



LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

**COUNCIL MEETING
TUESDAY 11 JUNE 2013**

LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Tuesday 11 June 2013

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

Date: 11 June 2013

Time: 1.00 pm

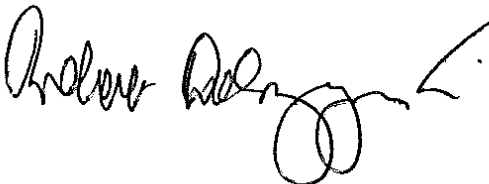
Section 65 Certificate of Qualified Advice

Background

Section 65 of the Local Government Act 1993 requires the General Manager to certify that any advice, information or recommendation given to council is provided by a person with appropriate qualifications or experience.

Declaration

I certify that persons with appropriate qualifications and experience have provided the advice, information and recommendations given to Council in the agenda items for this meeting.



Robert Dobrzynski
General Manager

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1 OPENING OF MEETING - IN ATTENDANCE AND APOLOGIES

2 DECLARATION OF PECUNIARY INTERESTS

3 CONFIRMATION OF MINUTES

RECOMMENDATION:

1. That the Minutes of the meeting of the Launceston City Council held on 27 May 2013 be confirmed as a true and correct record.

4 DEPUTATION

Nil

5 ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME

Meeting Date and Item No.	File No.	Question	Answer	Officer Responsible
27 May 2013	6.1	<p>Mr Frank Nott - Planning Scheme 11.4.1.6 - Front Fences</p> <p>This question relates to Olive Street and is in 3 parts:</p> <p>(a) Would Council as a matter of urgency replace damaged or missing signage at the intersection?</p> <p>(b) Would Council look at traffic implications from removing the roundabout and replacing with a Give Way T Junction?</p> <p>(c) In the interests of consistency at intersections along Olive Street there are 3 different scenarios when travelling north:</p> <ul style="list-style-type: none"> • Belhaven - Give Way (New Roundabout Federally funded) • Hart Street - Right of Way • Dalwood Street - Roundabout <p>Would Council review this and take this into consideration for any traffic changes?</p>	<p>Response provided at meeting:</p> <p>This question was taken on notice.</p> <p>Response provided by Harry Galea (Director Infrastructure Services):</p> <p>Council staff completed repairs on Wednesday 29 May.</p> <p>Commitments have been provided to further investigate the traffic issue.</p> <p>The matter will be discussed at the Launceston Traffic Committee.</p>	Harry Galea

Meeting Date and Item No.	File No.	Question	Answer	Officer Responsible
27 May 2013	9.1	<p>Aldermen's Question:</p> <p>Alderman J D Ball asked:</p> <p>As part of the Motion I moved on the Family Friendly City Motion, we also had the City Migration Policy development and would like to know the progress on this?</p>	<p>Response provided at meeting:</p> <p>This question was taken on notice</p> <p>Response provided by Michael Stretton (Director Development Services):</p> <p>The Notice of Motion calls for the Council to explore the development of a targeted marketing/migration strategy. At this stage staff are continuing to undertake background research for the development of a draft strategy.</p>	Michael Stretton

6 PUBLIC QUESTION TIME

7 ANNOUNCEMENTS BY THE MAYOR**7.1 Mayor's Announcements****FILE NO:** SF2375

Tuesday 28 May

- Attended ABC Unveiling of Plaque for Reconciliation Week

Thursday 30 May

- Officiated at private citizenship ceremony at Town Hall
- Attended Heritage Awards at QVMAG

Friday 31 May

- Attended Community Forum re; Establishing the "Launceston Digital Media Hub"
- Attended Alternative State Budget Briefing
- Officiated at QVMAG Unveiling of three portraits donated by Mrs Ruth Burrows

Saturday 1 June

- Officiated at Inner Wheel District A80 Changeover Dinner

Sunday 2 June

- Attended Royal Commonwealth Society (Northern Tas Branch) Inc - Queen's Birthday Celebration

Wednesday 5 June

- Attended 2013-14 Community Information Session on proposed Budget
- Attended Theatre North Premiere of Frankenstein by Nick Dear

Thursday 6 June

- Attended Gearing Up Expo - Table 8 Cricket Match at Tailrace
- Attended Scotch Oakburn Senior School Production of Disco Inferno

Friday 7 June

- Officiated at "Billycarts & Wheelchairs" - 75 Years of St Giles

Saturday 8 June

- Presented trophy at Launceston Competitions at Earl Arts Centre

Sunday 9 June

- Attended Boer War Commemorative Day at City Park
-

8 ALDERMEN'S/DELEGATES' REPORTS

9 QUESTIONS BY ALDERMEN

10 COMMITTEE REPORTS**10.1 Pedestrian & Bike Committee Meeting 21 May 2013****FILE NO:** SF0618**AUTHOR:** Julie Tyres (Administration Officer - Road Assets)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

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

RECOMMENDATION:

That the Pedestrian & Bike Committee at its meeting held on 21 May 2013 recommends that Council endorse the 'Draft Bike Strategy' as being suitable for community consultation.

REPORT:

The meeting of the committee held on 21 May 2013 agreed that:

- 1) Endorsed the draft 'Launceston Bike Strategy' and would like approval by Council to proceed to public consultation.
- 2) Endorsed the updated version of the 'Launceston On-Road Arterial Bike Route Network' (Including Off-Road Trails).
- 3) Supported the following locations for submission to the DIER Vulnerable Road User Program:
 - West Tamar Marine driveway area
 - John Lees Drive
 - Kings Meadows & Mowbray shopping precincts 40kph at peak times

ECONOMIC IMPACT:

The increasing use of non-motorised transport, such as bikes and walking, will provide a net positive economic benefit.

10.1 Pedestrian & Bike Committee Meeting 21 May 2013...(Cont'd)

ENVIRONMENTAL IMPACT:

Promoting travel by bicycle reduces the negative impacts of motorized transport and the use of finite fuel resources.

SOCIAL IMPACT:

Increasing opportunities for travel by bicycle will improve access to employment, schools and other services.

STRATEGIC DOCUMENT REFERENCE:

Goals that are considered relevant from the Cycling Strategy are:

- Goal 2.1 - Facilitate a sustainable approach to enhance access to and within the municipality.
- Goal 3.4 - Provide and promote safe city environment.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Draft Launceston Bike Strategy - circulated electronically
-

10.2 Strategic Planning and Policy Committee Meeting - 3 June 2013**FILE NO:** SF4401**AUTHOR:** Daniel Gray (Committee Clerk / Administration Officer)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To receive and consider a report from the Strategic Planning and Policy Committee

RECOMMENDATION:

That the report from the Strategic Planning and Policy Committee meeting held on 3 June 2013 be received.

REPORT:

The following items were discussed at the meeting:

1. Deputation - Theatre North Annual Report (31 December 2012)
2. Deputation - QVMAG Governance Advisory Board
3. Fire Management Area Committee (FMAC)
4. CBD Promotional Service Grant Agreement 2013/2016
5. City Prom Budget 2013/2014
6. Launceston Aquatic Fees and Charges 2013 2014
7. Northern Tasmania Development - 3 Year Funding Commitment
8. Seaport Boardwalk Expansion Project Update

ECONOMIC IMPACT:

There is no economic impact on the community.

ENVIRONMENTAL IMPACT:

There is no environmental impact on the community.

SOCIAL IMPACT:

There is no social impact on the community.

10.2 Strategic Planning and Policy Committee Meeting - 3 June 2013...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Launceston City Council Strategic Plan 2008-2013

5.5 Implement enhanced community engagement


BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

Under the provisions of the Land Use Planning and Approvals Act 1993, Council acts as a Planning Authority in regard to items 12.1 - 12.2.

12 PLANNING AUTHORITY

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry

FILE NO: DA0003/2013

AUTHOR: Julia Allen (Town Planner)

DIRECTOR: Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider an application to operate a level 2 activity quarry at 444, 450 and 480 Lilydale Road, Underwood. The quarry will extract, crush and screen up to 75 000 cubic metres of dolerite per annum.

PLANNING APPLICATION INFORMATION:

Applicant	Hanson Construction Materials
Property	CT Vol 138935 754 Fol 3, Vol 204413 Fol 1 & Vol 204414 Fol 1
Area of the Site	61ha
Zone	Rural Resource
Codes	Scenic Management Area, Environmental Impacts and Attenuation Code, Road and Rail Assets Code
TP Classification	Extractive Industries
Date Received	2 January 2013
Deemed Approval	12 June 2013
Representations	Two

PREVIOUS COUNCIL CONSIDERATION:

The Council considered this matter at its meeting on Monday 27 May 2013 and resolved that the matter be deferred until the next meeting of Council.

RECOMMENDATION:

That Council approves DA0003/2013 to operate a Level 2 Activity Quarry at 444, 448 and 450 Lilydale Road, Underwood, subject to the following conditions:

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

1. ENDORSED PLANS

The development must be carried out as shown on the endorsed plans and documentation to the satisfaction of the Planning Authority.

2. EPA PERMIT REQUIREMENTS

The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B , which the Board of the Environment Protection Authority (EPA) has required the planning authority to include in the permit, pursuant to Section 25(5) of the Environmental Management and Pollution Control Act 1994.

3. ROAD INFRASTRUCTURE REQUIREMENTS

Prior to the use commencing, the following road works must be completed:

- a) Channelised right turn lane is to be provided. The right turn lane is to be designed so that the taper extends beyond the crest to the south in order to mitigate issues associated with sight distance over the crest as outlined in the Traffic Impact Assessment, titled *Proposed Access Launceston Quarry Approx. 443 Lilydale Main Road*, by Terry Eaton dated December 2012 (TIA); and
 - b) The access marked as 'Access Road Quarry 2' as shown in the Traffic Assessment shall have a gate locked closed at all times and shall only be used by vehicles in case when 'Access Road Quarry 1' is inaccessible due maintenance or other activity; and
 - c) Passenger cars shall be allowed to turn right out of the property using the main entrance (i.e Access Road Quarry 2). However heavy vehicles (whether loaded or not) shall be prohibited from turn right unless a vehicle with a flashing light, and in constant 2-way communication with the turning vehicle, is situated 200m south of the main entrances and advises the heavy vehicle driver when it is safe to exit; and
 - d) 'Trucks Entering' warning signs with appropriate distance plates must be provided either side of the access as outlined in the TIA; and
 - e) The developer shall undertake road works in accordance with a permit to be issued by the Department of Infrastructure, Energy and Resources (DIER) that generally includes:
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

- Clearing the vegetation and keeping such vegetation clear, whether on private property or in the state road reserve, over the area to provide a straight line sight distance of 250m measured from 5m from the centre line of the nearest trafficable lane toward the south side of the entrance.
 - Moving the existing gate to be further recessed to a distance 30m measured from the edge of the nearest trafficable lane. The area between the sealed road and the gate shall be sealed with asphalt and kept in a 'fit-for-purpose' condition. The gate shall open into the property and
 - Construction of a right hand turn lane in the state public highway with the taper starting near the driveway of #421/425 and the full width lane been at least 70m long.
- f) The access is to be constructed to DIER standards. This includes sealing of the access to the property boundary and installation of driveable headwalls. The access is also to be constructed to a width that allows two-way traffic flow; and
- g) An asphalt seal is to be provided 20m either side of the access on Lilydale Road; and
- h) An Access Works Permit is to be obtained from DIER prior to the works commencing within the state road reserve.

4. CARPARKING REQUIREMENTS

- a) Prior to the use commencing, a scaled car parking plan must be submitted showing:
- i) the access strips and manoeuvring and circulation spaces;
 - ii) all access strips onto the site from the roads;
 - iii) location of all car parking and loading and unloading spaces;
 - iv) details of the dimensions, grades and surface treatments for car parking spaces, loading and unloading areas, access strips, and manoeuvring and circulation spaces; and
 - v) location of visual amenity design considerations.
- b) The plan is to be consistent with Australian Standards 2890. Once approved, the plan will be endorsed and form part of the permit.
- c) Prior to the use commencing, areas set aside for parking vehicles, loading and unloading and access lanes as shown on the endorsed plans must;
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

- i) Be designed to comply with Australian Standard AS 2890;
 - ii) Be properly constructed to such levels that they can be used in accordance with the plans,
 - iii) Be surfaced with in an all weather surface,
 - iv) Be drained to Councils requirements,
 - v) Be line-marked or otherwise delineated to indicate each car space and access lanes,
 - vi) Be provided with a barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
 - vii) Where necessary, have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas,
 - viii) Have appropriate signage to direct visitors to the car parking area
- d) Parking areas and access lanes must be kept available for these purposes at all times.

5. VISUAL IMPACT - VEGETATION BUFFER

To minimise the visual impact of the development, the following is required:

- a) Vegetation clearance is only permitted to what is required to carry out the development; and
 - b) Vegetation is to be retained and maintained, especially in the following areas:
 - i) Retention as a screen the existing vegetation on the edges of the quarry boundaries including the Eucalyptus amydalina trees;
 - ii) Retention of a shoulder in the south east corner created by the natural surface and bushland on the southern face of the benches as quarrying proceeds;
 - iii) Progressive revegetation in accordance with the recommendations of the Development Proposal and Environmental Management Plan dated November 2012 by John Miedecke & Partners Pty Ltd
 - vi) Retention of a vegetation buffer of a minimum of 20 metres wide along the Lilydale Road frontage. Prior to the commencement of the development, at least 3 rows of local native species are to be planted to supplement the existing vegetation. These species are to be a combination of shrub and trees species.
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

6. VISUAL IMPACT - QUARRY OPERATIONS AND INFRASTRUCTURE

- a) The siting of onsite infrastructure and sequencing of the quarrying operation are to be done to minimise the visual impact of the development in accordance with the Final Development Proposal and Environmental Management Plan dated November 2012 by John Miedecke & Partners Pty Ltd.
- b) All external cladding and roofing of the building(s) hereby permitted must be of a non-reflective nature and must be finished in muted colours to the satisfaction to the Planning Authority.

7. LAPSING OF PERMIT

This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.

Notes

Other Approvals

- A. *This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences.*
 - (a) *Building permit*
 - (b) *DIER Access Works Permit*

Objections to Proposal

- B. *This permit has no effect until the expiry of the period for the lodgement of an appeal against the granting of the permit or, if an appeal is lodged, until ten days after the appeal has been determined by the Resource Management and Planning Appeal Tribunal.*

Appeal Provisions

- C. *Attention is directed to Sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:*

A planning appeal may be instituted by lodging a notice of appeal with the Clerk of the Resource Management and Planning Appeal Tribunal.

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant.

Permit Commencement.

- D. This permit takes effect 14 days after the date of Council's notice of determination or at such time as any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined. 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.*
-

REPORT:

1. THE PROPOSAL

The proposal is for a quarry on a former quarry area on the property. The quarry will extract, crush and screen up to 75 000 cubic metres of dolerite per annum. To create a marketable product, the quarrying requires drilling, blasting, crushing and screening. The material is a fundamental component of road pavements, aggregates and concrete which are required for road works and civil construction.

An office/crib room, weighbridge and product stockpile area will be located near the existing access road entrance. The access and road junction with Lilydale Road will require modification to accommodate the use.

Trucks accessing the site are anticipated to be up to 39.5 tonne capacity.

Production is anticipated to commence at about 15 000m³ increasing to 75 000m³ as the market requires.

The operation of the quarry is expected to require between 3 to 10 personnel. The hours of operation will be 7am to 7pm Monday to Friday and 8am to 4pm Saturday.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject land comprises 3 titles totalling about 61ha. The land is forested with *Eucalyptus amygdalina* sclerophyll and *Eucalyptus obliqua*. The vegetation is regarded as being in good condition.

The subject land adjoins Lilydale Road to the west. It is a major traffic route to the north east of the state.

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

The land contains an old quarry site that operated for approximately 20 years prior to 1990. There is an existing access off Lilydale Road and a shed located in the south western part of the property which is just visible from Lilydale Road.

The area is hilly, rural and forested. The nearest residences are located on the North and West over Lilydale Road about 600m and 400m respectively.

3. PLANNING SCHEME REQUIREMENTS

The application is classified as a Level 2 Activity pursuant to Schedule 2 of the Environmental Management and Pollution Control Act 1994. Section 25 of that act requires the Environment Protection Authority (EPA) to be notified and outlines the assessment process required.

The process is different from a standard discretionary planning application process.

Once notified, the EPA Board undertake a comprehensive assessment of the proposal covering the following issues:

- Effects on biodiversity and conservation values;
- Effects on liquid waste emissions;
- Effects on ground water;
- Effects on marine and coastal matters;
- Effects on noise emissions;
- Effects on local and regional air environment;
- Solid and controlled waste management issues;
- Dangerous Goods management issues;
- Environmental effects associated with hazard events;
- Environmental effects of infrastructure and off-site ancillary facilities including the environmental effects of traffic movements (ie. noise, dust, vibration) directly related to the activity; and
- Physical aspects of Aboriginal and European cultural heritage.

Any land use planning matters included in the EPA Board's assessment falls under the jurisdiction of the local planning authority to consider within their assessment of the proposal. These matters include:

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

- Land use
- Streetscape and built character
- Scenic and visual impacts
- Any other non-environmental effects of infrastructure and off-site facilities
- State policies

The Council must make a decision on the application within 42 days of the EPA Board making its decision.

3.1 Zone Purpose

The property is zoned Rural Resource. The purposes of the Rural Resource zone are:

ZONE PURPOSE	
<u>26.1.1</u>	<p><i>To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.</i></p> <p><i>Complies. The subject site contains a strategic reserve of dolerite close to Launceston that has the capacity to provide up to 100 years (nearly 8 million tonnes) supply of road construction material and construction aggregate to Launceston and the region.</i></p> <p><i>Environmental considerations of the extraction and distribution of this product has been thoroughly considered by the Environmental Protection Authority and a permit has been issued. Therefore the proposal is considered to be consistent with the zone purpose.</i></p>
<u>26.1.2</u>	<p><i>To provide for other use or development that does not constrain or conflict with resource development uses.</i></p> <p><i>Not applicable.</i></p>
<u>26.1.3</u>	<p><i>To provide for economic development that is compatible with primary industry, environmental and landscape values.</i></p> <p><i>Complies. The subject site is surrounded by a large tract of native forest. Some of this forest is utilised for forestry. Mainly to the north and west are existing forested rural properties that contain residential dwellings. The closest is 400m.</i></p> <p><i>The quarrying operation is proposed to be screened by retaining a buffer of vegetation and also retaining a 'shoulder' at the quarry face.</i></p>
<u>26.1.4</u>	<p><i>To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.</i></p> <p><i>Not applicable.</i></p>

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

LOCAL AREA OBJECTIVES	
<u>26.1.5</u>	<p><i>a) Primary Industries: Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.</i></p> <p><i>The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.</i></p> <p><i>Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.</i></p>
<p><i>Complies. The proposal is a primary industry in resource extraction, which is dependant on the location of its resource. The size of the resource is sufficient to provide a long term supply of an essential building material for roads and building constructed which is needed in both the rural and urban areas.</i></p>	
	<p><i>b) Tourism Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.</i></p> <p><i>The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape.</i></p> <p><i>The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.</i></p>

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

Complies. Lilydale Road is part of a significant tourist route linking Launceston to Lilydale and the Wine districts in the east. Furthermore the Fingerpost is a significant hillside which forms the background of the northern suburbs of Launceston. According to the documentation between the existing vegetation and topography, the quarry operations should be screened when the land is viewed from the city and mostly screened from Lilydale Road.

	<p><i>c) Rural Communities</i> <i>Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.</i></p>
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Not applicable.

DESIRED FUTURE CHARACTER

<u>26.1.6</u>	<i>The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.</i>
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Complies. The land within the mining lease is situated on a ridge, rising just over 310 metres in elevation. Its ridgeline location means that the site could be seen from extensive areas within the greater Launceston area.

The vegetation is open dry sclerophyll forest dominated by Eucalyptus amydalina and Eucalyptus oblique forest. The forest has an estimated average canopy of 25m. On the northern slopes of the site, the Eucalyptus species become sparse and smaller species of Allocasuarina and Acacia dominant.

The location of the quarry and associated plant and facilities, the progression of mining, site characteristics have been considered to minimise the visual impact of the proposal. The concluding remarks from Landscape Impressions are:

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

The potential visual impact of the quarry has been addressed through various design considerations. Progressing the development of the quarry from the east to the west means that the close-proximity views (from Lilydale Road) into the quarry will be effectively blocked by vegetation and the natural surface of the land. From more distant vantage points to the south and south-west (from parts of Launceston and suburbs) are also minimised due to the shape and progression of the quarry. The retention of remnant vegetation around the quarry will mean that the main visual impact from distant vantage points will be a 'lowering' of the vegetated skyline.

The visual impacts are proposed to be minimised by (pp 55-56 of the DPEMP):

- Retaining as a screen existing vegetation to the edges of the quarry boundaries including the tall trees; and*
- Retaining a 'shoulder' in the south-east corner created by natural surface and bushland on the southern face of benches as quarrying proceeds (potentially visible from the distant south). The shoulder will maintain a significant curvature in shape in both the plan and in elevation and with the retained vegetation.*

Operations:

- Revegetation of the upper eastern benches after construction;*
 - Minimising clearance of existing vegetation;*
 - Maintaining a 2m 'bund' around the perimeter of the quarry working area at each bench (12-15m) level;*
 - Removal of the height of the bund would be sequence so that where practical quarry surface revealed on the rear wall would have been already removed with views through to the surrounding bushland;*
 - Particular attention has been given to the silhouette in views from the south and distant views from this direction;*
 - Locating the quarry access road through established vegetation to provide screening; and*
 - Maintaining a visual vegetation screen between stockpile areas, office and facilities and Lilydale Road.*
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

3.2 Use Standards

The use class that best describes the proposal is Extractive Industries which is classified as discretionary for a level 2 activity.

USE STANDARDS	
26.3.1	DISCRETIONARY USES IF NOT A SINGLE DWELLING
A1	<i>If for permitted or no permit required uses.</i>
<i>The use is discretionary. The relevant performance criteria states:</i>	
<i>P1.1 It must be demonstrated that the use is consistent with the local area objectives for the provision of non-primary industry uses in the zone, if applicable; and</i>	
<i>P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m² over the site.</i>	
<i>The proposal is considered compliant as described by section 3.1 of this report.</i>	
A2	<i>Use or development is not located on prime agricultural land.</i>
<i>The land is not prime agricultural land.</i>	
A3	<i>Non-prime agricultural land is not converted from an agricultural use.</i>
<i>The land is non prime agricultural land. The use is not agriculture. The relevant performance criteria states:</i>	
<i>P3 The conversion of non-prime agricultural to non-agricultural use must demonstrate that:</i>	
a)	<i>the amount of land converted is minimised having regard to:</i>
	<i>i) existing use and development on the land; and</i>
	<i>ii) surrounding use and development; and</i>
	<i>iii) topographical constraints; or</i>
b)	<i>the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as:</i>
	<i>i) limitations created by any existing use and/or development of the site; and</i>
	<i>ii) topographical features; and</i>
	<i>iii) poor capability of the land for primary industry; or</i>
c)	<i>the location of the use on the site is reasonably required for operational efficiency.</i>
<i>The land has limited utility for agriculture due to the topography and capability of the land. At best it could allow for forestry and some limited pastoral activities. The land however contains a significant reserve of stone. The site's attributes and significant size and quality of the reserve justifies its utilisation over what limited agricultural opportunities maybe possible on the land.</i>	

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

A4	<i>If for permitted or no permit required uses.</i>
<i>The use is discretionary. The relevant performance criteria states:</i>	
<i>P4 It must demonstrate that:</i>	
<ul style="list-style-type: none"> <i>a) emissions are not likely to cause an environmental nuisance; and</i> <i>b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and</i> <i>c) the capacity of the local road network can accommodate the traffic generated by the use.</i> 	
<i>Complies. Environmental emissions and impacts have been considered by the EPA and a permit has been issued.</i>	
<i>The main primary industry uses in the area are forestry operations. Forestry and quarrying co exist without conflict in other areas, and no conflict between those uses is anticipated in this location.</i>	
<i>The site will access Lilydale Road. Traffic volumes are about 3 000 vehicles per day. Estimates for 2030 are low traffic growth with the volume increasing to 3 600 vehicles per day.</i>	
<i>The proposal is predicted to have a daily cartage of 1 200 tonnes which equates to about 40 truck loads. Site employment is not likely to exceed more than 5 movements.</i>	
<i>The Traffic Assessment Report by Terry Eaton does not identify any road capacity issues from traffic generated from the site.</i>	
<i>The Department of Infrastructure, Energy and Resources requires modifications to the junction and road to improve road safety. This can be addressed by permit condition.</i>	

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

A5	<p><i>The use must:</i></p> <ul style="list-style-type: none"> a) <i>be permitted or no permit required; or</i> b) <i>be located in an existing building.</i>
<p><i>The use is discretionary. The relevant performance criteria states:</i></p> <p><i>It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to:</i></p> <ul style="list-style-type: none"> a) <i>the impacts on skylines and ridgelines; and</i> b) <i>visibility from public roads; and</i> c) <i>the visual impacts of storage of materials or equipment; and</i> d) <i>the visual impacts of vegetation clearance or retention; and</i> e) <i>the desired future character statements.</i> <p><i>Complies. The land within the mining lease boundary is located on a ridge, rising to just over 310 metres in elevation. The quarry site will effectively be screened by vegetation both from Lilydale Road and from distant vantage points. The main effect from distant vantage points will be a lower of the vegetation line. The shape and progression of the quarrying activities have been designed to minimise the visual impact as well.</i></p> <p><i>Lilydale Road is the primary road that could be affected by the proposal. The quarry site will be screened. The main potential visible element is the stockpiled material near the entrance. It is identified that it will be visible for a small section along Lilydale Road.</i></p> <p><i>The Visual Assessment report by Landscape Impressions submitted with the proposal recommends the following (p 12):</i></p> <p style="padding-left: 40px;"><i>The retention of a wide vegetation buffer along the Lilydale Road is also important. This buffer may need to be supplemented with additional planting of indigenous trees and shrubs to assist in the screening of stockpiles on the site.</i></p> <p style="padding-left: 40px;"><i>The design of access roads and their alignment, especially in the proximity of Lilydale Road, needs to take into considering the potential opening up of vistas to the stockpile area from the main road.</i></p> <p><i>Density of vegetation is generally regarded as more important in this context. A 20m wide buffer of 3 or 4 rows of planted local native shrubs and trees in addition to the existing vegetation is likely to achieve an effective screen within 5 years.</i></p> <p><i>The visual impact of the stockpile area and access can be addressed sufficiently with an appropriate vegetation buffer. Permit conditions are recommended to address this issue.</i></p>	

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26.3.1	DWELLINGS
A1.1	<i>Development must be for the alteration, extension or replacement of existing dwellings; or</i>
A1.2	<i>Ancillary dwellings must be located within the curtilage of the existing dwelling on the property.</i>
<i>Not applicable, this is not for a dwelling.</i>	
26.3.2	IRRIGATION DISTRICTS
A1	<i>Non-agricultural uses are not located within an irrigation district proclaimed under Part 9 of the Water Management Act 1999.</i>
<i>Not applicable, there are no irrigation districts located in the area.</i>	

3.3 Development Standards

DEVELOPMENT STANDARDS	
26.4.1	BUILDING LOCATON AND APPEARANCE
A1	<i>Buildings must not exceed: a) 8m for dwellings; and b) 12m for other purposes.</i>
<i>Complies. The site office, will be a single storey prefabricated building about 10m by 3m which is compliant with the acceptable solution.</i>	
A2	<i>Buildings must be set back a minimum of: a) 50m where a non sensitive use or extension to existing sensitive use buildings is proposed; or b) 200m where a sensitive use is proposed; or c) the same as existing for replacement of an existing dwelling.</i>
<i>Complies. 50 m setback is proposed.</i>	
26.4.2	SUBDIVISION
<i>Not applicable.</i>	
A1	<i>Lots must be: a) for the provision of utilities and is required for public use by the Crown, public authority or a municipality; or b) for the consolidation of a lot with another lot with no additional titles created; or c) to align existing titles with zone boundaries and no additional lots are created.</i>
<i>Not applicable.</i>	

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3.2 Overlays and Codes

E4.0 Road and Rail Asset Code

This code applies since the proposal will intensify the use of an existing access.

E4.6	USE STANDARDS
E.4.6.1	USE OF ROAD AND RAIL INFRASTRUCTURE <i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i>
A1	<i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</i>
<i>Not for a sensitive use. Not applicable.</i>	
A2	<i>For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</i>
<i>The speed limit is 100km/hr. Not applicable.</i>	
A3	<i>For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</i>
<i>The traffic movements from the junction will increase by greater than 10%. The relevant performance criteria states:</i>	
<i>For limited access roads and roads with a speed limit of more than 60km/h:</i>	
<p><i>a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and</i></p> <p><i>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and</i></p> <p><i>c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.</i></p>	

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

Complies by condition. The Department of Infrastructure Energy and Resources (DIER) has recommended works to the junction to improve traffic safety. These works will provide for an access that is safe and efficient for all road users. Permit conditions are recommended. Additionally, the Council's Director Infrastructure Services has conducted an inspection of the proposed access along with another DIER Officer in order to peer review the initial assessment of the proposal. The results of the inspection are as follows:

- Of the 2 accesses to the site, the southernmost is completely unsuitable without very significant road works. Hence the preferred access is the northern access (being the access specified in the application).*

Suggested Condition: The access marked as 'Access Road Quarry 2' as shown in the Traffic Assessment shall have a gate locked closed at all times and shall only be used by vehicles in case when 'Access Road Quarry 1' is inaccessible due maintenance or other activity.

- The preferred access can accommodate the type and volume of vehicles necessary for the operations of the quarry - the peak traffic loadings are 40 heavy vehicles per day*
 - A right hand turn (RHT) out of the site for passenger cars can continue although the situation is not ideal. However RHT for heavy vehicles (loaded or not) should be prohibited given the high risk of a rear end accidents with a fast moving northbound passenger vehicle. Although one of the options allowed by DIER is a 'seagull' exit for RHT heavy vehicles, these are difficult to use and do not improve the level of safety for RHT heavy vehicles. It is recognised that the vast majority of heavy vehicles will turn left toward Launceston and hence this impositions will unlikely effect the quarry operations - however there will be rare times that a RHT out is required to service Lilydale or Scottsdale townships. As a practical option to allow this 'rare' movement it is suggested that a 'spotter' vehicle is positioned on Lilydale Road (south of the entrance) to advise the driver when it is safe to exit. This is a practical treatment. Even if a 'seagull' treatment was appropriate in this situation the extra cost (\$300-400,000) is not warranted for such low movements.*
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

Suggested Condition: Passenger cars shall be allowed to turn right out of the property using the main entrance. However heavy vehicles (whether loaded or not) shall be prohibited from turn right unless a vehicle with a flashing light, and in constant 2-way communication with the turning vehicle, is situated 200m south of the main entrances and advises the heavy vehicle driver when it is safe to exit.

- *Additional road works to the state public highway are required to ensure an appropriate level of safety. The existing sight distances are 120m RHS and 160m LHS which are insufficient when compared to the standard for speeds at 100km/hr (250m safe sight distance) or 90km/hr (210m). The works to improve safety include:*
 - *Clearing the vegetation on the right hand side for a distance of 250m (equivalent to the safe sight distance for a car travelling at 100 km/hr)*
 - *Further recessing the gate (from 21m to 30m) from the road edge so that a heavy vehicle can park clear of the road in the event they needed to open the gate. The entrance area (to the gate) should be sealed to improvement traction and eliminate loose gravel being left on the public highway*
 - *Provide a RHT lane along Lilydale Road with the taper starting near the driveway of #421/425 and the full width lane been at least 70m long*

Suggested Conditions: The developer shall undertake road works in accordance with a permit to be issued by the Department of Infrastructure, Energy and Resources (DIER) that generally includes:

- *Clearing the vegetation and keeping such vegetation clear, whether on private property or in the state road reserve, over the area to provide a straight line sight distance of 250m measured from 5m from the centre line of the nearest trafficable lane toward the south side of the entrance*
 - *Moving the existing gate to be further recessed to a distance 30m measured from the edge of the nearest trafficable lane. The area between the sealed road and the gate shall be sealed with asphalt and kept in a 'fit-for-purpose' condition. The gate shall open into the property.*
 - *Construction of a right hand turn lane in the state public highway with the taper starting near the driveway of #421/425 and the full width lane been at least 70m long*
-

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

E4.7	DEVELOPMENT STANDARDS
E4.7.1	<p>DEVELOPMENT ON OR ADJACENT TO EXISTING AND FUTURE ARTERIAL ROADS AND RAILWAYS</p> <p><i>To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: ensure the safe and efficient operation of roads and railways; and allow for future road and rail widening, realignment and upgrading; and avoid undesirable interaction between roads and railways and other use or development.</i></p>
A1	<p><i>The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</i></p> <ul style="list-style-type: none"> <i>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</i> <i>b) building envelopes on new lots; and</i> <i>c) outdoor sitting, entertainment and children's play areas</i>
<i>The proposal is greater than 50m from a railway. Not applicable.</i>	
E4.7.2	<p>MANAGEMENT OF ROAD ACCESSES AND JUNCTIONS</p> <p><i>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>
A1	<i>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i>
<i>Not applicable.</i>	
A2	<i>For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</i>
<i>Complies by condition. The existing driveway is anticipated to be satisfactory subject to changes requested by DIER to the road and the Director Infrastructure Services' peer review.</i>	
E4.7.3	<p>MANAGEMENT OF RAIL LEVEL CROSSINGS</p> <p><i>To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.</i></p>
A1	<p><i>Where land has access across a railway:</i></p> <ul style="list-style-type: none"> <i>a) development does not include a level crossing; or</i> <i>b) development does not result in a material change onto an existing level crossing.</i>

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<i>Not applicable.</i>	
E4.7.4	<p>SIGHT DISTANCE AT ACCESSES, JUNCTIONS AND LEVEL CROSSINGS</p> <p><i>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</i></p>
A1	<p><i>Sight distances at</i></p> <p>a) <i>an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i></p> <p>b) <i>rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices – Railway crossings, Standards Association of Australia; or</i></p> <p>c) <i>if the access is a temporary access, the written consent of the relevant authority has been obtained.</i></p>
<p><i>Complies subject to works to the road. See DIER and Director Infrastructure Services' comments.</i></p>	

E6.0 Car Parking and Sustainable Transport Code

The car parking code applies to all use and development.

E6.6	USE STANDARDS
E6.6.1	<p>CAR PARKING NUMBERS</p> <p><i>To ensure that an appropriate level of car parking is provided to service use.</i></p>
A1	<p><i>The number of car parking spaces:</i></p> <p>a) <i>will not be less than 90% of the requirements of Table E6.1; or</i></p> <p>b) <i>will not exceed the requirements of Table E6.1 by more than 2 spaces or</i></p> <p>c) <i>5% whichever is the greater; or</i></p> <p>d) <i>will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</i></p>
<p><i>An extractive industry requires 1 space per 2 employees, therefore since there are up to 5 employees anticipated, 3 spaces are required. No detailed car parking plan has been supplied however the applicant indicated that at least 5 spaces will be provided for onsite. The relevant performance criteria states:</i></p> <p><i>The number of car parking spaces provided must have regard to:</i></p> <p>a) <i>the provisions of any relevant specific car parking plan;</i></p> <p>b) <i>the availability of public car parking spaces within reasonable walking distance;</i></p>	

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- c) *any reduction in demand use to sharing of spaces by multiple users either because of variations in peak demand or by efficiencies gained by consolidation;*
- d) *the availability and frequency of public transport within reasonable walking distance of the site;*
- e) *site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- f) *the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other users in the vicinity;*
- g) *an empirical assessment of the car parking demand;*
- h) *the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience;*
- i) *the recommendations of a traffic impact assessment for the proposal*
- j) *any heritage values of the site*
- k) *for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:*
 - i) *the size of the dwelling and the number of bedrooms;*
 - ii) *the pattern of parking in the locality;*
 - iii) *any existing structure on the land; and*
 - l) *the performance criteria contained within a relevant parking precinct plan.*

- a) *Complies. Additional parking onsite is proposed above that which is required by the interim scheme. At least 5 spaces are proposed. The site does not have suitable off site parking opportunities, so all parking requirements need to be provided for onsite. As a result additional parking is proposed. The submitted documentation details the general location of key infrastructure and uses onsite however it does not drill down into the specifics. A plan that details the specifics for parking and access is required. A condition is recommended for inclusion on the permit.*
- b) *No public parking available within reasonable walking distance.*
- c) *No multiple uses onsite. This is a single destination only and this is why additional parking above what the interim scheme requires is proposed.*
- d) *Public transport not readily available.*
- e) *There is a reasonably level area in the vicinity of Lilydale Road before the hill starts to the east. There is sufficient land to provide a parking area that can be used onsite. A permit condition is recommended to show the final location of this parking area onsite;*
- f) *On- road parking not recommended in this location, all parking should be contained onsite.*

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<p>g) <i>Not specifically covered in the TIA submitted other than up to 5 trucks per hour can be anticipated at peak times. There is sufficient room onsite to cater for this demand. A condition requiring a plan to show details is required.</i></p> <p>h) <i>A vegetation buffer along Lilydale Road is required. In addition vegetation clearance should be minimised onsite. Visual amenity considerations can be adequately addressed whilst meeting infrastructure requirements onsite. A plan detailing the final car parking and access design that takes these matters into account is recommended.</i></p> <p>i) <i>The TIA focuses on the junction design only.</i></p> <p>j) <i>Not applicable</i></p> <p>k) <i>Not applicable</i></p> <p>l) <i>Not located within a parking precinct plan.</i></p>	
E6.6.2	<p>BICYCLE PARKING NUMBERS <i>To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</i></p>
A1.1	<p><i>Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</i></p>
A1.2	<p><i>The number of spaces must be in accordance with a parking precinct plan that has been incorporated into the planning scheme for a particular area.</i></p>
<p><i>Complies. 1 space per 10 employees is required. Therefore, since there will be up to 5 employees, no bicycle parking or facilities are required.</i></p>	
E6.6.3	<p>TAXI DROP-OFF AND PICK UP <i>To ensure that taxis can adequately access developments.</i></p>
A1	<p><i>One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof.</i></p>
<p><i>Not required since there are insufficient numbers. Not applicable.</i></p>	
E6.6.4	<p>MOTORBIKE PARKING PROVISIONS <i>To ensure that motorbikes are adequately provided for in parking considerations.</i></p>
A1	<p><i>One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</i></p>
<p><i>Not required since there are insufficient numbers. Not applicable.</i></p>	
E6.7	<p>DEVELOPMENT STANDARDS</p>
E6.7.1	<p>CONSTRUCTION OF CAR PARKING SPACES AND ACCESS STRIPS <i>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i></p>
A1	<p><i>All car parking, access strips maneuvering and circulation spaces must be:</i></p>

	<p>formed to an adequate level and drained; and</p> <p>a) except for a single dwelling, provided with and impervious all weather seal; and</p> <p>b) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>
<p>Complies by condition. Details of the levels and surface finish of the parking and access areas have not been submitted. It's likely however that the surface finish will be gravel. The relevant performance criteria states:</p> <p>All car parking, access strips, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p> <p>The plan shows the general area for the location of various aspects of the use however the specifics are not clearly detailed. The site has sufficient room to be capable of achieving the performance criteria. The entrance to the site will be sealed however the remaining car parking and access areas are likely to be gravel. This surface finish is deemed appropriate in this rural setting. A condition requiring the final design of the car parking area is recommended to be submitted to demonstrate compliance.</p>	
E6.7.2	<p>DESIGN AND LAYOUT OF CAR PARKING</p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>
A1.1	<p>Where providing for 4 or more spaces, parking areas must be located behind the building line; and</p>
A1.2	<p>Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>
<p>Complies by condition,. Whilst not clearly shown, the parking is likely to be located behind the building line. A permit condition is recommended to request plans to verify this.</p>	
A2.1	<p>Car parking and maneuvering space must:</p> <p>a) have a gradient of 10% or less; and</p> <p>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</p> <p>c) have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and</p> <p>d) have a combined width of access and maneuvering space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:</p> <p>e) there are three or more car parking spaces; and</p> <p>f) where parking is more than 30m driving distance from the road; or</p> <p>g) where the sole vehicle access is to a category I, II, III or IV road;</p> <p>and</p>

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A2.2	<i>The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking.</i>
<i>Complies by condition. Whilst not clearly shown, there is sufficient room onsite to meet the acceptable solution. A permit condition is recommended to request plans to demonstrate compliance.</i>	
E6.7.3	CAR PARKING ACCESS, SAFETY AND SECURITY <i>To ensure adequate access, safety and security for car parking and for deliveries.</i>
A1	<i>Car parking areas with greater than 20 parking spaces must be:</i> a) <i>secured and lit unauthorized cannot enter or;</i> b) <i>lit and visible from buildings on or adjacent to the site during the times when parking occurs.</i>
<i>Not applicable.</i>	
E6.7.4	PARKING FOR PERSONS WITH A DISABILITY <i>To ensure adequate parking for persons with a disability.</i>
A1	<i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i>
<i>Not applicable.</i>	
A2	<i>One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</i>
<i>Not applicable.</i>	
E6.7.6	LOADING AND UNLOADING OF VEHICLES – DROP-OFF AND PICK UP <i>To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</i>
A1	<i>For retail, commercial, industrial, service industry or warehouse or storage uses:</i> a) <i>least one loading bay at must be provided in accordance with Table E6.4; and</i> b) <i>loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.</i>
<i>Whilst not clearly shown in the submitted plans, there is sufficient room to be able to comply with the acceptable solution. A permit condition to require plans to demonstrate compliance is recommended.</i>	

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E6.8	PROVISIONS FOR SUSTAINABLE TRANSPORT
E6.8.1	BICYCLE END OF TRIP FACILITIES <i>To ensure that cyclists are provided with adequate end of trip facilities.</i>
A1	<i>For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.</i>
<i>Not applicable.</i>	
E6.8.2	BICYCLE PARKING ACCESS, SAFETY AND SECURITY <i>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</i>
A1.1	<i>Bicycle parking spaces for customers and visitors must: be accessible from a road, footpath or cycle track; and include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and be located within 50m of and visible or signposted from the entrance to the activity they serve; and be available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</i>
A1.2	<i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i>
<i>Not applicable.</i>	
A2	<i>Bicycle parking spaces must have: minimum dimensions of: 1.7m in length; and 1.2m in height; and 0.7m in width at the handlebars; and unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</i>
<i>Not applicable.</i>	
E6.8.5	PEDESTRIAN WALKWAYS <i>To ensure pedestrian safety is considered in development</i>
A1	<i>Pedestrian access must be provided for in accordance with Table E6.5.</i>
<i>Not applicable.</i>	
E6.6.1	PRECINCT 1 – LAUNCESTON CBD PARKING EXEMPTION AREA
E6.6.4	LOCAL AREAS PROVISIONS <i>To remove the need for new use or development to provide onsite car parking within the exemption area.</i>
	<i>To establish parking maximums within the exemption area</i>
A1	<i>No onsite parking provision.</i>
<i>Not applicable.</i>	

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E7.0 Scenic Management Code

The site is located within the Eastern Hills precinct therefore the code applies.

E7.6	DEVELOPMENT STANDARDS
E7.6.1	SCENIC MANAGEMENT – TOURIST ROAD CORRIDOR
A1	<i>Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.</i>
<i>No tourist corridor is identified. Not applicable.</i>	
A2	<i>Subdivision must not alter any boundaries within the areas designated as scenic management – tourist road corridor.</i>
<i>Not for a subdivision. Not applicable.</i>	
E7.6.2	LOCAL SCENIC MANAGEMENT AREAS
A1	<i>Development (not including subdivision) must be in accordance with the scenic management criteria for a local scenic management area identified in Table 7.1 – local scenic management areas.</i>
<p><i>The proposal is located within the Eastern Hillside Precinct. The Management Objectives are:</i></p> <ul style="list-style-type: none"> <i>a) Maintain and enhance vegetation, particularly local native vegetation consistent with the vegetation community present within that setting.</i> <i>b) Development must be designed to have minimal visual impact from major public view points. Development should be encouraged adjacent to existing development and avoid key ridgeline and skyline areas.</i> <i>c) Subdivision is to be located within infill sites and areas that are not steep or located on the skyline. Steeper visually prominent lots are to have sufficient size to enable development to be screened by vegetation while also achieving bushfire safety requirements.</i> <p><i>Complies by condition. The development has been designed to minimize the visual impact of the proposal as detailed in the Visual Assessment report by Landscape Impressions submitted with the proposal.</i></p> <p><i>Provided the works are carried out as per the recommendations of that report, the objectives will be met. Conditions to that effect are recommended.</i></p>	

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

A2	<p><i>Subdivision is in accordance with</i></p> <p><i>a) a specific area plan; or</i></p> <p><i>b) a subdivision plan or acceptable development criteria under Table 7.1, if any.</i></p>
<p><i>Not applicable.</i></p>	
A3	<p><i>No vegetation is proposed to be removed.</i></p> <p><i>Vegetation removal will be required for the development to proceed. The relevant performance criteria states;</i></p> <p><i>The visual impact of removal, destruction or lopping of trees or the removal of vegetation should:</i></p> <ul style="list-style-type: none"> <i>a) be consistent with maintaining the character and precinct objectives;</i> <i>b) be minimized through:</i> <i>c) consideration of the design and location of buildings to facilitate the retention of trees;</i> <i>d) a preference for management of trees through pruning rather than removal; and</i> <i>e) the desirability of replanting of vegetation when the impact of vegetation removal is unavoidable; and</i> <i>f) not result in an unacceptable impact on threatened species and/or wildlife habitats/corridors.</i> <p><i>The vegetation and visual impacts of the proposal have been assessed and taken account in the design of the proposal. See earlier sections of this report for further details.</i></p>

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

E11.0 Environmental Impacts and Attenuation Code

This code applies because it is for a quarry, which is a use identified in table E11.6.2 of the code.

E11.6	USE STANDARDS
E11.6.1	ATTENUATION DISTANCES
P1	<p><i>Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables 11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:</i></p> <ul style="list-style-type: none"> <i>a) degree of encroachment; and</i> <i>i) nature of the emitting operation being protected by the attenuation area; and</i> <i>ii) degree of hazard or pollution that may emanate from the emitting operation; and</i> <i>iii) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use.</i>
<p><i>These issues have been assessed by the Environmental Protection Authority and are beyond the jurisdiction of Council to assess in this application. The EPA have issued a permit with conditions which is to be attached to Council's decision.</i></p>	
A2	<p><i>Uses listed in Tables E11.1 and E11.2 must be setback from any existing sensitive use, or a Residential , Environmental Living, Urban Mixed Use, Village, Local Business, General Business, Central Business, Commercial zones, the minimum attenuation distance listed in Tables E11.1 and E11.2 for that activity.</i></p>
<p><i>See above comment.</i></p>	

Additional Matter - Stone Crusher Building

The stone crusher building which is located on the site is not currently heritage listed. However, in recognition of the apparent significance of the building, the applicant has advised that they will consider retaining the building in place, subject to safety and cost issues. It should be noted that the current Development Application does not include provision for the demolition of the building and the applicant would need to apply for a Planning Permit should they wish to demolish the building in the future.

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such economic impacts have been considered.

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2012

BUDGET & FINANCIAL ASPECTS:

N/A

12.1 444,448 and 450 Lilydale Road, Underwood - Operate a Level 2 Quarry...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Stretton: Director Development Services

ATTACHMENTS:

The following attachments have been distributed separately.

1. Location Plan
 2. Site Plan
 - 3a & 3b. DPEMP Final, DPEMP appendix, DPEMP supplement
 4. EPA Environmental Assessment report and permit
 5. DIER comments
 6. Representations
-

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings

FILE NO: DA0033/2013

AUTHOR: Pip Glover (Town Planner)

DIRECTOR: Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider a development application to consolidate two titles; demolish two sheds and two dwellings; construct and use twenty one multiple dwellings and convert an existing church into four multiple dwellings, undertake modifications to the site levels and vehicle access.

PLANNING APPLICATION INFORMATION:

Applicant: JMG Consultants
Property: 304, 306, 308 & 310 Penquite Road, Norwood
Area of Site: 1.15ha
Zoning: General Residential
Existing Uses: Church and Single dwellings.
Classification: Subdivision; Demolition, Construct and Use Residential - Multiple Dwelling; Construction of a Structure; Works
Date Received: 5 February 2013
Date Information Received: 29 April 2013
Deemed Approval: 3 June 2013 (Extension of time granted until 11 June 2013)
Representations: Nine

PREVIOUS COUNCIL CONSIDERATION:

- Item 11.1 Council Meeting 25 July 2011, Decision - Resolved to initiate draft Amendment 169 to the Launceston Planning Scheme 1996 and approve DA0183/2010. The Tasmanian Planning Commission subsequently refused DA0183/2010.
-

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

RECOMMENDATION:

That the Council approves DA0033/2013 for consolidation of two titles; demolition of two sheds and two dwellings; construction and use of twenty one multiple dwellings and converting an existing church into four multiple dwellings, modifications to the site levels and vehicle access at 304, 306, 308 & 310 Penquite Road, Norwood subject to the following conditions:

1. ENDORSED PLANS

The use and development must be carried out as shown on the Endorsed Plans and described in the endorsed documents to the satisfaction of the Planning Authority.

2. AMENDED PLAN REQUIRED

Before the building permit is issued, amended plans to the satisfaction of the planning authority must be submitted and approved by the planning authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided.

The plans must be modified as follows:

Pedestrian Access and Internal Road

- (a) A continuous footpath from the pedestrian gate on the frontage around one side of the internal loop road which is:
 - a minimum of 1.5 metre wide,
 - compliant with the separation requirements set out in Table E6.5 of the Car Parking and Sustainable Transport Code of the planning scheme
 - visually differentiated from the loop road and the driveways from the loop road to the parking areas/garages ie contrasting pavement colours or surface treatment or material type,
 - contains crossing points perpendicular to the direction of traffic movement where necessary,
 - handrails where differences in level exceed 1.00 metre or pose a hazard to people
 - (b) Provision of hand rails and wheel stops in parking areas where differences in level exceed 1.00 metre or pose a hazard to vehicles or people,
 - (c) Provision of signage to indicate the direction of traffic flow around the loop road,
-

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

- (d) Any consequential changes required as a result of points above.

Privacy Screens

- (a) The window of Bedroom 2 of Townhouse 13 is to be fitted with obscure glazing below 1.7m from floor level or a permanent screen erected which has a maximum of 25% transparency.
- (b) Townhouses 13, 15 and 21 require the northern side of the deck to be fitted with a 1.8m high privacy screen.
- (c) Townhouse 20 requires the south western side of the deck to be fitted with a 1.8m high privacy screen.
- (d) Townhouses 24 and 25 require the northern side of the second floor decks to be fitted with a 1.2m high frosted glass balustrade.

All privacy screens must be:

- (a) Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels; and
- (b) Permanent, fixed and durable.

3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land except for the construction of the approved accessway from Penquite Road.

4. HOURS OF CONSTRUCTION

Construction works may be carried out between the hours of 7am to 6pm Monday to Friday and 8am to 5pm Saturday and no works on Sunday or public holidays.

5. DEMOLITION

The developer must protect property and services which are to either remain on or adjacent to the site from interference or damage and erect dust screens as necessary.

6. REMOVAL OF WASTE

All waste materials produced must be removed from the site and disposed of in accordance with the relevant Australian Standards, Acts and in such a manner as to avoid nuisance, pollution or loss of amenity to the surrounding area. Waste materials should not be disposed of by burning unless approved by the Planning Authority.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

7. CONSTRUCTION WASTE

All waste materials produced must be removed from the site and disposed of in accordance with the relevant Australian Standards, Acts and in such a manner as to avoid nuisance, pollution or loss of amenity to the surrounding area. Waste materials should not be disposed of by burning unless approved by the Planning Authority.

8. REMOVAL OF ASBESTOS

Asbestos removal is to be in accordance with The Code of Practice for the Safe Removal of Asbestos [NOHSC:2002(1988)] Also, a *Notice Of Intention To Remove Asbestos* as required by Workplace Health and Safety Regulations 1998 Division 9 should be made to; Director Workplace Standards

9. EXTERIOR AND SECURITY LIGHTING

Exterior Lighting and Security lighting must be designed, baffled and located in accordance with Australian Standard AS4282-1997 "Control of the obtrusive effects of outdoor lighting" such that no direct light is emitted outside the boundaries of the subject land.

10. NUISANCE

During operation of this use, the best practicable means shall be taken to prevent nuisance or annoyance to any person not associated with the use. Air, noise and water pollution matters may be subject to provisions of the Environmental Management & Pollution Control Act 1994 and Regulations there under.

11. AIR CONDITIONERS AND HEAT PUMPS

All air conditioners and heat pumps (including compressors) are to be located in a manner so they do not cause a noise nuisance.

12. SITE LANDSCAPING PLAN

Before the Building Permit is issued and the commencement of works, a landscape plan must be prepared by a suitably qualified Landscape Architect or competent person and submitted to Planning Authority. The plan must be drawn to scale and two copies provided. The plan must show the following details:

- (a) Further consideration and discussion with Council's Parks & Recreation department is required for the inclusion of vegetation.
-

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

Once approved by the Planning Authority, the plan will be endorsed and will form part of the permit. The landscaping must be installed in accordance with the endorsed plan and;

- (a) Be installed within 3 months from the completion of the building works.
- (b) Be maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Planning Authority.

13. MULTIPLE DWELLINGS - FENCING

All side and rear boundaries, behind the building line, must be provided with a new, solid (ie no gaps) fence to provide full privacy between each dwelling and adjoining neighbours. The fence must be constructed to a height of at least 1.8m when measured from the highest finished level on either side of the common boundaries at the developers cost.

14. WASTE DISPOSAL BINS - DOMESTIC

An area on the subject land must be set aside for the purpose of a waste disposal/collection bin and must meet the following:

- (a) Both exterior individual and common storage areas must be screen fenced so as not to be visible from any public road or thoroughfare.
- (b) Located in a convenient position that allows ease of access from the dwelling and moving the bin to the internal road on collection days.
- (c) The waste bin area must be provided prior to the commencement of the use permitted by this permit, maintained and used to the satisfaction of the Council and must not be used for any other purpose.

15. GARBAGE COLLECTION

Prior to the occupation of the use a private arrangements must be entered into for garbage and recycling collection from within the site. The agreement must specify the following:

- (a) type of vehicle used
- (b) proposed times of collection
- (c) location of bins for collection where they will not obstruct driveway traffic
- (d) the number of bins to be collected.

Individual wheelie bins must not be collected from within the Penquite Road reserve. Details of the agreement must be provided to the Council.

- 12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)**
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16. PUBLIC, COMMUNAL AND PRIVATE AREAS

Prior to the sealing of the strata plan, a plan must be submitted to Council in accordance with the site plan identifying public, communal and private areas.

17. DAMAGE TO COUNCIL INFRASTRUCTURE

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

18. SOIL AND WATER MANAGEMENT WORKS

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.

19. ADHESION OF TITLES

Prior to the issue of Certificates of Occupancy for the development, Volume 19533 folio 3, Volume 19533 folio 4, Volume 125946 folio 1 and Volume 125946 folio 2 must be consolidated or adhered in title under the Local Government (Building and Miscellaneous Provisions) Act 1993.

Prior to the adhesion being endorsed the provision of a single stormwater connection point located so as to drain the lowest part of the lot with all other stormwater connections removed at the main. Where connections are installed in the kerb, these are to be removed and the kerb and channel reinstated to match the existing construction.

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Application for stormwater connection is to be made on the approved form and accompanied by the requisite fee. The developer must nominate the contractor who will perform the work to install the new connection and remove all redundant connections. All work is to be carried out in accordance with the Council standard drawings.

20. SUBMISSION AND APPROVAL OF PLANS

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

- (a) Include all infrastructure works required by the permit or shown in the endorsed plans and specifications including:
 - i) Electricity infrastructure including street lighting.
 - ii) Communications infrastructure and evidence of compliance with the 'fibre-ready' requirements of National Broadband Network.
 - iii) Evidence of assessment by TasGas Networks re provision of reticulated gas network.
- (b) Be prepared strictly in accordance with the Council's Subdivision – Design & Administration Guidelines applicable at the date of approval of the plans.
- (c) Be prepared by a suitably qualified and experienced engineer or engineering consultancy.
- (d) Be accompanied by:
 - i) an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii) a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and practical completion & final inspections.

21. CONSTRUCTION OF WORKS

Private and public infrastructure works must be constructed in accordance with plans and specifications approved by the Director Infrastructure Services. Design and installation of traffic control devices (line marking and signage) is subject to final approval by the Department of Infrastructure, Energy and Resources.

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

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- (a) Line marking including:
- i) Provision of a 2.5 metre right hand turn slot into Station Road from Penquite Road not less than 5.5 metres long plus the necessary taper,
 - ii) Provision of a 2.5 metre wide 'S2 treatment' median to facilitate the right hand turn into the development site from Penquite Road,
 - iii) Provision of a pedestrian refuge with pedestrian kerb ramps either side of Penquite Road at the northern end of the 'S2 treatment' median located so as not to inhibit turning manoeuvres for the existing dwellings along this section of Penquite Road,
 - iv) Provision of a north bound and south bound lane not less than 3.5 metres wide for the extent of turning lanes/'S2 treatment' median,
 - v) All necessary line marking and signage.
 - vi) The designer shall contact Council's Infrastructure Services Department prior to undertaking any design work.
- (b) Roadworks including:
- i) All necessary pavement construction, kerb realignment and associated works to facilitate the provision of a) above.

22. VEHICULAR CROSSING PERMIT REQUIRED

A new vehicular crossover will be required to service this development. All unused crossovers and driveways are to be removed prior to the occupation of the development. The construction of the new crossover and driveway and removal of the unused crossover and driveway is to be at the applicant's expense.

No work shall be undertaken to construct the new vehicular crossing or to remove the existing driveway outside the property boundary without the prior approval of the works by the Council's Infrastructure Services Directorate. An application for such work must be lodged on the approved form (available from the Customer Service Centre).

The new crossing must be constructed to Council standards by a contractor registered under the by-law to perform such work. The work shall include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such service must be obtained from the relevant authority (eg Ben Lomond Water, Telstra, Aurora, etc).

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23. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All minor works in (or requiring the occupation of) the road reserve are to be undertaken by, or under the supervision of a tradesman/contractor who is registered with Council as a 'Registered Contractor'.

Prior to commencing any works the applicant must prepare a detailed Traffic Management Plan specifying the following:

- (a) The nature and the duration of the occupation and may include the placement of skips, building materials or scaffolding in the road reserve and time restrictions for the works,
- (b) The traffic management works that are to be employed to provide for the continued safe use of the road reserve by pedestrians and vehicles,
- (c) Any temporary works required to maintain the serviceability of the road or footpath,
- (d) Any remedial works required to repair damage to the road reserve resulting from the occupation.

The Traffic Management Plan must be prepared in accordance with the relevant Australian Standard, codes of practice and guidelines. A copy of the Traffic Management Plan must be maintained on the site. Where the works are undertaken in the Central Activities Area, on Arterial Roads or within shopping centre precincts the Traffic Management Plan is to be submitted to the Infrastructure Services Directorate for approval two weeks prior to the scheduled commencement of the works. No works shall commence until the Traffic Management Plan has been approved.

24. CONSTRUCTION OF RETAINING WALLS

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

25. CONSTRUCTION OF CAR PARKING AND ACCESS AREAS

The development shall not be occupied until the access lanes, vehicle parking areas, landscape areas and other infrastructure works as shown in the endorsed plans and documents are constructed. The construction shall be undertaken by a suitably experienced contractor and shall comply with the following:

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- (i) Car parking spaces and manoeuvring areas to **Australian Standard AS 2890.1 Off-street Car Parking** and **AS 2890.2 Off-street Commercial Vehicle Facilities**
- (ii) Areas to be used by vehicles shall have an impervious surface (asphalt, bituminous seal, concrete or square edged pavers) constructed on a base as recommended by the manufacturers of the impervious surface.
- (iii) Stormwater discharged from the impervious areas (including vehicle areas, paving and building roofed areas) shall be connected into an underground stormwater drainage system which shall discharge directly to the Council underground public network. Kerbs, channels or spoon drains shall be constructed along the low side of paved and vehicle areas to collect and divert overland stormwater flow into the stormwater drainage system.
- (iv) Exterior lighting to illuminate pathways and car parking areas shall be controlled by a sensor and shielded to prevent direct light being emitted outside the site.
- (v) Measures must be undertaken to prevent damage by vehicles to fences or landscaped areas.
- (vi) Parking areas and access lanes must be kept available for these purposes at all times.

26. GEOTECHNICAL REQUIREMENTS

The design of the proposal including retaining walls, buildings and drainage and the construction works are to be consistent with the recommendations of the Geoton Pty Ltd Geotechnical Report for 304 - 312 Penquite Road, Norwood dated 31st July 2009. Where the design or works are not consistent, a supplementary report must be submitted that demonstrates that there will not be an increased landslip risk. Where required, a copy of the supplementary report must be submitted to Council before the works proceed. Deviation from the approved plans may require further approval.

27. BEN LOMOND WATER

The development is expected to comply with Ben Lomond Water Certificate of Consent Number BLWDA 13-030, which is attached to this permit.

28. LAPSING OF PERMIT

This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.

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Notes

Other Approvals

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

- (a) *Building permit*
- (b) *Plumbing permit*

Restrictive Covenants

B. *The granting of this permit takes no account of any covenants applicable to the land that contradict the Launceston Planning Scheme. The permit holder and any other interested party, should make their own enquires as to whether the proposed development is effected, restricted or prohibited by any such covenant.*

If the proposal is non-compliant with any restrictive covenants, those restrictive covenants should be removed from the title prior to construction commencing or the owner will carry the liability of potential legal action in the future.

Access for People with a Disability

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

Objections to Proposal

D. *This permit has no effect until the expiry of the period for the lodgement of an appeal against the granting of the permit or, if an appeal is lodged, until ten days after the appeal has been determined by the Resource Management and Planning Appeal Tribunal.*

Appeal Provisions

E. *Attention is directed to Sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:*

A planning appeal may be instituted by lodging a notice of appeal with the Clerk of the Resource Management and Planning Appeal Tribunal.

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A planning appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant.

Permit Commencement.

G. *This permit takes effect 14 days after the date of Council's notice of determination or at such time as any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined. 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.*

REPORT:

1. THE PROPOSAL

The proposed development is to consolidate the two existing titles into one lot, demolish two sheds and two dwellings existing on the site and construct and use twenty one multiple dwellings and convert the existing church on the site into four multiple dwellings. There will be a total of 25 multiple dwellings on site with a mix of single storey and two storey dwellings. Access to the site is from one existing access with a proposed internal loop road for access to each dwelling, while the existing accesses will be removed. Due to the sites topography modifications to the site levels are required which will involve the construction of retaining walls.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site is located on the fringe of the established residential neighbourhood of Norwood. It lies at the southern end of Penquite Road, which is an important feeder road that provides southern suburb commuters access to surrounding community services and to the city. Dwellings are of a wide variety of forms and materials.

There is a small shopping area located approximately one kilometre north of the site on Penquite Road, which includes a supermarket, community hall, church and a takeaway shop. A Metro bus route runs along Penquite Road, and a bus stop is currently located on Penquite Road outside the subject site. The western boundary of the site bounds a walking track and parkland that forms part of the Charlton Street Reserve.

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The title, known as 312 Penquite Road, was used as a community meeting place associated with a church. It contains a large brick church hall which is proposed to be retained and converted to 4 residential townhouses and car parking areas. The titles at 304 and 308 Penquite Road each contain single dwellings and the title at 306 Penquite Road is currently unoccupied.

The site is comprised mostly of consolidated clay, silt and clayey labile sand with rare gravel and lignite. The average ground surface slope angles range between 10° and 12°. The gradient varies in places due to past development on the site including retaining walls to allow for the driveway and onsite parking. The land uphill of the development on the site becomes steeper, between 14° and 15°.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

GENERAL RESIDENTIAL

10.1.1	<i>To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.</i>
	Consistent. The proposal is for 25 multiple dwellings in an area where there are no multiple dwellings existing. The proposal will allow for a density of development which is in accordance with the development standards for multiple dwellings and is only 40m ² less per lot than the acceptable solution for lot size (500m ²) in the General Residential zone. Full services are available in the area.
10.1.2	<i>To provide for compatible non-residential uses that primarily serve the local community.</i>
	N/A. The proposal is for a residential development.
10.1.3	<i>Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.</i>
	N/A. The proposal is for a residential development.

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<p>10.1.4</p>	<p><i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i></p> <p>Consistent. The subject site is located within a residential area which is characterised by single dwellings with a variety of lot sizes. The properties directly to the north of the site are on parcels consisting of approximately 3000m² with the dwellings screened from view from the street by a retaining wall and dense vegetation. Further to the north the properties on Penquite Road and Station Road are characterised by single dwellings on average sized residential lots. The two dwellings to the south are single dwellings on large allotments.</p> <p>The proposed development will consist of five dwellings along the 100m Penquite Road frontage. This is consistent with single dwellings along Penquite Road to the north within a 100m frontage. The subject site is 1.15ha which equates to a density of 463m² per dwelling which is only slightly below the minimum lot size for the General Residential zone. The development is designed to provide a high level of residential amenity and the vegetation proposed along the retaining wall is in keeping with the Penquite Road streetscape. It is considered that the proposed development respects the neighbourhood character and therefore complies with Clause 10.1.4.</p>
<p>10.1.5</p>	<p><i>To ensure that multiple dwellings and other forms of residential development are interspersed with single dwellings in a manner that ensures that single dwellings remain the primary form of dwellings in a road or neighbourhood.</i></p> <p>Consistent. The southern end of Penquite Road is typified by single dwellings and the proposed development will be the only multiple dwellings in the vicinity. The proposed development is therefore consistent with this clause.</p>
<p>10.1.6</p>	<p><i>To encourage multiple dwellings in the vicinity (within 400m) of district and local business/activity centres and to discourage multiple dwellings at sites which are remote (further than 1km) from business/activity centres, or located within areas of recognised character, cul-de-sacs or affected by natural hazards.</i></p> <p>Consistent. The subject site is located 800m from the local shop on the corner of Quarantine Road and Opossum Road, approximately 1km from the Norwood activity centre on Penquite Road which includes a medical centre, take away shop, a community hall, church and IGA supermarket and 1.6km to the St Leonards activity centre. It is considered that the subject site is located within a reasonable proximity to activity centres and with the location of a bus stop outside the site which provides easy access to public transport facility. The site is not within an area of recognised character, cul-de-sac or affect by natural hazards. The subject site is therefore consistent with this clause.</p>

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

3.2 Use Standards

The Multiple Dwelling use in the zone has a Discretionary status.

10.3.1	AMENITY
	<i>To ensure that non-residential uses do not cause an unreasonable loss of amenity to adjoining and nearby residential uses.</i>
A1	<i>If for permitted or no permit required</i>
	N/A. The proposal is for a residential development.
A2	<i>Commercial vehicles for discretionary uses must only operate between 7am and 7pm Monday to Friday and 8am to 6pm Saturday and Sunday</i>
	N/A. The proposal is for a residential development.
A3	<i>if for permitted or no permit required</i>
	N/A. The proposal is for a residential development.
10.3.2	RESIDENTIAL CHARACTER - DISCRETIONARY USES
	<i>To ensure that discretionary uses support:</i>
	<i>a) the visual character of the area; and</i>
	<i>b) the local area objectives, if any.</i>
A1	<i>Commercial vehicles for discretionary uses must be parked within the boundary of the property</i>
	Complies. There are no commercial vehicles associated with the multiple dwelling use.
A2	<i>Goods or material storage for discretionary uses must not be stored outside in locations visible from adjacent properties, the road or public</i>
	Complies. There will be no goods or materials requiring storage associated with the multiple dwelling use.
A3	<i>Waste materials storage for discretionary uses must:</i>
	<i>a) not be visible from the road frontage</i>
	<i>b) use self-contained receptacles designed to ensure waste does not escape to the environment</i>
	Complies. Waste materials are to be stored in either the communal bin storage area or in the waste bins provided for each individual townhouse.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

3.3 Development Standards

<u>Clauses 10.4.2.1 - 10.4.2.14 only apply to development with the Residential Use Class which is not a single dwelling</u>	
10.4.2.1	<p>DENSITY CONTROL <i>To ensure that:</i></p> <p>a) <i>dwellings occur at a density appropriate to the character of the zone; and</i></p> <p>b) <i>multiple dwellings and other forms of residential development are interspersed with single dwellings in a manner that ensures that single dwellings remain the primary form of dwellings in a road or neighbourhood.</i></p>
A1	<i>Multiple Dwellings are constructed with a minimum site area per dwelling of 400m².</i>
Complies. The subject site is 1.15ha and 25 multiple dwellings are proposed, resulting in a lot size of approximately 460m ² per unit.	
A2	<i>Multiple dwellings must not be constructed at a density greater than 25% by lot number, of the number of lots on the same side of the road.</i>
Complies. As Penquite Road is a very long road a distance of 500m either side of the subject title has been used for the assessment. There are approximately 21 lots to the north and 4 lots to the south along Glenwood Road. On the west side of Penquite Road there are two existing multiple dwellings with the proposal making up a third and equalling 15%.	
A3	<i>Multiple dwellings must not be constructed on more than 2 adjoining lots.</i>
Complies. The four original titles were consolidated to create two lots. As there are no other multiple dwellings existing adjoining the property the proposal is in accordance with 10.4.2.1 A3.	
10.4.2.2	<p>STREETSCAPE INTEGRATION AND APPEARANCE</p> <p>a) <i>To integrate the layout of residential development with the streetscape; and</i></p> <p>b) <i>To promote passive surveillance; and</i></p> <p>c) <i>To provide each dwelling with its own sense of identity.</i></p>
A1	<p><i>Multiple dwellings and residential buildings, must</i></p> <p>a) <i>have a front door and a window to a habitable room in the building wall that faces a road; or</i></p> <p>b) <i>face an internal driveway or communal open space area</i></p>

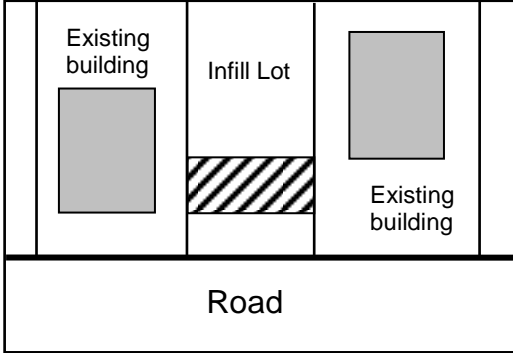
12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

	Complies. All of the proposed townhouses have front doors which face the internal driveway.
A2	<i>Dwellings must provide a porch, shelter, awning, recess, or similar architectural features which provides a visible identity, shade and weather protection to the front door.</i>
	Complies. All of the proposed townhouses have either a recess, porch or portico at their front door.
A3	<i>Fences on and within 4.5m of the frontage must be no higher than: a) 1.2m if solid; or b) 1.5m provided that the part of the fence above 1.2m has openings which provide at least 30% transparency.</i>
	Complies. The proposed fence along the front boundary is 1.5m high and is identified on the site plan as being transparent and in the planning report which accompanied the application as 50% transparent.
10.4.2.3	SITE COVERAGE <i>a) To ensure that the site coverage of residential development respects the existing neighbourhood character or desired future character statements, if any; and b) To reduce the impact of increased stormwater run-off on the drainage system; and c) To ensure sufficient area for landscaping and private open space.</i>
A1.1	<i>Site coverage must not exceed 50% of the total site; and</i>
A1.2	<i>Development must have a minimum of 25% of the site free from buildings, paving or other impervious surfaces</i>
	Complies. The subject site is 1.15ha and the proposed development is 4,135.7m ² which is approximately 36% site coverage. Complies. 4,716 m ² of the total site area is free from impervious surfaces which is equal to approximately 41%.
10.4.2.4	BUILDING HEIGHT <i>To ensure that the building height of development respects the existing neighbourhood character or desired future character statements, if any.</i>
A1	<i>Building height must not exceed: a) 6m on internal lots; and b) 8m elsewhere</i>
	Complies. Townhouses 5-8 have the maximum building height of 7.7m above natural ground on the site. The remaining townhouses vary in height between 4.6m and 7.525m

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

A2	<i>Building heights of dwellings not adjacent to a frontage must not exceed 6m.</i>
Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.	
P2	<i>Building height of dwellings not adjacent to a frontage must respect the prevailing or preferred neighbourhood character having regard to:</i>
<ul style="list-style-type: none"> <i>a) the size and layout of lots; and</i> <i>b) the form and style of housing; and</i> <i>c) the proximity and density of adjoining development.</i> 	
<p>Complies. The proposed townhouses vary in height between 4.6m and 7.7m. The topography of the site is difficult as it has varying slopes which have significant fall. The design of the townhouses along the northern and southern boundaries are reflective of the sloping nature of the site with many of the dwellings being double storey at the front and single at the rear. As the single storey elements of the buildings (which are less than 6m high) are located closest to the boundaries, and given the orientation of the townhouses and the setbacks proposed, it is not considered that the proposed development will have a detrimental effect on the adjoining properties. The double storey elements and gable roofs are reflective of the existing single dwelling development in the vicinity albeit in modern design and materials.</p>	
<p>The proposal meets the required density provisions of the Launceston Interim Planning Scheme 2012 which will ensure the neighbourhood character is respected.</p>	

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

10.4.2.5	<p>FRONTAGE SETBACKS <i>To ensure that the setbacks of buildings from the frontage respects the existing neighbourhood character or desired future character statements (if any) and makes efficient use of the site.</i></p>
A1 .1	<p><i>The primary frontage setback must be:</i></p> <ul style="list-style-type: none"> a) <i>a minimum of 5m; or</i> b) <i>for infill lots, within the range of the frontage setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 10.4.2.5 below; and</i>  <p>Figure 10.4.2.5 – Primary Frontage Setback for Infill Lots</p>
A1.2	<p><i>Other frontage setbacks must be a minimum of 3m</i></p>
Complies.	<p>The minimum setback from the front boundary is 6.3m.</p>
10.4.1.6	<p>REAR AND SIDE SETBACKS <i>To ensure that the height and setback of buildings from a boundary respects the existing neighbourhood character and limits unreasonable adverse impacts on the amenity and solar access of adjoining dwellings.</i></p>
A1	<p>Buildings must be set back from the rear boundary:</p> <ul style="list-style-type: none"> a) <i>4m if the lot has an area less than 1000m²; or</i> b) <i>5m if the lot has an area equal to or greater than 1000m²</i>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

P1	<p><i>Building setback to the rear boundary must be appropriate to the location, having regard to the:</i></p> <ul style="list-style-type: none"> <i>a) ability to provide adequate private open space for the dwelling; and</i> <i>b) character of the area and location of dwellings on lots in the surrounding area; and</i> <i>c) impact on the amenity solar access and privacy of habitable room windows and private open space of existing dwellings; and</i> <i>d) size and proportions of the lot.</i>
<p>Complies. The application seeks to vary the rear setback of townhouses 5-8 inclusive and townhouse 12. Townhouses 5-8 are part of a church conversion with no changes to the existing setback proposed. With the topography of the site and the location adjacent to a park it is not considered that variation will have a negative impact on the surrounding area in terms of amenity or overshadowing. Townhouse 12 is located 4.67m from the rear boundary, while the required setback is 5m. Dense vegetation is located within the park behind this townhouse which will prevent the rear setback negatively impacting on the surrounding area. Townhouses 5-8 have made the provision for alfresco areas within the existing footprint of the building and will provided an additional 28m² alfresco area on the second floor of the building which meets the provisions for the private open space. Townhouse 12 meets the acceptable solutions for the private open space provisions and therefore, the reduced rear setback is unlikely to negatively impact on the amenity of the dwelling.</p>	
A2.1	<p><i>Buildings must be set back from side boundaries:</i></p> <ul style="list-style-type: none"> <i>a) a minimum of 3m with maximum building height of 5.5m; or</i> <i>b) determined by projecting at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries to a maximum building height of 8.5m above natural ground level, and</i>
A2.2	<p><i>Buildings must be set back from side boundaries a minimum of 1.5m from a side boundary or built to the side boundary provided the:</i></p> <ul style="list-style-type: none"> <i>a) wall is built against an existing boundary wall, or</i> <i>b) wall or walls have a maximum total length of 9m or one third of the boundary with the adjacent property, whichever is the lesser</i>
<p>Complies. All of the townhouses proposed along the south and north (side) boundaries of the site are within the building envelope specified by Clause 10.4.1.6.</p>	

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10.4.2.7	<p>LOCATION OF CAR PARKING</p> <p>a) <i>To provide convenient parking for resident and visitor vehicles; and</i></p> <p>b) <i>To avoid parking and traffic difficulties in the development and the neighbourhood; and</i></p> <p>c) <i>To protect residents from vehicular noise within developments.</i></p>
A1	<p><i>Shared driveways or car parks of other dwellings and residential buildings must be located at least 1.5m from the windows of habitable rooms</i></p>
<p>Complies. All the townhouses have habitable rooms setback a minimum of 1.5m from the shared driveway.</p>	
A 2.1	<p><i>The layout of car parking for residential development must provide the ability for cars to enter and leave the site in a forward direction, except that a car may reverse onto a road if it has a dedicated direct access or driveway no greater than 10m from the parking space to the road; and</i></p>
A 2.2	<p><i>A tandem car space may be provided in a driveway within the setback from the frontage; and</i></p>
A 2.3	<p><i>Provision for turning must not be located within the front setback</i></p>
<p>Complies. All of the townhouses can enter and exit the site in a forward direction. There are no tandem spaces proposed within the front setback and there are no turning bays located within the front setback.</p>	
A 3	<p><i>A garage or carport must be located:</i></p> <p>a) <i>within 10m of the dwelling it serves; and</i></p> <p>b) <i>At least 5.5m from a frontage; and</i></p> <p>c) <i>With a setback equal to or greater than the setback of the dwelling to the frontage; or</i></p> <p>d) <i>in line with or behind the front façade where the dwelling is facing an internal driveway</i></p>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	

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P3	<p><i>Car parking facilities must be:</i></p> <ul style="list-style-type: none"> a) <i>reasonably close and convenient to the use it serves; and</i> b) <i>located to minimise visual impact to the streetscape; and</i> c) <i>be sited to allow safe movement onto and off the road or internal driveway.</i>
<p>Complies. Townhouses 2, 14, 17, 19, 22, and 23 have garages which are in front of the front façade where the dwelling is facing the internal driveway. While the proposed garages are not in line with the façade of the dwelling, they are set forward approximately 1.6m from the dwelling facade. Townhouses 22 and 23 have the garages set forward 2.6m from the dwelling façade. It is considered that the garages will not be visually obstructive as the garages are incorporated into the design of the dwelling. All these garages provide an area for vehicles to manoeuvre before entering onto the internal driveway and, therefore, they provide safe movement onto the road.</p>	
A4	<p><i>The total width of the door or doors on a garage facing a road frontage must:</i></p> <ul style="list-style-type: none"> a) <i>be not more than 6m; or</i> b) <i>the garage must be located within the rear half of the lot when measured from the frontage</i>
<p>Complies. There are no garage doors which are wider than 6m.</p>	
10.4.2.8	<p>OVERLOOKING</p> <p><i>To minimise:</i></p> <ul style="list-style-type: none"> a) <i>overlooking into private open space and habitable room windows to provide a reasonable degree of privacy to the residents of the adjoining and the subject sites; and</i> b) <i>any adverse impact on the amenity of the adjoining and the subject site.</i>

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<p>A 1.1</p>	<p><i>A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window or private open space of dwellings within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio must be:</i></p> <ul style="list-style-type: none"> <i>a) offset a minimum of 1.5m from the edge of one window to the edge of the other; or</i> <i>b) have sill heights of at least 1.7m above floor level; or</i> <i>c) have fixed, obscure glazing in any part of the window below 1.7m above floor level; or</i> <i>d) have permanently fixed external screens to at least 1.8m above floor level; and</i> <i>e) obscure glazing and screens must be no more than 25% transparent.</i> <p><i>Views must be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7m above floor level, indicated in Figure 10.4.2.8; or</i></p>
<p>A 1.2</p>	<p><i>New habitable room windows, balconies, terraces, decks or patio's that face a property boundary must have a visual barrier at least 1.8 metres high and the floor level of the habitable room, balconies, terraces, decks or patio's is less than 0.6m above the ground level at the boundary</i></p>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	
<p>P1</p>	<p><i>Buildings must be designed to minimise the potential for loss of amenity caused by overlooking of adjacent dwellings having regard to the:</i></p> <ul style="list-style-type: none"> <i>a) setback of the existing and proposed building; and</i> <i>b) location of windows and private open spaces areas within the development and the adjoining sites; and</i> <i>c) level and effectiveness of physical screening by fences or vegetation; and</i> <i>d) topography of the site; and</i> <i>e) characteristics and design of houses in the immediate area.</i>

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Complies. Townhouses 2, 3, 4, 14, 16, 17 and 19 have habitable windows that are within a 9m horizontal distance to either another habitable room window or private open space. These townhouses haven't provided any offset, external screens or obscure glass, however, due to the slope of the site and the provision of a 1.8m timber paling fence along the townhouse boundaries there will no impact on the privacy of the dwellings.

Bedroom 2 of townhouse 13 directly looks into the living room windows of townhouse 12. As the bedroom window is south facing a condition is recommended for obscure glazing to be fitted below 1.7m above floor level or a permanent screen erected which is 25% transparent.

The deck of townhouse 13 is 2.4m in height from natural ground level and is setback 1.8m to the boundary of 302 Penquite Road. A condition is recommended for the northern side of the deck to be fitted with a 1.8m high screen to prevent overlooking onto the adjoining property.

Townhouses 15 and 21 also have decks which are 0.6m above ground level and are setback 2.5m from the boundary of 302 Penquite Road. A condition is recommended for the northern side of the deck be fitted with a 1.8m high screen to prevent overlooking onto the adjoining property.

The deck of townhouse 20 directly overlooks into the private open space of townhouse 16. A condition is recommended for the deck to be screened along the south western side to a height of 1.8m.

The decks of townhouses 24 and 25 directly overlook into the private open space of the townhouses to the north. To prevent overlooking a condition is recommended requiring the northern side of the deck be fitted with a 1.2m high frosted glass balustrade.

With the recommended conditions it is considered that the proposed development meets the performance criteria for overlooking.

A2	<p><i>Screens used to obscure a view must be:</i></p> <p><i>a) perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels; and</i></p> <p><i>b) permanent, fixed and durable.</i></p>
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Complies by condition. A condition for privacy screens will ensure that the screens meet the requirements of this acceptable solution.

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10.4.2.9	<p>PRIVATE OPEN SPACE <i>To provide adequate and useable private open space for the reasonable recreation and service needs of residents.</i></p>
A 1	<p><i>Each multiple dwelling must have private open space:</i></p> <ul style="list-style-type: none"> a) <i>with a continuous area of 40m² and a minimum dimension of at least 4m; and</i> b) <i>directly accessible from, and adjacent to, a habitable room, other than a bedroom; and</i> c) <i>with a gradient not steeper than 1:16; and</i> d) <i>located on the side or rear of the dwelling; or</i> e) <i>that is not provided within the setback from a frontage; or</i> f) <i>where all bedrooms and living areas are wholly above ground floor, a balcony of 8m² with a minimum dimension of 2m; or a roof-top area of 10m² with a minimum width of 2m and direct access from a habitable room other than a bedroom.</i>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	
P1	<p><i>Multiple dwellings must be provided with sufficient private open space to meet the reasonable recreational needs of the residents having regard to the:</i></p> <ul style="list-style-type: none"> a) <i>useability of the private open space, including its size and accessibility; and</i> b) <i>availability of and access to public or communal open space; and</i> c) <i>orientation of the lot to the road; and</i> d) <i>the ability of the private open space to receive adequate solar access.</i>

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<p>Complies. A variation is sought for townhouses 5-10 inclusive as they do not meet the acceptable solution. The remainder of the dwellings meet the acceptable solution as the construction of large retaining walls provides private open space areas with a gradient of less than 1:16, areas of at least 40m² and minimum dimensions of 4m.</p> <p>Although townhouses 5-8 do not meet the acceptable solution both are provided with ground floor alfresco areas and first floor decks with a total area of 50m². Townhouse 5 also has access to a large grassed area to the south of the unit. The first floor decks are oriented east and receive the morning sun, while the ground floor alfresco areas orientate west and receive the afternoon sun. There is also a large public park located to the rear of the site which may be accessed from the site. The private open space provision for townhouse 5-8 is considered sufficient to address the requirement of the residents and their access to sunlight.</p> <p>The private open space to townhouses 9 and 10 is not adjacent to the living area. These townhouses have been designed to orientate the living areas towards the northern sun. The private open space is located at the rear of the property which is orientated west. Access to the rear yard is from the dining room and along a 7m path which is parallel to the dwelling. The open space is considered adequate for usability and easily accessible from the dwelling.</p>	
A 2.1	<i>Private open space must receive a minimum of 4 hours of direct sunlight on 21 June to 50% of the designated private open space area; or</i>
A 2.2	<i>The southern boundary of private open space must be set back from any wall 2m high or greater on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall as indicated in Figure 10.4.2.9.</i>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	
P2	<i>Private open space must receive adequate solar access having regard to:</i> <i>a) topography of the site; and</i> <i>b) site constraints including orientation and shape of the site; and</i> <i>c) location and size of buildings on adjoining sites.</i>
<p>Complies. Townhouses 10, 11, 16 and 17 receive between 2.5 hours and 3.5 hours of sunlight to 50% of the private open space on 21 June, which is a result of the topography of the site. The living areas of these townhouses are orientated north-east to ensure that sunlight is received into the habitable rooms for more than 4 hours on 21 June. As these dwellings have suitable access to sunlight and the site is restricted by the topography it is considered that the development meets the performance criteria.</p>	

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10.4.2.10	NORTH-FACING WINDOWS <i>To allow adequate solar access to existing north-facing habitable room windows.</i>
A 1	<i>If a north-facing habitable room window of an existing dwelling is within 3.0m of a boundary on an abutting lot, a building must be setback from the boundary, 1.0m plus 0.6m for every metre of height over 3.6m up to 6.9m, plus 1.0m for every metre of height over 6.9m for a distance of 3.0m from the edge of each side of the window as indicated in figure 10.4.2.10. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.</i>
Complies. The only dwelling located to the south of the subject lot is located 8m from the site boundary.	
10.4.2.11	LANDSCAPING <i>To provide adequate storage facilities for each dwelling.</i>
A 1.1	<i>Landscaping must be provided to the frontage and within the development including: a) the retention or planting of vegetation; and b) the protection of any predominant landscape features of the neighbourhood; and c) pathways, lawn area or landscape beds.</i>
A 1.2	<i>No landscaping is required for outbuildings, decks and other ancillary structures.</i>
Complies by condition. It is not proposed to retain any of the existing vegetation on the site and a detailed landscaping plan has not been provided. The properties adjacent to the subject site are typified by dense vegetation within the front setback which effectively screens the dwellings from the road. In order to ensure the protection of the predominant landscape features of the neighbourhood a condition has been recommended to be attached to the permit to require species of plants and density of plantings which is reflective of the existing vegetation along the south end of Penquite Road.	
10.4.2.12	STORAGE <i>To ensure that communal open space, car parking, access areas and site facilities are easily identified.</i>
A 1	<i>Each dwelling must have access to at least 6 cubic metres of secure storage space.</i>

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	Complies. Most of the townhouses are provided with a 6m3 shed with townhouse 5-8 being the exceptions with no out buildings being provided. All townhouses have a lockable garage which can provide 6m3 of secure storage.
10.4.2.13	<p>COMMON PROPERTY <i>To ensure:</i></p> <ul style="list-style-type: none"> a) <i>that outbuildings do not detract from the amenity or established neighbourhood character; and</i> b) <i>that dwellings remain the dominant built form within an area; and</i> c) <i>earthworks and the construction or installation of swimming pools are appropriate to the site and respect the amenity of neighbouring properties.</i>
A 1	<p><i>Development must clearly delineate public, communal and private areas such as:</i></p> <ul style="list-style-type: none"> a) <i>driveways; and</i> b) <i>landscaping areas; and</i> c) <i>site services, bin areas and any waste collection points.</i>
	Complies by condition. The site plan generally provides an indication of the private and communal areas, however, this needs to be clarified. A condition is recommended to require that prior to the sealing of the strata plan, a plan must be submitted to Council in accordance with the site plan identifying public, communal and private areas.
10.4.2.14	<p>OUTBUILDINGS AND ANCILLARY DWELLINGS <i>To ensure that:</i></p> <ul style="list-style-type: none"> a) <i>site services can be installed and easily maintained; and</i> b) <i>site facilities are accessible, adequate and attractive.</i>
A 1	<p><i>Outbuildings for each dwelling must have a:</i></p> <ul style="list-style-type: none"> a) <i>combined gross floor area not exceeding 45m2; and</i> b) <i>wall height no greater than 2.7m; and</i> c) <i>maximum height not greater than 3.5m.</i>
	Complies. There are no outbuilding proposed that will exceed 45m2 in gross floor area, have a wall height greater than 2.7m and a maximum height not greater than 3.5m.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

A 2	<p><i>A swimming pool for private use must be located:</i></p> <ul style="list-style-type: none"> a) <i>behind the setback from a primary frontage; or</i> b) <i>in the rear yard.</i>
<p>N/A. No swimming pool is proposed.</p>	
A 3	<p><i>Earthworks and retaining walls must:</i></p> <ul style="list-style-type: none"> a) <i>be located at least 900mm from each lot boundary, and</i> b) <i>if a retaining wall:</i> <ul style="list-style-type: none"> i) <i>be not higher than 600mm (including the height of any batters) above existing ground level, and</i> ii) <i>if it is on a sloping site and stepped to accommodate the fall in the land—be not higher than 800mm above existing ground level at each step, and</i> iii) <i>not require cut or fill more than 600mm below or above existing ground level, and</i> iv) <i>not redirect the flow of surface water onto an adjoining property, and</i> v) <i>be located at least 1.0m from any registered easement, sewer main or water main.</i>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	
P3	<p><i>Earthworks and retaining walls associated with residential buildings and multiple dwellings must be designed and located to ensure that:</i></p> <ul style="list-style-type: none"> a) <i>no structural issues are caused for adjoining structures; and</i> b) <i>groundwater and stormwater are dealt with appropriately to eliminate any nuisance for adjoining properties; and</i> c) <i>the potential for loss of topsoil or soil erosion are adequately dealt with; and</i> d) <i>the potential visual impact on neighbouring properties including any increased potential for overlooking or overshadowing are adequately addressed.</i>

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

<p>Complies by condition. Due to the topography of the site, retaining walls are proposed throughout the development to level the site. Some of the retaining walls are located within 900mm of the lot boundary and are higher than 800mm. A condition will be included on the permit requiring the retaining walls be designed and certified by a suitably qualified person to ensure there are no structural issues. The Soil and Water Management condition will ensure that ground and storm water is discharge appropriately and there is no soil erosion. The boundary fences will prevent any visual impacts from overlooking adjoining properties. The proposal is therefore considered to meet the performance criteria.</p>	
10.4.2.15	<p>SITE SERVICES <i>To ensure that all non residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.</i></p>
A 1.1	<p><i>A minimum of 2.0m2 per dwelling must be provided for bin and recycling enclosures and be located behind a screening fence.</i></p>
A 1.2	<p><i>Provision for mailboxes must be made at the frontage.</i></p>
<p>Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.</p>	
P1	<p><i>Sufficient space (including easements where required) and facilities for waste, recycling and mail services must be provided for each dwelling.</i></p>
<p>Complies by condition. The letterboxes are located on the front boundary. Screened areas for the provision of bin storage have not been shown on the site plan, however, each unit has sufficient area to provide 2m2 for bin storage behind the building line and out of view. Bin storage with a screen has been provided for townhouses 5-8 inclusive. As it is not possible to located 50 bins on Penquite Road for collection an agreement must be entered into detailing the type of vehicle used for collection, proposed collection times and the location of the bins for collection where they will not obstruct driveway traffic. A condition is recommended to ensure compliance with the performance criteria.</p>	

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

3.4 Subdivision Standards

10.4.4	<i>SUBDIVISION</i>
10.4.4.1	Lot Diversity and Distribution
A 1	<i>Subdivision of 10 lots or less</i>
Complies. The subdivision is for the consolidation of two lots into one.	
10.4.4.2	<i>LOT AREA, BUILDING ENVELOPES AND FRONTAGE</i>
A 1	<i>Lots must:</i> <ul style="list-style-type: none"> a) <i>have a minimum area of at least 500m² which:</i> <ul style="list-style-type: none"> i) <i>is capable of containing a rectangle measuring 10m by 15m; and</i> ii) <i>has new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or</i> b) <i>required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or</i> c) <i>for the provision of utilities; or</i> d) <i>for the consolidation of a lot with another lot with no additional titles created; or to align existing titles with zone boundaries and no additional lots are created.</i>
Complies. The proposal is to consolidate two lots into one lot. The lot will have an area of 1.15ha, is capable of constraining a rectangle measuring 10m by 15m and existing buildings are located within the proposed lot boundaries.	
A 2	<i>Each lot must have a frontage of at least 4.0m</i>
Complies. The proposed lot has a 100m frontage.	
10.4.4.3	<i>PROVISION OF SERVICES</i>
A 1	<i>Each lot must be connected to a reticulated:</i> <ul style="list-style-type: none"> a) <i>water supply; and</i> b) <i>sewerage system</i>
Complies. The site currently has multiple connections to water supply and sewerage system. Ben Lomond Water require that the services be altered to one single connection.	
A 2	<i>Each lot must be connected to a reticulated stormwater system.</i>
Complies. The site currently has multiple connections to the reticulated stormwater system. The planning permit will require this to be altered to one single connection.	
10.4.4.4	<i>SOLAR ORIENTATION OF LOTS</i>
A 1	<i>At least 50% of lots must have a long axis within the range of:</i> <ul style="list-style-type: none"> a) <i>North 20 degrees west to north 30 degrees east; or</i> b) <i>East 20 degrees north to east 30 degrees south.</i>

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Complies. The lot has the long axis within the range of north 20 degrees west to north 30 degrees east.	
A 2	<i>The long axis of residential lots less than 500m², must be within 30 degrees east and 20 degrees west of north.</i>
NA - The lot is larger than 500m ² .	
10.4.4.5	INTERACTION, SAFETY AND SECURITY
A 1	<i>Subdivisions must not create any internal lots.</i>
Complies. No internal lots are proposed.	
A 2	<i>Internal lots must be: a) for subdivisions of 10 lots or more; and b) less than 10% of the total lots created by the whole subdivision.</i>
N/A. No internal lots are proposed.	
10.4.4.6	INTEGRATED URBAN LANDSCAPE
A 1	<i>The subdivision must not create any new road, public open space or other reserves.</i>
Complies. The proposed subdivision does not create any new road, public open space or other reserves.	
10.4.4.7	WALKING AND CYCLING NETWORK
A 1	<i>The subdivision must not create any new road, footpath or public open space.</i>
Complies. The proposed subdivision does not create any new road, footpath or public open space.	
10.4.4.8	PUBLIC TRANSPORT NETWORK
A 1	<i>No lot in the subdivision is more than 400m walking distance from a bus stop.</i>
Complies. A bus stop is located directly outside the site.	
10.4.4.9	NEIGHBOURHOOD ROAD NETWORKS
A 1	<i>The subdivision must not create any new road.</i>
Complies. No new roads are proposed.	

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

3.5 Overlays and Codes

3.5.1 Landslip Code

E3.2	APPLICATION OF CODE
E3.2.1	<p><i>This code applies to use or development of land:</i></p> <p>a) <i>mapped as landslip hazard area on the planning scheme maps; or</i></p> <p>b) <i>even if not mapped under subparagraph (a) if:</i></p> <p>ii) <i>it is potentially subject to a landslip hazard; or</i></p> <p>ii) <i>it is identified in a report prepared by a suitably qualified person in accordance with the development application which is lodged or required in response to a request under Section 54 of the Act as actually or potentially subject to a landslip hazard.</i></p>
E3.6	DEVELOPMENT STANDARDS
E3.6.1	<p>Development on Land Subject to Risk of Landslip</p> <p><i>To ensure that development is appropriately located through avoidance of areas of landslip risk, or where avoidance is not practicable, suitable measures are available to protect life and property</i></p>
A1	<p><i>No acceptable solution.</i></p> <p>Assessment against zone intent, objective of standard and performance criteria is required.</p>
P1	<p><i>Development must demonstrate that the risk to life and property is mitigated to a low or very low risk level in accordance with the risk assessment in E3.6.2 through submission of a landslip risk management assessment.</i></p> <p>Complies. A geotechnical report was submitted as part of the application. The Geotechnical investigation was carried out by Geoton Pty Ltd in 2009. The report found that the risk level with development of the site is LOW which is defined in the report as 'Usually acceptable to regulators. Where treatment has been required to reduce the risk to this level, ongoing maintenance is required. It is recommended that a condition be attached to the permit which requires that any development at the site is to be conducted in accordance with the recommendations of the Geoton Report.</p>

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3.5.2 Road and Railway Assets Code

E4.2	APPLICATION OF CODE
E4.2.1	<i>This code applies to use or development of land that:</i> <i>a) requires a new access, junction or level crossing; or</i> <i>b) intensifies the use of an existing access, junction or level crossing; or</i> <i>c) involves a sensitive use, a building, works or subdivision on or within 50 metres of a railway or land shown in this planning scheme as:</i> <i>d) a future road or railway; or</i> <i>e) a category 1 or 2 road where such road is subject to a speed limit of more than 60 kilometres per hour.</i>
E4.6	USE STANDARDS
E.4.6.1	USE OF ROAD AND RAIL INFRASTRUCTURE
A1	<i>Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway, must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</i>
	N/A. Penquite Road is not a category 1 or 2 road.
A2	<i>For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</i>
	Does not comply - Assessment against the objective of standard and performance criteria is required.
P2	<i>For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i>
	Complies by condition. A Traffic Impact Assessment (TIA) prepared in 2010 for the previous application by Milan Prodanovic anticipates the development will generate 160 vehicle movements per day. The existing access will be modified to a width of 6.1m which provides for two way traffic. The TIA states that the traffic generated by the proposed development is unlikely to have any noticeable impact on the road network and overall traffic on Penquite Road. Council's Infrastructure Assets Department have recommended that the provision of a right turn slot and median into the development from Penquite Road is required to ensure traffic is not impacted. The condition is recommended to ensure compliance with the performance criteria.
A3	<i>For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.</i>
	N/A. Penquite Road is not more than 60km/h.

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E4.7	DEVELOPMENT STANDARDS
E4.7.1	DEVELOPMENT ON OR ADJACENT TO EXISTING AND FUTURE ARTERIAL ROADS AND RAILWAYS
A1	<i>The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</i> <i>a) new road works, buildings, additions and extensions, earthworks and landscaping works; and</i> <i>b) building envelopes on new lots; and</i> <i>c) outdoor sitting, entertainment and children's play areas</i>
	Complies. The site is more than 50m from a railway, future road or railway and category 1 or 2 roads.
E4.7.2	MANAGEMENT OF ROAD ACCESSES AND JUNCTIONS
A1	<i>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i>
	Complies. The proposed development will only have one access which will provided both entry and exit to the site.
A2	<i>For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</i>
	Penquite Road is not more than 60km/h.
E4.7.3	MANAGEMENT OF RAIL LEVEL CROSSINGS
A1	<i>Where land has access across a railway:</i> <i>a) development does not include a level crossing; or</i> <i>b) development does not result in a material change onto an existing level crossing.</i>
	N/A. The site does not have access to a railway.
E4.7.4	SIGHT DISTANCE AT ACCESSES, JUNCTIONS AND LEVEL CROSSINGS
A1	<i>Sight distances at</i> <i>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i> <i>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices – Railway crossings, Standards Association of Australia; or</i> <i>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</i>
	N/A. The site is not within 50m of a railway line.

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3.5.3 Car Parking and Sustainable Transport Code

E6.2	APPLICATION OF CODE
E6.2.1	This code applies to all use or development of land.
E6.6	USE STANDARDS
E6.6.1	CAR PARKING NUMBERS <i>To ensure that an appropriate level of car parking is provided to service use.</i>
A1	<i>The number of car parking spaces:</i> <i>a) will not be less than 90% of the requirements of Table E6.1; or</i> <i>b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater; or</i> <i>c) will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</i>
Complies. Each townhouse requires two car parking bays. Townhouses 1, 2, 8 and 11 through to 25 have been provided with a double garage. Townhouses 9 and 10 have a single car garage with the option of tandem car parking in front of the garage. Townhouses 3 to 7 have only provided a single car garage. Five dedicated visitor parking spaces have been provided within the common area which meets the requirements for visitor parking. There are an additional five car parking spaces which make up the shortfall for Townhouses 3 to 7. There are a total of 55 car parking spaces on site which is the required number of car parking for the proposed development.	
E6.6.2	BICYCLE PARKING NUMBERS <i>To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</i>
A1.1	<i>Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</i>
A1.2	<i>The number of spaces must be in accordance with a parking precinct plan that has been incorporated into the planning scheme for a particular area.</i>
Complies. Each unit is capable of safely and securely storing a bicycle in either their shed or garage.	
E6.6.3	TAXI DROP-OFF AND PICK UP <i>To ensure that taxis can adequately access developments.</i>
A1	<i>One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof.</i>
Complies. Two taxi bays have been provided on site.	

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E6.6.4	MOTORBIKE PARKING PROVISIONS <i>To ensure that motorbikes are adequately provided for in parking considerations.</i>
A1	<i>One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.</i>
Complies. Three motorbike parking spaces have been provided on site.	
E6.7	DEVELOPMENT STANDARDS
E6.7.1	CONSTRUCTION OF CAR PARKING SPACES AND ACCESS STRIPS <i>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</i>
A1	<i>All car parking, access strips manoeuvring and circulation spaces must be:</i> <i>a) formed to an adequate level and drained; and</i> <i>b) except for a single dwelling, provided with and impervious all weather seal; and</i> <i>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</i>
Complies. The access strips and car parking spaces are proposed to be constructed in bitumen and all run off water will be drained to grated pits which will flow into the reticulated stormwater system.	
E6.7.2	DESIGN AND LAYOUT OF CAR PARKING <i>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</i>
A1.1	<i>Where providing for 4 or more spaces, parking areas must be located behind the building line; and</i>
A1.2	<i>Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</i>

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Complies. All parking on site is located behind the building line fronting Penquite Road and turning provisions on the site are not located within the front setback for the multiple dwellings.	
A2.1	<p><i>Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> a) <i>have a gradient of 10% or less; and</i> b) <i>where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i> c) <i>have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and</i> d) <i>have a combined width of access and maneuvering space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:</i> <ul style="list-style-type: none"> i) <i>there are three or more car parking spaces; and</i> ii) <i>where parking is more than 30m driving distance from the road; or</i> iii) <i>where the sole vehicle access is to a category I, II, III or IV road; and</i>
A2.2	<i>The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Parking Facilities, Part 1: Off Road Car Parking.</i>
Does not comply - Assessment against the objective of standard and performance criteria is required.	
P2	<p><i>Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> a) <i>be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</i> b) <i>provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic</i>
<p>Complies by condition. The driveway will have a gradient that exceeds 10% in sections. The manoeuvring of vehicles onto the internal driveway with a gradient exceeding 10% is considered adequate as the site allows for the ability to manoeuvre with limited traffic before safely exiting the site in a forward direction.</p> <p>There is also concern about the safety of having changes in the site level in the car parking areas as there are no barriers or fencing shown on top of the retaining walls. Conditions are recommended to be applied to address this issue with the installation of hand rails and wheel stops.</p>	

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E6.7.3	CAR PARKING ACCESS, SAFETY AND SECURITY <i>To ensure adequate access, safety and security for car parking and for deliveries.</i>
A1	<i>Car parking areas with greater than 20 parking spaces must be:</i> a) <i>secured and lit unauthorized cannot enter or;</i> b) <i>lit and visible from buildings on or adjacent to the site during the times when parking occurs.</i>
Complies. Most of the car parking proposed is within the townhouses in garages and the on street car parking can be viewed directly from numerous dwellings onsite.	
E6.7.4	PARKING FOR PERSONS WITH A DISABILITY <i>To ensure adequate parking for persons with a disability.</i>
A1	<i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i>
Complies. The site does not have a main building, however there are two disabled bays located on the southern side and one located towards the western side.	
A2	<i>One of every 20 parking spaces or part thereof must be constructed and designated for use by persons with disabilities in accordance with Australian Standards AS/NZ 2890.6 2009.</i>
Complies. Three disabled parking bays are required and have been provided on site.	
E6.7.6	LOADING AND UNLOADING OF VEHICLES – DROP-OFF AND PICK UP <i>To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</i>
A1	<i>For retail, commercial, industrial, service industry or warehouse or storage uses:</i> a) <i>least one loading bay at must be provided in accordance with Table E6.4; and</i> b) <i>loading and bus bays and access strips must be designed in accordance with Australian Standard AS/NZS 2890.3 2002 for the type of vehicles that will use the site.</i>
N/A. Not required for residential use.	
E6.8	PROVISIONS FOR SUSTAINABLE TRANSPORT
E6.8.1	BICYCLE END OF TRIP FACILITIES <i>To ensure that cyclists are provided with adequate end of trip facilities.</i>

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A1	<i>For all development where (in accordance with Table E6.1) over 5 bicycle spaces are required, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycles spaces thereafter.</i>
N/A. This provision is for commercial uses only.	
E6.8.2	BICYCLE PARKING ACCESS, SAFETY AND SECURITY <i>To ensure that parking and storage facilities for bicycles are safe, secure and convenient.</i>
A1.1	<i>Bicycle parking spaces for customers and visitors must:</i> a) <i>be accessible from a road, footpath or cycle track; and</i> b) <i>include a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993; and</i> c) <i>be located within 50m of and visible or signposted from the entrance to the activity they serve; and be</i> d) <i>available and adequately lit in accordance with Australian Standard AS/NZS 1158 2005 Lighting Category C2 during the times they will be used; and</i>
A1.2	<i>Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.</i>
Complies. Bicycles can be securely stored in the garages or sheds.	
A2	<i>Bicycle parking spaces must have:</i> a) <i>minimum dimensions of:</i> i) <i>1.7m in length; and</i> ii) <i>1.2m in height; and</i> iii) <i>0.7m in width at the handlebars; and</i> b) <i>unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.</i>
Complies. The garages can accommodate a bicycle within the specified dimensions.	
E6.8.5	PEDESTRIAN WALKWAYS <i>To ensure pedestrian safety is considered in development</i>
A1	<i>Pedestrian access must be provided for in accordance with Table E6.5.</i>
Does not comply - Assessment against zone intent, objective of standard and performance criteria is required.	

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P1	<i>Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.</i>
<p>Complies by condition. While there has been an attempt to provide a footpath through the site, the design does not meet the requirements of Table E6.5. The layout presented has no clear path of travel for pedestrians and some of the sections which have been provided do not serve any purpose. Where tandem parking occurs there will be little opportunity for pedestrians to avoid walking on the road. Adopting a more conventional subdivisional construction standard would assist in delineating the footpath as would a paved or stamped surface treatment. Conditions are recommended to require the site plan be amended to provide pedestrians with safe pedestrian access.</p>	
E6.6.1	PRECINCT 1 – LAUNCESTON CBD PARKING EXEMPTION AREA
E6.6.4	<p>LOCAL AREAS PROVISIONS</p> <p><i>To remove the need for new use or development to provide onsite car parking within the exemption area.</i></p> <p><i>To establish parking maximums within the exemption area</i></p>
A1	<i>No onsite parking provision.</i>
N/A. The site is not located within the Launceston CBD Parking Exemption Area.	

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

4. REFERRALS

INTERNAL	
Infrastructure Assets	Concerns were raised with the pedestrian access within the internal loop road and safety for parking areas and traffic direction. The Department recommended that amended plans were required to address these issues. Standard conditions are recommended - damage to council infrastructure, soil and water management works, adhesion of titles, submission and approval of plans, construction of works, vehicular crossing permit required, works within/occupation of the road reserve, redundant crossovers to be removed, construction of retaining walls and construction of car parking and access areas.
Environmental Health	Standard conditions recommended relating to amenity, nuisance, removal of waste and machinery.
Building Control	A building permit is required.
Parks and Recreation	The Department requires a detailed site landscape plan be supplied. It is recommended that consultation with the Department of Parks and Recreation is required for landscaping requirements. A condition has been recommended on the permit requiring a detailed landscaping plan be submitted.
Heritage/Urban Design	N/A.
Strategic Planning	N/A.
EXTERNAL	
BLW	Ben Lomond Water has issued a Development Certificate of Consent BLW DA No. 13-030.
Heritage Tasmania	N/A.
EPA	N/A.
DIER	N/A.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

5. REPRESENTATIONS

Pursuant to Section 57 of the Land Use Planning and Approvals Act 1993, the application was advertised for a 14 day period from 20 April 2013 to 6 May 2013. Nine representations were received.

The issues raised in the table below are a summary of the matters raised within the representation attached to this report.

ISSUE	COMMENTS
Housing density excessive and the development is out of character for the surrounding area.	The subject site is 1.15ha which equates to a density of 463m ² per dwelling which is only slightly below the minimum lot size for the General Residential zone and meets the acceptable solutions for multiple dwellings. The development is designed to provide a high level of residential amenity and the vegetation along the retaining wall which is required as a condition on the permit will be in keeping with the Penquite Road streetscape. It is considered that the proposed development respects the neighbourhood character.
Loss of amenity for residents of the neighbouring dwellings.	The northern adjacent resident will be impacted the greatest due to the proposed development. Privacy screen are required through conditions along the decks and also a 1.8m boundary fence is proposed to provide privacy to the adjacent resident. Generally bedrooms and other low use rooms are proposed closest to the common boundary to the site. While not shown on the plans, screening vegetation could be introduced to increase privacy further.
Poor access to sunlight to the dwellings and open space areas.	Townhouses 10, 11, 16 and 17 only receive between 2.5 hours and 3.5 hours of sunlight on 21 June to 50% of the private open space. The living areas to these dwellings are orientated north east and therefore receive adequate sunlight throughout the day which is considered to meet the requirements of the interim planning scheme.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

ISSUE	COMMENTS
Lack of vegetation throughout the development.	A detailed landscaping plan has not been provided and has been required through a condition on the permit. The landscaping will need to be of a standard that will soften the development and reduce the visual impacts.
Inadequate internal traffic management.	The Traffic Impact Assessment provided as part of the application identifies no issues with the existing access to the site. A condition has been included on the permit to detail signage for the traffic direction.
Poor pedestrian access.	A condition has been recommended which will improve the pedestrian access within the site and provide for increased pedestrian focus through the continuation of pathways and inclusion of different surface treatments.
Lack of provision for garage collection.	Collection of refuse and recycling is to occur within the site rather than having bins placed at the kerbside on Penquite Road. A condition has been recommended for the permit to ensure the refuse is collected within the site.
Poor amenity for residents of the development.	The development is to be constructed to a high standard, with all density provision being met and the provisions of private open space. It is considered that the development will provide residents with a high level of amenity.
Poor streetscape presentation	The proposed dwellings are setback to meet the provisions of the planning scheme. A transparent screen fence will be located on the top of the retaining wall which will reduce the impacts on the streetscape. Appropriate landscaping is required to improve the streetscape and this has been recommended in the landscaping condition on the permit.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

ISSUE	COMMENTS
Landslip risks	Geoton Pty Ltd has conducted a geotechnical investigation of the site. Their report dated 31 July 2009 covers recommendations for drainage, retaining walls and building construction that will minimise landslip risk onsite. A condition is recommended to be imposed to require that works on the site adhere to this report.
Lack of off street parking	The interim planning scheme required 55 car parking spaces which includes five visitor spaces. As 55 spaces have been included on the site the development has adequate off street parking. In addition to the visitor parking bays there are three taxi bays also provided.
Development is too far from local services and limited public transport.	The subject site is located 800m from the local shop on the corner of Quarantine Road and Opossum Road, approximately 1km from the Norwood activity centre on Penquite Road which includes a medical centre, take away shop, a community hall, church and IGA supermarket and 1.6km to the St Leonards activity centre. It is considered that the subject site is in a reasonable proximity to activity centres and with the location of a bus stop outside the site which provides easy access to public transport facility.
Additional traffic will increase congestion and reduce road safety	The proposed development will result in a different traffic profile from the current use as a church. Considered on a daily basis there will be an increase however this will be spread over the day. The additional traffic is within the capability of the road and the access.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

ISSUE	COMMENTS
Pressure on the existing sewer.	Ben Lomond Water has provided comments on the proposed development and has not raised any concerns that the existing sewer system cannot support the proposed development.
Existing restrictive covenants on titles for 304 and 306 Penquite Road dictating the permitted style, character and amenity for part of the subject land.	<p>The relevant covenants that affect this development are:</p> <p>(d) That not more than one main building shall be erected on such lot.</p> <p>And</p> <p>(h) Not to subdivide the said lot into smaller lots nor alter nor amend the subdivision plan as it relates to the said lot in any way without the vendor's consent first had and obtained.</p> <p>These restrictive covenants will need to be removed before the development can proceed. There is a note on the permit that highlights this issue for the applicant.</p>

6. CONCLUSION

Subject to the recommended conditions it is considered that the proposal complies with the Launceston Interim Planning Scheme 2012 and is appropriate to recommend for approval.

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such economic impacts have been considered.

ENVIRONMENTAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such environmental impacts have been considered.

12.2 304, 306, 308 & 310 Penquite Road, Norwood - Consolidate two titles; Demolish two sheds and two dwellings; Construct and use twenty one multiple dwellings and convert existing church into four multiple dwellings...(Cont'd)

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2012 contains provisions intended to implement the objectives of the Resource Management Planning System. The application has been assessed using these provisions and as such social impacts have been considered.

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2012

BUDGET & FINANCIAL ASPECTS:

N/A.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Stretton: Director Development Services

ATTACHMENTS:

The following attachments have been distributed separately and includes.

1. Location Map
 2. Plans
 3. Copy of representations
-

DIRECTORATE AGENDA ITEMS**14 DEVELOPMENT SERVICES****14.1 Event Incentive - Tour of Tasmania****FILE NO:** SF5892**AUTHOR:** Angie Walsh (Grants & Sponsorship Officer)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

To respond to a request from Australian Cycling Federation Inc., (Cycling Australia) for 3 year event incentive funding.

PREVIOUS COUNCIL CONSIDERATION:

Council Item 14.2 – 29 April 2013 - To respond to a request from Australian Cycling Federation Inc., (Cycling Australia) for 3 year event incentive funding. Decision: That the item be deferred to the next Strategic Planning and Policy Committee meeting.

SPPC Item 4.2 - 20 May 2013 - To consider a request from Australian Cycling Federation Inc., (Cycling Australia) for 3 year event incentive funding.

RECOMMENDATION:

That Council provide event incentive funding for the Tour of Tasmania 'Launceston Stage' to be held in Launceston in October 2013, 2014 & 2015 as follows:

1. \$20,000 from the 2012/2013 financial year budget (\$15,000 direct event incentive sponsorship and a maximum of \$5,000 in-kind support for relevant permits, implementation of Traffic Management Plan including road closures, infrastructure and all associated management);
 2. Pre-commit event incentive funding of \$20,000 (\$15,000 direct event incentive sponsorship and a maximum of \$5,000 in-kind support for relevant permits, implementation of Traffic Management Plan including road closures, infrastructure and all associated management) from the 2013/2014 & 2014/2015 financial year budgets; and
 3. Further negotiations will be undertaken with the event organisers to agree on a final criterium course for the event.
-

14.1 Event Incentive - Tour of Tasmania...(Cont'd)

REPORT:

The Council has received a request from Cycling Australia for 3 year event incentive funding for the Tour of Tasmania. The event has not included Launceston for many years and under the funding request it is proposed to include a Launceston Stage for the next 3 years.

The success of the Tour of Tasmania depends upon a shared investment model with contributions from Events Tasmania, Councils and Corporate Partnership.

In order to secure a stage of the event Cycling Australia requires an investment of \$15,000 per Council (plus traffic management in kind services/support). This requirement is consistent for all municipal areas that the race touches in 2013, 2014 and 2015. Some smaller councils have secured financial support from a local business operator who are contributing to part of the host city fees.

Council's Event Sponsorship Policy includes the 'event incentive' category to attract/acquire targeted events with an annual amount to be incorporated in the budget specifically for event acquisition, separate from and in addition to the event sponsorship budget.

In order to be invited to apply for funding under the 'event incentive' category the event must not have confirmed Launceston as the event destination, it must significantly increase intrastate and interstate visitation, national profile and contribute to the Launceston economy.

The proposed Tour of Tasmania Launceston Stage's 4 & 5 for 2013 - 2015 (note 2013 used to outline the event framework) are as follows:

Wednesday 2nd October

AM: Launceston School Activation (Teams visit local schools and speak with classes prior to race start;

NOON: Stage 4 Lunchtime Launceston Critérium (potential Critérium course attached - approximately 45 km's);

PM: Stage 5 Launceston to Grindelwald (via West Tamar, approximately 53 km's).

Cycling Australia's national membership base is approximately 42,000 and it is anticipated that over 45,000 Tasmanians will witness some part of the race as it undertakes its 8 day journey through Tasmania.

14.1 Event Incentive - Tour of Tasmania...(Cont'd)

In addition The Tour will attract 630 direct stakeholder event participants to Launceston, with 90% of those visitors travelling from interstate, equating to in excess of \$200,000 direct expenditure generated by the event in Launceston.

The application has been assessed by Community, Tourism & Events officers (L Hurst & A Walsh) using the following assessment criteria:

Mandatory Criteria

- Event is held within the Launceston municipal area
- Event will increase interstate visitation, national profile and contribute to the Launceston economy
- A detailed budget must be included with the application
- Event must not have confirmed Launceston as the event destination

Assessment Criteria

- Event will complement, diversify and not clash or conflict with the events calendar?
- Event will make a significant contribution to Launceston's event portfolio?
- Budget for the event is realistic and includes evidence of other support equal to or greater than the requested contribution from Council (i.e. fundraising, sponsorship, use of volunteers, in-kind support, etc)?
- Environmentally sustainable practices for the event have been adequately addressed?
- Event will directly increase Launceston's national profile and directly impact (benefit) the Launceston economy?

The result of the assessment was:

MANDATORY CRITERIA	Yes / No
• Event is held within the Launceston municipal area	Yes
• Event will increase interstate visitation, national profile and contribute to the Launceston economy	Yes
• A detailed budget must be included with the application	Yes
• Event must not have confirmed Launceston as the event destination	Yes

14.1 Event Incentive - Tour of Tasmania...(Cont'd)

Assessment Points	H = 3Pts	M = 2 Pts	L = 1 Pts	N/A
<ul style="list-style-type: none"> Event will complement, diversify and not clash or conflict with the events calendar? 	√√			
<ul style="list-style-type: none"> Event will make a significant contribution to Launceston's event portfolio 	√√			
<ul style="list-style-type: none"> Budget for the event is realistic and includes evidence of the support equal to or greater than the requested contribution from Council (i.e. fundraising, sponsorship, use of volunteers, in-kind support etc)? 	√	√		
<ul style="list-style-type: none"> Environmentally sustainable practices for the event have been adequately addressed? 		√	√	
<ul style="list-style-type: none"> Event will directly increase Launceston's national profile and directly impact (benefit) the Launceston economy? 	H = 15	M = 10	L = 5	N/A
	√√			

√ = panel member response to critérium

Score:

93%

Under the distribution of funds formula applied for event sponsorship, an application receiving a score of 81% - 100% is recommended to receive 100% of the requested amount or the agreed sponsorship package level (if different).

The potential critérium course (attachment 2) for the proposed lunch time Stage 4 has been considered by the Launceston Traffic Committee (the membership of which includes 2 Council officers, 2 representatives from DIER and 1 representative from Tasmania Police). The Committee was not opposed to the proposed route and noted that a significant communication strategy would be required. Contact has been made with Cityprom, to gauge the level of support for the event from the business community, and while there is a high level of support for holding the event, concern has been raised with the potential critérium course. It important to note that an alternative critérium course can be negotiated with the event organisers if the Council is of the view that the potential course will prove too problematic to implement.

ECONOMIC IMPACT:

Consideration contained in Report.

ENVIRONMENTAL IMPACT:

Consideration contained in Report.

14.1 Event Incentive - Tour of Tasmania...(Cont'd)

SOCIAL IMPACT:

Consideration contained in Report.

STRATEGIC DOCUMENT REFERENCE:

Events Strategy - Goals 2 (Tourism), 3 (Economic) & 4 (Investment).

BUDGET & FINANCIAL ASPECTS:

1. 2012/2013 - there are available funds within the 'event incentive' budget for the 2013 event;
2. A pre-commitment of \$20,000 is sought from the 2013/2014 & 2015/2016 financial years' budgets for the 2014 and 2015 Tour of Tasmania (Launceston Stage).

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Stretton: Director Development Services

ATTACHMENTS:

1. Cycling Australia - Event Incentive Application
 2. Potential Critérium course
-

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

Background & funding

Background

Sponsorship at this level will be restricted to events, held in the Launceston municipal area, which increase intrastate and interstate visitation, national profile and make a significant contribution to Launceston's event portfolio, profile and economy.

Events Strategy Goals 2 (Tourism) 3 (Economic) & 4 (Investment)

Funding

Council will allocate an amount to be incorporated in the budget specifically for event acquisition, separate from and in addition to the event sponsorship budget.

Expressions of interest for event incentive will generally be considered by Council within 6 weeks of receipt of formal application.

No funding will be granted for events that have already commenced or are completed and only one form of funding (i.e. sponsorship or grant) will be provided for any event per financial year.

Available event incentive in any given year will be subject to budget allocation by Council for that financial year.

Organisation details

Unless noted all fields are mandatory

Name of organisation Australian Cycling Federation Incorporated trading as "Cycling Australia"
Must be the name of the organisation that will manage the event

Street address of organisation Suite G.02, 616 St Kilda Road
Melbourne VIC 3004

Postal address If different from street address

Contact Information

[Redacted contact information fields]

Bank details (If successful the preferred method of payment will be direct debit)

Do you wish to have the money deposited into your nominated account? Yes
If you answer 'yes' please provide details below

[Redacted bank details]
Only required if you nominate direct deposit

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

[REDACTED]
 [REDACTED]
 [REDACTED]
 [REDACTED]

Organisation information

Is your organisation incorporated?

Yes
It is not necessary for your organisation to be incorporated to apply for funding.

ABN number

36 067 389 259

Information from the Australian Business Register			
ABN	36 067 389 259		
Organisation Name	Australian Cycling Federation Inc		
Type of Organisation	Other Incorporated Entity		
Is registered for GST?	Yes		
Is a Charity?	No	Type	Not a charity
Is a Deductible Gift Recipient (DGR)?	No		
Tax Concessions	No tax concessions		
Registered Address	2197 NSW		
<i>Information current as at 12:00am yesterday</i>			

Only if applicable

Is your organisation registered for GST?

Yes

Aim/purpose of organisation?

Cycling Australia is the peak body for cycle sport in Australia being responsible for BMX, MTB, Road and Track Cycling.

In 2010 Cycling Australia undertook a new direction and established a dedicated Commercial and Events organisational business unit that has the following broad objectives;

A. Deliver a sophisticated integrated digital media, marketing and events strategy designed to:

- Continue the growth in participation and interest in cycling in Australia at all levels;
- Maximise the profile, impact & long term legacies for cycling;
- Develop, establish and promote sustainable assets via sophisticated rights management strategies; and
- Develop an active relationship with more than 250,000 people by 2015; and

B. Deliver a comprehensive program of international, regional and national cycling events and participation events in partnership with Government(s) and third party right's holder(s).

The Subaru National Road Series of which the Caterpillar Tour of Tasmania is a cornerstone event is Cycling Australia's

elite domestic competition.

Outline the main aim of your organisation. What is it that your organisation is trying to achieve? (max 150 words)

How long has your organisation been operating?

> 120 years
This can be an approximation

Number of active members?

42,000
Active members are members who regularly attend meetings and participate in projects / events

What section(s) of the community benefit from your organisation?

The entire Australian community benefit from the activities of Cycling Australia whether that be from the public inspiration generated by our international athletes who perform at Olympic, Commonwealth, World Championship and/or professional levels through to the grass roots of the sport who engage via one of our 350 cycling clubs throughout Australia. Cycling Australia and our State affiliates undertake and operate over 10,000 officially sanctioned cycling events every year.

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

This could include groups such as children, teenagers, retirees, women, men people with disabilities, migrants, refugees, etc.

Event details

Event name Caterpillar Tour of Tasmania (11th event in the 14 event Subaru National Road Series)

Date(s) of event
29th September - 6th October 2013 inclusive 8 day event throughout Tasmania. (1 days racing in Launceston)

Event location
Tasmania including a full day's racing (stages 4 & 5) in Launceston City Council's catchment
If the event is being held outside Launceston Municipality, you are ineligible to apply under this Program

Amount(s) requested
\$15,000 annually in 2013, 2014 and 2015 not including in kind support for traffic management implementation.

How long has the event been running? nine years in current format. over 25 years in different guises.

Other assistance / sponsorship

All applications for 'Event Incentive' should include evidence of other support equal to or greater than the requested contribution from Council

Are you seeking assistance from State or Federal Government Agencies?
Private sponsorship (financial or inkind)

If you ticked any of the boxes above please provide details below

Agency / organisation / other Events Tasmania
Assistance requested Subject to Commercial Confidentiality (less than \$50,000)
\$ or inkind e.g. volunteer hours

Assistance confirmed Yes

Date of confirmation 01/01/2011

Agency / organisation / other Caterpillar
Assistance requested Naming Rights Partnership
\$ or inkind e.g. volunteer hours

Assistance confirmed

Date of confirmation 01/01/2011

Agency / organisation / other
Assistance requested \$ or inkind e.g. volunteer hours

Assistance confirmed

Date of confirmation

Agency / organisation / other
Assistance requested \$ or inkind e.g. volunteer hours

Assistance confirmed

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

Date of confirmation

If you have already received confirmation of assistance (or letter of support) attach proof *No files have been uploaded*

Mandatory assessment criteria

The event is being held within Launceston Municipality? Yes
If you answered 'no' to the above you are ineligible for funding under this Program

It is a mandatory requirement that the event responds to the Launceston City Council Event Strategy - Goals 2 (Tourism) & 3 (Economic)

[Events Strategy](#)

Goal 2 - Tourism

Launceston has a portfolio of events that increase interstate visitation, national profile and contribute to the Launceston economy Yes
If you answer 'no' you are ineligible to apply for funding under this Program

Explain

"Caterpillar Tour of Tasmania" is a cornerstone event of the "Subaru Cycling Australia National Road Series". The Subaru NRS is Australia's elite domestic road cycling racing series.

Subaru NRS Website

Rich content (live results, news, rankings, schedules, team information and event/spectator information, video and image galleries).

SBS Cycling Central

Packaged highlights in partnership with SBS Television. A dedicated 30 minute post produced program is aired on SBS1 and 2 and nightly highlights via Cycling Central web and SBS World News nationally.

CA Social Media Platform

Providing an instantaneous connection with the broader community. A highlight is the resourcing of live twitter and Facebook race feeds allowing all interested stakeholder to keep up to date with the racing.

Local Media

CAET will develop a working model to engage local/regional media outlets aiming to engage fully with local communities to generate support and interest in localised NRS outcomes.

Total Reach 400,000 Australians.

If you answer 'no' to the above strategic goal you are ineligible to apply for funding under this program (max 150 words)

Goal 3 - Economic

Events held within the region provide optimum economic benefit to the Launceston municipality through partnerships and business planning Yes
If you answer 'no' you are ineligible to apply for funding under this program

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

Explain

Cycling Australia conservatively estimates approximately 630 people will stay in Tasmania for at least nine nights each year of our agreement and specifically for two nights in your region. This equates to \$1million direct expenditure generated by the total event for Tasmania.

Subaru Cycling Australia National Road Series Events deliver economic impact to Launceston by way of the following approximate numbers.

- Event Participants: 180 riders.
- Team support Personnel: 100 persons.
- Cycling Australia Event Team: 20 persons
- Event Officials: 25 persons
- Event Volunteers: 35 persons
- Accredited media personnel: 20 persons
- Travelling Spectators (linked to teams and riders): 250 persons

Total Travelling Group = 630 persons (conservative estimate of people requiring accommodation, meals and ongoing supplies)

If you answer 'no' to the above strategic goal you are ineligible to apply for funding under this program (max 150 words)

Destination Brand Alignment

The event must be supportive of Launceston's destination brand in either:

- Design (look and feel)
- Messaging - inclusion of key messages
- Imagery

Brand philosophy

Everything you need to have an amazing Tasmanian experience is in Launceston. Gourmet food, Australia's coolest wine trail, heritage, wilderness, adventure - it all starts here. *'Start Something Special in Launceston'*.

[Launceston Destination Website](#)

Please note: All references to Launceston's destination brand need to follow style guidelines and be approved by Launceston City Council's Communications Department.

Please explain how the event will be aligned to Launceston's destination brand?

Cycling Australia will ensure all communication touch points adhere to the branding and guidelines supplied to cycling Australia by Launceston city council to ensure that messaging and imagery reflect desired outcomes.

(max 150 words)

General assessment criteria

Does the event clash or conflict with the events calendar? No

[Events Calendar](#)

Please explain how the event will make a significant contribution to Launceston's event portfolio

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

1. Cycling Australia delivering a sustainable event generating positive outcomes for participants, spectators, media broadcasters and local community stakeholders:

Cycling Australia's major event team undertakes the operational delivery of the Caterpillar Tour of Tasmania.

2. Economic Impact:

Cycling Australia conservatively estimates approximately 630 people will stay in Tasmania for at least nine nights each year of our agreement and specifically for two nights in your region. This equates to \$1million direct expenditure generated by the total event for Tasmania.

3. Media Coverage:

It should be noted that in 2013 Cycling Australia and SBS have decided to run 9 x 30 minute magazine style product/programming for the National Road Series on top of the Cycling Central web and television content. This will ensure that the Subaru Cycling Australia National Road Series will reach in excess of 440,000 people via the Cycling Australia/SBS broadcast platform for each event.

(max 150 words)

Estimated number of attendees at the event?

It is anticipated over 45,000 Tasmanians will be touched by the event each year (witness some part of the race as it undertakes its eight day journey through Tasmania) 630 direct stakeholder event participants.

Of the estimated total number of attendees what % are intrastate visitors to the region? Of event participants 10% will be intrastate visitors.

Of the estimated total number of attendees what % are interstate visitors to the region? Of event participants 90% will be interstate visitors.

Please explain how Launceston's national profile will be increased as a direct result of the event

Subaru NRS Website Rich content (live results, news, rankings, schedules, team information and event/spectator information, video and image galleries). SBS Cycling Central Packaged highlights in partnership with SBS Television. A dedicated 30 minute post produced program is aired on SBS1 and 2 and nightly highlights via Cycling Central web and SBS World News nationally. CA Social Media Platform Providing an instantaneous connection with the broader community. A highlight is the resourcing of live twitter and Facebook race feeds allowing all interested stakeholder to keep up to date with the racing. Local Media CAET will develop a working model to engage local/regional media outlets aiming to engage fully with local communities to generate support and interest in localised NRS outcomes. Total Reach 400,000 Australians.

(max 200 words)

Please explain how the event will directly impact (benefit) Launceston's economy

Cycling Australia conservatively estimates approximately 630 people will stay in Tasmania for at least nine nights each year of our agreement and specifically for two nights in your region. This equates to \$1million direct expenditure generated by the total event for Tasmania. Cycling Australia conservatively estimates approximately 630 people will stay in Launceston for two nights. This equates to in excess of \$200,000 direct expenditure generated by the event for Launceston.

In responding to this criterium you should demonstrate actual daily spend per person (do not use multipliers)

Please detail the strategies in place that will ensure the event delivers (to Launceston) the visitation, profile and economic benefits outlined above

The Event is mature, it has a strong media and broadcast presence and following.

Launceston Program Outline:

Wednesday 2nd October (note 2013 date used to outline the framework of the event):

AM: Launceston School Activation (Teams visit local schools and speak with classes prior to race start)

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

NOON: Stage 4 Lunchtime Launceston Critérium (subject to agreement by LCC re T&T and a suitable course being identified and approximately 45km's)

PM: Stage 5 Launceston to Grindelwald (via West Tamar providing stunning broadcast opportunities and approximately 53km's).

Community Benefit:

- Schools Activation (Australia's elite cyclists inspiring the Launceston school community by undertaking pre race appearances at Launceston schools)
- Community Spectacle (inspiring the Launceston city business community with lunchtime criterium creating inspiration and allowing the Launceston community to witness Australia's elite domestic cyclists up close.
- Economic impact (Cycling Australia conservatively estimates approximately 630 people will stay in Launceston for two nights . This equates to in excess of \$200,000 direct expenditure generated by the event for Launceston.)
- Broadcast and Media platform: estimated that the Caterpillar Tour of Tasmania will reach in excess of 440,000 people via the Cycling Australia/SBS broadcast platform for each event

(max 200 words)

Environmental Sustainability

Launceston City Council encourages environmentally sustainable practices. Please outline the steps you will undertake to adequately address environmental sustainability for the event

190 people cycling through Tasmania is environmentally sustainable and promotes the pursuit of cycling as a sustainable mode of transport and viable professional sporting career.

The entire Peloton and support team infrastructures are self sustaining and undertake common sense approach to recycling and waste management.

When addressing this assessment criterium you could consider factors such as recycling, using environmentally friendly products (e.g. recycled paper), ways of reducing water and energy consumption, promoting efficient transport such as the use of public transport, push bikes and walking

(max 150 words)

In all situations where the Launceston City Council provides sponsorship funding for any event, the event is to be tobacco smoke free with the exception that special smoking areas (appropriately signed) may be provided.

Please explain how this requirement will be implemented at the event

Via our well structured communications platform as described above.

(max 100 words)

Note: Environmental sustainability forms part of the assessment criteria for all applications

Budget

Important budget information

- Clear budget information will allow the assessment panel to better understand your event;
- Please account for all expenses and income, monetary and voluntary. This includes all items listed in the income column, including in-kind, other sponsorship and the amount requested from Council;
- Applicants may include Council costs (i.e. road closures, permits, etc) as part of their application budget, however payment of any Council costs associated with the event will be the responsibility of the applicant;
- All relevant Council services provided for any event will be charged at cost;
- Items included in the budget must relate to the event. Any other expenses that do not relate to the event must not be included;
- You may attach a separate budget document, however any budget provided should include (as a minimum) the line items as listed in the budget template;

Event Incentive - Cycling Australia

Event Incentive

Application EI001 from Michael Edgley

- You may attach quotes for items/services if you wish;
- Round up each item to the nearest dollar - **do not include cents**;
- Do not include any spaces or commas in the table as these will affect the automatic calculations.

Example of an event budget

Income		Expenses	
Description	\$	Description	\$
Council funding	\$7500	Staff wages	\$5500
Other sponsorship	\$7500	Production	\$6000
Volunteer hours - 50 hours @ \$20 per hour	\$1000	Marketing	\$3500
		Council permits/licenses	\$1000
Total	\$16000	Total	\$16000

GST

If your organisation **is** registered for GST, please provide **GST exclusive** amounts in your budget. Council will add GST to the amount funded, should your application be successful.

If your organisation **is not** registered for GST, your expenses should **include GST** where applicable.

Budget

Total Income and Expenditure should match!

Income Description	\$	Expenditure Description	\$
Events Tasmania & Local Shires	\$145,000.00	Accommodation/Travel	\$38,000.00
Broadcast Partnership	\$15,000.00	Admin/Overhead/Freight	\$55,000.00
Corporate Partnerships	\$75,000.00	Course Surveys/Traffic Management Plans	\$21,000.00
Event Team/Participant Registrations	\$45,000.00	Equipment/Officials/Medical/Police	\$76,000.00
	\$	Media/Marketing/Broadcast/Prizemoney	\$80,000.00
	\$280,000.00		\$270,000.00

Separate budget document and/or quotes for items/services

No files have been uploaded

If you elect to attach a separate budget document all items listed in the above template **MUST** be included.

If income/expenditure do not match please explain (i.e. profit/deficit)

Small Surplus is budgeted for

If income/expenditure match please type N/A in this field (max 100 words)

Declaration

I, the undersigned, certify that I have been authorised by my organisation to submit this application. I have read, understood and agree to the terms and conditions of this grant. I have completed all sections of the application and to the best of my knowledge all the information I have given is true and correct.

Your name Mr Michael Edgley
Position Commercial Director, Cycling Australia
Date 10/04/2013

Personal information protection statement

Event Incentive - Cycling Australia

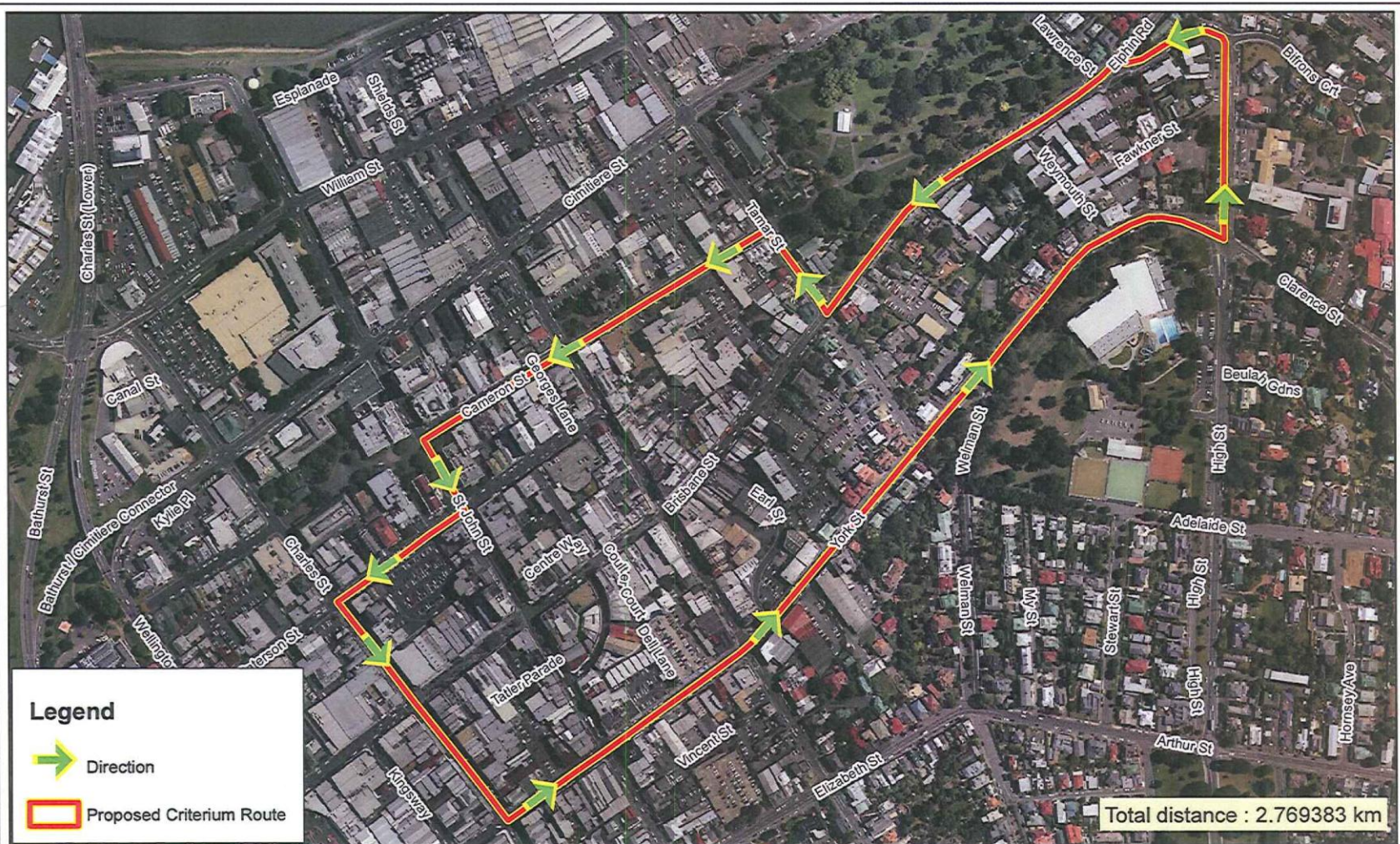
Event Incentive

Application EI001 from Michael Edgley

As required under the *Personal Information Protection Act 2004*

1. Personal information will be collected from you for the purpose of dealing with your application, and may be used for other purposes permitted by the *Local Government Act 1993* and regulations made by or under the Act.
2. Failure to provide this information may result in your application not being able to be accepted and processed.
3. Your personal information will be used for the primary purpose for which it is collected and may be disclosed to contractors and agents of the Launceston City Council.
4. Your basic personal information may be disclosed to other public sector bodies where necessary for the efficient storage and use of the information.
5. Personal Information will be managed in accordance with the *Personal Information Protection Act 2004* and may be accessed by the individual to whom it relates on request to Launceston City Council. You may be charged a fee for this service.

Attachment 2 - Event Incentive Program - Cycling Australia (Total Pages = 1)



Printed: 10/04/2013

NOTE:
While all reasonable care has been taken to ensure the accuracy of the information portrayed on this plan its purpose is to provide a general indication of the location of Council services. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data. This note forms an integral part of this plan.
©Launceston City Council 2013

Tour of Tasmania Launceston Stage "Proposed Criterium Route"

Scale at A4 : 1:5,000



G:\GISMapping\WorkAreas\Cartographic Officer\PrintFiles\Angie Walsh\Criterium Route_v2.pdf

A4

15 FACILITY MANAGEMENT AND GOVERNANCE SERVICES**15.1 Annual Plan 2012/13 - Progress Report - period ending 31 March 2013****FILE NO:** SF5760 / SF5652**AUTHOR:** Pepper Griffiths (Corporate Planning Administration Officer)**DIRECTOR:** Rod Sweetnam (Director Facility Management and Governance Services)

DECISION STATEMENT:

To receive the report on Council's Annual Plan 2012/13 for the period ending 31 March 2013.

PREVIOUS COUNCIL CONSIDERATION:

Item 19.1 - Council - 25 June 2012 - *Adopted the Launceston City Council Annual Plan 2012/13.*

Item 15.1 - Council - 26 November 2012 - *Received report on the progress of Council's Annual Plan 2012/13 Actions, for the period ending 30 September 2012.*

Item 15.1 - Council - 12 March 2013 - *Received report on the progress of Council's Annual Plan 2012/13 Actions, for the period ending 31 December 2012.*

RECOMMENDATION:

That the Council:

1. Receives the following progress report against actions for the Annual Plan 2012/13, relating to the period ending 31 March 2013:

	Actions
Not Started	0
In Progress (0%-25% complete)	1
In Progress (26% - 50% complete)	16
In Progress (51%+ complete)	41
Completed	11
Deferred	3
Total	72

15.1 Annual Plan 2012/13 - Progress Report - period ending 31 March 2013...(Cont'd)

2. Defers the following projects for the reasons and period as identified below:

Action	Reasons
Investigate short term options to revitalise the CBD <i>(see page 4 of Progress Report - distributed electronically)</i>	Deferred pending the outcome of the Greater Launceston Plan.
Research a Tourism Volunteer and Ambassador program for the Launceston Airport. <i>(see page 18 of separate report - distributed electronically)</i>	Deferred until 2013/14 while the business plan for the Launceston Travel and Information Centre is reviewed.
Seek feedback and input from the community into a revised Municipal Emergency Management (MEM) risk register. <i>(see page 46 of Progress Report - distributed electronically)</i>	Deferred to 2013/14 year due to advice from the State Government that risk assessments would have to follow their format. The format has not eventuated.

REPORT:

The attached report provides an update on the progress of Actions from Council's Annual Plan 2012/13.

The document is listed in order of Priority Areas (taken from the Strategic Plan 2008-2013) and also contains the relevant Goals for each Priority Area.

Strategies and Actions are listed in tables following on from their relevant Priority Area. The table includes the following information: the status of each action, progress comments on actions, which Directorate is responsible for each action, percentage complete for each action and the progress against targets set for each action.

15.1 Annual Plan 2012/13 - Progress Report - period ending 31 March 2013...(Cont'd)

ECONOMIC IMPACT:

The actions contained in the Annual Plan arise from the Community's *Vision 2020* goals - supporting Launceston as a place to invest, developing tourism, marketing of the city, and supporting strategies for the region.

ENVIRONMENTAL IMPACT:

'Natural Environment' actions in the Annual Plan address the Strategic Plan 2008-2013 goals of *Sustainable management of natural resources, parks and recreational areas*.

SOCIAL IMPACT:

'Social and Economic Environment' and 'Cultural Environment' actions in the Annual Plan address the Strategic Plan 2008/2013 goals of *Promoting a healthy, prosperous and positive community* and *Supporting and developing arts and cultural activities*.

STRATEGIC DOCUMENT REFERENCE:

Council's Annual Plan 2012/2013 details the major actions Council will work towards achieving in the Strategic Plan 2008 - 2013.

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Rod Sweetnam: Director Facility Management & Governance Services

ATTACHMENTS:

1. Annual Plan 2012/13 Quarterly Report for period ending 31 March 2013 (distributed electronically)
-

15.2 Launceston Aquatic Fees and Charges 2013 2014**FILE NO:** SF5674**AUTHOR:** Melissa Carlton, Launceston Aquatic Centre Manager**DIRECTOR:** Rod Sweetnam, Facility Management and Governance Services

DECISION STATEMENT:

To consider the 2013 2014 proposed fees and charges for Launceston Aquatic. This decision requires an absolute majority of Council.

PREVIOUS COUNCIL CONSIDERATION:

NA

RECOMMENDATION:

That pursuant to Section 205 of the Local Government Act, Council adopts the fees and charges for Launceston Aquatic for the 2013 2014 financial year as set out below effective from 1 July 2013 with exception of Learn- to-Swim to take effect from 1 January 2014.

Launceston Aquatic

			2013/14
Line	Details	GST Status	Proposed GST Inclusive
	Casual Entry		
279	Leisure Entry		
280	Adult	Taxable	\$6.50
281	Child	Taxable	\$4.90
282	Infant (Under 2)	Taxable	\$0.00
283	Toddler (2-4)	Taxable	\$3.00
	Toddler and supervisor	Taxable	\$5.50
284	Family	Taxable	\$18.00
285	Concession	Taxable	\$4.90
286	Non-Swim/Spectator/supervisor	Taxable	\$2.50
287	Water Slide		
288	1 Ride	Taxable	\$1.00
289	4 Pack	Taxable	\$4.00
290	8 Pack	Taxable	\$6.00
291	16 Pack	Taxable	\$10.00
292	Premium Visit		
293	Premium Visit - Adult	Taxable	\$11.30
294	Premium Visit - Concession	Taxable	\$8.50
295	Upgrade Premium - Adult	Taxable	\$4.80
296	Upgrade Premium - Concession	Taxable	\$3.60
297	Aquarobics Classes (inc Leisure Entry)		-
298	Aquarobics	Taxable	\$12.00
299	Concession Aqua Classes	Taxable	\$9.00
301	Supervised Pool Parties		-
302	Deposit	Taxable	
303	Per Head	Taxable	\$4.00
304	Booking Fee	Taxable	\$60.00

Multi Visit Passes			
305	Multi Visit Passes		
306	Adult 10 Pass	Taxable	\$50.00
307	Adult 20 Pass	Taxable	\$90.00
308	Child 10 Pass	Taxable	\$37.00
309	Child 20 Pass	Taxable	\$68.00
310	Concession 10 Pass	Taxable	\$37.00
311	Concession 20 Pass	Taxable	\$68.00
312	Family 5 Pass	Taxable	\$72.00
313	Family 10 Pass	Taxable	\$126.00
314	LCC Passes		
315	Adult 10 Pass	Taxable	\$40.00
316	Adult 20 Pass	Taxable	\$72.00
317	Child 10 Pass	Taxable	\$30.00
318	Child 20 Pass	Taxable	\$54.00
319	Concession 10 Pass	Taxable	\$30.00
320	Concession 20 Pass	Taxable	\$54.00
321	Family 5 Pass	Taxable	\$58.00
322	Family 10 Pass	Taxable	\$100.00
323	Premium Pass (does not include Aquatic Group Exercise)		
324	Adult 10 Pass	Taxable	\$85.00
325	Adult 20 Pass	Taxable	\$158.00
326	Concession 10 Pass	Taxable	\$64.00
327	Concession 20 Pass	Taxable	\$119.00
328	Seniors 10 Pass	Taxable	\$52.00
329	Aquarobics Classes		-
330	Adult 10 Aquarobics Pass	Taxable	\$96.00
331	Adult 20 Aquarobics Pass	Taxable	No longer offered
332	Membership Multi-Visit Upgrade Packs		-
333	Leisure Membership Aqua Fitness		-
334	Single Upgrade	Taxable	\$5.00
335	10 Pack	Taxable	\$40.00
336	20 Pack	Taxable	No longer offered
337	A straight 25% discount applies to Multi Visit Passes for Concession Card Holders	Taxable	

Multi Visit Passes			
338	Miscellaneous		
339	Fitness Instructor	Taxable	\$46.80
340	Cash Handling - 5% of Gross Turnover.	Taxable	5.00%
341	User Group Access Card	Taxable	\$5.20
342	Replacement Card Fee	Taxable	\$15.00
343	Parent Access Card	Taxable	\$21.00
344	Photocopying	Taxable	\$0.30
Memberships			
	Leisure Membership		
346	3 Month	Taxable	\$144.00
347	12 Month	Taxable	\$541.00
348	Direct Debit (fortnightly)	Taxable	\$23.00
	Premium Membership		
350	3 Month	Taxable	\$187.00
351	12 Month	Taxable	\$617.00
352	Direct Debit (fortnightly)	Taxable	\$25.00
353	DD Admin Fee	Taxable	\$33.00
354	Early DD Cancellation Fee	Taxable	\$33.00
	Membership Services		
356	Suspension Fee per week	Taxable	\$2.50

Aquatic Education			
	Aquatic Education - Term Program (per class)		
358	LTS After School Program - per class	Taxable	\$15.00
359	LTS Morning Program - per class	Taxable	\$15.00
360	Casual LTS Entry Adult/Child - per class	Taxable	\$15.00
361	Private Instruction (Adult) - per class	Taxable	\$45.00
362	Private LTS Lesson (Child) - per class	Taxable	\$35.00
	Aquatic Education - Holiday Programs (per class)		
364	Holiday Stroke Clinics (45min sessions)	Taxable	\$10.40
365	September holidays (per class)	Taxable	\$10.40
366	Summer Holidays (per class)	Taxable	\$10.40
367	Swimming Instructor Fee (per hour)	Taxable	\$46.80
	Aquatic Education - Education Department Swimming & Water Safety		
369	Instructor (per class)	Taxable	\$5.30
370	Without Instructor (per class)	Taxable	\$2.70
	Aquatic Education - Aquatic Programs (per class)		
372	Junior Pool Life Saving Squad (jnr PLSS) Registration Fee	Taxable	\$31.20
373	Pool Life Saving Squad (Snr PLSS)	Taxable	\$7.80
374	Pool Life Saving Squad (Snr PLSS) Registration Fee	Taxable	\$31.20
375	Junior Program Attendance	Taxable	\$5.20
376	Junior Program Registration	Taxable	\$31.20
377	Adult Program Attendance	Taxable	\$7.80
378	Adult Program Registration	Taxable	\$31.20
379	Senior /Over 55 Program Attendance	Taxable	\$5.20
380	Senior /Over 55 Program Registration	Taxable	\$31.20

Facility Hire			
	Competition Pool		-
393	Standard Rates (per hour)		
394	Competition Pool - 50m lane hire	Taxable	\$65.00
395	Competition Pool - 25m lane hire (short course mode)	Taxable	\$33.00
396	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$390.00
397	Short Course - 8 Lanes Exclusive Use	Taxable	\$195.00
398	Seasonal Hire (per Hour)		
399	50m lane hire	Taxable	\$55.00
400	25m Lane Hire	Taxable	\$28.00
401	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$332.00
402	Short Course - 8 Lanes Exclusive Use	Taxable	\$165.00
403	Off Peak Seasonal Hire (per hour)		
404	50m lane hire	Taxable	\$52.00
405	25m Lane Hire	Taxable	\$26.00
406	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$312.00
407	Short Course - 8 Lanes Exclusive Use	Taxable	\$156.00
408	Annual Hire (per hour)		
409	Competition Pool - 50m lane hire	Taxable	\$49.00
410	Competition Pool - 25m lane hire (short course mode)	Taxable	\$25.00
411	Long Course Exclusive	Taxable	\$293.00
412	Short Course Exclusive	Taxable	\$147.00
413	Off Peak Annual Hire Rates (per hour)		
414	Competition Pool - 50m lane hire	Taxable	\$46.00
415	Competition Pool - 25m lane hire (short course mode)	Taxable	\$23.00
416	Long Course Exclusive	Taxable	\$273.00
417	Short Course Exclusive	Taxable	\$138.00

Carnivals & Events (per hour)			
419	Schools		
420	Outdoor Carnival	Taxable	\$94.00
421	Learn to Swim Pool Carnival	Taxable	\$52.00
422	Short Course Carnival	Taxable	\$174.00
423	Long Course Carnival	Taxable	\$306.00
	Launceston Aquatic User Groups (seasonal and annual)		
425	Outdoor Carnival	Taxable	\$94.00
426	Short Course Carnival	Taxable	\$174.00
427	Long Course Carnival	Taxable	\$306.00
	State and National Level		
429	Off Peak Carnival (after 4.00pm on weekends)	Taxable	\$276.00
430	Short Course Carnival	Taxable	\$222.00
431	Long Course Carnival	Taxable	\$384.00
432	After Hours Short Course Carnival Package	Taxable	\$312.00
433	After Hours Short Long Carnival Package	Taxable	\$450.00
	Event Services		
435	Recording Room	Taxable	-
436	Carnivals/Events Planning Service	Taxable	\$50.00
437	Daily Parking Permit	Taxable	\$10.00
	Programs Pool (per Hour)		
	Standard Hire		
440	Programs Pool Hire (exclusive use)	Taxable	\$81.00
441	Programs Pool Hire 2/3	Taxable	\$41.00
	Seasonal Hire		
443	Programs Pool Hire	Taxable	\$73.00
444	Programs Pool Hire 2/3	Taxable	\$37.00
	Annual Hire		
446	Programs Pool Hire (exclusive use)	Taxable	\$65.00
447	Programs Pool 2/3 (shared use)	Taxable	\$33.00
448	Programs Pool 1/3 (shared use)	Taxable	\$22.00

Outdoor Pool

450	Standard Hire (Per Hour)		
451	Outdoor 25m Pool Lane Hire	Taxable	\$28.00
452	Outdoor Pool - 5 Lanes Exclusive Use	Taxable	\$112.00
453	Waterslide - During public hours	Taxable	\$42.00
454	Waterslide - Outside public water slide hours (staff extra)	Taxable	\$63.00
455	Outdoor Pool Diving Exclusive use	Taxable	\$80.00
456	Outdoor Leisure Pool	Taxable	\$150.00
	Room Hire (Per Hour)		
	Studio		
459	Peak	Taxable	\$44.00
460	Off-Peak	Taxable	\$38.00
461	Daily Rate	Taxable	\$183.00
462	Half Day	Taxable	\$95.00
	Leisure Package		
464	2 Hours After Hours Use - Outdoor	Taxable	\$1,422.00
465	2 Hours After Hours Use - Indoor	Taxable	\$1,350.00
466	2 Hours After Hours Use - Deluxe	Taxable	\$2,740.00
	Extras		
	2 Hours		
469	Waterslike + Operator	Taxable	\$124.80
470	Longrunner + Operator	Taxable	\$117.50
471	Inflatable + Operator	Taxable	\$100.00
	Group Hire		
473	Group Child Packages	Taxable	\$4.20
474	Group Adult Packages	Taxable	\$5.20
475	School Rec Swims	Taxable	\$4.20
476	Group Swim Water Slide (Super Splash) - per hour	Taxable	\$41.60
	Misc		-
	Additional Charges (per hour fee)		-
479	Cleaning	Taxable	\$33.00
	Sporting Equipment (per hour)		
481	Goals	Taxable	\$34.00
	Storage (per square metre)	Taxable	\$87.00

REPORT:Introduction

Launceston Aquatic has been working with Simply Great Leisure (SGL) on the 'Future Business and Operational Strategy 2013-2016'. The strategy was presented to Council in March 2013. As part of the strategy, SGL were asked to review the Centre's fees and charges.

The timing of the development of the SGL strategy meant that the fees and charges for the Centre were not able to be considered as part of the Council wide fees and charges report. It is expected that future fees and charges for Launceston Aquatic will be presented for consideration as part of the Council wide fees and charges.

The fees and charges presented in this report include pricing strategies recommended in the (SGL) 'Future Business and Operational Strategy 2013-2016'. The full list with comparisons can be found in Attachment 1 - of this report.

Health and Fitness fees and charges

It had been proposed to bring both the aquatic and dry program fees and therefore part of the reason why the Centre's fees and charges were not included in the report to Council on the Council-wide fees and charges. However, the final complete list of products and services for the health and fitness programs are in the process of being finalised. Once the details have been confirmed, the full list of health and fitness fees and charges will be presented for Council consideration early in the new financial year.

Key Changes to the Launceston Aquatic Pricing Framework

The key changes outlined below are a result of the recommendations from the SGL 'Future Business and Operational Strategy 2013-2016'.

15.2 Launceston Aquatic Fees and Charges 2013 2014...(Cont'd)

Area	Strategy	Rationale	Expected outcome
Casual Entry	No increase to the family entry fee	Family Entry is at the upper limit. Unlikely to convert families into visit pass holders	Attractive pricing for families to use the Centre
	Decrease the fee for a toddler /adult visit	Proposed fee is more appropriate for the type of visit	Attract new users and encourage existing users to visit more frequently
	Increase individual casual entry (adult / child / concession)	Encourage users to consider purchasing visit pass or membership	The share of revenue for memberships and visit passes increases.
Visit Passes	Decrease premium and leisure visit pass fees	Price incentive to pre-pay for usage	More casual users moving to visit pass options
Memberships	Decrease premium membership fees	Greater value. Decrease the gap between leisure and premium membership	Greater number of premium members.
	Include AquaFit (and any future aquatic fitness group exercise classes) as a premium membership benefit	Greater value for membership.	Increase number of premium members, greater usage outside of the Centre's peak period
Facility Hire	Increase exclusive hire, decrease partial hire rate	Encourage users to modify their booking to allow public access to the programs pool.	Increase the number of hours where the programs pool is available for public usage.

More details on each of the key changes can be found in Attachment 2 - "Launceston Aquatic 2013 2014 Fees and Charges Strategy"

Other Changes to the Launceston Aquatic Fees and Charges Structure

Casual Entry

- Waterslide - fees have been restructured to make the "8 Pack" and "16 Pack" more attractive:
 - 1 Pack = \$1.00 per ride
 - 4 Pack = \$1.00 per ride
 - 8 Pack = \$0.75 cents per ride
 - 16 Pack = \$0.625 per ride

15.2 Launceston Aquatic Fees and Charges 2013 2014...(Cont'd)

- Birthday parties - At the start of 2013, the Centre's birthday party program was reviewed and a new program adopted. The prices listed in the 2013 2014 fees and charges are new fees.

Aquatic Education

- The Aquatic Education program runs in line with the school year and increases in the class fee won't come into effect until January 2013. The current pricing will remain in place until the end of 2013.
- Private LTS lessons - Child (item 362) is showing an increase of 16.7%. There was no increase in the previous year so the additional increase is a catch up to ensure the Centre is covering two years of increased labour costs.

Facility Hire

- As per the Centre's fees and charges framework, the fees for facility hire are based on the casual adult entry fee (the standard fee to hire a 50m lane in the competition pool for one hour is the equivalent of 10 casual leisure adult swims). Discounts are then applied for seasonal, annual and off - peak usage. The hire fee is then rounded to the nearest dollar.

Visit Passes

- The 'Premium Seniors 10 Pass' is the only visit pass to show an increase for the 2013 2014 financial year (item 328). This ensures the Centre is implementing a Council decision to ensure the same discount applies for all concession card holders. The additional increases for the 'Premium Seniors 10 Pass' is expected to be phased in over a 5 year period.

Benchmarking

As part of the fees and charges review, Launceston Aquatic benchmarks the proposed fees against similar facilities including the Hobart Aquatic Centre. The benchmarking for the 2013 / 2014 financial year can be seen in the table below:

Entry Type	Launceston Aquatic Proposed 2013 2014	The Hobart Aquatic Centre Adopted 2013 2014
Adult	\$6.50	\$7.50
Child	\$4.90	\$5.00
Toddler and Supervisor	\$5.50	\$9.20
Family	\$18.00	\$20.00

15.2 Launceston Aquatic Fees and Charges 2013 2014...(Cont'd)

The major difference is in the casual adult entry. The Hobart Aquatic Centre is positioned at the upper end of the casual entry scale nationally for adult casual entry. The pricing is based on multiple water space options available year round (all of the Hobart Aquatic Centre pool spaces are indoors) and the number of other swim centres in the Hobart area. Hobart City Council adopted a 1% increase for adult entry for the 2013 2014 year as it was felt that the adult casual pricing had reached the price ceiling.

The other major difference is in the Toddler and Supervisor entry. As discussed earlier in the report, this is a particular pricing strategy that Launceston Aquatic is planning to undertake in 2013 /2014.

ECONOMIC IMPACT:

Fees and charges have been set to balance the operating cost of the facility and community affordability. Decreases for some products and services have been recommended to ensure that the Centre is able to reduce perceived cost barriers and attract additional attendances

ENVIRONMENTAL IMPACT:

No perceived environmental impacts.

SOCIAL IMPACT:

The proposed pricing strategies seek to increase usage where there is space and capacity within the Centre. In 2013 / 2014 the proposed pricing strategies specifically seek to increase usage by families and also increase the toddler market.

STRATEGIC DOCUMENT REFERENCE:

Launceston City Council Strategic Plan:
Priority Area 3: Social and Economic Environment
3.5 Effectively operate the Regional Aquatic to encourage healthy and active lifestyles.

15.2 Launceston Aquatic Fees and Charges 2013 2014...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

The fees and charges have been used as the basis for the 2013 2014 operating budget for Launceston Aquatic.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Rod Sweetnam: Director Facility Management & Governance Services

ATTACHMENTS:

1. Launceston Aquatic Fees and Charges for 2013 2014
 2. Launceston Aquatic 2013 2014 Fees and Charges Strategy (distributed electronically)
-

Launceston Aquatic						
Line	Details	GST Status	2012/13 Adopted GST Inclusive	2013/14 Proposed GST Inclusive	Fee Increase	Percentage Increase
	Casual Entry					
279	Leisure Entry					
280	Adult	Taxable	\$6.20	\$6.50	\$0.30	4.8%
281	Child	Taxable	\$4.70	\$4.90	\$0.20	4.3%
282	Infant (Under 2)	Taxable	\$0.00	\$0.00	\$0.00	0.0%
283	Toddler (2-4)	Taxable	\$2.20	\$3.00	\$0.80	36.4%
	Toddler and supervisor	Taxable	\$8.40	\$5.50	-\$2.90	-34.5%
284	Family	Taxable	\$18.00	\$18.00	\$0.00	0.0%
285	Concession	Taxable	\$4.70	\$4.90	\$0.20	4.3%
286	Non-Swim/Spectator/supervisor	Taxable	\$2.40	\$2.50	\$0.10	4.2%
287	Water Slide					
288	1 Ride	Taxable	\$0.75	\$1.00	\$0.25	33.3%
289	4 Pack	Taxable	\$3.00	\$4.00	\$1.00	33.3%
290	8 Pack	Taxable	\$4.50	\$6.00	\$1.50	33.3%
291	16 Pack	Taxable	\$9.00	\$10.00	\$1.00	11.1%
292	Premium Visit					
293	Premium Visit - Adult	Taxable	\$10.80	\$11.30	\$0.50	4.6%
294	Premium Visit - Concession	Taxable	\$8.20	\$8.50	\$0.30	3.7%
295	Upgrade Premium - Adult	Taxable	\$4.70	\$4.80	\$0.10	2.1%
296	Upgrade Premium - Concession	Taxable	\$3.50	\$3.60	\$0.10	2.9%
297	Aquarobics Classes (inc Leisure Entry)					
298	Aquarobics	Taxable	\$11.70	\$12.00	\$0.30	2.6%
299	Concession Aqua Classes	Taxable	\$8.80	\$9.00	\$0.20	2.3%
301	Supervised Pool Parties					
302	Deposit	Taxable	\$32.00		-\$32.00	-100.0%
303	Per Head	Taxable	\$11.00	\$4.00	-\$7.00	-63.6%
304	Booking Fee	Taxable	-	\$60.00	New	
Multi Visit Passes						
305	Multi Visit Passes					
306	Adult 10 Pass	Taxable	\$55.80	\$50.00	-\$5.80	-10.4%
307	Adult 20 Pass	Taxable	\$105.40	\$90.00	-\$15.40	-14.6%
308	Child 10 Pass	Taxable	\$42.30	\$37.00	-\$5.30	-12.5%
309	Child 20 Pass	Taxable	\$79.90	\$68.00	-\$11.90	-14.9%
310	Concession 10 Pass	Taxable	\$42.30	\$37.00	-\$5.30	-12.5%
311	Concession 20 Pass	Taxable	\$79.90	\$68.00	-\$11.90	-14.9%
312	Family 5 Pass	Taxable	\$72.00	\$72.00	\$0.00	0.0%
313	Family 10 Pass	Taxable	\$126.00	\$126.00	\$0.00	0.0%
314	LCC Passes					
315	Adult 10 Pass	Taxable	\$44.70	\$40.00	-\$4.70	-10.5%
316	Adult 20 Pass	Taxable	\$84.40	\$72.00	-\$12.40	-14.7%
317	Child 10 Pass	Taxable	\$33.90	\$30.00	-\$3.90	-11.5%
318	Child 20 Pass	Taxable	\$64.00	\$54.00	-\$10.00	-15.6%
319	Concession 10 Pass	Taxable	\$33.90	\$30.00	-\$3.90	-11.5%
320	Concession 20 Pass	Taxable	\$64.00	\$54.00	-\$10.00	-15.6%
321	Family 5 Pass	Taxable	\$57.60	\$58.00	\$0.40	0.7%

322	Family 10 Pass	Taxable	\$100.80	\$100.00	-\$0.80	-0.8%
323	Premium Pass (does not include Aquatic Group Exercise)					
324	Adult 10 Pass	Taxable	\$97.20	\$85.00	-\$12.20	-12.6%
325	Adult 20 Pass	Taxable	\$183.60	\$158.00	-\$25.60	-13.9%
326	Concession 10 Pass	Taxable	\$73.80	\$64.00	-\$9.80	-13.3%
327	Concession 20 Pass	Taxable	\$139.40	\$119.00	-\$20.40	-14.6%
328	Seniors 10 Pass	Taxable	\$49.90	\$52.00	\$2.10	4.2%
329	Aquarobics Classes					
330	Adult 10 Aquarobics Pass	Taxable	\$105.30	\$96.00	-\$9.30	-8.8%
331	Adult 20 Aquarobics Pass	Taxable	\$198.90	No longer offered		
332	Membership Multi-Visit Upgrade Packs					
333	Leisure Membership Aqua Fitness					
334	Single Upgrade	Taxable	-	\$5.00	New	-
335	10 Pack	Taxable	\$49.50	\$40.00	-\$9.50	-19.2%
336	20 Pack	Taxable	\$93.50	No longer offered		
337	A straight 25% discount applies to Multi Visit Passes for Concession Card Holders	Taxable				
338	Miscellaneous					
339	Fitness Instructor	Taxable	\$45.00	\$46.80	\$1.80	4.0%
340	Cash Handling - 5% of Gross Turnover.	Taxable	5.00%	5.00%	\$0.00	0.0%
341	User Group Access Card	Taxable	\$5.00	\$5.20	\$0.20	4.0%
342	Replacement Card Fee	Taxable	\$15.00	\$15.00	\$0.00	0.0%
343	Parent Access Card	Taxable	\$21.00	\$21.00	\$0.00	0.0%
344	Photocopying	Taxable	\$0.25	\$0.30	\$0.05	20.0%
Memberships						
Leisure Membership						
346	3 Month	Taxable	\$138.00	\$144.00	\$6.00	4.3%
347	12 Month	Taxable	\$516.00	\$541.00	\$25.00	4.8%
348	Direct Debit (fortnightly)	Taxable	\$22.00	\$23.00	\$1.00	4.5%
Premium Membership						
350	3 Month	Taxable	\$198.00	\$187.00	-\$11.00	-5.6%
351	12 Month	Taxable	\$741.00	\$617.00	-\$124.00	-16.7%
352	Direct Debit (fortnightly)	Taxable	\$31.00	\$25.00	-\$6.00	-19.4%
353	DD Admin Fee	Taxable	\$33.00	\$33.00	\$0.00	0.0%
354	Early DD Cancellation Fee	Taxable	\$33.00	\$33.00	\$0.00	0.0%
Membership Services						
356	Suspension Fee per week	Taxable	\$2.50	\$2.50	\$0.00	0.0%
Aquatic Education						
Aquatic Education - Term Program (per class)						
358	LTS After School Program - per class	Taxable	\$14.00	\$15.00	\$1.00	7.1%
359	LTS Morning Program - per class	Taxable	\$14.00	\$15.00	\$1.00	7.1%
360	Casual LTS Entry Adult/Child - per class	Taxable	\$14.00	\$15.00	\$1.00	7.1%
361	Private Instruction (Adult) - per class	Taxable	\$45.00	\$45.00	\$0.00	0.0%
362	Private LTS Lesson (Child) - per class	Taxable	\$30.00	\$35.00	\$5.00	16.7%
Aquatic Education - Holiday Programs (per class)						
364	Holiday Stroke Clinics (45min sessions)	Taxable	\$10.00	\$10.40	\$0.40	4.0%
365	September holidays (per class)	Taxable	\$10.00	\$10.40	\$0.40	4.0%

366	Summer Holidays (per class)	Taxable	\$10.00	\$10.40	\$0.40	4.0%
367	Swimming Instructor Fee (per hour)	Taxable	\$45.00	\$46.80	\$1.80	4.0%
	Aquatic Education - Education Department Swimming & Water Safety					
369	Instructor (per class)	Taxable	\$5.10	\$5.30	\$0.20	3.9%
370	Without Instructor (per class)	Taxable	\$2.60	\$2.70	\$0.10	3.8%
	Aquatic Education - Aquatic Programs (per class)					
372	Junior Pool Life Saving Squad (jnr PLSS) Registration Fee	Taxable	\$30.00	\$31.20	\$1.20	4.0%
373	Pool Life Saving Squad (Snr PLSS)	Taxable	\$7.50	\$7.80	\$0.30	4.0%
374	Pool Life Saving Squad (Snr PLSS) Registration Fee	Taxable	\$30.00	\$31.20	\$1.20	4.0%
375	Junior Program Attendance	Taxable	\$5.00	\$5.20	\$0.20	4.0%
376	Junior Program Registration	Taxable	\$30.00	\$31.20	\$1.20	4.0%
377	Adult Program Attendance	Taxable	\$7.50	\$7.80	\$0.30	4.0%
378	Adult Program Registration	Taxable	\$30.00	\$31.20	\$1.20	4.0%
379	Senior /Over 55 Program Attendance	Taxable	\$5.00	\$5.20	\$0.20	4.0%
380	Senior /Over 55 Program Registration	Taxable	\$30.00	\$31.20	\$1.20	4.0%
	Facility Hire					
	Competition Pool					
393	Standard Rates (per hour)					
394	Competition Pool - 50m lane hire	Taxable	\$62.00	\$65.00	\$3.00	4.8%
395	Competition Pool - 25m lane hire (short course mode)	Taxable	\$31.00	\$33.00	\$2.00	6.5%
396	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$372.00	\$390.00	\$18.00	4.8%
397	Short Course - 8 Lanes Exclusive Use	Taxable	\$186.00	\$195.00	\$9.00	4.8%
398	Seasonal Hire (per Hour)					
399	50m lane hire	Taxable	\$53.10	\$55.00	\$1.90	3.6%
400	25m Lane Hire	Taxable	\$26.55	\$28.00	\$1.45	5.5%
401	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$318.60	\$332.00	\$13.40	4.2%
402	Short Course - 8 Lanes Exclusive Use	Taxable	\$159.30	\$165.00	\$5.70	3.6%
403	Off Peak Seasonal Hire (per hour)					
404	50m lane hire	Taxable	\$50.45	\$52.00	\$1.56	3.1%
405	25m Lane Hire	Taxable	\$25.22	\$26.00	\$0.78	3.1%
406	50m Pool Hire - 8 Lanes Exclusive Use	Taxable	\$302.67	\$312.00	\$9.33	3.1%
407	Short Course - 8 Lanes Exclusive Use	Taxable	\$151.34	\$156.00	\$4.66	3.1%
408	Annual Hire (per hour)					
409	Competition Pool - 50m lane hire	Taxable	\$47.50	\$49.00	\$1.50	3.2%
410	Competition Pool - 25m lane hire (short course mode)	Taxable	\$23.75	\$25.00	\$1.25	5.3%
411	Long Course Exclusive	Taxable	\$285.00	\$293.00	\$8.00	2.8%
412	Short Course Exclusive	Taxable	\$142.50	\$147.00	\$4.50	3.2%
413	Off Peak Annual Hire Rates (per hour)					
414	Competition Pool - 50m lane hire	Taxable	\$45.20	\$46.00	\$0.80	1.8%
415	Competition Pool - 25m lane hire (short course mode)	Taxable	\$22.60	\$23.00	\$0.40	1.8%
416	Long Course Exclusive	Taxable	\$271.20	\$273.00	\$1.80	0.7%
417	Short Course Exclusive	Taxable	\$135.60	\$138.00	\$2.40	1.8%
	Carnivals & Events (per hour)					
419	Schools					
420	Outdoor Carnival	Taxable	\$90.00	\$94.00	\$4.00	4.4%
421	Learn to Swim Pool Carnival	Taxable	\$50.00	\$52.00	\$2.00	4.0%
422	Short Course Carnival	Taxable	\$170.00	\$174.00	\$4.00	2.4%

423	Long Course Carnival	Taxable	\$302.00	\$306.00	\$4.00	1.3%
	Launceston Aquatic User Groups (seasonal and annual)					
425	Outdoor Carnival	Taxable	\$90.00	\$94.00	\$4.00	4.4%
426	Short Course Carnival	Taxable	\$170.00	\$174.00	\$4.00	2.4%
427	Long Course Carnival	Taxable	\$302.00	\$306.00	\$4.00	1.3%
	State and National Level					
429	Off Peak Carnival (after 4.00pm on weekends)	Taxable	\$265.00	\$276.00	\$11.00	4.2%
430	Short Course Carnival	Taxable	\$219.00	\$222.00	\$3.00	1.4%
431	Long Course Carnival	Taxable	\$360.00	\$384.00	\$24.00	6.7%
432	After Hours Short Course Carnival Package	Taxable	\$300.00	\$312.00	\$12.00	4.0%
433	After Hours Short Long Carnival Package	Taxable	\$433.00	\$450.00	\$17.00	3.9%
	Event Services					
435	Recording Room	Taxable	\$-16.00			
436	Carnivals/Events Planning Service	Taxable	\$47.00	\$50.00	\$3.00	6.4%
437	Daily Parking Permit	Taxable	\$9.00	\$10.00	\$1.00	11.1%
	Programs Pool (per Hour)					
	Standard Hire					
440	Programs Pool Hire (exclusive use)	Taxable	\$73.80	\$81.00	\$7.20	9.8%
441	Programs Pool Hire 2/3	Taxable	-	\$41.00	New	-
	Seasonal Hire					
443	Programs Pool Hire	Taxable	\$66.50	\$73.00	\$6.50	9.8%
444	Programs Pool Hire 2/3	Taxable	\$43.90	\$37.00	-\$6.90	-15.7%
	Annual Hire					
446	Programs Pool Hire (exclusive use)	Taxable	\$59.10	\$65.00	\$5.90	10.0%
447	Programs Pool 2/3 (shared use)	Taxable	\$39.00	\$33.00	-\$6.00	-15.4%
448	Programs Pool 1/3 (shared use)	Taxable	\$19.50	\$22.00	\$2.50	12.8%
	Outdoor Pool					
450	Standard Hire (Per Hour)					
451	Outdoor 25m Pool Lane Hire	Taxable	\$26.55	\$28.00	\$1.45	5.5%
452	Outdoor Pool - 5 Lanes Exclusive Use	Taxable	\$106.20	\$112.00	\$5.80	5.5%
453	Waterslide - During public hours	Taxable	\$40.00	\$42.00	\$2.00	5.0%
454	Waterslide - Outside public water slide hours (staff extra)	Taxable	\$60.00	\$63.00	\$3.00	5.0%
455	Outdoor Pool Diving Exclusive use	Taxable	\$76.70	\$80.00	\$3.30	4.3%
456	Outdoor Leisure Pool	Taxable	\$144.00	\$150.00	\$6.00	4.2%
	Room Hire (Per Hour)					
	Studio					
459	Peak	Taxable	\$42.00	\$44.00	\$2.00	4.8%
460	Off-Peak	Taxable	\$36.00	\$38.00	\$2.00	5.6%
461	Daily Rate	Taxable	\$176.00	\$183.00	\$7.00	4.0%
462	Half Day	Taxable	\$91.00	\$95.00	\$4.00	4.4%
	Leisure Package					
464	2 Hours After Hours Use - Outdoor	Taxable	\$1,367.00	\$1,422.00	\$55.00	4.0%
465	2 Hours After Hours Use - Indoor	Taxable	\$1,297.00	\$1,350.00	\$53.00	4.1%
466	2 Hours After Hours Use - Deluxe	Taxable	\$2,633.00	\$2,740.00	\$107.00	4.1%
	Extras					
	2 Hours					

469	Waterslike + Operator	Taxable	\$120.00	\$124.80	\$4.80	4.0%
470	Longrunner + Operator	Taxable	\$113.00	\$117.50	\$4.50	4.0%
471	Inflatable + Operator	Taxable	-	\$100.00	New	-
	Group Hire					
473	Group Child Packages	Taxable	\$4.00	\$4.20	\$0.20	5.0%
474	Group Adult Packages	Taxable	\$5.00	\$5.20	\$0.20	4.0%
475	School Rec Swims	Taxable	\$4.00	\$4.20	\$0.20	5.0%
476	Group Swim Water Slide (Super Splash) - per hour	Taxable	\$40.00	\$41.60	\$1.60	4.0%
	Misc					
	Additional Charges (per hour fee)					
479	Cleaning	Taxable	\$31.00	\$33.00	\$2.00	6.5%
	Sporting Equipment (per hour)					
481	Goals	Taxable	\$32.00	\$34.00	\$2.00	6.3%
	Storage (per square metre)	Taxable	\$83.00	\$87.00	\$4.00	4.8%

19 GENERAL MANAGER**19.1 ALGA National General Assembly - Form View on Motions Submitted****FILE NO:** SF0325**AUTHOR:** Louise Foster (Manager Corporate Strategy)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider and form a view on the ALGA Motions for the Association's General Assembly Meeting scheduled for 16 - 19 June 2013.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That in respect of the motions listed in the attached table, Council adopts the motions as presented with Council's view to be conveyed through the Mayor and General Manager.

REPORT:

The ALGA General Assembly Agenda for the Association's Meeting to be held at the Canberra on 16 - 19 June 2013 has been circulated to all Aldermen and Directors.

The purpose of the report is to ensure Aldermen are aware of the motions to be considered by the ALGA and to enable Council to consider and provide direction to the Mayor and General Manager in voting on the respective motions.

The Executive Management Committee (General Manager and Directors) has reviewed the ALGA agenda and provided their comments in the attached table

It is recommended that Council's representative to the ALGA National General Assembly votes in support of accepting the reports as presented in the ALGA agenda and the attached table.

19.1 ALGA National General Assembly - Form View on Motions Submitted...(Cont'd)

ECONOMIC IMPACT:

Not applicable to this report.

ENVIRONMENTAL IMPACT:

Not applicable to this report.

SOCIAL IMPACT:

Not applicable to this report.

STRATEGIC DOCUMENT REFERENCE:

Area 5 - Governance Services - Strategic Plan 2008/13 - engaging our community and delivering responsible management.


BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Robert Dobrzynski: General Manager

ATTACHMENTS:

1. Tabled ALGA Motions with EMC's comments (distributed electronically)
 2. Email from Mayor of Isaac Regional Council, Anne Baker - seeking support for Motion 49
-

Debbie Pickett

→ GM ✓ AP

From: Tricia Hughes [Tricia.Hughes@isaac.qld.gov.au] on behalf of Anne Baker [Anne.Baker@isaac.qld.gov.au]
Sent: Thursday, 23 May 2013 4:58 PM
To: admin@bodc.tas.gov.au; admin@brighton.tas.gov.au; burnie@burnie.net; admin@centralcoast.tas.gov.au; leyles@centralhighlands.tas.gov.au; council@circularhead.tas.gov.au; clarence@ccc.tas.gov.au; dvcouncil@dvc.tas.gov.au; dvcouncil@dvc.tas.gov.au; dorset@dorset.tas.gov.au; office@flinders.tas.gov.au; council@georgetown.tas.gov.au; admin@freycinet.tas.gov.au; gccmail@glenorchycc.tas.gov.au; hcc@hobartcity.com.au; hvc@huonvalley.tas.gov.au; council@kentish.tas.gov.au; kicouncil@kingisland.tas.gov.au; kc@kingborough.tas.gov.au; council@latrobe.tas.gov.au; records; mail@mvc.tas.gov.au; council@northmidlands.tas.gov.au; sorell.council@sorell.tas.gov.au; mail@southernmidlands.tas.gov.au; tasman@tasman.tas.gov.au; tasman@tasman.tas.gov.au; wcc@westcoast.tas.gov.au; wtc@wtc.tas.gov.au
Subject: Isaac Regional Council seeking support for National General Assembly Motion
Attachments: Isaac Regional Council seeking support for National General Assembly Motion.pdf

Dear Mayor,

Please allow me to introduce myself; my name is Anne Baker, Mayor of Isaac Regional Council and a resident of this great region for the past 16 years.

In context, the Isaac region is almost 59 000 square kilometres, close to the size of Tasmania, extending from the central coast of Queensland into the mineral rich Bowen Basin. Isaac is home to 28 of Queensland's 55 active coalmines, the largest proportion in any region in Australia and often described as 'ground zero' for this industry, so as you can understand, I am a passionate supporter of mining, however not to the disadvantage of the community.

Why I am writing to you is to seek your support to the motion that Isaac Regional Council will be putting forward at the National General Assembly of Local Government Conference being held in Canberra in June. The motion is calling on the Australian Local Government Association to support the recommendations 1-21 of the Federal FIFO/DIDO Report, *Cancer of the bush or salvation for our cities? Fly-in, fly-out and drive-in, drive-out workforce practices in Regional Australia*, and to lobby the Australian government to adopt the recommendations, along with recognising and including local governments across the nation as key stakeholders in the implementation of the recommendations.

I believe that the adoption of the recommendations and subsequent implementation, will pave the way for successful FIFO/DIDO workforce practices that will provide benefit to local governments across all of Australia; not only just at the local level.

The recommendations aim to ensure that, whether a "source" or "host" community, benefits will be achieved by all levels of government through modernising out-dated policy and process, and seek for responsible and sustainable planning in the arena of FIFO/DIDO workforce practices.

This being said, please find attached a copy of the motion that has been submitted to the business papers of the conference and a formal letter of request, seeking your support to this motion. I look forward to meeting you at the upcoming National General Assembly and welcome any further discussion around this proposal to you and can be contacted on (07) 4941 4500.

Regards,

Cr Anne Baker
Mayor
Isaac Regional Council



This message and any attached files may contain information that is confidential and/or subject to

**OFFICE OF THE MAYOR**

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F: (07) 4941 8666
E: records@isaac.qld.gov.au
ABN 39 274 142 600

20 May 2013

Attention: Mayor of Local Government

Dear Mayor,

RE: SEEKING SUPPORT FOR ISAAC REGIONAL COUNCIL'S NATIONAL GENERAL ASSEMBLY MOTION ON THE FEDERAL INQUIRY INTO FIFO/DIDO WORKFORCE PRACTICES

As your Council may be aware, the Federal inquiry into Fly in, Fly out (FIFO) and Drive in, Drive out (DIDO) workforce practices was launched in 2011 in response to the obvious need to explore the impacts of the growing trend across our nation. *"Cancer of the bush or salvation of our cities? Fly-in, fly-out and drive-in, drive-out workforce practices in Regional Australia"* was the resultant report, which was unanimously supported by all political parties represented on the inquiry.

The Standing Committee on Regional Australia emphasised a noticeable lack of data to ensure individuals, families, communities and the nation get the best outcomes from our mining resources, with mutual benefits for all.

The endorsement of the motion supporting the 21 recommendations simply calls for more review, research and investigation at a Federal level, to assist all levels of government in modernising out-dated policy and process, develop responsibly, and implement sustainable planning strategies across the nation.

The Isaac Regional Council motion highlights the importance of recognising local government as **key stakeholders** in the review process and further investigation into FIFO/DIDO workforce arrangements.

The Federal report makes 21 erudite recommendations calling for further research and the review of:

- ✓ Tax reform, policy and funding allocation
- ✓ Social impacts and family support programs
- ✓ Economic impacts, demand for and consumption of local government services and infrastructure
- ✓ Flexible Governance
- ✓ Nationally consistent data collection regarding the impact of FIFO workforces on housing, infrastructure, healthcare, education, social services and future planned resource development
- ✓ Voting systems
- ✓ Small business modelling
- ✓ Training and education programs for local government
- ✓ Tertiary education models

- ✓ Affordable housing strategies
- ✓ Health policy and the provision of appropriate service delivery, funding and infrastructure support for medical services

"Why all 21 recommendations?"

The aim of having the 21 recommendations supported at a Federal level is to position key decision makers across Australia with the ability to form educated views, and make responsible choices regarding how their communities choose to plan, benefit and innovate to accommodate FIFO/DIDO work arrangements.

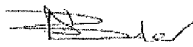
The answer is simple, each of the 21 recommendations provide practical solutions that address all key areas impacted by the growing trend in FIFO/DIDO work arrangements.

It is the view of the Isaac Regional Council that it is irresponsible to prioritise the importance of social and economic impacts associated with FIFO/DIDO practices. We seek a holistic view of the method because as we all know, there are many contributing factors to developing sustainable, healthy communities.

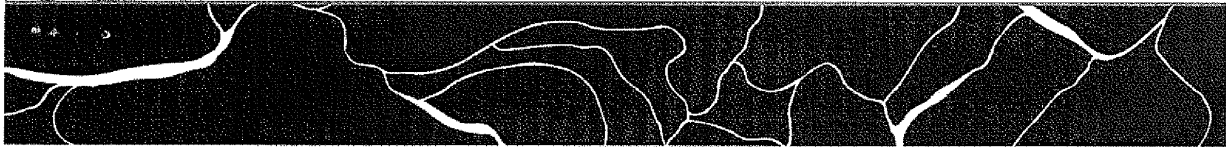
This motion is not about your Council taking a position on being pro or anti FIFO/DIDO; it is about taking a position on ensuring that local government is recognised as *key stakeholders* in the review process and any further investigations around this report.

On behalf of Isaac Regional Council, I thank you for taking the time to consider the attached motion, and please don't hesitate to contact me as I welcome any opportunity to discuss it further.

Yours sincerely



CR ANNE BAKER
Mayor



NATIONAL GENERAL ASSEMBLY MOTION FOR DEBATE
THE FIFO/DIDO REPORT & SUPPORTING THE 21 RECOMMENDATIONS



MOTION DETAILS:

That the National General Assembly call on the Australian Local Government Association (ALGA) to support recommendations 1-21 of the Federal FIFO/DIDO Report (*) regarding workforce practices in Regional Australia and to lobby the Australian government to adopt the recommendations, as well as recognising and including local governments across the nation as key stakeholders through the policy review and policy development process to address social, economic and infrastructure policy, along with funding challenges identified in the report.

* Cancer of the bush or salvation for our cities? Fly-in, fly-out and drive-in, drive-out workforce practices in Regional Australia

NATIONAL OBJECTIVE:

FIFO/DIDO is a growing practice across the nation and in order for our nation to seek mutual benefits and our communities to grow sustainably and responsibly, the recommendations stemming from this report need to be adopted at a Federal level. This report addresses the population imbalances, policy/funding challenges and the lack of data in dealing with FIFO/DIDO practices in communities, mitigating against potential threats to their future economic and social prosperity. Australians are passionate about supporting industry expansion; however it has to be achieved in the right manner to ensure these communities aren't hollowed out in the process.

SUMMARY OF KEY ARGUMENTS:

The Federal FIFO/DIDO enquiry was launched in 2011 in response to the obvious need to explore the impacts of the growing trend in current FIFO/DIDO practices across the nation. The final report 'Cancer of the bush or salvation for our cities', put forward 21 erudite recommendations calling for Federal policy review and further research into social impacts, population data, funding allocation, tax reform, affordable housing strategies, adequate access to health services and education, which is required to ensure individuals, families, communities and the nation, get the best outcomes from our mining resources and a mutual benefit for all – including mining entities themselves.

The recommendations finally give the Australian government and all stakeholders a roadmap, that once actioned, will do much for the whole country – not just regional centres. The Isaac Region, home to 29 of Queensland's 56 active coalmines, is a classic example of 'ground zero' for impacts of FIFO/DIDO and the tabling of the FIFO report goes a long way to introducing a rational and reasoned dialogue about what regulatory framework and incentives are required to ensure our regions, and our nation's economy, can grow in a sustainable way as many of our mining regions are at breaking point. Individual choice, incentive for families and protection of our vital mining communities is paramount to Australia growing in a balanced way.

Regional Australia in particular all have an interest in successful mining projects, provided that the impacts are managed appropriately, which is best done as genuine partners in the process. Therefore, the ALGA should seek to ensure that the 21 recommendations of the Federal FIFO/DIDO report are carried, and priority to develop action plans for their implementation, in consultation with Australian local governments, is actively pursued.

20 URGENT BUSINESS

That Council pursuant to Clause 8(6) of the Local Government (Meeting Procedures) Regulations 2005,

22 INFORMATION / MATTERS REQUIRING FURTHER ACTION

22.1 Information / matters requiring further action

FILE NO: SF3168

AUTHOR: Leisa Hilkmann (Committee Clerk / Administration Officer)

This report outlines requests for information by Aldermen when a report or agenda item will be put before Council or a memorandum circulated to Aldermen.

It will be updated each Agenda, with items removed when a report has been given.

ATTACHMENTS:

1. Information / matters requiring further action - 11 June 2013
-

MATTERS ARISING FROM COUNCIL - REQUIRING FURTHER ACTION - AT 11 JUNE 2013

Meeting Date, Item # & File No.	Outstanding Items & Action Requested	Officer Responsible & Officer Comment	Due Date
<p>27 June 2011 Council 12.1 SF5547 / SF5445</p>	<p>Notice of Motion - Rating System Analysis That Council; 1. Presents modelling undertaken on the implementation of a rating system based on Unimproved Capital Value (Land) and the impacts, positive and negative that this would have on ratepayers; 2. Provides written advice on the advantages and disadvantages of the implementation of such a system and presents the advice to the public; 3. That, more importantly, Council undertakes a major public review of the current rating system and determines, in consultation with the community, the fairest, most progressive and simplest rating system available in Australia; and 4. Implements the system agreed upon, for the rating period beginning 2012-13</p>	<p>Michael Tidey</p> <p>Project will have a number of phases.</p> <p>First presentation occurred in December 2011.</p> <p>Further action deferred pending the State Government review.</p> <p>The preparatory work for the State Government report is currently being finalised with the report expected by the end of August.</p> <p>It is now expected that the analysis and modelling will be completed during October with a presentation in early November.</p> <p>State Government report was received on 19 October 2012 and listed for discussion at SPPC on 6 November 2012.</p> <p>Item listed for discussion at the SPPC meeting on 17 December 2012.</p> <p>Information will be presented as part of the budget consultation process.</p>	<p>April 2012 August 2012</p> <p>Nov 2012</p> <p>April 2013 May 2013 June 2013</p>
<p>13 March 2012 Council 14.1 SF0841</p>	<p>Duck Reach Redevelopment</p> <p><u>Resolution at Council Meeting 13/03/2012: additional point 4</u></p> <p>That Council:</p> <ol style="list-style-type: none"> 1. Consider the report outlining recent investigation into a redevelopment of the Duck Reach site. 2. Endorse the investigation of third-party investment opportunities for the redevelopment of the Duck Reach Site. 	<p>Rod Sweetnam</p> <p>Correspondence has been received from Hydro Tasmania indicating their agreement to enter into a MoU with Council. The MoU is being drafted in consultation with Hydro.</p> <p>The MoU will be presented to Council for consideration.</p> <p>Finalisation of the MOU will allow the business case analysis to proceed.</p> <p>The draft MoU has been sent to Hydro Tasmania for review and comment prior to report to Council.</p> <p>Awaiting formal response to the draft MoU as presented. This includes a binding</p>	<p>Nov 2012</p> <p>Dec 2012</p>

MATTERS ARISING FROM COUNCIL - REQUIRING FURTHER ACTION - AT 11 JUNE 2013

Meeting Date, Item # & File No.	Outstanding Items & Action Requested	Officer Responsible & Officer Comment	Due Date
	<p>3. On finalisation of the business case analysis outlined in the report, and identification of potential third party development opportunities, Council review the redevelopment options for the Duck Reach site based on a future report.</p> <p>4. Agree that further investigation by Council is predicated upon Hydro Tasmania formally committing to a minimum base flow of 2.5 cumecs which is the current voluntary release by Hydro Tasmania.</p>	<p>agreement on water supply.</p> <p>A response has been received from Hydro Tasmania with changes to the document that was presented by Council. Council Officers are reviewing the proposed changes to the draft MoU made by Hydro Tasmania. Further information will be provided to Aldermen, when the review has been completed.</p>	<p>July 2013</p>

23 **ADVICE OF FUTURE NOTICES OF MOTION**

24 **REPORTS BY THE MAYOR**

25 **REPORTS BY THE GENERAL MANAGER**

26 CLOSED COUNCIL ITEM(S)**RECOMMENDATION:**

That pursuant to the provisions of Regulation 15(2) of the Local Government (Meeting Procedures) Regulations 2005, Council move into Closed Session to discuss the item nominated as Closed Session item, for the following reason:

1. Report from General Manager's Contract and Performance Review Committee

15(2)(a) as it concerns personnel matters.

27 MEETING CLOSURE
