



City of  
**LAUNCESTON**

# **COUNCIL AGENDA**

**COUNCIL MEETING  
THURSDAY 13 JULY 2023  
1.00PM**

Notice is hereby given that the Ordinary Meeting of the City of Launceston Council will be held at the Council Chambers, Town Hall, St John Street, Launceston.

Date: 13 July 2023

Time: 1.00pm

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### Certificate of Qualified Advice

#### Background

To comply with section 65 of the *Local Government Act 1993* (Tas):

1. A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
2. A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless -
  - (a) the general manager certifies, in writing -
    - (i) that such advice was obtained; and
    - (ii) the general manager took the advice into account in providing general advice to the council or council committee; and
  - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

#### Certification

I certify that:

- (i) the advice of a qualified person has been sought where required;
- (ii) this advice was taken into account in providing general advice to the council or council committee; and
- (iii) a copy of the advice, or a written transcript or summary of advice provided orally, is included with the agenda item.



**Michael Stretton**  
Chief Executive Officer

### **AUDIO of COUNCIL MEETINGS**

An audio recording of this Council Meeting, except for any part held in Closed Session, will be made in accordance with our Council Meetings - Audio Recording Policy - 14-Plx-008.

This Council Meeting will be streamed live to and can be accessed at:  
[www.launceston.tas.gov.au/Council/Meetings/Listen](http://www.launceston.tas.gov.au/Council/Meetings/Listen).

### **PUBLIC ATTENDANCE AT THE COUNCIL MEETING**

At the Council Meeting, please take care to follow signage and the directions of Council Officers to ensure that physical distancing and other COVID-19 safe behaviour is observed.

### **PUBLIC QUESTION TIME - AGENDA ITEM 8**

A limit of three questions received in writing by Wednesday of the week prior to the Council Meeting are treated as Questions on Notice. Your question and an answer will be published in the Agenda of the Council Meeting. Questions may be submitted to the Chief Executive Officer at [contactus@launceston.tas.gov.au](mailto:contactus@launceston.tas.gov.au), PO Box 396, Launceston TAS 7250, or Town Hall, St John Street, Launceston.

If attending the Council Meeting in person, you may ask up to three questions during Public Question Time. If accepted, your questions will be either answered at the Meeting, or Taken on Notice and answered at a later Council Meeting.

## PUBLIC COMMENT ON AGENDA ITEMS

When attending the Council Meeting, you will be asked if you wish to comment on an item in the Agenda. Prior to debate on that Agenda Item, you will be invited by the Chair to move to the public microphone at the doors to the Council Chambers and state your name and address.

Please note the following important information:

- Each item on the Agenda includes a Recommendation prepared by a Council Officer.
- You may speak for up to two minutes, either for or against the Recommendation.
- You may not ask questions or enter into debate with Councillors or Council Officers.
- Your statement is not to be defamatory, inappropriate or abusive, or be intended to embarrass any person, including Councillors or Council Officers.
- The Chair may direct you to stop speaking if you do not follow these rules, or if your statement repeats points that have already been made.
- Audio from our Council Meetings is streamed live via YouTube.

Your respectful contribution is welcome and appreciated.

## LEGISLATIVE TERMINOLOGY - GENERAL MANAGER

At the City of Launceston, the positions of General Manager Community and Place, General Manager Organisational Services, General Manager Infrastructure and Assets and General Manager Creative Arts and Cultural Services do not assume the functions and powers of the term *general manager* in a legislative sense: any legislative functions and powers to be delegated to these roles will be made by Council or the Chief Executive Officer. At the City of Launceston, the title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant to section 61 of the *Local Government Act 1993 (Tas)*. For the avoidance of doubt, *Chief Executive Officer* means *General Manager* for the purposes of the *Local Government Act 1993 (Tas)* and all other legislation administered by or concerning Council.



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**1. OPENING OF MEETING - ATTENDANCE AND APOLOGIES**

**2. MAYORAL ACKNOWLEDGEMENTS**

**3. DECLARATIONS OF INTEREST**

*Local Government Act 1993 (Tas) - section 48*

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

**4. CONFIRMATION OF MINUTES**

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

**RECOMMENDATION:**

That the Minutes of the Ordinary Meeting of the City of Launceston Council held on 29 June 2023 be confirmed as a true and correct record.

**5. COUNCIL WORKSHOPS**

*Local Government (Meeting Procedures) Regulations 2015 - Regulation 8(2)(c)*

**5.1. Council Workshop Report - 29 June and 6 July 2023**

**FILE NO:** SF4401

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**ACTING GENERAL MANAGER APPROVAL:** Leanne Purchase (Organisational Services Network)

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**DECISION STATEMENT:**

To consider Council Workshops conducted since the last Council Meeting.

**RELEVANT LEGISLATION:**

*Local Government (Meeting Procedures) Regulations 2015 - Regulation 8(2)(c)*

**RECOMMENDATION:**

That Council, pursuant to Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015*, notes the Council Workshops conducted and attended since the last Council Meeting, for the purposes described:

1. pre-Council Workshop conducted on 29 June 2023:

**Princess Theatre**

*Councillors were provided with information on the intended approach to the Princess Theatre and Earl Arts Centre refurbishment.*

*In Attendance:* Acting Mayor Councillor, M K Garwood, Acting Deputy Mayor Councillor A E Dawkins, Councillor D C Gibson, Councillor D H McKenzie, Councillor A G Harris, Councillor T G Walker, Councillor Dr G Razay, Councillor J J Pentridge, Councillor A J Palmer, Councillor L M McMahon, Councillor S Cai and Councillor A J Britton.

2. Workshop conducted on 6 July 2023:

**City of Gastronomy**

*Councillors were provided with an update from Launceston Gastronomy.*

**YMCA Proposal - St Vincent de Paul Society**

*St Vincent de Paul Society presented a proposal to Councillors regarding potential use of the old YMCA site at Kings Meadows.*

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**Residential Leases - Rental Increases**

*Councillors were provided with information regarding Council-owned properties with residential leases and their administration.*

**Launceston Residential Land Review**

*Councillors discussed key findings for a recent Launceston Residential Land Review.*

**Child and Youth Safe Organisations Act 2023**

*Councillors received information in relation to the Council's obligations under the Child and Youth Safe Organisations Act 2023.*

*In Attendance:* Acting Mayor Councillor, M K Garwood, Acting Deputy Mayor Councillor A E Dawkins, Councillor D C Gibson, Councillor D H McKenzie, Councillor A G Harris, Councillor T G Walker, Councillor Dr G Razay, Councillor J J Pentridge, Councillor A J Palmer, Councillor L M McMahon, Councillor S Cai and Councillor A J Britton.

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**REPORT:**

Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015* says that the Agenda of an Ordinary Council Meeting is to include the date and purpose of any Council Workshops held since the last Meeting.

Attendance is recorded for noting and reporting in the Council's Annual Report.

**RISK IMPLICATIONS:**

Not considered relevant to this report.

**ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

Not considered relevant to this report.

**STRATEGIC DOCUMENT REFERENCE:**

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

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:

2. To fairly and equitably discharge our statutory and governance obligations.

**BUDGET AND FINANCIAL IMPLICATIONS:**

Not considered relevant to this report.

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**DISCLOSURE OF INTERESTS:**

The Author and Acting General Manager have no interests to declare in this matter.

**ATTACHMENTS:**

Nil

**6. COUNCILLORS' LEAVE OF ABSENCE APPLICATIONS**

**Councillors' Leave of Absence Applications will be considered in Closed Council at Agenda Item 17.2 - Councillors' Leave of Absence.**

**7. COMMUNITY REPORTS**

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

**No Community Reports have been identified as part of this Agenda**

**8. PUBLIC QUESTION TIME**

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

**8.1. Public Questions on Notice**

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

**8.1.1. Public Questions on Notice - Paul Richardson - St Leonards Picnic Ground - 29 June 2023**

**FILE NO:** SF6381

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**QUESTIONS AND RESPONSES:**

The following questions, asked at the Council Meeting on 29 June 2023 by Paul Richardson, have been answered by Dan Ryan (General Manager Community and Place Network).

**Questions:**

1. How come the on lead dog area at St Leonards Picnic Ground allows off leash dogs to take priority over my two dogs which are on leash 24/7?

**Response:**

*Dogs that are off-lead do not take preference over dogs that are on-lead in public, on-lead areas. This site provides a fenced, off-lead dog exercise area with all other public areas requiring dogs to be on-lead. It is a requirement that all dog owners who utilise these areas ensure that their dogs are under effective control.*

*Effective control of a dog within a public place is defined within The Dog Control Act 2000 as the dog being secured and restrained by means of a lead not more than 2m held by hand by a person able to control the dog, or tethered to a fixed object by a lead not more than 2m long for a period not more than 30 minutes.*

2. What proof does the Launceston City Council have in relation to alleged complaints of dog attacks where my dogs have been accused of attacking other dogs - for example photographs, veterinary bills, etc?

**Response:**

*The City of Launceston has received multiple complaints of minor dog attacks from community members who utilise this area. Statements have been supported by photographs where relevant.*

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*It is important to note that dog attacks are defined by three categories. These are:*

- *Minor attack (a dog rushing or charging at a person or animal)*
- *Attack causing minor injury*
- *Attack causing serious injury or death to a person or animal*

3. If I am to be evicted from the St Leonards Picnic Ground, where does the Council envisage I move to?

**Response:**

*The Council has not acted to evict anyone from the St Leonards Picnic Ground, rather it has responded to complaints concerning minor dog attacks that have been occurring in the area. Decisions made by community members in regard to their housing arrangements are not within the remit of the Council. The City of Launceston does, however, work closely with local service providers who are best placed to support the accommodation needs of community members and these organisations are aware of your circumstances.*

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**8.1.2. Public Questions on Notice - Jim Dickenson - SHAPE Australia**

**FILE NO:** SF6381

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**QUESTIONS AND RESPONSES:**

The following question, asked at the Council Meeting on 29 June 2023 by Jim Dickenson, has been answered by Shane Eberhardt (General Manager Infrastructure and Assets Network).

**Questions:**

1. SHAPE Australia was appointed to provide design and construct details for the Albert Hall. Specifically, what have they done in the last six months?

**Response:**

*Since being engaged to provide consulting advice, SHAPE Australia has provided a range of inputs including: constructability of the design, construction risk identification/mitigation and insight into resourcing for the subcontractor trade market.*

*More specifically, SHAPE Australia has worked with the design team to simplify elements such as structural steel detailing, façade construction, electrical/mechanical items, glazing specifications and landscaping construction material options.*

*Since their involvement commenced, SHAPE Australia has contributed to a number of initiatives that have provided an additional \$1.2 million in value to the project through actual and further potential cost saving for consideration.*

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**8.2. Public Questions Without Notice**

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

**9. PLANNING AUTHORITY**

Under the provisions of the *Land Use Planning and Approvals Act 1993*, Council acts as a Planning Authority in regard to items included in Agenda Item 9 - Planning Authority.

**9.1. DA0227/2023 - 1/7 Sarinda Close, Newnham - Visitor Accommodation - Change of Use to Short-Term Accommodation**

**FILE NO:** DA0227/2023

**AUTHOR:** Rachael Huby (Town Planner)

**GENERAL MANAGER APPROVAL:** Dan Ryan (Community and Place Network)

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**DECISION STATEMENT:**

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

**PLANNING APPLICATION INFORMATION:**

Applicant:	Angela Lyn Hodge
Property:	1/7 Sarinda Close, Newnham
Zoning:	General Residential
Receipt Date:	23/05/2023
Validity Date:	25/05/2023
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval (extension granted):	6/07/2023
Representations:	Three

**RELEVANT LEGISLATION:**

*Land Use Planning and Approvals Act 1993*  
Tasmanian Planning Scheme - Launceston

**STANDARDS REQUIRING PLANNING DISCRETION:**

8.3.2 P2 Visitor Accommodation

**RECOMMENDATION:**

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and the Tasmanian Planning Scheme - Launceston, a permit be granted for DA0227/2023 - Visitor Accommodation - Change of use to short-term accommodation at 1/7 Sarinda Close, Newnham, 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 Council unless modified by a condition of the Permit:

- a. SP Plan, Locality Plan, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 2 of 14, Dated 23/08/2007.
- b. Site Plan, Prepared by Reg Green Drafting, Drawing No. 06014, Project name Unit Development 7 Sarinda Close, Newnham, Page No 3 of 14, Dated 23/08/2007.
- c. Landscape Plan, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 4 of 14, Dated 23/08/2007.
- d. Ground Floor, First Floor, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 5 of 14, Dated 23/08/2007.
- f. Western Elevation, Eastern Elevation, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 6 of 14, Dated 23/08/2007.
- g. Northern Elevation, Southern Elevation, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 7 of 14, Dated 23/08/2007.
- h. Floor Finish Ground Floor, Floor Finish First Floor, Prepared by Reg Green Drafting, Drawing No. 06014, Project name: Unit Development 7 Sarinda Close, Newnham, Page No 12 of 14, Dated 23/08/2007.

## 2. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land.

## 3. CAR PARKING

At least one car parking space must be provided on the subject land to service the approved use.

## 4. AMENITY

Visitor Accommodation - the on-going use on this site must not adversely affect the amenity of the neighbouring properties and the general locality by the emission of noise, artificial light, vibration or any other source of nuisance.

## Notes

### A. General

*This permit was issued based on the proposal documents submitted for DA0227/2023. 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 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) <<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 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. Sale of Food and Beverages**

*If food and/or beverages are to be sold to visitors, including with an inclusive charge for food and accommodation, the Food Act 2003 will apply and the operator must notify the council prior to operating the food business.*

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**REPORT:**

**1. THE PROPOSAL**

The proposal is for a change of use of an existing dwelling (unit) to short term visitor accommodation. The existing dwelling is a two-storey, three-bedroom, two-bathroom unit which also features a rear paved private open space area and a deck. There are two units on the lot.

The Visitor Accommodation use is proposed within Unit 1.

The floor area equates to approximately 174m<sup>2</sup> and the private open space is 26m<sup>2</sup>. There is one designated car park area in addition to the single garage that is attached to the unit and there is one designated off-street visitor parking space between the two units within the complex area.

There is no new development proposed.

The entire site has an existing access and an established driveway and nominated parking areas.

**2. LOCATION AND NEIGHBOURHOOD CHARACTER**



*1/7 Sarinda Close Newnham (not to scale)*

<b>Address</b>	1/7 Sarinda Close, Newnham
<b>Zone</b>	General Residential
<b>Size</b>	320m <sup>2</sup> - Strata lot on parent title of 753m <sup>2</sup>
<b>Access</b>	Existing
<b>Shape</b>	Rectangular, with curved side adjacent to common property
<b>Slope</b>	Slopes downwards from the frontage towards the rear of the entire site
<b>Existing Structures</b>	Single dwelling
<b>Vegetation</b>	Planted residential
<b>Connection to Services</b>	Connected to all reticulated services
<b>Surrounding Land</b>	Predominantly single and multiple dwellings on residentially zoned land, however, the entire site also adjoins Camira Street Reserve to the rear
<b>Overlays</b>	Landslip Hazard Area

### 3. PLANNING SCHEME REQUIREMENTS

The assessment against the Launceston Interim Planning Scheme 2015 is detailed in Attachment 1.

### 4. REFERRALS

REFERRAL	COMMENTS
<b>INTERNAL</b>	
Infrastructure and Assets Network	N/A
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
<b>EXTERNAL</b>	
TasWater	N/A
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

### 5. REPRESENTATIONS

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14-day period from 3 June to 19 June 2023. Three representations were received. The issues raised are summarised in the following table. All representations received for this application were circulated to Councillors confidentially on 6 July 2023.

<p><b>Issue 1</b> <b>Nuisance caused by the introduction of temporary occupants through an Airbnb Short term accommodation.</b></p>
<p><i>Response 1</i> <i>Visitor Accommodation is a Permitted Use in the General Residential Zone. The activity is not dissimilar to residential activity. Occupants, whether residential or visitors, are subject to the EPA Noise Regulations under Environmental Management and Pollution Control Act 1994 (EMPCA) and other Tasmanian law (Local Government Act 1993 (Tas)) which is regulated by the Tasmanian Police Service. In addition, an amenity condition is applied to the permit.</i></p>
<p><b>Issue 2</b> <b>Safety and security of the community could be compromised.</b></p>
<p><i>Response 2</i> <i>Safety and security are the responsibility of property owners and occupants. Unsolicited activity is regulated by the Tasmanian Police Service.</i></p>



**Issue 3**

**The potential for parking congestion in the immediate area.**

*Response 3*

*The application has been assessed against the Parking and Sustainable Transport Code Table C2.1 as being compliant with the applicable acceptable solutions.*

**Issue 4**

**Erosion of the sense of community that has been fostered in the cul-de-sac and the proposal could have a negative impact on the quiet peaceful neighbourhood.**

*Response 4*

*This is not assessed by the planning scheme.*

## 6. CONCLUSION

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

### RISK IMPLICATIONS:

Not considered relevant to this report.

### ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

The Tasmanian Planning Scheme - Launceston 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*  
The Tasmanian Planning Scheme - Launceston

### 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. DA0227/2023 - 1-7 Sarinda Close, Newnham - Planning Scheme Assessment [9.1.1 - 5 pages]
2. DA0227/2023 - 1-7 Sarinda Close, Newnham - Plans to be Endorsed [9.1.2 - 7 pages]
3. DA0027/2023 - 1-7 Sarinda Close, Newnham - Short Term Application Supporting Information [9.1.3 - 1 page]

**1/7 Sarinda Close, Newnham - Visitor Accommodation - Change of use to short-term accommodation**

**FILE NO:** DA0227/2023

**AUTHOR:** Rachael Huby, (Town Planner)

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

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**ATTACHMENT ONE**

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

**PLANNING APPLICATION INFORMATION:**

Applicant:	Angela Lyn Hodge
Property:	1/7 Sarinda Close, Newnham
Zoning:	General Residential
Receipt Date:	23/05/2023
Validity Date:	25/05/2023
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval (extension granted):	6/07/2023
Representations:	3

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**PLANNING SCHEME REQUIREMENTS**

**3.1 Zone Purpose**

Representation Assessment

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**8.0 General Residential Zone**

The purpose of the General Residential Zone is:

8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.0.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.0.4 To provide for Visitor Accommodation that is compatible with residential character.

**Consistent**

8.3.2 Visitor Accommodation

That Visitor Accommodation:

- (a) is compatible with the character and use of the area;
- (b) does not cause an unreasonable loss of residential amenity; and
- (c) does not impact the safety and efficiency of local roads or rights of way.

**Consistent**

A1 Visitor Accommodation must:

- (a) accommodate guests in existing habitable buildings; and
- (b) have a gross floor area of not more than 200m<sup>2</sup> per lot.

**Complies**

The proposal is for a change of use of an existing dwelling (unit) to short term visitor accommodation. The existing dwelling is a 2 story 3 bedroom, 2 bathroom unit which also features a rear paved private open space area and a deck. The unit is situated amongst a block of two (2) units.

The floor area equates to approximately 174m<sup>2</sup>.

It therefore is considered that the proposal meets the acceptable solutions.

A2 Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.

**Relies on Performance Criteria**

The proposed visitor accommodation use is within a unit complex where a strata scheme is in place.

This does not meet the acceptable solutions and therefore must address the performance criteria.

P2 Visitor Accommodation within a strata scheme must not cause an unreasonable loss of residential amenity to long term residents occupying other strata lots within the strata scheme, having regard to:

- (a) the privacy of residents;
- (b) any likely increase in noise;
- (c) the residential function of the strata scheme;
- (d) the location and layout of the strata lots;
- (e) the extent and nature of any other non-residential uses; and
- (f) any impact on shared access and common property.

**Complies**

The proposal is for a change of use of an existing dwelling (unit) to short term visitor accommodation. The existing dwelling is a 2 story 3 bedroom, 2 bathroom unit which also features a rear paved private open space area and a deck. There are two units on the lot.

The Visitor Accommodation use is proposed within Unit 1, located on the street frontage.

The floor area equates to approximately 174m<sup>2</sup> and the private open space is 26m<sup>2</sup>. There is one (1) designated car park area in addition to the single garage that is attached to the unit, and there is one designated (1) off-street visitor parking space between the two units within the complex area.

There is no new development proposed.

The proposed use of visitor accommodation is not expected to have any additional negative impact on the occupants of Unit 2. This is because the visitor accommodation operates in a manner similar to residential use, resulting in comparable or potentially even lower noise levels. Additionally, it is important to note that the visitor accommodation is not likely to be occupied at full capacity all the time, meaning there will be periods when the dwelling remains unoccupied.

The proposed visitor accommodation use is considered to be compatible with existing residential use, and the use is commensurate with the type of dwelling and objective of the zone.

The unit that the proposed visitor accommodation is situated is within a multiple dwelling townhouse formation. This existing arrangement has dedicated private open space and reasonable separation between the dwellings. This ensures that the privacy of occupants is maintained.

Therefore it is considered that the proposal satisfies the performance criteria.

#### 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.

#### **Consistent**

The proposed change of use to visitor accommodation does not alter demand for car parking nor reduce supply on site.

#### C2.5.1 Car parking numbers

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

#### **Consistent**

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

<p>Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(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> <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</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>
<p><b>Complies</b></p> <p>The proposal is for a change of use of an existing dwelling to short term visitor accommodation. There is one (1) dedicated garage space and one (1) designated off-street parking space within the complex area, accessed from Sarinda Close. There is also one designated (1) off-street visitor parking space between the two units within the complex area.</p> <p>It therefore is considered that the proposal meets the acceptable solutions.</p>

C2.6.1 Construction of parking areas

<p>That parking areas are constructed to an appropriate standard.</p>
<p><b>Consistent</b></p>
<p>A1 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><b>Complies</b></p> <p>The parking area has a gradient of 10% or less; is constructed with an impervious all weather pavement; and drains to the reticulated stormwater system.</p> <p>It therefore is considered that the proposal meets the acceptable solutions.</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><b>Consistent</b></p>
<p>A1.1 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 <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p>

- (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 *Australian Standard AS 2890-Parking facilities, Parts 1-6*.

**Complies**

The existing car parking complies with the applicable Australian Standard.

It therefore is considered that the proposal meets the acceptable solutions.

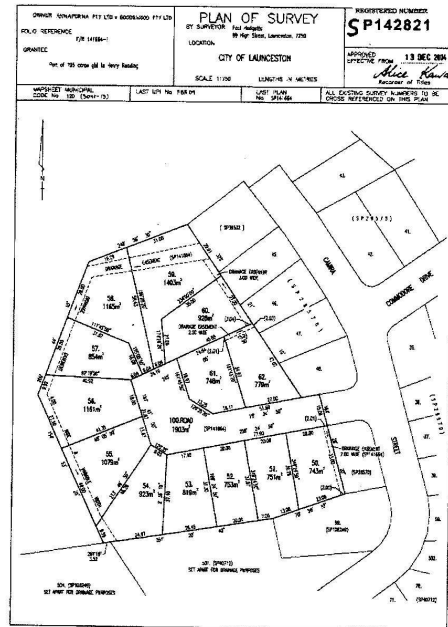
**C15.5.1 Use within a landslip hazard area**

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.

No new development is proposed.

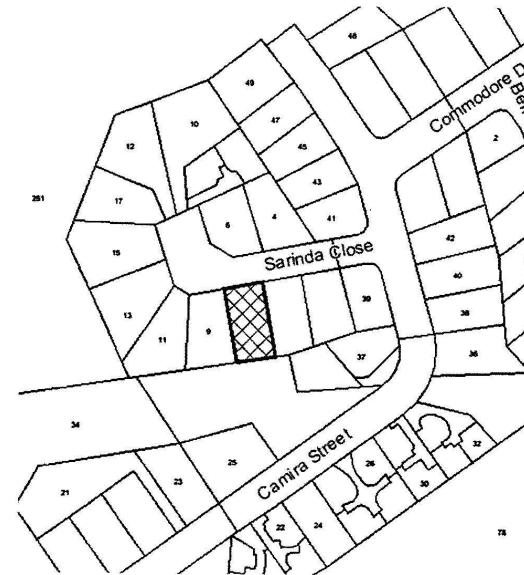
# City of Launceston Council Meeting Agenda

Thursday 13 July 2023



Plans to be read in conjunction with conditions on Certificate of Likely Compliance

**Protek Building Surveying**  
 BCA Certified Documents  
 Cert No: -- 0 5 5 6 / 2007 19 SEP 2007 Date  
 Signed: *Greg Green*  
 Greg Green (CC234 V-BS)



### RESULT OF SEARCH

RECORDER OF TITLES, TASMANIA

Issued pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE	
VOLUME	FOLIO
142821	52
EDITION	DATE OF ISSUE
1	13-Dec-2004

SEARCH DATE : 10-Aug-2007  
 SEARCH TIME : 09:51 am

#### DESCRIPTION OF LAND

City of LAUNCESTON  
 Lot 52 on Shaled Plan 142821  
 Deviation - Part of 195 Acres Ctd. to H. Reading  
 Prior CT 141664/1

#### SCHEDULE 1

C557674 TRANSFER TO ANNAPURNA PTY LTD and GOODSWOOD PTY LTD as tenants in common in equal shares - Registered 13-Dec-2004 at 12:01 pm

#### SCHEDULE 2

Reservations and conditions in the Crown Grant, if any  
 SP 142821 FENCING COVENANT in Schedule of Easements  
 SP 140469 FENCING COVENANT in Schedule of Easements  
 SP 141664 FENCING COVENANT in Schedule of Easements  
 8756937 PROCLAMATION under Section 32A of the Roads and Traffic Act 1935 - Registered 12-Sep-1994 at 12:00 pm (MF:2248/492)

#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

END OF SEARCH.

Warning: The information appearing under Unregistered Dealings and Notations has not been formally recorded in the Register.

NOTE  
 ALL DIMENSIONS AND LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS.  
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TYPE	ISSUED TO	DATE

REV	DESCRIPTION	DATE
A		
B		
C		
D		

PROJECT  
 Unit Development  
 7 Sarinda Close  
 Newnham

CLIENT  
 Goodwood Pty. Ltd.

DRAWING TITLE  
 SP Plan, Locality Plan,

PROJECT STATUS  
**BUILDING APPROVAL**

SCALE: 1:1.54, 1:1  
 DO NOT SCALE FOR DEFINITIVE DIMENSIONS...IF IN DOUBT ASK  
 DATE: 23/08/2007

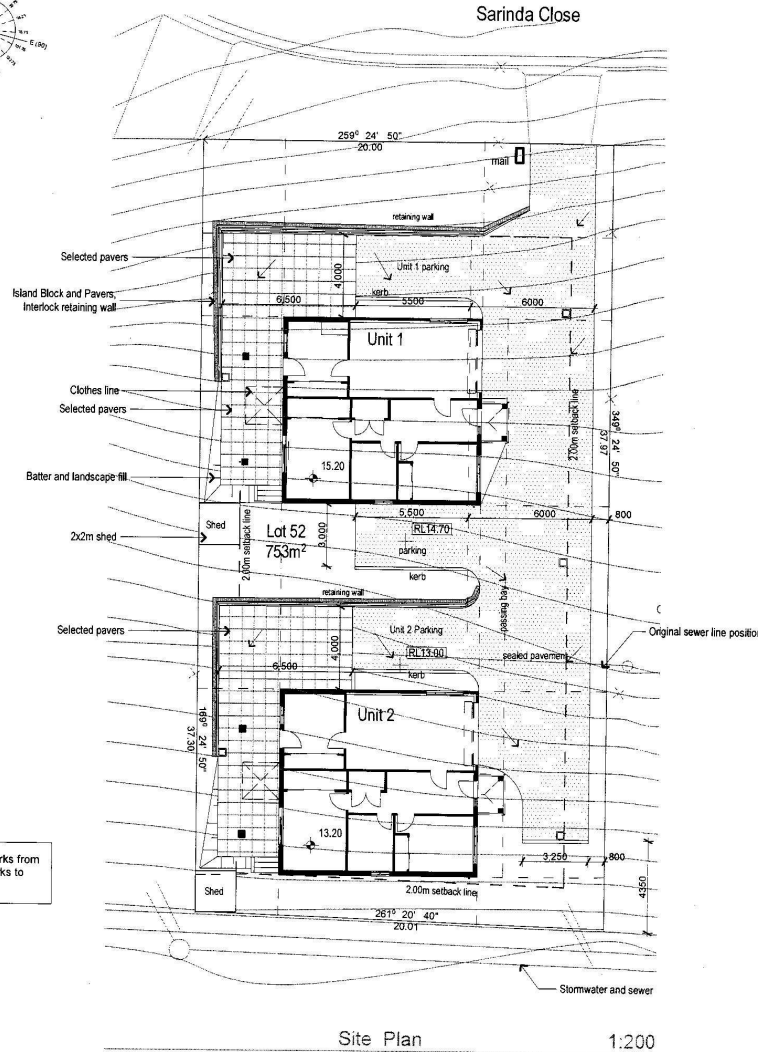
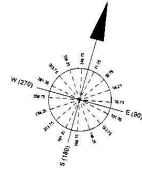
BUILDING CLASS: 1  
 ZONING: CLOSED RESIDENTIAL  
 BUILDING AREA: 174.6+dec  
 CT NO: 142821/52  
 PID NO: 2564352

REG GREEN & ASSOCIATES (E.Apt)  
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 ■ STRUCTURAL Mobile: 0419 296 770  
 ■ SURVEY Alter: 036321 2238 Email: rgreen@gpogood.net.au  
 TOC NO: CC 027716  
 ABA 03 907 995 231

DWG NO: **06014**  
 SHEET NO: **2** OF **14**

FILE NAME: C:\Users\reg\Documents\230806014\Google\loc528014.ctb-6-071.ppt  
 PLOT: Thursday, 23 August 2007 9:09 AM

Document Set ID: 4911618  
 Attachment 9 of 12 - 2022-2023 - 1-7 Sarinda Close Newnham - Plans to be endorsed



Note: Re-establish bench marks from Paul Hodgetts Surveying marks to obtain correct levels

01. General Notes

- 01.00. General Note  
This specification is intended to cover domestic structures and the design limitations set out in the building code of Australia, any building or installation not complying with these limitations shall be referred to the relevant Australian standards or the supervising/design engineer and drawings. The contractor is to ensure boundary positions are marked by a registered surveyor prior to the commencement of work. All contractors & sub-contractors are to include the complete supply & installation of all materials to ensure the completion of their respective works when providing pricing and or price adjustments.
- 01.01. Existing Services  
The contractor is to ensure all existing Aurora, Telecom, Gas, water mains and connections, sewer mains and connections, stormwater mains and connections have been located by the relevant authorities prior to the commencement of works. The extent of the services shown on the drawings are indicative only and cannot be relied upon to be the accurate location.
- 01.02. Setout  
Building set out is to be carried out by a Registered Surveyor, who will supply TBM's in order that the builder may set up the profiles to the agreed levels as shown on the drawings. Ensure setout is generally in accordance with requirements set out in the BCA part 3.1.1 and part 3.2.2, with particular attention to Part 3.1.1.1.
- 01.03. Site Classification  
Part 3.2.4 Site foundation classifications are to be obtained by a certified practicing Geotechnical Engineering Company and classified in accordance with AS2870, Classes A-P. The slabs and footings are to be designed in accordance with that classification. Where appropriate, additional information can be obtained from Part 3.2.5 for Footing and Slab construction. Engineered /designed slabs and footings shall take precedence over the details shown in the BCA Part 3.2.5.5 - 3.2.5.6 and associated Figures, if specifically nominated. Where conflict occurs they should be referred to the Engineer for clarification.

02. Sitework

- 02.00. Earthworks  
Earthworks relating to adjacent adjoining properties both vacant and with existing buildings. Unprotected embankments should be cut and filled in accordance with Table 3.1.1.1.1 Where embankment parameters fall outside those of the BCA requirements and are in excess of 1m, they are to be physically retained, and they shall be designed by a Certified Structural Engineer. Strip topsoil and organic matter from the area of the site works to a nominal depth of 150 mm, but to a depth to just include the root zone. This area includes the house location, paving areas, driveways, grading and areas indicated to be landscaped. Cut out boulders, stumps, etc. to a depth of 500mm below buildings and 300mm below paved areas. Remove from site all deleterious material and spoil as nominated by the proprietor prior to laying any hard standing/paving areas. Stockpile topsoil for reuse in landscaping as required.

- 02.01. Trenching  
Excavate to line, width and level indicated for all footings, edge beams, piers, drains etc. step as necessary to suit ground contour and brick/block courses. Ensure footings, pads, edge beams, piers and bulk concrete is founded at a depth acceptable to the building surveyor/supervisor and or the supervising engineer if so engaged, prior to laying reinforcement, pipes, pouring concrete and the like. All drains, water shall have min. cover to top of pipe of 400mm, or as required by the Local Authority regulations. Trenches shall be kept free of water, loose material etc. prior to pouring concrete. Ensure all trench excavations next to footings are in accordance with Figure 3.1.2.1 and that the slope ratio from footing to trench is in accordance with Table 3.1.1.1.
- 02.02. Site and surface drainage  
As a minimum the site surface drainage should be in accordance with section 3.1.2.3 and associated figures.
- 02.03. Backfilling  
Backfill as soon as possible after placing services, in layers, no more than 150mm thick well watered and compacted. Stones retained on a 25mm sieve shall not be used within 150mm of the service.
- 02.04. Hardcore filling  
Hardcore filling material shall be hard, sound, broken stone, or other approved material of a max size and grading to enable solid compaction in layers not exceeding 150 mm. Refer to engineer's drawings for sand blinding thickness.
- 02.06. Erosion and sedimentation control  
As required by the local authority, an erosion and sedimentation control plan shall be implemented on the site prior to the commencement of excavation and general earthworks.
- 02.09. Landscaping  
Rough out the block to the approximate finished landscaped contours in consultation with the proprietor.
- 02.10. Over excavation  
Where footings are in disturbed ground, as in the case of boulder excavation, then lean mix concrete shall be poured to a width and depth as approved by the building surveyor / supervisor to bring the bearing surface back up to level.

Signed: *[Signature]*  
Cert No: 0550 / 2021 19 SEP 2021 Date  
Prof. Building Surveying  
BCA Certified Documents  
Graig Trevelin (0024 1 135)

NOTE:  
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Plans to be read in conjunction with conditions on Certificate of Likely Compliance

TYPE	ISSUED TO	DATE

REV	DESCRIPTION	DATE
A	Unit positions amended	2-27
B		
C		
D		

PROJECT  
Unit Development  
7 Sarinda Close  
Newnham

CLIENT  
Goodswood Pty. Ltd.

DRAWING TITLE  
Site Plan

PROJECT STATUS  
**BUILDING APPROVAL**

SCALE: 1:200  
DO NOT SCALE FOR DEFINITIVE DIMENSIONS... IF IN DOUBT ASK  
DATE: 23/08/2007

BUILDING CLASS: 1  
ZONING: CLOSED RESIDENTIAL  
BUILDING AREA: 174.6+deck  
CT NO: 142821/52  
PID NO: 2564352

REG GREEN B. Tech. Assoc. 1.E.Aust  
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- structural Mob: 0418 386 770
- survey Alter: (03) 8331 2220
- survey Email: reg@greenreg.com.au

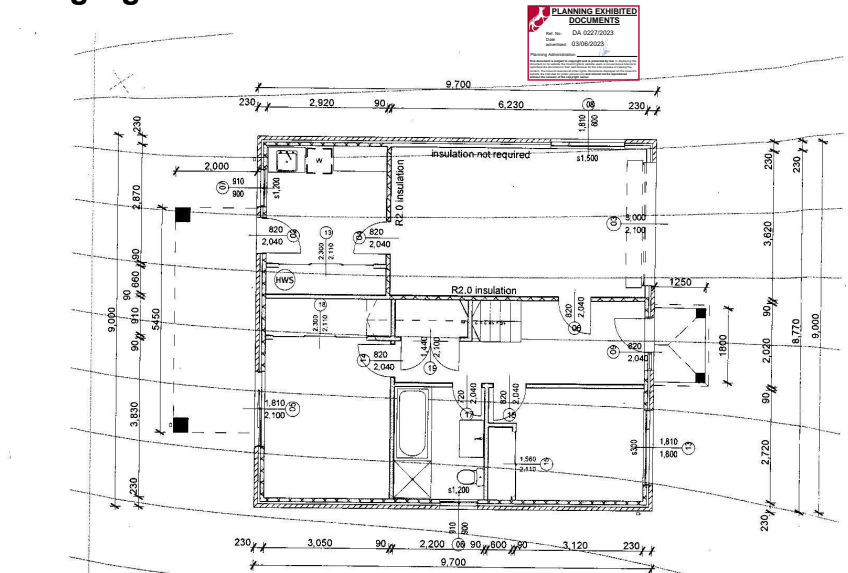
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APN 06 96 97 800 231

DWG NO: 06014  
SHEET NO: 3 OF 14

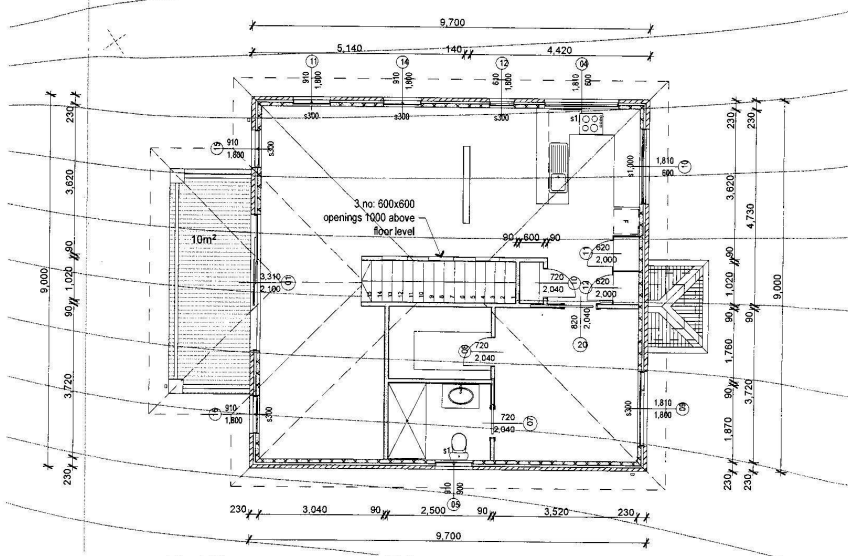
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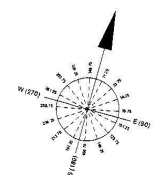




Ground Floor 1:100



First Floor 1:100



Plans to be read in conjunction  
with conditions on Certificate  
of Likely Compliance

**Protek Building Surveying**  
BCA Certified Documents

Cert No: 0556 / 2007 19 SEP 2007 Date

Signed: *Greg Gruen*  
Greg Gruen (CC234 V-88)

**04. Carpenter**

**04.00. General Note**  
Framing timbers used in this specification shall be 90x35 MGP12 pine at 450 cca and 90x35 MGP12 plates and shall conform and be fixed in accordance with the following codes and specifications AS1684 Residential timber-framed construction – Non-cyclonic areas AS1684.4 residential timber-framed construction – simplified-non cyclonic areas. Design engineer's wind bracing plan and tie-down specifications

**04.01. Lintels**  
Unless shown on the drawings supplied, the lintels shall be designed by the truss manufacturer. All timbers shall be free of saps, shakes, large or loose knots. The timbers shall be stored under cover, off the ground and protected from the weather. They shall be installed as closely to the moisture content of its final usage as practical.

**04.03. Wet areas**  
In accordance with BCA part 3.8.1. Bathrooms and ensuites shall have wall / wall and floor / wall junctions waterproofed in accordance with BCA part 3.8.1.6 and figures 3.8.1.7 - 3.8.1.11. Showers – 3.8.1.4 Walls – 3.8.1.5F all floors to drainage outlets and floor wastes as required by the BCA. Where nails / screws penetrate, these shall be sealed with a silicone sealant.

**04.04. Roof structure**  
All trusses shall be prefabricated by an approved manufacturer and installed in accordance with their requirements. Top plate tie downs in accordance with BCA part 3.3.3.3 and AS1684, and/or Engineer's details. All rafters and trusses shall be fixed to the top plate in accordance with AS1684 Residential timber framed construction and/or Engineer's details

**04.05. Eaves**  
Line eaves soffit with 4.5mm Hardiflex sheeting fixed with galvanised clouts and finish exposed ends with approved jointing strips. Where large areas of soffit are exposed, they shall be stopped and finished to give a smooth finish.

**04.06. Yellow tongue timber floor**  
Supply and install 18mm yellow tongue fixed in accordance with manufacturers requirements. Floor coverings to be to the selection of the client and finished in accordance with manufacturers requirements.

**04.07. Compressed sheet floor**  
Supply and install 18mm compressed sheet to wet areas, fall to floor wastes as required and indicated on the drawings.

**04.08. Timber frame**  
Supply and fabricate 90x35 MGP12 timber studs @ 450cca, 90x35 MGP12 plates and noggins.

**04.10. Bracing**  
Supply and install strap or ply bracing as indicated on the Engineer's drawings.

**04.11. Insulation/sarking**  
Supply and install nominated or equivalent building paper to the wall and roof, installed in accordance with manufacturers instructions allow for wall batts. Insulate W.C, bathroom and ensuite walls where adjoining living rooms/ bedrooms etc. if indicated on the drawings.

**04.15. Insulation to timber floor**  
Supply and install R1.5 Bradford Gold batts between joists and hold in place.

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TYPE	ISSUED TO	DATE

REV	DESCRIPTION	DATE
A	Unit positions amended	2/7/07
B		
C		
D		

PROJECT  
Unit Development  
7 Sarinda Close  
Newnham

CLIENT  
Goodwood Pty. Ltd.

DRAWING TITLE  
Ground Floor, First Floor

PROJECT STATUS  
**BUILDING APPROVAL**

SCALE: 1:100  
DO NOT SCALE FOR DEFINITIVE DIMENSIONS... IF IN DOUBT ASK  
DATE: 23/08/2007

BUILDING CLASS: 1  
ZONING: CLOSED RESIDENTIAL  
BUILDING AREA: 174.6+deck  
CT NO: 142821/52  
PID NO: 2564352

**REG GREEN**  
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11 Laura Street, Launceston, Tasmania 7250

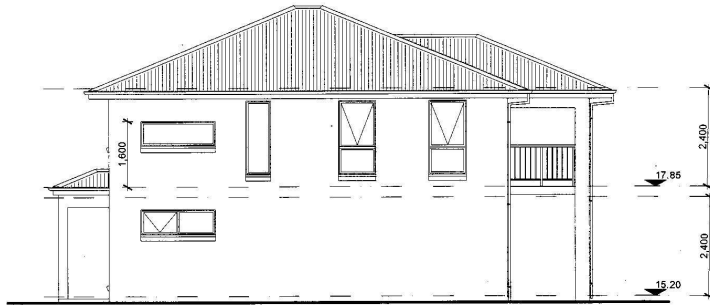
- civil Tel: (03)8331 2138
- architectural Fax: (03)8331 1629
- structural Mobile: 0415 998 770
- surveying Mtn: (03) 8331 2228
- Email: reg@reggreen.net.au

TCC No: CC127M  
ABN 69 967 890 221

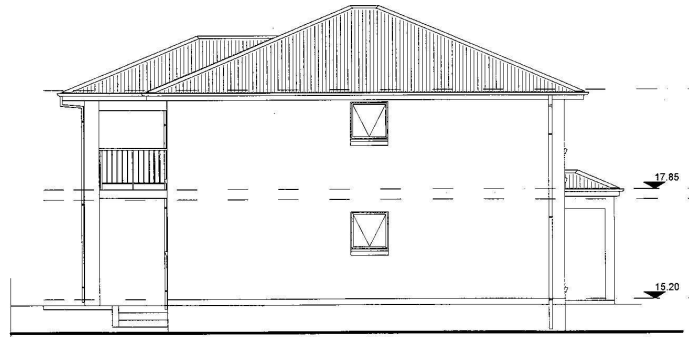
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SHEET No: **5** OF **14**

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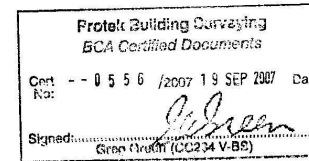


Northern Elevation 1:100



Southern Elevation 1:100

Plans to be read in conjunction  
with conditions on Certificate  
of Likely Compliance



NOTE:  
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TYPE: ISSUED TO: DATE:

REV	DESCRIPTION	DATE
A		
B		
C		
D		

PROJECT  
Unit Development  
7 Sarinda Close  
Newnham

CLIENT  
Goodwood Pty. Ltd.

DRAWING TITLE  
Northern Elevation, Southern Elevation

PROJECT STATUS  
**BUILDING APPROVAL**

SCALE: 1:100  
DO NOT SCALE FOR DEFINITIVE DIMENSIONS... IF IN DOUBT ASK  
DATE: 23/08/2007

BUILDING CLASS: 1  
ZONING: CLOSED RESIDENTIAL  
BUILDING AREA: 174.6+deck  
CT NO: 142821/52  
PID NO: 2564352

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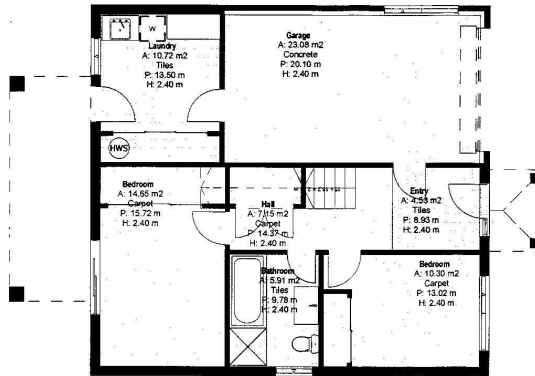
- civil Tel: (03)6331 2138
- architectural Fax: (03)6331 9029
- structural Mobile: 0419 596 779
- survey Alter No: 1611631 2228

YGC No: CC127/M  
Abn 66 967 890 251

DWG NO: **06014**  
SHEET NO: **7** OF **14**

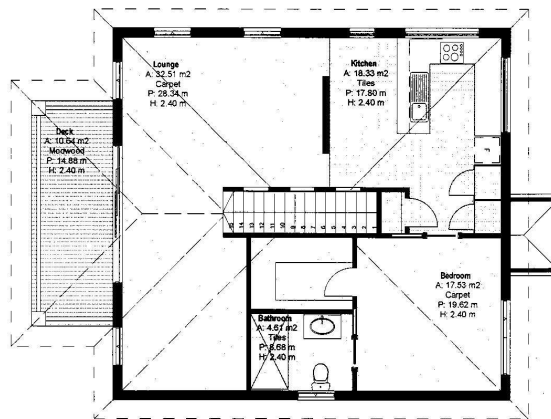
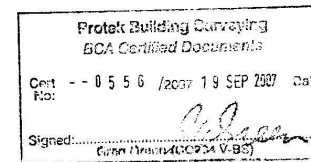
FILE NAME: C:\Users\reggreen\Documents\06014 (27-4-07).jpl  
PLOT: Thursday, 23 August 2007 9:09 AM





Floor finish Ground Floor 1:100

Plans to be read in conjunction  
with conditions on Certificate  
of Likely Compliance



Floor finish first Floor 1:100

NOTE  
ALL DIMENSIONS AND LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS.  
THE CONTRACTORS ARE TO SATISFY THEMSELVES THAT ALL WORK IS CLEAR OF EXISTING SERVICES. WHETHER SHOWN ON THE DRAWINGS OR NOT. SERVICES TO BE LOCATED SHALL BE DONE SO IN CONJUNCTION WITH THE RELEVANT AUTHORITIES.  
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TYPE	ISSUED TO	DATE

REV	DESCRIPTION	DATE
A		
B		
C		
D		

PROJECT  
Unit Development  
7 Sarinda Close  
Newnham

CLIENT  
Goodwood Pty. Ltd.

DRAWING TITLE  
Floor finish Ground Floor, Floor finish first Floor

PROJECT STATUS  
**BUILDING APPROVAL**

SCALE: 1:100  
DO NOT SCALE FOR DEFINITIVE DIMENSIONS - IF IN DOUBT ASK  
DATE: 23/08/2023

BUILDING CLASS: 1  
ZONING: CLOSED RESIDENTIAL  
BUILDING AREA: 174.6+deck  
CT NO: 142821/52  
PID NO: 2584352

REG GREEN & Team, Assoc. I.S.Aust  
**DRAFTING**  
11 Lonsdale Street, Launceston, Tasmania 7250  
Civil Tel: (03)8331 2138  
Architectural Fax: (03)8331 1626  
Structural Mobile: 0419 385 770  
Surveying Alter hrs: (03)8331 2238  
Email: regreen@reggreen.net.au

TCC NO: CC 1277M  
ABN 68 987 890 231

DWG NO: 06014  
SHEET NO: 12 OF 14

FILE NAME: C:\newing\00000001\0000014\020014 (7-6-07).dwg PLOT: Thursday, 23 August 2023 9:06 AM

Angela Hodge  
26 Mann Street  
Invermay TAS 7248

05/07/2023

**To the City of Launceston and concerned residents of Sarinda Close,**

I wish to acknowledge the concerns raised by neighbours of my property to confirm the steps I take to ensure their concerns are not an issue for anyone in the neighbourhood.

I have managed 3 separate Air BNB properties that are all similar to this property for the past 18 months. In this time I have not received any neighbourhood complaints or have had any security issues like the ones raised.

My Air BNB listing has strict house rules that guests must follow to maintain their ranking as future guests to Air BNB and I only accept guests who hold a 5 star rating (highest rate achievable), these guests understand that they must respect the homes and the neighbourhood surrounding them during their stay. We have a minimal down time of guests staying so place is not kept vacant. When the recent incident occurred the property had been listed for sale and was sitting empty. I immediately put up cameras and an alarm which is full time monitored through a security app on my phone, alarm will be set at the property when ever it is unoccupied. I keep my properties immaculate which will only add value to the area (past tenants always had rubbish laying around which was quite unsightly). This property is not an addition to the short term accommodation as I have just sold 12 Comice Place at Newnham which is now used for a permanent resident I believe. This will be a replacement property for me which means I will still manage 3 Air BNB's, this is my main source of income.

My house rules will consist of:

- Guest must be respectful of staying in a neighbourhood area and respect the adjoining neighbours by keep noise to a minimum, no noise after 10.00pm.
- Strictly no parties, guest will be asked to vacate if a party is reported and confirmed to be true.
- Guests are to only have approved number of guests stay during their booking.
- Guests must park in the garage or designated carpark spaces next to the unit or on the street, driveway must stay clear at all times.
- Guests are asked not to venture into the space of the neighbouring unit at the rear.

Thank you for taking the time to read my response to concerned residents, I feel confident their concerns will not arise to be a problem going forward.

Kind Regards



Angela Hodge

**9.2. DA0058/2023 - 53 Gorge Road, Trevallyn - Demolition of an Existing Dwelling and Associated Outbuildings and Construction of a Childcare Centre**

**FILE NO:** DA0058/2023

**AUTHOR:** Rachael Huby (Town Planner)

**GENERAL MANAGER APPROVAL:** Dan Ryan (Community and Place Network)

---

**DECISION STATEMENT:**

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

**PLANNING APPLICATION INFORMATION:**

Applicant:	6ty° Pty Ltd
Property:	53 Gorge Road, Trevallyn
Zoning:	General Residential
Receipt Date:	7/02/2023
Validity Date:	23/02/2023
Further Information Request:	14/03/2023
Further Information Received:	24/05/2023
Deemed Approval (extension granted):	13/07/2023
Representations:	Three

**RELEVANT LEGISLATION:**

*Land Use Planning and Approvals Act 1993*  
Tasmanian Planning Scheme - Launceston

**STANDARDS REQUIRING PLANNING DISCRETION:**

8.3.1 P1, P4 Discretionary uses  
8.5.1 P2, P6 Non-dwelling development  
C1.6.1 P1, P2, P3 Design and siting of signs  
C2.5.1 P1.1 Car parking numbers  
C2.6.5 P1 Pedestrian access  
C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction

**RECOMMENDATION:**

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and the Tasmanian Planning Scheme - Launceston, a permit be granted for DA0058/2023 Demolition of an existing building and associated outbuildings and construction of a Childcare Centre at 53 Gorge Road, Trevallyn, 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. Cover Sheet, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL00, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, **Plan to be amended.**
- b. Site Context Plan, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL01, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 4, Dated 7/02/2023, **Plan to be amended.**
- c. Design Response, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL02, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, Plan to be amended.
- d. Existing Ground Floor Plan, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL03, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 4, Dated 7/02/2023, **Plan to be amended.**
- e. Proposed Ground Floor Plan, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL04, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 6, Dated 12/02/2023, **Plan to be amended.**
- f. Proposed First Floor Plan, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL05, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, **Plan to be amended.**
- g. Proposed Roof Plan, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL06, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, **Plan to be amended.**
- h. Proposed Elevations, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL07, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, **Plan to be amended.**
- i. Proposed Sections, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL08, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 5, Dated 12/02/2023, **Plan to be amended.**
- j. Proposed Shadows Sheet 1, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL09, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 6, Dated 12/02/2023, **Plan to be amended.**
- k. Proposed Shadows Sheet 2, Prepared by Andrez Lopez Agency for Design Strategy & V.J Agosta & Associates, Drawing No.TPL010, Proposed Childcare Centre - 53 Gorge Road, Trevallyn, Job Number: 22032, Revision No. 6, Dated 12/02/2023, **Plan to be amended.**



- l. Traffic Impact Assessment - 53 Gorge Road, Trevallyn, Prepared by Richard Burk - Traffic and Civil Services, Dated 17 May 2023
- m. Environmental Noise Level Impact Assessment for Proposed Child Care Centre, 53 Gorge Road, Trevallyn, Tasmania, Prepared by David Moore & Associates Pty Ltd, Revision 1, Dated 11/05/2023.
- n. Aboricultural Report - 53 Gorge Road, Trevallyn, Prepared by Urban Forest Training & Consultancy, Site assessment date 4 July 2022.

## 2. AMENDED PLANS REQUIRED

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

- a. The amended plans should reflect the update plans prepared by Andrez Lopez Agency for Design Strategy and V.J Agosta and Associates received by the Council on 28 June 2023 and indicate the following changes:
  - a portion of the eastern wall is setback 1.84m from the boundary to reduce the bulk and scale of the building
  - correct the natural ground level at the boundary of the property which revises the perceived building height as viewed from the adjoining property to the east.
  - the inclusion of an acoustic wall on the roof to mitigate noise emissions
- b. One parking bay deleted and designated as a turning bay for vehicles to exit the site in a forwards direction.
- c. Building Facia *Genius Childcare Centre* sign omitted from Proposed Elevations drawing TPL07.

Amended plans should include identification information such as updated revision numbers, revision date and revision description. The changes are to be highlighted in red clouds or a format agreed with the planning officer.

## 3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land.

## 4. BUSINESS HOURS

The operation of the Childcare Centre must be confined to:

- a. 7am and 7pm Monday to Friday; and
- b. Closed Saturdays, Sundays and Public Holidays.

## 5. EXTERIOR AND SECURITY LIGHTING

Exterior and security lighting must be designed, baffled and located so that no direct light is emitted outside the property boundaries and comply with the Australian Standard AS4282 Control of the obtrusive effects of outdoor lighting or any subsequent versions.

Other than security lighting, the operation of any building exterior lighting must be restricted to 7am to 7pm only.

## **6. TASWATER**

The development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2023/00190-LCC, dated 23/02/2023 and attached to the permit.

## **7. 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).

## **8. SIGNAGE CONTENT**

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

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

## **9. NO SIGN ILLUMINATION**

The sign must not be floodlit or otherwise internally illuminated.

## **10. SIGN MAINTENANCE**

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

## **11. PEDESTRIAN AND PARKING AREA CONSTRUCTION**

Pedestrian access to be aligned with the eastern boundary fence and constructed in accordance with TSD-R11-V3 with 1.2m minimum width, have curb with height minimum 100mm and be DDA compliant.

Before the use commences, areas set aside for pedestrian access and parking vehicles as shown on the amended 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.

Pedestrian access and parking areas must be kept available for these purposes at all times and maintained for the life of the development.

## **12. LANDSLIP HAZARD AREA REPORT REQUIRED**

Prior to the commencement of construction, a Landslip Hazard Report must be submitted to the satisfaction of the Manager City Development and must demonstrate the proposal complies with clause C15.5.1 P1.1 and P4 of the scheme.

Once approved by the Manager City Development, this document will be endorsed and will then form part of the Permit.

### **13. 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.

### **14. 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.

### **15. SINGLE STORMWATER CONNECTIONS**

All proposed new pipelines must be connected to the existing internal drainage network for the property. It is not permitted to have multiple connections to the Council's stormwater mains.

### **16. 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 the Council's standards. All costs associated with these contractors are to be borne by the applicant.

### **17. 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.

### **18. VEHICULAR CROSSINGS (AND ASSOCIATED FOOTPATH WORKS)**

No works to install, remove or modify a vehicular crossing, are to be undertaken without the issue of a Vehicular Crossing Permit for the works. Modification of a vehicular crossing includes any widening of the kerb layback or the driveway apron, in any form whatsoever.

An application for such work must be lodged electronically via the Council's eServices web portal or on the approved hard copy form.

All new works must be constructed to the Council's standards and include all necessary alterations to other services including lowering/raising pit levels, upgrading non trafficable trenches to a trafficable standard and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (eg. TasWater, Telstra and TasNetworks, etc.). Where applicable, any redundant crossovers and driveways must be removed once the new driveway and/or crossover works have been completed and use has commenced.

The construction of the new crossover and driveway and removal of the unused crossover and driveway will be at the applicant's expense. Where the driveway crossing works result in changes to existing parking restrictions (bay markings, linemarking and/or signage) these works must be undertaken by the Council under an approved Traffic Facilities Plan with the cost of these works to be invoiced to the applicant/developer for payment.

### **19. SOIL AND WATER MANAGEMENT PLAN**

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites. No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant. The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.

### **20. FILLING OF LAND**

Site filling that exceeds a depth of 300mm must comply with the provisions of AS3798 Guidelines on earthworks for commercial and residential developments current at the time of the application. Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance Australian Standard AS 3798 and the endorsed plan.

## **21. CONSTRUCTION OF RETAINING WALLS**

All retaining walls, above 1m, located within 1.5m of the property boundaries are to be designed and certified by a suitably qualified person. The design must have regard to the installation of fencing atop the retaining wall and other imposed loading in addition to site conditions on adjoining properties.

## **22. PROTECTION OF THE COUNCIL OWNED LAND (DRAINAGE RESERVE)**

The Council owned land is to be protected from damage during the construction works by ensuring that:

- a. prior to commencing any work on the subject site the owner must erect fencing on the boundary between the Council owned land and the subject site.
- b. no building material, stockpiles, skip bins or machinery are to be stored on the Council owned land.
- d. no excavation or fill works within the subject site are permitted to extend into, impact upon the stability of, or reduce the ability of the Council to maintain, the Council owned land.
- e. No access to the subject site is permitted via the Council owned land without express written consent from the General Manager Infrastructure and Asset Network.
- f. where permission is granted to access subject site via the Council owned land, any and all damage caused to the Council owned land is to be remediated within the timeframe specified in the written consent to access.

## **23. 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.

## **24. ACOUSTIC SCREENING**

Proposed screening/wall for roof top plant area and boundaries of the childcare centre to be as per the acoustic report - *Environmental Noise Level Impact Assessment for Proposed Child Care Centre* by James Willson Arias Charry.

## **25. DEMOLITION**

The developer must:

- a. protect property and services which are to either remain on or adjacent to the site from interference or damage;
- b. not undertake any burning of waste materials or removed vegetation;
- c. remove all rubbish from the site for disposal at a licensed waste disposal site; and
- 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.

## **26. SCREENING VEGETATION PLAN**

Prior to the commencement of works, a landscape plan must be prepared by a suitably qualified person and submitted to the Council. Once approved by the Council, it will form part of this permit. The approved landscaping of the site must:

- a. provide two *Eucalyptus leucoxylon* trees within the center of the road reserve at an average spacing of 8m. The trees are to be of 2.5m maturity (45L bag), free of pest and disease and true to form.

- b. have each tree provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal.
- c. be coordinated with the construction plans of underground services and pavement works so as to provide sufficient clearances around each shade tree.
- d. all costs associated with the landscaping will be at the developer's expense.

The applicant may elect to have the Council undertake the supply and installation of the trees as a commercial arrangement with the applicant being invoiced for the work.

Where the Council is engaged in writing to undertake the supply and installation of the planting, a Planting Plan is not required to be submitted for approval.

## **27. PROTECTION OF STREET TREES**

Existing street trees must be satisfactorily protected both by the design of the building and during construction work by barriers and similar devices in accordance with *Australian Standard 4970: Protection of Trees on Development Sites*. The protection works are to be installed prior to the commencement of any other works on the site and are to remain in place until the completion of all other works.

### **Notes**

#### **A. General**

*This permit was issued based on the proposal documents submitted for DA0058/2023. 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) <<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 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. Food Businesses

*All food businesses must be registered with council in accordance with the Food Act 2003 prior to commencing. Food premises fit out must comply with the National Construction Code TAS Part H102.0 or any subsequent versions of this document.*

F. Fixed Equipment Use

*Use of fixed equipment (eg. heat pumps, water pumps, swimming pool pumps) is subject to the Environmental Management and Pollution Control (Noise) Regulations 2016 or any subsequent versions of this regulation.*

G. Recycling and Re-use of Demolished Building Materials

*It is recommended that any heritage features and/or other serviceable materials ie. windows, doors, timbers, bricks, etc. are salvaged for re-use and/or recycled in an appropriate manner that contributes to a reduction in landfill and lessens the demand for manufacture of new materials.*

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**REPORT:**

**1. THE PROPOSAL**

The development proposal is for the demolition of an existing single-storey dwelling and associated outbuildings and the construction of a childcare centre. The childcare centre will be a two-storey building that will be cut into the sloped site. The building is intended to be constructed from concrete and has an overall building height of approximately 6m.

There is an outdoor play area on the roof of the first floor.

It is intended that the childcare centre will facilitate care for up to 72 children and employ 16 staff.

The proposed childcare centre intends to operate from 7am to 7pm Monday to Friday. There will be a requirement for the removal of some trees and vegetation to facilitate the development. There is a remaining outdoor space at the rear of the site retained.

Car parking is proposed at the front of the subject site. The proposal will utilise existing site access.

The proposal also includes two non-illuminated signs oriented to the front of the site. The signs are: one ground based sign and one building facia sign. The ground based sign is to be located within 2m of the front boundary and will be 1.5m high and 1m in length and is intended to be yellow text and black background. The building facia sign is 1.4m high and 3.8m in length and does not protrude from the facia and is in white and muted tones.

Based on the issues with the submitted bulk and form of the development proposal, the planning team had discussions with the applicant and a revised design was provided for consideration. Upon further assessment the development proposal now satisfies the performance criteria and a condition requiring amended plans will be applied to formalise the recommendation of approval for the revised design.

The advertised plans and the proposed amended plans are included in the attachments.

## 2. LOCATION AND NEIGHBOURHOOD CHARACTER



53 Gorge Road, Trevallyn (not to scale)



### 3. PLANNING SCHEME REQUIREMENTS

The assessment against the Launceston Interim Planning Scheme 2015 is detailed in Attachment 1.

<b>Address</b>	53 Gorge Road, Trevallyn
<b>Zone</b>	General Residential
<b>Size</b>	1,351m <sup>2</sup>
<b>Access</b>	Existing
<b>Shape</b>	Rectangular
<b>Slope</b>	Slope inclines up from the front towards the rear of the site
<b>Existing Structures</b>	Single dwelling and associated outbuildings
<b>Vegetation</b>	Established large trees and vegetation and planted residential
<b>Connection to Services</b>	Connected to all reticulated services
<b>Surrounding Land</b>	Predominantly single and multiple single storey dwellings on residentially zoned land, however the site is adjacent to the Trevallyn Primary School to the west, and the Trevallyn Park sport field across the road to the north.
<b>Overlays</b>	Airport Obstacle Limitation Area, Landslip Hazard Area

### 4. REFERRALS

<b>REFERRAL</b>	<b>COMMENTS</b>
	<b>INTERNAL</b>
Infrastructure and Assets Network	Conditions recommended.
Environmental Health	Conditions recommended.
Heritage/Urban Design	N/A
Building and Plumbing	Standard notes recommended for the permit.
	<b>EXTERNAL</b>
TasWater	Application referred to TasWater and conditional consent provided by Submission to Planning Authority Notice TWDA 2023/00190-LCC, dated 23/02/2023
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

## 5. REPRESENTATIONS

Pursuant to section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14-day period from 27 May to 13 June 2023. Three representations were received. The issues raised are summarised in the following table. All representations received for this application were circulated to Councillors confidentially on 6 July 2023.

<b>Issue 1</b> <b>The development is not of an appropriate scale or use for the residential zoned area and does not maintain the amenity of the area.</b>
<i>Response 1</i> <i>The application is assessed against the Discretionary Use in the General Residential Zone per clause 8.3.1. The built form scale, visual amenity, separation between dwellings and character of the development is also assessed per clause 8.5.1 Non-dwelling development. Having regard to its location and the surrounding uses, the proposal is not considered to be out of scale or to unreasonably impact upon the amenity of the area.</i>
<b>Issue 2</b> <b>The development impacts on livability, quiet enjoyment, safe pedestrian and vehicular traffic access, and value of the immediate surrounding residential properties.</b>
<i>Response 2</i> <i>The application is assessed against the Discretionary Use in the General Residential Zone per clause 8.3.1 and is considered not to unreasonably impact upon the surrounding residential area.</i>
<b>Issue 3</b> <b>The development increases traffic volume substantially over longer periods of the day and year, thus impacting on the surrounding residents, wildlife, and child pedestrian safety.</b>
<i>Response 3</i> <i>This application has been assessed by the Infrastructure Team as being compliant. This issue is also addressed in clause 3.5.1 of the Road and Railway Assets Code as being compliant. The application has been assessed against the Parking and Sustainable Transport Code Table C2.1 as being compliant against the performance criteria.</i>
<b>Issue 4</b> <b>On street parking utilisation is impacted and is under-represented in the report, impacting on the surrounding residents, child pedestrian safety and school community.</b>
<i>Response 4</i> <i>The application has been assessed against the Parking and Sustainable Transport Code Table C2.1 as being compliant.</i>

<p><b>Issue 5</b> The proposal will have noise impacts from both outdoor activity and traffic on the surrounding residents for a longer period throughout the day, week and year due to the nature of the business, concentrated space and hours of operation.</p>
<p><i>Response 5</i> There was also an Environmental Noise Level Impact Assessment report submitted to support the application from a suitably qualified professional. Increased noise from traffic and outside play is not considered to have an unreasonable impact upon the surrounding amenity.</p>
<p><b>Issue 6</b> There is an impact from increased commercial business activity in a quiet leisure area.</p>
<p><i>Response 6</i> The application is assessed against the Discretionary Use in the General Residential Zone per clause 8.3.1.1 and is not considered to unreasonably impact the surrounding amenity.</p>
<p><b>Issue 7</b> There is reduced urban greening for the area from the development.</p>
<p><i>Response 7</i> The vegetation present on the site is not within a mapped area of priority vegetation and therefore, there is no scope for the removal or requirement for the retention of said vegetation to be regulated under the planning scheme. There was also a report submitted to support the application from a qualified arborist.</p>
<p><b>Issue 8</b> Overlooking and privacy from the second storey of the development into neighbouring dwellings.</p>
<p><i>Response 8</i> The application is assessed against the performance criteria of the non-dwelling development in the General Residential Zone per clause 8.5.1. There are no windows on the second storey facing the adjoining dwellings and the outdoor play area is screened by a 1.8m rendered wall.</p>

## 6. CONCLUSION

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

### RISK IMPLICATIONS:

Not considered relevant to this report.

### ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:

The Tasmanian Planning Scheme - Launceston 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 - Launceston

**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. DA0058/2023 - 53 Gorge Road, Trevallyn - Planning Scheme Assessment [9.2.1 - 16 pages]
2. DA0058/2023 - 53 Gorge Road, Trevallyn - Amended Drawings - Submitted 28 June 2023 [9.2.2 - 12 pages]
3. DA0058/2023 - 53 Gorge Road, Trevallyn - Response to Amended Drawings [9.2.3 - 12 pages]
4. DA0058/2023 - 53 Gorge Road, Trevallyn - TasWater SPAN [9.2.4 - 2 pages]

*Note: Original Submitted Plans to be Uploaded as a Separate Attachment*

**TITLE:** DA0058/2023 - 53 Gorge Road, Trevallyn - Demolition of an Existing Building and Associated Outbuildings and Construction of a Childcare Centre

**FILE NO:** DA0058/2023

**AUTHOR:** Rachael Huby (Town Planner)

**GENERAL MANAGER:** Dan Ryan (General Manager Community and Place Network)

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**ATTACHMENT 1:**

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

**PLANNING APPLICATION INFORMATION:**

Applicant:	6ty° Pty Ltd
Property:	53 Gorge Road, Trevallyn
Zoning:	General Residential
Receipt Date:	7/02/2023
Validity Date:	23/02/2023
Further Information Request:	14/03/2023
Further Information Received:	24/05/2023
Deemed Approval:	29/06/2023
Representations:	6

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**3. PLANNING SCHEME REQUIREMENTS**

**3.1 Zone Purpose**

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**8.0 General Residential Zone**

The purpose of the General Residential Zone is:

8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.0.3 To provide for non-residential use that:

- (a) primarily serves the local community; and
- (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.0.4 To provide for Visitor Accommodation that is compatible with residential character.

**Consistent**

**8.3.1 Discretionary uses**

That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.

<p><b>Consistent</b></p> <p>A1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm.</p>
<p><b>Relies on Performance Criteria</b></p> <p>The proposed childcare centre intends to operate from 7am to 7pm Monday to Friday.</p> <p>This does not meet the acceptable solutions and therefore must address the performance criteria.</p>
<p>P1 Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.</p>
<p><b>Complies</b></p> <p>The proposed childcare centre intends to operate from 7am to 7pm Monday to Friday.</p> <p>A Traffic Impact Statement has been provided by Traffic and Civil Services that demonstrates that the impact from the additional vehicle movements is within the acceptable range and could be absorbed into the current setting.</p> <p>The applicant submitted an Environmental Noise Level Impact Statement with the application. The report recommended that the proposal was compliant and that an acoustic barrier was required on the 2<sup>nd</sup> storey of the building facing the adjoining dwellings to ensure no negative impacts to the community. This is shown in the proposed amended plans.</p> <p>It is therefore considered that with the application of the conditions that outline the requirements for exterior lighting and the installation of the acoustic barriers that the proposal satisfies the performance criteria.</p>
<p>A2 External lighting for a use listed as Discretionary:</p> <p>(a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.</p>
<p><b>Complies</b></p> <p>The proposed childcare centre intends to operate from 7am to 7pm Monday to Friday.</p> <p>It is considered that with the application of the conditions that outline the requirements for exterior lighting that the proposal satisfies the acceptable solutions.</p>
<p>A4 No Acceptable Solution.</p>
<p><b>Relies on Performance Criteria</b></p> <p>The proposed development is for Educational and Occasional Care (Childcare Centre). This a discretionary use in the General Residential Zone.</p>
<p>P4 A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <p>(a) the intensity and scale of the use; (b) the emissions generated by the use; (c) the type and intensity of traffic generated by the use; (d) the impact on the character of the area; and (e) the need for the use in that location.</p>
<p><b>Complies</b></p>

Based on the issues with the bulk and form of the development proposal in terms of the likely unreasonable loss of amenity to adjacent sensitive use, the planning team had discussions with the applicant and a revised design was provided for consideration.

Upon further assessment the development proposal now satisfies the performance criteria and a condition requiring those amended plans will be applied.

The proposed development of demolition of an existing dwelling and construction of a childcare centre is assessed against the following performance criteria:

- a) The proposal is for a 2 storey commercial building situated within the residential zone. It is intended that the childcare centre will facilitate care for up to 72 children and 16 staff. The intensity and scale of the use is aligned with the existing school (Trevallyn Primary School) which is situated to the west of the proposed site. The applicant's consultant contends, based on industry norms, that the facility will not likely meet intended occupancy capacity and that the actual occupancy could be as low as 85%.  
Similarly, the nature of the use would likely exhibit usage patterns similar to that of the school with holiday periods resulting in a reduction of occupancy and/or a closure period. The facility does not intend to operate on weekends.
- (b) This has been addressed with an Environmental Noise Level Impact Assessment provided by David Moore & Associates Pty Ltd. Acoustic barriers are included in the revised proposal design and further conditions are applied by the Council Environmental Health Team.
- (c) A Traffic Impact Statement has been provided by Traffic and Civil Services, however it is noted that the report does not adequately reflect the impact to the existing congested street parking within the area and the parking deficit that is evident for the proposed development. This will result in a reliance upon such resource for staff and patrons. The Council Infrastructure team have further reviewed the proposal and have applied conditions regarding the vehicle movement within the proposal to minimise the impact. It is also noted that there may be some synergies with the time of operation of the centre and the school traffic peak periods, with end of day childcare pick up being largely outside that of the school traffic/parking burden.
- (d) With regard to the impact on the character of the area, it is noted that Trevallyn is an established residential zone. The immediate locality is predominately single storey early to mid-20<sup>th</sup> century period dwellings. There is limited commercial development, extending largely to that of community facilities - schools, sporting and municipal utilities. The closest commercial area (shops/business) is greater than 420m to the east. Similarly, the subject site is approximately 240m to the boundary of the Cataract Gorge Management Area. It is possible that a development of this nature and scale could have a negative impact on the established character of this area and diminish such characteristics and inherent values held by residents and the community respectively.
- (e) It is noted that there are three (3) established childcare centres within 2.5km of the proposal. These are: Abacus 0.8km; Pilgrim Uniting Early Learning (34 Paterson Street) - 2.5km; Dame Marjorie Parker Child Care Centre (87 Margaret Street) - 2.5km. It is arguable that there is a need for the proposed use at this location, however the applicant's consultant has provided a supply and demand study based on census data that supports the requirement for an additional centre in this locality to support this proposal.

It is therefore considered that the proposal satisfies the performance criteria.

8.5.1 Non-dwelling development

That all non-dwelling development:

- (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and
- (b) does not cause an unreasonable loss of amenity on adjoining residential properties.

**Consistent**

A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:

- (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;
- (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or
- (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.

**Complies**

The proposed childcare centre development meets the setback requirements. The building is setback from the frontage by 24m.

A2 A building that is not a dwelling, excluding outbuildings with a of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the must:

- (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:
  - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and
  - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and
- (b) only have a setback less than 1.5m from a side or rear boundary if the building:
  - (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or
  - (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).

**Relies on Performance Criteria**

The proposed development is orientated closer to the eastern boundary. The construction for the building is to be cut into the site in response to the site topography.

The two storey building is setback from the eastern side boundary by 500m with an overall wall height of approximately 6m. This is not contained with the building envelope.

This does not meet the acceptable solutions and therefore must address the performance criteria.

P2 The siting and scale of a building that is not a dwelling must:

- (a) not cause an unreasonable loss of amenity, having regard to:
  - (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;
  - (ii) overshadowing the private open space of a dwelling on an adjoining property;
  - (iii) overshadowing of an adjoining vacant property; and



- (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and  
(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

**Complies**

The development proposal is situated within a residential area where the predominant built form is single storey early to mid-20th century period dwellings and the adjacent two storey school buildings.

Separation between the childcare centre and the adjoining dwelling to the east per the original submitted proposal are approximately 500mm from the side boundary plus the adjacent 4m wide driveway. The wall height on the eastern boundary amounts to greater than 6m at its highest point and the building length is 30.6m.

The remaining setback distances are 5.9m from the western boundary 15.8m from the rear south boundary. The additional roof height is contained within the building envelope.

The siting and design has the capacity to be amended through conditions to ensure that there is no unreasonable loss of amenity to surrounding and adjoining properties.

An amended plan condition is recommended to reduce the overall building height along the eastern boundary and increase the eastern side setback of the proposed first floor. This condition is necessary to ensure that the proposed dwelling does not unreasonably impact on surrounding properties, as it currently would in its advertised iteration.

Therefore the assessment of the performance criteria, based on the amended plans, is as follows:

The siting and scale of a building that is not a dwelling must:

**(a) not cause an unreasonable loss of amenity, having regard to:**

**(i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;**

The existing topography of the site is such that the lot slopes upward from the front of the site to the rear.

The adjoining property to the east has been previously subdivided, with a single dwelling on the front of the lot and two multiple dwellings with a common driveway and dedicated private open space on the rear lot. As confirmed at a site visit the common driveway is approximately 4m wide. Unit 1/51A, the first of the two units has two windows that are facing the proposed development and it is evident that there would not be a reduction in the amount of sunlight as the orientation is currently favourable for this layout.

Unit 2/51A is situated at the rear of the lot and will unlikely be impacted by the proposed built form. The proposed childcare development will retain the existing green/open space at the rear of the site.

In addition, the shadow diagrams that were provided by the applicant's consultant demonstrated that the site's north/south orientation will not result in overshadowing to the habitable rooms on this site.

**(ii) overshadowing the private open space of a dwelling on an adjoining property**

The adjoining property to the east has multiple dwellings with a common driveway and dedicated private open space per individual unit with the site. As confirmed at a site visit the common driveway is approximately 4m wide and the private open space is situated to the north and south of the respective dwellings. The units are also aligned to the

eastern side of the lot. The shadow plans provided demonstrate that the proposed childcare centre does not overshadow the adjoining site prior to 3pm. On the western side of the subject site is the Trevallyn Primary School. There is not built form in this immediate area and only outdoor play areas such as basketball courts and other playground equipment. The shadowing from the proposed development would not be any greater than the current established trees that are present on the subject site.

**(iii) overshadowing of an adjoining vacant property.** This is not applicable.

**(iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property;**

Unit 1/51A in the centre of the adjoining lot has two windows that are facing the proposed development. It was evident that there would have been a considerable impact resultant from the proposed form of the 2 storey building which had an approximate height of 6m at that point with a setback distance that was less than the provision in the acceptable solution. The revised design increases the setback of a portion of the 2nd floor to 1.8m from the eastern boundary and a reduction in the overall height from approximately 3.4m to 2.9m is a vast improvement to the overall bulk form of the building.

**(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.**

The separation is consistent with the pattern of residential dwellings within the area. The surrounding lots are narrow with either single or multiple dwellings situated in relative uniform proximity to one another. The proposed development has similar separation to other nearby dwellings where there is existing development immediately adjacent to property boundaries or with minimal setback distance. The average distance measured is confirmed to be an average of 1.2m.

In addition, the applicant's consultant has provided a 'Nolli Map' of the surrounding area that demonstrates that the separation distance for the proposal is compatible.

It therefore is considered that with the recommendation of the amended plans condition and the revised form of the building, that the proposal satisfies the performance criteria.

A3 A building that is not a dwelling, must have:

- (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and
- (b) a site area of which not less than 35% is free from impervious surfaces.

**Complies**

The advertised drawings TPL04 with date 12/02/2023 Revision 6 had a site coverage notated as 49%.

It is noted that the revised plans provided dated 28/6/2023 now indicated that the site coverage amounts to a lesser amount.

Similarly, revised plans provided dated 28/6/2023 demonstrate that the site has an area free from impervious surfaces equating approximately 40.7%

It therefore is considered that the proposal meets the acceptable solutions.

A4 No Acceptable Solution

**Complies**

There is no fencing proposed at the frontage of the property. Fencing is proposed along both the eastern and western side boundaries only, to a height of 2.1m.

A5 Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not:

- (a) be visible from any road or public open space adjoining the site; and

(b) encroach upon parking areas, driveways or landscaped areas.
<b>Complies</b> There is no outdoor storage proposed. The nominated refuse storage area is within the building at the front adjacent to the kitchen on the ground floor.
A6 Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.
<b>Relies on Performance Criteria</b> It is understood that there will be air compressor units and other such plant equipment located on the roof top which is less than 10m from the eastern side boundary.  This does not meet the acceptable solutions and therefore must address the performance criteria.
P6 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to: (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site and location of the sensitive use; and (d) any mitigation measures proposed.
<b>Complies</b> There was an Environmental Noise Level Impact Assessment report submitted to support the application from a suitably qualified professional which recommended that an acoustic barrier was to be installed to mitigate the likely noise emissions from the plant equipment.  The revised drawings that have been submitted dated 28/6/2023 denote the inclusion of a 1.2m high acoustic barrier wall evident in the elevation drawings TPL07 and the roof plan TPL06.  It therefore is considered that the proposal satisfies the performance criteria.

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.
<b>Consistent</b>

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.
<b>Consistent</b>
A1 A sign must: (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6,

<p>excluding for the following sign types, for which there is no Acceptable Solution:</p> <ul style="list-style-type: none"> <li>(i) roof sign;</li> <li>(ii) sky sign; and</li> <li>(iii) billboard.</li> </ul>
<p><b>Relies on Performance Criteria</b> There are two (2) signs proposed, one (1) ground based sign and one (1) building facia sign. There is only 1 of each type of sign and the number do not exceed the requirement for the type of signs. The ground based sign meets the acceptable solutions The building facia sign type is greater than 1m in vertical dimension and is not permitted in the General Residential Zone. This does not meet the acceptable solutions and therefore must address the performance criteria.</p>
<p>P1.1 A sign must:</p> <ul style="list-style-type: none"> <li>(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and</li> <li>(b) be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> <li>(i) the size and dimensions of the sign;</li> <li>(ii) the size and scale of the building upon which the sign is proposed;</li> <li>(iii) the amenity of surrounding properties;</li> <li>(iv) the repetition of messages or information;</li> <li>(v) the number and density of signs on the site and on adjacent properties; and</li> <li>(vi) the impact on the safe and efficient movement of vehicles and pedestrians.</li> </ul> </li> </ul>
<p><b>Complies by Condition</b> The building facia sign size is prohibited in the General Residential Zone, and it exceeds the allowable height by approx. 400mm.  The sign in this current form cannot be included in this development, as such it is recommended a permit condition be applied which requires that the amended plans omit the building facia sign and a revised sign may be applied for once the construction of the centre is complete.  It therefore is considered that, with the application of the above condition, the proposal meets the performance criteria.</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><b>Relies on Performance Criteria</b> There are two (2) signs proposed, one (1) ground based sign and one (1) building facia sign. The ground based sign is to be located within 2m of the front boundary. This does not meet the acceptable solutions and therefore must address the performance criteria.</p>
<p>P2 A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site and the surrounding area;</li> <li>(b) the relative location of buildings, habitable rooms of dwellings and private open space;</li> <li>(c) any overshadowing; and</li> <li>(d) the nature and type of the sign</li> </ul>
<p><b>Complies</b> The ground based sign is to be located within 2m of the front boundary. The sign will not cause an unreasonable loss of amenity to surrounding residents being primarily that the sign is not intended to be illuminated and that the subject site borders a non-residential property (school) to the western side.</p>

The subject site is relatively flat at the front of the site where the signage is proposed and it will be situated adjacent to a landscaped garden bed area.

The sign will serve as an identification of the site function and the building that is proposed at the site which is also orientated toward the front of the site.

It is unlikely that any overshadowing will result and would not be absorbed within the subject site.

The message/brand of the signage is not repetitive and is intended to be a dark colour.

It therefore is considered that the proposal satisfies the performance criteria.

A3 The number of signs for each business or tenancy on a road frontage of a building must be no more than:

- (a) 1 of each sign type, unless otherwise stated in Table C1.6;
  - (b) 1 window sign for each window;
  - (c) 3 if the street frontage is less than 20m in length; and
  - (d) 6 if the street frontage is 20m or more,
- excluding the following sign types, for which there is no limit:
- (i) name plate; and
  - (ii) temporary sign.

**Complies**

There are two (2) signs proposed, one (1) ground based sign and one (1) building facia sign. There is only 1 of each type of sign and the number do not exceed the requirement for the type of signs.

However, the building facia sign is prohibited in the zone and exceeds the size requirements. It cannot be approved, as such it is recommended a permit condition be applied which requires that the amended plans omit the building facia sign and a revised sign may be applied for once the construction of the centre is complete.

It therefore is considered that, with the recommendation of the above condition, the proposal meets the acceptable solution.

**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.

**Consistent**

**C2.5.1 Car parking numbers**

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

**Consistent**

A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

<p>(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;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</p> <p>(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> <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</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>
<p><b>Relies on Performance Criteria</b></p> <p>The proposal is for a two (2) storey childcare centre that will facilitate care for up to seventy-two (72) children and sixteen (16) staff. The car parking requirements for Educational and Occasional Care is for sixteen (16) car parking spaces.</p> <p>The proposal has provision of thirteen (13) car parking spaces including 1 (one) disability space. The Council Infrastructure team have assessed the proposal and have applied a proposed condition that requires the removal of one (1) space to provide for vehicle manoeuvring. This is twelve (12) spaces in total. There is therefore a deficit of four (4) spaces from the required number and five (5) spaces are in a tandem formation.</p> <p>This does not meet the acceptable solutions and therefore must address the performance criteria.</p>
<p>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:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>i. variations in car parking demand over time; or</p> <p>ii. efficiencies gained by consolidation of car 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) 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><b>Complies</b></p>

It is understood that the tandem spaces will be nominated predominately for staff usage and will therefore not be subject to frequent turnover and remain generally static.

The number of car parking spaces for the proposed childcare centre is assessed against the following performance criteria:

*(a) the availability of off-street public car parking spaces within reasonable walking distance of the site:* The proposal is situated within a residential area and adjacent to a primary school and there are well established pedestrian pathways. There is an available amount of on-street parking along Gorge Road and surrounding residential streets for patrons to use that have the provision to reasonably walk to the subject site. It is reasonable to assume that based on the projected patronage for the proposal that the current on-street parking could absorb the portion of potential load that is not accommodated within the subject site.

*(b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces;* It is also noted that there may be some synergies with the time of operation of the centre and the school traffic peak periods, with end of day childcare pick up being largely outside that of the school traffic/parking burden. Similarly, whilst it cannot be relied upon to substantiate the parking requirement for the development there is some additional shared parking available at the Trevallyn sporting facility located on Gorge Road. It is also discussed in this report that the centre will not be operating on weekends and will likely emulate school holiday patterns and seasonal closure periods.

*(c) the availability and frequency of public transport within reasonable walking distance of the site;* The area is serviced by the Metro bus and there are well established pedestrian pathways. The suburb study identified that Trevallyn has a local commercial centre located approximately 450m from the subject site.

*(d) the availability and frequency of other transport alternatives;* The area is serviced by the Metro bus, Trevallyn is also serviced by taxi and ride-share options.

*(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* It is noted that the subject site is sloped and that the construction of additional off-street parking within the site would be challenging.

*(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;* This has been assessed by TCS as being safety compliant and the additional load being able to be assimilated with the current usage level.

*(g) the effect on streetscape;* A condition is to be applied that requires that street trees are planted to soften the hard landscaping that is introduced at the front of the site in order to accommodate additional parking requirements for patrons.

*(h) any assessment by a suitably qualified person of the actual car parking demand;* A Traffic Impact Statement has been provided by Traffic and Civil Services and supports this application.

The Council Infrastructure team have assessed the proposal and have applied a proposed condition that requires the removal of one (1) space to provide for vehicle manoeuvring.

It therefore is considered that, with the recommendation of the above condition, the proposal meets the performance criteria.

#### C2.5.2 Bicycle parking numbers

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

##### **Consistent**

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.

##### **Complies**

Three (3) bicycle parking spaces are required by Table C2.1 and are provided at the front of the building.

It therefore is considered that the proposal meets the acceptable solutions.

#### C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.

##### **Consistent**

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

- (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.

##### **Complies**

All parking spaces, access ways, manoeuvring and circulation spaces will:

- Have a gradient of 10% or less;
- Be formed and paved with an impervious all weather seal; and
- Drain to a reticulated stormwater system

It therefore is considered that the proposal meets the acceptable solutions.

#### C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

##### **Consistent**

A1.1 Parking, access ways, manoeuvring and circulation spaces must either:

- (a) comply with the following:
  - (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*;
  - (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 (b) comply with <i>Australian Standard AS 2890-Parking facilities, Parts 1-6.</i></p>
<p><b>Complies</b> The Council Infrastructure team have assessed the proposal and have applied a proposed condition that requires the removal of one (1) space to provide for vehicle manoeuvring and circulation when entering and exiting the property.  It therefore is considered that, with the recommendation of the above condition, the proposal meets the acceptable solutions.</p>
<p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (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 <i>Parking facilities, Off-street parking for people with disabilities.</i></p>
<p><b>Complies</b> The car parking design incorporates an accessible parking space adjacent to the building in accordance with the Australian Standard.</p>

C2.6.3 Number of accesses for vehicles

<p>That: (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>
<p><b>Consistent</b></p>
<p>A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.</p>
<p><b>Complies</b> A modified existing access is to be used.</p>

C2.6.5 Pedestrian access

<p>That pedestrian access within parking areas is provided in a safe and convenient manner.</p>
<p><b>Consistent</b></p>
<p>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.</p>
<p><b>Relies on Performance Criteria</b> The development use parking requirements equate to sixteen (16) car spaces to be provided. Twelve (12) spaces are provided. There is not a defined pedestrian pathway for site patrons from the front of the site to the building entry point.</p>

<p>This does not meet the acceptable solutions and therefore must address the 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>
<p><b>Complies</b> There is a designated disability car parking space located immediately adjacent to the entry to the building. The gradient meets Australian Standards.</p>
<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the nature of the use;</li> <li>(c) the number of parking spaces;</li> <li>(d) the frequency of vehicle movements;</li> <li>(e) the needs of persons with a disability;</li> <li>(f) the location and number of footpath crossings;</li> <li>(g) vehicle and pedestrian traffic safety;</li> <li>(h) the location of any access ways or parking aisles; and</li> <li>(i) any protective devices proposed for pedestrian safety.</li> </ul>
<p><b>Complies</b> The proposed development has an existing access a driveway and parking for users of the site, located at the front of the site. However, the pedestrian access for the proposed use of Educational and Occasional Care (Childcare centre) is not adequate in terms of being safe and convenient and addressing the following elements</p> <p>(a) <i>the characteristics of the site</i>: a shared user space with peak drop off periods and requirement for use of additional parking not situated on the site.</p> <p>(b) <i>the nature of the use</i>: the users of the childcare centre will be parents with children of various ages and the level of traffic safety proficiency will be varied.</p> <p>(c) <i>the number of parking spaces</i>: there were will be 12 car parking spaces, which will be partly for staff and spaces available for parents pick up and drop off.</p> <p>(d) <i>the frequency of vehicle movements</i>: per the TIS there is a proportionate number of expected movements that are commensurate with a childcare centre, and peak periods early morning and early evening will be evident, with only minor traffic movement expected during the remaining part of the day.</p> <p>(e) <i>the needs of persons with a disability</i>: there is a dedicated parking space adjacent to the building.</p> <p>(f) <i>the location and number of footpath crossings</i>: do not exist and are not delineated on the current proposal plan.</p> <p>(g) <i>vehicle and pedestrian traffic safety</i>: the drop off and pick up time will be a busy period with combination of vehicle and pedestrian traffic.</p> <p>(h) <i>the location of any access ways or parking aisles</i>: this is not provided and is recommended for user safety and convenience.</p> <p>(i) <i>any protective devices proposed for pedestrian safety</i>: the parking area is exposed with no protection for pedestrians apart from the bollards immediately adjacent to the building entry and bicycle parking area.</p>

As such, it is recommended that a permit condition be applied which requires that a pedestrian pathway to be aligned with the eastern boundary from the front of the site to the building entry point. The pedestrian area are to be clearly defined and installed on the site prior to the commencement of the use.

It therefore is considered that, with the recommendation of the above condition, the proposal meets the performance criteria.

**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**

**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**

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 use will result in an increase in vehicular traffic above the amounts stated in Table C3.1, utilising a modified exiting site access.

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**

A Traffic Impact Statement was submitted to support the development proposal. The application has also been assessed by Councils Infrastructure team as being compliant.

Gorge Road is not a major road and has been assessed as a low crash risk and able to absorb the additional traffic. In addition, the speed limit for the road 50km/hr and it will predominately be light vehicles that will access the site. Use of the existing site access (vehicle crossing) will be limited by the available parking that is provided at the site, as it has been noted that users will likely be parking on the street and access the site by foot.

As such, it is recommended that a condition is applied that requires that a car space within the proposed development is changed into a turning bay to allow for the adequate manoeuvring and circulation within the site, and therefore ensure that vehicles can enter and exit with improved safety.

It therefore is considered that, with the recommendation of the above condition, the proposal satisfies the performance criteria.

#### C15.0 Landslip Hazard Code

The purpose of the Landslip Hazard Code 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.

**Consistent**

The development is exempt as building authorisation is required for the works, however the use is subject to the code.

#### C15.5.1 Use within a landslip hazard area

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.

**Consistent**

A condition is proposed that the provision of Landslip Hazard Report prepared by a suitably qualified person to the satisfaction of the Manager City Development prior to the commencement of construction of the development.

#### C16.0 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code is:

C16.1.1 To safeguard the operation of airports from incompatible use or development.

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.

**N/A**

The contour level at the highest point on the site has been identified as 96.5 m AHD. The new development proposed is below the 316m AHD obstacle limitation level and is exempt from the provisions of the code pursuant to clause C16.4.1.









1 SITE CONTEXT PLAN  
1:500

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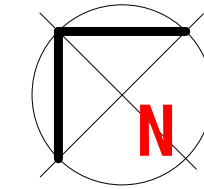
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3	03/02/2023	TOWN PLANNING ISSUE	MC
4	07/02/2023	TOWN PLANNING ISSUE	KT

NORTH POINT



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CLIENT

JAMES ARIAS

PROJECT

PROPOSED CHILDCARE CENTRE

PROJECT ADDRESS

53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE

SITE CONTEXT PLAN

TOWNPLANNING

SCALE 1:500

REV No.

DRAWN BY MC

DATE 07/02/2023

JOB No. 22032

4

DWG No.

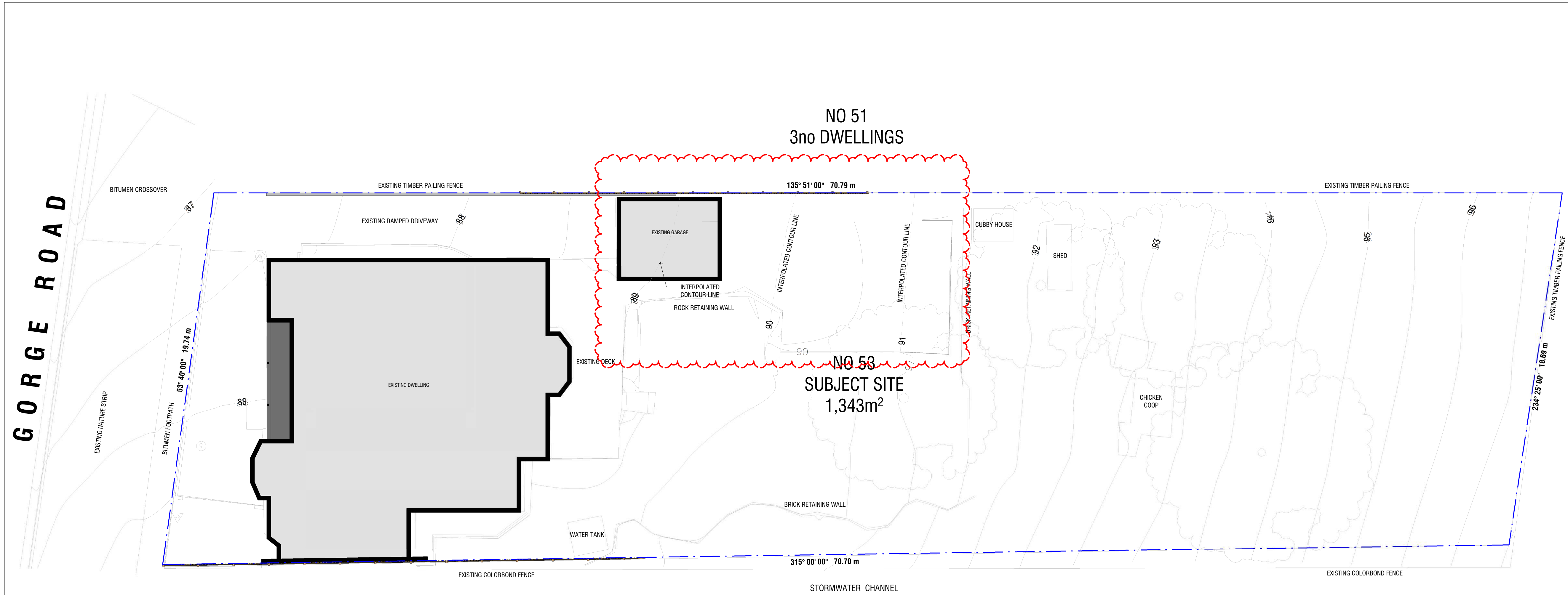
TPL01

T:\05 - PROJECTS\2023\22032 - Proposed Childcare Centre @ 53 Gorge Road Trevallyn\Drawings\TOWNPLANNING\TOWNPLANNING SITE CONTEXT PLAN.dwg

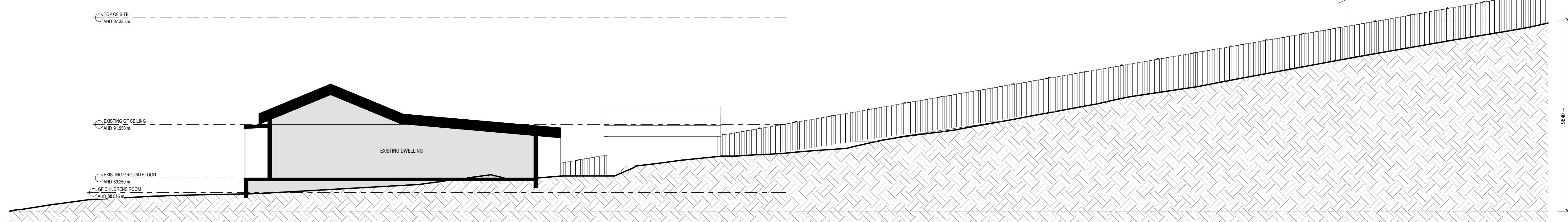








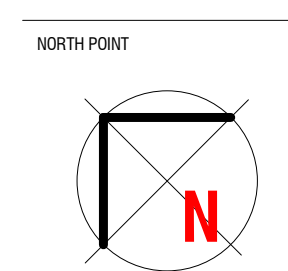
1 EXISTING GROUND FLOOR  
1:100



2 SITE SECTION  
1:100

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5	28/06/2023	REVISED BUILDING ENVELOPE	MC



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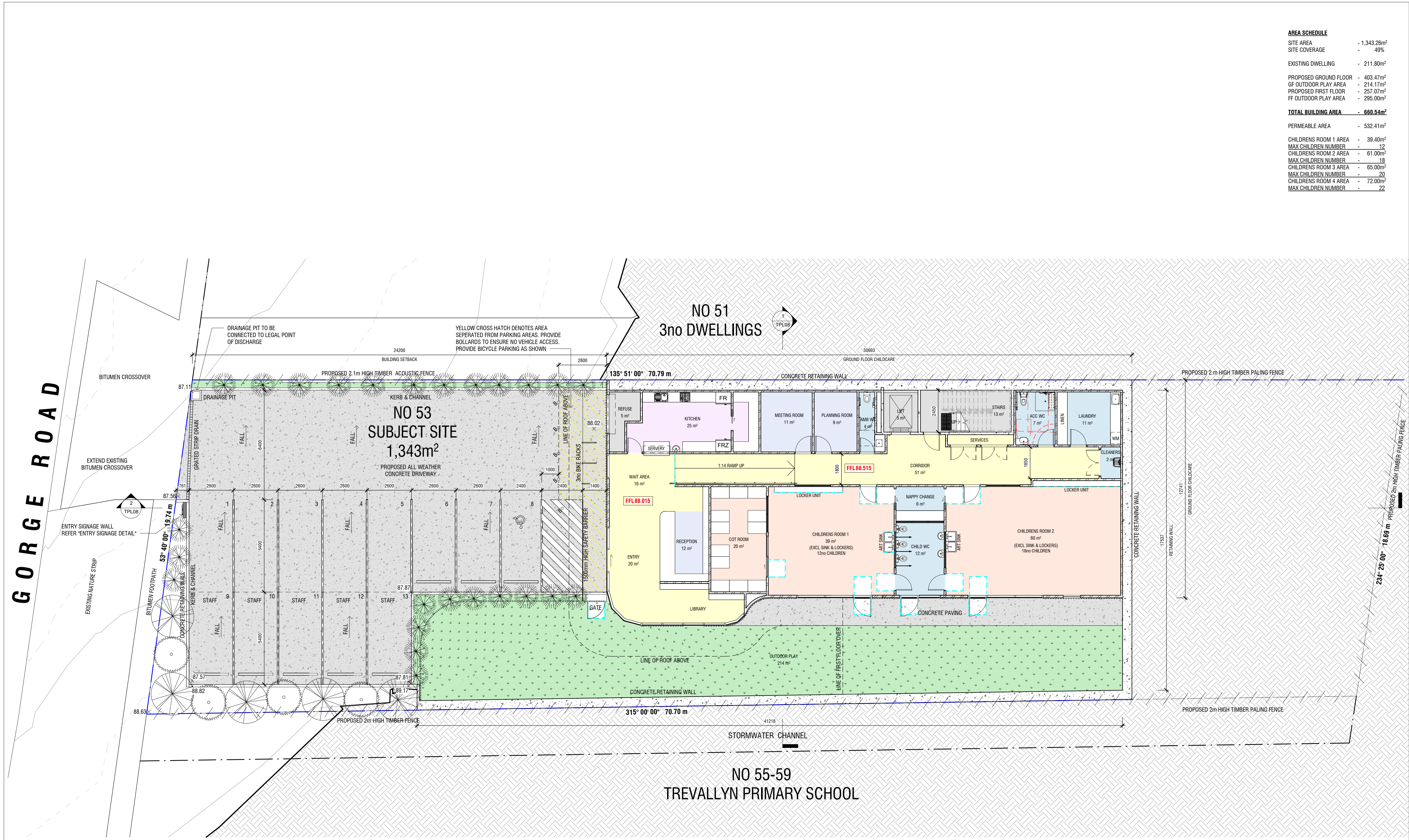
CLIENT  
JAMES ARIAS

PROJECT  
PROPOSED CHILDCARE CENTRE  
PROJECT ADDRESS  
53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE  
EXISTING GROUND FLOOR PLAN

**TOWNPLANNING**  
SCALE 1:100 REV No. 5  
DRAWN BY MC  
DATE 28/06/2023 DWG No.  
JOB No. 22032 **TPL03**





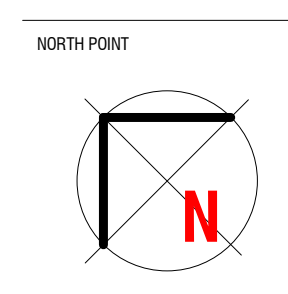
**AREA SCHEDULE**

SITE AREA	- 1,343.26m <sup>2</sup>
SITE COVERAGE	- 49%
EXISTING DWELLING	- 211.80m <sup>2</sup>
PROPOSED GROUND FLOOR	- 403.47m <sup>2</sup>
GF OUTDOOR PLAY AREA	- 214.17m <sup>2</sup>
PROPOSED FIRST FLOOR	- 257.07m <sup>2</sup>
FF OUTDOOR PLAY AREA	- 295.00m <sup>2</sup>
<b>TOTAL BUILDING AREA</b>	<b>- 660.54m<sup>2</sup></b>
PERMEABLE AREA	- 532.41m <sup>2</sup>
CHILDRENS ROOM 1 AREA	- 39.40m <sup>2</sup>
MAX CHILDREN NUMBER	- 12
CHILDRENS ROOM 2 AREA	- 61.00m <sup>2</sup>
MAX CHILDREN NUMBER	- 18
CHILDRENS ROOM 3 AREA	- 65.00m <sup>2</sup>
MAX CHILDREN NUMBER	- 20
CHILDRENS ROOM 4 AREA	- 72.00m <sup>2</sup>
MAX CHILDREN NUMBER	- 22

1 PROPOSED GROUND FLOOR PLAN  
1 : 100

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4	07/02/2023	TOWN PLANNING ISSUE	KT
5	06/04/2023	ADDED DRAINAGE DETAILS	MC
6	12/02/2023	REVISED CAR PARKING	MC



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JAMES ARIAS

PROJECT  
PROPOSED CHILDCARE CENTRE

PROJECT ADDRESS  
53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE  
PROPOSED GROUND FLOOR PLAN

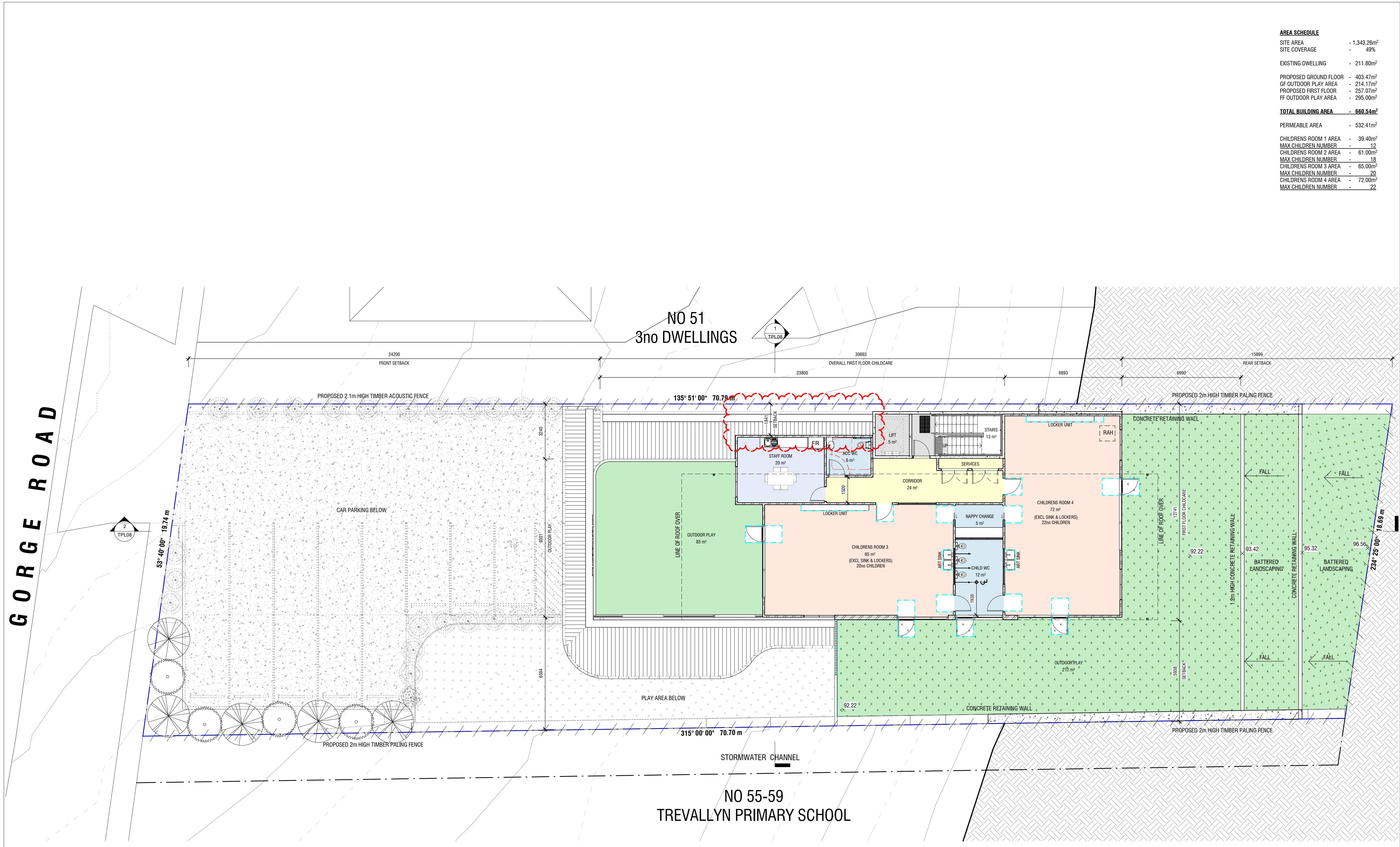
**TOWNPLANNING**

SCALE 1 : 100 REV No. **6**

DRAWN BY MC DATE 12/02/2023 DWG No. **6**

JOB No. 22032 **TPL04**





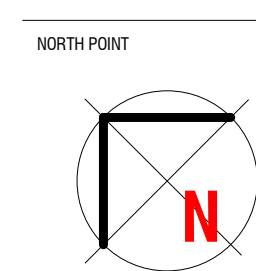
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MAX CHILDREN NUMBER	- 20
CHILDRENS ROOM 4 AREA	- 72.00m <sup>2</sup>
MAX CHILDREN NUMBER	- 22

**1** PROPOSED FIRST FLOOR PLAN  
SK004 1:100

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5	12/02/2023	REVISED CAR PARKING	MC
6	22/06/2023	UPDATED BUILDING ENVELOPE	MC
7	28/06/2023	REVISED BUILDING ENVELOPE	MC



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**TOWNPLANNING**

SCALE 1:100 REV No. 7

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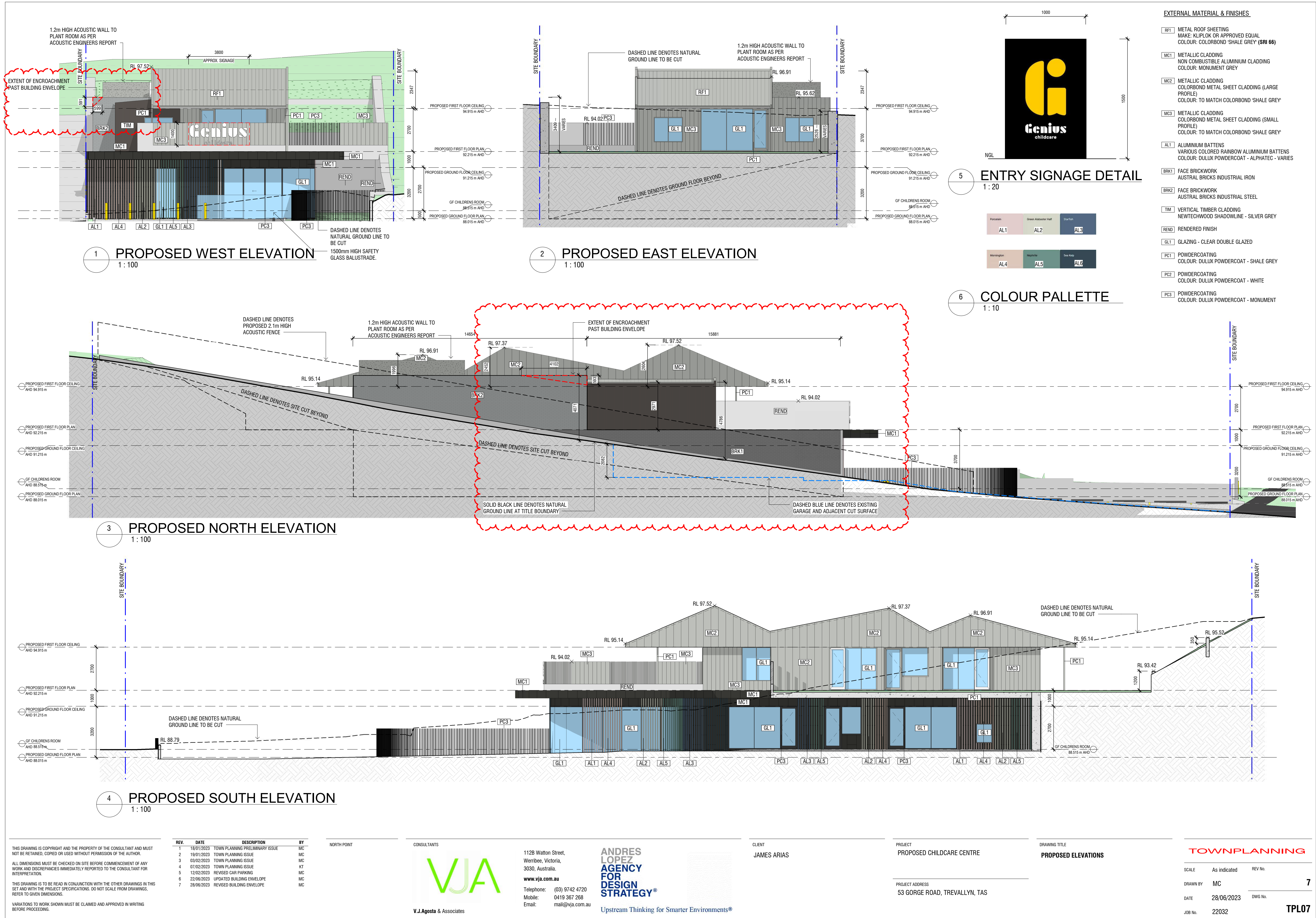
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4	07/02/2023	TOWN PLANNING ISSUE	KT
5	12/02/2023	REVISED CAR PARKING	MC
6	22/06/2023	UPDATED BUILDING ENVELOPE	MC
7	28/06/2023	REVISED BUILDING ENVELOPE	MC

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JAMES ARIAS

PROJECT

PROPOSED CHILDCARE CENTRE

PROJECT ADDRESS  
 53 GORGE ROAD, TREVALLYN, TAS

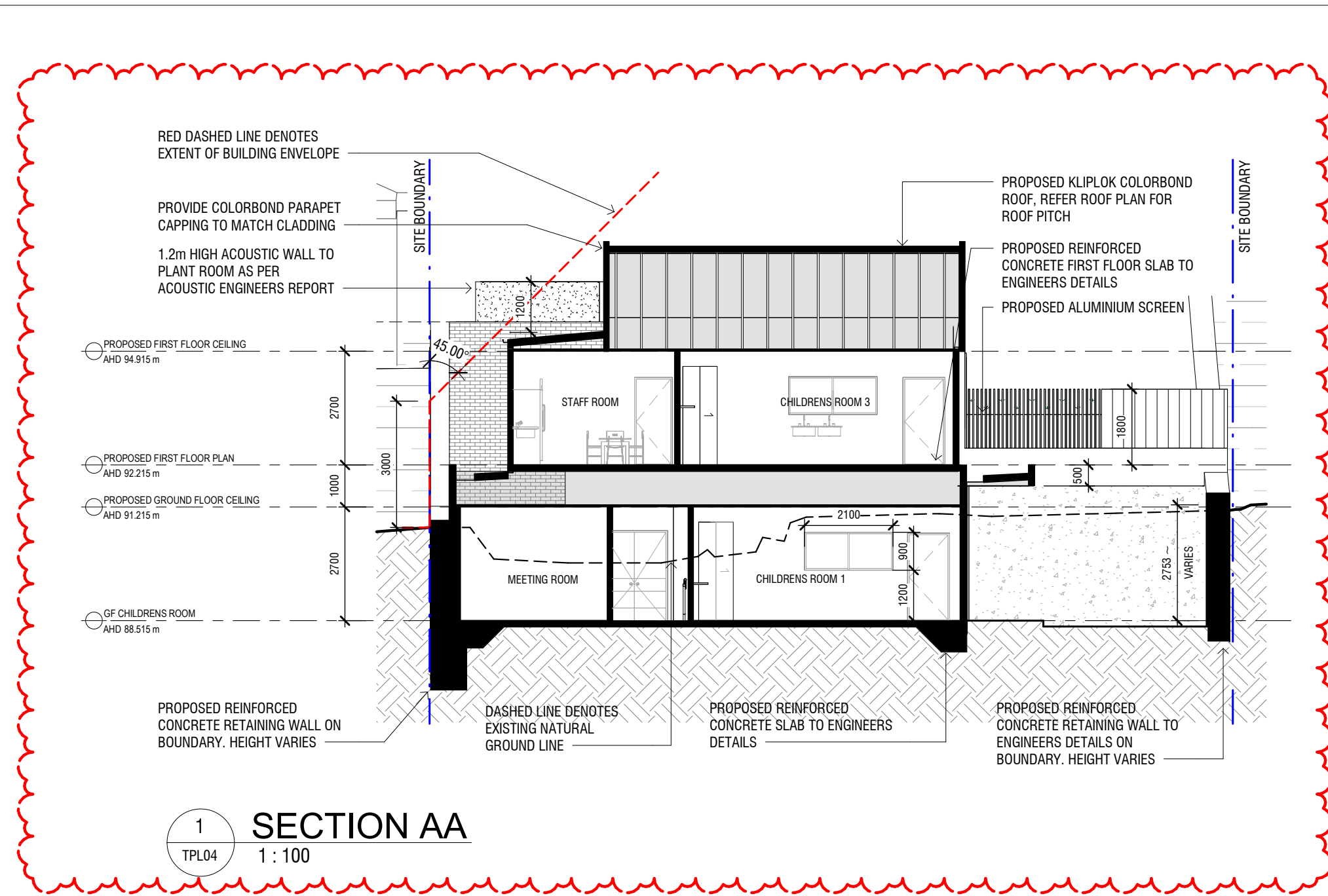
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PROPOSED ELEVATIONS

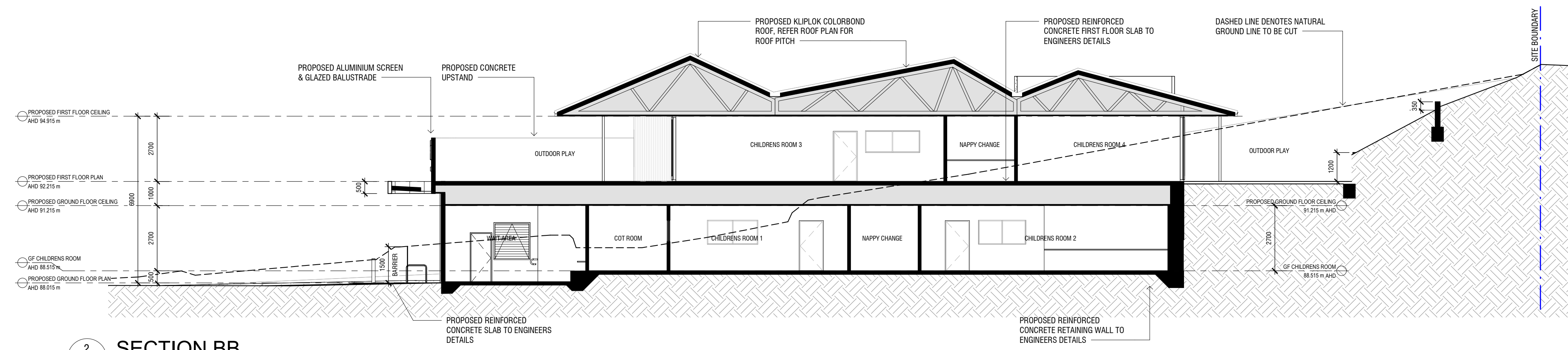
TOWNPLANNING

SCALE	As indicated	REV No.
DRAWN BY	MC	7
DATE	28/06/2023	DWG No.
JOB No.	22032	TPL07





1 SECTION AA  
TPL04 1:100



2 SECTION BB  
TPL04 1:100

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REV.	DATE	DESCRIPTION	BY
1	18/01/2023	TOWN PLANNING PRELIMINARY ISSUE	MC
2	19/01/2023	TOWN PLANNING ISSUE	MC
3	03/02/2023	TOWN PLANNING ISSUE	MC
4	07/02/2023	TOWN PLANNING ISSUE	KT
5	12/02/2023	REVISED CAR PARKING	MC
6	28/06/2023	REVISED BUILDING ENVELOPE	MC

NORTH POINT

CONSULTANTS



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PROJECT ADDRESS  
53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE

PROPOSED SECTIONS

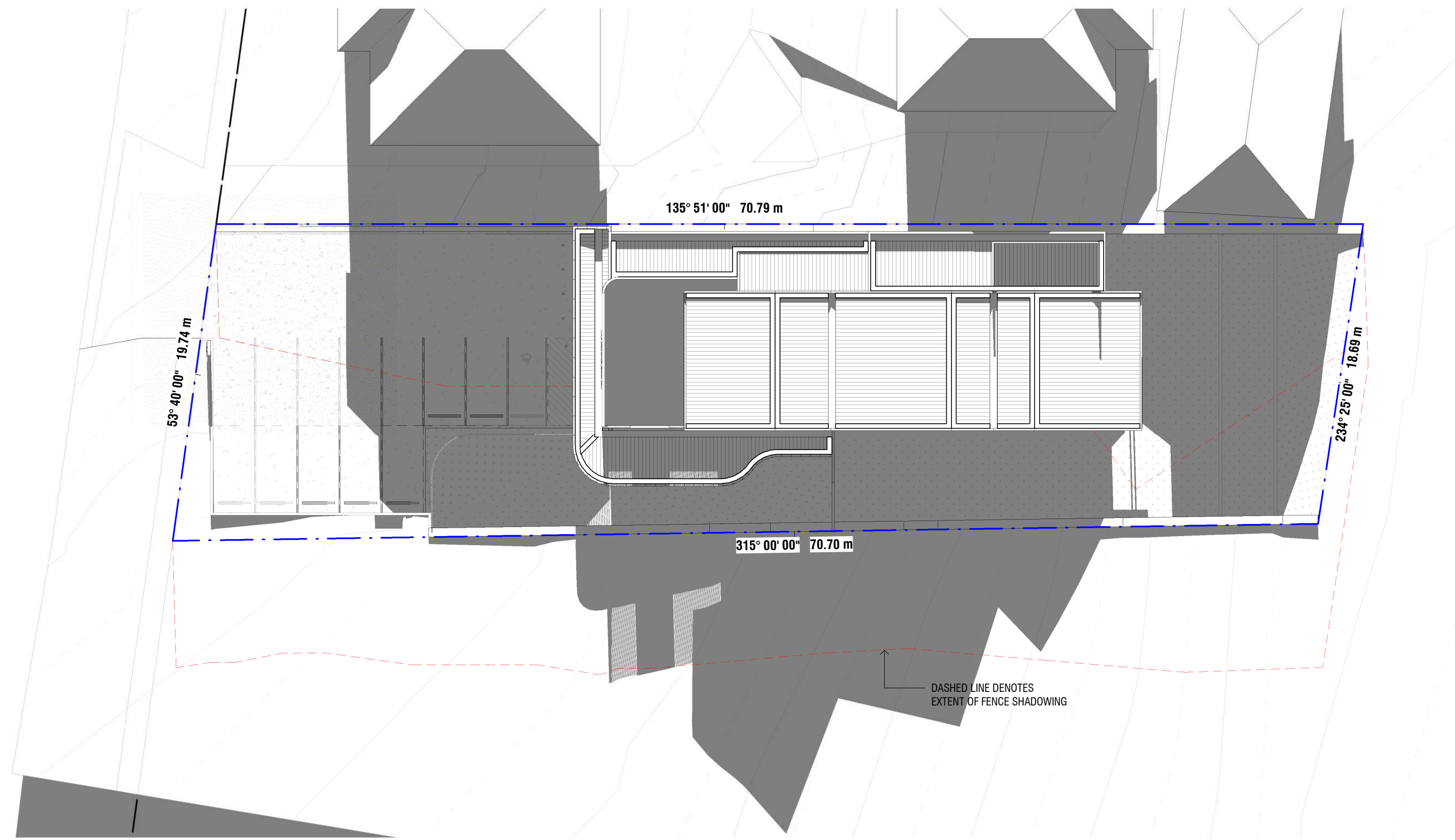


SCALE	1 : 100	REV No.	
DRAWN BY	MC		
DATE	28/06/2023	DWG No.	
JOB No.	22032		

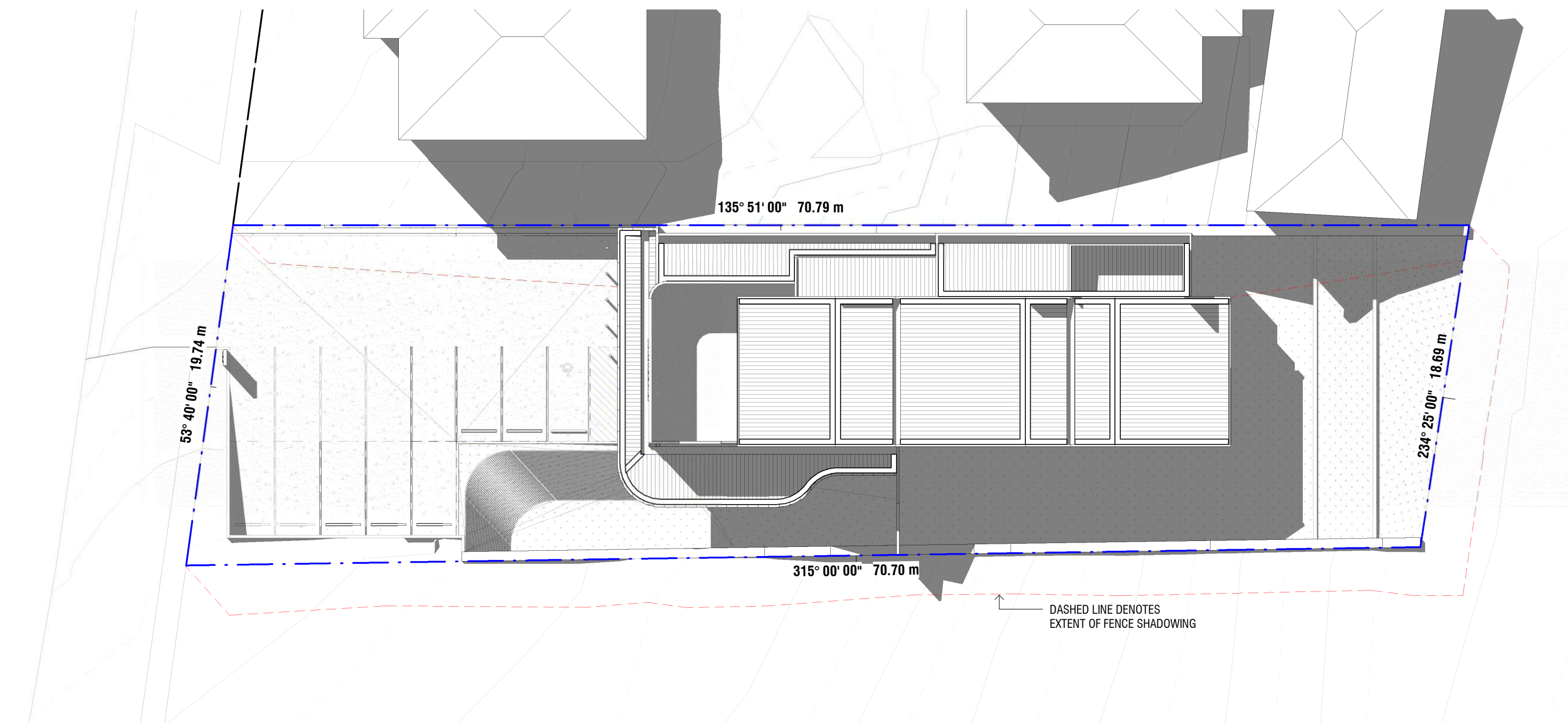
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TPL08

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1 PROPOSED 9AM SHADOWS  
1 : 200 @ WINTER SOLSTICE - 21 JUN

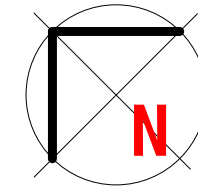


2 PROPOSED 12PM SHADOWS  
1 : 200 @ WINTER SOLSTICE - 21 JUN

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REV.	DATE	DESCRIPTION	BY
1	18/01/2023	TOWN PLANNING PRELIMINARY ISSUE	MC
2	19/01/2023	TOWN PLANNING ISSUE	MC
3	24/01/2023	SHADOWS REVISED	MC
4	03/02/2023	TOWN PLANNING ISSUE	MC
5	07/02/2023	TOWN PLANNING ISSUE	KT
6	12/02/2023	REVISED CAR PARKING	MC

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PROPOSED CHILDCARE CENTRE

PROJECT ADDRESS

53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE

PROPOSED SHADOWS SHEET 1

TOWNPLANNING

SCALE 1 : 200

REV No.

DRAWN BY MC

DATE 12/02/2023

DWG No.

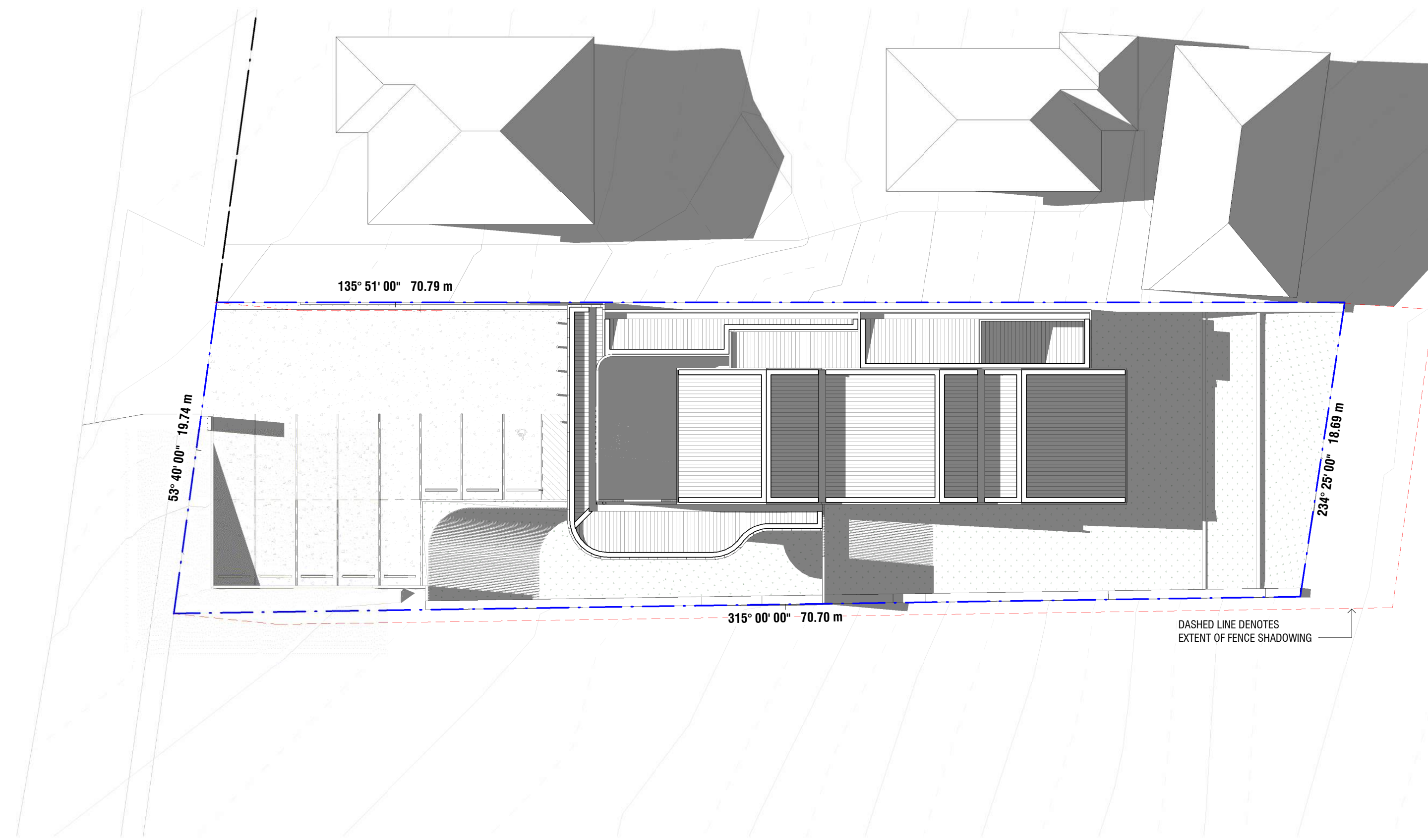
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TPL09

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**1** PROPOSED 3PM SHADOWS  
SK001 1 : 200 @ WINTER SOLSTICE - 21 JUN

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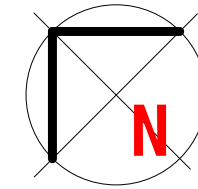
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DRAWING TITLE

PROPOSED SHADOWS SHEET 2

TOWNPLANNING

SCALE 1 : 200

REV No.

DRAWN BY MC

DATE 12/02/2023

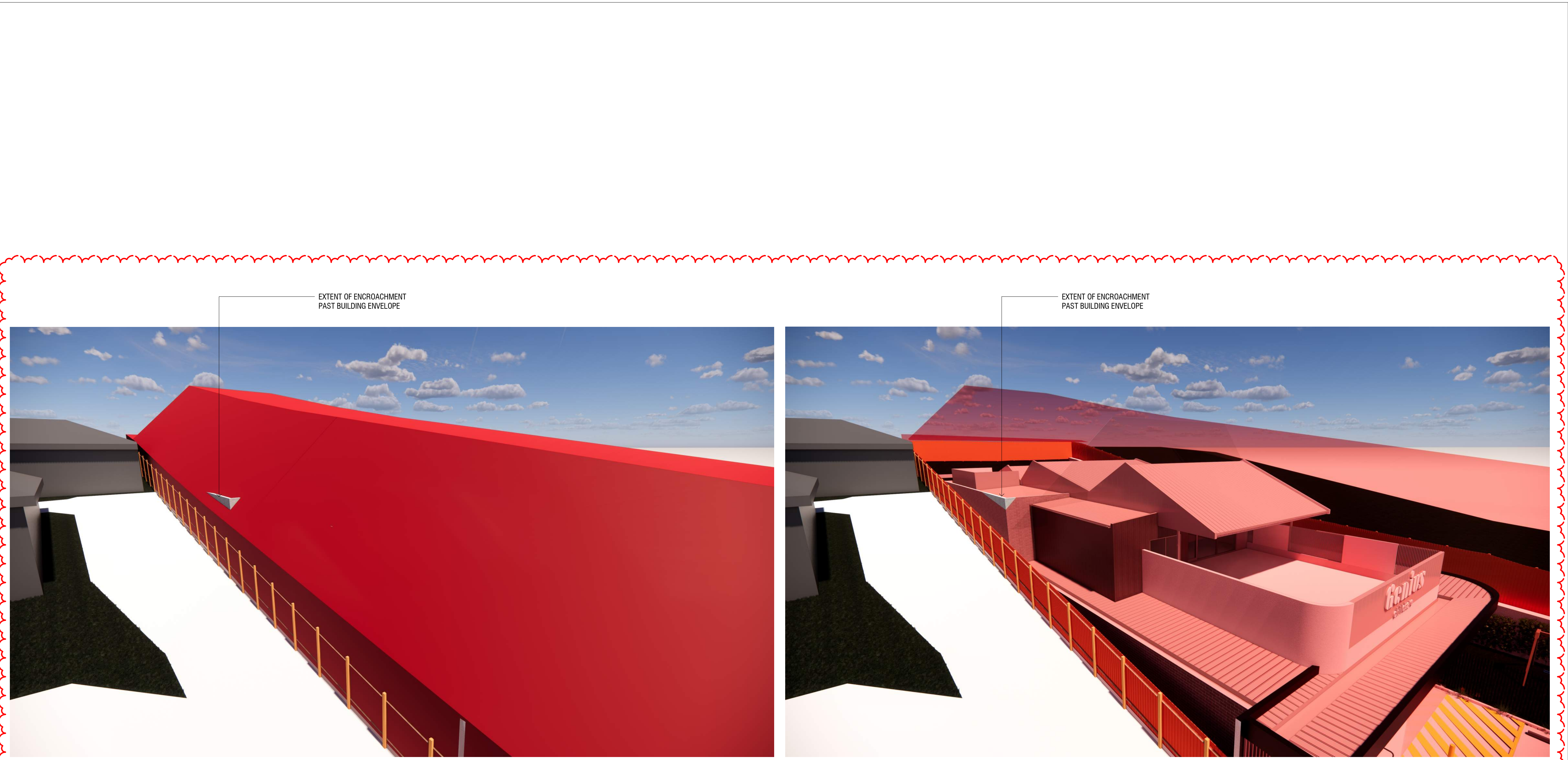
JOB No. 22032

DWG No.

TPL10

C:\Users\jarias\OneDrive\Documents\2023\120223\53 GORGE ROAD\PROPOSED CHILDCARE CENTRE\3D SHADOWS\10 TREVALLYN.TAS



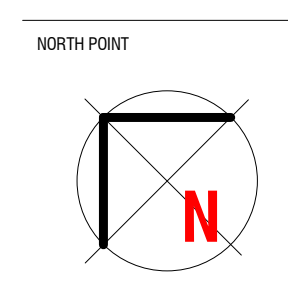


SOLID BUILDING ENVELOPE

TRANSPARENT BUILDING ENVELOPE

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REV.	DATE	DESCRIPTION	BY
1	22/06/2023	UPDATED BUILDING ENVELOPE	MC
2	28/06/2023	REVISED BUILDING ENVELOPE	MC



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PROPOSED CHILDCARE CENTRE

PROJECT ADDRESS  
53 GORGE ROAD, TREVALLYN, TAS

DRAWING TITLE  
PROPOSED BUILDING ENVELOPE

**TOWNPLANNING**

SCALE \_\_\_\_\_ REV No. \_\_\_\_\_

DRAWN BY MC REV No. **2**

DATE 28/06/2023 DWG No. \_\_\_\_\_

JOB No. 22032 **TPL11**

T:\05 - PROJECTS\2023\22032 - Proposed Childcare Centre @ 53 Gorge Road, Trevallyn\Drawings\DWG - 13 - BUILDING ENVELOPE.TAS





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26 June 2023

Rachael Huby  
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Dear Rachael,

**DEVELOPMENT APPLICATION - RESPONSE TO AMENDED DRAWINGS – DA0058/2023 – 53 GORGE ROAD, TREVALLYN**

The purpose of this letter is to provide additional information relating to the proposed childcare centre and an assessment of amended drawings against the applicable development standards within the General Residential zone of the *Tasmanian Planning Scheme – Launceston* ('the Scheme').

To this extent, an assessment is provided against:

- **Performance Criteria 8.3.1 P4 - Discretionary uses;** and
- **Clause 8.5 - Development Standards for Non-dwellings**

The amended drawings are in response to concerns raised by Council following the closure of the public exhibition period.

The following information should be read in conjunction with the following architectural drawings prepared by **VJA** and **Andreas Lopez** with **Job No. 22032**:

Drawing No.	Title	Rev.	Description	Date
TPL00	Cover Sheet	6	Updated Building Envelope	22/06/23
TPL01	Site Context Plan	4	Town Planning Issue	07/02/23
TPL02	Design Response	5	Revised Car Parking	12/02/23
TPL03	Existing Ground Floor Plan	4	Town Planning Issue	07/02/23
TPL04	Proposed Ground Floor Plan	6	Revised Car Parking	12/02/23
TPL05	Proposed First Floor Plan	6	Updated Building Envelope	22/06/23
TPL06	Proposed Roof Plan	5	Revised Car Parking	12/02/23
TPL07	Proposed Elevations	6	Updated Building Envelope	22/06/23
TPL08	Proposed Sections	5	Revised Car Parking	12/02/23
TPL09	Proposed Shadows Sheet 1	6	Revised Car Parking	12/02/23
TPL10	Proposed Shadows Sheet 2	6	Revised Car Parking	12/02/2023
TPL11	Proposed Building Envelope	1	Updated Building Envelope	22/06/23



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**Performance Criteria 8.3.1 P4 - Discretionary uses**

The objective of the standard is:

*That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.*

Performance Criteria Assessment

Performance Criteria P4																
A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:																
Subclause	Assessment															
(a) the intensity and scale of the use;	<p><i>The proposed childcare centre will not cause an unreasonable loss of amenity to adjacent residential uses, having regard to the following:</i></p> <p><i>The proposed childcare will have a maximum occupancy capacity of 72 children. The intensity and scale of the proposed childcare centre in terms of occupancy is reasonable within the context of other childcare centres within Launceston that are located within residential areas which include, but are not limited to:</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: black; color: white;">Centre</th> <th style="background-color: black; color: white;">Address</th> <th style="background-color: black; color: white;">Approved Places</th> </tr> </thead> <tbody> <tr> <td>Newstead</td> <td>59B Amy Road</td> <td>106</td> </tr> <tr> <td>Norwood</td> <td>103 Norwood Avenue</td> <td>55</td> </tr> <tr> <td>Stewart Child Care</td> <td>35-37 Watchorn Street</td> <td>91</td> </tr> <tr> <td>Punchbowl</td> <td>146 Punchbowl Road</td> <td>45</td> </tr> </tbody> </table> <p><i>It is noted that it is rare for a childcare centre to operate at 100% occupancy and the actual number of children that will attend the proposed childcare centre on a daily basis is likely to be between 85-96%.</i></p> <p><i>The proposed childcare use will be limited to weekdays only and will be closed on weekends and public holidays (and other recognised holidays such as extended periods over Christmas) which will mean that the use will not cause any impacts upon adjacent residential uses on the days it is closed.</i></p> <p><i>Equally the proposed childcare use will be closed from early evening which will mean that there will be minimal disturbance to adjoining and adjacent residential uses during late evening and night time.</i></p> <p><i>Accordingly, the intensity and scale of the use will be controlled by way of operating hours which is able to form part of a condition of any permit.</i></p>	Centre	Address	Approved Places	Newstead	59B Amy Road	106	Norwood	103 Norwood Avenue	55	Stewart Child Care	35-37 Watchorn Street	91	Punchbowl	146 Punchbowl Road	45
Centre	Address	Approved Places														
Newstead	59B Amy Road	106														
Norwood	103 Norwood Avenue	55														
Stewart Child Care	35-37 Watchorn Street	91														
Punchbowl	146 Punchbowl Road	45														
(b) the emissions generated by the use;	<p><i>The primary emission that will be generated by the proposed childcare centre is noise from general activities including drop off and pick up, periods of</i></p>															



	<p><i>outdoor child play and external mechanical plant and equipment.</i></p> <p><i>An Environmental Noise Level Impact Assessment has been prepared for the proposed childcare centre. It concluded that the proposed childcare is unlikely to result in an unreasonable loss of amenity to adjacent residential uses, subject to complying with recommendations relating to the implementation of acoustic barriers between the external child play areas and around the external plant area.</i></p> <p><i>The architectural drawings include details of these recommendations which are also able to be applied as a condition to any permit.</i></p> <p><i>It is contended that, subject to complying with the recommendations of the Environmental Noise Level Impact Assessment, the proposed childcare centre will not result in an unreasonable loss of amenity to adjacent residential uses.</i></p>
<p>(c) the type and intensity of traffic generated by the use;</p>	<p><i>The type and intensity of traffic that will be generated by the proposed childcare centre will primarily be passenger vehicles entering and exiting the site. Permanent parking spaces (those which are locked by other parking spaces) will be provided for employees to park within the boundary of the site for the duration of their shift will reduce the frequency of vehicles entering and exiting the site. The intensity of traffic using the site will be distributed across multiple hours on either side of peak morning and evening use. Traffic use will also coincide with vehicle use associated with Trevallyn Primary School pick up and drop off and evening use of the adjacent sports facility at Trevallyn Park. Accordingly, the type and intensity of traffic generated by the proposed childcare is expected to assimilate with vehicle activity associated with established uses in the area to the degree that it is unlikely to cause an unreasonable loss of amenity upon adjacent residential uses.</i></p>
<p>(d) the impact on the character of the area; and</p>	<p><i>The proposed childcare centre will not result in an impact on the character of the area to the degree that it will cause an unreasonable loss of amenity upon adjacent residential uses. In this regard, the site is adjacent to the Trevallyn Primary School which fluctuates around 500 annual enrolments. The site is also adjacent to the sport and community facilities contained within Trevallyn Park. The proposed childcare centre will therefore be located within an area that is characterised by Educational and Occasional Care, community and sports and recreation uses. The presence of the proposed childcare centre will therefore not contrast starkly with the established character of the area.</i></p> <p><i>It is observed that childcare centres within Launceston are often adjacent to primary schools or located within residential areas.</i></p>



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(e) the need for the use in that location.

*The need for the proposed childcare on the site is twofold. Data analysis conducted in March 2022 revealed that Launceston has a deficiency of childcare places equivalent to 10.2 children per approved place. In Trevallyn, the equivalent is 8.4 children per approved place. Accordingly, there is a significant deficiency of approved childcare places within the Trevallyn catchment. Secondly, the location has been selected to be co-located with Trevallyn Primary School which provides efficiencies for families with multiple children with children that already attend the primary school and which have children at daycare age.*

**Clause 8.5 - Development Standards for Non-dwellings**

8.5 Development Standards for Subdivision			
Standard/Requirement	Assessment	Compliance	
8.5.1 Non-dwelling development			
A1	A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:		
	(a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;	The proposed building will have a frontage setback of approximately 21.45m measure at the top of the roof line that will serve as an awning above the ground floor entrance to the building.	Complies with the Acceptable Solution.
	(b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or	The site only has one frontage.	Not Applicable.
	(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of	The site is not vacant.	Not Applicable.



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8.5 Development Standards for Subdivision		
Standard/Requirement	Assessment	Compliance
8.5.1 Non-dwelling development		
	the dwellings on the adjoining properties on the same street.	
A2	<p>A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and</p>	<p>The applicable building envelope is described in Figure 8.1. The proposed building will encroach outside the building envelope the extent of which is illustrated in Drawing No. TPL11 (refer to excerpts below).</p> <p>The proposed building will be contained within the building envelope relative to the required minimum frontage setback of 4.5m.</p> <p>The Scheme defines the term 'existing ground level' as: <i>when used in respect of a development, means the level of a site at any point existing at the effective date.</i></p> <p>The term 'effective date' is defined as: <i>means the date on which the Local Provisions Schedule came into effect in the municipal area.</i></p> <p>Existing ground level is therefore the in situ ground level of the site. The building envelope illustrated in Drawing No. TPL11 is accurate insofar as the 3m vertical height of the building envelope on the side and rear</p>



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8.5 Development Standards for Subdivision		
Standard/Requirement	Assessment	Compliance
8.5.1 Non-dwelling development		
	<p>boundaries is measured from existing ground level.</p> <p>The majority of the proposed building is able to be contained within the building envelope through the use of site cuts which will result in a finished ground level that will be below existing ground level.</p> <p>Notwithstanding, Drawing No. TPL11 illustrates that the proposed building will encroach outside the building envelope in two locations relative to the north-eastern (side) boundary.</p>	
(b) only have a setback less than 1.5m from a side or rear boundary if the building:	The proposed building, including the retaining wall, full length of the ground floor and parts of the first floor, will be located within 1.5m of the north-eastern (side) boundary.	This provision is invoked.
(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or	There are no existing buildings built on or within 2m of the adjoining property to the north-east in the same location as the proposed building.	Not Applicable.
(ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).	The length of the building that will be located within 1.5m of the applicable boundary will have a length greater than 9m.	<b>Relies on Performance Criteria.</b>



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8.5 Development Standards for Subdivision		
Standard/Requirement	Assessment	Compliance
8.5.1 Non-dwelling development		
A3	A building that is not a dwelling, must have:	



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8.5 Development Standards for Subdivision			
Standard/Requirement	Assessment	Compliance	
8.5.1 Non-dwelling development			
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and	The Scheme defines the term 'site coverage' as:  <i>means the proportion of a site, excluding any access strip, covered by roofed buildings.</i>  In this instance, the site does not have an access strip. The site has an area of approximately 1,343.26m <sup>2</sup> and the proposed building will have a roofed area of approximately 457.2m <sup>2</sup> . The site coverage will therefore be 34%.	Complies with Acceptable Solution.	
(b) a site area of which not less than 35% is free from impervious surfaces.	The proposed building will have a roofed area of approximately 457.2m <sup>2</sup> and the proposed car park will have an area of approximately 339.25m <sup>2</sup> . The site will therefore approximately 40.7% of the site will be free from impervious surfaces noting that all outdoor play areas (excluding the roof-top outdoor play area that is accessible from Childrens Room 3 which has been included within the roofed area) will be pervious.	Complies with Acceptable Solution.	
A4	No Acceptable Solution.	The proposal does not involve a frontage fence.	Not Applicable.
A5	Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not:  (a) be visible from any road or public open space adjoining the site; and  (b) encroach upon parking areas, driveways or landscaped areas.	The proposal does not involve an outdoor storage area.	Not Applicable.
A6	Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m.	The roof-top plant area will be located within 10m of the north-eastern (side) boundary which is shared with a property that contains sensitive uses.	<b>Relies on Performance Criteria.</b>





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**Clause 8.5.1 Non-dwelling development - Performance Criteria P2 and P6**

The objective of the standard is:

*That all non-dwelling development:*

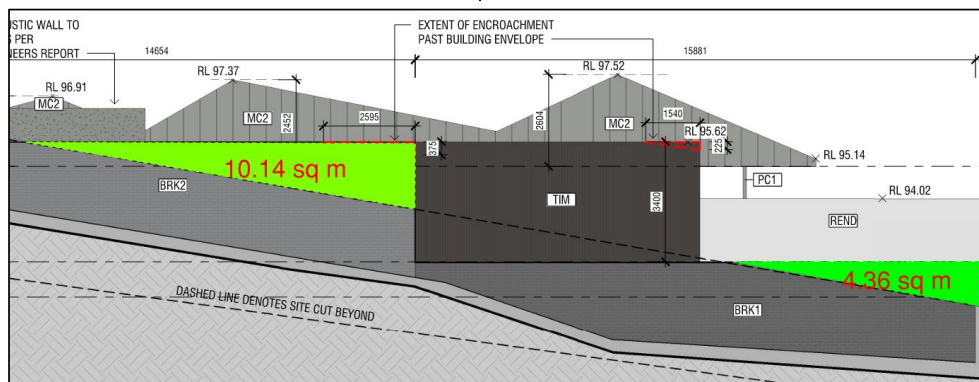
*(a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and*

*(b) does not cause an unreasonable loss of amenity on adjoining residential properties.*

Performance Criteria Assessment

<b>Performance Criteria P2</b>	
The siting and scale of a building that is not a dwelling must:	
<b>Subclause</b>	<b>Assessment</b>
(a) not cause an unreasonable loss of amenity, having regard to:	<i>The siting and scale of the proposed building will not cause an unreasonable loss of amenity to the dwellings on the adjoining lot to the north-east, having regard to the following:</i>
(i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property;	<i>The shadow diagrams illustrate that the proposed building will not result in a reduction in sunlight to any part of the adjoining dwellings.</i>
(ii) overshadowing the private open space of a dwelling on an adjoining property;	<i>The shadow diagrams illustrate that the proposed building will not result in a reduction in sunlight to any part of the private open space of the adjoining dwellings noting that a driveway does not constitute private open space under the terms of the Scheme.</i>
(iii) overshadowing of an adjoining vacant property; and	<i>The adjoining lot to the north-east is not vacant.</i>
(iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and	<p><i>Visual impacts cause by the apparent scale, bulk and proportions of the proposed building when viewed from the adjoining property to the north-east will be minimised to the degree that they will not cause an unreasonable loss of amenity the following ways:</i></p> <ul style="list-style-type: none"> <li><i>The use of site cut will result in only 8.1% of the total face of the north-eastern wall of the building that will be located within 1.5m of the boundary being visible above the proposed 2.1m high fence (refer to excerpt below with areas visible in green). Further, the proposed cut will result in only 0.68% of the north-eastern side of the building encroaching outside the building envelope prescribed by Figure 8.1. The extent of the identified parts of the building that will be visible from the adjoining property reduces as the walls taper into the site as a result of the difference between existing ground level on the adjoining property and finished ground level of the proposed building;</i></li> </ul>

- The parts of the north-eastern walls that will be located within 1.5m of the boundary will be constructed of face brick the material of which is compatible with residential materiality;
- The north-eastern wall of the staff room and amenities located on the first floor has been setback 1.7m from the boundary. Whilst this part of the proposed building will be located a minimum of 1.5m from the boundary and will almost be fully contained within the building envelope prescribed by Figure 8.1, it is proposed to clad this wall with vertical timber which will further express residential form and materiality in conjunction with the brick. The articulation of the north-eastern wall in terms of recessing the northern end of the first floor into the site and away from the north-eastern boundary, the use of cut and the application of different materials along the wall will assist minimise the apparent scale, bulk and proportions of the building when viewed from the adjoining property to the degree that the visual impacts of the proposed building will not cause an unreasonable loss of amenity upon the adjoining dwellings;
- Landscaping along the north-eastern boundary of the carpark and within the front setback generally will assist to soften the built form of the building at the entrance to the adjoining property.



(b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.

The location of the north-eastern wall of the building will be consistent with the separation between buildings existing on established properties in area by reference to the before and after images of building footprints on the site and on established properties in the area below.

**Before**

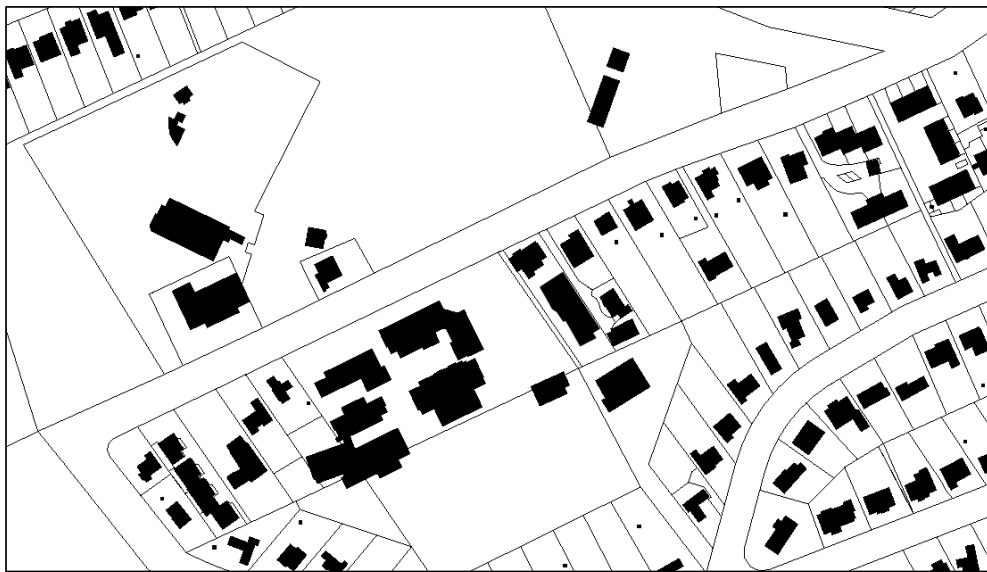


Our Ref: 22.161

Measured form and function



After



Performance Criteria P6	
Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:	
Subclause	Assessment
	<i>The proposed external mechanical plant area has been designed, located and baffled to not cause an</i>



Our Ref: 22.161

Measured form and function

	<i>unreasonable loss of amenity upon the adjoining residential dwellings, having regard to the following:</i>
(a) the characteristics and frequency of any emissions generated;	<i>The mechanical plant area will contain domestic air conditioning units the characteristics and frequency noise emissions of such is analogous to residential use.</i>
(b) the nature of the proposed use;	<i>The proposed use is a childcare centre. The external plant is limited to domestic scale air-conditioning units.</i>
(c) the topography of the site and location of the sensitive use; and	<i>The external plant area has been located to the rear of the first floor roof which is adjacent to the driveway and enclosed garage of the nearest adjoining dwelling. The mechanical plant will be located below and behind the fence relative to the adjoining property as a result of the cut that is required due to the topography of the site.</i>
(d) any mitigation measures proposed.	<i>The Environmental Noise Level Impact Assessment has been prepared for the proposed childcare centre. It recommends an acoustic barrier to be constructed around the external plant area. The acoustic barrier has been showed on the architectural drawings.</i>

Please do not hesitate to contact me should you require any further information.

Yours faithfully

**6ty° Pty Ltd**

George Walker  
Director/Planning Consultant



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	DA0058/2023	<b>Council notice date</b>	14/02/2023
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2023/00190-LCC	<b>Date of response</b>	23/02/2023
<b>TasWater Contact</b>	Phil Papps Karen Triffett (Trade Waste)	<b>Phone No.</b>	0474 931 272 0439 492 314
<b>Response issued to</b>			
<b>Council name</b>	CITY OF LAUNCESTON		
<b>Contact details</b>	Planning.Admin@launceston.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	53 GORGE RD, TREVALLYN	<b>Property ID (PID)</b>	6582638
<b>Description of development</b>	Demolition of an existing dwelling and associated outbuildings and construction of a childcare centre		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
VJA	Plans / TPL02 - 08	4	07/02/2023
<b>Conditions</b>			
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:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. 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.			
3. Prior to use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
<b>TRADE WASTE</b>			
4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.			
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.			
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.			
<b>DEVELOPMENT ASSESSMENT FEES</b>			
7. The applicant or landowner as the case may be, must pay a development assessment fee of \$376.68 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.			



Advice			
<b>General</b>			
For information on TasWater development standards, please visit <a href="https://www.taswater.com.au/building-and-development/technical-standards">https://www.taswater.com.au/building-and-development/technical-standards</a>			
For application forms please visit <a href="https://www.taswater.com.au/building-and-development/development-application-form">https://www.taswater.com.au/building-and-development/development-application-form</a>			
<b>Service Locations</b>			
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. 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 <a href="http://www.taswater.com.au/Development/Service-location">www.taswater.com.au/Development/Service-location</a> for a list of companies.			
<b>Trade Waste</b>			
Prior to any Building and/or Plumbing work being undertaken, the applicant will need to apply to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with where applicable:			
<ul style="list-style-type: none"> <li>• Location of all pre-treatment devices i.e. grease arrestor;</li> <li>• Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and</li> <li>• Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.</li> </ul>			
At the time of submitting the application for a Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.			
If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.			
The application forms are available at <a href="http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial">http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial</a>			
Declaration			
The drawings/documents and conditions stated above constitute TasWater’s Submission to Planning Authority Notice.			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

**10. COMMUNITY AND PLACE NETWORK**

**10.1. Amendment PSA-LLP0003 - Relbia Subdivision Specific Area Plan**

**FILE NO:** PSA-LLP003

**AUTHOR:** Iain More (Senior Town Planner Policy and Projects)

**GENERAL MANAGER APPROVAL:** Dan Ryan (Community and Place Network)

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**DECISION STATEMENT:**

To make a recommendation to the Tasmanian Planning Commission subsequent to the public exhibition period for a draft amendment to the Launceston Local Provisions Schedule.

**RELEVANT LEGISLATION:**

*Land Use Planning and Approvals Act 1993*  
*State Policy on the Protection of Agricultural Land 2009*

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 6 April 2023 - Agenda Item 9.2 - Initiated Draft Amendment PSA-LLP0003 to the Launceston Local Provisions Schedule, to initiate Amendment PSA-LLP0003, to:

- a. remove LAU-S6.0 Relbia and Glenwood Road Specific Area Plan from the Launceston Local Provisions Schedule and replace with LAU-S6.0 Relbia Subdivision Specific Area Plan;
- b. rezone Rural Living B to Rural Living A over 16 properties;
- c. rezone Rural zoned land to Rural living B over 18 properties;
- d. rezone Agriculture land to Rural land over seven properties; and
- e. apply the priority vegetation overlay to land being rezoned from Agriculture to Rural

**RECOMMENDATION:**

That Council:

1. in accordance with sections 40K and 42 of the *Land Use Planning and Approvals Act 1993*, considers the merit of each of the representations received to Draft Amendment PSA-LLP0003;
2. amends LAU-S6.0 to include a revised map under Figure 6.1 and revised wording within clause LAU-S6.8.1 Lot size and dimensions;
3. amends Rural Living A instrument to remove duplicated title 14032/14 from *titles included* section;

4. amends Specific Area Plan map instrument to extend the boundary of the Specific Area Plan to include 144388/1, 144388/2, 144388/3, 24552/3, 32517/1, 6529/1, 130686/1, 130808/2, 181433/1 and 129968/2; and
  5. recommends to the Tasmanian Planning Commission that Draft Amendment PSA-LLP002 and DA0439/2022 be approved with the recommended changes.
- 

## REPORT:

### 1. Introduction

The City of Launceston has prepared by its own motion, under section 37(1) and section 40D(b) of the *Land Use Planning and Approvals Act 1993* (the Act), a scheme amendment to:

- remove LAU-S6.0 Relbia and Glenwood Road Specific Area Plan from the Launceston Local Provisions Schedule and replace with LAU-S6.0 Relbia Subdivision Specific Area Plan;
- rezone Rural Living B to Rural Living A over 16 properties;
- rezone Rural zoned land to Rural living B over 18 properties;
- rezone Agriculture land to Rural land over seven properties; and
- apply the priority vegetation overlay to land being rezoned from Agriculture to Rural.

At its Meeting on 6 April 2023, Council resolved to:

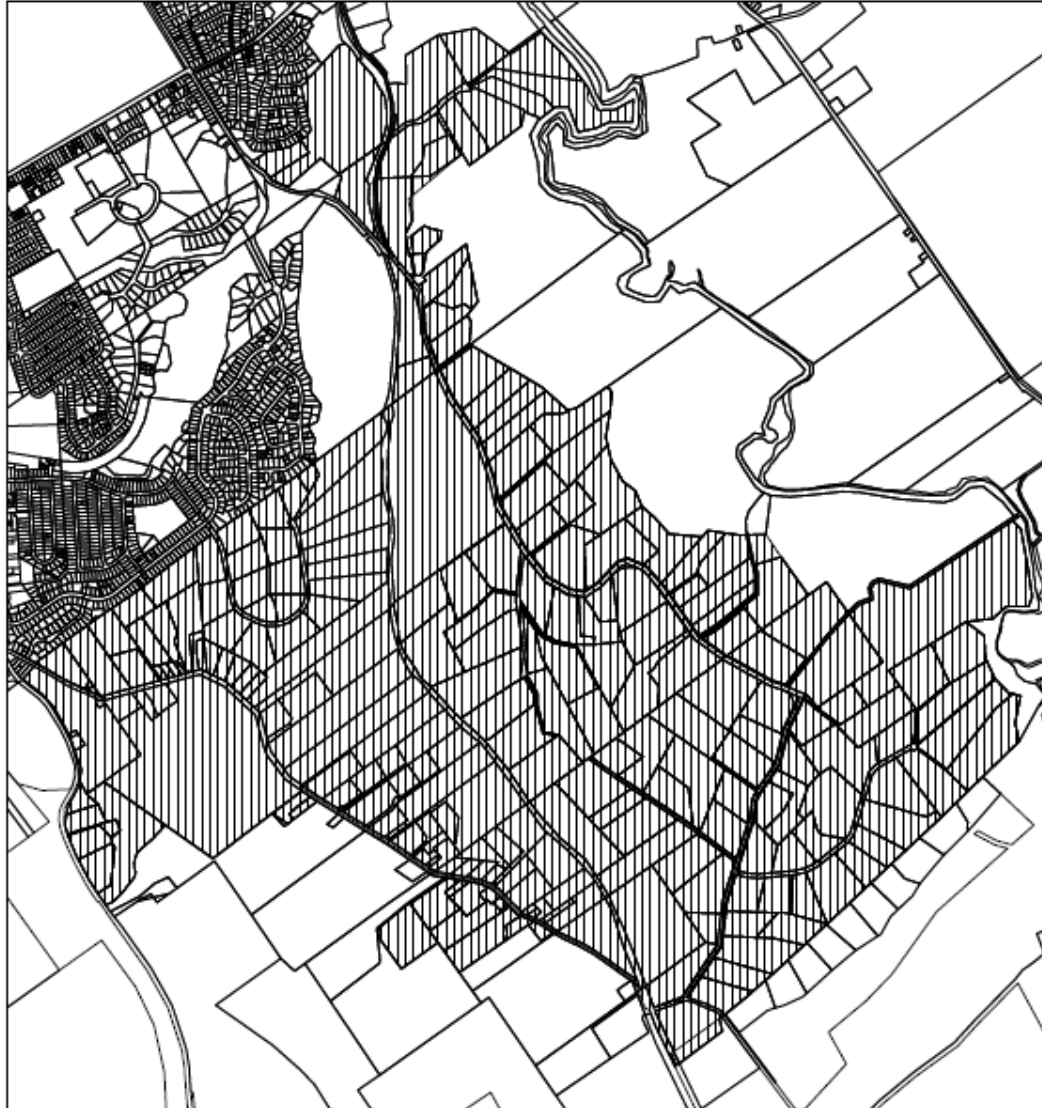
1. pursuant to section 40D of the *Land Use Planning and Approvals Act 1993*, agrees to, and initiates Amendment PSA-LLP0003, to the Launceston Local Provisions Schedule, to:
  - a. remove LAU-S6.0 Relbia and Glenwood Road Specific Area Plan from the Launceston Local Provisions Schedule and replace with LAU-S6.0 Relbia Subdivision Specific Area Plan, attached as Instrument 1;
  - b. rezone Rural Living B to Rural Living A over 16 properties, attached as Instrument 2;
  - c. rezone Rural zoned land to Rural living B over 18 properties, attached as Instrument 3;
  - d. rezone Agriculture land to Rural land over seven properties, attached as Instrument 4;
  - e. apply the priority vegetation overlay to land being rezoned from Agriculture to Rural, shown as Instrument 5
2. pursuant to section 40F of the *Land Use Planning and Approvals Act 1993*, certifies draft amendment PSA-LLP0003; and
3. pursuant to sections 40G and 40H of the *Land Use Planning and Approvals Act 1993*, determines the period for public exhibition be 28 days.




## TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP003

Apply the Relbia Subdivision Specific Area Plan to the following properties at Relbia as shown:

Amend the Tasmanian planning scheme maps as below:



 Relbia Subdivision Specific Area

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

Michael Stretton  
Chief Executive Officer

Date

Instrument 1 - LAU-S6.0 Relbia Subdivision Specific Area Plan Map


## TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP003

Apply the Rural Living Zone A to the following properties at Relbia as shown:

Titles include: 14032/20, 14032/2, 14032/5, 14032/3, 144295/1, 14032/14, 14032/14, 14032/15, 117535/2, 14032/4, 14032/19, 14032/6, 14032/18, 144295/2, 14032/16, 117535/1, 14032/1

Amend the Tasmanian planning scheme maps as below:



 Rural Living Zone A

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

Michael Stretton  
Chief Executive Officer

Date

Instrument 2 - Rural Living B to Rural Living A




## TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP003

Apply the Rural Living Zone B to the following properties at Relbia as shown:

Titles included: 26657/2, 6168/1, 181433/1, 24079/9, 35943/1, 30552/194, 22271/1, 24079/2, 24079/3, 24079/1, 28348/2, 28348/3, 9054/1, 28348/1, 129968/1, 35904/1, 35378/1, 26973/1

Amend the Tasmanian planning scheme maps as below:



 Rural Living Zone B

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

Michael Stretton  
Chief Executive Officer

Date

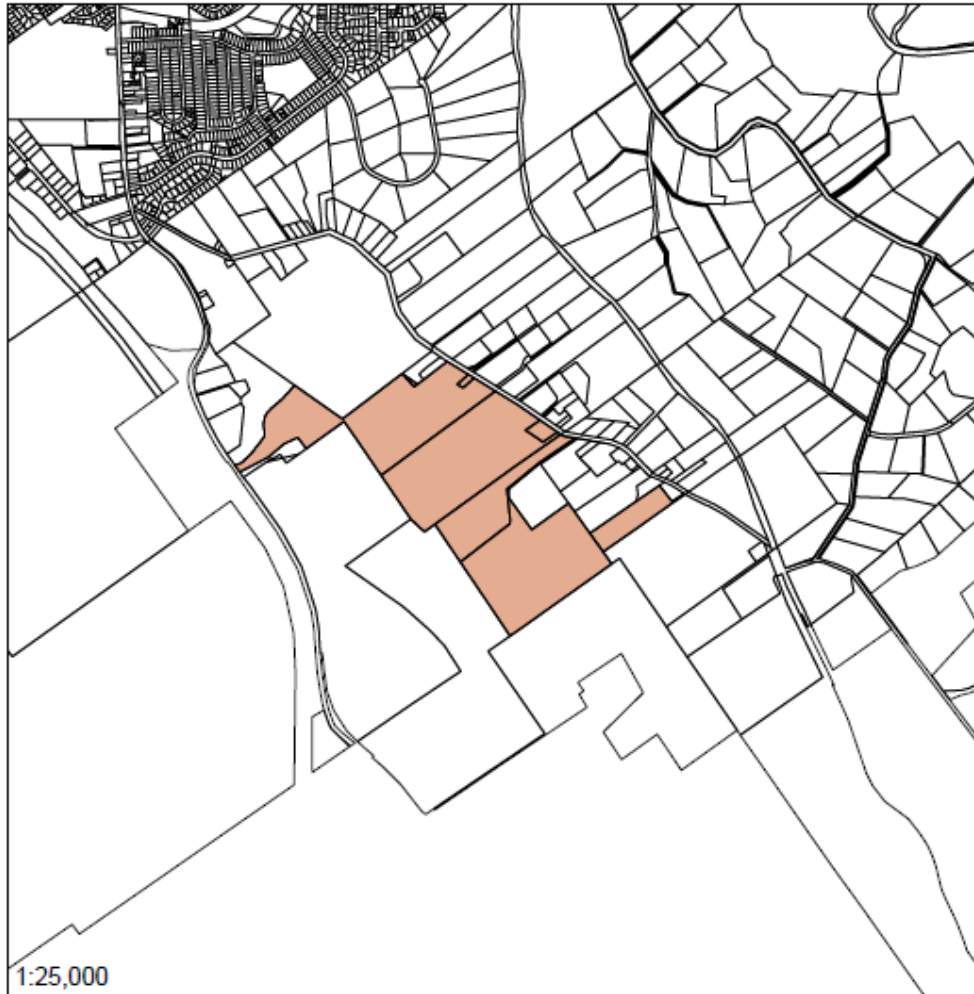
Instrument 3 - Rural to Rural Living B

## TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP003

Apply the Rural Zone to the following properties at Relbia as shown:

Titles included: 144388/1, 32517/1, 130808/2, 9054/1, 130686/1, 24552/3, 129968/2, 6529/1

Amend the Tasmanian planning scheme maps as below:



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

Date

Michael Stretton  
Chief Executive Officer

Instrument 4 - Agriculture to Rural


## TASMANIAN PLANNING SCHEME - LAUNCESTON Amendment PSA-LLP003

Apply the Priority Vegetation Overlay to the following properties at Relbia as shown:

Titles included: 9054/1, 24552/3, 144388/1, 32517/1, 6529/1

Amend the Tasmanian planning scheme maps as below:



 Priority Vegetation Overlay

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

Date

Michael Stretton  
Chief Executive Officer

Instrument 5 - Priority Vegetation

## 2. SUMMARY OF REPRESENTATIONS

### 2.1 PUBLIC REPRESENTATIONS

The application was advertised from 6 May until 5 June 2023. Twelve representations were received during the public exhibition period. A copy of the representations were provided to Councillor's confidentially. The issues raised by each respective representation and the Council's response are detailed below:

#### **Representation 1:**

The representation is a letter of support for the amendment. No further comment is required.

#### **Representation 2:**

The representation is a letter of support for the amendment. No further comment is required.

#### **Representation 3:**

The representation raised concerns regarding:

- the wording from Rural Residential to Rural Living, and with that new changes to rezoning rules;
- that blocks could be as low as 1ha, resulting in the area no longer being rural living but more residential;
- having septic tanks on smaller lots; and
- an increase in traffic onto Hobart Road.

Since the start of the project the Planning Scheme has changed from the *Launceston Interim Planning Scheme 2015* to the *Tasmanian Planning Scheme - Launceston*. The Rural Living zone has been consistent throughout the project, noting that whilst some subdivision standards have changed, the majority remain the same. The Rural Living zone allows for subdivision down to 1ha, however, the existing Specific Area Plan currently limits subdivision to 4ha. The proposed new Specific Area Plan (SAP) will allow in some instances subdivision down to 2ha and 1ha. The rural residential wording is a term utilised by the regional land use strategy and throughout supporting reports, noting its equivalent is the rural living zone.

Only precincts C2 allows for absolute subdivision down to 1ha. Whilst the averaging provision also allows this to occur, the overall size needs to comply with the average. As an example, a 6ha lot in a 4ha subdivision area cannot be subdivided down to 1ha. Furthermore, of the 260 properties within the study area, 46 are currently under 1ha (17%). Accordingly, it is not considered to be inconsistent that additional 1ha properties are developed.

The concerns around septic tanks are noted, however, it is considered that a 1ha lot is capable of providing for a septic tank on site.

Traffic concerns were also raised during informal community consultation, and the feedback was considered prior to endorsing the local strategy. It was considered that due to the limited change within the area, the surrounding road network will be able to sufficiently handle the increase in capacity.

**Representation 4:**

The representation is a letter of support for the amendment. No further comment is required.

**Representation 5:**

The representation is a letter of support for the amendment. No further comment is required.

**Representation 6:**

The representation is a letter of support for the amendment.

The representation did, however, pose a question relating to the prior community consultation work undertaken with MESH consultancy. The representor made a previous submission requesting consideration of the Low Density Residential Zoning be applied to the properties in Redwood Crescent.

It is understood that all submissions received during the previous community consultation were considered on their merits. Consideration was given to the Low Density Residential Zone, however, ultimately Rural Living A was proposed in its place. This was a departure from the original 2ha minimum proposed and a direct result of the consultation.

It was considered the Rural Living zone was more suited to the rural setting of the area, noting that Redwood Crescent, even though forming part of Youngtown, assisted in the characterisation of the Relbia study area and subject to this amendment. If the area was placed into the Low Density Residential Zone, the subdivision opportunities are substantial (down to 1,200m<sup>2</sup>). If the SAP was to still cover the site, regardless of the zoning, subdivision standards would still only allow 1ha.

Accordingly, the recommendation of Rural Living A was adopted and is being proposed within this amendment.

**Representation 7:**

The representor is against the rezoning of 16 properties in Redwood Crescent to Rural Living A which would allow subdivision down to 1ha lots. The reasoning behind the objection is to maintain the current zoning pattern and current subdivision minimums of 4ha within the Rural Living Zone.

The limited change scenario, which has been endorsed by Council, was created and finalised as a result of previous community consultation. It was determined that the change would not be significant enough that it would completely alter the character of the Relbia area, but instead recognises the unique character of the land and seeks to provide minimal change.

**Representation 8:**

The representation is a letter of support for the amendment. No further comment is required.

**Representation 9:**

The representation is a letter of support for the amendment. No further comment is required.



**Representation 10:**

The concerns raised within the representation are specific to the property at 200 Relbia Road, in particular:

*The result of the community consultation and recommendation was enumerated in the Mesh report which would have allowed us along with others to subdivide to 2ha minimum. This for us was the result we were looking for.*

The representation further states:

*The change from Agricultural to Rural seems irrelevant. The land affected (7 Lots) is hardly Agricultural/Rural. Aside from number 194 Relbia Road which has an established vineyard, the other lots in question hardly lend themselves to Agricultural/Rural. We would be unable to establish any intensive activity as we have no access to water. To construct a dam would cut off the supply to the dam on number 194 as the majority of its catchment area is on our land and above.*

*The Priority Vegetation Overlay, which is on our land, seems totally irrelevant as the only things there is gorse and a few gum trees that are in the stages of dying.*

The property in question, being 200 Relbia Road, is proposed to be rezoned from Agriculture to Rural. The endorsed strategy indeed does nominate this site, as well as several other sites within precinct W5, to be rezoned to Rural Living.

However, the endorsed local strategy did not consider the viability of rural land when making its recommendations. This consideration was made through the assessment of the application against the regional land use strategy and state policy on agricultural land.

As part of the section 40D report, and to ensure compliance with the strategy and policy, the Council engaged RMCG to undertake an assessment of rural land proposed to be rezoned into Rural Living. The conclusion of that report found, among other conclusions, that the majority of rural properties in W5 should not be placed into the Rural Living zone, but rather transition from Agriculture to Rural. This would allow a buffer between Rural Living land and Agricultural land.

**Representation 11:**

The representation is specific to land at 194 Relbia Road within precinct W5. The land is proposed to be rezoned from Agriculture to Rural, with the land owner wanting Rural Living instead. The land current comprises of a 9.6ha vineyard.

Based on the recommendations within the feasibility study, consideration of rezoning was to be given if current non-residential land uses were able to be relocated. The Council engaged RMCG agricultural consultants to review land within the agriculture zone, including this site. The report concluded that it would be unfeasible to relocate the vineyard.

The representor has made a statement to the contrary, that it would in fact be feasible to re-establish the vineyard elsewhere.



The representor also pointed out further considerations within the agriculture report to which they agree with. In particular, allowing the use to continue within the Rural Living zone with some protections or control through the provisions of the SAP. The Council is not proposing any such controls within the SAP.

The representation concludes if this is not possible, that the site be rezoned to Rural Living as it provides the most economic use of the land in the long term, provided that the existing rural activities are able to be appropriately buffered and continue unfettered.

It is important to note that whilst the change within the Relbia is based on the endorsed local strategy, it is not the only test as to whether or not a site should be rezoned. Assessment against the policies of the *Northern Tasmanian Regional Land Use Strategy* and State Policies is also required. Importantly, this required an assessment against the *State Policy on the Protection of Agricultural Land 2009* (PAL policy), as well as the Regional Economic Development Policy including rural land natural productive resources within the Northern Tasmanian Rural Land Use Strategy (NTRLUS).

The rural land and natural productive resource policy aims to encourage appropriate land use practices and prevent loss of future rural production. It aims to do this by protecting long-term operation of rural industries. Therefore, even if the site were to be rezoned to rural living and the existing use continues, the land would ultimately be lost for rural production, as it would open up an avenue for the site to be re-developed for non-agricultural uses.

The objective of the PAL policy is to enable sustainable development of agriculture, minimising conflict from other land uses and minimising non-agricultural uses on agricultural land that precludes the return of that land to agriculture use. A rezoning to Rural Living would be in conflict with the objective of the policy, noting that should future non-agricultural uses occur over the property, the return to land utilised for agricultural uses would be difficult.

It has been demonstrated and acknowledged that the site is capable of being utilised for agricultural purposes, in this case, a vineyard. It is also understood that the owner's position is to continue this use into the future, but within the Rural Living zone, as this would give assurance that at a later stage the site could be redeveloped for non-agricultural uses. However, based on the policies within the NTRLUS, the PAL policy and the findings of the RMCG agricultural report, the change is not supported. It is considered the change would be in direct conflict with the protection of agricultural land.

**Representation 12:**

The representors do not support the rezoning of land from Rural Living B to Rural Living A over 16 properties. They have stated that residents purchase properties in this area for the rural lifestyle. Allowing properties to be subdivided undermines this.

The limited change scenario, which has been endorsed by Council, and was finalised as a result of previous community consultation. It was determined that the change would not be significant enough that it would completely alter the character of the Relbia area, but instead recognises the unique character of the land and seeks to provide minimal change.

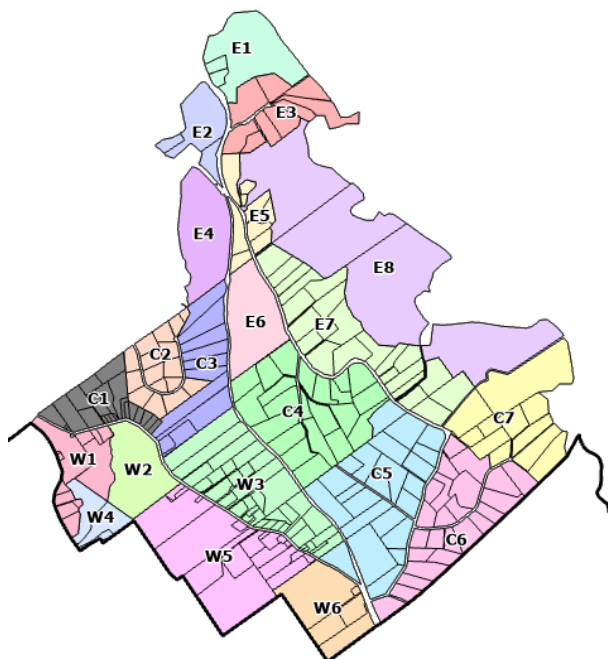
## 2.2 THE COUNCIL'S REPRESENTATION

Further to the representations received, during a review of the proposal, the Council found three omissions that required addressing.

### Relbia Subdivision Specific Area Plan

It is proposed to amend LAU-S6.0 to include a revised map under Figure 6.1 and revised wording within clause LAU-S6.8.1 Lot size and dimensions.

A review of the SAP indicates that the proposed map was unclear and does not align to the precincts references within the SAPs content. It is proposed to include the following map to ensure landowners are able to clearly identify which precinct they are located in and appropriately apply the SAP.



Furthermore, there were notable minor errors within the content of the certified SAP that need revision. It is recommended the wording under LAU-S6.8.1 Lot size and dimensions, P1.1 and P1.2 be revised to read:

#### P1.1

*Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or utilities, must have a minimum lot size of 1ha, with a lot density of not less than one lot per 4ha, and must have sufficient useable area and dimensions suitable for its intended use having regard to all of the following matters:*

- (a) The relevant requirements for development of existing buildings on the lots;*
- (b) The character of the area;*
- (c) The location of natural hazards;*
- (d) The topography of the site;*
- (e) Any natural or landscape values;*
- (f) The impact of driveways and access points on the road network measured by and in terms of maintaining character;*

- (g) *The pattern of development existing on established properties in the area;*
- (h) *The functionality and useability of the frontage with respect to lot shape and surrounding character;*
- (i) *The ability to manoeuvre vehicles on site;*
- (l) *Any advice from the road authority; and*
- (m) *The imposition of a condition for an agreement under section 71 of the Act to be entered into and registered on all lots within the subdivision preventing any more than the original subdivision applied for, so that subsequent subdivision of any lots created from such original subdivision as has been approved under the Tasmanian Planning scheme - Launceston - Relbia Specific Area Plan, is prohibited.*

#### **P1.2**

*Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or utilities, must have a minimum lot size of 1ha, with a lot density of not less than one lot per 2ha, and must have sufficient useable area and dimensions suitable for its intended use having regard to all of the following matters:*

- (a) *The relevant requirements for development of existing buildings on the lots;*
- (b) *The character of the area;*
- (c) *The location of natural hazards;*
- (d) *The topography of the site;*
- (e) *Any natural or landscape values;*
- (f) *The impact of driveways and access points on the road network measured by and in terms of maintaining character;*
- (g) *The pattern of development existing on established properties in the area;*
- (h) *The functionality and useability of the frontage with respect to lot shape and surrounding character;*
- (i) *The ability to manoeuvre vehicles on site;*
- (l) *Any advice from the road authority; and*
- (m) *The imposition of a condition for an agreement under section 71 of the Act to be entered into and registered on all lots within the subdivision preventing any more than the original subdivision applied for, so that subsequent subdivision of any lots created from such original subdivision as has been approved under the Tasmanian Planning scheme - Launceston - Relbia Specific Area Plan, is prohibited.*

The changes have fixed spelling and grammatical errors, as well as made the requirement for a section 71 agreement clearer.

#### **Rural Living A Instrument**

It is proposed to amend the Rural Living A instrument to remove duplicated title 14032/14 from *titles included* section. This is a simply duplication error and the instrument should be revised.

#### **Specific Area Plan Boundaries**

It is proposed to amend SAP map instrument to extend the boundary of the SAP to include 144388/1, 144388/2, 144388/3, 24552/3, 32517/1, 6529/1, 130686/1, 130808/2, 181433/1 and 129968/2.

The properties in question are either retaining the Agriculture Zone or being placed into the Rural Zone. The initial SAP map instrument excluded these properties from inclusion into the SAP area. However, upon review, it is recommended that the SAP boundaries be changed to include these properties. This will ensure that should scheme amendment applications be applied for in the future, that the SAP will still ensure these properties are able to retain the character of Relbia area.

### **2.3 FURTHER COMMENTS**

Further to the Council's original Section 40D report, the Council wishes to clarify some areas of contention that were raised through informal conversation during the exhibition period. In particular, what the theoretical yield will be.

There are 260 properties within the study area. The below table outlines each precinct and the potential yield. This has been calculated by identifying each property, its size, and its subdivision potential utilising the SAP.

<b>Precinct</b>	<b>Number of new lots</b>
<b>West</b>	
W1 - 2ha	3
W2 - 2ha	13
W3 - 2ha	9
W4 - 2ha	4
W5 - 2ha	1
W6 - Rural	
<b>Central</b>	
C1 - 4ha	0
C2 - 1ha	12
C3 - 4ha	0
C4 - 4ha	0
C5 - 4ha	0
C6 - 4ha	0
C7 - 4ha	0
<b>East</b>	
E1- Rural	0
E2 - 4ha	2
E3 - 4ha	0
E4 - 4ha	7
E5 - 4ha	0
E6 - 2ha	14
E7 - 2ha	10
E8 - Rural	0

Based on the review of the properties, there is a potential yield of 75 properties.

This is significantly less than the figures provided within the feasibility study. The reason for this is due to not including some agricultural properties within the Rural Living zone.

#### **4. CONCLUSION**

The representations have been considered and it has been determined that there are no reasons for the Council not to proceed with the draft Amendment PSA-LLP0003.

#### **RISK IMPLICATIONS:**

Not considered relevant to this report.

#### **ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

The amendment to the Launceston Local Provisions Schedule has been assessed against the requirements of the Act. The Tasmanian Planning Scheme - Launceston, and the Launceston Local Provisions Schedule also contain provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such these impacts have been considered.

#### **STRATEGIC DOCUMENT REFERENCE:**

*Land Use Planning and Approvals Act 1993* (the Act)  
Tasmanian Planning Scheme - Launceston and Launceston Local Provisions Schedule  
Northern Tasmania Regional Land Use Strategy (NTRLUS) 2018  
Greater Launceston Plan (GLP) 2014  
Launceston Residential Strategy (LRS) 2009-2029

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 7: We are a City planning for our future by ensuring our approach to strategic land-use, development and infrastructure is coordinated, progressive and sustainable.

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.

#### **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:**

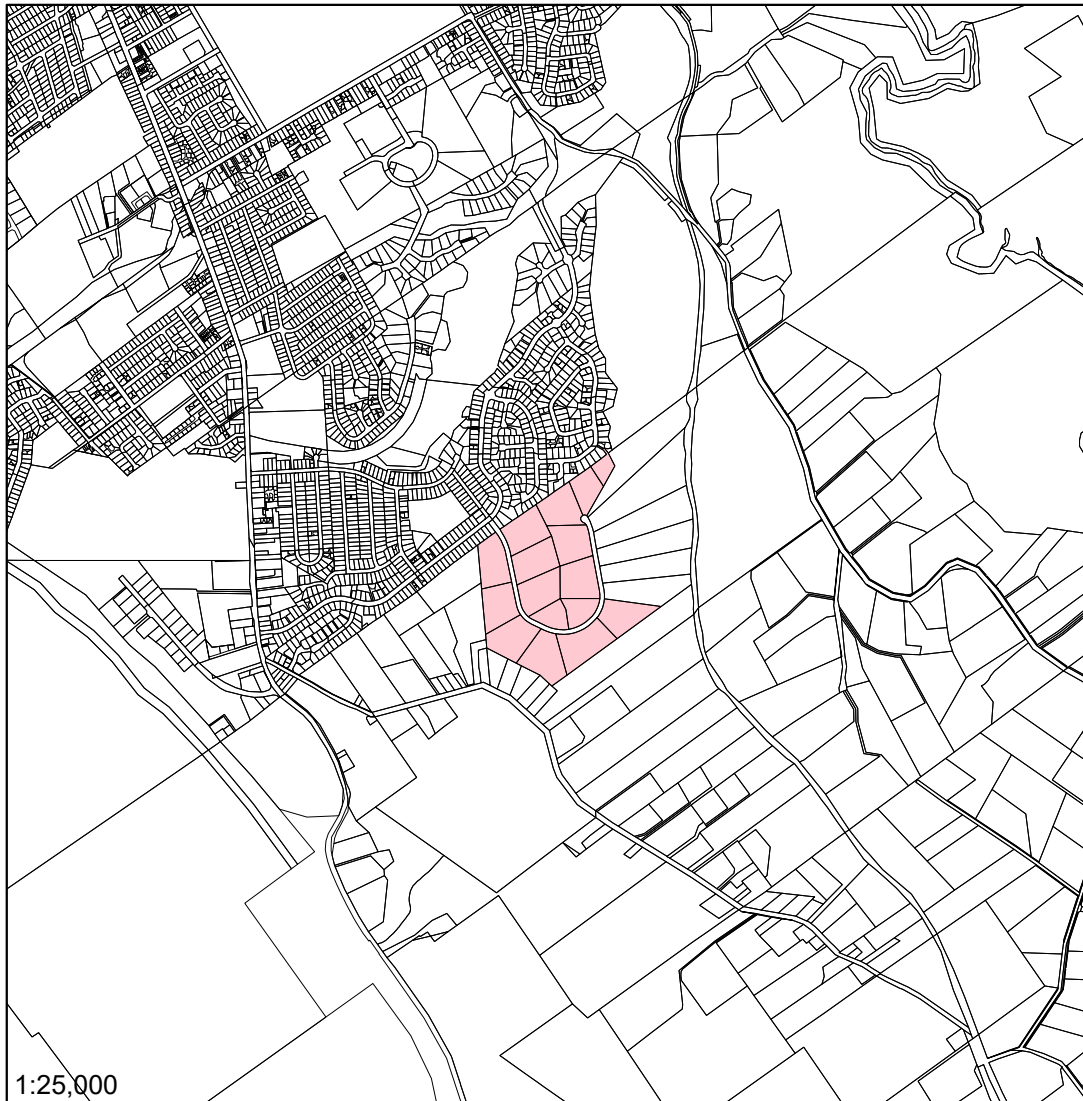
1. PSA-LLP0003 - Rural Living A Instrument [10.1.1 - 1 page]
2. PSA-LLP0003 - Amended SAP [10.1.2 - 6 pages]

**TASMANIAN PLANNING SCHEME - LAUNCESTON LOCAL PROVISIONS SCHEDULE  
Amendment PSA-LLP003**

Apply the Rural Living Zone A to the following properties at Relbia as shown:

Titles include: 14032/20, 14032/2, 14032/5, 14032/3, 144295/1, 14032/14, 14032/15,  
117535/2, 14032/4, 14032/19, 14032/6, 14032/18, 144295/2, 14032/16, 117535/1, 14032/1

Amend the Tasmanian Local Provisions Schedule maps as below



 Rural Living Zone A

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

Michael Stretton  
Chief Executive Officer

Date

### LAU-S6.0 Relbia Subdivision Specific Area Plan

#### LAU-S6.1 Plan Purpose

LAU-S6.1.1 The purpose of this specific area plan is to provide for a lot size consistent with the character of the area.

#### LAU-S6.2 Application of this Plan

LAU-S6.2.1 The specific area plan applies to the area of land designated as LAU-S6.0, identified in the Scheme as a number of Precincts. A map of LAU-S6.0 is shown here in Figure 6.1.

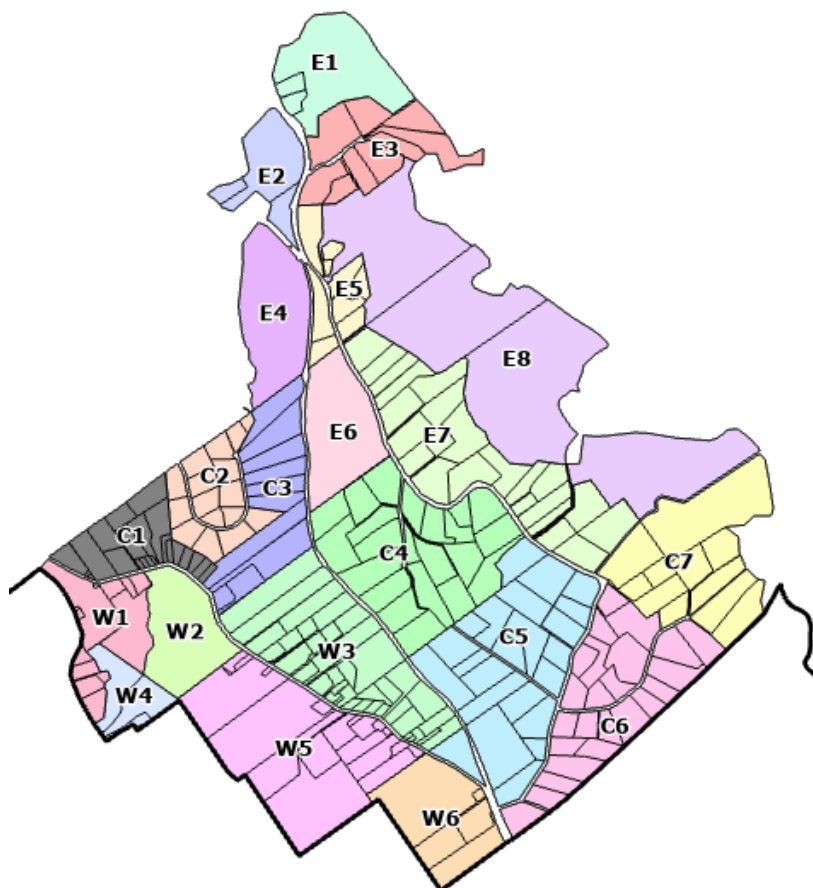


Figure F6.1

#### LAU-S6.3 Local Area Objectives

This sub-clause is not used in this specific area plan

**LAU-S6.4 Definition of Terms**

This sub-clause is not used in this specific area plan

**LAU-S6.5 Use Table**

This sub-clause is not used in this specific area plan

**LAU-S6.6 Use Standards**

This sub-clause is not used in this specific area plan

**LAU-S6.7 Development Standards for Buildings and Works**

This sub-clause is not used in this specific area plan

**LAU-S6.8 Development Standards for Subdivision**

This clause is in substitution to:

(a) Rural Living Zone - 11.5.1 Development Standards for Subdivision A1 and P1

LAU-S6.8.1 Lot size and dimensions

<b>Objective:</b>	
That subdivision preserve the character of the area by limiting subdivision potential and ensuring appropriate parcels of land are identified for future development for larger scale uses.	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>



<p>A1.1 Each lot, or a lot proposed in a plan of subdivision, within precincts C1, C3, C4, C5, C6, C7, E2, E3, E4, and E5 must:</p> <p>(a) have an area of not less than 4ha; (c) be required for public use by the Crown, a Council, or a state Authority (d) be required for the provision of utilities; or (e) be for the consolidation of a lot with another lot, provided each lot is within the same zone</p> <p>A1.2 Each lot, or a lot proposed in a plan of subdivision, within precincts W1, W2, W3, W4, W5, E6, and E7 must:</p> <p>(a) have an area of not less than 2ha; (b) if less than 2ha per lot, subdivision must ensure an averaging provision of 2ha, with a minimum lot size of 1ha; (c) be required for public use by the Crown, a Council, or a state Authority (d) be required for the provision of utilities; or (e) be for the consolidation of a lot with another lot, provided each lot is within the same zone</p> <p>A1.3 Each lot, or a lot proposed in a plan of subdivision, within precinct C2 must:</p> <p>(a) have an area of not less than 1ha; (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>	<p>P1.1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or utilities, must have a minimum lot size of 1ha, with a lot density of not less than one lot per 4ha, and must have sufficient useable area and dimensions suitable for its intended use having regard to all of the following matters:</p> <p>(a) the relevant requirements for development of existing buildings on the lots; (b) The character of the area; (c) The location of natural hazards; (d) The topography of the site; (e) Any natural or landscape values; (f) The impact of driveways and access points on the road network measured by and in terms of maintaining character; (g) The pattern of development existing on established properties in the area; (h) The functionality and useability of the frontage with respect to lot shape and surrounding character; (i) The ability to manoeuvre vehicles on site; (l) Any advice from the road authority; and (m) The imposition of a condition for an agreement under Section 71 of the Act to be entered into and registered on all lots within the subdivision preventing any more than the original subdivision applied for, so that subsequent subdivision of any lots created from such original subdivision as has been approved under the Tasmanian Planning scheme -</p>
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	<p>Launceston - Relbia Specific Area Plan, is prohibited</p> <p>P1.2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or utilities, must have a minimum lot size of 1ha, with a lot density of not less than one lot per 2ha, and must have sufficient useable area and dimensions suitable for its intended use having regard to all of the following matters:</p> <ul style="list-style-type: none"><li>(a) the relevant requirements for development of existing buildings on the lots;</li><li>(b) The character of the area;</li><li>(c) The location of natural hazards;</li><li>(d) The topography of the site;</li><li>(e) Any natural or landscape values;</li><li>(f) The impact of driveways and access points on the road network measured by and in terms of maintaining character;</li><li>(g) The pattern of development existing on established properties in the area;</li><li>(h) The functionality and useability of the frontage with respect to lot shape and surrounding character;</li><li>(i) The ability to manoeuvre vehicles on site;</li><li>(l) Any advice from the road authority; and</li><li>(m) The imposition of a condition for an agreement under Section 71 of the Act to be entered into and registered on all lots within the subdivision preventing any more than the original subdivision applied</li></ul>
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	<p>for, so that subsequent subdivision of any lots created from such original subdivision as has been approved under the Tasmanian Planning scheme - Launceston - Relbia Specific Area Plan, is prohibited</p> <p>P1.3 No Performance Criteria.</p>
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**LAU-S6.9 tables**

This sub-clause is not used in this specific area plan

## 10.2. Update on Impact of COVID-19 Pandemic on Events Sponsorship

**FILE NO:** SF7403/SF7404/SF7064/SF5892

**AUTHOR:** Stephanie Berns (Grants and Sponsorship Officer)

**GENERAL MANAGER APPROVAL:** Dan Ryan (Community and Place Network)

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### **DECISION STATEMENT:**

To consider a report recommending changes to the events facilitation and events sponsorship process to reflect the current manner in which COVID-19 is now planned for and managed at events.

*This decision requires an absolute majority of Council.*

### **RELEVANT LEGISLATION:**

*Local Government (Meeting Procedures) Regulations 2015*

### **PREVIOUS COUNCIL CONSIDERATION:**

Council - 24 January 2019 - Agenda Item 15.2 - Event Sponsorship Policy Review (05-PI-012)

Council - 2 April 2020 - Agenda Item 21.1 - Notice of Motion - Councillor A M van Zetten - Community Care and Recovery Package

Council - 12 November 2020 - Agenda Item 16.1 - Update on Impact of COVID-19 Pandemic on Events Sponsorship

### **RECOMMENDATION:**

That Council reverts to its pre-COVID-19 operational approach to event sponsorship in accordance with the Council's Events Sponsorship Policy (05-PI-012).

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### **REPORT:**

The City of Launceston (CoL) recognises the importance of events to both the local economy and to support community connection. In a COVID-19 impacted environment, over the last couple of years, it has been heartening to see event organisers working on alternative approaches to ensure their events are COVID-19 safe and provide an appealing proposition for community attendance.

The CoL has demonstrated a flexible approach to sponsorship in a COVID-19 impacted climate, with the events calendar providing a rich offering for the community, in a safe and supportive manner.

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In the current environment where our community is transitioning to living with COVID-19, public health is continuing to be supportive of COVID-19 safe events and future lockdowns are unlikely. Given this transition, event organisers can now approach sponsorship applications and event management with an educated understanding that there may be COVID-19 impacts and that additional measures will need to be considered in their planning.

The resolution made at the Council Meeting on 12 November 2020 governed the City of Launceston's approach to addressing the impacts of COVID-19 Pandemic on Event Sponsorship.

This resolution determined that in circumstances where an event was cancelled due to COVID-19 impacts, it was required that the event organiser return only the uncommitted sponsorship funds. The resolution also provided flexibility around the timing of rescheduled events.

This was an appropriate recommendation at the time when events were being cancelled and changed at the last minute due to changing gathering restrictions, community lockdowns and at the direction of public health - all factors that were out of the event organiser's control.

Given the changed event environment and the increased awareness around the need for COVID-19 safe event practices, it is recommended that the Council reverts to its pre-existing Event Sponsorship Policy (05-PI-012) without the endorsed COVID-19 resolution. This will essentially mean that the City of Launceston reserves the right to reconsider any funding decision if any variation is made to an event after funding is endorsed. This may include the Applicant being required to return part or all of the Sponsorship Amount.

Aside from being more fiscally responsible, it is believed that the changes outlined will encourage event organisers to apply greater consideration and creativity during the planning stage in regard to managing the potential impacts of COVID-19 to safeguard their events and as such create better outcomes from allocated sponsorship funds.

**RISK IMPLICATIONS:**

Not considered relevant to this report.

**ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

Events are major contributors to the local economy. Apart from being more fiscally responsible, it is believed the changes in the Council's position will encourage event organisers to give more thought/creativity during the planning stage regarding COVID-19 potential impacts to safeguard their events and as such create better outcomes from allocated sponsorship funds.

**STRATEGIC DOCUMENT REFERENCE:**

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 2: We facilitate prosperity by seeking out and responding to opportunities for growth and renewal of our 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:

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.

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

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 organization.

Focus Areas:

5. To maintain a financially sustainable organisation.

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.

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.

**BUDGET AND FINANCIAL IMPLICATIONS:**

Event sponsorship is currently within budget provisions for this financial year.

**DISCLOSURE OF INTERESTS:**

The Author and General Manager have no interests to declare in this matter.

**ATTACHMENTS:**

1. Impact of COVID-19 Pandemic on Event Sponsorship Current [10.2.1 - 2 pages]

Item No. 16.1

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**TITLE:** Update on Impact of COVID-19 Pandemic on Events Sponsorship

**FILE NO:** SF5892/SF6823/SF6825

**AUTHOR:** Tracey Mallett (Manager Liveable Communities)

**GENERAL MANAGER:** Leanne Hurst (Community and Place Network)

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**DECISION STATEMENT:**

To receive a report on the COVID-19 pandemic related impacts on events facilitation and events sponsorship.

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 2 April 2020 - Agenda Item 21.1 - Notice of Motion - Councillor A M van Zetten - Community Care and Recovery Package

**RECOMMENDATION:**

That Council agrees to support organisers of events by authorising the General Manager Community and Place to implement the following actions:

1. Not seeking reimbursement of sponsorship funds for events that have already been sponsored but rescheduled for another date in 2020/2021.
2. Seeking a return of uncommitted sponsorship funds only for events that have already been sponsored but the event has not yet been rescheduled, and encouraging the event organiser to reapply for event sponsorship in the appropriate future round.
3. Showing flexibility for events that have already been (or are about to be) sponsored but have needed to adapt the event as a result of COVID-19 pandemic, and request that the organiser submit a proposal for revised event and budget, addressing the following criteria:
  - Community Participation
    - this should indicate that the event will provide a meaningful experience based on Department of Health attendance requirements. The event organiser should provide a measure of that *meaningful experience* which may include online events in lieu of the original in-person event.
  - Economic
    - flow on effect to local businesses - to demonstrate that suppliers are still being engaged in the modified event.
  - Tourism
    - this should include a local marketing plan for the currently approved Department of Health attendance guidelines.



**Mrs L Hurst (General Manager Community and Place Network) and Ms T Mallett (Manager Liveable Communities) were in attendance to answer questions of Council in respect of this Agenda Item.**

**DECISION: 12 November 2020**

**MOTION**

**Moved Councillor P S Spencer, seconded Councillor A G Harris.**

**That the Motion, as per the Recommendation to Council, be adopted.**

**CARRIED 10:0**

**FOR VOTE: Mayor Councillor A M van Zetten, Deputy Mayor Councillor D C Gibson, Councillor J Finlay, Councillor R I Soward, Councillor K P Stojansek, Councillor A E Dawkins, Councillor N D Daking, Councillor P S Spencer, Councillor A G Harris and Councillor T G Walker**

**10.3. Special Events Sponsorship - 2023/2024 - ROOKE Productions Ltd**

**FILE NO:** SF5892

**AUTHOR:** Stephanie Berns (Grants and Sponsorship Officer)

**GENERAL MANAGER APPROVAL:** Dan Ryan (Community and Place Network)

**DECISION STATEMENT:**

To consider special event sponsorship for *DEKOOR* (adjacent to *Tendrils*).

**PREVIOUS COUNCIL CONSIDERATION:**

Council - 24 January 2019 - Agenda Item 15.2 - Event Sponsorship Policy Review (05-PI-012)

**RECOMMENDATION:**

That Council approves the following special event sponsorship application to receive the recommended sponsorship amount as detailed below:

Organisation	Event	Score	\$Request	\$Assess	\$Recom
ROOKE Productions Ltd	DEKOOR (adjacent to Tendrils)	60%	\$29,635	\$29,635	\$14,818
<b>Total</b>			<b>\$29,635</b>	<b>\$29,635</b>	<b>\$14,818</b>
<b>2023/2024 Special Event Sponsorship Budget</b>					<b>\$20,000</b>
<b>Balance</b>					<b>\$5,182</b>

**REPORT:**

The Council has received an application for special event sponsorship for *DEKOOR*, an event by the artists of local Launceston circus company ROOKE in partnership with 7-Fingers, a Montreal-based circus performance group.

This event is a bespoke circus performance outside the traditional confines of big top circuses. It will encompass contemporary acrobatics and theatre, dance and multimedia, and music and storytelling.

It will feature two public performances, curated specifically for Launceston and which will never happen outside of Launceston. *DEKOOR* will occur alongside the first development for *Tendrils*, a separately funded performance project and will extend to support four workshops open to the public.

To begin, *DEKOOR* will be presented in The Princess Theatre. It is then anticipated that the event will move around the city, activating various venues and spaces. *DEKOOR* is a gathering and a celebration, intended to extend beyond simply buying tickets and attending a *ROOKE* show. Each performance will be followed by an informal social gathering including the artists of *ROOKE*.

As the *DEKOOR* concept evolves and moves into less conventional spaces, it is hoped to engage more local creatives to assist in vibe creation: designers to decorate the space, mixologists to create specialty cocktails and musicians to play before and/or after the show. The concept is an opportunity for the creative community to collaborate and present their talents to both local and visiting audiences.

After two years of presenting its work within and outside of Tasmania, *DEKOOR* has developed a highly engaged social media audience: 13% of its Facebook audience resides in Launceston and *DEKOOR* receives an average engagement rate of 5.89% on Facebook and 11.99% on Instagram, which are well above average. After various previous sell-out local successes, it is anticipated this event will sell out.

### Assessment Criteria

The events sponsorship assessment panel assessed the application within the sponsorship levels and against the assessment criteria (detailed below) and provided the recommendation.

**Participation** - Enables social connections to take place within the community, including volunteering and participation opportunities.

**Creativity and innovation** - Encourages and supports creativity, innovation and local talent.

**Community spirit** - Building community spirit, pride and a sense of place.

**Economic** - Demonstrates positive economic benefits through visitor spend, employment and/or investment.

**Tourism and profile** - Demonstrates positive tourism benefits, through the promotion of Launceston and the region, building our profile and reputation.

**Asset usage** - Utilisation and activation of community assets including cultural, entertainment, sport and recreation venues, including Council owned and operated assets.

The normal distribution of funds (according to score) is as follows:

81-100%	=	100% of requested funds
61-80%	=	75% of requested funds
50-60%	=	50% of requested funds
<50%	=	No funding provided

### RISK IMPLICATIONS:

Not considered relevant to this report.

**ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

Approval of the recommended event sponsorship will result in a positive economic impact to the Launceston community with hospitality, retail and accommodation providers receiving stimulation from the increased visitation. An event of this scale will also have positive tourism outcomes for the region and encourages potential return visitation.

The event will have minimal impact on the environment and will provide a number of valuable social impacts for the community.

**STRATEGIC DOCUMENT REFERENCE:**

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 2: We facilitate prosperity by seeking out and responding to opportunities for growth and renewal of our 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:

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.

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

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.

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.

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.
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.

Strategic Priority 5: We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of 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 recognises 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.

**BUDGET AND FINANCIAL IMPLICATIONS:**

Event	Budget	Pre-committed	\$Recom	Balance
2023/2024 Special Events Budget	\$70,000	-\$50,000	-\$14,818	\$5,182

Should the recommendation of \$14,818 for *DEKOOR* (adjacent to *Tendrils*) event be approved, there will be a balance remaining in the 2023/2024 Special Events Sponsorship budget of \$5,182.

**DISCLOSURE OF INTERESTS:**

The Author and General Manager have no interests to declare in this matter.

**ATTACHMENTS:**

Nil

## 11. ANNOUNCEMENTS BY THE MAYOR

### 11.1. Mayor's Announcements

FILE NO: SF2375

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#### Friday 30 June 2023

- Attended the Local Government Association of Tasmania General Meeting and Annual General Meeting, Hobart

#### Saturday 1 July 2023

- Attended the Elected Members Professional Development Day, Hobart
- Attended the Rotary Club of South Launceston Change Over Dinner at Stelo

#### Sunday 2 July 2023

- Attended the NAIDOC (National Aboriginals and Islanders Day Observance Committee) Week service at Salvation Army, Launceston
- Officiated at the opening of the *Artstart* exhibition at the Queen Victoria Art Gallery, Royal Park

#### Monday 3 July 2023

- Officiated at the NAIDOC Flag Raising ceremony, Tasmanian Aboriginal Centre

#### Tuesday 4 July 2023

- Attended *Launnie Can Dance* by Assembly 197, Princess Theatre

#### Wednesday 5 July 2023

- Conducted a Citizenship Ceremony, Tramsheds Function Centre

#### Friday 7 July 2023

- Officiated at the *Previous* exhibition launch at the Queen Victoria Museum and Art Gallery, Royal Park

#### Monday 10 July 2023

- Attended *The Voice* conversation

#### Wednesday 12 July 2023

- Attended the Launceston *Lively* magazine launch, Café on Elizabeth
-

**12. COUNCILLORS' REPORTS**

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

**13. QUESTIONS BY COUNCILLORS**

**13.1. Councillors' Questions on Notice**

*Local Government (Meeting Procedures) Regulations 2015 - Regulation 30*

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

**13.1.1. Councillors Questions on Notice - Councillor J J Pentridge - Launceston Flood Authority**

**FILE NO:** SF2375

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**CHIEF EXECUTIVE OFFICER:** Michael Stretton

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**QUESTIONS AND RESPONSES:**

The following question, asked at the Council Meeting on 29 June 2023 by Councillor J J Pentridge, has been answered by Michael Stretton (Chief Executive Officer).

**Questions:**

1. What does the Flood Authority do? What has the Flood Authority done to mitigate against flooding especially in relation to the lack of dredging occurring?

**Response:**

*The Launceston Flood Authority (LFA) is a single authority established by Council under section 30 of the Local Government Act 1993 (Tas) (the Act). It was established to take over management of the Invermay flood protection scheme, pursuant to commitments in agreements made in June 2007 and April 2008 between the Council and the State of Tasmania, being the Funding Agreement and the Launceston Flood Risk Management Deed (the Deed).*

*The Launceston Flood Risk Management Act 2015 provides the powers, function and rights of the LFA and the Council in mitigating both flood risk and flood duration. It also provides and confers requirements and powers in regard to emergency management, planning matters and enforcement and immunities. The functions of the LFA as defined under the Act are to:*

- (a) to take action to reduce the likelihood, severity and duration of flooding in the flood-prone area, including (but not limited to including), if it thinks fit, dredging for such purposes;*
- (b) to provide advice to the Council as to whether levees, additional to any levee constructed before the commencement of this Act, may be required to reduce the likelihood, severity or duration of flooding in the flood-prone area;*
- (c) to take all reasonable steps to ensure that any levees constructed (whether before or after the commencement of this Act) for the purpose of preventing flooding in the flood-prone area -*
  - (i) are maintained; and*
  - (ii) are redesigned, or augmented, if it is desirable to do so in order to prevent, or to reduce the likelihood, severity or duration of, flooding in the flood-prone area.*



- (d) to provide to the Council information to assist the Council to determine the advice that ought to be given by the Council to members of the public about the risk of flooding in the flood-prone area;*
- (e) any other function specified in this Act.*

*The Deed provides that the Crown will provide operational funding to the LFA on an annual basis with the Council to provide further operational funding as required to fulfil the LFA's function.*

*The Deed also stipulates that the Crown will provide funding annually for the cost of dredging in the upper reaches of the Tamar River, or at the discretion of the LFA, to reallocate this sum 'for the maintenance of other flood mitigation measures'.*

*In 2019, following a review of the sediment (silt) raking program which was a licence requirement of the State Government, a decision was made by the LFA to cease raking because the review found that the sediment raking trial had not achieved its primary goal of a net loss of sediment from the upper estuary for the purposes of flood defence. It also found the raking program had resulted in infilling of navigation channels in the upper estuary, and had resulted in poorer water quality outcomes downstream.*

*Through its role on the kanamaluka/Tamar Estuary Management Taskforce (TEMT), the LFA has participated in the development of the 10 year vision, which includes a range of initiatives to reduce the sediment load within the estuary. At this stage these initiatives do not include further dredging of the estuary, however, the State Government is currently exploring a range of limited dredging options to provide improved recreational access to the river.*

*Through the work undertaken with the TEMT and successive floods, it has been demonstrated that dredging does not reduce flood risk and therefore, is outside of the functions of the LFA specified by the Act.*

*Since its 2019 decision, in addition to its role on the TEMT, the LFA has been focused on the maintenance, redesign and/or augmentation of the levee system as well as the provision of advice to the Council on the flood risk.*

*The maintenance of the levee system is a vital necessity and in fulfilling this role the LFA is providing a valuable, but perhaps understated, contribution to the City.*

*It should be noted that the activities of the LFA are reported to Council on a quarterly basis.*

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**13.2. Councillors' Questions Without Notice**

*Local Government (Meeting Procedures) Regulations 2015 - Regulation 29*

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

## 14. COMMITTEE REPORTS

### 14.1. Tender Review Committee Meeting - 29 June 2023

**FILE NO:** SF0100/CD.017/2023

**AUTHOR:** Anthea Rooney (Council and Committees Officer)

**ACTING GENERAL MANAGER APPROVAL:** Leanne Purchase (Organisational Services Network)

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#### **DECISION STATEMENT:**

To receive a report from the Tender Review Committee.

#### **RECOMMENDATION:**

That Council notes the decision of the Tender Review Committee to accept the tender submitted by Gradco Pty Ltd for the Invermay Levee Reinstatement - Contract Number CD.017/2023 at a cost of \$594,056.19 (exclusive of GST).

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#### **REPORT:**

The Tender Review Committee Meeting, held on 29 June 2023, determined the following:

That the tender submitted by Gradco Pty Ltd for the Invermay Levee Reinstatement - Contract Number CD.017/2023 at a cost of \$594,056.19 (exclusive of GST)

be accepted.

#### **RISK IMPLICATIONS:**

Not considered relevant to this report.

#### **ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

Not considered relevant to this report.

#### **STRATEGIC DOCUMENT REFERENCE:**

City of Launceston Corporate Strategic Plan 2014-2024

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

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:

3. To ensure decisions are made on the basis of accurate and relevant information.
  5. To maintain a financially sustainable organisation.
-

**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:**

Nil

## 15. INFRASTRUCTURE AND ASSETS NETWORK

### 15.1. Petition Response - Alison Emery - Reinstall Sound Barrier - Car Park, Glen Dhu Street, South Launceston

**FILE NO:** SF0097/SF1536/DA0631/2016

**AUTHOR:** Nigel Coates (Engineering Officer Traffic)

**GENERAL MANAGER APPROVAL:** Shane Eberhardt (Infrastructure and Assets Network)

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#### **DECISION STATEMENT:**

To consider the Petition received at the Council Meeting on 1 June 2023 regarding the installation of a sound barrier at the rear of the Glen Dhu Car Park, South Launceston.

#### **RELEVANT LEGISLATION:**

*Local Government Act 1993 (Tas)*

#### **PREVIOUS COUNCIL CONSIDERATION:**

Council - 1 June 2023 - Agenda Item Number 9.1 - Petition - Alison Emery - Reinstall Sound Barrier - Car Park, Glen Dhu Street, South Launceston - 20 May 2023

#### **RECOMMENDATION:**

That Council notes:

1. the findings of this report.
  2. the actions taken by officers in relation to the concerns raised by the petitioners.
- 

#### **REPORT:**

At its Meeting on 1 June 2023, Council received a paper petition containing 26 signatures. This petition met the general requirements of section 57(2) of the *Local Government Act 1993 (Tas)* (the Act).

The petition requested:

*The reinstallation of the sound barrier at the back of the Glen Dhu Street Car Park, South Launceston - 90-degree parking be removed for bus stop or parallel parking only (on) Glen Dhu Street, the refuge island be removed/revisited, and a road dividing line installed (on) Glen Dhu Street.*

The Council's Officers met with the petitioners on 15 June 2023 to discuss and clarify their concerns.

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## Background

### Petitioners' Concerns

#### 1. Sound Barrier

The petitioners have requested *the reinstallation of the sound barrier at the back of the Glen Dhu Street Car Park*. Construction of the car park involved removal of an earthen mound through the site approximately 2m high and the clearance of vegetation including some trees. The area was levelled to provide for the car park. The petitioners have claimed that this has resulted in increased traffic noise, and recent overnight roadworks have added significantly to this. The petitioners are aware that the Midland Highway is a State Government managed road and that the request for sound barrier is for the Department of State Growth to consider. They have contacted the State Government directly regarding this issue.

#### Planning Officer's Response

*The Glen Dhu Street car park development was originally given planning approval in 2017 under DA0631/2016. The permit was extended in 2019 and 2021 and amended in 2023. The car park has recently been completed. The car park's construction required the removal of several trees and earthworks which levelled the ground surface between Glen Dhu Street and the Midland Highway off ramp. Neighbour notifications were sent to 1-17 (odd) and 16-18 (even) Heather Street at the time the original development application was being considered and its recent amendment. No representations were received.*

*The development involved the creation of a separate title of some 3,200m<sup>2</sup> and its purchase, by the proponents, from the State Government. The size of the lot was intended to maximise the number of car parking spaces whilst maintaining the separation between the highway and other urban users as required by the Department of State Growth.*

*Assessment of the proposal against the Planning Scheme provisions did not identify traffic noise from the highway as a concern. The existing vegetation on the site, whilst offering some buffer, was not perceived as a noise barrier and the site adjoined a slip road from the highway to the east and the Door of Hope building to the west. Impacts of highway noise were not raised as a specific concern by State Growth or other parties during the assessment and no representations were received during the public advertising of the proposal.*

*Consequently, the proposal was seen as a benefit to the area as it provided additional car parking to reduce the existing congestion and to meet the existing and growing demand generated by the expanding activities at the Door of Hope complex.*

#### 2. 90-Degree Parking

The petitioners have requested that the *90-degree parking be removed for bus stop or parallel parking only (on) Glen Dhu Street*. This is due to the petitioners' ongoing concerns about the safety of the 90-degree parking on the east side of Glen Dhu Street. Concerns have been raised about cars being parked too close to the road, pulling out into traffic and too close to the newly installed pedestrian refuge making it hard for vehicles to pass. The suggestion that this be replaced with bus parking is based on the view that there are insufficient opportunities for buses to park in the vicinity of the Door of Hope.

Engineering Officer's Response

*Previously the parking control signs required drivers to reverse park within this section of 90-degree parking. The car park's construction has resulted in a significant improvement to the eastern edge of Glen Dhu Street, enabling cars to be parked further away from the moving traffic. The Australian Standards specify the space required to accommodate 90-degree parking safely, and with the recent improvements this area satisfies these requirements. Subsequently, the need for reverse-park only signage will be removed, and the removal of the 90-degree parking is not supported. This area will be further improved following the completion of the roadworks including the installation of line marking.*

**3. Pedestrian Refuge**

The petitioners request that the pedestrian refuge be removed or revised as it is not working as currently provided. They consider that the refuge makes the road unsafe for people crossing and increases the risk of an incident occurring and that the refuge makes the road too narrow for large vehicles, particularly those accessing the caravan park at the end of Glen Dhu Street. The residents advised of times when caravans were unable to navigate this point.

Engineering Officer's Response

*The purpose of the pedestrian refuge is to allow pedestrians to cross one half of Glen Dhu Street at a time, providing space in the middle of the road to wait until there is a gap in traffic. The Door of Hope complex is used by many different groups generating pedestrian traffic from the new car park. During the site meeting with the petitioners a significant number of pedestrians, including parents with children were observed benefiting from the crossing provision.*

*The project to install this refuge is not yet complete. The refuge was placed temporarily on the road and is slightly wider than the final installation, due to the use of precast concrete units in the temporary solution. The approach line-marking and signage have not yet been installed. As a result, parking adjacent to the refuge on the west side of Glen Dhu Street has not been fully restricted with occasional vehicles stopping too close to the refuge. This does result in a tight road profile, particularly for some of the larger vehicles accessing the Big 4 Caravan Park. When all these aspects have been completed there will be sufficient road width and the refuge will operate successfully. However, it is noted that interim solutions are required to mitigate this issue in the meantime.*

**4. Request for a Centre Line**

The petitioners also requested that a road dividing line be installed on Glen Dhu Street to better manage traffic using the road.

Engineering Officer's Response

*A centre line is already planned for 20m on each approach to the pedestrian refuge. The Council's Officers have investigated the feasibility and warrants of providing a centre line on the remainder of Glen Dhu Street between Thistle Street West and Heather Street and are supportive of this.*

## **Actions Taken and Proposed**

### Sound Barrier

The Department of State Growth was contacted about this request and indicated a full response will be provided. This has not been received at the time of writing this report. As installation of such infrastructure is not the responsibility of the Council, no further action is intended on this matter.

### 90-Degree Parking

During on-site discussions with the petitioners regarding the 90-degree parking an edge line was suggested to separate the parking space from the moving traffic space. This will be provided alongside other line-marking works associated with the pedestrian refuge. Restriction of parking nearer to the pedestrian refuge will also be implemented to reduce the potential for obstruction in this area.

### Bus Stop

The need for an additional bus stop has been discussed with Door of Hope. They have requested that this be provided in Glen Dhu Street to the north of Pipeworks Road. Although this is a short distance from the main entrance, it will ensure that buses using the stop will not need to use Heather Street. The Council is continuing to pursue this matter and if feasible, will provide bus parking space at this suggested location.

### Pedestrian Refuge

It is expected that completion of the pedestrian refuge works will resolve a number of issues raised by the petitioners. The City of Launceston is working with the car park developer and contractors to ensure this is completed as soon as possible. As with all projects, the Council will review the project after completion and undertake any further changes as necessary.

Installation of parking control signs on the west side of Glen Dhu Street has since occurred to ensure that the refuge can operate successfully in the interim.

### Road Centre Line

Council will arrange for a road centreline to be installed on Glen Dhu Street between Thistle Street West and Heather Street along with the pedestrian refuge line marking.

### School Crossing

There is also a project to introduce a school crossing in Glen Dhu Street. A number of school children, each school day, are walked with escorts between Glen Dhu Primary School and the childcare facility at the Door of Hope complex. This involves crossing Glen Dhu Street on the northern side of Pipeworks Road. A school crossing is programmed to be provided here as a project supported by the State Government's Vulnerable Road Users Program.

## **RISK IMPLICATIONS:**

There is potential risk with any works being carried out in the road environment. These risks are managed with appropriate traffic control devices.



**ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

Not considered relevant to this report.

**STRATEGIC DOCUMENT REFERENCE:**

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 3: We are a progressive leader that is accountable to our governance obligations and responsive to our community.

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:

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.

**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:**

Nil

**16. CHIEF EXECUTIVE OFFICER NETWORK**

**16.1. The Future of Local Government Review - Tamar Valley Community Catchment Information Pack**

**FILE NO:** SF7432

**CHIEF EXECUTIVE OFFICER APPROVAL:** Michael Stretton

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**DECISION STATEMENT:**

To consider and make a submission on the Future of Local Government Review Stage 3 Tamar Valley Community Catchment Information Pack.

**PREVIOUS COUNCIL CONSIDERATION:**

Workshop - 31 March 2022 - Local Government Reform

Council - 5 May 2022 - Agenda Item 17.1 - Local Government Board Review

Workshop - 1 September 2022 - Future of Local Government Review - City of Launceston

Workshop - 1 February 2023 - Future of Local Government Review

Workshop - 18 May 2023 - Future of Local Government - Review Stage 2 Interim Report

Workshop - 22 June 2023 - Future of Local Government - Tamar Valley Community Catchment Information Pack

**RECOMMENDATION:**

That Council provides the following submission to the Local Government Board in respect to the Tamar Valley Community Catchment Information Pack released on 29 May 2023:

1. The Council is supportive of a future scenario which would result in the creation of a new Tamar Valley Council which should not be mistaken for any form of take-over or expansion of an existing Council, including the City of Launceston.
  2. Any suggestions made in respect to proposed adjustments to the scenarios do not in any way imply that the Council does not value the townships and localities that are currently located within the City of Launceston. Suggested adjustments are made in consideration of achieving the best future State for Local Government within Northern Tasmania.
  3. Within any future state for Local Government, it is vital that effective mechanisms are implemented to maintain or enhance place-based local community representation.
  4. In consideration of points 1 to 3, the Council offers the following responses to the Local Government Board's questions relating to the four scenarios which it has developed:
-

Tamar Valley: Scenario 1



Scenario 1 establishes one council for a large proportion of the Tamar Valley Catchment area, capturing the existing West Tamar, George Town and Launceston LGAs, extending to incorporate Prospect Vale and Blackstone Heights as continuously connected suburbs of Launceston.

2021 Population - 108,835  
% Growth 2011-21 - 10.2%

**What are the strengths?**

- Sufficient population to appropriately fund the regional assets and create funding equity across the region.
- Includes most urban growth areas in a single Municipal Area which would facilitate more effective planning.
- Includes the Bell Bay Industrial Zone which would facilitate effective regional planning, particularly relating to land use and transport.
- Sufficient size to facilitate effective and integrated regional land use and transport planning.
- Would enable more consistent and integrated management of the *kanamaluka* Tamar Estuary.

**What are the weaknesses or challenges?**

- This scenario does not include the Launceston Airport or Translink Industrial Area which would be an impediment to effective regional planning as both have intrinsic connections to the Launceston city.
- The larger Municipal Area would make the achievement of effective place-based local community representation more challenging.
- The scenario includes a significant component of rural land, which may not provide synergies with the needs of the metropolitan component of the Municipal area.

**Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?**

- The area could be extended to include the Launceston Airport and Translink Industrial Area to enable effective regional planning.
- The area of Lilydale through to Blessington could be considered for the proposed North Eastern Municipal area as the needs of these communities may be more commensurate with the focus of the future Council.

Tamar Valley: Scenario 2



Scenario 2 establishes one council capturing a large proportion of the Tamar Valley catchment area, but with alternate boundaries to Scenario 1. The Council would encompass the existing West Tamar and Launceston LGAs but, unlike Scenario 1, does not include George Town.

2021 Population - 94,605  
% Growth 2011-21 - 10.7%

**What are the strengths?**

- Sufficient population to appropriately fund the regional assets and create funding equity across the region.
- Includes most urban growth areas in a single Municipal Area which would facilitate more effective planning.
- Includes the Launceston Airport and Translink Industrial Zone which would facilitate effective regional planning, particularly relating to land use and transport.
- Sufficient size to facilitate effective and integrated regional land use and transport planning.

**What are the weaknesses or challenges?**

- The area does not include the Bell Bay Industrial Zone which would be an impediment to effective regional planning.
- The larger Municipal Area would make the achievement of effective place-based local community representation more challenging.
- Includes a significant component of rural land, which may not provide synergies with the needs of the metropolitan component of the Municipal area.

**Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?**

- The area of Lilydale through to Blessington could be considered for the proposed North Eastern Municipal area as the needs of these communities would be more commensurate with the focus of the future Council.

Tamar Valley: Scenario 3



Scenario 3, like the other scenarios in this catchment, creates one council area. It combines the existing West Tamar, George Town and Launceston LGAs with Launceston's major commuting townships of Hadspen, Carrick, Longford, Perth, Evandale and their immediate surrounds.

2021 Population - 122,360  
% Growth 2011-21 - 10.8%

**What are the strengths?**

- Sufficient population to appropriately fund the regional assets and create funding equity across the region.
- Includes most urban growth areas in a single Municipal Area which would facilitate more effective planning.
- Includes the Bell Bay Industrial Zone which would facilitate effective regional planning, particularly relating to land use and transport.
- Includes the Launceston Airport and Translink Industrial Area which would facilitate effective regional planning, particularly relating to land use and transport.
- Sufficient size to facilitate effective and integrated regional land use and transport planning.
- Would enable more consistent and integrated management of the kanamaluka Tamar estuary.

**What are the weaknesses or challenges?**

- The municipal Area is large and would include a significant component of rural land, which may not provide synergies with the needs of the metropolitan component of the Municipal area.
- The larger Municipal Area would make the achievement of effective place-based local community representation more challenging.

**Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?**

- The area of Lilydale through to Blessington could be considered for the proposed North Eastern Municipal area as the needs of these communities would be more commensurate with the focus of the future Council of that area.
- The same consideration would be needed for the townships of Hadspen, Carrick, Longford, Perth and Evandale in respect to the proposed Central and Midlands Community Catchment.

Tamar Valley: Scenario 4



Scenario 4 also creates one new council area combining West Tamar, George Town, and Launceston existing LGA. It also encompasses the agricultural land to the west of the Tamar Valley, including the townships of Westbury and Deloraine.

2021 Population - 123,051  
% Growth 2011-21 - 10.2%

**What are the strengths?**

- Appropriate area with sufficient population to appropriately fund the regional assets and create more funding equity across the region.
- Includes most urban growth areas in a single Municipal Area.
- Includes the Bell Bay Industrial Zone which would facilitate effective regional planning, particularly relating to land use and transport.
- Includes the Launceston Airport and Translink Industrial Zone which would facilitate effective regional planning, particularly relating to land use and transport.
- Sufficient size to facilitate effective and integrated regional land use and transport planning.
- Would enable more consistent and integrated management of the *kanamaluka* Tamar estuary.

**What are the weaknesses or challenges?**

- This proposed Municipal Area is too large and would include a significant component of rural land, which would not provide synergies with the needs of the metropolitan component of the Municipal Area.
- The larger Municipal Area would make the achievement of effective place-based local community representation more challenging.

**Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?**

- The area of Lilydale through to Blessington could be considered for the proposed North Eastern Municipal area as the needs of these communities would be more commensurate with the focus of the future Council.
- The same consideration would be needed for the townships of Hadspen, Carrick, Longford, Perth and Evandale in respect to the proposed Central and Midlands Community Catchment.
- The western townships of Westbury and Deloraine are not necessarily suited to being included in a metropolitan Municipal Area and would be better provided for in a more regional focused Municipal area. The inclusion of these townships creates difficulties in terms of synergies and servicing as they not necessarily compatible in what would be a more metropolitan based Council. This could consider either the Central and Midlands Community Catchment and/or the Cradle Coast Community Catchment.



**Are there any other entirely different scenarios the Board should consider, which would still deliver against the Board's criteria and structural reform principles?**

- The Council is not suggesting any entirely different scenarios, rather, there is potential for one of the four scenarios to be acceptable if the suggested adjustments are made to maximise strengths and minimise weaknesses.

**Information Pack Supporting paper - Shared Service Models**

- There is merit in a hybrid approach being applied to Local Government reform within the state whereby the larger, more urban Councils are required to offer services for the regional Councils which often struggle to attract and maintain professional staff, particularly in areas such as Town Planning, Engineering, Project Managers and Environmental Health etc. Resource sharing could also extend to back of house services.
- Any proposal for Councils to devolve services (such as Land Use Planning) to State-wide or regional bodies is not supported as it would undermine the role of Councils and would create unnecessary complexities in the planning and development of local places and would cause a disconnect between local elected members and land use decision making. From the Council perspective it is considered vital that Local Government retain its ability to deliver local services and make strategic and statutory land use planning decisions to enable authentic, placed-based planning to continue within communities.

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**REPORT:**

**Background**

In 2021 the Tasmanian State Government announced a Local Government Board Review (the Review) with the objective of creating a more robust and capable system of local government that is ready for the challenges and opportunities of the future. Under the Terms of Reference for the Review, the Board has been considering:

1. the future roles and functions that should be delivered by local government in Tasmania;
2. the organisational features and capabilities necessary to enable local government to effectively and sustainably deliver its future roles and functions;
3. the optimal future design for the Tasmanian local government sector to support the delivery of local government's proposed roles, functions, features and capabilities, individually and collectively, across representative and administrative roles and functions;
4. a practical transition plan for implementing the future design of local government in Tasmania, if required; and
5. any other matters the Board considers relevant to the above.

At its Meeting on Thursday, 5 May 2022, Council considered the Review and supported the creation of a metropolitan-based Municipal Area which would include the significant residential growth areas in each municipal area, together with major infrastructure such as the Launceston CBD, Launceston Airport, Port of Bell Bay and major industrial estates. It

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was argued that this would address the spill-over effects which are apparent in northern Tasmania and would enable more effective integrated planning across the region, which can better address the regional-scale problems. Council also indicated that the review would be an opportune time to imbed resource sharing between a metropolitan council and the rural councils to ensure that they are able to sustainably deliver services to their communities into the future.

In terms of the Council's services, Council indicated that it does not believe that the reform process should seek to significantly change the roles and functions of Local Government within Tasmania, rather it should seek to identify and implement strategies to address emerging needs and trends and undertake significant community engagement to achieve a clear understanding of the levels of service required to sustainably service the Tasmanian community.

Somewhat in accord with Council's position, the Board has heard that Tasmanians value local government and want to see strong and successful Councils in the future. It has also heard strong and broad agreement that the status quo is not an option. There is support for Councils continuing to deliver the core functions and services they currently provide, and the Board does not think there is a convincing case to radically change local government's role in these areas.

However, the Board's considered view on the current structure of the Tasmanian system of local government remains that:

1. the status quo is not an optimal or sustainable model for the sector as a whole, given growing demands, complexity, and sustainability challenges;
2. some form of consolidation is necessary to deliver greater economies of scale and scope, at least for some services; and
3. the scale and extent of the consolidation needed to deliver significantly better services will, unfortunately, not occur on a purely voluntary basis within the current framework. Reform must be designed collaboratively but, once settled, implementation must be mandated by the State Government.

Earlier this year the Local Government Board published its interim report into the future of local government in Tasmania.

The interim report outlines a pathway to a new model for the State's local government sector, based on the notion of nine regional catchments.

One of these catchments, the Tamar Valley Community Catchment, comprises the City of Launceston, West Tamar, George Town, Northern Midlands and Meander Valley Councils.

On 29 May 2023 the Board released a series of Information Packs, in line with the Community Catchments Identified by the Board in its Stage 2 Interim Report.

Each Pack puts forward several different scenarios for new local government boundaries and service delivery models that could build scale and capability to improve services, while also better reflecting the way Tasmanians live and work within these communities.

There are four scenarios which have been developed for the Tamar Valley Community Catchment:

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- Scenario 1 - establishes one council for a large proportion of the Tamar Valley Catchment area, capturing the existing West Tamar, George Town, and Launceston LGAs, extending to incorporate Prospect Vale and Blackstone Heights as continuously connected suburbs of Launceston.
- Scenario 2 - establishes one council capturing a large proportion of the Tamar Valley catchment area, but with alternate boundaries to Scenario 1. The Council would encompass the existing West Tamar and Launceston LGAs but, unlike Scenario 1, does not include George Town.
- Scenario 3 - like the other scenarios in this catchment, creates one Council area. It combines the existing West Tamar, George Town and Launceston LGAs with Launceston's major commuting townships of Hadspen, Carrick, Longford, Perth, Evandale and their immediate surrounds.
- Scenario 4 - This scenario recognises that commuter links are more pronounced between areas of the Meander Valley and Launceston than between the Meander Valley and the Cradle Coast. It has been developed to promote a discussion about the most suitable local government arrangements for the western part of the Meander Valley, given the regional significance of Launceston.

For each of the scenarios, the Board has asked Councils and communities to consider four fundamental questions:

1. What are the strengths?
2. What are the weaknesses or challenges?
3. Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?
4. Are there any other entirely different scenarios the Board should consider, which would still deliver against the Board's criteria and structural reform principles?

Councillors considered each of the four scenarios against these questions at its Workshop on Thursday, 22 June 2023 and the summary of this discussion is included as the recommendation of this report.

This Workshop also considered the model of shared services which are raised by the Board for consideration. In its Stage 2 Interim Report, the Board identified two main instances where shared services will form part of an overall structural change proposal:

1. State-wide or regional service sharing opportunities where there is broad consensus on benefits and opportunities, irrespective of any boundary consolidation (*boundary reform agnostic*); and
2. other service sharing opportunities where benefits may be contingent on boundary adjustments, existing regional characteristics, or specific council service delivery models. This approach may help ensure that regional councils have access to and can tailor capability to meet the future needs of their communities.

On the other hand, scenarios that include Council areas taking in much larger areas may require less in the way of service sharing and may be more *self-sufficient*. For catchment scenarios that include a larger urban council and one or more smaller rural Councils, it may make sense or be necessary for the smaller Councils to share services with their larger neighbour.

There is merit in a hybrid approach being applied to Local Government reform within the state whereby the larger, more urban Councils are required to provide services for the regional Councils which often struggle to attract and maintain professional staff, particularly in areas such as Town Planning, Engineering, Project Managers and Environmental Health etc. Resource sharing could also extend to back of house services.

In 2017, KPMG completed a study to examine the opportunities that existed for the Northern Councils to share resources. The study identified an immediate opportunity for the Councils to move to a common technology platform (specifically networks, infrastructure and applications) in order to fully leverage the combined scale of the Councils. However, because each of the Councils have invested significantly in their respective systems and are at different stages in respect to life-cycle of their systems, it has proven to be too difficult to implement a common technology platform, despite the fact that there has been a genuine desire to do so.

At this stage any proposal for Councils to devolve services (such as Land Use Planning) to State-wide or regional bodies is not supported as it would undermine the role of Councils and would create unnecessary complexities in the planning and development of local places and would cause a disconnect between local elected members and land use decision making. Local Government reform processes from around Australia have emphasised goals of efficiency and there has been a trend towards removing land use planning powers and shifting power towards state Governments.

#### **RISK IMPLICATIONS:**

The report has been developed to provide a submission to the Local Government Board's review of Local Government in Tasmania. In of itself, the report presents few risks, noting however that the Review has the potential to significantly alter the structure of Municipal Areas across the State.

#### **ECONOMIC, ENVIRONMENTAL AND SOCIAL IMPACT:**

While this report has been developed to provide a submission to the Local Government Board's review of Local Government in Tasmania, it is noted that the Board has previously advised that any successful reform package for Local Government within the State must:

1. be resolutely focused on future community needs (and not just tied to councils' existing structures and current priorities);
2. retain jobs and service presence locally;
3. preserve and enhance local voice;
4. be supported by fair funding models that smooth financial impacts for communities;  
and
5. be supported by dedicated and appropriate resourcing for transition.

#### **STRATEGIC DOCUMENT REFERENCE:**

The project is consistent with the following Greater Launceston Plan Key Directions:

Creativity and innovation - Encourage and facilitate creativity and innovation in all aspects of the daily life and business of greater Launceston and its relationship with the wider region.

Liveability and amenity - Support initiatives that build improvements to sustainable liveability and amenity that contribute to the health and wellbeing of the community.

Connected and networked region - Encourage and foster the development of world's best practice in information and digital technology in greater Launceston and the wider region to create business and employment opportunities for new services and product development.

Social inclusion and equity - socially inclusive communities will view individuals, families and communities through the lens of their inherent potentials or strengths, rather than deficits.

*City of Launceston Corporate Strategic Plan 2014 - 2024*

Strategic Priority 2: We facilitate prosperity by seeking out and responding to opportunities for growth and renewal of our 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:

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.

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.

10-Year Goal: To sustain and promote Launceston as a unique place to live, work, learn and play.

Focus Areas:

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.

Strategic Priority 5: We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of 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 recognises the changing demographics and needs of our community.

Strategic Priority 7: We are a City planning for our future by ensuring our approach to strategic land-use, development and infrastructure is coordinated, progressive and sustainable.

10-Year Goal: To facilitate appropriate development via integrated land-use planning, infrastructure investment and transport solutions within our municipality and region.

Focus Areas:

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.

**BUDGET AND FINANCIAL IMPLICATIONS:**

The report has been developed to provide a submission to the Local Government Board's review of Local Government in Tasmania and therefore, there are no direct budget and/or financial aspects associated with the consideration of the recommendation.

**DISCLOSURE OF INTERESTS:**

The Chief Executive Officer has no interests to declare in this matter.

**ATTACHMENTS:**

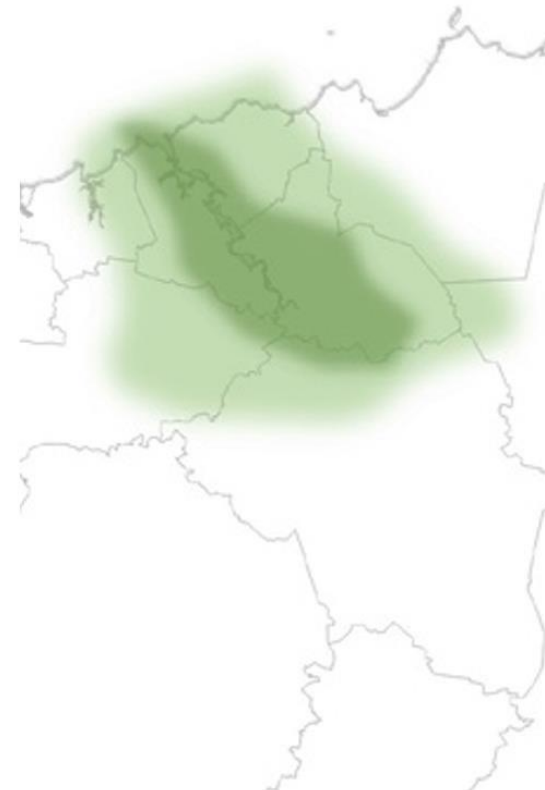
1. Tamar Valley Community Catchment Information Pack [**16.1.1** - 46 pages]
2. Information Pack Supporting Paper - Shared Services Models [**16.1.2** - 17 pages]

The future  
of local  
government  
review

# Tamar Valley Community Catchment Information Pack

Review Stage 3 – May 2023

Let's All Shape the Future  
of Local Government.



This information pack has been prepared by the Local Government Board with the assistance of the Tasmanian Policy Exchange at the University of Tasmania and the Department of State Growth.

It draws on ABS Census, council, and the Office of the Valuer General data.

The Local Government Board prepared this information pack as a data source and conversation starter for the upcoming Stage 3 consultation.

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## 1. Introduction

During Stage 3 of the Review, the Board will be engaging with communities to look at how we might reshape Tasmania's local councils to increase scale and capability so they can better serve Tasmanian communities. The goal is to design local government in Tasmania in a way that allows all councils to develop and maintain the capability that communities need, while delivering services locally, keeping local jobs, and ensuring that all Tasmanians have a strong voice in decisions being made on their behalf.

This information pack provides detailed insights into the Tamar Valley Community Catchment, outlining four possible structural reform scenarios. **These scenarios are not the only options for reform.** They are designed to prompt a discussion about some of the possible pathways available to deliver a more capable and sustainable system of local government.

**Communities and councils may have their own ideas about how local government could be better organised in their catchments. The Board welcomes alternative suggestions as part of the engagement process.**

### Where have these scenarios come from?

Each of the scenarios in the information pack has been developed using the Board's structural reform principles (see text box on the following page) and the following four criteria.

1. **Place and Representation**
2. **Future Needs and Priorities**
3. **Financial Sustainability**
4. **Operational Capability.**

**Scenario 1** – Establishing one council area that incorporates West Tamar, George Town, and Launceston as well as commuting areas of Prospect Vale and Blackstone Heights.

**Scenario 2** – Establishing one council area capturing West Tamar and Launceston but not including Lebrina.

**Scenario 3** – Establishing one council area comprising the existing West Tamar, George Town, and Launceston LGAs, extended to include the commuting areas of Hadsphen, Carrick, Longford, Perth, Evandale and immediate surrounds.

**Scenario 4** – Establishing one council area that incorporates West Tamar, George Town, and Launceston and extends west to Meander Valley (minus south-west SA1 around Lake Rowallan) but excludes the southern commuting towns of Evandale, Perth and Longford.

The Board – in collaboration with the University of Tasmania – has identified and applied a range of relevant data sets to assess the scenarios individually and in comparison to one another.

By doing this, we want to test how well the different scenarios meet the criteria. This should promote a conversation about various trade-offs and how these might be managed or addressed. For example, scenarios that propose a smaller scale council may be construed as providing a higher level of representation and local connection but may need to be supported by more extensive shared services and partnership arrangements to achieve the operational scale necessary to deliver long-run capability and financial sustainability.



On the other hand, scenarios that for larger council areas with larger populations may require less in the way of service sharing and may be more 'self-sufficient'.

#### Structural Reform Principles

1. A Focus on Future Community Needs
2. Retaining Jobs and Service Delivery Locally
3. Preserving and Enhancing Local Voice
4. Smoothing Financial Impacts for Communities
5. Dedicated and Appropriate Resourcing for the Transition

The data and analysis presented in this Information Pack has been sourced from a range of authoritative sources, including councils, the Australian Bureau of Statistics, the Office of the Valuer General, the Department of State Growth and the University of Tasmania. The Pack also presents the results of modelling undertaken to estimate indicative rates for possible council areas presented in the scenarios. Detailed notes on the methods and assumptions used in this modelling are provided in the Supporting Paper (*Methods and Technical Background*).

The scenarios presented in this Information Pack, and the data and analysis that underpins them, are designed to inform community consultation about the future design of local government in Tasmania and are only one of multiple sources of information the Board will be considering when finalising its reform options.

#### What do we want councils and communities to tell us?

For each of the scenarios, we want councils and communities to consider four fundamental questions:

1. **What are the strengths?**
2. **What are the weaknesses or challenges?**
3. **Are there any adjustments that could be made to maximise the strengths and minimise the weaknesses?**
4. **Are there any other entirely different scenarios the Board should consider, which would still deliver against the Board's criteria and structural reform principles?**

Boundary changes are only one part of the equation. We also want councils and communities to think about options for complementary, supporting reforms, such as shared services and partnerships, options to improve local services and keep jobs in local communities, and new models of engagement and representation.

To support this conversation, we have prepared a number of *Supporting Papers*, which present a range of opportunities for councils and communities to consider. The Papers draw on research about new and evolving approaches in local government elsewhere, as well as the ideas that we have heard from talking with councils, state agencies, and the broader community, including from submissions we have received.

These papers focus on:

- **Supporting strong and empowered local communities (protecting and enhancing local voice and local services);**
- **State government partnership opportunities for local government; and**

- **Potential models, options, and key considerations for shared service opportunities in Tasmania.**

We want people to keep these opportunities in mind as they consider how they might work with or support the operation of new council boundaries and new models of service delivery. Some of the opportunities might only make sense or be effective under some scenarios, while others might work across the board.

At this stage, the Board wants to encourage creative thinking about how we build new council structures that are not just more capable, but which can deliver more equitable outcomes and access to services and technology for all of Tasmania, particularly in our rural and regional communities.

The intent here is consistent with the Board's approach to community centred consolidation - to more flexibly and genuinely reflect and support what communities will want and need into the future. Our aim is to look at how future councils can access the benefits of scale yet remain responsive to local needs. A large part of this is to consider how we reorient representation and services around citizens and the people who access services and build administrative structures that can deliver that flexibility.

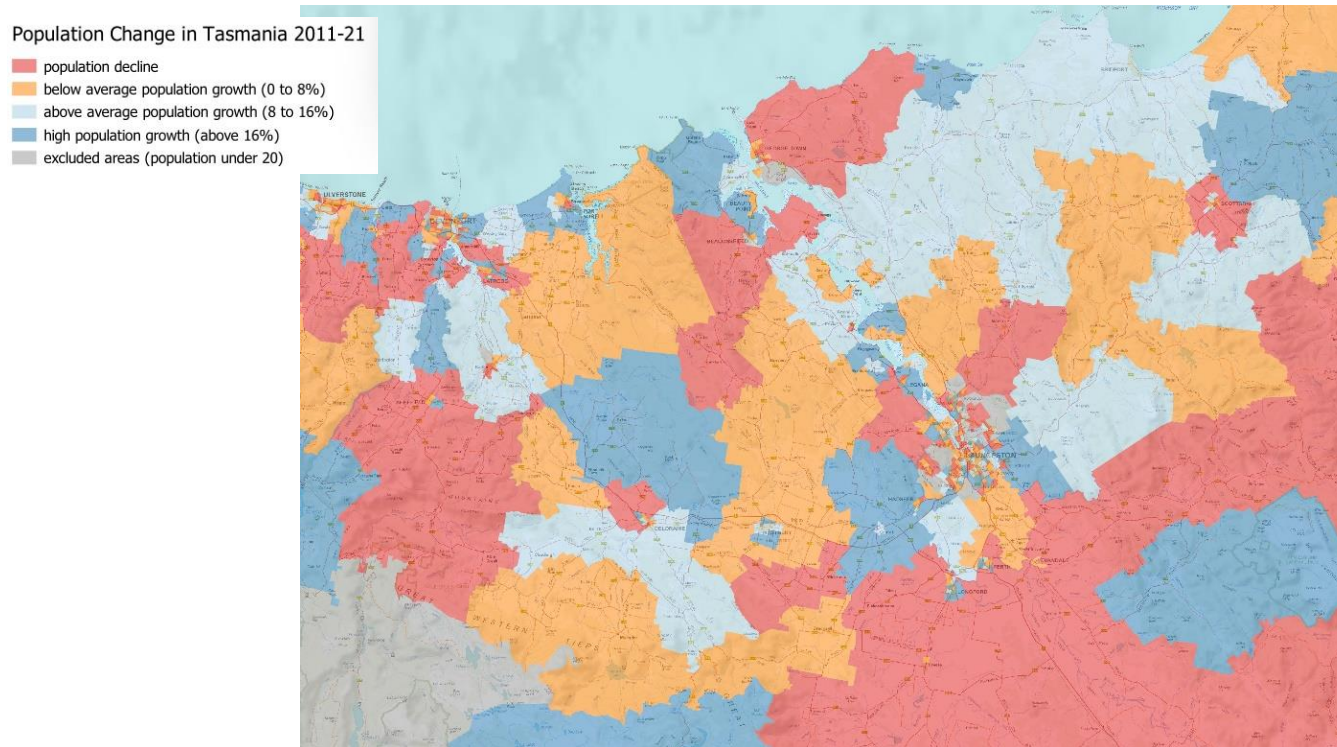
*Please note: The Supporting Papers also include fact sheets which explain key data sets, data definitions and associated methodology.*

### Navigating the Information Pack

The Information Pack is divided into five main sections:

- 1. Introductory information about how to interpret and use the Information Pack (this section);**
- 2. An overview of the Tamar Valley catchment, including key demographic, economic, and geographic features;**
- 3. An explanation and analysis of each of the individual structural reform scenarios against evaluation criteria data;**
- 4. A comparative summary of all the scenarios against the evaluation criteria data; and**
- 5. An appendix, which presents analysis of existing councils within (or partially within) the catchment.**

## 2. An overview of the Tamar Valley Community Catchment



This Community Catchment is based on the kanamaluka / Tamar River estuary and its broader catchment zone. It takes in the city of Launceston and the upper reaches of the North and South Esk rivers to the mouth of the estuary, approximately 65km to the north, and its hinterland. Although the Tamar Valley has a reasonably defined geography, there is a

debate to be had about how far this Community Catchment extends into the surrounding farmland to the south and west. The community also needs to consider whether George Town, with its own distinctive industrial base, should be regarded as a separate community of interest and council area (see Scenarios 2 and 3).

The Region has strong connections to Launceston (SA3 population 87,000), which is Tasmania's second largest city and a commercial and business hub for northern Tasmania. The City of Launceston LGA is, in its current form, Tasmania's most populous, with almost 72,000 residents. The city is an important regional centre for both education and health services, has a major hospital, university campus and other service facilities. While manufacturing has declined in recent decades, Launceston is an important regional centre with growing services and tourism sectors as well as continuing to support surrounding agricultural districts.

Over the past 15 years, it has become increasingly clear that parts of the West Tamar and Northern Midlands LGAs in particular have been evolving into 'satellite' commuter suburbs of Greater Launceston. The combination of the geography of the Tamar estuary with the frequency and scale of interaction between residents of this broader region suggests a strong community of interest.

The historic townships of Evandale, Perth, Longford and Hadspen are increasingly connected to Launceston. Currently, more than 60% residents of Longford, Perth, and Evandale in the workforce commute to Launceston on a daily basis (See table p.13). Westbury has a strong commuter connection with Launceston (673 Westbury residents work in Launceston), but Deloraine does not (299 residents of Deloraine work in Launceston) (see 'Tasmania's changing community dynamics' below).

These patterns highlight the need to discuss whether these settlements should be included in the Tamar Valley Catchment (Scenarios 3 and 4). These commuting connections also do not extend into the current Latrobe, Dorset, Break O' Day, or Central Highlands LGAs.

The township of George Town ([population 4536](#)) sits at the mouth of the kanamaluka / Tamar River, and is a centre for heavy industry and manufacturing based at the neighbouring Bell Precinct including Bell Bay Aluminium and Liberty Bell Bay. The Bell Bay Advanced Manufacturing Zone (BBAMZ) is supporting the development of new low emissions industries, including establishing a renewable hydrogen hub to ensure the future of the industrial site.

Geographically, George Town is part of the Tamar consultation group although, owing to its distinctive economic and industrial base, is to a much smaller extent within greater Launceston's commuting zone. 1,434 people both live and work in George Town, while some 730 people, just over 26% of all employed residents, live in George Town but work in Launceston. The Board has been considering the orientation of George Town in terms of functional, commuter and communities of interest. To this end, George Town has also been included in the *North-East Community Catchment* consultation group with a scenario that merges the existing George Town and Dorset LGAs.

The remainder of the Tamar Valley hosts a number of townships with strong and growing connections. The Valley features small scale intensive agriculture (especially grapes) and a growing number of semi-rural lifestyle properties. While the east and west Tamar have traditionally had their own identities, they are connected via both Launceston and the Batman Bridge.

The region is (as the map above depicts) a patchwork of population growth and decline, with notable pockets of substantial growth evident. Opportunities presented by population growth also bring challenges in the form of demands on built and social infrastructure, transport, and housing. Climate change mitigation and responses to extreme weather events are other issues that will benefit from being managed collectively

by council/s with enhanced capabilities. The region also hosts a range of manufacturing industries, tourism ventures, and service and retail businesses, which could be leveraged through the enhanced capability of consolidated council/s.

The existing councils in this region participate in some of the most extensive shared service and partnership arrangements in the State, such as the Tamar Estuary Management Taskforce, the Northern Tasmanian Waste Management Group, the Northern Employment and Business Hub, and the Northern Tasmania Sports Facility Plan, amongst others. Many of these arrangements also involve the neighbouring councils of Dorset, Flinders and Break O' Day.

In this catchment, the Board wants to talk to councils and communities about how to best establish a system of local government that can:

- coordinate the residential and commercial development that is occurring in this catchment
- advocate effectively to the State and Commonwealth Governments to play their part in providing infrastructure and to partner on economic development and job opportunities
- provide fair and equitable local government services and representation to both urban and rural residents
- partner with the State and Commonwealth Governments to provide residents across the catchment with access to the full range of government services.



### Tasmania's changing community dynamics

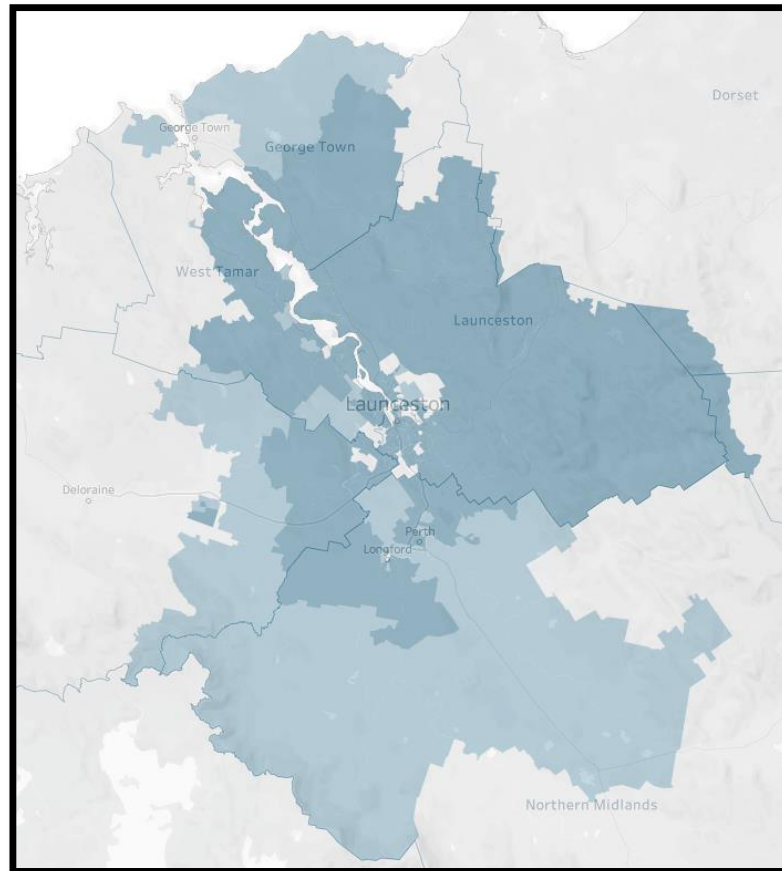
Tasmanians are much more mobile than a generation ago and a growing number of residents cross at least one local government boundary every day. One widely accepted way of defining a 'community of interest' that provides insights into the appropriate scale for local government is to identify the areas in which most residents live, work, and use government services (Productivity Commission 2017). Reflecting this approach, the Board has produced a series of maps and tables which illustrate commuting to major employment centres as one possible tool to help inform community discussions around boundary consolidation options.

Launceston is a significant regional centre and employment hub with growing numbers of workers living in neighbouring communities and commuting to Launceston on a regular basis.

These commuting dynamics suggest the community of interest associated with Launceston extends beyond the current boundaries of the Launceston LGA inviting discussion about appropriate size and scale of councils in the Tamar Valley Catchment to best meet the future needs of the community.

Launceston's pull as an employment centre takes in much of the Tamar Valley as well as parts of the current Meander Valley LGA (Carrick/Hadspen in particular) and the Northern Midlands (especially Longford and Perth). In fact, the connection of Longford, Perth, and Evandale to Launceston is considerably stronger than the rest of the Northern Midlands' connection to them (which is to say that more people commute from Longford, Perth, and Evandale to Launceston than commute from the rest of the Northern Midlands to Longford, Perth, and Evandale). More people leave these three settlements every day to work in Launceston than stay behind.

*Commuting connections in the Tamar Valley community catchment,  
2021*



**Key**

**Unshaded** – SA1s fewer than 30 workers  
(less than 13 %) work within this area

**Light blue** – between 30 and 100 (13%-40%)  
workers work within this area

**Dark blue** – more than 100 (40%) workers  
work within this area

		Place of work (SA2)										
		Launceston	Legana	Riverside	Prospect	Deloraine	Hadspen - Carrick	Westbury	Longford	Perth - Evandale	Dilston - Lilydale	George Town
Place of usual residence (SA2)	Launceston	22,209	278	426	1,079	169	74	167	317	1,069	113	540
	Legana	1,348	338	109	52	9	7	14	17	69	4	74
	Riverside	2,220	109	431	128	12	10	23	26	103	14	73
	Prospect	3,736	38	64	910	31	27	64	76	222	9	99
	Deloraine	249	3	4	44	1,618	13	114	15	22	4	7
	Hadspen - Carrick	1,047	18	20	124	35	225	51	49	74	9	33
	Westbury	590	14	9	55	214	43	556	69	52	5	12
	Longford	724	15	19	66	16	6	54	565	137	3	13
	Perth - Evandale	1,484	26	24	103	17	11	32	126	543	12	34
	Dilston - Lilydale	1,186	8	15	55	8	3	17	11	56	383	97
	George Town	675	15	9	28	8	4	5	7	36	15	1,434
	Local workforce ratio	57.5%	32.2%	34%	32.3%	66.6%	49.1%	45.5%	38.3%	20.3%	61.3%	50.2%

\*The data presented in the table above are from the ABS 2021 *Australian Census of Population and Housing* and are based on SA2 areas. In larger or more populous urban areas (such as Launceston, several SA2s have been combined to reflect established communities as closely as possible.

Tamar Valley Scenario 1

Tamar Valley: Scenario 1



Overview

Scenario 1 establishes one council for a large proportion of the Tamar Valley Catchment area, capturing the existing West Tamar, George Town, and Launceston LGAs, extending to incorporate Prospect Vale and Blackstone Heights as continuously connected suburbs of Launceston.

This scenario reflects communities of interest and a shared geography, based around the Tamar Valley and its hinterland with Launceston as the service centre.

Launceston would remain the primary administrative and service hub for the council, with the potential to maintain customer service hubs and works hubs in George Town, Beaconsfield, Riverside and Exeter, as discussed further below.

2021 Population	% Growth 2011-21
108,835	10.2%

### Rationale and evidence

Scenario 1 would benefit residents within the Tamar Valley Community Catchment by increasing the scale and capability of the council, with an approximate population of 109,000. This could assist with attracting and retaining key skills. The model recognises the strong workforce connections across the area. It would also present benefits in terms of strategic planning for the area, particularly around the West Tamar growth corridor.

A key consideration for this single council model will be ensuring local representation, employment and service delivery across the entire Tamar Valley Community Catchment (particularly for rural communities). Notably, the consolidated council would have additional resources (hypothetical rate revenue of over \$90m) to invest in community engagement and establishing/maintaining administrative and service delivery hubs across the community.

While the council excludes the Launceston commuting areas of Perth, Evandale and Longford, councils and communities may wish to discuss their inclusion given strong and growing connections as per Scenario 3.

### Alignment with the principles for successful structural reform

**Focus on future community needs:** Creating a single council along these boundaries would recognise the geography of the Tamar Valley and surrounding catchment. Under this scenario, 94% of residents would be within a 30-minute drive of the major service and administrative hubs of Beaconsfield, Riverside, George Town and Launceston. The latter also hosts key educational and healthcare facilities for the region ensuring access to services and a large and diverse rate base.

Consolidation would support enhanced scope capabilities in areas such as strategic planning, development and environmental health assessment, and could help manage urban development and infrastructure planning. In particular, whole of catchment land-use planning would be supported, although this scenario does not include other commuting satellite areas, such as Hadspen, Perth, Launceston and Evandale. To compensate for this, it would be desirable to continue planning coordination through the Northern Tasmanian Planners Group. Consolidation could also streamline and improve regional economic development and collaborations with key regional organisations such as the NTDC, the Launceston Chamber of Commerce and partnerships such as the Launceston City Deal and the administration of the Tamar Estuary Management Taskforce.

**Retain local jobs and services:** Establishing a large council to represent the Tamar Valley region would deliver scale benefits including the ability to attract and retain specialist staff and invest in productivity-enhancing equipment and 'back-office' systems. There is significant scope to retain existing council administrative and operations hubs in Beaconsfield, Exeter, Riverside and George Town, as well as Launceston, to maintain local employment and to support local engagement and service delivery. Strengthening partnerships with Service Tasmania to provide combined customer service centres would also enhance service delivery.

The *Northern Tasmanian Councils Shared Services Study* (KPMG 2017) found that establishing common IT platforms would provide the greatest gains to current councils and would provide a foundation for extending the current resource sharing arrangements. While the new council would have significant capacity, there may be benefits in it participating to some extent in any new, centralised 'back-office' online support system for council finance and administration, particularly cloud-based systems (see Supporting Paper on *Shared Services Models*). This would reduce staff



Tamar Valley Scenario 1

time on repetitive administrative tasks and system management, allowing them to focus on improving services to council staff and communities.

**Preserve and enhance local voice:** The new, larger council would have the capacity to invest in new and more systematic approaches to community engagement to ensure all communities within the larger council area are heard and represented, particularly those in rural parts of the Tamar Valley. If required, there would also be scope to introduce community advisory panels regularly consulted by council to ensure constituents enjoy enhanced formal representation and direct influence in the decision-making process, including community budgets (see Supporting Paper on *Supporting Strong and Empowered Local Communities*). Operations hubs could also be used for a program of scheduled regional council meetings in different areas of the municipality.

**Fair funding models:** Applying existing rates and funding models to the new council area, the total rates revenue in 2021 dollars would be an estimated \$90m. The area would have access to rates revenue from a diverse mix of residential, commercial, industrial land. One challenge would be establishing an equitable and consistent approach to rating across the proposed council given the City of Launceston's relatively low residential rates, partly attributable to its larger scale and commercial centre, relative to West Tamar and George Town. George Town has a relatively complex rating system to differentiate between residential and industrial land, which would also need careful consideration.

**Appropriate resourcing for transition:** Transition arrangements for this scenario would need to consider how services provided by the Northern Tasmanian Development Corporation, both to member councils and other councils across the broader region, would be undertaken under the new arrangements. The three existing councils within the proposal have all

delivered balanced budgets or operating surpluses in recent years with financial assets exceeding liabilities.

Tamar Valley Scenario 1

Community data and alignment with reform criteria

The table below presents demographic, household, employment and operational council data for the hypothetical council established under Scenario 1. These data have been produced by analysing 2021 ABS Census (SA1 level) and other relevant data sets to align with the hypothetical boundaries of the new areas proposed in each scenario.

As we have indicated, these data are indicative and are designed to inform community discussions about the merits of different structural

reform options. Structural reforms adopted by the Tasmanian Government based on the Board’s recommendations will likely be subject to a detailed technical review and implementation plan. While every effort has been made to ensure consistency and accuracy, variation between SA1 and LGA boundaries may mean that some of the figures below may differ slightly from existing council statistics. Detailed methodological notes are presented in the *Methods and Technical Background* Supporting Paper.

Summary Data – Scenario 1

Category		Measure	Council
Overview	Demographics	Population	108,835
		Median age	42
		SEIFA <sup>1</sup> (decile)	4
	Housing	Total dwellings	43,207
		No. of single person households	12,984 (30.0%)
		% dwellings vacant	8.1
		Indicator	
1. Place and Representation	Alignment with local communities of interest	% area workforce residing locally	82.7%

<sup>1</sup> SEIFA, or ‘Socio-Economic Indexes for Areas’, is an index developed by the Australian Bureau of Statistics which ranks areas in Australia according to relative socio-economic advantage or disadvantage.

Category		Measure	Council
	Established administrative, commercial and service hub/s	% of population within 30 mins of administrative hub	94%
	Urbanisation	% of population in urban areas of population 10,000 or greater	74%
	Mobility/Migration	% of population living at a different address 5 years ago	35.5
<b>2. Future Needs and Priorities</b>	Population growth	Population change 2011-21	10,092 (10.2%)
	Housing supply and infrastructure demand	Change in total dwelling numbers (2011-21)	4,531
		% Change in total dwelling numbers (2011-21)	10.5%
	Employment growth	Change in labour force 2011-21 by place of residence	13%
	Older/aging communities	% Population over 65	16%
	Younger communities	% Population under 15	19%
<b>3. Financial Sustainability</b>	Value of rateable land	Value of rateable land - residential	\$22,126,600,000
		Value of rateable land - primary production	\$1,197,300,000
		Value of rateable land - industrial	\$882,400,000
		Value of rateable land - commercial	\$3,067,100,000
		Value of rateable land - vacant	\$805,500,000
		Value of rateable land - other	\$2,941,800,000

Category	Measure	Council
	Value of rateable land - total	\$31,020,676,300
Estimation of theoretical rate revenue applying current rates <sup>2</sup>	Estimated rate revenue - residential	\$62,900,000
	Estimated rate revenue - commercial	\$13,800,000
	Estimated rate revenue - industrial	\$5,300,000
	Estimated rate revenue - primary production	\$3,000,000
	Estimated rate revenue - vacant	\$ 2,600,000
	Estimated rate revenue - other	\$2,300,000
	Estimated rate revenue - total	\$90,100,000
Road Infrastructure	Km of council roads - unsealed	460.9
	Km of council roads - sealed	1,072.9
<b>4. Operational Sustainability</b>	<ul style="list-style-type: none"> <li>The council would supplement the already significant population base of City of Launceston Council, although it would have a larger area to service. Nevertheless, it should have the capacity to provide high quality services to communities across the council area.</li> <li>While the council would have significant internal capacity, there would be value in it participating in any new centralised service-sharing arrangements for 'back-office' services such as IT systems, accounting, and procurement.</li> <li>While some current service sharing agreements would become unnecessary if this council were established (e.g. Tamar NRM, Northern Workforce Development Program), many others would need to continue as they involve councils outside this area.</li> </ul>	

<sup>2</sup> There are limitations involved with this analysis, and it is acknowledged that the modelled revenues underestimate actual council revenues in some instances. The modelled revenues are a superior measure of relative fiscal capacity between council scenarios, and caution is advised for any comparison between modelled revenues for scenarios and existing councils. More information is provided in the Methods and Technical Background Supporting Paper.

## Tamar Valley: Scenario 2



### Overview

Scenario 2 establishes one council capturing a large proportion of the Tamar Valley catchment area, but with alternate boundaries to Scenario 1. The council would encompass the existing West Tamar and Launceston LGAs but, unlike Scenario 1, does not include George Town.

This scenario reflects communities of interest and commuting data. George Town, with its distinctive economic and industrial base, is less connected greater Launceston. George Town, and a proportion of the current Launceston LGA around Lebrina, have also been included in one scenario under the North-East Community Catchment (Scenario 1).

Launceston would remain the primary administrative and service hub for the council, with the potential to maintain customer service hubs and works hubs in Beaconsfield, Riverside and Exeter, as discussed further below.

2021 Population	% Growth 2011-21
94,605	10.7%



## Tamar Valley Scenario 2

### Rationale and evidence

Scenario 2 would benefit residents within the Tamar Valley Community Catchment by increasing the scale and capability of the council, with an approximate population of 94 000, although not quite to the extent of Scenario 1. Increased scale would assist with attracting and retaining council staff and would increase the scope and consistency of services across the region. The model recognises the strong workforce connections in the area and would deliver benefits in terms of strategic planning, particularly around the West Tamar growth corridor.

This scenario reflects George Town's distinctive economic and industry bases and weaker commuter links to Launceston. As one alternative, it may instead combine with Dorset under the North-East Catchment and incorporate Lebrina, forming a local government area that stretches along the northeast coast and hinterland, encompassing similarly rural, agricultural, and industrial communities.

As with Scenario 1, the challenge for this single council model will be ensuring local representation, employment and service delivery across the entire Tamar Valley Community Catchment (particularly for rural communities), although the consolidated council would have the resources (hypothetical rate revenue of \$78.8m) to invest in additional community engagement and establishing administrative and service delivery hubs across the community.

### Alignment with the principles for successful structural reform

**Focus on future community needs:** Creating a single council along these boundaries reflects strong and growing connections between the West Tamar, the southern section of the East Tamar and Launceston. For example, four times as many residents of Legana work in Launceston (1,430) than work locally. It would support integrated planning and service provision along the West Tamar growth corridor. Under this scenario, 95% of residents would be within a 30-minute drive of the major service and administrative hubs of Beaconsfield, Riverside and Launceston, which also hosts key educational and healthcare facilities for the region. This proximity supports access to services and would ensure economic diversity amid the transition from predominately manufacturing to services industries.

Consolidation would support enhanced scope capabilities in areas such as strategic planning, development and environmental health assessment, and could help manage issues such as urban consolidation and infrastructure planning. In particular, whole of catchment land-use planning would be supported, although this scenario does not include other commuting satellite areas, such as Hadspen, Perth, Launceston and Evandale. It would be necessary to continue planning coordination through the Northern Tasmanian Planners Group and a larger council would be better placed to support neighbouring rural councils. Consolidation could also streamline and improve regional economic development and collaborations with key regional organisations such as the Northern Tasmanian Development Corporation (NTDC), and the administration of the Tamar Estuary Management Taskforce and the

Launceston City Deal, noting that many of these arrangements also involve other councils outside this scenario. Maintaining and expanding its service offerings should be simpler under consolidated council models.

As noted, George Town is omitted from this Scenario owing to its distinctive economic and industrial base and comparatively weaker connections to Greater Launceston. Roughly 1450 people both live and work in George Town, while some 731 or (16%) of the local population, live in George Town but commute to Launceston.

**Retain local jobs and services:** Establishing a large council to represent the Tamar Valley region would deliver scale benefits including the ability to attract and retain specialist staff and invest in productivity-enhancing equipment and 'back-office' systems. There is significant scope to retain existing council administrative and operations hubs in Beaconsfield, Exeter, and Riverside, as well as Launceston, to maintain local employment and to support local engagement and service delivery. Strengthening partnerships with Service Tasmania to provide combined customer service centres would also enhance service delivery.

The *Northern Tasmanian Councils Shared Services Study* (KPMG 2017) found that establishing common IT platforms would provide the greatest gains to current councils, and would provide a foundation for extending the current resource sharing arrangements. While the new council would have significant capacity, there would be benefits from participating in any new centralised 'back-office' online support system for council finance and administration, particularly cloud-based systems (see Supporting Paper on Shared Services Models). This would reduce staff time on repetitive administrative tasks and system management, allowing them to focus on improving services to council staff and communities.

Southern boundaries remain the same to ensure neighbouring council areas have greater scale and can be more self-sustaining.

**Preserve and enhance local voice:** The greatest challenge for this scenario would be ensuring that a single council is able to not only preserve but enhance local voice and representation. The new, larger council would have the capacity to invest in new and more systematic approaches to community engagement to ensure all communities within the larger council area are heard and represented, particularly those in the rural West Tamar. If required, there would also be scope to introduce community advisory panels regularly consulted by council to ensure constituents enjoy enhanced formal representation and direct influence in the decision-making process, including community budget priorities (see Supporting Paper on *Supporting Strong and Empowered Local Communities*). Operations hubs could also be used for a program of scheduled regional council meetings in different areas of the municipality.

**Fair funding models:** Applying existing rates and funding models to the new council area, the total rate revenues in 2021 dollars would be an estimated \$78.8m. The area would have access to rates revenue from a mix of residential, commercial, and agricultural land. There is a reasonably consistent approach to rating across the current councils in the Catchment although the City of Launceston does charge lower residential rates per capita than West Tamar, highlighting both the benefits of scale and the need for carefully designed transitional measures.

**Appropriate resourcing for transition:** Transition arrangements for this Scenario would also need to consider how services provided by the NTDC, both to member councils and other councils across the broader region, would be undertaken under the new arrangements. Similarly, the future

Tamar Valley Scenario 2

status and role of any partnerships (such as the City Deal) would need to be considered.

**Community data and alignment with reform criteria**

The table below presents demographic, household, employment and operational council data for the hypothetical council established under Scenario 2. This data has been produced by analysing 2021 ABS Census (SA1 level) and other relevant data sets to align with the hypothetical boundaries of the new areas proposed in each scenario.

As we have indicated, this data is indicative and designed to inform community discussions about the merits of different structural reform

options. Structural reforms adopted by the Tasmanian Government based on the Board’s recommendations will likely be subject to a detailed technical review and implementation plan. While every effort has been made to ensure consistency and accuracy, variation between SA1 and LGA boundaries may mean that some of the figures below may differ slightly from existing council statistics. Detailed methodological notes are presented in the *Methods and Technical Background Supporting Paper*.

**Summary Data – Scenario 2**

Category		Measure	Council
Overview	Demographics	Population	94605
		Median age	41.1
		SEIFA <sup>3</sup> (decile)	4
	Housing	Total dwellings	37344
		No. of single person households	11,189
		% dwellings vacant	7.7
		Indicator	
1. Place and Representation	Alignment with local communities of interest	% area workforce residing locally	78.7%

<sup>3</sup> SEIFA<sup>3</sup>, or ‘Socio-Economic Indexes for Areas’, is an index developed by the Australian Bureau of Statistics which ranks areas in Australia according to relative socio-economic advantage or disadvantage.

Category		Measure	Council
	Established administrative, commercial and service hub/s	% of population within 30 mins of administrative hub	95%
	Urbanisation	% of population in urban areas of population 10,000 or greater	78%
	Mobility/Migration	% of population living at a different address 5 years ago	36.2
<b>2. Future Needs and Priorities</b>	Population growth	Population change 2011-21	9176
	Housing supply and infrastructure demand	Change in total dwelling numbers (2011-21)	3841
		% Change in total dwelling numbers (2011-21)	11.5%
	Employment growth	Change in labour force 2011-21 by place of residence	14%
	Older/aging communities	% Population over 65	16%
	Younger communities	% Population under 15	19%
<b>3. Financial Sustainability</b>	Value of rateable land	Value of rateable land - residential	\$19,168,600,000
		Value of rateable land - primary production	\$826,700,000
		Value of rateable land - industrial	\$739,400,000
		Value of rateable land - commercial	\$2,888,100,000
		Value of rateable land - vacant	\$646,400,000
		Value of rateable land - other	\$2,686,600,000



Category	Measure	Council	
	Value of rateable land – total	\$26,955,753,200	
	Estimation of theoretical rate revenue applying current rates <sup>4</sup>	Estimated rate revenue - residential	\$55,800,000
		Estimated rate revenue - commercial	\$13,100,000
		Estimated rate revenue - industrial	\$3,700,000
		Estimated rate revenue - primary production	\$2,100,000
		Estimated rate revenue - vacant	\$1,800,000
		Estimated rate revenue - other	\$2,200,000
		Estimated rate revenue - total	\$78,800,000
	Road Infrastructure	Km of council roads - unsealed	339.4
		Km of council roads - sealed	827.2
<b>4. Operational Sustainability</b>	<ul style="list-style-type: none"> <li>This council expands the significant population base of City of Launceston Council, although it would have a larger area to service. Nevertheless, it should have the capacity to provide high quality services to communities across the council area.</li> <li>Perhaps the most significant challenge from a sustainability perspective associated with this scenario would be the implications for George Town if it were to be included in a smaller North-Eastern council.</li> <li>While this council would have significant internal capacity, there may still be value in it participating in any new centralised service-sharing arrangements for 'back-office' services such as IT systems, accounting, and procurement.</li> <li>Most current service sharing agreements would need to continue in some form under this scenario as they involve George Town and other councils outside this area.</li> </ul>		

<sup>4</sup> There are limitations involved with this analysis, and it is acknowledged that the modelled revenues underestimate actual council revenues in some instances. The modelled revenues are a superior measure of relative fiscal capacity between council scenarios, and caution is advised for any comparison between modelled revenues for scenarios and existing councils. More information is provided in the Methods and Technical Background Supporting Paper.

### Tamar Valley: Scenario 3



#### Overview

Scenario 3, like the other scenarios in this catchment, creates one council area. It combines the existing West Tamar, George Town and Launceston LGAs with Launceston's major commuting townships of Hadspen, Carrick, Longford, Perth, Evandale and their immediate surrounds.

This Scenario is primarily informed by commuting and community of interest data and includes all major towns and settlements with connections to Greater Launceston.

There is potential to retain customer service, administration and works hubs in their existing locations, thus supporting continued local employment opportunities.

2021 Population	% Growth 2011-21
122,360	10.8%

### Rationale and evidence

Scenario 3 would benefit the Tamar Valley catchment by increasing the scale and capability of the proposed council. With an approximate population of 122,000, this is one of the largest potential councils discussed in the *Information Packs*.

Under this scenario there is strong alignment between council boundaries with communities of interest and the geography of the region. Although George Town's commuter connections to Launceston are not as strong as other areas (as discussed under Scenario 2), geographical and service connections provide other ties to the region. This scenario would streamline cooperation and service sharing in the region, as well as collaboration with other tiers of government. The arrangement would build on many of the service sharing arrangements currently in place in the Catchment.

### Alignment with the principles for successful structural reform

**Focus on future community needs:** The consolidated council established under this scenario would have resources and capabilities to respond to emerging community needs. In terms of accessing services, if existing council offices across the Community Catchment were maintained as a part of a network model, then 95% of residents would be within a 30-minute drive of the major service and administrative hubs.

This council would incorporate Carrick, Longford, Perth and Evandale, which were former rural settlements, but are increasingly commuter satellite hubs to Launceston. Approximately 60 per cent of employed residents in these towns now work in Launceston. The rapid growth and development in these areas, and in suburbs such as Legana and St

Leonards, provides compelling evidence that the connection of the wider Tamar Valley area to Launceston will only continue to grow in the coming decades.

Consolidation would support enhanced scope capabilities in areas such as strategic planning, development and environmental health assessment, and could help manage issues such as urban consolidation and infrastructure planning. In particular, whole of catchment land-use planning initiatives, such as the Northern Tasmania Regional Land Use Strategy (STRLUS), would be streamlined and supported.

**Retain local jobs and services:** While increasing scale benefits, such as the ability to attract and retain specialist staff and invest in productivity-enhancing equipment and 'back-office' systems, there would have to be a clear strategy of retaining jobs and teams across the region to maintain local employment and knowledge. This could include retaining customer service, works and administration hubs in, for example, George Town, Exeter and Beaconsfield. Strengthening partnerships with Service Tasmania, (as occurs in Beaconsfield) to provide combined customer service centres could also enhance service delivery (see Supporting Paper on *State Government Partnership Opportunities*), although there would be less of a need under this scenario than under others in this catchment.

While the new council would have significant scale, capacity and purchasing power, there may still be benefits in it centrally sourcing some basic common services, such as cloud-based ICT systems, to support council finance and administration (see Supporting Paper on *Shared Services Models*). This would reduce staff time on repetitive administrative tasks and system management, allowing them to focus on improving tailored local services to communities. A council with this capability and

capacity would be well placed to support and share specialist staff with smaller rural councils, potentially acting as a hub for regional or state-wide shared service provision.

**Preserve and enhance local voice:** A challenge under this scenario would be ensuring that a single regional council is able not only to preserve but also enhance local voice, representation, and engagement. Despite its increased size, a single consolidated council would, however, have the capacity to invest in new and more systematic approaches to community engagement to ensure all communities within the larger council areas are heard and represented, including those in the rural hinterland areas and segments of the Launceston community which traditionally haven't engaged with local government. In a local government area of this size, there would also be merit in considering mechanisms to ensure that all areas of the Tamar Valley were afforded localised representation by the new council.

If required, there would also be scope to introduce community advisory panels regularly consulted by council to ensure constituents enjoy enhanced formal representation and direct influence in the decision-making process, including community budget priorities (see Supporting Paper on *Supporting Strong and Empowered Local Communities*). Operations hubs could also be used for a program of scheduled regional council meetings in different parts of the council area.

**Fair funding models:** Applying existing rates and funding models to the new council area, the total rates revenue in 2021 dollars would be an estimated \$101.2m. The consolidated council would have access to a significant rate base drawn from a mix of residential, commercial, industrial, and agricultural lands. One challenge would be establishing an

equitable and consistent approach to rating across the proposed council given the City of Launceston's relatively low residential rates, partly attributable to its larger scale and commercial centre, relative to West Tamar and George Town. George Town has a relatively complex rating system to differentiate between residential and industrial land, which would also need careful consideration.

**Appropriate resourcing for transition:** Transition arrangements would need to consider the need for existing regional structures and how best to adapt and integrate the systems across the existing councils into integrated frameworks to meet the future needs of the Tamar Valley Catchment.

### Community data and alignment with reform criteria

The table below presents demographic, household, employment and operational council data for the hypothetical council established under Scenario 3. These data have been produced by modelling 2021 ABS Census (SA1 level) and other relevant data sets to align with the hypothetical boundaries of the new areas proposed in each scenario.

As we have indicated, these data are indicative and are designed to inform community discussions about the merits of different structural

reform options. Structural reforms adopted by the Tasmanian Government based on the Board's recommendations will likely be subject to a detailed technical review and implementation plan. While every effort has been made to ensure consistency and accuracy, variation between SA1 and LGA boundaries may mean that some of the figures below may differ slightly from existing council statistics. Detailed methodological notes are presented in the *Methods and Technical Background Supporting Paper*.

### Summary Data – Scenario 3

Category		Measure	Council
Overview	Demographics	Population	122,360
		Median age	42.2
		SEIFA <sup>5</sup> (decile)	4
	Housing	Total dwellings	48,539
		No. of single person households	14,406 (29.7%)
		% dwellings vacant	7.9
		Indicator	
1. Place and Representation	Alignment with local communities of interest	% area workforce residing locally	92.9%

<sup>5</sup> SEIFA, or 'Socio-Economic Indexes for Areas', is an index developed by the Australian Bureau of Statistics which ranks areas in Australia according to relative socio-economic advantage or disadvantage.



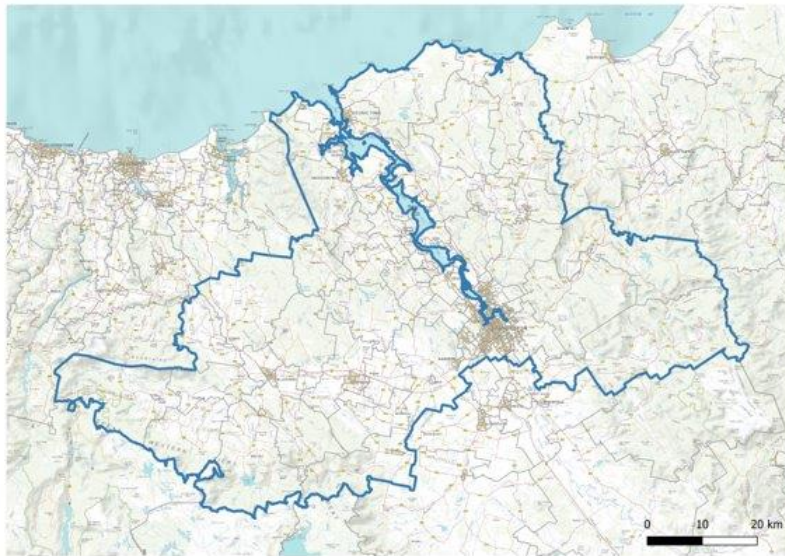
Category		Measure	Council
	Established administrative, commercial and service hub/s	% of population within 30 mins of administrative hub	95%
	Urbanisation	% of population in urban areas of population 10,000 or greater	66%
	Mobility/Migration	% of population living at a different address 5 years ago	34.9%
<b>2. Future Needs and Priorities</b>	Population growth	Population change 2011-21	11,941 (10.8%)
	Housing supply and infrastructure demand	Change in total dwelling numbers (2011-21)	5,398
		% Change in total dwelling numbers (2011-21)	12.5%
	Employment growth	Change in labour force 2011-21 by place of residence	14%
	Older/aging communities	% Population over 65	21%
	Younger communities	% Population under 15	17%
<b>3. Financial Sustainability</b>	Value of rateable land	Value of rateable land - residential	\$24,883,200,000
		Value of rateable land - primary production	\$2,048,000,000
		Value of rateable land - industrial	\$1,146,000,000

Category	Measure	Council	
	Value of rateable land - commercial	\$3,192,700,000	
	Value of rateable land - vacant	\$978,800,000	
	Value of rateable land - other	\$2,218,000,000	
	Value of rateable land – total	\$34,466,613,900	
	Estimation of theoretical rate revenue applying current rates <sup>6</sup>	Estimated rate revenue - residential	\$70,500,000
		Estimated rate revenue - commercial	\$14,300,000
		Estimated rate revenue - industrial	\$6,900,000
		Estimated rate revenue - primary production	\$4,000,000
		Estimated rate revenue - vacant	\$3,000,000
		Estimated rate revenue - other	\$2,400,000
		Estimated rate revenue - total	101,200,000
Road Infrastructure	Km of council roads - unsealed	504.1	
	Km of council roads - sealed	1304.9	
<b>4. Operational Sustainability</b>	<ul style="list-style-type: none"> <li>This council would expand the significant population base of the City of Launceston LGA, although it would have a larger area to service. Nevertheless, it should have the capacity to provide high quality services to communities across the council area.</li> <li>Perhaps the most significant challenge from a sustainability perspective associated with this scenario would be the implications for any new council in the Central Midlands, given approximately 8,000 residents of Evandale, Perth and Longford would be included in the Tamar Valley council.</li> </ul>		

<sup>6</sup> There are limitations involved with this analysis, and it is acknowledged that the modelled revenues underestimate actual council revenues in some instances. The modelled revenues are a superior measure of relative fiscal capacity between council scenarios, and caution is advised for any comparison between modelled revenues for scenarios and existing councils. More information is provided in the Methods and Technical Background Supporting Paper.

Category	Measure	Council
	<ul style="list-style-type: none"><li>• While the council would have significant internal capacity, there may be value in it participating in any new centralised service-sharing arrangements for 'back-office' services such as IT systems, accounting, and procurement.</li><li>• Many current service sharing agreements would become unnecessary if this council were established (e.g. Tamar NRM, Northern Workforce Development Program), however some others would need to continue as they involve councils outside this area.</li></ul>	

### Tamar Valley: Scenario 4



#### Overview

Scenario 4 also creates one new council area combining West Tamar, George Town, and Launceston existing LGA., It also encompasses the agricultural land to the west of the Tamar Valley, including the townships of Westbury and Deloraine.

This scenario recognises that commuter links are more pronounced between areas of the Meander Valley and Launceston than between the Meander Valley and the Cradle Coast. It has been developed to promote a discussion about the most suitable local government arrangements for the western part of the Meander Valley, given the regional significance of Launceston.

Given the scale of the council established under this scenario multiple primary administration and service centres with supporting works and service hubs would be established to support regional representation and service deliver and to maintain regional employment opportunities.

2021 Population	% Growth 2011-21
123,051	10.2%

Tamar Valley Scenario 4

**Rationale and evidence**

Scenario 4 would benefit residents within the Tamar Valley Community Catchment by increasing the scale and capability of the council, with an approximate population of 123 000.

A council of this scale based around a major regional city would be able to attract and retain key professional and technical staff and would have the resources and capability to managing future growth in the region and offer a wide range of community services. The model would also present benefits in terms of strategic planning for the area.

The extent to which western areas of the existing Meander Valley (such as Mole Creek) should be incorporated under this scenario or connected to another catchment should be considered by communities. Perth, Longford, and Evandale have been excluded from this Scenario to consider their place in any future configuration of the Central Midlands Community Catchment. The community may also wish to discuss the possible inclusion of some or all of these towns, as discussed under Scenario 2, in this community catchment.

The challenge for this large single council model would be ensuring local representation, employment, and service delivery across the entire Tamar Valley Community Catchment. This is particularly important for rural communities given the physical size of the area covered by this scenario, which extends from Mole Creek in the west to Beechford in the northeast. The consolidated council would have the resources (hypothetical rate revenue of \$98.4m) to invest in community engagement and establishing administrative and service delivery hubs across the community.

**Alignment with the principles for successful structural reform**

**Focus on future community needs:**

This scenario would establish one large council. This model is similar to Scenario 3, although rather than including commuter townships to the south of Launceston, it has been extended further to the west to include most of the existing Meander Valley LGA. The single council reflects strong connections between the West Tamar, upper East Tamar, into the Meander Valley, and Launceston, and the fact that these communities lack their own strong economic base.

It would support integrated planning and service provision along the West Tamar growth corridor and surrounding areas.

Westbury has a strong commuter connection with Launceston (673 Westbury residents, 35% of the employed population, work in Launceston), but Deloraine does not (299 residents of Deloraine, 11% of the employed population, work in Launceston). While Deloraine's commuter connections to Launceston are not as pronounced as other areas, it has a reasonable connection which is stronger than to centres to the north such as Latrobe. Additionally, Meander Valley's involvement in shared service arrangements and regional partnerships tends to be oriented to the northern councils mostly captured under this catchment, with few formal links to the Central Highlands or Cradle Coast regions.

Under this scenario, 92% of residents would be within a 30-minute drive of the service and administrative hubs of Launceston, Westbury, Riverside, and George Town. Launceston hosts key educational and healthcare facilities for the region. This proximity supports access to services and



would ensure economic diversity amid the transition from predominantly manufacturing to services industries.

Consolidation would enhance capabilities in areas such as strategic planning, development and environmental health assessment, and could help manage issues such as urban consolidation and infrastructure planning. In particular, whole of catchment land-use planning would be supported, although this scenario does not include other commuting townships areas, such as Hadspen, Perth and Evandale.

Consolidation could also streamline and improve regional economic development and collaborations with key regional organisations such as the Northern Tasmanian Development Corporation (NTDC), and the administration of the Tamar Estuary Management Taskforce, and the implementation of the Northern Tasmania Regional Land Use Strategy (NTRLUS). Many of these arrangements, however, would need to continue as they involve the current Northern Midlands area to the south as well as other north-east councils outside the area. Maintaining and expanding service offerings should be simpler under consolidated council models, however.

**Retain local jobs and services:** Establishing a large council to represent the entire Tamar Valley region would deliver scale benefits including the ability to attract and retain specialist staff and invest in productivity-enhancing equipment and 'back-office' systems. There is significant scope to retain existing council administrative and operations hubs in Beaconsfield, Exeter, George Town, Westbury, and Launceston, to maintain local employment and to support local engagement and service delivery. Strengthening partnerships with Service Tasmania to provide combined customer service centres would also enhance service delivery.

The *Northern Tasmanian Councils Shared Services Study* (KPMG 2017) found that establishing common IT platforms would provide the greatest gains to current councils and would provide a foundation for extending the current resource sharing arrangements. While the new council would have significant capacity, there may be benefits in it participating in any centralised 'back-office' online support system for council finance and administration, particularly cloud-based systems (see *Supporting Paper on Shared Services Models*). This would reduce staff time on repetitive administrative tasks and system management, allowing them to focus on improving services to council staff and communities. Retaining existing southern boundaries may help provide some scale in neighbouring council areas.

**Preserve and enhance local voice:** The new, larger council would have the capacity to invest in new and more systematic approaches to community engagement to ensure all communities within the larger council area are heard and represented, particularly those in the rural areas, such as the Meander Valley. If required, there would also be scope to introduce community advisory panels regularly consulted by council to ensure constituents enjoy enhanced formal representation and direct influence in the decision-making process, including community budget priorities (see *Supporting Paper on Supporting Strong and Empowered Local Communities*). Operations hubs could also be used for a program of scheduled regional council meetings in different areas of the municipality.

**Fair funding models:** Applying existing rates and funding models to the new council area, the total revenues in 2021 dollars would be an estimated \$98.4m. The area would have access to rates revenue from a mix of residential, commercial, industrial, and agricultural land. There is some variation in rating strategies across the councils, so careful

Tamar Valley Scenario 4

consideration would need to be given how to establish an equitable and consistent approach across the new council area. Given that sections of five existing councils would be incorporated in the consolidated council careful transition arrangements would have to be implemented.

**Appropriate resourcing for transition:** Transition arrangements for this scenario would need to consider how services provided by the NTDC both

to member councils and other councils across the broader region, would be undertaken under the new arrangements. Similarly, the current status of the joint arrangements and provision of regulatory services, particularly by West Tamar, would need to be considered, including any financial and staff commitments those councils have made to other councils. For example, the legal services shared contract that involves eight north-east councils would need to be considered.

### Community data and alignment with reform criteria

The table below presents demographic, household, employment and operational council data for the hypothetical council established under Scenario 4. These data have been produced by modelling 2021 ABS Census (SA1 level) and other relevant data sets to align with the hypothetical boundaries of the new areas proposed in each scenario.

As we have indicated, these data are indicative and are designed to inform community discussions about the merits of different structural

reform options. Structural reforms adopted by the Tasmanian Government based on the Board’s recommendations will likely be subject to a detailed technical review and implementation plan. While every effort has been made to ensure consistency and accuracy, variation between SA1 and LGA boundaries may mean that some of the figures below may differ slightly from existing council statistics. Detailed methodological notes are presented in the *Methods and Technical Background* Supporting Paper.

### Summary Data – Scenario 4

Category		Measure	Council
Overview	Demographics	Population	123,051
		Median age	42.4
		SEIFA <sup>7</sup> (decile)	4
	Housing	Total dwellings	48,739
		No. of single person households	14,497 (29.7%)
		% dwellings vacant	8.1
		Indicator	
1. Place and Representation	Alignment with local communities of interest	% area workforce residing locally	86.9

<sup>7</sup> SEIFA, or ‘Socio-Economic Indexes for Areas’, is an index developed by the Australian Bureau of Statistics which ranks areas in Australia according to relative socio-economic advantage or disadvantage.

Category		Measure	Council
	Established administrative, commercial and service hub/s	% of population within 30 mins of administrative hub	92%
	Urbanisation	% of population in urban areas of population 10,000 or greater	66%
	Mobility/Migration	% of population living at a different address 5 years ago	34.8
<b>2. Future Needs and Priorities</b>	Population growth	Population change 2011-21	11,422 (10.2%)
	Housing supply and infrastructure demand	Change in total dwelling numbers (2011-21)	5,048
		% Change in total dwelling numbers (2011-21)	11.6%
	Employment growth	Change in labour force 2011-21 by place of residence	13%
	Older/aging communities	% Population over 65	16%
	Younger communities	% Population under 15	19%
<b>3. Financial Sustainability</b>	Value of rateable land	Value of rateable land - residential	\$24,612,400,000
		Value of rateable land - primary production	\$2,918,000,000
		Value of rateable land - industrial	\$947,400,000
		Value of rateable land - commercial	\$3,169,000,000
		Value of rateable land - vacant	\$996,800,000
		Value of rateable land - other	\$3,286,700,000
		Value of rateable land - total	\$35,930,188,200

Category		Measure	Council
Estimation of theoretical rate revenue applying current rates <sup>8</sup>		Estimated rate revenue - residential	\$67,300,000
		Estimated rate revenue - commercial	\$14,200,000
		Estimated rate revenue - industrial	\$5,600,000
		Estimated rate revenue - primary production	\$5,900,000
		Estimated rate revenue - vacant	\$3,000,000
		Estimated rate revenue - other	\$2,500,000
		Estimated rate revenue - total	\$98,400,000
	Road Infrastructure		Km of council roads - unsealed
		Km of council roads - sealed	1,618.1

<sup>8</sup> There are limitations involved with this analysis, and it is acknowledged that the modelled revenues underestimate actual council revenues in some instances. The modelled revenues are a superior measure of relative fiscal capacity between council scenarios, and caution is advised for any comparison between modelled revenues for scenarios and existing councils. More information is provided in the Methods and Technical Background Supporting Paper.



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Category	Measure	Council
<p><b>4. Operational Sustainability</b></p>	<ul style="list-style-type: none"> <li>• The council would supplement the already large population base of the City of Launceston LGA, although it would have a larger area to service. Nevertheless, it should have the capacity to provide high quality services to communities across the council area.</li> <li>• While the council would have significant internal capacity, there may nevertheless be value in it participating in any new centralised -wide service-sharing arrangements for 'back-office' services such as IT systems, accounting and procurement.</li> <li>• While some current service sharing agreements would become unnecessary if this council were established (e.g. Tamar NRM, Northern Workforce Development Program), many others would need to continue as they involve councils outside this area.</li> </ul>	

### 3. Comparison of scenarios

Criteria and Indicator	Scenario 1	Scenario 2	Scenario 3	Scenario 4
<b>Place and Representation</b>				
<b>Alignment with local communities of interest % area workforce residing locally (local workforce ratio)</b>	82.7%	78.7%	92.9%	86.9%
<b>Established administrative, commercial and service hub/s % of population within 30 minutes of administrative hub</b>	94%	95%	95%	92%
<b>Urbanisation % of population in urban settlements</b>	74%	78%	66%	66%
<b>Mobility/Migration % of population who have moved in last 5 years</b>	35.5%	36.2%	34.9%	34.8%
<b>Future Needs and Priorities (Note – population projections are not available at SA1 level)</b>				
<b>Population growth 2011-21 % growth and absolute number</b>	10,092 (10.2%)	9,176 (10.7%)	11,941 (10.8%)	11,422 (10.2%)

Criteria and Indicator	Scenario 1	Scenario 2	Scenario 3	Scenario 4
<b>Housing supply and infrastructure demand</b> <i>Ten-year change (2011-21) in dwelling numbers (absolute and per 1000 pop)</i>	4,531 (41.6 per 1000)	3,841 (40.6 per 1000)	5,398 (44.1 per 1000)	5,048 (41.0 per 1000)
<b>Employment growth</b> <i>% growth in employment since 2011</i>	13%	14%	14%	13%
<b>Older/ aging communities</b> <i>population aged over 65 years (as % of total)</i>	16%	16%	21%	16%
<b>Younger communities</b> <i>population aged under 15 years (as % of total)</i>	19%	19%	17%	19%
<b>Financial Sustainability</b>				
<b>Value of rateable land</b> <i>Total \$ value within region</i>	\$31,020,676,300	\$26,955,753,200	\$34,466,613,900	\$35,930,188,200
<b>Estimated total rate revenue<sup>9</sup></b>	\$90,053,888	\$78,795,006	101,247,397	\$98,446,766

<sup>9</sup>There are limitations involved with this analysis, and it is acknowledged that the modelled revenues underestimate actual council revenues in some instances. The modelled revenues are a superior measure of relative fiscal capacity between council scenarios, and caution is advised for any comparison between modelled revenues for scenarios and existing councils. More information is provided in the Methods and Technical Background Supporting Paper.

Criteria and Indicator	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Estimated rate revenue as a % of area total rateable property value	0.29%	0.29%	0.29%	0.27%
<b>Road infrastructure</b> <i>Length and type of councils roads in new region</i> <i>Km by type</i>				
Km of council roads - unsealed	460.9	339.4	504.1	731.5
Km of council roads - sealed	1,072.9	827.2	1304.9	1,618.1
<b>Additional Key Metrics</b>				
Population	108,835	94,605	122,360	123,051
Median Age	42	41.1	42.2	42.4
SEIFA (decile)	4	4	4	4

#### 4. Implications for neighbouring Community Catchments

Community Catchments have been established to facilitate discussions about options for council consolidation at a regional level. We are also mindful that the design of the reforms in one community catchment will have impacts on neighbouring regions and the local government system as a whole. Given this, it is important to note how the design of the Tamar Valley Catchment may have implications for neighbouring Community Catchments and councils therein.

Launceston and Tamar Valley constitute a clearly defined geographical region. The extent to which neighbouring towns and settlements – specifically those increasingly connected to the City of Launceston – should be included in the Tamar Valley has implications for neighbouring community catchments needs to be carefully considered. Specific issues include:

- Whether the Launceston suburbs of Blackstone Heights and Prospect Vale should be included in the Tamar Valley Catchment given they are part of urban Launceston (Scenario 1).

- Whether George Town should be included in the Tamar Valley or the North-East Catchment (Scenario 2).
- Whether the townships of Perth, Evandale and Longford to Launceston's south should be included in the Tamar Valley or Central and Midlands Catchment (Scenario 3).
- Whether the townships of Westbury and/or Deloraine should be included in the Tamar Valley or in the Central and Midlands Catchment (Scenario 4). And if so, how far into the western end of the existing Meander Valley should the incorporation extend? Further, if areas are excluded, in which other local government area should they be re-located?

These boundary questions will need to be resolved in discussion with relevant communities and councils in the affected areas.



## 5. Appendix

### Analysis of existing Councils within (or partially within) community catchment<sup>10</sup>

Council	Population	No. of employees	Average Residential Rates & Annual Charges per Residential Property (\$)	Current ratio (10 yr average)	Cash Expense Cover Ratio	Own source revenue coverage ratio (10 yr average)	Underlying surplus ratio (10 yr average)	Debt service cover ratio (8 yr average)	Asset sustainability ratio (7 yr average)
Year	2021	2020-21	2020-21	2011-21	2011-21	2011-21	2011-21	2013-21	2014-21
George Town	7033	40	1152.95	3.47	5	83%	0%	22.3	71%
Launceston	70055	433.76	1731.13	3.23	11	92%	-1%	20.2	70%
Meander Valley	20709	82.15	1094.4	8.54	13	79%	3%	5.0	126%
Northern Midlands	13745	64.5	1141.91	4.71	18	75%	-2%	6.0	101%
West Tamar	25145	106	1582.49	4.62	12	93%	6%	22.0	87%

<sup>10</sup> Definitions of data items can be found *Existing Council Data Definitions Supporting Paper*.

Council	Asset renewal funding ratio (7 yr average)	Asset consumption ratio (7 yr average)	Cash and investments held (\$'000s)	Net Financial Liabilities Ratio (%)	Interest bearing liabilities (\$'000s)	No. of discretionary development applications received	Value of all development approvals (\$)	No. of councillors
Year	2014-21	2014-21	30-Jun-22	2020-21	30-Jun-22	2020-21	2020-21	2018
George Town	91%	84%	8,129	13%	4,346	113	40,326,245	9
Launceston	91%	76%	81,902	13%	26,000	844	393,159,275	12
Meander Valley	91%	79%	24,323	50%	3,600	278	85,081,713	9
Northern Midlands	115%	81%	26,152	5%	9,570	248	59,101,247	9
West Tamar	89%	74%	24,634	61%	2,200	355	93,343,336	9

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# Information Pack – Supporting Paper

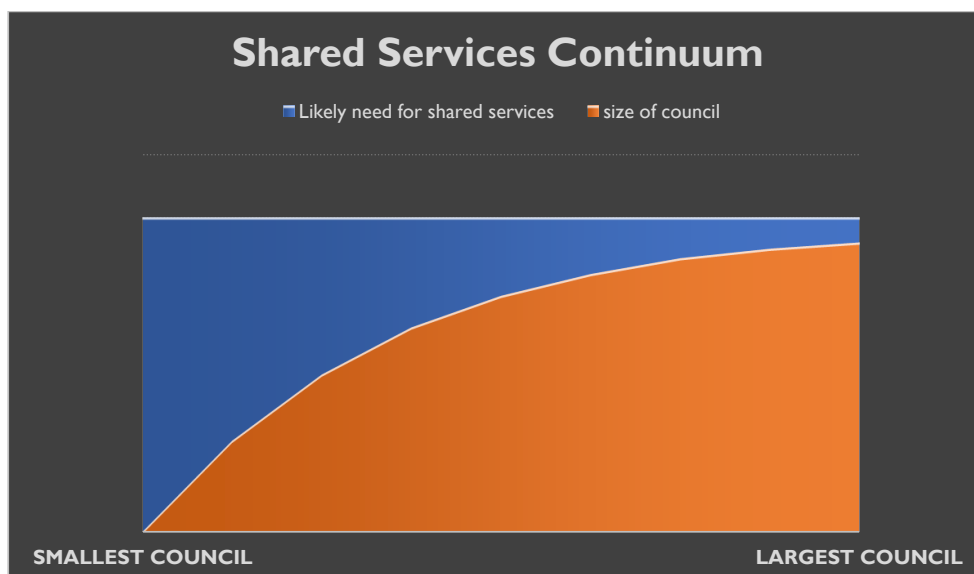
## Shared Services Models



## Introduction

Alongside the discussion about the scenarios for potential new council boundaries and structures for each of the community catchments, the Board wants councils and communities to consider how both existing and potential shared service arrangements<sup>1</sup> could support all councils and the workforce in delivering a consistently higher quality of services to Tasmanian communities.

The question of where shared services might 'fit' and the role they might play in the overall structural reform discussion is inherently linked to potential future council boundary scenarios. This is because the Board believes the nature and extent of shared service arrangements in any future local government design will depend to a significant extent on both the standalone and relative size, scale, and capability of our councils (see diagram 1, below).



*The above table is for illustrative purposes only - there may be a range of other factors that influence the need for shared services.*

In its Stage 2 Interim Report, the Board identified two main instances where shared services will form part of an overall structural change proposal:

- 1) state-wide or regional service sharing opportunities where there is broad consensus on benefits and opportunities, irrespective of any boundary consolidation ('boundary reform agnostic'); and

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<sup>1</sup> For the purposes of this paper, shared service arrangements are taken to encompass a broad range of forms such as fee for service arrangements, sharing of resources (both informal and formal), funding or establishing entities that perform certain functions on behalf of member councils.

- 2) other service sharing opportunities where benefits may be contingent on boundary adjustments, existing regional characteristics, or specific council service delivery models. This approach may help ensure that regional councils have access to and can tailor capability to meet the future needs of their communities.

For example, scenarios that propose a larger number of smaller, individual council areas may need to be supported by more extensive shared services arrangements to achieve the operational scale necessary to deliver long-run capability and financial sustainability. On the other hand, scenarios that include council areas taking in much larger areas may require less in the way of service sharing and may be more 'self-sufficient'. For catchment scenarios that include a larger urban council and one or more smaller rural councils, it may make sense or be necessary for the smaller councils to share services with their larger neighbour.

The Board is also aware that Tasmanian councils are already engaged in a range of existing shared services models and cooperative arrangements of varying formality and complexity across multiple functions, services, and strategic planning activities. The Board requested advice from councils on the current suite of service sharing arrangements they currently have in place, and this information is summarised in **Appendix A**.

As we consider potential future boundary scenarios, careful thought will need to be given to how these arrangements might continue, adapt, or evolve to support new consolidated council administrative structures. It is also the case that some arrangements may become unnecessary or redundant in future local government design because of a reduction in the number and complexity of inter-council relationships that need to be maintained.

The Information Packs talk about the potential role of both existing and new shared services models in the context of the boundary scenarios for each catchment. The purpose of this Paper is to provide some background information on the Board's overall thinking and approach to considering shared services models as part of the overall structural reform 'mix'.

As with potential boundary consolidation scenarios, consideration needs to be given to the Board's principles for structural change, in particular, that shared services:

- can support councils in focusing on current and future community needs;
- are compatible with retention of local jobs and services; and
- receive appropriate resourcing for transition.



## Drivers, Success Factors, and Barriers

Shared services arrangements are not an end in themselves and are not always necessary or appropriate. They should only be pursued where there are clear drivers, needs and benefits to all the councils involved, over a single council delivery model.

Drivers for shared services vary depending on local circumstances. However, common drivers of shared services, identified through the Board's engagement and research, are to:

- Meet **skill shortages** and provide a means for attracting locally based resources in regional areas.
- Increase **organisational capacity** to meet service standards and, potentially, capacity to provide higher level and/or additional services.
- **Achieve efficiencies** in service delivery through economies of scale, helping to improve financial sustainability, and reduced duplication of effort and resources.
- Improve **risk management** due to sharing of risks and improved ability to comply with legislation due to increased capacity and resources.

The success factors for shared services in local government are articulated in the UTAS paper *Options for sharing services in Tasmanian Local Government* as being:

- Identified, realistic, and measurable benefits.
- Transparent, accountable governance arrangements and formalised agreement.
- Role clarity.
- Support from council staff.
- Equitable distribution of resources, cost, and risk.
- Systems and infrastructure compatible with service or resource sharing.

Alongside the success factors sit barriers which UTAS identifies as being mainly as:

- Inappropriate rationale for adoption.
- Lack of data or inadequacy of monitoring, reporting, and evaluation.
- Resistance on the part of councillors or council staff.
- Perceived loss of control or autonomy.

## Shared Services Models: Three Factors to Consider

In broad terms, there are **three interrelated factors** to consider when discussing future shared services models:

- Firstly, the **functions or services** that are delivered by way of a shared service arrangement;

- Secondly, the **scale** at which those services are delivered – for example, sub-regional, regional or statewide; and
- Thirdly, the **governance, funding, and service delivery model** that is applied to the relevant functions or services.

Each of these factors is explained briefly below.

### *1. Services*

In Stage 2 of the Review, the Board commissioned the University of Tasmania Policy Exchange to identify and develop a set of criteria that could be used for assessing the identification of, and viability of potential candidates for mandated shared services. UTAS found that to be viable candidates, services should meet at least one of the following criteria:

- High capital intensity
- Require high levels of specific technical expertise; and
- Are delivered in a relatively uniform or homogenous way across many council areas (i.e. there is not a high level of necessary local specialisation.)

And **both** of the following criteria:

- Benefits can be clearly identified and achieved relative to single-council delivery models –in terms of the efficiency, range, or quality of service offerings.
- Transition costs to establish sharing arrangements are acceptable when considering the long-run benefits.

Applying these criteria, in our Stage 2 Interim Report we identified a range of internal corporate or 'back-office' activities as some of the strongest candidates for service sharing, including:

- Finance systems
- Rates, charges and permit payments
- ICT
- Legal services
- Human resource management
- Procurement.

We have also identified four other candidate service categories, which would be contingent on the scale of councils resulting from reform, as well as local conditions and existing shared service successes. These include:

- Full cycle waste management
- Regulatory services
- Asset construction and maintenance
- Regional strategies and promotion

*The Board is keen to hear from councils and communities about the functions and services where greater sharing and cooperation could deliver better outcomes for communities in the context of broader structural reform.*

## 2. Scale

The second key factor to consider when looking at shared services models is the optimal **scale** for delivering the service. This will depend largely on the extent to which local tailoring and specialisation is important to deliver overall service quality and local responsiveness, as well as the likely size and significance of any marginal benefits such as service efficiency that could be delivered by 'scaling up'.

As councils and communities discuss the various catchment scenarios, the Board believes there are three main levels or 'scale options at which service sharing can occur:

- **Sub-regional** (i.e. within a catchment, including potentially up to all councils within a catchment)
- **Regional** (i.e. sharing occurs beyond the level of identified catchments, including entities providing services to multiple catchments)
- **Statewide** (a single, centralised model providing services to all councils).

## 3. Governance, funding, and delivery

As the [UTAS paper](#) identified, 'shared services' captures a highly diverse range of models for council cooperation. The broad suite of arrangements Tasmanian councils have told the Board they are currently engaged in (Appendix A), also bears this out.

The Board believes in a future local government design scenario with fewer, larger councils organised around better serving identified community catchments, there are three main governance models for shared services which might have a potential role to play:

- I. **A new, stand-alone centralised service entity (or entities)** - this model involves the establishment of a new entity or organisation to deliver a suite of core local government services to all participating councils. This model would likely operate at either a statewide or regional level. An example of this kind of model would be a statewide service entity delivering a range of common, back office corporate functions for councils, such as IT, legal

advice, procurement, human resources, and finance and payroll. Such an entity might also have the capacity to expand offerings over time into highly technical and specialised professional services, such as statutory planning or civil engineering.

2. **Function-specific joint authorities** - this model involves the creation of an entity or entities focused on the delivery of a specific 'customer facing' service offering to participating councils. This model would most likely apply at either a regional or catchment-wide scale. An example of this type of model would be a regional waste management entity, such as Dulverton Waste.
3. **Provider council ('functional leadership) model** – this model involves a council taking on a lead role in a specific key function(s) or service(s), and establishing, investing in, and developing the capability to provide those services to other councils, on a fee-for-service basis. This type of model would most likely operate at the catchment or regional level. Provider councils in this model would need to be of sufficient scale and capability to take on and maintain a functional leadership role, and there may be some smaller councils that operate as 'clients' only in this arrangement. An example of this kind of model would be the largest council within a catchment providing digital services to smaller rural councils in the catchment.

A version of the 'functional leadership' model exists currently, where one council provides specific services (such as statutory planning) to another under a fee-for-service model. A more systematic and extensive application of the functional leadership model would likely require more formalised governance and funding arrangements.

Both centralised service entity and joint authority models would need to be established and operate as commercial corporate bodies. They would operate under the direction of a Board and have the ability to raise funds, employ staff, and contract with others such as providers of goods and services and host councils to be able to provide services to other councils.

The aim would be for the entities to generate sufficient revenue through charges for shared services to meet its costs and, ideally, produce a small annual surplus which could either be returned to councils as a dividend or allocated to an agreed capacity building purpose. There would need to be an equitable and transparent framework for setting and reviewing service fees under all the above models, and this may require the price-setting oversight of an entity such as the Tasmanian Economic Regulator.

A new centralised statewide service provider may need to be supported by new, special purpose legislation, while the *Local Government Act 1993* already provides for the establishment of joint authorities.

All the above models would require seed funding of some type, as they would be unable to generate income until at least partly operational. A carefully planned approach would also be required for the transition to manage issues such as existing shared service arrangements, contracts, changes in staffing arrangements and training to meet customer service and operational needs and managing legacy issues such as existing legal action.



Appendix I – Current shared service arrangements in local government in Tasmania (green councils responded to survey)

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Northern Tasmanian Development Corporation	Jointly funded by seven (7) member Councils	Regional economic development	Operational	Current Member Agreement 2023-2026	1										1	1									1	1	1						1
Northern Tasmanian Planners Group	Jointly funded by eight (8) member Councils + State Government	Regional Planning, including review of Northern Region Land Use Strategy	Operational	No specified end date	1									1	1	1									1	1	1						1
Visit Northern Tasmania	Jointly funded by seven (7) member Councils and State Government	Regional tourism organisation	Operational	Current Funding Agreement 2024/25										1	1	1									1	1	1						1
East Coast Tasmania Tourism	Jointly funded by two (2) member Councils and State Government	Regional tourism organisation	Operational	Current Funding Agreement expires 30/6/23	1												1																
Northern Tasmanian Waste Management Group	Jointly funded by seven (7) member Councils	Implements regional projects and programs in waste and recycling services.	Operational	Current Agreement 2022-2027	1									1	1	1									1	1	1						1
Northern Regional Emergency Management Committee	Eight (8) Northern Councils + range of organisations	Role defined by Emergency Management Act	Operational	No specified end date	1									1	1	1									1	1	1						1
Tamar Estuary Management Taskforce	Established under the Launceston City Deal	The Taskforce is an advisory body, which seeks to explore and provide options and advice to the Tasmanian Government on how to develop and manage the kanamaluka/ Tamar Estuary. Members include a range of state agencies and other organisations.	Operational	No specified end date												1									1	1	1						1
Northern Tasmania Sports Facility Plan	Jointly funded by five (5) member Councils	The plan presents future directions for sport and active recreation infrastructure across the region	Draft	Plan to be completed in 2023, with no specified end date for implementation												1									1	1	1						1

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Northern Region Climate Change Action Program	Jointly funded by eight (8) member Councils	Partnership to support and manage the Northern Tasmanian Climate Change Action Plan	Operational	Current Agreement 2022-2025	1									1	1	1								1	1	1							1
Bell Bay Advanced Manufacturing Zone	Membership based model	An industry based economic development group working in collaboration with government and community to support growth, investment and business diversification in the Bell Bay, and Tamar Valley regions	Operational	No specified end date												1								1									1
Northern Workforce Development Program (Closing the Gap)	Membership based model	Provides outreach services job seekers and is continually working directly with business to understand their requirements and to match local jobs with local people.	Operational	Current Agreement 2023/24												1								1									1
City of Gastronomy	Membership based model under the UNESCO Creative Cities Network (UCCN) which includes seven (7) Councils	Collaborating through gastronomy to address issues of economic, social and environmental sustainability within the broader Launceston region food plays a vital role in culture, creativity, social exchange and mental wellbeing	Operational	Current Agreement 2022/23	1									1		1								1	1	1							1
Tamar NRM	Jointly funded by three (3) member Councils	Delivery of education, extension and the practical natural Resource management tools to be more sustainable	Operational	Current Agreement 2023/24												1								1									1
NRM North	Joint agreement involving participating Councils	NRM North works with industry and the community to care for natural resources across northern Tasmania.	Operational	No specified end date	1									1	1	1								1	1	1							1
Tamar Estuary and Esk Rivers Program	Jointly funded by five (5) member Councils + other non-local government members	The improvement of scientific understanding of the issues impacting the health of the kanamaluka/Tamar estuary. Members include Hydro Tasmania and TasWater.	Operational	Current Agreement 2023/24												1								1	1	1							1

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Greater Launceston Plan	Current GLP Review is being jointly funded by five (5) Councils	The Greater Launceston Plan (GLP) is a community vision and evidence-based framework for the sustainable development of Launceston and its surrounds over the next 20 years and beyond.	Operational	No specified end date												1									1	1	1						1
Launceston City Deal (Community and Business Advisory Group)	Participation by five (5) Councils + other non-local government members	Provides input and advice to the Launceston City Deal Board	Operational	2027												1									1	1	1						1
Simmons Wolfhagen Legal Services Shared Contract	Joint agreement involving participating Councils	Legal services to participating Councils which includes, sharing of advice, Legal advice toolbox, discounted charging rates, and professional development activities commenced 24/9/2019	Operational	Aug-23	1									1	1	1									1	1	1						1
Regional General Managers Group	Collaborative arrangement with admin support by Break O'Day Council.	Facilitation, development and delivery of regional and sub-regional projects, activities and services benefiting northern region Councils	Operational	No specified end date	1									1	1	1									1	1	1						1
Plumbing Inspection Shared Services Arrangements MVC and Nth Midlands	Established under MOU	Regulatory services relating to plumbing, shared 1 FTE.	Operational	Under review																					1	1							
Brighton Council	Fee for service with contractual agreements, generally 12 month contracts.	Brighton Council provides plumbing assessments and inspections to Tasman and occasionally Southern Midlands	Operational			1																						1	1				
Southern Midlands Council - plumbing	Resource Sharing Agreement – Fee for service	Provides relief plumbing surveying services to Brighton Council	Operational			1																						1					

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar	
Brighton Council - Development Engineering	Fee for service with contractual agreements, generally 12 month contracts.	Brighton Council provides development engineering services to Central Highlands and Southern Midlands	Operational			1			1																				1					
Brighton Council - Rates	Ad hoc fee for service	Brighton Council provides rates services to Tasman Council on an ad hoc basis.	Operational			1																								1				
Southcentral Workforce Network Regional Jobs Hub	Brighton employs 5 staff and manages the state-funded Regional Jobs hub on behalf of the the four South-Central Subregion councils.	This regional Jobs hub was established with seed co-funding from the Tas Community Fund.	Operational			1			1			1																	1					
Southern Tasmanian Councils Authority	Joint authority under the Local Government Act 1993, with Brighton Council providing the municipal emissions modelling for the 12 southern councils as an in-kind contribution. Brighton and Sorell GMs lead regional planning actions.	A regional organisation of councils created to facilitate cooperative working partnerships and to improve the ability of councils to take joint action to address regional development issues and progress sustainable economic, environmental and social outcomes for Southern Tasmania, its local communities and the State. Key issues include climate change, economic development, planning, City Deal and advocacy in the context of the State election	Operational			1			1			1					1		1	1							1	1	1					
South Central Sub-region	Partnership	Brighton administers and leads this sub-regional partnership and the projects that come from it.	Operational			1			1			1																	1					

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Southern Midlands Council - Compliance and Building Support	Fee for service with contractual agreements	Southern Midlands Council provides compliance and building support services to Brighton Council.	Operational			1																							1				
Circular Head and Waratah-Wynyard Councils	Resource Sharing Agreement	Progressing integrated back office services with Waratah-Wynyard, involving: IT and digital transformation; Risk & business continuity planning; Asset planning and management; Aspects of development and strategic planning. Other joint projects include: shared plant and equipment; shared procurement and contract management; shared policies and procedures; shared meeting attendance and joint committee representation; shared training, integrated strategic and operational planning. 13 positions shared to varying degrees across the two councils.	Operational						1																					1			
Dulverton Regional Waste Management Authority	Joint Authority of Central Coast, Devonport City, Kentish and Latrobe Councils established under <i>Local Government Act 1993</i> .	Provides landfill and organics recycling services, plus waste advisory and technical consulting services	Operational					1				1									1		1										



Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Shared Emergency Management Committee	Emergency Management Committee established under Emergency Management Act 2006		Operational				1		1																						1		
Mersey-Leven Emergency Management Committee	Regional Emergency Management Committee established under Emergency Management Act 2006	To maintain the Mersey-Leven Emergency Management Plan (MLEMP) to guide the management of risks to the community arising from emergencies in the combined Mersey-Leven municipal area.	Operational					1				1									1		1										
Cradle Coast Authority	Joint Authority	Regional economic development, natural resource management and strategic services	Operational				1	1		1			1									1	1							1	1		
Greater Hobart Strategic Partnership		Collaboration to implement the <i>Greater Hobart Act 2019</i> Work Plan and to deliver the Hobart City Deal projects.	Operational								1							1	1				1										
Southern Waste Solutions	Joint owned/controlled service provision involving Clarence City, Sorell, Tasman, and Kingborough Councils.	Operates a waste management facility network servicing 50% of Tasmania's population, including the Copping landfill, Copping C-Cell and Lutana waste transfer station.	Operational		1	1					1						1	1	1	1			1					1	1	1			
Kentish-Latrobe resource sharing agreement	Shared services agreement between Kentish and Latrobe Councils	Shared workforce across both councils, provides planning and environmental health services to West Coast Council	Operational																		1			1							1		
Southern Midlands Council - Animal control services	Fee for service	Provides animal control services to Central Highlands Council	Operational						1																			1					

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar	
Southern Midlands Council - land use planning	Fee for service	Provides land use planning services to Central Highlands Council and Tasman Council	Operational						1																				1	1				
Southern Midlands Council - heritage	Fee for service	Provides heritage project management services to Derwent Valley and Central Highlands	Operational						1			1																	1					
Southern Midlands Council - development		Provides development services to Tasman council	Operational																										1	1				
West Tamar - regulatory services	Fee for service	Provision of regulatory services to Flinders, George Town, Meander Valley and Dorset	Operational											1	1	1										1							1	
West Tamar - planning, building and plumbing		Provision of planning, building and plumbing services to Flinders	Operational											1																			1	
Cradle Coast Waste Management Group		Provides region-wide resource recovery, landfill diversion and recycling programs, including school education programs. The programs are managed by Cradle Coast Waste Services (part of Dulverton Waste Management), who also support the Group with administration, financial and communications services.	Operational																															
Southern Tasmania Regional Waste Authority	Jointly funded, owned and controlled by twelve(12) member Councils	Waste management, landfill diversion, and resource recovery projects.	Operational			1			1		1	1					1	1	1	1								1	1	1				

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar
Business and Employment Southeast Tasmania (previously SERDA)	Jointly funded by Southeast regional Council group	The program facilitates regional collaboration and consistency in waste and recycling services and to implement regional projects	Operational	Ongoing annual subscription							1						1											1		1			
Southern Regional Emergency Management Committee	Twelve (12) Councils + range of organisations	Role defined by Emergency Management Act with re-appointment of municipal emergency coordinator.	Operational	No specified end date		1			1		1	1					1	1	1	1			1				1	1	1				
TBC		SE Region Youth Initiative	In Development								1						1										1		1				
Regional Climate Change Adaptation Planning	Contract arrangement	Southern Midlands Council provides services to Southern Tasmania Councils Authority				1			1			1					1	1	1	1			1				1	1	1				
Southern Midlands Council - natural values assessment	Fee for service	Southern Midlands Council provides natural values assessment services to Brighton Council				1																						1					
Western Emergency Management Committee	Regional Committee	Emergency planning					1		1																				1				
Burnie City Council - immunisations	Fee for service	School immunisations					1																						1				
Burnie City Council - IT	Contract arrangement	Hosting of data and provision of internet	Concluding	Ends 30 June 2023			1																						1				
Shared Audit Panel		Shared Audit Panel services Circular Head, King Island and Waratah-Wynyard								1												1								1			
West by North-West Tourism	Regional Partnership between councils, local tourism bodies and industry.	Provides advocacy and leadership, industry support, product development and marketing services for tourism in the region.					1	1		1			1								1	1		1						1	1		
Blue Derby Mountain Bike Trails	Joint owned	Dorset and Break O'Day Councils are joining owners			1									1																			

Name of Body delivering service	Shared Service Model	Service being delivered	Operational status	End date of current commitment to sharing arrangement	Break O'Day	Brighton	Burnie	Central Coast	Central Highlands	Circular Head	Clarence	Derwent Valley	Devonport	Dorset	Flinders	George Town	Glamorgan-Spring Bay	Glenorchy	Hobart	Huon Valley	Kentish	King Island	Kingborough	Latrobe	Launceston	Meander Valley	Northern Midlands	Sorell	Southern Midlands	Tasman	Waratah-Wynyard	West Coast	West Tamar	
		of the three trails in the Blue Derby Network.																																
State Growth road maintenance		Road maintenance work on behalf of State Growth													1																			
TasWater infrastructure emergency response and connection service		Infrastructure emergency response and connection service on behalf of TasWater.													1																			

**17. CLOSED COUNCIL**

*This decision requires an absolute majority of Council*

**RECOMMENDATION:**

That Council moves into Closed Session to consider the following matters:

**17.1 Confirmation of the Minutes**

Regulation 35(6) of the *Local Government (Meeting Procedures) Regulations 2015* states that at the next closed meeting, the minutes of a closed meeting, after any necessary correction, are to be confirmed as the true record by the council or council committee and signed by the chairperson of the closed meeting.

**17.2 Councillor's Leave of Absence**

Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015* states that a part of a meeting may be closed to the public to discuss:  
(h) applications by councillors for a leave of absence.

**17.3 Lease - 1C Georgetown Road, Newnham**

Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015* states that a part of a meeting may be closed to the public to discuss:  
(b) information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business.  
(f) proposals for the council to acquire land or an interest in land or for the disposal of land.

**17.4 End of Closed Session**

*To be determined in Closed Council.*

**18. MEETING CLOSURE**

**19. NEXT COUNCIL MEETING DATE**

**The next Ordinary Meeting of Council will be held at 1.00pm on 27 July 2023 at the Council Chambers, Town Hall, 18-28 St John Street, Launceston.**