



LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 11 NOVEMBER 2013**

LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 11 November 2013

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

Date: 11 November 2013

Time: 1.00 pm

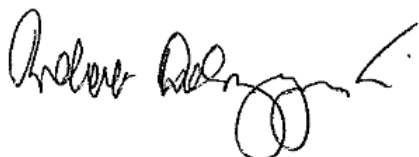
Section 65 Certificate of Qualified Advice

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

LAUNCESTON CITY COUNCIL

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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 28 October 2013 be confirmed as a true and correct record.
2. That the Minutes of the meeting of the Launceston City Council held on 28 October 2013 in closed session 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
28 October 2013 9.1		Aldermen's Question: Alderman Ball asked: Can an update be provided regarding the sourcing of insurance to cover street parties? This question was taken on notice.	Response provided at meeting - this question was taken on notice Further reply - Contact has been made with Council's insurer Marsh Pty Ltd who have advised that our casual hirers policy may be able to be extended to include street parties if Council wants to take ownership and control of these events with	Michael Tidey

Meeting Date and Item No.	File No.	Question	Answer	Officer Responsible
			<p>a hands on approach or alternatively each individual applicant can arrange cover direct through local community insurance which is the MAV following link: http://www.localcommunityinsurance.com.au/coverage_pl.aspx (street parties are listed under Single Events cover). Council does not currently have the resources to take a hands on approach to these types of events and therefore the letter approach of the individual arranging cover directly through MAV is preferable.</p> <p>We have previously answered this through the aldermen's briefing.</p>	

6 PUBLIC QUESTION TIME

7 ANNOUNCEMENTS BY THE MAYOR

7.1 Mayor's Announcements

FILE NO: SF2375

Tuesday 29 October

- Attended Cityprom AGM
- Attended Metro Tas Board Dinner

Wednesday 30 October

- Attended Clifford Craig Official announcement of 9 new medical research projects approved for funding in 2014

Friday 1 November

- Attended Launceston Tornadoes Launch of Lake Maintenance Community Clinics
- Attended Official Opening of David Keeling - A Dreamer's Keepsake at QVMAG
- Attended Welcome event for Australasian Firefighters Championships

Saturday 2 November

- Officiated at Opening Ceremony for Australasian Firefighters Championships

Wednesday 6 November

- Attended Aussie 15's Association Launch
- Presented Award at Launceston College Graduation & Awards Ceremony

Thursday 7 November

- Officiated at Opening of Time Capsule at Heritage Forest
- Attended Summerdale Primary Centenary Official Opening & Launch of the Wall of Fame
- Officiated at Owen Hughes Book Launch - The Beauty of Northern Tasmania
- Attended BOFA Opening Night & Film

Friday 8 November

- Officiated at Local Government Engineers & Works Managers Annual Conference
 - Attended Tasmania Action Day BOFA Film Festival
 - Officiated at Reception to mark the 40th anniversary of St Cecilia School of Music
 - Attended Opening Night Performance of Encore Theatre Company production of Annie The Musical
-

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

Saturday 9 November

- Attended St Cecilia School of Music 40th Celebration Grand Concert

Sunday 10 November

- Attended Defence Chaplaincy Church Service for Defence Sunday

Monday 11 November

- Officiated at private citizenship ceremony
 - Officiated at Remembrance Day Ceremony
-

8 ALDERMEN'S/DELEGATES' REPORTS

9 QUESTIONS BY ALDERMEN

10 COMMITTEE REPORTS

10.1 QVMAG Museum Governance Advisory Meeting 16 October 2013

FILE NO: SF2244

AUTHOR: Leila Wagner (Personal Assistant)

DIRECTOR: Richard Mulvaney (Director Queen Victoria Museum and Art Gallery)

DECISION STATEMENT:

To receive and consider a report from the QVMAG Museum Governance Advisory Board.

RECOMMENDATION:

That the report from the QVMAG Museum Governance Advisory Board meeting held on 16 October 2013 be received.

REPORT:

The key points raised by the MGAB were:

- The progress of the MMC Link report and schedule for tabling to Council.
 - QVMAG Friends Annual General Meeting and new monthly membership renewals.
 - Fundraising activities of the QVMAG Arts Foundation including formation of the Herbert Scott Society that now has 33 members and the launch of the Masterpieces for Tasmania Fund, which its first purchase will be a Fred Williams painting of Flinders Island 1974-75.
 - The need for a security review of QVMAG following the recent burglary.
-

10.1 QVMAG Museum Governance Advisory Meeting 16 October 2013...(Cont'd)

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

Strategic Plan 2008/2013 - Priority Area 4: Cultural 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.


Richard Mulvaney: Director Queen Victoria Museum & Art Gallery

10.2 Pedestrian & Bike Committee Meeting 22 October 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 report from the Pedestrian & Bike Committee Meeting held on 22 October 2013 be received.

REPORT:

The Pedestrian & Bike Committee meeting held on 22 October 2013 discussed the following items:

- The Committee supports a proposal for a bike trail link from Mount Pleasant subdivision through to Gibson Street and Eureka Street, Kings Meadows.
- The Committee would like to thank retiring member Roger Vreugdenhil for all his hard work and commitment to cycling in Launceston.

ECONOMIC IMPACT:

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

10.2 Pedestrian & Bike Committee Meeting 22 October 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

10.3 Municipal Emergency Management Committee Meeting - 25 October 2013**FILE NO:** SF3177**AUTHOR:** Rod Sweetnam (Director Facilities Management)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To receive and consider a report from the Municipal Emergency Management Committee.

RECOMMENDATION:

That the report from the Municipal Emergency Management Committee meeting held on Friday, 25 October 2013 be received.

REPORT:

- Members provided an update on current activities and general discussion took place.
- The Committee agreed that the draft Risk Register be put forward to public for feedback.
- Minutes of the meeting have been circulated to Aldermen.

ECONOMIC IMPACT:

Not relevant for this report.

ENVIRONMENTAL IMPACT:

Not relevant for this report.

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10.3 Municipal Emergency Management Committee Meeting - 25 October 2013...(Cont'd)

SOCIAL IMPACT:

Not relevant for this report.

STRATEGIC DOCUMENT REFERENCE:

Not relevant for this report.

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 Facilities Management

11 PETITIONS

Nil

Under the provisions of the Land Use Planning and Approvals Act 1993, Council acts as a Planning Authority in regard to items 12.1 - 12.4

12 PLANNING AUTHORITY

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)

FILE NO: SF5990

AUTHOR: Julia Allen (Town Planner)

DIRECTOR: Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider the merits of representations received during the public consultation period for dispensation application (LAU D2/2013) and to determine whether the proposed dispensation requires modification in light of the representations received.

PLANNING APPLICATION INFORMATION:

Applicant:	GHD Pty Ltd
Property:	Volume 75633 Folio 1
Land Area:	3.8ha
Zone:	Low Density Residential
Public Exhibition:	7/9/2013 - 5/10/2013
Representations:	Nine
TPC Deadline:	9/11/2013

PREVIOUS COUNCIL CONSIDERATION:

Item 12.2 Monday, 28 October 2013 - Item deferred.

Item 12.1 Monday, 26 August 2013 Council resolved to support the proposal subject to retaining the Scenic Management area overlay.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

RECOMMENDATION:

That the Council:

- 1) pursuant to *Section 30Q* of the *Land Use Planning and Approvals Act 1993*, the Council has considered the representations received in respect to the application for dispensation from a Local Provisions of the Launceston Interim Planning Scheme (LAU D2/2013) at 123 Westbury Road, South Launceston and provide the following statement to the Tasmanian Planning Commission as to the merit of each representation and any recommended modifications; and
- 2) notes that the application only relates to a dispensation from a local provision of the Launceston Interim Planning Scheme 2012 and does not include any future development application which may be lodged with Council for the site. Pending the outcome of this application for dispensation, a future development application for the site would be considered by the Council on its own merits against the provisions of the Launceston Interim Planning Scheme 2012, as modified by the dispensation. It is the Council's opinion that the site has a number of constraints that would need to be carefully addressed in a future development application including its high scenic amenity, access and traffic difficulties requiring new infrastructure and biodiversity value.

Representation	Issues Raised
Bill Campbell-Smith	<ol style="list-style-type: none"> 1. Overlays should remain because property is an iconic backdrop to city. 2. Property was gifted to Council but then sold with restrictions. Restrictions should remain. 3. Low density zone should remain because better fits with overlay requirements, and traffic and access issues.
	Discussion of Merit
	<ol style="list-style-type: none"> 1. Partially agree. See comments in part 3 of the report. 2. Council was presented with the offer to be gifted the land as a public park in 2004 however Council declined to accept the offer. Council has not applied any special restrictions. 3. Disagree. See comments in part 3 of the report.
	Recommended Alterations
	<ol style="list-style-type: none"> 1. No change. Retain Scenic Management overlay. 2. No change. 3. No change.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

Representation	Issues Raised
Nigel and Linda Donachie	<ol style="list-style-type: none"> 1. Need for dispensation. 2. Issues with information in Traffic Report. Why leave Traffic Flow analysis until subdivision stage? 3. How will current users be affected by and who will pay for infrastructure upgrades, especially to the traffic network? 4. How will heavy vehicles be managed especially during construction and how will additional traffic arising from development of the land be managed? 5. How will safety of pedestrians and cyclists past the 'grand entrance' be accommodated, particularly during construction? 6. This site has historically been zoned Low Density Residential with Scenic Protection provisions applying. What has significantly changed? 7. If the Scenic Management and Biodiversity overlays are removed from the property, will they also be removed from adjacent properties that have similar attributes thereby giving those owners the same flexibility? 8. Concerns with the Landscape and Visual Assessment report including its downplaying of the visual impact of future subdivision, and the visual impact of clear felling of the site. 9. Concerns with the report supporting removal of Priority Habitat given there was a limited site assessment, uncertainty whether nocturnal site assessment was conducted to view presence of fauna, that site assessments were done outside of known flowering times for some threatened flora preventing identification or whether those species are present or not, errors in information records presented in report, and that raptor nests were not recorded in report when raptors do nest onsite. The Arborists Report does not include assessment of trees from protected section. 10. Incompatibility of the lot density under the General Residential zone with Scenic Management objectives. 11. Traffic Study - peak hour snapshots do not truly represent the concentrated traffic along Westbury and Normanstone Roads. Concerns that solution don't adequately deal with traffic banking up on Normanstone Road. The study doesn't consider the traffic issues around the Wellington Street and Westbury Road intersection. 12. How will traffic be managed during the construction phase? 13. Concerns with Council giving an opinion on the proposal prior to public consultation.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	<p>Discussion of Merit</p> <ol style="list-style-type: none"> 1. The ability to apply for a dispensation is available under the Land Use Planning Approvals Act and is available to anyone whilst the scheme is an interim planning scheme. 2. The development stage is when the full specific details of what's proposed and the extent of the proposal's implications will be considered. At this stage, it's sufficient to know that there are appropriate traffic engineering solution/s available to enable a development to proceed at a density that the zone allows for. 3. Typically infrastructure upgrades and works required to service a new development are required to be paid for by the developer. This will be a matter for a future development application on the site. 4. Full analysis of this issue is appropriate for consideration at the subdivision stage. A construction traffic management plan will be required then. 5. See above comment. 6. The site was zoned Low Density Residential with a Scenic Protection overlay under the Launceston Planning Scheme 1996. This has been translated into the current interim planning scheme. The applicant has analysed the site and believes there is sufficient evidence to support changing the provisions that apply to the land. 7. Ideally this should be the case if the attributes are the same however, insufficient evidence has been submitted for adjacent properties and adjacent properties have not been included in this application. 8. It is recommended that the Scenic Management overlay be retained on the subject land to enable consideration of the design in the context of its visual impact as well as during subdivision and construction and to also to have future development blend in appropriately with surrounding existing development.
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12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	<p>9. There is sufficient evidence submitted to indicate the nature values are sufficiently poor that the Biodiversity Code need not apply. This doesn't affect the requirements of other legislation such the provisions of the Nature Conservation Act and the Threatened Species Protection Act where a permit is usually required to remove priority habitat.</p> <p>10. The minimum lot size provided in the zone indicates the density appropriate to the zone in an ideal scenario. Where there are constraints, such as scenic values, lot sizes may have to be increased to address those issues. Also in terms of scenic considerations, lot size is only one aspect to consider, the shape, road location, development pattern and so on all affect the scenic outcome of the development. Where the General Residential zone applies, it becomes more important that where there are special values that require consideration that those relevant overlays do apply to ensure their consideration since the zone objectives and zone development standards do not provide scope to consider them.</p> <p>11. Based on traffic surveys over a longer period the figures quoted do represent peak traffic flow, although there are similarly high flows at other times during the day. The figures are appropriate for this submission but a fuller count will be required at subdivision stage. The traffic signals will help to improve traffic flow in Normanstone Road and balance this with Westbury Road.</p> <p>12. Full analysis of this issue is appropriate for consideration at subdivision stage. A construction traffic management plan will be required then.</p> <p>13. This is the statutory process as outlined in Section 30P of the Land Use Planning and Approvals Act.</p>
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12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	Recommended Alterations
	<ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change. 5. No change. 6. No change. 7. No change. 8. No change. Retain scenic management overlay. 9. No change. 10.No change. 11.No change. 12.No change. 13.No change.
Representation	Issues Raised
Tanya Geddes	<ol style="list-style-type: none"> 1. Affected residents should have had access to these plans prior to the 9 September 2013 since the process appears to have commenced in December 2012. 2. Prior to purchase of home in February 2012, I was advised there would be no change to land at the rear of my property, yet we have this application. 3. Impact on the resale value of my property. 4. My property has covenant about a fence that was removed and would be replaced. That fence has not been replaced. 5. How the removal of the right hand turn into Normanstone Road affect road users and congestion. 6. Degradation of amenity from increased traffic, stormwater and noise from the increase in residential density proposed. 7. Concerned about snakes coming into my property with the loss of habitat. 8. Concerns about the process of assessment, why is the public only being notified now?

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	<p>Discussion of Merit</p> <ol style="list-style-type: none"> 1. Council has followed the statutory process as outlined in Section 30P of the Land Use Planning and Approvals Act 1993. 2. That advice was correct at the time. The current application seeks to vary the land use which may or may not be successful. 3. Not a planning matter. 4. Not a matter for this application. Fencing covenants are a civil matter. 5. There appears to be a misunderstanding, the proposal is to remove the right turn out of Normanstone Road, not in. As the representation is from Caroline Street this restriction will have no impact. 6. Full analysis of this issue is appropriate for consideration at the subdivision stage. There is no evidence that, if correctly managed, any changes to the current stormwater situation will result in any loss of amenity to the neighbouring residents. A stormwater detention structure will be required as a result of the increase in impervious surfaces arising from a subsequent development however the capacity will be a function of the increase in impervious area and is not known at this time as there is no application for subdivision (although several potential layouts have been mooted). 7. This is not a planning issue. 8. This is the statutory process as outlined in Section 30P of the Land Use Planning and Approvals Act. <p>Recommended Alterations</p> <ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change. 5. No change. 6. No change. 7. No change. 8. No change.
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12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

Representation	Issues Raised
GHD	<ol style="list-style-type: none"> 1. Scenic Management Code - requires a discretionary application for the removal of all vegetation irrespective of the species or condition. The site contains mostly exotic vegetation in poor condition. 2. Scenic Management Code - All development and subdivision is discretionary unless in accordance with the Western Hillside Precinct Provisions. Those provisions have no specific assessment criteria leading to uncertainty for applicants. 3. Scenic Management Code - report submitted does assess the site within the areas context and concludes that the landscape sensitivity is medium to negligible. Vegetation is characterised by urban landscaping and street planting, which can occur over time by itself and does not need the overlay to achieve that.
	<p>Discussion of Merit</p> <ol style="list-style-type: none"> 1. Agreed, the Scenic Management Code in its current incarnation is too broad scale with its application. An amended Scenic Management Code to refine its application is being prepared and will be considered as part of the Launceston Interim Scheme hearing process. This issue will be dealt with over time and in itself is not a sufficient argument to warrant its removal from the site. 2. Agreed, that the Scenic Management Code requires specific assessment criteria for each precinct. This issue is being considered and an amended code is prepared and will be considered as part of the Launceston Interim Scheme hearing process. This issue will be dealt with over time and in itself is not a sufficient argument to warrant its removal from the site. 4. The report does not adequately consider alternative planning solutions or the implications for removal of the scenic management area. See further comments in this report in part 3.
	<p>Recommended Alterations</p> <ol style="list-style-type: none"> 5. No change. This issue is being considered as part of the Interim Planning Scheme hearing process. 6. No change. This issue is being considered as part of the Interim Planning Scheme hearing process. 7. No change. Retain Scenic Management Code.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

Representation	Issues Raised
BD & LB Harper	<ol style="list-style-type: none"> 1. Ongoing loss of trees in the area 2. Stormwater issues existing in the area will be exacerbated by further development. 3. Traffic generation from denser development will exacerbate congestion around Eureka Street and traffic reporting has not adequately considered the stagnation of traffic in Normanstone Road.
	Discussion of Merit
	<ol style="list-style-type: none"> 1. Acknowledge tree decline is a problem in this area as well as other areas in Launceston. Retention of Scenic Management overlay and better enforcement would help address this issue. 2. Eureka Street is located at the top of the catchment and following the recent flooding while there were several reports of damage in this area they were categorised as overland flow. From the representation it appears that the complaint is actually referring to a problem with the neighbour and not a network failure. This should be referred to the Plumbing Department for review and action if warranted. 3. The density of development is not known at this point and the traffic management solution will be determined once this is established (through a future development application for subdivision). The proposed traffic signals will help to improve traffic flow in Normanstone Road and balance this with Westbury Road.
	Recommended Alterations
Representation	Issues Raised
Pitt & Sherry	<ol style="list-style-type: none"> 1. There is inadequate justification for the removal of the Priority Habitat overlay since threatened communities do exist. 2. The Low Density Residential zone is a better fit for the site since there are existing infrastructure and environmental constraints. 3. The Scenic Management Code is not prohibitive towards development instead it guides development to be appropriate for its context. Its removal would set a dangerous precedent for other hillside residential areas.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	<p>4. Concerned about the traffic impacts from increased density. Concerned about the disruptive impact on residents being denied the ability to turn right from Normanstone Road onto Westbury Road.</p> <p>5. The proposal doesn't adequately address the Northern Regional Strategy Strategic Direction 6 & 8 which identifies that planning should be resilient to planning pressures of population growth and that the retention of threatened vegetation communities and high scenic values be protected.</p> <p>6. Points a) and c) of Section 3.9 of the Objectives of the Launceston Interim Scheme concerning biodiversity and scenic values are not adequately addressed by the proposal.</p>
	<p>Discussion of Merit</p> <p>1. What is left is small, fragmented and would be difficult to maintain into the future. Removal can be covered by the provisions of the Nature Conservation Act and the Threatened Species Protection Act need to be followed by the landowners/developers and a permit is usually required to remove priority habitat.</p> <p>2. Disagree, see part 3 of this report.</p> <p>3. Agree. Retain Scenic Management code.</p> <p>4. The removal of the right turn from Normanstone Road into Westbury Road will inconvenience the residents of 99-105 Normantone Road who are unable to turn right onto Normanstone Road. It may be possible for those properties that have a boundary with the development site to negotiate an alternative access. Otherwise residents will be able to use the new subdivision road to turn.</p> <p>5. See part 3 of the report.</p> <p>6. See part 3 of the report.</p>
	<p>Recommended Alterations</p> <p>1. No change.</p> <p>2. No change.</p> <p>3. No change. Retain Scenic Management Code.</p> <p>4. No change.</p> <p>5. No change.</p> <p>6. No change.</p>

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

Representation	Issues Raised
PDS	<ol style="list-style-type: none"> 1. Traffic concerns - lack of consideration of a range of alternative options including potential for accesses other than Westbury Road. Lack of detail about access and junction design and lot access. 2. Traffic Impact - no traffic assessment against E4.0 has been provided. 3. Stormwater infrastructure - Eureka Street already experiences stormwater problems particularly during heavy rainfall. Concerned this proposal will exacerbate that issue. 4. Priority Habitat - reporting has not adequately surveyed the site to determine extent of presence of threatened flora. Priority habitat should not be removed until the full values of the vegetation and its habitat for fauna are investigated and analysed. 5. Scenic Management code - concerned removal will prevent adequate consideration of vegetation removal, earthworks and built form in this hillside location. 6. The Low Density Residential zone is a better fit since the site has infrastructure and environmental constraints.
	<p>Discussion of Merit</p> <ol style="list-style-type: none"> 1. Other options have been considered but have been regarded as impractical. The lot has sole frontage to Westbury Road which limits the ability to provide alternative access points. 2. The code does not apply as there is no application for subdivision. 3. Recent heavy rainfall have resulted in several CRMs being received from Eureka Street and were categorised as overland flow issues rather than system failures. 4. Issues noted however what is left is small, fragmented and would be difficult to maintain into the future. Removal of the Priority Habitat overlay does not affect the application of the provisions of the Nature Conservation Act and the Threatened Species Protection Act where a permit is usually required to remove priority habitat. 5. Agree. Support retention of Scenic Management Code. 6. Consider constraints not sufficient enough to warrant retention of the zone. See part 3 of the report for further details.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

	<p>Recommended Alterations</p> <ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change. 5. No change. Retain Scenic Management Code. 6. No change.
Representation	Issues Raised
Michael Watkins	<ol style="list-style-type: none"> 1. Junction changes proposed are not clear as to the impacts of traffic entering/existing Caroline Street. 2. Want to be notified of building envelopes on development lots 3. What stormwater impact will there be to existing properties in Caroline Street. The documentation talks about Eureka Street properties but not Caroline Street. 4. Would like to see 2.1m colourbond fencing on the common boundary.
	<p>Discussion of Merit</p> <ol style="list-style-type: none"> 1. The proposed access necessitates a right turn lane into the subdivision and the traffic signals at Normanstone Road which will also assist Caroline Street residents. 2. This is best considered in an application for subdivision. All subdivisions require a public notification period where adjoining owners are notified by mail. 3. Each lot applied for in a subdivision will need to be provided with a stormwater connection to the lowest part of the lot discharging to a suitably sized pipeline which will be taken over as a public asset once completed. The ultimate location of the main will be determined by the layout of the subdivision however it is reasonable to assume that such a pipeline would be located along the rear of the Caroline Street properties and Eureka Street properties. 4. Boundary fencing is not a matter for this application.
	<p>Recommended Alterations</p> <ol style="list-style-type: none"> 1. No change. 2. No change. 3. No change. 4. No change.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

Representation	Issues Raised
Don Wing	<ol style="list-style-type: none"> 1. Minimum lot size would be better to be 800 or 900m² for this area. 2. Traffic and safety concerns regarding the junction to Westbury Road. Concerned about the effects of traffic lights, and narrowing west bound lane on traffic congestion. Suggest an access via Caroline Street should be considered.
	Discussion of Merit
	<ol style="list-style-type: none"> 1. The zone sets the minimum lot size, anything above that is permissible in the zone. 800-900m² is possible within the General Residential zone without a discretion being invoked. This lot range is more consistent with some adjacent existing residential areas bordering the site. 2. Other options have been considered but have been regarded as impractical. 1. The lot has sole frontage to Westbury Road which limits the ability to provide alternative access points.
	Recommended Alterations
	<ol style="list-style-type: none"> 1. No change. 2. No change.

REPORT:

1 Background

The proposal involves an application to the Tasmanian Planning Commission (TPC) for dispensation from a local provision of the Launceston Interim Planning Scheme 2012 under section 30P(1) of the Land Use Planning and Approvals Act 1993 (the Act) for 123 Westbury Road, South Launceston.

The proposal seeks to:

1. Set aside the whole provisions of the Low Density Residential zone as they relate to 123 Westbury Road, certificate of title volume 75633 folio 1, and apply the provisions of the General Residential zone; and
2. Set aside the whole of the provisions of the Scenic Management Area as they relate to 123 Westbury Road, certificate of title volume 75633 folio 1 by the removal of the scenic management area from the overlays map; and

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

3. Remove the priority habitat area from the overlays map as they relate to 123 Westbury Road, certificate of title volume 75633 folio 1.

The Council determined to support element 1 and 3 of the proposal and not support element 2 of the proposal at the Council meeting on 26 August 2013. The application was then advertised in accordance with the Act's requirement and 9 representations were received.

At the close of the advertising period, the Council has 35 days to consider the merit of each representation and determine whether any modification is required in light of those representations pursuant to Section 30Q of the Act. The Council must then report back to the TPC. The TPC may then decide to hold hearings. At their conclusion the TPC will determine whether to grant, modify or reject the application.

It should be noted that the Council's determination of this application for dispensation does not imply support or otherwise for the future proposed development on the site. A future development application must be considered by the Council on its own merits against the provisions of the Launceston Interim Planning Scheme 2012.

2 Representations

The dispensation application was advertised from 7 September to 5 October 2013. Nine (9) representations were received. The issues raised are summarised in the report's recommendation. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the entire representation attached to this report.

The applicant has submitted further information in response to the issues raised in the representations. This is also attached to the report.

3 Issues

This dispensation application concerns what provisions in the interim scheme should apply to the subject land. In particular, if the General Residential zone provisions are suitable and whether the Scenic Management and Priority Habitat overlays should no longer apply. The issue is whether the values present are sufficient to warrant retention of the overlays and if the land is capable of developing at more of a General Residential density and whether this is appropriate for the context and values that apply to the land.

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The details of how traffic and underground infrastructure issues will be dealt with are not necessary at this stage other than to demonstrate development capacity. Details of how these issues will be resolved are necessary at the development stage. This will be the subject of a separate planning application and public consultation process.

Many of the issues raised in the representations, particularly in relation to traffic are matters of detail that are best considered within the scope of a future subdivision application rather than within this application.

The key issues concerning the appropriateness of the zone change are:

- Capability of the site to be developed at a General Residential density given traffic and other constraints;
- Suitability of the zone in that skyline location.

A key purpose of the Low Density Residential zone is:

12.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure and environmental constraints that limit development.

And

12.1.3 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development from public views.

Council must determine whether the constraints and values of the site necessitate the use of the Low Density zone. There are no significant infrastructure or traffic issues that would impede a denser residential development from occurring on the land. Scenic and natural values are not considered to be significant development constraints but instead are capable of being managed by the application of relevant interim scheme codes.

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The site falls within the third tier of the hierarchy for residential land in the *Launceston Residential Strategy 2009 - 2029*. This tier identifies vacant land in urban infill locations including undeveloped portions of existing residential areas and vacant land currently within a residential zone. To fulfil the relevant strategy objectives, the highest density suitable should be applied to the land. Factors in favour of the General Residential zone include the absence of natural hazards, the serviceability of the site, the character of existing adjacent development is General Residential, proximity to district shopping facilities, and proximity to public transport.

It's considered that the General Residential zone provides greater scope to realise Council's planning objectives for density, housing choice, infill development, utilisation of infrastructure and increasing population density close to public transport and district shopping facilities.

The relevant considerations when considering the proposal to remove Scenic Management Code are:

- The scenic values of the site and at what level should an overlay be removed;
- The appropriateness of the submitted recommendations and whether there are alternative options that would be more appropriate.
- Whether in terms of procedure fairness, the applicability of the Scenic Management overlay needs to be considered on adjacent lots within the same precinct.
- Whether development can occur without having a detrimental impact on the hillside without the Scenic Management Code in place.

In the Scenic Management code, the subject land is located within the Western Hillside precinct. The relevant management objectives of the precinct are:

a) Maintain and improve vegetation, particularly trees within the skyline area of the precinct. Species selected must be consistent with the dominant character of the immediate setting. Where the area is located within or near a reserve, local native species should be used.

b) Development within the precinct must minimise its visual intrusion on the hillside by its location, form, scale, exterior materials, colours and landscaping particularly when seen from major public vantage points. Visually dominating or obtrusive development, particularly along the skyline must not be approved.

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c) Subdivisions are to address bushfire safety and vegetation management requirements to achieve a visually unobtrusive development with sufficient vegetation coverage to retain the precincts character.

The management objectives provide guidance on what is appropriate development on that hillside. In this area, the focus is about having development blend in and retaining or reinstating, as the case may be, trees and vegetation that give the 'green treed' appearance to the urban environment.

Launceston is experiencing a decline in canopy trees throughout the city, and this decline is most notable in the hillside areas, due to their visibility. The treed character of Launceston is valued by its community.

New residential development is trending towards larger houses with less open area and notably less trees within their gardens. The visual outcome of this development tends to make the buildings more dominant or dominating in the landscape as there is less separation between buildings and less screening and softening of their appearance by vegetation.

The retention of the Scenic Management Overlay will serve to encourage and promote appropriate vegetation and development to facilitate the sites integration into the urban skyline landscape. It also provides the best mechanism to implement the submitted Landscape and Visual Amenity Report's recommendations and for the applicable strategies from the Regional Land Use Strategy concerning scenic landscape values to be met.

Removal of the Scenic Management overlay would remove the opportunity to consider scenic and landscape impacts for development and also the ability to implement the Landscape Visual Amenity Report's recommendations.

Without the overlay in place, there is little scope to moderate inappropriate development. In this scenario, there would be negligible scope to influence the design and the extent of clearance for subsequent development that would result from the subdivision itself. For subsequent housing development there would be no opportunity since where all the applicable acceptable solutions are met, no planning permit would be required.

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The Scenic Management Code is improved from its earlier version under the Launceston Planning Scheme 1996. It is recognised however that its current form is too broad in its application and further refinement to provide better clarity during assessment would be beneficial. Revision of the code to improve functionality and incorporate assessment provisions for the precincts is being prepared as part of the interim scheme hearing process.

Relevant considerations when considering the proposal to remove the Biodiversity code are:

- Whether the submitted documentation is sufficiently thorough and detailed to assess the quality of the threatened flora and fauna onsite;
- The value of the priority habitat and whether protection is necessary under the interim planning scheme.

The submitted documentation provides sufficient evidence to indicate that the priority habitat that exists is small, fragmented and of poor quality. The benefits of retaining the priority habitat overlay are minimal and would impose an additional regulatory hurdle for applicants for habitat that will be difficult to manage sustainably long term. It's considered that the application of other legislation such as the *Nature Conservation Act* and *Threatened Species Protection Act* are sufficient to deal with this issue without the need to have the interim scheme do so in this circumstance as well.

6 Conclusion

The dispensation application for 123 Westbury Road has been advertised and representations were received. This report has considered the issues and merits raised by the representations received and concludes that the opinion Council adopted on the 26 August 2013 for this proposal should remain unchanged.

ECONOMIC IMPACT:

The economic impact has been considered through assessing what the maximum potential of land could be that would provide the best utilisation of existing services and infrastructure.

12.1 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D2/2013) - 123 Westbury Road, South Launceston (Mt Pleasant)...(Cont'd)

ENVIRONMENTAL IMPACT:

The environmental impact has been considered through identification of what environmental values apply to the proposal and what planning instruments should apply to manage those values.

SOCIAL IMPACT:

The social impact of the proposal has been considered by understanding the projected housing and services needs of the community and what zone would be most appropriate to achieving those needs.

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993
Regional Land Use Strategy for Northern Tasmania
Launceston Residential Strategy 2009 - 2029
Launceston Interim Planning Scheme 2012
State Policy on the Protection of Agricultural Land 2009
State Policy on Water Quality Management 1997
State Coastal Policy 1996
National Environmental Protection (Used Packaging Materials) Measure
National Environmental Protection (Ambient Air Quality) Measure
National Environmental Protection (Movement of Controlled Waste Between States and Territories) Measure
National Environmental Protection (National Pollutant Inventory) Measure
National Environmental Protection (Assessment of Site Contamination) Measure
National Environmental Protection (Diesel Vehicle Emissions) Measure
National Environmental Protection (Air Toxics) Measure

BUDGET & FINANCIAL ASPECTS:

N/A

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-

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 circulated separately.

1. Copy of representations
 2. Applicant's submission in response to representations.
-

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown**FILE NO:** SF6083, 11247**AUTHOR:** George Walker (Town Planner)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider and provide a statement to the Tasmanian Planning Commission on an application for dispensation from a local provision of the Launceston Interim Planning Scheme 2012 under Section 30P of the *Land Use Planning and Approvals Act 1993* to set aside the whole provisions of the Inner Residential zone as they relate to 269 Hobart Road, certificate of title volume 26116 folio 8, and apply provisions of the Commercial zone.

PLANNING APPLICATION INFORMATION:

Applicant:	Planning Development Services
Property:	Volume 26116 Folio 8
Land Area:	809m ²
Zone:	Inner Residential
Received:	8 October 2013
TPC Deadline:	14 November 2013 (by extension)

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the Council, pursuant to Section 30P of the *Land Use Planning and Approvals Act 1993*:

1. Support setting aside the whole of the Inner Residential zone as they relate to 269 Hobart Road, certificate of title volume 26116 folio 8, and apply provisions of the Commercial zone;
-

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

2. Pursuant to Section 30P(5) of the *Land Use Planning and Approvals Act 1993*, provide the following statement in respect of the application to the Tasmanian Planning Commission:

"It is the opinion of the Planning Authority that the application for dispensation (LAUD5/2013) to set aside the whole provisions of the Inner Residential zone as they relate to 269 Hobart Road, certificate of title volume 26116 folio 8, and apply the provisions of the Commercial zone be supported by the Tasmanian Planning Commission."; and

3. That the application for dispensation be advertised pursuant to Section 30Q(4) of the *Land Use Planning and Approvals Act 1993*.
-

REPORT:**1 The Proposal**

The dispensation proposal seeks to set aside the provisions of the Inner Residential zone, and apply the Commercial zone for land, known as CT 26116/8, located at 269 Hobart Road, Youngtown (the subject site).

Specifically, the application for dispensation proposes the following:

- a) The whole provisions of the Inner Residential zone as they relate to the Subject Site be set aside; and
- b) The provisions of the Commercial zone as contained in the Scheme be applied to the whole of the Subject Site.

The intention of the dispensation is to enable the subject site to be utilised as a funeral parlour in the form of office and administrative function for Lethborg Funeral Services, and to consolidate this use with the existing funeral chapel and associated car park on the adjoining Site located at 271 Hobart Road to the south-east.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

The use of land for a funeral parlour is classified as 'Business and Professional Services', which is prohibited within the Inner Residential Zone, except for where the use is for a medical centre. On the other hand, 'Business and Professional Services' is identified as 'Discretionary' within the Commercial zone.

2 Dispensation Process

The dispensation process allows for a local provision of the *Launceston Interim Planning Scheme 2012* (the Scheme), including the zoning of the land, to be altered, or set aside, thereby providing for an application to be lodged for a use and/or development that would otherwise be restricted, limited or prohibited, before the Scheme becomes declared as a new planning scheme under Section 30N of the *Land Use Planning and Approvals Act 1993* (the act). Sections 30P, 30Q and 30R of the act set out the process and requirements for applying for a dispensation.

Once the Tasmanian Planning Commission (TPC) receives an application, it must within 14 days of receipt, notify the Planning Authority. The Planning Authority may, within 28 days, notify the TPC of its opinion on the application for dispensation. If the Planning Authority's opinion is to reject the application, then the TPC must also reject the application. Where the Planning Authority is either silent, or supports the application, the TPC must decide whether to reject or publicly exhibit the application. Where the application is exhibited, the TPC request the Planning Authority to exhibit the application for up to 2 months.

Following the public exhibition period, the Planning Authority must, within 35 days, report to the TPC any representations received as well as a statement of the Planning Authority's opinion on those representations. If no representations are received, the Planning Authority must notify the TPC accordingly.

The TPC may hold a hearing, whether representations have or have not been received. Following that, the TPC will decide whether to grant or refuse the dispensation. Where the dispensation is granted, the Planning Authority must consider applications against the modified provisions.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

3 Site Analysis

3.1 Site Context

The subject site is approximately 809m² in area with a gradual slope of approximately 6° uphill to the east and comprises a single dwelling that is located to west (refer to Attachment 1, Image 1). The subject site is located on the eastern side of Hobart Road between Woolven Street to the north and Highgate Street to the south within an Inner Residential zone cluster that includes land located between 261-269 Hobart Road.

The land to the east is predominately zoned General Residential fronting onto Keithleigh Street. The three consecutive properties to the south are zoned Commercial before returning to the Inner Residential zone with the two properties immediately to the south currently being utilised as the Lethborg funeral chapel and associated car park in which it is proposed that the subject site will be used in association with.

In the wider context, the subject site is located approximately 1.3km to the south of the Kings Meadows general business district and 1km to the north of the Youngtown commercial and industrial areas which are connected by Hobart Road. Fronting the portion of Hobart Road between the two specified areas are a range of zones that include:

- General Business;
- Local Business;
- Commercial;
- Light Industrial;
- General Industrial;
- Community Purpose;
- General Residential; and
- Inner Residential.

As such, the composition of Hobart Road is characterised by a mixture of land uses predominately commercial and industrial in nature interspersed with residential development. Specifically, the subject site is located approximately 200m to the south of the Merino Street light industrial precinct and is directly opposite an existing Commercial precinct which includes the Australia Post Transport Depot and the Army Reserves Barracks located to the west of Hobart Road.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

3.2 Hazards and Special Values

3.2.1 Heritage

The subject site is not a place or precinct listed on the Tasmanian Heritage Register or under the scheme.

3.2.2 Flooding

The subject site is not located within a flood prone area.

3.2.3 Bushfire

The subject site is not located within a bushfire prone area.

3.2.4 Landslip

The subject site is not located in an area that is exposed to doubtful land stability.

3.2.5 Natural Values

The subject site is located within an area that has been fully developed for commercial, industrial and residential purposes. As such, the no natural values have been attributed to the subject site.

3.2.6 Landscape and Scenic Values

The subject site is not located in an area pertaining to significant landscape and scenic values.

3.3 Infrastructure Capacity

3.3.1 Stormwater

The subject site is serviced by an existing stormwater main located along Hobart Road.

3.3.2 Water

The subject site is serviced by an existing water main located along Hobart Road.

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3.3.3 Sewerage

The subject site is serviced by an existing sewer main located along Hobart Road.

3.3.4 Electricity

The subject site is serviced by existing power lines located along Hobart Road.

3.3.5 Telecommunications

The subject site is serviced by an existing telecommunications infrastructure located along Hobart Road.

3.3.6 Gas Supply

Reticulated gas is available along Hobart Road which is able to service the subject site if required.

3.3.7 Road and Traffic

The subject site has access to Hobart Road.

4 Strategic Analysis

4.1 Northern Regional Land Use Strategy

The Northern Regional Land Use Strategy (NRLUS) includes a Regional Activity Centre Hierarchy Table which provides for the following commercial and retail functions within the Kings Meadows and Youngtown areas:

Kings Meadows

"Sub-regional shopping facilities with a range of major supermarkets, department stores and a range of specialty shops".

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

Youngtown

"An independent supermarket or DDS as anchor tenant, surrounded by a small range of specialty shops providing for daily and weekly shopping needs for time poor customers. In rural context often tourist related businesses".

In this situation, the subject site is located between the two business precincts in an area that is characterised by a mixture of land uses predominately commercial in nature interspersed with residential development.

The NRLUS also identified that the regional activity centres network encourages centres that:

- Create economic growth by co-locating a mix of land uses;
- Concentrate goods and services more efficiently;
- Provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
- Provide a focus for community and social interaction;
- Encourage multi-purpose trips and shorter travel distances to reduce demand for private travel;
- Integrate land use and transport to support walking, cycling and public transport; and
- Accommodate higher density residential development, employment and trip-generating activities.

In response to these requirements, the applicant maintains the following position:

"...Lethborgs Funeral Services currently operates their administration from a premises further along Hobart Road. To consolidate the administration of the funeral services with the existing funeral parlour located at 271 Hobart Road will create better efficiency of staff processes. [the location will] Reduce demand on private travel, as the location will provide for one known destination for clients and staff. This is not a new enterprise and co-locate functions of the business will create opportunity for an ever increasing business".

This response is supported by Council officers, noting that the rezoning will enable an existing business to consolidate into one location.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

4.2 Launceston Interim Planning Scheme 2012

Objective 3.2 of the Scheme relates to maintain Launceston as the business and commercial heart of the Northern Region and establishes the regional activity centre network hierarchy as follows:

- The Principle Activity Centre of the Launceston City central business district;
- The Major Activity Centres of Kings Meadows and Mowbray;
- The Suburban Activity Centre of Launceston (Kmart) Plaza;
- The Neighbourhood Centres of Newstead, Ravenswood, Newnham, Trevallyn, St Leonards and Youngtown;
- Bulky Good Precincts; and
- Specialist Centres (such as Launceston General Hospital precinct and similar health facilities, and Tertiary Education and Research precincts such as UTAS, etc).

In this situation, the subject site is located between the Major Activity Centre of Kings Meadows and the Neighbourhood Centre of Youngtown that offer a range of business, industrial, commercial, retail and recreational services to the surrounding communities. The proposed rezoning will enable the consolidation of an existing business within an established mixed use area. It is considered that the dispensation is consistent with the objectives of the Scheme.

4.3 Existing and Proposed Zones

The zone purpose and table of use for the existing and proposed zone for the subject site are summarised in Tables 1 and 2 below.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

4.3.1 Inner Residential and Commercial Zone Purposes

11.0 - INNER RESIDENTIAL ZONE	23.0 - COMMERCIAL ZONE
<p>11.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, setback, and height.</p>	<p>23.1.1 To provide for large area retailing and service industries.</p>
<p>11.1.2 To provide for compatible non-residential uses that primarily serve the local community.</p>	<p>23.1.2 To provide appropriate location(s) for large format land uses such as car yards, bulky goods sales, warehouse and showrooms in the areas of high traffic volume and high passing visibility which do not necessarily suit a business zone location.</p>
<p>11.1.3 To allow increased residential densities where it would not significantly affect the existing residential amenity or historic character of the area, lead to increased on-road parking or reduce traffic safety.</p>	<p>23.1.3 To ensure general retail uses support and do not threaten the established retail and business hierarchy.</p>
<p>11.1.4 To maintain and develop the residential functions within the inner city areas and to ensure that commercial uses do not displace residential uses or dominate neighbourhoods.</p>	
<p>11.1.5 To protect and enhance the inner city residential areas and to recognise their major contribution to the city's character and tourist</p>	

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<p>11.1.6 To encourage residential development that provides a high standard of residential amenity and streetscape contribution.</p>	
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4.3.2 Inner Residential and Commercial Zone Table of Uses

11.0 - INNER RESIDENTIAL ZONE	23.0 - COMMERCIAL ZONE
No Permit Required	No Permit Required
Natural and cultural values management	Natural and cultural values management
Passive recreation	Passive recreation
Residential (If a single dwelling)	
Permitted	Permitted
Utilities (If for minor utilities)	Bulky goods sales (If a single or multi tenancy development with a gross floor area less than 2000m ²)
	Equipment and machinery sales and hire
	Recycling and waste disposal
	Service Industry
	Storage
	Transport depot and distribution
	Utilities (If for minor utilities)
	Vehicle fuel sales and service
Discretionary	Discretionary

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Business and professional services (If a medical centre)	Bulky goods sales (If a single or multi tenancy development with a gross floor area greater than 2000m ²)
Community meeting and entertainment (If not a cinema or function centre)	Business and professional services
Educational and occasional care	Community meeting and entertainment
Food services (if a café or takeaway food premises)	Educational and occasional care
General retail and hire (If a local shop)	Emergency services
Residential (If not a single dwelling)	Food services
Sports and recreation	General retail and hire
Tourist operation	Hotel industry
Visitor accommodation	Manufacturing and processing
Utilities (if not for minor utilities)	Research and development
	Sport and recreation
	Vehicle parking
	Visitor accommodation
Prohibited	Prohibited
All other uses	All other uses

The primary purpose of the Inner Residential zone is to provide for residential use and development in a manner that is sympathetic to the existing streetscape character and residential amenity of the locality. On the contrary, the primary purpose of the Commercial zone is to enable larger scale retail and servicing industries in areas that have high traffic volume and passing visibility.

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4.4 Land Use Conflict

Section 30R(2)(e) provides that the Tasmanian Planning Commission is to be satisfied that the dispensation "*...as far as practicable, will not conflict with a use, or development in respect of land next to the land to which the dispensation relates, that is a use or development permissible under the relevant interim planning scheme*".

In response to these requirements, the applicant maintains that the proposed dispensation will not generate conflict with adjoining land uses based on the factors summarised below:

- The amenity of adjacent and surrounding uses is currently compromised by existing commercial uses within the vicinity of the subject site, and high traffic volumes experienced by Hobart Road;
- The future use would retain the existing dwelling on the subject site which would also act assist in buffering existing residential use to the north and the current activities associated with funeral chapel;
- The future use of the land will be for the purpose of office administration for the existing funeral services business conducted on the adjoining property to the south which is considered to be a low impact use;
- Future use and development would be subject to a separate development application in which the impact of the use and development on surrounding sensitive uses can be appropriately managed by conditions;
- The rezoning would be consistent with the purpose of the Commercial zone when considering existing uses on the adjacent and surrounding land.

This position is generally supported by Council officers. It is considered that the adjacent and surrounding sensitive uses are already significantly compromised by the existing commercial and associated uses operating within the vicinity of the subject site. Furthermore, the proposed future use of the subject site is not considered to increase the detriment on adjacent and surrounding sensitive uses greater than the level that already exists. It should be noted that once the zone has changed, land uses identified in the Table of Use for the Commercial zone would be permissible provided the use and/or development demonstrates compliance with the relevant scheme provisions.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

It should be noted that any future use or development will be subject to a separate development application in which any real or perceived impacts on adjacent and surrounding sensitive uses can be managed through conditions if required. In addition, the location of the subject site is consistent with the purpose objectives of the Commercial zone, being in an area that is subject to high traffic volumes and high vehicular passing visibility along Hobart Road.

4.5 Land Use Planning and Approvals Act 1993 - Schedule 1 Objectives

Section 30R(2)(a) of the Act provides that the Tasmanian Planning Commission is to be satisfied that the dispensation furthers the objectives set out in Schedule 1 of the *Land Use Planning and Approvals Act 1993* (the Act).

4.5.1 Schedule 1 - Part 1

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

The subject site is located within a developed area that does not contain any significant natural, ecological or physical values.

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

No physical constraints have been identified that would prevent the use of the subject site for commercial purposes as opposed to residential purposes. The NRLUS identifies the locality of the subject site as a contributing zone within the Regional Activity Centre Hierarchy. The character and attributes of the subject site, established land use pattern of the adjacent and surrounding area and proximity to available public services and infrastructure, suggests that the Commercial zoning would be suitable for the area.

- c) *to encourage public involvement in resource management and planning; and*

Public consultation will be undertaken as part of the dispensation process in accordance with Section 30H of the Act.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

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

The proposed dispensation will enable the co-location of an existing business activity located on the adjoining land to the south, which is currently being operated at two separate locations. The proposed dispensation is not expected to generate any additional impact to the amenity of surrounding sensitive uses greater than the level that currently exists from nearby commercial and associated uses.

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

This is facilitated through the dispensation process and application of relevant legislation.

4.5.2 Schedule 1 - Part 2

- a) *to require sound strategic planning and co-ordinated action by State and local government; and*

The proposed dispensation has been assessed as being supportive of the objectives of the Act, NRLUS and the Scheme. Co-ordinated action by the State and local government is facilitated through the dispensation and application of relevant legislation.

- b) *to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*
-

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

The dispensation seeks to effectively rezone the subject site from Inner Residential to Commercial in order to enable subject site to be used in association with the existing funeral parlour on the adjoining land to the south. The dispensation process is an established mechanism under the Act to allow the rezoning to be lawfully considered. The proposed dispensation has been assessed as being consistent with the established land use pattern within the locality and is not expected to generate any additional impacts to surrounding sensitive uses greater than the level that already occurs from existing commercial and associated uses. Any future use and development will be subject to a separate development application in which appropriate controls for the use and development can be enforced.

- c) *to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

The proposed dispensation is expected to have a positive social and economic impact upon the locality by enabling the subject site to be utilised in conjunction with the existing funeral parlour located on the adjoining land to the south, as opposed to operating at separate locations. The proposed dispensation is unlikely to have a significant impact on the natural, biological and physical values of the area.

- d) *to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

All relevant regional and state policies have been considered through the dispensation process.

- e) *to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

This objective is not relevant to the proposed dispensation.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

- f) *to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*

The proposed dispensation will enable the consolidation of an existing business operation at one primary location rather than operating between two separate locations which is currently the case.

- g) *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

The subject site is not a place or precinct listed on the Tasmanian Heritage Register or under the Scheme.

- h) *to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and*

The proposed dispensation will not impact any public infrastructure or assets.

- i) *to provide a planning framework which full considered land capability.*

The subject site is located within a fully developed area. Consideration of land capability is not relevant.

5 State Policies

5.1 Sate Policy on the Protection of Agricultural Land Policy 2009

The subject site is located within a fully developed urban area, therefore the policy does not apply.

5.2 State policy on Water Quality Management 1997

Any future use and development will be subject to complying with development standards that are consistent with the policy.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

5.3 State Coastal Policy 1996

The subject site is not located within 1km of the coastline, therefore the policy does not apply.

5.4 National Environmental Protection Measures

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

Current NEPMs include:

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

In this situation, the NEPMs are either not applicable, or will not be impacted upon by the proposed dispensation.

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

6 Conclusion

The application for dispensation seeks to set aside the provisions of the Inner Residential zone, and apply the Commercial zone for land located at 269 Hobart Road, Youngtown.

The dispensation is supported based on the following grounds:

- The rezoning is not expected to increase the detriment to the amenity of adjacent or nearby sensitive uses greater than the level currently generated by existing commercial and associated uses within the immediate area;
- The Commercial zone is considered to be in keeping with the existing land use pattern within the surrounding area; and
- The proposed dispensation has been assessed as being supportive of the objectives of the Act, NRLUS and the Scheme.

ECONOMIC IMPACT:

No significant economic impacts have been identified.

ENVIRONMENTAL IMPACT:

No significant environmental impacts have been identified.

SOCIAL IMPACT:

No significant social impacts have been identified.

COUNCIL AGENDA

Monday 11 November 2013

12.2 Application for Dispensation from a Local Provision of the Launceston Interim Planning Scheme 2012 (LAU D5/2013) - 269 Hobart Road, Youngtown...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Land Use Planning and Approvals Act 1993

Northern Regional Land Use Strategy

Launceston Interim Planning Scheme 2012

State Policy on the Protection of Agricultural Land 2009

State Policy on Water Quality Management 1997

State Coastal Policy 1996

National Environmental Protection (Used Packaging Materials) Measure;

National Environmental Protection (Ambient Air Quality) Measure;

National Environmental Protection (Movement of Controlled Waste Between States and Territories) Measure;

National Environmental Protection (National Pollutant Inventory) Measure;

National Environmental Protection (Assessment of Site Contamination) Measure;

National Environmental Protection (Diesel Vehicle Emissions) Measure; and

National Environmental Protection (Air Toxics) Measure.

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:

1. Location Map
 2. Applicant's submission in response to representations. (circulated separately)
-



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - SF6083 269 HOBART ROAD, YOUNGTOWN



Locality Map

Scale: This Map Is Not to Scale

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows**FILE NO:** DA0373/2013**AUTHOR:** Catherin Mainsbridge (Senior Town Planner)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider a development application for development and use of two multiple dwellings at 13 Jillian Street, Kings Meadows.

PLANNING APPLICATION INFORMATION:

Applicant:	Urban Design Solutions
Property:	13 Jillian Street, Kings Meadows.
Area of Site:	883m ² .
Zoning:	General Residential.
Existing Uses:	Vacant.
Classification:	Multiple dwelling.
Date Received:	24 September 2013.
Deemed Approval:	11 November 2013.
Representations:	Three

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the Council approves DA0373/2013 for the development and use of two multiple dwellings at 13 Jillian Street, Kings Meadows 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.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

2. AMENDED PLAN REQUIRED

Before the building permit is issued, amended 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 show:

- a) Amended driveway layout to provide for a shared 6.5 metre wide crossover (excluding 1.0 metre transition wings).
- b) All necessary changes to facilitate a) above.

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 access-way from Jillian Street.

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. AMENITY

The construction of the development permitted by this permit must not adversely affect the amenity of the site and the locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the appearance of any buildings, works or materials; the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; the presence of vermin, or otherwise

6. REMOVAL OF CONSTRUCTION WASTE

No burning of any waste materials generated by action on this approval is to be undertaken on-site. Any such waste materials are to be removed to a licensed refuse disposal facility (eg Launceston Waste Centre).

7. CONSTRUCTION OF RETAINING WALLS

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

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

8. TAS WATER

The development is expected to comply with Tas Water Certificate of Consent Number TWDA13-229-N, which is attached to this permit.

9. NON REFLECTIVE EXTERIOR FINISH

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

10. SITE LANDSCAPING PLAN

The landscaping must be installed in accordance with the endorsed plan and;

- a) Be provided with convenient taps or a fixed sprinkler system installed for the purpose of watering all lawns and landscaped areas. Redirection of down pipes, on site storage of overland flows and the like are encouraged. Grey water reuse can be used subject to compliance.
- b) Be installed within 3 months from the completion of the building works, or where subdivision by strata is proposed, the landscaping must be completed before the strata plan is sealed.
- c) Be maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Council.

11. 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.

12. WASTE DISPOSAL BINS - DOMESTIC

The area indicated on the plans must be set aside for the purpose of a waste disposal/collection bin and must provide:

- a) Individual and common bin 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.
-

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

13. MULTIPLE DWELLINGS - SERVICE FACILITIES

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

- a) Mail receptacles appropriately numbered for each dwelling unit; and
- b) Either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Planning Authority.

14. PRIVACY SCREENS

Where privacy screens are used, the screens must be:

- a) Have a maximum of 25 per cent openings; and
- b) Permanent, fixed and durable.

15. 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.

16. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

Prior to the commencement of 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.
-

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

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 while works are being undertaken and all works must be in accordance with the plan. The Traffic Management Plan must be submitted to the Infrastructure Services Directorate for approval two weeks prior to the scheduled commencement of the works. No works may commence until the Traffic Management Plan has been approved.

17. VEHICULAR CROSSINGS

Before the commencement of the use, a new vehicular crossover must be provided to service this development. The design of the vehicular crossing must take into account the location of the access (i.e. abutting the speed hump located in Ashleigh Avenue) and further requires the relocation of the existing power pole. An application for such work must be lodged on the approved form.

No work must 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 Road Assets Department.

The new crossing must be constructed to Council standards by a contractor to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (e.g. TasWater, Telstra, Aurora etc). The construction of the new crossover and driveway, and removal of the unused crossover and driveway will be at the applicant's expense.

18. CAR PARKING CONSTRUCTION

Before the use commences the driveways shown on the endorsed plans must:

- a) Be properly constructed to such levels that they can be used in accordance with the plans;
 - b) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers;
 - c) Be drained to Councils requirements.
-

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

19. SOIL AND WATER MANAGEMENT PLAN

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites.

No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant.

The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.

20. SUBMISSION AND APPROVAL OF PLANS - STORMWATER CONNECTION

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

- a) Include all public infrastructure works required by the permit or shown in the endorsed plans and specifications.
- b) be prepared strictly in accordance with the Council's Subdivision Guidelines and Standard Drawings applicable at the date of submission of the plans.
- c) be prepared by a suitably qualified and experienced engineer or Engineering Consultancy.
- d) be accompanied by:
 - i) an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
 - ii) a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion & Final inspections.

21. CONSTRUCTION OF WORKS - STORMWATER CONNECTION

Private and public infrastructure works must be constructed in accordance with plans and specification approved by the Director Infrastructure Services

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

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

The necessary work is for provision of a DN 100 Stormwater connection to the lowest point of the lot.

All construction works must be undertaken in accordance with the Council's Subdivision Guidelines and Standard Drawings. These Guidelines specify:

- a) Construction requirements,
- b) Appointment of a suitably qualified Supervising Engineer to supervise and certify construction works, arrange Council Audit inspections and other responsibilities,
- c) Construction Audit inspections,
- d) Practical Completion and after a 12 months defects liability period the Final Inspection & Hand-Over.

22. 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.

23. 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**A. Restrictive Covenants**

Council does not enforce restrictive covenants that contradict the Launceston Interim Planning Scheme 2012. However, 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.

B. Other Approvals

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:

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

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

C. Appeal Provisions

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

A planning appeal shall be instituted within 14 days of the date the Planning Authority serves notice of the decision on the applicant.

D. 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.

E. Permit Commencement

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 withdrawn or determined. If an applicant is the only person with a right of appeal pursuant to section 53(1b) 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.

F. Strata Title Approval

The proposal may be Strata titled. If this is to be staged the Strata plan must be accompanied by a Disclosure Statement for a Staged Development Scheme.

REPORT:**1. THE PROPOSAL**

The proposal is for the construction and use of two multiple dwellings on the vacant site. The dwellings are co-joined for approximately half their depth, being the section closest to the street and contain a garage, two bedrooms, bathroom, toilet and laundry. The rear section of each dwelling contains an open plan kitchen, dining room and lounge area and a deck.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

The site falls away to the rear south eastern corner. Therefore due to the slope of the land the front of the dwellings are single storey at street level and two storey at the rear where support is to be provided by steel columns. Face brickwork cladding is proposed for the single storey sections, with rendered compressed sheet cladding for the rear sections. The skillion roof forms are proposed to be clad in Colorbond sheet steel.

Access to the dwellings is proposed by a single crossover that extends in a Y-shape to serve each garage.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site is located within an established residential area on the south western fringe of the city's urban and municipal area, to the west and on the hillside of the Kings Meadows shopping centre. Jillian Street runs in north west/south easterly direction, crossing Riseley Street and also accessed off the top end of Bond and Shirley Streets. To the south eastern of the street is a Y-head cul-de-sac. Off the end of the cul-de-sac is a C-shaped reserve that extends around to Nichols Street, which is a further cul-de-sac running parallel to and west of Jillian Street.

Development in the vicinity primarily consists of single dwellings with a low number of lots intermixed through the area that have been developed with multiple dwellings. Architectural styles and eras of construction vary through-out the area.

The site, and the adjoining property at 15 Jillian Street, while having been zoned residential, have long been maintained as public parkland and have recently been made available for sale by Council.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

GENERAL RESIDENTIAL

10.1.1	<p><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></p> <p>Consistent. The proposal provides a residential accommodation solution of a steep site at a complying density.</p> <p>Full services are available in the area and the development will connect to such services.</p>
10.1.2	<p><i>To provide for compatible non-residential uses that primarily serve the local community.</i></p> <p>Not applicable. The proposal is for a residential use and development.</p>
10.1.3	<p><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></p> <p>Not applicable. The proposal is for a residential use and development.</p>
10.1.4	<p><i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i></p> <p>Consistent. The proposal has been designed to suit the terrain of the site, and is consistent with other homes in the area where the level change of the sites creates a double storey type form. The design is consistent with other homes in the area, especially the more elevated sites where homes have been built in more recent years. The orientation, of the multiple dwellings extend in a north/north easterly direction providing solar access and includes the benefit of views, over Kings Meadows and mountains beyond in the distance.</p>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

10.1.5	<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. There is only one other property in Jillian Street developed with multiple dwellings, that being an internal property on the opposite and higher side of the street. The driveway to this proposal runs between 16 (a double block) and 22 Jillian Street.</p>
10.1.6	<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 approximately 864m up the hillside from the Kings Meadows Shopping centre.</p>

3.2 Use Standards

The Multiple Dwelling use in the General Residential 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>
	Not applicable. The proposal is for a residential use of Multiple Dwellings.
A1	<i>If for permitted or no permit required</i>
	Not applicable. The proposal falls into the use class of Residential, with the sub-class of Multiple Dwellings which is discretionary in the zone.
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>
	Not applicable. The proposal is for a residential use of Multiple Dwellings.
A3	<i>if for permitted or no permit required</i>
	Not applicable. The proposal is for a residential use of Multiple Dwellings.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

10.3.2	RESIDENTIAL CHARACTER - DISCRETIONARY USES <i>To ensure that discretionary uses support:</i> a) <i>the visual character of the area; and</i> b) <i>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. The use does not involve use of commercial vehicles.	
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. The use does not involve external storage of goods or materials.	
A3	<i>Waste materials storage for discretionary uses must:</i> a) <i>not be visible from the road frontage</i> b) <i>use self-contained receptacles designed to ensure waste does not escape to the environment</i>
Complies. Waste will be stored in bins behind the fence along the north western side to the dwellings.	

3.3 Development Standards

<u><i>Clauses 10.4.2.1 - 10.4.2.14 only apply to development with the Residential Use Class which is not a single dwelling</i></u>	
10.4.2.1	DENSITY CONTROL <i>To ensure that:</i> a) <i>dwellings occur at a density appropriate to the character of the zone; and</i> 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>
A1	<i>Multiple Dwellings are constructed with a minimum site area per dwelling of 400m².</i>
Complies. The predominant development form of the area is single dwellings. The subject site has an area of 883m ² allowing each dwelling to have a minimum site area of at least 400m ² .	
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>

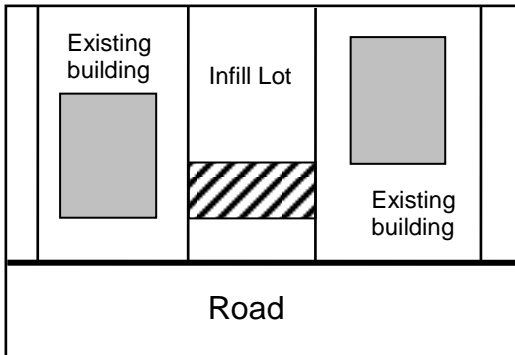
12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

Complies.	
There are no other multiple dwellings on the eastern and lower side of Jillian Street.	
A3	<i>Multiple dwellings must not be constructed on more than 2 adjoining lots.</i>
Complies.	
An application has been lodged on behalf of the same developer for a similar proposal at 15 Jillian Street but the other adjoining lots are developed with single homes.	
10.4.2.2	STREETSCAPE INTEGRATION AND APPEARANCE
	<ul style="list-style-type: none"> a) <i>To integrate the layout of residential development with the streetscape; and</i> b) <i>To promote passive surveillance; and</i> c) <i>To provide each dwelling with its own sense of identity.</i>
A1	<p><i>Multiple dwellings and residential buildings, must</i></p> <ul style="list-style-type: none"> a) <i>have a front door and a window to a habitable room in the building wall that faces a road; or</i> b) <i>face an internal driveway or communal open space area</i>
Complies.	
The proposed dwellings front onto Jillian Street. They have a front door, garage and bedroom visible from the street and can be identified as two dwellings. Bond Street is also able to be surveyed from the living areas of dwelling 1, the northern most dwelling.	
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.	
The front door of each dwelling is inset slightly from the façade of the dwellings to provide shelter to the entry points.	
A3	<p><i>Fences on and within 4.5m of the frontage must be no higher than:</i></p> <ul style="list-style-type: none"> a) <i>1.2m if solid; or</i> b) <i>1.5m provided that the part of the fence above 1.2m has openings which provide at least 30% transparency.</i>
Does not comply for full frontage.	
Assessment against zone intent, objective of the standard and performance criteria is required.	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

P3	<p><i>Fences on and within 4.5m of the frontage must be designed to:</i></p> <ul style="list-style-type: none"> <i>a) provide for security and privacy of residents while allowing for passive surveillance of the road; or</i> <i>b) be consistent with the height, design and character of neighbouring fences and walls.</i>
<p>Fencing is not proposed along Jillian Street, or Bond Street for a distance of approximately 12m. A 1.8m high fence, clad in profiled sheet steel cladding, is proposed for the remaining 24.5m along the Bond Street frontage. As the dwelling appears to become more elevated, as it extends through the depth of the site, there will be some surveillance from the dwelling. In addition, while screens are proposed between the dwellings, typical of development on hillsides in Launceston there will be some visual connection between dwellings on site and in the vicinity.</p>	
10.4.2.3	<p>SITE COVERAGE</p> <ul style="list-style-type: none"> <i>a) To ensure that the site coverage of residential development respects the existing neighbourhood character or desired future character statements, if any; and</i> <i>b) To reduce the impact of increased stormwater run-off on the drainage system; and</i> <i>c) To ensure sufficient area for landscaping and private open space.</i>
A1.1	<p><i>Site coverage must not exceed 50% of the total site; and</i></p>
A1.2	<p><i>Development must have a minimum of 25% of the site free from buildings, paving or other impervious surfaces.</i></p>
<p>Complies. The subject site is 883m² and the proposed site coverage equals is 238m², which is approximately 26.9% site coverage. Therefore, the site has a minimal quantity of pervious surfaces and ample garden space.</p>	
10.4.2.4	<p>BUILDING HEIGHT</p> <p><i>To ensure that the building height of development respects the existing neighbourhood character or desired future character statements, if any.</i></p>
A1	<p><i>Building height must not exceed:</i></p> <ul style="list-style-type: none"> <i>a) 6m on internal lots; and</i> <i>b) 8m elsewhere</i>
<p>Complies. The site has frontage to two streets and clearly is not an internal lot. The proposed dwellings are single storey fronting Jillian Street, with the maximum height of the roof form being 4m. The maximum height of the rear section of the dwellings is 7.57m.</p>	
A2	<p><i>Building heights of dwellings not adjacent to a frontage must not exceed 6m.</i></p>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

<p>Not applicable. The lot does not have the characteristics of an internal lot.</p>	
<p>10.4.2.5 FRONTAGE SETBACKS</p>	<p><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>
<p>A1 .1</p>	<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> <div style="text-align: center;">  </div> <p>Figure 10.4.2.5 – Primary Frontage Setback for Infill Lots</p> <p>Complies. The setback to the Jillian frontage is 8.09m.</p>
<p>A1.2</p>	<p><i>Other frontage setbacks must be a minimum of 3m</i></p> <p>Complies. The setback to Bond Street, the “other” frontage, the setback being 3.6m.</p>
<p>10.4.1.6 REAR AND SIDE SETBACKS</p>	<p><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>
<p>A1</p>	<p><i>Buildings must be set back from the rear boundary:</i></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>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

Complies.	
The site has an area of 883m ² and a minimum setback of 11.254m.	
A2.1	<i>Buildings must be set back from side boundaries:</i> <ul style="list-style-type: none"> a) a minimum of 3m with maximum building height of 5.5m; or 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
A2.2	<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> <ul style="list-style-type: none"> a) wall is built against an existing boundary wall, or 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
Does not comply.	
Assessment against zone intent, objective of the standard and performance criteria is required.	
The proposed building is located only 2.357m off the southern side boundary where the building height extends to 7.4m. A setback of approximately 6m would be necessary to meet the acceptable solution.	
P2	<i>Building setbacks to the side boundary must be appropriate to the location, having regard to the:</i> <ul style="list-style-type: none"> a) ability to provide adequate private open space for the dwelling; and b) character of the area and location of dwellings on lots in the surrounding area; and c) impact on the amenity, solar access and privacy of habitable room windows and private open space of existing dwellings; and d) size and proportions of the lot.
Complies.	
The proposed development is to the north of a proposed identical development on the adjoining property. The orientation of the lot is in a northwest, southeast direction which minimises any overshadowing to adjoining properties. There are no windows in the elevation adjacent to the site.	
10.4.2.7	LOCATION OF CAR PARKING <ul style="list-style-type: none"> a) To provide convenient parking for resident and visitor vehicles; and b) To avoid parking and traffic difficulties in the development and the neighbourhood; and c) To protect residents from vehicular noise within developments.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A1	<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>Complies. The driveway is shared at the crossover and parking for each dwelling is within a garage and a second tandem space is proposed. The proposed parking is greater than 1.5m from windows of habitable buildings.</p>	
A2.1	<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>
A2.2	<i>A tandem car space may be provided in a driveway within the setback from the frontage; and</i>
A2.3	<i>Provision for turning must not be located within the front setback.</i>
<p>Complies. The carparking for each dwelling is proposed by a garage with a tandem space forward of the garage.</p>	
A3	<p><i>A garage or carport must be located:</i></p> <ul style="list-style-type: none"> <i>a) within 10m of the dwelling it serves; and</i> <i>b) At least 5.5m from a frontage; and</i> <i>c) With a setback equal to or greater than the setback of the dwelling to the frontage; or</i> <i>d) in line with or behind the front façade where the dwelling is facing an internal driveway</i>
<p>Complies. The garages are integral to the buildings and are setback in excess of 5.5m and equal to that of the remained of the dwelling fronting the street.</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"> <i>a) be not more than 6m; or</i> <i>b) the garage must be located within the rear half of the lot when measured from the frontage</i>
<p>Complies. The garage doors are 5m wide.</p>	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

<p>10.4.2.8</p>	<p>OVERLOOKING <i>To minimise:</i> 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></p>
<p>A1.1</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> a) <i>offset a minimum of 1.5m from the edge of one window to the edge of the other; or</i> b) <i>have sill heights of at least 1.7m above floor level; or</i> c) <i>have fixed, obscure glazing in any part of the window below 1.7m above floor level; or</i> d) <i>have permanently fixed external screens to at least 1.8m above floor level; and</i> e) <i>obscure glazing and screens must be no more than 25% transparent.</i> <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>A1.2</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>Complies with A1.1. There are no windows in the side walls of the dwellings other the one high level window to the dining room of the dwelling on the north western side. While the decks are within a 9m setback from each other a 1.8m high screen is proposed off the south eastern side of each deck with 1.2m screen off the north western side to provide privacy. It will be possible to see into the rear yard of the adjoining dwelling but as the balconies provide the necessary private open space area the screening proposed is considered appropriate. Not applicable. A1.2.</p>	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A2	<p>Screens used to obscure a view must be:</p> <ul style="list-style-type: none"> a) perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels; and b) permanent, fixed and durable.
<p>Complies. Slatted timber screens are proposed off both sides of the porch areas.</p>	
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>
A1	<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 the 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>
<p>Complies. Each dwelling is provided with a 16.94m² deck off the open plan living/dining/kitchen area. These decks provide a level area for a BBQ and passive recreation and have a north easterly orientation. Additionally, each dwelling has a large area of enclosed open space at ground level which is well in excess of 40m² but is not directly accessible from a habitable room.</p>	
A2.1	<p><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></p>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A2.2	<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>Complies with A2.1. The proposed decks face north and will receive ample solar access.</p>	
10.4.2.10	<p>NORTH-FACING WINDOWS <i>To allow adequate solar access to existing north-facing habitable room windows.</i></p>
A1	<p><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.</i></p> <p><i>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></p>
<p>Not applicable. The proposal adjoins a vacant site.</p> <p>While an application has been submitted for a similar development to this, on the adjoining site, there is only a highlight window on the north facing wall of that development.</p>	
10.4.2.11	<p>LANDSCAPING</p> <p>a) <i>To provide appropriate landscaping that respects the landscape character of the neighbourhood; and</i></p> <p>b) <i>To encourage the retention of mature vegetation on the site.</i></p>
A1.1	<p><i>Landscaping must be provided to the frontage and within the development including:</i></p> <p>a) <i>the retention or planting of vegetation; and</i></p> <p>b) <i>the protection of any predominant landscape features of the neighbourhood; and</i></p> <p>c) <i>pathways, lawn area or landscape beds.</i></p>
A1.2	<p><i>No landscaping is required for outbuildings, decks and other ancillary structures.</i></p>
<p>Complies. A landscaping plan has been provided indicating planting to the front north western corner of the site and along the rear boundary. The plan is considered as acceptable by Council's Parks and Recreation Department.</p>	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

10.4.2.12	STORAGE <i>To ensure that communal open space, car parking, access areas and site facilities are easily identified.</i>
A1	<i>Each dwelling must have access to at least 6 cubic metres of secure storage space.</i>
Complies. Storage space is provided in the garages.	
10.4.2.13	COMMON PROPERTY <i>To ensure:</i> 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>
A1	<i>Development must clearly delineate public, communal and private areas such as:</i> a) <i>driveways; and</i> b) <i>landscaping areas; and</i> c) <i>site services, bin areas and any waste collection points.</i>
Complies. The proposal plan indicates future strata title and common property areas. The driveways and area across the Jillian Street frontage will be common.	
10.4.2.14	OUTBUILDINGS AND ANCILLARY DWELLINGS <i>To ensure that:</i> a) <i>site services can be installed and easily maintained; and</i> b) <i>site facilities are accessible, adequate and attractive.</i>
A1	<i>Outbuildings for each dwelling must have a:</i> 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>
Not applicable. There are no outbuildings proposed as part of this application.	
A2	<i>A swimming pool for private use must be located:</i> a) <i>behind the setback from a primary frontage; or</i> b) <i>in the rear yard.</i>
Not applicable. No swimming pool is proposed.	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A3	<p><i>Earthworks and retaining walls must:</i></p> <p>a) <i>be located at least 900mm from each lot boundary, and</i></p> <p>b) <i>if a retaining wall:</i></p> <p style="padding-left: 20px;">i) <i>be not higher than 600mm (including the height of any batters) above existing ground level, and</i></p> <p style="padding-left: 20px;">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></p> <p style="padding-left: 20px;">iii) <i>not require cut or fill more than 600mm below or above existing ground level, and</i></p> <p style="padding-left: 20px;">iv) <i>not redirect the flow of surface water onto an adjoining property, and</i></p> <p style="padding-left: 20px;">v) <i>be located at least 1.0m from any registered easement, sewer main or water main.</i></p>
<p>Not applicable. No retaining walls are proposed.</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>
A1.1	<i>A minimum of 2.0m² per dwelling must be provided for bin and recycling enclosures and be located behind a screening fence.</i>
A1.2	<i>Provision for mailboxes must be made at the frontage.</i>
<p>Complies. An area is set aside for storage of bins within an area shielded by screen fencing.</p>	

3.4 Overlays and Codes

3.4.1 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>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A1	<p><i>The number of car parking spaces:</i></p> <p><i>a) will not be less than 90% of the requirements of Table E6.1; or</i></p> <p><i>b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater; or</i></p> <p><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></p>
<p>Complies. Each dwelling requires two car parking spaces which have been provided by a garage and a tandem space forward of the garage.</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>Complies. Secure bicycle parking can be achieved within the garage spaces.</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>Not applicable. A taxi bay is not required for this development as only four car parking spaces are required.</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>Not applicable. A motorbike parking space is not required for this development as only four car parking spaces are required.</p>	
E6.7	<p>DEVELOPMENT STANDARDS</p>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

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 manoeuvring and circulation spaces must be:</i></p> <ul style="list-style-type: none"> <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>
<p>Complies. A concrete driveway is proposed to serve the development.</p>	
E6.7.2	<p>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></p>
A1.1	<p><i>Where providing for 4 or more spaces, parking areas must be located behind the building line; and</i></p>
A1.2	<p><i>Within the general residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</i></p>
<p>Does not comply. Assessment against the objective of standard and performance criteria is required. Four car spaces are required and the two tandem spaces are provided forward of the building line.</p>	
P1	<p><i>The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the layout of the site and the location of existing buildings; and</i> <i>b) views into the site from the road and adjoining public spaces; and</i> <i>c) the ability to access the site and the rear of buildings; and</i> <i>d) the layout of car parking in the vicinity; and</i> <i>e) the level of landscaping proposed for the car parking.</i>
<p>Complies. The proposed parking solution is typical to that of dwellings generally in the area where each site has one crossover and vehicles back out onto the street. The provision of a tandem space, while being forward of the building line, eliminates a turning bay within the front setback and is more appropriate within the streetscape.</p>	

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

A2.1	<p><i>Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> <i>a) have a gradient of 10% or less; and</i> <i>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i> <i>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</i> <i>d) have a combined width of access and manoeuvring 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> <i>ii) where parking is more than 30m driving distance from the road; or</i> <i>iii) where the sole vehicle access is to a category I, II, III or IV road; and</i>
A2.2	<p><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></p>
<p>Complies. Only four car spaces are required for the development and these are proposed on the level area at the more elevated portion of the property fronting Jillian Street. A double crossover is proposed to access the parking.</p>	
E6.7.3	<p>CAR PARKING ACCESS, SAFETY AND SECURITY <i>To ensure adequate access, safety and security for car parking and for deliveries.</i></p>
A1	<p><i>Car parking areas with greater than 20 parking spaces must be:</i></p> <ul style="list-style-type: none"> <i>a) secured and lit unauthorized cannot enter or;</i> <i>b) lit and visible from buildings on or adjacent to the site during the times when parking occurs.</i>
<p>Not applicable. The proposal only requires four car parking spaces.</p>	
E6.7.4	<p>PARKING FOR PERSONS WITH A DISABILITY <i>To ensure adequate parking for persons with a disability.</i></p>
A1	<p><i>All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</i></p>
<p>Not applicable. The proposal only requires four car parking spaces.</p>	
A2	<p><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></p>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

Not applicable. The proposal only requires four car parking spaces.	
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>
Not applicable. The proposal is for a 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>
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>
Not applicable. The proposal is for a residential use.	
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>

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

Complies. Bicycles can be securely stored in the garages.	
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. Bicycle parking can be provided with the garages. 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>
Complies. As only four car spaces are proposed separate pedestrian access is not required.	
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>
Not applicable. The site is not located within the Launceston CBD Parking Exemption Area.	

4. REFERRALS

INTERNAL	
Infrastructure Assets	Conditional consent provided. Infrastructure services have expressed concerns regarding the design of the crossover proposed. Discussions have been held with the applicants. An agreed solution has been reached and a condition requiring widening of the drive is recommended. Standard conditions have otherwise been recommended.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

Environmental Health	Conditional consent provided. Standard conditions have been recommended. There are no records or evidence to support that the site is potentially recommended.
Building Control	Conditional consent provided. Recommended standard notes requiring a building permit, plumbing permit and occupancy permit is required.
Parks and Recreation	No objection.
Heritage/Urban Design	N/A.
Strategic Planning	N/A.
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued a Development Certificate of Consent TWDA13-229-N.
Heritage Tasmania	N/A.
EPA	N/A.
DIER	N/A.

5. REPRESENTATIONS

Pursuant to *Section 57 of the Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period between 2 October 2013 to 16 October 2013. Three representations were received. A further person stated that they had lodged a representation but Council does not have record of having received one. The proposal was advertised simultaneously with that for 15 Jillian Street and each of the representors had referenced both applications other than the above noted person. The issues raised by the fourth person are similar to those raised and acknowledged by other persons.

The issues raised were individually discussed with the relevant authors. While most were not specifically aggrieved by the proposed multiple dwellings traffic and parking issues remained prevalent. The issues raised in the attached representations are discussed in the table below.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

REPRESENTATIONS	
ISSUE	COMMENTS
Vehicle movements in the area. Each unit could contain 3 residents, mum, dad and child, who each have a car. As only one garage, and a possible space might be provided in the driveway 4 vehicles will have to park in the street.	Each dwelling has two bedrooms, which requires one space per bedroom. The spaces are provided by the garage and tandem space forward of the garage as provided for by note 2 Table E6.1. of the interim scheme. The proposed car parking complies with the Car parking code.
While residents in the street have on-site parking and do not own the space out the front of their homes they should have a right to do so but this might not be possible when residents of the proposal park in the street and potentially block sight lines for other residents backing out of their driveways.	As noted above the proposal complies with the Car Parking Code. On street parking is a public matter and the proposal will not alter the characteristics of individual properties.
The intersection of Bond and Jillian Streets is already highly dangerous in respect of sight lines and the ability of metro buses turning into Bond Street from Jillian Street if vehicles park in Bond Street, with vehicles from the proposal exacerbating these issues. Landscaping on the corner will be a further impediment.	There is appropriate parking on site with the proposal complying with the interim scheme Car Parking Code. Any vehicle, whether from this proposal or not, must park 10m from a street corner. In addition the driveway for the proposal will increase the distance to 15m and only low landscaping is proposed for the Bond Street/Jillian Street intersection which will not impact driver sight lines.
The site was reportedly once used as a dumping ground by locals for items such as washing machines and fridges. There is a fear that other contaminants might be buried there including fuels, chemicals and even asbestos.	Council does not have any record to suggest that the site is potentially contaminated. The developers have conducted a soil test. While fill has been noted foreign matter was not. This matter has been discussed with the developers who are very aware of the necessary practices that must occur if any contaminants are found.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

ISSUE	COMMENTS
It is sad to think that the local area is losing greenery and an area of open space that has been used for locals in the neighbourhood to play football, cricket and thrisbees over the years. Costs of Council are acknowledged but health benefits of locals should also be considered.	The land is zoned General Residential and was zoned Closed Residential in the previous 1996 Scheme. It has been determined that the area is provided with sufficient open space.
There is no provision for visitor parking. It is understood that the parking requirements are for one space per bedroom plus visitor parking. A visitor space on site for each dwelling would address concerns relating to the narrowness of the street and ability to negotiate vehicles parked in the street.	Visitor parking is only required where the number of dwellings on site is greater than five.
Council should give consideration to a Give Way sign on Bond Street for vehicles turning from Bond into Jillian Streets.	Infrastructure Services have assessed the proposal and do not have any concerns with traffic or parking issues in the street.
Has a traffic plan been presented?	A traffic impact assessment is only required where greater than 40 or more vehicles are required for a particular development and this is not the case for this development.
The plans mention "landscaping where possible". Who is responsible for maintenance of the yards? Elderly people would have difficulty and the land could become a fire hazard.	The existing vegetation is to be retained where possible. The maintenance of the property is no different to that of any property with the responsibility for maintenance being with the owner or agent.
Is high density living in a suburban area what the developers/council want for our suburbs?	The Planning Scheme establishes particular requirements for individual areas including density controls for sustainable development. The proposal meets the requirements of the zone.
Why are "notice of application for a planning permit" given to some people in the area and not others.	Notification was carried out in accordance with the Land Use Planning & Approvals Act 1993. The distribution of notices was discussed with the author of the concern. The noticeboards are required to be placed on site. If council is advised we do replace noticeboards if they missing. Such advice was not received by the Council.

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

6. CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Launceston Interim Planning Scheme 2012 and it 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.

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

COUNCIL AGENDA

Monday 11 November 2013

12.3 Construction and use of two multiple dwellings - 13 Jillian Street, Kings Meadows...(Cont'd)

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:

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



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - DA0373/2013 13 Jillian Street, Kings Meadows



Locality Map

Scale: This Map Is Not to Scale

NOTES
 ALL SITE DIMENSIONS ARE TO OUTSIDE CLADDING UNLESS OTHERWISE NOTED
 CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORKS

ALL SITE PREPARATION IS TO COMPLY WITH THE BCA
 ENSURE FINISHED FLOOR LEVEL IS MIN 150mm ABOVE FINISHED GROUND LEVEL
 ENSURE FINISHED FLOOR LEVEL OF A CONCRETE SLAB IS POSITIONED SO THAT THE ORG IS 150mm BELOW THE LOWEST FLOORING FIXTURE AND ABOVE THE GROUND

ALL OTHER MATTERS NOT SPECIFICALLY MENTIONED ARE TO COMPLY WITH THE BCA - IF IN DOUBT ASK
 THE BUILDER IS TO PROVIDE PROTECTION TO ADJOINING PROPERTIES AND BUILDINGS IN ACCORDANCE WITH THE BUILDING REGULATIONS

NOTE: ALL NEIGHBORING BUILDING LOCATIONS ARE APPROX ONLY; IF FURTHER INFORMATION IS REQUIRED CONSULT A LAND SURVEYOR




DO NOT SCALE; IF IN DOUBT ASK

EXISTING DWELLING BOND STREET

EXISTING DWELLING 10 EARNEST STREET

REFER TO SURVEY PLAN FOR BLOCK DETAILS

PLANT SCHEDULE - (OR SIMILAR SPECIES BY OWNER)

* 	Dianella Tasmanica - (Native flax lily)	spreading perennial to 60cm. Delicate blue flowers in summer followed by purple/blue berries in autumn. Sunny to partially shaded positions.
* 	Linum Margonale - (Native flax lily)	A slender perennial herb 60cm, open cluster of blue flowers in spring to autumn good filler for the dry garden.
* 	Phebalium illumination	Phebalium illumination growing 3 - 4.5M, variegated foliage, with profusion of small white flowers

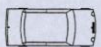






EXISTING SHED



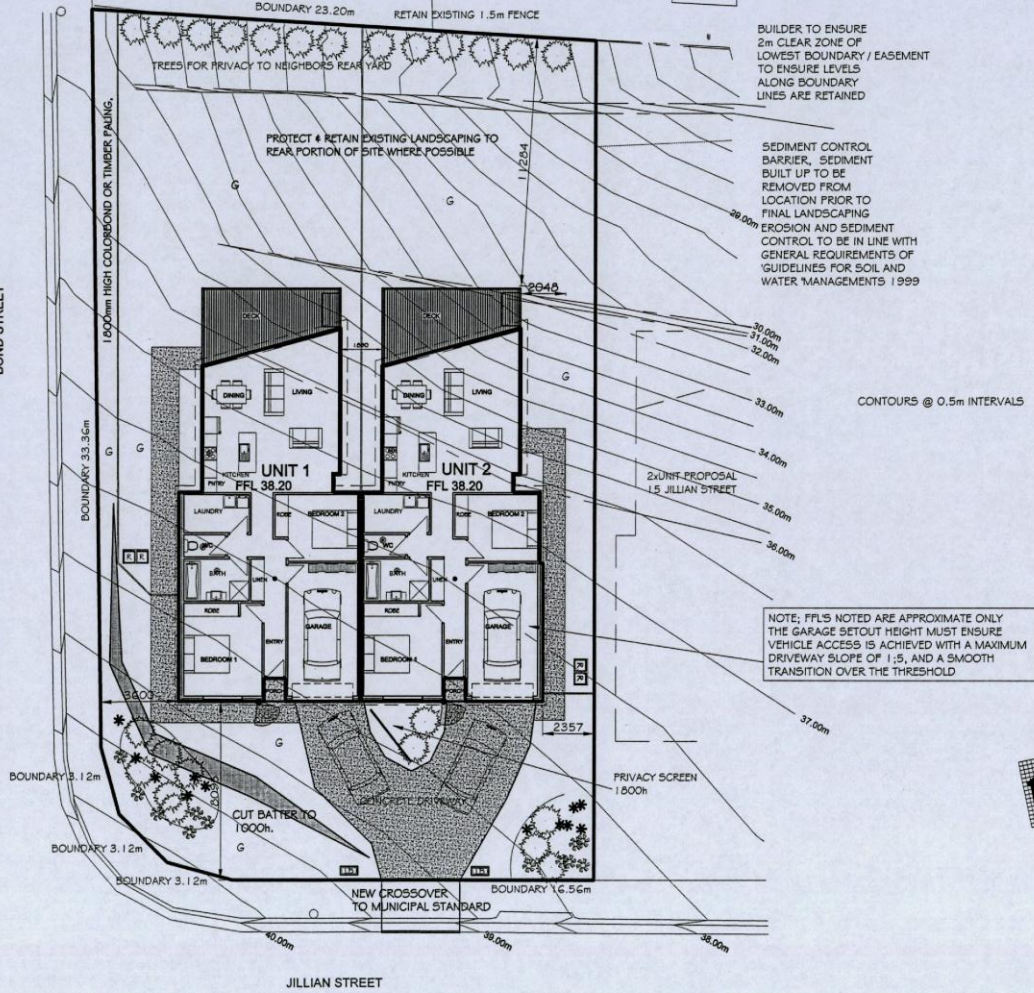
BUILDER TO ENSURE 2m CLEAR ZONE OF LOWEST BOUNDARY / EASEMENT TO ENSURE LEVELS ALONG BOUNDARY LINES ARE RETAINED

SEDIMENT CONTROL BARRIER, SEDIMENT BUILT UP TO BE REMOVED FROM LOCATION PRIOR TO FINAL LANDSCAPING
 EROSION AND SEDIMENT CONTROL TO BE IN LINE WITH GENERAL REQUIREMENTS OF GUIDELINES FOR SOIL AND WATER MANagements 1999

LEGEND

	CAR SPACE - CAR PARKING SPACES AS PER PLAN, TO AS2090. CONCRETE OR BITUMEN SURFACE FINISH WITH MIN 1:50 FALL. DIRECT ALL STORMWATER TO SPOON DRAINS / FITS OR GRATE DRAINS TO STORMWATER SYSTEM	4 No.
	RUBBISH (WHEELY) BIN STORAGE WITH PATH ACCESS & CONCRETE BASE	
	FENCING - BETWEEN UNITS 1800mm HIGH COLORBOND OR TIMBER PALING, BETWEEN UNITS WITH ACCESS GATES SIDE AND REAR BOUNDARY FENCES MIN 1500mm	
	CLOTHES LINE / DRYING FACILITY OUTDOOR CLOTHES DRYING AREA TO BE LOCATED ADJACENT AND ACCESSIBLE FROM THE LAUNDRY, BEHIND THE BUILDING LINE CONCRETE OR PAVED PATH FROM BUILDING TO LINE	
	SENSOR LIGHTS ARE TO BE FITTED TO THE FRONT ENTRY AREA OF ALL BUILDINGS	
	LETTER BOX	
	CONCRETE OR PAVED PATH / DRIVEWAY TO ALL ACCESS DOORS TO DWELLING ALL DRIVEWAYS, PATIOS & PATHS ARE TO BE CONSTRUCTED TO DIRECT SWAY FROM DWELLING @ 1:50 MINIMUM GRADE AND HAVE A MAX STEP HEIGHT OF 180mm	
G	GRASSED AREA	

BOND STREET



NOTE: FFL'S NOTED ARE APPROXIMATE ONLY THE GARAGE SETOUT HEIGHT MUST ENSURE VEHICLE ACCESS IS ACHIEVED WITH A MAXIMUM DRIVEWAY SLOPE OF 1:5, AND A SMOOTH TRANSITION OVER THE THRESHOLD

PROPOSED UNIT DEV. for PRATT BUILDING & DEVELOPMENTS at No.13, JILLIAN ST, KINGS MEADOWS.

design: JVZ sheet: 3
 drawn: JVZ
 date: SEPTEMBER 2013
 scale: 1:200 @ A3
 drawing no: 5816
 ISSUE ;

PLANNING

PRINT DATE

SEP 2013

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SITE PLAN
 SCALE: 1:200

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 262 York Street, Launceston
 (Building Selection Centre)
 ph: 6334 4089
 www.urbantas.com.au

NOTES

ALL SITE DIMENSIONS ARE TO OUTSIDE CLADDING UNLESS NOTED

DO NOT SCALE; IF IN DOUBT ASK

ENSURE FINISHED FLOOR LEVEL IS MINIMUM 150mm ABOVE FINISHED GROUND LEVEL

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORKS. THE BUILDER IS TO PROVIDE PROTECTION TO ADJOINING PROPERTIES AND BUILDINGS IN ACCORDANCE WITH THE BUILDING REGULATIONS

ALL SITE PREPARATION IS TO COMPLY WITH THE BCA
ENSURE FINISHED FLOOR LEVEL OF A CONCRETE SLAB IS POSITIONED SO THAT THE ORG IS 150mm BELOW THE LOWEST PLUMBING FIXTURE AND ABOVE THE GROUND

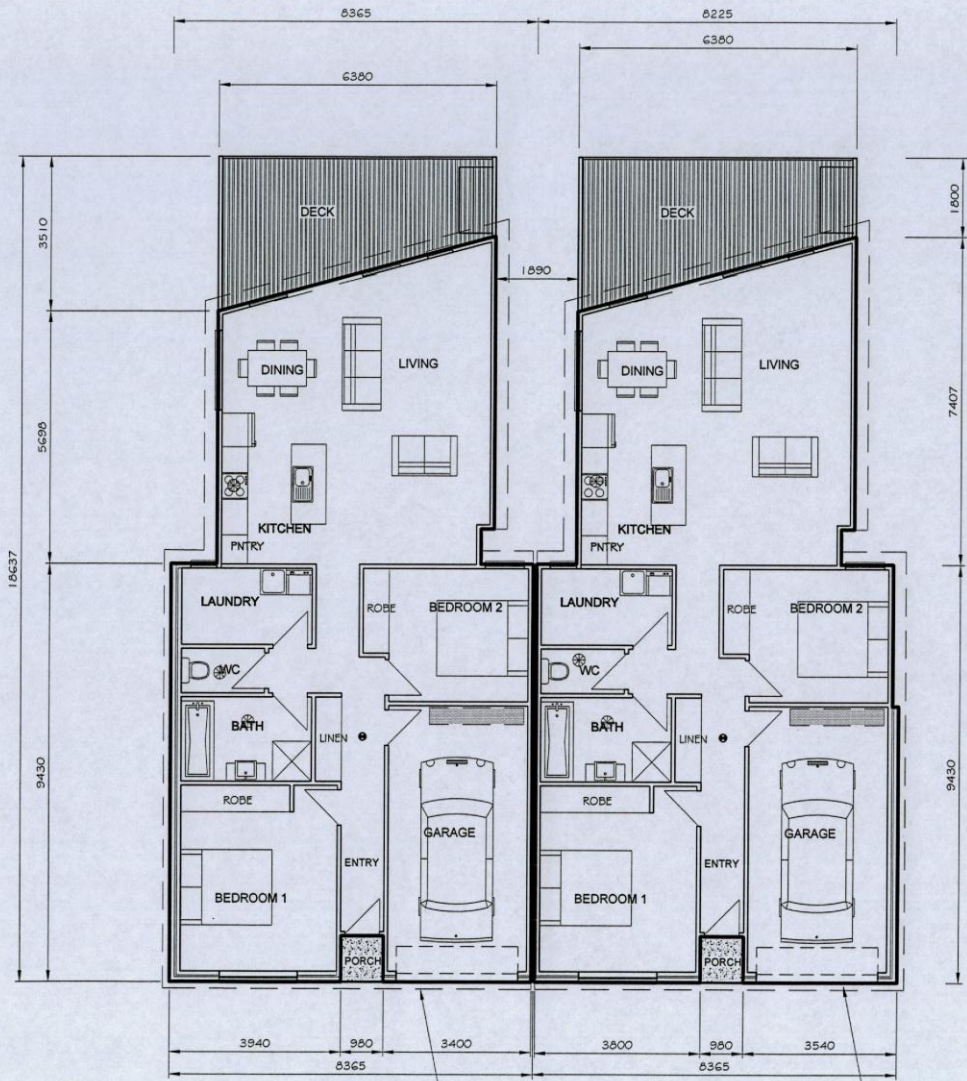
THE BUILDING MATERIALS SELECTED FOR USE IN THIS PROJECT NEED TO MEET THE RELEVANT CORROSION RESISTANT REQUIREMENTS FOR THE SURROUNDING ENVIRONMENT AND COMPATIBILITY OF MATERIALS

THE DOOR OF A FULLY ENCLOSED SANITARY COMPARTMENT MUST OPEN OUTWARDS, SLIDE OR BE READILY REMOVABLE FROM THE OUTSIDE OF THE COMPARTMENT UNLESS THERE IS A CLEAR SPACE OF AT LEAST 1200mm BETWEEN THE CLOSET PAN WITHIN THE SANITARY COMPARTMENT AND NEAREST PART OF THE DOORWAY

CONSTRUCTION OF STAIRS TO BCA PART 3.9.1, TREADS 240mm MIN
RISERS 190mm MAX

ALL OTHER MATTERS NOT SPECIFICALLY MENTIONED ARE TO COMPLY WITH THE BCA - IF IN DOUBT ASK

THESE PLANS HAVE BEEN PREPARED TO BE READ IN CONJUNCTION WITH THE BCA AND AS1604.2



- LOCATION OF HARD-WIRED SMOKE DETECTORS - LOCATED NEAR SLEEPING AREAS AND ON EACH STOREY
- ⊗ EXHAUST FAN OR SIMILAR. EXHAUST FANS MUST BE FITTED WITH A SEALING DEVICE / SELF CLOSING DAMPER. (TO B.C.A 3.12.3,4)

PROPOSED UNIT DEV.
for PRATT BUILDING & DEVELOPMENTS
at: No.13, JILLIAN ST,
KINGS MEADOWS.

design: JVZ sheet: 6
drawn: JVZ
date: SEPTEMBER 2013
scale: 1:100 @ A3
drawing no: 5816

ISSUE:
PLANNING

PRINT DATE: 7 SEP 2013

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FLOOR PLAN
SCALE: 1:100

UNIT 1 2800 X 2150 GARAGE DOOR
FIXED TO MANUFACTURERS
RECOMMENDATIONS
BEAM OVER TO ENGINEERS DETAILS

UNIT 2 2800 X 2150 GARAGE DOOR
FIXED TO MANUFACTURERS
RECOMMENDATIONS
BEAM OVER TO ENGINEERS DETAILS

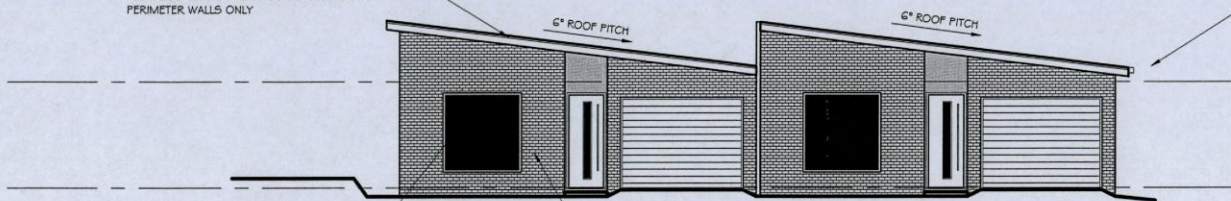
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ROOF FRAMING (GREATER THAN 5 DEGREES)
 CUSTOM ORB OR SIMILAR APPROVED SHEET ROOFING
 COLORBOND COLOUR TO SELECTION, OVER ROOF
 BATTENS (TO AS1 684.2) AND APPROVED
 ROOF TRUSSES INSTALLED STRICTLY IN ACCORDANCE
 WITH MANUFACTURERS RECOMMENDATIONS.
 ALL FIXING DETAILS TO BE ADHERED TO.
 SIGILLATE ROOF PRIOR TO SHEETING
 ALL TRUSS LOADS ARE TO BE DISTRIBUTED TO
 PERIMETER WALLS ONLY

EAVES
 OVERHANG ROOFS GENERALLY 300mm
 (SEE ROOF PLAN FOR EAVE OVERHANGS)
 FRAME FOR LEVEL EAVES AND
 LINE WITH FLEXBOARD SHEETING

FASCIA
 COLORBOND PRE - COATED FOLDED
 METAL GUTTER - FASCIA TRIM

NGL ——— NATURAL GROUND LEVEL
 FGL ——— FINISHED GROUND LEVEL



SOUTH WEST ELEVATION

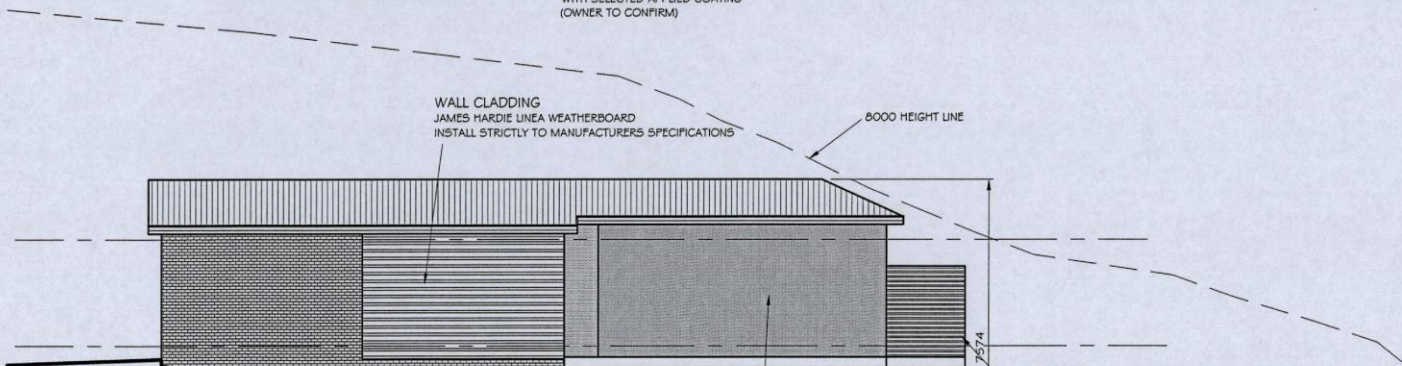
SCALE: 1:100

WINDOWS & DOORS
 SELECTED ALUMINIUM FRAMED WINDOWS & DOORS
 SLIDING OR AWNING STYLE (CONFIRM WITH OWNER)
 SELECTED MDF REVEALS & TRIMS
 INSTALL TO MANUFACTURERS SPECIFICATIONS
 & AS2047. GLAZING TO BCA PART 3.6 & AS1 288.
 VENTILATION TO BCA 3.8.5

WALL CLADDING
 SELECTED AUSTRAL FIRED CLAY FACE BRICKS
 RAKED JOINTS, STRECHER BOND
 ARTICULATION JOINTS AS SHOWN ON
 ENGINEERS DRAWINGS
 OR AUSTRAL RENDER BLOCK
 WITH SELECTED APPLIED COATING
 (OWNER TO CONFIRM)

WALL CLADDING
 JAMES HARDIE LINEA WEATHERBOARD
 INSTALL STRICTLY TO MANUFACTURERS SPECIFICATIONS

8000 HEIGHT LINE



SOUTH EAST ELEVATION

SCALE: 1:100

SUBFLOOR STORAGE AREA
 PROVIDE LEVEL LOCKABLE SUBFLOOR AREA
 WITH CONCRETE FLOOR APPROX 15m²

WALL CLADDING
 JAMES HARDIE EASYLAP COMPRESSED CEMENT SHEET
 INSTALL STRICTLY TO MANUFACTURERS SPECIFICATIONS

SCREEN
 PAINTED TIMBER CLAD PRIVACY SCREEN TO 1900 h
 TO SOUTH SIDE OF DECK. WALL MOUNTED CLOTHES
 LINE FITTED TO DECK SIDE

SUBFRAME
 STEEL - PART CANTILEVERED SUB FLOOR FRAME
 REFER TO ENGINEERS DETAILS

PROPOSED UNIT DEV.
 for: PRATT BUILDING &
 DEVELOPMENTS
 at: No.13, JILLIAN ST,
 KINGS MEADOWS.

design: JVZ sheet: 7
 drawn: JVZ
 date: SEPTEMBER 2013
 scale: 1:100 @ A3
 drawing no: 5816

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WINDOWS & DOORS
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 SLIDING OR AWNING STYLE (CONFIRM WITH OWNER)
 SELECTED MDF REVEALS & TRIMS
 INSTALL TO MANUFACTURERS SPECIFICATIONS
 & AS2047. GLAZING TO BCA PART 3.6 & AS1288.
 VENTILATION TO BCA 3.8.5

EAVES
 OVERHANG ROOFS GENERALLY 300mm
 (SEE ROOF PLAN FOR EAVE OVERHANGS)
 FRAME FOR LEVEL EAVES AND
 LINE WITH FLEDBOARD SHEETING

FASCIA
 COLORBOND PRE - COATED FOLDED
 METAL GUTTER - FASCIA TRIM

GLASS BALUSTRADE

SCREEN
 PAINTED TIMBER CLAD PRIVACY SCREEN TO 1200 h
 TO NORTH SIDE OF DECK.

SUBFLOOR STORAGE AREA
 PROVIDE LEVEL LOCKABLE SUBFLOOR AREA
 WITH CONCRETE FLOOR APPROX 15m²

SUBFRAME
 STEEL - PART CANTILEVERED SUB FLOOR FRAME
 REFER TO ENGINEERS DETAILS

NORTH EAST ELEVATION

SCALE: 1:100

NGL ——— NATURAL GROUND LEVEL
 FGL ——— FINISHED GROUND LEVEL

PROPOSED UNIT DEV.
 for PRATT BUILDING &
 DEVELOPMENTS
 at: No.13, JILLIAN ST,
 KINGS MEADOWS.

design: JVZ sheet: 8
 drawn: JVZ
 date: SEPTEMBER 2013
 scale: 1:100 @ A3
 drawing no: 5816

ISSUE :
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PRINT DATE 8 SEP 2013

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ROOF FRAMING (GREATER THAN 5 DEGREES)
 CUSTOM ORB OR SIMILAR APPROVED SHEET ROOFING
 COLORBOND COLOUR TO SELECTION, OVER ROOF
 BATTENS (TO AS1684.2) AND APPROVED
 ROOF TRUSSES INSTALLED STRICTLY IN ACCORDANCE
 WITH MANUFACTURERS RECOMMENDATIONS.
 ALL FIXING DETAILS TO BE ADHERED TO.
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 ALL TRUSS LOADS ARE TO BE DISTRIBUTED TO
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WALL CLADDING
 SELECTED AUSTRAL FIRED CLAY FACE BRICKS
 RAKED JOINTS, STRECHER BOND
 ARTICULATION JOINTS AS SHOWN ON
 ENGINEERS DRAWINGS
 OR AUSTRAL RENDER BLOCK
 WITH SELECTED APPLIED COATING
 (OWNER TO CONFIRM)

WALL CLADDING
 JAMES HARDIE EASYLAP COMPRESSED CEMENT SHEET
 INSTALL STRICTLY TO MANUFACTURERS SPECIFICATIONS

NORTH WEST ELEVATION

SCALE: 1:100

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Catherine Mainsbridge

From: Graeme Jones
Sent: Tuesday, 15 October 2013 8:50 PM
To: Council
Subject: APPLICATION FOR PLANNING PERMIT DA0372 13 JILLIAN ST

Importance: High

Good evening

I wish to lodge a written representation to the above in regards to the following matters:

Issue 1:

My main concern is with vehicle movements in the area.

There are 2 units proposed for number 13, with 2 bedrooms in each. It is foreseeable each unit could house 3 residents – mum, dad, and child. That could be 3 cars per unit, so 6 vehicles in total. This excludes visitors vehicles and the like.

Each unit has one garage, and there also appears to be room in the driveway for another vehicle, although with the adjoining unit also having a vehicle in the driveway this appears to be a fairly tight squeeze. That could see up to 4 cars needing to park on the road. The immediate area outside number 13 would hold no more than 2 vehicles, leaving the other two needing to park elsewhere, the only place being outside fellow neighbours properties. I understand as a land owner I don't own the road, however I do pay rates and I feel that gives me a right to park my own vehicle/s outside my property. That right could well be denied by vehicles from number 13 parking outside my property.

The situation could be exacerbated with the residents of number 15 also having the same issue of lack of parking. They also will be restricted in their parking options and again I expect will have no choice but to park outside mine and neighbours properties. Again, I realise the road outside my property is not mine, however I do feel I have a right to park outside my house.

I do of course have off road parking which I do generally use. A problem I already face is getting into my drive when vehicles are parked in close proximity to my driveway. I also reverse out of the driveway, and again my vision is impaired when other vehicles are parked close to the driveway. I would welcome the opportunity to show to council officers the difficulty I already have in accessing my driveway.

I ask the council what investigation has been carried out in regards to parking to ensure we do not end up with a situation similar to nearby streets where most of the time a single lane only is available for vehicles, and land owners must experience severe difficulty in accessing their properties due to this.

Issue 2:

- The Bond St / Jillian St is already highly dangerous, particularly turning right from Bond into Jillian when visibility to the right is currently restricted.
- Bond St is too dangerous for residents of number 13 to park in, particularly with Metro buses turning left from Jillian St into Bond St.
- What impact will the fence and any trees/shrubbery units on the corner of number 13 have on visibility for traffic turning right from Bond St into Jillian St?
- If vehicles park outside 13, again what impact will that have on visibility for traffic turning right from Bond St into Jillian St?

Issue 3:

I understand from a fellow neighbour, that the blocks on 13 and 15 Jillian St were used in years gone by as a dumping ground by the locals. I understand items such as washing machines, fridges, and the like were buried there. I also fear other more dangerous contaminants such as fuels, chemicals, and even asbestos, could be buried there. I ask what precautions council has taken to ensure neighbouring residents are not affected by the movement/removal of any such contaminants, particularly possible airborne asbestos particles.

Issue 4:

I am saddened to think the local area may lose its only piece of greenery, to be replaced by 4 fairly bland looking units. I understand council incurs costs in maintaining the property but feel the health benefits of the locals who play footy and cricket and throw frisbees on it should be considered.

Thank you.

Graeme Jones

Catherine Mainsbridge

From: John Becker
Sent: Monday, 14 October 2013 4:25 PM
To: records
Subject: DA0373/2013 & DA0374/2013
Attachments: Council Jillian St.docx

To General Manager Launceston City Council

Ref DA No: 0373 /2013 & 0374 /2013

Development application for proposed multiple dwellings at 13&15 Jillian St, Kings Meadows.

I have no objection to the unit dwellings themselves but I do have some concerns over the potential vehicle traffic increases and the additional congested parking along this narrow section of street restricting larger or full width vehicles from gaining access to the end of the street. Could parking bays be provided by cutting into the nature strip in front of the proposed units thereby providing parking without reducing the available width for traffic, especially the refuse trucks. There is no existing formed footpath to impact upon.

Our property is located at the end of Jillian St. There is no circular cul-de-sac area to turn vehicles. Instead the road system relies on traffic to turn into our driveway and reverse into the neighbours or as is often the case drive over our nature strip. An increase in traffic attempting to turn around will worsen the situation. A possible council option might be to improve the turn area or provide a landscaped obstruction to vehicle traffic on the nature strip.

John Becker

C & K Butterworth

Your Ref: DA0374/2013, DA0373/2013

The General Manager
PO Box 369
LAUNCESTON TAS 7250

Dear Sir/Madam,

Re: Proposed Dwellings for 13 & 15 Jillian Street

I am writing to you in relation to the proposed plans for 13 and 15 Jillian Street. Firstly, I would like to say that I am not opposed to the building of the dwellings, however I do have concerns in relation to the additional traffic that four, two bedroom units would bring to Jillian Street.

I have been a resident in Jillian Street for approximately 13 years and being a dead end street, we do not experience a large volume of traffic. The problem with being on a dead end street is that a number of people who are familiar with the area often fail to give way from Bond Street to drivers proceeding straight along Jillian Street. There have been many occasions when I have had to break hard to allow for people to pull out in front of me. I always proceed with caution when approaching this intersection so as to avoid any potential accidents. The same applies when I am leaving Jillian Street, however at this stage as there are no buildings on 13 and 15 Jillian Street it allows for a good line of sight for vehicles coming from Bond Street.

I note that the plans only include a garage for one car and parking in a shared driveway, behind the garage for another vehicle. There is no allowance for visitor car parking, which would mean any visitors would have to park on the street. I have heard (from making enquiries when I initially built) that for multiple dwellings on a single block there needs to be a car park for each bedroom, plus a visitor car park. The rules may have changed since this time, but if not, then there would not be enough parking for the proposed units.

Jillian Street is a narrow street, which can be difficult to negotiate at times, with the vehicles parked on the side of the road, additional parked cars and traffic will only cause more issues. My other concern as previously mentioned is the loss of the clear line of sight to see what vehicles are coming up Bond Street, when departing from the dead end side of Jillian Street.

At a minimum, I would like the Council to give consideration to putting up a Give Way sign on Bond Street for those vehicles turning from Bond into Jillian Streets, regardless of whether or not the proposed units are built. However, I would also like consideration to be given to including additional off street parking for the proposed units as well as some restrictions for the type of fence and trees etc, planted on the corner of Bond and Jillian Streets to try and keep some sort of line of sight as to the vehicles coming up Bond Street.

I would also like to add that it will be a shame to see this patch of greenery go from our area and it would have been lovely if it could have been turned into a play area for children.

I thank you for considering my concerns in relation to this matter.

If you wish to contact me further to discuss any of the issues that I have raised, please do not hesitate to do so.

Regards

A handwritten signature in black ink, appearing to read 'K Butterworth', written in a cursive style.

Kim Butterworth

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows**FILE NO:** DA0374/2013**AUTHOR:** Catherine Mainsbridge (Senior Town Planner)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

To consider a development application for development and use of two multiple dwellings at 15 Jillian Street, Kings Meadows.

PLANNING APPLICATION INFORMATION:

Applicant: Urban Design Solutions.
Property: 15 Jillian Street, Kings Meadows.
Area of Site: 840m².
Zoning: General Residential.
Existing Uses: Vacant.
Classification: Multiple dwelling.
Date Received: 24 September 2013.
Deemed Approval: 11 November 2013.
Representations: Four

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the Council approves DA0374/2013 for the development and use of two multiple dwellings at 15 Jillian Street, Kings Meadows 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.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

2. AMENDED PLANS REQUIRED

Before the building permit is issued, amended 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 show:

- a) A widened shared driveway and aprons are to be provided to ensure that the vehicles can reverse out of the site without impacting on the tandem space for the adjoining unit.
- b) All necessary changes to facilitate a) above

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 access-way from Jillian Street.

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. AMENITY

The construction of the development permitted by this permit must not adversely affect the amenity of the site and the locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the appearance of any buildings, works or materials; the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; the presence of vermin, or otherwise

6. REMOVAL OF CONSTRUCTION WASTE

No burning of any waste materials generated by action on this approval is to be undertaken on-site. Any such waste materials are to be removed to a licensed refuse disposal facility (eg Remount Road Refuse Disposal Centre).

7. CONSTRUCTION OF RETAINING WALLS

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

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

8. TAS WATER

The development is expected to comply with Tas Water Certificate of Consent Number TWDA13-228-N, which is attached to this permit.

9. SITE LANDSCAPING PLAN

The landscaping must be installed in accordance with the endorsed plan and;

- a) Be provided with convenient taps or a fixed sprinkler system installed for the purpose of watering all lawns and landscaped areas. Redirection of down pipes, on site storage of overland flows and the like are encouraged. Grey water reuse can be used subject to compliance.
- b) Be installed within 3 months from the completion of the building works, or where subdivision by strata is proposed, the landscaping must be completed before the strata plan is sealed.
- c) Be maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Planning Authority.

10. 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.

11. WASTE DISPOSAL BINS - DOMESTIC

The area indicated on the plans must be set aside for the purpose of a waste disposal/collection bin and must provide:

- a) Individual and common bin 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.
-

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

13. MULTIPLE DWELLINGS - SERVICE FACILITIES

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

- a) Mail receptacles appropriately numbered for each dwelling unit; and
- b) Either internal or external clothes drying facility to be provided for each dwelling to the satisfaction of the Planning Authority.

14. PRIVACY SCREENS

Where privacy screens are used, the screens must be:

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

15. BUSHFIRE HAZARD MANGEMENT PLAN

The approved bushfire hazard management plan, dated 12 September 2013, prepared and certified by Marraway Tasmania Pty Ltd must be implemented and maintained. This includes the installation of water storages, driveways, hazard management areas, and any other requirements as specified by the plan. The plan must be kept on the premises at all times and made available to any prospective purchaser or tenant.

16. 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.

17. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

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

Prior to the commencement of 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;
-

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

- 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 while works are being undertaken and all works must be in accordance with the plan. The Traffic Management Plan must be submitted to the Infrastructure Services Directorate for approval two weeks prior to the scheduled commencement of the works. No works may commence until the Traffic Management Plan has been approved.

18. VEHICULAR CROSSINGS

Before the commencement of the use, a new vehicular crossover must be provided to service this development. The design of the vehicular crossing must take into account the location of the access (i.e. abutting the speed hump located in Ashleigh Avenue) and further requires the relocation of the existing power pole. An application for such work must be lodged on the approved form.

No work must 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 Road Assets Department.

The new crossing must be constructed to Council standards by a contractor to perform such work. The work must include all necessary alterations to other services including lowering/raising pit levels and/or relocation of services. Permission to alter such services must be obtained from the relevant authority (e.g. TasWater, Telstra, Aurora etc). The construction of the new crossover and driveway, and removal of the unused crossover and driveway will be at the applicant's expense.

19. SOIL AND WATER MANAGEMENT PLAN

Prior to the commencement of the development works the applicant must install all necessary silt fences and cut-off drains to prevent the soil, gravel and other debris from escaping the site. Additional works may be required on complex sites.

No material or debris is to be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve as a result of the development activity is to be removed by the applicant.

The silt fencing, cut off drains and other works to minimise erosion are to be maintained on the site until such time as the site has revegetated sufficiently to mitigate erosion and sediment transport.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

20. CAR PARKING CONSTRUCTION

Before the use commences the driveways shown on the endorsed plans must:

- a) Be properly constructed to such levels that they can be used in accordance with the plans;
- b) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers;
- c) Be drained to Councils requirements.

21. 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.

22. 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**A. Restrictive Covenants**

Council does not enforce restrictive covenants that contradict the Launceston Interim Planning Scheme 2012. However, 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.

B. Other Approvals

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:

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

C. Appeal Provisions

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

A planning appeal shall be instituted within 14 days of the date the Planning Authority serves notice of the decision on the applicant.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

D. 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.

E. Permit Commencement

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 withdrawn or determined. If an applicant is the only person with a right of appeal pursuant to section 53(1b) 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.

F. Strata Title Approval

The proposal may be Strata titled. If this is to be staged the Strata plan must be accompanied by a Disclosure Statement for a Staged Development Scheme.

REPORT:**1. THE PROPOSAL**

The proposal is for the construction and use of two multiple dwellings on the vacant site. The dwellings are co-joined for approximately half their depth, being the section closest to the street and contain a garage, two bedrooms, bathroom, toilet and laundry. The rear sections of each dwelling have a lower floor level, with four steps separating the two levels and the lower level contain an open plan kitchen, dining room and lounge area with a deck beyond.

The site falls away to the rear south eastern corner. Therefore, due to the slope of the land the front of the dwellings are single storey at street level and two storey at the rear, where support is to be provided by steel columns. Face brickwork cladding is proposed for the single storey sections, with rendered compressed sheet cladding for the rear sections of the dwellings. The skillion roof forms are proposed to be clad in Colorbond sheet steel.

Access to the dwellings is proposed by a single crossover that extends in a Y-shape to serve each garage.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The subject site is located within an established residential area on the south western fringe of the city's urban and municipal area, to the west and on the hillside of the Kings Meadows shopping centre. Jillian Street runs in north west/south easterly direction, crossing Riseley Street and also accessed off the top end of Bond and Shirley Streets. To the south eastern of the street is a Y-head cul-de-sac. Off the end of the cul-de-sac is a C-shaped reserve that extends around to Nichols Street, which is a further cul-de-sac running parallel to and west of Jillian Street.

Development in the vicinity primarily consists of single dwellings with a low number of lots intermixed through the area that have been developed with multiple dwellings. Architectural styles and eras of construction vary through-out the area.

The site, and the adjoining property at 13 Jillian Street, while having been zoned residential, have long been maintained as public parkland and have recently been made available for sale by Council.

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>
	<p>Consistent. The proposal provides a residential accommodation solution for a steep site at a complying density.</p> <p>Full services are available in the area and the development will connect to such services.</p>
10.1.2	<i>To provide for compatible non-residential uses that primarily serve the local community.</i>
	<p>Not applicable. The proposal is for a residential use and development.</p>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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>
	Not applicable. The proposal is for a residential use and development.
10.1.4	<i>To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.</i>
	Consistent. The proposal has been designed to suit the terrain of the site, and is consistent with other homes in the area where the level change of the sites creates a second storey concept. The design is consistent with other homes in the area, especially the more elevated sites where homes have been built in more recent years. The orientation of the multiple dwellings extend in a north/north easterly direction providing solar access and includes the benefit of views, over Kings Meadows and mountains beyond.
10.1.5	<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>
	Consistent. There is only one other property in Jillian Street developed with multiple dwellings, that being an internal property on the opposite and higher side of the street. The driveway to this property runs between 16 (a double block) and 22 Jillian Street.
10.1.6	<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>
	Consistent. The subject site is located approximately 99m up the hillside from the Kings Meadows Shopping centre.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

3.2 Use Standards

The Multiple Dwelling use in the General Residential 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>
Not applicable. The proposal is for a residential use of Multiple Dwellings.	
A1	<i>If for permitted or no permit required</i>
Not applicable. The proposal falls into the use class of Residential, with the sub-class of Multiple Dwellings which is discretionary in the zone.	
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>
Not applicable. The proposal is for a residential use of Multiple Dwellings.	
A3	<i>if for permitted or no permit required</i>
Not applicable. The proposal is for a residential use of Multiple Dwellings..	
10.3.2	RESIDENTIAL CHARACTER - DISCRETIONARY USES <i>To ensure that discretionary uses support:</i> a) <i>the visual character of the area; and</i> b) <i>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. The use does not involve use of commercial vehicles.	
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. The use does not involve the external storage of goods or materials.	
A3	<i>Waste materials storage for discretionary uses must:</i> a) <i>not be visible from the road frontage</i> b) <i>use self-contained receptacles designed to ensure waste does not escape to the environment</i>
Complies. Waste will be stored in bins behind the fence along the south eastern side of the dwellings.	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

3.3 Development Standards

<i>Clauses 10.4.2.1 - 10.4.2.14 only apply to development with the Residential Use Class which is not a single dwelling</i>	
10.4.2.1	DENSITY CONTROL <i>To ensure that:</i> a) <i>dwellings occur at a density appropriate to the character of the zone; and</i> 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>
A1	<i>Multiple Dwellings are constructed with a minimum site area per dwelling of 400m².</i>
Complies. The predominant development form of the area is single dwellings. The subject site has an area of 840m ² allowing each dwelling to have a minimum site area of at least 400m ² .	
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. There are no other multiple dwellings on the eastern and lower side of Jillian Street.	
A3	<i>Multiple dwellings must not be constructed on more than 2 adjoining lots.</i>
Complies. An application has been lodged on behalf of the same developer, for a similar proposal, at 13 Jillian Street but the other adjoining lots are developed with single homes.	
10.4.2.2	STREETSCAPE INTEGRATION AND APPEARANCE a) <i>To integrate the layout of residential development with the streetscape; and</i> b) <i>To promote passive surveillance; and</i> c) <i>To provide each dwelling with its own sense of identity.</i>
A1	<i>Multiple dwellings and residential buildings, must</i> a) <i>have a front door and a window to a habitable room in the building wall that faces a road; or</i> b) <i>face an internal driveway or communal open space area</i>
Complies. The proposed dwellings front onto Jillian Street. They have a front door, garage and bedroom visible from the street and can be identified as two dwellings.	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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. The front door of each dwelling is inset slightly from the façade of the dwellings to provide shelter to the entry points.	
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>
Not applicable. Front fencing is not proposed.	
10.4.2.3	SITE COVERAGE a) <i>To ensure that the site coverage of residential development respects the existing neighbourhood character or desired future character statements, if any; and</i> b) <i>To reduce the impact of increased stormwater run-off on the drainage system; and</i> c) <i>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 has an area of 840m ² and the proposed site coverage equals is 238m ² , which is approximately 28.39% site coverage. Therefore the site has a minimal quantity of pervious surfaces and ample garden space.	
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. The site is not an internal lot. The proposed dwellings are single storey fronting Jillian Street, with a height of the maximum height of the skillion roof forms being 4m. Where the land falls away through the depth of the site the maximum height of the dwellings is 7.9m.	
A2	<i>Building heights of dwellings not adjacent to a frontage must not exceed 6m.</i>
Not applicable. Both dwellings are adjacent to the frontage..	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

<p>10.4.2.5</p>	<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>
<p>A1 .1</p>	<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> <div data-bbox="320 824 836 1173" data-label="Diagram"> </div> <p><i>Figure 10.4.2.5 – Primary Frontage Setback for Infill Lots</i></p> <p>Complies. <i>The setback to the Jillian frontage is 6.298m.</i></p>
<p>A1.2</p>	<p><i>Other frontage setbacks must be a minimum of 3m</i></p>
<p>Complies. <i>The site has a single frontage.</i></p>	
<p>10.4.1.6</p>	<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>
<p>A1</p>	<p><i>Buildings must be set back from the rear boundary:</i></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>Complies. <i>The site has an area of 840m² and a minimum setback of 11.942m which is well over the of 4m requirement.</i></p>	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

A2.1	<p><i>Buildings must be set back from side boundaries:</i></p> <ul style="list-style-type: none"> a) <i>a minimum of 3m with maximum building height of 5.5m; or</i> b) <i>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"> a) <i>wall is built against an existing boundary wall, or</i> b) <i>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>Does not comply. Assessment against zone intent, objective of the standard and performance criteria is required.</p> <p>The south eastern side setback is 4.359m which complies with the acceptable solution.</p> <p>The proposed building is located 1m off the northern side boundary and a front setback of 1.5m is required.</p>	
P2	<p><i>Building setbacks to the side boundary must be appropriate to the location, having regard to the:</i></p> <ul style="list-style-type: none"> a) <i>ability to provide adequate private open space for the dwelling; and</i> b) <i>character of the area and location of dwellings on lots in the surrounding area; and</i> c) <i>impact on the amenity, solar access and privacy of habitable room windows and private open space of existing dwellings; and</i> d) <i>size and proportions of the lot.</i>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

Complies.

The dwelling has open space provided on the rear deck, and while the site is step, open space at the rear 11m in depth by at least 9m wide.

Most dwellings along the hillside, west of the Kings Meadows shopping centre, are over one storey high for part of their structure due to the terrain and desire to provide most of their living spaces as single floor level homes

Where the setback is only 1m along the north western elevation the building is single storey, with a building height of 4.5m. The rear section of this same elevation is set down by 4 steps, has a building height of approximately 6m and is setback 2m from the boundary. The only window in the elevation is a highlight window to the dining area and therefore the privacy of the subject dwelling and proposed dwelling next door will be maintained.

The density of development of the site is below the minimum of 400m² per dwelling.

10.4.2.7 LOCATION OF CAR PARKING

- a) *To provide convenient parking for resident and visitor vehicles; and*
- b) *To avoid parking and traffic difficulties in the development and the neighbourhood; and*
- c) *To protect residents from vehicular noise within developments.*

A1 *Shared driveways or car parks of other dwellings and residential buildings must be located at least 1.5m from the windows of habitable rooms.*

Complies.

The driveway is shared at the crossover and parking for each dwelling is within a garage and a second tandem space is proposed. The proposed parking is greater than 1.5m from windows of habitable buildings.

A2.1 *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*

A2.2 *A tandem car space may be provided in a driveway within the setback from the frontage; and*

A2.3 *Provision for turning must not be located within the front setback.*

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

Complies.	
The car parking for each dwelling is proposed by a garage with a tandem space forward of the garage.	
A3	<p><i>A garage or carport must be located:</i></p> <ul style="list-style-type: none"> a) <i>within 10m of the dwelling it serves; and</i> b) <i>At least 5.5m from a frontage; and</i> c) <i>With a setback equal to or greater than the setback of the dwelling to the frontage; or</i> d) <i>in line with or behind the front façade where the dwelling is facing an internal driveway</i>
Complies.	
The garages are integral to the buildings and are setback in excess of 5.5m and equal to that of the remainder of the dwelling fronting the street.	
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>
Complies.	
The garage doors are 5m wide.	
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>
A1.1	<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"> a) <i>offset a minimum of 1.5m from the edge of one window to the edge of the other; or</i> b) <i>have sill heights of at least 1.7m above floor level; or</i> c) <i>have fixed, obscure glazing in any part of the window below 1.7m above floor level; or</i> d) <i>have permanently fixed external screens to at least 1.8m above floor level; and</i> e) <i>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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

A1.2	<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>Complies. There are no windows in the side walls of the dwellings other the one high level window to the dining room of the dwelling on the north western side. The adjacent wall of the proposed dwellings for 13 Jillian Court does not proposal any windows.</p> <p>While the decks are within a 9m setback from each other, a 1.8m high screen is proposed off the south eastern side of each deck with 1.2m screen off the north western side to provide privacy. It will be possible to see into the rear yard of the adjoining dwelling but as the balconies provide the necessary private open space area the screening proposed is considered appropriate.</p>	
<p>Not applicable. A1.2.</p>	
A2	<p><i>Screens used to obscure a view must be:</i></p> <ul style="list-style-type: none"> <i>a) perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels; and</i> <i>b) permanent, fixed and durable.</i>
<p>Complies. Slatted timber screens are proposed off both sides of the porch areas.</p>	
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>
A1	<p><i>Each multiple dwelling must have private open space:</i></p> <ul style="list-style-type: none"> <i>a) with a continuous area of 40m2 and a minimum dimension of at least 4m; and</i> <i>b) directly accessible from, and adjacent to, a habitable room, other than a bedroom; and</i> <i>c) with a gradient not steeper than 1:16; and</i> <i>d) located on the side or rear of the dwelling; or</i> <i>e) that is not provided within the setback from a frontage; or</i> <i>f) 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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

Does not comply.	
Assessment against zone intent, objective of the standard and performance criteria is required.	
P1	<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> <i>a) useability of the private open space, including its size and accessibility; and</i> <i>b) availability of and access to public or communal open space; and</i> <i>c) orientation of the lot to the road; and</i> <i>d) the ability of the private open space to receive adequate solar access.</i>
Complies.	
Each dwelling is provided with a 16.94m ² deck off the open plan living/dining/kitchen area. These decks provide a level area for a BBQ and passive recreation and have a north easterly orientation. Additionally, each dwelling has a large area of enclosed open space at ground level which is well in excess of 40m ² but is not directly accessible from a habitable room.	
A2.1	<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>
A2.2	<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>
Complies with A2.1.	
The proposed decks face north and will receive ample solar access.	
10.4.2.10	NORTH-FACING WINDOWS <i>To allow adequate solar access to existing north-facing habitable room windows.</i>
A1	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.
Complies.	
The dwelling on the adjoining parcel to the south is located at least 28m from the proposed dwellings.	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

10.4.2.11	LANDSCAPING a) <i>To provide appropriate landscaping that respects the landscape character of the neighbourhood; and</i> b) <i>To encourage the retention of mature vegetation on the site.</i>
A1.1	<i>Landscaping must be provided to the frontage and within the development including:</i> a) <i>the retention or planting of vegetation; and</i> b) <i>the protection of any predominant landscape features of the neighbourhood; and</i> c) <i>pathways, lawn area or landscape beds.</i>
A1.2	<i>No landscaping is required for outbuildings, decks and other ancillary structures.</i>
Complies. A landscaping plan has been provided indicating planting along the front south western boundary of the site and along the rear boundary. The plan is considered as acceptable by Council's Parks and Recreation Department.	
10.4.2.12	STORAGE <i>To ensure that communal open space, car parking, access areas and site facilities are easily identified.</i>
A1	<i>Each dwelling must have access to at least 6 cubic metres of secure storage space.</i>
Complies. Storage space is provided in the garages.	
10.4.2.13	COMMON PROPERTY <i>To ensure:</i> 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>
A1	<i>Development must clearly delineate public, communal and private areas such as:</i> a) <i>driveways; and</i> b) <i>landscaping areas; and</i> c) <i>site services, bin areas and any waste collection points.</i>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

Complies.	
The proposal plan indicates future strata title and common property areas. The driveways and area across the Jillian Street frontage will be common.	
10.4.2.14	OUTBUILDINGS AND ANCILLARY DWELLINGS <i>To ensure that:</i> a) <i>site services can be installed and easily maintained; and</i> b) <i>site facilities are accessible, adequate and attractive.</i>
A1	<i>Outbuildings for each dwelling must have a:</i> 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>
Not applicable.	
There are no outbuildings proposed as part of this application.	
A2	<i>A swimming pool for private use must be located:</i> a) <i>behind the setback from a primary frontage; or</i> b) <i>in the rear yard.</i>
Not applicable.	
No swimming pool is proposed.	
A3	<i>Earthworks and retaining walls must:</i> a) <i>be located at least 900mm from each lot boundary, and</i> b) <i>if a retaining wall:</i> 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>
Not applicable.	
No retaining walls are proposed.	
10.4.2.15	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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

A1.1	<i>A minimum of 2.0m² per dwelling must be provided for bin and recycling enclosures and be located behind a screening fence.</i>
A1.2	<i>Provision for mailboxes must be made at the frontage.</i>
Complies. An area is set aside for storage of bins within an area shielded by screen fencing.	

3.4 Overlays and Codes

3.4.1 Bushfire Prone Area Code

E1.2	APPLICATION OF CODE
E1.2.1	<i>This Code applies to: development, on land that is located within a bushfire-prone area, consisting of the subdivision of land or the construction of habitable buildings; and a use, on land that is located within a bushfire-prone area, that is a vulnerable use or hazardous use.</i>
E1.2.2	<i>A permit is required for all use and development to which this Code applies that is not exempt from this Code under clause E1.4.</i>
E1.6.3	DEVELOPMENT STANDARDS FOR NEW HABITABLE BUILDINGS ON PRE-EXISTING LOTS
E1.6.3.1	<i>Pre-existing lots: Provision of hazard management areas for habitable buildings. Hazard management areas, as appropriate, for new habitable buildings on pre-existing lots: a) provide sufficient separation from bushfire-prone vegetation, taking into consideration the nature and scale of the hazard; b) reduce the radiant heat levels, direct flame attack and ember attack likely to be experienced at the site of habitable buildings in the event of a bushfire; c) provide an area which offers protection to fire fighters and occupants exposed to bushfire while defending property; and are maintained in a minimum fuel condition.</i>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

A1	<p><i>The TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to habitable buildings to warrant the provision of hazard management areas; or</i></p> <p><i>Plans for habitable buildings, showing the location of hazard management areas, are accompanied by a bushfire hazard management plan certified by the TFS or an accredited person as being consistent with the objective; or</i></p> <p><i>There are, in relation to habitable buildings, hazard management areas that have widths equal to, or greater than, the separation distances required for BAL 29 in Table 2.4.4 of AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas ; and</i></p> <p><i>ii) will be managed in accordance with a bushfire hazard management plan that is certified by the TFS or an accredited person and that demonstrates how hazard management areas will be managed consistent with the objective.</i></p>
<p>Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.</p>	
A2	<p><i>If hazard management areas in relation to a habitable building are to be on land external to the lot where the building is located, the application must be accompanied Bushfire Prone Areas Code by the written consent of the owner of that land to enter into a Part 5 agreement that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with a bushfire hazard management plan certified by the TFS or an accredited person.</i></p>
<p>Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.</p>	
E1.6.3.2	<p><i>Pre-existing Lots: Private Access</i></p> <p><i>Private access on pre-existing lots:</i></p> <p><i>a) allows safe access to and from the road network for occupants, fire fighters, and emergency service personnel;</i></p> <p><i>b) provides access to ensure that fire fighting equipment can reach all parts of habitable buildings;</i></p> <p><i>c) is designed and constructed to allow for fire fighting vehicles to be manoeuvred; and</i></p> <p><i>provides access to water supply points, including hardstand areas for fire fighting vehicles.</i></p>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

A1	<p><i>It must be demonstrated in one of the following ways that private access provides safe access to habitable buildings:</i></p> <ul style="list-style-type: none"> <i>a) the TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant specific measures for private access for the purposes of fire fighting; or</i> <i>b) plans showing private access to habitable buildings are included in a bushfire hazard management plan certified by the TFS or an accredited person as being consistent with the objective; or</i> <p><i>plans demonstrate that private access will be provided to within 30m of the furthest part of a habitable building measured as a hose lay.</i></p>
<p>Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.</p>	
A2	<p><i>Private access to all static water supply points must be provided:</i></p> <ul style="list-style-type: none"> <i>a) as included in a bushfire hazard management plan certified by the TFS or an Bushfire Prone Areas Code accredited person as being in accordance with the objective of the standard; or</i> <i>b) to a hardstand area within 3m of the static water supply point.</i>
<p>Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.</p>	
A3	<p><i>Construction of private access, if required to provide access to habitable buildings and static water supply points, must as appropriate to the circumstances meet the requirements of Table E3 as follows:</i></p> <ul style="list-style-type: none"> <i>a) single lane private access roads less than 6m carriageway width must have 20m long passing bays of 6m carriageway width, not more than 100m apart;</i> <i>b) private access road a longer than 100m must be provided with a driveway encircling the building or a hammerhead "T" or "Y" turning head 4m wide and 8m long, or a trafficable circular turning area of 10m radius;</i> <i>c) culverts and bridges must be designed for a minimum vehicle load of 20 tonnes;</i> <i>d) vegetation must be cleared for a height of 4m, above the carriageway, and 2m each side of the carriageway.</i>
<p>Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.</p>	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

E1.6.3.3	<i>Pre-Existing Lots: Provision of Water Supply for Fire Fighting Purposes</i> Adequate, accessible and reliable water supply for fire fighting purposes on pre-existing lots is available to allow for the protection of life and property from the risks associated with bushfire.
A1	It must be demonstrated in one of the following ways that private access provides safe access to habitable buildings: a) The TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant specific measures for private access for the purposes of fire fighting; or b) plans showing private access to habitable buildings are included in a bushfire hazard management plan certified by the TFS or an accredited person as being consistent with the objective; or c) plans demonstrate that private access will be provided to within 30m of the furthest part of a habitable building measured as a hose lay.
Complies. A Bushfire Hazard Management Plan has been signed off by an accredited person.	

3.4.2 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	The number of car parking spaces: a) will not be less than 90% of the requirements of Table E6.1; or b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater; or c) will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans.
Complies. Each dwelling requires two car parking spaces which has been provided by a garage and a tandem space forward of the garage.	
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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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. Secure bicycle parking can be achieved within the garage spaces.	
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>
Not applicable. A taxi bay is not required for this development as only four car parking spaces are required.	
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>
Not applicable. A motorbike parking space is not required for this development as only four car parking spaces are required.	
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> a) <i>formed to an adequate level and drained; and</i> b) <i>except for a single dwelling, provided with and impervious all weather seal; and</i> c) <i>except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</i>
Complies. A concrete driveway is proposed to serve the development.	
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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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>
<p>Does not comply. Assessment against the objective of standard and performance criteria is required. Four car spaces are required and the two tandem spaces are provided forward of the building line.</p>	
P1	<p><i>The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the layout of the site and the location of existing buildings; and</i> <i>b) views into the site from the road and adjoining public spaces; and</i> <i>c) the ability to access the site and the rear of buildings; and</i> <i>d) the layout of car parking in the vicinity; and</i> <i>e) the level of landscaping proposed for the car parking.</i>
<p>Complies. The proposed parking solution is typical to that of dwellings generally in the area where each site has one crossover and vehicles back out onto the street. The provision of a tandem space, while being forward of the building line, eliminates a turning bay within the front setback and is more appropriate within the streetscape.</p>	
A2.1	<p><i>Car parking and manoeuvring space must:</i></p> <ul style="list-style-type: none"> <i>a) have a gradient of 10% or less; and</i> <i>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</i> <i>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</i> <i>d) have a combined width of access and manoeuvring 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> <i>ii) where parking is more than 30m driving distance from the road; or</i> <i>iii) where the sole vehicle access is to a category I, II, III or IV road; and</i>
A2.2	<p><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></p>
<p>Complies. Only four car spaces are required for the development and these are proposed on the level area at the more elevated portion of the property fronting Jillian Street. A double crossover is proposed to access the parking.</p>	

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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>
Not applicable. The proposal only requires four car parking spaces.	
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>
Not applicable. The proposal only requires four car parking spaces.	
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>
Not applicable. The proposal only requires four car parking spaces.	
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>
Not applicable. The proposal is for a 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>
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>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

Not applicable. The proposal is for a residential use.	
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.	
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. Bicycle parking can be provided with the garages.	
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>
Complies. As only four car spaces are proposed separate pedestrian access is not required.	
E6.6.1	PRECINCT 1 – LAUNCESTON CBD PARKING EXEMPTION AREA

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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>
<p>Not applicable. The site is not located within the Launceston CBD Parking Exemption Area.</p>	

4. REFERRALS

INTERNAL	
Infrastructure Assets	<p>Conditional consent provided. Infrastructure services have expressed concerns regarding the design of the crossover proposed. Discussions have been held with the applicants. An agreed solution has been reached and a condition requiring widening of the drive is recommended.</p> <p>Standard conditions have otherwise been recommended.</p>
Environmental Health	<p>Conditional consent provided. Standard conditions have been recommended. There are no records or evidence to support that the site is potentially recommended.</p>
Building Control	<p>Conditional consent provided. Standard notes referring to the need for a building permit, plumbing permit and occupancy permit are recommended.</p>
Parks and Recreation	No objection.
Heritage/Urban Design	N/A.
Strategic Planning	N/A.
EXTERNAL	
TasWater	<p>Conditional consent provided. TasWater has issued a Development Certificate of Consent TWDA13-228-N.</p>
Heritage Tasmania	N/A.
EPA	N/A.
DIER	N/A.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(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 between 2 October 2013 to 16 October 2013. Four (4) representations were received.

The issues raised were individually discussed with the relevant authors. While most were not specifically aggrieved by the proposed multiple dwellings traffic and parking issues remained prevalent. The issues raised in the attached representations are discussed in the table below.

REPRESENTATIONS	
ISSUE	COMMENTS
Vehicle movements in the area. Each unit could contain 3 residents, mum, dad and child, who each have a car. As only one garage, and a possible space might be provided in the driveway 4 vehicles will have to park in the street.	Each dwelling has two bedrooms, which requires one space per bedroom. The spaces are provided by the garage and tandem space forward of the garage as provided for by note 2 Table E6.1. of the interim scheme. The proposed car parking complies with the Car parking code.
While residents in the street have on-site parking and do not own the space out the front of their homes they should have a right to do so but this might not be possible when residents of the proposal park in the street and potentially block sight lines for other residents backing out of their driveways.	As noted above the proposal complies with the Car Parking Code. On street parking is a public matter and the proposal will not alter the characteristics of individual properties.
The intersection of Bond and Jillian Streets is already highly dangerous in respect of sight lines and the ability of metro buses turning into Bond Street from Jillian Street if vehicles park in Bond Street, with vehicles from the proposal exacerbating these issues. Landscaping on the corner will be a further impediment.	There is appropriate parking on site with the proposal complying with the interim scheme Car Parking Code. Any vehicle, whether from this proposal or not, must park 10m from a street corner. In addition the driveway for the proposal will increase the distance to 15m and only low landscaping is proposed for the Bond Street/Jillian Street intersection which will not impact driver sight lines.

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

ISSUE	COMMENTS
<p>The site was reportedly once used as a dumping ground by locals for items such as washing machines and fridges. There is a fear that other contaminants might be buried there including fuels, chemicals and even asbestos.</p>	<p>Council does not have any record to suggest that the site is potentially contaminated. The developers have conducted a soil test. While fill has been noted foreign matter was not. This matter has been discussed with the developers who are very aware of the necessary practices that must occur if any contaminants are found.</p>
<p>It is sad to think that the local area is losing greenery and an area of open space that has been used for locals in the neighbourhood to play football, cricket and thrisbees over the years. Costs of Council are acknowledged but health benefits of locals should also be considered.</p>	<p>The land is zoned General Residential and was zoned Closed Residential in the previous 1996 Scheme. It has been determined that the area is provided with sufficient open space.</p>
<p>There is no provision for visitor parking. It is understood that the parking requirements are for one space per bedroom plus visitor parking. A visitor space on site for each dwelling would address concerns relating to the narrowness of the street and ability to negotiate vehicles parked in the street.</p>	<p>Visitor parking is only required where the number of dwellings on site is greater than five.</p>
<p>Council should give consideration to a Give Way sign on Bond Street for vehicles turning from Bond into Jillian Streets.</p>	<p>Infrastructure Services have assessed the proposal and do not have any concerns with traffic or parking issues in the street.</p>
<p>Has a traffic plan been presented?</p>	<p>A traffic impact assessment is only required where greater than 40 or more vehicles are required for a particular development and this is not the case for this development.</p>
<p>The plans mention "landscaping where possible". Who is responsible for maintenance of the yards? Elderly people would have difficulty and the land could become a fire hazard.</p>	<p>The existing vegetation is to be retained where possible. The maintenance of the property is no different to that of any property with the responsibility for maintenance being with the owner or agent.</p>

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

ISSUE	COMMENTS
Is high density living in a suburban area what the developers/council want for our suburbs?	The Planning Scheme establishes particular requirements for individual areas including density controls for sustainable development. The proposal meets the requirements of the zone.
Why are "notice of application for a planning permit" given to some people in the area and not others. And why were notices removed/lost and not replaced.	Notification was carried out in accordance with the Land Use Planning & Approvals Act 1993. The distribution of notices was discussed with the author of the concern. The noticeboards are required to be placed on site. If council is advised we do replace noticeboards if they missing. Such advice was not received by the Council.
Concerned that while side windows are not shown along the south eastern elevation they might later be installed.	Council requires development to accord with the endorsed plans. If a minor alteration is sought during development the neighbours are notified and have appeal rights to any discussion. Significant changes would require further application. If changes are made without approval regulatory action would be necessary.

6. CONCLUSION

Subject to the recommended conditions, it is considered that the proposal complies with the Launceston Interim Planning Scheme 2012 and it 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.

COUNCIL AGENDA

Monday 11 November 2013

12.4 Construction and use of two multiple dwellings - 15 Jillian Street, Kings Meadows...(Cont'd)

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

DISCLOSURE OF INTERESTS:

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


Michael Stretton: Director Development Services

ATTACHMENTS:

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



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - DA0374/2013 15 Jillian Street, Kings Meadows



Locality Map

Scale: This Map Is Not to Scale

DO NOT SCALE; IF IN DOUBT ASK

NOTES

ALL SITE DIMENSIONS ARE TO OUTSIDE CLADDING UNLESS OTHERWISE NOTED

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORKS

ALL SITE PREPARATION IS TO COMPLY WITH THE BCA

ENSURE FINISHED FLOOR LEVEL IS MIN 150mm ABOVE FINISHED GROUND LEVEL
ENSURE FINISHED FLOOR LEVEL OF A CONCRETE SLAB IS POSITIONED SO THAT THE ORG IS 150mm BELOW THE LOWEST PLUMBING FIXTURE AND ABOVE THE GROUND

ALL OTHER MATTERS NOT SPECIFICALLY MENTIONED ARE TO COMPLY WITH THE BCA - IF IN DOUBT ASK

THE BUILDER IS TO PROVIDE PROTECTION TO ADJOINING PROPERTIES AND BUILDINGS IN ACCORDANCE WITH THE BUILDING REGULATIONS

NOTE: ALL NEIGHBORING BUILDING LOCATIONS ARE APPROX ONLY; IF FURTHER INFORMATION IS REQUIRED CONSULT A LAND SURVEYOR

PLANT SCHEDULE - (OR SIMILAR SPECIES BY OWNER)

* Dianella Tasmanica - (Native flax lily)	spreading perennial to 60cm, Delicate blue flowers in summer followed by purple/blue berries in autumn. Sunny to partially shaded positions.
Linum Marginale - (Native flax lily)	A slender perennial herb 60cm, open cluster of blue flowers in spring to autumn good filter for the dry garden.
Phabalium illumination	Phabalium illumination growing 3 - 4.5M, variegated foliage, with profusion of small white flowers

BUILDER TO ENSURE 2m CLEAR ZONE OF LOWEST BOUNDARY / EASEMENT TO ENSURE LEVELS ALONG BOUNDARY LINES ARE RETAINED

SEDIMENT CONTROL BARRIER, SEDIMENT BUILT UP TO BE REMOVED FROM LOCATION PRIOR TO FINAL LANDSCAPING
EROSION AND SEDIMENT CONTROL TO BE IN LINE WITH GENERAL REQUIREMENTS OF GUIDELINES FOR SOIL AND WATER MANagements 1999

PROPOSED UNIT DEV. for PRATT BUILDING & DEVELOPMENTS at: No.15, JILLIAN ST, KINGS MEADOWS.

design: JVZ sheet: 3
drawn: JVZ
date: SEPTEMBER 2013
scale: 1:200 @ A3
drawing no: 5817

ISSUE :

PLANNING

PRINT DATE
18 SEP 2013

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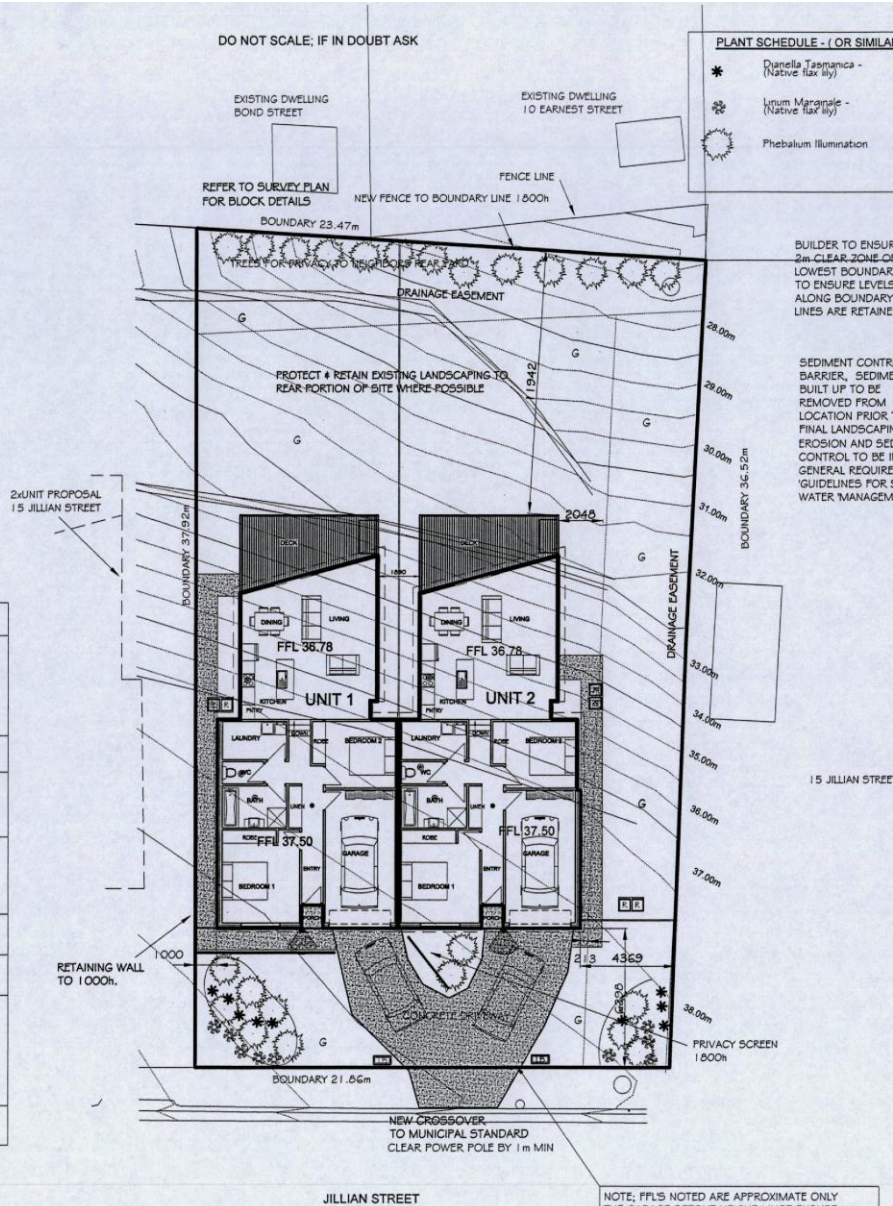
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262 York Street, Launceston (Building Selection Centre)

ph: 6334 4089

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LEGEND	
	CAR SPACE - CAR PARKING SPACES AS PER PLAN, TO AS2890. CONCRETE OR BITUMEN SURFACE FINISH WITH MIN 1:50 FALL. DIRECT ALL STORMWATER TO SPOON DRAINS / PITS OR GRATE DRAINS TO STORMWATER SYSTEM 4 No.
	RUBBISH (WHEELY) BIN STORAGE WITH PATH ACCESS & CONCRETE BASE
	FENCING - BETWEEN UNITS 1800mm HIGH COLORBOND OR TIMBER PALING, BETWEEN UNITS WITH ACCESS GATES SIDE AND REAR BOUNDARY FENCES MIN 1500mm
	CLOTHES LINE / DRYING FACILITY OUTDOOR CLOTHES DRYING AREA TO BE LOCATED ADJACENT AND ACCESSIBLE FROM THE LAUNDRY, BEHIND THE BUILDING LINE CONCRETE OR PAVED PATH FROM BUILDING TO LINE
	SENSOR LIGHTS ARE TO BE FITTED TO THE FRONT ENTRY AREA OF ALL BUILDINGS
	LETTER BOX
	CONCRETE OR PAVED PATH / DRIVEWAY TO ALL ACCESS DOORS TO DWELLING ALL DRIVEWAYS, PATIOS & PATHS ARE TO BE CONSTRUCTED TO DIRECT SW AWAY FROM DWELLING @ 1:50 MINIMUM GRADE AND HAVE A MAX STEP HEIGHT OF 150mm
G	GRASSED AREA



SITE PLAN
SCALE: 1:200

NOTE: FFL'S NOTED ARE APPROXIMATE ONLY THE GARAGE SETOUT HEIGHT MUST ENSURE VEHICLE ACCESS IS ACHIEVED WITH A MAXIMUM DRIVEWAY SLOPE OF 1:5, AND A SMOOTH TRANSITION OVER THE THRESHOLD



- LOCATION OF HARD-WIRED SMOKE DETECTORS - LOCATED NEAR SLEEPING AREAS AND ON EACH STOREY
- ⊗ EXHAUST FAN OR SIMILAR. EXHAUST FANS MUST BE FITTED WITH A SEALING DEVICE / SELF CLOSING DAMPER. (TO B.C.A 3.1.2.3.4)

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 for: PRATT BUILDING & DEVELOPMENTS
 at: No.15, JILLIAN ST, KINGS MEADOWS.

design: JVZ sheet: 6
 drawn: JVZ
 date: SEPTEMBER 2013
 scale: 1:100 @ A3
 drawing no: 5817
 ISSUE:

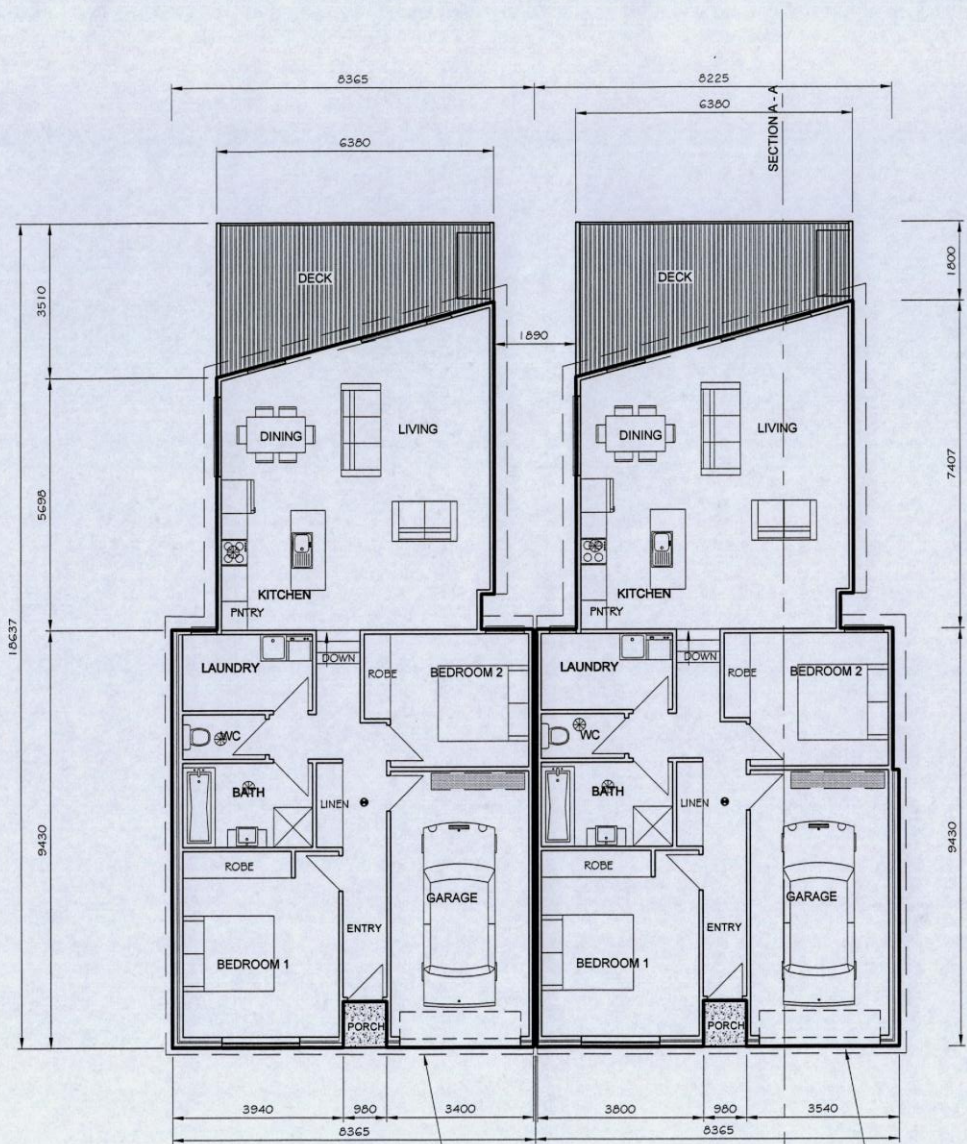
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PRINT DATE: 9 SEP 2013

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NOTES

ALL SITE DIMENSIONS ARE TO OUTSIDE CLADDING UNLESS NOTED

DO NOT SCALE; IF IN DOUBT ASK

ENSURE FINISHED FLOOR LEVEL IS MINIMUM 150mm ABOVE FINISHED GROUND LEVEL

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORKS. THE BUILDER IS TO PROVIDE PROTECTION TO ADJOINING PROPERTIES AND BUILDINGS IN ACCORDANCE WITH THE BUILDING REGULATIONS

ALL SITE PREPARATION IS TO COMPLY WITH THE BCA
 ENSURE FINISHED FLOOR LEVEL OF A CONCRETE SLAB IS POSITIONED SO THAT THE ORG IS 150mm BELOW THE LOWEST PLUMBING FIXTURE AND ABOVE THE GROUND

THE BUILDING MATERIALS SELECTED FOR USE IN THIS PROJECT NEED TO MEET THE RELEVANT CORROSION RESISTANT REQUIREMENTS FOR THE SURROUNDING ENVIRONMENT AND COMPATIBILITY OF MATERIALS

THE DOOR OF A FULLY ENCLOSED SANITARY COMPARTMENT MUST OPEN OUTWARDS, SLIDE OR BE READILY REMOVABLE FROM THE OUTSIDE OF THE COMPARTMENT UNLESS THERE IS A CLEAR SPACE OF AT LEAST 1200mm BETWEEN THE CLOSET PAN WITHIN THE SANITARY COMPARTMENT AND NEAREST PART OF THE DOORWAY

CONSTRUCTION OF STAIRS TO BCA PART 3.9.1, TREADS 240mm MIN
 4 RISERS 190mm MAX

ALL OTHER MATTERS NOT SPECIFICALLY MENTIONED ARE TO COMPLY WITH THE BCA - IF IN DOUBT ASK

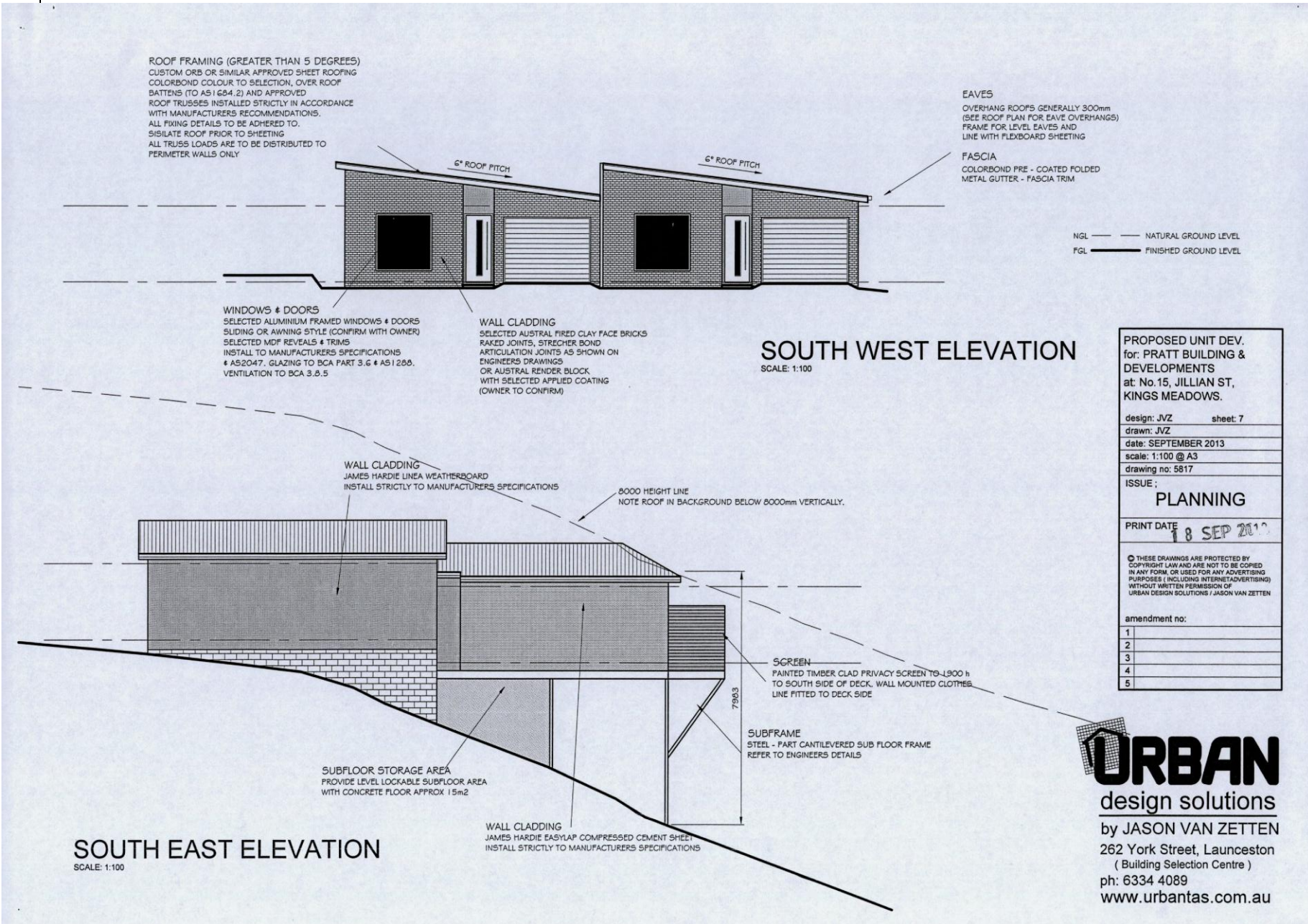
THESE PLANS HAVE BEEN PREPARED TO BE READ IN CONJUNCTION WITH THE BCA AND AS1684.2

FLOOR PLAN
 SCALE: 1:100

UNIT 1 2800 X 2150 GARAGE DOOR FIXED TO MANUFACTURERS RECOMMENDATIONS BEAM OVER TO ENGINEERS DETAILS

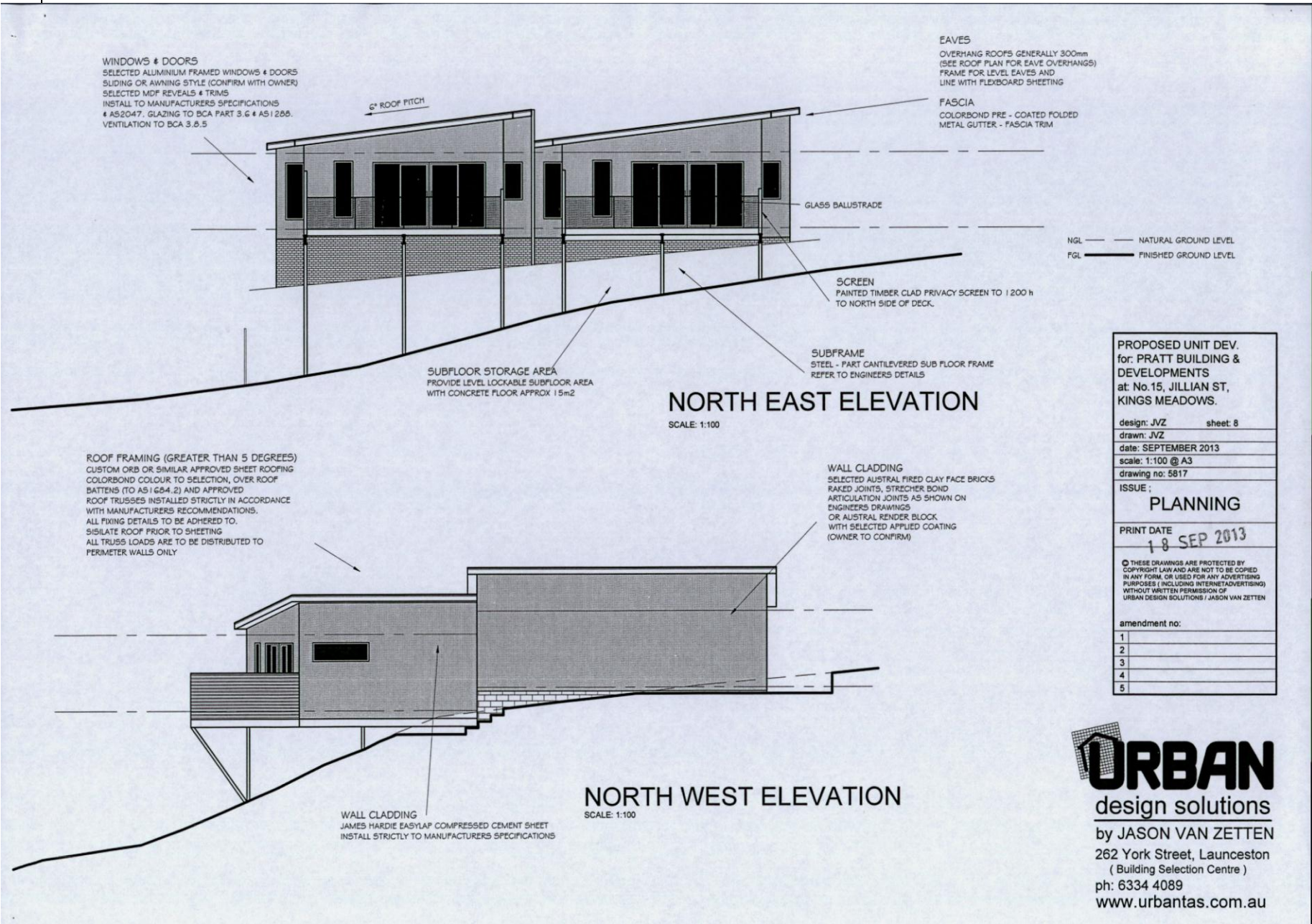
UNIT 2 2800 X 2150 GARAGE DOOR FIXED TO MANUFACTURERS RECOMMENDATIONS BEAM OVER TO ENGINEERS DETAILS

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drawn: JVZ	
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Catherine Mainsbridge

From: John Becker
Sent: Monday, 14 October 2013 4:25 PM
To: records
Subject: DA0373/2013 & DA0374/2013
Attachments: Council Jillian St.docx

To General Manager Launceston City Council

Ref DA No: 0373 /2013 & 0374 /2013

Development application for proposed multiple dwellings at 13&15 Jillian St, Kings Meadows.

I have no objection to the unit dwellings themselves but I do have some concerns over the potential vehicle traffic increases and the additional congested parking along this narrow section of street restricting larger or full width vehicles from gaining access to the end of the street. Could parking bays be provided by cutting into the nature strip in front of the proposed units thereby providing parking without reducing the available width for traffic, especially the refuse trucks. There is no existing formed footpath to impact upon.

Our property is located at the end of Jillian St. There is no circular cul-de-sac area to turn vehicles. Instead the road system relies on traffic to turn into our driveway and reverse into the neighbours or as is often the case drive over our nature strip. An increase in traffic attempting to turn around will worsen the situation. A possible council option might be to improve the turn area or provide a landscaped obstruction to vehicle traffic on the nature strip.

John Becker

Catherine Mainsbridge

From: glass art tasmania
Sent: Monday, 14 October 2013 10:12 PM
To: records
Subject: Objection To development DAO374/2013

To the General Manager

I am writing to lodge an objection against the above development at 15 Jillian Street Kings Meadows. The reasons I and my family would like to object to this are as follows;

1. Has a traffic plan been presented? The street at this point is skinny and does not allow for two cars to be parked opposite one another. The units proposed only have one car park, but in reality there would be a minimum of two for each unit. When combined with the proposed development at number 15 this in reality could put 4 to 8 cars on this small skinny street. Where do the guests park? Does the outside of my house become their car park? The proposed one drive way for two units would become a bottle neck very quickly, it limits once again the on street parking and the ability of my family to enter and exit our house. Apart from one house at the end, were the street widens, there is no other drive to access a house let alone two (four) units on that side of Jillian Street for its entire length. Why would this proposal allow that when it has obviously been considered dangerous and not functional for over 50 years.
2. The end of Jillian street is bush. If this bush catches fire would a fire truck be able to access the street with between 4 to 8 cars parked out the front of the units?
3. With the 4 to 8 extra cars parked on the street the visibility and navigation in Jillian street and out the front of our house would become near impossible.
4. The plans mention at the back of the units "landscaping where possible". Who will be responsible for the maintenance of this yard? It would quickly become a fire hazard that could threaten all the neighbourhood. If an elderly couple or typical young renter moved in it would become nearly impossible for them to maintain this area in a safe and sightly way due to is excessive slope.
5. The block has been back filled many years ago. Foundations on this block may have to be dug in for many meters, and actual construction delayed. How much disruption to the street, and my family would be proposed? This issue also brings up the parking and street access as builders could realistically be disrupting everyone in the street for a number of months. What has this block been filled with? Asbestos?
6. Is high density living in a suburban area what the developers/council want for our suburbs? This block has been used by hundreds of people over the years as a park, dog area, football field, cricket pitch and play ground, now we won't even be able to drive safely into the street.
7. Why were we not delivered a "notice of application for a planning permit" for this block? 15 Jillian Street.
8. Why were the required notices on the blocks removed/lost after a day, and never replaced? Apart from a stick in the ground how was anyone to know this development was taking place? When adequate measures were not taken to alert the people that use the block and all residents in the area.

Jason and Andrea Saville

Catherine Mainsbridge

From: Graeme Jones
Sent: Tuesday, 15 October 2013 8:43 PM
To: Council
Subject: APPLICATION FOR PLANNING PERMIT DA0374 15 JILLIAN ST

Importance: High

Good evening

I wish to lodge a written representation to the above in regards to the following matters:

Issue 1:

As the owner and occupier of 19 Jillian St (formerly 17-19 Jillian St), my property neighbours the proposed development on its southern side.

While the plans submitted to council show no windows on the southern walls, I understand that the plans could be modified at a later stage to incorporate windows. I understand that if I don't lodge an objection now then I effectively forfeit my right to do so after the planning permit stage. I feel that such windows would look down onto my property and while I am on my deck or within the property grounds the residents of 15 could follow my every move. I feel that would be an invasion of my privacy and possibility inhibit me using the deck and being outside.

Issue 2:

My main concern is with vehicle movements in the area.

There are 2 units proposed for number 15, with 2 bedrooms in each. It is foreseeable each unit could house 3 residents – mum, dad, and child. That could be 3 cars per unit, so 6 vehicles in total. This excludes visitors vehicles and the like.

Each unit has one garage, and there also appears to be room in the driveway for another vehicle, although with the adjoining unit also having a vehicle in the driveway this appears to be a fairly tight squeeze. That could see up to 4 cars needing to park on the road. The immediate area outside number 15 would hold no more than 2 vehicles, leaving the other two needing to park elsewhere, the only place being outside fellow neighbours properties. I understand as a land owner I don't own the road, however I do pay rates and I feel that gives me a right to park my own vehicle/s outside my property. That right could well be denied by vehicles from number 15 parking outside my property.

The situation could be exacerbated with the residents of number 13 also having the same issue of lack of parking. They also will be restricted in their parking options and again I expect will have no choice but to park outside mine and neighbours properties. Again, I realise the road outside my property is not mine, however I do feel I have a right to park outside my house.

I do of course have off road parking which I do generally use. A problem I already face is getting into my drive when vehicles are parked in close proximity to my driveway. I also reverse out of the driveway, and again my vision is impaired when other vehicles are parked close to the driveway. I would welcome the opportunity to show to council officers the difficulty I already have in accessing my driveway.

I ask the council what investigation has been carried out in regards to parking to ensure we do not end up with a situation similar to nearby streets where most of the time a single lane only is available for vehicles, and land owners must experience severe difficulty in accessing their properties due to this.

Issue 3:

I understand from a fellow neighbour, that the blocks on 13 and 15 Jillian St were used in years gone by as a dumping ground by the locals. I understand items such as washing machines, fridges, and the like were buried there. I also fear other more dangerous contaminants such as fuels, chemicals, and even asbestos, could be buried there. I ask what precautions council has taken to ensure neighbouring residents are not affected by the movement/removal of any such contaminants, particularly possible airborne asbestos particles.

Issue 4:

I am saddened to think the local area may lose its only piece of greenery, to be replaced by 4 fairly bland looking units. I understand council incurs costs in maintaining the property but feel the health benefits of the locals who play footy and cricket and throw frisbees on it should be considered.

Thank you.

Graeme Jones

C & K Butterworth

Your Ref: DA0374/2013, DA0373/2013

The General Manager
PO Box 369
LAUNCESTON TAS 7250

Dear Sir/Madam,

Re: Proposed Dwellings for 13 & 15 Jillian Street

I am writing to you in relation to the proposed plans for 13 and 15 Jillian Street. Firstly, I would like to say that I am not opposed to the building of the dwellings, however I do have concerns in relation to the additional traffic that four, two bedroom units would bring to Jillian Street.

I have been a resident in Jillian Street for approximately 13 years and being a dead end street, we do not experience a large volume of traffic. The problem with being on a dead end street is that a number of people who are familiar with the area often fail to give way from Bond Street to drivers proceeding straight along Jillian Street. There have been many occasions when I have had to break hard to allow for people to pull out in front of me. I always proceed with caution when approaching this intersection so as to avoid any potential accidents. The same applies when I am leaving Jillian Street, however at this stage as there are no buildings on 13 and 15 Jillian Street it allows for a good line of sight for vehicles coming from Bond Street.

I note that the plans only include a garage for one car and parking in a shared driveway, behind the garage for another vehicle. There is no allowance for visitor car parking, which would mean any visitors would have to park on the street. I have heard (from making enquiries when I initially built) that for multiple dwellings on a single block there needs to be a car park for each bedroom, plus a visitor car park. The rules may have changed since this time, but if not, then there would not be enough parking for the proposed units.

Jillian Street is a narrow street, which can be difficult to negotiate at times, with the vehicles parked on the side of the road, additional parked cars and traffic will only cause more issues. My other concern as previously mentioned is the loss of the clear line of sight to see what vehicles are coming up Bond Street, when departing from the dead end side of Jillian Street.

At a minimum, I would like the Council to give consideration to putting up a Give Way sign on Bond Street for those vehicles turning from Bond into Jillian Streets, regardless of whether or not the proposed units are built. However, I would also like consideration to be given to including additional off street parking for the proposed units as well as some restrictions for the type of fence and trees etc, planted on the corner of Bond and Jillian Streets to try and keep some sort of line of sight as to the vehicles coming up Bond Street.

I would also like to add that it will be a shame to see this patch of greenery go from our area and it would have been lovely if it could have been turned into a play area for children.

I thank you for considering my concerns in relation to this matter.

If you wish to contact me further to discuss any of the issues that I have raised, please do not hesitate to do so.

Regards

A handwritten signature in black ink, appearing to read 'K Butterworth', written in a cursive style.

Kim Butterworth

DIRECTORATE AGENDA ITEMS**15 FACILITY MANAGEMENT AND GOVERNANCE SERVICES****15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item****FILE NO:** SF5674 / SF5963**AUTHOR:** Melissa Carlton, Centre Manager – Launceston Aquatic**DIRECTOR:** Rod Sweetnam (Director Facilities Management)

DECISION STATEMENT:

To consider the 2013/2014 and 2014/2015 proposed 'Health and Fitness' fees and charges for Launceston Aquatic. Recommendation (3) requires an absolute majority of Council.

PREVIOUS COUNCIL CONSIDERATION:SPPC 21st October 2013.

4.2 Launceston Aquatic - Health and Fitness Fees and Charges.

SPPC 5th November 2013.Workshop - Launceston Aquatic - Health and Fitness Fees and Charges.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

RECOMMENDATION (1):

Council adopts the fees and charges for Launceston Aquatic Health and Fitness programs for the remainder of 2013/2014 and the 2014/ 2015 financial years as set out below effective from the opening of the Health and Fitness Centre.

2013/14/15

Category	Details	GST Status	Proposed GST Inclusive
Launceston Aquatic	Casual Entry		
Launceston Aquatic	Complete Health and Fitness	Taxable	\$25.00
Launceston Aquatic	Group Fitness (per person, per class)	Taxable	\$15.00
Launceston Aquatic	Visit Passes		
Launceston Aquatic	Complete Health and Fitness 10 Pack	Taxable	\$225.00
Launceston Aquatic	Simply Health and Fitness 10 Pack	Taxable	\$180.00
Launceston Aquatic	Group Exercise 10 Pack	Taxable	\$135.00
Launceston Aquatic	Memberships (*Fortnightly fee by Direct Debit)		
Launceston Aquatic	Induction Fee	Taxable	\$99.00
Launceston Aquatic	Concession Induction Fee	Taxable	\$49.00
Launceston Aquatic	Complete Health and Fitness *	Taxable	\$42.00
Launceston Aquatic	Complete Health and Fitness - Off peak *	Taxable	\$25.00
Launceston Aquatic	Simply Health and Fitness *	Taxable	\$36.00
Launceston Aquatic	Simply Health and Fitness - Off peak *	Taxable	\$22.00
Launceston Aquatic	Commonwealth Issued Concession Card	Taxable	25% discount
Launceston Aquatic	State Issued Seniors Card	Taxable	25% discount
Launceston Aquatic	Corporate	Taxable	10% discount
Launceston Aquatic	Special Corporate	Taxable	20% discount
Launceston Aquatic	Reciprocal Rights		
Launceston Aquatic	10 Aqua Fitness Pack	Taxable	25% Discount
Launceston Aquatic	Off Peak 3 Month Premium Membership	Taxable	40% Discount
Launceston Aquatic	Partner - Aqua Fit Class	Taxable	50% Revenue Share

RECOMMENDATION (2):

Council authorises the General Manager to approve promotional or new program, service or product fees for Launceston Aquatic.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

RECOMMENDATION (3):

Council approves capital funding for outright purchase of gym equipment to the value of \$266,500 to be sourced from the 2012/13 result and amends the 2013/2014 budget in accordance with Section 82 (5) of the Local Government Act.

REPORT:

Introduction

In March 2013, Launceston City Council approved implementation of dry programmes at Launceston Aquatic. The starting date is projected to be mid December 2013

Since March, the list of health and fitness activities, products and services has been finalised and the proposed fees and charges are detailed in this report for Council consideration.

The proposed fees and charges for health and fitness have been set to ensure that:

- the entry fees are priced to meet community and market expectation
- to improve the overall financial performance of Launceston Aquatic with a net return to the centre
- there is no cross subsidisation from the rates for the health and fitness programmes.

Launceston Aquatic Fees and Charges Framework – Health and Fitness

Launceston Aquatic has a framework that has been established to assist in the setting of the fees and charges each year. The purpose of the framework is to set fees that help achieve maximum usage while reducing the net cost of the Centre.

This report provides a summary of the health and fitness additions to the fees and charges framework. The full details of the principles, rationale and strategies that underpin the health and fitness charges can be found in 'Attachment 1 – Fees and Charges Framework – Health and Fitness Section 2013 – 2015'.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

Health and Fitness Entry Options

Two types of 'health and fitness' entry are recommended for addition to the Launceston Aquatic Fees and Charges structure:

- Simply Health and Fitness
- Complete Health and Fitness

Simply Health and Fitness:

The 'Simply Health and Fitness' entry option allows access to the Health Club or 'dry areas' only. This type of entry, allows customers full access of the health club facilities (including group fitness classes). Customers in this category will not be entitled access to the swimming pools or aquatic areas.

This option is an important part of the Centre's business plan as it enables the Centre to attract new customers who do not wish to use the swimming facilities. The 'Simply Health and Fitness' option means that the Centre will be able to cater for the additional customers without putting additional pressure on pool space – especially during peak periods.

Customers will be able to purchase a visit pass or membership for this type of entry.

Complete Health and Fitness

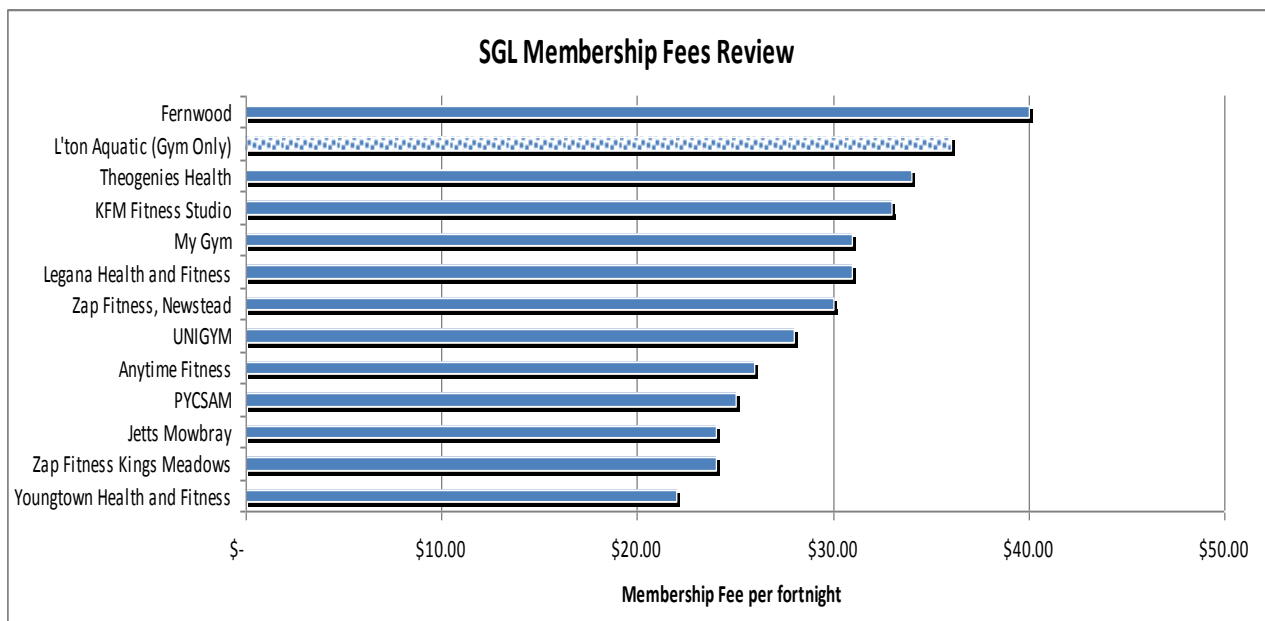
The 'Complete Health and Fitness' entry option provides customers full access to the Health Club and aquatic facilities including the premium area (programs pool and spa).

Customers will be able to purchase a casual entry, visit pass or membership for this type of entry.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

Health and Fitness Pricing in the Launceston Region

The Simply Great Leisure (SGL) 'Future Business and Operational Strategy 2013-2016', presented to Council in March 2013, included a review of health and fitness membership fees in the Launceston Region. The results are shown in the graph below with the inclusion of the proposed Launceston Aquatic 'Simply Health and Fitness' membership.



Benchmarking

Benchmarking with similar multi-use facilities has been undertaken to ensure pricing is reasonable. Facilities chosen for benchmarking include 'The Hobart Aquatic Centre', 'Ballarat Aquatic' and 'Melbourne Sports and Aquatic Centre'. These Centres are useful for benchmarking as they are a multi-use venue. In general, multi-use facility costs, such as insurance, cleaning, electricity, general maintenance, depreciation and locker leasing do not significantly increase when an additional use is added to the facility.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

	'Complete' Health and Fitness membership equivalent (fortnightly)	Aquatic Only memberships equivalent (fortnightly)
Launceston Aquatic	\$42.00	\$25.00
The Hobart Aquatic Centre	\$38.00	\$25.20
Ballarat Aquatic	\$36.00	\$24.00
Melbourne Sports and Aquatic Centre	\$49.60	\$31.80

Date of effect

It is proposed that the fees and charges be effective until the 30 June 2015 with the fee structure remaining unchanged for approximately 18 months. This will provide price certainty for customers signing up in the latter half of the 2013/2014 financial year.

From 2015 the health and fitness fees and charges will be considered as part of the annual Launceston Aquatic fees and charges report.

Reciprocal Rights for Commercial Health and Fitness Facilities

Launceston Aquatic and Simply Great Leisure have conducted two workshops with Health and Fitness industry representatives. The workshops were conducted to review and investigate 'reciprocal rights' options for members of private health and fitness providers. More information on each of the options is detailed in 'Attachment 1 – Fees and Charges Framework – Health and Fitness Section 2013 – 2015'.

It was suggested at the workshop that these options be limited to businesses operating within the Launceston municipal boundaries. This report does not support that position and recommends that the options be available for all businesses in the greater Launceston area.

Launceston Aquatic has agreed to further investigate an option that allows Personal Trainers to utilise pool space for commercial training programs.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

Purchase of Gym Equipment

Council have approved expenditure over 4 years for the lease of gym equipment. On further analyse it has become clear that an outright purchase using council funds will result in savings of approximately \$25,000 over the four year life of the lease arrangement. Recommendation 3 provides authorisation to expend the funds in this financial year as a capital item.

Approval for General Manager to approve promotional or new fees and charges

In the development stage of the Health and Fitness business area, there may be situations where a new fee needs to be added to the fees and charges framework. The two areas where new pricing opportunities may occur are:

- Promotional opportunities
- New program, product or service opportunities

This report recommends the General Manager be given authority to approve additional fees and charges. This will allow the Centre to respond quickly to trends in the fitness industry or within the business area.

ECONOMIC IMPACT:

Not applicable.

ENVIRONMENTAL IMPACT:

No perceived environmental impacts.

SOCIAL IMPACT:

The health and fitness facilities at Launceston Aquatic will aid in improving the health and wellbeing of Launceston residents by providing an additional fitness option. The concession and off-peak pricing will also provide an affordable option.

15.1 Launceston Aquatic - Health and Fitness Fees and Charges Agenda Item...(Cont'd)

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.

Simply Great Leisure 'Future Business and Operational Strategy 2013-2016':

1.10.4 Future Business Strategy

- Offer Health and Fitness Services
- Encourage users to take up Multi-visits and Memberships
- Increase occupancy of aquatic areas at low peak times

BUDGET & FINANCIAL ASPECTS:

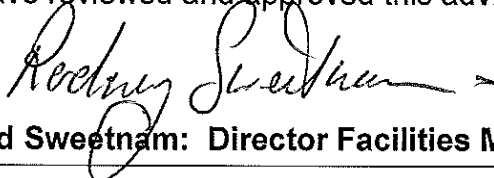
The 2013/2014 budget approved by Launceston City Council includes health and fitness revenue of \$270,476 (part year operation). The proposed fees and charges set out in this report have been used as the basis for the 2013/2014 operating budget for Launceston Aquatic Health and Fitness business area.

Capital outright funding for equipment rather than external lease arrangement will save costs of approximately \$25,000 over the four years.

DISCLOSURE OF INTERESTS:

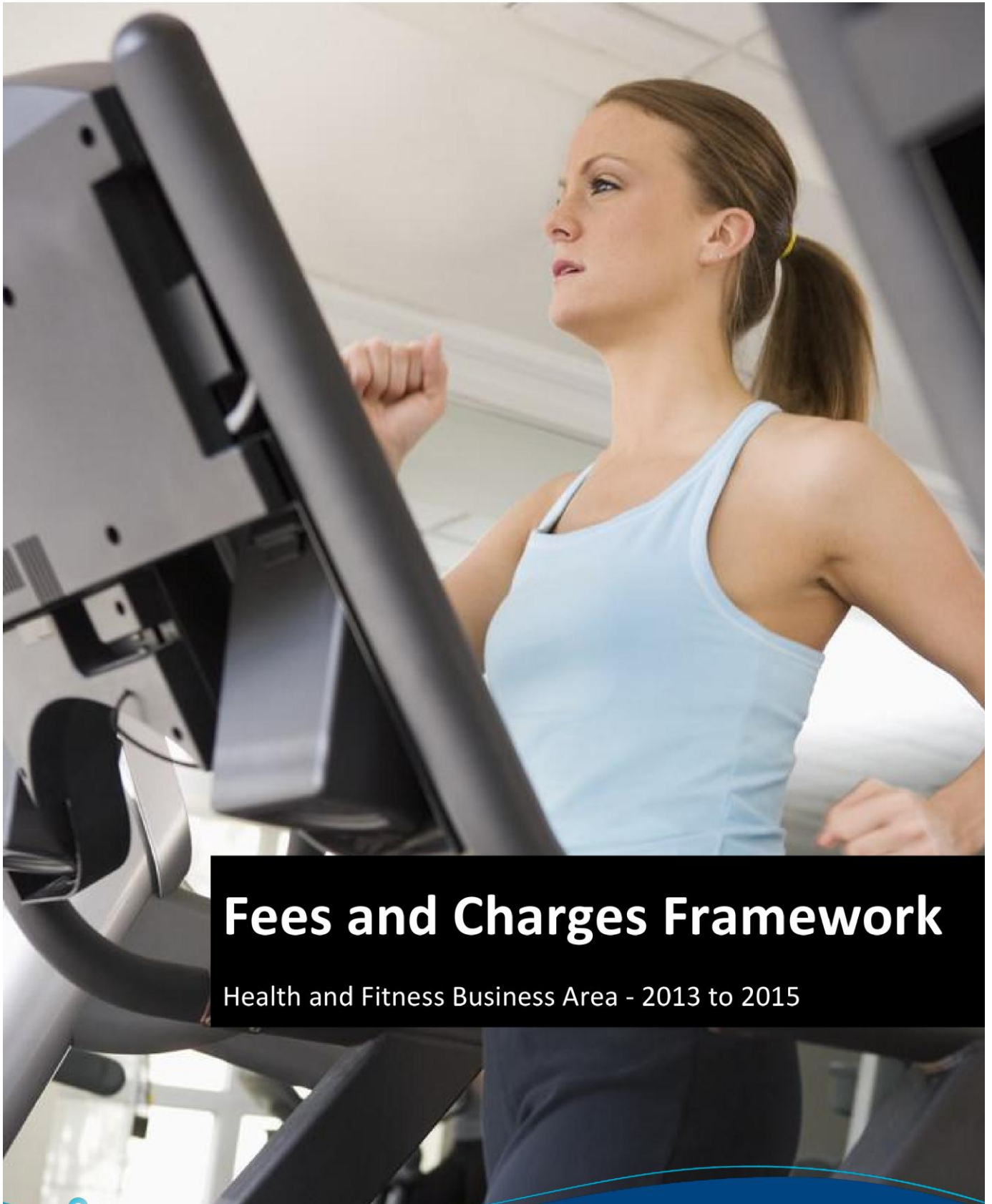
The officer has no conflict of interest in this item.

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


Rod Sweetnam: Director Facilities Management

ATTACHMENTS:

1. Fees and Charges Framework – Health and Fitness Section 2013 – 2015
-



Fees and Charges Framework

Health and Fitness Business Area - 2013 to 2015

Introduction

In March 2013, Launceston City Council approved a recommendation to implement health and fitness programs at Launceston Aquatic. Since the approval of the recommendation, additional work has been undertaken to finalise the programs, products and services that will be delivered in the health and fitness area.

This document outlines the principles, rationale and strategies that have been used to develop the list of fees and charges.

From 1 July 2015, the fees for the health and fitness centre will form a section of the Centre's fees and charges framework. It is expected that the full set of aquatic and health and fitness fees will be tabled in a single report.

Principles underpinning the Health and Fitness fees and Charges strategy

The three primary objectives for the health and fitness charges strategy is to:

1. Ensure fees are within community and market pricing expectation for health and fitness programs and activities.
2. Improve financial performance for Launceston Aquatic by providing a surplus on health and fitness activities.
3. Ensure there is no cross subsidisation of the health and fitness programs.

The fees and charges for Health and Fitness Programs at Launceston Aquatic have been set to meet the principles listed in the Centre's Fees and Charges framework.

- Support the Launceston City Council Vision, Mission and Values
- Support the Launceston City Council Recreation Planning Framework
- Achieve the outcomes identified in the Launceston City Council's Strategic Plan
- Provide a clear, simple and concise methodology for Launceston Aquatic's Fees and charges
- Facilitate regular and or frequent usage of the facility by encouraging customers to pre-purchase entry.
 - Entry is priced most attractively for customers and users who purchase 'bulk products' such as memberships, visit passes.
- Ensure concessionary / discounts fees are linked to socioeconomic need.
- To facilitate increased participation by target groups identified in the Centre's Business Plan
- To facilitate diverse usage of the facility
- Balance the operating cost of the facility with community affordability

The Simply Great Leisure (SGL) 'Future Business Operational Strategy 2013 - 2016' has also been used as a foundation for the Health and Fitness fees and charges strategy. A key recommendation from SGL strategy was to provide best pricing for pre-paid memberships (p19).

Research and Consultation

The fees and charges have been based on the initial business planning conducted by 'Simply Great Leisure' in 2013. Further business planning work has been carried out in partnership with 'Sport and Leisure Solutions' and health and fitness membership consultants NAZCO. Telephone and online surveys conducted by EMRS have also been used to determine market and community pricing expectations.

Concessions and Discounts

The existing concessions and discounts will also be applied to the health and fitness fees and charges. These are summarised below:

Concession Pricing:

A 25% discount is provided on the full range of standard entry options including casual entry, visit passes and memberships for:

- Commonwealth issued concession card holders
- State Government issued 'Seniors Card'

A 50% discount applies to the 'Induction Fee' for memberships

Standard Corporate Pricing:

10% discount for businesses and organisations registered with Launceston Aquatic.

Special Corporate Pricing:

20% discount on memberships is available for the following existing corporate partners:

- Emergency Services
- UTAS employees

Promotional Pricing

Promotions are a standard part of any health and fitness business. Where a promotion is proposed, the fees and charges will be considered by the General Manager, in accordance with the recommendation adopted by Council on Monday 4 May 2009.

Health and Fitness Pricing Framework

Establishment of Two New Entry Types

Two entry categories have been recommended for inclusion into the Launceston Aquatic Fees and charges.

Name:	Inclusions
Complete Health and Fitness	Lap Lanes, Leisure Space, Premium Areas, Group Exercise, Health Club
Simply Health and Fitness	Health Club and Group Exercise classes
Existing Entry Types:	
Aquatic Premium	Lap Lanes, Leisure Space, Programs Pool (during public hours) and Spa
Aquatic Leisure	Lap lanes and Leisure Space

Memberships

A strong membership base is the core of any successful health and fitness business (typically accounts for between 60 – 80% of annual revenue). Pricing has been set to provide the best value for money and will therefore act as a strong motivator to purchase a membership rather than a visit pass or casual entry.

Potential members will have the choice of a fortnightly direct debit membership for either the 'Complete Health and Fitness' or 'Simply Health and Fitness'. On this type of membership, there is no minimum period, no lock in contracts and no cancellation fees.

Product / Service	Details	Price (GST incl)	Rationale
Induction and Health Assessment Fee	Initial fee to join the health club	\$99.00	Induction fee covers administration costs for membership commencement, initial health club programming sessions
Complete Health and Fitness Direct Debit Membership	Fortnightly Direct Debit payment	\$42.00	Includes full access to the Health Club and Premium Areas
Complete Health and Fitness Direct Debit Membership: Off peak	Same access as Complete Health and Fitness. Can only be used during off peak periods	\$25.00	Provides a 40% discount on full membership fee
Simply Health and Fitness Direct Debit	Fortnightly Direct Debit payment	\$36.00	Using casual entry as the base for the membership fee
Simply Health and Fitness Direct Debit: Off peak	Same access as the Complete Health and Fitness. Can only be used during off peak periods	\$22.00	Provides a 40% discount on full membership fee

Off Peak Memberships

An off-peak rate is proposed for both membership categories. Off peak periods are typically between 9am and 3pm during the week and all day Saturday and Sunday. Access control will be in place to ensure entry is only in the off-peak times.

Visit Passes

Visit passes are also a core part of a strong business but are a secondary priority. It is an ideal option for the customer who doesn't want to commit to a membership but is still looking for good value for money. The pricing has been set so it is the same or slightly higher than the equivalent weekly membership fee.

Product / Service	Details	Price (GST incl)	Rationale
Complete Health and Fitness 10 Pack	Provides ten entries to all areas (health club, group exercise, laps, leisure, programs pool and spa)	\$225.00	Pay for nine entries, get one free
Simply Health and Fitness 10 Pack	Provides ten entries to all areas of the health club (including group exercise). Excludes access to the aquatic areas.	\$180.00	Pay for nine entries, get one free
Group Exercise 10 Pack	Provides entry to ten Group Fitness Classes	\$135.00	Pay for nine entries, get one free

Casual Entry Pricing

Casual entry pricing is deliberately set to encourage customers to consider purchasing either a membership or visit pass rather than casually per entry. This is a standard practice in health and fitness centres not only due to the financial risk or relying on casual income but also the additional supervision required of casual users.

Product / Service	Details	Price (GST incl)	Rationale
Casual Entry	Single entry allowing access to all aquatic and health club areas	\$25.00	No discount provided for casual entry. Includes access to all aquatic areas including the spa and programs pool (during public hours)
Group Exercise	Single entry to Group Exercise	\$15.00	There is a limited number of customers that can be catered for in group exercise. The pricing has been set to balance the access to classes between pre-paid and casual users

Reciprocal Rights - Commercial/Private Health and Fitness Providers

Workshops have been conducted with Health and Fitness providers to investigate 'Reciprocal Rights' for members of commercial and private health and fitness providers.

The following options have been agreed to be trialled:

Product /Service	H&F Discount	2013/14 Fee	Terms and Conditions
Aqua Fitness 10 Visit Pass	25% Discount on standard pricing	\$72.00	<ul style="list-style-type: none"> Valid for any Aqua Fit class or lap swimming Can be used anytime during normal centre opening times
Off-peak 3 month premium membership	40% discount off full price Premium Membership	\$112.00	<ul style="list-style-type: none"> Includes use of the pool, spa, and access to all AquaFit Classes during designated off peak times
Partner Aqua Fit Class	Waiving of pool hire fees	50% of gross revenue per session	<ul style="list-style-type: none"> A health and fitness provider applies to deliver aqua fitness class as part of their timetable. A maximum number of class spots outside of the Centre's peak lap and class times will be available for private health and fitness providers. Health and Fitness Club members can enter the facility at no charge for the purpose of the class. Launceston Aquatic members are able to participate in the class at no cost. Members of the public who wish to participate will pay the standard Launceston Aquatic AquaFit fee. Revenue will be split 50% with the health and fitness provider.

COUNCIL AGENDA

Monday 11 November 2013

17 INFRASTRUCTURE SERVICES

17.1 Play Space Strategy

FILE NO: SF0854

AUTHOR: Aaron Mullins (Recreation Planning Officer)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider the draft Play Space Strategy.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Item 4.2 - 5 November 2013

Workshop with the consultants on the draft Play Space Strategy

RECOMMENDATION:

That Council approve the release of the Draft 2013 Play Space Strategy (ECM Document No's 3016555 and 3016559 - enclosed as attachment 2 and 3) for a 4 week public consultation period.

REPORT:

Council has been working with @ Leisure Planners and Jeavons Landscape Architects (the Consultants) over the past 12 months to develop a Play Space Strategy that provides a long term vision, framework and policy document to assist planning for play provision in Launceston.

There are currently 69 play spaces in the City of Launceston and together they represent a major investment by Council in assets for use by the community and visitors. Such an investment needs to be managed to ensure that it meets the needs of the community and that it offers the best value of available resources. The Draft Play Space Strategy sets out strategies, priorities, design guidelines and funding estimates for this to occur.

17.1 Play Space Strategy...(Cont'd)

To assist in the development of the strategy a community engagement process was undertaken through "Your Voice Your Launceston". Council advertised the opportunity to make comments about play in Launceston via an online survey, through the distribution of business "information" cards and through Council's website. Workshops were also undertaken with Council Officers and a number of telephone interviews conducted with stake holder organisations.

In developing the strategy each Council play space was reviewed in the context of its suburban precinct. The resulting Locality Analysis, which exists as a separate volume, incorporates this review and community and stakeholder feedback. The Locality Analysis provides maps, lists of parks, demographic and demand summaries, information relating to the diversity and quality of social opportunities, landscape and nature settings and importantly recommendations and priorities.

It is recommended that the draft 2013 Play Space Strategy and Locality Analysis be released for public consultation for a period of four (4) weeks. This will allow the public, key stakeholders and Council Officers the opportunity to provide further comment. Following the 4 week consultation period the Consultants will consider any adjustments required as a result of the feedback and finalise the report for Council's consideration.

ECONOMIC IMPACT:

There will be a positive economic impact associated with the strategy as it will enhance the City as a place to live and in the event that a Regional Play space is developed it will be a significant Regional attraction for intrastate visitors.

ENVIRONMENTAL IMPACT:

There will be a positive environmental impact with the strategy as some play spaces will include revegetation and enhanced bio diversity.

SOCIAL IMPACT:

There will be a positive social impact with the adoption of the strategy resulting in enhanced and more diverse play opportunities. It will facilitate new and improved play spaces for the community and visitors and support Launceston's status as a 'Family Friendly City'.

17.1 Play Space Strategy...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Launceston Community Plan (2010):

Preferred Future One: Strategy Three - Plan for green space and native vegetation areas

Preferred Future Three: Strategy Two - Make Launceston 'Safer by Design'

Preferred Future Four: Strategy Two - Protect heritage buildings, places and precincts.

Preferred Future Five: Strategy Three - Encourage physical activity

Preferred Future Seven: Strategy Four - Support existing and foster new tourism products

Preferred Future Eight: Strategy Three - Maintain quality community facilities. Strategy Four - Improve community use and access to the rivers

Preferred Future Nine: Strategy Four - Provide appropriate services and facilities in rural areas that meet community needs and are fiscally responsible

Public Open Space Strategy (2007):

The Play Space Strategy builds on the 2007 Public open Space Strategy to provide context to existing play spaces, in relation to other available public spaces.

Recreation Planning Guide 2006:

The Play Space Strategy is consistent with the principles set out in the 2006 Recreation Planning Guide.

BUDGET & FINANCIAL ASPECTS:

Parks & Recreation currently spend approximately \$69,500 per annum on general maintenance. The capital replacement funding is variable from year to year - \$460,000 is listed for Capital Works in the 2013/2014 budget including \$200,000 for Heritage Forest, \$90,000 for Cataract Gorge First Basin, \$90,000 for Newnham Bikeway and \$80,000 for the Bike Centre.

The Play Space Strategy recognises the difficulty in securing sufficient funding to maintain and develop existing play spaces to the new design guidelines and objectives. It lists all current play spaces in three categories and that be used to allocate available funding.

The category areas and estimate of capital works necessary to bring play spaces within the Council area to a contemporary standard are:

- 10 High Priority Play spaces to cost in total between \$235,000 and \$625,000.
 - 26 Medium Priority Play spaces to cost in total between \$695,000 and \$1,660,000.
 - 33 Low Priority Play spaces to cost in total between \$595,000 and \$1,280,000.
-

17.1 Play Space Strategy...(Cont'd)

The variation of cost reflects the wide variation of service levels to achieve good design standards as listed in the report.

The above figures do not include skate parks or a Regional Play space and do not account for further rationalisation.

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. Play Space Strategy (distributed separately)
 2. Play Space Strategy - Design Guidelines (distributed separately)
 3. Play Space Strategy - Locality Analysis (distributed separately)
-

17.2 Adoption of Northern Integrated Transport Plan**FILE NO:** SF3039 SF0593 SF2376 SF2366**AUTHOR:** Shane Eberhardt (Manager Infrastructure Assets)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

Endorse the Northern Integrated Transport Plan prepared as a joint initiative by the State Government, NTD and Member Councils.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Workshop - 19 August 2013

Review of Northern Integrated Transport Plan

SPPC Item 4.3 - 1 July 2013

Council Consultation - Draft Northern Integrated Transport Plan

Council Item 17.7 - 10 December 2012

Launceston Traffic Study - Completion of Issues Report

Council Annual General Meeting Item 6.2.1 - 5 December 2011

Confirmation that DIER and Council jointly undertake Launceston Traffic Study.

RECOMMENDATION:

That Council endorse the Northern Integrated Transport Plan (ECM Document No. 3034626 - enclosed as attachment 2).

REPORT:

NTD have requested ([Attachment 1](#)) that Council endorse the Northern Integrated Transport Plan (NITP), which is provided as [Attachment 2](#).

17.2 Adoption of Northern Integrated Transport Plan...(Cont'd)

LCC participated along with the State Government, NTD and NTD Member Councils to develop the NITP. The NITP was released for public consultation between June and August 2013 in which time it was presented to both SPPC and a workshop for Aldermen comment.

Council officers identified that the NTIP did not sufficiently document the priority road projects within the Launceston area. A list of priority road projects were provided to the State Government ([Attachment 3](#)) which have been included in the NITP.

It is considered appropriate for Council to endorse the NITP to allow the steering committee to proceed to the next step of development at an implementation plan.

ECONOMIC IMPACT:

A key focus of the NITP is to provide a more efficient and connected transport system.

ENVIRONMENTAL IMPACT:

The NITP contains strategies and actions to reduce the transport networks impact on the environment.

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

Key strategic documents which input into the development of the Draft NITP are the Greater Launceston Plan, Launceston Traffic Study and Northern Region Economic Development Plan.

17.2 Adoption of Northern Integrated Transport Plan...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

The NITP does not allocate responsibilities, therefore at this stage there are no financial implications. Once the NITP is adopted an implementation plan will be developed by the Steering Committee which will detail commitments of all organisations.

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. Letter from Northern Tasmanian Development, Derek Le Merchant
 2. Northern Integrated Transport Plan (distributed electronically)
 3. Transport Priorities for Launceston
-



ATTACHMENT 1

27 September 2013

General Managers
Northern Councils

Level 1, Cornwall Square Transit
12-16 St John Street, Launceston
PO Box 603, Launceston TAS 7250
T 03 6380 6800 F 03 6331 9400
E admin@northerntasmania.org.au
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NORTHERN INTEGRATED TRANSPORT PLAN – FOR ENDORSEMENT

I write to provide you with the final draft of the Northern Integrated Transport Plan (NITP) for your Council's endorsement.

The development of the this Plan comes after two years of background work initiated following the release of the Regional Transport Funding Priorities document by NTD in 2011. The attached Plan updates the 2003 NITP and reflects changes to the regional industry structures and the implementation of a range of new Tasmanian Government and Council initiatives.

The current NITP has been developed as a joint-initiative between the Tasmanian Government, NTD and Member Councils. A Steering Committee was formed in March 2012 with representatives from NTD, the Tasmanian Government and Local Government. Council and NTD representatives were nominated by General Managers in February 2012 and subsequently endorsed by the Local Government Committee. A Working Group was also formed to provide technical comment.

The NITP now presented to you has been developed through a process of research and consultation involving all Northern Councils and key stakeholder groups. Consultation has included:

- Circulation of a Background Report in mid-2012: This report contained information and analysis on the transport system in the region, and the challenges and opportunities. Input was received from all Councils through the Working Group
- Strategies Workshop September 2012 – Councils and key stakeholders worked together to develop priority strategies
- Actions Workshop December 2012 – Councils worked together to develop priority actions for the region
- Circulation of draft Plan to Steering Committee and Working Group comment – May 2013
- Public Consultation Period between June and August 2013 – Stakeholders were formally invited to comment, including all Northern Councils. Comments received were reviewed by the Steering Committee and incorporated into the final Plan where possible.

The Steering Committee has now endorsed the final NITP for endorsement. The NITP provides a coordinated and strategic framework to recognise and address transport issues within the Northern Region over the next twenty years. The focus is on the progression of the highest priority strategies and actions that will benefit the Region.

However, the finalisation of the NITP is not the end of the process. It is important to note that the next step is for NTD and our Member Councils to develop an agreed set of priority initiatives that can feed into the NITP. Given current studies into industrial land requirements and housing needs, we are in a good position to make informed decisions about regional transport priorities and then advocate for funding and action where appropriate. NTD is currently reviewing previous transport prioritisation processes and will shortly contact Councils to gather information about your transport strategies and projects.

It would be appreciated if you could include this item on your Council workshop and meeting agenda as soon as practicable. The deadline for consideration by all Northern Councils is 30 November 2013 to enable the NITP to be provided to the Minister for Infrastructure for sign off prior to the end of 2013. As always, I am happy to present to Council, attend workshops or respond to any further questions you or your Council may have.

Yours sincerely



Derek Le Marchant
EXECUTIVE OFFICER

Transport priorities for Launceston

Possible Road Priorities

Location	Issue	Measure	Possible Solution(s)
East Tamar Highway/University Way	Queuing northbound, morning peak, vehicles accessing University	1 minor crash, 4 property damage crashes during morning peak 9 other injury crashes and 6 property damage crashes at intersection	Extend right turn lane - complete Signal control of University Way traffic - in progress
East Tamar Highway/Mowbray Connector	Danger/difficulty turning right - east to north Danger turning right - south to east	7 injury crashes, 12 property damage crashes at intersection, 6 involving right turn out.	Roundabout Signals
Charles Street Bridge	Capacity/Congestion/Safety	2.2 MT freight Low level of service/average delay of 100 seconds during peaks, developments will further increase congestion. Restricted north bound right turn lane 6 injury crashes, 23 property damage	On line improvements: Widen bridge Close side roads Off line improvements: Full Eastern bypass Tamar Crossing bridge
Midland Highway/Kings Meadow Connector	Southbound exit queuing	6 injury crashes, 7 property damage crashes at Kings Meadow Connector	Roundabout Signals
Hobart Road corridor	Capacity/Congestion/Safety	Low level of service/average delay >80 seconds/ queue length >400m at Hobart Road/Innocent Street during PM peak. 2.46 crashes per MVKM	On line improvements: Hobart Road/Riseley Street Off line improvements: Wellington Street/ Southern Outlet Midland Highway/ Kings Meadows Connector Hobart Road/ Kings Meadows Connector

Location	Issue	Measure	Possible Solution(s)
Cimitiere Street	Heavy vehicles	1,000 commercial vehicles/160 articulated vehicles per day, doubling of flow 2006-2009.	Off line improvements: Inner ring - Forster Street to Henry Street
Wellington Street/Bathurst Street couplet	Capacity/Congestion/Conflict	2.7MT freight 799 crashes, 288 involving heavy vehicles (2007-2011) 40kph average travel speed, 20kph during afternoon peak	On line improvements: Close side roads Off line improvements: Full Eastern bypass
East/West Traffic	Capacity/Congestion	38%-51% increase in travel time (2005-2012) Impact on amenity of CBD	Off line improvements: Tamar crossing bridge

17.3 Cataract Gorge - 'Tangent' Cantilevered Look-Out**FILE NO:** SF0838**AUTHOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To determine the merits and location for installation of a cantilevered look-out at the Cataract Gorge.

PREVIOUS COUNCIL CONSIDERATION:

Item 4.3 - SPPC 5 November 2013

To discuss a concept to install a cantilevered look-out at the Cataract Gorge.

RECOMMENDATION:

That Council, in respect to the installation of a 'Tangent' cantilevered look-out at the Cataract Gorge

- endorses the concept on the basis that it builds on the visitor experience and offers an alternative recreation focus for users of the reserve
- resolves to lodge a planning application for the 'Tangent' to be located on the existing lookout along the Duck Reach track approximately 900m from the Gorge suspension bridge as shown on the plan tabled at the meeting and
- acknowledges that the cost of the structure is to be funded by the State Government.

REPORT:

Council has been approached by Tangent Structures Pty Ltd seeking the Council's interest in supporting the installation of a 'Tangent' at the Cataract Gorge. A 'Tangent' is a cantilevered walkway which is designed to have minimum environmental impact - given its small footprint and being unobtrusive on the landscape.

17.3 Cataract Gorge - 'Tangent' Cantilevered Look-Out...(Cont'd)

The company have been in discussion with the State Government and the scheme has identified 10-12 scenic and tourist natural features that are iconic for Tasmania. Their location provides a circuit around the island and will be a destination in their own right. Each cantilevered look-out structure is 9m long and 2.7m wide. The principal goal is to cantilever the look-out at a point that provides a unique vista that has a 'wow' factor. One of the 12 sites identified is Cataract Gorge.

The state government are endorsing the project and as a flagship project prefer to have the first 'Tangent' constructed at the Cataract Gorge. Each structure is able to be constructed for about \$200,000. The state government have allocated \$200,000 toward the Cataract Gorge project provided that the structure can be constructed this summer period (by end February 2014).

Enclosed as Attachment 1 is a proposal plan provided by the company. The proposal plan suggests 2 sites - one at the existing Alexandra Look-out overlooking the suspension bridge (option 1) and the other also at an existing look-out along the Gorge walkway (option 2). These locations are shown on page 5 (of 12) in the proposal.

The proposal was tabled at the Cataract Gorge Advisory Committee at a special meeting on Thursday 31 October who supported the project but strongly suggested an alternative site being along the Duck Reach walking track. The location is at an existing look-out approximately 900m from the Gorge suspension bridge. A plan showing it's exactly location is enclosed as Attachment 2.

The alternative site was discussed at the 5 November SPPC and appeared to be the favoured site. Tangent Structures Pty Ltd were informed of the alternative site which they inspected and expressed a higher degree of enthusiasm of the 3 sites. In essence the site is preferred as:

- the Gorge 'Tangent' will be a consistent experience with the other 10-12 locations which captures views of more rugged and wild areas and
- it is close enough to the very frequented First Basin that visitor will be likely walk the 10-15 minutes to access the different experience. This is likely to broaden the usage of the reserve

If the concept is supported then it is recommended that the site along the Duck Reach track be the preferred site. A planning application is necessary and will allow the broader community to provide comment. To make the end February timeframe Council would need to consider the planning application at its 9 December meeting.

17.3 Cataract Gorge - 'Tangent' Cantilevered Look-Out...(Cont'd)

ECONOMIC IMPACT:

Not applicable.

ENVIRONMENTAL IMPACT:

A 'Tangent' look-out has been designed to have a very small footprint and be visually non-intrusive and thereby minimise any negative environmental impact.

SOCIAL IMPACT:

The installation of a 'Tangent' will add to the visitor experience by providing a look-out that introduces a view from a vastly different perspective.

STRATEGIC DOCUMENT REFERENCE:

The goals within Council's Strategic Plan 2008-2013 which is relevant to this report are:

- 1.3 Enhance and maintain parks and recreation areas, including river edges
- 1.5 Protect and enhance the enjoyment of the Cataract Gorge

BUDGET & FINANCIAL ASPECTS:

The state government are providing funding of \$200,000 to construct the Tangent on the basis that construction is completed by end of February. There may be additional or incidental costs to allow better integration with the existing Cataract Walkway which will be funded from the Parks Operational budget.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

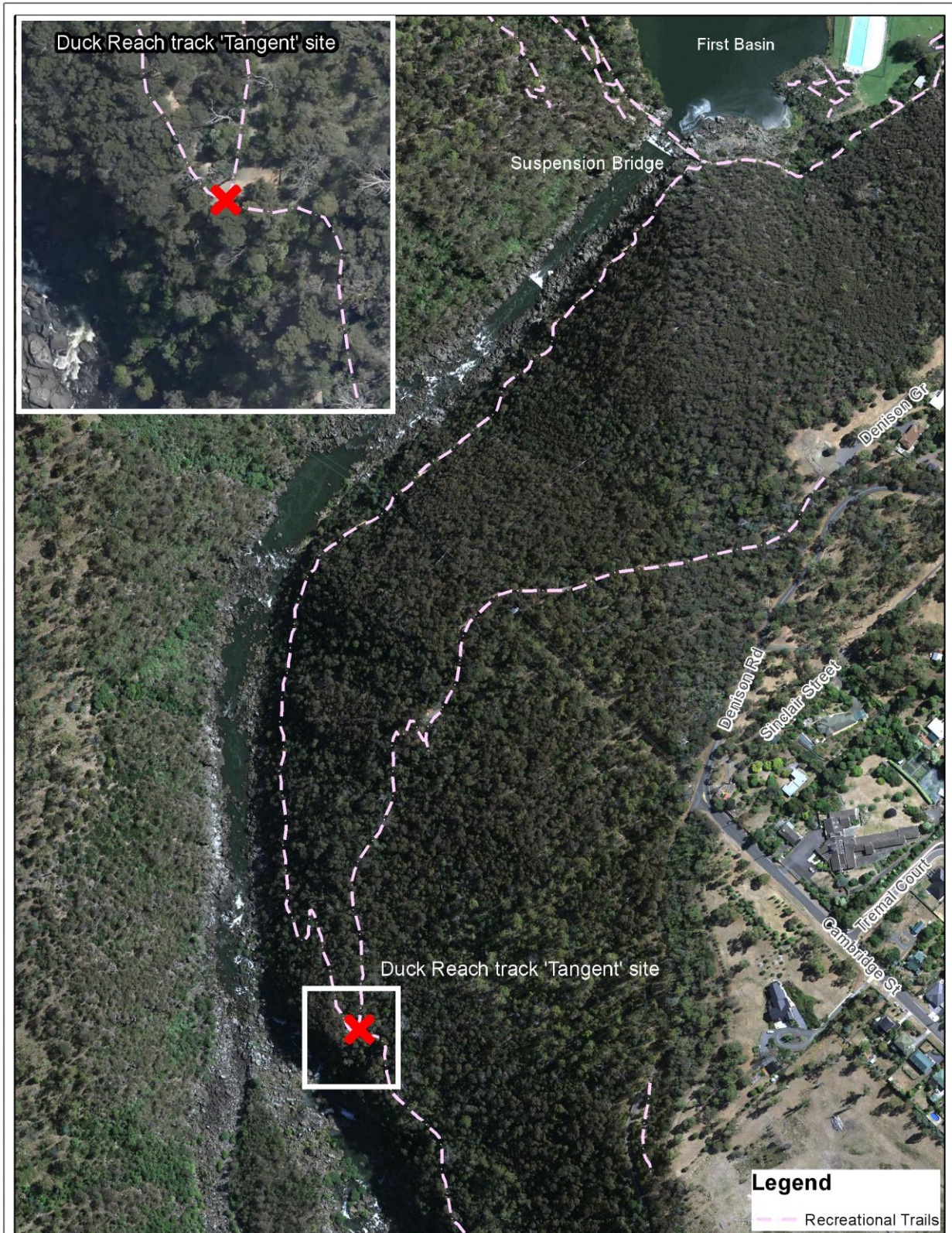
I certify that I have reviewed and approved this advice and recommendation.



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Submission as provided by Tangent Structures Pty Ltd (distributed electronically)
 2. Location Plan - Duck Reach track 'Tangent' site
-



Attachment 2: Location Plan - Duck Reach track 'Tangent' site

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 location. 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.
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Scale at A4 : 1:4,000
0 100 Meters



LAUNCESTON CITY COUNCIL
Spatial Sciences

20 URGENT BUSINESS

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

21 WORKSHOP REPORT(S)

Nil

22 INFORMATION / MATTERS REQUIRING FURTHER ACTION

22.1 Information / matters requiring further action

FILE NO: SF3168

AUTHOR: Daniel Gray (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 November 2013
-

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

Meeting Date, Item & File #	Outstanding Items & Action Requested	Officer Responsible & Officer Comment	Due Date
9 Sept 2013 Item 13.1 SF5547 / SF0595 / SF0594	<p>Notice of Motion - Alderman Peck - WiFi in Brisbane Street Mall</p> <p><u>Resolution at Council Meeting 09/09/2013:</u> That Launceston City Council investigate the installation of Wi-Fi in the Brisbane Street Mall and report back to Council.</p>	Michael Tidey - Director Corporate Services	Nov 2013

23 **ADVICE OF FUTURE NOTICES OF MOTION**

24 **REPORTS BY THE MAYOR**

25 **REPORTS BY THE GENERAL MANAGER**

26 CLOSED COUNCIL ITEM(S)**26.1 Report from General Manager's Contract and Performance Review Committee****FILE NO:** SF5695/POS0136**AUTHOR:** Mayor Albert van Zetten (Chair of General Manager's Contract and Performance Review Committee)**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a report from the General Manager's Contract and Performance Review Committee.

PREVIOUS COUNCIL CONSIDERATION:

N/A

REASON FOR CLOSED COUNCIL:

This item is **CONFIDENTIAL** in accordance with Section 15(2)(a) of the Local Government (Meeting Procedures) Regulations 2005, which permits the meeting to be closed to the public for business relating to the following: -

(a) as it concerns personnel matters.

THIS ITEM IS TO BE DEALT WITH IN CLOSED COUNCIL

27 MEETING CLOSURE
