



LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 25 AUGUST 2014**

LAUNCESTON CITY COUNCIL

COUNCIL AGENDA

Monday 25 August 2014

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

Date: 25 August 2014

Time: 1.00 pm

Section 65 Certificate of Qualified Advice

Background

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

Declaration

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



Rod Sweetnam
Acting General Manager

LAUNCESTON CITY COUNCIL

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1 OPENING OF MEETING - IN ATTENDANCE AND APOLOGIES

2 DECLARATION OF PECUNIARY INTERESTS

3 CONFIRMATION OF MINUTES

RECOMMENDATION:

1. That the Minutes of the meeting of the Launceston City Council held on 11 August 2014 be confirmed as a true and correct record.

4 DEPUTATION

Nil

5 ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME

Monday 11 August 2014, Alderman Soward asked:

Could Aldermen please receive and update regarding the re-instatement of work carried out around the city by the NBN Network? Where are we at this stage?

Response provided by Shane Eberhardt - Acting Director Infrastructure Services

NBN Rollout

There are three steps involved to install the NBN:

1. **Service pit upgrades** - works confined to the area around communication pits.
2. **Fibre roll-out** - can involve trenching along footpaths and roads.
3. **Individual connections** - can involve minor trenching cross footpaths; this work remains 'ongoing' once the service is available.

The table below shows the status of the NBN in each of the service areas within the City of Launceston.

Service area	Suburbs	1. Service pit upgrades	2. Fibre roll-out	3. Individual connections
<u>7LAU-01</u>	Launceston	Completed	Completed	Available
<u>7LAU-02</u>	Launceston, Newstead, East Launceston	Completed	Completed	Available
<u>7LAU-03</u>	Newstead, South Launceston, East Launceston	Completed	Completed	Available
<u>7LAU-04</u>	West Launceston, South Launceston	Completed	Completed	Available
<u>7LAU-05</u>	Trevallyn, Riverside	Completed	In progress	
<u>7LAU-06</u>	Mowbray, Invermay	Completed	In progress	
<u>7LAU-07</u>	Waverley, Ravenswood	Completed	In progress	
<u>7LAU-09</u>	Mowbray, Newnham, Mayfield	Completed	In progress	
<u>7LAU-10</u>	Rocherlea, Newnham	In progress		
<u>7SHL-01</u>	Prospect, South Launceston, Summerhill, Kings Meadows	TBA		
<u>7SHL-02</u>	Newstead, Norwood, Punchbowl, Kings Meadows	In progress		
<u>7SHL-04</u>	Prospect Vale, Summerhill, West Launceston, Prospect	TBA		
<u>7SHL-05</u>	St Leonards	TBA		
<u>7SHL-06</u>	Relbia, Western Junction, Youngtown, Kings Meadows	TBA		

Council officers are continuing to work with NBN on the quality of the reinstatement works.

6 PUBLIC QUESTION TIME

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

7 PLANNING AUTHORITY**7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage****FILE NO:** DA0275/2014**AUTHOR:** Stalley Briton (Urban Designer)**DIRECTOR:** Michael Stretton (Director Development Services)

DECISION STATEMENT:

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

PLANNING APPLICATION INFORMATION:

Applicant:	Care Park Quadrant Plaza
Property:	151 St John Street, Launceston
Zoning:	Urban Mixed Use
Receipt Date:	2/07/2014
Validity Date:	2/07/2014
Further Information Request:	07/07/2014
Further Information Received:	16/07/2014
Deemed Approval:	26/08/2014
Representations:	1

PREVIOUS COUNCIL CONSIDERATION:

Nil

RECOMMENDATION:

In accordance with Section 51 and Section 57 of the *Land Use Planning and Approvals Act 1993* and the Launceston Interim Planning Scheme 2012, it is recommended that the Council refuse DA0275/2014 for *Vehicle parking - car park; change of use and signage* for the following reasons:

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

1. The proposal is contrary to the Objective of Clause 15.4.1 Development Standards - Siting, Design and Built Form: *To ensure that the site and layout, and building design and form is visually compatible with surrounding development;* and Performance Criteria 15.4.1 P4 of the same clause, as no measures have been taken to minimise visibility of the car park from Elizabeth Street and St John Street. The steel fence on both frontages allows for a high degree of visibility to the car parking area, which is located within the front setbacks of the frontages;
2. The proposal is not consistent with Objective a) iii of the Car Parking and Sustainable Transport Code and does not comply with Performance Criteria E6.7.2 P1 of the same clause: *To ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design,* as the nature of the new use of the site as a car park will not contribute to high standards of urban design, and will be a detriment to the streetscape; and
3. The proposal is contrary to the intent of the Launceston CBD Car Parking Exemption Area and Performance Criteria E6.6.4 P1 as the car parking area will not be located within a building structure and will be highly visible from both frontages on Elizabeth and St John Streets.

REPORT:**1. THE PROPOSAL**

The applicant seeks approval for a change of use of the existing substantially vacant site to vehicle parking with associated signage at 151 St John Street, Launceston which is located on the northern corner of Elizabeth and St John Street, diagonally opposite Prince's Square and opposite St Johns Church. The proposed open air car park would consist of ten bays including one bay for persons with a disability.

Entry to the car park will be off Elizabeth Street while the exit will be off St John Street via existing crossovers. Signage to direct traffic will be placed at these points.

A small office and canopy structure at the rear of the site was approved in 1972 as part of an application for a used Car Sales Yard. The car parking area will be located in front of the office and canopy.

The car park is proposed to be open from 5:30am to 10:00pm daily and will offer a \$5 per day charge for parking. It is intended that parkers will stay for the entire day to make use of the low charge for all day parking.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

For the past 15 years the site has been leased to a car hire company which have since relocated.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located two blocks in a southerly direction from the northern end of the Brisbane Street Mall in the CBD.

The CBD has a unique urban character, with a significant collection of intact nineteenth century buildings along its streetscapes. Buildings in the CBD are typically double storey with shops below awning level, and offices and residential on the upper level.

Opposite to the south of the subject site is Prince's Square, a historic park featuring many trees dating back to the 1800's. Directly opposite on Elizabeth Street is the historic St Johns Church and clock tower, built in 1824.

In 1972 a single storey office and canopy structure at the rear of the site was approved as part of an application for Used Car Sales. The remainder of the site remains undeveloped, open to both frontages on Elizabeth and St John Streets.

It is considered that the layout and built form of the site is out of character with that of the surrounding area.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

15.0 - Urban Mixed Use Zone

15.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.

15.1.2 To provide for a diverse range of urban uses that support the role of activity centres by creating demand, vitality and viability within adjacent activity centres.

15.1.3 To facilitate increased intensity of development including increased residential densities in locations close to major activity centres.

15.1.4 To encourage residential and tourist accommodation uses as a means of increasing activity outside normal business hours whilst recognising that the amenity of such uses may be reduced.

15.1.5 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians. It is not intended retail, entertainment and hospitality uses should be replaced by business premises at road level.

Consistent

The proposed change of use of the site to *vehicle parking* is not inconsistent with any of the above clauses.

The new use is not for retail, residential, community services or a commercial activity and no new buildings are proposed

Local Area Objectives - There are no local area objectives

Desired Future Character Statements - There are no desired future character statements

15.3 Use Standards

15.3.1 Amenity

Objective

To ensure that the use of land is not detrimental to the amenity of the surrounding area in terms of noise, emissions, operating hours or transport.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

<p>Consistent The use of the site as a car park is not expected to produce any unreasonable noise or emissions. The operating hours of the site are proposed to be from 5:30am to 10:00pm daily.</p> <p>It is intended that customer parking arrangements will be for the duration of the day with minimal vehicle movements throughout the day.</p>
<p>A1 Operating hours for commercial vehicles for non-residential uses must be between 6.00am and 10.00pm.</p>
<p>Complies No commercial vehicles are associated with the use.</p>
<p>A2 Signage must not be illuminated or floodlit outside the hours of 6.00am to 10.00pm.</p>
<p>Complies Signage will not be floodlit or illuminated outside the hours of 6:00am to 10:00pm. A condition should be included on any issued permit to ensure compliance.</p>
<p>A3 Noise levels at the boundary of the site with any adjoining land must not exceed:</p> <ul style="list-style-type: none"> a) 50dB(A) day time; and b) 40dB(A) night time; and c) 5dB(A) above background for intrusive noise.
<p>Complies The use of the site as a car park is not expected to generate any unreasonable noise.</p>

15.3.2 Retail Impact - For discretionary Bulky Goods Sales and General Retail and Hire uses

<p>Objective</p> <p>To ensure that the economic, social and environmental impact of significant new retail use and development is appropriate.</p>
<p>Not Applicable The new use is not for retail.</p>

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

15.4 Development Standards

15.4.1 Siting, Design and Built form

Objective

To ensure that the site and layout, building design and form is visually compatible with surrounding development

Not Applicable

The existing built form on the site consists of a single storey canopy structure in the northern corner, and a steel fence to the St John Street and Elizabeth Street elevations, while the remainder and majority of the site is open space allocated for car parking. The site and layout is predominantly vacant of built form, which is more prominent being a corner lot. See Attachment 3 - Site Photos. No new buildings are proposed.

These elements together with the site layout are visually mismatched with the built street edge along St John Street and Elizabeth Street. Surrounding development along these streets comprise co-joined two storey buildings built to the frontage, with no parking on site, or some concealed parking to the rear. Many of these buildings are of heritage character, with awnings providing shade and large windows and glass entries providing interest and interaction to passers-by.

A1 The entrance of a building must:

- a) be clearly visible from the road or publically accessible areas on the site; and
- b) provide a direct access for pedestrians; and
- c) all buildings are to be orientated to face a road, mall, laneway or arcade, except where the development is not visible from these locations..

Not Applicable

The building already exists and there are no new buildings proposed.

A2 Building height must not exceed:

- a) 12.0m; or
- b) the average of the on immediately adjoining titles;
- c) which ever is greater.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Not Applicable

No new buildings are proposed. The existing single storey building is much lower in height than buildings on immediately adjoining titles.

A3.1 Buildings must be:

- a) built to the frontage and rear and side boundaries of the lot; or
- b) the same as or less than the setback of an immediately adjoining building; or

A3.2 Extensions or alterations to existing buildings must not reduce the existing setback

Not Applicable

No new buildings are proposed. The application is for change of use to vehicle parking and associated signage.

A4 Car parking must be located:

- a) within the building structure or located behind the building line; or
- b) within an area of the site currently approved for carparking; or
- c) where parking is proposed between the building and the road it must (excepting accessways) be setback a minimum of 3.0m with the setback area landscaped to minimise visual impact.

Does Not Comply

The location of car parking on the site does not meet any of the above Acceptable Solutions.

- i) Car parking will be located in front of the building structure.
- ii) Car parking will not be located in an area previously approved for car parking. The last permit issued for the site was for a used vehicle sales yard in 1972.
- iii) Car parking will not be set back from the road by a 3 metre landscaped area, and will therefore be highly visible from both Elizabeth and St John Streets.

Further assessment against the Performance Criteria is required.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

P4 Car parking must be located to:

- a) minimise its visibility from a road, laneway, mall or arcade; and
- b) avoid where possible locating car parking within the front setback to a road, laneway, mall or arcade; and
- c) avoid the creation of blank walls or solid facades on the ground floor frontage to road, malls laneways or arcades.

Does Not Comply

No measures have been taken to minimise visibility of the car park from Elizabeth Street or St John Street. No walls or facades are proposed on the frontages.

The steel fence along both frontages allows for a high degree of visibility to the car parking area.

As the proposed car park does not meet any of the Performance Criteria it is recommended for refusal.

15.4.2 Active ground floors**Objective**

To ensure that building facades promote and maintain high levels of pedestrian interaction and amenity

Not Applicable

The existing canopy structure does not promote pedestrian interaction and amenity due to its location in the rear corner of the site, some 14.5m and 12m from the Elizabeth and St John Street frontages respectively.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

A1 New buildings with non residential uses on ground floors must:

- a) have clear glazing, display windows or glass doorways for a minimum of 80% of all ground floor facades to , malls, laneways or arcades; and
- b) not have security grills or screens that obscure the ground floor facades to frontages, malls, laneways or arcades ; and
- c) not have mechanical plant or equipments such as air conditioning units or heat pumps visible from ground level public viewpoints; and
- d) not have blank walls, signage panels or blocked out windows on the ground floor facades to frontages, malls, laneways or arcades that are wider than 2.0m.

Not Applicable

No new buildings are proposed.

A2 Alterations to ground level facades of non residential buildings must not:

- a) reduce the level of glazing on a facade to a frontage, mall, laneway or arcade that is present prior to alterations; and
- b) have security grills or screens that obscure the ground floor facade; and
- c) introduce new or additional mechanical plant or equipments such as air conditioning units or heat pumps visible from ground level public viewpoints; and
- d) contain blank walls or signage that is wider than 2.0m on a facade to a frontage, mall, laneway or arcade.

Not Applicable

No alterations to the existing building are proposed.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

15.4.3 Additional standards for residential development and residential components of mixed use development

15.4.3.4 Location of Car Parking

Objective

- a) To avoid parking and traffic difficulties in the development and the neighbourhood; and
- b) To ensure that parking does not detract from the streetscape.

Not Applicable

No residential development is proposed.

E6 - Car Parking and Sustainable Transport Code

E6.1.1 The purpose of this provision is to:

- a) ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality; and
 - i) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and
 - ii) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and
 - iii) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and
 - iv) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and
 - v) provide for the implementation of parking precinct plans.
-

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Not Consistent

The proposal for a car park in this location is contrary to the purpose of the Car Parking and Sustainable Transport Code for the following reasons:

- 1) It is not consistent with objective a) iii). The nature of the new use of the site as a car park will not contribute to high standards of urban design, and will be a detriment to the streetscape. The continuity of the built edge along St John Street, where buildings are aligned along the frontage and provide high levels of pedestrian amenity, will be broken by the largely vacant lot occupied by parked cars.
- 2) It is not consistent with objective a) iv). The layout is not designed in accordance with the relevant Australian Standard AS2890.1.
- 3) It is not consistent with objective a) v). The site lies within the CBD Parking Exemption Area, the purpose of which is *to reduce the amount of car parking provided on private land in the CBD and surrounds, and to ensure that car parking provided does not detract from the streetscapes of the area.*

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Consistent

The number of car parking spaces allotted on the site is at full capacity, in order to provide maximum use of the site as a car park.

A1 The number of car parking spaces:

- a) will not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or
- b) will not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater (except for dwellings in the General Residential Zone); or
- c) will be in accordance with an acceptable solution contained within a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone); or
- d) If for dwellings in the General Residential Zone, not less than 100% of the requirements of Table E6.1.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Not Applicable

There is no corresponding figure in Table E6.1. Car parking as a use does not generate a car parking demand in its own right.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Not Applicable

Parking for bicycles is not relevant to the application. People will always access the car park with a car.

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

Not Applicable

Provision for taxis is not relevant to the application.

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

Not Applicable

Provision for motorbikes is not relevant to the application.

E6.7 Development Standards**E6.7.1 Construction of Car Parking Spaces and Access Strips**

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Consistent

Car parking spaces and access strips are clearly defined.

A1 All car parking, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
 - b) except for a single dwelling, provided with an impervious all weather seal; and
 - c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.
-

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Complies

The car park does not intend to change the existing conditions, other than to appropriately identify and mark the proposed spaces.

- a) The car park has a slight slope which is considered appropriate.
- b) The car park is sealed with bitumen.
- c) The parking spaces will be line marked.

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.

Not Consistent

The car parking and manoeuvring spaces have been assessed and are not considered to be acceptable.

A1.1 Where providing for 4 or more spaces, parking areas (other than for dwellings in the General Residential Zone) must be located behind the building line; and

Does Not Comply

Ten parking spaces are provided and are to be located in front of the building.

Further assessment against the Performance Criteria is required.

A1.2 Within the General Residential Zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.

Not Applicable

The site is not located within the General Residential Zone.

P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:

- a) the layout of the site and the location of existing buildings; and
- b) views into the site from the road and adjoining public spaces; and
- c) the ability to access the site and the rear of buildings; and
- d) the layout of car parking in the vicinity; and
- e) the level of landscaping proposed for the car parking.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Does Not Comply

The proposal is inconsistent with the above Performance Criteria for the following reasons:

- 1) The location of parking on the site detracts from the streetscape by its very nature. The continuity of the built edge along St John Street, where buildings are aligned along the frontage and provide high levels of pedestrian amenity, will be broken by the largely vacant lot occupied by parked cars.
- 2) The site, being a corner lot is highly visible with open frontages on Elizabeth and St John Streets.
- 3) There is no landscaping proposed for the site. The existing garden along both frontages is of poor quality. See Attachment 3 - Site Photos.

For these reasons the application is recommended for refusal.

A2.1 Car parking and manoeuvring space must:

- a) have a gradient of 10% or less; and
- b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and
- c) have a width of vehicular access no less than prescribed in Table E6.2, and not more than 10% greater than prescribed in Table E6.2; and
- d) have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:
 - i) there are three or more car parking spaces; and
 - ii) where parking is more than 30m driving distance from the road; or
 - iii) where the sole vehicle access is to a category I, II, III or IV road; and

A2.2 The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

Does Not Comply

A2.1 The car parking and manoeuvring space:

- a) Does not comply. The site has a slope of greater than 10% in some places.
- b) Complies. Provides for vehicles to enter via the existing crossover on Elizabeth Street and exit via the existing crossover on St John Street in a forward direction.
- c) Does not comply. Has a width of vehicular access of 3.6m, which less than prescribed in Table E6.3 (4.5m).
- d) Does not comply. Has a combined width of access and manoeuvring space adjacent to parking spaces of 5.35m, which is less than that prescribed in Table E6.3 (6.4m for 90 degree parking, three or more spaces).

A2.2 The car parking and manoeuvring space is not designed in accordance with *Australian Standard AS2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking*.

Further assessment against the Performance Criteria is required.

P2 Car parking and manoeuvring space must:

- a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and
- b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.

Complies

Comments from the Infrastructure Services Directorate are summarised below:

No earthworks are proposed for the site, as the existing surface will be utilized and line marked. While there is a slope to the site it is not considered excessive. The submitted documentation references both long and short term parking use, as evidenced by the proposed signage forming part of the application. Given the relative fees as indicated on the signage (\$5.00 per day or \$2.00 per hour) it is more probable that this will be used for long term/commuter parking rather than short term parking. This is likely to result in much lower traffic generation numbers than if only the \$2.00 per hour fee applied.

The site is provided with two existing vehicular crossings and it is proposed that access to the site be obtained from Elizabeth Street with exiting vehicles using the St John Street access. It is not proposed that any vehicle reverse out of the site.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

Not Applicable

The proposed car park has less than 20 spaces.

E6.6.1 Parking Precinct Plans

Precinct 1 - Launceston CBD Parking Exemption Area

Purpose of the plan: To reduce the amount of car parking provided on private land in the Launceston CBD and surrounds, and to ensure that car parking provided does not detract from the streetscapes of the area.

Objective: To remove the need for new use or development to provide on-site car parking within the exemption area.

To establish parking maximums within the exemption area.

Not Inconsistent

The change of use to vehicle parking will not generate an onsite car parking provision.

A1 No onsite parking provision.

Does Not Comply

Parking is provided onsite. Further assessment against the Performance Criteria is required.

P1 Onsite car parking must demonstrate:

- a) that it will not be visible from a frontage; and
- b) that it will be constructed within the structure of a building; and
- c) that it is necessary for the operation of a use and development on that particular lot; and
- d) parking must not exceed the minimum provision required by Table E6.1

Does Not Comply

The proposed car park will not be located within the structure of a building and will be highly visible from frontages on Elizabeth Street and St John Street.

For these reasons the application is recommended for refusal.

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Infrastructure Assets	No conditions were recommended.
Environmental Health	N/A
Parks and Recreation	N/A
Heritage/Urban Design	N/A
Building and Plumbing	N/A
EXTERNAL	
TasWater	N/A
DIER	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

5. REPRESENTATIONS

Pursuant to Section 57 of the Land Use Planning and Approvals Act 1993, the application was advertised for a 14 day period from 19 July 2014 to 1 August 2014.

One representation was received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue, it should be read in conjunction with the representations received which are attached to this report (Attachment 4 - Representation Letter).

ISSUE	COMMENTS
<p>The application is inconsistent with each relevant statement of zone purpose at Clause 15.1:</p> <p>15.1.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.</p> <p>15.1.1.2 To provide for a diverse range of urban uses that support the role of activity centres by creating demand, vitality and viability within adjacent activity centres.</p> <p>15.1.1.3 To facilitate increased intensity of development including increased residential densities in locations close to major activity centres.</p> <p>15.1.1.4 To encourage residential and tourist accommodation uses as a means of increasing activity outside normal business hours whilst recognising that the amenity of such uses may be reduced.</p> <p>15.1.1.5 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians. It is not intended retail, entertainment and hospitality uses should be replaced by business premises at road level.</p>	<p>Although the proposal is not consistent with any of these statements, it is not inconsistent with them either.</p>
<p>Streetscape The proposal detracts from the existing streetscape which, in the immediate vicinity, is characterised by built form to the boundary</p>	<p>The issue is valid and is discussed within the report.</p>

ISSUE	COMMENTS
<p>The proposal is contrary to the statement of objective at Clause 15.4.1 Siting Design and Built Form: To ensure that the site and layout, building design and form is visually compatible with surrounding development.</p> <p>In particular Clause 15.4.1 A4: Car parking must be located:</p> <ul style="list-style-type: none"> a) within the building structure or located behind the building line; or b) within an area of the site currently approved for car parking; or c) where parking is proposed between the building and the road it must (excepting access ways) be setback a minimum of 3.0m with the setback area landscaped to minimise visual impact 	<p>The issues are valid and are discussed within the report.</p>
<p>The plan does not include:</p> <ul style="list-style-type: none"> • access strips and manoeuvring and circulation spaces; • all access strips onto the site from roads; • details of the existing and proposed surface treatments for all car parking access strips and manoeuvring and circulation spaces; • all facilities proposed for cycling or public transport users. <p>As required by the Car Parking and Sustainable Transport Code E6.</p>	<p>The primary access is noted on the submitted plan.</p> <p>The existing surface treatment (sealed bitumen) will remain.</p> <p>Facilities for cyclists and public transport users are not applicable for the intended use.</p>
<p>The proposal fails to comply with E6.6.2 A1.2: Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1.</p>	<p>Facilities for cyclists and public transport users are not applicable.</p>
<p>The application does not comply with E6.7.1 A1: All car parking, access strips manoeuvring and circulation spaces must be formed to an adequate level and drained</p> <p>Nor E6.7.1 P1: All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p>	<p>The site is sealed with bitumen, has a slight slope, and will be adequately line marked as shown on the submitted plans (Attachment 2 - Submitted Plans and Documents)</p>

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

ISSUE	COMMENTS
<p>The application thus fails to meet the objective at Clause E6.7.1: To ensure that car parking spaces and access strips are constructed to an appropriate standard</p>	<p>The car park does not intend to change the existing ground surface, other than to appropriately mark the proposed spaces.</p>
<p>The application does not comply with E6.7.2 Design and Layout of Car Parking A1: Where providing for 4 or more spaces, parking areas must be located behind the building line.</p> <p>Nor the corresponding P1: The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas.</p> <p>Because: The layout is inconsistent with the form and pattern of surrounding development The car park is visible and prominent from Elizabeth and St John Street There is no corresponding car park in the vicinity, which provides a precedent There is no landscaping proposed.</p>	<p>The issues are valid and are discussed within the report.</p>
<p>The application does not meet E6.7.2 A2.1 in that:</p> <ul style="list-style-type: none"> • The gradient of the site is in parts greater than 10% • There is no mechanism to enforce compliance with the requirement that vehicles must enter and leave the site in a forward direction • The width of the vehicular access is less than the minimum requirements of Table E6.2 • The combined width of access and manoeuvring spaces adjacent the car parking spaces is less than the minimum prescribed in Table E6.3 where, here, more than three spaces are proposed. 	<p>Signage will be placed at the entry and exit points to direct traffic as shown on the submitted plans (Attachment 2 - Submitted Plans and Documents).</p> <p>Other issues are valid and are discussed within the report.</p>

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

ISSUE	COMMENTS
<p>The car park is not safe, convenient nor efficient for cars to be entering and leaving the site adjacent to the signalled intersection of St John and Elizabeth Streets.</p>	<p>The car park comprises a number of reserved parking spaces, where cars will be parked for the duration of the day. This will ensure that the number of vehicles entering and exiting the site will be reduced and there will be adequate space to turn within the site.</p>
<p>From visual examination, the car parking spaces shown on the plan appear significantly less than the minimum requirements of AS2890.1. A Council officer should check this on site.</p>	<p>A site inspection was undertaken with a tape measure, the plans appear accurate.</p>
<p>E6.8.2 A1.1 is not met in that no bicycle parking spaces are proposed, nor is the corresponding P1 addressed: Bicycle parking spaces must be safe, secure, and convenient and located where they will encourage use.</p>	<p>People will always arrive by car.</p>
<p>E6.8.5 is not met in that pedestrian access is not provided for in accordance with Table E6.5</p>	<p>No separate pedestrian access is required according to Table E6.5</p>
<p>The use has commenced without a permit. What is the lawful basis for that use? Has Council taken any steps to enforce the Planning Scheme and if so what steps? If not, why not?</p>	<p>At the time of a recent site inspection, there were two cars parked on site and the gates were open. See attachment 3 - Site Photos.</p> <p>Although advertising signage has been obscured, there are signs denoting reserved parking spaces.</p> <p>It is unclear whether the site is being used by paying customers.</p>

7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)

6. CONCLUSION

It is considered that the proposal does not comply with the Scheme and therefore it is recommended for refusal.

ECONOMIC IMPACT:

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

ENVIRONMENTAL IMPACT:

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

SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2012

BUDGET & FINANCIAL ASPECTS:

N/A

- 7.1 151 St John Street, Launceston - Vehicle Parking - car park; change of use and signage...(Cont'd)
-

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Stretton: Director Development Services

ATTACHMENTS (Circulated electronically):

1. Locality Plan (pages = 1)
 2. Submitted Plans & Documents (pages = 10)
 3. Site Photos (pages = 1)
 4. Representation (pages = 4)
-

8 ANNOUNCEMENTS BY THE MAYOR**8.1 Mayor's Announcements****FILE NO: SF2375**

Tuesday 12 August

- Attended Tasmanian Tourism Industry Trade Show

Wednesday 13 August

- Attended Church & Christian Leaders' Breakfast
- Officiated at Civic Reception to mark the centenary of Red Cross

Thursday 14 August

- Attended ABC Stakeholder Function
- Officiated at Civic Reception for Order of Australia Association

Saturday 16 August

- Attended Heritage Tornadoes basketball match

Sunday 17 August

- Officiated at Apex Australia Teenage Fashion Awards

Monday 18 August

- Officiated at Vietnam Veterans Day
- Officially opened "Don Wing Stand" at Launceston Tennis Centre

Tuesday 19 August

- Officially welcomed delegates to Launceston at Australia Day State Conference

Wednesday 20 August

- Met Consul-General of Japan, Ms Keiko Haneda and Consul, Mr Yuji Furukawa

Thursday 21 August

- Attended Northern Hospice & Palliative Care Foundation "Information Sharing Evening"
- Attended Newstead College opening night performance of "Godspell"

Friday 22 August

- Attended UTAS Launch of the Research Training Centre for Naval Design and Manufacturing
- Attended TasDance performance of "Threefold"

Saturday 23 August

- Attended UTAS Conferral of Awards
 - Attended Ronald McDonald House "Ride for Sick Kids" Fundraising event
-

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

9 ALDERMEN'S/DELEGATES' REPORTS

10 QUESTIONS BY ALDERMEN

11 COMMITTEE REPORTS

Nil

12 PETITIONS

Nil

13 NOTICES OF MOTION - FOR CONSIDERATION**13.1 Notice of Motion - Alderman McKendrick - Amendment to the Launceston Interim Planning Scheme 2012****FILE NO:** SF5547**AUTHOR:** Alderman McKendrick**GENERAL MANAGER:** Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Alderman McKendrick.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the Launceston Interim Planning Scheme 2012 (or its successor) be amended to allow multiple dwellings to be considered in the Low Density Residential Zone subject to suitable density controls being agreed by the Council.

REPORT:

The Interim Launceston Planning Scheme 2012 prohibits the establishment of multiple dwellings in the Low Density Residential Zone, which is in contrast to the previous Launceston Planning Scheme 1996.

Currently under the Interim Scheme a property owner in the Low Density Residential Zone may only establish an ancillary dwelling:

- (a) with a floor area not greater than 60m² ;
 - (b) that is appurtenant to a single dwelling; and
 - (c) that shares with that single dwelling access and parking, and water, sewerage, gas, electricity and telecommunications connections and meters.
-

13.1 Notice of Motion - Alderman McKendrick - Amendment to the Launceston Interim Planning Scheme 2012...(Cont'd)

Obviously with these controls an ancillary dwelling is not a realistic option for a property owner seeking to establish independent multiple dwellings. I am aware of one situation whereby a property owner wishes to provide a second dwelling on their property to enable family to reside in close proximity, however, the Interim scheme controls prevent this from occurring.

Under the former Launceston Planning Scheme 1996, a property owner could establish multiple dwellings in the Low Density Residential Zone with the dwelling density being controlled predominantly by a requirement for each dwelling to include private open space which

- Includes a ground level area located behind the building line; and
- Have a minimum area of 300m² with a minimum dimension of 10m.

Other Planning Schemes within the State allow multiple dwellings and provide density controls. For instance the Cradle Coast Planning Schemes establish a site area of 500m² and Performance Criteria to reduce this site area, whilst Hobart City Council establishes a site area of 1,500m² and Performance Criteria to reduce this site.

It is considered that the Interim Launceston Planning Scheme is overly restrictive in preventing multiple dwellings to be established on Low Density Residential properties as it limits the potential use of properties within the zone. It is suggested that suitable density controls should be established to enable multi-dwellings to be considered in the Low Density Residential zone, whilst retaining the low density residential amenity in these areas.

Accordingly it is suggested that the Launceston Interim Planning Scheme 2012 (or its successor) be amended to allow multiple dwelling in the Low Density Residential Zone subject to suitable density controls being agreed by the Council.

Officer Comments provided by Michael Stretton (Director Development Services) & Richard Jamieson (Manager Planning Services)

Multiple dwellings were a discretionary use in the Low Density Residential Zone (LDRZ) in the Launceston Planning Scheme 1996. Density was controlled by a standard requiring a certain amount of open space (300m²) and site coverage (40%). The performance requirement was unqualified.

13.1 Notice of Motion - Alderman McKendrick - Amendment to the Launceston Interim Planning Scheme 2012...(Cont'd)

Concern was expressed regarding the planning outcomes of these provisions, as often multiple dwellings were approved that were less than the acceptable solutions as could be seen as contrary to the zone intents. During the drafting of Launceston Interim Planning Scheme it was decided to seek to prohibit units in the LDRZ. This was agreed by Council in the draft which was advertised. The Council considered a representation on this issue and confirmed its position in its 30J report to the Tasmanian Planning Commission.

The matter was considered at the Tasmanian Planning Commission's hearings into the Launceston Interim Planning Scheme 2012 and there was some sympathy for the idea that it was not "multiple dwellings" per se that were the concern but it was ultimately the density of dwellings. If land is able to be subdivided into 1500m² blocks under the LDRZ there was no planning reasons why units could not be built at the same density. Should this view be supported by the Council it would be important to put an absolute limit on the density of units to prevent outcomes contrary to the zone intent. 1 unit per 1000m² would be considered an appropriate level.

If there are areas in the city zoned LDRZ that would be suitable for development at a higher density, that the first option should be for Council to consider changing the zone of that land to a more appropriate zone. This would be a better planning response than making a change to the status of units for every block zoned LDRZ. Accordingly, it is recommended as follows:

- 1. If the zoning of land is better suited to more intense development then Council should seek to investigate and positively rezone land to General Residential; and The zone should allow multiple dwellings with an Acceptable Solution for density equivalent to the LDRZ minimum lot size i.e. 1 per 1500m² of site area. There should be a corresponding Performance Criteria dealing with density, qualified to limit density to a maximum of 1:1000m² for multiple dwellings.*

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:N/A

13.1 Notice of Motion - Alderman McKendrick - Amendment to the Launceston Interim Planning Scheme 2012...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

N/A

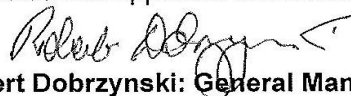
BUDGET & FINANCIAL ASPECTS:

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.


Robert Dobrzynski: General Manager

COUNCIL AGENDA

Monday 25 August 2014

13.2 Notice of Motion - Alderman McKendrick - Cradle Coast Interim Planning Scheme

FILE NO: SF5547

AUTHOR: Alderman McKendrick

GENERAL MANAGER: Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Aldermen McKendrick.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That the Launceston City Council seeks to include the Cradle Coast Interim Planning Scheme's Performance Criteria that allows consideration of third party signs in the State-wide Planning Scheme

REPORT:

The purpose of Interim Launceston Planning Scheme 2012 Signs Code is to:

'...provide opportunities for appropriate business advertising and information essential to support and encourage business activity:

- i. promote the use of well-designed signs that complement and enhance the streetscape and the City and do not contribute to visual clutter and detract from the visual amenity of the locality*
 - ii. ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values; and*
 - iii. ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.'*
-

13.2 Notice of Motion - Alderman McKendrick - Cradle Coast Interim Planning Scheme...(Cont'd)

Currently the Signs Code prohibits the placement of third party signage on the basis that these types of signs do not accord with the Code's purpose. A third party sign means a sign that does not relate to the goods or services available on the premises to which it is attached.

It is submitted that as with any signage type, a third party sign can be designed and located to comply with the purpose of the Code and as such it is considered that a total prohibition is unjustified and unwarranted. The Launceston Interim Planning Scheme 2012 (or its successor) should be amended to include a Performance Criteria that would allow third party signage subject to it demonstrating compliance.

A search of Planning Schemes from around Australia has been completed and it has been established that many allow for the consideration of third party signage on a performance basis. One Tasmanian example is the Cradle Coast Interim Planning Schemes which provide a Performance Criteria that allows consideration of a third party sign subject to it being necessary and reasonable taking into account:

- a) purpose and operational characteristics of the use on the site;
- b) nature of development on the site;
- c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land;
- d) whether likely to be visually dominate or intrude on the appearance of the site or the streetscape;
- e) whether likely to obscure the visibility of other signs in the locality;
- f) whether visible beyond the immediate locality;
- g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice of any relevant regulatory entity;
- h) whether likely to impact on the amenity of a habitable room or private open space in a residential development;
- i) any advice or requirement of the relevant road manager; and
- j) implication for the objectives of any local heritage provision applicable for the site.

It is submitted that the Cradle Coast interim Planning Schemes provide a suitable model for considering third party signs in the new single state-wide planning scheme.

13.2 Notice of Motion - Alderman McKendrick - Cradle Coast Interim Planning Scheme...(Cont'd)

Officer Comments - Michael Stretton (Director Development Services)

I can only reiterate the previous employee comments which have been provided in relation to this proposal.

The Council endorsed the current Signs Code as part of the Interim Launceston Planning Scheme 2012 which expressly prohibits third party signage in Launceston. Some of the reasons for this prohibition include:

- Launceston City has a layout and architectural legacy that is recognised as being central to the city's identity, largely defining the character of the city and greatly valued by the community. The unspoilt heritage character of the city gives a key competitive advantage and contributes to the economy, the lifestyle, and the sense of community among the city's residents. Billboard advertising at the gateways to our city and through its centre is not consistent with these values. It is felt that Launceston's gateways should be clutter-free and signage should be reserved for navigational purposes only at these locations. It is important that priority be given to reinforcing the regions strengths and tourist experiences.*
- Good signing practise recognises that it is better to have fewer, well designed signs in locations where people would expect them to be. If advertising signs are placed at remote locations from their businesses, it leads to confusion, clutter, and importantly, can distract motorists' attention from the legitimate task of navigation.*
- Good signing practise also recognises that signage should be the last link in the communication chain between the business and their customer. The operator of a business can effectively communicate with customers through information and marketing material such as brochures, radio, social media, television and newspapers to name a few.*
- The existing third party signs mentioned in your letter (as well as various others) were either approved some time ago or have been illegally erected. The Planning Services Department routinely investigates these matters and unless it is determined that a sign has existing use rights, action will be taken to have them removed.*

It should be noted that in response to a successful Notice of Motion from Aldermen Peck, during the Interim Planning Scheme hearing process it was argued for the inclusion of an ability to allow third Party Signage for community purposes.

13.2 Notice of Motion - Alderman McKendrick - Cradle Coast Interim Planning Scheme...(Cont'd)

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

N/A

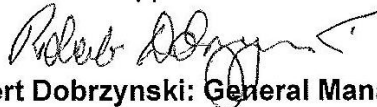
BUDGET & FINANCIAL ASPECTS:

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.



Robert Dobrzynski: General Manager

13.3 Notice of Motion - Mayor van Zetten - Sponsorship for 2014 International Children's Games**FILE NO:** SF5547 / SF6091**AUTHOR:** Mayor van Zetten**ACTING GENERAL MANAGER:** Rod Sweetnam

DECISION STATEMENT:

To consider a Notice of Motion from Mayor van Zetten

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council provide a cash grant of \$1,500 (Inc. GST) to contribute towards the cost of uniforms for the team, on the condition that the team and its uniform is branded as the City of Launceston team.

REPORT:

I have met with Rhonda O'Sign, President of Little Athletics Tasmania to discuss this request.

Little Athletics Tasmania is sending a team of twelve athletes to the 2014 Children's Games which are being held at Lake Macquarie in December 2014. These athletes will be representing the City of Launceston by wearing the City colours. As the host city for the team, the team names will be the Launceston City Team. Accordingly, the team uniform will be in the Launceston City colours, with the City logo on all apparel.

In line with the Community Grants guidelines the team is eligible for \$50 per individual to a maximum of \$300 per team/group. As Rhonda is requesting additional funding to cover the full costs of the uniforms I am submitting this Notice of Motion for consideration of Aldermen.

13.3 Notice of Motion - Mayor van Zetten - Sponsorship for 2014 International Children's Games...(Cont'd)

Officer Comments - Leanne Hurst (Manager Community, Tourism & Events)

The opportunity to represent the City of Launceston at the 2014 International Children's Games is noteworthy and Little Athletics Tasmania has rightly provided a subsidy for participating athletes and accompanying officials. Under the Launceston City Council's policies the mechanism for providing financial assistance towards sporting teams is via the Community Grants Policy (Individual/Teams/Groups). The Events Sponsorship Policy applies only to events held within the Launceston City Council area. Accordingly, under the Community Grants guidelines, the team is eligible for \$50 per individual to a maximum of \$300 per team/group. Any additional assistance would require a decision of Council and additional budget allocation outside of the Community Grants program. Additionally, the use of the City of Launceston name and use of corporate logo requires approval by the Launceston City Council. Should the Council approve financial assistance over and above the Community Grants Policy, then officers would work with Little Athletics Tasmania to ensure that the City of Launceston is promoted appropriately.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:N/A

13.3 Notice of Motion - Mayor van Zetten - Sponsorship for 2014 International Children's Games...(Cont'd)

BUDGET & FINANCIAL ASPECTS:**Director Corporate Services**

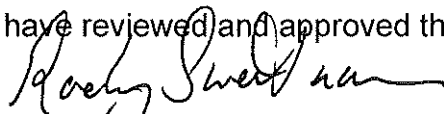
Although the application has been addressed through the Community Assistance process, if approved the costs would be allocated to this area.

A decision to allocate funds would result in the over expenditure of the budget due to the commitment within the policy framework. If the Council resolves to allocate the \$1500, the unfavourable variance will need to be offered within the overall Council 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.



Rod Sweetnam: Acting General Manager

ATTACHMENTS:

1. Letter and additional information from Rhonda O'Sign, President Little Athletics Tasmania - 8 June 2014 (total pages = 5)
-

8th June 2014



Mayor Albert Van Zetten
Launceston City Council
PO Box 396
Launceston TAS 7253

Dear Mayor Van Zetten

2014 International Children's Games

Thank you for taking the time to meet with me recently to discuss the 2014 International Children's Games which are being held in Lake Macquarie in December.

Little Athletics Tasmania is very proud and excited to be partnering with the Launceston City Council to send a team of 12 athletes to the Games. As the host city for the team, the team name will be the Launceston City Team. Accordingly, the team uniform will be in the Launceston City colours, with the City logo on all apparel.

The uniform will consist of :

- Tracksuit
- Competition Singlet
- Competition Shorts
- Training pants
- Two Polo tops
- Caps
- Walk Out Shorts

The uniform is quite extensive, and is required due to the length of time the team is away – five days, and the various competition and team events they will be participating in.

As per our discussions, Little Athletics Tasmania will be applying for a team grant of \$300 when the new round opens on the 1st July.

The total cost of each individual uniform (team members and delegates) is \$260, plus embroidery costs (approximately \$15.00 per athlete). This amount forms a large portion of the total team levy of \$850.

I enclose for Council's consideration, a request for Council assistance of a minimum of \$100 per athlete and delegate to assist with the uniform costs, total requested \$1,500. Note that if we are successful in our team grant, this funding request will equate to \$1,200 only.

The request documentation gives a full insight into the International Children's Games, and the wonderful opportunity it is for our athletes, and for Launceston City Council.

Please do not hesitate to contact me if you have any enquiries.

Yours faithfully

Rhonda O'Sign
President

8 Gunn Parade
Low Head TAS 7253
T: 04090 179 087
president@taslittleathletics.com.au

principal partners





2014 International Children's Games

About the Games

The International Children's Games (ICG) is the largest multi-sport youth games in the world and is a recognised member of the International Olympic Committee. Approximately 2,000 athletes between 12 and 15 years of age, and their coaches, participate in this prestigious event each year. In addition, approximately 3,500 supporters will be attending.

The Games aim is to enable, develop and advance the meeting, understanding and friendship of students from different countries around the World and promote the Olympic ideal.

Where the games began

The ICG goes back to the Cold War in 1968, when a physical education teacher living in Slovenia (then part of Yugoslavia) had a vision to encourage peace and goodwill amongst children of different cultural backgrounds.

From the inaugural games in which nine towns took part, the ICG has grown to an impressive event, with more than 400 cities from five continents participating and embracing the original ideas to promote peace and understanding.

Learn more about the history of the International Children's Games.

A first for Australia

Lake Macquarie in New South Wales was the first Australian city to compete in the ICG and will be the first city in the Southern Hemisphere to host the games. This is a very exciting opportunity for young athletes in Australia to participate in international competition.

The City will welcome athletes, coaches, city representatives and visitors from around the World as they deliver an event that inspires young people to build cross-cultural relationships as they compete on an international stage. Approximately 80 cities from 40 countries will be represented at the Games.

The International Children's Games also contributes to learning about different cultures and ways of life. Sight-seeing and leisure events are offered in order to discover the host town and its surrounding area.

Little Athletics Tasmania's Involvement

Little Athletics Tasmania became aware of the opportunity for our Under 14 and Under 15 in April of 2013. At that time, the Association wrote to the organisers to enquire if the Association was eligible to enter teams. We were advised that we would be required to approach Cities in our State to enquire if they would accept an invitation to participate in the International Children's Games, and partner with Little Athletics Tasmania to send a team with the respective City being the host City.

In January, the invitation came through from the International Children's Games host city – Lake Macquarie. Upon thoroughly investigating the competition and the logistics surrounding sending teams, both the Launceston and the Launceston City Councils were contacted to ascertain their interest in being a Host City, and sending a representative athletics team to the Games.

We were very fortunate that both Cities accepted the invitation to be a Host City. At that time, Little Athletics Tasmania acknowledged full responsibility for organising the teams, appointing coaches and Heads of Delegations for each City, and all other aspects surrounding the appointment, travel requirements and registration of the two teams.

Following receipt of the acceptance of the invitation from both the Launceston and Launceston's respective Mayors (Appendix 1), the Association compiled an expression of interest form, along with selection criteria (Appendix 2).

Attached as Appendix 3, is the full Guide to Entry which gives clear description of the Games, the teams, VIP representation from each City, and guidelines.

A panel of three Little Athletics Tasmania Board Members, and one independent formed a selection panel to access the applications and to finalise the selection of the team. The team members were selected on their ability to fill the events being offered for track and field competition, and who the final team was announced on Friday 6th June 2014.

Delegations

Each City's delegation is made up of the athletes, coaches, head delegate and City representative (often the Mayor). The number of delegation of athletes per City for track and field events is a total of 12.

Little Athletics Tasmania believe an important aspect of the Games is the opportunity for the Mayor from each City to attend the games and liaise with representatives from the competing Cities from around the World.

Each City representative / VIP will gain access to the VIP events during the games, will be allocated accommodation, and have meals provided during their stay.

All athletes, coaches and the Head of Delegation will be covered under Little Athletics Tasmania's Group Personal Accident and Sickness Insurance Policy.

Launceston Delegations

Head of Delegation	Mrs Rhonda O'Sign, Little Athletics Tasmania President
Team Coach / Mentor	Kaylene Knee, Little Athletics Tasmania Education Director Wim Vaessen, Level 2 High performance coach
Launceston City Representative	To be confirmed

Financial Implications

The cost of sending City teams to participate in the International Children's games is relatively low, with all accommodation, meals and excursion costs being borne by the International Children's Game and the host City - in this case, the City of Lake Macquarie.

Cost associated with the participation of the Launceston City team is as follows:

- **Team registration fee** \$530.00 – Per city registration
- **Airfares** \$620.00 - Launceston to Newcastle return
- **City Uniform** \$260.00 per athlete / and team coach / Head of Delegation
It is mandatory that each City team wears the uniform of the respective City. Uniforms will consist of :
 - Track suit (top and bottom)
 - Competition Shorts
 - Competition Singlet
 - Training trackpants
 - Cap
 - Two polo shirts
 - Walk Out Shorts
- **Meals on days of Travel** \$20.00

Little Athletics Tasmania has committed to pay the following:

- Team registration fee - \$530.00
- Subsidy of \$50.00 per athlete
- Airfare costs for the two team Coaches and Head of Delegation

The total levy payable by each participating athlete after the Association subsidy, is \$850 inclusive of all uniform items, meals and airfares. This will be reduced pending any funding attained to assist the athletes.

This levy is low in comparison with the team levy applied by other Sporting Associations who are part of a State or National competition and this is due to the accommodation and meal costs being covered by the host City, being the City of Lake Macquarie, and the International Children's Games. However, in this difficult economic time many families struggle to find additional financial resources to allow their child or children to participate in sport outside of their own State. It is not uncommon for families who have athletes selected to represent the Association in National competition to enter into a deferred payment agreement, rather than not allow their child to have the opportunity to represent their State.

Launceston City Assistance Request

As previously mentioned, it is mandatory that the team wears the uniform of the Host City. The uniform will be in the Launceston City Colours, and each uniform item will bear the Launceston City logo.

The cost per uniform of tracksuit, competition singlet, competition shorts, two polo top, training pants, cap and walkout shorts is \$260.00. The Association is currently waiting for a sample uniform, in the PMS colours of Launceston City Council, to be forwarded for our consideration.

All team members are from the Northern Region of the State as depicted by their affiliation with their local Little Athletic Centre. Athletes reside in several of the Northern city areas – Launceston, Riverside, Rocherlea.

Little Athletics Tasmania is unable to approach any other Northern Council other than Launceston for assistance, due to the team being the representative team for the City of Launceston.

Accordingly -

- the team will compete in the International Children's Games as the Launceston City Team.
- all media promotion will be promoting the Launceston City team, in partnership with Little Athletics Tasmania.

Therefore, no other Council has the capacity to be recognised in any way as a supporter of any of the individual athletes, nor the team as a whole. Launceston City Council will be the only City recognised.

Support from Launceston City Council by way of funding to assist with uniform costs, would go a long way in reducing the overall cost for families of athletes who have been selected to compete.

Little Athletics Tasmania is a totally voluntary organisation and relies heavily on support from our valued Sponsors. The organisation unfortunately is not in a position to cover the costs of the athlete's attendance at these games other than the small subsidy of \$50.00 per athlete, plus the overall team registration cost. This amount also applies to the City of Hobart team members.

Funding request

Little Athletics Tasmania is seeking financial support from the City of Launceston of a minimum \$100.00 per attending athlete/delegate to assist with the purchase of the athlete's City of Launceston uniform.

Little Athletics Tasmania has applied for a Council Team Grant, of which a sum of \$300 is available for Tasmanian Teams travelling to State or International Competition.

Total uniform costs

Cost per uniform	\$260	
12 team members, two Coaches and Head of Delegation	Total Cost	<u>\$3,900</u>

Total Funding Requested: **\$1,500**

- Launceston City Council Sports Team Grant \$ 300
- For Launceston City Council Consideration \$1,200

Recognition of Council Support

The City of Launceston will be promoted extensively following the announcement of the team, and in the period prior to the team departing for Newcastle. It is envisaged that Little Athletics Tasmania will work closely with the City's media liaison officer to promote this very exciting opportunity for the City's young athletes. With the Games coming to Australia for the first time, we are confident that both the print and television media will be very interested in promoting the event, and the partnership between the Launceston City Council and Little Athletics Tasmania.

In addition to media coverage, extensive promotion will also occur on Little Athletics Tasmania's website, social media pages and newsletters.

If you require any further information please contact Little Athletics President Rhonda O'Sign on 0409 179 087, email president@taslittleathletics.com.au

Yours sincerely

Rhonda O'Sign
President
Little Athletics Tasmania

DIRECTORATE AGENDA ITEMS

14 DEVELOPMENT SERVICES
Nil

15 FACILITY MANAGEMENT
Nil

16 QUEEN VICTORIA MUSEUM AND ART GALLERY
Nil

17 INFRASTRUCTURE SERVICES**17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15**

FILE NO: SF5106 SF5909 SF2145 SF1573 SF1811 SF2151 SF1244 SF1374 SF1445
SF1490 SF2015 SF1820 SF1496 SF1119 SF2075

AUTHOR: Nigel Coates (Engineering Officer, Traffic)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider which projects are submitted for application for funding in the 2015/16 'Black Spot' program and are included in Council's Traffic Safety Program.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Meeting 18 August 2014 - Item 4.1
Submissions and Programs discussed at meeting

RECOMMENDATION:

1. That Council approves the following submissions to the 2015/16 Federal Black Spot Program:
 - Campbell Street/Douglas Street - roundabout
 - Goderich Street/ Forster Street - changes to lanes on Forster Street approaches.
 - Wellington Street/Howick Street - changes to lanes on Howick Street approaches
 - Westbury Road/Normanstone Road - traffic signals
 - Westbury Road/Stanley Street/Oakden Road - changes to roundabout layout
 - Gorge Road/Bald Hill Road - changes to Bald Hill Road approach

 2. That Council approves the following schemes funded from the Traffic Safety Program:
 - Normanstone Road - pedestrian refuge
 - Trevallyn Road - road banding and footpath widening
-

REPORT:

This report is requesting Council approval to forward submissions to the Black Spot Program and to fund schemes from Council's Traffic Safety Program. Submissions to the Black Spot Program is not considered approval to undertake these projects but instead approval to seek external funding and if funding approved then to undertake community consultation and seek formal approval of Council.

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

These schemes were considered by the Launceston Road Safety Consultative Committee (LRSCC) on 21 July 2014. Submissions to the Black Spot Program are required by 29 August 2014 and outcomes will not be known until June/July 2015.

The Federal Government have recently announced changes to the Black Spot Funding program. The eligibility criteria to qualify for Black Spot Projects has been reduced from 3 injury crashes each 5 year period to 2 injury crashes. Also the benefit cost ratio has been reduced from 2:1 to 1:1. The effect of these changes will result in previously marginal projects now qualifying and a significant higher number of applications are expected across Australia.

The Black Spot funding allocation to Tasmania is proposed to increase from \$1.6 million p.a. to \$4.3 million p.a. for the Financial Year 2015/16 and 2016/17. Based on historical approvals it is likely that Council will receive a 2-3 fold increase in the order of a total allocation of \$150 - \$250,000.

The notes from the meeting of the LRSCC on 21 July 2014 are included as [Attachment 1](#).

Proposed Black Spot Program Bids

1. Campbell Street/Douglas Street Roundabout

Summary of problem being addressed: 3 injury crashes and 1 non-injury crash in 5 years involving vehicles in Campbell Street not giving way.

Proposed works: Roundabout

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed bid to Black Spot Program: \$45,000 (Benefit/Cost Ratio: 13.33)

Further information: See [Attachment 2](#)

2. Goderich Street/Forster Street Traffic Signals

Summary of problem being addressed: 6 injury crashes and 24 non-injury crashes in 5 years, 6 involving right turn vehicles across path of through vehicles.

Proposed works: Shift central line markings on Forster Street so that opposing right turns are aligned.

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed bid to Black Spot Program: \$15,000 (Benefit/Cost Ratio: 11.11)

Further information: See [Attachment 3](#)

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

3. Wellington Street/Howick Street Signals

Summary of problem being addressed: 4 injury crashes and 15 non-injury crashes in 5 years involving vehicles in Howick Street (east) not stopping for a red light.

Proposed works: Shift central line markings on Howick Street so that opposing right turns are aligned.

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed bid to the Black Spot Program: \$20,000 (Benefit/Cost Ratio: 20.0)

Further information: See [Attachment 4](#)

4. Westbury Road/Normanstone Road

Summary of problem being addressed: 1 injury crash in 5 years involving right turns into Normanstone Road and 1 injury crash involving loss of control. A further 4 non-injury crashes.

Proposed works: Traffic signals.

LRSCC Recommendation to Council to support the proposal: 6 in favour/5 against

Proposed bid to the Black Spot Program: \$75,000, Council funding \$75,000 (Benefit/Cost Ratio: 1.77)

Further information:

- The proposal allows for the right turn out of Normanstone Road.
- A project in the 2014/15 capital program will change Westbury Road uphill from Normanstone Road to a single lane westbound with central median to allow for protected right turn movements.

See also [Attachment 5](#)

5. Westbury Road/Stanley Street

Summary of problem being addressed: 5 injury crashes and 4 non-injury crashes in 5 years involving excessive speeds through the roundabout.

Proposed works: Alterations to roundabout to increase deflection and reduce speeds.

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed bid to the Black Spot Program: \$25,000, Council funding \$85,000 (Benefit/Cost Ratio: 2.25)

Further information: See [Attachment 6](#)

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

6. Gorge Road/ Bald Hill Road

Summary of problem being addressed: 3 injury crashes in 5 years involving excessive speeds through the roundabout on the Bald Hill Road approach.

Proposed works: Alterations to roundabout approach to increase deflection and reduce speeds.

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed bid to the Black Spot Program: \$20,000

(Benefit/Cost Ratio: 12.1)

Further information:

- This project was presented to the Committee as a Traffic Safety Program project. However officers considered that the project has a good prospects to be approved as a Black Spot project and hence recommendation as a Black Spot application.

See Attachment 7

Proposed Traffic Safety Program Projects**7. Normanstone Road**

Summary of problem being addressed: Provide for residents of Cosgrove Park (and other pedestrians) to cross between bus stops.

Proposed works: Pedestrian refuge.

LRSCC Recommendation to Council to support the proposal: 11 in favour/0 against

Proposed funding from Traffic Safety Program: \$10,000

Further information:

- Council at its meeting on 28 February 2011 determined to remove linemarking and the central island from Normanstone Road.
- This project will reinstate the pedestrian refuge island with approach line marking at the request of Cosgrove Cottages residents.

8. Trevallyn Road

Summary of problem being addressed: Rear end crashes and a narrow footpath.

Proposed works: Road banding, new kerb.

LRSCC Recommendation to Council to support the proposal: 9 in favour/2 against

Proposed funding from Traffic Safety Program: \$20,000 for road banding, \$20,000 for the new kerb.

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

Further information:

- A Black Spot project recently resurfaced Trevallyn Road in higher skid resistant asphalt but one of the crash problems not addressed by this is rear end collisions. The road banding, with signage and publicity, will encourage drivers to leave an appropriate distance to the vehicle they are following. This initiative promotes good driver behaviour and encourages safe driving separation.
- There is a section of narrow footpath on Trevallyn Road without a kerb between it and the road. A new kerb is proposed which will marginally widen this footpath and provide better separation.

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.

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.

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

Black Spot and Traffic Safety funding are presented below.

Program/Year	Total Budget	Grant	Council 2015/16	Council 2014/15 Traffic Safety Program
Black Spot Program 2015/16				
Campbell Street/Douglas Street Roundabout	\$45,000	\$45,000		
Goderich Street/ Forster Street lane changes	\$15,000	\$15,000		
Wellington Street/Howick Street lane changes	\$20,000	\$20,000		
Westbury Road/ Normanstone Road signals	\$150,000	\$75,000	\$75,000	
Westbury Road/Stanley Street roundabout	\$170,000	\$85,000	\$85,000	
Gorge Road/Bald Hill Road roundabout	\$20,000	\$20,000		
Normanstone Road refuge				\$10,000
Trevallyn Road road banding				\$20,000
Trevallyn Road footpath widening				\$20,000

17.1 Proposed Black Spot Schemes 2015/16 and Council Traffic Safety Program Schemes 2014/15...(Cont'd)

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Notes from Launceston Road Safety Consultative Committee 21 July 2014

Note: Attachments 2-7 (distributed electronically)

2. Campbell Street/Douglas Street roundabout information
 3. Goderich Street/Forster Street junction information
 4. Wellington Street/Howick Street junction information
 5. Westbury Road/Normanstone Road signals information
 6. Westbury Road/Stanley Street roundabout information
 7. Gorge Road/Bald Hill Road roundabout information
-

Attachment 1

NOTES FROM TUESDAY 21 JULY 2014 MEETING

Launceston Road Safety Consultative Committee (LRSCC) Meeting

Held in the Committee Room, Town Hall - Launceston City Council, St John Street

Present:

Alderman Jim Cox, Chairman
Alderman Robin McKendrick

Representing the local community
Barry Oliver
Graeme Pitt

Representing individual users of the road system
Malcolm Cowan, Tamar Bicycle Users Group
Paul Bullock, Tas Motorcycle Council
Gary O'Keefe, RACT

Representing those using roads for commerce
Damien Arkley, Metro

Representing traffic engineering and road safety
David McIntee, State Growth Launceston Road Safety Consultant
Richard Burk, State Growth Traffic Management

Representing Launceston City Council
Harry Galea
Nigel Coates
Uriel Walters

Apology:

Child Health Association
Tas Fire Service, John Hazzlewood
Tas Police, Inspector Michael Johnson
Launceston City Council, Lisa Brady

1. Welcome

Alderman Jim Cox

2. Confirmation of notes from previous meeting

Recommendation: That the notes from the meeting of 15 July 2014 be acknowledged.

That the recommendation be adopted:

CARRIED UNANIMOUSLY



3. Proposed Black Spot Scheme Bids 2015/16

Nigel provided the requested information for each of the proposals.

Each proposal was discussed, constructive comment made and each committee member completed a ballot paper. The details are listed in these notes but the majority view will be presented to the Council as the committee's views.

3.1. David Street, East Launceston

Proposal: Road edge lines

Discussion: Discussion over whether the committee should continue to look at this matter if they have already rejected it and whether this is a high priority compared to other black spots. Schemes are identified by filtering the State Traffic Crash Statistics. Even if projects had been listed in previous years, on the basis that they continue to rank a priority when reviewing the current year's crash records, it is appropriate to list the projects for review.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to include road edge lines along David Street, East Launceston is supported.

IN FAVOUR (3)

OPPOSE (8)

Further comment

Waste of money.

Make 300m wider on lower section to improve safety for cyclists.

3.2. Campbell Street / Douglas Street

Proposal: Roundabout

Discussion: No comments

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to include a roundabout at this intersection is supported.

IN FAVOUR (11)

OPPOSE (0)

3.3. Goderich Street / Forster Street

Proposal: Change lanes on Forster Street approach

Note: Graeme Pitt's request for parking restrictions, clearway on the western end of Forster Street approach is made into a customer service request. Discussed the possibility of having right turn signals. Richard Burk confirmed that this would not be feasible due to the delay it would cause on Goderich Street.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to change the lanes on Forster Street approach to this intersection is supported.

IN FAVOUR (11)

OPPOSE (0)

3.4. Wellington Street / Howick Street

Proposal: Change lane markings on Howick Street approach

Discussion: This proposal will also provide left-turn into McDonalds and take into consideration buses exiting the Metro depot. A detailed design has not yet been done but it will take these points into consideration. It has not yet been decided which approach will have three lanes but the key point is that there will be only one through lane on the Howick Street approaches. A question was asked why there is no right turn at the intersection of the Southern Outlet and Howick Street. Richard Burk responded that this is likely due to traffic efficiency and safety reasons.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to change the line marking on the Howick Street approach to this intersection is supported.

IN FAVOUR (11)

OPPOSE (0)

Further comment:

Review the access from Metro.

3.5. Westbury Road/Normanstone Road

Proposal: install traffic signals

Discussion: The question was asked as to whether a signalised right turn from Normanstone Road was possible. It is possible, but it would only provide for a small number of vehicles at the expense of the majority on Westbury Road.

Alderman McKendrick voiced concern that the whole traffic light proposal was to cater for the proposed subdivision that is no longer going ahead. The response was that there are other concerns, such as turning right into driveways and side streets, the proposed subdivision just raised the priority of the scheme.

The alternative of having left-in and left-out on Normanstone Road was raised, although it was noticed that this alternative does not provide a median turning lane and would still have issues with merging of the dual lanes.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to install traffic signals at this intersection is supported which includes RHT from Normanstone Road into Westbury Road.

IN FAVOUR (6)

OPPOSE (5)

Further comment:

Better road design needed not traffic lights.

Don't think traffic lights are required. I do, however, think the 2 traffic lanes need addressing.

Would need detailed plans on this change for it to be set out properly.

3.6. Westbury Road / Stanley Street

Proposal: Alterations to the existing roundabout layout

Discussion: A request was made for a left-turn slip lane from Westbury Road into Stanley Street, similar to the roundabout at Breadalbane. The suggestion was noted, although this roundabout may not have the traffic volumes to warrant such a treatment.

The primary goal of this proposal is to narrow the approaches to the roundabout to reduce the speed of vehicles and to improve compliance giving-way to the right.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to make alterations to the existing roundabout layout is supported.

IN FAVOUR (11)

OPPOSE (0)

4. Proposed Traffic Safety Scheme 2014/15

4.1. Gorge Road / Bald Hill Road

Proposal: Realign Bald Hill Road approach

Discussion: No comment.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to realign the Bald Hill Road approach is supported.

IN FAVOUR (11)

OPPOSE (0)

4.2. Normanstone Road

Proposal: Install a pedestrian refuge

Discussion: No comment.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to install a pedestrian refuge is supported.

IN FAVOUR (11)

OPPOSE (0)

Further comment:

Central refuge only, no outstands.

Subject to consultation with residents on the southern side.

4.3. Trevallyn Road

Proposal: Road banding; footpath widening

Discussion: There was general acceptance of the proposal and the skid-resistance data provided.

Recommendation: The Launceston Road Safety Consultative Committee inform the Council that the proposal to add road banding to Trevallyn Road and widen a section of the footpath is supported.

IN FAVOUR (11)

OPPOSE (0)

5. Vulnerable Road Users Schemes

For information only, no comments

6. Launceston Speed Limit Review

Discussion: Should Launceston have a single urban speed limit or take a more individualised approach?

General opinion was that a blanket 50 for the urban zone is not necessary. Also, most of the speed limits are fine as they are. There are some problems with speed limit changes along these routes, which can be fixed with some fine tuning but it is not necessary to change whole roads at this time.

7. Additional items / questions

7.1. Paul Bullock - what are the results of the Metro study looking at buses going over the centre line on Charles Street and is it illegal? Metro advised that buses do frequently go over the centre line. It is not illegal, provided that it is safe.

7.2. Malcolm Cowan - referred to discussions from the previous meeting about the reduced information available to LCC Officers on Tas Police / DSG crash data. Richard Burk is to investigate reinstating the previous reporting. If Richard is unsuccessful, this committee asks that the Council formally request reinstatement of the detailed database.

8. The meeting closed at 2.45pm.

18 CORPORATE SERVICES**18.1 Record Keeping for Aldermen Policy (17-Plx-006)****FILE NO:** SF0217**AUTHOR:** Rhonda Cabalzar - Manager Information Management**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider the approval of the Record Keeping for Aldermen Policy.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council adopt the draft Record Keeping for Aldermen Policy (17-Plx-006) as follows.

PURPOSE:

To provide guidelines to ensure complete and accurate records of the activities and decisions of Aldermen, undertaken whilst acting in their official role, are managed appropriately to meet the Council's statutory legislative record keeping obligations.

SCOPE:

This policy applies to all Aldermen when acting in an official capacity on behalf of the Council.

This policy does not apply when Aldermen are not officially representing the Council during their interaction with the community on personal or general interest matters.

POLICY:

The following sets of information (irrespective of the format) will be managed within the Council's corporate systems -

- Agenda and minutes, which reflect the activities and decisions of standing Council committees, specific purpose internal committees, and external committees (when an Alderman has been appointed a committee member, by a resolution of the Council);
-

18.1 Record Keeping for Aldermen Policy (17-Plx-006)...(Cont'd)

- Media releases and formal speeches, for occasions and events when the Council is officially represented;
- Service requests raised by Aldermen on behalf of a community member, or raised for themselves;
- All correspondence addressed to Aldermen, received or sent via Council's postal and email addresses, or Customer Service Centre (excluding invitations, newsletters, periodicals), when the content contains matters pertaining to an Alderman officially representing the Council;
- All social media comment when the content contains matters pertaining to an Alderman officially representing the Council;
- Any file note created to record a verbal conversation, which contained matters pertaining to an Alderman officially representing the Council.

There is no requirement to manage within the Council's corporate system, any correspondence or communication, received or sent, whereby it is clearly evident the content -

- does not contain an agreement or commitment to undertake an action on behalf of the Council;
- is comment on matters of general interest rather than specific issues being considered by the Council;
- is relevant to a political stance or electoral matters;
- is personal in nature and not related to the Council;
- is a copy of a broader release communication.

Administrative support is provided to assist Aldermen with the following -

a) increase understanding of, and enable informed judgement, as to what constitutes a record, and when it needs to be managed within the systems, by the inclusion of record keeping as a subject, in the Aldermen's induction;

b) manage information in the corporate systems accordingly, to ensure the Council's obligations to meet relevant industry best practice, and the Tasmanian Archives Act 1983 records disposal requirement, are upheld.

18.1 Record Keeping for Aldermen Policy (17-PIx-006)...(Cont'd)

PRINCIPLES:

Council's Organisational Values apply to all activities.

RELATED POLICIES & PROCEDURES:

Media Policy (05-PI-002)

Mayor and Aldermen's Expenses and Resources Policy (14-PIx-016)

Information Resource Policy (17-PI-001)

RELATED LEGISLATION:

Archives Act 1983

Local Government Act 1993

REVIEW:

This policy will be reviewed to coincide with Council elections or more frequently, if dictated by operational demands and with Council's approval.

REPORT:

The Tasmanian Heritage and Archive Office recently issued Information Management Advice No. 49 (Recordkeeping for Local Government Councillors). This prompted a workshop discussion with the Council's Aldermen based on the implementation of elements contained in the advice.

Many of the requirements are currently supported by an established framework of policy, procedure and systems, for the capture storage and disposal of the Council's records.

To increase the understanding of the existing framework it was proposed to develop a policy which is intended to enable informed judgement on record keeping matters for the Council's elected members.

ECONOMIC IMPACT:

There is no economic impact from this policy.

ENVIRONMENTAL IMPACT:

There is no environmental impact from this policy.

18.1 Record Keeping for Aldermen Policy (17-Plx-006)...(Cont'd)

SOCIAL IMPACT:

Reinforce the merit of transparency and accountability which support good governance.

STRATEGIC DOCUMENT REFERENCE:

Strategic Plan Priority Area 5: Governance Services

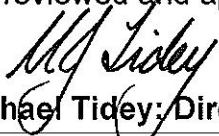
BUDGET & FINANCIAL ASPECTS:

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 Tidey: Director Corporate Services

19 GENERAL MANAGER

Nil

20 URGENT BUSINESS

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

21 INFORMATION / MATTERS REQUIRING FURTHER ACTION

Nil

22 CLOSED COUNCIL

- 22.1 Rate Remission
- 22.2 Rate Recovery Sales - Debts 1-21
- 22.3 Rate Debt 1
- 22.4 Rate Debt 2
- 22.5 Rate Debt 3
- 22.6 Rate Debt 4
- 22.7 Rate Debt 5
- 22.8 Rate Debt 6
- 22.9 Rate Debt 7
- 22.10 Rate Debt 8
- 22.11 Rate Debt 9
- 22.12 Rate Debt 10
- 22.13 Rate Debt 11
- 22.14 Rate Debt 12
- 22.15 Rate Debt 13
- 22.16 Rate Debt 14
- 22.17 Rate Debt 15
- 22.18 Rate Debt 16
- 22.19 Rate Debt 17
- 22.20 Rate Debt 18
- 22.21 Rate Debt 19
- 22.22 Rate Debt 20
- 22.23 Rate Debt 21

RECOMMENDATION:

That Agenda Item(s) 22.1 - 22.23 be considered within closed Council pursuant to the authority contained within regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2005*, which permits the meeting to be closed to the public for business relating to the following:

- (j) as it concerns the personal affairs of a person/company

23 MEETING CLOSURE
