



**LAUNCESTON CITY COUNCIL**

# **COUNCIL AGENDA**

**COUNCIL MEETING  
MONDAY 23 SEPTEMBER 2013**

# LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 23 September 2013

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

Date: 23 September 2013

Time: 1.00 pm

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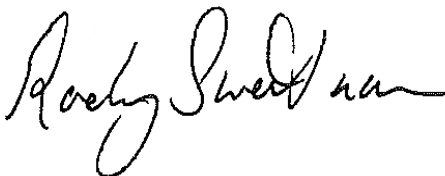
## Section 65 Certificate of Qualified Advice

### 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.



**Rod Sweetnam**  
**Acting General Manager**

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# LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 23 September 2013

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## ORDER OF BUSINESS

Item No	Item	Page No
1	OPENING OF MEETING - IN ATTENDANCE AND APOLOGIES	1
2	DECLARATION OF PECUNIARY INTERESTS	1
3	CONFIRMATION OF MINUTES	1
4	DEPUTATION	1
5	ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME	1
6	PUBLIC QUESTION TIME	1
7	ANNOUNCEMENTS BY THE MAYOR	2
7.1	Mayor's Announcements	2
8	ALDERMEN'S/DELEGATES' REPORTS	3
9	QUESTIONS BY ALDERMEN	3
10	COMMITTEE REPORTS	4
10.1	Northern Youth Coordinating Committee 4 July 2013	4
10.2	Tender Review Committee Meeting - 2 September 2013	7
11	PETITIONS	9
12	PLANNING AUTHORITY	10
12.1	243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)	10

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# LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 23 September 2013

---

Item No	Item	Page No
13	NOTICES OF MOTION - FOR CONSIDERATION	62
13.1	Notice of Motion - Mayor Alderman van Zetten - Council's Events Strategy 2012-2015	62
14	DEVELOPMENT SERVICES	66
14.1	Community Grants (Round 2) 2013/2014	66
14.2	Tour of Tasmania - Launceston Stage	70
14.3	Environmental Services Department - Appointment as Authorised Officers	76
15	FACILITY MANAGEMENT AND GOVERNANCE SERVICES (No Reports)	
16	QUEEN VICTORIA MUSEUM AND ART GALLERY (No Reports)	
17	INFRASTRUCTURE SERVICES	82
17.1	Traffic Safety & Vulnerable Road User Schemes	82
17.2	Draft North Bank Masterplan	100
18	CORPORATE SERVICES	108
18.1	2012/13 Budget Amendments	108
19	GENERAL MANAGER	112
20	URGENT BUSINESS	112
21	WORKSHOP REPORT(S)	112
22	INFORMATION / MATTERS REQUIRING FURTHER ACTION	113
22.1	Information / matters requiring further action	113

---

# LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 23 September 2013

---

<b>Item No</b>	<b>Item</b>	<b>Page No</b>
<b>23</b>	<b>ADVICE OF FUTURE NOTICES OF MOTION</b>	<b>115</b>
<b>24</b>	<b>REPORTS BY THE MAYOR</b>	<b>115</b>
<b>25</b>	<b>REPORTS BY THE GENERAL MANAGER</b>	<b>115</b>
<b>26</b>	<b>CLOSED COUNCIL ITEM(S)</b>	<b>115</b>
<b>27</b>	<b>MEETING CLOSURE</b>	<b>115</b>

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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 9 September 2013 be confirmed as a true and correct record.
2. That the Minutes of the meeting of the Launceston City Council held on 9 September 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**

<b>Meeting Date</b>	<b>File No.</b>	<b>Question</b>	<b>Answer</b>	<b>Officer Responsible</b>
9 September 2013	9.1	Alderman Peck asked:  When will the traffic lights at the corner of Amy and Penquite Road going to be operational?	Response:  The lights will be operational by the fourth week of October 2013. Delay has been due to the wet winter as the road sealing works could not be performed.	Harry Galea

**6 PUBLIC QUESTION TIME**

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## 7 ANNOUNCEMENTS BY THE MAYOR

### 7.1 Mayor's Announcements

FILE NO: SF2375

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#### **Tuesday 10 September**

- Attended UTAS Academy Volunteer Club Information Night & Certificate Presentation at Tas College of Arts

#### **Wednesday 11 December**

- Attended Tasmanian Development Board & Department of Economic Development, Tourism & the Arts Event (Northern Regional Office)

#### **Friday 13 September**

- Attended Spring in Design Launch at Design Centre

#### **Saturday 14 September**

- Attended NTFA Grand Final - Rocherlea v Bridgenorth

#### **Tuesday 17 September**

- Officially started event for Deputy Mayor of Flinders Island, Cr David Williams - 200km Run from Launceston to Hobart to raise funds for the Cure Cancer Foundation
- Officiated at closing ceremony for Special Olympics White Ribbon Event at Elphin Sports Centre

#### **Wednesday 18 September**

- Attended LGAT General Meeting in Devonport
- Attended Launceston College performance of Dance Fever: Iconic

#### **Thursday 19 September**

- Attended Pitt & Sherry 50th Year Celebration
- Attended Scotch Oakburn Middle School performance of "One, Two, Three, Home"

#### **Friday 20 September**

- Attended AFL Official Function - Hawthorn v Geelong

#### **Saturday 21 September**

- Attended North Launceston Bowls & Community Club Open Day
  - Attended AFL Tas RACT Insurance State League Grand Final function at Aurora
  - Attended Football Federation Tas Northern Awards Night
-

8 ALDERMEN'S/DELEGATES' REPORTS

9 QUESTIONS BY ALDERMEN

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**10 COMMITTEE REPORTS****10.1 Northern Youth Coordinating Committee 4 July 2013****FILE NO:** SF0136**AUTHOR:** Wendy Newton (Youth and Community Officer)**DIRECTOR:** Michael Stretton (Director Development Services)

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**DECISION STATEMENT:**

That receives a report from the Northern Youth Coordinating Committee's meeting held on 5 September 2013.

**PREVIOUS COUNCIL CONSIDERATION:**

N/A

**RECOMMENDATION:**

That the report from the Northern Youth Coordinating Committee's meeting held on 5 September 2013 be received.

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**REPORT:**

The Northern Youth Coordinating Committee (NYCC) held its regular meeting on 5 September 2013 and noted the following:

1. New member Justine Hartam, has joined from Northern Youth Services, Tasmanian Police;
  2. Chair, Alderman Gibson, to send an invitation to the Acting Commissioner of Children, Elizabeth Daly, to attend the November NYCC meeting;
  3. Youth Network of Tasmania (YNOT) annual membership fees of \$68 paid;
  4. Special NYCC meeting to be held Wednesday 11 September to discuss application for National Youth Week regional funding;
-

**10.1 Northern Youth Coordinating Committee 4 July 2013...(Cont'd)**

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5. Change of meeting dates and times to accommodate new Administration Officer taking Minutes of future meetings. Dates have changed to the second Thursday of the meeting month and times of future meetings will be 11.15am-1.15pm; and
6. The inclusion of the following information to be included in YNOT's Annual Report 2012/13:

*"The Northern Youth Coordinating Committee (NYCC) is a special committee of Launceston City Council as defined in the Local Government Act (TAS) 1993, s. 24. The primary purpose of NYCC is to provide an opportunity for Federal, State and Local Government and non-government youth service providers to come together to achieve a more coordinated approach to youth issues across Northern Tasmania.*

*During 2012/13, Chaired by Alderman Danny Gibson and coordinated by Council's Youth and Community Officer, Wendy Newton, NYCC's membership continued to grow strongly to 110 members. Under new Terms of Reference endorsed by Council, NYCC's role is:*

- *To create a forum for networking, sharing information and discussing youth issues relevant to northern Tasmania;*
- *To form member working groups for undertaking collaborative cross-agency youth projects;*
- *To provide representation on external committees as agreed to by members;*
- *To provide advice to Council on specific matters relating to youth;*
- *To provide advice to State and Federal Governments on specific matters relating to youth; and*
- *To provide professional development opportunities for Committee members.*

*Over the year, NYCC prepared submissions to several State Government consultation papers, including A Continuum of Care to prevent youth offending, Future provision of years 11 and 12 education in regional Tasmania, and the Agenda for Children and Young People. NYCC was represented on various statewide committees, including the National Youth Week Steering Committee, Smokefree Young People and the Statewide Youth Collaborative Group, and members provided input into the Youth Ethics Framework and YNOT's budget submission to Treasury.*

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## 10.1 Northern Youth Coordinating Committee 4 July 2013...(Cont'd)

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*With an annual budget of \$2,500, NYCC provided funding to Little Bird's Resilient Girl program for Queechy High School, Northern Midland Council's Docudrama Road Safety Initiative, Fusion's Youth Adventure Day Trips and Community Festivals, and St Helens Healthy House's State Youth Conference participation, activity demonstrations and performances."*

### **ECONOMIC IMPACT:**

N/A

### **ENVIRONMENTAL IMPACT:**

N/A

### **SOCIAL IMPACT:**

N/A

### **STRATEGIC DOCUMENT REFERENCE:**

Launceston Community Plan:

PF2.2 STRATEGY TWO: Foster the capacity of young people

PF2.3 STRATEGY THREE: Improve access that young people have to services

### **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**

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**10.2 Tender Review Committee Meeting - 2 September 2013****FILE NO:** SF0100**AUTHOR:** Raj Pakiarajah (Manager Projects)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

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**DECISION STATEMENT:**

To consider a report from the Tender Review Committee (a delegated authority committee).

**RECOMMENDATION:**

That the report from the Tender Review Committee meeting held on 2 September 2013 be received.

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**REPORT:**

Placement of Asphalt in the Launceston Municipality Area - CD.026/2013

- The Tender Review Committee accepted the tenders submitted by Crossroads Civil Contracting Pty Ltd and Venarchie Contracting Pty Ltd for the placement of asphalt in the Launceston municipality area, for the period from 1 September 2013 to 31 December 2015 at the schedule of rates submitted.

Launceston Aquatic Supply and Installation of Health Club Equipment - CD.030/2013

- The Tender Review Committee accepted the tender submitted by Johnson Health Tech Pty Ltd (Matrix) for the supply and installation of health club equipment at Launceston Aquatic, for a four year operational lease at \$62,127.21 (excl. GST) per annum pro rata for 2013/2014 Financial Year.

**ECONOMIC IMPACT:**

The economic impact has been considered in the development of each project.

**ENVIRONMENTAL IMPACT:**

The environmental impact has been considered in the development of each project.

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## 10.2 Tender Review Committee Meeting - 2 September 2013...(Cont'd)

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### **SOCIAL IMPACT:**

The social impact is considered in the development of each project.

### **STRATEGIC DOCUMENT REFERENCE:**

Launceston City Council Budget 2013/2014.

### **BUDGET & FINANCIAL ASPECTS:**

The project is funded in accordance with the approved 2013/2014 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**

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11 PETITIONS

Nil

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

## **12 PLANNING AUTHORITY**

### **12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)**

**FILE NO:** DA0225/2013

**AUTHOR:** Julia Allen (Town Planner)

**DIRECTOR:** Michael Stretton (Director Development Services)

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#### **DECISION STATEMENT:**

To consider an application to subdivide land into 40 residential lots including road and open space (staged) at 243 Poplar Parade, Youngtown.

#### **PLANNING APPLICATION INFORMATION:**

Applicant	Miranda (Trufferie) Pastoral Company Pty Ltd
Property	CT Volume 164558 Folio 1
Area of Site	19.63ha
Zone	Low Density Residential and Open Space
Existing Use	Vacant, livestock grazing.
Classification	Residential - subdivision
Date Received	17 June 2013
Deemed Approval	23 September 2013 (by agreement)
Representations	4

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

Council Item 12.3 - 25 March 2013 - Dispensation Application to partly rezone land to Low Density Residential. Council conditionally approved proposal.

Council Item Item 12.5 - 10 December 2012 - Dispensation Application to partly rezone land to Low Density Residential. Considered representations received during public notification period. Council maintained support for the proposal.

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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**RECOMMENDATION:**

That Council approves DA0225/2013 to subdivide land into 40 residential lots including road and open space (staged) at 243 Poplar Parade, Youngtown subject to the following conditions:

**1. ENDORSED PLANS**

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

**2. 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.

**3. BUSHFIRE SAFETY MANAGEMENT**

The subdivision must be carried out in accordance with the Bushfire Hazard Assessment Report dated May 2013 by Pitt & Sherry and plan 2010-151, dated 02/08/2013.

**4. REVEGETATION OF DISTURBED AREAS**

All disturbed surfaces on land resulting from the buildings and works authorised or required by this permit must be revegetated and stabilised to the satisfaction of the Planning Authority so as to prevent any erosion or siltation either on or adjacent to the land.

**5. PROTECTION OF EXISTING TREES**

Existing trees on the subject land and identified for retention on the enclosed plan(s) must be retained and must not be damaged, removed, destroyed or lopped without the written consent of the Planning Authority. Such trees must be satisfactorily protected both by the design of the building and during construction work by barriers and similar devices in accordance with in accordance with Australian Standards 4970 -2009 Protection of Trees on Development Sites to Protect Existing Trees.

**6. LANDSCAPING PLAN**

Before the Final Plan of Survey is sealed, a landscape plan must be prepared by a qualified Landscape Architect or other competent person and submitted to the Planning Authority. The plan must show:

- a) Details hard and soft landscaping consistent with the construction of works condition for the road reserve and public open space areas;
-



**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- b) Likely timing of works;

The approved landscaping of the site must:

- i) Be completed prior to the commencement of the use or within 3 months of the sealing of the plan of subdivision in the case of new streets.
- ii) Have each shade tree provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti vandalism tie down to prevent removal.
- iii) Be coordinated with the construction plans of underground services and pavement works so as to provide sufficient clearances around each shade tree.

Once approved by the Planning Authority it will be endorsed and will form part of this permit.

**7. WEED MANAGEMENT PLAN**

Before the Final Plan is sealed, a weed management plan is to be prepared and submitted to the Planning Authority. The plan must show:

- a) location and details of weed infestation onsite;
- b) method of removal and ongoing maintenance to prevent spread and regeneration.

Once endorsed by the Planning Authority it will be endorsed and will form part of this permit.

**8. 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 commencing any works the applicant must prepare a detailed Traffic Management Plan specifying the following:

- a) The nature and the duration of the occupation and may include the placement of skips, building materials or scaffolding in the road reserve and time restrictions for the works,
  - b) The traffic management works that are to be employed to provide for the continued safe use of the road reserve by pedestrians and vehicles,
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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- 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.

**9. PROTECTION OF PIPELINES**

The existing underground Council pipes must be located, both in alignment and depth, prior to the start of construction and all necessary steps taken to protect these pipes from damage during the construction process, including from vehicular access over the pipes, or from loads transmitted to the pipes from the proposed development.

- a) No part of the building or structure may be located within the easement (including footings and eaves).
- b) Footings must be no closer than 500 mm from the outer edge of the pipe,
- c) Footings must extend below the line of influence, being a line rising at 45 degrees from the invert of the pipe.
- d) There must be a minimum clear space between buildings or substantial structures of at least 3 metres in width to allow maintenance along the line of the pipe.
- e) Cover over pipelines is not to be reduced to under 600 mm.
- f) Manholes or inspection openings are not to be covered and must remain accessible at all times.

No work over or immediately adjacent to the pipe is to commence without the written permission of the Director Infrastructure Services pursuant to Section 39 of the *Drains Act 1954*.

**10. SUBMISSION AND APPROVAL OF PLANS**

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 infrastructure works required by the permit or shown in the endorsed plans and specifications including;
-

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- i. Electricity infrastructure including street lighting,
  - ii. Communications infrastructure and evidence of compliance with the fibre ready requirements of the National Broadband Network,
  - iii. Evidence of assessment by TasGas Networks regarding the provision of a reticulated gas network.
- b) be prepared strictly in accordance with the Council's applicable at the date of approval of the plans
- c) be prepared by a suitably qualified and experienced engineer or Engineering Consultancy
- d) be accompanied by:
- i an estimate of the construction cost of the future public works together with a schedule of the major components and their relevant costs; and
  - ii a fee of 1.5% of the public works estimate (or a minimum of \$250). Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion & Final inspections.

**11. SOIL AND WATER MANAGEMENT WORKS**

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

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

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

**12. WORKS NEAR WATERCOURSE**

Road and private tracks constructed within 50m of the watercourse must comply with the requirements of the *Wetlands and Waterways Works Manual*, particularly the guidelines for siting and designing of stream crossings.

**13. ACCESS OVER ADJACENT LAND**

Where it is necessary, for the construction of the public works, to gain access to land not in the ownership of the developer the supervising engineer must:

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- a) Advise Council 21 days before access is required onsite so that notices pursuant to the *Drains Act 1954* can be issued to the landowner, then
- b) Contact the adjacent land owners to advise them of the proposed works and assess any of their (reasonable) requirements which should be incorporated in the works and,
- c) Ensure that client provides a signed statement advising the Council that they will pay all compensation cost for the easements and the Council's out-of-pocket costs (ie legal, valuation, etc if any). If the compensation claims appears unacceptable then the process under the *Land Acquisition Act 1993* will be followed.

**14. FILLING OF LAND**

Site filling that exceeds a depth of 300 mm must comply with the provisions of *AS3798 Guidelines on earthworks for commercial and residential developments* current at the time of the application.

No fill required to provide support to the road reserve (either within the road reserve or within the residential lots) shall be placed without the approval of the said material by the Director Infrastructure Services. Certification of the compliance with the material specifications and the compaction requirements shall be provided to Council prior to the commencement of any road pavement construction.

Fill placed within private property for the purposes of achieving levels conducive to the development of the land does not require the material to be approved by the Director Infrastructure Services.

Prior to the use commencing, a Civil Engineer must certify that all the works have been carried out in accordance AS 3798 and the endorsed plan.

**15. CONSTRUCTION OF WORKS**

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. Works must include:

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- a) Stormwater
    - i Provision of a public drainage system to drain all roadways, footpaths and nature strips within the road reserves and all land draining onto the road reserve,
    - ii The provision of a DN 100 connection to the lowest point of each lot,
    - iii Provision of an overland flow path for flows up to a 100 year ARI storm event.
  
  - b) Road 1
    - i Provision of a fully constructed 8.9 metre wide road, measured face of kerb to face of kerb, for the full length of all the property frontages, complete with KC type kerb and channel and vehicular crossings for each lot having primary frontage to the road,
    - ii Provision of a temporary gravel turning head at the end of the cul de sac with a diameter of 18.0 metres measured face of kerb to face of kerb
    - ii Provision of 1500 mm wide footpath on one side and all necessary pedestrian kerb ramps at intersections
    - iii Provision of all necessary signage, line marking and other traffic control devices.
  
  - c) Road 2
    - i Provision of a fully constructed 8.9 metre wide road, measured face of kerb to face of kerb, for the full length of all the property frontages, complete with KC type kerb and channel and vehicular crossings for each lot having primary frontage to the road,
    - ii Provision of a turning head at the end of the cul de sac with a diameter of 18.0 metres measured face of kerb to face of kerb
    - ii Provision of 1500 mm wide footpath on one side and all necessary pedestrian kerb ramps at intersections
    - iii Provision of all necessary signage, line marking and other traffic control devices.
  
  - d) Road 3
    - i Provision of a fully constructed 8.9 metre wide road, measured face of kerb to face of kerb, for the full length of all the property frontages, complete with KC type kerb and channel and vehicular crossings for each lot having primary frontage to the road,
    - ii Provision of a turning head at the end of the cul de sac with a diameter of 18.0 metres measured face of kerb to face of kerb
-

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

---

- ii Provision of 1500 mm wide footpath on one side and all necessary pedestrian kerb ramps at intersections
  - iii Provision of all necessary signage, line marking and other traffic control devices.
- e) Public Open Space  
All public open space lots must be landscaped and provided with the following works:
- i. Bollards set no more than 1.5 metres apart or other barriers to prevent unauthorised vehicular traffic with provision for service vehicle access,
  - ii. Connecting footpaths where shown are to be 1.5 metres wide constructed of compacted fine McGrath gravel not less than 100 mm deep and provided with timber edge restraints where located through mown grass. Edge restraint is not required where path located through bushland areas,
  - iii. Where pathways connect to existing footpaths within road reserves, the new pathway shall be sealed to match the footpath material for a distance of 5 metres to prevent gravel being deposited on the footpath, nature strip or road pavement, and
  - iv. All necessary drainage.
  - v. Provide shade trees on one side of the road of an approved species with a minimum planted height of 2.5 metres, a minimum bole diameter of 25mm (measured 1 metre above the surface) and at an average spacing of one per 20 metres of frontage.
  - vi. Creek reinstated to prevent ongoing erosion.
  - vii. All other areas grassed and established.
  - viii. Provide a creek crossing to Youngtown Regional Reserve for a pedestrian link between the public open space areas. The creek crossing is to have sufficient capacity so that it does not restrict flows up to a 100 ARI event.
- f) Electricity, Communications & Other Utilities
- i. An underground reticulated electricity system and public street lighting scheme must be provided to service all lots and installed to the approval of the Planning Authority,
  - ii. An underground telecommunications system must be provided to service all lots and installed to the approval of the Planning Authority,
  - iii. Provision of a suitably sized conduit/corridor for the future provision of broadband internet infrastructure.
  - iv. Provision of reticulated gas network to service all lots and installed to the approval of the Planning Authority.
-

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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All construction works must be undertaken in accordance with the Council document: *Subdivision Guidelines*. 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.

**16. EASEMENTS**

- a) Easements are required over all non Council services located in private property; and
- b) Easements are required over all Council services located in private property. The minimum width of any easement must be 3 metres for Council (public) mains. A greater width will be required in line with the LCC document '*How close can I build to a Council Service?*' where the internal diameter of the pipe is greater than 475 mm or where the depth of the pipe exceeds 2.1 metres or where the easement is required for an overland flow path.

A lesser width may be approved for a private service prior to the lodgement of a final plan of survey.

**17. COVENANTS ON SUBDIVISIONS**

Covenants or similar restrictive controls must not be included on or otherwise imposed on the titles to the lots created by the subdivision permitted by this permit either by transfer, by inclusion of such covenants in a Schedule of Easements or by registration of any instrument creating such covenants with the Recorder of Titles unless:

- a) Such covenants or controls are expressly authorised by the terms of this permit; or
- b) Such covenants or similar controls are expressly authorised by the consent in writing of the Council.

**18. WORKS REQUIRED FOR EACH LOT IN A STAGE**

Where it is proposed to release the subdivision in multiple stages, each lot in a stage must be provided with the following infrastructure and/or services in order to be included in the stage to be released:

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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- a) Fully constructed public road along all frontages, including the secondary frontage where a corner lot,
- b) A sealed vehicular crossing and driveway from the public road to the property boundary, unless a common internal driveway has been specified whereby the common driveway must also be constructed to the extent specified in the relevant construction condition
- c) A stormwater connection to the public drainage system,
- d) Access to underground electricity and communications infrastructure, and
- e) Where applicable, reticulated gas infrastructure.

**19. SEALING PLANS OF SUBDIVISION**

No Plan of Survey as in specified in the Permit shall be sealed until the following matters have been completed to the satisfaction of the Director Infrastructure Services:

- a) The satisfactory completion of all public infrastructure works including the provision of engineering certification and as constructed documentation in accordance the Council requirements.
- b) The subsequent issue of a Certificate of Practical Completion by the Director Infrastructure Services.
- c) The lodgement of a bond and bank guarantee/cash deposit for the duration of the Defect Liability Period.
- d) Any other payment or action required by a planning permit condition to occur prior to the sealing of the Final Plan of Survey.

**20. CONVEYANCE OF ROADS**

All roads in the Subdivision must be conveyed to the Council upon the issue by the Director Infrastructure Services, of the Certificate under Section 10 (7) of the *Local Government (Highways) Act 1962*. All costs involved in this procedure must be met by the Subdivider.

**21. CONVEYANCE OF PUBLIC OPEN SPACE**

All public open space lots in the Subdivision must be conveyed to the Council upon the issue of titles. All costs involved in this procedure must be met by the Subdivider.

**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.

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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**Notes**

A. Other Approvals

*This permit does not imply that any other approval required under any other by-law or legislation has been granted. The following additional approvals will be required:*

a) *TasWater Certificate of consent BLW DA No. 13-157.*

B. No Burning Off

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

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 Corporation serves notice of the decision on the applicant.*

D. Objections to Proposal

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

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 abandoned 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.*

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## **12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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### **REPORT:**

#### **1. THE PROPOSAL**

The proposal is a multi-lot residential subdivision, serviced by a two long cul-de-sacs. The subdivision has access to a public open space corridor that generally follows the water course that transects the property in a north west to south east alignment. The details of the lots are as follows:

##### Stage 1:

There are 19 new residential lots proposed varying from 1508m<sup>2</sup> to 2418m<sup>2</sup> in size. A new road, infrastructure and a public open space corridor are proposed to service the development.

##### Stage 2:

There are 18 new residential lots varying from 1508m<sup>2</sup> to 7728m<sup>2</sup> plus lot 47 which is 2.17ha and the balance land being 4.04ha. New roads and infrastructure are proposed to service the lots.

#### **2. LOCATION AND NEIGHBOURHOOD CHARACTER**

The subject land is 163 Poplar Parade, Youngtown (Volume 164558 Folio 1). It is a 19.63 hectare property. It is currently vacant and used for grazing. The site slopes between 5 - 10 degrees from west to east. There is a watercourse traversing the site from a north to south easterly direction. Another watercourse runs along the southern edge of the site. The site appears to be well drained.

There is an area of native trees and vegetation on the western end of the site. While the site has been extensively grazed, there is evidence of a weed infestation in the western end of the site and northern area along the watercourse.

The site adjoins to the north of the site is the Techno Park area, a dedicated high technology park site intended for use by call centres and clean hi-tech and research businesses to be housed in large high quality buildings in a park like setting.

There is the Youngtown Regional Park partially adjoining the southern boundary of the property. It's a linear park connecting the 'Richings Estate' section of Youngtown with the remainder of the suburb to the west. Adjoining the north west corner is the Youngtown Memorial Park.

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

The remaining boundaries border predominately established residential development, either in the general residential zone or low density residential zone, depending on the topography and vegetated state of land.

**3. PLANNING SCHEME REQUIREMENTS**

**3.1 Zone Purpose**

The property is partly zoned Low Density Residential and Open Space. The zone purposes are:

<b>LOW DENSITY RESIDENTIAL ZONE</b>	
<b>ZONE PURPOSE</b>	
12.1.1	<p><i>To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</i></p> <p>Complies. The subdivision proposal seeks to create 38 new residential lots typically varying from 1508m<sup>2</sup> to 7728m<sup>2</sup>. Lot 47 and the balance land are much larger due to particular environmental attributes and planned future use. Also, the layout has been influenced by the location of significant underground infrastructure. Therefore the proposal is considered to be consistent with the zone intent.</p>
12.1.2	<p><i>To provide for non-residential uses that are compatible with residential amenity.</i></p> <p>N/A.</p>
12.1.3	<p><i>To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.</i></p> <p>Complies. Currently the main natural values on the site are consolidated into one lot being the balance lot. In that regard, the design respects the natural values on the site. The site is primarily visible from a localised setting, currently providing a woodland and semi-rural outlook for adjacent development. These character will change with subsequent development, however the impacts are considered acceptable within this suburban context.</p>
12.1.4	<p><i>Local Area Objectives</i></p> <p>There are no local area objectives.</p>
12.1.5	<p><i>Desired Future Character Statements</i></p> <p>There are no desired future character statements.</p>

And

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

OPEN SPACE ZONE	
ZONE PURPOSE	
19.1.1	<p><i>To provide land for open space purposes including for passive recreation and natural or landscape amenity.</i></p> <p>The Open Space zoned land corresponds to the location of the threatened community onsite and a corridor running along the watercourse. The subdivision proposed a public open space corridor within that zone to link the Youngtown Oval with Youngtown Regional Park. This linkage will facilitate passive recreation and is consistent with the Open Space strategy, therefore the proposal complies.</p>
19.1.2	<p><i>Local Area Objectives</i></p> <p>There are no local area objectives</p>
19.1.3	<p><i>Desired Future Character Statements</i></p> <p>There are no desired future character statements</p>

**3.2 Use Standards**

There standards are not applicable for this proposal.

**3.3 Development Standards**

LOW DENSITY RESIDENTIAL ZONE	
12.4.3	SUBDIVISION
12.4.3.1	<p>LOT AREA, BUILDING ENVELOPES AND FRONTAGE</p> <p>To ensure:</p> <ul style="list-style-type: none"> <li>a) the area and dimensions of lots are appropriate for the zone; and</li> <li>b) the conservation of natural values, vegetation and faunal habitats; and</li> <li>c) the design of subdivision protects adjoining subdivision from adverse impacts; and</li> <li>d) each lot has road, access, and utility services appropriate for the zone.</li> </ul>
A1	<p><i>Each lot must:</i></p> <ul style="list-style-type: none"> <li>a) <i>have a minimum area of at least 1500m<sup>2</sup>; and</i></li> <li>b) <i>be able to contain a 25m diameter circle with the centre of the circle not more than 25m from the frontage; and</i></li> <li>c) <i>have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or</i></li> <li>d) <i>be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or</i></li> <li>e) <i>be for the provision of public utilities; or</i></li> <li>f) <i>for the consolidation of a lot with another lot with no additional titles created; or</i></li> <li>g) <i>to align existing titles with zone boundaries and no additional lots are created.</i></li> </ul>

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

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**Stage 1:**

Lot 1 - 2078m<sup>2</sup>. Complies with a, b, and c.

Lot 2 - 2418m<sup>2</sup>. Complies with a, b, and c.

Lot 3 - 1630m<sup>2</sup>. Complies with a, b, and c.

Lot 4 - 1805m<sup>2</sup>. Complies with a, b, and c.

Lot 7 - 2117m<sup>2</sup>. Complies with a, b, and c.

Lot 8 - 2099m<sup>2</sup>. Complies with a, b, and c.

Lot 9 - 1651m<sup>2</sup>. Complies with a, b, and c.

Lot 10 - 1672m<sup>2</sup>. Complies with a, b, and c.

Lot 11 - 1648m<sup>2</sup>. Complies with a, b, and c.

Lot 12 - 2113m<sup>2</sup>. Complies with a, b, and c.

Lot 13 - 3300m<sup>2</sup>. Complies with a and c. Varies b.

Lot 14 - 2092m<sup>2</sup>. Complies with a, b, and c.

Lot 15 - 1587m<sup>2</sup>. Complies with a, b, and c.

Lot 16 - 1585m<sup>2</sup>. Complies with a, b, and c.

Lot 17 - 1609m<sup>2</sup>. Complies with a, b, and c.

Lot 18 - 1530m<sup>2</sup>. Complies with a, b, and c.

Lot 19 - 1791m<sup>2</sup>. Complies with a, b, and c.

Lot 20 - 1508m<sup>2</sup>. Complies with a, b, and c.

Lot 21 - 1508m<sup>2</sup>. Complies with a, b, and c.

**Stage 2:**

Lot 28 - 2061m<sup>2</sup>. Complies with a, b, and c.

Lot 29 - 1747m<sup>2</sup>. Complies with a, b, and c.

Lot 30 - 2037m<sup>2</sup>. Complies with a, b, and c.

Lot 31 - 2391m<sup>2</sup>. Complies with a, b, and c.

Lot 32 - 2166m<sup>2</sup>. Complies with a, b, and c.

Lot 33 - 2180m<sup>2</sup>. Complies with a, b, and c.

Lot 34 - 2158m<sup>2</sup>. Complies with a, b, and c.

Lot 35 - 7728m<sup>2</sup>. Complies with a and c. Varies b.

Lot 36 - 6183m<sup>2</sup>. Complies with a, b, and c.

Lot 37 - 6183m<sup>2</sup>. Complies with a, b, and c.

Lot 38 - 2021m<sup>2</sup>. Complies with a, b, and c.

Lot 39 - 1804m<sup>2</sup>. Complies with a, b, and c.

Lot 40 - 2153m<sup>2</sup>. Complies with a, b, and c.

Lot 41 - 1935m<sup>2</sup>. Complies with a, b, and c.

Lot 42 - 1662m<sup>2</sup>. Complies with a, b, and c.

Lot 43 - 1562m<sup>2</sup>. Complies with a, b, and c.

Lot 44 - 1508m<sup>2</sup>. Complies with a, b, and c.

Lot 45 - 1683m<sup>2</sup>. Complies with a, b, and c.

Lot 46 - 1769m<sup>2</sup>. Complies with a, b, and c.

Lot 47 - 2.17ha. Complies with a, b, and c.

Balance land - 4.04ha. Complies with a, b, and c.

Lots 13 and 35 vary the acceptable solution. The performance criteria states:

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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

<p>P1</p>	<p><i>Each lot for residential use must provide sufficient useable area and dimensions to allow for:</i></p> <ul style="list-style-type: none"> <li><i>a) a dwelling to be erected in a convenient and hazard free location; and</i></li> <li><i>b) on-site parking and manoeuvrability; and</i></li> <li><i>c) adequate private open space; and</i></li> <li><i>d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and</i></li> <li><i>e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape.</i></li> </ul>
	<p>Complies. The main reason why lot 13 and 35 don't comply with the acceptable solution is because they are internal lots. There is sufficient room onsite for a house to be built that could satisfy the acceptable solutions. These lots are not likely to adversely affect the character given their position at the end of the cul-de-sac where it's common to have irregular shaped lots.</p>
<p>A2</p>	<p><i>Each lot must have a frontage of at least 4.0m.</i></p>
	<p>All residential lots can comply.</p>
<p>A3</p>	<p><i>Each lot must be connected to a reticulated:</i></p> <ul style="list-style-type: none"> <li><i>a) water supply; and</i></li> <li><i>b) sewerage system.</i></li> </ul>
	<p>All residential lots can comply with the construction of appropriate infrastructure. Conditions to that effect are recommended.</p>
<p>A4</p>	<p><i>Each lot must be connected to a reticulated stormwater system.</i></p>
	<p>All residential lots can comply with the construction of appropriate infrastructure. Conditions to that effect are recommended.</p>
<p>12.4.3.2</p>	<p><b>INTEGRATED URBAN LANDSCAPE OBJECTIVES</b>                  To provide attractive and continuous landscaping in roads and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas</p>
<p>A1</p>	<p><i>Subdivision must not</i></p> <ul style="list-style-type: none"> <li><i>a) create any new road, public open space or other reserves; or</i></li> <li><i>b) remove or clear native vegetation from the site; or</i></li> <li><i>c) modify, drain, pipe or disturb any natural watercourse; or</i></li> <li><i>d) be on a site where there are identified rare and threatened species</i></li> </ul>
	<p>New roads are proposed, the relevant performance criteria states:</p>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

P1	<p><i>Subdivision must:</i></p> <ul style="list-style-type: none"> <li>a) <i>create attractive landscapes that visually emphasise roads and public open spaces; and</i></li> <li>b) <i>respond to the site and context description for the site and surrounding area; and</i></li> <li>c) <i>maintain significant vegetation where possible within an urban context; and</i></li> <li>d) <i>take account of the physical features of the land including landform, soil and climate; and</i></li> <li>e) <i>protect and enhance any significant natural and cultural features; and</i></li> <li>f) <i>protect and link areas of significant local habitat where appropriate; and</i></li> <li>g) <i>support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in roads and public open space.</i></li> </ul>
	<ul style="list-style-type: none"> <li>a) Complies. The design typically takes into account the topography and natural features on the land. The design creates a public walking corridor along the valley onsite where the water course is located. Once developed this will provide a pleasant and attractive recreation link between two major parks. The roads typically follow the contour. The widening of the road reserve on the northern side of what has been marked as road 2 is a result of high voltage electricity cables passing through the site. The offset means that the road alignment spanning the head of the gully which runs through lot 47. It will require fill to build the road. This fill will be visible and will need to be appropriately design to achieve a functional road design that is attractive.</li> <li>b) Complies. The low density lots provide a good transition between the commercial uses at Techno Park and neighbouring bushland park.</li> <li>c) Complies. The woodland onsite is being retained on one lot with no plans to remove vegetation.</li> <li>d) Complies. The lot layout is generally reflective of the topography of the land. The position of the public open space link incorporates a natural water feature that is typically appreciated by the public.</li> <li>e) Complies. See comment under c). There are no known cultural features.</li> <li>f) Complies. The threatened community is being retained.</li> <li>g) Has the capacity to comply. No details provided however there is nothing in the present design that prevents the subdivision from complying with this criteria. A permit condition is recommended.</li> </ul>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

12.4.3.3	<p><b>WALKING AND CYCLING NETWORK</b></p> <ul style="list-style-type: none"> <li>a) To provide safe, convenient and efficient movement through and between neighbourhoods by pedestrians and cyclists; and</li> <li>b) To design footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities. And provide adequate provision to accommodate wheelchairs, prams, scooters and other footpath bound vehicles; and</li> <li>c) To provide for appropriate signage to allow access to lots without damage to the footpath or shared path surfaces.</li> </ul>
A1	<p><i>No new road, footpath or public open space is created.</i></p> <p>New roads and public open space are proposed. The relevant performance criteria states:</p>
P1	<p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> <li>a) <i>link to any existing pedestrian and cycling networks; and</i></li> <li>b) <i>provide the most practicable and direct access for cycling and walking to activity centres, community facilities, public transport stops and public open spaces; and</i></li> <li>c) <i>provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood roads and regional public open spaces; and</i></li> <li>d) <i>promote surveillance along roads and from abutting dwellings.</i></li> </ul> <ul style="list-style-type: none"> <li>a) Complies. The public open space proposed will achieve the vital links between existing open space in the area that was identified as being deficient in the Open Space Strategy.</li> <li>b) Complies. Road linkages are connecting into Techno Park Drive which connects to Quarantine Road which provides the most direct access for both vehicle and pedestrian access to Kings Meadows, the closest activity centre. The existing public transport route travels along Poplar Parade, which can be accessed via the proposed public open space linkages.</li> <li>c) Complies. The proposal will improve public open space and neighbourhood pedestrian and cycling connectivity. Conditions are recommended for the installation of appropriate infrastructure to support those activities.</li> <li>d) Complies. The majority of lots in the subdivision have wide road frontages that will facilitate passive surveillance. Furthermore, the public open space is typically located along the valley enabling the adjoining residential lots to observe that public area too.</li> </ul>



**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

OPEN SPACE ZONE	
<b>29.4.3</b>	<b>SUBDIVISION</b> <b>To ensure that subdivision is appropriate for the intended use of the lots.</b>
A1	<p><i>Subdivision must be:</i></p> <ul style="list-style-type: none"> <li>a) <i>required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a Council; or</i></li> <li>b) <i>for the consolidation of a lot with another lot with no additional titles created; or</i></li> <li>c) <i>to align existing titles with zone boundaries and no additional lots are created.</i></li> </ul> <p>The subdivision does not meet this criteria, the relevant performance criteria states:</p>
P1	<p><i>The subdivision must:</i></p> <ul style="list-style-type: none"> <li>a) <i>be a combined application for subdivision and subsequent development and use of the land; and</i></li> <li>b) <i>facilitate the provision or augmentation of public services, utilities or recreational use; and</i></li> <li>c) <i>respond to the local area objectives and desired future character for the zone, if any.</i></li> </ul> <p>Complies. It was acknowledged during the dispensation application for the rezoning of the land that with the conservative approach taken that resultant lots may end up partially zoned Open Space and Low Density Residential. The approach however has been successful in so far that it has allowed for a good alignment to be found for the public open space corridor with reasonable linkages to existing abutting public recreation areas.</p>
A2	<p><i>If for utilities or emergency services.</i></p> <p>The subdivision is not for either use class. The relevant performance criteria states:</p>
P2	<p><i>All new lots must provide appropriate pedestrian links to the surrounding locality.</i></p> <p>Complies. The public open space corridor proposed links the Youngtown Oval with the Youngtown Regional reserve. It also has direct frontage to the new roads proposed.</p>
A3	<p><i>The lot must have a minimum frontage of 4.0m.</i></p> <p>Complies.</p>
A4	<p><i>Each lot must be connected to a:</i></p> <ul style="list-style-type: none"> <li>a) <i>reticulated water supply; and</i></li> <li>b) <i>reticulated sewerage system; and</i></li> <li>c) <i>reticulated stormwater system.</i></li> </ul> <p>Capacity to comply. There is the capacity for reticulated services to be provided for the public open space lot. All residential lots will be able to be connected to infrastructure. Conditions are recommended to detail infrastructure requirements for the subdivision.</p>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

**3.4 Overlays and Codes**

3.4.1 Bushfire Prone Areas Code

<b>E1.6</b>	<b>DEVELOPMENT STANDARDS</b>
<b>E1.6.1</b>	<b>SUBDIVISION (where any part of that subdivision is in a bushfire prone area)</b>
<b>E1.6.1.1</b>	<b>SUBDIVISION: PROVISION OF HAZARD MANAGEMENT AREAS</b> Subdivision provides, where appropriate, for hazard management areas that:
	<ul style="list-style-type: none"> <li>a) facilitate an integrated approach between subdivision and subsequent building on a lot;</li> <li>b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building site;</li> <li>c) provide protection for lots at any stage of a staged subdivision.</li> </ul>
A1	<ul style="list-style-type: none"> <li>a) <i>The TFS or an accredited person certifies, having regard to the objective, that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</i></li> <li>b) <i>The proposed plan of subdivision-</i> <ul style="list-style-type: none"> <li>i) <i>shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivisions; and</i></li> <li>ii) <i>shows the building area for each lot; and</i></li> <li>iii) <i>Shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas. The proposed plan of subdivision must be accompanied by a bushfire hazard management plan certified by the TFS or accredited person demonstrating that hazard management areas can be provided ; and</i></li> <li>iv) <i>applications for subdivision requiring hazard management areas to be located on land that is external to the proposed subdivision must be accompanied 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 the bushfire hazard management plan.</i></li> </ul> </li> </ul>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

	<p>Complies. The TFS have certified that all lots in the subdivision can achieve a BAL 19 or lower. The TFS states:</p> <p>The plan shows a covenanted setback for lots 13 - 17 as well as a Building Envelope for Lot 47 which is sufficient to allow BAL 19 construction on those lots. The remaining lots do not require any specific setbacks for building envelopes to allow for BAL 19 construction.</p> <p>The eastern edge of the Balance Lot will need to have continued grazing or slashing for a distance of 50m to protect the lots 3, 4, 21, 20 &amp; 19. This will be needed until the balance is further developed.</p> <p>The covenanted distance required for lots 13 - 17 is 13m from standing vegetation according to the Bushfire Assessment Report submitted with the application.</p>
E1.6.1.2	<p><b>SUBDIVISION: PUBLIC PLACES</b></p> <p>Access roads to, and the layout of roads, tracks and trails, in a subdivision:</p> <ul style="list-style-type: none"> <li>a) allow safe access for occupants, fire fighters and emergency service personnel;</li> <li>b) provide access to the bushfire-prone vegetation that enables both property to be defended when under attack and hazard management procedures to be undertaken;</li> <li>c) are designed and constructed to allow for fire fighting vehicles to be manoeuvred;</li> <li>d) provide access to water supplies for fire-fighting vehicles; and</li> <li>e) are designed to allow connectivity, and where needed, offering multiple evacuation points.</li> </ul>
A1	<p><i>The TFS or an accredited person certifies, having regard to the objective, that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in subdivision for the purposes of fire fighting; or</i></p> <ul style="list-style-type: none"> <li>a) <i>A proposed plan of subdivision showing the layout of roads and fire trails, and the location of private access to building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being consistent with the objective; or</i></li> <li>b) <i>A proposed plan of subdivision:</i> <ul style="list-style-type: none"> <li>i) <i>shows, that at any stage of a staged subdivision, all building areas are within 200m of a road that is a through road; and</i></li> <li>ii) <i>shows a perimeter road, private access or fire trail between the lots and bushfire-prone vegetation, which road, access or trail is linked to an internal road system; and</i></li> <li>iii) <i>shows all roads as through roads unless:</i> <ul style="list-style-type: none"> <li>a. <i>they are not more than 200m in length and incorporate a minimum 12m outer radius turning area; or</i></li> <li>b. <i>the road is located within an area of vegetation that is not bushfire-prone vegetation; and</i></li> </ul> </li> <li>iv) <i>shows vehicular access to any water supply point identified for fire fighting.</i></li> </ul> </li> </ul>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

	Complies. All roads within the subdivision will comprise of 7-8m of pavement (two travel lanes and a parking lane). The turning circles at the end of each cul-de-sac will have a 12m outer area turning circle. The roads into the subdivision will be built to the standard. Emergency access during various stages of the subdivision is planned. The TFS has certified that the road layout is acceptable.
A2	<i>Unless the development standards in the zone require a higher standard, construction of roads must meet the requirements of Table E3. Table E3 states that roads should be not less than a Class 4A or 4B road, Private accesses are not less than a modified 4C access road and fire trails are not less than a modified 4C access road under ARRB Unsealed Road manual</i> Complies. The TFS has certified that the road standard is acceptable.
E1.6.1.3	<b>SUBDIVISION: PROVISION OF WATER SUPPLY FOR FIRE FIGHTING PURPOSES</b> Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.
A1	<i>In areas serviced with reticulated water by a Regional Corporation:</i> a) <i>the TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant any specific water supply measures; or</i> b) <i>a proposed plan of subdivision shows that all parts of a building area are within reach of a 120m long hose (measured as a hose lay) connected to a fire hydrant with a minimum flow rate of 600 litres per minute and minimum pressure of 200kPa in accordance with Table 2.2 and clause 2.3.3 of AS 2419.1 2005 - Fire hydrant installations.</i> Complies. The proposed subdivision is located within a reticulated water supply. Fire hydrants are proposed to ensure that all future buildings will be accessible by a 120m long hose connected to a hydrant. A minimum flow rate of 600 litres per minimum and minimum pressure of 200kPA can be achieved. The TFS have certified that the proposal can comply.

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

A2	<p><i>In areas that are not serviced by reticulated water by a Regional Corporation or where the requirements of A1 (b) cannot be met:</i></p> <ul style="list-style-type: none"> <li>a) <i>the TFS or an accredited person certifies that, having regard to the objective, there is an insufficient increase in risk from bushfire to warrant any specific water supply measures being provided; or</i></li> <li>b) <i>a bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient, consistent with the objective, to manage the risks to property and lives in the event of a bushfire; or</i></li> <li>c) <i>it can be demonstrated that:</i> <ul style="list-style-type: none"> <li>i) <i>a static water supply, dedicated to fire fighting, will be provided and that the water supply has a minimum capacity of 10000 litres per building area and is connected to fire hydrants; and</i></li> <li>ii) <i>a proposed plan of subdivision shows all building areas to be within reach of a 120m long hose connected to a fire hydrant, measured as a hose lay, with a minimum flow rate of 600 litres per minute and minimum pressure of 200 kPa; or</i></li> </ul> </li> <li>d) <i>it can be demonstrated that each building area can have, or have access to, a minimum static water supply of 10000 litres that is:</i> <ul style="list-style-type: none"> <li>i) <i>dedicated solely for the purposes of fire fighting; and</i></li> <li>ii) <i>accessible by fire fighting vehicles; and</i></li> <li>iii) <i>is within 3m of a hardstand area.</i></li> </ul> </li> </ul> <p>N/A.</p>
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**3.4.2 Road and Rail Assets Code**

E4.7	<b>DEVELOPMENT STANDARDS</b>
E4.7.1	<p><b>DEVELOPMENT ON OR ADJACENT TO EXISTING AND FUTURE ARTERIAL ROADS AND RAILWAYS</b></p> <p><b>To ensure that development on or adjacent to class 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</b></p> <ul style="list-style-type: none"> <li>a) <b>ensure the safe and efficient operation of roads and railways; and</b></li> <li>b) <b>allow for future road and rail widening, realignment and upgrading; and</b></li> <li>c) <b>avoid undesirable interaction between roads and railways and other use or development.</b></li> </ul>
A1	<p><i>The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</i></p> <ul style="list-style-type: none"> <li>a) <i>new road works, buildings, additions and extensions, earthworks and landscaping works; and</i></li> <li>b) <i>building envelopes on new lots; and</i></li> <li>c) <i>outdoor sitting, entertainment and children's play areas</i></li> </ul>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

	Complies. Techno Park Drive and Poplar Parade are both local roads.
E4.7.2	<b>MANAGEMENT OF ROAD ACCESSES AND JUNCTIONS</b> To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.
A1	<i>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i> Complies. The subdivision provides a two way access via Techno Park Drive.
A2	<i>For roads with a speed limit of more than 60km/h the development must not include a new access or junction.</i> Complies. No access is proposed onto Poplar Parade.
E4.7.3	<b>MANAGEMENT OF RAIL LEVEL CROSSINGS</b> To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.
A1	<i>Where land has access across a railway:</i> a) <i>development does not include a level crossing; or</i> b) <i>development does not result in a material change onto an existing level crossing.</i> N/A.
E4.7.4	<b>SIGHT DISTANCE AT ACCESSES, JUNCTIONS AND LEVEL CROSSINGS</b> To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.
A1	<i>Sight distances at</i> a) <i>an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</i> b) <i>rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices – Railway crossings, Standards Association of Australia; or</i> c) <i>if the access is a temporary access, the written consent of the relevant authority has been obtained.</i>
	a) Able to comply. The alignment of the new roads and accesses to lots are capable of being designed to achieve adequate site distances. Permit condition to that effect is recommended. b) N/A. c) N/A.

**3.4.3 Car Parking and Sustainable Transport Code**

The car parking and sustainable transport code applies to all use and development, however the proposal is considered to comply given that there is sufficient land on the lots proposed to enable adequate parking for residential development.

The code would be best applied at the development stage of those individual lots once the size and design of each dwelling is known.

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

**3.4.4 Biodiversity Code**

The code applies to the development of land within the area identified as priority habitat on the planning scheme maps. This area corresponds to a remnant stand of threatened *Eucalyptus amydalina* inland forest and woodland on Cainozoic deposits. This area is located primarily within the balance lot with a small patch incorporated in the public open space corridor. The understorey is mostly absent. No removal of the threatened community is required to construct the subdivision therefore the proposal is compliant with all the code's acceptable solutions.

**3.4.5 Water Quality Code**

This code applies to use or development of land within 50 metres of a wetland or watercourse.

<b>E 9.6</b>	<b>DEVELOPMENT STANDARDS</b>
<b>E9.6.1</b>	<b>DEVELOPMENT AND CONSTRUCTION PRACTICES AND RIPARIAN VEGETATION</b> <b>To protect the hydrological and biological roles of wetlands and watercourses from the effects of development.</b>
A1	<i>Native vegetation is retained within:</i> a) 40m of a wetland, watercourse or high water mark; and b) Ben Lomond Water catchment area - inner buffer.  a) Complies. There are no plans to remove native vegetation from within 40m of the watercourse. Most of the watercourse is devoid of native vegetation. b) N/A.
A2	<i>A wetland must not be filled, drained, piped or channelled.</i> N/A.
A3	<i>A watercourse must not be filled, piped or channelled except to provide a culvert for access purposes.</i>  Complies. A culvert will be required for the construction of the road over the point where it crosses the water course. Beyond that the watercourse is not proposed to be piped or channelled.
<b>E9.6.2</b>	<b>WATER QUALITY MANAGEMENT</b> <b>To maintain water quality at a level which will not affect aquatic habitats, recreational assets, or sources of supply for domestic, industrial and agricultural uses.</b>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

A1	<p><i>All stormwater must be:</i></p> <ul style="list-style-type: none"> <li>a) <i>connected to a reticulated stormwater system; or</i></li> <li>b) <i>where ground surface runoff is collected, diverted through a sediment and grease trap or artificial wetlands prior to being discharged into a natural wetland or watercourse; or</i></li> <li>c) <i>diverted to an on-site system that contains stormwater within the site.</i></li> </ul>
	Complies. The subdivision will be able to connect to a reticulated stormwater system.
A2.1	<p><i>No new road point source discharge directly into a wetland or watercourse.</i></p>
	New roads are being constructed with stormwater being discharged at some point into the watercourse.
A2.2	<p>For existing point source discharges into a wetland or watercourse there is to be no more than 10% increase over the discharge which existed at the effective date.</p>
	N/A.
P2.1	<p><i>New and existing point source discharges to wetlands and watercourses must implement appropriate methods of treatment or management to ensure point sources of discharge:</i></p> <ul style="list-style-type: none"> <li>a) <i>do not give rise to pollution as defined under the Environmental Management and Pollution Control Act 1994; and</i></li> <li>b) <i>are reduced to the maximum extent that is reasonable and practical having regard to:</i></li> <li>c) <i>best practice environmental management; and</i></li> <li>d) <i>accepted modern technology; and</i></li> <li>e) <i>meet emission limit guidelines from the Board of Environmental Management and Pollution Control in accordance with the State Policy for Water Quality Management 1997.</i></li> </ul>
	Can comply. Permit condition recommended.
A3	<i>No acceptable solution.</i>
P3	<p><i>Quarries and burrow pits must not have a detrimental effect on water quality or natural processes.</i></p>
	N/A.
E9.6.3	<p><b>CONSTRUCTION OF ROADS</b></p> <p>To ensure that roads, private roads or private tracks do not result in erosion, siltation or affect water quality.</p>
A1	<i>No acceptable solution.</i>



**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

P1	<i>Road and private tracks constructed within 50m of a wetland or watercourse must comply with the requirements of the Wetlands and Waterways Works Manual, particularly the guidelines for siting and designing of stream crossings.</i>
	Details not provided however it can be conditioned to comply.
E9.6.4	<b>ACCESS</b> To facilitate appropriate access at suitable locations whilst maintaining the ecological, scenic, and hydrological values of watercourses and wetlands.
A1	<i>No acceptable solution.</i>
P1	<i>New access points to wetlands and watercourse are provided in a way that minimises:</i> <i>a) their occurrence; and</i> <i>b) the disturbance to vegetation and hydrological features from human activities.</i>
	Complies. The subdivision is designed to have the new road cross only at one point on the watercourse. Vegetation that is located at that point is grass. The other access required will be a pedestrian access to complete the public open space link to Youngtown Regional Park.
A2	<i>No acceptable solution.</i>
P2	<i>Accesses and pathways are constructed to prevent erosion, sedimentation and siltation as a result of runoff or degradation of path materials.</i>
	Can comply. This is best addresses at the detailed engineering design stage. A permit condition is recommended.
E9.6.5	<b>SEDIMENT AND EROSION CONTROL</b> To minimise the environmental effects of erosion and sedimentation associated with the subdivision of land.
A1	<i>The subdivision does not involve any works.</i>
	The subdivision requires works to construct the road and infrastructure needed to service the proposal.
P1	<i>For subdivision involving works, a soil and water management plan must demonstrate the:</i> <i>a) minimisation of dust generation form susceptible areas on site; and</i> <i>b) management of areas of exposed earth to reduce erosion and sediment loss from the site.</i>
	Can comply. Permit condition recommended to address compliance.
E9.6.6	<b>BEN LOMOND WATER CATCHMENT AREAS</b> To consider the effects of use and development within defined buffer areas for water catchments.

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

A1	<i>Development located within a Ben Lomond Water catchment area - outer buffer must be developed and managed in accordance with a soil and water management plan approved by Ben Lomond Water.</i>
	N/A.
A2	<i>Development located within a Ben Lomond Water Catchment area - inner buffer must not involve disturbance of the ground surface.</i>
	N/A.

**3.4.6 Recreation and Open Space Code**

<b>E10.6</b>	<b>DEVELOPMENT STANDARDS</b>
<b>E10.6.1</b>	<b>PROVISION OF PUBLIC OPEN SPACE</b>
	<p>a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and</p> <p>b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.</p>
A1	<p><i>The application must include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.</i></p> <p>Public open space is being provided. The relevant performance criteria states:</p>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

P1	<p><i>Provision of public open space, must:</i></p> <ul style="list-style-type: none"> <li>a) <i>not pose a risk to health due to contamination; and</i></li> <li>b) <i>not unreasonably restrict public use of the land as a result of:</i> <ul style="list-style-type: none"> <li>i) <i>services, easements or utilities; and</i></li> <li>ii) <i>stormwater detention basins; and</i></li> <li>iii) <i>drainage or wetland areas; and</i></li> <li>iv) <i>vehicular access; and</i></li> </ul> </li> <li>c) <i>be designed to:</i> <ul style="list-style-type: none"> <li>i) <i>provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and</i></li> <li>ii) <i>reasonably contribute to the pedestrian connectivity of the broader area; and</i></li> <li>iii) <i>be cost effective to maintain; and</i></li> <li>iv) <i>respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and</i></li> <li>v) <i>provide for public safety through Crime Prevention Through Environmental Design principles; and</i></li> <li>vi) <i>provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and</i></li> <li>vii) <i>have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and</i></li> <li>viii) <i>create attractive environments and focal points that contribute to the existing or desired future character statements, if any;</i></li> </ul> </li> </ul> <p>The proposal complies or can be conditioned to comply.</p> <ul style="list-style-type: none"> <li>a) No known land contamination is present on the site.</li> <li>b) There is a watercourse running within the proposed open space area. The watercourse is intended to be retained as a feature with a footpath running alongside. Creek works required to address erosion issues and weeds.</li> <li>c)             <ul style="list-style-type: none"> <li>i) the main purpose of this open space is to provide a link between existing established open space areas.</li> <li>ii) Pedestrian connectivity will be achieved between Youngtown Regional and the Youngtown Oval. Conditions are recommended to cover infrastructure required to achieve that.</li> <li>iii) Parks seeking only the area required for an effective link between existing areas.</li> <li>iv) Creek crossing will be required to provide link. This can be addressed by permit condition.</li> <li>v) Most of the POS is located along the valley enabling passive surveillance to occur from the proposed residential lots. The junction of the POS with the new road is sufficiently wide to enable passive surveillance. The link at the north western end is not ideal, however this issue can be addressed if the adjacent property is developed.</li> <li>vi) Permit conditions recommended to address works required.</li> <li>vii) Permit conditions recommended to address works required.</li> <li>viii) N/A.</li> </ul> </li> </ul>
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**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

**4. REFERRALS**

<b>INTERNAL</b>	
Infrastructure Services	<p>The proposed plan indicates the presence of a small diameter roundabout at the junction of Road 1 and Road 2 however it is not intended that this be required but rather the junction be a simple T junction.</p> <p>It is noted that there is a widening of the road reserve on the northern side of what has been marked up on the above plan as Road 2 where it is proposed to include the 12 metre wide buffer (initially proposed as olive trees). This widening has been proposed as a result of the high voltage electricity cables passing through the site.</p> <p>This offset from the northern boundary results in the proposed road alignment spanning the head of the gully which runs through Lot 47. Consequently it will be necessary to fill part of this to provide for road construction.</p> <p>Permit conditions are required for infrastructure works.</p>
Environmental Services	Requires conditions for protecting amenity, construction hours and erosion and sediment control.
Building Control	N/A.
Parks and Recreation	Generally no issues with alignment of public open space. Conditions required to cover works required for public open space and road reserves.
Heritage/Urban Design	N/A.
Strategic Planning	N/A.
<b>EXTERNAL</b>	
TasWater	Certificate of consent BLW DA No. 13-157 issued.
Heritage Tasmania	N/A.
EPA	N/A.
DIER	N/A.
Tasfire	Tasfire has certified that the subdivision is compliant with the Bushfire Code.

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

**5. REPRESENTATIONS**

The application was advertised for a 14 day period from the 10<sup>th</sup> August 2013 to the 23<sup>rd</sup> August 2013. The application was readvertised from the 31<sup>st</sup> August 2013 to the 13<sup>th</sup> September 2013 due to the street address being changed.

Four representations were received during that period. The issues raised are as follows:

Issue	Comment
Address inaccurate, inadequate and misleading.	The legal street address of the subject land at the time the application was lodged and advertised was 163 Poplar Parade. It is acknowledged, that at some stage during advertising the online advertising displayed the new address, 243 Poplar Parade, which may have lead to some confusion. The application was readvertised at the new address, 243 Poplar Parade, to avoid confusion.
Increase in noise.	Noise levels are anticipated to be the same as for any other residential development of this density. This is not considered unreasonable within this suburban location.  A permit condition for construction hours is recommended to address amenity concerns and in any case operation of noise generating equipment during construction will have to satisfy relevant legislative requirements.
Decrease in Privacy.	Not a matter for consideration at subdivision stage.
Increase in Security Risks.	Based on many factors that are beyond planning control.
Increase in Traffic	An increase in traffic at the Quarantine Road/Techno Park junction will occur as a result of the subdivision. The Traffic Impact Assessment indicates that the increased volumes are within accepted guidelines for those streets and no traffic safety issues are identified.
Impact on Vegetation next to lots 15-19.	This area contains a lot of weeds. Weeds will be removed from vegetation area between within lots 15-19. The applicant has indicated that re-landscaping of this area may occur if required.

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

Issues	Comment
Impact on Fauna	<p>Disturbance is anticipated during development however refuge is available within the adjacent parkland and bush properties.</p> <p>There are three threatened fauna that are likely to occur in the area; Eastern-barred Bandicoot, Spotted Tailed Quoll and Masked Owl.</p> <p>The Bandicoot requires understorey plants for shelter habitat. This is largely absent with weed species providing any form of this type of habitat. The report submitted indicates that the development is not likely to have a significant impact on this species.</p> <p>No scats were recorded in May 2012 for the quoll and the site contains a lack of suitable habitat for this species, therefore it's unlikely that the development will have an impact on this species.</p> <p>The Masked Owl requires hollow bearing trees for nest sites. There are trees present that will provide possible nesting sites and these should be retained. The proposal will not need to remove these trees to carry out the development. If those trees were to be removed, it would require planning approval.</p>
Bushfire safety requirements. 13m setback from standing vegetation should apply for lots 17-19 given conditions are similar as for lots 13-16.	<p>The bushfire management report and plan submitted has been certified by Tasfire as addressing bushfire safety issues for the subdivision. The report outlines minimum building setbacks, water and access requirements and vegetation management to be carried out to achieve an acceptable standard of bushfire safety.</p> <p>Lots 13-17 require a 13m separation distance. Lots 18 and 19 do not because they back onto managed land.</p>
What is happening with the balance lot?	<p>The balance lot will be retained shown on the plan whilst further investigations and planning occurs. Any further subdivision or development within the threatened vegetation community will be subject to planning approval.</p>

**12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)**

Issue	Comment
What is happening to the watercourse?	The watercourse is proposed to form part of the Public Open Space corridor that will link the oval (Youngtown Memorial Park) to the Youngtown Regional Park. A walking track is required to be constructed to provide pedestrian access. Works to the watercourse are also required to fix current erosion issues.
Don't want road connections to Lorne or Medina Streets.	The new road provides a linkage through to Techno Park Drive only.
Concerned about dwellings being built close to the aviary and future residents being upset by the noise from the birds, particularly since had expectation that the land was to remain Open Space.	<p>Residential use is permissible within the zone and the existing private aviary would not be a valid planning consideration in any future residential development adjoining the site.</p> <p>When taking into account the topography of the lot and bushfire safety requirements it's unlikely that a future dwelling would be positioned close to boundary which will help to minimise any impact.</p> <p>Any future conflict between the properties in respect to the bird noise and odour would be dealt with under the provisions of the Environmental Management and Pollution Control Act 1994.</p>

**6. CONCLUSION**

The proposal is generally consistent with the Launceston Interim Planning Scheme 2012. It is recommended that Council approves DA0225/2013 DA0225/2013 to subdivide land into 40 residential lots including road and open space (staged) at 243 Poplar Parade, Youngtown subject to conditions that cover infrastructure and works requirements to ensure that the subdivision is completed to an appropriate standard.

**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 23 September 2013

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### 12.1 243 Poplar Parade (formerly known as 163 Poplar Parade), Youngtown - Subdivide Land into 40 Residential Lots including Road and Open Space (Staged)...(Cont'd)

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#### **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:**

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. Subdivision Plan
  3. Planning Report including associated documentation (circulated separately)
  4. Ben Lomond Water Certificate
  5. Copy of Representations
-

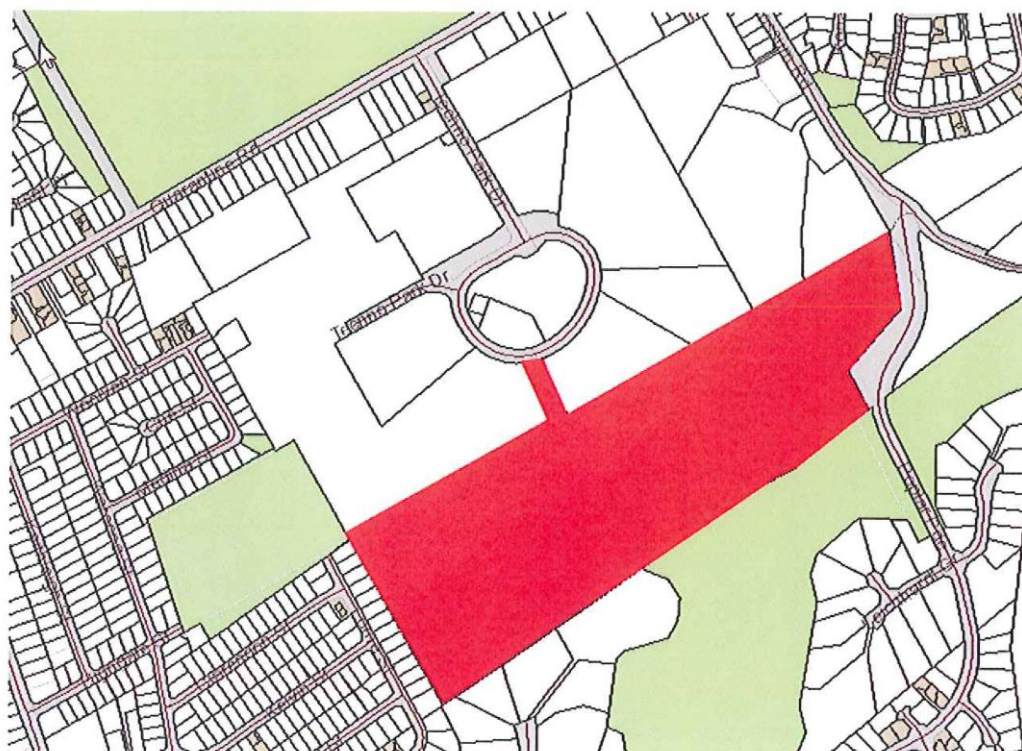




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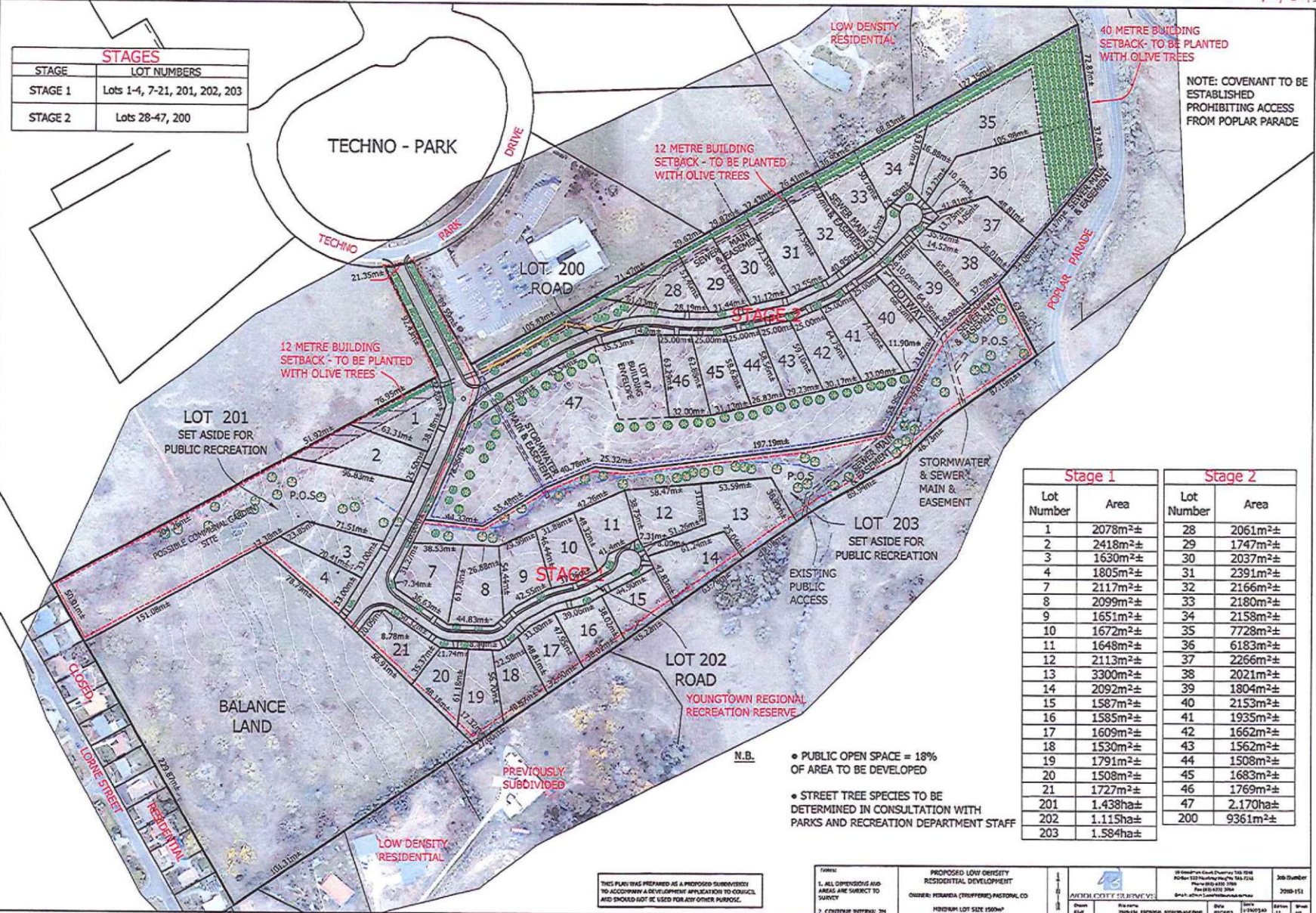
## LOCALITY MAP - DA0225/2013 243 Poplar Parade, Youngtown



### Locality Map

Scale: This Map Is Not to Scale

AMENDED PLAN Rec: 6/8/2013



Form  
**02**

(Office Use Only)  
BLW DA No.  
**13-157**



## DEVELOPMENT CERTIFICATE OF CONSENT

1. CERTIFICATE DETAILS	
Local Authority:	Launceston City Council
Council DA No.	DA0225/2013
Council Referral Officer:	Catherine Mainsbridge
Applicant:	Miranda (Trufferie) Pastoral Company Pty Ltd C/- G Walkem PO Box 1630 gwalkem@blgpond.net.au
Development Address:	Techno Park Drive
Suburb:	Kings Meadows
P/Code:	

2. DETAILS OF WORK
Subdivision - subdivide land into 48 residential lots, an Olive Grove and open space in three stages (PID 3064210 Title 164558/1)

<p><b>3. THE FOLLOWING CONDITIONS TO BE INCLUDED IN STATUTORY APPROVAL No. DA0225/2013</b></p>	
<p>BLWDA No. DA 13-157</p>	
<p><b>1. DEVELOPMENT ASSESSMENT FEES (DEVELOPMENT APPLICATIONS - SUBDIVISION)</b></p> <p>This Development has been assessed as Significant in accordance with the BLW Development Assessment Services Fee Schedule as posted on the BLW Web Site.</p> <p>The Development Assessment Services fees applicable to this application and payable to BLW include:</p> <ul style="list-style-type: none"> <li>• Development Applications – Subdivision</li> <li>• Engineering Design Approval</li> <li>• Final Plan Sealing</li> </ul> <p>The Applicant shall pay to BLW, the Development Applications – Subdivision fee of <u>\$1394.80</u> within 30 days of receipt of the associated invoice.</p> <p>Further assessment and approvals by BLW may not proceed until any or all outstanding fees associated with this development have been paid.</p> <p>The Applicant shall pay to BLW, the Final Plan Sealing fee, relating to the number of lots detailed in the plan to be submitted for “sealing”, as listed in the Fee Schedule posted at the time of the plan submission. Payment shall be made prior to the issue of the BLW “Certificate of Consent For Registration of Legal Document” (required by Council prior to “sealing” a Final Plan of subdivision).</p> <p><b>2. DEVELOPER CHARGES (SUBDIVISION AND STRATA)</b></p> <p>Prior to the issuing of a Certificate of Consent for Registration of Legal Document to Launceston City Council, the Developer shall pay to Ben Lomond Water Developer Charges, in accordance with the Ben Lomond Water Developer Charges Pricing Policy,</p> <p><b>Water Infrastructure</b></p> <ul style="list-style-type: none"> <li>• This development equates to 47 Equivalent Tenements (ET) over the 1 ET entitlement.</li> <li>• The rate payable for Water Developer Charges is \$2290 per ET over the entitlement.</li> <li>• The Developer Charge subtotal is \$107630</li> </ul> <p><b>Sewerage Infrastructure</b></p> <ul style="list-style-type: none"> <li>• This development equates to 47 Equivalent Tenements (ET) over the 1 ET entitlement.</li> <li>• The rate payable for Sewerage Developer Charges is \$2822 per ET over the entitlement.</li> <li>• The Developer Charge subtotal is \$132634</li> </ul> <p>Developer Charges are Indexed annually at the Consumer Price Index, All Groups Hobart rate from 30 June 2012 until the date it is paid to Ben Lomond Water.</p> <p>The total Developer Charge amount for Water and Sewerage is <u>\$240264</u> (as at 30 June 2012. The amount payable will be the Developer Charge amount indexed annually from this date at the Consumer Price Index (All Groups Hobart rate) until the date it is paid to Ben Lomond Water)</p> <p><b>ADVISORY NOTE</b></p> <p>The payment of Development Charges is linked to the number of new lots created in each ‘land release’ stage of the subdivision as submitted in the ‘Plan of Survey’ for each stage.</p> <p><b>3. SEPARATION OF SERVICE CONNECTIONS</b></p> <p>The Applicant shall locate and identify the existing service connections (water supply and sewer) for the existing development of the land and make the necessary arrangements to ensure:</p> <ul style="list-style-type: none"> <li>• Each new title has a single connection to a public sewer and any other connections are capped.</li> <li>• Any internal private sewer pipes within each lot are contained within each lot and independent</li> </ul>	

BLWDA No. DA 13-157

of each other.

- Each lot is provided with a water connection and meter box on the frontage of that lot and that the internal plumbing for each lot is separate and independent of all others.
- Sewer drains that do cross the new title boundary between lots are to be upgraded to a public drain standard.

**4. PIPELINE EASEMENTS (SEWER)**

Pipeline easements are required over Ben Lomond Water sewer mains located in private property and private drains / connections located in land other than that which they drain.

The minimum width of any easement over a Ben Lomond Water sewer main shall be 3 metres.

A greater easement width may be required where:

- the internal diameter of the pipe is greater than 475 mm and /or
- the depth of the pipe exceeds 2 metres and/or
- multiple pipes run parallel in the one easement
- A lesser width may be accepted for private sewer mains.

The Developer is responsible for:

- Negotiation with property owners in order to obtain easements
- Payment of any and all compensation costs applicable in relation to the easement
- Attachment of easements to the legal title of the land
- Payment of any costs associated with establishment of the easements including survey and legal costs
- Payment of any costs incurred by Ben Lomond Water in relation to the easements.

**5. WATER SUPPLY AND PROPERTY SERVICE CONNECTIONS**

Property Service connection(s) on new water main constructed by/for the Applicant:

- The Applicant shall make provision for a water connection (including stop tap, and meter box) with the meter box located within 1.0m of the property street frontage of each lot and of sufficient capacity to supply each lot with a minimum flow rate of 15 litres per minute. The minimum nominal diameter of connection shall be 20 mm. Meter Boxes shall be located within 1.0m of the side boundary of the lot, 0.5m minimum clear of driveways and on a line perpendicular to the main, from the 'connection' point.

**6. SEWER SERVICES (WHERE NEW LOTS CAN CONNECT TO EXISTING BLW INFRASTRUCTURE)**

Property Service connection(s) to existing BLW sewer main:

- The Applicant shall apply for Ben Lomond Water to install the property sewer service, and pay the associated fee.

**7. SEWER SERVICES (WHERE NEW LOTS CANNOT CONNECT TO EXISTING BLW INFRASTRUCTURE)**

The Applicant shall;

- construct a gravity public DN 150 mm  $\emptyset$  sewer system to provide a DN 100 gravity connection to the lowest point of each lot, excluding the ruling setback,
- Relay portion of the existing DN150mm  $\emptyset$  sewer behind 14 Techno Park Drive to be parallel with the back boundary of 14 Techno Park Drive.

**BLWDA No. DA 13-157**

- be responsible for obtaining all necessary approvals / written permission from any private landholders through whose land the main(s) will pass or on whose land work must be undertaken. Proof of written consent of private land owners will be required to be submitted to Ben Lomond Water prior to approval of detailed construction plans.

**8. SUBMISSION AND APPROVAL OF PLANS**

Prior to the commencement of the development of the site, the Applicant shall submit detailed design plans and specifications for the water and sewerage infrastructure, to BLW for approval. Such plans and specifications shall:

- Include all Infrastructure works required by the permit or shown in the endorsed plans and specifications;
- Be prepared strictly in accordance with the BLW's Subdivision – Design / Administration Guidelines applicable at the date of approval of the plans.
- Be prepared by a suitably qualified and experienced engineer or Engineering Consultancy
- Comply with:
  - a) WSA 02-2002-2.3 MRWA Edition Version1 (Sewer Code as amended by the BLW Supplement)
  - b) WSA 03-2011-3.1 MRWA Edition Version 2.0 (Water Supply Code as amended by the BLW Supplement)

**9. CONSTRUCTION OF WORKS**

The Developer shall construct all Water and Sewerage infrastructure works in accordance with detailed engineering plans and specifications approved by BLW Manager Development.

The Developer shall appoint a Supervising Engineer to:

- supervise the construction and testing of Water and Sewerage infrastructure works
- provide necessary test / survey records and 'as constructed' detail
- liaise with the BLW Audit Inspector regarding commencement of works and "hold" point inspections
- arrange Practical Completion and Final Acceptance inspections with the BLW Audit Inspector
- provide a letter to BLW certifying the Water and Sewerage infrastructure works have been installed in accordance with the approved drawings and to BLW standards / specifications / requirements.

BLW will undertake audit inspections during construction and prior to issuing Practical Completion and Final Acceptance certificates.

Responsibility and certification of construction remains the responsibility of the Developer's Supervising Engineer.

**10. CERTIFICATE OF PRACTICAL COMPLETION**

The Developer shall meet the following requirements for each stage of the Development prior to the issue of a BLW Certificate of Practical Completion for each stage:

- Submit 'As constructed' plans to the satisfaction of BLW
- Lodge Security Bond payment with BLW
- Submit required test / survey records to the satisfaction of BLW

BLWDA No. DA 13-157

- Supervising Engineer has issued the Engineering Certification letter to BLW

**11. AS CONSTRUCTED DETAILS / PLANS**

The Applicant shall provide "As Constructed" plan(s) in accordance with BLW's requirements for each 'land release' stage of the Development and prior to the Issue of the Certificate of Practical Completion for each Stage.

The "As Constructed" plan(s) shall show the detail features in the table below in relation to the local roads, lot boundaries:

Detail	Sewer	Water
Location	MH / MS / TMS End of line Property connections <ul style="list-style-type: none"> <li>• at the main</li> <li>• property 'connection' point</li> </ul>	Vertical / horizontal bends, Tees Stop valves, Fire plugs, Air valves etc. End of line Property connections <ul style="list-style-type: none"> <li>• at the main</li> <li>• property 'connection' point</li> </ul>
Levels	MH / MS / TMS / End of line <ul style="list-style-type: none"> <li>• Surface</li> <li>• Pipe Invert (all branches)</li> </ul> Property connections - depth	Depth of cover at: <ul style="list-style-type: none"> <li>• 50m intervals along main</li> <li>• Bends, tees</li> <li>• Significant changes in surface level, open drain crossings etc</li> </ul>
Pipe Details	<ul style="list-style-type: none"> <li>• Material</li> <li>• Class</li> <li>• Diameter DN</li> <li>• Joint type</li> </ul>	<ul style="list-style-type: none"> <li>• Material</li> <li>• Class</li> <li>• Diameter DN</li> <li>• Joint type</li> </ul>
Water meters	na	<ul style="list-style-type: none"> <li>• Installed</li> <li>• Serial No. – Property No.</li> <li>• Size</li> </ul>

The Applicant shall provide the "As Constructed" plan(s) in digital form (AutoCAD DXF/DWG format) and to BLW's requirements.

Ben Lomond Water minimum acceptable standards for "As Constructed" plans include:

- CAD format – AutoCAD DXF or DWG.
- Title Block identifying key Development details, incl. drawn by and checked by, date prepared
- Materials used, class, diameter, surface levels and invert levels (Sewer / Stormwater)
- Statement certifying all works have been installed in accordance with Approved drawings, BLW standards and specifications and signed by the Supervising Engineer or other Developer Representative as agreed by BLW prior to commencing works on site.
- Data must be in correct position in MGA94 grid units (GDA94 Datum).
- Level Datum AHD (Tas)

**BLWDA No. DA 13-157**

- Contiguous data (ie. Pipes joining pipes).
- Clipped layer from cadastre should be included (only if available).
- For CAD, layers of attributes text (ie pipe diameter, surface levels, invert levels, class, type, installed date).
- For CAD, Paper Space documents of plan and long section views should be included.
- Pipework alignments shall connect to actual Easting and Northing coordinate points of features such as manholes, valves, hydrants, pipe bends and water meter locations and other control points.
- The Applicant shall also provide an Asset Record of Water and Sewerage Infrastructure installed within the Development for each Stage of the Development and prior to the Issue of the Certificate of Practical Completion for each Stage.

The Asset Record shall list pipe material, diameter, lengths, class etc and including fittings such as fire plugs, valves, meters, etc. In Excel Spreadsheet format (Spreadsheet available from BLW)

**Advisory Note:** The Asset Record data provided by the Applicant will form the basis for the BLW calculation of the Security Bond

**12. MAINTENANCE AND SECURITY BOND FOR PUBLIC ASSETS**

The Developer shall at their own expense maintain all BLW water and sewerage infrastructure works constructed by them with respect to the Development for a period of twelve months (Defects Liability Period) after the date of issue of the Certificate of Practical Completion for each stage

The Developer shall lodge a cash bond or unconditional bank guarantee (In favour of BLW) for the amount equal to 5% of the total public water and sewerage works (within each stage) or minimum of \$3,000 whichever is greater.

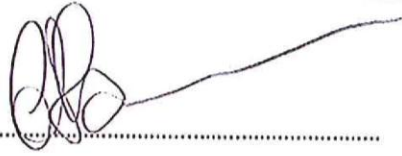
**Advisory Note:** Read in conjunction with Condition - Certificate of Practical Completion.

**13. SEALING PLANS OF SUBDIVISION**

BLW will not Issue the Consent to Register a Legal Document to Council for each stage of the Subdivision (required prior to Sealing the Final Plan of Subdivision) until:

- BLW has issued the Practical Completion certificate for the relevant stage
- BLW Construction and Audit requirements have been completed to the satisfaction of BLW
- "As Constructed" plans have been submitted to and accepted by BLW

The Developer has paid the Developer Charges for each stage as applicable.

<b>4. SIGNED:</b>	Officer DB
 <p>.....</p> <p>Manager Development (BLW)</p>	<p>Date: 26/6/2013</p>



22 August 2013

The General Manager  
 Launceston City Council  
 PO Box 396  
 LAUNCESTON TAS 7250

FILE No.	DA0225/2013			
EO	00	✓	Box	✓
RCVD		22 AUG 2013	LCC	
Doc No.				
Action Office:		Noted	Replied	
C. J. Frankmore				

2-copy to J Allen

**Re: Letter of Objection – DA0225/2013 – Subdivision: 163 Poplar Parade Youngtown (“the Property”)**

We refer to the abovementioned development application (“the DA”) and advise of our objection to the same.

Our objection to the DA is based on the following grounds:

1. That the notice of the DA provided is inaccurate, inadequate and misleading;
2. The failure of the DA to meet the planning scheme requirements for the area under the provisions of the Launceston Interim Planning Scheme 2012;
3. The effect of the development proposed under the DA on the local flora & fauna; and
4. That the DA fails to adequately deal with the bushfire risks.

***1. Inaccuracy, Inadequacy and Misleading Nature of the Notice of Application***

In relation to point 1, we note the following:

- (i) The written notice of the proposed development refers to the property the subject of the DA (“the Property”) as “163 Poplar Parade, Youngtown”.

- (ii) The electronic listing of the DA on <http://api.launceston.tas.gov.au/planning/apps.html.php>, from which further particulars of the DA may be obtained, refers to the Property as "243 Poplar Parade, Youngtown". This is inconsistent with the above.
- (iii) A search of the title to the Property on the electronic land titles system, 'theList', indicates that the Property is, in fact, located in Kings Meadows, as opposed to Youngtown (in which Poplar Parade is located) and, further, that the address of the Property is actually "Techno Park Drive Kings Meadows". It is noted that a Property Information Sheet search of the Property provides a more complete address of the Property as "Lot 2 Techno Park Drive Kings Meadows". It is also noted that one of the diagrams contained in the documentation lodged with the Council in support of the DA itself (namely, *Figure 8 Open Space Strategy (Launceston City Council 2007 – Open Space Strategy)*) also shows the Property to be located in Kings Meadows, as opposed to Youngtown.

We note that anyone undertaking a search on 'theList' for the property the subject of the DA, based on the address of the Property ("163 Poplar Parade, Youngtown") on the written notice given of the DA would obtain a result indicating the property to which the DA relates to be that contained in Certificate of Title Volume 137642 Folios 32 & 33 (being a property located some 400 plus meters from the Property).

A search of 243 Poplar Parade, Youngtown (the address of the Property contained in the electronic listing of the DA on <http://api.launceston.tas.gov.au/planning/apps.html.php>) leads to no greater success, yielding a result that "no title matched the search criteria".

We, in fact, undertook enquiries as to the status of the Property, both in December 2012 (being prior to our purchase of our property bordering the Property) and on a number of occasions subsequent to our purchase of our property when we observed works being undertaken on the Property. However, in doing so, we were assured to find the zoning of the property to be "Open Space" and, having no reason to suspect that the Property would be referred to by anything other than its address as shown on 'theList' (and certainly not by an address of another property located in the neighbouring suburb) we were not made aware that the Property had been re-zoned (or that application had even been made for its re-zoning) until our receipt of the written notice of the DA on 12th August 2013.

While, in undertaking enquiries prior to the purchase of our property, we did yield a result that a development application had been made in relation to 163 Poplar Parade, Youngtown, we had no reason to enquire any further regarding such development application, as there was

no reason for us to suspect that the Property would be referred to as anything other than its address as shown on 'theList'

As such, we believe that the notice of the DA is inaccurate, inadequate and misleading (as is evidenced by the fact that when the development application for the re-zoning of the Property was lodged, we did not become aware of the same until after the Property had been re-zoned)

Further, we question whether the notice that has been given of the DA is sufficient notice for the purposes of section 57(3) of the *Land Use Planning and Approvals Act 1993*, in that we believe that it does not contain the prescribed particulars (as outlined at regulation 8 of the *Land Use Planning and Approvals Regulations 2004* ("the Regulations")) in failing to describe "the location of the affected area" in accordance with regulation 8(3)(a) of the Regulations

## *2. Failure of the Development Application to meet the Planning Scheme Requirements*

In relation to point 2, we note that the development proposed under the DA is inconsistent with the character of the locality. We note that one of the objectives outlined at section 12.4.3.1 "Subdivision" of the *Launceston Interim Planning Scheme 2012* is "to ensure the design of subdivision protects adjoining subdivision from adverse impacts". The Performance Criteria under such section comprise, *inter alia*, that "each lot for residential use must provide sufficient useable area and dimensions to allow for development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape".

We note the development proposed under the DA to be out of character with the development/subdivision of which our property forms a part. The size of the majority of the lots under the DA is substantially smaller than the size of our, and our neighbour's property, with some four of the lots in the proposed subdivision sharing the current boundary between our property and the Property.

We believe that the development will "adversely affect the amenity of surrounding development" through the loss of amenity (both for ourselves and the residents of other properties in the vicinity of the Property) resulting from the

- (i) Increase in noise,
- (ii) Decrease in privacy,
- (iii) Increase in security risks, and

- (iv) Increase in traffic - in such regard, it is noted that the Traffic Assessment the developer has obtained in support of the DA itself notes analysis of the Quarantine Road/Techno Park Drive Junction to indicate "some congestion at morning peak hour times"

### *3 Effect of the development proposed under the DA on the local flora & fauna*

In relation to point 3, we note that one of the objectives outlined at section 12.4.3.1 "Subdivision" of the *Launceston Interim Planning Scheme 2012* is "to ensure the conservation of natural values, vegetation and faunal habitats". As such, we believe the effect that the development proposed under the DA would have on the local flora & fauna is clearly a relevant consideration.

*Flora* - It is noted that the statewide vegetation mapping (TasVeg Version 2.0) indicates the presence of *Lucalyptus Amygdalina Inland Forest and Woodland on Ceanozoic Deposits* (DAZ) on Lots 15 and 16 of the proposed subdivision as well as along the boundary between our property and Lots 16 – 19 of the proposed subdivision. While we note the content of the Vegetation and Fauna Habitat Assessment ("the VFHA"), the extent to which the possible presence of DAZ along the boundary between our property and Lots 15-19 of the proposed subdivision was explored is unclear from the VFHA. We note the boundary between our property and that part of the Property comprising Lots 15-19 of the proposed subdivision to be fenced with two old post and wire fences (i.e. two fences, with a void of a few meters between them, running the entire length of such boundary). The void between such two fences is filled with shrubbery/hedge and scattered trees. It is unclear whether "the study area" on which the VFHA is based included the void between such two fences (which void we understand to form a part of the Property and, therefore, Lots 15-19 of the proposed subdivision). It is, therefore, unclear whether the possible presence of DAZ within such void area was explored.

We also note that there are trees on our property close to our boundary with the Property, the subject of a Part V Agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*. The Part V Agreement provides that such trees are to be the subject of a discretionary planning application if their removal is sought. We note that approval of the DA may well necessitate removal of one or more of the trees to which such Part V Agreement relates.

*Fauna* - We note there to be a number of different types of fauna located in the area and have, on regular occasions, observed bandicoots on our own property. We note that, if the DA is

approved, not only will the natural habitat of such fauna be removed, but that such fauna will be effected by the increased noise and light resulting from the development, and that the traffic resulting from such development will lead to increasing numbers of them ending up as "road kill"

#### *4. Bushfire Risks*

In relation to point 4 above, we note that the Property is considered to be bushfire prone and BAL-19 will need to be achieved. We also note that a building envelope will be marked on the plan involving a minimum distance of 13m from the standing vegetation for, *inter alia*, Lots 13 - 16 of the proposed subdivision (although it is noted that such building envelope setback from our boundary is only proposed to effect part of Lot 16). We note that Lots 17 - 19 are not expressed to be subject to such a building envelope.

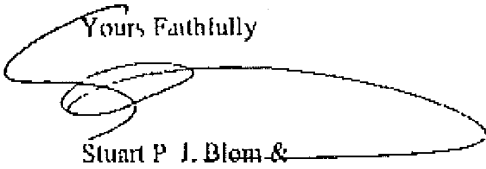
The boundary between Lots 17 - 19 of the proposed subdivision and our property is, however, also similarly vegetated. As such, we believe that any approval of the subdivision should be upon terms requiring that a building envelope also be marked on the plan in relation to

- (i) Lots 17 - 19, and
- (ii) the entire setback from the boundary between Lot 16 and our property,

with a minimum distance of 13m from the standing vegetation.

We thank you in advance for considering our objections. Please do not hesitate to contact us should you require any clarification in relation to the above.

Yours Faithfully



Stuart P. J. Blom &  
Cassandra I. M. Saunders-Blom

FILE No.	DA0225/2013		
EO		OD	Box
RCV'D		22 AUG 2013	LGC
Doc No.			
Action Officer	Noted	Replied	
C. WRANKMORE			

Dear Sir, Madam

In comment upon the application no DA0225/2013 at 103 Taylor Parade, I refer in main to the decision of 13 July 2013 by the Tasmanian Planning Commission (TPC) and to also one of their hearings I attended (22/15/2013).

I feel it was a generally pragmatic and outcome for the satisfaction of all involved and those to be affected.

However there are some anomalies with regard to a degree of ambiguity on several points.

First I have a personal concern over noise pollution due to the proposed planning. Also I can include light pollution as I am a keen astronomer.

Ambiguities I feel need to be addressed before planning approval include:

(1) At the T.C. hearing at the Albert Hall the developers stated they were not intending on a through road to home / hedine street. I then thought was an emergency vehicle access track only. However in the notice application of 10/08/2013 I find mention still made of a road through to the above mentioned streets !!

(2) I am also ambiguous re the future of the blocks no. 300 - as the T.C. granted approval on the basis that "a utilitarian parcel of land at the western side of the title abutting residential properties in home Street remain in the open space zone as specified in instrument A of their decision."

2 number of the developer/owner  
actual plans for the future of  
this lot 300 and their  
commitment (as also expressed in  
the TSC findings) to regenerating  
this breed region, and to its  
maintenance as/when needed.

(3) Also due to recent heavy  
flooding runs there likewise  
commitment to the preservation  
and maintenance of the watercourse  
which flows through the area.

(4) What close community liaison  
and cooperation can be expected  
so as to make this a  
positive experience.

Yours sincerely  
Paul Hall



**Julia Allen**

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**From:** {  
**Sent:** Monday, 19 August 2013 9:51 PM  
**To:** Julia Allen  
**Subject:** RE: your copy of rep - 163 poplar parade

Ref: D0225/2013  
Date: 19-8-13

To the general manager,

We would like to have our concerns on record relating to the proposed subdivision at 163 Poplar Parade, Youngtown which ;

We are not opposed to the subdivision but are concerned about residence building close to our boundary, in particular our bird aviary which we have invested a lot of time and money into building, which was approved by council.

We would like to note residence nearby may be effected by noise from our birds and we are concerned that people may make a complaint. We were told by council that this area was unlikely to ever be developed because it was zoned recreational.

Mr & Mrs Chugg



TR Ref: 2013 – TR/LLC – 0154  
Council Ref: DA 0225/2013

General Manager  
Launceston City Council  
PO Box 396  
Launceston TAS 7250

Dear Council,

**RE: APPLICATION FOR PLANNING PERMIT FOR LAND ADJOINING RAILWAY ASSET.**

Thank you for Councils notification received by mail on 15 August 2013 regarding an application for a development at 163 Poplar Parade Youngtown: Subdivision – subdivide land into 40 residential lots including road and open space.

office adjoins the proposed development at  
it has no objection to the development based on the plans provided.

If Council or the applicant would like to discuss the above matters further please contact me

Yours sincerely,

Michael Ince  
COORDINATOR  
LAND AND PROPERTY ASSETS

16 August 2013

FILE No.	DA 0225 / 2013		
EO	<input checked="" type="checkbox"/>	Box	<input checked="" type="checkbox"/>
RCVD	20 AUG 2013	LCC	
Doc No:			
Action Officer:	Noted	Replied	
C. WENKAMP			

EGGS - J ALLEN

**13 NOTICES OF MOTION - FOR CONSIDERATION****13.1 Notice of Motion - Mayor Alderman van Zetten - Council's Events Strategy 2012-2015****FILE NO:** SF5547 / SF0984**AUTHOR:** Mayor Alderman van Zetten**DIRECTOR:** Rod Sweetnam (Acting General Manager)

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**DECISION STATEMENT:**

To consider a Notice of Motion from Mayor Alderman van Zetten regarding Council's Events Strategy 2012-2015.

**PREVIOUS COUNCIL CONSIDERATION:**

N/A

**RECOMMENDATION:**

As the Council's Events Strategy 2012-2015 and Event Sponsorship Policy seeks to support, and provide incentive for, community events held in the Launceston City Municipal Area that contribute to a diverse, vibrant and strategically balanced City events program and which result in positive social, economic, environmental and city image outcomes for the Launceston community. It is recommended that the General Manager be requested to conduct a workshop with Aldermen to review the Event Sponsorship Policy to ensure that the event sponsorship assessment criteria is appropriately delivering the stated outcomes.

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**REPORT:**

Mayor Alderman van Zetten will speak to the Notice of Motion.

**Background as provided by Mayor Alderman van Zetten.**

The Council's Events Sponsorship Policy was approved by the Council on December 2011 and the Event Strategy was approved shortly thereafter in January 2012. The Policy establishes the funding criteria by which applications for event sponsorship are assessed by the Council Event Sponsorship Committee.

Events that are eligible for funding are assessed against a series of defined criteria to determine if they qualify for funding within the following Sponsorship package levels:

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## COUNCIL AGENDA

Monday 23 September 2013

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### 13.1 Notice of Motion - Mayor Alderman van Zetten - Council's Events Strategy 2012-2015...(Cont'd)

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Sponsorship Package Level 1 - up to \$5,000  
Sponsorship Package Level 2 - up to \$10,000  
Sponsorship Package Level 3 - up to \$15,000  
Sponsorship Package Level 4 - up to \$20,000

The Policy was last reviewed in April 2013 to include signature celebration events.

The Council's event sponsorship decisions continue to receive a great deal of community and media interest and it would be timely to review the event assessment criteria to ensure that they properly reflect the Council's desired outcomes as stated in the Event Strategy (enclosed). To this end it is suggested that a workshop be held with Aldermen to undertake a review of the criteria to address whether the committee should have more flexibility. As Aldermen would be aware a number of events have missed receiving funds despite receiving a score above 70% and the event receiving strong community support.

#### ***Officer Comments - Rod Sweetnam (Acting General Manager):***

As the motion calls for a workshop, there is no need for officer comments at this time.

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

N/A

#### **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: Acting General Manager**

#### **ATTACHMENTS:**

1. Notice of Motion - Mayor Alderman van Zetten
-

## LAUNCESTON CITY COUNCIL

### MEMORANDUM

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FILE NO: SF5547 / SF0984  
AVZ  
DATE: 13 September 2013

TO: Rod Sweetnam                      Acting General Manager  
Cc     Committee Clerks

FROM: Albert van Zetten              Mayor

**SUBJECT: Notice of Motion - Council's Events Strategy 2012-15**

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In accordance with Clause 16 (5) of the Local Government Regulations 2005 (Meeting Procedures) please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 23 September 2013.

#### Motion

As the Council's Events Strategy 2012-2015 and Event Sponsorship Policy seeks to support, and provide incentive for, community events held in the Launceston City Municipal Area that contribute to a diverse, vibrant and strategically balanced City events program and which result in positive social, economic, environmental and city image outcomes for the Launceston community. It is recommended that the General Manager be requested to conduct a workshop with Aldermen to review the Event Sponsorship Policy to ensure that the event sponsorship assessment criteria is appropriately delivering the stated outcomes.

#### Background

The Council's Events Sponsorship Policy was approved by the Council on December 2011 and the Event Strategy was approved shortly thereafter in January 2012. The Policy establishes the funding criteria by which applications for event sponsorship are assessed by the Council Event Sponsorship Committee.

Events that are eligible for funding are assessed against a series of defined criteria to determine if they qualify for funding within the following Sponsorship package levels:

- Sponsorship Package Level 1 - up to \$5,000
- Sponsorship Package Level 2 - up to \$10,000
- Sponsorship Package Level 3 - up to \$15,000
- Sponsorship Package Level 4 - up to \$20,000

The Policy was last reviewed in April 2013 to include signature celebration events.

The Council's event sponsorship decisions continue to receive a great deal of community and media interest and it would be timely to review the event assessment criteria to ensure that they properly reflect the Council's desired outcomes as stated in the Event Strategy (enclosed). To this end it is suggested that a workshop be held with Aldermen to undertake a review of the criteria to address whether the committee should have more flexibility. As Aldermen would be aware a number of events have missed receiving funds despite receiving a score above 70% and the event receiving strong community support.

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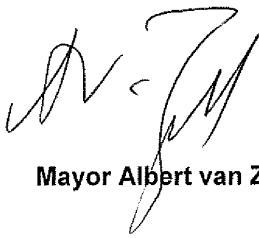
## LAUNCESTON CITY COUNCIL

### MEMORANDUM

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**Attachments**

Nil



**Mayor Albert van Zetten**

**DIRECTORATE AGENDA ITEMS**

**14 DEVELOPMENT SERVICES**

**14.1 Community Grants (Round 2) 2013/2014**

**FILE NO:** SF5954

**AUTHOR:** Angie Walsh (Grants & Sponsorship Officer)

**DIRECTOR:** Michael Stretton (Director Development Services)

**DECISION STATEMENT:**

To respond to requests for Community Grants.

**PREVIOUS COUNCIL CONSIDERATION:**

N/A

**RECOMMENDATION:**

That the following recipients receive the recommended grant amounts:

No	Request	Details	Score	Requested	Recommend	Page #
1	Self Help Workshop Inc.	Brand Development and Promotion (October 2014 - June 2014)	90%	\$5,000	Approval \$5,000	3 - 18
2	Ravenswood Neighbourhood House Inc.	'Creative You' Arts Project (February 2014 - April 2014)	86%	\$3,850	Approval \$3,850	19 - 29
3	Able Australia	'Incred'Able ARTS AND TALENTS Project (October 2013 - February 2014)	83%	\$2,000	Approval \$2,000	30 - 40
4	The Society of Women Writers of Tasmania	"The Launceston, Tasmania Literary Award" (1 Feb 2014 - 13 June, 2014)	75%	\$5,000	Approval \$3,750	41 - 51
5	RSPCA	Subsidised cat desexing and microchipping scheme for pension and health-care card holders (January 2014 - May 2014)	69%	\$5,000	Approval \$3,750	52 - 62

**14.1 Community Grants (Round 2) 2013/2014...(Cont'd)**

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**REPORT:**

The total requests received for Community Grants Round 2 2013/2014 (including individuals/teams/groups) is \$22,150.

Based on the assessment results, the recommended allocation of funds for Round 2 2013/2014 is \$19,650 (including \$1,300 for individuals/teams/groups).

The Assessment Panel has assessed each application against the assessment criteria (detailed below). The full details of each request are set out in a separate report which has been distributed to Aldermen together with an analysis of the projects/activities and their respective scores.

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

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

All applications have been assessed using the following criteria:

**Individual/Team/Group Applications**

Individual/team/group grants will be provided if you are a young person 18 years or under living in the Launceston Municipal area, who have been selected to represent Australia, Tasmania or Northern Tasmania.

In accordance with the Community Grants (Individual/Team/Group) Policy the following individuals/teams/groups have been approved for funding:

Charlotte Grant - 2013 School Sport Australia U12 Hockey Championships	\$100
Miranda Grant - Hockey Australia U15 Girls National Championships	\$100
Lucy Jones - Bruce Cup Tennis Team	\$100
NTJSA U12 Boys Representative Team (8 members)	\$300
NTBA U14 Boys Representative Team (5 members)	\$250
NTJSA U13 Girls Representative Team (3 members)	\$150
NTJSA U11 Boys Representative Team (6 members)	\$300
<b>Total</b>	<b>\$1,300</b>

**Organisation Applications**

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**14.1 Community Grants (Round 2) 2013/2014...(Cont'd)**

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Mandatory Requirements:

- Community benefit must be the primary purpose of the project/activity
- Project/activity is held within the Launceston Municipal area
- Must respond to one or more priorities identified in the Launceston's Vision 20/20 and/or Preferred Futures and Action Plans in the Launceston Community Plan
- A detailed budget must be included with the application
- A risk management plan (for the project/activity) must be included with the application

Assessment Points

- Aims and outcomes that benefit the Launceston community and are achievable
- Project plan demonstrates good organisational planning for the project/activity
- Budget for project/activity is realistic and includes evidence of self-support (i.e. fundraising, sponsorship, use of volunteers, in-kind support, etc)
- Merits of the project/activity for the Launceston community

**ECONOMIC IMPACT:**

Approval of the recommended grants will result in a positive economic impact to those individuals/teams/groups and organisations by providing funds that will enable them to undertake their project or activity.

**ENVIRONMENTAL IMPACT:**

Approval of the recommended grants will have minimal impact on the environment.

**SOCIAL IMPACT:**

Approval of the recommended grants will provide a number of valuable social impacts for our community. It will encourage physical activity for young people, community arts and personal development programs as well as providing educational opportunities.

**STRATEGIC DOCUMENT REFERENCE:**

Community Plan  
Vision 2020

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**14.1 Community Grants (Round 2) 2013/2014...(Cont'd)**

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**BUDGET & FINANCIAL ASPECTS:**

Available Funds \$47,200

Amount recommended this Round

- Individuals/Teams/Groups - \$1,300
- Organisations - \$18,350 \$19,650

**Balance \$27,550**

Remaining Rounds 2013/2014 1

**DISCLOSURE OF INTERESTS:**

The author 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**

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**14.2 Tour of Tasmania - Launceston Stage****FILE NO:** SF5892**AUTHOR:** Angie Walsh (Grants & Sponsorship Officer)**DIRECTOR:** Michael Stretton (Director Development Services)

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**DECISION STATEMENT:**

To approve the Launceston Stage of the Tour of Tasmania.

**PREVIOUS COUNCIL CONSIDERATION:**

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

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

Council Item 14.1 - 11 June 2013 - To respond to a request from Australian Cycling Federation Inc., (Cycling Australia) for 3 year event incentive funding. Decision: That subject to approval by the Council of an endorsed route, Council provide event incentive funding for the Tour of Tasmania 'Launceston Stage' to be held in Launceston in October 2013.

Council Item 14.2 - 9 September 2013- To approve the course for the Tour of Tasmania (Launceston stage) as proposed by Australian Cycling Federation Inc. - report deferred to next Council meeting.

SPPC Item 4.2 - 16 September 2013 - To consider the course for the Tour of Tasmania (Launceston Stage) as proposed by Australian Cycling Federation Inc.

**RECOMMENDATION:**

That Council approve the course (attached) for the Tour of Tasmania (Launceston Stage) as proposed by Australian Cycling Federation Inc., (Cycling Australia) as follows:

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## 14.2 Tour of Tasmania - Launceston Stage...(Cont'd)

Direction	Detail
	START - Inveresk Precinct, Invermay Rd
LEFT	Tamar St
RIGHT	William St
LEFT	St John St
LEFT	Paterson St
RIGHT	George St
LEFT	Brisbane St
LEFT	Tamar St
LEFT	Lindsay St
RIGHT	Goderich St
Continue	Goderich St becomes East Tamar Hwy (A8)
RIGHT	George Town Rd
LEFT	Lilydale Rd (B81)
Pass	Russells Plains Rd
	RACE START
Continue	Lilydale Rd (B81) becomes Golconda Rd (B81)
LEFT	Second River Rd
RIGHT	Bangor Rd
RIGHT	Pipers River Rd (B83)
LEFT	Old Bangor Tram Rd
LEFT	Dalrymple Rd
RIGHT	East Tamar Hwy (A8)
LEFT	Batman Hwy (B73)
LEFT	Deviot Rd
Continue	Gravelly Beach Rd
LEFT	West Tamar Hwy (A7)
LEFT	Rosevears Rd
RIGHT	Graythorne Rd
RIGHT	West Tamar Hwy (A7)
LEFT	Waldhorn Dv
LEFT	Alpine Cres

**14.2 Tour of Tasmania - Launceston Stage...(Cont'd)**

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**REPORT:**

At the Council meeting on 11 June 2013 the Council resolved that "subject to approval by the Council of an endorsed route, Council provide event incentive funding for the Tour of Tasmania 'Launceston Stage' to be held in Launceston in October 2013 (2 October 2013)".

It was proposed that the Launceston Stage would include stage 4 of the event being a lunchtime Criterium (subject to agreement by LCC and Cycling Australia and a suitable course being identified), and stage 5 of the event being the Launceston to Grindlewald leg. Additionally various community benefit activities were proposed.

Following Council approval of event incentive funding for the Tour of Tasmania (subject to the approval of the Stage), detailed discussions and planning has taken place between Council officers, Cycling Australia and Tasmania Police to formulate the Launceston Stage so as to optimise Community benefit and Launceston City Council exposure from the event, whilst creating the least amount of disruption to traffic flow within the City.

Under the revised Launceston Stage, the Criterium would be replaced by a neutralised race start Peloton procession through the CBD and surrounds to showcase the event and Launceston. Subsequent to the Council's decision on the criterion discussions with event organisers were not able to locate a suitable course that would meet the needs of both the event and LCC.

It is planned to commence the Stage at Inveresk circular parking area with a Community Activation Program followed by a neutralised race start Peloton procession (which will involve a rolling road closure managed by Tasmania Police) via iconic Launceston landmarks (SBS broadcast leverage) departing the City via East Tamar Hwy, Newnham Link, Georgetown Road, Lilydale Road and returning back to East Tamar Highway and across the Batman Bridge, via Deviot and Gravelly Beach, finishing at Grindelwald. This will see roads closed for a small duration of time whilst the Peloton passes by. Tasmania Police have given in principle support to the course as proposed.

It is believed that without the drawcard of a CBD location, a mid-week lunchtime Criterium would not attract significant spectator numbers and would not showcase Launceston through the event's media coverage. The neutralised start would maximise the exposure for Launceston and would provide for more spectator mass due to the CBD locations which would be beneficial to both the event and Launceston. It is proposed to integrate the neutralised race start with a Community Activation Program at Inveresk which would deliver on the community benefit elements of the Council's decision to fund the event.

Despite the change in format of stage 4 of the event, the financial return to Launceston for the event incentive funding would remain as follows:

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**14.2 Tour of Tasmania - Launceston Stage...(Cont'd)**

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The initial application indicated that approximately 630 people will stay in Launceston for two nights (Wednesday and Thursday), equating to in excess of \$200,000 direct expenditure generated by the event for Launceston. This includes:

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

**ECONOMIC IMPACT:**

Consideration contained in the report.

**ENVIRONMENTAL IMPACT:**

Consideration contained in the report.

**SOCIAL IMPACT:**

Consideration contained in the report

**STRATEGIC DOCUMENT REFERENCE:**

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

**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. Proposed Stage 4 Caterpillar Tour of Tasmania
-



we are cycling...  
...start to finish

**Stage 4 Caterpillar Tour of Tasmania – Launceston to Grindelwald**

Direction	Detail
	START - Inveresk Precinct, Invermay Rd
LEFT	Tamar St
RIGHT	William St
LEFT	St John St
LEFT	Paterson St
RIGHT	George St
LEFT	Brisbane St
LEFT	Tamar St
LEFT	Lindsay St
RIGHT	Goderich St
Continue	Goderich St becomes East Tamar Hwy (A8)
RIGHT	George Town Rd
LEFT	Lilydale Rd (B81)
Pass	Russells Plains Rd
	RACE START
Continue	Lilydale Rd (B81) becomes Golconda Rd (B81)
LEFT	Second River Rd
RIGHT	Bangor Rd
RIGHT	Pipers River Rd (B83)
LEFT	Old Bangor Tram Rd
LEFT	Dalrymple Rd
RIGHT	East Tamar Hwy (A8)
LEFT	Batman Hwy (B73)
LEFT	Deviot Rd
Continue	Gravelly Beach Rd
LEFT	West Tamar Hwy (A7)
LEFT	Rosevears Rd
RIGHT	Graythorne Rd
RIGHT	West Tamar Hwy (A7)
LEFT	Waldhorn Dv
LEFT	Alpine Cres
	FINISH - Alpine Cres, Grindelwald

**Sydney**  
Street: Level 2, 280 Coward Street  
Mascot NSW 2020  
Postal: PO Box 6310  
Alexandria NSW 2015  
Tel: +61 2 9339 5800  
Fax: +61 2 9339 5888  
Email: info@cycling.org.au  
ACF ABN: 36 067 389 259

**Adelaide**  
Street: Adelaide Super-Drome  
State Sports Centre, Main North Road  
Gepps Cross SA 5094  
Postal: PO Box 646  
Enfield Plaza SA 5085  
Tel: +61 8 8360 5888  
Fax: +61 8 8360 5800

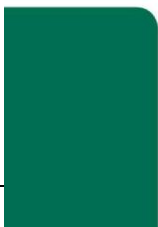
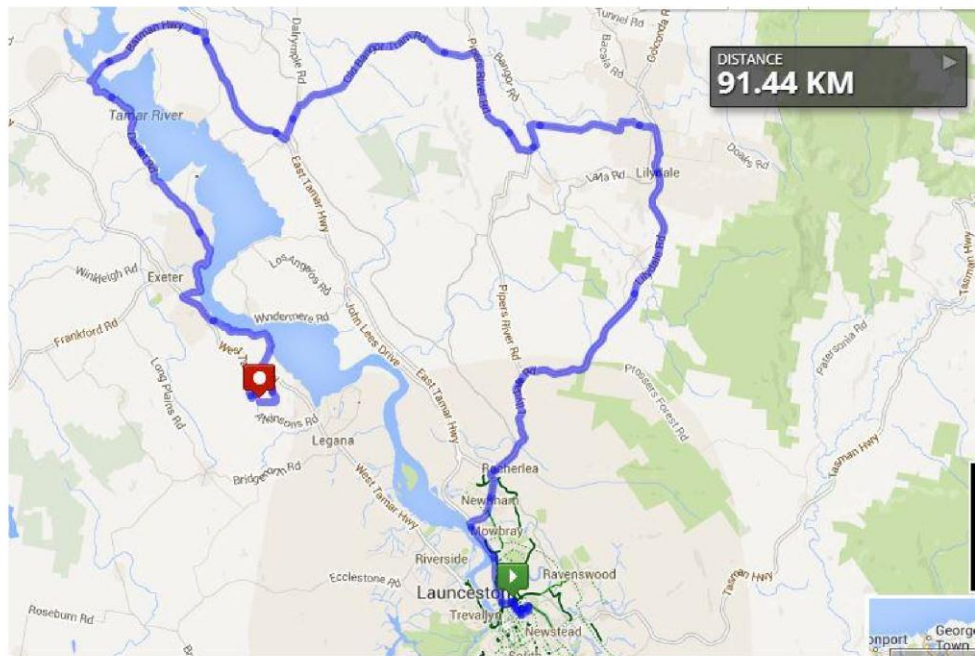
**Melbourne**  
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Fax: +61 3 9533 3149  
ACE ABN: 63 102 667 532  
**Italy**  
Via Lombardia 22, Castronno VA 21040

Principal Partner





we are cycling...  
...start to finish



**Sydney**  
Street: Level 2, 280 Coward Street  
Mascot NSW 2020  
Postal: PO Box 6310  
Alexandria NSW 2015  
Tel: +61 2 9339 5800  
Fax: +61 2 9339 5888  
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Principal Partner





## 14.3 Environmental Services Department - Appointment as Authorised Officers

**FILE NO:** SF0113

**AUTHOR:** Louise Foster (Manager Environmental Services)

**DIRECTOR:** Michael Stretton (Director Development Services)

### DECISION STATEMENT:

To appoint new employees within the Environmental Services Department as Authorised Officers for the purposes of various legislation and Council by-laws.

### RECOMMENDATION:

That Council appoints the following employees referred to in column one of the schedule, as Authorised Officers, to conduct the function and powers of various Legislation listed in column two of the schedule.

Authorised Officer	Powers / Function
Louise Foster - Manager Environmental Services	<p>Local Government Act 1993:</p> <ul style="list-style-type: none"> <li>• S20A Power of Entry</li> <li>• S185 To act on non-compliance with a notice served under the Division regarding fencing of land</li> <li>• S200 Abatement Notices - to determine if a nuisance exists and to issue abatement notices where necessary <sup>1</sup></li> <li>• S201 to act to abate a nuisance</li> <li>• S237 Authentication of certain documents</li> <li>• S240 Appearance in Court</li> </ul> <p>Local Government (Building and Miscellaneous Provisions) Act 1993</p> <ul style="list-style-type: none"> <li>• S247 To remove advertising hoardings erected or maintained in contravention of the Act</li> </ul> <p>Traffic Act 1925</p> <ul style="list-style-type: none"> <li>• S43 removal of things obstructing public streets</li> </ul> <p>Monetary Penalties Enforcement Act 2005</p> <ul style="list-style-type: none"> <li>• S17 To approve or refuse to approve an application under s.17 of the Act for withdrawal of an infringement notice and/or for a variation of payment conditions of an infringement notice and to notify the alleged offender of that approval or refusal</li> </ul>

**14.3 Environmental Services Department - Appointment as Authorised Officers...(Cont'd)**

Authorised Officer	Powers / Function
	<p>Environmental Management and Pollution Control Act 1994:</p> <ul style="list-style-type: none"> <li>• S21 Council Officer</li> </ul> <p>Public Health Act 1997:</p> <ul style="list-style-type: none"> <li>• S77 to grant or refuse an application for a Place of Assembly licence and to notify the applicant accordingly</li> <li>• S78 to issue a Place of Assembly Licence following grant of application</li> <li>• S81 to grant or refuse an application for renewal of Place of Assembly licence and notify applicant accordingly</li> <li>• S82 to vary a Place of Assembly licence and notify the holder accordingly</li> <li>• S83 to cancel a Place of Assembly Licence and notify the holder accordingly</li> <li>• S84 to cause the doors of a Place of Assembly to be closed or to evacuate a Place of Assembly</li> <li>• S87 to make a closure in accordance with S87 of the Act</li> <li>• S88 to serve copies of a closure order on the owner and occupier of premises and to affix a copy to the premises</li> <li>• S89 to revoke a closure order on the application of any person</li> <li>• S92 to serve a rectification notice and cause necessary work to be carried out in the event of a failure to comply with such a notice</li> <li>• S97 to grant or refuse to grant an application for registration of premises for a public health risk activity and to notify the applicant accordingly</li> <li>• S98 to issue a certificate of registration of premises in relation to a public health risk activity</li> <li>• S101 to grant or refuse an application for renewal of registration of premises for a public health risk activity and to notify the applicant accordingly</li> <li>• S102 to vary the registration of premises in relation to a public health risk activity and to notify the holder of the certificate of registration accordingly</li> <li>• S103 to cancel the registration of premises for a public health risk activity and to notify the holder of the certificate of registration accordingly</li> <li>• S106 to grant or refuse an application for a licence to carry out a public health risk activity and to notify the applicant accordingly</li> <li>• S107 to issue a licence to carry out a public health risk activity</li> </ul>

**14.3 Environmental Services Department - Appointment as Authorised Officers...(Cont'd)**

Authorised Officer	Powers / Functions
	<ul style="list-style-type: none"> <li>• S110 to grant or refuse an application to renew a licence to carry out a public health risk activity and to notify the applicant accordingly</li> <li>• S111 to vary a licence to carry out a public health risk activity and to notify the holder accordingly</li> <li>• S112 to cancel a licence to carry out a public health risk activity and notify the holder accordingly</li> <li>• S115 to grant or refuse an application for registration of a regulated system and notify the applicant accordingly</li> <li>• S116 to issue a certificate of registration of a regulated system following grant of an application for such registration</li> <li>• S119 to serve a notice requiring compliance with a specified direction or relevant guidelines relating to a regulated system and that the system be not operated until such compliance has occurred</li> <li>• S121 to grant or refuse an application to renew the registration of a regulated system and notify the applicant accordingly</li> <li>• S122 to vary the registration of a regulated system and notify the holder of the certificate of registration accordingly</li> <li>• S123 to cancel the registration of a regulated system and notify the holder of the certificate of registration accordingly</li> <li>• S129 to make Orders relating to the supply of water if satisfied that the quality of water is, or is likely to become, a threat to public health, give warnings and information to the public about the safe use of the water and do anything necessary and practicable to render the water safe</li> <li>• S135 to grant or refuse an application for registration as a user or supplier of water from a private water source and notify the applicant accordingly</li> <li>• S136 to issue a certificate of registration following grant of an application for registration as a user or supplier of water from a private water source</li> <li>• S136B to vary the registration of a person as a user or supplier of water from a private water source and notify the holder of the certificate of registration accordingly</li> <li>• S136C to cancel the registration of a person as a user or supplier of water from a private water source and notify the holder of the certificate of registration accordingly</li> <li>• S190 to sell, destroy or otherwise dispose of a thing forfeited to Council under s189 and to grant or refuse an application by a person who owned the thing immediately prior to forfeiture to buy it for an amount equal to its estimated market value</li> </ul>

**14.3 Environmental Services Department - Appointment as Authorised Officers...(Cont'd)**

Authorised Officer	Powers / Functions
	<ul style="list-style-type: none"> <li>• S191 to grant or refuse an application by owner for the return of anything seized under the Act</li> </ul> <p>Food Act 2003:</p> <ul style="list-style-type: none"> <li>• S87 to grant or refuse an application for registration of a food business, to issue a certificate of registration where an application is granted and to notify an applicant accordingly where an application is refused</li> <li>• S89 grant or refuse an application for renewal of registration of a food business, to issue a further certificate of registration where an application is granted and to notify an applicant accordingly where an application is refused</li> <li>• S91 to vary the conditions of, or suspend or cancel the registration of a food business</li> <li>• S118 to serve an infringement notice on a person if of the opinion that the person has committed a prescribed offence</li> </ul> <p>Dog Control Act 2000:</p> <ul style="list-style-type: none"> <li>• S82 – Appointment as Authorised Officer</li> </ul> <ul style="list-style-type: none"> <li>• Appointment as an authorised officer under Council By-laws</li> </ul>

**14.3 Environmental Services Department - Appointment as Authorised Officers...(Cont'd)**

<p>Clare Harding - Environmental Health Officer</p>	<p>Local Government Act 1993:</p> <ul style="list-style-type: none"> <li>• S20A Power of Entry</li> <li>• S237 Authentication of certain documents</li> <li>• S200 Abatement Notices<sup>1</sup></li> <li>• S240 Appearance in Court</li> </ul> <p>Environmental Management and Pollution Control Act 1994:</p> <ul style="list-style-type: none"> <li>• S21 Council Officer</li> </ul> <p>Public Health Act 1997:</p> <ul style="list-style-type: none"> <li>• S11 Appointment as an Environmental health Officer</li> </ul> <p>Food Act 2003:</p> <ul style="list-style-type: none"> <li>• S101 Appointment as Authorised Officer.</li> </ul> <p>Dog Control Act 2000:</p> <ul style="list-style-type: none"> <li>• S82 – Appointment as Authorised Officer</li> <li>• Appointment as an authorised officer under Council By-laws</li> </ul>
<p>Jarrold Burn</p>	<p>Environmental Management and Pollution Control Act 1994:</p> <ul style="list-style-type: none"> <li>• S21 Council Officer</li> </ul>

**Notes:**

<sup>1</sup> A matter may be referred to Council for decision where an Officer is of the opinion that the decision should be made by the Council.

**REPORT:**

Various Legislation relating to the environmental services tasks require that Council or the General Manager appoint an officer as an Authorised Officer to fulfil the powers and functions of the Acts.

**ECONOMIC IMPACT:**

N/A

**14.3 Environmental Services Department - Appointment as Authorised Officers...(Cont'd)**

---

**ENVIRONMENTAL IMPACT:**

N/A

**SOCIAL IMPACT:**

N/A

**STRATEGIC DOCUMENT REFERENCE:**

N/A

**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**

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**17 INFRASTRUCTURE SERVICES****17.1 Traffic Safety & Vulnerable Road User Schemes**

**FILE NO:** SF5106 SF5909 SF1556 SF2145 SF1138 SF1588 SF1542 SF2107 SF1906 SF1408

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

**DIRECTOR:** Harry Galea (Director Infrastructure Services)

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**DECISION STATEMENT:**

To determine projects in Council's Traffic Safety Program and DIER's Vulnerable Road User Program.

**PREVIOUS COUNCIL CONSIDERATION:**

Item 17.1 Council 26 August 2013  
Approval of Black Spot Schemes 2014/15

**RECOMMENDATION:**

1. That Council approves the following schemes as projects in Council's 2013/14 Traffic Safety Program:
    - (i) Bathurst Street, Howick Street to Brisbane Street - 50kph speed limit
    - (ii) Wellington Street, Paterson Street to Howick Street - 50kph speed limit
    - (iii) Invermay Road, Forster Street to McKenzie Street - edge line marking
    - (iv) Henry Street/Vermont Road/Ravenswood Road - median turn lane and islands
  2. That Council supports the following schemes as projects in DIER's 2013/14 Vulnerable Road User Program:
    - (i) John Lees Drive - pedestrian and bike path
  3. That Council does not support the following schemes as projects in DIER's 2013/14 Vulnerable Road User Program:
    - (i) Hobart Road, Kings Meadows - part time 40 kph speed limit
    - (ii) Invermay Road, Mowbray - part time 40 kph speed limit
  4. That Council supports, in consultation with DIER, a review of speed limits within the Launceston urban area with the aim to improve clarity and understanding and maximise road safety.
- 
-

**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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**REPORT:**

This report presents Traffic Safety schemes for approval as projects in Council's Traffic Safety Program and DIER's Vulnerable Road User Program. Schemes have been considered by the Launceston Road Safety Consultative Committee (LRSCC) and the outcome of that consideration is described under each project. The notes from the meeting of the LRSCC on 29 July 2013 are included as Attachment 1. The Black Spot projects referred to in these notes were considered by Council at its 26 August meeting.

**Traffic Safety Schemes****1. Bathurst Street, Howick Street to Brisbane Street**

- (i) **Summary of problem being addressed:** 23 injury crashes and 107 property damage crashes in 5 years, the majority involving cross movements or rear end crashes.
- (ii) **Proposed works:** Reduce speed limit to 50kph
- (iii) **LRSCC Recommendation to Council to support the proposal:** 6 in favour/1 against
- (iv) **Estimated cost:** \$5,000
- (v) **Further information:**
  - Initial results following changes to speed limits on the 'couplet' in Hobart show a 40% reduction in crashes.
  - The traffic signals on Bathurst Street are coordinated to provide a 'green wave' operating at around 48kph.
  - Mean speeds on the left hand lane in Bathurst Street are recorded at 34.6kph and 85%ile speeds at 45kph.
  - The LRSCC supported a motion to continue the 50kph limit to Charles Street Bridge, however it is considered inappropriate to do this as the section north of Brisbane Street is of different character, with less pedestrian activity than further south.  
See also Attachment 2
- (vi) **ISD Officer Comment:** This proposal was supported by the LRSCC but there was also a request to review the speed limits in Launceston City to provide clarity and consistency. The safety benefits (as demonstrated in the Hobart trial) justify supporting the project.

**2. Wellington Street, Paterson Street to Howick Street**

- (i) **Summary of problem being addressed:** 35 injury crashes and 149 property damage crashes in 5 years, the majority involving cross movements or rear end crashes.
  - (ii) **Proposed works:** Reduce speed limit to 50kph
-



## 17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)

- (iii) **LRSCC Recommendation to Council to support the proposal:** 6 in favour/1 against
- (iv) **Estimated cost:** \$5,000
- (v) **Further information:**
  - Initial results following changes to speed limits on the 'couplet' in Hobart show a 40% reduction in crashes.
  - The traffic signals on Wellington Street are coordinated to provide a 'green wave' operating at around 48kph.
  - Mean speeds on the left hand lane in Bathurst Street are recorded at 41.5kph and 85%ile speeds at 50kph.
  - The LRSCC supported a motion to start the 50kph limit at Charles Street Bridge, however it is considered inappropriate to do this as the section north of Paterson Street is of different character, with less pedestrian activity than further south.
  - The LRSCC also requested Launceston City Council to review the speed limits in Launceston City to provide clarity and consistency.  
See also [Attachment 3](#)
- (vi) **ISD Officer Comment:** This proposal was supported by the LRSCC but there was also a request to review the speed limits in Launceston City to provide clarity and consistency. The safety benefits (as demonstrated in the Hobart trial) justify supporting the project.

### 3. Invermay Road, Forster Street to McKenzie Street

- (i) **Summary of problem being addressed:** 21 injury crashes, 62 property damage crashes in 5 years.
- (ii) **Proposed works:** Edge lines
- (iii) **LRSCC Recommendation to Council to support the proposal:** 3 in favour/4 against
- (iv) **Estimated cost:** \$25,000
- (v) **Further information:**
  - Edge lines are a recommended treatment in Austroads Guide to Road Safety Part 8: Treatment of Crash Locations  
See also [Attachment 4](#)
- (vi) **ISD Officer Comment:** The LRSCC was divided as to whether this project would be of benefit. As the crash record predominantly involves moving vehicles hitting parked vehicles or leaving the road additional delineation providing guidance and separation is considered beneficial. These crashes are rarely 't-bone' and are side swipes. This treatment of providing an extra separation of only ½-1m is a proven treatment allowing vehicle drivers to correct their vehicle.

**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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**4. Henry Street/Vermont Road/Ravenswood Road**

- (i) **Summary of problem being addressed:** 3 injury crashes and 6 property damage crashes in 5 years, the main problem being rear end crashes.
- (ii) **Proposed works:** Median turn lane and islands, including pedestrian refuge.
- (iii) **LRSCC Recommendation to Council to support the proposal:** 8 in favour/1 against
- (iv) **Estimated cost:** \$30,000
- (v) **Further information:** See [Attachment 5](#)
- (vi) **ISD Officer Comment:** This project is supported by the LRSCC and is recommended.

**Vulnerable Road User Schemes****1. Hobart Road, Kings Meadows Shopping Centre (Innocent Street to Opossum Road)**

- (i) **Summary of problem being addressed:** 11 injury crashes, 46 property damage crashes in 5 years. 8 crashes involve vulnerable road users (1 pedestrian, 5 cyclist, 2 motorcyclist,)
  - (ii) **Proposed works:** Part time 40kph speed limit
  - (iii) **LRSCC Recommendation to Council to support the proposal:** 1 in favour/6 against
  - (iv) **Estimated cost:** \$80,000 (\$40,000 allocated by DIER)
  - (v) **Further information:**
    - 4 crashes are recorded as being due to 'excessive speed for the conditions/circumstances', these all occurred during the busy periods of the day.
    - Mean speeds for each hour vary between 31.4kph and 50.4kph, 85%ile speeds for each hour vary between 38.9kph and 56.5kph.
    - Although the majority of vehicles travel within the speed limit, and often below 40kph, some vehicles are recorded as exceeding 60kph during business hours.
    - The operational periods are likely to be 8am-6pm, outside these times the speed limit would default to the current 50kph
    - The illuminated variable message signs will be a DIER asset similar to the school zone speed limit signs.
    - Applications for DIER's Vulnerable Road User Program were invited on 28 April to be submitted by 7 June 2013. Confirmation of inclusion of this project in the DIER program has been received since the LRSCC meeting. See also [Attachment 6](#)
  - (vi) **ISD Officer Comment:** The discussion at LRSCC was heavily dominated by the argument that drivers are unable to exceed 40kph during business hours and the suggestion that the speed would revert to 60kph when the signs were not operational.
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**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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The figures indicate that there are vehicles that travel at excessive speeds and illuminated signs, similar to those for school zones, have been found to be very effective in reducing speeds. It is this minority group that increase accident risk and minimise the safety of pedestrians crossing the road. The proposed speed for out of the main business hours would be 50kph due to the significant night time economy in these shopping zones.

Although the project has merit, at a cost of \$80,000 (with \$40,000 funded by DIER) this cost outweighs the envisaged improvements. On this basis the projects are not supported.

(Note: Council were informed of this state government program and provided only short notice for lodging of potential applications for funding. The three Council nominated projects were all successful and received state government funding - including this project. DIER informed Council of their determination after the LRSCC meeting. If the project is not supported then DIER will be informed who can reallocate these funds to the next state-wide priority project.)

**2. Invermay Road, Mowbray Shopping Centre (Vermont Road to Haig Street)**

- (i) **Summary of problem being addressed:** 14 injury crashes, 49 property damage crashes in 5 years. 11 crashes involve vulnerable road users (4 pedestrian, 4 cyclist, 3 motorcyclist)
  - (ii) **Proposed works:** Part time 40kph speed limit
  - (iii) **LRSCC Recommendation to Council to support the proposal:** 1 in favour/6 against
  - (iv) **Estimated cost:** DIER will fund this scheme in its Vulnerable Road User Program
  - (v) **Further information:**
    - 5 crashes are recorded as being due to 'excessive speed for the conditions/ circumstances', these all occurred during the busy periods of the day.
    - Mean speeds for each hour vary between 30.8kph and 48.9kph, 85%ile speeds for each hour vary between 38.2kph and 56.5kph.
    - Although the majority of vehicles travel within the speed limit, and often below 40kph, some vehicles are recorded as exceeding 60kph during business hours.
    - The operational periods are likely to be 8am-6pm, outside these times the speed limit would default to the current 50kph
    - The illuminated variable message signs will be a DIER asset similar to the school zone speed limit signs.
-

**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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- Applications for DIER's Vulnerable Road User Program were invited on 28 April to be submitted by 7 June 2013. Confirmation of inclusion of this project in the DIER program has been received since the LRSCC meeting. See also Attachment 7
- (vi) **ISD Officer Comment:** The discussion at LRSCC was heavily dominated by the argument that drivers are unable to exceed 40kph during business hours and the suggestion that the speed would revert to 60kph when the signs were not operational. The figures indicate that there are vehicles that travel at excessive speeds and illuminated signs, similar to those for school zones, have been found to be very effective in reducing speeds. It is this minority group that increase accident risk and minimise the safety of pedestrians crossing the road. The proposed speed for out of the main business hours would be 50kph due to the significant night time economy in these shopping zones.

Although the project has merit, at a cost of \$80,000 (with \$40,000 funded by DIER) this cost outweighs the envisaged improvements. On this basis the projects are not supported.

(Note: Council were informed of this state government program and provided only short notice for lodging of potential applications for funding. The three Council nominated projects were all successful and received state government funding - including this project. DIER informed Council of their determination after the LRSCC meeting. If the project is not supported then DIER will be informed who can reallocate these funds to the next state-wide priority project.)

**3. John Lees Drive, Peddie Drive to Lady Nelson Creek**

- (i) **Summary of problem being addressed:** Safety of pedestrians and cyclists in Dilston
  - (ii) **Proposed works:** Pedestrian and bike path
  - (iii) **LRSCC Recommendation to Council to support the proposal:** It was not considered necessary to seek LRSCC consideration of this scheme as its impact is of a minor nature.
  - (iv) **Estimated cost:** \$30,000
  - (v) **Further information:**
    - The overtaking lane between Lady Nelson Creek and Peddie Drive will be removed to facilitate installation of the pedestrian and bike path.
    - The path will be created using line marking and marker posts.
    - A 70kph speed limit is proposed in conjunction with this scheme.
    - This proposal is supported by members of the community in Dilston and was the subject of a petition received by Council in October 2011.
    - John Lees Drive remains a DIER asset but Council will be coordinating installation of the path.
-

**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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- Consultation on the details of the scheme will be carried out with the Dilston community before proceeding.
- (vi) **ISD Officer Comment:** Since the construction of the East Tamar Highway bypass, the Dilston community have been advocating for changes to John Lees Drive as it is no longer part of a major highway and predominantly serves local trips. In essence the predominant message was that the community wanted a two-lane road (eliminating passing lanes) and utilising the width gained to allow installation of sealed bike/pedestrian lanes along the length of the "local road". The proposed project will improve safety for pedestrians and cyclists, increase the amenity of the area and importantly has wide spread support by the Dilston and Windermere community.

(Note: Council were informed of this state government program and provided only short notice for lodging of potential applications for funding. The three Council nominated projects were all successful and received state government funding - including this project. DIER informed Council of their determination after the LRSCC meeting. If Council support the project then DIER will undertake it as their project which will be fully funded from within the program. If the project is not supported then DIER will be informed who can reallocate these funds to the next state-wide priority project.)

**Speed Limit Review**

During discussions regarding the proposal to reduce the speed limits in Wellington Street and Bathurst Street the LRSCC asked for a review of speed limits in the Launceston urban area to provide clarity and consistency. Speed limits in Tasmania are set by the state Department of Infrastructure Energy & Resources to ensure state-wide consistency. There is, however, a role for local government as local road owner and representing its community to seek appropriate changes to speed limits. The default urban speed limit of 50kph was introduced in Tasmania in 2002 with exemptions to this signed. The principal has been that higher function arterial, sub arterial and some collector roads would have a 60kph speed limit but there are many sections of these roads where this is not appropriate. The review would determine whether the speed set is appropriate for the road environment, safety record and existing travel speeds and to maximise clarity and minimise confusion.

**ECONOMIC IMPACT:**

The cost of injury accidents and fatalities as a result of road accidents are significant to both the community, in terms of financial cost, and individuals and their families in terms of trauma.

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## 17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)

### ENVIRONMENTAL IMPACT:

Not applicable to this report.

### SOCIAL IMPACT:

Road accidents have a significant social impact on individuals and their families.

### STRATEGIC DOCUMENT REFERENCE:

The goal within Council's strategic plan 2008/2013 which is relevant to this report is:

Goal 3.4 - Provide and promote safe city environment.

### BUDGET & FINANCIAL ASPECTS:

The projects included in this report are to be funded from Council's 2013/2014 Traffic Safety Budget.

Program/Year	Total Budget	Grant	Council	Other
<b>Traffic Safety Program 2013/14</b>				
Bathurst Street -50kph speed limit	\$5,000		\$5,000	
Wellington Street -50kph speed limit	\$5,000		\$5,000	
Invermay Road - edge lines	\$25,000		\$25,000	
Henry Street/ Vermont Road/ Ravenswood Road - median	\$30,000		\$30,000	
<b>Vulnerable Road User Program 2013/14</b>				
Invermay Road, Mowbray Shopping Centre - part time 40kph speed limit	\$80,000	\$40,000	-	It is not recommended to support these projects. Hence the approved grants will be returned to DIER to distribute to other projects.
Hobart Road, Kings Meadows Shopping Centre - part time 40kph speed limit	\$80,000	\$40,000	-	
John Lees Drive - pedestrian and bike path	\$30,000	\$30,000	-	

**17.1 Traffic Safety & Vulnerable Road User Schemes...(Cont'd)**

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The budget adjustment consideration of this item has been approved by the Director Corporate Services.

**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. Notes from Launceston Road Safety Consultative Committee 29 July 2013  
Note: Attachments 2-7 (distributed electronically)
  2. Bathurst Street, Howick Street to Brisbane Street information
  3. Wellington Street, Paterson Street to Howick Street information
  4. Invermay Road, Forster Street to McKenzie Street information
  5. Henry Street/Vermont Road/Ravenswood Road information
  6. Hobart Road, Kings Meadows Shopping Centre (Innocent Street to Opossum Road information)
  7. Invermay Road, Mowbray Shopping Centre (Vermont Road to Haig Street) information
-

**ATTACHMENT 1****NOTES**

**Launceston Road Safety Consultative Committee (LRSCC) Meeting  
Committee Room, Town Hall - Launceston City Council, St John Street  
Monday, 29 July 2013 - 2.30 pm (to approximately 4.00 pm)**

**Present:**

Alderman Jim Cox  
Alderman Robin McKendrick

**Representing the local community:**

Graeme Pitt

**Representing individual users of the road system:**

John Wallender, Tas Motorcycle Council  
Gary O'Keefe, RACT

**Representing emergency and response:**

John Hazzlewood, Tas Fire  
Inspector Michael Johnson, Tas Police

**Representing traffic engineering and road safety**

David McIntee, DIER Launceston Road Safety Consultant  
Richard Burk DIER Traffic Management

**Representing Launceston City Council:**

Harry Galea, Director Infrastructure Services  
Nigel Coates, Engineering Officer Traffic  
Lisa Brady, Public Liaison Officer  
Uriel Walters, Engineer Asset Planning

**Apologies:**

Damien Arkley, Metro  
Child Health Association Tasmania Inc  
Des Taylor, Tasmanian Truck Owners Association  
Roger Vreugdenhill, Tamar Bicycle Users Group  
Barry Oliver, local community

**1. Welcome**

Alderman Jim Cox welcomed members to the meeting.

Harry Galea advised the meeting that responses to bids for Black Spot funding for projects under discussion today will be received in June/July 2014.

**2. Confirmation of notes from previous meeting**

**Recommendation:** That the Notes from the meeting 11 July 2013 be acknowledged.

Moved: Graeme Pitt. Seconded: David McIntee, DIER.

That the recommendation be adopted.

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CARRIED UNANIMOUSLY

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### 3. Proposed Black Spot Schemes

Nigel provided the requested information for each of the proposals.

Each proposal was then discussed, constructive comment made and each committee member completed a ballot paper.

#### 3.1. Tamar Street / Boland Street / Esplanade, Launceston

**Proposed works:** Alter traffic signal phasing for right-turn movements from Boland Street and Esplanade (put right turns in a separate phase).

**Discussion:** There was general discussion with all in favour of the proposed works

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to alter traffic signal phasing for right-turn movements from Boland Street and Esplanade (put right turns in a separate phase) is supported.

IN FAVOUR (9)

**Further comment:**

DIER asked that provision be made for right turns with green arrows on Boland Street / Esplanade.

#### 3.2. Hobart Road / Opossum Road, Kings Meadows

**Proposed works:** Dedicated right-turn phases on traffic lights and right turning lanes (from Hobart Road).

**Discussion:** There was general discussion with the majority in favour of the proposed works.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to have dedicated right-turn phases on traffic lights and right turning lanes (from Hobart Road) is supported.

IN FAVOUR (8)

OPPOSE (1)

**Further comment:**

The proposal needs to be aligned with Blaydon Street traffic lights

DIER advised that the Hobart Road / Blaydon Street and Hobart Road / Opossum Road intersections are managed by the same signal controller and that adjustments would be required. Alternative right turn phase. Head to head right turn pockets is possible given one (1) southbound lane on Hobart Road through the intersection.

#### 3.3. Hobart Road, Kings Meadows (Punchbowl Road to Riseley Street)

**Proposed works:** Install an intersection treatment at Riseley Street. Create three (3) lanes at Riseley Street and right hand turn facilities at KFC/Complex and Machen Street.

**Discussion:** Considerable discussion took place regarding this proposal. Questions were asked: has the right turn into Toyota been taken into consideration? RACT say this is creating two points of turn. There needs to be talks with Toyota (possibly use Machen Street as an entry point). Aldermen McKendrick asked the number of properties in Machen Street.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to Install intersection treatment at Riseley Street. Create three (3) lanes at Riseley Street and right hand turn facilities at KFC/Complex and Machen Street is supported.

IN FAVOUR (5)

OPPOSE (3)

**Further comment:**

Tas Fire Service vote was not counted as they advised they are in favour of the proposal but have concerns regarding the introduction of the traffic islands. Tas Fire Service would support the intersection design Innocent/Riseley Street but they do not support the right turn facilities at KFC complex and Machen Street.

Tas Police opposes the proposal because of concern regarding heavy vehicles, this being a choke point and an increase in traffic islands. The actual intersection is okay, take out the right turn and the vote would be yes.

The work should be staged with the intersection work only at this stage.

Consultation is required with KFC.

Could traffic islands be replaced with painted islands?

The right turn into Toyota should be considered. It could be moved back to a new entry from Machen Street. **NOTE:** this would only stop the R turn heading south, not those travelling north who could turn in normally.

Introduce a 'no left turn' into Riseley Street during peak periods to avoid banking of traffic on Hobart Road. Time limit during the day (7.00am to 7.00pm) otherwise there might be capacity issues.

### 3.4. **George / Canning Streets, Launceston**

**Proposed works:** To install median islands on George Street to slow through traffic to reduce the possibility of non-compliance with give way.

**Discussion:** There was general discussion in regard to the installation of the additional give way sign (recently reinstated). It was asked why it is necessary to have a traffic island. Harry Galea advised it is because of the high accident statistics. The idea of the island is to highlight the intersection and lessen the speed of vehicles as sight distance is not the problem.

Tas Police says that the root cause is traffic travelling east along Canning Street don't give way to vehicles in George Street. Vehicle near misses become collisions with the pole and traffic islands.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to install median islands on George Street to slow through traffic to reduce the possibility of non-compliance with give way is supported.

IN FAVOUR (3)

OPPOSE (6)

**Further comment:**

It was requested that there be no more median islands.

This particular treatment will restrict driver options to avoid collision.

**3.5. Wellington Street / Howick Street**

**Proposed works:** Install central islands and additional traffic signal heads with right turn arrows on Howick Street.

**Discussion:** There was general discussion with DIER supporting doing something but believes there needs to be more discussion.

Others stated that a traffic island with a traffic light is just something else for vehicles to hit.

Dedicated lanes may have an impact on the Metro Launceston depot if traffic is banked up because of the dedicated lane turning right. The holding area of vehicles may hinder buses trying to enter Howick Street from the depot. A suggestion would be to review traffic signal timing to ensure regular flow and not a long stopping period.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to Install central islands and additional traffic signal heads with right turn arrows on Howick Street is supported.

IN FAVOUR (4)

OPPOSE (5)

**Further Comment**

DIER advise that introducing a fourth phase will reduce the level of service on Wellington Street. However, this effect can be reduced if extra capacity/start up efficiency is provided by positioning the right turn pockets head to head. This allows for all three movements (left, through and right) on the Howick Street east approach.

It was requested that there be no central islands or traffic lights.  
Traffic islands are not needed.

Islands become a collision point

Move the island slightly to improve sight line for oncoming traffic.

### 3.6. **Westbury Road, South Launceston (Normanstone Road to Bertha Street)**

**Proposed works:** reduce traffic lanes to a single uphill lane, central lane and uphill bike lane and to install traffic signals at Normanstone Road.

**Discussion:** There was considerable discussion regarding this proposal which included that the community considers it a bad thing to change two traffic lanes into one traffic lane.

There should be concentration on where the issues are.

The installation of traffic lights at Normanstone Road will put gaps in traffic travelling up Westbury Road and will regulate Normanstone Road traffic.

The lights will be controlled by traffic numbers.

Traffic will not be able to turn right into Westbury Road from Normanstone Road.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to reduce traffic lanes to a single uphill lane, central lane and uphill bike lane and to install traffic signals at Normanstone Road is supported.

IN FAVOUR (5)

IN FAVOUR of part of the recommendation (1)

OPPOSE (2)

NO COMMENT (1)

#### **Further Comment**

There was support for the proposal from Normanstone Road on only.

There are concerns with the proposed traffic lights.

There is concern with the extra traffic from the proposed subdivision.

Tas Fire believe the treatment needs review.

What about the visibility of the bike lane?

Central traffic medians are opposed.

## **4. Proposed Launceston Traffic Safety Schemes**

### 4.1. **Bathurst Street, Launceston (Balfour to Brisbane)**

**Proposed works:** change to 50kph speed limit

**Discussion:** General discussion included that driver education is the issue and changes to speed limit signs should not be ad hoc around the city.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to change the speed limit to 50kph between

Balfour and Brisbane Street is supported.

IN FAVOUR (6)

OPPOSE (1)

PREFERENCE (2) (the extent of the speed limit change should be from the southern outlet to Brisbane Street)

**Further Comment**

General preference to wait until the whole of the city area speed limit is changed

The lower speed limit should be from the 80kph sign at the end of the southern outlet and extend to the Charles Street bridge. It is better to co-ordinate the 60-50kph links to slow to a standard of 50kph.

Can this be trialled in consultation with Tas Police, and RACT?

The lower speed limit should be part of a broader strategy to review the speed limit in the city. This will have benefits in driver behaviour - consistency in speed as drivers don't have to think what the speed limit is as it is all the same.

**4.2. Wellington Street (Paterson Street to Balfour Street)**

**Proposed works:** change to 50kph speed limit

**PLEASE NOTE:** This proposal and the previous proposal (3.7 Bathurst Street, Balfour to Brisbane) were discussed and considered as joint proposals. While both proposals are favoured, all committee members asked that an additional traffic safety proposal be included as 4.3).

**4.3. Investigate speed limits within the Launceston City boundary**

**Recommendation:** The Launceston Road Safety Consultative Committee requests Launceston City Council to review the speed limits in Launceston City to provide clarity and consistency.

IN FAVOUR (9)

**4.4. Invermay Road, Invermay (Forster Street to Mackenzie Street)**

**Proposed works:** paint edge lines along both sides of the road

**Discussion:** There was general discussion as to the advantages and disadvantages of implementing this proposal. It was generally considered to be of no advantage.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to paint edge lines along both sides of the road is supported.

IN FAVOUR (3)

OPPOSE (4)

ABSTAIN FROM VOTING (2)

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Further comment

What is the benefit?

No need or benefit of this proposal.

**4.5. Henry Street/Vermont Road/Ravenswood Road**

**Proposed works:** Install a median lane and traffic islands on Henry Street and a right turn lane into Ravenswood Road.

**Discussion:** Support for the proposal.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to install a median lane and traffic islands on Henry Street and a right turn lane into Ravenswood Road is supported.

IN FAVOUR (8)

OPPOSE (1)

No further comment

**4.6. Elphin Road, Launceston (near Kenyon Street)**

**Proposed works:** Install a right turn lane into the supermarket on Elphin Road

**Discussion:** General comment on the advantages and disadvantages of traffic islands.

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to install a right turn lane into the supermarket on Elphin Road is supported.

IN FAVOUR (3)

OPPOSE (4)

ABSTAIN FROM VOTING (2)

Further comment

To line mark the traffic island would be okay. There is concern over more traffic islands. There is no need for the proposal. Consult with local residents over the loss of on-street parking.

**5. Proposed Vulnerable Road User Program Schemes**

**5.1. Hobart Road, Kings Meadows Shopping Centre (Innocent Street to Blaydon Street)**

**Proposed works:** part time speed limit (40 kph) illuminated variable message signs

**Discussion:** There was considerable discussion on the hours of operation. Harry informed the group that when using 40 kph speed limit at specific times of the day, when speed reverts, it is to 60 kph.

There were suggestions to leave the speed limit at 50 kph and allow traffic to control the speeds.

— Tas Police cannot enforce the 40 kph speed limit. —

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to introduce part time speed limit (40 kph) and illuminated variable message signs is supported.

IN FAVOUR (1)

OPPOSE (6)

ABSTAIN FROM VOTING (2)

Further comment

The proposal is not required as motorists are unable to do more than 40 kph during business hours. Leave as is.

LCC should look at other times being listed as 50 kph.

The default should be left at 50 kph when light is not on.

This proposal is Launceston City Council's call.

**6. Invermay Road, Mowbray Shopping Centre (Vermont Road to Haig Street)**

The proposal: to introduce part time speed limit (40 kph) and illuminated variable message signs

**Discussion:** same as discussion above (5.1).

**Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the proposal to introduce part time speed limit (40 kph) and illuminated variable message signs is supported.

IN FAVOUR (1)

OPPOSE (6)

ABSTAIN FROM VOTING (2)

Further comment - as above (5.1)

**Launceston Safer Roads Strategy**

Although an apology for this meeting, Damien Arkley representing Metro says that although Metro is happy with the draft strategy, they would like comment included relating to complying to the Disability Discriminate Act through the Disability Standards for Accessible Public Transport as far as ensuring infrastructure is compliant for people, pedestrians with disabilities.

Alderman McKendrick says there needs to be a simple statement 'Launceston has a safer roads strategy' not necessarily a document this size. He spoke of the cost associated with consultants preparing Council's strategy documents.

Richard Burk representing DIER traffic management says this document ties in with everyone else and is relevant and up to date.

7. **Recommendation:** The Launceston Road Safety Consultative Committee inform Council that the draft Launceston Safer Roads Strategy is supported.

IN FAVOUR

All

8. Close and next meeting

Committee members were asked for suggestions to improve the LRSCC process. All Committee members attending this meeting support the LRSCC process as it is.

The meeting closed at 4.12pm. The date of the next meeting will be advised.



**17.2 Draft North Bank Masterplan****FILE NO:** SF3068**AUTHOR:** Matthew Skirving (Manager Architectural Services)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

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**DECISION STATEMENT:**

To receive the Draft North Bank Masterplan and determine its suitability for release to commence public consultation.

**PREVIOUS COUNCIL CONSIDERATION:**

SPPC Agenda Item, 19 November 2012  
Draft North Bank Masterplan update.

SPPC Workshop Presentation 13 May 2013  
Draft North Bank Masterplan update.

SPPC Workshop Presentation, 2 September 2013.  
Draft North Bank Masterplan presentation.

**RECOMMENDATION:**

That Council endorse the Draft North Bank Masterplan (ECM document #3008210), and accompanying Vision & Directions Report, to be released for public consultation for a four week period.

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**REPORT:**

Over the past 12 months, the North Bank Committee has provided guidance and oversight to the development of a Masterplan proposal for the regeneration of the former Commercial and Industrial land on the Southern side of Lindsay Street in Invermay - primarily being the river edge parcels of land created by the new Flood Levee construction currently nearing completion.

The vision for North Bank is for the creation of an area of high visual amenity with a wide variety and quality of both passive and active recreational opportunities. It is proposed that the area will feature a major new regional playground facility with a range of play experiences for different age groups.

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**17.2 Draft North Bank Masterplan...(Cont'd)**

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This facility will be a “must visit” destination for both tourists and visitors to the City. The area will also be developed as a flexible and functional series of spaces to accommodate a range of community events and activities. Its location, juxtaposed to the Seaport area enables the creation of a compelling precinct of high quality experiences and spaces.

The creation of a new high quality public open space precinct at North Bank is a key catalyst and support for the significant private sector investment proposed by the redevelopment of the Lindsay Street Silos by Mr Errol Stewart. This overall project offers a unique opportunity for the private sector and all levels of government to come together and deliver a legacy project, which stimulates economic activity throughout the region by creating a world class tourist experience, stretching from Cataract Gorge through Kings Bridge and the Royal Park Art Gallery to Seaport and North Bank and on to the Inveresk area, while also demonstrably adding to the civic pride and community prosperity through the enhanced sense of place created by the precinct.

The proposed redevelopment of the North Bank area reimagines an exciting new precinct on the northern edge of the city, both expanding the already well-established open space network along the riverfront, and improving the connectivity and cohesive experience for the users of these spaces, places and activity centres.

**Redevelopment Objectives**

The North Bank Committee has identified a number of redevelopment objectives for the precinct to guide the analysis and development of the consolidated Masterplan proposal.

The four primary objective areas are described below, including actions and opportunities derived from each objective theme:

1. Facilitate Enhanced Access to the River Edge, and Improve the Natural Values and Visual Amenity of the Area.
    - a. Rehabilitation and regeneration of the currently degraded river edge and intertidal zones, including removal of invasive weed species and re-planting of native flora.
    - b. Expansion and development of a Rowing Club Precinct, supported by the consolidation of existing facilities and expansion via the relocation of established user groups to the North Bank precinct.
    - c. Development of new boardwalk, pontoon, and on-water access facilities to support both the organised club based activities located within the precinct, and access for passive on-water activities for the general public.
  2. Deliver an Expansion of the Established Riverside Walking & Cycling Trails, and Facilitate Enhanced Connectivity Along the Public Open Space Network.
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**17.2 Draft North Bank Masterplan...(Cont'd)**

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- a. Modification of existing river edge infrastructure (former levee constructions) to create an expanded river edge trail around the precinct linking with the Kings Wharf area.
  - b. Address current impediments to pedestrian and user group access to and from existing activity areas by implementing enhanced connectivity from the Seaport area to North Bank, and along Lindsay Street to the Inveresk Precinct.
  - c. Investment in multi-user trails that accommodate the varied requirements of a wide range of activities such as walking, cycling, group fitness and mobility impaired users. The Integration of activity and observation points along the trails to facilitate the installation of contemporary open public space infrastructure such as seating, public exercise equipment, and information and thematic interpretation material.
3. Invest in Infrastructure to Support Community Based Events & Passive Recreational Activities.
- a. Construction of a high quality Regional Playground facility. The new facility will include multi-age and multi-ability play equipment, as well as thematic links to the broader precinct and natural environment via inclusion of nature-based play design philosophies.
  - b. The creation of multi-use active parkland areas that serve as both public open space for passive and informal recreational pursuits as well as a venue capable of accommodating medium to large scale community events, such a concerts and festivals.
  - c. Integration of contemporary public amenities and infrastructure such as picnic and BBQ facilities, shade and shelter structures, and scalable facilities such as performance areas or a soundshell and event/festival staging areas.
4. Provide a Framework to Identify and Inform Specific Opportunities for both Public and Private Sector Investment, and to Maximise the Synergies Between these Development Opportunities.
- a. Identification of appropriate uses and activities to be accommodated within the precinct, including documentation of the desired interaction and synergies, and development guidelines and principles required to deliver these outcomes.
  - b. Identification of specific opportunities for commercial activities within the precinct, that complement the overall desired future character and activity types – such as opportunities for Tourism related activities, recreational equipment hire, and on-water experience such as guided canoe tours of the estuary and Cataract Gorge.
  - c. Investigation of appropriate adaptive Re-use opportunities for the remaining structures and industrial infrastructure located within the site area.
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**17.2 Draft North Bank Masterplan...(Cont'd)**

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- d. Formulation of an Outline Development Plan to provide the appropriate controls, guidance and certainty around the identified development opportunities for areas such as the former Gunn's site.

Further detail on the redevelopment objections, and outcomes of the proposed project components, is contained in the *North Bank Vision & Directions Report*, included as an attachment to this agenda item.

**Public Consultation Process**

The Draft Masterplan has now been developed to a suitable stage to commence a proposed 4 week public consultation period. The proposed consultation process will involve two distinct components:

1. An online public consultation process, utilising Council's Your Voice, Your Launceston website. This will include:
    - a. The availability of all of the Masterplan content for viewing or download online (or for viewing in Council's Customer Service Centre via the publically accessible computers provided).
    - b. "Quick Poll", and detailed Survey Questionnaire.
    - c. Opportunities for community members to provide specific feedback and ideas on the Draft Masterplan, including additional activities and uses they would like to see accommodated on the site, will be available in the Survey questionnaire and also via the online forum accessible via the Your Voice, Your Launceston webpage.
  2. Key stakeholder groups associated with the project will also be directly contacted to seek their feedback on the proposed Masterplan and specific components. These groups will include:
    - a. Groups with identified direct future involvement with the site area (such as the Silos development, and Rowing Clubs).
    - b. Event and Community Groups who have previously expressed an interest in the Masterplan process, and possible future involvement with the site, or who have been identified as having a likely interest in the proposal.
    - c. Community and Service Clubs who may have a future involvement with events, activities and the construction and maintenance of publically accessible infrastructure on the site.
    - d. Council Committees and Authorities with a direct or associated involvement with the Site area and proposed activities and uses.
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## 17.2 Draft North Bank Masterplan...(Cont'd)

The Draft Masterplan documentation will also be displayed in hard copy in Council's Customer Service Centre.

### Post-consultation Process

At the conclusion of the public consultation process, the North Bank Committee (in conjunction with the Masterplan Consultancy team) will conduct a review of the feedback received, and determine any amendments and modifications to the proposed Masterplan that should be considered in further detail.

In addition to this process, Council Officers will concurrently undertake detailed analysis of the ongoing operational costs associated with the proposed development of the North Bank area, and the specific project components.

A subsequent report will be provided to Council summarising the input received from all parties, any adopted modifications or amendments to the Draft Scheme, and presentation of the final Masterplan proposal and implementation plan to Council for consideration.

### ECONOMIC IMPACT:

The positive environmental impact of the Draft Masterplan is contained within the *Vision & Directions Report*, included as Attachment 1 to this report. In addition to this information, Renaissance Planning has provided Council the following information with regard to the positive economic impact of the proposed project on the local economy:

Impact type	Direct effect	Industrial flow on effects	Consumption flow on effects	Total	Type 1 multiplier	Type 2 multiplier
Output (\$)	7.8m	1.56m	1.17	<b>10.53m</b>	1.20	1.35
Employment (job years)	39	6	3	<b>48</b>	1.15	1.22
Value Add (\$)	3.04m	0.67m	0.7m	<b>4.41m</b>	1.22	1.45

A summary report titled *North bank Project: Summary of Economic Effects* is attached to this report and includes additional detail regarding the figures in the above table.

These figures do not include the economic impacts and multipliers as a result of the private investment opportunities leveraged by the Masterplan proposal - primarily being the Silos redevelopment project proposed by Mr Errol Stewart.

**17.2 Draft North Bank Masterplan...(Cont'd)**

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**ENVIRONMENTAL IMPACT:**

The positive environmental impact of the Draft Masterplan is contained within the *Vision & Directions Report*, included as Attachment 1 to this report.

**SOCIAL IMPACT:**

The positive social impact of the Draft Masterplan is contained within the *Vision & Directions Report*, included as Attachment 1 to this report.

**STRATEGIC DOCUMENT REFERENCE:**

Priority Area 1: Natural Environment.

Goal 1.1: Sustainable management of natural resources, parks and recreational areas.

Strategy 1.1.3: Enhance and maintain parks and recreation areas, including river edges.

Complete the North bank Masterplan.

**BUDGET & FINANCIAL ASPECTS:**

Preliminary project capital budget consideration is contained within the *Vision & Directions Report*, included as attachment 1 with this report. Partnership funding with Federal and State Governments will be sought in the delivery of the project work proposed by the Draft Masterplan. Proposed project staging information is contained within the *Vision & Directions Report*, project priorities will be validated during the community consultation process. The future Council report on finalising the Masterplan will include detail on ongoing operational costs to be provided in annual budgets.

**Comments Director Corporate Services**

It is expected that when complete North Bank will have significant annual operating and maintenance costs. Cost estimates will be prepared as part the next phase of the process. The Council's Strategic Financial plan is premised on the basis that savings will be achieved from the existing Council budgets to offset the costs of maintaining North Bank.

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17.2 Draft North Bank Masterplan...(Cont'd)

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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.



**Harry Galea: Director Infrastructure Services**

**ATTACHMENTS:**

1. Draft North Bank Masterplan *Vision & Directions Report* (distributed separately).
  2. North Bank - *Summary of Economic Effects*, Renaissance Planning.
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**Attachment 2**

**North Bank Project: Summary of Economic Effects**

(Renaissance Planning, September 2013)

Impact Type	Direct Effects	Industrial Flow on Effects	Consumption Flow on Effects	Total	Type 1 Multiplier	Type 2 Multiplier
Output (\$M)	7.80	1.56	1.17	10.53	1.20	1.35
Output (Jobs)	39	6	3	48	1.15	1.22
Value Added (\$M)	3.04	0.67	0.7	4.41	1.22	1.45

**Commentary**

**Facilities to be Provided**

The budget for the North Bank project is for site remediation, development of a regional playground and site amenities, together with infrastructure for activities. The budget also includes a boardwalk, pontoon and on-water access facilities, a pedestrian pathway and car parking and related improvements.

**Multiplier Effects**

On this basis the multiplier effects are likely to be of the order indicated above:

- Additional expenditures generated by the building supply industry over and above the initial tender is likely to reflect a multiplier of approximately 1.2:1.0;
- Additional expenditures generated in the wider economy as a consequence of the contract are likely to be approximately 1.35:1.0.

**Expenditure Effects**

As a consequence the project valued at \$7.8 million is likely to result in a total impact on the economy equivalent to approximately \$10.53 million at constant prices.

**Employment Effects**

The project will support approximately 48 job years including approximately 39 job years on site and a further 9 job years in the supply industries and wider economy. A job year is one equivalent full time job over a year. Thus, if the project extends over a two year period the impact is equal to 24 jobs per year for each year of the contract.

**Net Contribution to the Regional Economy**

Value added represents an estimate of the net contribution to regional gross product by the project. Thus the project valued at \$7.8 million will contribute a total of approximately \$4.4 million at constant prices to the Launceston regional economy.



**18 CORPORATE SERVICES****18.1 2012/13 Budget Amendments****FILE NO:** SF5724**AUTHOR:** Paul Gimpl (Manager Finance)**DIRECTOR:** Michael Tidey (Director Corporate Services)

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**DECISION STATEMENT:**

To approve budget amendments relating to various expenditure, capital and revenue estimates and thereby amending the Operations budget to a \$6.642m deficit and the Capital budget to \$17.754m for 2012/13.

This decision requires an absolute majority vote of Council in accordance with Section 82(4) of the Local Government Act 1993.

**PREVIOUS COUNCIL CONSIDERATION:**

Item 9.6 - Audit Committee - 12 September 2013 - *It was resolved that the report go to Council for a decision*

**RECOMMENDATION:**

That the Council, pursuant to Sections 82(2) and (4) of the Local Government Act 1993, approve the budget transfers as follows.

1. To reallocate funding from Capital to Operations for 2012/13 in the amount of \$2,098,240 for required accounting treatment.
    - a) Roads and Footpaths

Bangor Road (Segment 120 - 1570)	22,000
Bill Grove (Vermont - Clare)	30,681
Hobart Road (Carr-Nunamina)	26,000
Hobart Road (Napoleon St - Poplar Pde)	55,000
Hobart Road Footpath Works	14,000
Lawrence Vale Road Stage 2	4,500
Lewis Street (St Leonards-Norfolk)	16,500
Luck Street Roadworks	16,800
Penquite Road (Amy Road - Quarantine Road) - Roadworks	159,000
Penquite Road (Amy Road - Hoblers Bridge) - Roadworks	139,000
Penquite Road (Dapple - Norwood)	30,000
Pipers Brook Bridge 601	5,600
-

**18.1 2012/13 Budget Amendments...(Cont'd)**

Pipers Brook Road	78,000
Relbia Road Bridge	36,500
Rural Reseal Program	3,300
Station Road (Golconda - 410)	14,926
Urban Footpath Program	74,000
Urban Reseal Program	46,000
Wildor Crescent (Vermont - Henry)	8,000
Windermere Road	105,879
b) Parks and Recreation	
Cataract Gorge Basin BBQ Shelter	13,410
Civic Square Lighting	6,716
Directional Signage	19,914
Heritage Forest Development	23,700
Trails Directional Signage	10,187
West Tamar Trail	9,726
West Tamar Trail Bridge 2006	4,180
c) Drains and Stormwater	
Gully Pit Connections Stage 1	10,000
Manhole Lid Replacement Program	40,000
Musselboro/Sawpit Rural Open Drains	72,000
Town Point Piling Remedial Work	203,000
Water Quality Improvement Program	68,000
d) Buildings and Facilities	
Car Park Sustainable Lighting	2,825
Carr Villa Cemetery Extension	32,188
Carr Villa Bushland Perimeter Fence	14,175
Depot Upgrades	169,130
Furniture and Equipment	2,539
Macquarie House Toilet	6,480
Office Alterations	40,000
QVM Building Works	51,432
QVM Collection Review	39,420
QVM Royal Park Rehang	197,814
Royal Park Basement	99,834
Town Hall Electrical Upgrade	8,030
e) Other	
IMMS3 Software	5,130
IT Corporate Software	7,985
IT Infrastructure Additions	9,225
Parking Mobile Devices	3,077
Planning Scheme Review 2013	36,022
Tourism Strategic Plan Airport Equipment	6,415
	<u>2,098,240</u>

**18.1 2012/13 Budget Amendments...(Cont'd)**

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2. To reallocate funding from Operations to Capital for 2012/13 in the amount of \$158,800 for required accounting treatment.

Aquatic Centre Energy Efficiency to Solar Panels Town Hall	47,800
Road Asset Rural Operations	96,000
Road Asset Rural Operations (no ops tran)	15,000
	<u>158,800</u>

3. To adjust the 2012/13 budget to reflect the net result of external funding changes in the amount of \$1,551,470 in both the Capital and Operations budgets.

Basin Road West Launceston Primary	50,000
Brisbane Court Land	52,600
Old Launceston Seaport Boardwalk	1,000,000
Tunnel Road Contractor Contribution	438,870
Trails Directional Signage	10,000
	<u>1,551,470</u>

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**REPORT:**

The budget amendments are changes to budget estimates that require a Council decision even though most of the items result from a reclassification of projects between capital and operations.

It is preferable that the item go to the Council for a decision as close to 30 June 2013 as possible however this cannot occur until financial year end processes are finalised and the required accounting treatments confirmed.

The decision on whether an item of expenditure should be treated as capital (creating an asset) or expensed is quite complex. The final assessment is not always possible until the project is reviewed in detail. These transfers are necessary to correctly classify projects between operations and capital.

Senior Finance Department staff have prepared an Asset Capitalisation Framework that should assist in developing a better understanding of the criteria and a more consistent approach has been used in drafting the 2013/14 budget.

**ECONOMIC IMPACT:**

Not applicable to this report

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**18.1 2012/13 Budget Amendments...(Cont'd)**

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**ENVIRONMENTAL IMPACT:**

Not applicable to this report

**SOCIAL IMPACT:**

Not applicable to this report

**STRATEGIC DOCUMENT REFERENCE:**

Not applicable to this report


**BUDGET & FINANCIAL ASPECTS:**

The budget adjustment consideration of this item has been approved by the Director Corporate Services.

**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 Tidey; Director Corporate Services**

**19 GENERAL MANAGER**

Nil

**20 URGENT BUSINESS**

Nil

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

**21 WORKSHOP REPORT(S)**

Nil

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**22 INFORMATION / MATTERS REQUIRING FURTHER ACTION****22.1 Information / matters requiring further action****FILE NO:** SF3168**AUTHOR:** Leisa Hilkmann (Committee Clerk/ Administration Officer)

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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.

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**ATTACHMENTS:**

1. Information / matters requiring further action - 23 September 2013
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Meeting Date, Item # & File No.	Outstanding Items & Action Requested	Officer Responsible & Officer Comment	Due Date
<p>13 March 2012 Council 14.1 SF0841</p>	<p><b>Duck Reach Redevelopment</b></p> <p><u>Resolution at Council Meeting 13/03/2012: additional point 4</u></p> <p>That Council:</p> <ol style="list-style-type: none"> <li>1. Consider the report outlining recent investigation into a redevelopment of the Duck Reach site.</li> <li>2. Endorse the investigation of third-party investment opportunities for the redevelopment of the Duck Reach Site.</li> <li>3. On finalisation of the business case analysis outlined in the report, and identification of potential third party development opportunities, Council review the redevelopment options for the Duck Reach site based on a future report.</li> <li>4. Agree that further investigation by Council is predicated upon Hydro Tasmania formally committing to a minimum base flow of 2.5 cumecs which is the current voluntary release by Hydro Tasmania.</li> </ol>	<p>Rod Sweetnam</p> <p><b>Correspondence has been received from Hydro Tasmania indicating their agreement to enter into a MoU with Council. The MoU is being drafted in consultation with Hydro.</b></p> <p><b>The MoU will be presented to Council for consideration.</b></p> <p><b>Finalisation of the MOU will allow the business case analysis to proceed.</b></p> <p><b>The draft MoU has been sent to Hydro Tasmania for review and comment prior to report to Council.</b></p> <p><b>Awaiting formal response to the draft MoU as presented. This includes a binding agreement on water supply.</b></p> <p><b>A response has been received from Hydro Tasmania with changes to the document that was presented by Council. Council Officers are reviewing the proposed changes to the draft MoU made by Hydro Tasmania. Further information will be provided to Aldermen, when the review has been completed.</b></p> <p><b>Report to be presented to SPPC in August 2013.</b></p> <p><b>Further information had been requested from Hydro Tasmania. This has now been received and the report will be made to SPPC in September 2013.</b></p> <p><b>Report presented to Alderman via a workshop on 16 September 2013.</b></p>	<p>Nov 2012</p> <p>Dec 2012</p> <p>July 2013</p> <p>August 2013</p> <p>Sep 2013</p>

**23    ADVICE OF FUTURE NOTICES OF MOTION**

**24    REPORTS BY THE MAYOR**

**25    REPORTS BY THE GENERAL MANAGER**

**26    CLOSED COUNCIL ITEM(S)**  
**Nil**

**27    MEETING CLOSURE**

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