
C8.0 Scenic Protection Code	Not applicable
C9.0 Attenuation Code	Applicable see subsection 7.11 below
C10.0 Coastal Erosion Hazard Code	Not applicable
C11.0 Coastal Inundation Hazard Code	Not applicable
C12.0 Flood-Prone Area Hazards Code	Not applicable
C13.0 Bushfire-Prone Areas Code	Not applicable
C14.0 Potentially Contaminated Land Code	Not applicable
C15.0 Landslip Hazard Code	Applicable see subsection 7.12 below
C16.0 Safeguarding of Airports Code	Not applicable

7.7 Requirement for a Planning Permit

In accordance with the planning scheme, a planning permit is required for the following reasons:

- the proposed Storage use is a Permitted use in the Light Industrial Zone; and
- the proposal relies on compliance with the performance criteria of various clauses in the applicable zone and codes (detailed in the subsections below).

7.8 Light Industrial Zone

An assessment of the proposal against the applicable provisions of this zone is provided below.

7.8.1 Purpose Statements

Purpose Statement	Assessment
18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.	As the proposed Storage use is a Permitted use in the zone, the proposal is consistent with 18.1.1.
18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.	As demonstrated below, there are no applicable use or development standards. Given this, the proposal can reasonably be considered to be consistent with 18.1.2.

7.8.2 Use Standards

The following standard is not applicable:

- 18.3.1 All uses A2/P2 (the proposal does not include external lighting); and
- 18.3.2 Discretionary uses (the proposed Storage use is a Permitted use).

18.3.1 All uses	
Objective: That uses do not cause an unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P1</p> <p>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and</p> <p>(b) noise, lighting or other emissions.</p>
Assessment	
As demonstrated in subsection 4.2.4 (above), the proposed Storage use complies with A1.	
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and</p> <p>(b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;</p> <p>(e) any noise mitigation measures between the vehicle movement areas and the residential area; and</p> <p>(f) potential conflicts with other traffic.</p>
Assessment	
As demonstrated in subsection 4.2 (above), the proposed Storage use complies with A3.	

7.8.3 Development Standards

The following standards are not applicable:

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- 18.4.2 Setbacks: A3/P3 (the proposal does not include any air extraction, pumping, refrigeration systems, compressors or generators);
- 18.4.3 Fencing (the proposed fences are for security reasons and are exempt under Clause 4.6.5);
- 18.4.4 Outdoor storage areas (the proposal does not include any such areas); and
- 18.5 Development Standards for Subdivision.

18.4.1 Building height	
Objective: To provide for a building height that:	
(a) is necessary for the operation of the use; and	
(b) minimises adverse impacts on adjoining properties.	
Acceptable Solutions	Performance Criteria
A1 Building height must be not more than 10m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building; (b) separation from existing uses on adjoining properties; and (c) any buffers created by natural or other features.
Assessment As the proposed maximum building height is 6.74m, it complies with A1.	
A2 Building height: (a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or (b) within 10m of an Inner Residential Zone must be not more than 9.5m.	P2 Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be consistent with building height on adjoining properties in those zones and not cause an unreasonable loss of residential amenity, having regard to: overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; overlooking and reduction of privacy; or visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining properties.
Assessment The proposed building is within 10m of a General Residential Zone. As the proposed maximum building height is 6.74m, it complies with A2.	

18.4.2 Setbacks
Objective: That building setbacks:

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<p>(a) are appropriate for the site; and</p> <p>(b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a setback from a frontage of:</p> <p>(a) not less than 5.5m;</p> <p>(b) not less than existing buildings on the site; or</p> <p>(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>P1</p> <p>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the setback of buildings on adjacent properties; and</p> <p>(c) the safety of road users.</p>
<p>Assessment</p> <p>The proposed setback from the Montagu Street frontage is 1.4m and the proposed setback from the Howard Street frontage is 2.9m. These setbacks satisfy P1 for the following reasons:</p> <p>(a) The site is generally flat and there is no need for excessive cut or fill near the frontage boundaries;</p> <p>(b) The proposed building setbacks are reasonably consistent with the setbacks of nearby buildings in Montagu Street and Howard Street; and</p> <p>(c) As the proposed building will be well-contained within frontage boundaries, it will have no significant impacts on the safety of road users.</p>	
<p>A2</p> <p>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than:</p> <p>(a) 4m; or</p> <p>(b) half the wall height of the building, whichever is the greater.</p>	<p>P2</p> <p>Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, having regard to:</p> <p>(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;</p> <p>(b) overlooking and reduction of privacy; and</p> <p>(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.</p>
<p>Assessment</p> <p>As the proposed building setbacks from the adjacent General Residential Zone exceed 4m, they comply with A2.</p>	

18.4.5 Landscaping	
Objective: That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
Acceptable Solutions	Performance Criteria
A1	P1

<p>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</p> <ul style="list-style-type: none"> (a) to a depth of not less than 5.5m; or (b) not less than the frontage of an existing building if it is a lesser distance. 	<p>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</p> <ul style="list-style-type: none"> (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.
<p>Assessment</p> <p>As shown in the proposed plans at Appendix A, the southern elevation of the proposed building is setback from Howard Street, and landscaping is proposed in this location, which satisfies P1 for the following reasons:</p> <ul style="list-style-type: none"> (a) The setback is 2.9m, which provides for adequate space for landscaping; (b) The width of the frontage is 34.75m, which provides for adequate space for landscaping; (c) The land is flat, and there is no need for excessive fill or cut; (d) The existing vegetation onsite is a mixture of garden shrubs and lawn, with has no significant natural or streetscape value; (e) As shown on the proposed site plan, grass and shrubs are proposed – a permit condition can ensure that a detailed landscaping plan is submitted for approval by the Council; and (f) The LPS do not contain any local area objectives that control landscaping for this site. <p>The proposed western elevation is adjacent Montagu Street and has no scope for landscaping because it provides vehicular access for the tenancies.</p>	

7.9 Parking and Sustainable Transport Code

This code applies to the proposed Storage use and development, and there are no applicable exemptions. The assessment below relies on the Traffic Impact Assessment at Appendix H and demonstrates that the proposal complies with the applicable standards. As the proposed development complies with the applicable standards, it complies with the purpose of the code, which is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

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7.9.1 Use Standards

The following use standards are not applicable:

- C2.5.2 Bicycle Parking Numbers (there is no requirement for the Storage use);
- C2.5.3 Motorcycle parking numbers (does not apply to the Storage use);
- C2.5.5 Number of Spaces within the General Residential and Inner Residential Zone because (the development area is not located in these zones).

C2.5.1 Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: <p style="text-align: center;">$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> 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) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and 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 surrounding area.

<p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	
<p>Assessment</p> <p>Under Table C2.1 Parking Space Requirements, the Storage use requires 1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater. The number of employees is not known at this stage. Therefore, as the proposal includes approximately 3,384m² of site area, A1 requires 20 spaces. As demonstrated by the proposed plans (Appendix A) and the Traffic Impact Assessment (Appendix H), 20 spaces are proposed, and the car parking numbers comply with A1.</p>	

C2.5.4 Loading Bays	
<p>Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p>	<p>P1</p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> (a) the type 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) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
<p>Assessment</p> <p>As demonstrated by the proposed plans (Appendix A) and the Traffic Impact Assessment (Appendix H), one suitably located loading bay is proposed for each tenancy which all have floor areas of 451.75m². As this is a higher rate than one loading bay for 1,000m² in single occupancy and the loading bays can be safely accessed by vehicles, the proposed development satisfies P1.</p>	

7.9.2 Development Standards

The following standards are not applicable:

- C2.6.2 Design and layout of parking areas A1.2 (as less than 100 car parking spaces are required, the proposal does not require car parking for persons with a disability);
- C2.6.3: A2/P2 (the development area is not located in the Central Business Zone);

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- C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone (the development area is not located in these zones);
- C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone (the development area is not located in these zones);
- C2.6.8 Siting of parking and turning areas (the development area is not located within the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone); and
- C2.7 Parking Precinct Plan (there is no applicable plan).

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</p>	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <p>(a) the nature of the use;</p> <p>(b) the topography of the land;</p> <p>(c) the drainage system available;</p> <p>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</p> <p>(e) the likelihood of generating dust; and</p> <p>(f) the nature of the proposed surfacing.</p>
<p>Assessment</p> <p>As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1.</p>	

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <p>i. have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</p>	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p>

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<ul style="list-style-type: none"> ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p>A1.2</p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities. [S35] 	<ul style="list-style-type: none"> (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i>
<p>Assessment</p> <p>As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1.1. and A1.2.</p>	

<p>C2.6.3 Number of accesses for vehicles</p>	
<p>Objective: That:</p> <ul style="list-style-type: none"> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape. 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>The number of accesses provided for each frontage must:</p>	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (a) any loss of on-street parking; and

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(a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	(b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Assessment As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1	

C2.6.5 Pedestrian access	
Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.	
Acceptable Solutions	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.	P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.
Assessment As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1.1 and satisfies P1.	

C2.6.6 Loading bays	
Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.	
Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street</i>	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: (a) the types of vehicles likely to use the site; (b) the nature of the use;

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<p><i>commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>(c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the topography of the site; (f) the location of existing buildings on the site; and (g) any constraints imposed by existing development.</p>
<p>Assessment As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1.</p>	
<p>A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p>P2 Access for 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 in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</p>
<p>Assessment As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A2.</p>	

7.10 Road and Railway Assets Code

As two new vehicle accesses are proposed for the Storage use and development, this code applies. The assessment below relies on the Traffic Impact Assessment at Appendix H and demonstrates that the proposal complies with the applicable standards. As the proposal complies with the applicable standards, it is reasonable to consider that it is consistent with the purpose of this code, which is:

- C3.1.1 To protect the safety and efficiency of the road and railway networks; and
- C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

7.10.1 Use Standards

The following standards are not applicable:

- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
 - A1.1 (because the road is not a category 1 road and is not a limited access road);
 - A1.2 (because written consent for the proposed vehicle crossings have not been issued yet); and
 - A1.3 (because the development does not affect the rail network).

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solution	Performance Criteria
<p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1 (20% or 40 vehicle movements per day, whichever is the greater); or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</p> <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <p>(a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.</p>
As demonstrated by the Traffic Impact Assessment (Appendix H), the proposal complies with A1.5 and satisfies P1.	

7.10.2 Development Standards

The following development standards are not applicable:

- C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area (the proposal does not include these types of buildings) and
- C3.7.1 Development Standards for Subdivision (the proposal does not include subdivision).

7.11 Attenuation Code

As the proposed Storage use is an activity listed in Table C9.1 and is not a level 2 activity, this code applies. The planning assessment below demonstrates that the proposal complies with the applicable standards. As it complies with these standards, it can reasonably be considered to be consistent with the purpose of the code, which is:

- C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.
- C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

7.11.1 Use Standards

As no sensitive use is proposed, standard C9.5.2 Sensitive use within an attenuation area does not apply.

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C9.5.1 Activities with potential to cause emissions	
Objective: That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.	
Acceptable Solution	Performance Criteria
<p>A1</p> <p>The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include:</p> <p>(a) a site used for a sensitive use which is existing;</p> <p>(b) a site that has a planning permit for a sensitive use; or</p> <p>(c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.</p>	<p>P1</p> <p>An activity listed in Tables C9.1 or C9.2 must not cause:</p> <p>(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or</p> <p>(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to:</p> <ol style="list-style-type: none"> i. operational characteristics of the activity; ii. scale and intensity of the activity; iii. degree of hazard or pollution that may be emitted from the activity; iv. hours of operation of the activity; v. nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; vi. existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and vii. measures to eliminate, mitigate or manage emissions from the activity. viii.
<p>Assessment</p> <p>As demonstrated by the Noise and Air Emissions Assessment at Appendix G, the proposed Storage use satisfies P1.</p>	

7.11.2 Development Standards

As no subdivision is proposed, standard C9.6.1 Lot design does not apply. There are no other development standards.

7.12 Landslip Hazard Code

As the northern part of the proposed Storage use and development is located in the low and medium landslip hazard bands, this code applies. However, it only applies to the proposed use, not the development. As the proposed development requires authorisation under the Building Act 2016, the development is exempt under Clause C15.4.1 (d).

The assessment below relies on the Landslip Hazard Report at Appendix E and demonstrates that the proposal complies with the applicable standards. As the proposal complies with the applicable standards, it is reasonable to consider that it is consistent with the purpose of this code, which is:

- C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area.

7.12.1 Use Standards

The following standard does not apply:

- C15.5.1 Use within a landslip hazard area P1.2 (the proposal does not require landslip reduction or protection measures on land beyond the boundary of the site).

C15.5.1 Use within a landslip hazard area	
Objective: That uses, including critical, hazardous or vulnerable use, can achieve and maintain a tolerable risk from exposure to a landslip for the nature and intended duration of the use.	
Acceptable Solution	Performance Criteria
A1 No Acceptable Solution.	<p>P1.1 A use, including a critical use, hazardous use, or vulnerable use, within a landslip hazard area achieve and maintain a tolerable risk from exposure to landslip, having regard to:</p> <p>(a) the type, form and duration of the use; and (b) a landslip hazard report that demonstrates that:</p> <p>i. any increase in the level of risk from landslip does not require any specific hazard reduction or protection measure; or ii. the use can achieve and maintain a tolerable risk for the intended life of the use.</p> <p>P1.2 If landslip reduction or protection measures are required on land beyond the boundary of the site, the consent in writing of the owner of that land must be provided for that land to be managed in accordance with the landslip reduction or protection measures.</p>
<p>Assessment The Landslip Hazard Report at Appendix E demonstrates that the proposal satisfies P1.1.</p>	

7.12.2 Development Standards

Not applicable (the development is exempt under Clause C15.4.1 (d)).

7.13 Invermay/Inveresk Flood Inundation Specific Area Plan

As the proposed Storage use and development is located within the area covered by the Invermay/Inveresk Flood Inundation Specific Area Plan (SAP), the proposal must comply with this SAP's applicable provisions.

The assessment below relies on the Flood Assessment and Flood Emergency Management Plan at Appendix F and demonstrates that the proposal is consistent with the applicable local area objectives and complies with the applicable standards. As the proposed Storage use complies with the applicable standard, it is reasonable to consider that:

The proposal is consistent with the purpose of this code, which is:

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- To reduce risks and hazards from flooding in the Invermay/Inveresk flood inundation area;
- To require that new development is sited and designed to minimise the impact of flooding;
- To require the consideration of the siting, design and emergency response capability of new development on land subject to flood inundation;

7.13.1 Local Area Objectives

Under the SAP and in accordance with the proposed amendment to the LPS / SAP, the proposed use is located within Riveredge Industrial Precinct shown in Figure LAU-S10.1 and on an overlay map as LAU-S10.3.1.1.

As demonstrated in the table below, the proposal is consistent with the SAP's Local Area Objectives.

Riveredge Industrial Precinct Local Area Objectives	Assessment
To prohibit new residential uses.	The proposed Storage use is not a residential use.
To prohibit significant community infrastructure.	The proposal does not include community infrastructure.
To prohibit conversion of industrial uses to residential uses.	The proposal does not include conversion of industrial uses to residential uses.

7.13.2 Use Standards

LAU-S10.6.1 Unacceptable uses	
Objective: To prevent unacceptable uses from establishing in areas subject to, or isolated by, flood inundation.	
Acceptable Solution	Performance Criteria
A1 Use, must not be for: (a) Education and Occasional Care, excluding in the Inveresk Cultural Precinct; (b) Emergency Services; or (c) Hospital Services.	P1 No Performance Criterion.
Assessment	
As the proposed use is Storage, it complies with A1.	
A2 Use must not be for Residential use, excluding: (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 Criterion

Assessment As the proposed use is Storage, it complies with A1.	
A3 Use must not be for Community Meeting and Entertainment in the Riveredge Industrial or Inveresk Residential precincts, excluding a museum in the Riveredge Industrial Precinct; and located in the Light Industrial Zone or Commercial Zone.	P3 No Performance Criterion
Assessment As the proposed use is Storage, it complies with A1.	

7.13.3 Development Standards

The following standards do not apply:

- LAU-S10.7.1 Intensification of Residential development (the proposal does not include residential development);
- LAU-S10.7.2 Flood impact:
- A1/P1 (because the proposed Storage use is not within the Residential Use Class);
- A2/P2 (because the proposed Storage use is not within the Residential Use Class); and
- LAU-S10.8 Development Standards for Subdivision (because the proposal does not involve subdivision).

LAU-S10.7.2 Flood impact	
Objective: That new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding.	
Acceptable Solution	Performance Criteria
A3 All buildings not in the Residential Use Class must have a: (a) floor level of not less than 3.4m AHD; and (b) gross floor area of not more than: (c) 400m ² ; or (d) 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;

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	<ul style="list-style-type: none"> 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.
<p>Assessment As demonstrated in the Flood and Stormwater Assessment (Appendix F), the proposed development satisfies P3.</p>	

8. Conclusion

As the proposed LPS amendment and planning permit application meet the requirements of the LUPAA, the NRLUS and the planning scheme, Council can support the proposal.

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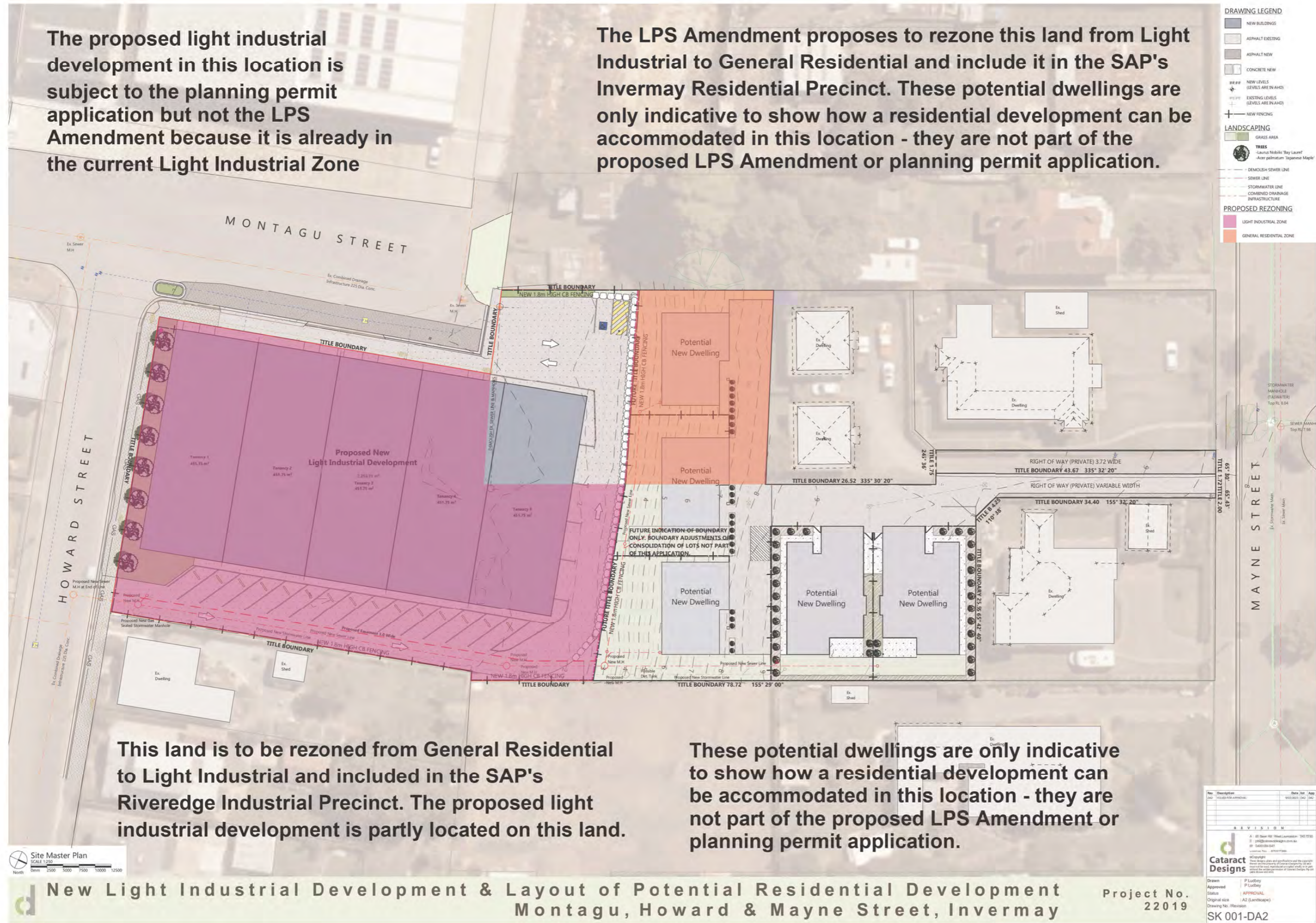


Proposed Plans

Appendix A

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New Light Industrial Development Montagu & Howard Street, Invermay



Drawing Schedule

SK030	Cover Page
SK031	Site Survey
SK032	Existing & Proposed Zoning
SK033	Existing/Demolition Plan
SK034	Site Plan
SK035	Building Floor Plan
SK036	Building Elevations

Project details	
Council	Launceston City Council
Zone	General Residential, Light Industrial
Planning Overlay	Landing Hazard Low
	Invermay/Invermay Flood Hazard
	Specific Area Plan Local Area
	Character: Invermay Residential
HU	Multiple
Title Folio	Multiple
Title Volume	Multiple
Climate Zone	7
Design Wind Speed	-
Soil Class	-
SAI Rating	-
Energy Rating	-
Constructive Environment	-
Other	-

Area Schedule	
Name	Area m ²
Site Area (Proposed Area Lot 1)	3620m ²
Building Floor Area	2000m ²
Permissible Area	2000m ²
Impervious Surface Area	1,230m ²

No.	Description	Date Iss.	App.
01	Issue for Information	15/08/2023	SK030

REVISION	
1	Issue for Information

<p>Cataract Designs 100/101 Montagu Street, Invermay TAS 7249 P 081380 6000 E info@cataractdesigns.com.au W www.cataractdesigns.com.au</p>	<p>Drawn: P Lusk Approved: P Lusk Status: DEVELOPMENT APPLICATION Original size: A1 (Landscape) Drawing No: Revision</p>
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SK030-DA1

Project No. 22019

Document Set ID: 488267
Version: 1, Version Date: 04/05/2023



Rev	Description	Issue Date	By
1	ISSUED FOR APPROVAL	14/08/2023	DA

REVISION	
1	ISSUED FOR APPROVAL

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**New Light Industrial Development
Montagu & Howard Street, Invermay**

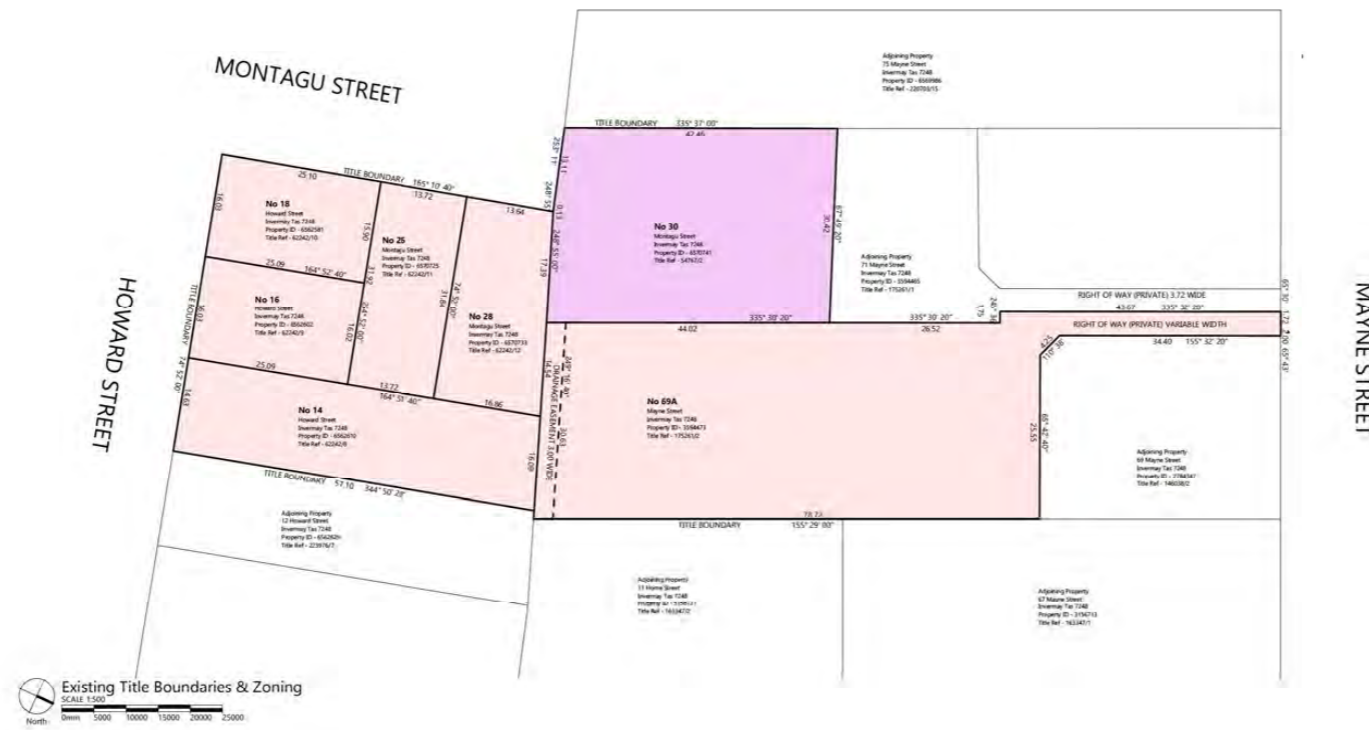
Project No. 22019

SK031-DA1

Document Set ID: 4868367
Version: 1, Version Date: 04/05/2023

Legend

- General Residential Zone
- Light Industrial Zone



Rev	Description	Issue Date	Page
01	ISSUED FOR APPROVAL	08/01/2023	02/02

REVISION	

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Drawn	F. Lockley
Approved	F. Lockley
Status	APPROVAL
Original size	A2 (landscape)
Drawing No. Revision	SK032-DA2

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019

Document Set ID: 4868367
Version: 1, Version Date: 04/05/2023

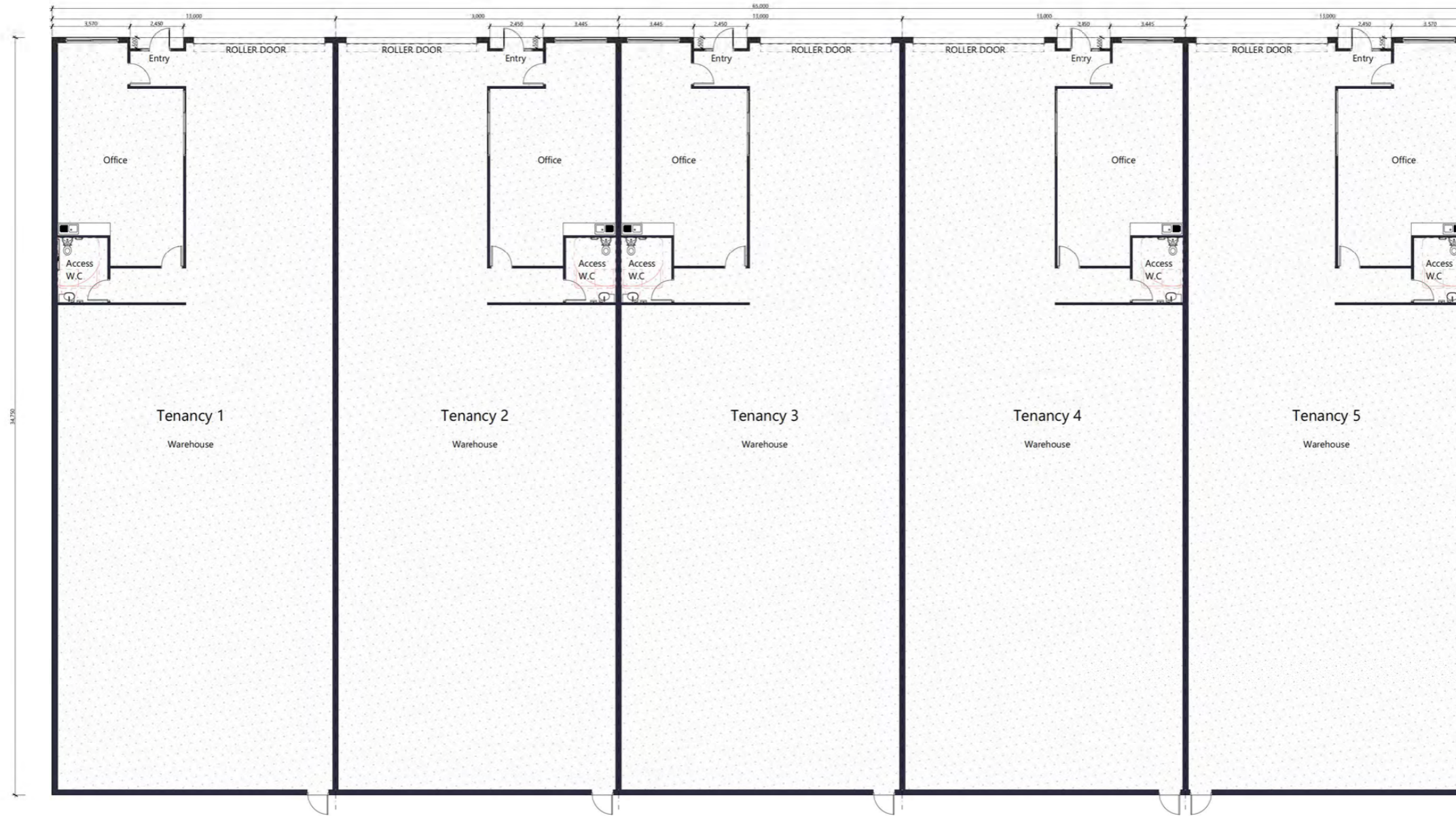


No.	Description	Date	By	App.
1	Issue for Approval	04/05/2023	PH	PH

Drawn	P. Lockley
Approved	P. Lockley
Status	APPROVAL
Original size	A2 (Landscape)
Drawing No.	Horizon
SK034-DA2	

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



Light Industrial Building Floor Plan
Scale 1:100
Project North

Rev	Description	Issued For	Page
1	ISSUED FOR APPROVAL	14/08/2023	1

REVISION	

Cataract Designs
 10 Mount Rd, West Launceston, TAS 7250
 P: 0912 500000
 M: 0800 094 400
 Licence No. 87097396

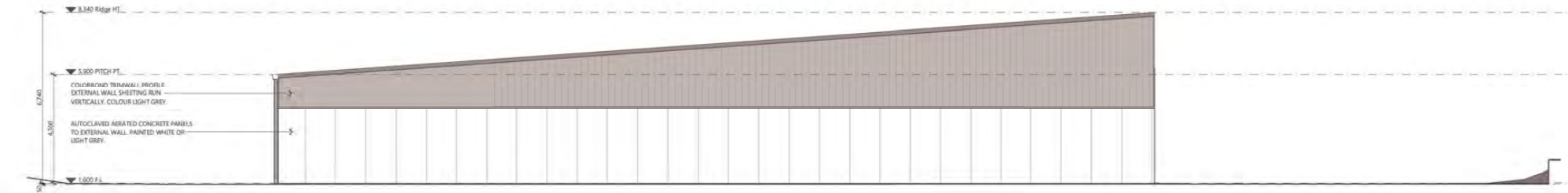
Drawn: F Lushby
 Approved: F Lushby
 Status: DEVELOPMENT APPLICATION
 Original size: A2 (landscape)
 Drawing No. Revision: SK035-DA1

**New Light Industrial Development
Montagu & Howard Street, Invermay**

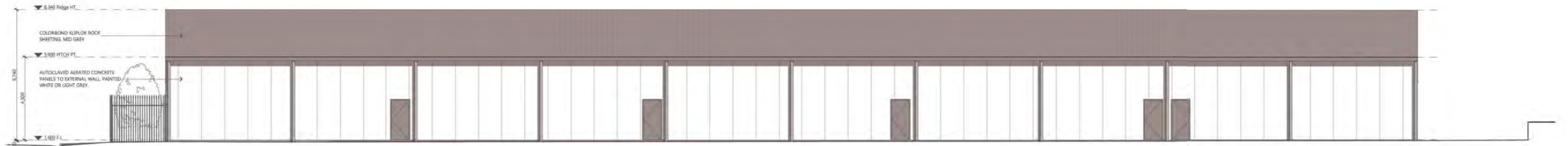
Project No. 22019



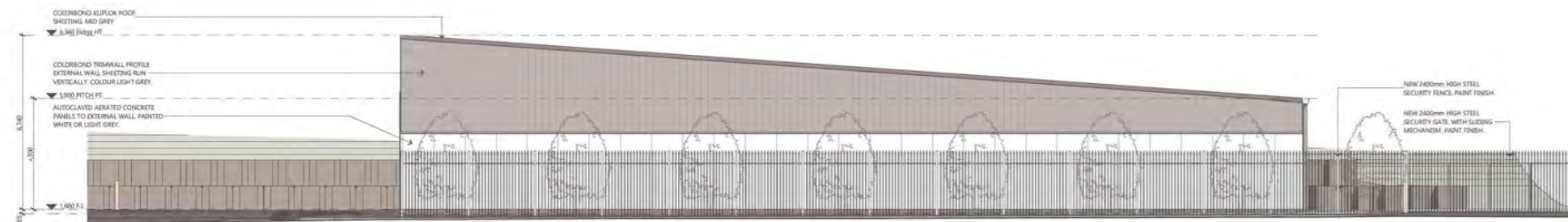
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SCALE 1:100
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E2 Northern Elevation
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E3 Eastern Elevation
SCALE 1:100
0mm 1000 2000 3000 4000 5000



E4 Southern Elevation (Howard St)
SCALE 1:100
0mm 1000 2000 3000 4000 5000

No.	Description	Date	By	App.
001	ISSUE FOR APPROVAL	10/08/2023	SK	SK

REVISION	
1	ISSUE FOR APPROVAL

<p>Cataract Designs</p> <p>100 Spring Street, Launceston, Tasmania 7250 Ph: 081 420 0000 Email: info@cataractdesigns.com.au</p>	<p>Project No. 22019 SK036-DA1</p>
--	---

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019

Document Ref: R3_488267
Version: 1, Version Date: 04/05/2023

pitt&sherry



Landowner Permission Letter



Appendix B

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



Head Office:
9 Nairana St
Invermay 7248
P: 0408130500

City of Launceston Council

Dear Council

LANDOWNER'S WRITTEN PERMISSION AND REASONS FOR INVESTING IN INVERMAY

In accordance with Section 37 (3) (b) of the *Land Use Planning and Approvals Act 1993*, this letter provides written permission from Redline Nominees Pty. Ltd. (Redline Trust) for LPD Developments Pty Ltd to request the City of Launceston Council to amend the Launceston Local Provisions Schedule to rezone light industrial and residential land at Invermay, and to consider a planning permit application for a proposed light industrial development. This letter also provides some background on Redline Trust and our reasons for investing in Invermay.

LPD Developments is the proponent on behalf of Redline Nominees (Redline Trust) because LPD is the entity which conducts all the building works and maintenance for all Redline Trust properties statewide, and is owned by the same directors. Redline Trust was established in 2007 as the main property purchasing entity for the Redline Coaches business and for an external property rental business. It is a local, family-owned business that has been in the property development industry since the establishment of Redline Coaches in the early 1930s. The business supports and employs many local trades and businesses within the Launceston area for building and construction works. Some of Redline's more recent property developments in the Launceston region include:

- Development of 1-11 Herbert Street Invermay from a previous run-down manufacturing building to a modern office and warehousing facility (2011);
- the restoration of the historic Morton House (2015);
- a state-of-the-art Redline Coaches Bus Wash facility which was fully self-sufficient in regard to power, water and recycling systems (2017).;

Date: 24/01/2023



Head Office:
9 Nairana St
Invermay 7248
P: 0408130500

- 8-10 Nairana St Invermay Office and Bakery modernization (2018); and
- 9 Nairana St Invermay Office and Warehouse modernization (2021).

Redline Trust made the significant decision to invest in and acquire a number of properties in this area of Invermay with the intent to rearrange the existing layout of light industrial and residential land and to build a light industrial development and five new houses, as demonstrated in the planning report prepared by pitt&sherry. The reasons for making this investment are to:

- better meet market conditions by consolidating light industrial development on the lower-lying land at the end of Montagu Street. Redline's local knowledge and experience of the industrial market indicates there is a strong demand for light industrial businesses to be located in Invermay, where there is already a successful cluster of similar businesses that benefit from co-location and interconnection. This cluster takes advantage of market opportunities and attracts significant levels of trade and economic development. Redline already has 6 prospective tenants for the proposed light industrial development;
- better meet market conditions by removing the dilapidated houses in Montagu Street and Howard Street, where the land is below the flood level and there is no demand to build replacement houses due to the flooding constraints. The flood-constrained land is unattractive to Launceston's residents because it drives up residential development costs and house prices, while adversely affecting residential property values and increasing home insurance costs; and
- better meet market conditions by consolidating residential development on the adjacent higher land to the north, accessed from Mayne Street where Redline aim to develop a range of modern housing designs that can be built above the flood level at a density suitable for the local residential area. This constraint-free land is more attractive and advantageous for Launceston's residents who are currently disadvantaged in a housing market where their options are severely limited.

With regard to the proposed light industrial development, Redline Trust can advise that there is unlikely to be any conflict between its access arrangements and those of Redline Coaches on the opposite side of Montagu

Date: 24/01/2023

RedlineTrust

Head Office:
9 Nairana St
Invermay 7248
P: 0408130500

Street. This is because Redline employees must adhere to a company policy which prevents vehicles from reversing out on to Montagu Street. All vehicles now enter and leave the Redline Coaches property in a forwards direction.

Redline Trust hopes the Council and the Tasmanian Planning Commission will support our intention to provide new light industrial and residential development in this part of Invermay, which will help meet the current needs of local businesses and residents, while growing the city's economic and social infrastructure in a way that leads to the strategic and orderly planning of the area.

Yours sincerely

Rowan Larissey

Director

Redline Nominees Pty Ltd

Date: 24/01/2023

pitt&sherry



Title Details

Appendix C

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 175261	FOLIO 2
EDITION 3	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 22-Dec-2022

SEARCH TIME : 02.05 PM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 2 on Sealed Plan 175261
Derivation : Part of 64 Acres Granted to Thomas Landale
Prior CT 146038/3

SCHEDULE 1

M904392 TRANSFER to REDLINE NOMINEES PTY. LTD. Registered
20-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP175261 EASEMENTS in Schedule of Easements
SP146038 FENCING PROVISION in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

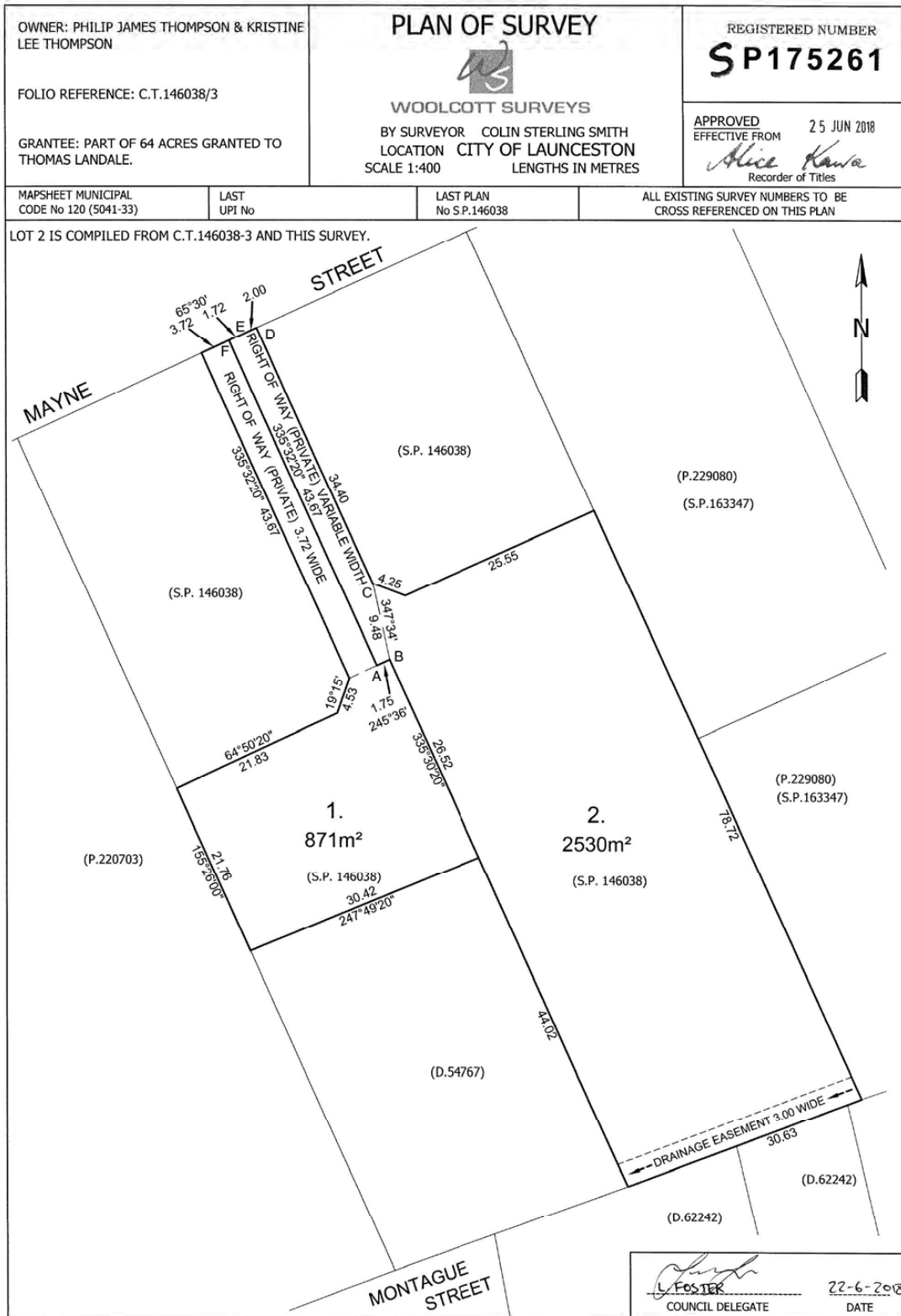
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 175261

PAGE 1 OF 1 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 2 on the plan is subject to a right of drainage over Drainage Easement 3.00 wide shown on the plan and on S.P. 146038 as appurtenant to the Launceston City Council.

Lot 1 on the plan is subject to a Right of Carriageway appurtenant to Lot 2 on the plan over the Right of Way (Private) 3.72 wide on the plan.

Lot 1 on the plan is together with a Right of Carriageway over the Right of Way (Private) Variable Width marked ABCDEF on the plan.

Lot 2 on the plan is subject to a Right of Carriageway appurtenant to Lot 1 on the plan over the Right of Way (Private) Variable Width marked ABCDEF on the plan.

Lot 2 on the plan is together with a Right of Carriageway over the Right of Way (Private) 3.72 wide on the plan.

Provided always that the owner or owners for the time being of the said Lots 1 and 2 on the plan shall share equally the expense of construction and maintenance of the roadway in respect of which they are the owners or over which they have a Right of Way Carriageway.

Signed by Philip James Thompson & Kristine Lee Thompson)
the registered proprietors of the land comprised and described in)
Folio of the Register Volume 146038 Folio 3 in the presence of)

Witness)
Print name)
Print full address)

MEMBERS EQUITY BANK LIMITED as registered Mortgagee)
under Mortgage C248385 consents to this Schedule of Easements)

Witness
Melanie Smith
55 Arthur Street
East Launceston

Witness
Olivia Dance - paralegal Assistant.
2, 19 Marquarie St.
Hobart TAS 7000

Signed on behalf of Members Equity Bank Limited by its attorney Imogen Charlotte Dineen, Solicitor for Galilee Solicitors under power of attorney no. PA93235 and the said attorney declares that they have received no notice of revocation of the said power in the presence of:

SUBDIVIDER: Philip James Thompson & Kristine Lee Thompson FOLIO REF: 146038/3 SOLICITOR & REFERENCE: Ritchie & Parker Alfred Green and Co.	PLAN SEALED BY: Launceston City Council DATE: 22-6-2018 F.P.0048/2016-1 REF NO.
(USE ANNEXURE PAGES FOR CONTINUATION)	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62242	FOLIO 11
EDITION 4	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.49 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 11 on Diagram 62242 (formerly being 18-28LAUN)
Derivation : Part of Lot 7 Sec. 0.- Gtd. to E.M. King.
Prior CT 3319/24

SCHEDULE 1

M904431 TRANSFER to REDLINE NOMINEES PTY. LTD. Registered
20-Jul-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
56867 BOUNDARY FENCES CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62242	FOLIO 12
EDITION 5	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.50 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 12 on Diagram 62242 (formerly being 18-28LAUN)
Derivation : Part of Lot 7 Sec. O. Gtd. to E.M. King
Prior CT 2800/5

SCHEDULE 1

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20-Jul-2021 at noon

SCHEDULE 2

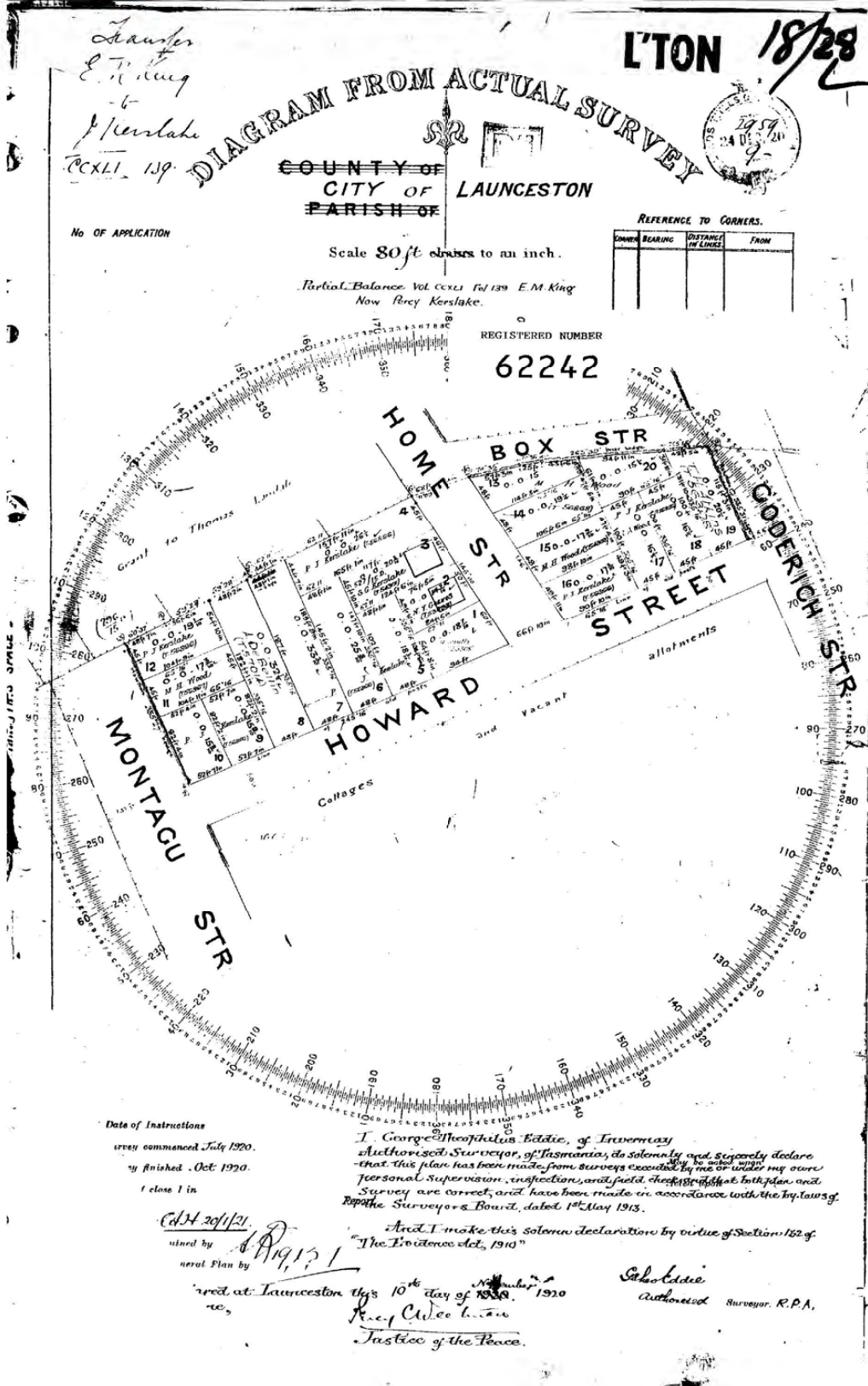
Reservations and conditions in the Crown Grant if any
56866 57014 BOUNDARY FENCES CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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



Date of Instructions
survey commenced July 1920.
" finished . Oct. 1920.
I close I in

C.H. 20/1/21
drawn by
revised Plan by

I, George Theophilus Eddie, of Invermay
Authorized Surveyor, of Tasmania, do solemnly and sincerely declare
that this plan has been made from surveys executed by me or under my own
personal supervision, inspection, and field checks, and that both plan and
Survey are correct, and have been made in accordance with the by-laws of
the Surveyors Board, dated 1st May 1913.

And I make this solemn declaration by virtue of Section 162 of
"The Evidence Act, 1910"

Subscribed
Authorized Surveyor, R.P.A.

Witnessed at Launceston this 10th day of *November* 1920.
Percy Kerlake
Justice of the Peace.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 54767	FOLIO 2
EDITION 4	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.50 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 2 on Diagram 54767 (formerly being 296-15D)
Derivation : Part of 64 Acres - Gtd. to T. Landale.
Prior CT 3084/81

SCHEDULE 1

M904443 TRANSFER to REDLINE NOMINEES PTY. LTD. Registered
20-Jul-2021 at noon

SCHEDULE 2

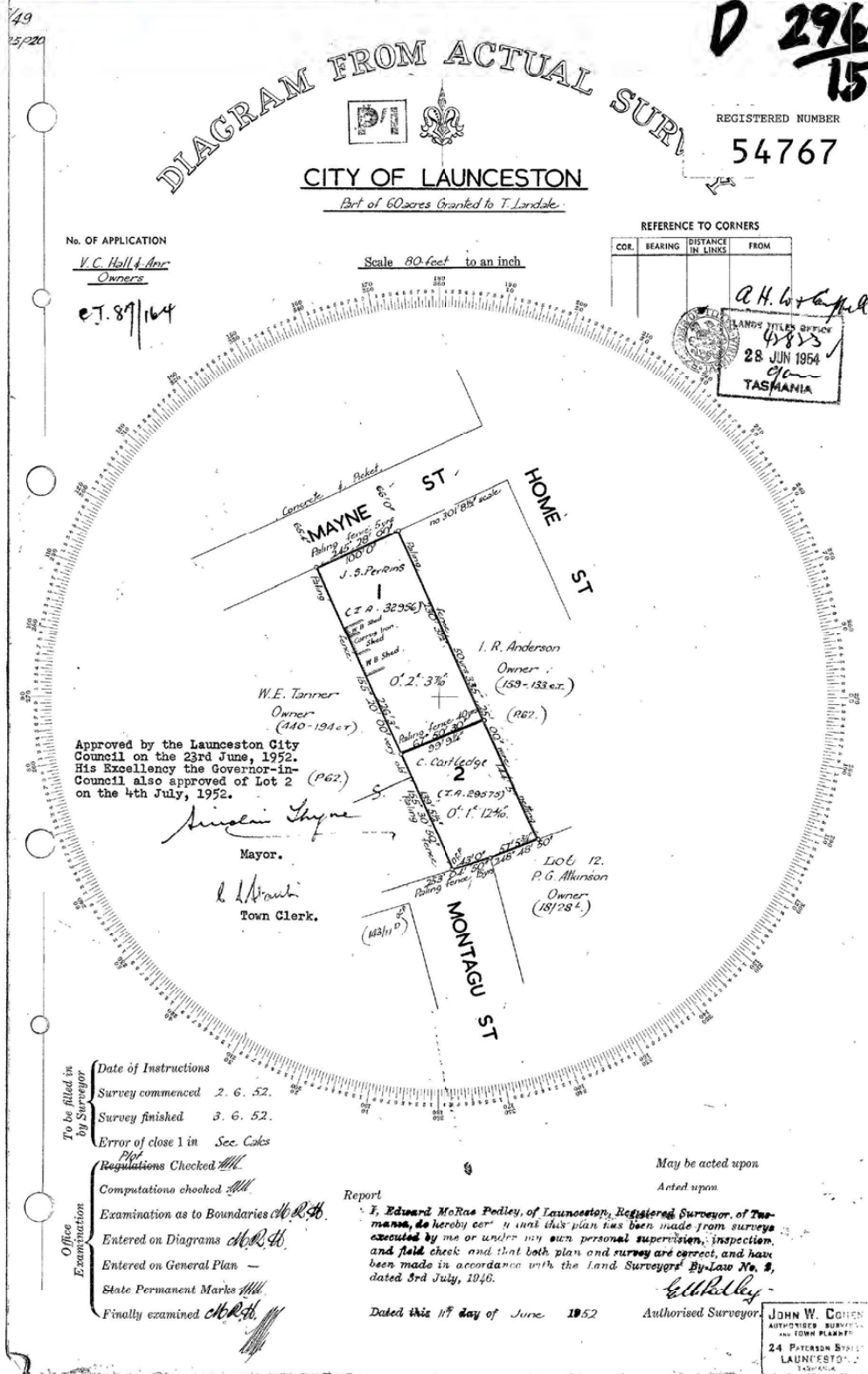
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62242	FOLIO 8
EDITION 4	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.50 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 8 on Diagram 62242 (formerly being 18-28LAUN)
Derivation : Part of Lot 7 Sec. O. Gtd. to E.M. King
Prior CT 2800/5

SCHEDULE 1

M904424 TRANSFER to REDLINE NOMINEES PTY. LTD. Registered
20-Jul-2021 at noon

SCHEDULE 2

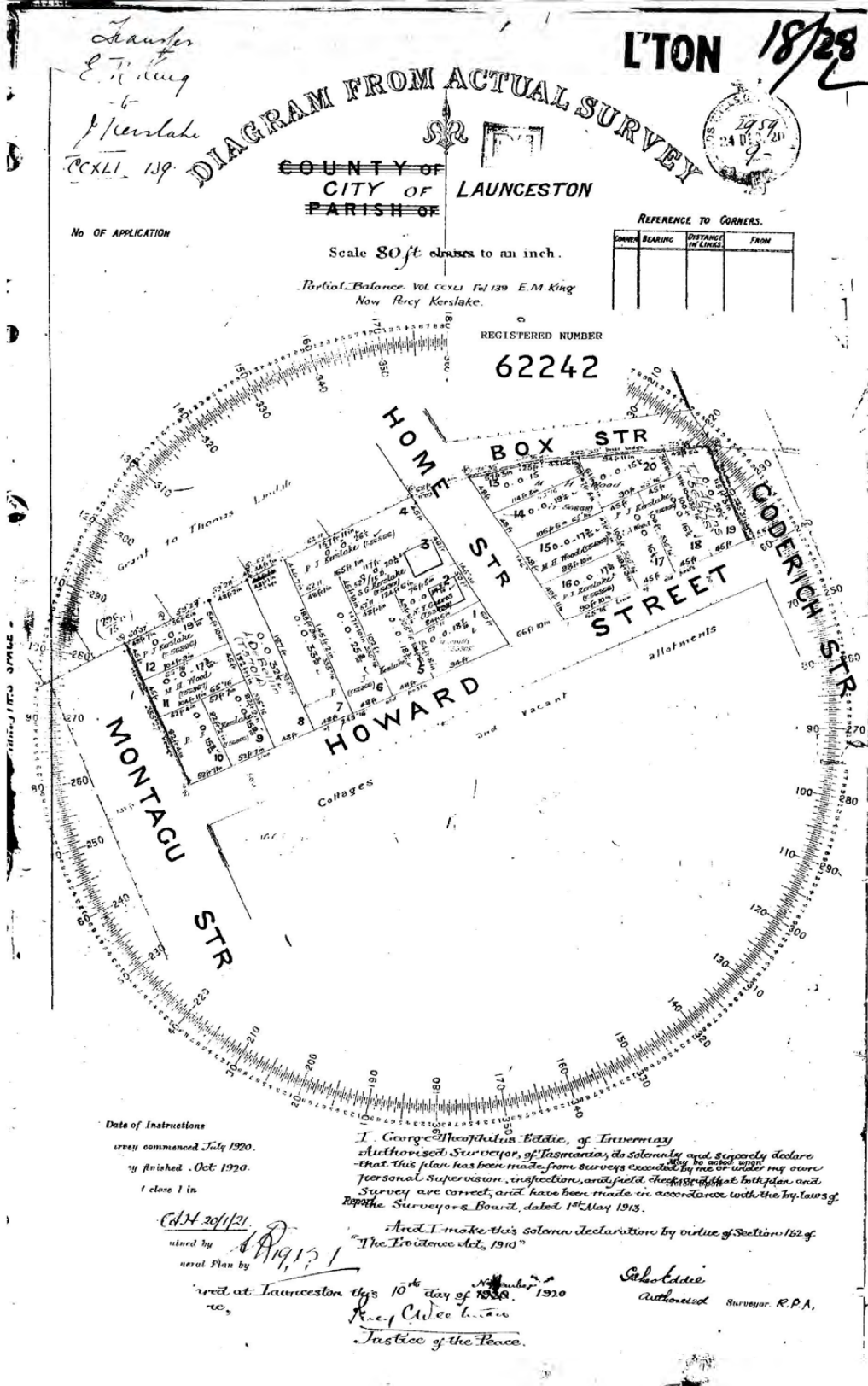
Reservations and conditions in the Crown Grant if any
56866 57014 BOUNDARY FENCES CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62242	FOLIO 9
EDITION 4	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.51 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 9 on Diagram 62242 (formerly being 18-28LAUN)
Derivation : Part of Lot 7 Sec. O. - Gtd. to E.M. King.
Prior CT 2824/69

SCHEDULE 1

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20-Jul-2021 at noon

SCHEDULE 2

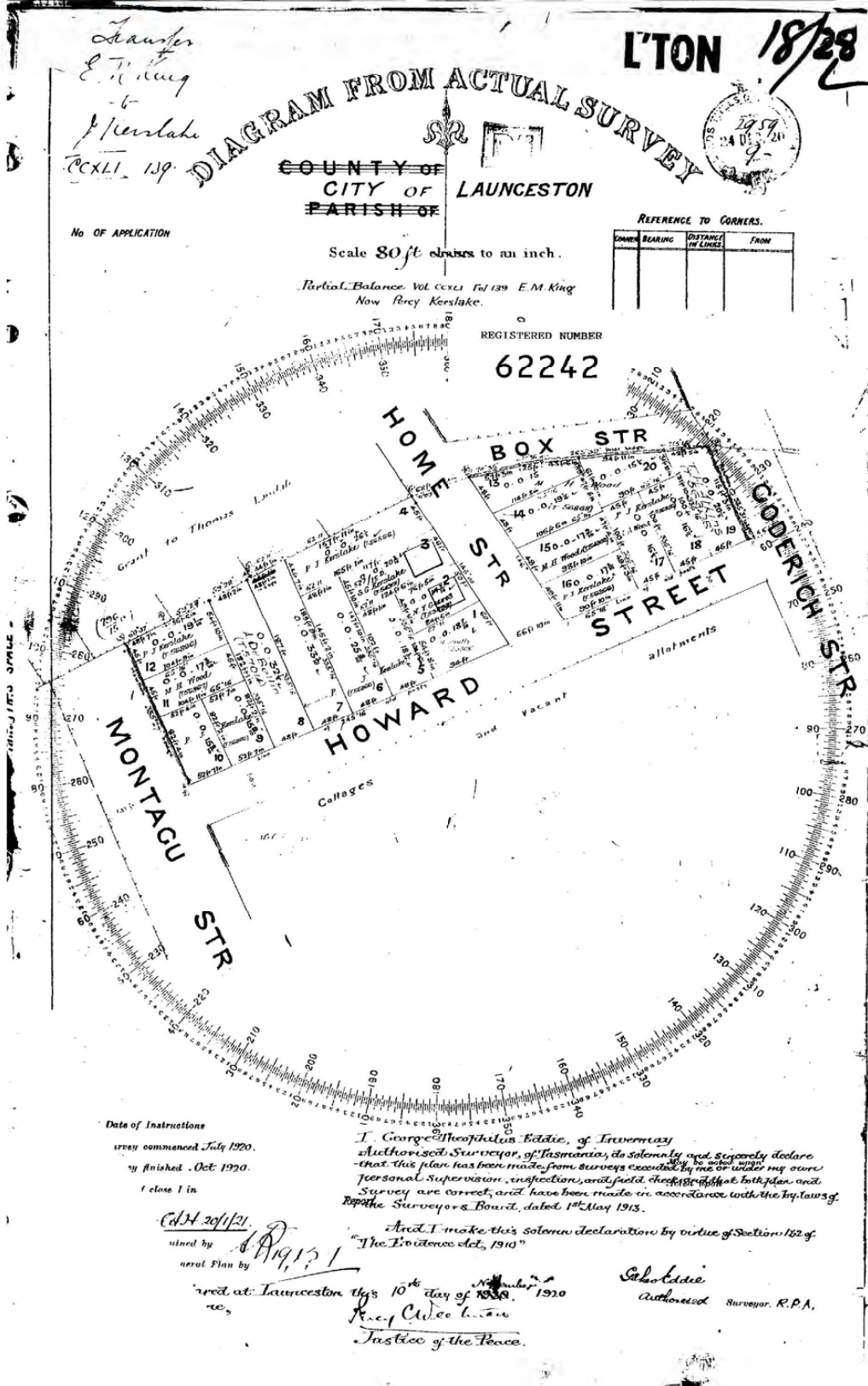
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 62242	FOLIO 10
EDITION 5	DATE OF ISSUE 20-Jul-2021

SEARCH DATE : 02-Feb-2023

SEARCH TIME : 09.51 AM

DESCRIPTION OF LAND

City of LAUNCESTON
Lot 10 on Diagram 62242 (formerly being 18-28LAUN)
Derivation : Part of Lot 7 Sec. O. Gtd. to E.M. King
Prior CT 3078/73

SCHEDULE 1

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20-Jul-2021 at noon

SCHEDULE 2

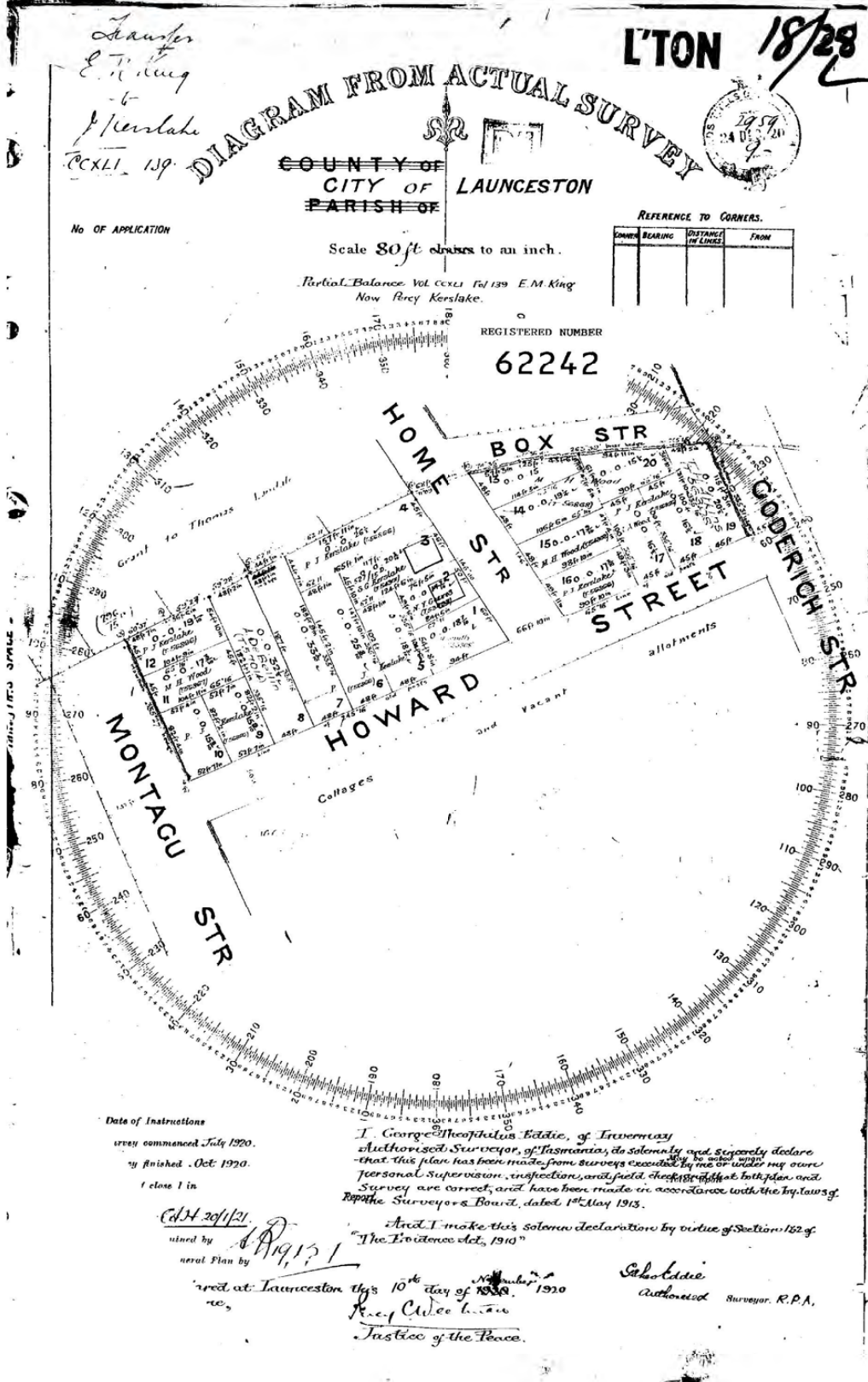
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57861 BOUNDARY FENCES CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



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



pitt&sherry



Proposed LPS Amendment Maps



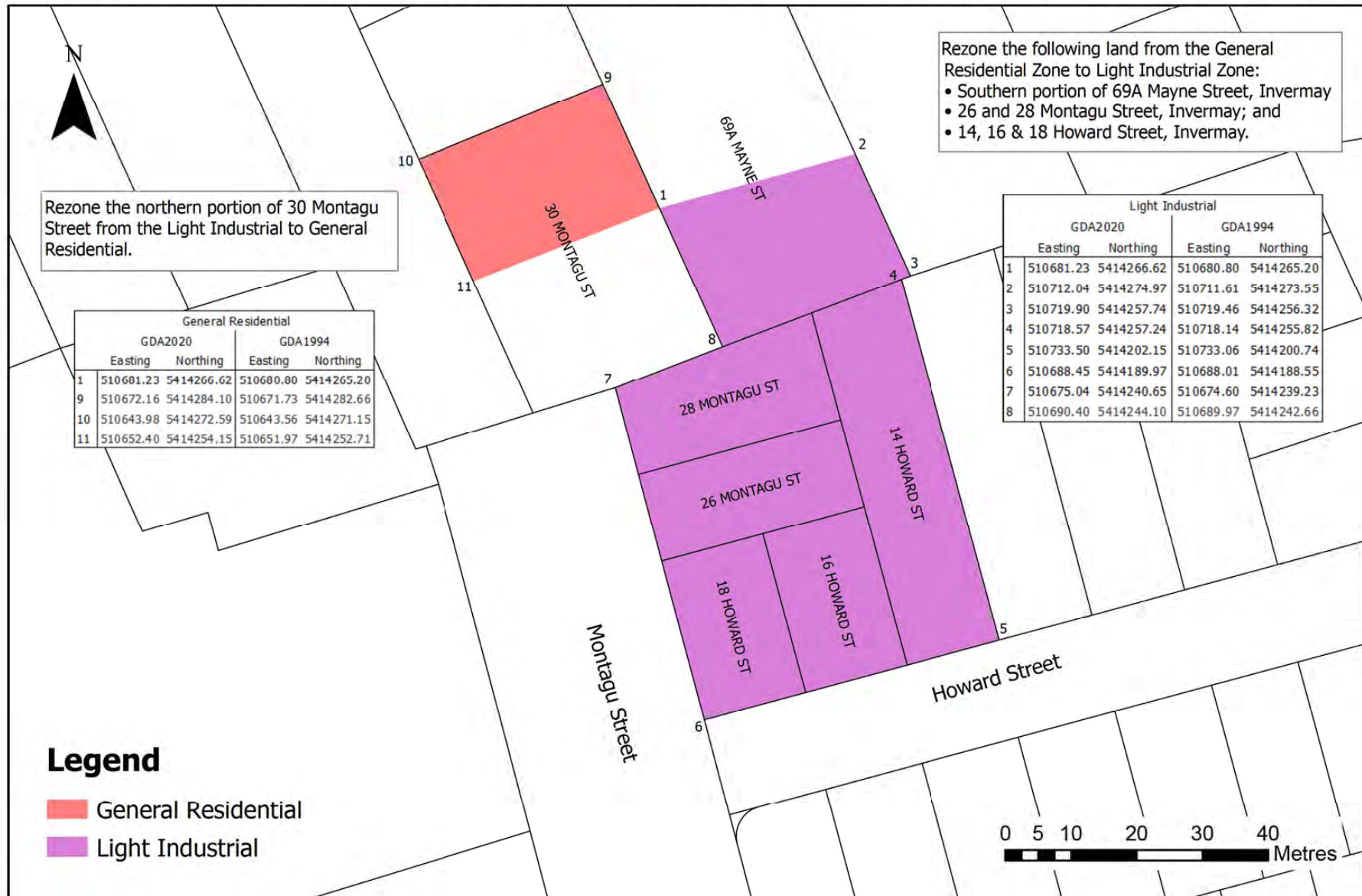
Appendix D

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

Attachment 9.4.7 DA 0051 2023 - 14, 16 and 18 Howard Street, Invermay -
Application

Proposed Amendment to the Launceston Local Provisions Schedule's Zoning Maps



Proposed Amendment to the Launceston Local Provisions Schedule's Invermay/Inveresk Flood Inundation Specific Area Plan



pitt&sherry



Landslip Hazard Assessment

Appendix E

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

Attachment 9.4.7 DA 0051 2023 - 14, 16 and 18 Howard Street, Invermay -
Application

Landslip Hazard Report for Proposed Rezoning and Planning Permit Application at Invermay

Introduction

This landslip hazard report demonstrates that a proposal to rezone land at Invermay will not result in an unacceptable risk of landslip hazards. This is rezoning part of a proposed amendment to the Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme (TPS) – Launceston (the planning scheme). This report also demonstrates that the proposed Storage use for the associated planning permit application complies with the requirements of the planning scheme's Landslip Hazard Code.

The requirement for this landslip hazard assessment is derived from the Northern Regional Land Use Strategy 2010-2035 (NRLUS), as amended on 23 June 2021 and the planning scheme. Under the NRLUS, the land to be rezoned is contiguous with an Urban Growth area. Before such land can be rezoned, Part D.2.1.1 of the NRLUS requires that the land should exclude areas with unacceptable risk of landslip hazards, including predicted impact of climate change. This must be demonstrated by way of an assessment of landslip hazards.

As part of the rezoning proposal a planning permit application for a proposed new light industrial building in the proposed Light Industrial Zone. The proposed land use is Storage, and this proposal must comply with the applicable requirements of the planning scheme's Landslip Hazard Code.

No development is proposed on the land which is to be rezoned to General Residential. The proposed plans attached to the planning report which supports proposal shows an indicative 1½ dwellings on this land as part of future staged residential development. However, these 1 ½ dwellings are only indicative and do not form part of the planning permit application.

Landslip Hazard Assessment for the Proposed Rezoning

The Proposed Rezoning

While full details of the proposed rezoning are provided in the Planning Report that supports the rezoning, Image 1 below demonstrates that the proposal is to:

- rezone the following land from General Residential Zone to Light Industrial Zone:
 - southern portion of 69A Mayne Street, Invermay; and
 - 28, 26, 18, 16 and 14 Montagu Street, Invermay;
- rezone the northern portion of 30 Montagu Street from Light Industrial to General Residential.

Landslip Hazard Report for Proposed Rezoning and Planning Permit Application at Invermay

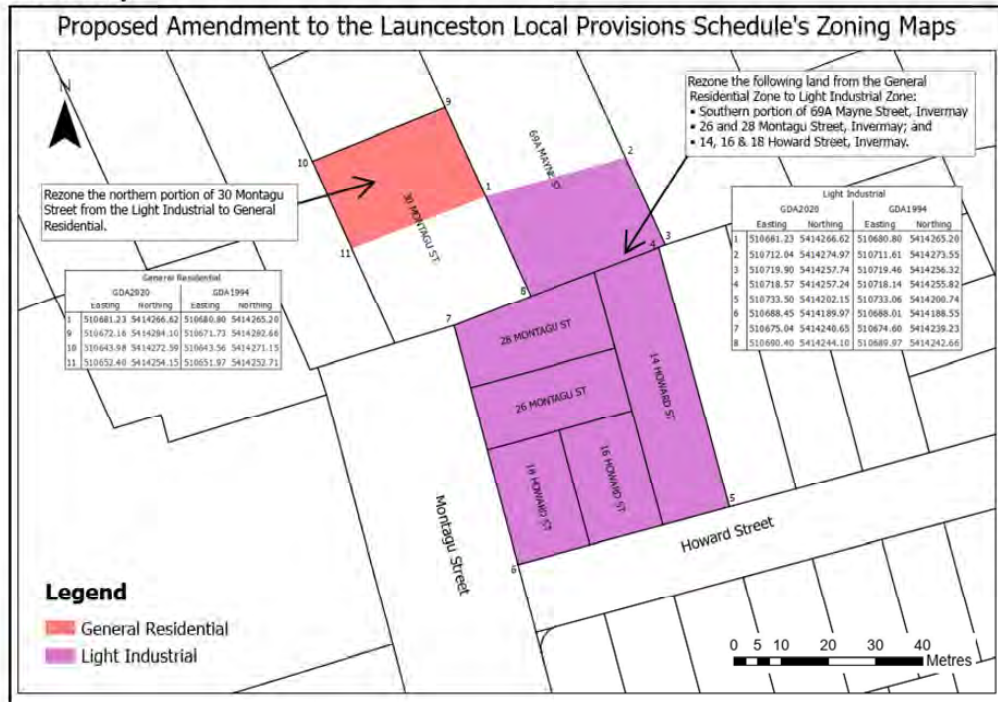
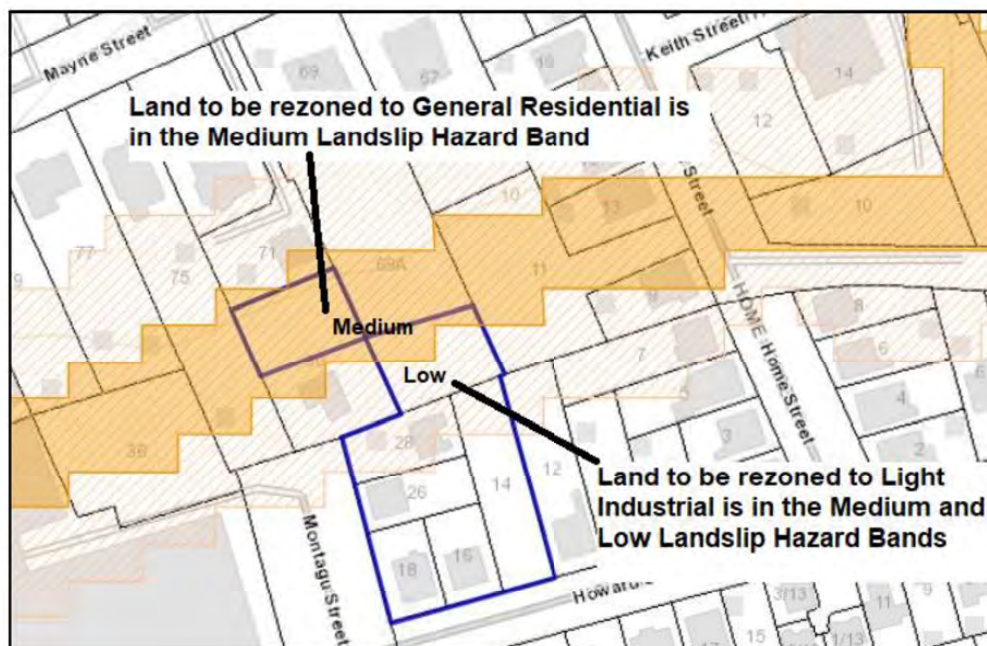


Image 1: Proposed rezoning

The Applicable Landslip Hazard Bands

Image 2 below demonstrates that:

- The northern portion of the land to be rezoned to Light Industrial is partially located in the Low and Medium Landslip Hazard Bands; and
- The portion of land to be rezoned to General Residential is wholly located in the Medium Landslip Hazard Band.



Landslip Hazard Report for Proposed Rezoning and Planning Permit Application at Invermay

Image 2: Landslip Hazard Bands (source: LISTmap)

Land to be Rezoned from General Residential to Light Industrial

As shown in Image 3 below, the land to be rezoned Light Industrial is generally flat, and begins rising to the north in the low and medium landslip hazard bands to the rear of 14 Howard Street.

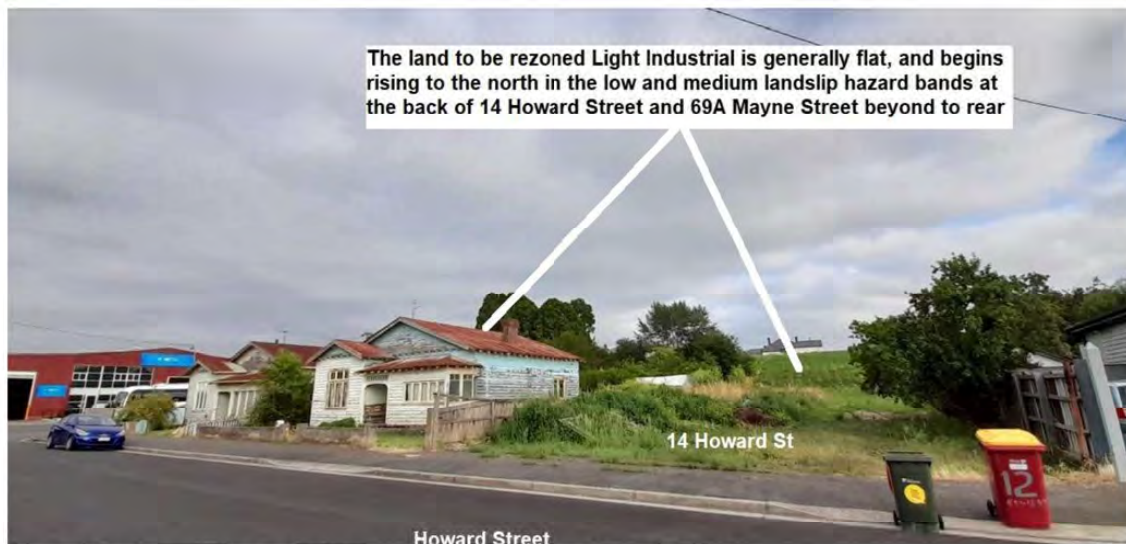


Image 3: Looking north-west onto the rezoning site from Howard Street

The geotechnical report presented in Appendix A of this landslip hazard report has been prepared to assist with building approval of the proposed new light industrial building, which will be partially located in the low and medium landslip hazard bands and the proposed Light Industrial Zone.

The area of interest is underlain by flood plain deposits in the lower sections and river terrace deposits forming the higher areas.

The geotechnical report shows that the flood plain deposits are soft to very soft from approximately one metre below surface; this appears to correspond approximately to the level of water in the Tamar River.

The river terrace deposits that comprise the ridge forming the higher part of the area is mapped as loose to poorly consolidated or cemented, upward fining, cobbles, pebbles, sand, silt and clay. This is an extremely broad definition, but being more elevated this material is very likely to be much dryer than the flood plain materials.

Assessment of site imagery and hillshade data indicates no evidence of landslide activity in the investigation area, nor is there any clear evidence of instability in these units in the surrounding areas. The classification of medium or low hazard band in this area is due to a combination of mapped material type and slope angle, rather than any site specific details.

The predicted impact of climate change that is relevant to slope stability is increased rainfall and rainfall intensity, and associated increase of flooding likelihood and depth in the area. This does have the potential to increase the likelihood of landslide to a small degree, particularly in the event of a very severe flood causing erosion to the base of the ridge to the north of the area of interest, or during the period where floodwaters are receding. In both these scenarios people are likely to be absent from the lower lying areas that are to be rezoned to light industrial, reducing the risk posed by landslides.

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A final point is that rezoning to light industrial will typically reduce the number of people in the area classified as low to medium hazard band; even given the predicted impacts of climate change the overall risk to life from landslide is assessed to be reduced, and the land in the low and medium landslip hazard bands and in the proposed Light Industrial Zone will have no unacceptable risk of landslip hazards.

Land to be Rezoned from Light Industrial to General Residential

As shown in Image 4 below, the land to be rezoned General Residential, and wholly within the medium landslip hazard band, is located behind the dwelling on 30 Montagu Street, and rises to the north.

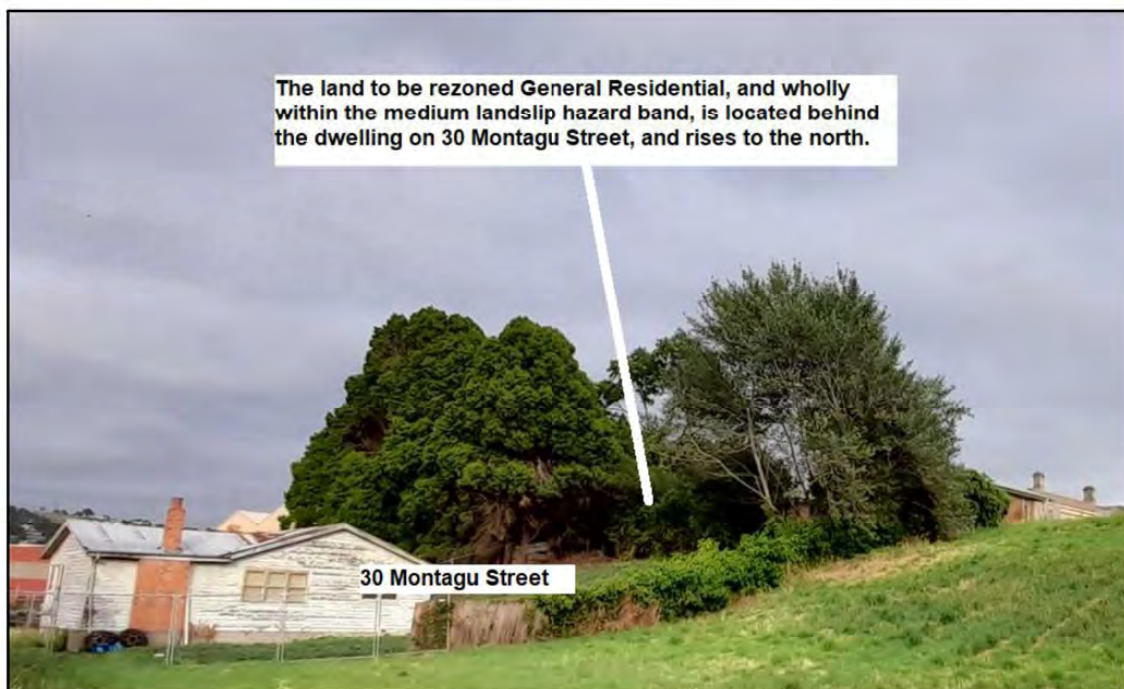


Image 4: Looking towards 30 Montagu Street from the rear of 14 Howard Street

The river terrace deposits that comprise this slope is mapped as loose to poorly consolidated or cemented, upward fining, cobbles, pebbles, sand, silt and clay. This is an extremely broad definition, but being more elevated this material is very likely to be much dryer than the flood plain materials.

Assessment of site imagery and hillshade data indicates no evidence of landslide activity in the investigation area, nor is there any clear evidence of instability in this material in the surrounding areas. The classification of medium hazard band in this area is due to a combination of mapped material type and slope angle, rather than any site specific details.

The predicted impact of climate change that is relevant to slope stability is increased rainfall and rainfall intensity, and associated increase of flooding likelihood and depth in the area. This does have the potential to increase the likelihood of landslide to a small degree, particularly in the event of a very severe flood causing erosion to the base of the ridge to the north of the area of interest, or during the period where floodwaters are receding.

As the block of land currently stands, taking into consideration the predicted impact of climate change, the land in the proposed general residential zone will not have unacceptable risk of landslip. This will remain the case if a building is constructed on the block and occupied, so long as suitable design and construction

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techniques are applied during development. In order for future developments in the proposed residential area to comply with the landslip code the primary considerations that will need to be made include:

- The site will need to be appropriately investigated prior to any works occurring on site and the results of such investigations will need to be taken into account during design works.
- Any cutting and filling will need to be properly engineered and retained as appropriate.
- All design for works on the site should consider the predicted impact of climate change, and where slope stability may be impacted by the works the effect of elevated groundwater should be considered during assessments, particularly at the point immediately following a flooding event when floodwaters have receded from the base of the slope but water levels in the slope are still high.
- Stormwater and runoff will need to be well controlled from this site given the slopes and properties downslope, and particularly considering the expected increases in rainfall intensity with climate change.
- The block currently has several large trees growing on it. If these trees are to be removed prior to development then it should be taken into account that groundwater will rise as a result of trees being removed, and some swelling of the ground may occur.

Taking into consideration the predicted impact of climate change, the findings in the geotechnical report, and the points made above, the proposed General Residential Zone will have no unacceptable risk of landslip hazards if appropriately developed.

The Proposed Storage Use Complies the Landslip Hazard Code

With regard to the planning permit application for the proposed Storage use and development and the planning scheme's Landslip Hazard Code, the use must comply with Clause C15.5.1 (use within a landslip area). However, the development is exempt under Clause C15.4.1 (d) because it requires authorisation under the *Building Act 2016*.

The proposed Storage use will occur in the proposed light industrial building's development area (building, access and parking areas), as shown in Image 5 below. Only the northern portion of the development area is in the low and medium landslip hazard bands.

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Image 5: Development area for the proposed Storage use

The table below demonstrates that the proposed storage use complies with Clause C15.5.1.

C15.5.1 Use within a landslip hazard area	
Objective: That uses, including critical, hazardous or vulnerable use, can achieve and maintain a tolerable risk from exposure to a landslip for the nature and intended duration of the use.	
Acceptable Solution	Performance Criteria
A1 No Acceptable Solution.	P1.1 A use, including a critical use, hazardous use, or vulnerable use, within a landslip hazard area achieve and maintain a tolerable risk from exposure to landslip, having regard to: (a) the type, form and duration of the use; and (b) a landslip hazard report that demonstrates that: i. any increase in the level of risk from landslip does not require any specific hazard reduction or protection measure; or ii. the use can achieve and maintain a tolerable risk for the intended life of the use.

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	<p>P1.2</p> <p>If landslip reduction or protection measures are required on land beyond the boundary of the site, the consent in writing of the owner of that land must be provided for that land to be managed in accordance with the landslip reduction or protection measures.</p>
<p>Assessment</p> <p>This assessment draws on the information presented in the Geotechnical report at Appendix A.</p> <p>The proposed storage use complies with P1.1 the following reasons:</p> <ul style="list-style-type: none"> (a) The proposed use is for Storage, which will enable a range of light industrial-type businesses to operate from the five tenancies in the proposed building. The duration of use is permanent. (b) The proposed use of the site will not increase the level of risk from landslip; conversely, it will reduce the risk by reducing both the impact and likelihood of landslide events. The proposed use of the site as storage rather than residential will reduce the average number of people present in the area that could be affected by landslide, particularly given the intended use of the area at the bottom of the slope as a pavement. The intended construction of an engineered retaining wall at the base of the slope on the northern boundary of the area will reduce the likelihood of any landslip if designed and constructed appropriately. <p>As there is no need for landslip reduction or protection measures beyond the boundaries of the site, P1.2 does not apply to the proposal.</p>	

Conclusion

The above landslip hazard assessment demonstrates that:

- the land which is to be rezoned will not result in an unacceptable risk of landslip hazards, which is consistent with the requirements of Part D.2.1.1 of the NRLUS; and
- the proposed Storage use for the Light Industrial development complies with Clause C15.5.1 of the Landslip Hazard Code.

Name: Andrew Tyson

Senior Engineering Geologist: 17 years consulting experience in Tasmania; focusing on slope instability for the last ten years. Accredited to the Roads and Maritime Services (NSW) Slope Risk Analysis (V4) methodology.

Date: 25/11/2023

**Landslip Hazard Report for Proposed Rezoning and Planning Permit Application at
Invermay**

Appendix A – Geotech Investigation for Proposed Commercial Development Montagu Street, Invermay



**GEOTECHNICAL INVESTIGATION
PROPOSED COMMERCIAL DEVELOPMENT
MONTAGU STREET, INVERMAY**

Prepared for: **Cataract Designs**

Date: 4 November 2022

Document Reference: TG22172/1 - 01report

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Figures

- Figure 1 Site Layout and Borehole Locations
Figure 2 Field Moisture Content Profile

Appendices

- Appendix A Engineering Borehole Logs
Appendix B Panda Tip Resistance

Version	Date	Prepared by	Reviewed by	Distribution
Original	4 November 2022	Eileen Ooi	Dr Wayne Griffioen	Electronic

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1 INTRODUCTION

Tasman Geotechnics was commissioned by Cataract Designs to carry out a geotechnical investigation at the Montagu Street, Invermay (title references 62242/8 and 175261/2).

The proposed commercial development includes a commercial tenancy and car parking facilities. A mass bloc wall is proposed along the northern edge of the development. The wall is to be about 1.8m high.

The aim of the investigation is to:

- Assess subsurface conditions at the site,
- Provide recommendations of footing design based on AS2870, and
- Provide recommendations for allowable bearing capacity.

2 FIELD INVESTIGATION

The field investigation was conducted on two separate days by two Geotechnicians from Tasman Geotechnics.

- On 19 September 2022,
 - Probing of three boreholes using a 4WD mounted Eziprobe rig:
 - BH1 and BH2 at 14 Howard Street, to the depth of 9.9m,
 - BH3 at 69a Mayne Street, to the depth of 5.1m.
- On 23 September 2022,
 - Carrying out PANDA probe to a depth of 8.7m below ground level adjacent to BH2,
- Collecting of soil samples for laboratory testing.

The engineering borehole logs are presented in Appendix A and the locations of the boreholes are shown on Figure 1. The tip resistance from the PANDA probe is shown in Appendix B.

Fourteen soil samples were selected for laboratory testing. The laboratory results are discussed in Section 3.4.

3 RESULTS

3.1 Geology

The Mineral Resources Tasmania Digital Geological Atlas, 1:25,000 Series, Launceston sheet, shows majority of the site to be mapped as Quaternary aged sediment, described as *"Estuarine deposits of clayey silt, silt, sand and subordinate gravel, supra-estuarine swamp and laterally derived alluvial, deposits, unmapped man-made deposits including silt dredgings; in environments inferred to lie above frequent tidal influence"* while the northern majority of 69a Mayne Street is mapped on Cretaceous – Quaternary aged sediments, described as *"TQa unit <5m to ~10m above sea level, loose to poorly-consolidated, clast composition poorly known, dominantly siliceous clasts in some areas, of probable Pleistocene age"*.

3.2 Site Conditions

The circa 3330m² site (total area of both lots) is approximately 565m northeast of the Tamar River. The site is adjacent to a well-established residential area. The site is vegetated with grass. There are piles of fill located at the southern end of the block, along Howard Street.

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The site is relatively flat, with a steep slope of approximate 16° along the centre of 69a Mayne Street. The site appears to be well drained.

3.3 Subsurface Conditions

The boreholes encountered similar subsurface conditions across the site, mainly consisting of high liquid limit clayey/sandy SILT, to termination depth.

BH1 and BH2 terminated at the target depth of 9.9m below ground level whereas BH3 terminated at the target depth of 5.1m below ground level.

The consistency of the soil is classified to be Soft to Firm. The soil became Stiff from 8m below ground level in BH2. The PANDA tip resistance shows a steady increase from about 5m below ground level, near BH2 which is consistent with a normally consolidated silt. The silt is firm from 1m to 5.5m below ground level, gradually becoming stiff ($C_u > 100\text{kPa}$) after that.

No groundwater was observed in the boreholes. However, the soil was observed to be wet from at least 1.1m below ground level.

Soils on the slope to the north of the site are characterized as (very) stiff clays with interbedded (silty) sand or clayey silt.

3.4 Laboratory Testing

Laboratory testing was carried out by Tasman Geotechnics on a number of soil samples. Although not a NATA accredited laboratory, the tests were carried out in accordance with relevant Australian Standards. Two soil samples were tested for Atterberg Limits while six soil samples were tested for particle size distribution. A total of eight soil samples from BH1 and BH2 were also tested for soil moisture content. The Atterberg Limits and particle size grading results are summarised in the following table.

Table 1. Laboratory Results

Sample	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index (%)	Linear Shrinkage (%)	Gravel %	Sand %	Fines %
BH1, 0.7 – 1.0m	82	47	35	17	0	2	98
BH1, 4.0 – 4.2m	–	–	–	–	0	1	99
BH1, 8.5 – 8.6m	–	–	–	–	0	38	62
BH2, 0.7 – 1.0m	–	–	–	–	0	1	99
BH3, 0.7 – 1.0m	83	39	44	18	0	0	100
BH3, 1.3 – 1.5m	–	–	–	–	0	50	50

Thus, the near surface soils in BH1 and BH3 are classified as high liquid limit (clayey/sandy) SILT (symbol MH).

The insitu moisture content ranges from 205% to 33%. Figure 2 shows how the moisture content reduces with depth below ground level. The samples with moisture content over 40% correspond to the soft/firm silt. From 8m below ground level, the moisture content is approximately equal to the plasticity limit of the surface soils. The lower soil moisture content corresponds to higher shear strength.

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4 DISCUSSION & RECOMMENDATIONS

4.1 General

The soils at the site are characterised as low strength and compressible. The compressible soils are underlain by stiff silt/clay (encountered from 8m below ground level in BH2, but at least 5m below ground level at BH3).

Based on the geometry, we expect that the proposed retaining wall is to be founded on the (very) stiff clays encountered on the slope to the north.

The investigation depth on the lower elevations was limited to 9.9m below ground level. Therefore, it is not known at what depth "bedrock" is likely to occur. Anecdotal evidence suggests "bedrock" is at least 15m below ground level.

Thus, the bearing capacity of isolated strip footings are limited by the strength of the underlying natural soils.

An alternative is to adopt bored pier or piled foundation for the proposed structure. The bored piers or piles would be founded in stiff silt encountered at least 8m below ground level at BH2. Bored piles may be difficult to construct if groundwater inflows occur.

Recommendations for bearing capacity and estimated settlements for various footing options are provided below.

Recommendations for pile design are provided below. However, to confirm the capacity of the pile, we recommend installing a test pile. The most suitable location for a test pile is the southern end of the property, near Howard Street.

4.2 Site Classification

Strictly speaking, a site classification in accordance with AS2870-2011 is only applicable for buildings or structures similar to houses. The footing designs provided are referenced to AS2870 despite the size of the proposed development is bigger than that of a typical house.

Due to the low bearing capacity and compressible soils, the site classification is:

Class P

Nevertheless, after allowing due consideration of the site geology, drainage and soil conditions, the natural site has been classified as follows:

CLASS H2 (AS2870 – 2011)

Characteristic surface movement, $y_s < 65$ mm

This site classification assumes that the current natural drainage and infiltration conditions at the site will not be markedly affected by the proposed site development work.

4.3 High Level Footings

The bearing capacity for pad footings founded on clayey silt is a function of the undrained shear strength, C_u , (eg Tomlinson, 2001):

$$q_u = C_u N_c s_c + \gamma \frac{B}{2} N_\gamma s_\gamma + \gamma N_q s_q$$

Where s_c , s_γ and s_q are shape factors,

N_c , N_γ and N_q are bearing capacity factors,

B is footing width (m),

D is footing embedment, and

γ is the soil bulk density.

Footing size, B , and embedment, D , have very little effect on the bearing capacity of a footing in clay.

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For the clayey silt encountered at this site, the undrained shear strength at 1m below ground level was calculated from the PANDA test to be about 20kPa. The ultimate bearing capacity, q_{ult} , for a strip footing, was calculated using the Caquot-Kerisel bearing capacity factors as 110kPa. Assuming a geotechnical reduction factor of 0.4, the allowable bearing capacity is 45kPa.

4.4 Settlement

High-level footings will undergo immediate and consolidation settlements.

The immediate settlement was calculated assuming the stiffness of the compressible silt, E , is 3.0MPa. With a load of 45kPa, the immediate settlement of a 0.5m wide strip footing is approximately 10mm. The consolidation settlement is about 350mm.

Similarly, the consolidation settlement of a raft loaded at 10kPa is estimated to be 450mm.

If these settlements are unacceptable, we recommend adopting a pile foundation.

4.5 Pile Foundation

4.5.1 End Bearing Capacity

The ultimate end bearing capacity of piles driven into a cohesive soil, q_b , can be calculated as (Tomlinson, 2001):

$$q_b = 9C_u$$

Where: C_u is the undrained shear strength.

At this site, the silt/clay from at least 8m is Stiff, and the undrained shear strength is about 100kPa. Therefore, the ultimate bearing capacity of a pile driven at least 8m below ground level is 900kPa.

It should be noted that such piles are to be driven for a capacity, not to "refusal". If piles are driven to refusal, they likely need to be at least 15m long.

4.5.2 Pile Friction Capacity

For driven piles in cohesive soil, the skin friction, q_s , in compression can be calculated as (Tomlinson, 2001):

$$q_s = F\alpha_p C_u$$

Where: F is a length factor, dependent on the pile slenderness ratio,

α_p is the adhesion factor, dependent on the shear strength of the soil, and

C_u is the average undrained shear strength of the soil along the pile.

The undrained shear strength, C_u , of the silt varies with depth. The consistency of silt from 1m to 8m is determined to be Firm while it is Stiff after 8m below ground level.

The table below shows the values of pile frictions which vary with the consistency of silt.

Table 2. Pile Friction

Depth	Undrained Shear Strength, C_u (kPa)	Pile Friction (kPa)
1m to 8m	25	12
8m onwards	100	50

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4.6 Retaining wall

The bearing capacity of the natural clays encountered on the slope to the north is at least 200kPa.

We recommend a soil friction angle of 30° be adopted for calculation of the earth pressures on the wall from the natural soil.

The retaining wall should be designed to withstand active earth pressures from the backfill, as well as sloping backfill and surcharge loading on the slope.

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Important information about your report

These notes are provided to help you understand the limitations of your report.

Project Scope

Your report has been developed on the basis of your unique project specific requirements as understood by Tasman Geotechnics at the time, and applies only to the site investigated. Tasman Geotechnics should be consulted if there are subsequent changes to the proposed project, to assess how the changes impact on the report's recommendations.

Subsurface Conditions

Subsurface conditions are created by natural processes and the activity of man.

A site assessment identifies subsurface conditions at discrete locations. Actual conditions at other locations may differ from those inferred to exist, because no professional, no matter how qualified, can reveal what is hidden by earth, rock and time.

Nothing can be done to change the conditions that exist, but steps can be taken to reduce the impact of unexpected conditions. For this reason, the services of Tasman Geotechnics should be retained throughout the project, to identify variable conditions, conduct additional investigation or tests if required and recommend solutions to problems encountered on site.

Advice and Recommendations

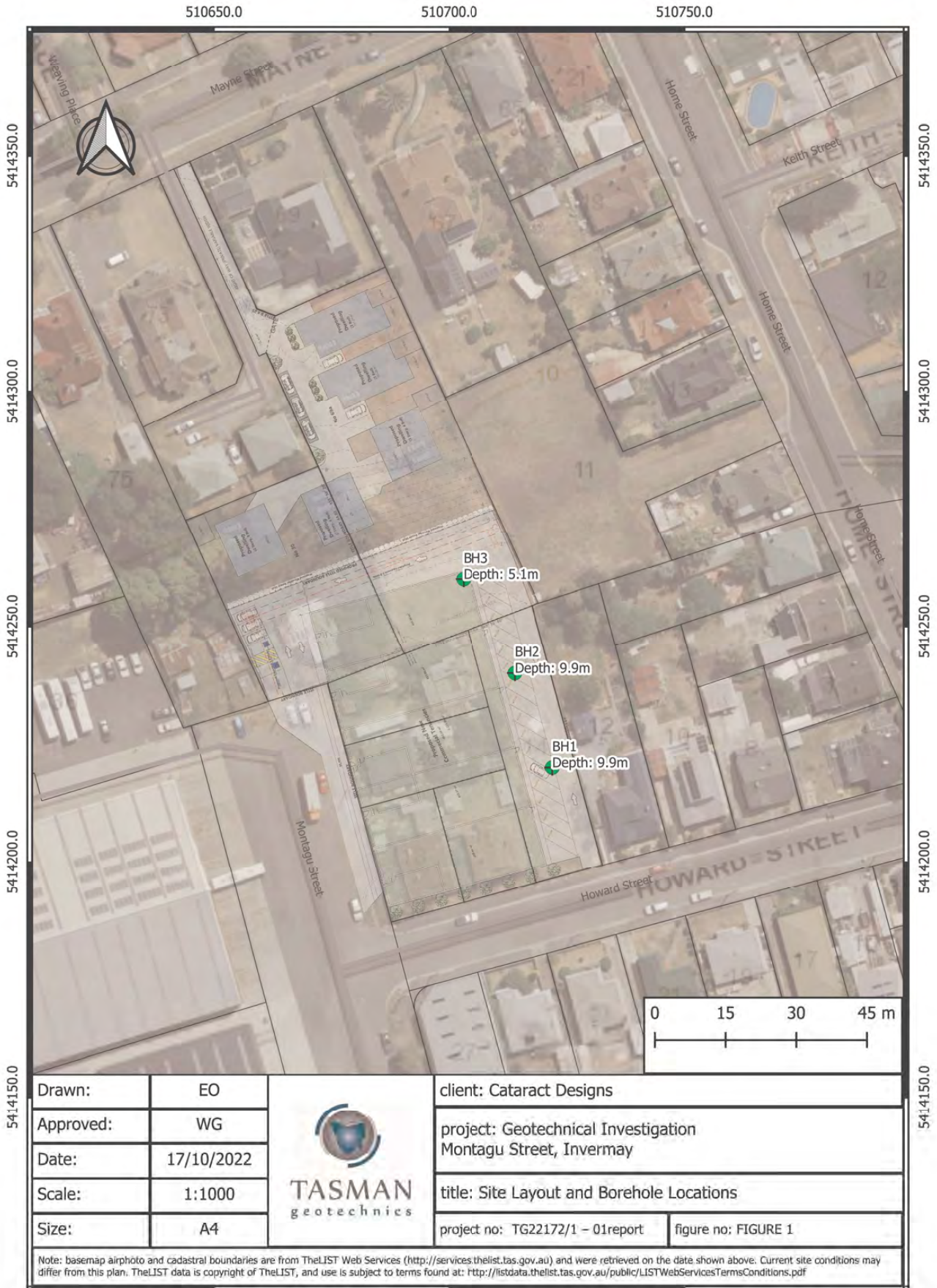
Your report contains advice or recommendations which are based on observations, measurements, calculations and professional interpretation, all of which have a level of uncertainty attached.

The recommendations are based on the assumption that subsurface conditions encountered at the discrete locations are indicative of an area. This can not be substantiated until implementation of the project has commenced. Tasman Geotechnics is familiar with the background information and should be consulted to assess whether or not the report's recommendations are valid, or whether changes should be considered.

The report as a whole presents the findings of the site assessment, and the report should not be copied in part or altered in any way.

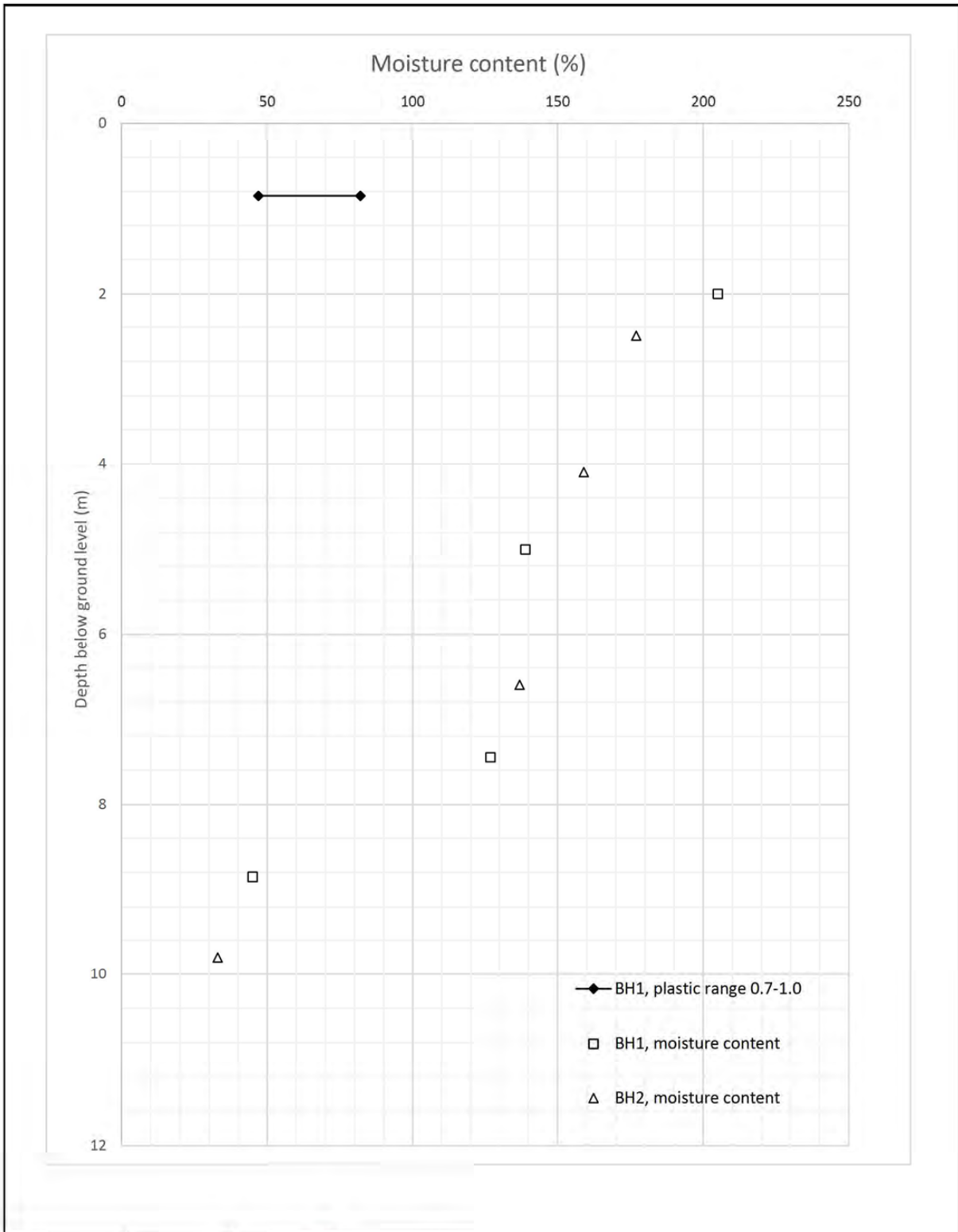
TASMAN GEOTECHNICS

Rev 02, July 2018



Drawn:	EO		client: Cataract Designs	
Approved:	WG		project: Geotechnical Investigation Montagu Street, Invermay	
Date:	17/10/2022		title: Site Layout and Borehole Locations	
Scale:	1:1000		project no: TG22172/1 – 01report	
Size:	A4		figure no: FIGURE 1	

Note: basemap airphoto and cadastral boundaries are from TheLIST Web Services (<http://services.thelist.tas.gov.au>) and were retrieved on the date shown above. Current site conditions may differ from this plan. TheLIST data is copyright of TheLIST, and use is subject to terms found at: <http://listdata.thelist.tas.gov.au/public/LISTWebServicesTermsConditions.pdf>



Drawn	EO		Client	Cataract Designs	
Approved	WG		Project	Geotechnical Investigation	
Date	18/10/2022			Montagu Street, Invermay	
Scale	NTS		Title	Moisture Content Profile	
Original size	A4		Project No:	TG22172/1 - 01report	Figure:

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

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Appendix A

Engineering Borehole Logs

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SOIL DESCRIPTION
EXPLANATION SHEET

Soils are described in accordance with the Unified Soil Classification System (UCS), as shown in the following table.

FIELD IDENTIFICATION

COARSE GRAINED SOILS	more than 65% of material less than 63mm is larger than 0.075mm	GRAVELS	GW	DRY STRENGTH	DILATANCY	TOUGHNESS				
		GRAVELS	GP				Well graded gravels and gravel-sand mixtures, little or no fines			
GRAVELLY SOILS	GM	Poorly graded gravels and gravel-sand mixtures, little or no fines								
	GC	Silty gravels, gravel-sand-silt mixtures, non-plastic fines								
SANDS	SW	Clayey gravels, gravel-sand-clay mixtures, plastic fines								
	SP	Well graded sands and gravelly sands, little or no fines								
SANDY SOILS	SM	Poorly graded sands and gravelly sands, little or no fines								
	SC	Silty sand, sand-silt mixtures, non-plastic fines								
FINE GRAINED SOILS	more than 35% of material less than 63mm is less than 0.075mm	SILT & CLAY, liquid limit less than 50%	ML				Inorganic silts, very fine sands or clayey fine sands	None to low	Quick to slow	None
			CL				Inorganic clays or low to medium plasticity, gravelly clays, sandy clays and silty clays	Medium to high	None to very slow	Medium
			OL				Organic silts and organic silty clays of low plasticity	Low to medium	Slow	Low
	SILT & CLAY, liquid limit greater than 50%	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts				Low to medium	Slow to none	Low to medium	
		CH	Inorganic clays of high plasticity, fat clays	High	None	High				
		OH	Organic clays of medium to high plasticity	Medium to high	None to very slow	Low to medium				
PEAT	Pt	Peat muck and other highly organic soils								

Particle size descriptive terms

Name	Subdivision	Size
Boulders		>200mm
Cobbles		63mm to 200mm
Gravel	coarse	20mm to 63mm
	medium	6mm to 20mm
	fine	2.36mm to 6mm
Sand	coarse	600µm to 2.36mm
	medium	200µm to 600µm
	fine	75µm to 200µm

Minor Components

Term	Proportions	Observed properties
'Trace of'	Coarse grained: <5%	Presence just detectable by feel or eye. Soil properties little or no different to general properties of primary component.
	Fine grained: <15%	
'With some'	Coarse grained: 5-12%	Presence easily detected by feel or eye. Soil properties little different to general properties of primary component.
	Fine grained: 15-30%	

Density of granular soils

Term	Density index
Very loose	<15%
Loose	15 to 35%
Medium Dense	35 to 65%
Dense	65 to 85%
Very dense	>85%

Consistency of cohesive soils

Term	Undrained strength	Approximate Pocket Penetrometer Reading	Field guide
Very soft VS	<12kPa	25kPa	A finger can be pushed well into soil with little effort
Soft S	12 - 25kPa	25-50kPa	Easily penetrated several cm by fist
Firm F	25 - 50kPa	50-100kPa	Soil can be indented about 5mm by thumb
Stiff St	50-100kPa	100-200kPa	Surface can be indented but not penetrated by thumb
Very stiff VSt	100-200kPa	200-400kPa	Surface can be marked but not indented by thumb
Hard H	>200kPa	>400kPa	Indented with difficulty by thumb nail
Friable Fb	-	-	Crumbles or powders when scraped by thumb nail

Moisture Condition

Dry (D)	Looks and feels dry. Cohesive soils are hard, friable or powdery. Granular soils run freely through fingers.
Moist (M)	Soil feels cool, darkened in colour. Cohesive soils are usually weakened by moisture presence, granular soils tend to cohere.
Wet (W)	As for moist soils, but free water forms on hands when sample is handled


Cohesive soils can also be described relative to their plastic limit, ie: <Wp, =Wp, >Wp. The plastic limit is defined as the minimum water content at which the soil can be rolled into a thread 3mm thick.





ENGINEERING BOREHOLE LOG						Borehole no: BH1					
Client: Cataract Designs Project: Geotechnical Investigation Location: Montagu Street, Invermay						Sheet no. 1 of 1 Job no. TG22172/1 Date: 19/09/2022					
Drill model: Eziprobe Hole diameter: 58mm Slope: Bearing:						Logged By: MS GDA94 Easting: 510722 GDA94 Northing: 5414220 Elevation:					
Method	Penetration 1 2 3 4	Notes Samples Tests	Water	Depth	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Pocket Penetro- meter kPa 100 200 300 400 500	Structure, additional observations




Push tube	0	X	MH	Clayey SILT, high liquid limit, dark brown, trace fine to medium grained sand, with medium to coarse grained gravel. Becoming dark brown/orange, no gravel.	D/M	F/Fb	Possibly fill.
	0.5	X X	D				
	1	X X	D	Becoming grey.	W	S/VS	
	1.5	X X	D				
	2	X X	D				
	2.5	X X	D				
	3	X X	D				
	3.5	X X	D				
	4	X X	D				
	4.5	X X	D				
5	X X	D					
5.5	X X	D					
6	X X	D					
6.5	X X	D					
7	X X	D					
7.5	X X	D					
8	X X	D	Becoming sandy SILT, fine to medium grained sand, no gravel.	M	F		
8.5	X X	D					
9	X X	D					
9.5	X X	D					
10	X X	D	Terminated at 9.9m, still going.				
10.5	X X	D					

method DT Diatube AS Auger screwing AH Auger drilling RR Roller/tricone CB Claw/blade bit NMLC NMLC core NQ, HQ Wireline core	water 17/03/18 water level on date shown water inflow partial drill fluid loss complete drill fluid loss	Notes, Samples, Tests U50 Undisturbed sample 50mm diameter D Disturbed sample N Standard Penetration Test (SPT) N* SPT - sample recovered Nc SPT with solid cone V Vane Shear (kPa) P Pressure Meter Bs Bulk Sample R Refusal E Environmental Sample PID PID Measurement WS Water Sample	Moisture Condition Dry (D) Moist (M) Wet (W) Cohesive soils can also be described relative to their plastic limit, ie: <Wp =Wp >Wp	Consistency VS Very soft S Soft F Firm St Stiff VSt Very stiff H Hard Fb Friable VL Very Loose L Loose MD Medium Dense D Dense VD Very Dense
---	---	---	---	---

ENGINEERING BOREHOLE LOG										Borehole no: BH2					
Client: Cataract Designs Project: Geotechnical Investigation Location: Montagu Street, Invermay Drill model: Eziprobe Hole diameter: 58mm Slope: Bearing:												Sheet no. 1 of 1 Job no. TG22172/1 Date: 19/09/2022 Logged By: MS GDA94 Easting: 510714 GDA94 Northing: 5414240 Elevation:			
Method	Penetration				Notes Samples Tests	Water	Depth	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Pocket Penetro-meter	Structure, additional observations	
	1	2	3	4								kPa 100 200 300 400 500			
Push tube							0	X	MH	Clayey SILT, high liquid limit, dark brown, trace fine to medium grained sand and gravel. Becoming brown/grey/orange, no gravel.	D/M	F/Fb	+	Organics present.	
							0.5	X X							
								1	X X						
								1.5	X X		W	S/VS			
								2	X X						
								2.5	X						
								3	X X						
								3.5	X X						
							4	X X							
							4.5	X X			M	F			
							5	X X							
							5.5	X X							
							6	X X							
							6.5	X X							
							7	X X							
							7.5	X X							
							8	X X			D/M	F/St	+		
							8.5	X X							
							9	X X							
							9.5	X X							
							10	X							
							10.5			Terminated at 9.9m, still going.					

method DT Diatube AS Auger screwing AH Auger drilling RR Roller/tricone CB Claw/blade bit NMLC NMLC core NQ, HQ Wireline core	water  17/03/18 water level on date shown  water inflow  partial drill fluid loss  complete drill fluid loss	Notes, Samples, Tests U50 Undisturbed sample 50mm diameter D Disturbed sample N Standard Penetration Test (SPT) N* SPT - sample recovered Nc SPT with solid cone V Vane Shear (kPa) P Pressure Meter Bs Bulk Sample R Refusal E Environmental Sample PID PID Measurement WS Water Sample	Moisture Condition Dry (D) Moist (M) Wet (W) Cohesive soils can also be described relative to their plastic limit, ie: <Wp =Wp >Wp	Consistency VS Very soft S Soft F Firm St Stiff VSt Very stiff H Hard Fb Friable VL Very Loose L Loose MD Medium Dense D Dense VD Very Dense
---	---	---	---	---

ENGINEERING BOREHOLE LOG										Borehole no: BH3				
Client: Cataract Designs Project: Geotechnical Investigation Location: Montagu Street, Invermay Drill model: Eziprobe Hole diameter: 58mm Slope: Bearing:												Sheet no. 1 of 1 Job no. TG22172/1 Date: 19/09/2022 Logged By: MS GDA94 Easting: 510703 GDA94 Northing: 5414260 Elevation:		
Method	Penetration				Notes Samples Tests	Water	Depth	Graphic Log	Classification			Material Description	Moisture Condition	Consistency density, index
	1	2	3	4										
Push tube							0	X	MH	Clayey SILT, high liquid limit, dark brown, trace fine to medium grained sand.	D/M	Fb		Some organics present, very smelly anaerobic rotten eggs. Drilled through log at 4.6-4.9m, red/yellow in colour.
							0.5	X X		Becoming brown/grey/orange.				
					D				X					
							1	X X		Becoming sandy SILT, fine to medium grained sand.	W	S/VS		
					D				X					
							1.5	X X						
							2	X						
							2.5	X X						
							3	X X		Trace fine to medium grained sand.	M	F		
							3.5	X X						
						4	X X							
						4.5	X X		Sandy SILT, fine to medium grained, trace fine to medium grained subrounded quartz gravel.		S			
						5	X		Terminated at 5.1m, still going.					
						5.5								
						6								
						6.5								
						7								
						7.5								
						8								
						8.5								
						9								
						9.5								
						10								
						10.5								

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Geotechnical Investigation, Montagu Street, Invermay

Appendix B

PANDA Tip Resistance

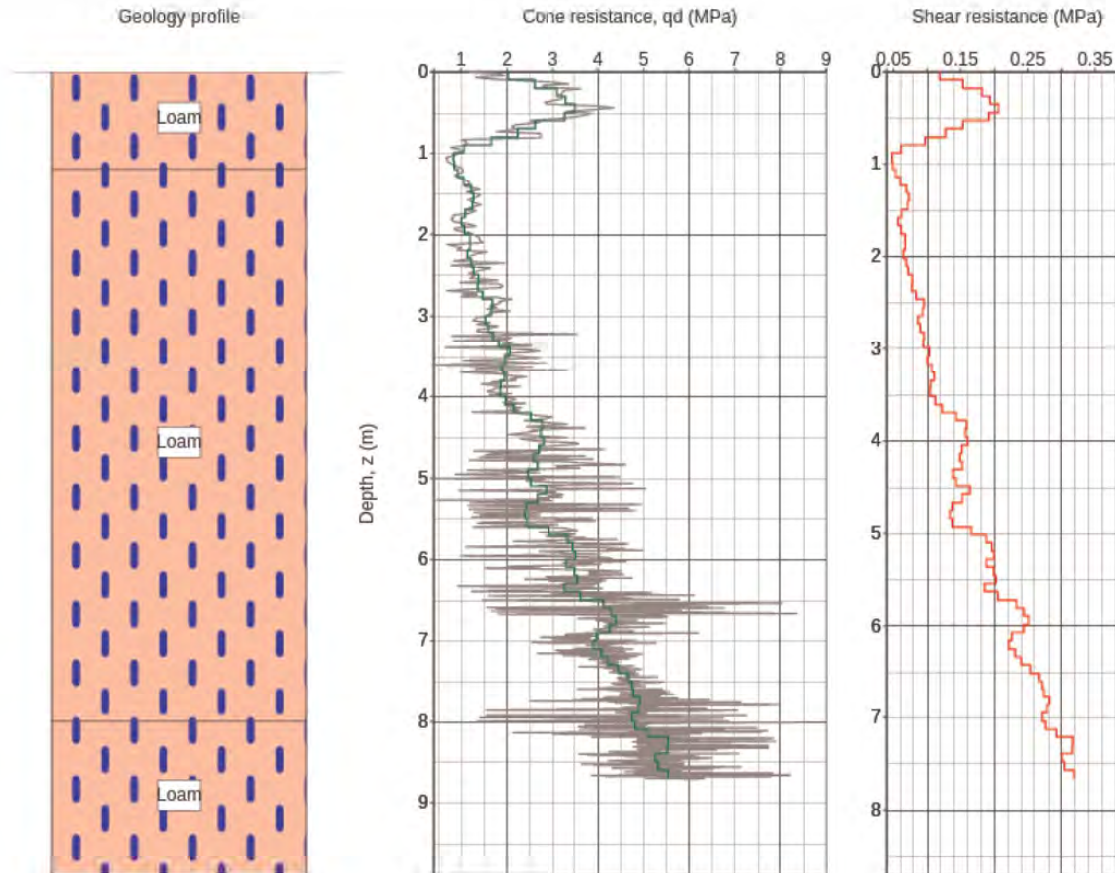
Tasman Geotechnics
Reference: TG22172/1 - 01report

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

Sounding : Sounding1
Site : Montagu St
Date : 03/10/2022
Comments :

Company :
User : wg
Supervisor :

Lat.
Long.
Alt.:



* These estimates are indicative and cannot be considered as a reference

Document Set ID: 4888367

Summary of estimated results from the sounding Sounding1 for the parameter Shear resistance							
Strate ID	Depth (m)	Soil family	Average	Variance	Input	Expression	Source - Author(s)
1	1.2	Loam	0.133	0.055	Qd (Pa)	$y = qd - \sigma v0 + Nkt$	Escande, 1994; [...]
2	8.0	Loam	0.135	0.07	Qd (Pa)	$y = qd - \sigma v0 + Nkt$	Escande, 1994; [...]
3	9.9	Loam	0.279	0.029	Qd (Pa)	$y = qd - \sigma v0 + Nkt$	Escande, 1994; [...]

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Flood and Stormwater Assessment

Appendix F

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

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Version: 1, Version Date: 04/05/2023

Attachment 9.4.7 DA 0051 2023 - 14, 16 and 18 Howard Street, Invermay -
Application



**Flood and Stormwater
Assessment**

Montagu Street Commercial Development

Prepared for
LPD Developments Pty Ltd

Client representative
Rowan Larissey

Date
25 January 2023

Rev01



Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



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ref: T-P.22.1785-DRN-REP-001-Invermay Flood-Rev011/JC/ab

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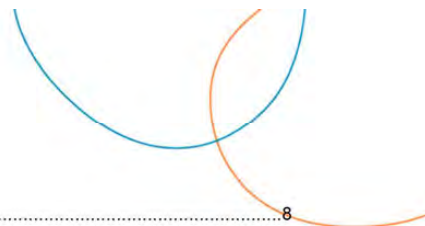


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- Appendix A** — Flood Maps
- Appendix B** — Proposed Plans
- Appendix C** — Flood Emergency Management Plan

Prepared by — Joshua Coates		Date — 16/03/2023
Reviewed by — Douglas Fotheringham		Date — 16/03/2023
Authorised by — Joshua Coates		Date — 16/03/2023

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Report for issue	JC	DF	JC	25/01/23
01	Report for issue	JC	DF	JC	16/03/23

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1. Introduction

pitt&sherry have been commissioned to prepare a Flood and Stormwater Assessment relating to a proposed combined amendment to the Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme – Launceston (the planning scheme), and a planning permit application for a proposed light industrial development. LPD Developments Pty Ltd are the proponents.

As shown in Figure 1, the proposal is to:

- Rezone the following land from General Residential Zone to Light Industrial Zone:
 - Southern portion of 69A Mayne Street, Invermay
 - 28, 26, 18, 16 and 14 Montagu Street, Invermay
- Rezone the northern portion of 30 Montagu Street from Light Industrial to General Residential; and
- Seek a planning permit for a light industrial development (with the Storage land use) on 14, 16 & 18 Howard Street, 26, 28 & 30 Montagu Street and 69A Mayne Street.

The requirement for this Flood Assessment is derived from the Northern Regional Land Use Strategy 2010-2035 (NRLUS), as amended on 23 June 2021 and the planning scheme.

Under the NRLUS, the land to be rezoned is contiguous with an Urban Growth area. Before such land can be rezoned, Part D.2.1.1 of the NRLUS requires that the land should exclude areas with unacceptable risk of flood hazards, including predicted impact of climate change. This must be demonstrated by way of an assessment of flood hazards. This report provides a flood hazard for the rezoning in section 4.2 below.

As part of the rezoning proposal a planning permit application for a proposed new light industrial development. This development will be located in the existing and the proposed Light Industrial Zone (see Figure 1). The proposed land use is Storage, and this proposal must comply with the applicable requirements of the planning scheme, including the Invermay/Inveresk Flood Inundation Specific Area Plan (SAP). This report provides an assessment of the SAP's Clause LAU-S10.7.2 Flood impact in section 4.3 below. The planning report which supports the rezoning and permit application addresses the SAP's other applicable standards.

In section 3 below, this report also provides information regarding stormwater disposal to assist with the rezoning and planning permit application (section 3 below).

The overview of the proposal is shown in Figure 1 demonstrates that no development is proposed on the land which is to be rezoned to General Residential. While 1½ 'potential dwelling' footprints are shown in this, along with another potential 3½ 'potential dwellings' on the adjoining property to the south, all of these potential dwellings are part of a future staged development accessed from Mayne Street and are not proposed as part of this rezoning or permit application. The purpose of showing the potential dwellings is to demonstrate that it is feasible for residential development to be staged and consolidated from the Mayne Street access point.

The current application does not propose any changes to current titles. Future subdivision may be proposed depending on the outcome of rezoning approval.

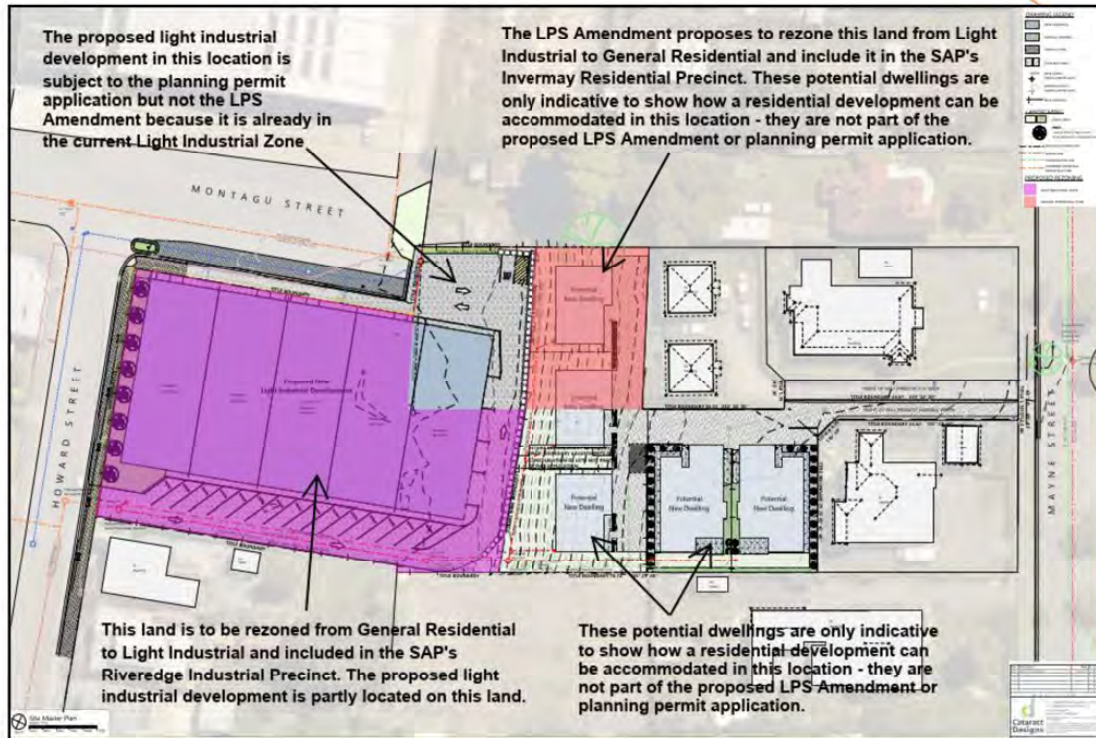


Figure 1: Overview of the proposal

2. Flood assessment

2.1 Relevant provisions

As the proposed development is located within an inundation prone area, it must respond to relevant flood related planning criteria. The proposed building is not residential and therefore, LAU-S10.7.2 Flood Impact, A1 P1 and A2 P2 are not relevant. As such, the only criteria relevant to this development are presented below in Table 1.

Table 1: LAU-S10.7.2 – flood impact (Tasmania Planning Scheme - Launceston)

Objective	
That new buildings and infrastructure are sited and designed to avoid or mitigate the risk and minimise the impact of flooding	
Acceptable Solution	Performance Criteria
A1 Floor levels of all habitable rooms within the Residential Use Class must be not less than 3.7m AHD.	P1 No performance Criteria
A3	P3



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

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

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
 - 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
- 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.

Although not explicitly stated within the Planning Scheme, City of Launceston have previously stated that 1% AEP event should be the 1% AEP + **Climate Change (2090 Scenario)**. As such, the assessment will be based on this event unless noted otherwise.

As this proposed development includes to distinct uses, they will be defined as the "The Residential Area" and "The Light Industrial Area" in this report. The elevation of the varies considerable between Howard and Mayne Street. The southern portion of the site is elevated between 1.3 and 1.6m AHD, whereas the northern portion of the site is elevation at approximately 9m AHD.

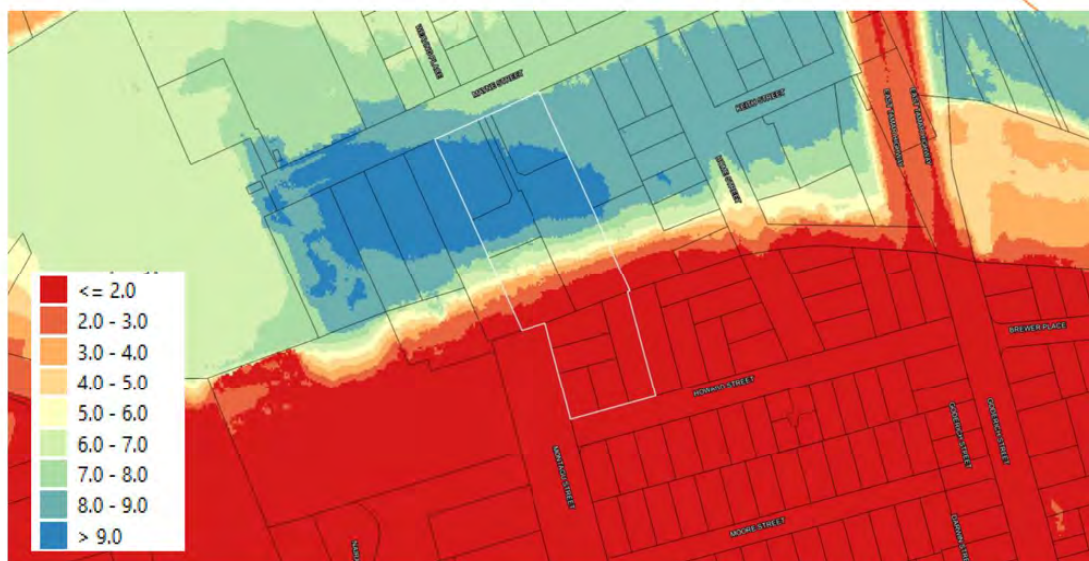


Figure 2: Site Topography

2.2 Risk to life

The proposed use is for both residential and light industrial. The light industrial area is to be a storage facility.

Risk to life will be present in either a flood levee over topping event or a flood levee breach. Both scenarios likely require a substantial depth of water to build up within the river area to instigate a failure.

Lead times (i.e., time between rainfall being recorded in the catchments and significant flooding occurring at Launceston) on peak flood levels within the North Esk and South Esk Rivers at Launceston are generally between 12 hours and 3 days respectively. The primary risk to life is persons present within the Invermay flood plain during a flood event. As such, Launceston Municipal Emergency Management Plan recognises this risk and manages it through several methods. One being evacuation. The *Launceston Evacuation Plan Issue – 2 2011* provides for the following triggers that activate the plan.

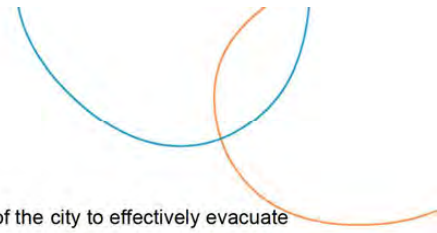
The circumstances under which activation would normally occur are:

- *In the event that predicted flooding in the South Esk are expected to reach 2000 m³/s, (the trigger point for placing Invermay residents on evacuation standby)*
- *In the event that rising flood waters in the South Esk are expected to breach the Launceston levee system causing significant inundation to the Invermay and Inveresk areas (a flood approaching 1:50 ARI / 2330 m³/s); and*
- *In the event that the combined discharge values in the South and North Esk rivers approach a 1:50 ARI / 2330 m³/s flood.*

The proposed uses must adhere to evacuation requirements. This means:

- In the lead up to a flood event, a responsible person at the facility must monitor advice from TasPolice; and
- If an evacuation order is issued, persons are to promptly leave the facility and not re-enter until TasPolice advise it is safe to do so. This will be in accordance with the Site Flood Emergency Response Plan (Attached).

Given the long lead time of flooding, it will be possible to implement emergency management measures such as notifying residents through the established evacuation procedure.



It is not envisaged that the proposed use will have a significant impact on the ability of the city to effectively evacuate Invermay, nor are there any factors as part of the proposed development which would preclude it complying with flood evacuation requirements.

2.2.1 Flood emergency response classifications

Floodplain areas can be classified according to isolation and access in a way that informs emergency response management, as per the *Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain (Australia 2017c)*. Table 2 describes the flood emergency response classifications that relate to land subject to flooding in the event of the Probable Maximum Flood (PMF):

Table 2: Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain

Primary Classification	Secondary Classification	Tertiary Classification	Description
Flooded (F) – The area is flooded in the PMF	Isolated (I)	Submerged (FIS)	Where all land in the isolated area will be fully submerged in a PMF after becoming isolated.
		Elevated (FIE)	Where there is a substantial amount of land in isolated areas elevated above the PMF.
	Exit Route (E)	Overland Escape (FEO)	Evacuation from the area relies upon overland escape routes that rise out of the floodplain.
		Rising Road (FER)	Evacuation routes from the area follows roads that rise out of the floodplain
Not Flooded (N) - The area is not flooded in the PMF		Indirect Consequence (NIC)	Areas that are not flooded but may lose electricity, gas, water, sewerage, telecommunications and transport links due to flooding.
		Flood free	Areas that are not affected flood affected and are not affected by indirect consequences of flooding.

The subject site is in the FIS Category, as illustrated in Figure 3. This is considered as the most dangerous isolation scenario. If members of the community were to wait to observe flooding before acting, there will be no option for evacuation other than rescue.

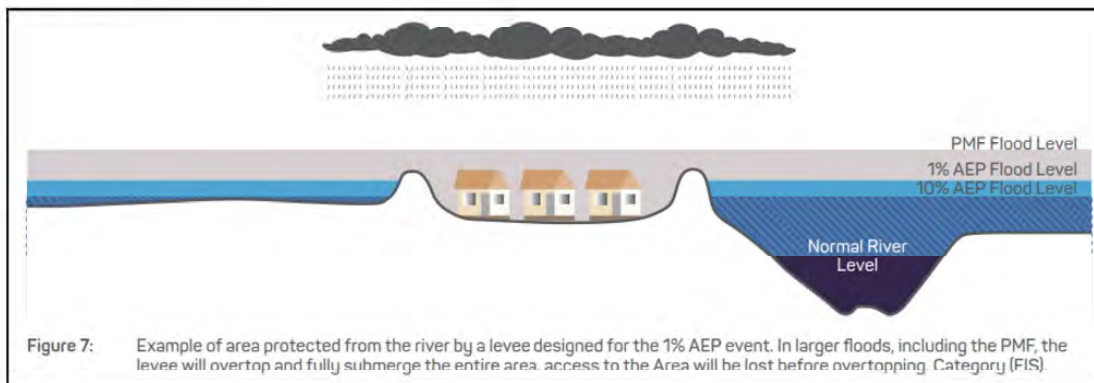
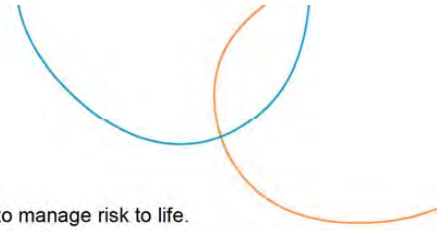


Figure 3: Example of FIS (Flood - Isolated – Submerged) category (AIDR, 2017)¹

¹ Australian Disaster Resilience Guideline 7-2 Flood Emergency Response Classification of the Floodplain.



This further enforces the importance of regional evacuation as the primary measure to manage risk to life.

2.3 Impact on the use or development / levee overtopping or breach

A flood levee overtopping or breach event will impact the proposed site. The regional evacuation system currently in place will serve the development appropriately, ensuring no persons are present at the facility during the peak of a flood event.

The facility itself will be subject to flood inundation, with damage to the structure and loss of stock likely. The analysis below details the likely flood impact at the site.

Flood modelling results from the *North and South Esk Rivers Flood Modelling and Mapping Update Volume 1: Technical Report (BMT, 2018)*, and *North and South Esk Rivers Flood Modelling and Mapping Update, Levee Breach Assessment (BMT, 2018)* are used to quantify the flood impact at the subject site.

2.3.1 Flood levee breach assessment

This assessment analysed several flood levee breach scenarios and reported flood behaviour at several locations within the Invermay/Inveresk area. The figure below (Figure 4) shows the relevant reporting locations for this assessment.

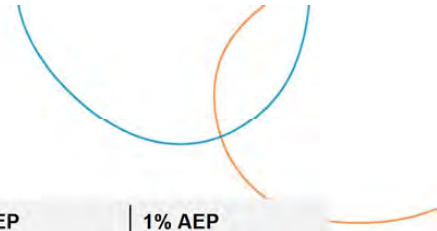


Figure 4: Levee Breach reporting locations (white dot)

There is one relevant reporting location for a flood levee breach. This is 'MN_HO' and is highlighted in white above at the corner of Montagu and Howard Street.

Flood levee breach behaviour for three design flood events (no climate change considered) is presented below in Table 3. Of particular note, in the case of any flood levee breach or overtopping for an event greater than the 5% AEP, the Light industrial area site is expected to be inundated for over a week. It is noted that the residential area is elevated such that there is not expected to be any direct impact based on the events assessed.

Table 3: Flood behaviour – Levee Breach In_Fo



Event	5% AEP	2% AEP	1% AEP
Time to Inundate (min)	360	150	80
Time to 300mm (min)	640	170	90
Time above 300mm (hrs)	> 1 week	> 1 week	> 1 week
Time to 2m/s (min)	N/A	N/A	N/A
Time above 2m/s (hrs)	N/A	N/A	N/A

2.3.2 Flood levee overtopping

This assessment considers what events and scenarios are likely to affect the site and to what degree. The following events have been assessed:

- 1% AEP (present day)
- 1% AEP (2050 climate scenario)
- 1% AEP (2090 climate scenario); and
- 1% AEP (present day, flood levee breach).

The figures below present how flood behavior varies with climate change at the subject site.



Figure 5: 1% AEP (present day)

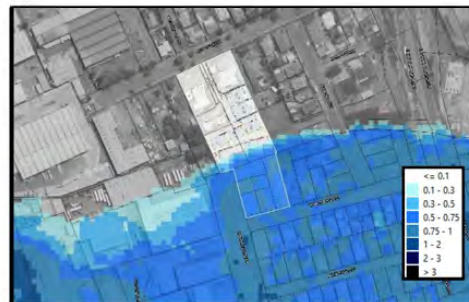


Figure 6: 1% AEP (2050 Climate Scenario)

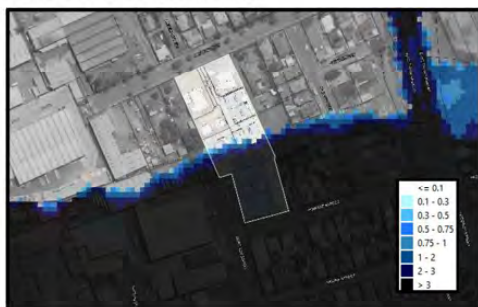


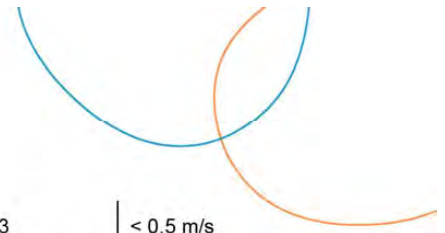
Figure 7: 1% AEP (2090 Climate Scenario)



Figure 8: 1% AEP (Present Day, Flood Levee Breach)

Table 4. Flood behaviour – 1% AEP Flood behaviour -Light Industrial

Event	Flood Level (m AHD)	Peak Depth (m)	Peak Hazard	Peak Velocity (m/s)
1% AEP (existing condition)	NA	NA	NA	NA



1% AEP (2050 Climate Scenario)	2.15m AHD	0.7m	H3	< 0.5 m/s
1% AEP (2090 Climate Scenario)	5.35m AHD	3.9m	H5	< 0.5 m/s
1% AEP (Levee Breach Scenario)	4.60 AHD	3.2m	H5	1.0 m/s

Table 5: Flood behaviour – 1% AEP Flood behaviour - Residential

Event	Flood Level (m AHD)	Peak Depth (m)	Peak Hazard	Peak Velocity (m/s)
1% AEP (existing condition)	NA	NA	NA	NA
1% AEP (2050 Climate Scenario)	2.15m AHD	NA	NA	NA
1% AEP (2090 Climate Scenario)	5.35m AHD	~ 1.5m ^{*1}	H3 ^{*1}	< 0.5 m/s
1% AEP (Levee Breach Scenario)	4.60m AHD	~ 1.0m ^{*1}	H3 ^{*1}	< 0.5 m/s

*1 Southern portion of Residential area slightly impacted based on existing terrain

The combined hazard curves are shown in Figure 9.

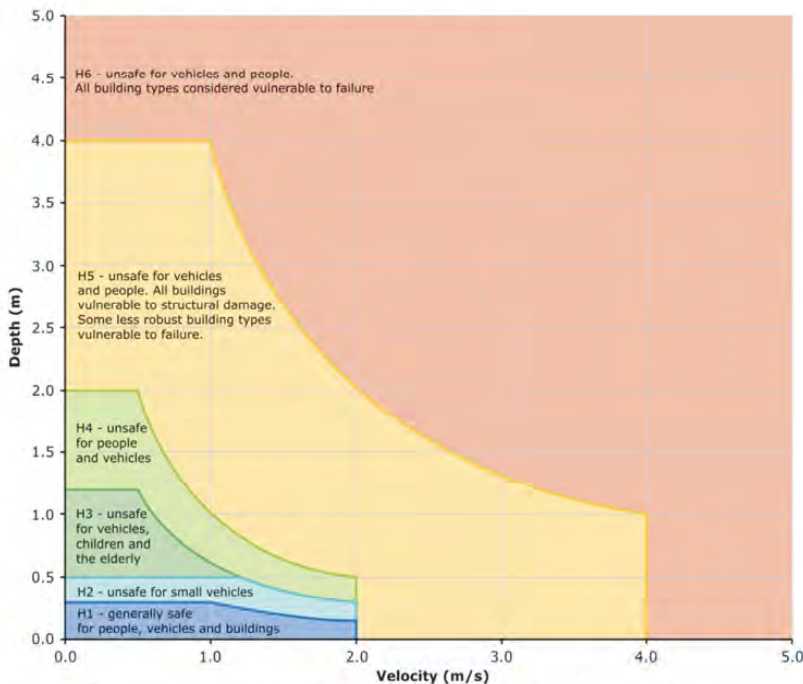
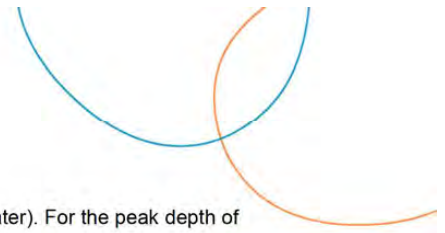


Figure 9: Combined Hazard Curves - Source: ARR, Book 6, Chapter 7, Figure 6.7.9

For the Light Industrial Area, flood water will impact the site and the primary source of damage will be attributed to flood depth and the associated hydraulic forces. The flood model results indicate an overtopping or flood levee breach will fill the low-lying area slowly. Localised impacts based on where an overtopping occurs cannot be easily represented in a flood model. Therefore, it is recommended that the structure consider hydrodynamic loading up to a velocity of 1.5m/s.

There is great variability in peak flood levels based on climate impacts, with flood levels varying from 0m AHD to 5.35m AHD. A conservative approach is to design the structure withstand hydrostatic loading up to 5.35m AHD. It is not



recommended to attempt to flood proof the structure (i.e., prevent ingress of flood water). For the peak depth of approximately 3.9m, it would be expected that the doors and windows would fail. This is preferred as it will equalise the flood level on either side of the wall, hence reducing the net force on walls and likelihood of structure failure.

For the General Residential Zone, much of the land is elevated at 8-9m AHD. The elevation rapidly falls at the southern portion of the lot. The cross section presented in Figure 10 shows how the elevation varies across the site. The orange line indicates the front of the proposed residential buildings. It is recommended habitable floor levels of the residential buildings do not fall below 6.0m AHD. It is likely that the most practical design irrespective of flood criteria will have habitable floor levels above this level/

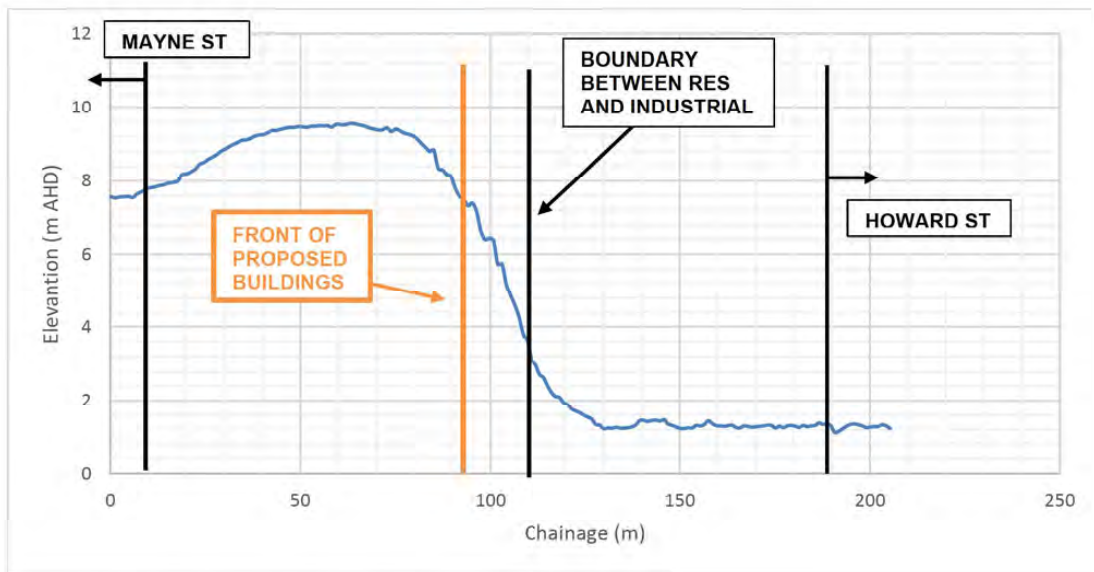


Figure 10: Long section through proposed development site

Flood maps which describe flood behavior (depth, velocity and hazard) are provided in Appendix A.

2.4 Impact on surrounding development

A flood levee breach will slowly fill the Invermay/Inveresk precinct and/or the City floodplain, excluding the land adjacent to the location of the levee failure (where flood conditions will be more volatile). The flood function within Invermay and the City is considered 'flood storage'.

Any proposed development may locally increase flood levels against adjacent development, although the impact of any level increase is likely to be insignificant compared to the overall impact of a flood levee overtopping event.

The BMT flood model represents the site within the Invermay Road/ Forster Street area as a blockage with a high roughness value ($n = 0.4$). Figure 11 illustrates the roughness layer descriptions, which are assigned the roughness values in Table 6.



Figure 11: BMT Flood model roughness layer

Table 6: Roughness layer information

Material ID	Description	Manning's 'n'
2	Roads	0.020
3	Residential	0.200
4	Commercial, Industrial	0.400
5	School, Hospital, other public building	0.300

As such the future development has been considered in the existing case flood model.



3. Stormwater Assessment

A stormwater assessment has been undertaken for the light industrial zone. As the development is located within the combined drainage zone, stormwater will ultimately discharge to the sewer system.

A review has been undertaken of the likely drainage solution for the future residential development and there is sufficient grade and access via the proposed stormwater and sewer easement, which is to be located in the proposed light industrial site with lines connecting to the proposed general residential zone (Appendix B) to provide a stormwater connection onto Howard Street.

The NRLUS does not detail any stormwater management controls. For future subdivision (not currently proposed), each lot must be capable of connecting to a public stormwater system (18.5.2, A3). Both the proposed light industrial zone and the general residential zone are able to comply with this.

In lieu of any planning direction relating to drainage performance, the approach of post development flows must not exceed pre-development flows has been adopted.

3.1 Hydrologic / Hydraulic Assessment

A hydrologic / hydraulic assessment has been undertaken to suitably size stormwater infrastructure within the proposed development, ensure overland flows are appropriately managed and to size a suitable stormwater detention system. The hydrologic / hydraulic assessment has been carried out in the software package DRAINS. The following decisions / assumptions were made for the development of the model.

- Analysis undertaken in accordance with guidance and principles outlines in *Australian Rainfall and Runoff 2019*, most notably, the assessment has included an assessment of temporal variation which is considered to be the best practice approach for hydrologic assessment
- Rainfall IFDs and rainfall losses extracted from the following coordinates:
 - Latitude: -41.310
 - Longitude: 147.131
- Median pre-burst depths have been adopted
- An Initial Loss/Continuing Loss model is adopted. The following values have been adopted from ARR Data HUB:
 - Pervious Area Initial Loss: 19mm
 - Pervious Area Continuing Loss: 4.8mm/hr
 - Impervious Area Initial Loss: 1mm
 - Impervious Area Continuing Loss: 0mm/hr
- Southern Slopes (Tas) Temporal Patterns were adopted
- Both an existing condition and proposed development case have been assessed
- Catchment delineation for the developed case is based on the development concept design
- Existing condition percentage impervious has been measured using aerial imagery and GIS measuring tools
- The existing impervious areas are assumed to be indirectly connected to a drainage system; and
- The 5% AEP storm has been assessed for the minor drainage system (including detention basin) and the 1% AEP event for the major system and overland flows.



Table 7: Catchment Areas

Scenario	Impervious Area	Pervious Area	Total Area	% Impervious
Existing Condition	0.09Ha	0.29 Ha	0.38 Ha	24%
Developed Condition	0.22 Ha (Roof) 0.14 Ha (Paved)	0.02 Ha	0.38 Ha	95%

3.1.1 Stormwater Connection

As the development is located within the 'Combined Drainage Area', the stormwater must connect to the TasWater Sewer Network. The proposed stormwater connection location is presented in Figure 12. It is noted that the stormwater connection will be completely separated from the internal sewer.

Furthermore, the light industrial development has allowed for a drainage easement (sewer and stormwater) such that any future residential development can effectively drain.



Figure 12: Stormwater Connection

3.1.2 Sewer and Water Connections

The proposed sewer and water plan (concept) is presented in Figure 13. The location of existing TasWater services was obtained from theLIST. Further information is depicted on the site plans attached in Appendix B.

A 3m-wide drainage easement is proposed along the property driveway off Howard Street to accommodate a new sewer line to service the site. The new sewer line will run under the driveway (through said easement) and connect into the existing sewer main on Howard Street via a new sewer manhole. The existing sewer main on Howard Street lies approximately 7m from the proposed sewer connection point within the property boundary.

Existing water connections along Howard Street will be made redundant, and existing water connections along Montagu Street will be retained to service the site.

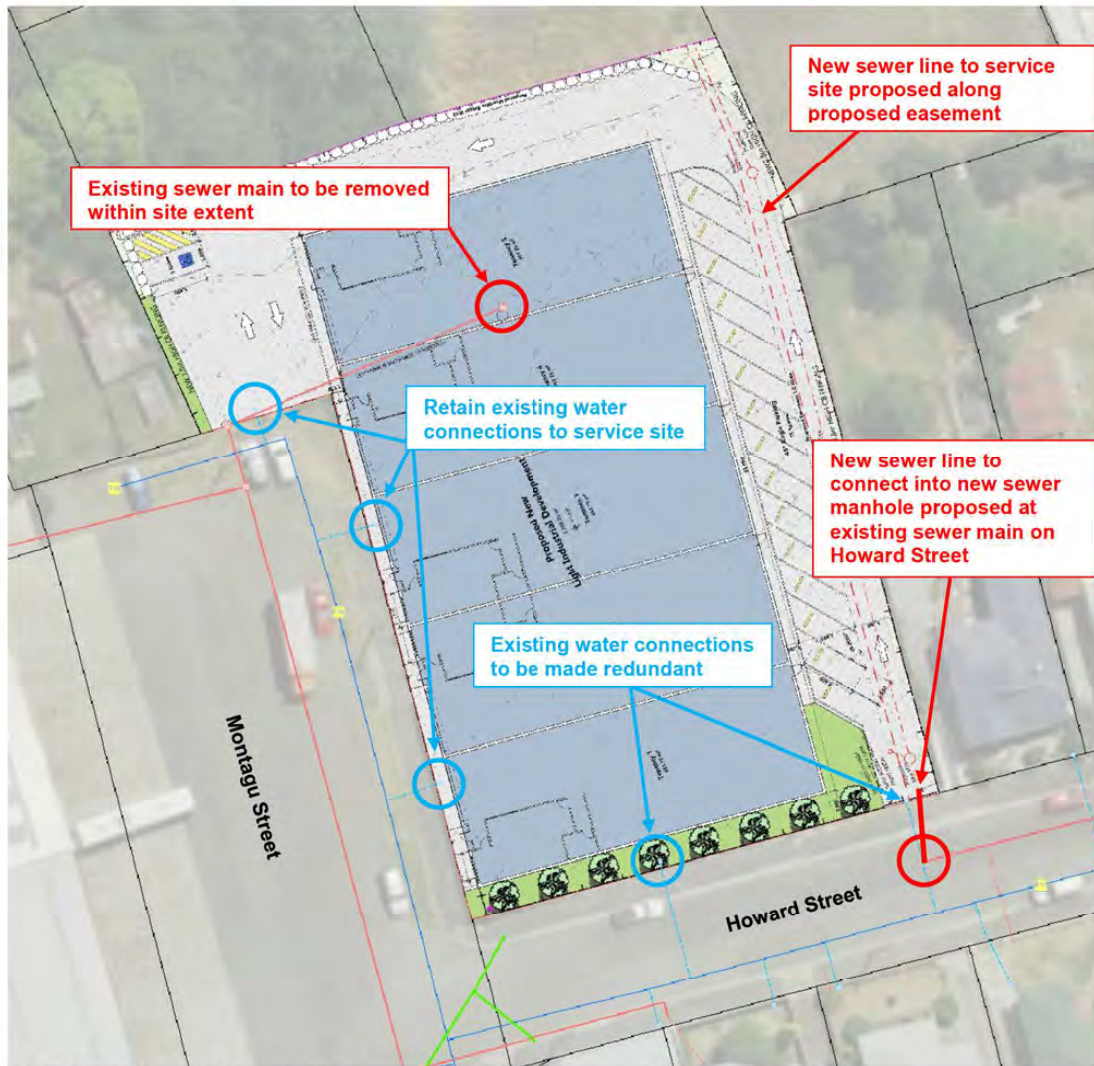


Figure 13: Concept sewer and water plan



3.1.3 Flows

The hydrologic / hydraulic model has been assessed for both an existing and developed condition. The peak flows generated from the site are presented in Table 8.

Table 8: Flows

Scenario	5% AEP	1% AEP
Existing Condition	0.038 m ³ /s	0.074 m ³ /s
Developed Condition	0.102 m ³ /s	0.131 m ³ /s
Developed Condition w/ det	0.035 m ³ /s	0.036 m ³ /s + 0.058 m ³ /s overland flow

Given the site is withing proximity to the Ti-Tree Bend pump station, Taswater should give consideration to omit stormwater detention. If detention is included at this location, the flow from the site could be attenuated to such that the peak may align with the peak of the wider catchment, possibly producing an adverse impact on the downstream system.

As an assessment of the wider system is beyond the scope of this site-based assessment, and not possible without detail of complex pumping system within Invermay, it is not possible to definitively state what impact detention will have.

For the purpose of this application, a suitably detention system has been sized, although it is recommended that Taswater review this and provide advice as to whether it should be included or omitted.

The detention system comprises the following:

- A manhole with an orifice plate. The opening of the orifice plate should be DN150; and
- Upstream of the main hole, either ran underground detention tank of oversized stormwater pipe. The analysis has suggested a DN750 for a length of approximately 60m can provided detention, alternately a tank with an area 60m² @600mm deep.

A schematic of the stormwater system with detention included is provided in Figure 14, if detention is to be omitted, orifice place should be removed from the manhole and the oversized pipe can be reduced to a nominal DN150 connection or whatever is required to effectively drain impervious areas.



Figure 14: Proposed Detention Arrangement



4. Discussion

4.1 Recommendation

Based upon the 2090 climate scenario, the peak flood level for the 1% AEP event is 5.35 m AHD. Typically, for riverine flooding, a freeboard is applied to the peak flood level to determine minimum floor heights. This is typically 0.5m and is intended to account for modelling uncertainties, local hydraulic anomalies and actions such as wind driven waves.

Therefore, the based on typical floodplain management measures, the recommended minimum floor height should be 5.85m AHD.

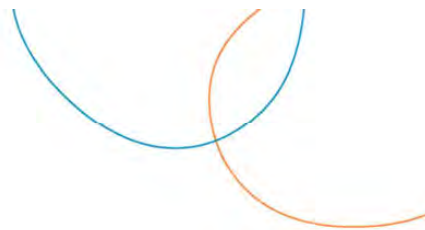
It is noted that the land proposed for general residential is above this level and it is practical to have habitable floor levels above the recommended minimum floor height.

It is noted that for lower lying area, this is not practical for most development, and for area proposed for light industrial development, it is proposed to design the development to be flood compatible and flood resilient for the ground floor. The following is recommended:

- The structure is to be designed to withstand hydrodynamic loading up to 1.5m/s. Flow may originate from any direction so all faces of the structure should consider this load
- The structure is to be designed to withstand hydrostatic loading up to 5.35m AHD. A conservative approach of assuming the inside of the building is dry and the outside wet should be adopted
- Where practical, all critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard). It is noted that opportunity may be limited given that this development is primarily an extension and fit out
- Consider an elevated storage area where critical items can be stored; and
- Prepare and update the flood emergency management plan (a draft plan has been provided in Appendix C) to firstly; manage risk to life and secondly, to minimise economic loss.

Furthermore, the proposed development aims to rezone a flood liable residential area to light industrial and place the residential development at a more appropriate location. This development approach is considered to be a positive outcome within the limitations presented for flood compatible development in Invermay.

With regard to stormwater drainage from the proposed development, given the close proximity to the ti-tree bend treatment plant, it is not recommended to adopt stormwater detention as it is possible any attenuation could align the peak flow from this development with that of the wider catchment, potentially worsening the impact at ti-tree bend.



4.2 Flood Hazard Assessment for the Rezoning

4.2.1 Land to be Rezoned to Light Industrial

The proposed light industrial development will be located on the land which is proposed to be rezoned from General Residential to Light Industrial. Based on the flood assessment in Section 2 above, which includes consideration of the predicted impact of climate change, section 4.3 below demonstrates that this proposed light industrial development complies with the SAP's Clause LAU-S10.7.2 Flood impact. Given these matters, the proposed rezoning to Light Industrial will not result in an unacceptable risk of flood hazards, which is consistent with the requirements of Part D2.1.1 of the NRLUS.

4.2.2 Land to be Rezoned to General Residential

With regard to flood hazards for the land which is proposed to be rezoned from Light Industrial to General Residential, this land is located at a sufficiently elevated level (greater than 4m AHD). It is recommended that any residential development consider flooding and the impact of climate change. At this location of this potential residential development the peak flood level is estimated to be 5.35m AHD (1% AEP + CC). For riverine type flooding, a freeboard of 0.5m is recommended. This means the recommended minimum floor level should be 5.85m AHD. Given the slope of the land will allow for a building to be construct with habitable level greater than 5.85m AHD, a residential development can be constructed without flood related conflicts. This would assist future residential development to comply with the floor level requirements of Clause LAU-S10.7.2 Flood impact, under the planning scheme's Invermay/Inveresk Flood Inundation Specific Area Plan.

Furthermore, the proposed general residential isn't anticipated to have an impact on the ability for the city to evacuate Invermay in the event of a flood. As there was already residential development here and it is essentially being relocated to a more flood compatible location, the will be no change to loading on evacuation.

Given these matters, the proposed rezoning to General Residential will not result in an unacceptable risk of flood hazards, which is consistent with the requirements of Part D2.1.1 of the NRLUS.

4.2.3 Flood Assessment for the Planning Permit Application

This section demonstrates that the proposed light industrial development complies with Clause LAU-S10.7.2 of the planning scheme's Invermay/Inveresk Flood Inundation Specific Area Plan.

Table 9: Response to planning criteria

LAU-S10.7.2 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	
Acceptable Solution	Performance Criteria
<p>A3 All buildings not in the Residential use class must have a:</p> <ul style="list-style-type: none"> a. Floor level of at least 3.4m AHD b. Gross floor area of not more than: <ul style="list-style-type: none"> i 400m²; or 	<p>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:</p> <ul style="list-style-type: none"> a. Detail <ul style="list-style-type: none"> i The risks to life ii The likely impact on the use or development; and



- | | |
|---|--|
| <p>ii 10% more than that existing or approved on the 1st January 2008.</p> | <p>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</p> <p>b. Consider the following:</p> <ul style="list-style-type: none">i The likely velocity and depth of flood watersii The need to locate electrical equipment and other fittings above the 1% AEP flood leveliii The likely effect of the use or development on flood characteristicsiv The development and incorporation of evacuation plans into emergency management procedures for the precinct; andv 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. |
|---|--|

A3 / P3 Response

The ground floor level for the proposed light industrial development is less than 3.4m AHD (current ground level approx. 1.3m AHD). The proposed development does not achieve the acceptable solution and hence performance criteria is relied upon. A response to each item of the performance criteria is provided below:

- a (i): Detail of risk to life is presented in Section 2.2 of this report
- a (ii): The likely impact on the use is detailed in Section 2.3 of this report
- a (iii): The approach to how the proposed use manages risk is described in Section 2.2 (risk to life) and the recommended detailed in Section 3.1 (design requirements for the structure)
- b (i): Likely velocity, depths and hazard for various scenarios is presented in map form in Appendix A, furthermore, detailed information of flood behaviour is provided in Section 2.3.1.
- b (ii): A recommendation has been provided in Section 3.1 stating where possible, all critical infrastructure such as critical electrical components, HVAC, etc. should be installed at a level of 5.85 m AHD (5.35m AHD plus 0.5m freeboard). It is noted that this development is an extension and fit out so opportunity raise all components may be limited
- b (iii): A discussion on the likely impacts on surrounding development is provided in Section 2.4 of this report
- b (iv): The proposed development must rely on regional evacuation. A draft site-specific emergency management plan has been prepared which aligns to regional evacuation. The plan can be finalised and approved by the planning authority prior to occupation of the building. Refer to Appendix C
- b (v): Flood loading parameters have been provided in Section 3.1 of this report. The design must consider this loading.



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Flood Maps

Appendix A

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Figure A01: Existing Condition - 1% AEP - Peak Flood Depth

Flood Hazard Assessment
Montagu Street

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LEGEND Subject Site

MAP REF: LauncestonFlooding_Workspace.ggz DATA SOURCES: TheLIST Orthophoto
AUTHOR: Joshua Coates
REVISION: A
DATE: 2023-01-18T09:27:49.453

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500



Figure A06: 2050 Climate Scenario - 1% AEP - Peak Flood Velocity


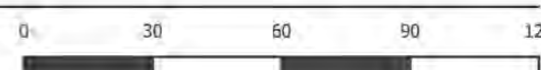
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Montagu Street

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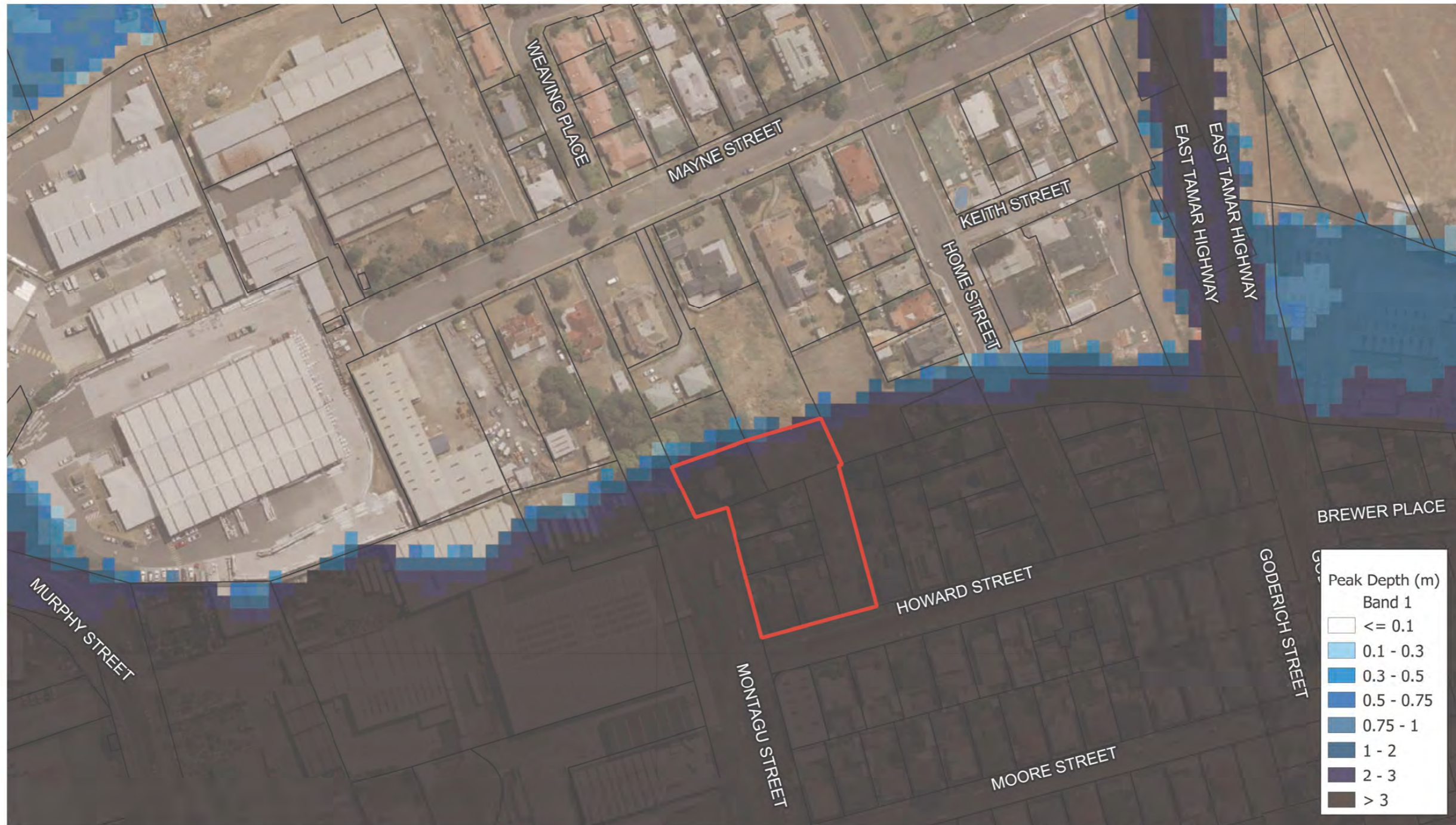


Figure A07: 2090 Climate Scenario - 1% AEP - Peak Flood Depth

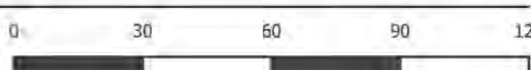
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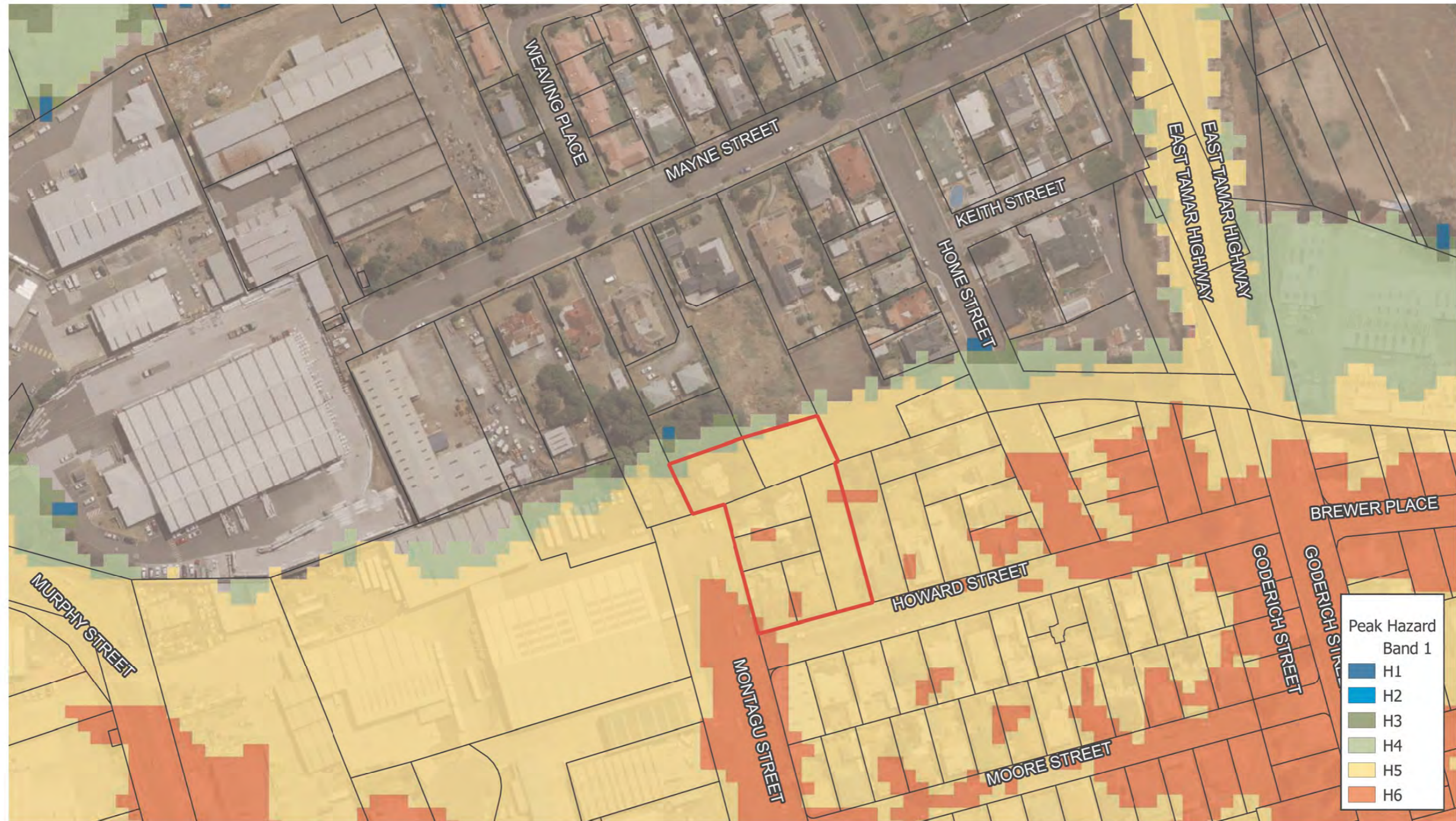


Figure A08: 2090 Climate Scenario - 1% AEP - Peak Flood Hazard

Flood Hazard Assessment
Montagu Street



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AUTHOR: Joshua Coates
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DATE: 2023-01-18T09:30:07.461 Refer to: ARR209, Bk 6, Ch 7: Safety Design Criteria

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Figure A09: 2090 Climate Scenario - 1% AEP - Peak Flood Velocity


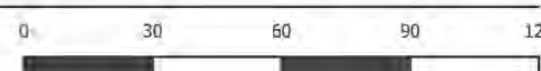
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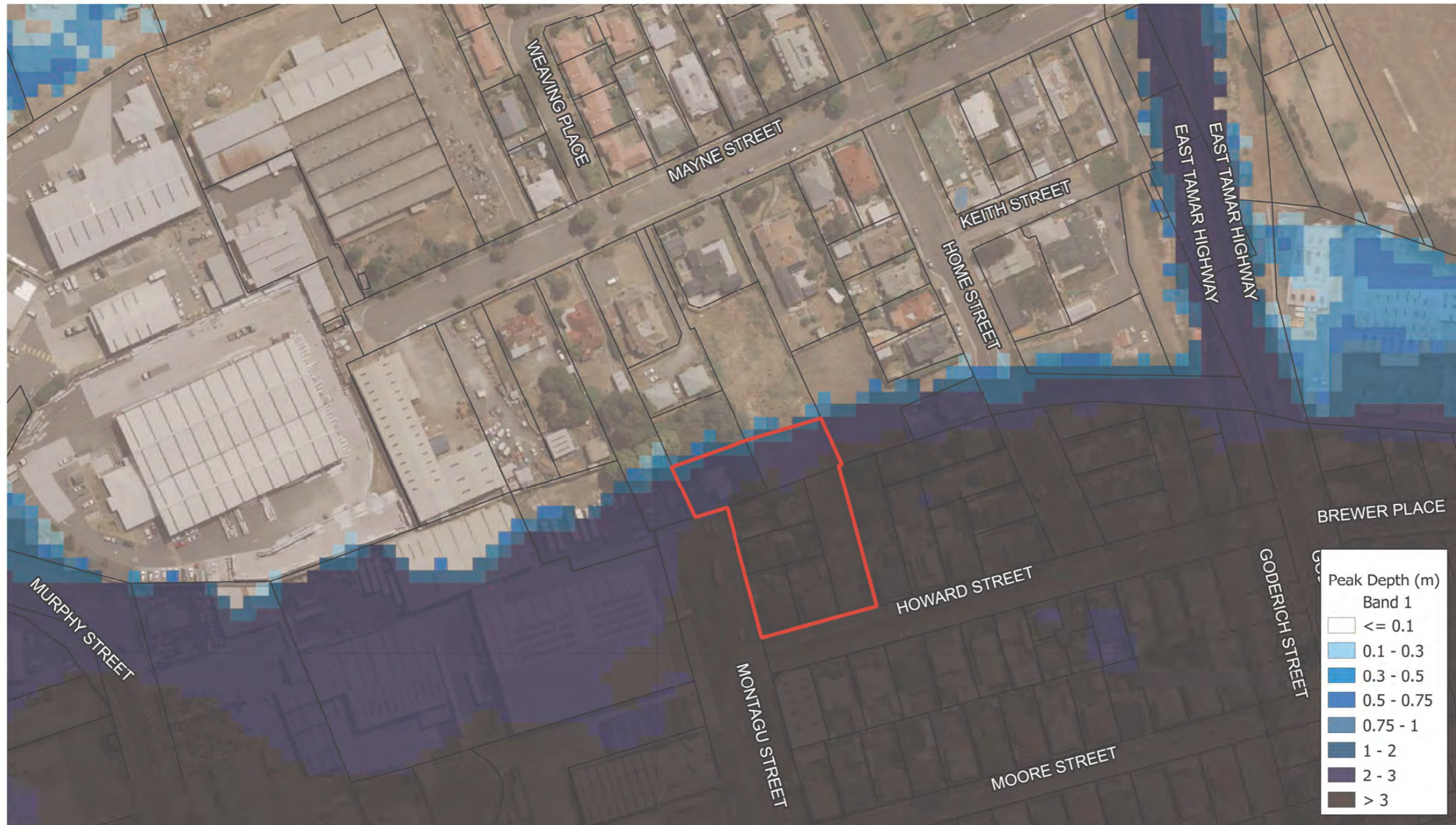


Figure A10: Levee Breach Scenario - 1% AEP - Peak Flood Depth

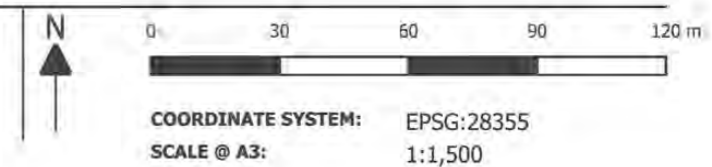
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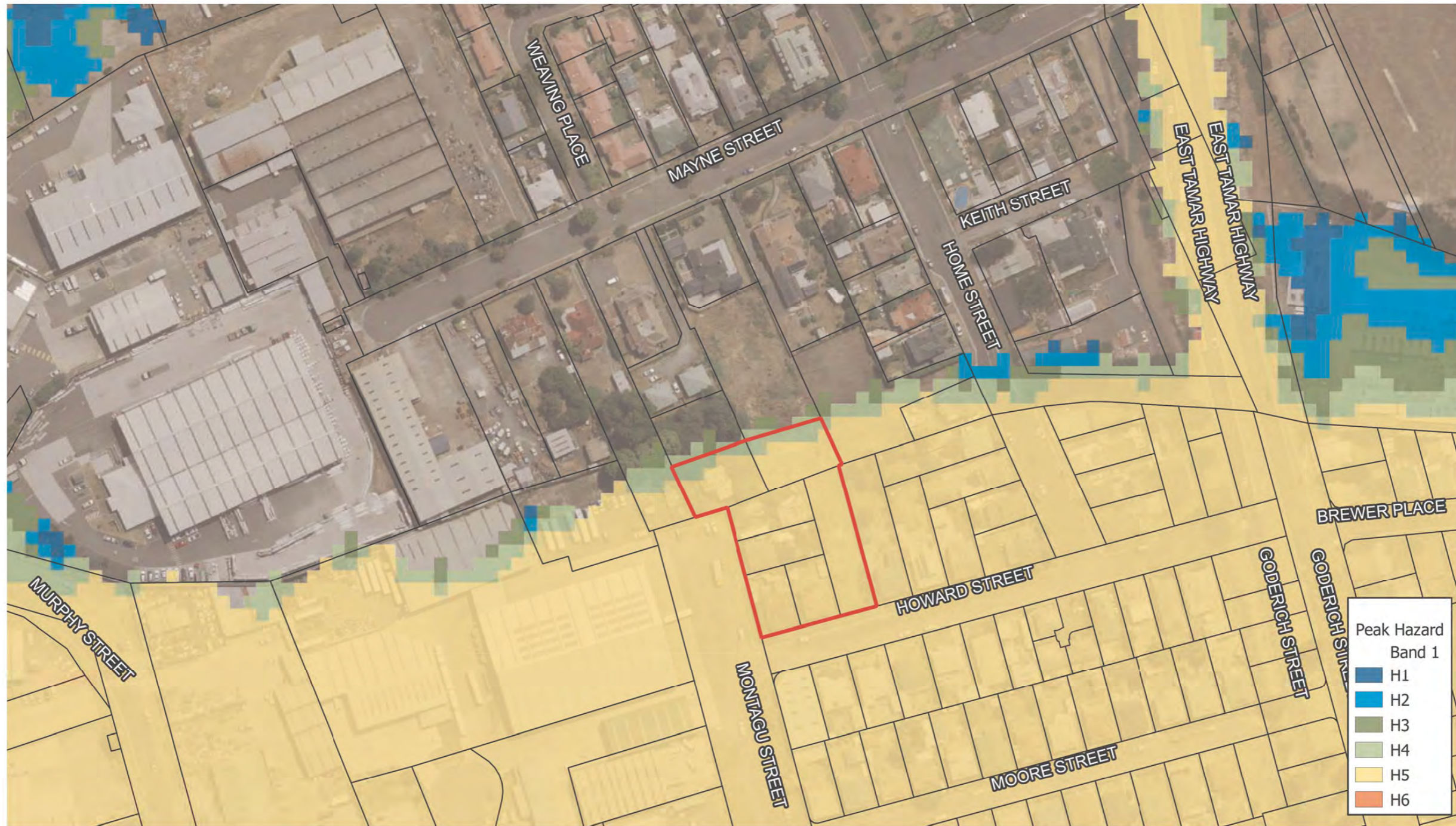


Figure A11: Levee Breach Scenario - 1% AEP - Peak Flood Hazard

Flood Hazard Assessment
Montagu Street

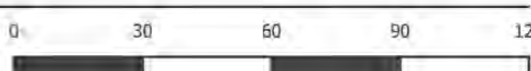
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Figure A12: Levee Breach Scenario - 1% AEP - Peak Flood Velocity

Flood Hazard Assessment
Montagu Street

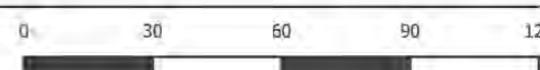
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Figure A02: Existing Condition - 1% AEP - Peak Flood Hazard

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Figure A03: Existing Condition - 1% AEP - Peak Flood Velocity

Flood Hazard Assessment
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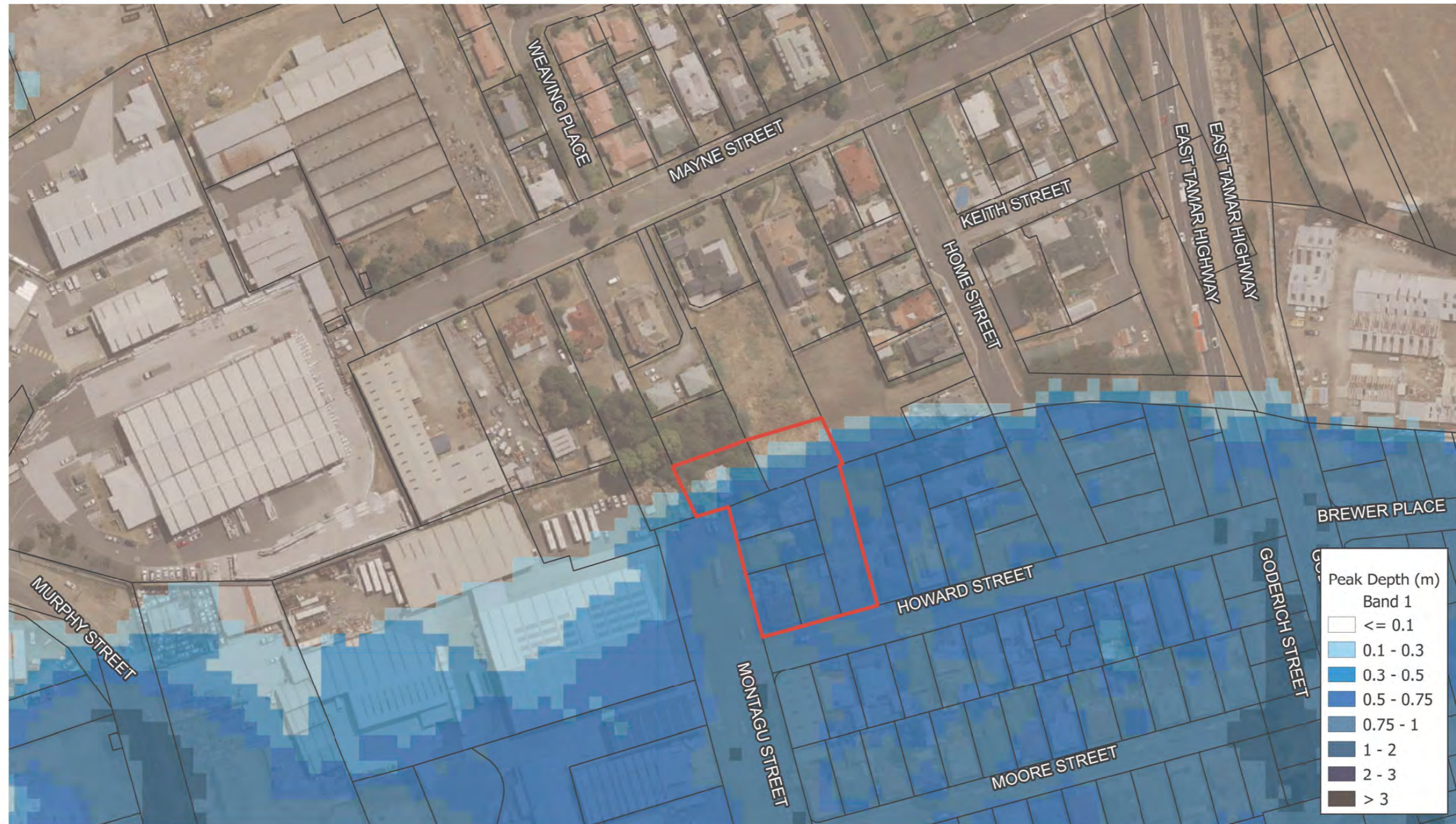


Figure A04: 2050 Climate Scenario - 1% AEP - Peak Flood Depth

Flood Hazard Assessment
Montagu Street



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DATE: 2023-01-18T09:28:44.737

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Figure A05: 2050 Climate Scenario - 1% AEP - Peak Flood Hazard


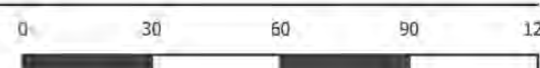
Flood Hazard Assessment
Montagu Street

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Version: 1, Version Date: 04/05/2023

LEGEND  Subject Site

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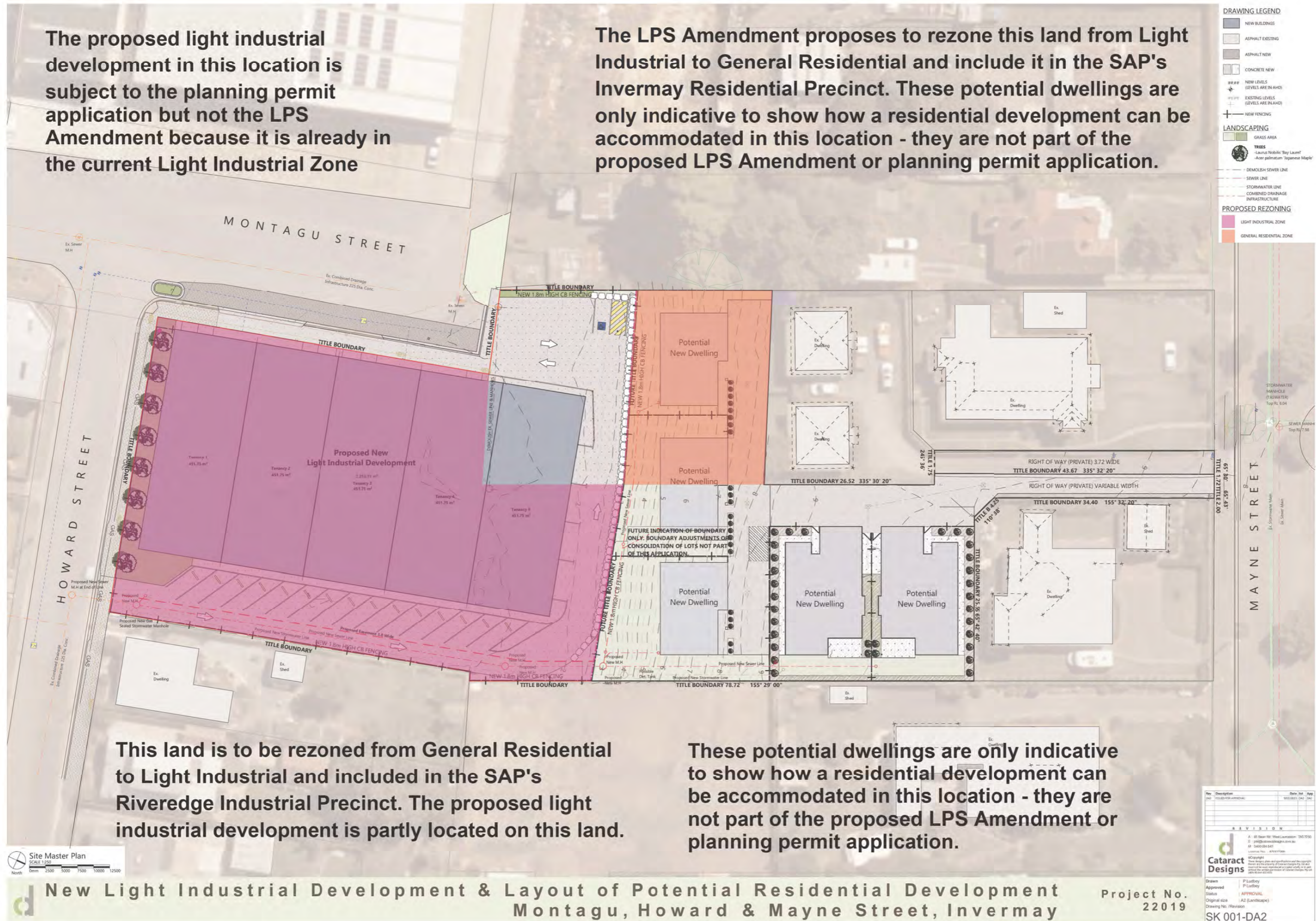
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Proposed Plans

Appendix B

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New Light Industrial Development Montagu & Howard Street, Invermay



Drawing Schedule

SK030	Cover Page
SK031	Site Survey
SK032	Existing & Proposed Zoning
SK033	Existing/Demolition Plan
SK034	Site Plan
SK035	Building Floor Plan
SK036	Building Elevations

Project details				
Council	Launceston City Council			
Zone	General Residential, Light Industrial			
Planning Overlay	Landing Hazard Low			
	Invermay/Invermay Flood Hazard			
	Specific Area Plan Local Area			
	Character: Invermay Residential			
HLI	Multiple			
Title Folio	Multiple			
Title Volume	Multiple			
Climate Zone	7			
Design Wind Speed	-			
Soil Class	-			
SAI Rating	-			
Energy Rating	-			
Constructive Environment	-			
Other	-			
Area Schedule				
Name	Area m ²			
Site Area (Proposed Area Lot 1)	3620m ²			
Building Footprint	2000m ²			
Permissible Area	2000m ²			
Impervious Surface Area	1,320m ²			
Revisions				
No.	Description	Date	By	App.
1	Issue for comment	15/08/2023	SK	SK
REVISION				
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Drawn	P Lockby			
Approved	P Lockby			
Status	DEVELOPMENT APPLICATION			
Original size	A1 (Landscape)			
Drawing No. Revision	SK030-DA1			

Project No. 22019

Document Set ID: 488267
Version: 1, Version Date: 04/05/2023



All of Site Survey
SCALE 1:500
North

New Light Industrial Development Montagu & Howard Street, Invermay

Project No. 22019

REVISION	
No.	Description

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Original size: A2 (Landscape)
Drawing No.: Revision

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Version: 1, Version Date: 04/05/2023

Legend

- General Residential Zone
- Light Industrial Zone



Rev	Description	Issue Date	Page
01	ISSUED FOR APPROVAL	08/01/2023	02/02

REVISION	

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**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



DEMOLITION NOTES

THE CONTRACTOR SHALL CARRY OUT THE REQUIRED DEMOLITION OF NOMINATED ON THIS PLAN BY STRICT ACCORDANCE WITH THE DOCUMENTATION IS ASSOCIATED WITH THE DEMOLITION OF STRUCTURES.

DEMOLITION WORKS SHALL BE UNDERTAKEN IN A SAFE & ENVIRONMENTALLY ACCEPTABLE MANNER.

CONTRACTOR SHALL MAKE ALL ALLOWANCES AS REQUIRED FOR REMOVAL, REMOVAL & RELOCATIONS TO SUIT THE NEW WORKS. ALL ITEMS TO BE DEMOLISHED SHOWN DOTTED RED TYPICALLY.

REMOVE & DISCONNECT ALL RESIDUANT MECHANICAL, ELECTRICAL, HYDRAULIC SERVICES & THE LIKE AS REQUIRED WITHIN THE NEW WORKS. ALLOW TO CAP & SEAL EXISTING CONNECTIONS BELOW FINISHED SURFACE LEVELS. ALLOW TO RELOCATE & MAKE GOOD WHERE REQUIRED.

MAKE GOOD TO ALL PENETRATIONS WHERE ITEMS REMOVED. SHELL SHALL MATCH EXISTING SURFACE.

ASBESTOS MAY BE LOCATED IN AREAS OF EXISTING BUILDINGS. ASBESTOS IS TO BE REMOVED BY ACCORDANCE WITH WORK SAFE TASMANIA: HOW TO SAFELY REMOVE ASBESTOS' CODE OF PRACTICE & STATUTORY REGULATIONS.

DEMOLITION PLAN SHALL BE READ IN CONJUNCTION WITH SITE PLAN AND NEW WORKS PLANS. CONTRACTOR TO ENSURE DIAL BEFORE YOU DIG IS COMPLETED & RECEIVED PRIOR TO COMMENCEMENT OF ANY EARTH WORKS.



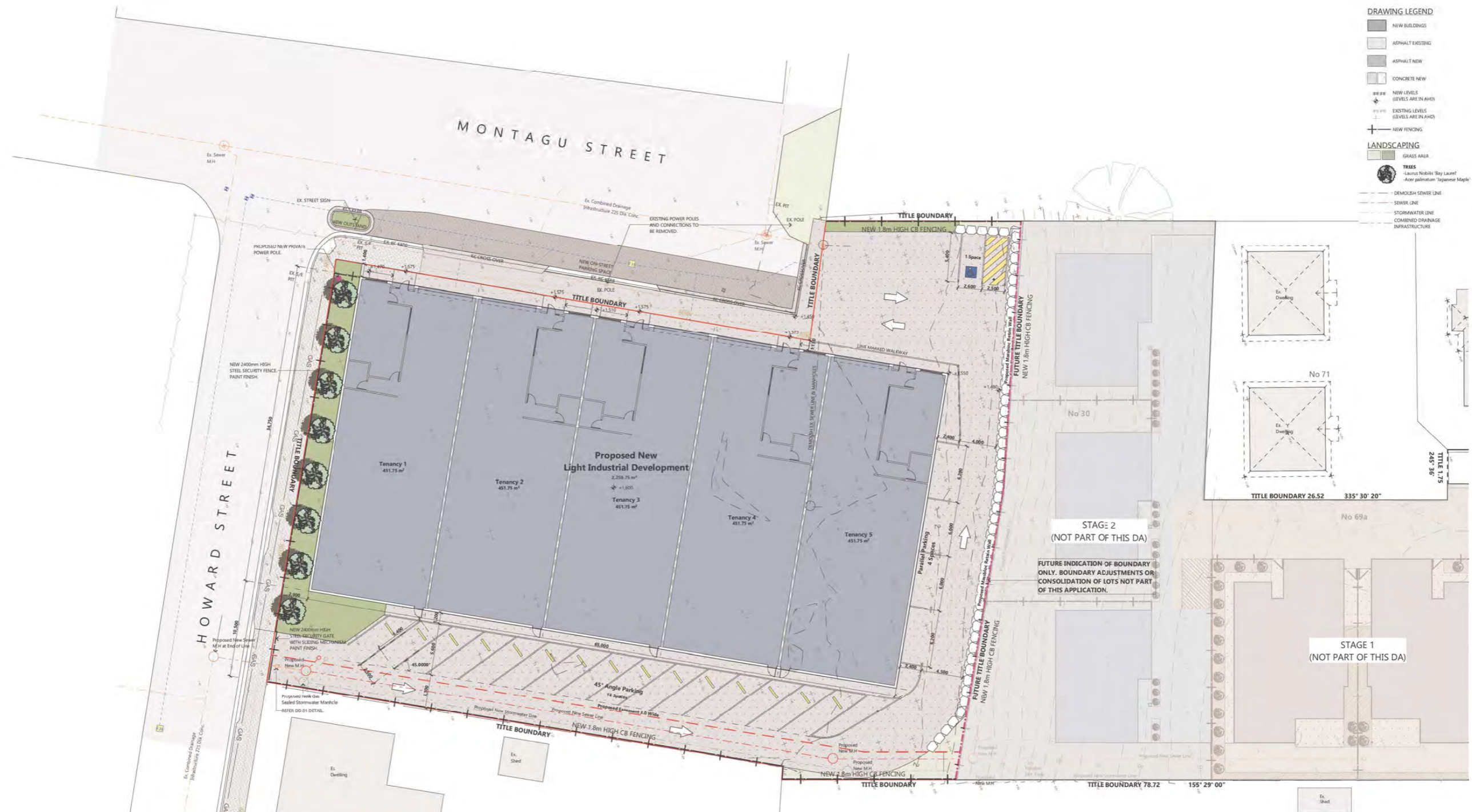
Rev	Description	Date	By	App
01	ISSUED FOR APPROVAL	15/08/2023	DA	DA

REVISION	
1	ISSUED FOR APPROVAL

Drawn	P. Lushby
Approved	P. Lushby
Status	DEVELOPMENT APPLICATION
Original size	A3 (Landscape)
Drawing No. / Revision	SK033-DA1

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



- DRAWING LEGEND**
- NEW BUILDINGS
 - ASPHALT EXISTING
 - ASPHALT NEW
 - CONCRETE NEW
 - NEW LEVELS (LEVELS ARE IN AHD)
 - EXISTING LEVELS (LEVELS ARE IN AHD)
 - NEW FENCING
- LANDSCAPING**
- GRASS AREA
 - TREES
 - Laurus Nobilis 'Ray Laxart'
 - Acer palmatum 'Japanese Maple'
- DEMOLISH SEWER LINE
SEWER LINE
STORMWATER LINE
COMBINED DRAINAGE INFRASTRUCTURE

No.	Description	Date	By	App.
1	ISSUED FOR APPROVAL	04/05/2023	PH	PH

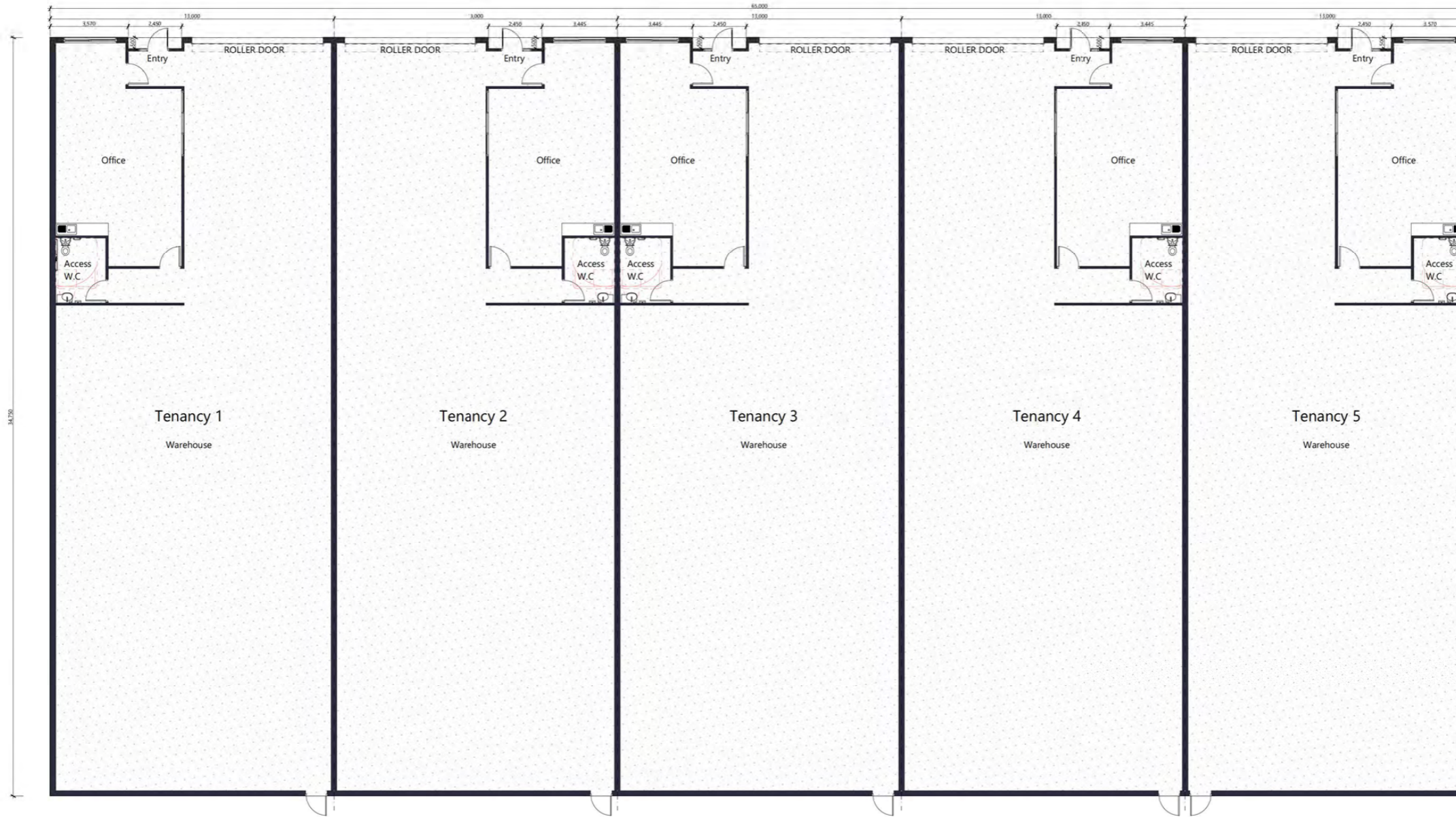
REV	DESCRIPTION	DATE
1	ISSUED FOR APPROVAL	04/05/2023

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Drawn: P. Lockley
Approved: P. Lockley
Status: APPROVAL
Original size: A2 (Landscape)
Drawing No: H01000
SK034-DA2

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



Light Industrial Building Floor Plan
Project North

Rev	Description	Issued For	Page
1	ISSUED FOR APPROVAL	14/08/2023	1/1

REVISION	
1	ISSUED FOR APPROVAL

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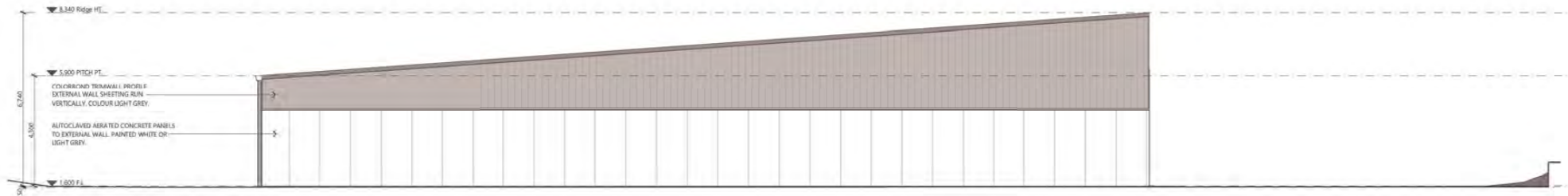
Drawn: F Lushby
 Approved: F Lushby
 Status: DEVELOPMENT APPLICATION
 Original size: A2 (landscape)
 Drawing No. Revision: SK035-DA1

**New Light Industrial Development
Montagu & Howard Street, Invermay**

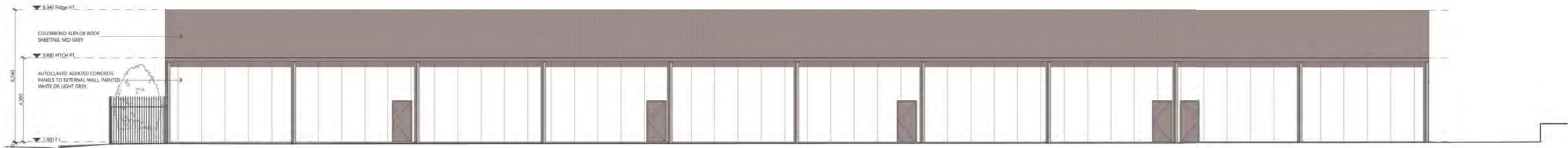
Project No. 22019



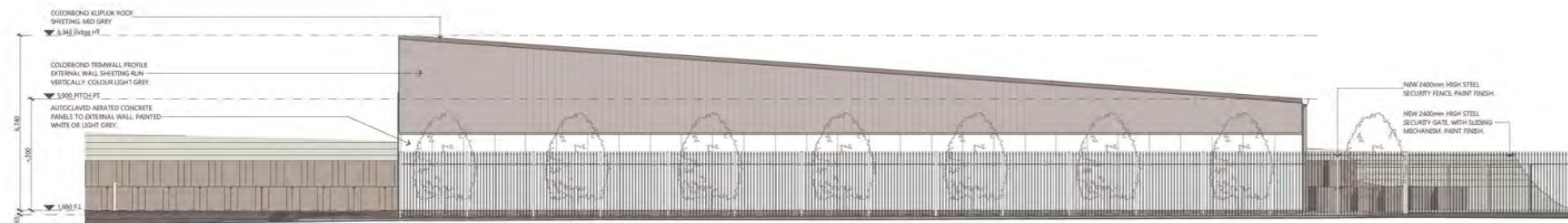
E1 Western Elevation (Montagu St)
SCALE 1:100
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E2 Northern Elevation
SCALE 1:100
0m 1000 2000 3000 4000 5000



E3 Eastern Elevation
SCALE 1:100
0m 1000 2000 3000 4000 5000



E4 Southern Elevation (Howard St)
SCALE 1:100
0m 1000 2000 3000 4000 5000

No.	Description	Date	By	App.
001	ISSUE FOR APPROVAL	10/08/2023	SK	SK

REVISION	
1	ISSUE FOR APPROVAL

<p>Cataract Designs 111 Upper Hill Street, Launceston TAS 7250 P: (08) 3331 8888 M: 0800 001 888 www.cataractdesigns.com.au</p>	<p>SK036-DA1 Development Application 14, 16 and 18 Howard Street, Invermay Project No. 22019</p>
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Drawn:	F. Lockley
Approved:	F. Lockley
Status:	DEVELOPMENT APPLICATION
Original size:	A2 (Landscape)
Drawing No.:	Hemson
	SK036-DA1

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019

Document Ref: R3_488267
Version: 1, Version Date: 04/05/2023



Figure B1: Stormwater Connection

Stormwater Assessment
Montagu Street

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Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

LEGEND

MAP REF:	LauncestonFlooding_Workspace.ggz	DATA SOURCES:	TheLIST Orthophoto LiDAR 2013
AUTHOR:	Joshua Coates		
REVISION:	A		
DATE:	2023-01-19T10:49:49.435		

N

0 10 20 30 40 m

COORDINATE SYSTEM: EPSG:28355
SCALE @ A3: 1:1,500



Flood Emergency Management Plan

Appendix C

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Montague St Development

Flood Emergency Management Plan

Prepared for
JMC Property Group Pty Ltd

Client representative
Errol Stewart

Date
25 January 2023

RevA



Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

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Prepared by — JC	Date — 25 January 2023
Reviewed by — HP	Date — 25 January 2023
Authorised by — JC	Date — 25 January 2023

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft for Submission	JC	DF	JC	25/01/2023

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Document Control

Document Version	V1 - Jan 2023
Next Review	Jan 2024
Flood Warden	

DRAFT

1. Introduction

1.1 Background

A new light industrial development is proposed within Invermay. The proposal includes a new building comprising 5 separate tenancies.

As the proposed development is located within the *Invermay/Inveresk Flood Inundation Area*, the proposed development must consider and respond to use and development standards under *LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan, Tasmania Planning Scheme - Launceston.*, of which flood emergency management must be considered.

This Flood Emergency Management Plan is based upon the most recent flood modelling data as reported in *North and South Esk Rivers Flood Modelling and Mapping Update Volume 1: Technical Report (BMT, 2018)*, and *North and South Esk Rivers Flood Modelling and Mapping Update, Levee Breach Assessment (BMT, 2018)*.

This document presents the known risks at the planning phase of the proposed development. This plan must be regularly reviewed to ensure all operational issues are captured and a plan is in place to manage risk. The update must be facilitated by a suitably qualified person in the field of flood emergency management.

This document should remain live and be progressively updated as circumstances of the business operation change.

1.2 Plan structure

Flood emergency management can be described in four distinct categories:

- Prevention and Mitigation
- Preparedness
- Response; and
- Recovery.

The plan details the **FLOOD RESPONSE** aspect of flood emergency management only.

The site is contained within the Inveresk Flood Inundation Area and as such, much of the flood emergency management will be coordinated at a regional and municipal level. This plan details the specific actions the site must undertake to both complement the municipal emergency management plan but also manage its own residual risk.

1.3 Regional context

The *Municipal Emergency Management Plan* provides a plan for the management of hazards within Launceston. It acts at a local level and addresses hazards relevant to the Launceston community. In the context of this flood emergency management plan, it defines who is responsible for emergency management relating to flooding.

City of Launceston and Tasmania Police have an evacuation plan for Invermay. Depending on the severity of a flood, or at any time Tasmania Police feel that the community is at risk, an evacuation order may be issued.

Within Launceston, TasPolice are the lead authority for flood emergency management. Any instruction provided by Tasmania Police must be followed.

2. Site details

2.1 Location

The site is located on the corner of Howard and Montagu Street in Invermay. The site is located approximately 200m west of the East Tamar Highway and 250m south of the Mowbray Levee. In the event of a levee over topping or levee failure, the entire site will be subject to substantial flooding

The site has an access via Howard and Montagu Street. The site is generally flat like most of Invermay with a ground level of approximately 1.2 - 1.5m AHD.

The site location and associated points of interest are presented below in Figure 1 and Figure 2.

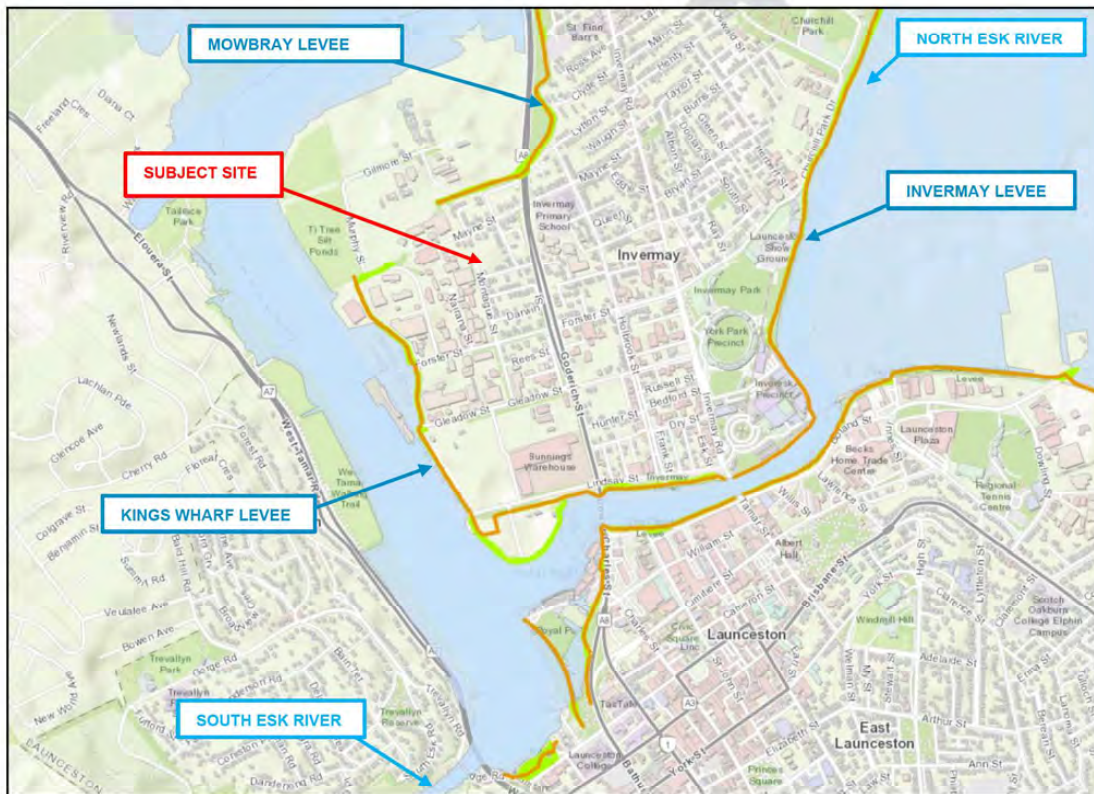


Figure 1: Subject site and relevant points of interest

The site is contained within an area serviced by flood levees. Flood levees can provide protection to flood liable land for some flood events, although, it is not practical to provide protection from all events. A flood levee may fail due to an unforeseen reason, or a flood levee may be overtopped by an event exceeding its design capacity. Under either of these scenarios, the site will likely be affected by flood water. It is possible that the building could be inundated by flood water in excess of 3.0m deep.



Figure 2: Site Location

DRAFT

3. Risks and issues

Table 1 presents risks and issues associated with the operation of the facility in relation to its exposure to flood hazard. These risk and issue are based on the information known at the planning stage of the development. It is intended that as new risks and issues are identified that this table be updated to ensure that the flood emergency response escalation chart (Table 2) is appropriate.

Table 1: Risks and Issues

ID	Risk / Issue	Date
01	Stock and equipment located on the ground floor which may be exposed to flood water	Jan 2023
02	People and staff could be located at the facility during a flood. In the event of a flood access to and from the site will be disrupted.	Jan 2023
03	Each tenancy must be aware of this plan. Ensure as tenancy changes over time they are aware of the flood risk	Jan 2023

4. Flood emergency response

The primary focus of flood emergency management is the protection of life. This plan prioritises protection of life over that of property. Notwithstanding, it is recommended that employees and officers implement measures to reduce the likely damage that may occur to property in the event of flooding.

The successful implementation of this flood emergency response plan requires an employee or officer to act as the 'Flood Warden'. The flood warden will be responsible for monitoring flood advice and flood warning from the relevant agency. They will also be responsible for ensuring employees are aware of the flood risk.

The City of Launceston has undertaken several flood studies to map areas affected by flooding. The link below presents Council's latest flood information. This information is correct as at January 2023.

<https://launceston.maps.arcgis.com/apps/webappviewer/index.html?id=19c346f2067b4b6c884631b6d8dd5075>

During a flood event, the Bureau of Meteorology's website¹ should be monitored. The BoM is the primary source of flood warning and will give an indication of the likely magnitude of flooding expected to arrive at Launceston.

¹ <http://www.bom.gov.au/tas/warnings/>

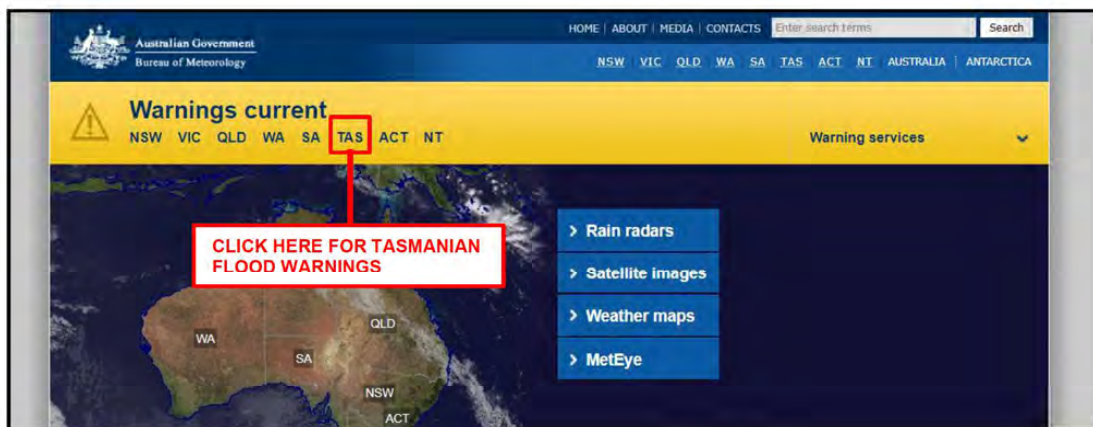


Figure 3: Bureau of Metrology Home Page

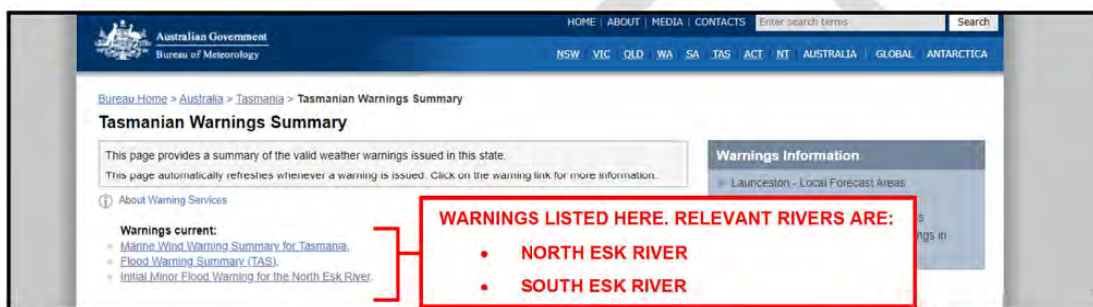


Figure 4: Bureau of Metrology Warnings Page

Advice on actions to take in the lead up to a flood event may be available from several sources. It is recommended to monitor the TasALERT web page in the lead up and during a flood event. <https://www.alert.tas.gov.au/>

TasALERT is the primary source of emergency warning and information from emergency services.

Table 2 details specific tasks and actions to be undertaken as an event escalates. The triggers are aligned to river flood classifications which aligns to the BoM flood warning system.

Table 2: Flood Emergency Response Escalation Chart

Phase	Trigger	Action	Responsible Person
Ongoing	Annually or following a flood event	Review this FERP annually to ensure it is up to date and reflects the current operation of the function centre and includes any new identified risks/issues.	Flood Warden
	Always	Ensure an employee or officer is the flood warden at all times. Flood warden required for each tenancy	Manager / Property Manager
	Always	Ensure all new employees are aware of the flood risk of the site and their role in a flood emergency.	Flood Warden
	Always	Flood warden to monitor flood warnings from the Bureau of Meteorology at all times.	Flood Warden
	Always	Ensure equipment is facility is located such that if a flood occurs, damage can be minimised.	Manager
Flood Watch	Flood watch advice issued for either the North or South Esk River.	Commence more frequent review of flood warning advice from the Bureau of Meteorology.	Flood Warden
Minor Flood Warning	Minor flood warning issued for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Continue monitoring of advice from the Bureau of Meteorology, TasLAERT and Tasmania Police.	Flood Warden
Moderate Flood Warning	Moderate flood warning issued for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Continue monitoring of advice from the Bureau of Meteorology, TasALERT and Tasmania Police.	Flood Warden
		Issue notice to all staff members stating moderate flood warning in place. All staff to be on notice that if event does escalate that they will need to be ready to immediately evacuate the facility.	Flood Warden
		Prepare for possible closure of facility	Manager

Phase	Trigger	Action	Responsible Person
Major Flood Warning	Major flood warning for either the North Esk River (Corra-Linn) or South Esk River (Trevallyn Dam).	Plan for a possible evacuation. Send non-essential staff home.	Flood Warden / Manager
Evacuation	Evacuation order issued by Tasmania Police	Responsible person to notify all staff and patrons to immediately leave the premises and go to a nearby safer place (Either there home outside of the floodplain or an evacuation centre).	Manager
		Persons not currently at the site to be notified to stay home.	Manager
		All equipment and stock to remain on site and facility to be closed	Manager
		Do not return to the site until Tasmania Police have advised it is safe to so.	Manager

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.



Montague Street Development Flood Emergency
Management Plan

**Pitt & Sherry
(Operations) Pty Ltd**
ABN 67 140 184 309

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Located nationally —

Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



DRAFT

ref: T-P.22.1241-DRN-REP-002-FERP-RevA/JC/mj

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



Flood Assessment Proposed Commercial Development -
8-10 Invermay Road

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Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



ref: T-P.22.1785-DRN-REP-001-Invermay Flood-Rev011/JC/ab

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

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Noise and Air Emissions Assessment

Appendix G

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

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Montagu Street, Invermay

Noise and Air Emissions Assessment

Prepared for
LPD Developments Pty Ltd

Client representative
Rowan Larissey

Date
16 March 2023

Rev 01



Document Set ID: 4848367
Version: 1, Version Date: 04/05/2023



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Prepared by — Alexander Seen/ Douglas Ford	 	Date — 30/01/2023
Reviewed by — Douglas Fotheringham		Date — 30/01/2023
Authorised by — Andy Turner		Date — 30/01/2023

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
1	Updated site plan & parking	A Seen	D Fotheringham	A Turner	16/03/2023

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ref: T-P.22.1785-ENV-Montagu St Noise and Air Assessment-REP-Rev01/AS

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



Executive Summary

LPD Developments Pty Ltd (LPD) are proposing an amendment to the Local Provisions Schedule (LPS) of the *Tasmanian Planning Scheme – Launceston* (the planning scheme), and a planning permit application for a proposed light industrial development. This report considers the potential noise and air emissions that may arise from land, which is to be rezoned to Light Industrial, and demonstrates that:

- The proposed rezoning of land to Light Industrial and to General Residential meets the requirements of Part D2.1.1 of the Northern Regional Land Use Strategy (NRLUS), which requires consideration of the potential for land use conflict and an assessment of environmental hazards;
- The proposed light industrial development (Storage use) Storage use satisfies Performance Criteria P1 under Clause C9.5.1 of the planning scheme's Attenuation code.

The area is currently predominantly zoned "General Residential" under the planning scheme with an area currently zoned as "Light Industrial" at 30 Montagu Street. It is located adjacent to an existing Light Industrial zone in northern Invermay, approximately 150 metres West of the East Tamar Highway and 240 metres North of Forster Street.

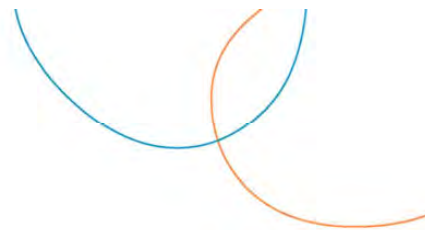
Noise logging was carried out at 23 Howard Street between the 1st and 9th of December 2022 to characterise the existing ambient noise environment.

The proposed 5 lot light industrial development could house a range of different activities and noise sources. An estimate of the potential noise emissions at the nearby sensitive uses from the proposed development was made using SoundPLAN 8.2 environmental noise modelling software. Equipment data from the SoundPLAN reference library was used to characterise a range of noise sources operating on the site.

The results of the noise assessment indicate that noise emissions from the proposed development are sufficiently low as to have no adverse impact on any nearby potential or existing sensitive receptors.

Light industrial activities typically have only a modest potential to generate offensive odours or particulate emissions. Minor odour and particulate emissions from potential activities at the development are expected to disperse rapidly and not be detectable beyond the boundary of the site.

At these levels, noise and air emissions from the activity are unlikely to cause environmental harm or adversely impact on environmental amenity at any residences in the region. Noise emissions should be sufficiently low as to create a negligible change to the total noise emissions generated within the surrounding area.



1. Introduction

LPD Developments Pty Ltd (LPD) are proposing an amendment to the Local Provisions Schedule (LPS) of the *Tasmanian Planning Scheme – Launceston* (the planning scheme), and a planning permit application for a proposed light industrial development. This report considers the potential noise and air emissions that may arise from land, which is to be rezoned to Light Industrial, and demonstrates that:

- The proposed rezoning of land to Light Industrial and to General Residential meets the requirements of Part D2.1.1 of the Northern Regional Land Use Strategy (NRLUS), which requires consideration of the potential for land use conflict and an assessment of environmental hazards;
- The proposed light industrial development (Storage use) use satisfies Performance Criteria P1 under Clause C9.5.1 of the planning scheme's Attenuation code.

The proposal is to:

- Rezone the following land from General Residential Zone to Light Industrial Zone:
 - Southern portion of 69A Mayne Street, Invermay
 - 26 and 28 Montagu Street, Invermay; and
 - 14, 16 & 18 Howard Street, Invermay.
- Rezone the northern portion of 30 Montagu Street from Light Industrial to General Residential; and
- Seek a planning permit for a light industrial development (with the Storage land use) on 14, 16 & 18 Howard Street, 26, 28 & 30 Montagu Street and 69A Mayne Street.

An overview of the proposal is shown in Figure 1. The proposed plans are included in Appendix A.

The rezoning proposal is combined with a planning permit application for a proposed new light industrial development. As shown in Figure 1, this development will be located in the existing and the proposed Light Industrial Zone. The proposed land use is Storage.

The overview plan in Figure 1 demonstrates that 1½ 'potential dwelling' footprints are on the land to be rezoned to General Residential, along with another potential 3½ 'potential dwellings' on the adjoining property to the south, all of these potential dwellings are part of a future staged development accessed from Mayne Street and are not proposed as part of the rezoning or permit application. The purpose of showing the potential dwellings is to demonstrate that it is feasible for residential development to be staged and consolidated from the Mayne Street access point. This potential residential development is assessed in Sections 6 and 7 below, to help demonstrate that proposed rezoning to General Residential meets the requirements of the NRLUS.

The area is currently predominantly zoned "General Residential" under the *Tasmanian Planning Scheme – Launceston, 2022*, with an area currently zoned as "Light Industrial" at 30 Montagu Street. It is located adjacent to an existing Light Industrial zone in northern Invermay, approximately 150 metres West of the East Tamar Highway and 240 metres North of Forster Street, as shown in Figure 2 below.

The "Light Industrial" zone to the West is currently used for a number of varying activities, with the area to the North, East and Southeast currently zoned as General Residential. Several residential dwellings are located adjacent to the proposed development area.

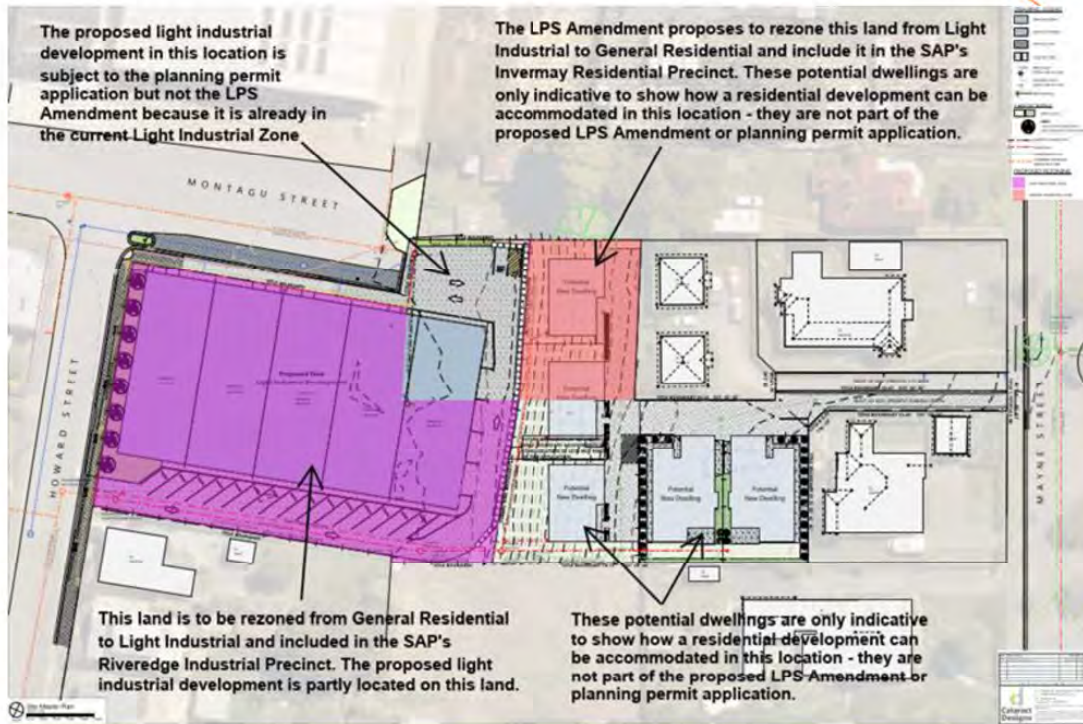


Figure 1: Overview of the proposal

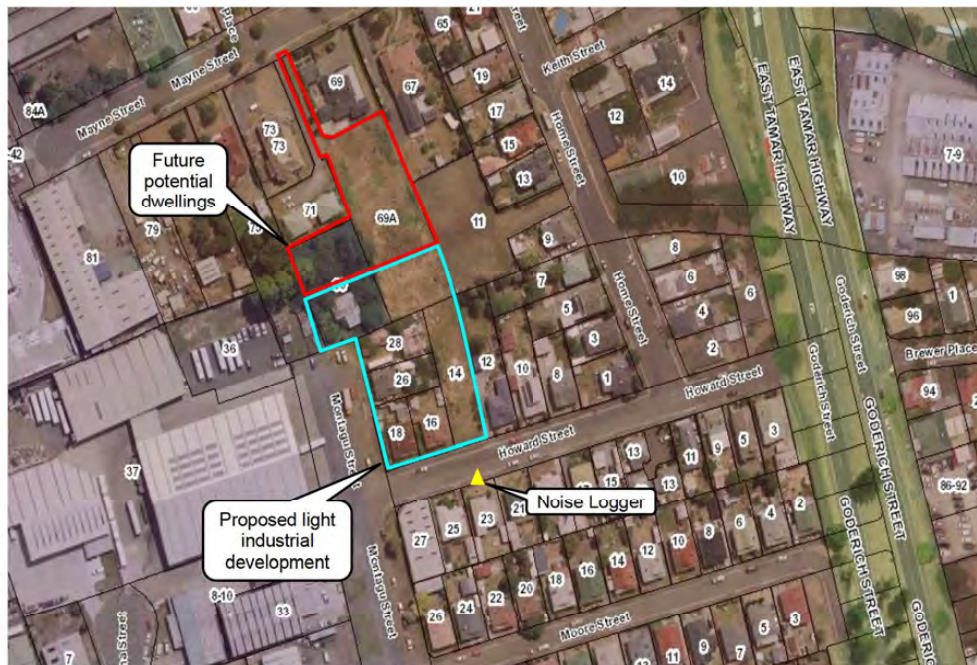


Figure 2 – Proposed light industrial development (Cyan), Future potential dwellings (Red) and Noise Logger Location (Yellow) Location (Based on image from LISTmap)



2. Development Description

As shown in Figure 3, the proposed light industrial development will create a light industrial building with 5 tenancies. While five potential future residential dwellings are shown to help demonstrate that a future residential component, accessed from Mayne Street, can be achieved, these are not included as part of the planning permit application. A 1.8m high, solid colorbond fence is proposed on the eastern, northern and western boundaries that adjoin existing and future residential land.

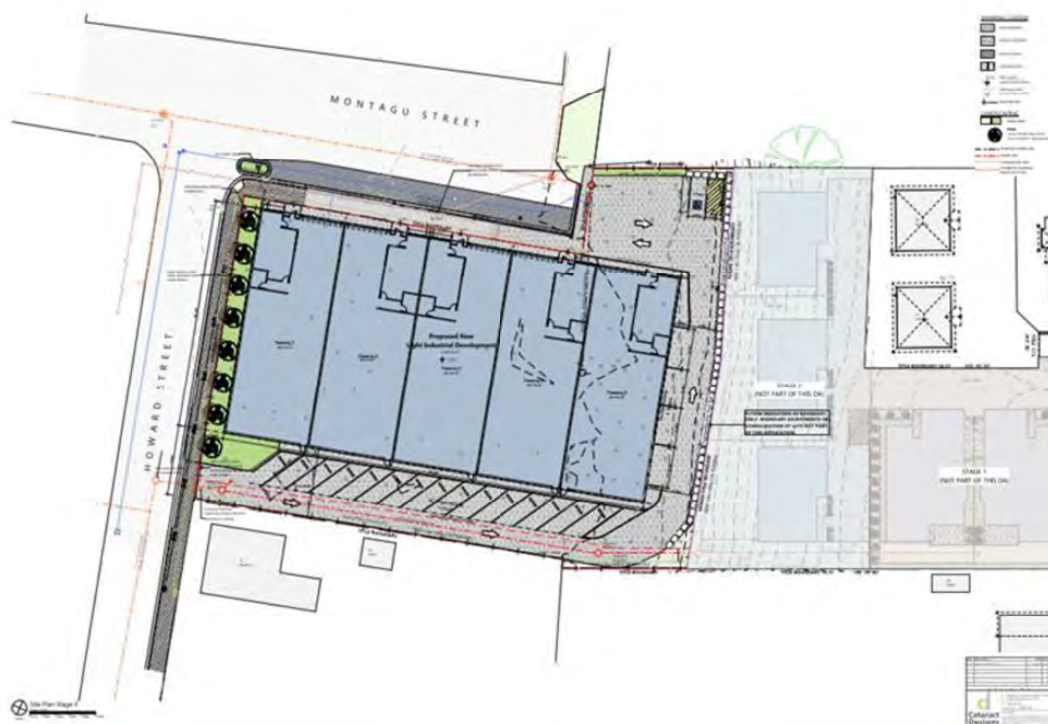


Figure 3 - Site Plan (extracted from the proposed plans, which are appended to the planning report, which supports the rezoning and permit application)

For the purposes of the planning permit application, the proposed land use is 'Storage'. However, to assist with the proposed rezoning assessment, a range of Light Industrial uses are considered in the assessment below. These uses are as listed in Table 18.2 of the planning scheme, reproduced below.



Table 1 – Tasmanian Planning Scheme – Light Industrial Zone - Permitted and Discretionary Uses

Permitted Uses	Discretionary Uses
Emergency Services Equipment and Machinery Sales and Hire Manufacturing and Processing Port and Shipping Recycling and Waste Disposal Research and Development Service Industry Storage Transport Depot and Distribution Utilities Vehicle Fuel Sales and Service	Bulky Goods Sales. If for: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscaping materials, trade or hardware supplier; or (c) a timber yard. Community Meeting and Entertainment Crematoria and Cemeteries Domestic Animal Breeding, Boarding or Training Educational and Occasional Care. If for alterations or extensions to existing Educational and Occasional Care. Food Services General Retail and Hire If for alterations or extensions to existing General Retail and Hire. Recycling and Waste Disposal If for a scrap yard or waste transfer station. Resource Processing Sports and Recreation Vehicle Parking

Once the light industrial development is fully occupied a variety of different businesses and uses are likely to be present. The lot size will likely favour small to medium warehousing and logistics operations and small manufacturing or contractor's workshops. Figure 4 below shows the utilisation of similar existing blocks to the west of the site.

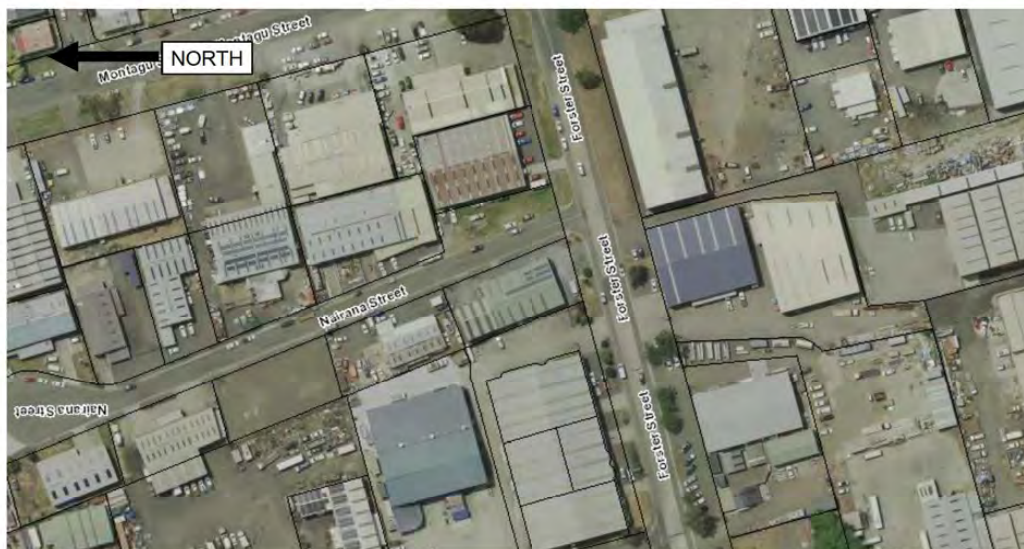


Figure 4 - Aerial photography of several nearby sites, showing typical uses and site layouts.

Traffic Noise

The proposed layout of the site features 20 car parking spaces. In addition, a number of light and heavy vehicle movements are expected each day. The additional traffic volume unlikely to be sufficient to cause a noticeable increase in the traffic noise generated in the area.



3. Emissions Assessment Criteria

Planning Scheme

Future uses of each tenancy will be assessed and approved under the *Tasmanian Planning Scheme – Launceston*. The Attenuation Code C9 will apply to many of the activities which are eligible for permit in the proposed light industrial development, including the proposed Storage use. Where the attenuation zone for a proposed activity includes an existing sensitive use such as a residence, or land within a residential zone, Performance Criteria P1 of Clause C9.5.1 reproduced below, applies.

C9.5.1 Activities with potential to cause emissions

Objective:	
That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.	
Acceptable Solutions	Performance Criteria
A1	P1
The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include: (a) a site used for a sensitive use which is existing; (b) a site that has a planning permit for a sensitive use; or (c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.	An activity listed in Tables C9.1 or C9.2 must not cause: (a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or (b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to: i. operational characteristics of the activity; ii. scale and intensity of the activity; iii. degree of hazard or pollution that may be emitted from the activity; iv. hours of operation of the activity; v. nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; vi. existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and vii. measures to eliminate, mitigate or manage emissions from the activity.

EPP

The planning scheme does not contain any quantitative criteria for evaluating noise levels, however the *Tasmanian Environmental Protection Policy (Noise) 2009*, the ‘EPP’, provides a table of acoustic guideline indicator levels which may be used to assess the likely impact of environmental noise on various activities.

The guideline levels for avoidance of sleep disturbance are an Leq and Lmax of 45 and 60dB(A) respectively, measured outside an open bedroom window. This reduces to 30 and 45 dB(A) respectively, when measured inside a bedroom. It also provides measures for avoiding “Moderate Annoyance” and “Serious Annoyance” for people engaged in for “outdoor daytime living” activities in their yards, of Leq equals 50dB(A) and 55dB(A) respectively. Leq is the “equivalent continuous noise level” which can be thought of as the average noise level over a specific period of time¹. Lmax is the maximum noise level recorded in a specific period of time. These measures relate to the combined total noise level experienced at a location, which is made up of noise from the activity being considered as well as noise from all other sources in the area, such as traffic and other activities, etc.

¹ Noise levels measured in decibels are averaged logarithmically.



Intrusiveness

A commonly used measure of the level of impact of noise from a new industrial activity is that if the level of the noise emissions from the new activity is more than 5 dB(A) higher than the existing background noise level, the noise is considered to be "Intrusive". This measure has been adopted in the NSW noise policy for industry and in some planning schemes, although it has not been specifically incorporated in Tasmanian state noise policy. The background noise level, also known as the "L90", is defined as the noise level in a specific period of time, that is exceeded by 90% of the noise levels measured in that time.

4. Existing Ambient Noise Environment

Existing ambient noise at the nearest residences was characterised from noise logging undertaken between the 1st and 9th of December 2022, at 23 Howard Street, Invermay (518385E, 5269344N). Several residences in this area directly adjoin proposed development. During this period the weather was generally fine, with light winds and moderate temperatures between 4 and 28°C as recorded at the Bureau of Meteorology weather station at Ti Tree Bend, Launceston. There were some periods of stronger wind notably on the 5th and 6th of December.

Figure 5 shows the continuous equivalent noise levels ($L_{Aeq,10min}$), background noise levels ($L_{A90,10min}$) and short duration maximum noise levels ($L_{Amax,fast}$) recorded during this time. Table 2 presents the aggregated day, evening and night-time L_{eq} and L_{90} results, from which periods of strong winds have been filtered out. Ambient noise at these residences is generally comprised of activity in the light industrial sites along Montagu Street and further to the south and traffic along Howard, Montagu and Goderich Streets. Background noise levels follow a typical pattern of rising sharply between 4am and 5am, then slowly increasing to a peak level between 3pm and 6pm, before slowly decreasing overnight until 4am.

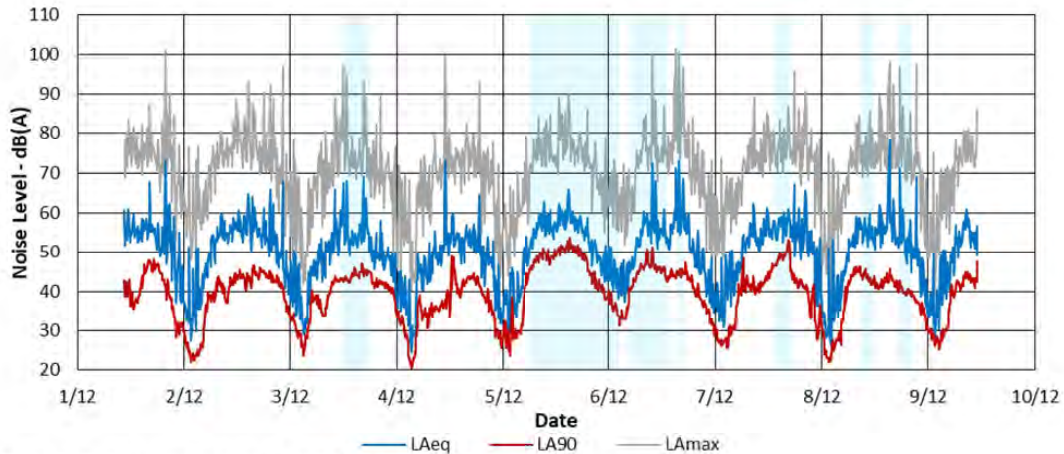


Figure 5 - Noise Logger Results. Periods of wind above 20km/h shaded.

Table 2 - Aggregated Noise Logging Results

Time of Day	L_{Aeq}	L_{A90}	L_{Amax}
Day 7am – 6pm	55.1	40.7	99.9
Evening 6pm – 10pm	56.0	41.3	100.8
Night 10pm – 7am	47.3	35.1	96.7



5. Noise Sources

Due to the wide variation in activities that may be developed on the proposed light industrial development in the future it is not possible to definitively identify the noise sources that will operate on the site. In order to carry out this noise assessment it has been assumed that all sites are occupied by a combination of logistics/warehousing and small metal fabrication or similar workshops.

For the purpose of noise modelling a daytime and evening case is identified containing a continuous truck movement, one external forklift movement across the five tenancies and a noise source such as an angle grinder, forklift or idling truck inside of each lot has been assumed. An exhaust fan is assumed to be located on the roof of each unit. It is assumed that two light vehicle movement occur within the staff parking area. In addition assessment is made of a night-time case similar to that of the daytime case with reduced truck movements of 6 per hour and no external forklift movements.

For warehousing and metal fabrication activities, the noise that is generated inside buildings is greatly reduced by the building walls and roof and has a negligible impact on outside noise levels compared with on-site vehicle noise or power tools being used outside.

Where future users of individual tenancies wish to establish activities which have more intensive noise emissions than those described above, a noise assessment will be required to support their development application, and where needed specific noise mitigation measures included in that development's design.

Details of the noise sources included in this assessment are listed in Table 3 below and shown in Figure 6. All noise sources have been characterised using reference data from the SoundPLAN noise modelling software reference library.

Table 3 – Noise Source Details

Noise Source	Daytime/Evening		Night-time	
	Qty	Sound Power Level dB(A)	Qty	Sound Power Level dB(A)
Angle grinders or similar power tools (Internal)	2	80	2	80
Electric Forklift (Internal)	2	53	2	53
Electric Forklift (External)	1	53	0	-
Trucks (Arriving/ Departing lots at low speed)	Continuous	61/m	6/hr	31.8/m
Trucks (Idling - Internal)	1	80	0	-
Onsite car manoeuvres	2	47	2	47
Exhaust Fan	5	70.3	5	70.3

Intrusive or Dominant Noise Characteristics

Various characteristics of noise can increase the level of annoyance that it causes. These include Tonality, Impulsiveness, Modulation and Low Frequency content. Tonality is where particular frequency bands or "Tones" are present within the noise, such as the "whine" of a circular saw. Impulsiveness is where noise has rapid large changes in amplitude such as gunshots or jackhammers. Modulation is where the noise level cycles up and down rapidly. Low frequency noise is considered a problem when there is significant energy in the 20Hz to 250Hz frequency range.

The existing ambient noise in nearby residential areas is dominated by traffic noise. Traffic noise is relatively free from these characteristics, although low levels of tonality and low frequency noise are likely to be present. The noise emissions from the proposed subdivision will be mostly due to the combination of ventilation equipment, power tools and vehicles from multiple sites. The reference data used to characterise these noise sources does not have sufficient frequency resolution (i.e. it is single rather than one third octave band) to enable a formal assessment for these characteristics to be made, however in practice this type of equipment is generally relatively "broadband" in frequency distribution and continuous in operating level, and does not strongly exhibit intrusive characteristics.



6. Noise Modelling

6.1 Methodology and Assumptions

Noise modelling was carried out in accordance with the Tasmanian DEPHA *Noise Measurement Procedures Manual*, 2008. Noise level calculations were implemented using SoundPLAN 8.2 environmental noise modelling software. Modelling assumptions and settings include:

- The ISO 9613-2 noise calculation standard was used within SoundPLAN. This standard predicts noise levels, taking into account meteorological conditions that are generally favourable to maximum propagation of noise from the source to the receiver. This includes assuming there is a light wind blowing from the sources to the receivers or equivalently that there is a “well developed, moderate ground-based temperature inversion present.”
- Existing buildings, roads and other permanent structures and features were included within the model. All building footprints were sourced from theList.
- Existing terrain topography was obtained from 2 metre LIDAR data sourced from the ELVIS online elevation database.
- Ground absorption factors were set to 60% hard throughout the entire model, accounting for the mixture of soft and hard surfaces in the area.
- A 1.8 metre high solid boundary fence (as identified within the project drawings) is included along all three site side boundaries.
- Two scenarios have been modelled – one representative of daytime activity levels and one representative of lower levels of activity during the evenings and overnight.
- All predicted noise results are free field, with no corrective factors applied.

Figure 6 below shows the SoundPLAN Model for the area surrounding the proposed light industrial development. Yellow dots are noise receiver locations. Green dots are noise receivers attached to houses, red and blue dots indicate the location of internal and external noise sources and red lines indicate the locations of moving noise sources included within the noise model.

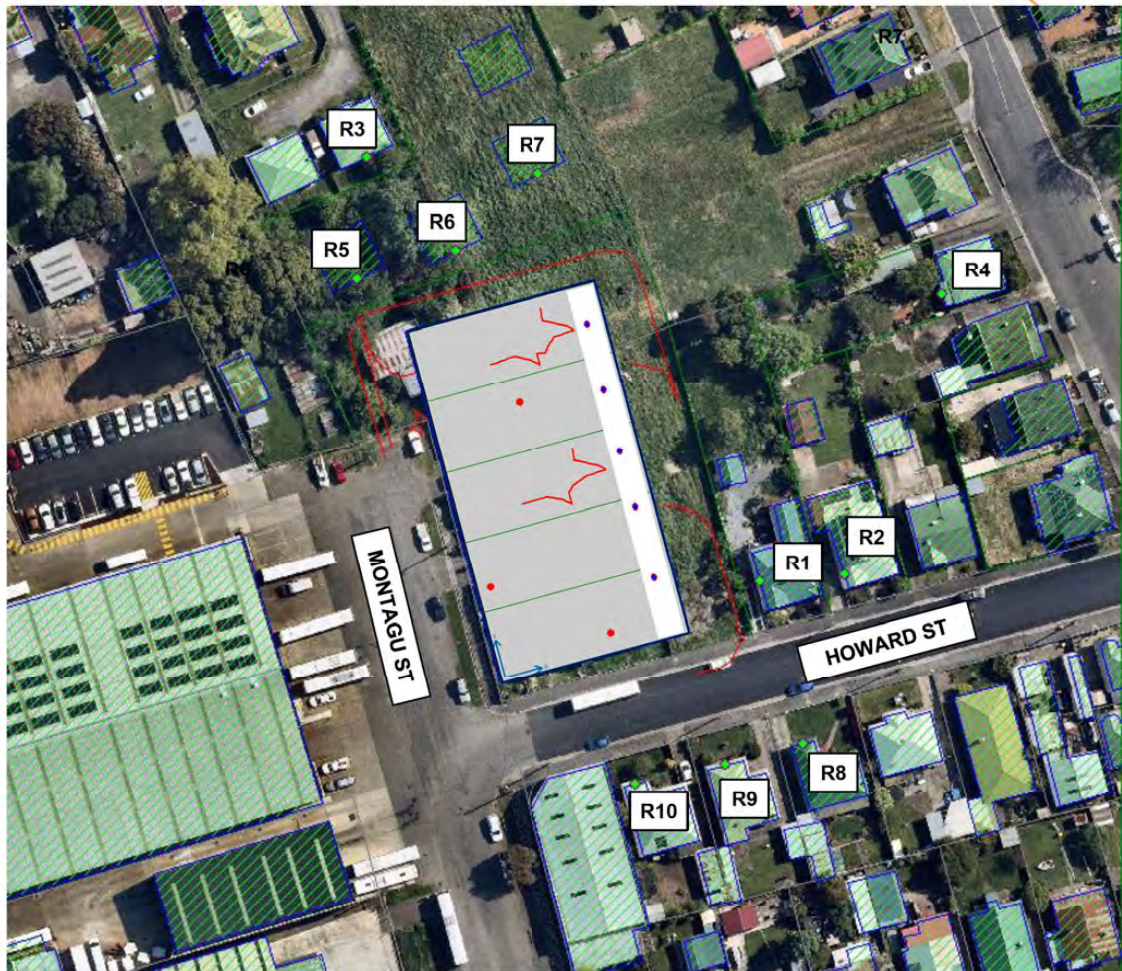


Figure 6 - SoundPlan Model Layout. Base map source: Nearmap

6.2 Results

The noise levels predicted by the SoundPLAN noise modelling are shown in Table 4 below for the two scenarios modelled. The predicted daytime and evening/night-time noise emissions from the development at all nearby residences are all lower than the existing ambient noise level and the $L_{90} + 5\text{dB(A)}$ intrusiveness criterium level.

The existing daytime / night-time ambient noise levels measured at Howard Street were L_{eq} 55.1 and 47.3 dB(A) respectively. These levels already exceed the respective EPP indicator levels of 50 for outdoor living (applicable during daytime/evening) and the 45 dB(A) for sleep disturbance (applicable during the night). The predicted noise emissions from the development are significantly below these levels and will result in a negligible variation to the existing levels.

Figure 7 below shows noise grid maps generated in SoundPLAN for the area surrounding the proposed subdivision for each scenario.

Note that the proposed houses shown in the model as R5, R6 and R7 (30a, 30b and 30c Montague Street) are indicative only and are included to represent possible future dwellings on these blocks that have not been designed at the time of this assessment.

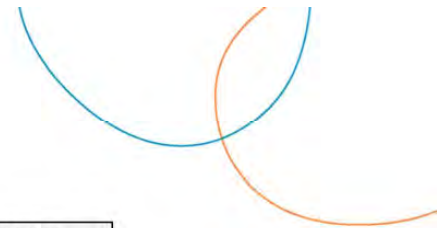


Table 4 – SoundPLAN Noise Modelling Results

Location		Receiver Level	Daytime Noise Level L_{Aeq} dB(A)	Evening/Night-time Noise Level L_{Aeq} dB(A)
R1	12 Howard St	Ground Floor	28.9	28.8
R2	10 Howard St	1 st Floor	26.0	25.6
R3	71 Mayne St	Ground Floor	32.5	29.0
R4	7 Keith St	Ground Floor	26.2	25.8
R5	30a Montagu St (proposed)	1 st Floor	44.8	38.1
R6	30b Montagu St (proposed)	1 st Floor	38.0	32.0
R7	69a Mayne St (proposed)	1 st Floor	31.2	29.3
R8	21 Howard St	Ground Floor	28.7	28.5
R9	23 Howard St	Ground Floor	29.2	28.0
R10	25 Howard St	Ground Floor	26.2	26.1

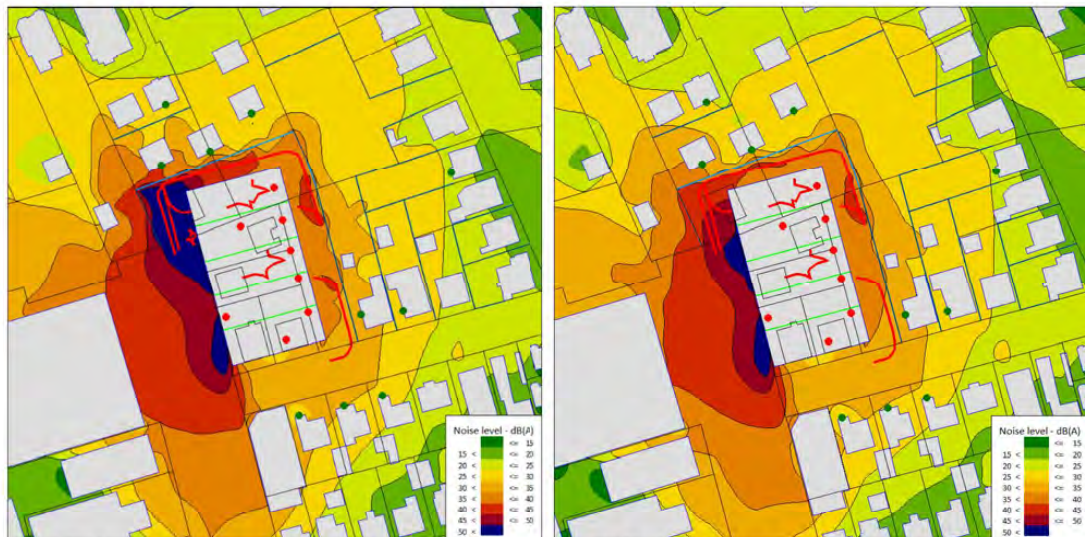


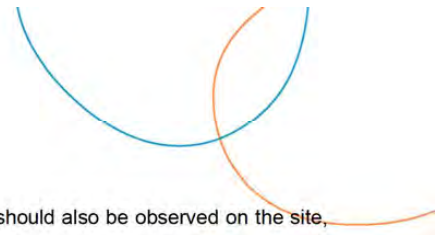
Figure 7 – SoundPLAN Noise contour map of predicted Daytime/Evening (Left) and Night-time (Right) noise emissions.

7. Mitigation Measures

The results of the noise assessment indicate that for the expected development activity types, no specialised noise mitigation measures are required. Note that the modelling includes the effect of the 1.8m high solid “Colorbond” boundary fence, shown on the proposed plans on the eastern, northern and western boundaries that adjoin existing and future residential land. The fence will be free from any gaps or cracks.

Future development activities that might generate higher levels of noise emissions than those allowed for in this noise assessment may need to implement noise control measures that specifically address the plant, equipment and operational details of that particular activity.

Future noise assessments of particular activities may determine that a greater level of noise attenuation, such as noise attenuating enclosures or other noise control measures may be required for specific noise sources.



"Good practice" noise mitigation measures aimed at minimising unnecessary noise should also be observed on the site, including;

- An on-site speed limits of 20kmh or similar.
- All equipment noise control devices (such as exhaust mufflers) to be maintained in good condition at all times.
- Maintain all mechanical equipment in good condition, with correct lubrication and alignment adjustments, and attend to noisy fault conditions (such as damaged bearings) as soon as possible.
- Use of broad band style reversing beacons on forklifts and other mobile plant.
- Avoid unnecessarily "dropping loads" on the ground.

In addition outside of daytime operating hours additional measures should be observed including:

- No external forklift movements or noise generating activities
- No idling of vehicles during loading or unloading and
- Tenancy doors to be kept closed whenever possible.

8. Ground Vibration

Permissible land uses within the proposed Light Industrial Zone will operate within the confines of relatively small tenancies (each floor area is 451.75m²), and will not utilise heavy plant or equipment capable of generating ground vibration with sufficient magnitude to be detectable beyond the boundary of the site.

9. Air Assessment

Light industrial activities typically have only a modest potential to generate offensive odours or particulate emissions. Some odour and particulates are emitted from painting, use of forklifts, handling of stored goods and small scale metal fabrication works. Typically all of these operations will be conducted inside the workshop, with some limited truck or forklift movements outside. The odour and particulate emissions sources have low intensities and small emissions rates. They will disperse rapidly such that odour or particulate emissions will not be detectable beyond the boundary of the site. As such no loss of amenity is likely to occur as a result of odour or particulate emissions from the proposed development.

Similarly, most light industrial activities do not generate significant emissions to air of toxic chemicals or other pollutants of concern that are regulated under the Air Toxics NEPM, the Ambient Air Quality NEPM or the Tasmanian Environmental Protection Policy (Air Quality). If an activity is proposed in the future that does have a potential to generate such emissions, an air assessment would be required to demonstrate that air emissions have been controlled appropriately.



10. Conclusion

The results of this noise and air assessment indicates that for the most likely pattern of utilisation of the proposed development, with the recommended noise mitigation measures in place, noise, ground vibration and air emission levels from the proposed development are sufficiently low as to have no adverse impact on any nearby potential or existing sensitive receptors.

At these levels, noise and air emissions from the activity are unlikely to cause environmental harm or adversely impact on environmental amenity at any residences in the region. Noise emissions should be sufficiently low as to create a negligible change to the total noise emissions generated within the surrounding area.


Given the above mentioned matters:

- The noise and air emissions assessment meets the requirements of Part D2.1.1 of the NRLUS to provide an assessment of environmental hazards, and demonstrates that the proposed rezoning will not result in land use conflict between the proposed Light Industrial Zone and adjacent existing and future residential development, which includes future development on the land that is proposed to be rezoned to General Residential; and
- The proposed Storage use satisfies Performance Criteria P1 under Clause C9.5.1 of the planning scheme's Attenuation Code.

pitt&sherry

Montagu St, Invermay

Noise and Air Assessment



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Traffic Impact Assessment

Appendix H

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**Invermay – Combined rezoning
and planning permit**

Traffic Impact Assessment

Prepared for
LPD Developments Pty Ltd

Client representative
Rowan Larissey

Date
10 March 2023

Rev01

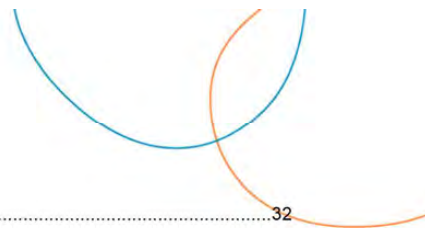


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Reviewed by — Leenah Ali-Lavroff		Date — 10 March 2023
Authorised by — Doug Fotheringham		Date — 10 March 2023

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1. Introduction

1.1 Project Background

LPD Developments Pty Ltd (LPD) are proposing a combined amendment to the Local Provisions Schedule (LPS) of the Tasmanian Planning Scheme – Launceston (the planning scheme), and a planning permit application for a proposed light industrial development.. The proposal is to:

- Rezone the following land from General Residential Zone to Light Industrial Zone:
 - Southern portion of 69A Mayne Street, Invermay
 - 26 and 28 Montagu Street, Invermay
 - 14, 16 & 18 Howard Street, Invermay
- Rezone the northern portion of 30 Montagu Street from Light Industrial to General Residential; and
- Seek a planning permit for a light industrial development (with the Storage land use) on 14, 16 & 18 Howard Street, 26, 28 & 30 Montagu Street and 69A Mayne Street.

An overview of the proposal is shown in Figure 1. The proposed plans are included in Appendix A.

The rezoning proposal is combined with a planning permit application for a proposed new light industrial development. As shown in Figure 1, this development will be located in the existing and the proposed Light Industrial Zone. The proposed land use is Storage, and this proposal must comply with the applicable parking and traffic requirements of the Planning Scheme. The proposed light industrial development site is assessed in Sections 2, 3, 4 and 5. Section 5 of this report demonstrates the light industrial development complies with these requirements and because of this, Section 7 demonstrates that the proposed rezoning to Light Industrial meets the requirements of the Northern Regional Land Use Strategy (NRLUS).

The overview plan in Figure 1 demonstrates that 1½ 'potential dwelling' footprints are on the land to be rezoned to General Residential, along with another potential 3½ 'potential dwellings' on the adjoining property to the south, all of these potential dwellings are part of a future staged development accessed from Mayne Street and are not proposed as part of the rezoning or permit application. The purpose of showing the potential dwellings is to demonstrate that it is feasible for residential development to be staged and consolidated from the Mayne Street access point. This potential residential development is assessed in Sections 6 and 7 below, to help demonstrate that proposed rezoning to General Residential meets the requirements of the NRLUS.



Figure 1: Overview of the proposal

1.2 Traffic Impact Assessment (TIA) Scope

LPD Developments Pty Ltd has engaged pitt&sherry to prepare a Traffic Impact Assessment that is to be included with the planning report for the combined rezoning and planning permit application.

This report has been prepared with reference to the Department of State Growth (State Growth)'s Publication *Traffic Impact Assessments (TIA) Guidelines* and the Planning Scheme.

2. Existing Conditions

This section explains the existing conditions of the site for the proposed light industrial development.

2.1 Site Location

The site for the proposed light industrial development, is located on the north-eastern corner of Montagu Street/ Howard Street intersection and encompasses the following properties:

- 14, 16 and 18 Howard Street
- 26, 28 and 30 Montagu Street; and
- 69A Mayne Street.



Under the current Planning Scheme, the above properties have land use classification of General Residential except for 30 Montagu Street which has land use classification of Light Industrial.

The proposed land use classification for the light industrial development is 'Storage'. The site is also surrounded by General Residential and Light Industrial zones.

Figure 2 shows the site location in the local context and Figure 3 shows the current zoning in the vicinity of the site.



Figure 2: Site location (basemap: site plans provided by LPD Developments Pty Ltd)

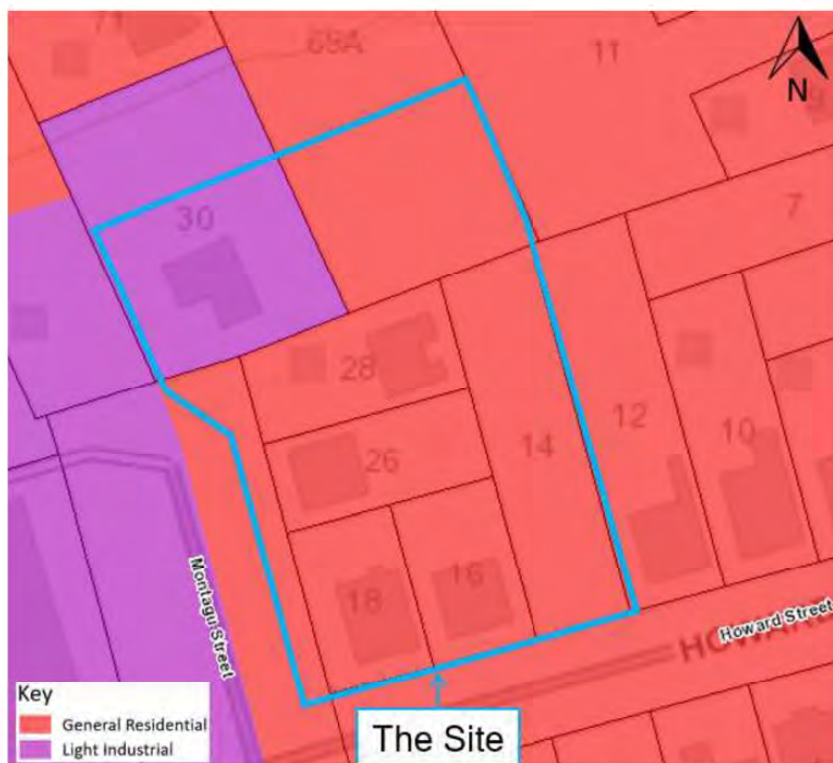
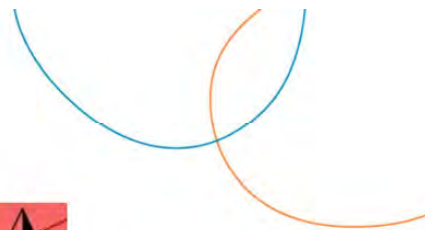


Figure 3: Applicable Planning Zones – Current (source: LISTmap)

2.2 Existing Operation

There are residential houses and sheds located in the following properties:

- 14, 16 and 18 Howard Street; and
- 28, 28 and 30 Montagu Street.

69A Mayne Street is currently a vacant land.

It is understood that the residential houses and sheds within the site will be demolished as part of the proposed development.

2.3 Surrounding Road Network

2.3.1 Montagu Street

Montagu Street is owned by City of Launceston (Council) and is classified as a Local Road¹. Montagu Street runs in a north-south direction and is configured with one lane in each direction. Montagu Street is subject to the Tasmanian urban road default speed limit of 50 km/h. Montagu Street carries approximately 3,560² vehicles per day.

¹ Road hierarchy sourced from the LIST map "Road Centreline" layer.

² Daily vehicle volume calculated using traffic data collected in September 2022 and assuming a peak to daily ratio of 10%.



2.3.2 Howard Street

Howard Street is owned by Council and is classified as a Local Road³. Howard Street runs in an east-west direction and is configured with one lane in each direction. Howard Street is subject to the Tasmanian urban road default speed limit of 50 km/h.

2.3.3 Mayne Street

Mayne Street is owned by Council and is classified as a Local Road⁴. Mayne Street runs in an east-west direction and is configured with one lane in each direction. Mayne Street is subject to the Tasmanian urban road default speed limit of 50 km/h.

2.3.4 Goderich Street

Goderich Street is a State Growth owned National/State Highway⁵. Goderich Street connects the East Tamar Highway with Lower Charles Street along the eastern side of the River Tamar. It runs in a north-south direction and is predominantly configured with two lanes in each direction. Goderich Street has a posted speed limit of 80km/h.

An Annual Average Daily Traffic (AADT) of approximately 28,500⁶ vehicles a day with 7.5% proportion of heavy vehicles was record in 2019 at approximately 650m from the site.

2.4 Surrounding Intersections

The following intersections are located in the vicinity of the site:

- Montagu Street/ Howard Street 3-leg give-way intersection
- Montagu Street/ Moore Street 3-leg give-way intersection
- Montagu Street/ Darwin Street 3-leg give-way intersection; and
- Montagu Street/ Forster Street 4-leg roundabout.

2.5 Site Access

The properties within the site are currently accessed via the following streets:

- 14 and 16 Howard Street accessed via Howard Street
- 18 Howard Street accessed via both Howard Street and Mayne Street
- 26, 28 and 30 Montagu Street accessed via Montagu Street; and
- 69A Mayne Street accessed via Mayne Street.

³ Road hierarchy sourced from theLIST map "Road Centreline" layer.

⁴ Road hierarchy sourced from theLIST map "Road Centreline" layer.

⁵ Road hierarchy sourced from theLIST map "Road Centreline" layer.

⁶ Data sourced from State Growth's traffic data website at counter station A0265100



2.6 Traffic Volumes

2.6.1 Traffic Data

Based on available traffic data Council collected in 2014 along Forster Street in the vicinity of the site, Council have provided AM and PM peak hours as follows:

- AM peak hour 8:00am to 9:00am; and
- PM peak hour 4:30pm to 5:30pm.

2.6.2 Traffic Volumes

Based on the provided peak hours, pitt&sherry staff undertook a traffic count at the Montagu Street/ Forster Street roundabout on Thursday, 1 September 2022.

Traffic data collected on 1 September 2022 has been adopted to represent traffic volumes in 2023 due to the following considerations:

- It is school holiday at the time of preparation of this report (January 2023), traffic data at this time is considered unsuitable to reflect worst-case traffic conditions in the surroundings of the site; and
- It is considered that the 2023 traffic volumes in the vicinity of the site have minimal difference than the traffic data collected on 1 September 2022.

The existing AM and PM peak hours traffic volumes at the Montagu Street/ Forster Street roundabout are shown below in Figure 4 and Figure 5.

It is noted that traffic counts have been completed at the Montagu Street/ Forster Street roundabout as the majority of traffic generated by the proposed development is expected to enter and exit the site via Montagu Street, travelling through the Montagu Street/ Forster Street roundabout.

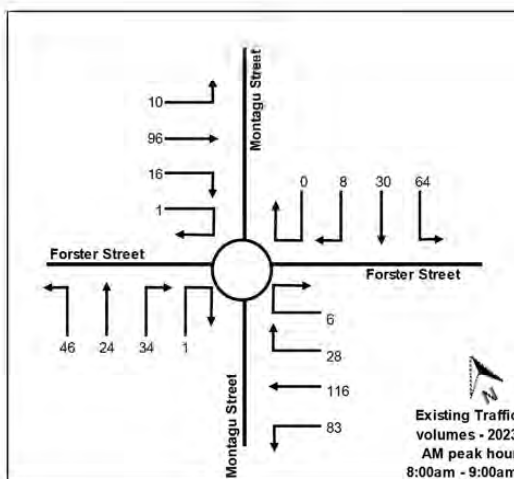


Figure 4: Existing traffic volumes – Existing AM peak hour

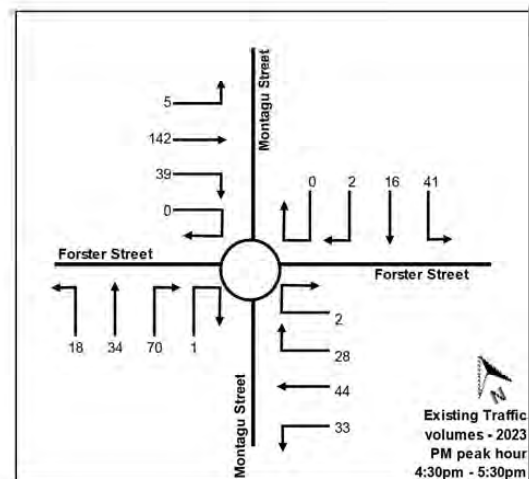


Figure 5: Existing traffic volumes – Existing PM peak hour



2.7 Existing Intersection Performance

2.7.1 Traffic Modelling Software

The operation of the Montagu Street/ Forster Street roundabout has been modelled using SIDRA Intersection 9.0 traffic modelling software. SIDRA Intersection rates the performance of the intersections based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of operation. Table 1 shows the criteria that SIDRA Intersection adopts in assessing the LOS.

Table 1: SIDRA Intersection Level of Service (LOS) criteria

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

2.7.2 Intersection Layouts

The geometry of the Montagu Street/ Forster Street roundabout used for the SIDRA Intersection 9.0 traffic model was developed with reference to aerial photography obtained for theLIST. The aerial photography informed the width and length of the trafficable lanes and the speed limits.

The geometry of the roundabout used in the model is shown below in Figure 6.



Figure 6: Geometric layout – Montagu Street/ Forster Street roundabout



2.7.3 Traffic Modelling Results

A summary of the traffic modelling results at the roundabout is shown in Table 2. Full results are presented in Appendix C.

Table 2: Existing operation - traffic modelling results

Peak Hour	Leg	Degree of Saturation	Average delay (secs)	95% Back of Queue (m)	Level of Service
AM	South: Montagu Street	0.10	7	4	A
	East: Forster Street	0.18	5	7	A
	North: Montagu Street	0.10	6	3	A
	West: Forster Street	0.11	6	4	A
	All Vehicles	0.18	6	7	A
PM	South: Montagu Street	0.10	7	4	A
	East: Forster Street	0.09	6	3	A
	North: Montagu Street	0.06	6	2	A
	West: Forster Street	0.17	6	7	A
	All Vehicles	0.17	6	7	A

Based on the results presented in Table 2, the modelled roundabout currently operates well with minimal queues and delays experienced on all approaches during both the AM and PM peak hour. The modelled results align with observations made on site.

2.8 Parking

It was observed that during the site visit on 1 September 2022 that the properties within the site generally have 1-2 parking spaces at each property. In the vicinity of the site, there was one car parked on the roadside along Montagu Street.

2.9 Road Safety

2.9.1 Crash History

State Growth have provided crash data for the most recent 10-year period in the vicinity of the site. The crash history shows that one crash was recorded in the vicinity of the site over the most recent 10-year period and the crash resulted in property damage only. Figure 7 below shows the crash location.



Figure 7: Crash history map

2.10 Public Transport

There are three bus stops located in the vicinity of the site. The following bus routes operate through all three bus stops:

- Route No. 110, 115-117, 770-772 operated by Metro Tasmania (Metro); and
- Route No. 775-777 operated by Redlines.

Figure 8 shows the locations of the bus stops in the local context.



Figure 8: Bus Stops location



2.11 Pedestrian and Cycling Infrastructure

Montagu Street is configured with pedestrian footpaths on one side of the road. Mayne Street and Howard Street is configured with pedestrian footpaths on both sides of the road.

No on-road cycling facilities are available within the road network in the vicinity of the site. It is noted that cyclists in Tasmania are allowed to ride on footpaths.

3. Proposed Development

This section describes the proposed light industrial development.

3.1 Overview

LPD propose to develop a light industrial development for storage/warehouse purposes at Montagu Street, Invermay. The development will include the following:

- A light industrial development that consists of 5 tenancies. Each tenancy has an area of 451.75m², resulting in a total gross floor area of 2,258.75m² for the facility. The total site area for the facility is 3,842m²
- 15 45-degree general parking spaces and 1 90-degree Disability Discrimination Act (DDA) accessible parking space
- A sealed, one-way vehicle circulation roadway on the northern and eastern sides of the light industrial development; and
- A two-way parking aisle on the western side of the light industrial development.

An overview of the proposed development plan is shown below in Figure 9. Detailed plans are included in Appendix A.

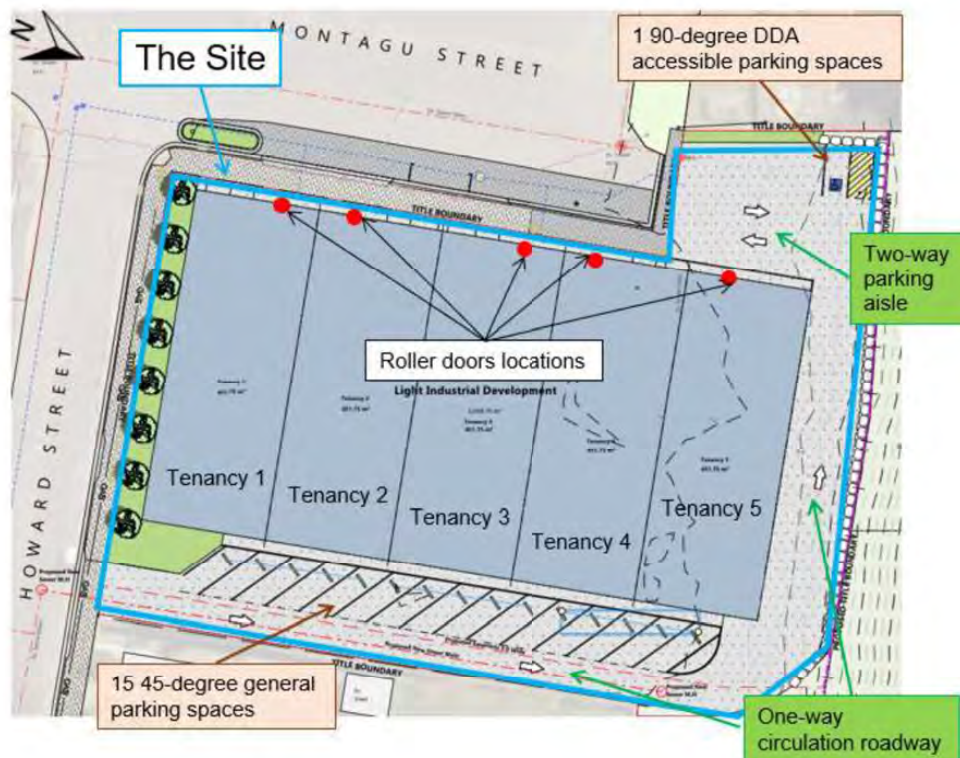


Figure 9: Proposed development plan

3.2 Proposed Development Operation

As mentioned, the proposed development will be a light industrial development for storage/warehouse purposes. It will provide 5 tenancies. It is understood that each tenancy will be equipped with a roller door such that the loading and unloading of goods can occur from each tenancy.

It is understood that each tenancy will have less than or equal to three employees when they become operational.

3.3 Vehicular Access

Circulation Roadway

A one-way circulation roadway is proposed to be located on the eastern and northern side of the facility, allowing small vehicles to enter the facility via Howard Street and exit via Montagu Street. The width of the circulation roadway varies with the narrowest section having a width of 3.7m.

A two-way parking aisle will be located on the western side of the facility and will cater for both medium rigid vehicles and small vehicles manoeuvre within the site.



Site Access

Each tenancy in the light industrial development will have a 6m-wide roller door for vehicle access and two smaller doors for pedestrian access. One of the smaller doors and the 6m-wide roller door will be accessed via Montagu Street and the two-way parking aisle, the other smaller door will be accessed via the circulation roadway located on the eastern side of the facility.

3.4 Parking

Based on the plans, it is proposed to locate the car park on the eastern and western sides of the light industrial development. 20 car parking spaces including 1 DDA accessible car parking space is proposed.

3.5 Deliveries and Rubbish Collection

The largest vehicles expected to make deliveries to and from the site are expected to be 12.5m heavy rigid vehicles (HRVs). It is envisaged that all commercial vehicle deliveries will occur directly within each tenancy.

The rubbish collection truck is expected to be similar to or smaller than a medium rigid vehicle (MRV) which is 8.8m long and 2.5m wide. It is understood that the rubbish collection will occur either within the tenancies or kerbside.

3.6 Pedestrian Paths

It is proposed to locate a 1.2m wide pedestrian path along the eastern side of the light industrial development. This will be separated from the vehicular area and will directly connect the eastern side car park with the light industrial development. Vehicle wheel stops will be used to eliminate vehicles encroaching onto the pedestrian path.

The footpath along Montagu Street on the western side of the light industrial development is owned and maintained by Council and will remain available.

Figure 10 show the locations of the proposed pedestrian path on site and Council's footpaths.

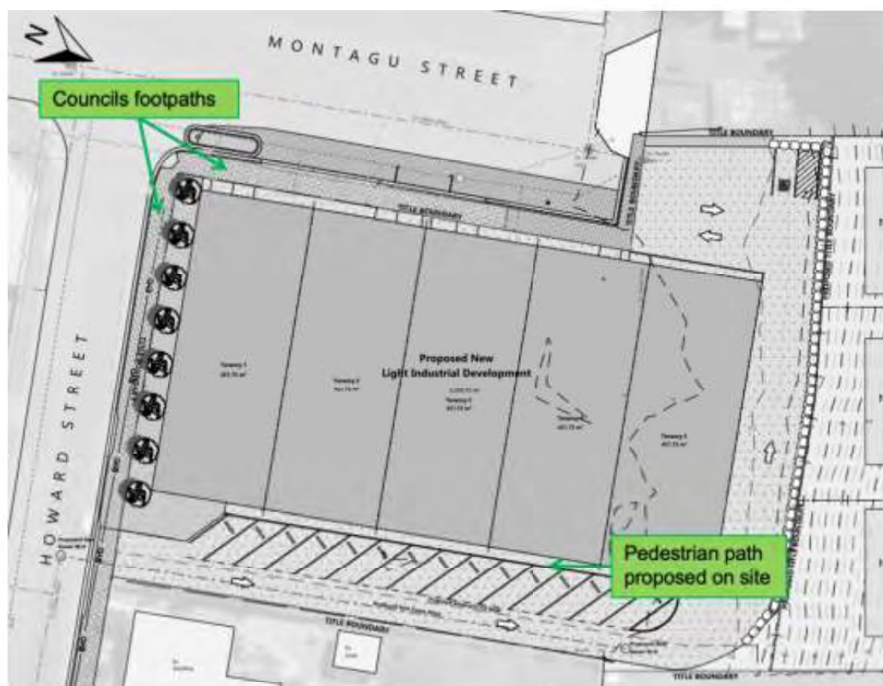


Figure 10: Pedestrian paths locations

4. Transport Assessment

This section provides a transport assessment for the proposed light industrial development.

4.1 Traffic Impact Assessment

4.1.1 Traffic Generation

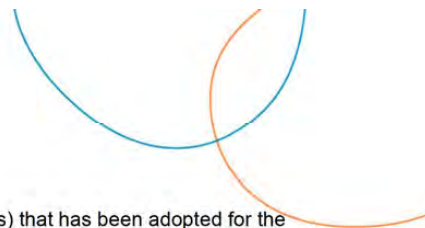
The NSW Roads and Maritime Services publication *Guide to Traffic Generating Developments 2002* (RMS Guide) defines "Warehouse" as "a building or place used for the storage of goods, merchandise or materials pending their sale and distribution to persons engaged in the retail trade". Based on this, the proposed development that will be used for storage facility has been assessed using traffic generation rates for the land use warehouse.

The RMS Guide specifies the following generation rates for warehouses:

- Daily 4 per 100m² gross floor area; and
- AM and PM Peak Hour 0.5 per 100m² gross floor area.

Based on the above rates and a gross floor area of 2258.75m² for the proposed warehouse, the traffic generation during the AM and PM peak hours, as well as daily, is expected to be as follows:

- Daily 91 vehicle movements; and
- AM and PM Peak Hour 12 vehicle movements.



The directional split of the traffic (i.e. ratio between inbound and outbound movements) that has been adopted for the development was determined from the *ITE Trip Generation Manual* for the land use *warehousing*. The adopted directional split is as follows:

- AM Peak Hour 70% in/ 30% out; and
- PM Peak Hour 35% in/ 65% out.

4.1.2 Traffic Distribution and Assignment

The majority of traffic generated by the proposed development is expected to enter and exit the site via Montagu Street, travelling through the Montagu Street/ Forster Street roundabout. Traffic generated by the site is based on a number of factors including:

- The location of major distribution roads around the site
- The location of traffic generating developments; and
- Existing traffic patterns.

Based on the above, the expected distribution to and from the site is shown in Figure 11. The expected assignments for AM and PM peak hours are shown in Figure 12 and Figure 13 respectively.

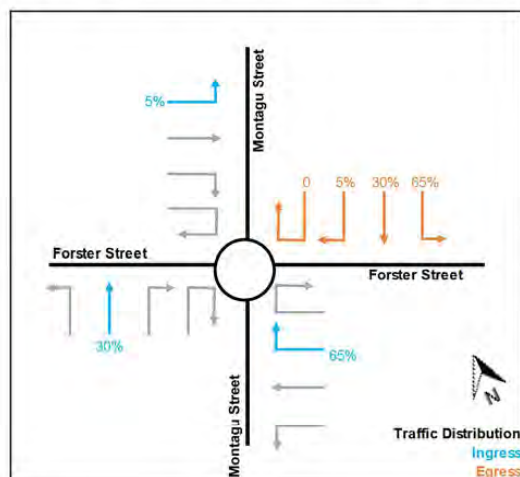


Figure 11: Traffic distribution



Figure 12: Traffic assignment – AM peak hour

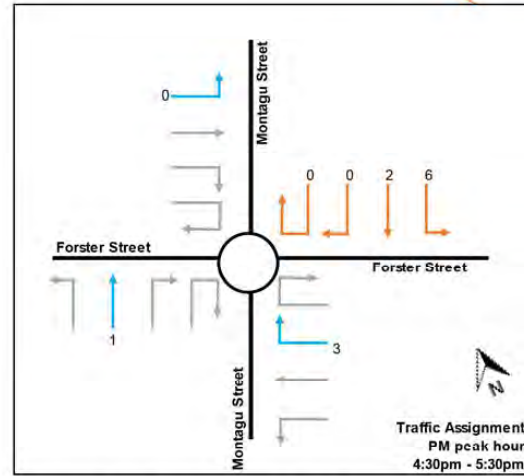


Figure 13: Traffic assignment – PM peak hour

4.1.3 Traffic Impact – Post Development 2023

Traffic volume

The traffic volumes of the facility on the Montagu Street/ Forster Street roundabout have been estimated for the immediate post development scenario. The expected post development traffic volumes for the weekday AM and PM peak hours are shown in Figure 14 and Figure 15.

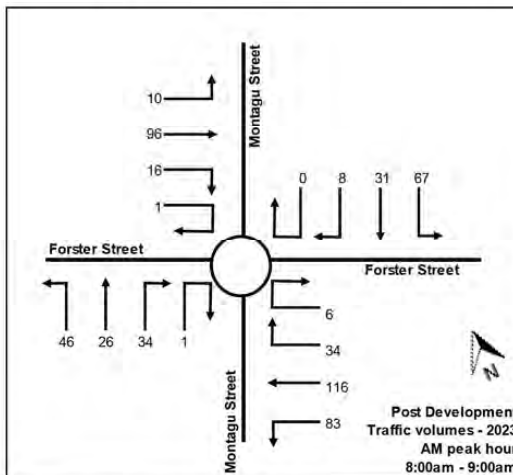


Figure 14: Post development traffic volumes – AM peak hour

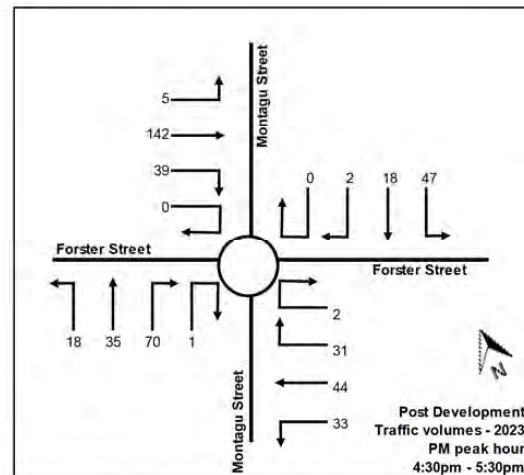


Figure 15: Post development traffic volumes – PM peak hour

Traffic Impacts

A summary of the traffic modelling results for the immediate post development scenario (2023) is provided in Table 3. Full results are presented in Appendix D.

Table 3: Post development operation – traffic modelling results

Peak Hour	Leg	Degree of Saturation	Average delay (secs)	95% Back of Queue (m)	Level of Service
AM	South: Montagu Street	0.10	7	4	A
	East: Forster Street	0.19	6	8	A
	North: Montagu Street	0.10	6	4	A
	West: Forster Street	0.11	6	4	A
	All Vehicles	0.19	6	8	A
PM	South: Montagu Street	0.11	7	4	A
	East: Forster Street	0.09	6	3	A
	North: Montagu Street	0.07	6	3	A
	West: Forster Street	0.17	6	7	A
	All Vehicles	0.17	6	7	A

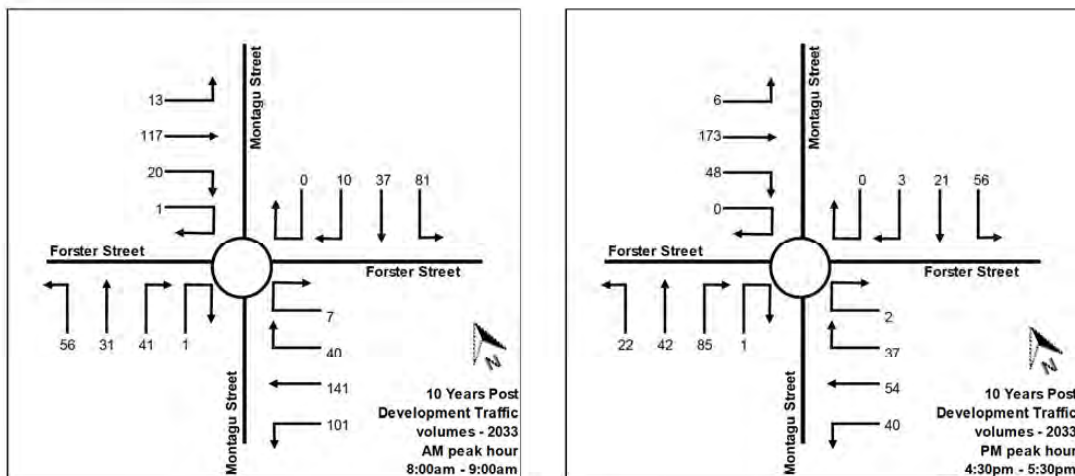
Based on the results presented in Table 3, the modelled roundabout is expected to continue to operate well post development with minimal queues and delays experienced on all approaches.

4.1.1 Traffic Impact – 10 Years Post Development 2033

Traffic volume

The traffic volumes of the facility on the Montagu Street/ Forster Street roundabout have been estimated for the year 2033. Based on State Growth’s historical traffic data collected in the vicinity of the site, a 2% compounding growth rate has been applied to the existing traffic volumes to calculate 2033 traffic volumes.

It is noted that the traffic volumes from the light industrial development have not been increased beyond 2023 as the number of vehicle movements generated by the light industrial development is not expected to increase. The expected 10-years post development traffic volumes for the weekday AM and PM peak hours are shown in Figure 16 and Figure 17.



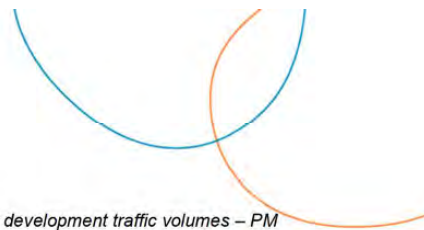


Figure 16: 10 years post development traffic volumes – AM peak hour

Figure 17: 10 years post development traffic volumes – PM peak hour

Traffic Impacts

A summary of the traffic modelling results for the 10-year post development scenario (2033) is provided in Table 4. Full results are presented in Appendix E.

Table 4: 10 years post development operation – traffic modelling results

Peak Hour	Leg	Degree of Saturation	Average Delay (secs)	95% Back of Queue (m)	Level of Service
AM	South: Montagu Street	0.12	7	5	A
	East: Forster Street	0.23	6	10	A
	North: Montagu Street	0.12	6	5	A
	West: Forster Street	0.14	6	5	A
	All Vehicles	0.23	6	10	A
PM	South: Montagu Street	0.13	7	5	A
	East: Forster Street	0.11	6	4	A
	North: Montagu Street	0.09	6	3	A
	West: Forster Street	0.21	7	9	A
	All Vehicles	0.21	7	9	A

Based on the results presented in Table 4, the modelled roundabout is expected to continue to operate well 10-year post development with minimal queues and delays experienced on all approaches.

4.1.1 Road Safety Impacts

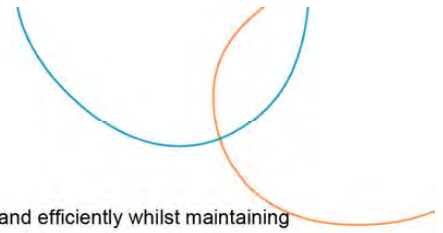
The crash recorded in the vicinity of the site in the most recent 10 years is considered an isolated incident and does not indicate any crash patterns of concern.

The expected traffic generation of the proposed development both immediately post development and 10-years post development is not expected to increase the risk or severity of crashes in the vicinity of the site.

4.2 Site Layout Assessment

Circulation Roadway

The driveway designs have been assessed against the requirements set out in the Australian Standard AS2890.2:2018 *Parking facilities: Off-street commercial vehicle facilities* (AS 2890.2). AS 2890.2 states that “Swept paths shall be used to check that the paths of vehicles travelling in the forward direction when negotiating access driveways and circulations roadways, can be accommodated within the proposed roadway. Swept paths shall also be used to check the movement in and out of a loading dock to establish that a sufficient apron width is provided for the vehicle swept path and manoeuvring clearances”.



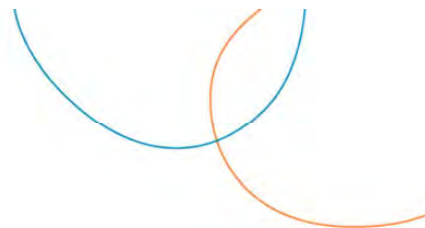
As shown in Appendix B, a 12.5m HRV is able to navigate throughout the site safely and efficiently whilst maintaining relevant clearances to parking spaces and the light industrial development for each tenancy.

Site Access

As discussed, AS 2890.2 states that the site access widths shall be checked by the application of swept paths for the design vehicle.

As the largest vehicle expected to travel to and from site is expected to be 12.5m HRV's, swept paths modelling have been undertaken for 12.5m HRV's entering and exiting the site from each access point at each door of the tenancies. The swept paths are attached in Appendix B.

The swept paths show that a 12.5m HRV can safely and efficiently enter and exit the site in a forward and reverse direction.



4.3 Sight Distance Assessment

The Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (AGRD Part 4A) specifies that “Desirably, sight distances at accesses should comply with the sight distance requirements for intersection”.

The Safe Intersection Sight Distance (SISD) at both accesses has been assessed against the requirements of the AGRD Part 4A. The SISD was measured and recorded on site on 1 September 2022 in accordance with the Austroads Guide Part 4A.

It is noted that vehicle speed refers to the 85th percentile speed vehicles travel throughout the site, which was determined during the site visit. The speed varies from the posted speed limit due to the provision of turning movements from Howard Street.

Although there are multiple roller doors accessed from Montagu Street, sight distances at each side of the development along Montagu Street are considered the most restricted. As such, sight distances measurement has been undertaken from the two locations that are most restricted as shown in Figure 18.

The SISD requirements and the observed sight distance for location 1 and 2 are shown below Figure 18.

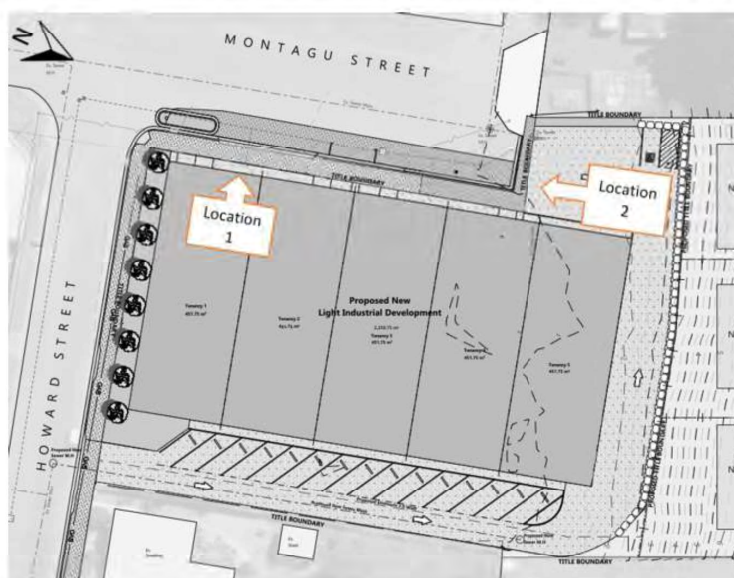


Figure 18: Locations of sight distances measurement taken



Table 5: Safe intersection sight distance assessment

Access location	Direction of Vehicle on Montagu Street	Speed	Sight Distance Requirement – Austroads (with desirable 2s reaction time)	Available Sight Distance	Meets Requirements
Location 1	Northbound	40km/h	73m	>250m	Yes
	Southbound	20km/h	35m	40m	Yes
Location 2	Northbound	40km/h	73m	>250m	Yes
	Eastbound(*)	10km/h	15m	20m	Yes

(*) based on vehicles coming out from other property access at the end of Montagu Street

Based on the above, the sight distance at the proposed accesses onto Montagu Street complies with the requirements of the Austroads Guide Part 4A.

4.4 Car Parking Assessment

4.4.1 Parking Provision

It is assumed that each tenancy is expected to have less than or equal to 3 employees on site. Thus, the number of car parking spaces has been assessed based on the light industrial development site area and the assumption made.

The assessment of the parking provision against the parking requirement is summarised in Table 6.

Table 6: Parking provision and requirements

Land Use	Parking Type	Planning Scheme Parking Rate	Parking Requirement	Parking Provision
Storage	General	1 space per 200m ² or 1 space per 2 employees, whichever is greater	20	20
	Bicycle	No requirement	0	0
	Motorcycle	No requirement	0	0

As the light industrial development is proposing to provide 19 car parking spaces and 1 DDA accessible parking space, it complies with the requirements of the Planning Scheme.

It is also noted that, based on the Planning Scheme, the bicycle and motorcycle parking provisions are not applicable.



4.4.2 Parking Layout Assessment

The car parking layout has been reviewed against the Planning Scheme, the *Australian Standard AS/NZS2890.1:2004 Parking facilities: Off-Street car parking* (AS 2890.1) and the *Australian Standard AS/NZS2890.6:2009 Parking facilities: Off-street parking for people with disabilities* (AS 2890.6). In order to determine the class of parking, Table 1.1 of AS2890.1 has been reviewed. An excerpt of Table 1.1 of AS2890.1 is shown below in Figure 19.

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 19: Table 1.1 of Australian Standard AS/NZS 2890.1:2004

As the tenancies are expected to generate medium-term visitor parking, the car park was assessed against the User Class 2 requirements of AS 2890.1.

The assessment is shown below in Table 7, noting that examples of angle parking spaces layouts from AS2890.1 for 90-degree parking and 45-degree parking are shown below in Figure 20 and Figure 21, respectively.

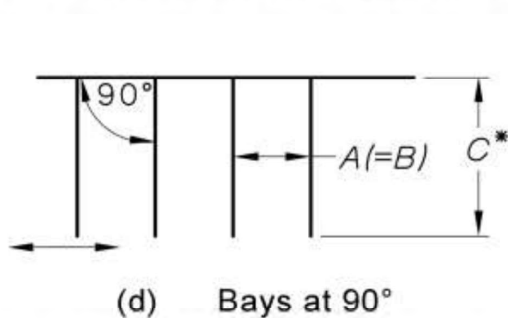


Figure 20: Excerpt of 90-degree parking spaces layout from AS2890.1 Figure 2.2

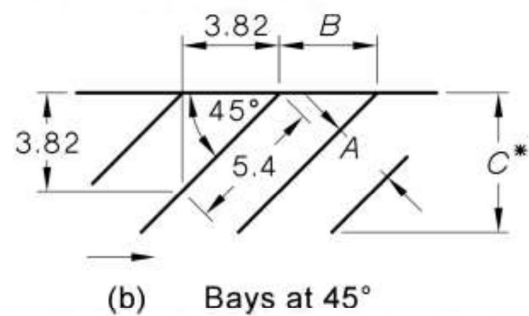


Figure 21: Excerpt of 45-degree parking spaces layout from AS2890.1 Figure 2.2



Table 7: Car parking dimensions

Car Park	Feature	Proposed	Minimum Requirement (AS 2890.1 and AS 2890.6)
User Class 2 – 45-degree parking	Parking Space Width (dimension A in Figure 21)	2.5m	2.5m
	Parking Space Length (dimension C in Figure 21)	5.6m	5.6m
	Parking Aisle Width (one-way)	4.3m (width varies with the narrowest section being 3.7m wide)	3.7m
Parallel Parking Spaces	Parking Space Width	2.4m	2.1m
	Parking Space Length	6.0m	5.9m
	Parking Space Length (obstructed)	6.2m	6.2m
	Parking Aisle Width (one-way)	4.0m	3.6m
DDA Accessible Parking – 90-degree parking	Parking Space Width (dimension A in Figure 20)	2.6m	2.4m
	Parking Space Length (dimension C in Figure 20)	5.4m	5.4m
	Shared Area (side)	2.5m wide, 5.4m long	2.4m wide, 5.4m long
	Parking Aisle Width	8.9m	5.8m

Based on the above, the proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6.



4.5 Deliveries and Rubbish Collection

Deliveries

The Australian Standard AS2890.2:2018 Parking facilities: Off-street commercial vehicle facilities (AS 2890.2). AS 2890.2 states that “Swept paths shall also be used to check the movement in and out of a loading dock to establish that a sufficient apron width is provided for the vehicle swept path and manoeuvring clearances”.

The largest vehicles expected to make deliveries to and from the site are expected to be 12.5m heavy rigid vehicles (HRVs). It is envisaged that all commercial vehicle deliveries will occur directly within each tenancy.

To ensure each of the tenancies are able to operate safely and efficiently, swept paths assessment has been completed as attached in Appendix B.

Based on the swept paths assessment, it is identified that a 12.5m HRV can safely and efficiently enter and exit all tenancies in both forward and reserve direction.

Rubbish Collection

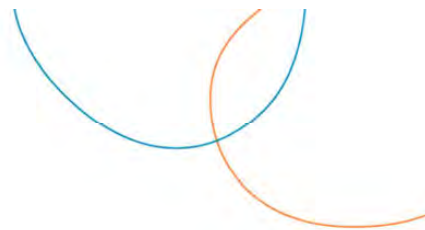
The rubbish collection truck is expected to be similar to or smaller than a medium rigid vehicle (MRV) which is 8.8m long and 2.5m wide. Whether the rubbish collection occurs within the tenancies or kerbside, the proposed development is considered capable to accommodate rubbish collection trucks.

Furthermore, as rubbish will likely be collected once per week outside of the AM and PM peak hours, it is not anticipated to impact the operation of the proposed development as a whole or the surrounding road network.

4.6 Pedestrian Paths

As discussed, there will be a 1.2m wide pedestrian path separated from the vehicular area and reasonably located. The pedestrian path provided as part of the proposed development have widths in excess of the required width of 1m by the Planning Scheme.

As such, it is considered that the proposed pedestrian access meets the Planning Scheme requirements.



5. Planning Scheme Assessment

This section provides a planning scheme assessment for the proposed light industrial development.

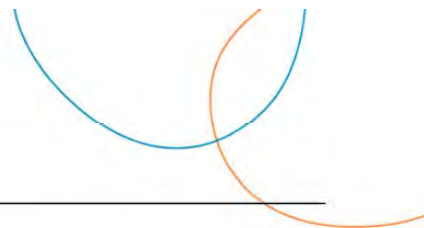
5.1 C2 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> a) The site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan b) The site is contained within a parking precinct plan and subject to clause c2.7 c) The site is subject to clause c2.5.5 d) It relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> i. The number of on-site car parking spaces for the existing use or development specified in table c2.1 is greater than the number of car parking spaces specified in table c2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. The number of on-site car parking spaces for the existing use or development specified in table c2.1 is less than the number of car parking spaces specified in table c2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> 	<p>Complies with Acceptable Solution A1</p> <p>Under Table C2.1 Parking Space Requirements, the Storage use requires 1 space per 200m² of the site area or 1 space per 2 employees, whichever is greater. The number of employees is not known at this stage. Therefore, as the proposal includes approximately 3,842m² of site area, A1 requires 20 spaces.</p> <p>As 20 spaces are proposed, including 1 accessible space for persons with a disability, the proposed development complies with Acceptable Solution A1.</p>



<p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	
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C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

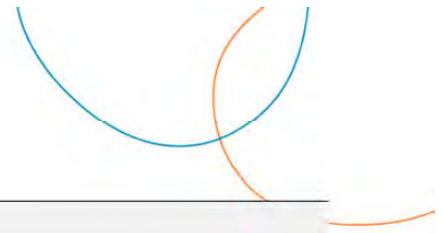
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 Bicycle parking spaces must:</p> <ul style="list-style-type: none"> a) Be provided on the site or within 50m of the site; and b) Be no less than the number specified in table c2.1. <p>Performance Criteria P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> a) The likely number of users of the site and their opportunities and likely need to travel by bicycle; and b) The availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area. 	<p>Not Applicable Based on Table 2.1, there is no requirement for bicycle parking to be provided on site. As such this standard is not applicable.</p>

C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> a) Be no less than the number specified in Table C2.4; and b) If an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. 	<p>Not Applicable As there are less than 20 car parking spaces provided on site, there is no requirement for motorcycle parking to be provided on site. As such this standard is not applicable.</p>



C2.5.4 Loading bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.</p> <p>Performance Criteria P1 Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> a) The type 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 g) The topography of the site h) The location of existing buildings on the site; and i) Any constraints imposed by existing development. 	<p>Complies with Acceptable Solution A1</p> <p>As each occupancy will have a floor area of 451.75m², A1 is not applicable. However, there will be a loading bay provided at each tenancy.</p> <p>It is envisaged that all commercial vehicle deliveries will occur directly within each tenancy. Also, each tenancy will have a roller door catered for 12.5m delivery vehicles.</p> <p>As such, the proposed development complies with Acceptable Solutions A1.</p>



5.2 C2 Development Standards

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> a) Be constructed with a durable all weather pavement b) Be drained to the public stormwater system, or contain stormwater on the site; and c) Excluding all uses in the rural zone, agriculture zone, landscape conservation zone, environmental management zone, recreation zone and open space zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>Will comply with Acceptable Solution A1</p> <p>As asphalt is proposed, the car park and the circulation roadway will be treated with a durable all-weather pavement and will restrict abrasion from traffic and minimise entry of water to the pavement.</p> <p>It is also understood that a separate stormwater system will be designed and constructed as per Australian Standard.</p> <p>As such, the proposed development will comply with Acceptable Solutions A1.</p>

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> a) Comply with the following: <ul style="list-style-type: none"> i. Have a gradient in accordance with <i>australian standard as 2890 - parking facilities, parts 1-6</i>; ii. Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. Have an access width not less than the requirements in table c2.2; iv. Have car parking space dimensions which satisfy the requirements in table c2.3; v. Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in table c2.3 where there are 3 or more car parking spaces; vi. Have a vertical clearance of not less than 2.1m above the parking surface level; and vii. Excluding a single dwelling, be delineated by line marking or other clear physical means; or 	<p>Complies with Acceptable Solution A1.1</p> <p>As the layout of the parking areas complies with Australian Standard AS 2890- Parking facilities, Parts 1-6, the proposed development complies with Acceptable Solution A1.1.</p> <p>Complies with Acceptable Solution A1.2</p> <p>As the accessible parking spaces are located as practicable to the main entry point, are incorporated into the overall car park design and designed in accordance with the Australian standard, the proposed development complies with Acceptable Solution A1.2.</p>



C2.6.1 Construction of parking areas	
<p>b) Comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p>Acceptable Solution A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>a) Be located as close as practicable to the main entry point to the building</p> <p>b) Be incorporated into the overall car park design; and</p> <p>c) Be designed and constructed in accordance with <i>australian/ new zealand standard as/nzs 2890.6:2009 parking facilities, off-street parking for people with disabilities.</i></p>	
C2.6.3 Number of accesses for vehicles	
<p>Objective: That:</p> <p>a) Access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses</p> <p>b) Accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>c) The number of accesses minimise impacts on the streetscape.</p>	
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 The number of accesses provided for each frontage must:</p> <p>a) Be no more than 1; or</p> <p>b) No more than the existing number of accesses, whichever is the greater.</p>	<p>Complies with Acceptable Solution A1 Due to the site encompassing several properties, the number of accesses will be reduced compared to existing. Also there will be one access on Montagu Street and one on Howard Street. As such it complies with Acceptable Solution A1.</p>
C2.6.5 Pedestrian access	
<p>Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.</p>	
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1 Uses that require 10 or more car parking spaces must:</p> <p>a) Have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>i. A horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>ii. Protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p>	<p>Complies with Acceptable Solution A1.1. Satisfies Performance Criteria in place of A1.2 As the proposed development will have a 1.2m wide footpath that is separated from the car park with vehicle wheel stops provided as protective devices between the footpath and the car parking spaces, the proposed development complies with Acceptable Solution A1.1.</p> <p>As a dedicated footpath is not proposed from the DDA accessible spaces to the main entry point to the building, it</p>



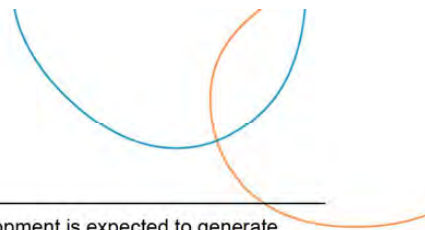
C2.6.1 Construction of parking areas	
<p>b) Be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>Acceptable Solution A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p> <p>Performance Criteria P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> a) The characteristics of the site b) The nature of the use c) The number of parking spaces d) The frequency of vehicle movements e) The needs of persons with a disability f) The location and number of footpath crossings g) Vehicle and pedestrian traffic safety h) The location of any access ways or parking aisles; and i) Any protective devices proposed for pedestrian safety. 	<p>is unable to meet the Acceptable Solution A1.2. It does however satisfy Performance Criteria as follows:</p> <ul style="list-style-type: none"> a) The proposed development will provide storage facilities for 5 tenancies, as such the number of DDA accessible parking users is expected to be minimal b) The site will predominantly be used by employees which will access the site via the footpath on the eastern side of the light industrial development, as well as delivery vehicles to deliver/ pick up goods from the tenancies c) There will be 15 general car parking spaces and 1 DDA accessible parking space supplied on site d) Being a commercial storage facility, the frequency of vehicle movements is expected to be low e) The proposed development is in a flat area and the parking aisle will be sealed. This provides ample access space for people with disability (i.e. Wheelchair users) f) The DDA accessible space is located close to the light industrial development. Also there is no footpath crossing between this space and the light industrial development g) The DDA accessible space will have ample sight distance to view any surrounding vehicle movements. Also the car park, one-way circulation roadway and the two-way parking aisle are considered a low-speed environment h) As mentioned, the DDA accessible space user will need to cross approximately 11m parking aisle to access the light industrial development, the location of the parking aisle is considered reasonable; and i) It is understood that there will be a bollard installed in the shared area immediately adjacent to the DDA accessible space.
C2.6.6 Loading bays	
<p>Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.</p>	
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p>Complies with Acceptable Solution A1 The Australian Standard AS2890.2:2018 Parking facilities: Off-street commercial vehicle facilities (AS 2890.2). AS 2890.2 states that "Swept paths shall also be used to check the movement in and out of a loading dock to establish that</p>



C2.6.1 Construction of parking areas	
	<p><i>a sufficient apron width is provided for the vehicle swept path and manoeuvring clearances”.</i></p> <p>Based on the swept paths assessment, it is identified that a 12.5m HRV can safely and efficiently enter and exit all tenancies in both forward and reserve direction.</p> <p>As such, the proposed development complies with Acceptable Solution A1.</p>
<p>Acceptable Solution A2</p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</i></p>	<p>Complies with Acceptable Solution A2</p> <p>The Australian Standard AS2890.2:2018 Parking facilities: Off-street commercial vehicle facilities (AS 2890.2). AS 2890.2 states that <i>“Swept paths shall also be used to check the movement in and out of a loading dock to establish that a sufficient apron width is provided for the vehicle swept path and manoeuvring clearances”.</i></p> <p>Based on the swept paths assessment, it is identified that a 12.5m HRV can safely and efficiently enter and exit all tenancies in both forward and reserve direction.</p> <p>As such, the proposed development complies with Acceptable Solution A2.</p>

5.3 C3 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
<p>Objective:</p> <p>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</p>	
Acceptable Solution/ Performance Criteria	Comment
<p>Acceptable Solution A1.1</p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ol style="list-style-type: none"> A new junction A new vehicle crossing; or A new level crossing. 	<p>Acceptable Solution A1.1, A1.2 and A1.3 are not applicable. Satisfies Performance Criteria P1 in place of A1.4. Complies with A1.5</p> <p>As the proposed development will generate approximately 91 vehicle movements per day, it is unable to comply with Acceptable Solution A1.4. It does however satisfy Performance Criteria P1 as follows:</p> <ol style="list-style-type: none"> Based on traffic modelling presented in this report, traffic generated by the proposed development is expected to have minimal impact on the operation of the surrounding road network both post development and 10-years post development
<p>Acceptable Solution A1.2</p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p>	



Acceptable Solution A1.3

For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

Acceptable Solution A1.4

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

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

Acceptable Solution A1.5

Vehicular traffic must be able to enter and leave a major road in a forward direction.

Performance Criteria P1

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

- Any increase in traffic caused by the use
- The nature of the traffic generated by the use
- The nature of the road
- The speed limit and traffic flow of the road
- Any alternative access to a road
- The need for the use
- Any traffic impact assessment; and
- Any advice received from the rail or road authority.

- b) The proposed development is expected to generate commercial vehicles and light vehicles. These vehicle types are currently catered for in the surrounding road network
- c) The frontage road, Montagu Street, is classified as a Local Road and carries low volumes of traffic each day
- d) Howard Street is classified as a Local Road and carries low volumes of traffic each day
- e) Montagu and Howard Street are subject to the Tasmanian urban road default speed limit of 50km/h. It was observed during the site visit that the traffic flows well along these streets
- f) There is no alternative access to any other roads
- g) The proposed development will provide commercial storage facilities for businesses
- h) This Traffic Impact Assessment has been prepared for the proposed development and identifies that the proposed development is not expected to have any negative impacts on the safety and operation of the road network; and
- i) City of Launceston own and maintain the local road network in the vicinity of the site. No written advice has been received from the Council at this stage.

As vehicles can exit and enter the site in a forward direction to and from Montagu Street and Howard Street Access will be used as forward entry only, as such the proposed development complies with Acceptable Solution A1.5.



6. Access Assessment for the Potential Residential Development

This section provides an assessment of the potential residential development, which would be accessed from Mayne Street, to help demonstrate that the proposed rezoning of the northern portion of 30 Montagu Street leads to a strategic and orderly development of the area.

6.1 Overview

This section demonstrates that the proposed rezoning to General Residential leads to the strategic and orderly development of the area, in accordance with the requirements of Part D.2.1.1, of the NRLUS. It does this by assessing the functionality of the potential residential development (Appendix A), which encompasses the following properties:

- 30 Montagu Street; and
- 69A Mayne Street.

Although not being included in the extent of the potential residential development, the driveway width assessment includes an existing 71 Mayne Street. This is because 69A Mayne Street has a right of way over this access.

It is proposed to build 5 new dwellings in the residential development. The dwellings will share a driveway with Mayne Street being their frontage road. The proposed driveway has a width of 3.0m and a length of 43.5m. It is envisaged that each dwelling will serve one parking space, resulting in a total of 5 spaces served in this proposed residential development.

Figure 22 shows the driveway location in the local context.



Figure 22: Driveway width assessment



6.2 Driveway Width Assessment

The driveway width has been reviewed against the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004). In order to determine the user class of the car parking spaces, the access facility category and the access driveway widths, Table 1.1, Table 3.1 and Table 3.2 of the Australian Standard have been reviewed.

Excerpts of Table 1.1, Table 3.1 and Table 3.2 from the Australian Standard AS2890.1:2004 are shown in Figure 23, Figure 24 and Figure 25.

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 23: Excerpt of Table 1.1 from Australian Standard AS2890.1:2004

TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1, 1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3, 3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

Figure 24: Excerpt of Table 3.1 from Australian Standard AS2890.1:2004

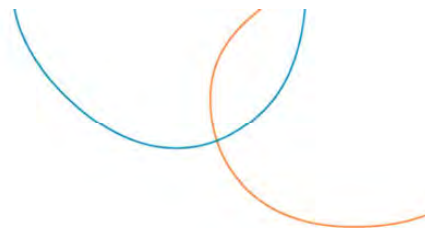


TABLE 3.2
ACCESS DRIVEWAY WIDTHS

metres			
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

Figure 25: Excerpt of Table 3.2 from Australian Standard AS2890.1:2004

As seen in Figure 23, due to the proposed development generating residential traffic, Table 1.1 classes the facility as a User Class 1A car park.

It is envisaged that the proposed development will provide less than 25 car parking spaces. As seen in Figure 24, Table 3.1 of the Australian Standard shows that a User Class 1A parking facility with less than 25 car parking spaces, accessed off a local road is a classified as a Category 1 access.

Figure 25 shows the Table 3.2 of the Australian Standard which specifies the proposed development for a Category 1 parking facilities, a combined entry and exit width of 3.0m to 5.5m is required.

The provided driveway width is 3.0m and meets the requirement of the Australian Standards.

6.3 Passing Opportunities Assessment

AS/NZS28901.1:2004 Section 3.2.2 specifies that "...subject to consideration of traffic volumes on a case-by-case basis, less width, down to a minimum of 3.0m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5m. On long driveways, passing opportunities should be proposed at least every 30m".

It is noted that the proposed residential development includes 5 units, resulting in approximately 5 vehicles movements (in or out) during peak hours.

Should sufficiently sight distance at both ends of the 3.0m wide driveway be provided and drivers are able to identify any opposing vehicles at either end of the driveway, this arrangement without any passing opportunities may be considered acceptable. A detailed assessment of the suitability of the arrangement will need to be completed once detailed site plans are available.



7. Assessment of the Rezoning's Impact on State Road and Rail Networks

Under the Northern Regional Land Use Strategy, the land to be rezoned is contiguous with an Urban Growth area. Before such land can be rezoned, Part D.2.1.1 of the NRLUS requires that the potential impact on the efficiency of the State road and rail be assessed.

7.1 Land to be Rezoned to Light Industrial

The proposed light industrial development will be located on the land which is proposed to be rezoned from General Residential to Light Industrial. Based on the Planning Scheme Assessment above, the proposed Light Industrial development complies with the requirements of the scheme. Therefore, it can reasonably be considered that the land which is to be rezoned from General Residential to Light Industrial will lead to the strategic and orderly development of the area and will have no adverse impacts on the State Road network. As the land is not adjacent the State rail network, this network will not be affected. Therefore, with regard to the State road and rail network, the proposed rezoning to Light Industrial meets the requirements of Part D.2.1.1 of the NRLUS.

7.2 Land to be rezoned to General Residential

The proposed plans demonstrate that land which is proposed to be rezoned from Light Industrial to General Residential can accommodate up to 1½ dwellings. As this is at a density that is consistent with the General Residential Zone and would be less than the 5 dwellings that will be replaced by the proposed light industrial development, it can reasonably be considered that, in terms of traffic generation, that there will be no significant impacts on the State road network. As the land is not adjacent the State rail network, this network will not be affected. Therefore, with regard to the State road and rail network, the proposed rezoning to General Residential meets the requirements of Part D.2.1.1 of the NRLUS.



8. Conclusion

LPD Developments Pty Ltd have engaged pitt&sherry to undertake a Traffic Impact Assessment (TIA) for a commercial development (with the Storage land use) on 14, 16 & 18 Howard Street, 26, 28 & 30 Montagu Street and 69A Mayne Street. The analysis and discussion presented in this report can be summarised as follows:

- As the light industrial development is proposing to provide 20 car parking spaces including 1 DDA accessible parking spaces, the requirements of the Planning Scheme are met
- A 12.5m HRV is able to navigate safely and efficiently throughout the site whilst maintaining relevant clearances to parking spaces and the building for each tenancy
- Based on the swept paths assessment, it is identified that a 12.5m HRV can enter and exit all tenancies safely and efficiently in both forward and reserve direction
- The proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6
- The sight distance at the proposed accesses onto Montagu Street complies with the requirements of the Planning Scheme and the Austroads Guide Part 4A
- The residential development driveway width complies with the Australian Standard
- Should the residential development provide sufficient sight distance at each end of the one-way driveway, the lack of passing opportunities may be considered acceptable
- The proposed light industrial development complies with the planning scheme's applicable parking and traffic requirements; and
- With regard to the strategic and orderly planning of the area and the State road and rail network, the proposed rezoning to Light Industrial meets the requirements of Part D.2.1.1 of the NRLUS; and with regard to the strategic and orderly planning of the area and the State road and rail network, the proposed rezoning to General Residential meets the requirements of Part D.2.1.1 of the NRLUS.



Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

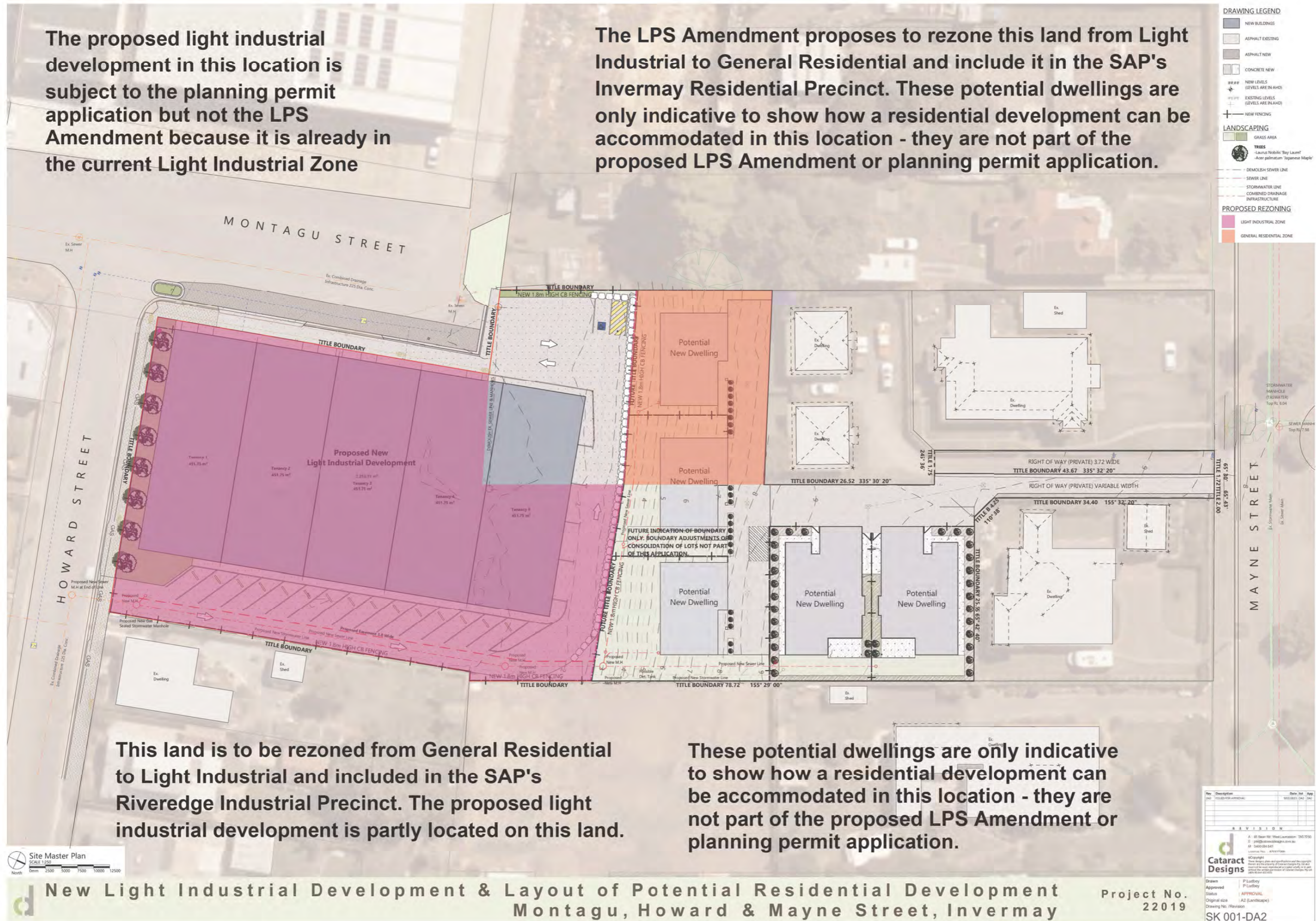
The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.



Site Plans

Appendix A

pitt&sherry





New Light Industrial Development Montagu & Howard Street, Invermay



Drawing Schedule

SK030	Cover Page
SK031	Site Survey
SK032	Existing & Proposed Zoning
SK033	Existing/Demolition Plan
SK034	Site Plan
SK035	Building Floor Plan
SK036	Building Elevations

Project details				
Council	Launceston City Council			
Zone	General Residential, Light Industrial			
Planning Overlay	Landscaping Hazard Low, Invermay/Invermay Flood Hazard, Specific Area Plan Local Area			
Client	Claydon, Invermay Residential			
HLI	Multiple			
Title Folio	Multiple			
Title Volume	Multiple			
Climate Zone	7			
Design Wind Speed	-			
Soil Class	-			
SAI Rating	-			
Energy Rating	-			
Constructive Environment	-			
Other	-			
Area Schedule				
Name	Area m ²			
Site Area (Proposed Area Lot 1)	3620m ²			
Building Floor Area	2000m ²			
Permissible Area	2000m ²			
Impervious Surface Area	1,230m ²			
Revision				
No.	Description	Date	By	App.
1	Issue for Application	10/08/2023	SK	SK
REVISION				
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Drawn	P Lockby			
Approved	P Lockby			
Status	DEVELOPMENT APPLICATION			
Original size	A1 (Landscape)			
Drawing No. Revision	SK030-DA1			

Project No. 22019

Document Set ID: 488267
Version: 1, Version Date: 04/05/2023



DEMOLITION NOTES

THE CONTRACTOR SHALL CARRY OUT THE REQUIRED DEMOLITION OF NOMINATED ON THIS PLAN BY STRICT ACCORDANCE WITH THE DOCUMENTATION & ASK001 - THE DEMOLITION OF STRUCTURES.

DEMOLITION WORKS SHALL BE UNDERTAKEN IN A SAFE & ENVIRONMENTALLY ACCEPTABLE MANNER.

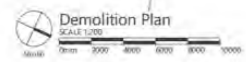
CONTRACTOR SHALL MAKE ALL ALLOWANCES AS REQUIRED FOR REMOVAL, REMOVAL & RELOCATIONS TO SUIT THE NEW WORKS. ALL ITEMS TO BE DEMOLISHED SHOWN DOTTED RED TYPICALLY.

REMOVE & DISCONNECT ALL RESIDUANT MECHANICAL, ELECTRICAL, HYDRAULIC SERVICES & THE LIKE AS REQUIRED WITHIN THE NEW WORKS. ALLOW TO CAP & SEAL EXISTING CONNECTIONS BELOW FINISHED SURFACE LEVELS. ALLOW TO RELOCATE & MAKE GOOD WHERE REQUIRED.

MAKE GOOD TO ALL PENETRATIONS WHERE ITEMS REMOVED. SHELL SHALL MATCH EXISTING SURFACES.

ASBESTOS MAY BE LOCATED IN AREAS OF EXISTING BUILDINGS. ASBESTOS IS TO BE REMOVED BY ACCORDANCE WITH WORK SAFE TASMANIA: HOW TO SAFELY REMOVE ASBESTOS' CODE OF PRACTICE & STATUTORY REGULATIONS.

DEMOLITION PLAN SHALL BE READ IN CONJUNCTION WITH SITE PLAN AND NEW WORKS PLANS. CONTRACTOR TO ENSURE DIAL BEFORE YOU DIG IS COMPLETED & RECEIVED PRIOR TO COMMENCEMENT OF ANY EARTH WORKS.



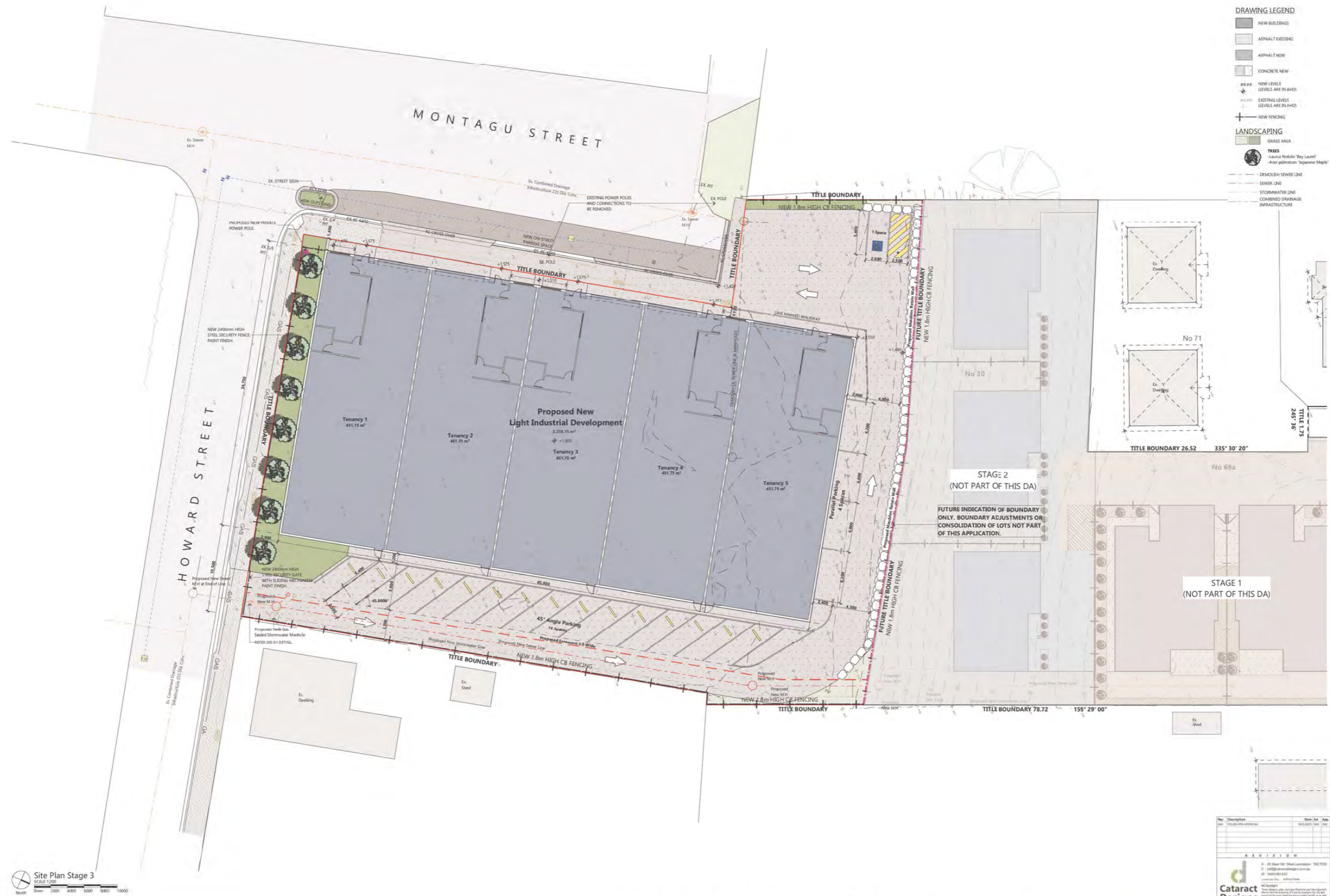
Rev	Description	Date	Issued By	App. Date
01	ISSUED FOR APPROVAL	10/08/2023	DA	

REVISION	
1	ISSUED FOR APPROVAL

<p>Cataract Designs 10/100 Montagu Street, Invermay TAS 7248 P: (08) 6330 8888 M: 0800 000 000 www.cataractdesigns.com.au</p>	<p>Drawn: P Lushby Approved: P Lushby Status: DEVELOPMENT APPLICATION Original size: A2 (Landscape) Drawing No. Revision: SK033-DA1</p>
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**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



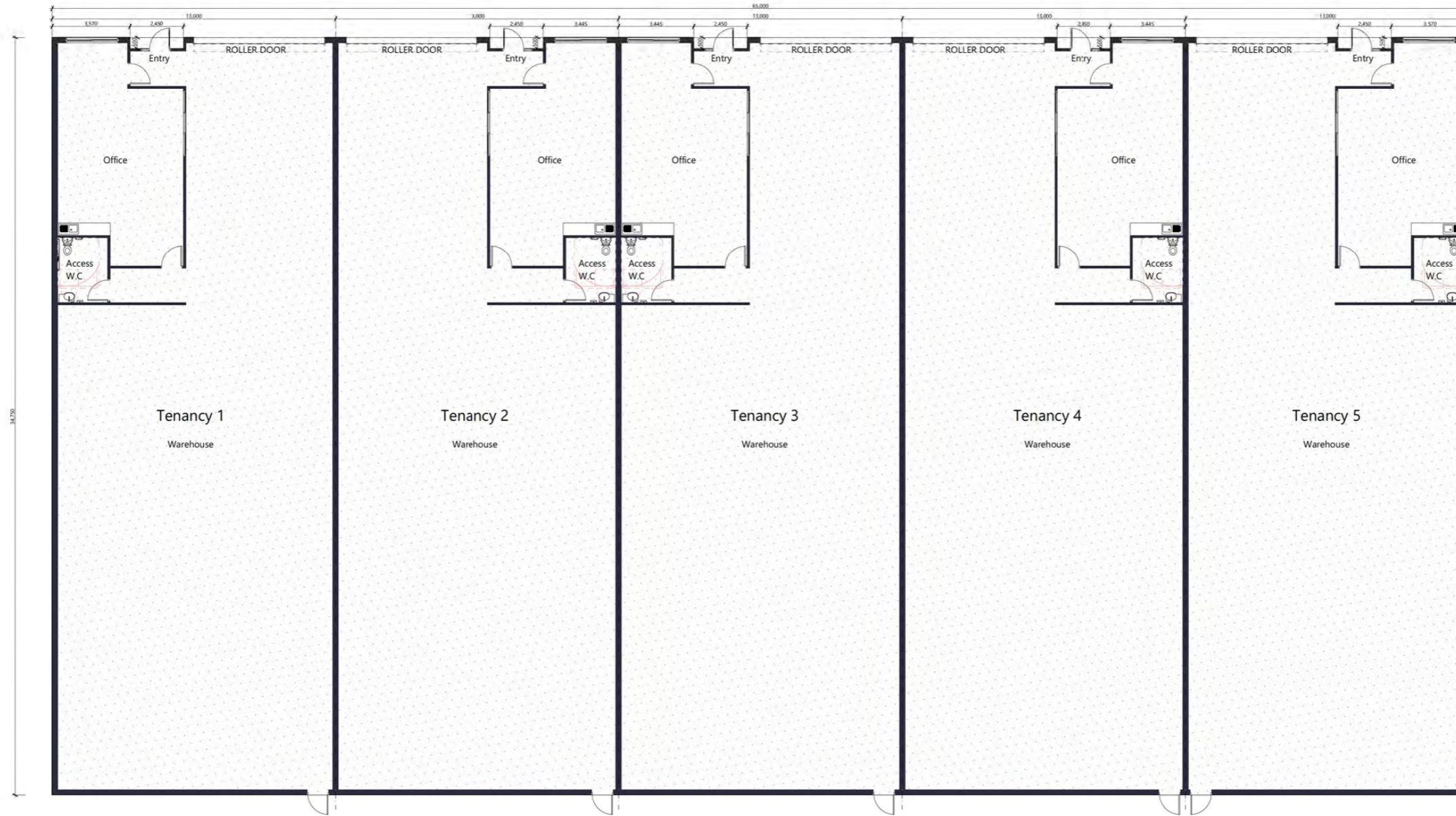
**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019

No.	Description	Date	By	App.
1	Issue for Approval	04/05/2023	PH	PH

Drawn	PH
Approved	PH
Status	APPROVAL
Original size	A2 (Landscape)
Drawing No.	Horizon

Cataract Designs
 100 Moor Road, Invermay, Tasmania 7245
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 W: www.cataractdesigns.com.au



Light Industrial Building Floor Plan
Project North

Rev	Description	Issue Date	Page
1	ISSUED FOR APPROVAL	14/08/2023	1

REVISION

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Drawn: F Lushby
 Approved: F Lushby
 Status: DEVELOPMENT APPLICATION
 Original size: A2 (landscape)
 Drawing No. Revision: SK035-DA1

**New Light Industrial Development
Montagu & Howard Street, Invermay**

Project No. 22019



Swept Paths

Appendix B

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REFERENCE FILES ATTACHED:

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	PLAN UPDATED	OVH	OVH	DF	17/01/2023
		OVH	OVH	LA	02/09/2022

APPROVED	SIGNED
ORIGINAL COPY ON FILE "e" SIGNED BY	

SCALE (PLOTTED FULL SIZE) AS SHOWN (A3)
SCALE IN METRES - 1:500

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pittsh.com.au Phone 1300 748 874 ABN 67 140 184 305
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CLIENT	LPD - DEVELOPMENTS P
PROJECT	MONTAGU STREET COMMERCIAL DEVELOPMENT
STATUS	PRELIMINARY

DRAWING TITLE	SWEEP PATHS 12.5m RIGID TRUCK - SHEET 1	
DATUMS	AHD / MGA	CLIENT No.
DRAWING NO.	P 22.1785-00-TRA-SKT-001	REVISION
Jan. 17. 23 - 09:30:58 Name: P 22.1785-00-TRA-SKT-001.dwg		A

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023



REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY						APPROVED	SCALE (PLOTTED FULL SIZE)	AS SHOWN (A3)	SHEET SIZE A3
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE				
A	UPDATED PLAN	OVH	OVH	DF	17/01/2023	ORIGINAL COPY ON FILE "e" SIGNED BY SIGNED DATE	5 0 5 10 15 20 SCALE IN METRES - 1:500	pitt&sherry pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309 <small>© 2003 PITT & SHERRY CORPORATION PTY LTD. THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSES FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.</small>	
		OVH	OVH	LA	02/09/2022				

CLIENT	LPD - DEVELOPMENTS P
PROJECT	MONTAGU STREET COMMERCIAL DEVELOPMENT
STATUS	PRELIMINARY

DRAWING TITLE		SWEEP PATHS 12.5m RIGID TRUCK - SHEET 2	
DATUMS	AHD / MGA	CLIENT No.	
DRAWING No.	P 22.1785-00-TRA-SKT-001	REVISION	A
Jan. 17. 23 - 09:51:21 Name: P 22.1785-00-TRA-SKT-001.dwg		PRINT IN COLOUR	

Document Set ID: 4888367	Version: 1, Version Date: 04/05/2023
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REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY					
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	UPDATED PLAN	OVH	OVH	DF	17/01/2023
		OVH	OVH	LA	02/09/2022

APPROVED	
ORIGINAL COPY ON FILE	"e" SIGNED BY
SIGNED	
DATE	DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN (A3) SHEET SIZE A3
SCALE IN METRES - 1:500

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CLIENT	LPD - DEVELOPMENTS P
PROJECT	MONTAGU STREET COMMERCIAL DEVELOPMENT
STATUS	PRELIMINARY

DRAWING TITLE	
SWEEP PATHS 12.5m RIGID TRUCK - SHEET 3	
DATUMS	AHD / MGA
DRAWING NO.	P 22.1785-00-TRA-SKT-001
REVISION	A
CLIENT No.	
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REFERENCE FILES ATTACHED				SCALE (PLOTTED FULL SIZE)		SCALE IN METRES - 1:500		SHEET SIZE A3		CLIENT LPD - DEVELOPMENTS P		DRAWING TITLE SWEPT PATHS 12.5m RIGID TRUCK - SHEET 5	
DRAWING REVISION HISTORY				APPROVED		AS SHOWN (A3)		pitt&sherry		PROJECT MONTAGU STREET COMMERCIAL DEVELOPMENT		DATING AHD / MGA	
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE	ORIGINAL COPY ON FILE "e" SIGNED BY		pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309		STATUS PRELIMINARY		CLIENT No.	
A	UPDATED PLAN	OVH	OVH	DF	17/01/2023	SIGNED		© 2003 PITT & SHERRY CORPORATION PTY LTD. THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSES FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT.		DRAWING NO. P 22 1785-00-TRA-SKT-001		REVISION A	
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Version: 1, Version Date: 04/05/2023



SIDRA Traffic Modelling Results – Existing

Appendix C

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MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - AM peak hour - Existing (Site Folder: General)]

8:00am - 9:00am
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Montagu Street														
1	L2	46	3.0	48	3.0	0.098	5.3	LOS A	0.5	3.5	0.34	0.57	0.34	52.5
2	T1	24	3.0	25	3.0	0.098	5.5	LOS A	0.5	3.5	0.34	0.57	0.34	53.6
3	R2	34	3.0	36	3.0	0.098	9.1	LOS A	0.5	3.5	0.34	0.57	0.34	53.2
3u	U	1	3.0	1	3.0	0.098	10.9	LOS B	0.5	3.5	0.34	0.57	0.34	53.9
Approach		105	3.0	111	3.0	0.098	6.6	LOS A	0.5	3.5	0.34	0.57	0.34	53.0
East: Forster Street														
4	L2	83	3.0	87	3.0	0.183	4.7	LOS A	1.0	7.3	0.21	0.50	0.21	53.3
5	T1	116	3.0	122	3.0	0.183	5.0	LOS A	1.0	7.3	0.21	0.50	0.21	54.4
6	R2	28	3.0	29	3.0	0.183	8.6	LOS A	1.0	7.3	0.21	0.50	0.21	54.1
6u	U	6	3.0	6	3.0	0.183	10.4	LOS B	1.0	7.3	0.21	0.50	0.21	54.8
Approach		233	3.0	245	3.0	0.183	5.4	LOS A	1.0	7.3	0.21	0.50	0.21	54.0
North: Montagu Street														
7	L2	64	3.0	67	3.0	0.095	5.2	LOS A	0.5	3.4	0.34	0.54	0.34	53.1
8	T1	30	3.0	32	3.0	0.095	5.5	LOS A	0.5	3.4	0.34	0.54	0.34	54.3
9	R2	8	3.0	8	3.0	0.095	9.1	LOS A	0.5	3.4	0.34	0.54	0.34	53.9
9u	U	1	3.0	1	3.0	0.095	10.9	LOS B	0.5	3.4	0.34	0.54	0.34	54.6
Approach		103	3.0	108	3.0	0.095	5.7	LOS A	0.5	3.4	0.34	0.54	0.34	53.5
West: Forster Street														
10	L2	10	3.0	11	3.0	0.107	4.9	LOS A	0.5	3.9	0.26	0.50	0.26	53.0
11	T1	96	3.0	101	3.0	0.107	5.2	LOS A	0.5	3.9	0.26	0.50	0.26	54.1
12	R2	16	3.0	17	3.0	0.107	8.8	LOS A	0.5	3.9	0.26	0.50	0.26	53.8
12u	U	1	3.0	1	3.0	0.107	10.6	LOS B	0.5	3.9	0.26	0.50	0.26	54.5
Approach		123	3.0	129	3.0	0.107	5.7	LOS A	0.5	3.9	0.26	0.50	0.26	54.0
All Vehicles		564	3.0	594	3.0	0.183	5.7	LOS A	1.0	7.3	0.27	0.52	0.27	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - PM
peak hour - Existing (Site Folder: General)]

4:30pm - 5:30pm
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Montagu Street														
1	L2	18	3.0	19	3.0	0.104	4.8	LOS A	0.5	3.8	0.24	0.57	0.24	52.2
2	T1	34	3.0	36	3.0	0.104	5.1	LOS A	0.5	3.8	0.24	0.57	0.24	53.2
3	R2	70	3.0	74	3.0	0.104	8.7	LOS A	0.5	3.8	0.24	0.57	0.24	52.9
3u	U	1	3.0	1	3.0	0.104	10.5	LOS B	0.5	3.8	0.24	0.57	0.24	53.5
Approach		123	3.0	129	3.0	0.104	7.1	LOS A	0.5	3.8	0.24	0.57	0.24	52.9
East: Forster Street														
4	L2	33	3.0	35	3.0	0.088	4.7	LOS A	0.4	3.2	0.20	0.53	0.20	53.0
5	T1	44	3.0	46	3.0	0.088	5.0	LOS A	0.4	3.2	0.20	0.53	0.20	54.1
6	R2	28	3.0	29	3.0	0.088	8.6	LOS A	0.4	3.2	0.20	0.53	0.20	53.7
6u	U	2	3.0	2	3.0	0.088	10.4	LOS B	0.4	3.2	0.20	0.53	0.20	54.4
Approach		107	3.0	113	3.0	0.088	5.9	LOS A	0.4	3.2	0.20	0.53	0.20	53.7
North: Montagu Street														
7	L2	41	3.0	43	3.0	0.061	5.7	LOS A	0.3	2.2	0.42	0.56	0.42	53.0
8	T1	16	3.0	17	3.0	0.061	6.0	LOS A	0.3	2.2	0.42	0.56	0.42	54.1
9	R2	2	3.0	2	3.0	0.061	9.6	LOS A	0.3	2.2	0.42	0.56	0.42	53.7
9u	U	1	3.0	1	3.0	0.061	11.4	LOS B	0.3	2.2	0.42	0.56	0.42	54.4
Approach		60	3.0	63	3.0	0.061	6.0	LOS A	0.3	2.2	0.42	0.56	0.42	53.3
West: Forster Street														
10	L2	5	3.0	5	3.0	0.169	5.2	LOS A	0.9	6.5	0.33	0.54	0.33	52.6
11	T1	142	3.0	149	3.0	0.169	5.5	LOS A	0.9	6.5	0.33	0.54	0.33	53.7
12	R2	39	3.0	41	3.0	0.169	9.1	LOS A	0.9	6.5	0.33	0.54	0.33	53.3
12u	U	1	3.0	1	3.0	0.169	10.9	LOS B	0.9	6.5	0.33	0.54	0.33	54.0
Approach		187	3.0	197	3.0	0.169	6.2	LOS A	0.9	6.5	0.33	0.54	0.33	53.6
All Vehicles		477	3.0	502	3.0	0.169	6.4	LOS A	0.9	6.5	0.29	0.55	0.29	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA Traffic Modelling Results – Post Development 2023

Appendix D

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MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - AM peak hour - Post Development 2023 (Site Folder: General)]

8:00am - 9:00am
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
South: Montagu Street														
1	L2	46	3.0	48	3.0	0.100	5.3	LOS A	0.5	3.6	0.35	0.57	0.35	52.5
2	T1	26	3.0	27	3.0	0.100	5.6	LOS A	0.5	3.6	0.35	0.57	0.35	53.6
3	R2	34	3.0	36	3.0	0.100	9.2	LOS A	0.5	3.6	0.35	0.57	0.35	53.2
3u	U	1	3.0	1	3.0	0.100	11.0	LOS B	0.5	3.6	0.35	0.57	0.35	53.9
Approach		107	3.0	113	3.0	0.100	6.7	LOS A	0.5	3.6	0.35	0.57	0.35	53.0
East: Forster Street														
4	L2	83	3.0	87	3.0	0.188	4.7	LOS A	1.1	7.5	0.21	0.51	0.21	53.2
5	T1	116	3.0	122	3.0	0.188	5.0	LOS A	1.1	7.5	0.21	0.51	0.21	54.3
6	R2	34	3.0	36	3.0	0.188	8.6	LOS A	1.1	7.5	0.21	0.51	0.21	54.0
6u	U	6	3.0	6	3.0	0.188	10.4	LOS B	1.1	7.5	0.21	0.51	0.21	54.7
Approach		239	3.0	252	3.0	0.188	5.5	LOS A	1.1	7.5	0.21	0.51	0.21	53.9
North: Montagu Street														
7	L2	67	3.0	71	3.0	0.099	5.2	LOS A	0.5	3.6	0.34	0.54	0.34	53.1
8	T1	31	3.0	33	3.0	0.099	5.5	LOS A	0.5	3.6	0.34	0.54	0.34	54.3
9	R2	8	3.0	8	3.0	0.099	9.1	LOS A	0.5	3.6	0.34	0.54	0.34	53.9
9u	U	1	3.0	1	3.0	0.099	10.9	LOS B	0.5	3.6	0.34	0.54	0.34	54.6
Approach		107	3.0	113	3.0	0.099	5.7	LOS A	0.5	3.6	0.34	0.54	0.34	53.5
West: Forster Street														
10	L2	10	3.0	11	3.0	0.108	4.9	LOS A	0.6	4.0	0.28	0.50	0.28	53.0
11	T1	96	3.0	101	3.0	0.108	5.2	LOS A	0.6	4.0	0.28	0.50	0.28	54.1
12	R2	16	3.0	17	3.0	0.108	8.8	LOS A	0.6	4.0	0.28	0.50	0.28	53.7
12u	U	1	3.0	1	3.0	0.108	10.6	LOS B	0.6	4.0	0.28	0.50	0.28	54.4
Approach		123	3.0	129	3.0	0.108	5.7	LOS A	0.6	4.0	0.28	0.50	0.28	54.0
All Vehicles		576	3.0	606	3.0	0.188	5.8	LOS A	1.1	7.5	0.27	0.52	0.27	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - PM peak hour - Post Development 2023 (Site Folder: General)]

4:30pm - 5:30pm
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Montagu Street														
1	L2	18	3.0	19	3.0	0.106	4.8	LOS A	0.5	3.9	0.24	0.57	0.24	52.2
2	T1	35	3.0	37	3.0	0.106	5.1	LOS A	0.5	3.9	0.24	0.57	0.24	53.2
3	R2	70	3.0	74	3.0	0.106	8.7	LOS A	0.5	3.9	0.24	0.57	0.24	52.9
3u	U	1	3.0	1	3.0	0.106	10.5	LOS B	0.5	3.9	0.24	0.57	0.24	53.5
Approach		124	3.0	131	3.0	0.106	7.1	LOS A	0.5	3.9	0.24	0.57	0.24	52.9
East: Forster Street														
4	L2	33	3.0	35	3.0	0.091	4.7	LOS A	0.5	3.3	0.21	0.53	0.21	52.9
5	T1	44	3.0	46	3.0	0.091	5.0	LOS A	0.5	3.3	0.21	0.53	0.21	54.0
6	R2	31	3.0	33	3.0	0.091	8.6	LOS A	0.5	3.3	0.21	0.53	0.21	53.7
6u	U	2	3.0	2	3.0	0.091	10.4	LOS B	0.5	3.3	0.21	0.53	0.21	54.4
Approach		110	3.0	116	3.0	0.091	6.0	LOS A	0.5	3.3	0.21	0.53	0.21	53.6
North: Montagu Street														
7	L2	47	3.0	49	3.0	0.069	5.8	LOS A	0.3	2.5	0.43	0.57	0.43	53.0
8	T1	18	3.0	19	3.0	0.069	6.0	LOS A	0.3	2.5	0.43	0.57	0.43	54.1
9	R2	2	3.0	2	3.0	0.069	9.6	LOS A	0.3	2.5	0.43	0.57	0.43	53.7
9u	U	1	3.0	1	3.0	0.069	11.4	LOS B	0.3	2.5	0.43	0.57	0.43	54.4
Approach		68	3.0	72	3.0	0.069	6.0	LOS A	0.3	2.5	0.43	0.57	0.43	53.3
West: Forster Street														
10	L2	5	3.0	5	3.0	0.169	5.2	LOS A	0.9	6.5	0.34	0.54	0.34	52.6
11	T1	142	3.0	149	3.0	0.169	5.5	LOS A	0.9	6.5	0.34	0.54	0.34	53.7
12	R2	39	3.0	41	3.0	0.169	9.1	LOS A	0.9	6.5	0.34	0.54	0.34	53.3
12u	U	1	3.0	1	3.0	0.169	10.9	LOS B	0.9	6.5	0.34	0.54	0.34	54.0
Approach		187	3.0	197	3.0	0.169	6.3	LOS A	0.9	6.5	0.34	0.54	0.34	53.6
All Vehicles		489	3.0	515	3.0	0.169	6.4	LOS A	0.9	6.5	0.30	0.55	0.30	53.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA Traffic Modelling Results – 10-Year Post Development 2033

Appendix E

pitt&sherry

MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - AM peak hour - 10 Years Post Development 2033 (Site Folder: General)]

8:00am - 9:00am
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Montagu Street														
1	L2	56	3.0	59	3.0	0.124	5.5	LOS A	0.6	4.6	0.39	0.59	0.39	52.4
2	T1	31	3.0	33	3.0	0.124	5.8	LOS A	0.6	4.6	0.39	0.59	0.39	53.4
3	R2	41	3.0	43	3.0	0.124	9.4	LOS A	0.6	4.6	0.39	0.59	0.39	53.1
3u	U	1	3.0	1	3.0	0.124	11.2	LOS B	0.6	4.6	0.39	0.59	0.39	53.8
Approach		129	3.0	136	3.0	0.124	6.9	LOS A	0.6	4.6	0.39	0.59	0.39	52.9
East: Forster Street														
4	L2	101	3.0	106	3.0	0.230	4.8	LOS A	1.3	9.7	0.25	0.51	0.25	53.1
5	T1	141	3.0	148	3.0	0.230	5.1	LOS A	1.3	9.7	0.25	0.51	0.25	54.2
6	R2	40	3.0	42	3.0	0.230	8.7	LOS A	1.3	9.7	0.25	0.51	0.25	53.9
6u	U	7	3.0	7	3.0	0.230	10.5	LOS B	1.3	9.7	0.25	0.51	0.25	54.6
Approach		289	3.0	304	3.0	0.230	5.6	LOS A	1.3	9.7	0.25	0.51	0.25	53.8
North: Montagu Street														
7	L2	81	3.0	85	3.0	0.123	5.4	LOS A	0.6	4.6	0.38	0.56	0.38	53.0
8	T1	37	3.0	39	3.0	0.123	5.7	LOS A	0.6	4.6	0.38	0.56	0.38	54.1
9	R2	10	3.0	11	3.0	0.123	9.3	LOS A	0.6	4.6	0.38	0.56	0.38	53.8
9u	U	1	3.0	1	3.0	0.123	11.1	LOS B	0.6	4.6	0.38	0.56	0.38	54.5
Approach		129	3.0	136	3.0	0.123	5.9	LOS A	0.6	4.6	0.38	0.56	0.38	53.4
West: Forster Street														
10	L2	13	3.0	14	3.0	0.135	5.1	LOS A	0.7	5.1	0.31	0.51	0.31	52.9
11	T1	117	3.0	123	3.0	0.135	5.3	LOS A	0.7	5.1	0.31	0.51	0.31	54.0
12	R2	20	3.0	21	3.0	0.135	8.9	LOS A	0.7	5.1	0.31	0.51	0.31	53.6
12u	U	1	3.0	1	3.0	0.135	10.7	LOS B	0.7	5.1	0.31	0.51	0.31	54.3
Approach		151	3.0	159	3.0	0.135	5.8	LOS A	0.7	5.1	0.31	0.51	0.31	53.8
All Vehicles		698	3.0	735	3.0	0.230	5.9	LOS A	1.3	9.7	0.31	0.54	0.31	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: SIDRA Roundabout LOS.
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Montagu Street/ Forster Street intersection - PM peak hour - 10 Years Post Development 2033 (Site Folder: General)]

4:30pm - 5:30pm
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Montagu Street														
1	L2	22	3.0	23	3.0	0.130	4.9	LOS A	0.7	4.9	0.27	0.58	0.27	52.1
2	T1	42	3.0	44	3.0	0.130	5.2	LOS A	0.7	4.9	0.27	0.58	0.27	53.1
3	R2	85	3.0	89	3.0	0.130	8.8	LOS A	0.7	4.9	0.27	0.58	0.27	52.8
3u	U	1	3.0	1	3.0	0.130	10.6	LOS B	0.7	4.9	0.27	0.58	0.27	53.4
Approach		150	3.0	158	3.0	0.130	7.2	LOS A	0.7	4.9	0.27	0.58	0.27	52.8
East: Forster Street														
4	L2	40	3.0	42	3.0	0.112	4.8	LOS A	0.6	4.2	0.24	0.53	0.24	52.9
5	T1	54	3.0	57	3.0	0.112	5.1	LOS A	0.6	4.2	0.24	0.53	0.24	54.0
6	R2	37	3.0	39	3.0	0.112	8.7	LOS A	0.6	4.2	0.24	0.53	0.24	53.6
6u	U	2	3.0	2	3.0	0.112	10.5	LOS B	0.6	4.2	0.24	0.53	0.24	54.3
Approach		133	3.0	140	3.0	0.112	6.1	LOS A	0.6	4.2	0.24	0.53	0.24	53.5
North: Montagu Street														
7	L2	56	3.0	59	3.0	0.086	6.1	LOS A	0.4	3.2	0.48	0.60	0.48	52.8
8	T1	21	3.0	22	3.0	0.086	6.4	LOS A	0.4	3.2	0.48	0.60	0.48	53.9
9	R2	3	3.0	3	3.0	0.086	10.0	LOS A	0.4	3.2	0.48	0.60	0.48	53.5
9u	U	1	3.0	1	3.0	0.086	11.8	LOS B	0.4	3.2	0.48	0.60	0.48	54.2
Approach		81	3.0	85	3.0	0.086	6.4	LOS A	0.4	3.2	0.48	0.60	0.48	53.1
West: Forster Street														
10	L2	6	3.0	6	3.0	0.212	5.4	LOS A	1.2	8.5	0.39	0.56	0.39	52.4
11	T1	173	3.0	182	3.0	0.212	5.7	LOS A	1.2	8.5	0.39	0.56	0.39	53.5
12	R2	48	3.0	51	3.0	0.212	9.3	LOS A	1.2	8.5	0.39	0.56	0.39	53.1
12u	U	1	3.0	1	3.0	0.212	11.1	LOS B	1.2	8.5	0.39	0.56	0.39	53.8
Approach		228	3.0	240	3.0	0.212	6.5	LOS A	1.2	8.5	0.39	0.56	0.39	53.4
All Vehicles		592	3.0	623	3.0	0.212	6.6	LOS A	1.2	8.5	0.34	0.56	0.34	53.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Traffic Impact Assessment – Invermay – Combined rezoning
and planning permit

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Melbourne
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Brisbane
Hobart
Launceston
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Devonport



pitt&sherry | ref: T-P.22.1785-TRA-REP-001-Rev01/LL/cd

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

pitt&sherry



Aboriginal Heritage Review



Appendix I

pitt&sherry | ref: T-P.22.1785-CIV-Rezoning-Planning Permit-REP-Rev01

Document Set ID: 4888367
Version: 1, Version Date: 04/05/2023

Attachment 9.4.7 DA 0051 2023 - 14, 16 and 18 Howard Street, Invermay -
Application

Page 321

AHR Instrument: AHDR6546
Applicant: Doug Fotheringham (Pitt & Sherry)
Date: 07/02/2023

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

This document provides a record of advice relating to an application submitted in accordance with the [Aboriginal Heritage Standards and Procedures](#), as adopted by the [Guidelines](#) issued under section 21A of the [Aboriginal Heritage Act 1975](#).

Activity: Rezoning and demolition - Light Industrial Development - Invermay
Advice: There is no known Aboriginal heritage recorded within the works area. Due to the area being highly disturbed, it is believed that the area has a low likelihood of Aboriginal heritage being present. Accordingly, AHT advise that the works should be guided by the attached Unanticipated Discovery Plan.

All Aboriginal heritage is protected under the [Aboriginal Heritage Act 1975](#). It is an offence to destroy, damage, deface, conceal, or otherwise interfere with a relic (Aboriginal heritage) without a permit granted by the Minister. If at any time Aboriginal heritage is suspected, the process outlined in the [Unanticipated Discovery Plan](#) should be followed as there is an obligation to report findings of Aboriginal heritage as soon as practicable.

As explained in the [Guidelines](#), obtaining this record of advice does not exempt a person from their obligations under the Act but is an important element of the actions summarised in the [Guidelines](#). To be sure that you have "in so far as is practicable ... complied with the guidelines" (s.21(1) of the [Aboriginal Heritage Act 1975](#)), be sure to read the relevant part and take any other action that may be relevant to your situation.

This advice is valid for 12 months and only for the activity as described in the Aboriginal Heritage Desktop Review application.

Please contact Aboriginal Heritage Tasmania on 1300 487 045 or aboriginal@heritage.tas.gov.au if you require further information.

Disclaimer *The advice contained within this document is based on information available to Aboriginal Heritage Tasmania at the time of its preparation and is provided in good faith. It does not constitute legal advice, is not intended to be a substitute for legal advice and should not be relied upon as such. Proponents should seek specialist legal advice, if required, regarding the Aboriginal Heritage Act 1975 when applying the information to their specific needs.*

BL11948

Aboriginal Heritage Tasmania

Department of Natural Resources and Environment Tasmania

Document Set ID: 488869
Version: 1, Version Date: 04/05/2023



Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@dpac.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:

Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

Step 3:

A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warraner and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Community Partnerships and Priorities
Department of Premier and Cabinet
GPO Box 123 Hobart TAS 7001

Telephone: **1300 487 045**

Email: **aboriginal@dpac.tas.gov.au**

Web: **www.aboriginalheritage.tas.gov.au**

This publication may be of assistance to you but the State of Tasmania and its employees do not accept responsibility for the accuracy, completeness, or relevance to the user's purpose, of the information and therefore disclaims all liability for any error, loss or other consequence which may arise from relying on any information in this publication.



Planning Report

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pitt&sherry

City of Launceston
Council Meeting Agenda

Thursday 1 June 2023

10.1. DA0051/2023 - 14, 18 and 16 Howard Street, Invermay; 26, 28 and 30 Montagu Street Invermay and 69A Mayne Street, Invermay - Section 40T - Combined Scheme Amendment and Development Application

FILE NO: DA0051/2023

AUTHOR: Dileep Karna (Town Planner)

GENERAL MANAGER APPROVAL: Dan Ryan (Community and Place Network)

DECISION STATEMENT:

To decide whether to reject or agree to initiate and exhibit proposed Amendment PSA-LLP0009 to the Launceston Local Provisions Schedule at 14, 16, 18 Howard Street; 26 and 28 Montagu Street and the southern portion of 69A Mayne Street, Invermay.

PLANNING APPLICATION INFORMATION:

Applicant: pitt&sherry
Area of the Site: 14, 16 and 18 Howard Street; 26, 28 and 30 Montagu Street and 69A Mayne Street, Invermay (described as CT62242/8, CT62242/9, CT62242/10, CT62242/11, CT62242/12, CT175261/2 and CT54767/2)
Existing Zones: General Residential and Light Industrial
Existing Use: Vacant land, existing dwellings and associated outbuildings
Receipt Date: 2 February 2023

RELEVANT LEGISLATION:

Land Use Planning and Approvals Act 1993
Tasmanian Planning Scheme - Launceston

STANDARDS REQUIRING PLANNING DISCRETION:

18.4.2 Setbacks
18.4.5 Landscaping
C2.5.4 Loading Bays
C2.6.5 Pedestrian access
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
LAU-S10.7.2 Flood Impact

RECOMMENDATION:

That Council, pursuant to:

1. sections 37, 38 and 40T of the *Land Use Planning and Approvals Act 1993*, agrees to and initiates Amendment PSA-LLP0009, to the Launceston Local Provisions Schedule, to:
 - a. rezone land at 14, 16 and 18 Howard Street; 26 and 28 Montagu Street and the southern portion of 69A Mayne Street, Invermay from the General Residential Zone to the Light Industrial Zone; and

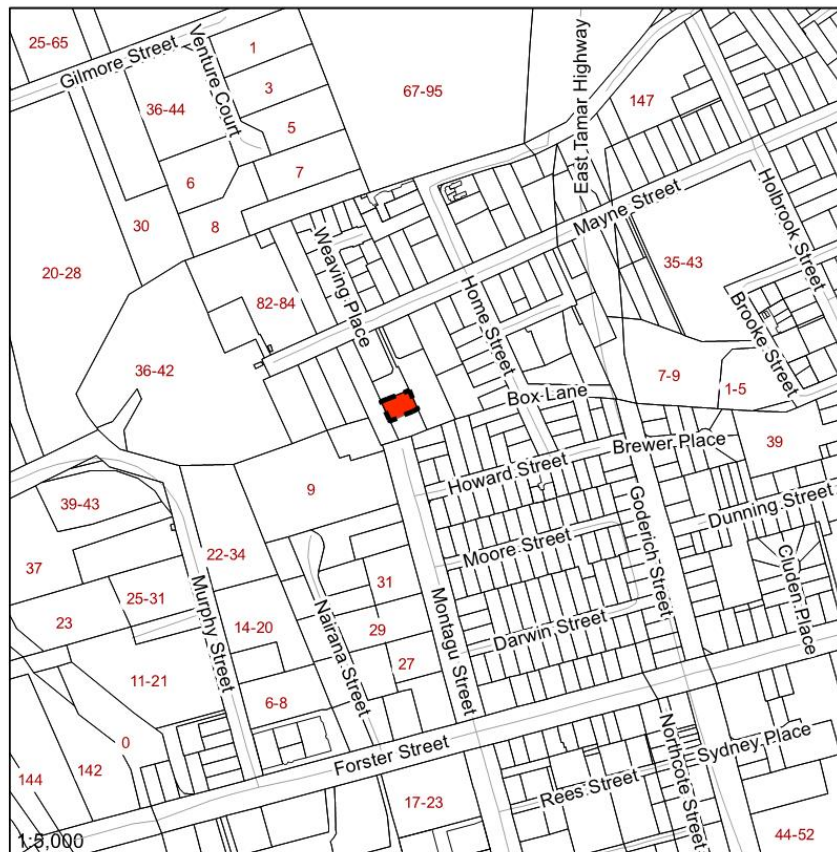
- b. rezone the northern portion of 30 Montagu Street from the Light Industrial Zone to the General Residential Zone; and
 - c. to amend the precinct maps contained within LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan to reflect the zoning changes.
2. section 40F of the *Land Use Planning and Approvals Act 1993*, certifies Draft Amendment PSA-LLP0009, as shown below:



Instrument 1 - Light Industrial Zone

TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP009

Rezone the northern portion of 30 Montagu Street from the Light Industrial to General Residential Zone.



Zoning  General Residential Zone

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -

Michael Stretton
Chief Executive Officer

Date

Service Layer Credits:

Instrument 2 - General Residential Zone

TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP009

Amend the Inveresk Flood Inundation Specific Area Plan; Riveredge Industrial Precinct LAU-S10.3.1.1 to include the following land;

- a. Southern portion of 69A Mayne Street, Invermay;
- b. 26 and 28 Montagu Street, Invermay;
- c. 14, 16 and 18 Howard Street, Invermay;



Code Overlay  LAU-S10.3.1.1
Invermay/Inveresk Flood Inundation Specific Area Plan;
Riveredge Industrial Precinct

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -

Michael Stretton
Chief Executive Officer


Date


Service Layer Credits: the LIST State of
Tasmania

*Instrument 3 - Invermay/Inveresk Flood Inundation Specific Area Plan;
Riveredge Industrial Precinct*

TASMANIAN PLANNING SCHEME - LAUNCESTON
Amendment PSA-LLP009

Amend the Invermay/Inveresk Flood Inundation Specific Area Plan: Invermay Residential Precinct
On the overlay map as LAU-S10.3.1.4, to include the northern portion of Montagu Street



Code Overlay  LAU-S10.3.1.4
Invermay/Inveresk Flood Inundation Specific Area Plan;
Invermay Residential Precinct

THE COMMON SEAL
of the City of
Launceston was
hereunto affixed in the
presences of: -

Michael Stretton
Chief Executive Officer

Date

Service Layer Credits: the LIST State of
Tasmania

*Instrument 4 - Invermay/Inveresk Flood Inundation Specific Area Plan;
Invermay Residential Precinct*

3. sections 40G and 40F of the *Land Use Planning and Approvals Act 1993*, determines the period for public exhibition to be 28 days; and
4. sections 40T and 40Y of the *Land Use Planning and Approvals Act 1993*, approves DA0051/2023 - Storage - Demolition of existing buildings and construction of a building with five tenancies for storage use and associated car parking at 14 Howard Street, 18 Howard Street, 16 Howard Street, 26 Montagu Street, 28 Montagu Street, 30 Montagu Street and 69A Mayne Street, Invermay, subject to the following conditions:

1. ENDORSED PLANS AND DOCUMENTS

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

- a. Planning Report, Prepared by pitt&sherry, Revision No. 1, Page No 1-53, Dated 20/03/2023.
- b. Site Master Plan, Prepared by Cataract Designs, Drawing No. SK001, Revision No. DA2, Page No 54, Dated 9/03/2023.
- c. Cover Page, Prepared by Cataract Designs, Drawing No. SK030, Revision No. DA1, Page No 55, Dated 12/01/2023.
- d. Site Survey, Prepared by Cataract Designs, Drawing No. SK031, Revision No. DA1, Page No 56, Dated 12/01/2023.
- e. Existing and Proposed Zones, Prepared by Cataract Designs, Drawing No. SK032, Revision No. DA1, Page No 57, Dated 9/03/2023.
- f. Demolition Plan, Prepared by Cataract Designs, Drawing No. SK033, Revision No. DA1, Page No 58, Dated 12/01/2023.
- g. Site Plan Stage 3, Prepared by Cataract Designs, Drawing No. SK034, Revision No. DA1, Page No 59, Dated 9/03/2023.
- h. Light Industrial Building Floor Plan, Prepared by Cataract Designs, Drawing No. SK035, Revision No. DA1, Page No 60, Dated 12/01/2023.
- i. Elevations, Prepared by Cataract Designs, Drawing No. SK036, Revision No. DA1, Page No 61, Dated 12/01/2023.
- j. Landowner Permission Letter by RedlineTrust, Page No 62-65, Dated 24/01/2023
- k. Proposed Amendment Maps, Page No 83-84.
- l. Landslip Hazard Assessment, Prepared by Tasman Geotechnics, Document Reference TG22172/1, Page No 85-111, Dated 4/11/2022 .
- m. Flood and Stormwater Assessment, Prepared by pitt&sherry, Revision No. 1, Page No 112-156, Dated 25/01/2023.
- n. Flood Emergency Management Plan, Prepared by pitt&sherry, Revision No. A, Page No 157-170, Dated 25/01/2023.
- o. Noise and Air Emissions Assessment, Prepared by pitt&sherry, Revision No. 1, Page No 171-187, Dated 16/03/2023.
- p. Traffic Impact Assessment, Prepared by pitt&sherry, Revision No. 1, Page No 188-254, Dated 10/03/2023.
- q. Aboriginal Heritage Review, Prepared by Aboriginal Heritage Tasmania - Department of Natural Resources and Environment Tasmania, Page No 255-259, Dated 7/02/2023.

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. HOURS OF CONSTRUCTION

- a. Unless otherwise approved in writing by the Manager Health and Compliance, construction activities must only be carried out between the hours of:
 - i. Monday to Friday - 7am to 6pm; and
 - ii. Saturday - 8am to 6pm.
- b. Notwithstanding the above paragraph, construction activities must not be carried out on public holidays that are observed State-wide (Easter Tuesday excepted).

4. TASWATER

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2023/00188-LCC, dated 12/04/2023 and attached to the permit.

5. BUSINESS HOURS

The operation of the Storage Use within tenancies 1, 2, 3, 4 and 5 must be confined to:

- a. Monday to Saturdays - 7am and 8pm; and
- b. Sunday and Public Holidays - 8am and 8pm.

6. SITE LANDSCAPING

The landscaping must be:

- a. installed in accordance with the endorsed plan; and
- b. completed within three months of the use commencing; and
- c. maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Council.

7. USE LIMITATION

The car parking has been assessed using the calculation of one space per 200m² of the site area for a storage use. In the event that a future use generates the need for additional car parking spaces, further planning approvals may be required.

8. DRIVEWAY AND PARKING AREA CONSTRUCTION

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

- a. be properly constructed to such levels that they can be used in accordance with the plans;
- b. be surfaced with an impervious all weather seal;
- c. be adequately drained to prevent stormwater being discharged to neighbouring property;
- d. be line-marked or otherwise delineated to indicate each car space and access lanes.

Parking areas and access lanes must be kept available for these purposes at all times and maintained for the life of the development.

9. ON-SITE DETENTION (TASWATER ADVICE TO DRAINAGE AUTHORITY)

On-site detention storage must be provided to limit the peak rate of piped stormwater discharge and overland flows, from the site to that generated by the site at its current level of development for a 1 in 5 storm event of one hour duration. The volume of the detention

structure must be the difference between the above discharge (pre-development) and the discharge from the site post development.

Prior to the commencement of works, the plans and calculations must be submitted to the General Manager Infrastructure and Assets Network for approval. On completion, an *as constructed* plan complete with levels, must be submitted, complete with a certification that the storage and adjacent floor levels have been constructed in accordance with the approved design.

10. DAMAGE TO THE COUNCIL'S INFRASTRUCTURE

The developer is liable for all costs associated with the repair of damage to the Council's infrastructure resulting from non-compliance with the conditions of the Planning Permit and any by-law or legislation relevant to the development activity on the site. Damage may also include the undertaking of unauthorised works to the Council's infrastructure such as driveways, footpaths and stormwater infrastructure. The developer will also be liable for all reasonable costs associated with the enforcement of compliance with the conditions, by-laws and legislation relevant to the development activity on the site.

11. 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. A copy of such plan is to be maintained on site and available for inspection upon request by an Authorised Officer.

The explicit permission of General Manager Infrastructure and Assets Network is required prior to undertaking works where the works:

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

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.

12. APPLICATION TO ALTER A STORMWATER SERVICE

An application must be made using the Council's eServices web portal, or on the approved form and accompanied by the prescribed fee to install a new connection, or physically remove/relocate or alter an existing service connection.

All work must be carried out by a suitably experienced contractor and in accordance with Council standards. All costs associated with these contractors are to be borne by the applicant.

13. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS

Where a service connection to a public main or utility is to be relocated/upsized or removed then the trench within the road pavement is to be reinstated in accordance with LGAT-IPWEA Tasmanian Standard Drawing TSD-G01 *Trench Reinstatement Flexible Pavements* and Council policy 27-Rfx-012 *Standards for Surface Reinstatement of Works*

in the Road Service. The asphalt patch is to be placed to ensure a water tight seal against the existing asphalt surface. Any defect in the trench reinstatement that becomes apparent within 12 months of the works is to be repaired at the cost of the applicant.

14. 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.
- 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 (the Plan) by the General Manager Infrastructure and Assets Network. The Plan must be implemented and maintained during construction to ensure that soil erosion is to be appropriately managed.

15. CAPPING OF SERVICES

Unused service connections must be capped for possible future use, or permanently sealed with concrete plugs and the disused portion of pipe filled with an approved medium. The location of any capped services must be located on a site plan and provided to the Council.

16. FACILITIES AND HIGHWAYS BY-LAW

Prior to the placement of any skip bin, security fencing, hoarding, shipping containers, site offices or amenities within a local highway, the person, corporation or other legal entity must seek and have issued a permit pursuant to the Facilities and Highways By-Law (No. 1 of 2021). No such items are to be placed within the road reserve without approval.

17. CONSTRUCTION OF WORKS

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the General Manager Infrastructure and Assets Network. The required infrastructure works must be as shown in the application documents and endorsed plans and modified by the approval of the detailed engineering drawings and specifications. Works must include:

- a. Stormwater
 - 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.
- b. Roads

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- i. provision of road widening from the existing edge of pavement to the existing kerb line on the development side of Montagu Street;
 - ii. provision of a new outstand on the North Eastern corner of the Howard Street and Montagu Street;
 - iii. provision of an industrial vehicular crossing as endorsed in the planning permit; and
 - iv. all necessary line marking, signage and other traffic control devices.
- c. Electricity, Communications and 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; and
 - iv. provision of reticulated gas network to service all lots and installed to the approval of the Responsible Authority.

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 the Council's Audit inspections and other responsibilities;
- c. construction audit inspections; and
- d. practical completion and after a 12 months defects liability period the final inspection and hand-over.

18. AS CONSTRUCTED PLANS

An *as constructed* plan must be provided in accordance with the Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from the Infrastructure and Assets Network.

19. NOISE MITIGATION MEASURE.

Prior to any use commencing the development must include the 1.8m high solid *colorbond* boundary fence as referenced in the Noise and Air Emissions Assessment report completed by pitt&sherry dated 16 March 2023.

20. NOISE - REVERSING ALARMS

The use of reversing alarms must not cause unreasonable noise or interference to other uses. Any vehicle or machinery that requires a reversing alarm must use broadband alarms or other non-intrusive methods.

21. EXTERIOR AND SECURITY LIGHTING

Exterior lighting and security lighting is to comply with the Australian Standard AS4282 *Control of the obtrusive effects of outdoor lighting* or any subsequent versions.

22. DEMOLITION

The developer must:

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

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- b. not undertake any burning of waste materials or removed vegetation;
- c. remove all rubbish from the site for disposal at a licensed waste disposal site;
- d. dispose of any asbestos found during demolition in accordance with the Safe Work Australia *How to Safely Remove Asbestos: Code of Practice, July 2020*, or any subsequent versions of the document.

Notes

A. General

This permit was issued based on the proposal documents submitted for DA0051/2023. You should contact the Council with any other use or developments, as they may require the separate approval of the Council. The Council's planning staff can be contacted on 6323 3000.

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Tasmanian Civil and Administrative Appeal Tribunal (TASCAT) is withdrawn 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.*

The permit lapses after a period of two years if the development or use has not substantially commenced within that period. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by request to the 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 enquiries as to whether the proposed development is affected, 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.

C. Appeal Provisions

A planning appeal may be instituted by lodging a notice of appeal with the Registrar of the Tasmanian Civil and Administrative Tribunal (TASCAT).

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 Tasmanian Civil and Administrative Tribunal (TASCAT) website www.tascat.tas.gov.au <<http://www.tascat.tas.gov.au>>.

D. 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

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development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of the Council's Notice to Waive Right of Appeal is attached.

E. Signage

Separate approval may be required for any signage proposed on the site.

F. Storage of Dangerous Goods

Dangerous goods/materials must be stored in accordance with the Work Health and Safety Regulations 2012 or any subsequent versions of the regulation.

G. Noise Nuisance

Noise nuisance is regulated under the Environmental Management and Pollution Control Act 1994. You will be required to implement measures to eliminate noise nuisance if complaints about your premises are received and verified.

PART A - APPLICATION FOR PLANNING SCHEME AMENDMENT

1. INTRODUCTION

An application has been lodged under sections 37(1) and 40T of the *Land Use Planning and Approvals Act 1993* (the Act) for an Amendment to the Launceston Local Provisions Schedule (the LPS) of the Tasmanian Planning Scheme - Launceston. The application proposes the following:

- the rezoning of 14 Howard Street, 16 Howard Street, 18 Howard Street; 26 Montagu Street and 28 Montagu Street and the southern portion of 69A Mayne Street, Invermay from the General Residential Zone to the Light Industrial Zone.
- the rezoning of the northern portion of 30 Montagu Street, Invermay from Light Industrial Zone to General Residential Zone; and
- to amend the LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan to reflect the zone changes detailed above.

The application is also seeking approval for the use and development within the proposed Light Industrial Zone for the construction of a building to be used for storage. The building will include five tenancies, with each tenancy having a footprint of approximately 451.75m², including office space and amenities. Access is to be provided via Howard and Montagu Streets with the proposal including 20 on site car parking spaces including one accessible parking space.

The Planning Scheme Amendment and Development application submission prepared by pitt&sherry is contained in the Attachments. This will be referred to as the Planning Submission throughout the report.

The application includes a Landslip Hazard report, a Noise and Air Emissions Assessment, a Traffic Impact Assessment and a Flood and Stormwater Assessment report. These reports are provided in the Attachments. These reports will be referred to individually as required.

The *Tasmanian Planning Scheme - Launceston - Launceston Local Provisions Schedule* will be generally referred to as the Scheme in this report.

2. Subject Site and Surrounding Uses

The subject site is located at 14, 18 and 16 Howard Street; 26, 28 and 30 Montagu Street and 69A Mayne Street, Invermay and comprises of seven titles - CT62242/8, CT62242/9, CT62242/10, CT62242/11, CT62242/12, CT54767/2 and CT175261/2, with a total area of 6,400m². The sites are semi irregular and are located on the corner of Howard and Montagu Streets, Invermay.



Figure 1: Subject site aerial (Source: SAM Mapping)

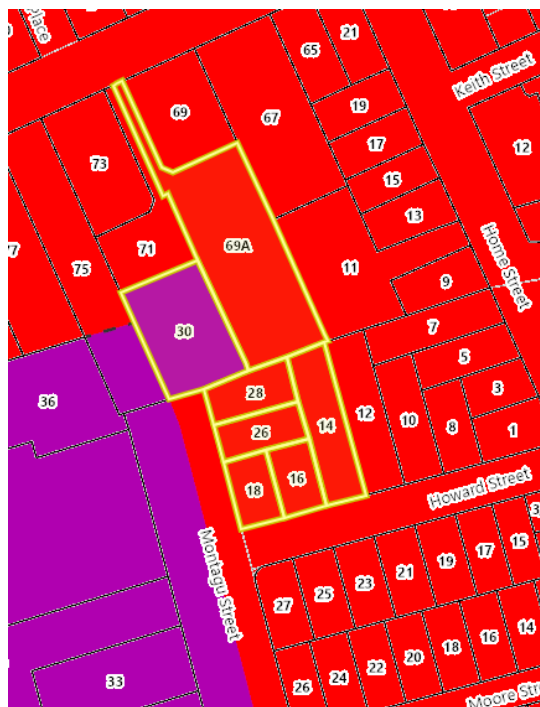


Figure 2: Subject site and existing zoning (Source: SAM Mapping)

The proposed Amendment to the LPS of the Tasmanian Planning Scheme - Launceston involving rezoning land from General Residential Zone to Light Industrial Zone and from Light Industrial Zone to General Residential Zone. The subject sites are located within the Invermay/Inveresk Flood Inundation Specific Area Plan and, therefore, the rezoned Light Industrial land will be included into Riveredge Industrial Precinct and the rezoned General Residential land will be included into Invermay Residential Precinct. The details of the subject site as follows:

Existing Zone	Proposed Zone
14 Howard Street, Invermay - General Residential	Light Industrial
16 Howard Street, Invermay - General Residential	Light Industrial
18 Howard Street, Invermay - General Residential	Light Industrial
26 Montagu Street, Invermay - General Residential	Light Industrial
28 Montagu Street, Invermay - General Residential	Light Industrial
69A Mayne Street, Invermay - General Residential	Approximately 624m ² to Light Industrial
30 Montagu Street, Invermay - Light Industrial	Approximately 658m ² to General Residential

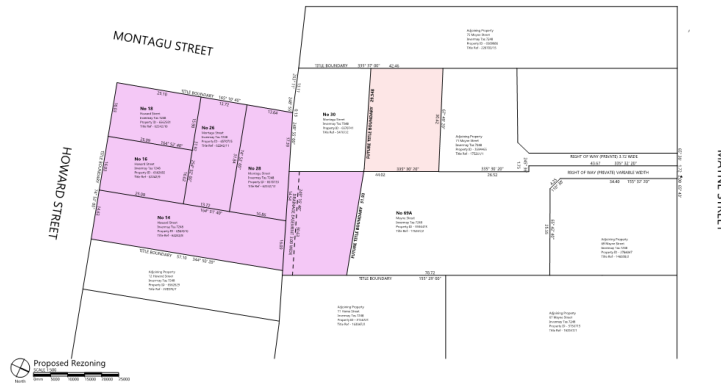


Figure 3: Prepared by Cataract Designs

The existing site is currently comprised of residential development and vacant land with a total site area of approximately 6,400m², in which the total residential land is 5,075m² and 1,325m² of Light Industrial land with an existing dwelling. The Amendment seeks to rezone 3,169m² to Light Industrial Zone with the existing Light Industrial land of approximately 667m² and with the remaining General Residential land of 1,906m² with an addition of approximately 658m² from the existing Light Industrial land, a total of 2,564m². Therefore, 3,836m² of subject land will be Light Industrial and 2564sqm of subject land will be General Residential.

The proposed application associated with the rezoning seeks to demolish five existing, dilapidated dwellings. These dwellings have a floor height of approximately 1.9m - 2.6m AHD, which is below the planning schemes established flood level of 3.4m AHD. Due to these significant AHD differences, the sites have very low attraction, due to residential costs and house prices, while adversely affecting residential property values and increasing home insurance costs. The land is higher with approximately 4.5m - 9.5m AHD above the established flood level 3.4AHD.



Figure 4: Subject site and flood modelling (Source: SAM Mapping)

The site is located approximately 1.5km north of the Launceston Central Business District and is within the General Residential and Light Industrial Zone. The site adjoins the Light Industrial zone towards the west with multiple light industrial uses and the General Residential to the north and south, with a mixture of multiple and single dwelling and to the east, predominantly single dwellings.

The site is not listed in the *Local Historic Heritage Code* under the Scheme or within a State listed property on the Tasmanian Heritage Register. There is no identified or known Aboriginal or Cultural heritage on the site or adjoining land.

The site is not subject to any land capability assessment, has no scenic values and no identified natural values. However, 69A Mayne Street and 30 Montagu Street, Invermay are subject to low and medium landslip with a slope downwards from the northern boundary towards the southern boundary and 28 Montagu Street and 12 Howard Street, Invermay are subject to low landslip with a slight slope downwards from the northern boundary towards the southern boundary.

The subject site is located within an area that is serviced by reticulated sewerage, water and stormwater infrastructure.

3 Landowner Consent

The land is owned by *RedlineTrust*, and consent was provided on 24 January 2023. The Council, acting as the Road Authority, also provided consent.

4. The Rationale for Supporting the Amendment

The purpose of the Amendment is to modify the zones to the landowner to maximize the development potential of their land and better align to the sites location and to better respond to the risk of flooding.

The majority of land to be rezoned (approximately 3,836m²) is flood prone and proposed to go from General Residential to Light Industrial with a small portion of land outside of the flood prone area will be rezoned from Light Industrial to General Residential.

Why the Site is not Suited for Residential Development?

The subject land is located in an existing developed urban area, with under utilised land including dilapidated houses, which require significant work to achieve satisfactory housing standards. The land is not well suited to General Residential because it is currently restricted due to potential flood impact, as these sites are located below the established flood level 3.4m AHD, approximately 1.9m - 2.6m AHD. If the dwellings were to be demolished and rebuilt the floor levels are required to be increased to a minimum of 3.4m AHD which adds to costs.

Why is Light Industrial Preferred?

The rezoning of the land from a General Residential Zone to a Light Industrial Zone is considered appropriate, as the potential flood, risk on site does not require floor levels and human habitation. The site towards the west adjoins with Light Industrial zone, with multiple uses, especially Transport Depot and Distribution, which is located across the street with a constant movement of heavy vehicles and unintended off-site impacts. The proposed amendment included a development within the rezoned land to construct a building for a storage use, which will minimise the off-site impacts and reduce an unreasonable loss of amenity for the existing and future sensitive receptors. Furthermore, the submitted report for future development for storage use is unlikely to cause environmental harm or adversely impact environmental amenity.

Why is Part of the Site Going to Residential?

The proposed Amendment includes rezoning of approximately 658m² of land from Light Industrial to General Residential, as the land is located above the established flood levels, approximately 5.5m - 9.5m AHD and will increase the opportunities to redevelop the land with additional houses. The proposed Amendment included a master plan that shows indicative location to achieve five new dwellings.

Will the Additional Industrial Zones Impact Residential Amenity in the Area?

The rezoned land to Light Industrial Zone will adjoin with 12 Howard Street, a residential building with an existing setback of approximately 3.5m at the closest point to new rezoned boundary. The rezoned land will not adversely affect the sensitive receptors, as the

proposed Amendment included indicative location of the building that will be used for storage use. The proposed development maintains separation with the habitable rooms of the existing residential uses and will not cause an unreasonable loss of amenity to 12 Howard Street, the opposite side of Howard Street or the future development at the rear of the development.

Changes to LAU-S10.0 Invermay/Inveresk Flood Inundation Specific Area Plan

Changes are required to specific area plan precincts to reflect the changing zoning. The proposed Light Industrial Zone will be moved into the Riveredge Industrial Precinct. This precinct prohibits new residential uses, significant community infrastructure and conversion of industrial uses to residential uses.

The proposed General Residential Zone will be relocated to Invermay Residential Precinct to maintain the existing residential use and prohibit significant community infrastructure.

5. Land Use Planning and Approvals Act 1993 Requirements

The legislation allows for a combined application for a permit and a planning scheme amendment to be considered jointly in accordance with section 40T of the *Land Use Planning and Approvals Act 1993* (LUPAA).

37. Request for Amendment of LPSs

- (1) *A person may request a planning authority to amend an LPS that applies to the municipal area of the planning authority.*
- (2) *A request under subsection (1) is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.*
- (3) *A request under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land –*
 - (a) be signed by each owner of the land; or*
 - (b) be accompanied by the written permission of each owner of the land to the making of the request.*

40T Permit Application that Requires Amendment of LPS

- (1) *A person who requests a planning authority under section 37 to amend an LPS may also, under this subsection –*
 - (a) make an application to the planning authority for a permit, which permit could not be issued unless the LPS were amended as requested; and*
 - (b) request the planning authority to consider the request to amend the LPS and the application for a permit at the same time.*
- (2) *An application for a permit under subsection (1) is to be in a form, if any, approved by the Commission.*
- (3) *A planning authority must not refuse to accept a valid application for a permit, unless the application does not include a declaration that the applicant has –*
 - (a) notified the owner of the intention to make the application; or*
 - (b) obtained the written permission of the owner under subsection (6).*

- (4) *For the purposes of subsection (3), a valid application is an application that contains all relevant information required by the planning scheme applying to the land that is the subject of the application.*
- (5) *If –*
 - (a) *an undertaking is in respect of a combination of uses or developments or of one or more uses and one or more developments; and*
 - (b) *under a planning scheme any of those uses or developments requires a permit to be granted – a person may, in the one application under subsection (1), apply to the planning authority for a permit with respect to the undertaking.*
- (6) *An application for a permit under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land and the relevant planning scheme does not provide otherwise –*
 - (a) *be signed by each owner of the land; or*
 - (b) *be accompanied by the written permission of each owner of the land to the making of the request.*
- (7) *Subsection (6) does not apply to an application for a permit to carry out mining operations, within the meaning of the Mineral Resources Development Act 1995, if a mining lease or a production licence which authorises those operations has been issued under that Act.*

6.1 Considerations for an Amendment

Section 34(2) of LUPAA requires that a draft amendment to a Local Provisions Schedule meets the following the LPS criteria.

34. LPS Criteria

- (2) *The LPS criteria to be met by a relevant planning instrument are that the instrument:*
 - (a) *contains all the provisions that the SPPs specify must be contained in an LPS;*
and

Response:

The proposed Amendment does not alter the State Planning Provisions and is applying to rezone land from the suite of zones available under the SPPs.

- (b) *is in accordance with section 32; and*

Response:

The proposed Amendment is for rezoning of land in the Launceston municipal area, as identified in the instrument of certification which has been prepared in accordance with section 32 of LUPPA.

- (c) *furtheres the objectives set out in Schedule 1; and*

Response:

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A response to the objective are under Section 7 (below)

(d) is consistent with each State policy; and

Response:

A response to the State policies are under Section 8 (below).

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

Response:

The Tasmanian Planning policies have not been implemented.

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

Response:

A response to the Regional Land Use Strategy is under Section 9.1 (below).

(f) has regard to the strategic plan, prepared under <https://www.legislation.tas.gov.au/view/html/inforce/current/act-1993-095> Local Government Act 1993 (Tas), that applies in relation to the land to which the relevant planning instrument relates; and

Response:

A response to the strategic plan is under Section 9.2 (below).

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

Response:

The adjacent municipal areas adopted the Tasmanian Planning Scheme. However, the proposed Amendment to the LPS will not impact the adjacent municipal areas.

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

Response:

The gas pipeline is not available in proximity to the site. Therefore, the *Gas Pipelines Act 2000* is not applicable to the proposed development.

7. Assessment Against the Objectives Outlined Below:

The objectives of the Resource Management and Planning system of Tasmania are:

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

Response:

The subject area is located within a developed urban area with limited natural values.

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

Response:

The land is identified as an urban area within the Regional Land Use Strategy. The rezoning is considered to be an appropriate use of underutilised land. The proposed Amendment is suitable to support light industrial use, which will occur in a fair, orderly and sustainable manner. As the Light Industrial activities are primarily for proposed storage, sufficiently low levels of noise and air emissions are expected and will not have adverse impact on any nearby potential or existing receptors. This will be controlled with specific measures included in the proposed Amendment (Noise and Air Emissions Assessment).

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

Response:

The public will have the opportunity to comment on this proposal during the exhibition period, which will run for three weeks. The public will have the opportunity to lodge written representations to the application during the exhibition period and they will be considered by the planning authority and referred to the Tasmanian Planning Commission. If any representations were to be received, the Tasmanian Planning Commission may hold a public hearing to deal with the representations.

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

Response:

The rezoning of the site will increase opportunities for light industrial activities and a positive use of an underutilised site. The Amendment and the proposed development will have a positive economic benefit within the municipal 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.

Response:

The proposed Amendment was referred to TasWater and no other relevant agency referrals are required. If the Amendment is initiated, the Tasmanian Planning Commission will advertise and assess the development.

8. State Policies

The proposed Amendment assessment against State policy as follows:

State Policy	Response								
State Policy on the <i>Protection of Agricultural Land 2009</i>	The policy only applies to rural land and the subject sites are located outside the rural area.								
State Policy on <i>Water Quality Management 1997</i>	The subject sites are not located within the Waterway and Coastal Protection Areas, so an assessment is not required.								
State Policy on <i>State Coastal Policy 1996</i>	The subject site is located approximately 590m from the high water mark and is located within the coastal zone. Therefore, the subject site is assessed against the three main principles. The three principles are as follows:								
	<table border="1"> <thead> <tr> <th>Principles</th> <th>Response</th> </tr> </thead> <tbody> <tr> <td>Natural and cultural values of the coast shall be protected</td> <td>The proposed Amendment will have no significant impacts on the natural and cultural values of the coast, as the site is in an existing, developed urban area. However, the stormwater provisions and the <i>Urban Drainage Act 2013</i> will continue to apply the subject area.</td> </tr> <tr> <td>The coast shall be used and developed in a sustainable manner</td> <td>The subject sites are located in an existing developed urban area and the proposed Amendment will not expand into greenfield coastal areas.</td> </tr> <tr> <td>Integrated management and protection of the coastal zone is a shared responsibility.</td> <td>The subject sites are located in an existing developed urban area and Invermay/Inveresk Flood Inundation SAP protects the proposed development.</td> </tr> </tbody> </table>	Principles	Response	Natural and cultural values of the coast shall be protected	The proposed Amendment will have no significant impacts on the natural and cultural values of the coast, as the site is in an existing, developed urban area. However, the stormwater provisions and the <i>Urban Drainage Act 2013</i> will continue to apply the subject area.	The coast shall be used and developed in a sustainable manner	The subject sites are located in an existing developed urban area and the proposed Amendment will not expand into greenfield coastal areas.	Integrated management and protection of the coastal zone is a shared responsibility.	The subject sites are located in an existing developed urban area and Invermay/Inveresk Flood Inundation SAP protects the proposed development.
	Principles	Response							
	Natural and cultural values of the coast shall be protected	The proposed Amendment will have no significant impacts on the natural and cultural values of the coast, as the site is in an existing, developed urban area. However, the stormwater provisions and the <i>Urban Drainage Act 2013</i> will continue to apply the subject area.							
The coast shall be used and developed in a sustainable manner	The subject sites are located in an existing developed urban area and the proposed Amendment will not expand into greenfield coastal areas.								
Integrated management and protection of the coastal zone is a shared responsibility.	The subject sites are located in an existing developed urban area and Invermay/Inveresk Flood Inundation SAP protects the proposed development.								
National Environment Protection Measures Section 12A of the <i>State Policies and Projects Act 1993</i> states that a National Environment Protection Measure (NEPM) is taken to be a State Policy. The following, therefore, require consideration: <ul style="list-style-type: none"> • Ambient air quality 2002 • Diesel vehicle emissions 2001 	A Noise and Air Emissions Assessment, prepared by a suitably qualified person, was submitted along with the application. The subject sites does not have any contaminations registered, however, standard conditions are placed on the permit to ensure safe and efficient use of the land.								

<ul style="list-style-type: none"> • Assessment of site contamination 1999 • Used packaging materials 1999 • Movement of controlled waste between States and Territories 1998 • National pollutant inventory 2000 	
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9. Planning Strategies

9.1 Northern Tasmania Regional Land Use Strategy (NTRLUS)

The sites are located within the Urban Land Use area as shown in Map D1 of NTRLUS and within the regional framework. The land is within the developed urban settlement area and assessed against the goals of the strategic planning frameworks is follows:

<p>C4.1 Goal 1: Economic Development To facilitate economic development and productivity through integrated land use and infrastructure planning.</p>
<p>Strategic Direction G1.1 Capitalise on the region’s sources of competitiveness by identifying future growth opportunities for sustainable competitive advantage.</p>
<p>Response: <i>Invermay is located within an identified Urban Land Use area, noting that the identified area only contains land use for proposed Light Industrial as well as General Residential, as per Map D1 within the NTRLUS.</i></p> <p><i>The rezoning will increase the effective supply of Light Industrial activities in Invermay, as the subject site is already in an established urban area and adjoins a major industrial hub in Launceston. The current zoning of General Residential is currently underutilised as the land is within the Invermay/Inveresk Flood SAP and the site is below the established AHD height. As a result, the construction and insurance costs are high. Due to these implications, the site, as an investment, is unattractive to locals/developers. However, with the proposed rezoning to Light Industrial it will open up a wide range of development opportunities including the proposed storage use. This will sustain and encourage opportunities for growth as Launceston being a desirable place to live.</i></p>
<p>Strategic Direction G1.2 Adopt an integrated and coordinated approach to government infrastructure, transport and land use planning.</p>
<p>Response: <i>The subject site is located within established urban area, which can adopt to government infrastructure, transport and land use planning.</i></p>
<p>Strategic Direction G1.3 Develop a thorough understanding of key industry needs, including future demand and location requirements.</p> <p>Response:</p>

<p><i>Comprising land is in established urban land use area and existing services will be appropriately zoned. The proposed use and development within the Light Industrial Zone will provide advantage of market opportunities which attract significant levels of trade and economic development to the Launceston municipality.</i></p>
<p>C4.2 Goal 2: Liveability To promote liveability measures for social and community development and the betterment of healthy, strong and vibrant urban and rural settlements.</p>
<p>Strategic Direction G2.1 Identify Urban Growth Areas to advance a sustainable urban settlement pattern.</p>
<p>Response: <i>The site is primarily located within an urban land use area, identified under the NTRLUS. The site has been identified within the adopted local strategy as an area that is able to advance growth in an appropriate pattern with an appropriate lot size.</i></p>
<p>Strategic Direction G2.2 Plan for socio-demographic changes.</p>
<p>Response: <i>The current zoning, General Residential, is currently underutilised as this land is within the Invermay/Inveresk Flood SAP. The site is below the established AHD height. Construction and insurance costs are very high. Due to these implications, the site is unattractive to locals/developers for investment. The proposed rezoning will provide opportunity for locals/developers to construct a diverse range of dwelling types, where the land is above the established AHD heights, as shown in the Master Plan. The surrounding area of the subject site is a mixture of Light Industrial and General Residential developments. Permitting the proposed Amendment will contribute to the economic value of the region, which in turn will support any socio-demographic changes.</i></p>
<p>Strategic Direction G2.3 Promote local character values.</p>
<p>Response: <i>The character of the area, including its values, has been discussed. The proposed changes will introduce new Light Industrial and General Residential land that will promote and reflect the local character.</i></p>
<p>Strategic Direction G2.4 Enhance social inclusion.</p>
<p>Response: <i>The changes will allow new Light Industrial activities, which may include storage, manufacturing, processing and service industries, etc.</i></p> <p><i>The rezoned land from Light Industrial to General Residential will allow new residential development, which in future may also include visitor accommodation and multiple dwellings, which will include the inclusion of social mechanisms.</i></p>
<p>C.4.3 Goal 3: Sustainability To promote greater sustainability in new development and develop stronger community resilience to social and environmental change.</p>
<p>Strategic Direction G3.1 Promote and protect the Region's unique environmental assets and values.</p>
<p>Response: <i>Any future development would be subject to the relevant provisions of the scheme protecting unique environmental assets and values.</i></p>
<p>Strategic Direction G3.2:</p>

Establish planning policies to support sustainable development, address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.
Response: <i>Future development would be required to address any impacts of climate change, energy efficiency, environmental emissions and pollutants, as they would be relevant and prescribed under the Planning Scheme.</i>
C.4.4 Goal 4: Governance To provide cooperative and transparent leadership and regionally supportive local governance structures to advance integrated strategic land use objectives/outcomes, including the goals, strategies and policies of the RLUS.
Strategic Direction G3.4.1 Advance regional leadership.
Response: <i>The Amendment is required to address all relevant sections of the Regional Land Use Strategy along with appropriate State and local policies. This report has considered all of these and is supportive of the change to the current planning scheme.</i>

In order to ensure the above, the proposed amendment is considered a number of policies and actions within the Strategy. The relevant to the assessment are:

- Regional Land Use Categories
- Regional Planning Policies
- Regional Activity Centre Network Policy
- Regional Infrastructure Network Policy
- Regional Economic Development Policy

The relevant policies and actions in the NTRLUS are detailed as follows:

9.1.2 Regional Land Use Categories

Categories	Response
D.1 Introduction to Categories	The proposed Amendment seeks to rezoning of some land in Invermay which is aligned with the Urban Growth Areas as show in Map D.1 Regional Framework Plan
D.1.1 Purpose of Categories	The proposed Amendment and the proposed development will be reflected in Launceston Tasmanian Planning Scheme through land use zones.
D.2.1.1 Urban Growth Areas	The subject land is located in an existing developed urban area shown in the Regional Framework Plan Maps D.1. The proposed Amendment and the development on the subject land is physically suitable to accommodate the future residential development and light industrial development. The Amendment included various reports, including the Landslip Hazard and Flood and Stormwater Assessments that demonstrate the rezoned land will exclude the areas with

	unacceptable risk of natural hazards, including the predicted impact of climate change. The subject land will represent contiguous urban form and subject to the Tasmanian Planning Scheme - Launceston.
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9.1.3 Regional Planning Policies

Section E of the NTRLUS sets out the regional policies and key planning policies and actions.

E.2 Regional Settlement Network Policy

Regional Settlement Networks	
Policy	Action
RSN-P1 Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).	<p>RSN-A1 Provide an adequate supply of well-located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.</p> <p>RSN-A2 Land supply will be provided in Urban Growth Areas identified as:</p> <ul style="list-style-type: none"> • Priority Consolidation Areas; • Supporting Consolidation Areas; or • Growth Corridor. <p>RSN-A3 Apply zoning that provides for the flexibility of settlements or precincts within a settlement and the ability to restructure underutilised land.</p>

RSN-A3 Response:

The proposal is to rezone into Light Industrial from General Residential and Light Industrial to General Residential as shown in Drawing No. SK032. The subject land is located in an existing developed urban area in Invermay and is in close proximity to Launceston's existing services and infrastructure services including water and sewerage. The new zone will directly allow for future residential and industrial development and will directly allow for future flexibility within the area for the existing underutilised land.

Regional Settlement Networks	
Policy	Action
RSN-P2 Provide for existing settlements to support local and regional economies, concentrate investment in	RSN-A4 Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing

<p>the improvement of services and Infrastructure, and enhance quality of life.</p> <p>RSN-P3 Recognise the isolated relationship of the Furneaux Group of islands to the settlement system of the region and that settlement and activity centre planning will be dependent on local strategies to support sustainable outcomes.</p>	<p>water and sewerage capacity and required augmentation to meet urban development growth and capacity - both residential and industrial.</p> <p>RSN-A5 Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; ageing in home options should be provided.</p> <p>RSN-A6 Encourage urban residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing Infrastructure, including supporting greater public transport use and services.</p> <p>RSN-A7 Ensure all rural and environmental living occurs outside Urban Growth Areas.</p> <p>RSN-A8 Identify areas with existing mixed land use patterns, and/or brownfield areas adjacent to activity centres, for mixed use redevelopment, and apply zones that provide for flexibility of use to support the activity centre and the role of the settlement.</p>
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RSN-A4 Response:

The subject land is located within the established urban land and matches the existing and planned infrastructure capacity being delivered by the City of Launceston and TasWater. The development was referred to the Council's Infrastructure and Assets Network and TasWater who provided comments and conditions to be included on the permit.

RSN-A5 Response:

The proposed rezoned land from Light Industrial to General Residential is consistent as future residential development will encourage locals and developers to construct modern houses. As the land is located above the established flood AHD under the SAP, construction costs and home insurances will be more affordable compared to the rezoned Light Industrial from General Residential, which is below the established SAP flood AHD.

Housing Dwellings and Densities	
Policy	Action
RSN-P5 Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will	RSN-A10 Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of

include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.	Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations
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RSN-A10 Response:

The rezoned land General Residential from Light Industrial with the existing General Residential land on 69A Mayne Street has total area of 2,564m². The submitted master plan, Drawing No. SK001 shows the indicative location of five potential new multiple dwellings within the General Residential Zone. As the subject land is within the established urban land where all infrastructure services are available, the density of five potential multiple dwellings complies with the provisions of the Scheme and infill development in the area where it is contiguous with the Invermay Urban Growth Area.

Integrated Land Use and Transport	
Policy	Action
<p>RSN-P8 New development is to utilise existing Infrastructure or be provided with timely transport infrastructure, community services and employment.</p> <p>RSN-P9 Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.</p> <p>RSN-P10 Plan new public transport routes, facilities and high-frequency services to provide safe and convenient passenger accessibility, and to support the interrelationship between land use and transport.</p>	<p>RSN-A14 Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors.</p>

RSN-A14 Response:

The proposed Amendment to the Planning Scheme is consistent with RSN-P8. The proposed development will utilise existing transport infrastructure services for both General Residential and Light Industrial land and will accommodate changes to vehicle access to and from the Light Industrial land, as shown in Drawing No. SK034. Furthermore, the subject land is in close proximity to public transport, community services and employment.

Integrated Land Use and Transport
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Policy	Action
<p>RSN-P11 Coordinate land use and transport planning and the sequence of development with timely infrastructure provision.</p> <p>RSN-P12 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.</p>	<p>RSN-A15 Planning will be informed by the Northern Integrated Transport Plan (2013). Future iterations of the Strategy are to require planning schemes provide appropriate zoning patterns and support land use activities by:</p> <ul style="list-style-type: none"> • Identifying transport demands and Infrastructure required; • Protecting key transport corridors from incompatible land uses; and • Creating sustainable land use patterns that maximise efficient use of all future transportation modes, ie. road/rail, freight routes (including land and sea ports), and public transport, pedestrian and cyclists networks

RSN-A15 Response:

The proposed Amendment includes development on the rezoned Light Industrial land for storage use for five tenancies. The Amendment included Traffic Impact Assessment, which identified the transport demands and infrastructure requirements. The development for storage use includes 20 car parking spaces, as required under the Planning Scheme. The subject land is within the established urban area and is in close proximity to the public road network, which connects to the Tasmania's transport infrastructure.

Housing Affordability	
Policy	Action
<p>RSN-P20 Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.</p>	<p>RSN-A19 Review the community needs for housing provision and affordability</p>

RSN-A19 Response:

The proposed Amendment to the LPS is consistent as future residential development will encourage locals or developers to construct modern houses. It is located above the established flood AHD under the SAP, therefore, construction costs and home insurances will be more affordable as compared to the rezoned Light Industrial from General Residential, which is below the established SAP flood AHD.

The current situation in Launceston for residential demand is high for housing and the rezoned land to Light Industrial from General Residential is appropriate as the land is below the established flood AHD and has potential danger to life during flood events. The sites have very low attraction, due to residential costs and house prices, while adversely affecting residential property values and increasing home insurance costs. The rezoned General Residential from Light Industrial can accommodate multiple dwellings as shown the indicative location in the master plan.

E.3 Regional Activity Centre Network Policy

Specific Policies and Actions	
Policy	Action
<p>RAC-P1 Maintain and consolidate the Regional Activity Centres Network so future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated Infrastructure.</p>	<p>RAC-A1 Integrate the Regional Activity Centres Network into government policy and strategies (including strategic plans, corporate plans, planning schemes and capital works programs).</p> <p>RAC-A2 Zoning and land use planning provisions are to minimise potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforce the spatial hierarchy, role and function of centres.</p>

RAC-A2 Response:

The rezoning will not affect the regional activity centre hierarchy. The proposed Amendment and the proposed storage use within the rezoned Light Industrial Zone is consistent as this area of Invermay has no current demand for redevelopment for residential use and is currently underutilised. The rezoned land will be developed and used for mixed storage uses, which allows 11 sub-use classes for storage use, with an access to storage or wholesale of goods and may incorporate distribution, which will be contiguous with the surrounding land.

The proposed development is for a combined application; the proposal included storage use within the rezoned land. However, the rezoned land will create a wide range of light industrial activities that allows for uses that do not threaten the activity centre network.

The rezoned General Residential from Light Industrial is consistent. This land will be incorporated with 69A Mayne Street, Invermay and will be utilised for multiple dwellings with an access from Mayne Street, where all infrastructure services are available, as shown in the Master Plan SK001.

E.4 Regional Infrastructure Network Policy

Specific Policies and Actions	
Policy	Action
<p>RIN-P3 Direct new development towards settlement areas that have</p>	<p>RIN-A3 Direct growth to areas where existing infrastructure capacity is underutilised and give preference to urban expansion that is near existing</p>

been identified as having spare infrastructure capacity	transport corridors and higher order Activity Centres.
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RIN-A3 Response:

The subject land is within the established urban area and has sufficient infrastructure capacity to be fully serviced by the reticulated system, as the site is in close proximity to the existing reticulated system. Furthermore, the development was referred to the Council's Infrastructure and Assets Network and TasWater, who provided comments and conditions that were to be placed on the permit.

E.5 Regional Economic Development Policy

Specific Policies and Actions - Industrial Land	
Policy	Action
ED-P3 Provide a 10 year supply of industrially zoned and serviced land in strategic locations	ED-A3 Identify suitably located land within planning schemes to be zoned for industrial and employment purposes, consistent with the <i>Northern Tasmania Industrial Land Study (2014)</i> and provide for the region to be well placed to capture economic opportunities.

ED-A3 Response:

*The subject site is within the established Invermay urban area which has been identified as locally significant precinct capable of accommodating local service industries or a mix of other smaller scale industrial uses. It has been identified that Invermay has little opportunity for further subdivision of already small lots. Industries primarily utilise lot sizes smaller than 2,000m² and up to 3,500m² (*Northern Tasmania Industrial Land Study (2014)*). As the subject land in Invermay is identified as a locally significant precinct, it has been recommended that these precincts are best zoned Light Industrial in order to accommodate intended uses.*

Invermay has statutory planning constraints, as the land is within the Invermay/Inveresk Flood Inundation Area SAP. However, this does not restrict reuse of the land to further industrial development. Furthermore, the proposed Amendment included a Stormwater and Flood Assessment and Flood Emergency Management Plan which provided recommendations as to the design and development in order to be flood compatible and flood resilient for the ground floor.

Therefore, the proposed Amendment to the LPS is consistent as it will increase supply of Light Industrial Zoned by 3,836m², which is a suitable lot size for proposed industrial development and further subdivision.

E.7 Regional Environment Policy

Specific Policies and Actions - Natural Hazards	
Policy	Action
NH-P01 Future land use and urban development is to minimise risk to people and property resulting from land	NH-A01 Manage further development in declared landslip zones. Complete regional landslide hazard mapping to allow identification of land susceptible to landscape hazards and its

<p>instability by adopting a risk-managed based approach, consistent with Practice Note: Guidelines for <i>Landslide Risk Management 2007</i> and AGS (2007a) <i>Guideline for Landslide Susceptibility, Hazard and Risk Zoning for Land Use Planning</i>; AGS (2007e) <i>Australian GeoGuides for Slope Management and Maintenance</i>.</p> <p>NH-P02 Future land use and development is to minimise risk to people and property resulting from flooding.</p> <p>NH-P03 Future land use and development is to minimise risk to people and property resulting from bushfire hazard.</p> <p>NH-P04 Where avoidance of hazards is not possible or the level of risk is deemed acceptable, best practice construction and design techniques and management practices are to be implemented.</p>	<p>associated level of risk to specific scale and types of land uses and developments.</p> <p>NH-A02 Permit appropriate land uses and urban development in areas of susceptibility only where risk is very low or where it can be managed by prescriptive controls to avoid undue risk to persons including life of loss and damage to property.</p> <p>NH-A03 If there is doubt about the geotechnical stability of land proposed for urban development; the Council may require a geotechnical assessment to identify risks and mitigation techniques.</p> <p>NH-A04 Include controls in planning schemes based on current best practice to manage risk to persons and property resulting from inundation.</p> <p>NH-A05 Include controls in planning schemes based on current best practice to minimise risk to persons and property resulting from bushfire hazard.</p> <p>NH-A06 Subdivision design is to respond to bushfire hazard risks by providing for alternative access, building setbacks and buffer distances based on current best practice.</p> <p>NH-A07 Adopt the relevant risk management AS/NZS standard as part of core management methods for emergency, hazard and risk management.</p>
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Response:

The proposed Amendment included the following - a Landslip Hazard Assessment report, a Flood and Stormwater Assessment report and a Noise and Air Emissions Assessment report, which demonstrates that the rezoned land Light Industrial from General Residential and General Residential from Light Industrial can satisfactorily avoid any natural hazards in regards to flooding and landslip for any future development on the subject land. These assessments provided recommendations to design the development to minimise any risk for the type, scale or intensity and intended life of use or development of the subject site.

Specific Policies and Actions - Coasts and Waterways	
Policy	Action
CW-PO1 Protect and improve the ecological integrity of coastal environments.	CW-A06 Include provisions in planning schemes to protect the visual amenity of the coast, as appropriate.

CW-A06 Response:

The subject site is located approximately 590m from the high water mark and is not located within the coastal zone. Therefore, any future development will not have significant effect on the visual amenity of the coast.

9.2 City of Launceston Corporate Strategic Plan 2014-2024

The City of Launceston Corporate Strategic Plan 2014-2024 (LCSP) is prepared under the Local Government Act 1993 (Tas). The assessment of the application has had regard to the LCSP and is generally consistent with the principles and goals:

- to promote Launceston as a unique place to live, work, study and play.
- to reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards.
- to drive appropriate development opportunities as well as infrastructure, land use planning and transport solutions;
- to develop a strategic and dedicated approach to securing economic investment in Launceston;
- supports housing choice and diversity in a planned location;
- stimulates population growth in the municipal area; and
- considers the impacts on the natural values of the site

Response:

The proposed Amendment and development proposed will assist in achieving these goals for the following reasons:

- the rezoned land to Light Industrial will encourage a small business precinct to assist with the population of the Launceston Municipality. The rezoned land to General Residential will attract locals/developers to develop multiple dwellings, which will assist with the housing affordability in the area as compared to the land below the established flood AHD.
- the development area will ensure all natural values are considered.

9.2.1 City of Launceston Industrial Strategy 2009-2029

The assessment of the application has had regard to the LPS and is generally consistent with Industrial Policy 4:

- to encourage the redevelopment of established, high quality, serviced, brownfield sites by prioritising such sites for appropriate new development in the short term, mid-term and long term.

Response:

The proposed rezoned land to Light Industrial is consistent with Policy 4, as the subject site has existing dilapidated dwellings and subsequently unused land in the Invermay area.

The subject land (rezoned Light Industrial) is located within the Invermay/Inveresk Flood Inundation SAP and is located less than the established AHD (3.4m) in the SAP. Due to these implications, the existing residential land does not encourage developers to reuse or redevelop the sites, as the construction and house insurance costs are

very high and would result in significant changes to enable residential uses to comply with the SAP.

The proposed rezoning to Light Industrial to the existing serviced site will enable a high quality development having regard to a Flood and Stormwater Assessment, a Traffic Impact Assessment and a Noise and Air Emissions Assessment.

9.2.2 City of Launceston Residential Strategy 2009-2029

The subject site is located within the established urban and fully serviced area. However, the rezoned Light Industrial from General Residential land is located within the Invermay/Inveresk Flood Inundation area and the site's topography is below the established AHD under the LPS. By considering these implications, locals and developers showed no interest in redeveloping the land.

The loss of the land for Light Industrial is considered appropriate to the existing implications, the Strategy identifies the subject site is located in flood area with constraints to higher density residential development. However, the proposed amendment included a master plan showing the indicative location of five modern houses, which will be close to the City and the area is identified as somewhat walkable in the Strategy.

10. Referral Agencies

10.1 TasWater

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 2023/00188-LCC) dated 12/04/2023, in support of the proposal subject to conditions.

PART B. DEVELOPMENT APPLICATION

11. The Development Application

As part of this combined permit, the Development Application DA0051/2023 seeks the demolition of existing building and construction of a building with five tenancies and associated car parking, as shown below:

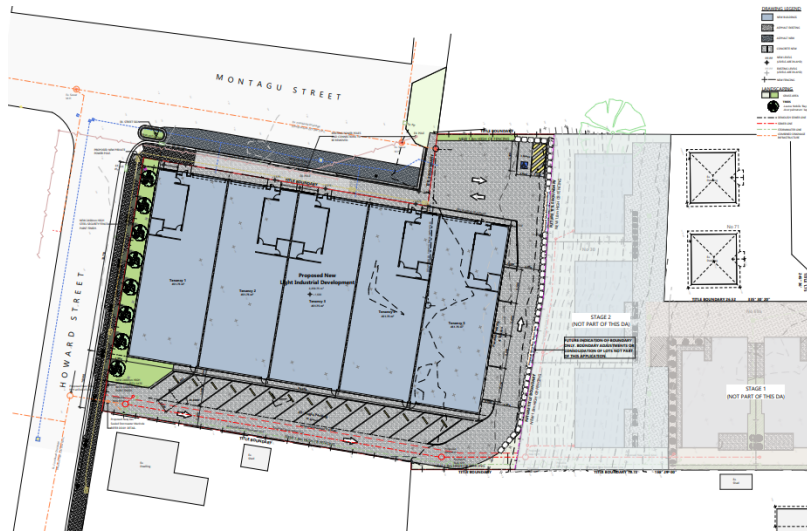


Figure 5: Proposed building and associated car parking

11.1 PLANNING SCHEME REQUIREMENTS

The assessment against the Tasmanian Planning Scheme - Launceston is detailed in Attachment 1.

12. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure and Assets Network	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
Launceston Flood Authority	Conditions recommended.
EXTERNAL	
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2023/00188-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

13. CONCLUSION

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

RISK IMPLICATIONS:

Not considered relevant to this report.

ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993
Tasmanian Planning Scheme

BUDGET AND FINANCIAL IMPLICATIONS:

Not considered relevant to this report.

DISCLOSURE OF INTERESTS:

The Author and General Manager have no interests to declare in this matter.

ATTACHMENTS:

1. DA0051/2023 - 14, 16 and 18 Howard Street, Invermay - Planning Scheme Assessment [10.1.1 - 21 pages]
2. DA0051/2023 - 14, 16 and 18 Howard Street, Invermay - Application [10.1.2 - 259 pages]
3. DA0051/2023 - 14, 18 and 20 Howard Street, Invermay - TasWater SPAN [10.1.3 - 5 pages]



Quarterly Report - April to June 2023

In accordance with the Rule 26 of the *Launceston Flood Authority Rules, April 2020* the Authority must submit a quarterly report to Council for the periods ending March, June, September and December. This report is for the period ending June 2023.

Key priorities for the coming quarter

- Progress tender process for Railway Floodgate Upgrades in collaboration with TasRail.
- Finalise schedule and program for Invermay Levee Reinstatement project.
- Prioritise levee defects found during quarterly inspections including remediation of grass cover.
- Amend the Hart Street flood gate and road reserve to improve effectivity after defects were determined during the October 2022 floods.
- Exercise the Charles Street Bridge floodgates as per 2-yearly inspection schedule. This exercise will be used to train new staff on flood gate operations.
- Support the SES to finalise and adopt the Launceston Levee Protected Areas Response Plan.

Operational and Compliance Activities

- All required monitoring, inspection and testing regimes progressed as planned with quarterly inspections completed.
- Levee and Stormwater Detention Basin Vegetation Management RFQ closed in June. The contract has the option of extending for up to 6 years, pending acceptable quality of work by contractor/s. Submissions were assessed by a panel. Successful contractors have been notified and contracts finalised for FY23/24.
- Submissions for the Invermay Levee Reinstatement project closed on 2 June. The preferred period for construction is early summer 2023/24. The successful tenderer has been notified after being accepted by the Tender Review Committee on 29 June.
- CoL was successful with a grant application for \$20k funding which will be used to scope an engagement campaign. The campaign will focus on those living in the levee protected areas of Launceston.
- CoL was successful in obtaining grant funding to upgrade flood intelligence systems, including gauges/cameras and to develop a disaster dashboard (internal and public facing). The application has been successful with \$200,000 grant funding approved, with a co-contribution of \$200,000 provided by the LFA. This project will enable flood information/data to be more accessible to the public as well as provide greater intelligence for early response to flood events.
- A fire occurred along the length of the Invermay Levee directly opposite Glebe Gardens on 24 May. Further inspections have concluded there was no damage to the levee, although weed re-growth will be closely monitored and controlled.



Quarterly Report - April to June 2023

- The damaged pipe at Mowbray Penstock 1 has successfully been replaced and the levee reinstated on 5 April. The grass cover is coming back well, with only minor re-seeding needed. The penstock chamber was cut down to make access into the penstock safer and easier. The penstock gate was also replaced and is now fully functional.



Top Left: New stormwater main after installation - 30 March
Bottom: Reinstated levee after clay compaction and top soil - 5 April
Top Right: Reinstated levee after work completion - 28 April



Quarterly Report - April to June 2023

- A bank slip has occurred next to the Invermay Levee (behind QVMAG, near Black Bridge). It is suspected the moving riverbed due to recent floods caused the slip. The slip has been filled in with rock and soil, grass seed has been distributed and grass is beginning to grow. Additional re-seeding will be required when the weather is appropriate.



Financial Position as at 30 June 2023

- State Government Grant Revenue was \$43,706 favourable to budget.
- Overall, revenues were \$57,706 favourable to budget.
- Labour costs were \$27,499 favourable to budget, primarily due to labour on projects being underspent by \$22,122.
- Materials & Services were \$100,891 favourable to budget, primarily due to expenditure on contractors being under budget by \$110,287.
- Overall, expenditure was \$128,390 favourable to budget.
- Unspent budget of \$200,000 was transferred to the City of Launceston capital program as the co-contribution for the Disaster Ready Fund grant. The upgrade to the Flood Intelligence System is expected to be completed across 2023/24 and 2024/25.
- An unbudgeted asset disposal loss of \$21,132 was recorded.
- The net result for 30 June 2023, when including depreciation, asset disposal losses and full cost attribution is an actual deficit of \$111,603, which is favourable to the annual budgeted deficit of \$277,270.

A handwritten signature in black ink, appearing to read "Greg Preece".

Greg Preece, Chair
Launceston Flood Authority

CITY OF LAUNCESTON FOUR YEAR DELIVERY PLAN

2023 EDITION



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CITY OF LAUNCESTON
FOUR YEAR DELIVERY PLAN
2023 EDITION

Welcome

The City of Launceston Four Year Delivery Plan is a key element of the Council's Integrated Corporate Planning Framework as it outlines the key services, annual plan actions as well as key projects for advocacy, which will be focussed on by the Council over a four-year period. The Plan enables the Council to work towards delivering on the Community Vision as outlined in the Greater Launceston Plan and our Organisational vision and purpose as articulated in our Corporate Strategic Plan.

While the Plan is established over a four-year period it is reviewed annually to ensure that it remains agile and can respond to changing community needs over the period. At the conclusion of the four-year period, a new four year delivery plan will be considered by the newly elected Council. It should be noted that proposed actions are included in the Plan for outlying years, however, these actions will be subject to final approval by Council as part of the 2023/2024 - 2026/2027 Four Year Delivery Plan process.

As the largest Council in Tasmania, the City of Launceston is a very diverse organisation. We provide a wide range of services that are essential to the

Launceston community's quality of life and as a result are responsible for the acquisition, operation, maintenance and renewal of an extensive range of assets with a total replacement value of over \$7.5 billion. We also operate Australia's largest regional museum and art gallery and many regional facilities such as the Launceston Leisure and Aquatic Centre, Carr Villa Memorial Park, Churchill Park, and Cataract Gorge to name just a few.

It is important to consider and balance the competing needs of maintaining facilities and services, supporting ongoing economic development as well as social inclusion programs.

The Plan is supported by a growing base of evidence built into the annual State of the City report. The State of the City report provides data and trend driven insights which inform many of the proposed actions and actions in the Four Year Delivery Plan.



These include:

Population

While the levers available to local government are limited in effecting substantial shifts, we can improve attractiveness through liveability which ensures we are able to capitalise on any broader shifts in population distribution. The central business district (CBD) and its vibrancy is a major contributor to this liveability and is supported by investment in the City Heart projects.

Employment and Trade

Employment has shifted increasingly to sectors such as health and social assistance away from value creating industries. This heightens the need to work with other levels of government and the private sector to support developments which create new value and innovation.

Digital Inclusion

A crucial indicator of the ability for citizens to participate well in modern society. Innovation needs to remain a high priority to enable access to information, health, and education. A particular focus area is the Northern Suburbs through the My Place My Future Plan.

Health and Education

Ongoing lower levels of education and health outcomes are important considerations and initiatives such as the University of Tasmania (UTAS) relocation and Creative Precinct are important to ensure we see long-term improvement.

Environment

While Northern Tasmania enjoys significant environmental advantages across many indicators, the kanamaluka/Tamar Estuary - River Health Action Plan addresses one of our significant challenges.

Sport and Recreation

The audit of suitable facilities has demonstrated the need for more local and major infrastructure to support the growth of sport and recreation. This is crucial for community cohesion and wellbeing along with creating a much greater level of liveability and visitation through future major events.

Culture and Arts

Data from the current Launceston Cultural Strategy indicates a strong local, intrastate, and interstate demand for cultural activities and experiences. The Council through its assets and events is a key supporter of this sector but greater opportunities exist with a focus on the Queen Victoria Museum and Art Gallery (QVMAG), Albert Hall and Princess Theatre.

Transport and Mobility

Balancing current needs and future trends is captured through an innovative city focus and related transport strategies. A key focus being to improve efficiency of traffic networks, improve transport choices and support an increasing multimodal mobility demand.

Development

Stable but requires supporting more growth consistent with strategic plans such as South Prospect and St Leonards growth strategies. We are aware of these challenges and opportunities and the need for continuous improvement in the way services are provided to our community. Whilst it is a four-year plan, it will be subject to annual review and update as part of the organisation's annual planning process to provide the agility to respond to this quickly changing world we all live in.

About this Plan

What it includes

- Key services by Priority Area.
- Strategies/Plans/Policies to be reviewed - includes internal and external strategies, key policies, and plans.
- Annual Plan Actions -
 - are internal and external items
 - will not include a list of strategies to be reviewed but will include any internal and external strategy, key policy or plans due for review to complete the review
 - will not include a list of projects for advocacy but will include any actions which have been identified to complete on advocacy projects
- (for example, business case for proposed new infrastructure)
- will include any work proposed that has a significant impact on the Council or the community (for example, developing a consistent approach to community engagement, developing service level plans, developing stormwater management plans, planning scheme review).
- Projects for Advocacy - those projects City of Launceston deems priority projects that require lobbying of external stakeholders. Priority Projects flowing from the Launceston City Deal are marked with a *.



Planned improvements to the Plan:

Inclusion of:	Timeframe:
List of Major Projects and Programs, comprising of Capital and Major Operational Projects.	Future years Major Projects and Programs planned for inclusion in 2023/2024.
Key performance indicators for key business activities.	Planned for development.
Community impact measures for key activities which have a primary community facing process.	Planned for development in 2023/2024.
Strategic measures and indicators for understanding City performance through State of the City reporting and informing priority projects.	Planned for development.



Integrated Corporate Planning Framework

The City of Launceston has a strong integrated planning framework that aligns short and medium-term strategies and goals to our community's long term regional vision.

Our framework allows for holistic planning that is guided by our stakeholders. It helps us develop our people and resources to meet community needs. Additionally, the monitoring and reporting of our performance gives us the information we need

to adapt and respond to our changing operating environment. Our cycle of strategic and operational planning, doing, monitoring, and reviewing is represented in the following diagram.

The Four Year Delivery Plan forms part of the suite of Strategies and Plans as described in the Integrated Corporate Planning Framework and provides a connection between the organisations long-term Strategies and short-term Plans.

Integrated Corporate Planning Framework



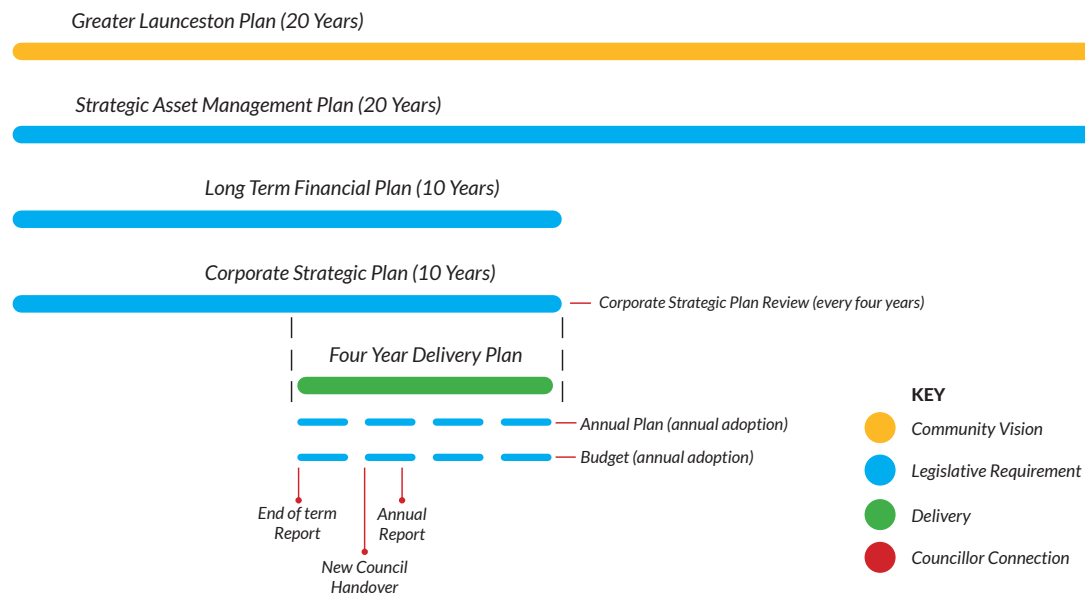
While the Four Year Delivery Plan is a rolling plan that is reviewed annually, each Four Year Delivery Plan is endorsed by elected representatives at the commencement of their term in Council.

At the conclusion of each Council term, an End of Term report is provided which reflects on the progress made against the City of Launceston's Corporate Strategic Plan.

The entire Plan will be reviewed annually with new Annual Plan Actions added to the Plan to indicate proposed actions for future years. Future years Annual Plan Actions are shaded in the Plan to easily identify those that will form part of the next elected Council's term.

City of Launceston

Strategic Planning and Four Year Delivery Plan



Priority Projects

Ambitious locally and regionally significant priority community projects have been identified over the life of this plan. These priority projects include:

- Launceston City Deal *
- Launceston City Heart Project*
- Re-location of the CBD Bus Interchange and redevelopment of the former Birchalls building
- The Greater Launceston Transport Vision and City of Launceston Transport Strategy
- Cultural Strategy*
- QVMAG Futures Plan
- Master Planning for urban growth
- My Place My Future Plan*
- Regional Sport Facilities Planning
- UTAS Stadium Future Direction Plan
- kanamaluka/Tamar Estuary - River Health Action Plan* and 10-year vision
- UTAS relocation*
- Reduction of freight movements in the CBD and urban areas (TOLL relocation)
- Princess Theatre and Earl Arts Centre Improvement Plan

These projects are all major, multi-year undertakings. To deliver on these projects, we will need to bring together people from across our organisation and commit to extensive engagement and collaboration with stakeholders and business partners outside our organisation. One of the tools we will use to coordinate our efforts is this Four Year Delivery Plan, the structure of which is explained in the section about this Plan. The purpose of the Four Year Delivery Plan is to provide a delivery pathway between strategic and operational planning by laying out our key services and annual plan actions alongside capital and major operations programs and projects. The Four Year Delivery Plan is a point of reference against which we will check-in annually to reflect on our progress against Council's strategic priorities and priority projects over the short to medium-term. Each of Council's priority projects is underpinned by a significant list of sub-projects, many of which are included as annual plan actions, or major projects and programs.

* Priority projects flowing from the Launceston City Deal.



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For example, by priority project:

Princess Theatre and Earl Arts Centre Improvement Plan

Staged improvement plan to improve access, safety and function of the Princess Theatre and Earl Art Centre. The capital works will be rolled through the following three to four financial years and is subject to Council and government funding. The plan will be developed in consultation with current stakeholders.

City Deal*

The Launceston City Deal is a suite of commitments designed and agreed by three levels of government to realise an ambitious vision for Launceston.

Each commitment comprises a program of projects delivered across local government, government agencies, delivery agents and project partners. The City of Launceston has a role in each of these elements from commitment lead to delivery agent. The City Deal touches many of our priority projects, and many City Deal initiatives are included in this Four Year Delivery Plan. Since its inception in 2017 it has been effective in bringing the three levels of government together to deliver positive benefits for the community.

The Council will continue to work with the State and Federal Governments and stakeholders to complete the existing commitments, maintain a positive partnership arrangement to enable a coordinated approach to strategic projects.

City Deal commitments completed to date such as the Cultural Strategy and the My Place My Future Plan provide the foundation for future initiatives. The progression of actions in other commitments such as the kanamaluka/Tamar Estuary River Health Action Plan and the delivery of stage 1 of the City Heart Project have enabled the next phase of these projects to be progressed.

The City of Launceston places a priority on listening to the community. As the closest level of government to our community, the City of Launceston is well placed to collate the collective voice that supports the decision making process.



City Heart Project* - Stage 2

Actions and projects around stakeholder engagement and implementation planning are top of mind in the short-term. Planning for improved amenity and pedestrian access for St John Street and Paterson Street will be undertaken. Their inclusion in this Four Year Delivery Plan allows us to consider the execution of these actions and projects as they complement priority projects like the UTAS relocation.

Relocation of the CBD Bus Interchange and re-development of the former Birchalls building

In 2019 the Council determined that the Paterson Street Central Carpark site is the preferred location on which to relocate the CBD bus interchange from St John Street. The relocation of the bus interchange from St John Street onto the Paterson Street Central Carpark will enable St John Street and Paterson Street to be redeveloped as vibrant pedestrian friendly spaces. To address the issue of connectivity together with the lack of vibrancy in the Brisbane Street Mall, the Council purchased the former Birchalls building to provide a safe and high-quality connection from the bus interchange to the Brisbane Street Mall.

Greater Launceston Transport Vision and City of Launceston Transport Strategy

Over the next four years, the vision and strategy will have a specific focus on the following transport objectives:

1. Integrated transport and land use planning that protects local amenity and promotes great places.
2. Local employment, retail centres and neighbourhoods that are supported by a safe, accessible, and sustainable transport network.
3. Holistic planning of Launceston's local transport network to promote increased amenity, safety, and prosperity.
4. Public Transport, private shared transport, walking, and cycling are viable means of travel for a range of trip purposes; and
5. Optimise the moving capacity of key transport corridors in accordance with their primary function.



Cultural Strategy*

The Cultural Strategy was completed in 2019/2020. Broader implementation activities will occur across the life of the plan. In addition to priority projects that have been identified at QVMAG, Albert Hall and the Princess Theatre, this Strategy includes actions around public arts, community education around Aboriginal history as well as initiatives in respect to the city's performance infrastructure, particularly relating to music, dance and theatre.

QVMAG Futures Plan: A Paradigm Shift

Pursuant to the Cultural Strategy, this plan analyses the challenges, risks and opportunities that exist for QVMAG and makes recommendations on the future directions which will enable the museum and art gallery to become a major cultural and economic driver for Launceston, for the northern region and for the State.

Master Planning for Urban Growth

Residential land demand-supply assessment undertaken for the City of Launceston have identified critical deficiencies in the supply of land for future housing within the municipal area. The Council is working closely with partner Councils to not only

progress a review of the Greater Launceston Plan, but to engage in master planning to realise a future supply of residential land. The major projects include particular attention to future land use requirements for areas like St Leonards and South Prospect, together with continued investment in in-fill and inner-city living development.

My Place My Future*

This is a City Deal initiative and key Greater Launceston Plan project to work with the State Government to develop a Northern Suburbs Community Recreation Hub that will deliver significant economic, health and social benefits through a focus on community, support, and recreational activities. The implementation of commitments made as part of the My Place My Future plan will occur progressively.

Regional Sport Facilities Planning

This is another project of regional significance and will see the Council engage with the State Government, neighbouring councils and importantly, local, and regional sporting clubs and associations, to develop a framework for delivery of a Regional Recreation Strategy (Regional Sports Plan). Our goal is to lead a process that will provide for the fair and equitable distribution of recreation and sports facilities to our regional community.

Other actions and major projects included in this plan are about supporting our people to deliver these projects, as well as our key services to our community. This will be achieved by maintaining a focus on internal cultural development and the alignment of our organisational structure with service delivery.

UTAS Stadium Future Direction Plan

Consistent with the York Park Masterplan, this Plan has been approved by the Council and was instrumental in the State Government's decision to create Stadiums Tasmania to assume ownership and governance of the stadium. The Council will work with the State Government to successfully create Stadiums Tasmania and will then work with the new entity to ensure that the stadium continues to act as a major social and economic driver for Launceston, the greater northern region and the state.

kanamaluka/Tamar Estuary - River Health Action Plan*

The kanamaluka/Tamar Estuary - River Health Action Plan, developed in 2017, recommended investment and policy action to recover the health of kanamaluka/Tamar Estuary. Implementation of the kanamaluka/Tamar Estuary - River Health Action Plan includes measures to improve catchment management and sediment management, initially through data collection, review and modelling, followed by implementation

of initiatives. Additionally, working as part of the Tamar Estuary Management Taskforce (TEMT) and in conjunction with Taswater, the Council will invest in improvements to the combined sewerage system to provide greater holding capacity within the system and to minimise untreated sewer discharge to the river.

The 10-year vision for the kanamaluka/Tamar Estuary, developed in 2021 by TEMT, is designed to reframe Launceston's relationship to the estuary, recognising and embracing its transformation from an industrial landscape to a focal point for community events and recreation. It sets the direction for the long-term recreational, community and cultural use of the upper kanamaluka/Tamar Estuary, with scalable options that can be implemented over time.

UTAS relocation*

With a focus on facilitating integration with the Inveresk precinct and our City, we are excited to continue our engagement with UTAS around their relocation to Inveresk. This is another City Deal project and will require us to show leadership around the management of transport and associated issues.

Key for Roles

- **Leader**
Council will take a leadership role in an issue, service or project through decision making, providing vision, and pursuing goals that benefit the Community.
- **Advocate**
Council will advocate on behalf of the Community by making representations and seeking support from others who are able to influence an issue, or funding/investment/resources for a service or project.
- **Initiator / Facilitator**
Council will connect stakeholders and assist in commencing and pursuing shared matters of interest, including services.
- **Service Provider regulatory**
Council provides the service as required by legislation.
- **Service Provider direct**
Council provides and is responsible for most of the resources for a service.
- **Information Provider / Promoter**
Council provides information and promotes opportunities relating to services, events, people, and places.
- **Service Provider Part**
Council contributes part of the resourcing to the service, for which others also contribute and/or have responsibility for.



Strategic
Priority

1

We *Connect with our Community and our Region* through meaningful engagement, cooperation, and representation.

Our interactions with our community are authentic, timely, accurate and open. We want to build strong and productive relationships with our community and regional partners.

10-Year Goal: To seek out and champion positive engagement and collaboration to capitalise on the major opportunities and address the future challenges facing our community and region.

Focus Areas:

1. To develop and consistently utilise contemporary and effective community engagement processes.
2. To lead the implementation of the Greater Launceston Plan via collaborative and constructive relationships with our regional partners.
3. To advocate and collaborate to enhance regionally significant services and infrastructure for the benefit of our communities.

Delivering this Goal:

We will provide:

Network	Key Services
Chief Executive Officer	Regular communication to keep our community and stakeholders informed.
	Engagement with our community on key Policy, Projects and Strategy.
	Engagement internationally on economic, cultural and tourism opportunities.
Community and Place	Marketing and tourism advertising and publications.
	Develop the capacity of young people.
	Mechanisms for our seniors in our community to engage with Council.
	Coordination of projects that will enhance the capacity of the community.

Strategic Priority 1 - We Connect with our Community and our Region

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
Community Engagement Framework
Community Engagement Strategy
Greater Launceston Plan

Annual Plan Actions:

Lead Network: Chief Executive Officer

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Develop and implement an effective advocacy strategy for the State and Federal elections.	Leader				

Lead Network: Infrastructure and Assets

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Complete Regional Sports Facility Plan in conjunction with sporting clubs, the State Government, and neighbouring councils.	Service Provider Part				
Develop a City of Launceston Regional Sports Facility four-year implementation program, and where possible, commence addressing identified areas of need.	Leader				
Deliver identified actions in the Regional Sports Facility Implementation Program.	Leader				

Strategic Priority 1 - We Connect with our Community and our Region

Lead Network: Organisational Services

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Continue to engage with our community on <ul style="list-style-type: none"> Aboriginal Partnership Plan Tomorrow Together themes Key infrastructure projects Key projects and initiatives of community impact 	Leader		✓	✓	✓

We will advocate for

- Priority Projects to be funded through the State and/or Federal elections
- Regional Sport and Recreation Plan proposals and initiatives

Strategic
Priority

2

We **Facilitate Prosperity** by seeking out and responding to opportunities for growth and renewal of our regional economy.

We use our influence and resources to deliver the foundations for ongoing economic development. We want Launceston to be the heart of a thriving regional economy.

10-Year Goal: To have realised opportunities that grow and sustain our economy and foster creative and innovative people and industries.

Focus Areas:

1. To actively market the City and Region and pursue investment.
2. To facilitate direct investment in the local economy to support its growth.
3. To provide an environment that is supportive to business and development within the municipality.
4. To promote tourism, and the development of a quality tourism offering for Launceston.
5. To understand and support the establishment and growth of new and creative industries and businesses in Launceston.

Delivering this Goal:

We will provide:

Network	Key Services
Chief Executive Officer	Foster and maintain partnerships with Councils and other representative organisations in the region.
	Lead regional planning for land use, infrastructure and services.
	Lead the organisation to enable delivery of the corporate strategic agenda.
	Undertake stakeholder engagement and lobbying to further the interests of the city and the Council.
Community and Place	Coordination of the regulatory requirements for private and public events.
	Plan with our stakeholders to grow visitation and service our visitors and locals.
	Provide building surveying services to support growth in building and construction industry.
Infrastructure and Assets	Manage and maintain premier parks and facilities for visitor experience.

Strategic Priority 2 - We facilitate Prosperity

Network	Key Services
Organisational Services	Facilitation of strategies to deliver sustainable economic growth for Launceston.
	Organise and conduct a relevant and contemporary civic engagement program.
	Provide ongoing support to the Mayor and Councillors to enable them to effectively fulfil their roles.
	Support City of Launceston Economic Development activities.
	Support Northern Tasmanian Development Corporation (NTDC) regional economic development initiatives, particularly in respect to facilitating population growth.
	Supporting new and existing businesses in our community to engage with the Council.

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
Launceston Industrial Strategy 2009-2029
Launceston Retail Audit and Activity Centres Strategy
Kings Meadows Master Plan
Launceston Central Area Development Strategy/Study
Greater Launceston Plan
Horizon 2021 - Economic Development Strategy
Regional Economic Development Strategy

Annual Plan Actions:

Lead Network: Chief Executive Officer

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Partner with the State Government’s International Engagement Program where there are clear benefits to the City of Launceston which are aligned with our Sister City relationships.	Advocate		✓	✓	

Strategic Priority 2 - We facilitate Prosperity

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Work with Stadiums Tasmania to finalise the transfer of UTAS Stadium and to embed key agreements with respect to content and events.	Leader		✓		
Work with Northern Tasmania Development Corporation (NTDC) to implement the Northern Economic Development Strategy.	Leader		✓		

Lead Network: Organisational Services

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Implement Economic Development Strategy including Business Friendly Council and night-time economy initiatives.	Leader		✓		
Develop and implement City of Innovation Strategy.	Leader	✓			
Finalise and progress City of Innovation Strategy.	Leader		✓	✓	✓
Implement Economic Development Strategy, including a focus on Business Friendly Council initiatives.	Leader			✓	✓
Develop and implement a range of initiatives to further develop Launceston's night-time economy. This would include initiatives to better promote and accommodate inner-city residential living as well as further inner-city activation.	Leader			✓	✓
Implement the findings of the Sister Cities Program Review.	Leader			✓	✓

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Update Launceston Strategic Tourism Plan.	Leader		✓		

Strategic
Priority

3

We are a ***Progressive Leader*** that is accountable to our governance obligations and responsive to our community.

Our decision-making and actions are evidence-based, strategic, transparent, and considered. We are ethical, fair, and impartial in complying with, and enforcing the law.

10-Year Goal: To ensure decisions are made in a transparent and accountable way, that effectively meet our statutory obligations, support quality services, and underpin the long-term sustainability of our organisation.

Focus Areas:

1. To provide for the health, safety and welfare of the community.
2. To fairly and equitably discharge our statutory and governance obligations.
3. To ensure decisions are made on the basis of accurate and relevant information.
4. To continually improve our service delivery via a continuous improvement mindset, pursuing efficiency gains, and adopting technological and other process innovations.
5. To maintain a financially sustainable organisation.

Delivering this Goal:

We will provide:

Network	Key Services
Community and Place	Coordination of Council's emergency management requirements under the Emergency Management Act.
	Run Business Enterprises effectively and efficiently.
Organisational Services	Coordination of the Integrated Corporate Planning Framework for City of Launceston.
	Coordinate and support compliance with governance, legislative and regulatory requirements for City of Launceston.
	Provision of systems to assist with governance and management of policies and procedures for City of Launceston.
	Lead and support management of organisational risk.
	Maintain financial systems and processes to support long term financial sustainability.
	Deliver a positive and valued employee experience.

Strategic Priority 3 - We are a Progressive Leader

Network	Key Services
Organisational Services	Support a constructive, positive, and innovative organisational culture.
	Continue to develop a positive health and safety culture.
	Maintain a safe place of work to support the well-being of our people.
	Develop capable and confident leaders.
	Develop the potential of our people.
	Maintain a system and approach for management of City of Launceston data.
	Maintain information management systems and processes for provision of a corporate memory.
	Provide internal legal support.
	Support the community and maintain business continuity in emergency situations.
	Manage, develop, maintain and support information technology based systems to support our organisation, its people, and the delivery and availability of services to the community.
	Training and support in corporate systems for City of Launceston employees and contractor.
	Coordinate and support Council and Council committee meetings.
	Deliver on City of Launceston responsibilities for local government elections.
	Support and monitor a framework for procurement of goods and services.
	Tender management and control processes.
	Management of leases and licenses.
Management of Geographical Information System (GIS).	

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
City of Launceston Corporate Strategic Plan 2014-2024
ICT Strategy
Risk Management Framework
City of Launceston Strategic Asset Management Plan 2019-2039 (SAMP)
City of Launceston Long Term Financial Plan 2019-2029 (LTFP)

Annual Plan Actions:

Lead Network: Chief Executive Officer

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Implement the recommendations of the UTAS Stadium Future Direction Plan.	Leader	✓			
Implement recommendations of the QVMAG Futures Plan.	Leader	✓	✓	✓	
Deliver End of Term Report.	Leader	✓			✓
Continue to explore means of achieving local government reform, including opportunities for shared services and/or resource sharing.	Leader			✓	✓

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Develop and implement a flood resilient community program.	Leader		✓	✓	

Lead Network: Organisational Services

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Level of Service Planning Stage 1 • Develop a project plan to document service levels, review appropriateness of services, and engage with the community around expectations.	Leader	✓			
Continue the Level of Service project.	Leader		✓	✓	
Implement the Organisational Cultural Development Roadmap.	Leader	✓		✓	✓
Update the Cultural Roadmap based on findings and insights from our Organisation Cultural Inventory Survey.	Leader		✓		

Strategic Priority 3 - We are a Progressive Leader

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Provide information and advice to prospective Councillor candidates and support the Tasmanian Electoral Commission in the delivery of the Local Government election.	Information Provider	✓			✓
Commence a review of the Corporate Strategic Plan.	Leader	✓	✓		
Undertake the Corporate Application Replacement Program.	Leader	✓	✓	✓	
Develop a Project Management framework, tools and systems to support the improvement and consistency in project management practice across the organisation.	Leader			✓	

We will advocate for

- Implementation of QVMAG Futures Plan
- Implementation of UTAS Stadium Future Direction Plan

Strategic
Priority

4

We value our City's *Unique Identity* by celebrating our special heritage and culture, and building on our competitive advantages to be a place where people choose to live, work and visit.

We facilitate our community's sense of place by enhancing local identity. We want people to be proud to say that Launceston is "my city".

10-Year Goal: To sustain and promote Launceston as a unique place to live, work, learn and play.

Focus Areas:

1. To promote and enhance Launceston's rich heritage, culture and natural environment.
2. To continue to offer an attractive network of parks, open spaces and facilities throughout Launceston.
3. To promote and attract national and international events and support the sector to ensure a diverse annual events calendar.
4. To support the central business district (CBD) and commercial areas as activity places during day and night.
5. To support sustainable population growth in the Northern Region.

Delivering this Goal:

We will provide:

Network	Key Services
Community and Place	Coordination of a sponsorship program to build the local events calendar.
	Provision of quality visitor information through a variety of means.
	Coordination of a grants program to build community groups and their offerings to the wider community.
	Ensure our regional Leisure and Aquatic Centre continues to support and attract international and national events.
	Management of Inveresk and UTAS Stadium to enhance event attraction and support the sector.
	Deliver diverse and inclusive health, fitness and leisure services at Leisure Aquatic Centre.
Creative Arts and Cultural Services	Exhibitions to celebrate our cultural identity through history, community stories and contemporary arts.
	Engagement with our community to celebrate northern Tasmania's unique culture, geography and identity.
	Facilitation delivery of community cultural events and public programs that engage audiences.
	Development, management, research, interpretation and care for the City's cultural, scientific and historic collections.

Strategic Priority 4 - We value our City's Unique Identity

Network	Key Services
Creative Arts and Cultural Services	Provide a range of education programs and activities that align with museum collections and education curriculum.
	A commitment to making our collections available to the wider community through multiple channels.
	Collecting policy and programs that contribute to culture, education and community.
	Support for events and partnerships with our cultural stakeholders.
Infrastructure and Assets	Sustainable planning and management of parks and recreational facilities.

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
City of Launceston Cultural Strategy*
City of Launceston Events Strategy 2016-2019
Albert Hall Conservation Management Plan*
Launceston City Park Conservation Management Plan
Launceston Strategic Tourism Plan
Urban Design Framework
Youth Engagement Framework
Cool Season Strategy
Launceston City Heart Master Plan
Conservation Management Plan - Prince's Square Launceston
Launceston City Council Public Open Space Strategy

Annual Plan Actions:

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Develop and commence implementation of Stage 2 Launceston City Heart Project which includes the following key areas of investment: <ul style="list-style-type: none"> Greening of our city. Improved public transport infrastructure. Creating greater opportunities for pedestrianisation of the CBD. 	Leader	✓	✓	✓	
Launceston Heritage List Review and Precincts - continuing the review of the City of Launceston's local heritage list.	Leader	✓	✓		
Implement the first year of the four year action plan from the Cultural Strategy.	Leader		✓		
Launceston Place Brand implementation and commencement of monitoring of usage.	Leader	✓		✓	✓
Continue to work with the newly formed Cultural Advisory Committee to implement the first four year action plan from the Cultural Strategy.	Leader	✓			
Continue to work with the Cultural Advisory Committee to implement the first four year action plan from the Cultural Strategy.	Leader			✓	✓
Undertake a review of the City of Launceston Events Strategy.	Leader		✓		
Implementation of the Public Art Strategy.	Leader			✓	

Strategic Priority 4 - We value our City's Unique Identity

Lead Network: Infrastructure and Assets

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Undertake review of the City of Launceston Open Space Strategy.	Leader	✓	✓		
Develop and commence delivery of a four year open space implementation plan.	Leader			✓	✓
Continue delivery of the four year open space implementation plan.	Leader			✓	✓
Continue the Albert Hall Renewal* program.	Leader	✓			
Develop and commence staged implementation of an improvement plan for the for Princess Theatre and Earl Arts Centre upgrade.	Leader	✓	✓	✓	

We will advocate for

- Cultural Strategy Initiatives*
- Future Stages of Launceston City Heart Project*



Strategic
Priority

5

We *Serve and Care* for our Community by providing equitable and efficient services that reflects needs and expectations of our community.



We are invested in our community's long term health, well-being, safety and resilience. We want to be trusted and respected by our community.

10-Year Goal: To offer access to services and spaces for all community members, and to work in partnership with stakeholders to address the needs of vulnerable communities.

Focus Areas:

1. To plan for and provide services and facilities that recognise the changing demographics and needs of our community.
2. To define and communicate our role in promoting social inclusion and equity.
3. To work in partnership with community organisations and other levels of government to maximise participation opportunities for vulnerable and diverse members of the community.
4. To support the delivery of programs and events for people to connect with each other through participation in community activities and civic life.
5. To promote and support active and healthy lifestyles of our community.
6. To enhance community awareness of the impacts of uncertain weather patterns, natural and other disasters, and build community resilience.
7. To develop and manage infrastructure and resources to protect our community from natural and other hazards.

Delivering this Goal:

We will provide:

Network	Key Services
Community and Place	Internal coordination of Council's responsibility under the Tasmanian Disability Services Act 2011.
	Manage Launceston Leisure and Aquatic Centre to maximise participation opportunities for vulnerable and diverse members of the community.
	Promote and deliver water education and safety services at Launceston Leisure and Aquatic Centre.
	Deliver Launceston Leisure and Aquatic Centre services that recognise the changing demographics of the community and promote healthy lifestyles through participation.

Strategic Priority 5 - We Serve and Care for our Community

Network	Key Services
Community and Place	Parking permits, enforcement, signage and revenue collection.
	Management of Carr Villa Memorial Park including burial and cremation services.
	Car Park Management (off street).
	Parking Management (on and off street and suburban patrols).
	Stadium Building Management and Maintenance.
	Customer Relations and Service.
Infrastructure and Assets	Asset Management of key council buildings.
	CBD toilet services.
	Provision of traffic network management and planning activities.
	Provision of survey, drone services, asset data capture services.
	Management and maintenance of roads, footpaths, bridges and street lights assets.
	Management and maintenance of parks, gardens and recreation areas.
	Management and maintenance of fleet and machinery assets.
	Presentation of a clean and tidy city.
	Emergency response to severe weather events and road incidents.
	Asset management services.
	Asset condition assessment and infrastructure investigations services.
Organisational Services	Community engagement and consultation.

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
Access Action Framework for Action 2020-2024
Greater Launceston Metropolitan Passenger Transport Plan*
Launceston Pedestrian Strategy
Launceston Safer Roads Strategy
Play Spaces Strategy
Towards Zero - Tasmanian Road Safety Strategy - 2017 - 2026
Towards Zero - Action Plan 2017 - 2019
My Place My Future (CoL 2020)
The Youth Engagement Framework
Parks & Recreation Asset Management Plan

Strategic Priority 5 - We Serve and Care for our Community

Annual Plan Actions:

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Implement Council commitments from the My Place My Future Plan, and support State and Federal Governments on implementation of their actions.	Leader	✓	✓	✓	✓
Implement the action plan for the Access Framework.	Leader		✓	✓	✓
Continue to roll out the ABCDE Learning Sites community development program, including the conclusion of the Invermay learning site in December 2023.	Leader	✓	✓	✓	✓
Develop and implement the Homelessness Action Plan through collaboration with the Homelessness Advisory Committee.	Leader		✓	✓	✓
Develop and implement the Community Health and Wellbeing Strategy	Leader			✓	✓

Lead Network: Infrastructure and Assets

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Finalise and commence implementing a master plan for Northern Tasmanian Cricket Association (NTCA) precinct and associated action plan.	Leader		✓	✓	
Implementation of identified actions for the NTCA precinct.	Leader			✓	✓

We will advocate for

- My Place My Future Plan proposals and initiatives

Strategic
Priority

6

We *Protect our Environment* by caring for our unique natural assets and amenity, and sensitively managing future development opportunities.



We strive to minimise the impact of our actions on the environment, while planning for, adapting to and managing the impact of climate change. We want to protect the special character and values of our city for future generations.

10-Year Goal: To enhance the unique natural character, values, and amenity of our city by minimising the impacts of our organisations and our community’s activities in the environment.

Focus Areas:

1. To reduce our and the community’s impact on the natural environment.
2. To contribute to air and river quality improvements in Launceston.
3. To manage the risks of climate-related events, particularly in the area of stormwater management and riverine flooding.

Delivering this Goal:

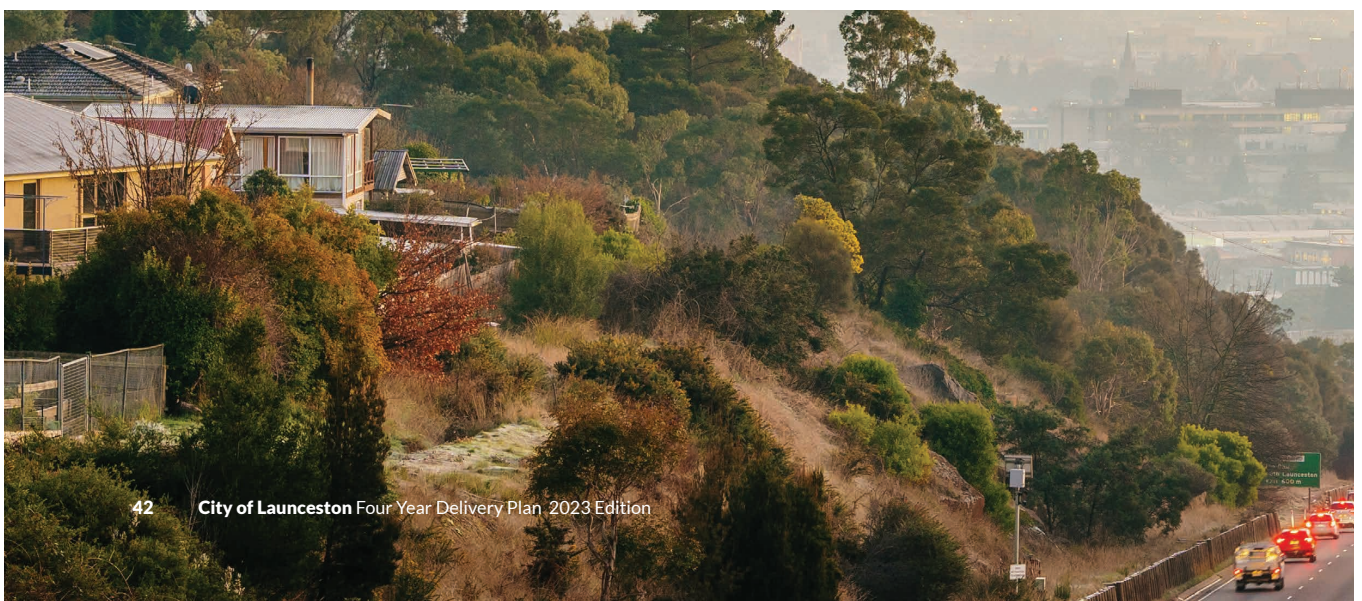
We will provide:

Network	Key Services
Community and Place	Monitor and reduce environmental hazards and nuisances.
	Animal control.
	Investigate and manage environmental nuisances as required under the Environmental Management and Pollution Control Act 1994 (EMPCA).
	Take action to maintain food safety as required by the Food Act 2003.
	Take action to maintain public health as required by the Public Health Act 1997.
Infrastructure and Assets	Undertake riverine and stormwater catchment modelling, including consideration of climate change. Provide internal and external advisory services around flood management.
	Management and maintenance of waste and recycling assets, and provision of waste/recycling collection services.
	Maintenance of stormwater and flood protection assets.
	Facilitation of corporate and community sustainability initiatives.
	Planning processes to manage bushland and other reserves for natural and cultural values.
	Provide environmental management advice and support across the organisation.

Strategic Priority 6 - We Protect our Environment

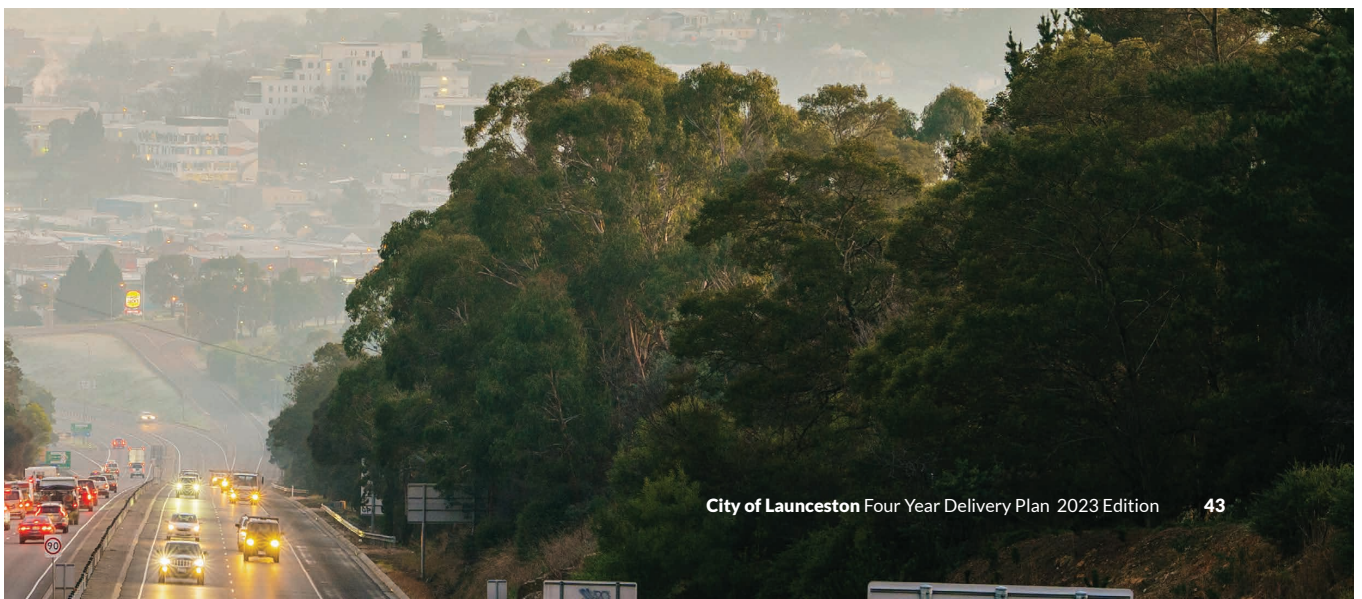
Related Strategies/Plans/Policies:

Strategy / Plan / Policy
Greater Launceston Area Urban Salinity Strategy
Cataract Gorge Conservation Management Plan
Climate Change Strategy
Sustainability Strategy
Sustainability Action Plan
Launceston Resource Recovery and Waste Management: Interim Strategy & Action Plan
Launceston Urban Forest Strategy
Flood Asset Management Plan
Re-imagining the Cataract Gorge*
State Stormwater Strategy
Stormwater System Management Plan
kanamaluka/Tamar Estuary – River Health Action Plan (2018)*
10-year vision for the kanamaluka/Tamar Estuary (Tamar Estuary Management Taskforce, 2021)
Bushfire Management Strategy for Council Owned and Managed Land 2015-2025
Woods Reserve and Salisbury Crescent Fire Management Plan
West Tamar Walking Trail Fire Management Plan



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Strategy / Plan / Policy
Meadow Ridge Reserve and Southgate Drive Park Fire Management Plan
Machens Reserve Fire Management Plan
Los Angelos Road Bushland Fire Management Plan
Granville Street Reserve Fire Management Plan
Freelands Lookout Reserve Fire Management Plan
Cambridge Street Reserve Fire Management Plan
Carr Villa Flora Reserve and Memorial Park Fire Management Plan
Distillery Creek Gorge and Waverley Lake Park Fire Management Plan
Tasman Highway Bushland Reserve Fire Management Plan
Youngtown Regional Park Fire Management Plan
Lilydale Area Reserves Fire Management Plan (incorporating Merthyr Park & Lilydale Falls Reserve)
Havelock Street Reserve Fire Management Plan
Ravenswood Area Reserves Fire Management Plan (incorporating Vermont Road Bushland Park and Ravenswood Bushland Reserve)
Cataract Gorge Reserve Fire Management Plan (including Hardwicke Street Reserve)



Strategic Priority 6 - We Protect our Environment

Annual Plan Actions:

Lead Network: Chief Executive Officer

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Support the Tamar Estuary Management Taskforce including supporting the implementation of the 10-year vision for the kanamaluka/Tamar Estuary.	Service Provider Part			✓	

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Develop a Clean Air Strategy and a supporting implementation plan.	Leader		✓		
Flood focused emergency management planning: <ul style="list-style-type: none"> Development of a Recovery Framework and supporting Action Plan in conjunction with recovery partners. 	Leader			✓	✓
Development of a State Special Emergency Management Plan for Launceston Flooding (SSEMP) in liaison with Department of Premier and Cabinet.	Leader			✓	✓

Lead Network: Infrastructure and Assets

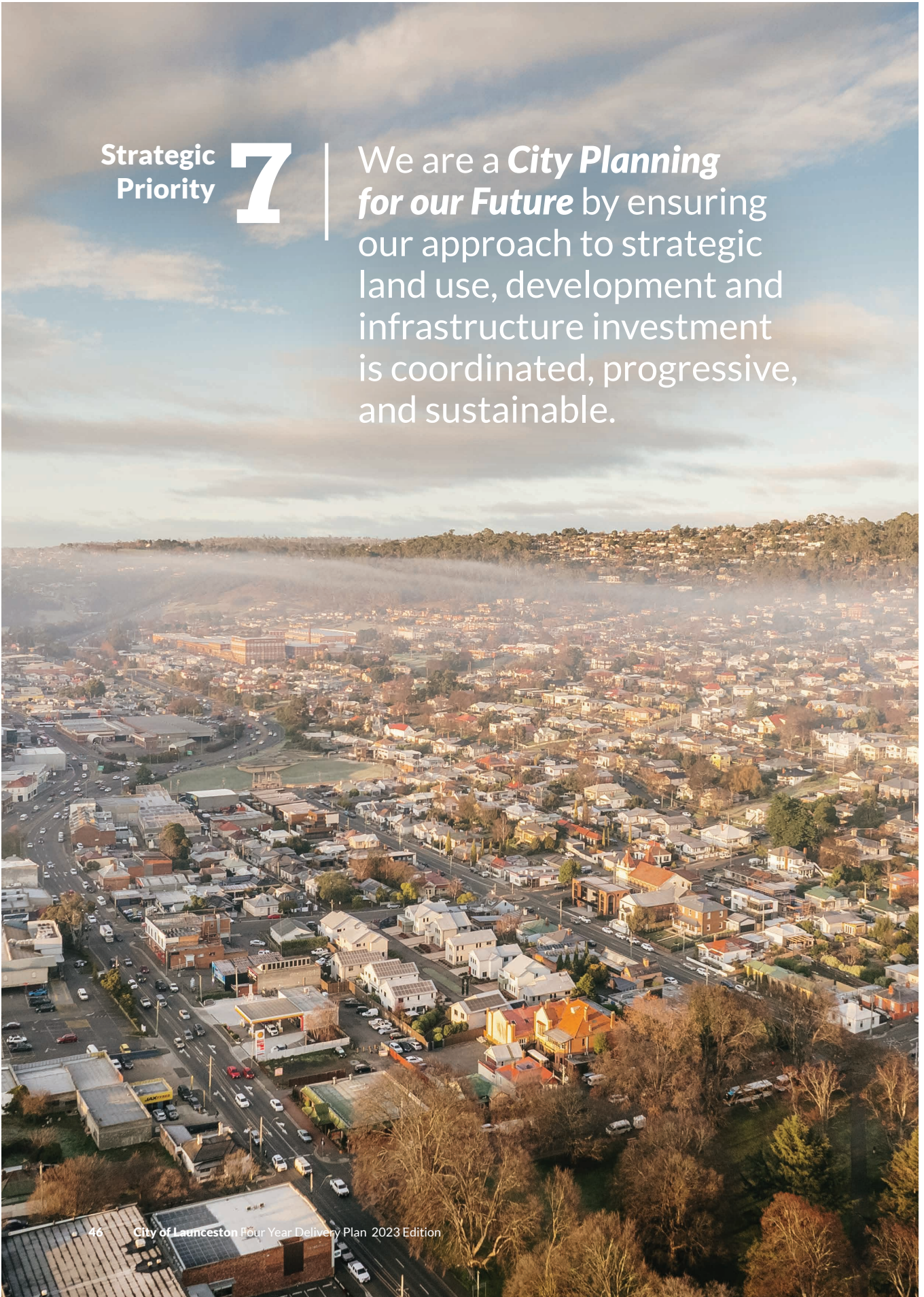
Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Participate and support the Tamar Estuary Management Taskforce.	Service Provider Part	✓		✓	✓
Support the Tamar Estuary Management Taskforce with the implementation of the 10-year vision for the kanamaluka/Tamar Estuary.	Service Provider Part			✓	✓
Support TasWater and NRM North with the implementation of the \$157M River Health Action Plan to improve catchment management and reduce overflows from the combined system.	Service Provider Part	✓			

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Support TasWater and NRM North with the implementation of the \$129.2M River Health Action Plan to improve catchment management and reduce overflows from the combined system.	Service Provider Part		✓	✓	
Develop City of Launceston Sustainability Action Plan which sets out how the organisation will achieve sustainable outcomes for operations, service delivery and assets. The Sustainability Action Plan focuses on six key priority areas: <ul style="list-style-type: none"> • Leadership & Advocacy • Towards Zero Emissions • Adaption and Resilience • Material Efficiency, Recovery & Optimisation • Natural Capital • Smart Assets 	Leader	✓			
Implement Urban Waterway Health Management Program.	Leader		✓	✓	✓
Review Stormwater System Management Plan.	Leader		✓		
Integrate development policy and assessment to facilitate best practice stormwater management, including consideration of water quality.	Leader		✓		
Implement the City of Launceston Waste and Resource Recovery Strategy.	Leader			✓	✓
Implement the City of Launceston Urban Greening Action Plan.	Leader		✓	✓	✓
Continue to implement the City of Launceston Sustainability Action Plan.	Leader		✓	✓	✓

Strategic
Priority

7

We are a ***City Planning for our Future*** by ensuring our approach to strategic land use, development and infrastructure investment is coordinated, progressive, and sustainable.



We play a leading role in balancing the enviable amenity of our municipality with the needs of future development and growth. We want to influence the delivery of the right investment for our City and Region.

10-Year Goal: To facilitate appropriate development via integrated land use planning, infrastructure investment, and transport solutions within our municipality and region.

Focus Areas:

1. To ensure that our application of the land use planning system at a local and regional level is effective and efficient.
2. To take a strategic approach to development sites and infrastructure investment within the municipality to maximise public benefit and encourage development and investment.
3. To improve and maintain accessibility, transport options, and infrastructure within the Launceston area, including its rural areas.
4. To ensure our suite of strategic planning initiatives are coordinated, and representative of our community's needs and aspirations.

Delivering this Goal:

We will provide:

Network	Key Services
Community and Place	Timely and accurate assessment of building and plumbing applications.
	Provision of building surveying services to the community.
	Ensuring compliance with relevant building and planning legislation.
	Timely and accurate determination of Development Applications.
	Management of subdivisions and strata titles.
	Planning for long term sustainable development of the City.
Infrastructure and Assets	Project design and delivery.
	Development facilitation and infrastructure assessment services.
Organisational Services	Business engagement and support.

Strategic Priority 7 - We are a City Planning for our Future

Related Strategies/Plans/Policies:

Strategy / Plan / Policy
Launceston Residential Strategy 2009-2029
Drainage Asset Management Plan
Launceston Transport Strategy
Northern Integrated Transport Plan
Transport Asset Management Plan
Inner City Living Strategy
Launceston Planning Scheme
Mowbray Master Plan
Northern Tasmania Regional Land Use Strategy

Annual Plan Actions:

Lead Network: Chief Executive Officer

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
<p>City Deal Agreement*</p> <ul style="list-style-type: none"> Continue to work with the Commonwealth and State Governments to successfully implement commitments and projects under the City Deal program that deliver a range of economic and social benefits to the city. 	Service Provider Part	✓	✓	✓	
<p>Implementation Review</p> <p>A review of each City Deal is scheduled every three years. Plan and deliver the Review from Council's perspective.</p>	Service Provider Part		✓		

Lead Network: Community and Place

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Continue work on St Leonards Residential Growth Strategy and Masterplan and obtain Council endorsement for a structured plan and delivery framework for development within St Leonards and the Eastern Growth Corridor.	Leader	✓			
Continue work on St Leonards Residential Growth Strategy and Masterplan.	Leader		✓	✓	
Continue work on "South Prospect" Residential Growth Strategy and Masterplan and initiate planning scheme amendments to facilitate development with the South Prospect Growth Corridor.	Leader	✓	✓	✓	
Participate in the Northern Regional Land Use Strategy Review.	Service Provider Part	✓	✓	✓	✓
Finalise Building Bulk and Massing Report (Building Heights).	Leader		✓		

Strategic Priority 7 - We are a City Planning for our Future

Lead Network: Infrastructure and Assets

Annual Plan Action	Our Role	Year 4 2022/2023	Future Plan 2023/2024	Future Plan 2024/2025	Future Plan 2025/2026
Develop precinct plans for Kings Meadows, Lilydale and Newstead.	Leader			✓	✓
Implement the Launceston Transport Strategy with the following key actions: <ul style="list-style-type: none"> • Support the newly formed Transport Committee. • Develop implementation plan for traffic calming in the city. • Undertake the first stage of a review of speed limits. • Implementing the Network Operating Plan. 	Leader	✓			
Action the 2022-2025 Launceston Transport Strategy Implementation Plan. #	Leader		✓	✓	
Develop the 2026-2029 Launceston Transport Strategy Implementation Plan.	Leader			✓	✓

We will advocate for

- Initiatives identified from the Greater Launceston Transport Vision and Launceston Transport Strategy
- Infrastructure upgrades to facilitate residential growth area such as St Leonards and South Prospect
- Proposals and initiatives identified by the review of the Council's Waste Strategy

This will include the Pedestrian Improvement Program and Off-Road Trail Network Improvement Plan.

Capital Projects and Major Operational Projects

The below lists show the Capital and Major Operational Projects (listed as programs) for 2021/2022, 2022/2023 and 2023/2024. It should be noted that these projects and programs may be amended throughout the year by Council decision.

The below listings are correct at the time they are approved by Council, in June of each year.

Significant Projects for 2021/2022 included:

- Churchill Park - Stage 3 Car Park \$460,000
- Invermay Car Park Redevelopment \$450,000
- Greater Launceston Plan Review \$100,000
- My Place My Future Implementation \$150,000

Significant Projects for 2022/2023 included:

- Roads Reconstruction Program \$2,850,000
- QVMAG Phenomena Factory Redevelopment \$800,000
- Roads Reseal Program \$1,270,000
- Princess Theatre and Earl Arts Centre Masterplan \$500,000
- Community Halls Renewal Program \$300,000
- Sports Facilities Renewal Program \$300,000

Significant Projects for 2023/2024 include:

- Major Plant Replacement Purchases \$1,610,000
- Road Reseal Program \$1,600,000
- Alexandra Suspension Bridge Stage 2 \$1,500,000
- Roads Reconstruction Program \$1,415,000
- City Park Play Space and Duck Pond Renewal \$1,400,000
- Princess Theatre and Earl Arts Centre Redevelopment \$1,200,000
- Footpath Reconstruction Program \$1,020,000
- Addition of a new Pump Track \$500,000
- South Prospect Development Roads Network \$500,000
- Launceston Aquatic Centre various works \$440,000
- Sport Facility Renewal Program \$300,000
- Community Halls Renewal Program \$300,000
- YMCA Upgrade \$250,000
- Royal Park Amenities Upgrade \$250,000
- Christmas Tree and Decorations \$115,000
- Royal Park Skate Park Upgrade \$20,000

All Capital and Major Operational Projects can be found detailed in attachments to item 19.4 presented to Council on 17 June 2021, attachments to item 15.3 presented to Council on 16 June 2022 and attachments to item 16.2 presented to Council on 29 June 2023 respectively.



Capital Projects - 2022/2023

Capital Programs	Council Funds \$	External Funds \$	Total Amount \$
Cemeteries	155,000	-	155,000
Community Facilities Upgrade	320,000	-	320,000
Fleet Replacement	732,000	-	732,000
Information Technology	1,425,000	-	1,425,000
Light Vehicle Fleet Replacement	152,000	-	152,000
Museums	1,362,500	-	1,362,500
Parking Off Street	85,000	-	85,000
Parks Improvement	810,000	-	810,000
Parks Playground	45,000	-	45,000
Parks Sporting Facility	340,000	114,553	454,553
Roads Footpath	770,000	-	770,000
Roads Rural Upgrade	50,000	100,000	150,000
Roads Urban Upgrade	2,423,070	1,206,930	3,630,000
Stormwater Urban Upgrades	255,000	-	255,000
Swimming Centres	175,000	-	175,000
Theatres	500,000	-	500,000
Town Hall/Annexe Buildings	790,000	-	790,000
Wastes	50,000	-	50,000
Community Halls	335,000	-	335,000
Other Technicals	41,000	-	41,000
Flood Levee Improvement	1,720,000	-	1,720,000
Roads Resealing	1,770,000	-	1,770,000
Roads Blackspot	100,000	100,000	200,000
Trails & Bikeways	300,000	-	300,000
Roads Vulnerable Road User	50,000	100,000	150,000
Public Conveniences Upgrade	60,000	-	60,000
Depots	300,000	-	300,000
Grand Total	15,115,570	1,621,483	16,737,053

Major Operational Projects - 2022/2023

Major Operational Programs	Council Funds \$	External Funds \$	Total Amount \$
Cemetery Programs	20,000	-	20,000
Museum Programs	50,000	-	50,000
Other Corporate Programs	690,000	-	690,000
Town Hall/Annexe Building Programs	120,000	-	120,000
Roads Urban Upgrade Program	30,000	-	30,000
Planning Schemes Programs	120,000	-	120,000
Parks Sports Facility Program	20,000	-	20,000
Grand Total	1,050,000	-	1,050,000

Capital Projects - 2023/2024

Capital Programs	Council Funds \$	External Funds \$	Total Amount \$
Cemeteries	90,000	-	90,000
Community Halls	585,000	-	585,000
Fleet Replacement	1,727,000	-	1,727,000
Information Technology	640,000	-	640,000
Museums	1,185,000	-	1,185,000
Other Corporate Programs	710,000	-	710,000
Parking Programs	140,000	-	140,000
Parks Bridge Replacement	1,614,000	-	1,614,000
Parks Improvement	820,000	-	820,000
Parks Playground	1,445,000	-	1,445,000
Parks Sporting Facility	820,000	-	820,000
Public Conveniences	250,000	-	250,000
Roads Blackspot	100,000	100,000	200,000
Roads Footpath	1,090,000	-	1,090,000
Roads Resealing	2,100,000	-	2,100,000
Roads Rural	50,000	100,000	150,000
Roads Urban	1,592,000	1,113,000	2,705,000
Roads Vulnerable Road User	50,000	100,000	150,000
Stormwater Urban Programs	855,000	-	855,000
Swimming Centres	440,000	-	440,000
Theatres	1,200,000	-	1,200,000
Town Hall/Annexe Buildings	775,000	-	775,000
Trails & Bikeways	350,000	-	350,000
Waste Programs	480,000	-	480,000
Tourism Programs	115,000	-	115,000
Grand Total	19,223,000	1,413,000	20,636,000

Major Operational Projects - 2023/2024

Major Operational Programs	Council Funds \$	External Funds \$	Total Amount \$
Other Corporate Programs	185,000	-	185,000
Information Technology	1,843,521	-	1,843,521
Grand Total	2,028,521	-	2,028,521

List of photography

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Kings Bridge, City of Launceston
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Inveresk Precinct
Photo credit: City of Launceston
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Kanamaluka/Tamar Estuary
Photo credit: Launceston Place Brand
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Riverbend Park, City of Launceston
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Prince's Square, Launceston
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Bridge Road, Launceston
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Cataract George
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Junction Arts Festival
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Heritage Forest
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Launceston Harvest Market
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Brisbane Street Mall, City of Launceston
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Southern Outlet, City of Launceston
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City of Launceston
Photo credit: Nick Hanson
- **Page 52**
John Hart Conservatory, City Park
Photo credit: Nick Hanson
- **Back Cover Image**
Alexandra Suspension Bridge, Cataract Gorge
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