



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 24 AUGUST 2015
1.00pm**

City of Launceston

COUNCIL AGENDA

Monday 24 August 2015

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

Date: 24 August 2015

Time: 1.00pm

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.



Rodney Sweetnam
Acting General Manager

ORDER OF BUSINESS

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1 OPENING OF MEETING - IN ATTENDANCE AND APOLOGIES

2 DECLARATION OF PECUNIARY INTERESTS

3 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Open Meeting of the City of Launceston held on 10 August 2015 be confirmed as a true and correct record.

4 DEPUTATION

Nil

5 ANSWERS FROM PREVIOUS PUBLIC AND ALDERMEN'S QUESTION TIME

Nil

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 Agenda Items in Section 7.

7 PLANNING AUTHORITY

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign

FILE NO: DA0350/2015

AUTHOR: Jacqui Tyson (Town Planner)

DIRECTOR: Leanne Hurst (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:	I 4 Design
Property:	27 Leslie Street, South Launceston
Zoning:	General Residential
Receipt Date:	17/07/2015
Validity Date:	17/07/2015
Further Information Request:	N/A
Further Information Received:	N/A
Deemed Approval:	28/08/2015
Representations:	2

PREVIOUS COUNCIL CONSIDERATION:

D120/92	Extension to existing motor body works & joinery (Light Industry)
D378/93	Extensions to existing premises for use as panel beating establishment
DA0214/2015	Food services cafe; Residential - multiple dwellings; construction and use 11 dwellings (7 within the existing building); Signage - cafe sign (Refused 14 July 2015)

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

RECOMMENDATION:

It is recommended that in accordance with Section 51 and Section 57 of the Land Use Planning and Approvals Act 1993 and the Launceston Interim Planning Scheme 2015, a permit be granted for DA0350/2015 Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign at 27-29 Leslie Street, South Launceston in accordance with the endorsed plans and subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The use and development must be carried out in accordance with the endorsed plans and documents to the satisfaction of the Council unless modified by a condition of the Permit:

- a. Site development plan, Prepared by i4 Design, Drawing No. 2014:16 - 2/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- b. Ground floor plan - stage 1 - existing building, Prepared by i4 Design, Drawing No. 2014:16 - 5/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- c. Café & manager's residence, Prepared by i4 Design, Drawing No. 2014:16 - 6/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- d. Elevations stage 1, Prepared by i4 Design, Drawing No. 2014:16 - 7/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- e. Stage 2 - #7-#9 townhouse ground floor, Prepared by i4 Design, Drawing No. 2014:16 - 9/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- f. Stage 2 - #7-#9 townhouse upper floor, Prepared by i4 Design, Drawing No. 2014:16 - 10/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- g. Stage 2 - #7-#9 townhouse elevations, Prepared by i4 Design, Drawing No. 2014:16 - 11/11, 27-29 Leslie Street, South Launceston, Dated 16/07/2015.
- h. Traffic Impact Assessment, Prepared by Pitt & Sherry , Commercial and residential development 27-29 Leslie Street, Project No: LN14426, Revision 04, Dated 19 May 2015.
- i. Addendum to Traffic Impact Assessment, Prepared by Pitt & Sherry , Commercial and residential development 27-29 Leslie Street, Project No: LN14426, Revision 00, Dated 16 July 2015.

2. CAR PARKING

Outside of the operating hours of the cafe the car park must be available for the exclusive use of residents and their visitors. Signage must be erected within the site advising of the use arrangements for the car park.

- 7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)**
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3. HOURS OF OPERATION

Monday to Friday: 7am to 6pm
Saturday, Sunday and Public Holidays: 8am to 8pm

4. LIGHTING OF CAR PARK

The lighting of the car park area must be located and designed with suitable baffles so that no direct light is emitted outside the boundaries of the site.

5. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land except construction of access from the street.

6. NO STORAGE OUTSIDE BUILDING

All goods and packaging materials must be stored inside buildings. No external storage is permitted.

7. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2015/01140-LCC) (attached).

8. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:
Monday to Friday - 7am and 6pm
Saturday - 9am to 5pm

9. SITE LANDSCAPING PLAN

Prior to the commencement of works, a landscape plan must be submitted for approval by Manager Planning Services. The plan must be prepared by a suitably qualified person, must be drawn to scale and must include the following details:

- a. Major site features such as building footprints, topography, contours existing vegetation and street boundaries; and
 - b. Proposed garden areas and plantings (including a schedule of all proposed trees, shrubs and groundcover including common name, botanical name and like size at maturity); and
 - c. All proposed garden beds, fences, retaining walls, lawn, hard surfaces and pathways; and
 - d. Suitable irrigation or a fixed sprinkler system for the watering of all lawns and landscaped areas; and
 - e. Screen planting on the frontage between the car park and the footpath.
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Once approved by Manager Planning Services, the plan will be endorsed and will form part of the permit. The landscaping must be:

- f. Installed in accordance with the endorsed plan; and
- g. Completed within 3 months of the use commencing; and
- h. Maintained as part of the development. It must not be removed, destroyed or lopped without the written consent of the Council.

10. DRIVEWAY CONSTRUCTION

Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must:

- a) Be designed to comply with the following suite of Australian Standards: AS 2890.1 Off-street car parking, AS 2890.3 Off-street commercial vehicle facilities (*where applicable*), AS 2890.3 Bicycle parking facilities and AS 2890.6 Off-street parking for people with disabilities.
- b) Be properly constructed to such levels that they can be used in accordance with the plans,
- c) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
- d) Be drained to Councils requirements,
- e) Be line-marked or otherwise delineated to indicate each car space and access lanes,
- f) Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
- g) Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a time clock or sensor unit and shielded to prevent direct light being emitted outside the site,
- h) Have a discreetly directional sign of not more than 0.3m² must be provided at the entrance to the site indicating the availability of off-street visitor parking.

Parking areas and access lanes must be kept available for these purposes at all times.

11. DAMAGE TO COUNCIL INFRASTRUCTURE

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

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12. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All works in (or requiring the occupation of) the road reserve must be carried out in accordance with a detailed Traffic Management Plan prepared by a qualified person in accordance with the requirements of Australian Standard AS1742.

The explicit permission of Council's Roads & Hydraulics Department is required prior to undertaking works where the works:

- a. requires a road or lane closure;
- b. are in nominated high traffic locations;
- c. involve opening or breaking trafficable surfaces; or
- d. require occupation of the road reserve for more than one week at a particular location.

Where the work is associated with the installation, removal or modification of a driveway or a stormwater connection, the approval of a permit for such works shall form the explicit approval.

All works that involve the opening or breaking of trafficable surfaces within the road reserve must be undertaken by, or under the supervision of, a tradesman/contractor who is registered with Council as a "Registered Contractor".

13. TRENCH REINSTATEMENT FOR NEW/ALTERED CONNECTIONS

Where a service connection to a public main or utility is to be relocated/upsized or removed then the trench within the road pavement is to be reinstated in accordance with LGAT-IPWEA Tasmanian Standard Drawing TSD-G01 Trench Reinstatement Flexible Pavements. The asphalt patch is to be placed to ensure a water tight seal against the existing asphalt surface. Any defect in the trench reinstatement that becomes apparent within 12 months of the works is to be repaired at the cost of the applicant.

14. VEHICULAR CROSSINGS

Before the commencement of the use, a new vehicular crossover shall be provided to service this development. An application for such work must be lodged on the approved form. All unused crossovers and driveways must be removed prior to the occupation of the development.

No work must be undertaken to construct the new vehicular crossing or to remove the existing driveway outside the property boundary without the prior approval of the works by the Council's Roads and Hydraulics Department.

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

15. OIL AND WATER MANAGEMENT PLAN

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

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

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

16. NO OPEN TOP COOKING

No open stove top (hot plates) cooking is permitted in the cafe.

17. AMENITY

The construction phase and on-going use on this site must not adversely affect the amenity of the neighbouring properties and the general locality by reason of the processes carried on; the transportation of materials, goods or commodities to or from the subject land; the works or materials; the emission of noise, artificial light, vibration, odour, smoke, dust, waste water, waste products, oil or any other source of nuisance.

18. NOISE REPORT

Prior to the use of the café commencing a noise report prepared by a suitably qualified person is to be submitted to council. The report should address the potential impacts of the commercial use on residential properties, including but not limited to mechanical plant and equipment such as extraction, air conditioning and refrigeration units. The recommendations of the submitted report are to be implemented to control noise emissions from the site to prevent a nuisance to the surrounding residents.

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19. NO BURNING OF WASTE

No burning of any waste materials generated by the construction process, to be undertaken on-site. Any such waste materials to be removed to a licensed refuse disposal facility (e.g. Launceston Waste Centre).

Notes

- A. Building Permit Required
Prior to the commencement of any construction the applicant is required to attain a Building Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.
- B. Occupancy Permit Required
Prior to the occupation of the premises the applicant is required to attain an Occupancy Permit pursuant to the Building Act 2000. Section 93. A copy of this planning permit should be given to your Building Surveyor.
- C. Plumbing Permit Required
Prior to the commencement of any construction the applicant is required to attain a Plumbing Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.
- D. General
This permit was issued based on the proposal documents submitted for DA0350/2015. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 03 6323 3000.

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.

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E. Appeal Provisions

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

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

For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au <<http://www.rmpat.tas.gov.au>>

F. Strata Title Approval

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

G. Food Business to Register

Prior to the commencement of operation the applicant is required to register as a food business in accordance with section 86 of the Food Act 2003. Please contact the Council's Environmental Services Department on 6323 3000 for further information.

Existing Environmental Services Conditions will apply.

H. Street addresses for Multiple Dwellings

Residential addressing is undertaken in accordance with Australian Standard AS4819. The development has been assessed according to the standard and the following addresses allocated:

<i>Ref on plans</i>	<i>Street Address</i>
<i>Café + Managers Quarters</i>	<i>1/27-29 Leslie Street</i>
<i>#1</i>	<i>2/27-29 Leslie Street</i>
<i>#2</i>	<i>3/27-29 Leslie Street</i>
<i>#3</i>	<i>4/27-29 Leslie Street</i>
<i>#4</i>	<i>5/27-29 Leslie Street</i>
<i>#5</i>	<i>6/27-29 Leslie Street</i>
<i>#6</i>	<i>7/27-29 Leslie Street</i>
<i>#7</i>	<i>8/27-29 Leslie Street</i>
<i>#8</i>	<i>9/27-29 Leslie Street</i>
<i>#9</i>	<i>10/27-29 Leslie Street</i>

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The above addresses are to be adhered to when identifying the dwellings and their associated letterboxes.

REPORT:

1. THE PROPOSAL

The proposal is for the use and development of ten multiple dwellings and a café at 27-29 Leslie Street, South Launceston. This application is a modified design of a previous application, with one dwelling (previously labelled as #7) removed to allow for additional car parking to be accommodated on the site.

The site is developed with a large warehouse building that was previously used for a panel beating workshop. It is proposed to convert this building to house the café and seven of the dwellings, including a manager's residence above the café. The other dwellings in the proposal are three conjoined dwellings in the south eastern portion of the site. All of the windows and glazed doors of the dwellings will be double glazed. A dilapidated shed located in the south western corner of the site will be demolished.

Dwellings #1 - #6 will be constructed within the warehouse building and will be identical. On the ground floor they will contain a single garage that includes laundry and storage and the entry leading to an open plan dining and kitchen area. The living space will open onto a courtyard on the northern side. The courtyards will be enclosed using the existing boundary parapet wall of the warehouse on the northern boundary with openings to allow additional light through and vertical gardens on the inner side of the wall for privacy. The first floor of these dwelling will contain the main living room, a bedroom and the bathroom. A balcony will be accessed from the living room. The loft level will contain a second bedroom. The walls of the existing building that are retained will be finished with render in a neutral colour. The new upper level will be clad in painted weatherboards and the roof will be clad in colorbond.

Dwellings #7, #8 and #9 will be two storey conjoined townhouses, constructed in a staggered arrangement. Each of the three dwellings will be provided with two car spaces, one inside a garage and one in a carport. Dwelling #7 will have the garage, entry, a sitting room, bedroom, bathroom and laundry on the ground floor. The second floor will contain the master bedroom suite, kitchen dining and living space with a deck on the northern elevation. Dwelling #8 will have the garage, entry, a sitting room, bedroom, bathroom and laundry on the ground floor. The upper floor will contain the master bedroom suite, kitchen

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dining and living space with a deck on the northern elevation. Dwelling #9 will have the garage, entry and master bedroom suite on the ground floor. The second floor will contain a second bedroom, bathroom and open plan living, dining and kitchen space with a deck on the western elevation. Timber privacy screening will be used to prevent overlooking from the decks.

The tenth is the café manager's residence and will be located above the café. The dwelling is accessed via the café courtyard. The dwelling contains one bedroom, bathroom/laundry, open plan living, dining and kitchen. There will be a deck on the north western corner with privacy screens. The manager's residence is ancillary to the cafe and will be included on the same strata allotment.

The café will be housed in the front (western) section of the existing building. Pedestrian access will be via an existing ramp at the frontage. A roller door on the southern side will provide access to the storage area for deliveries. The internal fit out includes a kitchen, service area and seating area opening to a courtyard. The courtyard will be opened to the street by removing an existing window on the frontage. A sign identifying the cafe will be located on the frontage above the opening to the courtyard. It is proposed to operate the café 7 days a week. The café will serve coffee and food onsite and will also include some pre-packaged delicatessen items for sale. External plant and equipment for the café, such as air conditioning units and range hood extraction, will be located on the upper level outside the manager's quarters and behind the existing parapet. The operation of the café is discussed further in the report below.

A parking area with six standard parking spaces, one accessible space and bicycle parking is proposed at the front of the site to the south of the existing building. This carpark will be shared by the café and for visitor parking for the residential component of the development. A second parking area with six standard parking spaces will be provided at the rear of the existing warehouse building, in the north eastern corner of the site. These spaces will provide a second dedicated parking space for dwellings #1- #6. The existing crossover will be retained to access the dwellings and the car park. A traffic impact assessment by Pitt & Sherry has been supplied with the application.

Landscaping will be provided around the southern and eastern boundaries of the site above a retaining wall that will be up to 1.8m high. Further landscaping will be provided between the car park and dwelling #9.

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2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located on the northern eastern side of Leslie Street between the junctions with Cridge Street and Walter Street. The site is approximately rectangular in shape with a total area of 2053m², which is currently across two titles that will be adhered. The site is developed with a large warehouse building and a dilapidated shed that will be demolished.

The neighbouring properties are primarily used for residential purposes and are developed with a mix of single dwellings and multiple dwellings. There is a child care centre nearby to the south on Leslie Street. The commercial area around Wellington Street is around 200m away to the north east.

The subject site has previously been used for light industrial purposes including a contractor's yard and panel beaters. It has been vacant for some time and remediation has been undertaken to make the site suitable for residential purposes, including the removal of fuel tanks.

Access to the site is directly off Leslie Street via one sealed crossover. This arrangement will be retained under the proposal. Leslie Street is sealed and drained to Council standard and is landscaped with street trees on the eastern side of the road.

The site is relatively flat at the front and then rises quite steeply near the rear (north western) boundary, with a 5 metre elevation change from the frontage to the rear. The site is not located within an identified landslip area.

The site is mostly cleared of vegetation other than around the boundaries. The site is not within 100m of bushfire prone vegetation.

The site is able to be connected to reticulated services.

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3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

10.0 General Residential Zone

10.1.1 Zone Purpose Statements

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

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character.

10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.

Consistent

The residential component of the proposed development is consistent with the intent to accommodate a range of dwelling types at suburban densities where full infrastructure services are available. The proposed dwellings respect the existing neighbourhood character and will facilitate solar access, integrated urban landscapes and utilisation of public transport, walking and cycling networks. The establishment of a local cafe will provide an additional service to residents of the surrounding area and the operation of the cafe can be controlled to ensure that residential amenity is not impacted significantly.

10.3 Use Standards

10.3.1 Hours of operation

Objective:

To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses.

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<p>Consistent The acceptable solution is satisfied.</p>
<p>A1 Commercial vehicles must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.</p>
<p>Complies Commercial delivery vehicles are generally expected to be vans, utility vehicles or short wheel base light trucks. Deliveries to the cafe will occur during business hours as there is no facility to take delivery of goods after hours, this complies with the acceptable solution.</p>

10.3.2 Mechanical plant and equipment

<p>Objective:</p> <p>To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.</p>
<p>Consistent The proposal demonstrates compliance with the standards.</p>
<p>A1 Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.</p>
<p>Relies on Performance Criteria Some information has been provided with the application in relation to the location and design of mechanical plant and equipment; however it is considered that there is not enough information to demonstrate compliance with the acceptable solution. Further assessment against the performance criteria is necessary.</p>
<p>P1 Noise, odours, fumes or vibration generated must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of any emissions generated; (b) the nature of the proposed use; (c) the topography of the site; (d) the landscaping of the site; and (e) any mitigation measures proposed.

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Complies

External mechanical plant and equipment will be located on the roof of the cafe outside the manager's residence. The range hood and air conditioning system will be of a capacity that is similar to domestic equipment. Given the proximity to sensitive (residential) use both on and off the site a condition has been included to require a detailed noise report to be submitted and any mitigation measures recommended in the report to be implemented before first use of the cafe.

10.3.3 Light spill and illumination

Objective:

To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.

Consistent

The acceptable solution is satisfied.

A1 The use must:

(a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; and

(b) contain direct light from external light sources within the boundaries of the site.

Complies

The proposal does not include permanent, fixed floodlighting. External lighting will include low bollard lighting around the car park and individual sensor lights on the dwellings and cafe which will not extend outside the site.

10.3.4 External storage of goods

Objective:

To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.

Consistent

The acceptable solution is satisfied.

A1 Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

Goods and waste materials for the cafe will be stored inside and will not be visible from the street or public space.

10.3.5 Commercial vehicle parking

Objective:

To ensure that parking of commercial vehicles does not detract from the amenity of the area.

Consistent

The acceptable solution is satisfied.

A1 Commercial vehicles must be parked within the boundary of the site.

Complies

The proposal will not require large commercial vehicles to be parked on the site.

10.4 Development Standards

10.4.1 Residential density for multiple dwellings

Objective:

To provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and
- (b) optimise the use of infrastructure and community services.

Consistent

The density of the proposed development is relatively high. It is considered to be an efficient use of suburban land that optimises the use of infrastructure and community services.

A1 Multiple dwellings must have a site area per dwelling of not less than:

- (a) 325m² or
- (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Relies on Performance Criteria

The site has an area of 2053m². The proposal is for 10 multiple dwellings including the manager's residence, which results in a site area per dwelling of 205.3m². This does not meet the acceptable solution.

P1 Multiple dwellings must only have a site area per dwelling that is less than 325m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:

- (a) is compatible with the density of the surrounding area; or
- (b) provides for a significant social or community housing benefit and is in accordance with at least one of the following:
 - (i) the site is wholly or partially within 400m walking distance of a public transport stop;
 - (ii) the site is wholly or partially within 400m walking distance of a business, commercial, urban mixed use, village or inner residential zone.

Complies

In regard to (a), the proposed density of the development is higher than that of the surrounding area, although there are existing multiple dwelling developments in the neighbourhood.

With regard to (b), the provision of infill development that contributes to diversity in available housing is considered to be beneficial for the community. The site is located within 400m of a public transport stop (the nearest is on Wellington Street around 250m away) and is within 400m of the commercial strip along Wellington Street to the north east. The site is located within 1km of the Launceston General Hospital and around 2km from the central business district. There is a network of public parks and reserves nearby around Lawrence Vale Road. This is a desirable location for higher density housing with low maintenance needs.

10.4.2 Setbacks and building envelope for all dwellings

Objective:

To control the siting and scale of dwellings to:

- (a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and
- (b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and
- (c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and
- (d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Consistent

The buildings are sited and designed to meet the applicable standards.

A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:

(a) if the frontage is a primary frontage, at least 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or

(b) if the frontage is not a primary frontage, at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or

(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or

(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.

Relies on Performance Criteria

The cafe and manager's residence are located in the front of the existing warehouse, which is within 4.5m of the frontage. While the setback will not be decreased, the new part of the upper level does not comply with the acceptable solution.

P1 A dwelling must:

(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and

(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.

Complies

The existing warehouse is built to the front boundary. The proposal will not alter the front setback or the building facade at ground level, other than removing a window to create an opening to the cafe courtyard. The manager's residence on the first floor will be setback further from the front boundary and the roof will follow the line of the existing gabled parapet on the frontage. There are a variety of setbacks in the area and the proposal will maintain the character of the site and the neighbourhood.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

A2 A garage or carport must have a setback from a primary frontage of at least:

- (a) 5.5 m, or alternatively 1 m behind the facade of the dwelling; or
- (b) the same as the dwelling facade, if a portion of the dwelling gross floor area is located above the garage or carport; or
- (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.

Complies

All garages and carports will be setback more than 5.5m from the frontage.

A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:

- (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:
 - (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and
 - (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and
- (b) only have a setback within 1.5 m of a side boundary if the dwelling:
 - (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or
 - (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).

Relies on Performance Criteria

The proposal does not meet the acceptable solution as it breaches the building envelope identified in diagram 10.4.2A. The carport of dwelling #7 will be within 4m of the rear boundary and development will occur within 4.5m of the frontage. The northern side of the warehouse protrudes out of the building envelope by a small amount. Further assessment against the performance criteria is necessary.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

P3 The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:
 - (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
 - (ii) overshadowing the private open space of a dwelling on an adjoining lot; or
 - (iii) overshadowing of an adjoining vacant lot; or
 - (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
- (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

Complies

The siting and scale of the proposed dwellings considers the topography of the site and the existing character of the area.

The proposed minimum rear setback of 3.8m for dwelling #8 will not impact the adjoining neighbours to the east. There is a considerable level difference between the site and the properties behind which removes any potential for overlooking, overshadowing or significant visual impact from the proposal.

The three proposed dwellings that are sited near the southern side boundary (#7, #8 and #9) are setback between 2m and 4m. The dwelling on the adjoining property to the south of the site is set forward with the driveway adjoining the boundary of the subject site leading to a garage in the rear corner. Due to the greater depth of 27-29 Leslie Street the proposed dwellings will be nearest the garage. Overshadowing of habitable rooms will not be an issue and the private open space of 31 Leslie Street will also not be affected as it is sited on the southern side away from the subject site.

In regard to the northern boundary, the wall of the existing warehouse that is on the boundary will be retained. The wall will enclose the courtyards of the dwellings. The new upper level will have windows in the northern side, but these are setback from the boundary under the apex of the roofline. The adjoining residential building on this side is single storey and the development will have little additional impact in terms of overshadowing, overlooking or apparent bulk and size of the dwellings as they will be located within the existing warehouse building.

From the street frontage the separation of the dwellings will be compatible with the surrounding area. The central access, location of the parking area and the provision of landscaping to break up the appearance of the development from the street will assist in achieving this.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

10.4.3 Site coverage and private open space for all dwellings

Objective:

To provide:

- (a) for outdoor recreation and the operational needs of the residents; and
- (b) opportunities for the planting of gardens and landscaping; and
- (c) private open space that is integrated with the living areas of the dwelling; and
- (d) private open space that has access to sunlight.

Consistent

The proposal adequate outdoor space with solar access to meet the needs of residents and includes opportunities for landscaping.

A1 Dwellings must have:

- (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and
- (b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) a site area of which at least 25% of the site area is free from impervious surfaces.

Complies

The site is 2053m² and the floor area of the existing warehouse is 552m² and floor area of the new dwellings will total 230m², giving site coverage of approximately 40%.

The driveway and car park will be sealed adding approximately 500m² of impervious surface, so more than 25% of the site will remain free from roofed buildings or impervious surfaces.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

A2 A dwelling must have an area of private open space that:

- (a) is in one location and is at least:
 - (i) 24m²; or
 - (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and
- (b) has a minimum horizontal dimension of:
 - (i) 4m; or
 - (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and
- (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and
- (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and
- (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and
- (f) has a gradient not steeper than 1 in 10; and
- (g) is not used for vehicle access or parking.

Relies on Performance Criteria

Dwellings #1 to #6 will each have a ground floor courtyard with an area of 13.5m² and a first floor balcony with an area of 2.7m². The private open spaces are accessible from living areas and will receive a reasonable amount of sunlight. The ground floor courtyard has a minimum width of 3m. The total area and minimum width do not meet requirements of the acceptable solution.

Dwellings #7, #8 and #9 will each have two outdoor space areas. Dwelling #7 will have an 18m² deck on the northern elevation of the first floor, which is accessed from the main living space. On the ground floor it will have a patio on the eastern side with an area of 23.25m². Dwelling #8 will have an 18.5m² deck on the northern elevation of the first floor, accessed from the main living space. On the ground floor it will have a patio on the eastern side with an area of 21.8m². Dwelling #9 will have an 18m² deck on the western elevation of the first floor, which is accessed from the main living space. On the ground floor it will have a patio on the southern side with an area of 16m².

Dwelling #10 will have a deck on the north western corner with an area of 9.7m².

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

P2 A dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:

- (i) conveniently located in relation to a living area of the dwelling; and
- (ii) orientated to take advantage of sunlight.

Complies

Each of the proposed dwellings is provided with one or more private open space areas that are capable of serving as an extension of the dwelling for outdoor purposes. All of the decks and patios are accessed directly from living areas and nearly all are located to achieve adequate sunlight.

10.4.4 Sunlight and overshadowing for all dwellings

Objective:

To provide:

- (a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and
- (b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Consistent

The acceptable solutions are satisfied.

A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).

Complies

All of the proposed dwellings have at least one window or glazed door to a living room that faces within 30 degrees of north in accordance with the standard.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):

- (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):
 - (i) at a distance of 3m from the window; and
 - (ii) vertically to a height of 3m above natural ground level and then at an angle of 45 degrees from the horizontal.
- (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.
- (c) That part, of a multiple dwelling, consisting of:
 - (i) an outbuilding with a building height no more than 2.4m; or
 - (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.

Complies

The proposed multiple dwellings are separated sufficiently to comply with (a).

A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):

- (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):
 - (i) at a distance of 3 m from the northern edge of the private open space; and
 - (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.
- (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.
- (c) That part, of a multiple dwelling, consisting of:
 - (i) an outbuilding with a building height no more than 2.4 m; or
 - (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The proposed multiple dwellings are separated sufficiently to comply with (a).

10.4.5 Width of openings for garages and carports for all dwellings

Objective:

To reduce the potential for garage or carport openings to dominate the primary frontage.

Consistent

The garages and carports will not dominate the primary frontage.

A1 A garage or carport within 12m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).

Complies

The garages that are within 12m of the frontage face the internal access driveway rather than the frontage.

10.4.6 Privacy for all dwellings

Objective:

To provide reasonable opportunity for privacy for dwellings.

Consistent

The development standards are satisfied.

A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:

- (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3m from the side boundary; and
- (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4m from the rear boundary; and
- (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6m:
 - (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or
 - (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

All of the upper level balconies or decks of the proposed decks are either sited to maintain privacy or screened in accordance with this standard to ensure an adequate level of privacy.

A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):

(a) The window or glazed door:

- (i) is to have a setback of at least 3 m from a side boundary; and
- (ii) is to have a setback of at least 4 m from a rear boundary; and
- (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and
- (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.

(b) The window or glazed door:

- (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or
- (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or
- (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.

Complies

All windows to habitable room with a floor level of more than 1m are setback at least 3m from side boundary in accordance with (a) or offset from other dwellings in accordance with (b).

A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least:

(a) 2.5 m; or

(b) 1 m if:

- (i) it is separated by a screen of at least 1.7 m in height; or
- (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Relies on Performance Criteria

The shared driveway and part of the parking area is less than 2.5m from some habitable room windows. Further assessment against the performance criteria is necessary.

P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

Complies

The habitable rooms are adequately offset or separated by landscaping from the shared driveway and parking area in order to minimise detrimental impacts from vehicles.

10.4.8 Waste storage for multiple dwellings

Objective:

To provide for the storage of waste and recycling bins for multiple dwellings.

Consistent

The acceptable solution is satisfied.

A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations:

(a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or

(b) in a communal storage area with an impervious surface that:

(i) has a setback of at least 4.5m from a frontage; and

(ii) is at least 5.5m from any dwelling; and

(iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.

Complies

Each of the dwellings is provided with a bin storage area in accordance with the requirements.

10.4.9 Site facilities for multiple dwellings

Objective:

To provide adequate site and storage facilities for multiple dwellings.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

<p>Consistent The acceptable solutions are satisfied.</p>
<p>A1 Each multiple dwelling must have access to 6 cubic metres of secure storage space not located between the primary frontage and the facade of a dwelling.</p>
<p>Complies Each of the dwellings will be provided with storage in the garage or inside the dwelling.</p>
<p>A2 Mailboxes must be provided at the frontage.</p>
<p>Complies Mailboxes will be provided at the frontage.</p>

10.4.10 Common property for multiple dwellings

<p>Objective: To ensure that common areas are easily identified.</p>
<p>Consistent The acceptable solutions are satisfied.</p>
<p>A1 Site drawings must clearly delineate private and common areas, including:</p> <ul style="list-style-type: none"> (a) driveways; (b) parking spaces, including visitor parking spaces; (c) landscaping and gardens; (d) mailboxes; and (e) storage for waste and recycling bins.
<p>Complies The site plan adequately delineates private and common areas.</p>

10.4.12 Earthworks and retaining walls

<p>Objective: To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.</p>

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Consistent

The development standards are satisfied.

A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:

- (a) be located no less than 900mm from each lot boundary;
- (b) be no higher than 1m (including the height of any batters) above existing ground level;
- (c) not require cut or fill more than 1m below or above existing ground level;
- (d) not concentrate the flow of surface water onto an adjoining lot; and
- (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.

Relies on Performance Criteria

Site works and retaining walls over 1m will be required to level the rear of the site. Further assessment against the performance criteria is necessary.

P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to:

- (a) the topography of the site;
- (b) the appearance, scale and extent of the works;
- (c) overlooking and overshadowing of adjoining lots;
- (d) the type of construction of the works;
- (e) the need for the works;
- (f) any impact on adjoining structures;
- (g) the management of groundwater and stormwater; and
- (h) the potential for loss of topsoil or soil erosion.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

Due to the topography of the site in relation to the surrounding area the proposed site works and retaining walls will not cause a loss of amenity to adjoining properties as they are considerably higher than the subject site. The retaining walls will not impact structures on adjoining properties and groundwater, stormwater and erosion risk can be managed.

10.4.13 Location of car parking

Objective:

To:

- (a) provide convenient car parking for residents and visitors;
- (b) protect residents from vehicular noise within sites; and
- (c) minimise visual impact on the streetscape.

Consistent

Appropriate parking and access is provided for residents and visitors.

A1 Shared driveways or car parks of residential buildings (other than for single dwellings) must be located no less than 1.5m from the windows of habitable rooms.

Relies on Performance Criteria

Habitable rooms on the first floor of dwellings #7, #8 and #9 will be within 1.5m of the shared driveway.

P1 Shared driveways or car parking spaces (other than for single dwellings) must be located to not unreasonably impact on the amenity of the adjoining habitable rooms, having regard to:

- (a) the width of the driveway;
- (b) the location of the existing dwellings and habitable rooms;
- (c) the location of car parking spaces;
- (d) the number of car spaces served by the driveway; and
- (e) any noise mitigation measures including screening or landscaping.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The location of the driveway in relation to habitable room windows will not have an unreasonable impact on amenity as the windows are in the upper levels, they will be double glazed and are located to minimise impacts from headlights.

A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage.

A2.2 Turning areas for vehicles must not be located within the primary front setback.

Relies on Performance Criteria

The shared car park is located in the frontage. Further assessment against the performance criteria is necessary.

P2 The location of car parking and turning areas must be safe, convenient and minimise the visual impact on the streetscape having regard to:

- (a) the visual impact of the car parking location viewed from the road;
- (b) access for users of the site;
- (c) pedestrian and vehicular traffic safety;
- (d) the nature and characteristics of the street;
- (e) the need for the location;
- (f) any landscaping of the car parking or turning area location; and
- (g) construction methods and pavement types.

Complies

The location of the proposed car park is appropriate as it will be used for the cafe as well as for visitors to the dwellings, this is discussed further in the report. A condition is recommended to ensure that landscaping is provided between the car park and the frontage to screen the car park as much as possible. In regard to safety, a traffic impact assessment has been provided to demonstrate that the access and parking are appropriate. Cars will be able to turn on the site and leave in a forward direction.

10.4.14 Development for discretionary uses

Objective:

To ensure that development for discretionary uses is compatible with the form and scale of residential development and does not unreasonably impact on the amenity of nearby sensitive uses.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

<p>Consistent The cafe belongs to the <i>Food services</i> use class which is discretionary in the zone.</p>
<p>A1 No acceptable solution</p>
<p>Relies on Performance Criteria</p>
<p>P1 Development must be compatible with the form and scale of residential development and not unreasonably impact on the amenity of nearby sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the setback of the building to a frontage; (b) the streetscape; (c) the topography of the site; (d) the height, bulk and form of the building; (e) the height, bulk and form of adjacent buildings and buildings in the surrounding area; (f) the setbacks to side and rear boundaries; (g) solar access and privacy of habitable room windows and private open spaces of adjoining dwellings; (h) the degree of overshadowing and overlooking of adjoining lots; (i) mutual passive surveillance between the road and the building; (j) any existing and proposed landscaping; (k) the visual impact of the building when viewed from adjoining or immediately opposite lots; (l) the location and impacts of traffic circulation and parking; and (m) the character of the surrounding area.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The cafe will be housed in part of the existing warehouse building. The standards in relation to new buildings are not applicable.

The operation of the cafe has been considered with respect to the amenity of residential use both on and off the site. Conditions are included in the recommendation to limit operating hours, food preparation and address noise emissions. Traffic and parking is the main issue in relation to this use and is addressed further in the assessment below.

E4.0 Road and Railway Assets Code

E4.1 The purpose of this provision is to:

- (a) protect the safety and efficiency of the road and railway networks; and
- (b) reduce conflicts between sensitive uses and major roads and the rail network.

Consistent

A traffic impact assessment has been completed for the proposal. The application demonstrates that the safety and efficiency of the road network will not be unreasonably impacted by the proposal.

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

Consistent

The applicable standards are satisfied.

A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

Relies on Performance Criteria

The proposal will increase traffic to the site by more than 40 vehicle movements per day. The estimated vehicle trips per day is 125. Further assessment against the performance criteria is necessary.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

P3 Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;
- (b) the nature of the traffic generated by the use;
- (c) the nature and efficiency of the access or the junction;
- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road;
- (g) the need for the use;
- (h) any traffic impact assessment; and
- (i) any written advice received from the road authority.

Complies

The traffic impact assessment demonstrates that the increase in vehicle traffic to the site using the existing access point can be safely accommodated provided that the driveway width is increased slightly to 5.5m. The safety and efficiency of the road network including nearby junctions will not be compromised by the development.

E4.6 Development Standards

E4.6.2 Road accesses and junctions

Objective:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

Consistent

The relevant standards are satisfied.

A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The proposal will use the existing access point to the site for both entry and exit. This complies with the standard.

E4.6.4 Sight distance at accesses, junctions and level crossings

Objective:

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Consistent

The acceptable standards are satisfied.

A1 Sight distances at:

(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and

(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.

Complies

The traffic impact assessment states that the sight distances from the access point meet the required distances, provided that the street tree to the right of the access is trimmed. This can be accommodated without removing the tree.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to:

(a) ensure that an appropriate level of parking facilities are provided to service use and development;

(b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas;

(c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate;

(d) ensure that parking does not adversely impact on the amenity of a locality;

(e) ensure that parking spaces and accesses meet appropriate standards; and

(f) provide for the implementation of parking precinct plans.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Consistent

The proposal demonstrates compliance with the required standards.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective:

To ensure that an appropriate level of car parking is provided to meet the needs of the use.

Consistent

It is considered that the proposal provides an adequate level of parking to meet the needs of the proposed uses.

A1 The number of car parking spaces must:

- (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or
- (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or
- (c) 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
- (d) be in accordance with an acceptable solution contained within a parking precinct plan.

Complies

Table E6.1 requires parking at the following rate or the proposed use classes:

Residential:

If a 1 bedroom or studio dwelling in the General Residential zone: 1 space per dwelling

If a 2 or more bedroom dwelling in the General Residential zone: 2 spaces per dwelling

Visitor parking for multiple dwellings in the General Residential zone: 1 dedicated space per 4 dwellings (rounded up to the nearest whole number)

Food services:

1 space per 15m² of floor area + 6 queuing spaces for drive-through

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

The proposal includes nine two bedroom dwellings. The required amount of parking for the residential component of the development, including three visitor spaces, is 21. Dwellings #1 to #7 will each be provided with two parking spaces, one in an internal garage and one in the parking area at the rear of the site. Dwellings #7, #8 and #9 will each be provided with two parking spaces in the form of a garage and carport. The shared car park provides four spaces required for the café (of which the accessible space is one) plus three other spaces. The three additional spaces fill the requirement for visitor parking for the residential component of the development.

The café will have a floor area of 53m² and no drive through component, so the required number of car spaces is 4. This calculation includes parking for employees and customers. The manager's residence is ancillary to the café and will only ever be occupied by the manager or employee of the business, so separate parking for the manager's residence is not required.

The total number of parking spaces required by Table E6.1 to serve the proposal is 25.

The proposal provides a total of 25 parking spaces on the site in compliance with the requirement, which includes one accessible space. Dwellings #1 to #7 will each be provided with two parking spaces, one in an internal garage and one in the parking area at the rear of the site. Dwellings #7, #8 and #9 will each be provided with two parking spaces in the form of a garage and carport. The shared car park provides four spaces required for the café (of which the accessible space is one) plus three other spaces. The three additional spaces fill the requirement for visitor parking for the residential component of the development.

A2 The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.

Complies

One accessible parking space is required for the cafe. It is provided.

E6.5.2 Bicycle parking numbers

Objective:

To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Consistent

The acceptable solution is satisfied.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.

Complies

Table E6.1 requires 1 bicycle parking space to be provided for the cafe. Residential use does not require bicycle parking. The proposal includes bicycle parking for up to 8 bicycles, in excess of the acceptable solution.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective:

To ensure that parking areas are constructed to an appropriate standard.

Consistent

The acceptable solution is satisfied.

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

- (a) have a gradient of 10% or less;
- (b) be formed and paved;
- (c) be drained to the public stormwater system, or contain stormwater on the site;
- (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and
- (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.

Complies

The car parking will be constructed to an appropriate standard to meet these requirements.

E6.6.2 Design and layout of parking areas

Objective:

To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Consistent

The design and layout of the car park and access have been considered in the traffic impact assessment. The acceptable solutions are satisfied.

A1.1 Car parking, access ways, manoeuvring and circulation spaces must:

- (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
- (b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2;
- (c) have parking space dimensions in accordance with the requirements in Table E6.3;
- (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces; and
- (e) have a vertical clearance of not less than 2.1 metres above the parking surface level.

A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.

A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are 6 spaces or more.

A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.

Complies

The car park, access and circulation spaces will allow cars to enter and leave the site in a forward direction. The requirements of Table E6.2 and Table E6.3 in relation to access widths and parking space dimensions are satisfied.

The accessible parking space is designed and located in accordance with A1.2, A1.3 and A1.4.

E6.6.3 Pedestrian access

Objective:

To ensure pedestrian access is provided in a safe and convenient manner.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Consistent

The proposal adequately provides for pedestrians.

A1.1 Uses that require 10 or more parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:

- (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
- (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and

A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.

Relies on Performance Criteria

Pedestrian access will be provided in a shared arrangement and will not be separated from the vehicle access.

P1 Safe pedestrian access must be provided within car parks, having regard to:

- (a) the characteristics of the site;
- (b) the nature of the use;
- (c) the number of parking spaces;
- (d) the frequency of vehicle movements;
- (e) the needs of persons with a disability;
- (f) the location and number of footpath crossings;
- (g) vehicle and pedestrian traffic safety;
- (h) the location of any access ways or parking aisles; and
- (i) any protective devices proposed for pedestrian safety.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The cafe is located at the frontage and can be safely accessed from the street or car park. The traffic impact assessment is satisfied that pedestrians can access the residential area of the development safely.

E6.7.1 Precinct 1 - Launceston Central Business District Parking Exemption Area**E18.0 Signs Code**

E18.1 The purpose of this provision is to:

- (a) provide opportunities for appropriate business advertising and information essential to support and encourage business activity;
- (b) 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; and
- (c) ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.

Consistent

The proposed transom sign for the cafe is appropriate for the site and will not detract from the visual amenity of the locality.

E18.5 Development Standards**E18.5.1 Unacceptable signage**

Objective:

To prevent unacceptable signage.

Consistent

The acceptable solution is satisfied.

A1 Signage must not be for the following sign types:

- (a) an above awning sign;
 - (b) bunting (flag and decorative elements);
 - (c) a flashing lights sign;
 - (d) a roof sign;
 - (e) a sky sign; or
 - (f) a third party sign.
-

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

Transom Signs are not listed.

E18.5.2 Design and siting of signage

Objective:

To:

- (a) provide for appropriate signage and to ensure the visual scale and impact of signage is managed; and
- (b) ensure that the design and siting of signs achieves the purpose of this code.

Consistent

The proposal meets the applicable standards.

A1 A sign must:

- (a) be located within the applicable zone for the relevant sign type set out in Table 1 of E18.6; and
- (b) meet the requirements for the relevant sign type set out in Table 1 of E.18.6.

Relies on Performance Criteria

Transom Signs are permitted within the General Residential Zone, provided they comply with the following:

- (a) Must not extend more than 200mm beyond the wall.*
- (b) Not extend beyond or below the level of the head of the doorway or window above which it is attached.*
- (c) Have a maximum vertical dimension of 500mm*
- (d) Not be higher than 3.6m above the ground.*

The Transom sign is indicated as being attached directly to the face of the café's Leslie Street façade and does not project more than 200mm beyond the face of the wall.

The location of the proposed sign is directly above an opening in the existing wall where previously there was a window installed. It does not extend beyond or below the level of the head of the old window. The height of the proposed sign is indicated as being 550mm therefore further assessment against the performance criteria is necessary.

At its highest point the proposed sign is approximately 3.4m above natural ground.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

P1 A sign must:

(a) be located within an applicable zone for the relevant sign type as set out in Table 1 of E18.6; and

(b) be appropriate to the natural and built environment of the locality, having regard to:

- (i) domination of the streetscape or premises on which it is located;
- (ii) the size and dimensions of the sign;
- (iii) the amenity to surrounding properties;
- (iv) the repetition of messages or information;
- (v) the number and density of signs; and
- (vi) the obstruction of movement of vehicles and pedestrians.

Complies

Transom Signs are permitted with the General Residential Zone. The scale and siting of the sign are considered to be appropriate to the surrounding built environment. The vertical dimension proposed for the Transom Sign is only 50mm greater than the acceptable solution allows and maintains a fine grain scale that is significantly in keeping with character of the surrounding residential area. There are no existing signs on the property and only one sign has been proposed. In this way no information will be repeated on the building's façade. It is not expected that a sign attached directly to the face of the wall will obstruct the movement of pedestrians or vehicles.

A2 A sign must be a minimum distance of 2m from the boundary of any lot in the General Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living or Village zones.

Relies on Performance Criteria

The proposed transom sign is located approximately 1.6m from the northern boundary of the property. Therefore further assessment against the Performance Criteria is necessary.

P2 A sign must not result in the unreasonable loss of amenity to adjoining residential properties, having regard to:

- (a) the topography of the site and the surrounding area;
- (b) the relative location of buildings;
- (c) any overshadowing; and
- (d) the nature and type of the sign.

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

Complies

The proposed sign is not expected to result in any loss of amenity to adjoining residential properties. The advertising sign is proposed to be attached directly to an existing wall on the building's Leslie Street façade and will likely not be visible to the adjacent properties either side of the subject site. The sign is not proposed to be illuminated and as a result of its proposed location does not have the potential to overshadow the adjoining properties.

A3 A building or tenancy must have:

(a) a maximum of one of each sign type per building or tenancy, unless otherwise stated in Table 1 of E18.6; and

(b) no more than 3 individual signs in total.

Complies

Only one sign has been proposed for the cafe as part of this application.

A4 A sign must not be illuminated.

Complies

The Transom Sign will not be illuminated.

- 7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Roads and Hydraulics	Conditional consent provided.
Environmental Health	Conditional consent provided.
Parks and Recreation	N/A
Heritage/Urban Design	N/A
Building and Plumbing	N/A
EXTERNAL	
TasWater	Conditional consent provided. TasWater has issued a Development Certificate of Consent TWDA 2015/01140-LCC.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)

5. REPRESENTATIONS

Pursuant to Section 57 of the Land Use Planning and Approvals Act 1993, the application was advertised for a 14 day period from 22 July 2015 to 4 August 2015. Two (2) representations were received. The issues raised are summarised in the following table. Whilst the summary attempts to capture the essence of each issue raised it should be read in conjunction with the representations received which are attached to this report.

ISSUE	COMMENTS
<p>Traffic - this is a very narrow street and most residents already park their cars on the street which makes it very congested and difficult for some to get in and out of driveways or pass oncoming traffic on the road. The proposal does not address the increased traffic congestion.</p>	<p>The application includes a traffic impact assessment (TIA) that considers the additional traffic that will be generated by the development and the associated issues. The TIA concludes that the traffic can be safely and efficiently accommodated by the surrounding road network. The application has also been considered by infrastructure staff at Council and found to be satisfactory with regard to traffic and parking. Finally, the revised proposal provides the required amount of parking on the site, further limiting the impact on traffic and parking in the street.</p>
<p>The street is very narrow and not suited for the volume of traffic that will increase further if the project goes ahead. There is already a child care centre a few doors away from the site.</p>	<p>Leslie Street and the surrounding road network has been found to be capable of carrying the additional traffic from the development without adverse impacts on safety and efficiency.</p>
<p>We don't need a cafe in Leslie Street, there are plenty in Charles Street and Wellington Street.</p>	<p>Food services is a discretionary use in the General Residential zone and can be considered in this location. The cafe will contribute to activation of the area, providing employment opportunities and an additional choice to the local and broader community.</p>
<p>As this is a residential street I wonder how the Council can enforce noise restrictions during the building phase and later, so many dwellings in this small area will have a definable increase in noise level.</p>	<p>Conditions have been included in the recommendation to address noise and amenity concerns. Construction hours are limited and a noise report is required to be conducted to assess the impact and make recommendations for mitigation measures for plant and equipment associated with the cafe. Noise from the dwellings is not expected to be above the normal noise levels in the established suburban area.</p>

- 7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(Cont'd)**
-

6. CONCLUSION

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

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015 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 2015 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 2015.

BUDGET & FINANCIAL ASPECTS:

N/A

- 7.1 27-29 Leslie Street, South Launceston - Food services - cafe, Residential - multiple dwellings; construction and use of 10 dwellings (7 within the existing building) and Signage - cafe sign...(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.



Leanne Hurst: Director Development Services

ATTACHMENTS:

1. Locality Plan
 2. Plans of proposal (circulated separately)
 3. Representations
-

Attachment 1 - 27-29 Leslie Street, South Launceston - Locality Map
(Pages =1)



Launceston City Council
A Leader in Community & Government



LOCALITY MAP - DA0350/2015 27-29 Leslie Street, South Launceston



Locality Map

Scale: This Map Is Not to Scale

Attachment 3 - 27-29 Leslie Street, South Launceston -
Representations - (Pages = 3)

30/07/2015

FILE No.	DA0350/2015		
EO	OD	Box	
RCV'D - 4 AUG 2015			LCC
Doc No.			
Action Officer	Noted	Replied	
C. WRAVENSBERG			

E COPY TO J TYSON A. Nielsen



Launceston City Council
Launceston TAS 7250

RE: Application DA0350/2015

27 Leslie Street, South Launceston

Thankyou once again for the opportunity to have my say, about the impact this proposal will have for the residents of this street.

My objections re the above proposal:

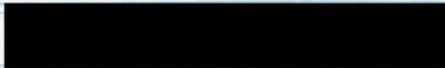
- Traffic:** This is a very narrow street, most residents already park their cars on the street, which makes it very congested, and difficult for some to get into and out of their driveways, or even just passing oncoming traffic on the road. This proposal does not address the increased traffic congestion foreseeable.
- Noise:** As this is a residential street, I wonder how the Council can enforce any noise restriction/reduction, both in the building phase, and in the proposed residential stage. So many multiple dwellings in this small area will have a definable increase in noise level.

Yours very sincerely,

Angie Nielsen

(Resident)

(ENC 2)



South Launceston
22.7.15.

General Manager
Launceston City Council.

Dear Sir,

This is my objection ^{to} Urbits + Cafe
27 Leslie St, and I hope it is taken
seriously.

I have lived in Leslie St since 1983
and traffic has increased greatly.

We even had a traffic count it was huge,
but vandals cut the chain so that was
cancelled. That was about 1995.

When ~~we~~ we drive to the top of the
street to turn into Vernon or Meredith
buxent, we nearly have head ons.
This happens regularly.

Why?

Because the street is too narrow! It
was made for horse + carts, not ^{FOR} the
the volume of traffic that will double
if the project goes ahead.

FILE No.	DA0350/2015		
EO	OD	<input checked="" type="checkbox"/>	Box <input checked="" type="checkbox"/>
RCVD 23 JUL 2015 LCC			
Doc No.			
Action Officer	Noted	Replied	
C. WRANKMORE			

E-COPY J. TYSON

(2)

We also have to contend with a Child Care centre a few doors away from the project. That increases the traffic, it comes and goes all day.

We don't need a cafe in Leslie St. there are plenty on Charles St and Wellington St.

We joke about dying on this corner, but all of a sudden it seems very real.

Yours faithfully,
Joan and Iaffrey.

P.S. Turning into Melbourne St is just as ~~as~~ dangerous, there have been a lot minor accidents there.

When cars are parked on the street it is dangerous driving and no room to move. M.G.

I presume that more residents & cafe will greatly increase the volume of traffic.

Sorry about the add. ons.

Margaret Gaffney.

7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titles

FILE NO: DA0067/2015, SF6306

AUTHOR: Jacqui Tyson (Town Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To make a recommendation to the Tasmanian Planning Commission regarding a draft amendment to the Launceston Interim Planning Scheme 2015 and associated development application.

PLANNING APPLICATION INFORMATION:

Applicant	All Urban Planning Pty Ltd
Property	23 Pinkard Street and 32-34 Nunamina Ave, Kings Meadows
Received	16/02/2015
Advertised	24 June 2015 to 21 July 2015
Representations	Nil

PREVIOUS COUNCIL CONSIDERATION:

Council Meeting 25 May 2015 - Item 7.1

Council resolved to:

1. Initiate Amendment 3 to the Launceston Interim Planning Scheme 2015 pursuant to section 33(3) of the *Land Use Planning and Approvals Act 1993*, to rezone 23 Pinkard Street, Kings Meadows (CT 42688/1) from the General Residential Zone to the Community Purpose Zone.
 2. Approve DA0067/2015 pursuant to Section 43A of the Land Use Planning and Approvals Act 1993, for Change of use - Crematoria and cemeteries: Construct a 16 space car park and subdivision - adhere titles (CT42688/11, CT 46601/1 and CT 46601/2) at 23 Pinkard Street and 32-34 Nunamina Avenue, Kings Meadows subject to conditions.
-

7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)

RECOMMENDATION:

1. That Council provide a report to the Tasmanian Planning Commission noting that no representations were received during the exhibition period for Amendment 3 and DA0067/2015 of the Launceston Interim Planning Scheme 2015;
2. That Council provides advice to the Tasmanian Planning Commission that draft Amendment 3 be approved as certified and exhibited; and
3. That Council provides advice to the Tasmanian Planning Commission that the exhibited permit for DA0067/2015 should be modified to the following:

Change of use - Business and Professional Services (funeral parlour) and Construction of a car park at 23 Pinkard Street, Kings Meadows (CT CT42688/11) and Subdivision - adhere three (3) titles (CT42688/11, CT 46601/1 and CT 46601/2) at 23 Pinkard Street and 32-3 Nunamina Avenue, Kings Meadows be approved subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The use and development must be carried out in accordance with the endorsed plans and documents to the satisfaction of the Council unless modified by a condition of the Permit:

- a. Site plan, prepared by Hills & Partner Architects, drawing no. DD01, proposed carpark - Finney Funerals, Nunamina Avenue, Kings Meadows, revision B, page no. 01, dated 07/05/2015.
- b. Traffic impact assessment (TIA), prepared by IPD Consulting Pty Ltd, Finney Funerals, 32-34 Nunamina Avenue, Kings Meadows, May 2015.

2. BICYCLE PARKING REQUIREMENT

Two (2) bicycle parking spaces designed in accordance with the Australian Standard AS 2890.3 1993 must be provided on the site. The bicycle parking must be completed before the use commences.

3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land except construction of access from the street.

4. LAPSING OF PERMIT

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

- 7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)**
-

5. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater TWDA No. 2015/00234-LCC (attached).

6. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:

- a) Monday to Friday - 7am and 6pm,
- b) Saturday - 9am to 6pm, and
- c) Sundays and Public Holidays - 10am to 6pm

7. DRIVEWAY CONSTRUCTION

Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must;

- a) Be designed to comply with the following suite of Australian Standards: AS 2890.1 Off-street car parking,
- b) Be properly constructed to such levels as permitted in AS2890.1 for maximum grades, that they can be used in accordance with the plans,
- c) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
- d) Be drained to Councils requirements to prevent the discharge of stormwater onto neighbouring properties or the road reserve,
- e) Be line-marked or otherwise delineated to indicate each car space and access lanes,
- f) Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
- g) Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a time clock or sensor unit and shielded to prevent direct light being emitted outside the site,

Parking areas and access lanes must be kept available for these purposes at all times.

8. ADDITIONAL PLANS REQUIRED

Prior to the commencement of any work and/or use, plans must be submitted to show:

- a. All necessary cut and/or fill and any retaining structures required to ensure that the maximum grades within the car parking area does not exceed 6.25% as required by AS2890.1
-

7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)

- b. Spaces immediately adjacent the Nunamina Avenue frontage to be widened to 2.9 metres, being base width of 2.6 metres for a Class 3 user with 300mm allowance for fences and other obstructions greater than 150mm in height,
- c. All consequential amendments to achieve those requirements listed above.

Once approved by the Manager Planning Services, these amended plans will be endorsed and will then form part of the permit and shall supersede the original endorsed plans

9. DAMAGE TO COUNCIL INFRASTRUCTURE

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

10 WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All works in (or requiring the occupation of) the road reserve must be carried out in accordance with a detailed traffic management plan prepared by a qualified person in accordance with the requirements of Australian Standard AS1742.

The explicit permission of Council's Roads & Hydraulics Department is required prior to undertaking works where the works:

- a. requires a road or lane closure;
- b. are in nominated high traffic locations;
- c. involve opening or breaking trafficable surfaces; or
- d. require occupation of the road reserve for more than one week at a particular location.

Where the work is associated with the installation, removal or modification of a driveway or a stormwater connection, the approval of a permit for such works shall form the explicit approval.

All works that involve the opening or breaking of trafficable surfaces within the road reserve must be undertaken by, or under the supervision of, a tradesman/contractor who is registered with Council as a "Registered Contractor".

11. SINGLE STORMWATER CONNECTIONS

All proposed new pipelines must be connected to the existing internal drainage network for the property. It is not permitted to have multiple connections to Council's stormwater mains without the consent of the General Manager under Section 20 of the *Urban Drainage Act 2013*.

- 7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)**
-

12. AMENITY

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

13. SEALING PLANS OF SUBDIVISION

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

- a. The satisfactory completion of all public infrastructure works including the provision of engineering certification and as constructed documentation in accordance the Council requirements.
- b. The subsequent issue of a Certificate of Practical Completion by the Director Infrastructure Services.
- c. The lodgement of a bond and bank guarantee/cash deposit for the duration of the Defect Liability Period.

Any other payment or action required by a planning permit condition to occur prior to the sealing of the Final Plan of Survey.

Notes

A. Building Permit Required

Prior to the commencement of any construction the applicant is required to attain a Building Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

B. Plumbing Permit Required

Prior to the commencement of any construction the applicant is required to attain a Plumbing Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)

C. General

This permit was issued based on the proposal documents submitted for DA0067/2015. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 03 6323 3000.

This permit takes effect after:

- a. The 14 day appeal period expires; or*
- b. Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or*
- c. Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. Any other required approvals under this or any other Act are granted.*

This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.

D. Appeal Provisions

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

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

For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au <<http://www.rmpat.tas.gov.au>>

REPORT:

Purpose of the report

Council decided to exhibit Amendment 3 and approve DA0067/2015 at its meeting on 25 May 2015. The Planning Authority must provide the Tasmanian Planning Commission (the Commission) with a report providing a statement of its view on the merits of any submissions made during the exhibition period.

Exhibition

The application was exhibited between 24 June 2015 and 21 July 2015. No representations were received.

7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)

The Amendment

The proposed amendment is to rezone one (1) title at 23 Pinkard Street, Kings Meadows from General Residential to Community Purpose zone. The purpose of the amendment is to facilitate approval of the associated development application to allow the site to be developed with a car park to be used by the adjoining Finney Funeral Parlour located at 32-34 Nunamina Avenue, Kings Meadows.

The Permit

The permit approved by the Council for DA0067/2015 is for Change of use - Crematoria and cemeteries: Construct a 16 space car park and subdivision - adhere titles (CT42688/11, CT 46601/1 and CT 46601/2) at 23 Pinkard Street and 32-34 Nunamina Avenue, Kings Meadows subject to conditions.

It has since become apparent that the use class Crematoria and cemeteries used in the description above is incorrect. A funeral parlour is correctly defined as Business and Professional Services. It is considered that the overall intent of the application was clear from the description given in the exhibition documents and that no one will be disadvantaged by the correction of what is essentially an administrative error. It is therefore recommended that the Commission be advised of the correct description for the permit and that Council requests that the Commission correct it during their consideration of the application.

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015 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.

- 7.2 23 Pinkard Street, Kings Meadows; Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries; Construct a car park and Subdivision - adhere titl...(Cont'd)**
-

SOCIAL IMPACT:

The Launceston Interim Planning Scheme 2015 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:

Considered in the previous report to exhibit the dispensation and approve the application.

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.



Leanne Hurst: Director Development Services

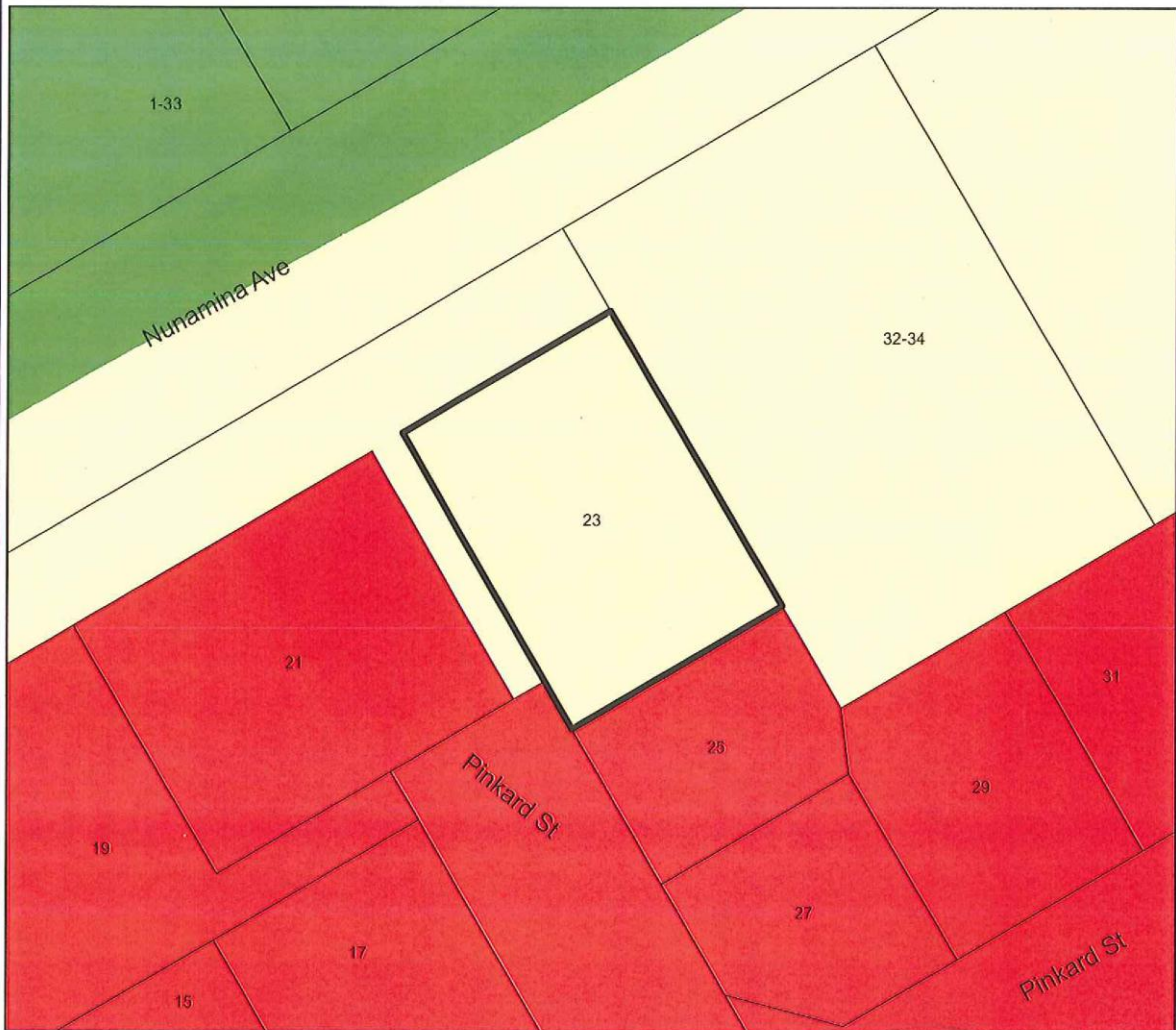
ATTACHMENTS:

1. Instrument of Certification - proposed zone
 2. Planning Permit
 3. Endorsed Plans (circulated separately)
-

Attachment 1 - 23 Pinkard Street, Kings Meadows (Pages = 1)

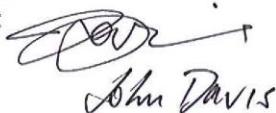
LAUNCESTON INTERIM PLANNING SCHEME 2015 ZONING

The intended amendment is for a change of zoning for 23 Pinkard Street from General Residential to Community Purpose.



Zoning  *Community Purpose*

The Common seal of Launceston City Council is affixed, pursuant to Council's resolution of 25/05/2015 in the presence of:


John Davis



1:500

Date: 25/05/2015

Attachment 3 - 23 Pinkard Street, Kings Meadows (Pages = 5)

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

PROPERTY ADDRESS: 23 Pinkard Street and 32-34 Nunamina Avenue, Kings Meadows

DEVELOPMENT/USE: Amendment 3 to the Launceston Interim Planning Scheme 2015 - Rezoning from General Residential to Community Purpose Zone and Change of use - Crematoria and cemeteries: Construct a 16 space car park and Subdivision - adhere titles

ZONE: Community Purpose, General Residential

USE CLASS: Business and Professional Services

DECISION:

That the Council, at its meeting held on 25/05/2015 (Minute No: (7.1), made a decision to approve the development application, subject to the following conditions:

1. ENDORSED PLANS & DOCUMENTS

The use and development must be carried out in accordance with the endorsed plans and documents to the satisfaction of the Council unless modified by a condition of the Permit:

- a. Site Plan, Prepared by Hills & Partner Architects, Drawing No DD01, Proposed carpark - Finney Funerals, Nunamina Avenue, Kings Meadows, Revision B, Page No 01, Dated 07/05/2015.
- b. Traffic Impact Assessment (TIA), Prepared by IPD Consulting Pty Ltd, Finney Funerals, 32-34 Nunamina Avenue, Kings Meadows, May 2015.

2. BICYCLE PARKING REQUIREMENT

Two (2) bicycle parking spaces designed in accordance with the Australian Standard AS 2890.3 1993 must be provided on the site. The bicycle parking must be completed before the use commences.

3. LEGAL TITLE

All development and use associated with the proposal must be confined to the legal title of the subject land except construction of access from the street.

4. LAPSING OF PERMIT

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

5. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater TWDA No. 2015/00234-LCC 2015/00234-LCC (attached).



Richard Jamieson

Manager Planning Services

Date: 25 May 2015

Permit No: DA0067/2015

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

6. HOURS OF CONSTRUCTION

Construction works must only be carried out between the hours of:
 Monday to Friday - 7am and 6pm
 Saturday - 9am to 6pm
 Sundays and Public Holidays - 10am to 6pm

INFRASTRUCTURE CONDITIONS

7. DRIVEWAY CONSTRUCTION

Before the use commences, areas set aside for parking vehicles and access lanes as shown on the endorsed plans must;

- a) Be designed to comply with the following suite of Australian Standards: AS 2890.1 Off-street car parking,
- b) Be properly constructed to such levels as permitted in AS2890.1 for maximum grades, that they can be used in accordance with the plans,
- c) Be surfaced with a fully sealed, debris free surface of concrete, asphalt or square edged pavers,
- d) Be drained to Councils requirements to prevent the discharge of stormwater onto neighbouring properties or the road reserve,
- e) Be line-marked or otherwise delineated to indicate each car space and access lanes,
- f) Be provided with a concrete kerb of a minimum height of 150mm or such other form of barrier as the Planning Authority may approve, of sufficient height to prevent the passage of vehicles other than from approved crossovers, and to prevent vehicles causing damage to landscape areas;
- g) Have exterior lights that are installed in such positions as to effectively illuminate all pathways, car parking areas and porch areas. Such lighting must be controlled by a time clock or sensor unit and shielded to prevent direct light being emitted outside the site,

Parking areas and access lanes must be kept available for these purposes at all times.

8. ADDITIONAL PLANS REQUIRED

Prior to the commencement of any work and/or use, plans must be submitted to show:

- a. All necessary cut and/or fill and any retaining structures required to ensure that the maximum grades within the car parking area does not exceed 6.25% as required by AS2890.1
- b. Spaces immediately adjacent the Nunamina frontage to be widened to 2.9 metres, being base width of 2.6 metres for a Class 3 user with 300mm allowance for fences and other obstructions greater than 150mm in height,



Richard Jamieson

Manager Planning Services

Date: 25 May 2015

Permit No: DA0067/2015

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

- c. All consequential amendments to achieve those requirements listed above.

Once approved by the Manager Development Planning, these amended plans will be endorsed and will then form part of the Permit and shall supersede the original endorsed plans

9. DAMAGE TO COUNCIL INFRASTRUCTURE

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

10. WORKS WITHIN/OCCUPATION OF THE ROAD RESERVE

All works in (or requiring the occupation of) the road reserve must be carried out in accordance with a detailed Traffic Management Plan prepared by a qualified person in accordance with the requirements of Australian Standard AS1742.

The explicit permission of Council's Roads & Hydraulics Department is required prior to undertaking works where the works:

- a. requires a road or lane closure;
- b. are in nominated high traffic locations;
- c. involve opening or breaking trafficable surfaces; or
- d. require occupation of the road reserve for more than one week at a particular location.

Where the work is associated with the installation, removal or modification of a driveway or a stormwater connection, the approval of a permit for such works shall form the explicit approval.

All works that involve the opening or breaking of trafficable surfaces within the road reserve must be undertaken by, or under the supervision of, a tradesman/contractor who is registered with Council as a "Registered Contractor".

11. SINGLE STORMWATER CONNECTIONS

All proposed new pipelines must be connected to the existing internal drainage network for the property. It is not permitted to have multiple connections to Council's stormwater mains without the consent of the General Manager under Section 20 of the Urban Drainage Act 2013.



Richard Jamieson

Manager Planning Services

Date: 25 May 2015

Permit No: DA0067/2015

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

ENVIRONMENTAL SERVICES CONDITIONS

12. AMENITY

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

Notes

A. Building Permit Required
Prior to the commencement of any construction the applicant is required to attain a Building Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

B. Plumbing Permit Required
Prior to the commencement of any construction the applicant is required to attain a Plumbing Permit pursuant to the Building Act 2000. A copy of this planning permit should be given to your Building Surveyor. Please contact the Council's Building Services Department on 6323 3000 for further information.

C. General
This permit was issued based on the proposal documents submitted for DA0067/2015. You should contact Council with any other use or developments, as they may require the separate approval of Council. Council's planning staff can be contacted on 03 6323 3000.

This permit takes effect after:

- a. *The 14 day appeal period expires; or*
- b. *Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or*
- c. *Any agreement that is required by this permit pursuant to Part V of the Land Use Planning and Approvals Act 1993 is executed; or*
- d. *Any other required approvals under this or any other Act are granted.*

This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted subject to the provisions of the Land Use Planning and Approvals Act 1993 as amended, by a request to Council.



Richard Jamieson

Manager Planning Services

Date: 25 May 2015

Permit No: DA0067/2015

PLANNING PERMIT

s.57 Land Use Planning and Approvals Act 1993

D. Appeal Provisions

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

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

For more information see the Resource Management and Planning Appeal Tribunal website www.rmpat.tas.gov.au <<http://www.rmpat.tas.gov.au>>

E. Permit Commencement.

If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of Council's Notice to Waive Right of Appeal is attached.



Richard Jamieson

Manager Planning Services

Date: 25 May 2015

Permit No: DA0067/2015

COUNCIL AGENDA

Monday 24 August 2015

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision

FILE NO: DA0199/2015, SF6296

AUTHOR: Julia Allen (Town Planner)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To make a recommendation to the Tasmanian Planning Commission regarding a draft amendment to the Launceston Planning Scheme 2015 and associated development application.

PLANNING APPLICATION INFORMATION:

Applicant	Miranda (Trufferies) Pty Ltd
Property	Volume 167726 Folio 300
Received	30/04/2015
Advertised	Examiner 20/06/2015 & 24/06/2015
Representations	Two

PREVIOUS COUNCIL CONSIDERATION:

SF5988 (D1/2012) - dispensation that set aside the open space zone and applied the provisions of the low density residential zone to parts of the parent title that enabled the following subdivisions to proceed.

DA0225/2013 - Subdivision - subdivide land into 40 Residential lots including road and open space (staged)

DA0422/2013 - Subdivide land to create 9 lots including road. This permit created the land that is subject to this application.

SF6296/DA0199/2015 - Item 7.1, 9 June 2015 Council Meeting - Decision - Resolved to initiate Amendment 1 to the Launceston Interim Planning Scheme 2015.

RECOMMENDATION:

1. That Council considers the representations received to amendment 1 and DA0199/2015 of the Launceston Interim Planning Scheme 2015; and
 2. That Council recommends to the Tasmanian Planning Commission that the draft amendment 1 and DA0199/2015 be approved as certified and exhibited.
-
-

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(Cont'd)

REPORT:**Purpose of the report**

Council initiated a combined development application and planning scheme amendment, Amendment 1, at its meeting on the 9 June 2015. The amendment has been exhibited. In accordance with Section 39(2) of the Land Use Planning and Approvals Act 1993 Council must, within 35 days of the close of the exhibition period, send a report to the Commission detailing its views on the representations and any other recommendations regarding the amendment it deems necessary.

The amendment

An application was made under Section 43A of the *Land Use Planning and Approvals Act 1993* for a combined rezoning and development application. The application requests an amendment to the Launceston Interim Planning Scheme 2015 to rezone 19-22 Jinglers Drive (CT Volume 167726 Folio 300) from the Open Space Zone to the Low Density Residential Zone and development application for a two lot subdivision.

The purpose of the application is to allow the vacant land to be developed primarily for residential purposes. Residential use and development is prohibited in the Open Space zone.

The amendment was exhibited from 24 June 2015 to the 17 July 2015. Two representations were received.

The issues are summarised in Table 1. Whilst every effort has been taken to accurately summarise the issues, they should be read in conjunction with the letters received (attachment 2).

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(Cont'd)

Table 1: Issues from Representations

Issue	Response
<p>Supports the applicant's position for a Section 71 agreement to allow only a single dwelling to be constructed on each lot. Also requests the building to be confined to the building envelope.</p>	<p>The site does not contain significant values or constraints that merit specific planning controls (ie. prescribing a building envelope) beyond what the interim scheme zone and applicable codes cover.</p> <p>The applicant has supplied a bushfire hazard management plan showing a building envelope that meets the Bushfire code requirements. If future development were proposed in accordance with that plan, then that proposal would be deemed to meet that code. It would position a dwelling well away from the boundaries with no impact on adjoining properties.</p>
<p>Do not support removal of the priority habitat overlay without further work.</p>	<p>Further investigations of the remnant vegetation have been conducted since the dispensation application in 2012. Further analysis has concluded that the vegetation community is not threatened. Threatened flora species recorded are locally prevalent and do not require special management.</p> <p>No evidence of threatened fauna species has been found.</p> <p>Given the conclusions of the report submitted, the vegetation is not of conservation significance, therefore there is a case to have the priority habitat overlay removed. This layer extends beyond the property boundaries. Before its removal it would be prudent to survey the remaining area covered by the overlay to verify that the vegetation community is the same.</p>

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(Cont'd)

Issue	Response
Adverse impact on Fauna	<p>The site is located within an urban environment with residential development adjoining. The site itself contains degraded vegetation and habitat.</p> <p>Evidence submitted indicates that there are no threatened fauna species.</p> <p>The site's location with access to full services and free of significant constraints, suits development for residential purposes. The impact on native fauna is anticipated to be similar to adjacent residential development.</p> <p>Native fauna have access to the Youngtown Regional park which provides native habitat opportunities and links to rural areas to the east.</p>
Loss of Open Space	<p>The land has not been available to the public for use as open space.</p> <p>The proposal does not affect Youngtown Regional park, the bushland park that adjoins many Belgrave and Poplar Parade residents or any other publically owned open space area.</p> <p>The proposal involves a privately owned lot that is zoned Open Space strategically to enable connectivity between parks in the area. That objective has been achieved now that the land adjoining to the north provides a linear link between Youngtown Oval and Youngtown Regional parks.</p> <p>This site is not required for further open space for the area.</p>
Large size of lots	<p>The configuration and size of the lots proposed assists with the retention with the remnant vegetation onsite that would otherwise be lost with smaller lot sizes.</p>

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(Cont'd)

Issue	Response
<p>Request consideration of large setbacks, restrictions on tree removal, advanced replanting, drainage and fencing.</p>	<p>The site does not have any particular characteristics that merit requiring any specific requirement beyond the proposed zone standards.</p> <p>A residential zone is considered the most appropriate zone. The Low Density residential zone is recommended because it is more in keeping with therefore the character of residential development along that hillside and as the zone name suggests, requires larger lot sizes and development standards with larger setbacks from boundaries compared to other residential zones. In broad terms the zone typically allows a housing density of 1 dwelling per 1500m², compared to General Residential at 1 dwelling per 500m².</p> <p>Appropriate service connections are required to service the subdivision where those service connections have not already been provided.</p> <p>Drainage will, in any case, be covered by the permits required for development.</p> <p>Boundary fencing is a civil matter.</p>

The applicant has also responded to the representor concerns and these are attached.

Comment

Whilst it is acknowledged that the bushland setting is valued by local residents in the area, the land does not contain special values or significant vegetation at a level to merit specific measures to protect. The applicant has sought a zone and subdivision layout that maximises the opportunity for remnant vegetation to be retained and improved by future land owners. It is considered that the design, proposed zone and applicable codes are sufficient to assist appropriate development commensurate with the attributes of the site and character of the area. It is therefore recommended that the amendment be supported as initiated.

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(Cont'd)

ECONOMIC IMPACT:

The Launceston Interim Planning Scheme 2015 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 2015 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 2015 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 2015
Launceston Residential Strategy
Launceston Open Space Strategy
Launceston Industrial Strategy
Greater Launceston Plan
Regional Land Use Strategy of Northern Tasmania
Land Use Planning and Approvals Act 1993

BUDGET & FINANCIAL ASPECTS:

N/A

7.3 19-22 Jinglers Creek, Youngtown; Amendments to rezone from Open Space to Low Density Residential; Subdivision; two lot subdivision...(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.



Leanne Hurst: Director Development Services

ATTACHMENTS:

1. Location Map
 2. Representations
 3. Applicant response to representations.
 4. Draft planning permit
-

Attachment 2 - 19-22 Jinglers Drive, Youngtown (Pages = 3)

To the GENERAL MANAGER

03 / 07 / 2015

LAUNCESTON CITY COUNCIL,

RE ; reference No SF6296 / DA0199/2015 19-22 Jinglers Drive Youngtown.

OPPOSEL SUBMISSION;

As a [redacted] with the current Open Space at Jinglers Creek , we are devastated that the natural bushland park area is to be subdivided into oversize residential blocks ,this action seems to show no respectable duty of care to the natural fauna and flora in this area , let alone any consideration to the many residents who enjoy the natural outlook from their properties.

The Fauna in this area will be the greatest loss , over the past 10 yrs we and other residents have enjoyed a variety of animals and birds which inhabit this Open Space area, we have seasonal Black cockatoos, White egrets ,Tawny Frog Mouths ,Owls , Eastern -barred bandicoots, spotted tail quoll and wallabies, most of these are PROTECTED it would be a great loss to this area. Regardless to the surveys conducted these species do exist in larger quantities than stated.

The Flora in this open space is minimal at ground level, but the trees are a very important part of the landscape ,they provide a huge respite for the fauna , they also provide a great amount of shelter from wind to the surrounding properties.

The loss of all the big Trees in stage 1 of this subdivision has already created a huge wind problem for bordering residences , if the trees in the Open Space where to be removed it would be made even worse.

Why does the proposed lots 19 & 22 have to be so large , they should be along the sizes of the rest of the subdivision , it seems to be an oversized land grab by the developers, surely the blocks could be downsized leaving a bushland belt for fauna & flora and for those on the boundaries of this proposed development to enjoy.

If this and any other objections to this amendment are not considered as important , then a strong consideration to larger setbacks on boundaries, heavy restrictions on tree removal , replanting of advanced trees (native flora) , drainage on boundaries , upgrading of boundary fencing, all this must be strongly considered as an important issue.

Regards

Nick & Deb STIRLING

[redacted]
[redacted]

FILE No.	DA0199/2015/SF6296				
EO		OD	✓	Box	✓
RCVD		- 9 JUL 2015		LCC	
Doc No.					
Action Officer	Noted	Replied			
C. WRANKMORE					

E-COPY J. ALLEN

Julia Allen

From: [REDACTED]
Sent: Friday, 17 July 2015 2:11 PM
To: records
Cc: Julia Allen
Subject: Fwd: 19-22 Jinglers Drive Youngtown Amendment 1 DA0199/2015

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 17 July 2015 1:45:44 pm AEST
To: [REDACTED]
Subject: 19-22 Jinglers Drive Youngtown Amendment 1 DA0199/2015

To The General Manager,

We are writing in relation to the proposed Section 43a application, which proposes to change the Zone of Lot 300 at 19-22 Jinglers Drive Youngtown to Low Density and to subdivide into two lots. It is our opinion that the Low Density Zone is more appropriate than the General Residential Zone, however we still have reservations regarding the impact the proposal will have on the vegetation (regardless of whether it is threatened or not - it still provides habitat for native birds) and the impact the proposal may have on the general amenity of the area.

As [REDACTED] we support the applicants position that a Part 5 Agreement should be entered into to only allow a single dwelling to be constructed on each lot and request that an explicit condition to that effect be included in the permit. We also request that the planning authority include an explicit condition requiring the building envelope identified in the proposal plan to be registered on the final plan of survey.

In addition to this we wish to ensure that all threatened flora and fauna are appropriately protected. We do not support the removal of the priority vegetation overlay without further work.

Regards

Max and Mandy Young



Attachment 3 - 19-22 Jinglers Creek, Youngtown (Pages = 5)

RESPONSE TO REPRESENTATIONS LOT 300 JINGLERS DRIVE – YOUNGTOWN

We note that two submissions have been received in regard to the proposal to rezone and subdivide the above site.

We respect people's right to make such submissions as part of the Planning Process and also the applicant's ability to respond to the matters raised.

Breaking each of the submissions into their own elements:

SUBMISSION 1

Identified as –

To the GENERAL MANAGER

03 / 07 / 2015

LAUNCESTON CITY COUNCIL,

RE ; reference No SF6296 / DA0199/2015 19-22 Jinglers Drive Youngtown.

OPPOSEL SUBMISSION;

Issue 1

The Fauna in this area will be the greatest loss , over the past 10 yrs we and ~~the public~~ have enjoyed a variety of animals and birds which inhabit this Open Space area, we have seasonal Black cockatoos, White egrets, Tawny Frog Mouths, Owls, Eastern-barred bandicoots, spotted tail quoll and wallabies, most of these are PROTECTED it would be a great loss to this area. Regardless to the surveys conducted these species do exist in larger quantities than stated.

COMMENT –Trees have been lost in this area for many years – from wind/storm damage and from illegal wood “hooking” – an activity which still goes on today despite the best endeavours of the current owner to cease this practice. The applicant has commissioned three separate studies into the flora and fauna in this area. All studies arrive at the same conclusion – the current trees are under stress and in poor condition due to their age and years of neglect. The current owner did start to replant with species native to this site – but ceased this practice due to a dispute over the clean up of wind damaged and rotten trees with Planning Officers of Council.

A vegetation management plan has been developed for the site and there is no reason why new owners should not be bound to this plan. The intent of the vegetation management plan is to progressively replace the large trees on site with similar. To this end forty native gum trees were planted on the site to replace trees lost.

With the above comments in mind there is nothing to suggest that granting the proposal for this very low level development will interfere with movement of fauna into and around this site.

It must be remembered that this is not public land – it ceased to be public land when it was transferred from the Commonwealth Government to a State Government Enterprise for development.

Issue 2

The Flora in this open space is minimal at ground level, but the trees are a very important part of the landscape ,they provide a huge respite for the fauna , they also provide a great amount of shelter from wind to the surrounding properties.

The loss of all the big Trees in stage 1 of this subdivision has already created a huge wind problem for bordering residences , if the trees in the Open Space where to be removed it would be made even worse.

COMMENT – there has been no loss of trees on this site as a result of subdivision of the land to the east of the subject site. Tree loss on the subject site can be directly attributable to storm damage; illegal firewood removal and removing rotten, dangerous trees. The whole basis of proposing two large lots is to preserve trees – recognising that without significant intervention the life of the current tree stock is very much limited.

Issue 3

Why does the proposed lots 19 and 22 have to be so large, they should be along the sizes of the rest of the subdivision, it seems to be an oversized land grab by the developers, surely the blocks could be downsized leaving a bushland belt for fauna and flora and for those on the proposed boundaries of this development to enjoy.

COMMENT – This is a somewhat confused comment. All through the submission the representor highlights the possible loss of vegetation and the adverse impact such action would have on fauna in the area. Yet the submission now focuses on reducing the size of lot “to be along the size of the rest of the subdivision”. As the subdivision referenced is based around 1500 sqm lots that means the subject land has a theoretical yield of 12 lots – resulting in a much greater impact on the trees.

A bushland belt? This is private land – the applicant has already given in excess of 17% of the site in public open space creating a usable walking trail – as developed in conjunction with Council. There is no justification for more open space in this area. What would be of greater public value would be the extension of the newly created open space trail to join with the Youngtown Oval and the adjoining parkland. This land is not under the control of the applicant in this instance.

Issue 4

If this and any other objections to this amendment are not considered as important, then a strong consideration of larger setbacks on boundaries, heavy restrictions on tree removal, replanting of advanced trees (native flora), drainage on boundaries, upgrading of boundary fencing, all must be strongly considered as an important issue.

COMMENT – By restricting the development of this land to 2 lots the boundary setbacks are more than generous when assessed against the Low Density Residential zone. The Part 5 agreement and the vegetation management plans for the site will attempt to protect the existing trees (bearing in

mind these trees are coming to the end of their lives). Drainage for each site will be to approved stormwater discharge points as shown on the plan of subdivision. Fencing and sharing of cost is covered by the Fencing Act. Whether the standard urban boundary fence of 1.5m close boarded paling fence is appropriate in this instance is not up for debate here.

SUBMISISON 2

Identified by:

Sent from my iPad

Begin forwarded message:

From: [Christina \[mailto:christina@city.launceston.tas.gov.au\]](mailto:christina@city.launceston.tas.gov.au)
Date: 17 July 2015 1:45:44 pm AEST
To: christina@city.launceston.tas.gov.au
Subject: 19-22 Jingleers Drive Youngtown Amendment 1 DA0199/2015

Issue 1

Low Density zone is more appropriate than General Residential zone, however still concerns regarding possible impact on vegetation and amenity of the area.

COMMENT – The comment regarding support for the Low Density Residential zone are noted. It is hoped by reference to the photos below we can provide some solace in regard to protecting the vegetation on site and thence the amenity of the area.

Issue 2

Support for Part 5 agreement on title and suggest that the defined building envelope be registered on the final plan of survey.

COMMENT – the support for the Part 5 agreement is noted. How the Planning Authority recognises the building envelopes which have been identified and ensures that is where a dwelling is built is entirely for them to determine. It is the applicant's intention to sell the lots with those building envelopes in place. A great deal of time and expense has gone into defining those areas so as to have minimal impact on the site as a whole.

Issue 3

Protection of threatened flora and fauna and do not remove Priority Habitat overlay without more work being done.

COMMENT – The Part 5 agreement; the development of a vegetation management plan for the site and the size of the proposed lots are all measures which will be engaged to protect the existing vegetation. The proposal does not involve the removal of the Priority Habitat overlay control – even although by all measures it is somewhat redundant.

VISUAL IMPACT

To give some indication of the likely impact on the area from a dwelling being built on one of these sites the following photo based concepts have been produced. Only one lot can be seen from public areas in Lorne St – the applicant having no right to impose themselves on private land to take the photos.



This is the likely impact from Loren St – the proposed dwelling has the light grey roof slightly left of centre .



The above shot is an image of a typical dwelling (of the type being built in this area) as viewed from the head of the cul de sac in Jingler's Drive. It clearly shows how a substantial dwelling can sit within the landscape and the current trees be retained.

CONCLUSION

In conclusion, we feel like one of the representors that Low Density Residential is the most suitable zone for this site. It would have been easy to argue for General Residential on the basis of abutting density in Lorne St.

We further believe that by restricting the subdivision to two lots we can create a truly unique development in the urban area and still present to neighbours a bushland appearance. We suggested a Part 5 agreement on title to achieve this and restrict further subdivision once the lots are sold. One representor suggested the building envelopes should be confirmed on the title (or again by the Part 5 agreement) – we do not raise any issue with that suggestion.

Like both representors we want to see the trees retained (and enhanced) and again there are methods of ensuring this happens – the Part 5 agreement; the vegetation management plan and the existing Priority Habitat control.

There is really only one comment that we cannot accept and that is the call for the lots to be of a size similar to the density of the subdivision approved for Jingler's Drive and for a bushland reserve to be formed along the boundary of the Lorne St development.

Given the suggestions above in regard to retaining trees/bushland appearance there seems little point in setting aside a reserve for this purpose. Indeed allowing smaller lot sizes in this area would have a detrimental effect on retaining the vegetation on site.

If the suggestion of the reserve is made as a way of allowing some limited public access to the public open space in the area then this we would oppose. There is greater overall public benefit in continuing to develop the link from Youngtown Oval and the Parkland to the rear of the oval and the newly formed connection to Youngtown Regional Reserve than establishing a piece of public land which is going to have limited benefit and be hard to maintain.

Other than this last point we are in general agreement with the thrust of the representations.

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

Tuesday 11 August

- Officiated at private citizenship ceremony
- Officially welcomed Prospect High School Japanese visiting students
- Officially welcomed ACROSS teachers from Japan

Thursday 13 August

- Attended Opening of the Redeveloped Launceston LINC
- Attended Positive Safety Leadership Public Signing

Friday 14 August

- Officiated at Prospect High School Assembly

Saturday 15 August

- Attended Hockey Tasmania Morning Tea

Tuesday 18 August

- Attended Vietnam Veterans' Day

Wednesday 19 August

- Attended 10th Tasmanian Parliamentary Prayer Breakfast
- Attended School Auction Final

Thursday 20 August

- Attended Trevallyn Primary School to meet with new Principal
 - Attended Newstead College Opening Night Performance of 'Pippin'
-

9 ALDERMEN'S/DELEGATES' REPORTS

10 QUESTIONS BY ALDERMEN

11 COMMITTEE REPORTS**11.1 Cataract Advisory Committee Report - 18 June 2015****FILE NO:** SF0839**AUTHOR:** Andrew Smith (Parks and Recreation Manager)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To receive and consider a report from the Cataract Gorge Advisory Committee.

RECOMMENDATION:

That Council receives the report from the Cataract Gorge Advisory Committee meeting held on 18 June 2015.

REPORT:

The Cataract Gorge Advisory Committee held a meeting on the 18 June 2015 to form a collective response on the 'Green Paper' survey that will influence preparation of the 2030 Vision of the Cataract Gorge. This response is provided as [Attachment 1](#).

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:N/A

11.1 Cataract Advisory Committee Report - 18 June 2015...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

ATTACHMENTS:

1. Green Paper response of the Cataract Gorge Advisory Committee
-

Attachment 1



The Cataract Gorge Advisory Committee (CGAC) takes seriously the responsibility to provide comments to Council and in doing so have referenced the Cataract Gorge Conservation Management Plan 2008, the Aboriginal Archaeological (Heritage) Survey and the Trevallyn Nature Recreation Area (TNRA) Management Plan.

Your thoughts on the Vision

The Greater Cataract Gorge: An Aboriginal Place
Illuminating our stories, both ancient and new
Connecting YOU to OUR backyard

Vision: this is a description of the area in the future and is written in the present tense as if we have already achieved it.		
Is there anything missing (Please tick)	<input type="checkbox"/>	No
If yes, what are the things you'd like to see included:		

Your Thoughts on the values

Be Respectful
Collaborate and Work Together
Be Open, have Confidence and Back Ourselves

Values: these guide future choices and behavior		
Is there anything missing (Please tick)	<input type="checkbox"/>	No
If yes, what are the things you'd like to see included:		

Your thoughts on the themes:

To achieve the vision there are eight Themes to follow. Summarised within each theme are the most popular responses from the Green Paper surveys. Please read the priorities in each Theme, indicate your agreement and let us know if you think anything important is missing.

Feedback on Green Paper

2

Theme (1) Governance			
The importance of Key stakeholders continuing to work together on projects, the Reference Group meeting annually to build a better understanding of issues & needs, volunteers continuing to work across the entire area and involving the Aboriginal Community in the management of both sites were key Governance priorities (issues 1.7, 1.6, 1.5, 1.1).			
Do you agree that these are the most important Governance issues?			
1.1, 1.2, 1.4, 1.3, 1.5 Strongly Agree	1.7 Agree	1.6 Neutral	Disagree
Is there anything that you would like to see included as a higher Governance priority?			
<ul style="list-style-type: none"> The CGAC question what is meant by Aboriginal 'ownership'? The committee believes the principle of Aboriginal custodianship be preferred for the GCG. The CGAC strongly agree to the creation of single authority as stated in the Green Paper. That the CGAC believe it's appropriate that regional Aboriginal communities are represented, in the governance of the GCG. The feeling of the CGAC is that more clarity is required in defining the structure/relationship between governance and management of the GCG. (1.6) The CGAC would want to see the recommended structure of governance and management before further comment could be made. Please clarify if the original reference group as detailed in page 3 of the Green Paper is envisaged to meet annually, or a reference group is formed for this purpose. Consideration be given to a combined advisory group for the TNRA and CG. 			

Theme (2) Environmental Management			
Stopping people dumping rubbish in the area, improving water quality, controlling feral animals, eradication of weeds and increased water flow through the Gorge were the key Environmental Management priorities (Responses 2.6,2.1,2.5,2.2)			
Do you agree that these are the most important Environmental Management issues?			
2.1, 2.2, 2.3, 2.4 2.5, 2.6, 2.7 Strongly Agree	Agree	Neutral	Disagree
Is there anything that you would like to see included as a higher Environmental Management priority?			
<ul style="list-style-type: none"> Water flow for the South Esk River (<i>pleepertoomeler</i>) from the dam to the Tamar (<i>kunermelukeker</i>) 			
Theme (3) Access & Linkages			
Providing a 'hop on hop off' bus for visitors, implementing a way finding system for cars, cyclists and pedestrians, exploring potential linkages for bike riders between the Gorge and the TNRA, making Kings Bridge the major pedestrian access point to the area.. These were the key access and			

Feedback on Green Paper

3

linkages priorities (Responses 3.3, 3.1, 3.5, 3.2)			
Do you agree that these are the most important access & linkages issues?			
3.1, 3.2, 3.3 Strongly Agree	3.4, 3.5 Agree	Neutral	3.6 Disagree
Is there anything that you would like to see included as a higher Access & Linkages priority?			
<ul style="list-style-type: none"> (3.2) Kings Bridge is current the major access point from the city. For this to serve its purpose a major project around safety and amenity needs to occur (to also be addressed in the way finding project). (3.3) Is seen as a private/government enterprise. (3.4) We understand this to be a metal track to be provided in the existing steps between Kings Bridge and South Esk Road. (3.6) For practical, environmental and cultural reasons to disagree. 			

Theme (4) Maintenance & Amenities			
Funding a maintenance program for the First Basin and Cliff Grounds that strengthens its role as a significant visitor experience for the State; developing an amenities program for the TNRA (power, toilets etc.) that will support future activities and events, establishing water stations throughout the area and providing shade to the pool area during summer. These were the key maintenance and amenity priorities (Responses 4.1, 4.4, 4.2 & 4.3)			
Do you agree that these are the most important maintenance and amenity issues?			
4.1, 4.4 Strongly Agree	4.2 Agree	4.3 Neutral	4.5 Disagree
Is there anything that you would like to see included as a higher Maintenance and Amenity priority?			
<ul style="list-style-type: none"> (4.2) Access to water currently exists with the exception to duck reach (check that the water in TNRA is potable). (4.3) Personal responsibility for hats and sun screen preferred and flood resistant trees around perimeter. (4.4) Consistent with TRNA Management Plan and will increase access to usable space. 			

Feedback on Green Paper

4

Theme (5) Interpretation, Information & Promotion			
Establishing guided experiences for the area, providing technology based self-guided interpretation and information, telling all the stories of the area using either built interpretation or technology and creating a major night time, light interpretation experience that tells all the stories of the area. These were the key Interpretation, Information & Promotion priorities (Responses 5.3, 5.2, 5.1 & 5.4)			
Do you agree that these are the most important Interpretation, Information & Promotion issues?			
5.1	5.2	5.3	
Strongly Agree	Agree	Neutral	Disagree
Is there anything that you would like to see included as a higher Interpretation, Information & Promotion priority?			
<ul style="list-style-type: none"> • (5.1) High consideration to not visually pollute the space. • Strongly support digital applications for guided interpretation (including digital access to additional languages). • Strongly support physical signage noting Aboriginal place names • (5.4) event based light experiences encouraged rather than permanent light installations. 			

Theme (6) Events			
Gaining access to water for major events like kayaking, white water rafting, swimming and fishing and ensure these events bring a return to the city, publishing an annual calendar of events and using the First Basin and Cliff Grounds for smaller local and family oriented events only. These were the key Events priorities (Responses 6.3, 6.1 & 6.2)			
Do you agree that these are the most important Events issues?			
6.1, 6.2, 6.3			
Strongly Agree	Agree	Neutral	Disagree
Is there anything that you would like to see included as a higher events priority?			
<ul style="list-style-type: none"> • (6.1) Be proactive and strategic in seeking relevant and respectful events for the GCG. • Any event within the GCG needs to be site respectful. • Support securing greater water flow for events. 			

Theme (7) Accommodation			
Establishing accommodation options near or within the area was not strongly supported as a priority (Responses 7.1 & 7.2)			
Do you agree with this view on Accommodation?			
			7.1, 7.2
Strongly Agree	Agree	Neutral	Disagree
Is there anything you would like to see included about accommodation in the Area?			
<ul style="list-style-type: none"> • (7.1) any development outside the boundary of the GCG must be assessed with consideration for the visual and cultural impact (including lighting) from within the GCG. • (7.2) Inconsistent with the TRNA Management Plan - not supported 			

Feedback on Green Paper

5

Theme (8) Other developments			
Transformational projects in the Gorge or TNRA were not strongly supported as a priority (Responses 8.1, 8.2 & 8.3)			
Do you agree with this view on Other Developments?			
Strongly Agree	Agree	8.2, 8.3 Neutral	8.1, 8.4 Strongly Disagree
Is there anything you would like to see included about Other Developments in the Area?			
<ul style="list-style-type: none"> • (8.1) Temporary installations may be acceptable. • (8.3) It is considered that the GCG is in its entirety inspires thinking and reflection. And any introduced elements may detract from this. • (8.4) Temporary event based experiences may be acceptable 			

One final thing

Please rank the 8 themes in order of their importance to the future of the study area?
Please rate 1 to 8 where 1 is most important

Theme	Importance to the future of the Area Rank 1-8
Theme 1: Governance	1
Theme 2: Environmental management	1
Theme 3: Access and Linkages	3
Theme 4: Maintenance and amenities	3
Theme 5: Interpretation, Information and Promotion	2
Theme 6: Events	2
Theme 7: Accommodation	7
Theme 8: Other Developments	8

That the Governance group consider the following documents as referenced in the CMP and the TRNA management plan;

- * *"Protecting Natural Heritage, using the Australian Natural Heritage Charter 2003"* Australian Heritage Commission
- * *"Cultural Heritage Places Policy"* ICOMOS, Australia
- * *"Cultural Landscape Heritage"* Heritage Tasmania

The CGAC are grateful for the opportunity to comment on the Green Paper and with the exception of our comments which we urge serious consideration as a group have an overarching position of support for the Green paper.

The CGAC look forward to reviewing the 'draft' White Paper before it's finalized for presentation to Council and State Government.

11.2 Tender Review Committee Meeting - 10 August 2015**FILE NO:** SF0100**AUTHOR:** Raj Pakiarajah (Projects Manager)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

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

RECOMMENDATION:

That Council receives the report from the Tender Review Committee meeting held on 10 August 2015.

REPORT:

Parks and Facilities Cleaning Remount Road Office / Amenities and Launceston Waste Centre Cleaning - CD015/2014

The Tender Review Committee accepted the tender submitted by Lazaro for the cleaning of the included sites for the annual amount of \$161,343.21 (excl GST) for a period of two years, with the option of extending the contract for an additional two years.

ECONOMIC IMPACT:

The economic impact has been considered in the development of these projects.

ENVIRONMENTAL IMPACT:

The environmental impact has been considered in the development of these projects.

SOCIAL IMPACT:

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

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Budget 2015/2016.

11.2 Tender Review Committee Meeting - 10 August 2015...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

These projects are funded in accordance with the approved 2015/2016 Budget.

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

11.3 QVMAG Review Committee**FILE NO:** SF3816**DIRECTOR:** Richard Mulvaney (QVMAG)

DECISION STATEMENT:

To receive and consider the report from the QVMAG Review Committee.

PREVIOUS COUNCIL CONSIDERATION:

Council Meeting Monday 27 April 2015 - Item 14.2
Strategic Planning and Policy Committee Workshop Monday 10 August 2015

RECOMMENDATION:

That Council receives the report from the QVMAG Review Committee and approves the following recommendations:

Recommendation 1 – Strategic Plan

That QVMAG Strategic Plan 2012-2107, including its guiding vision, is reviewed to ensure best alignment with the Strategic Themes of the CoL Strategic Plan 2014 and the recommendations in this report.

Recommendation 2 - Funding

That beneficial alignments with other Tasmanian museums and galleries be explored in the interests of seeking overall efficiency and equity in use of State Government funds.

Recommendation 3 – Funding and Community Support

That an evaluation of QVMAG be commissioned that demonstrates its economic, social and environmental value to its community and the special contribution it makes to the educational, intellectual, human, social and natural capital of its community.

Recommendation 4 - Governance

That options for establishment of an independent skills-based Board of Governance be investigated and the best option implemented.

Recommendation 5 – Organisational Structure

That the organisational structure of CoL be reviewed and measures be implemented to more effectively leverage opportunities and pool resources across complementary business units.

11.3 QVMAG Review Committee...(Cont'd)

Recommendation 6 – Marketing Strategies

That QVMAG brand culture and profile be revisited and strengthened, including repositioning for Tourism (local, state, national and international).

Recommendation 7 – Digital Opportunities

That QVMAG is provided with specific funding to assess the advantages offered by rapidly evolving digital technology to widen its audience and improve its operational performance and efficiency.

REPORT:

Following Alderman D H McKenzie's Notice of Motion dated 27 April 2015 to appoint a Queen Victoria Museum & Art Gallery (QVMAG) Committee to undertake a review of the strategic direction of QVMAG including and not limited to how it fits the current Strategic Plan of The City of Launceston (CoL) and how it may be repositioned to better suit the future direction of the City. The Committee's report was tabled at the Closed Workshop on 10 August 2015.

ECONOMIC IMPACT:

Consideration contained in Report

ENVIRONMENTAL IMPACT:

Consideration contained in Report

SOCIAL IMPACT:

Consideration contained in Report

STRATEGIC DOCUMENT REFERENCE:

Strategic Plan 2014-2024: Creativity and innovation

BUDGET & FINANCIAL ASPECTS:

N/A

11.3 QVMAG Review Committee...(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.


Richard Mulvaney: Director Queen Victoria Museum & Art Gallery

ATTACHMENTS:

1. QVMAG Review (circulated separately)
-

12 COUNCIL WORKSHOPS**12.1 Council Workshops - 17 August 2015****FILE NO:** SF4401**AUTHOR:** Anthea Rooney (Committee Clerk)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider Council Workshops held on 17 August 2015.

RECOMMENDATION:

That Council notes the Council Workshops held on 17 August 2015:

- Planning Scheme Amendments
 - Metro Cinema - Contract for Sale of Land
-

REPORT:

That Council note the Workshops held on 17 August 2015.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

N/A

12.1 Council Workshops - 17 August 2015...(Cont'd)

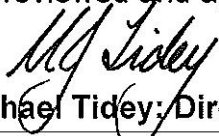
BUDGET & FINANCIAL ASPECTS:

N/A

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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


Michael Tidey; Director Corporate Services

13 PETITIONS**13.1 Petition - 21 Clyde Street, Invermay****FILE NO:** SF1556**AUTHOR:** Anthea Rooney (Committee Clerk)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider a petition submitted by Mr Steve Walter, Mr Brian Fisher and Mrs Kelly Fisher to introduce a two-hour non-resident parking limit and two speed humps in Clyde Street, Invermay.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council receives the petition submitted by Mr Steve Walter, Mr Brian Fisher and Mrs Kelly Fisher to introduce a two-hour non-resident parking limit and two speed humps in Clyde Street, Invermay.

REPORT:

To receive a petition to introduce a two-hour non-resident parking limit and two speed humps in Clyde Street, Invermay submitted by Mr Steve Walter, Mr Brian Fisher and Mrs Kelly Fisher.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:N/A

13.1 Petition - 21 Clyde Street, Invermay...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

N/A

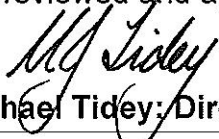
BUDGET & FINANCIAL ASPECTS:

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.


Michael Tidey: Director Corporate Services

ATTACHMENTS:

1. Petition from Mr Steve Walter, Mr Brian Fisher and Mrs Kelly Fisher requesting two-hour non-resident parking limit and two speed humps in Clyde Street, Invermay.
-

(Template)

Statutory Informal Petition - Lodgement Form

*Please complete this form and attach it to the first page of the Petition(s)
Only one form is required for the entire petition*

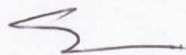


I/We the proposer(s) of the petition, being residents/electors of the Launceston Municipal area, declare:

There are 33 signatories to the petition.
(number of signatories)

To the knowledge of the proposer(s), the signatories are residents/electors of the Launceston Municipal area.

The petition was signed between 30/7/15 and 14/8/15
(Commencement Date) (Completion Date)


The petition is proposed by (please print):

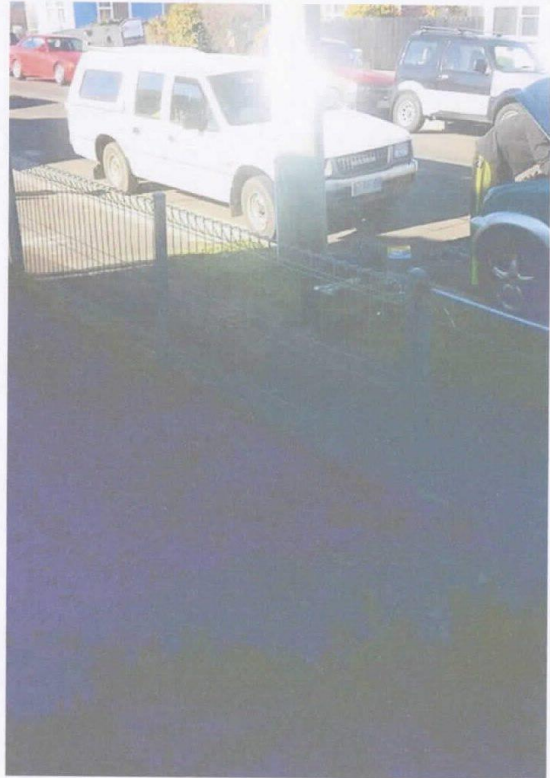
Full Name of Proposer	Address	Signature
STEVE WALTERS	17 CLYDE ST	
BRIAN FISHER	19 CLYDE ST	
Kelly Fisher	19 clyde st.	

We the undersigned residents of Clyde Street Invermay Launceston Tasmania
 Hereby petition the Launceston City Council to introduce a 2 hour non resident
 parking limit similar to those currently applying to others in operation in Invermay
 and other Launceston inner city suburbs.
 We also petition for the construction of 2 speed humps in Clyde Street Invermay.

Name	Address	Telephone Number	Signature
STEVE WALTERS	17 CLYDE	63265531	
Deanna Recaldini	17 clyde st.	63265531	
BRIAN FISHER	19 CLYDE ST	63267874	
Kelly Fisher	19 clyde st	63267874	
CHRIS STONES	21 CLYDE S	0419940147	
COLIN STONES	" "	0411717229	
Tiffany McCormack	2/23 clyde st	0457274482	
Michelle Suitor	4/23 clyde st	0448301336	
PAUL RUNDIE	UNIT F. 30 clyde st	0459030666	
Diane Zolymiak	UNIT B 30 clyde st	63265712	
CHRIS TROMPACH	UNIT G 30 CLYDE ST	0476280986	
David Campbell	16 clyde st	0410943448	
Louise Campbell	16 Clyde St	0419225404	
Valerie Cragg	3/28 Clyde st	0437523768	
CHRIS THURSTON	1/27 clyde st	0467489181	
Connie Goss	4/27 Clyde ST.	0437100850	
Renee Chaplin	16 Clyde st	0428658695	
Emma Beeton	16 clyde st	0401947794	
Audrey + Gaylene Holt	13 CLYDE ST		
Valle	12 CLYDE ST		
Kelly Wilton.	8 clyde st.	0409861224	
BRETT LUCAS	8 CLYDE ST	0448550114	
Brodie Mayne	4 clyde st.	0428825708	
CAROL SCOTT	5 CLYDE ST	63794911	
Daniel Scott	5 clyde st.	63794911	
Philip Scott	5 clyde st.	63794911	

We the undersigned residents of Clyde Street Invermay Launceston Tasmania
 Hereby petition the Launceston City Council to introduce a 2 hour non resident
 parking limit similar to those currently applying to others in operation in Invermay
 and other Launceston inner city suburbs.
 We also petition for the construction of 2 speed humps in Clyde Street Invermay.

Name	Address	Telephone Number	Signature
Tammy Fullard	20 Clyde St	0437749959	J. Fullard
PETER GIBSON	14 CLYDE ST	83269449	Pa
Nick Gibson	14 Clyde St	" "	
R. Cassidy	3 CLYDE ST		R. Cassidy
Rosney Higgins	1 Clyde		R. Higgins
Caroline Higgins	1 Clyde		Caroline Higgins



COUNCIL AGENDA

Monday 24 August 2015

14 NOTICES OF MOTION - FOR CONSIDERATION

14.1 Notice of Motion - Deputy Mayor Alderman R I Soward - AFL Hawthorn Deal

FILE NO: SF5547

AUTHOR: Deputy Mayor Alderman R I Soward

GENERAL MANAGER: Robert Dobrzynski (General Manager)

DECISION STATEMENT:

To write to the State Government to congratulate the Premier and Treasurer on the five year AFL deal with the Hawthorn Football Club.

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

That Council writes to the State Government, namely the Premier Will Hodgman and Treasurer Peter Gutwein, congratulating them on securing a five year deal until 2021 with the Hawthorn Football Club playing four roster matches and one pre-season match at Aurora Stadium.

REPORT:

Deputy Mayor Alderman R I Soward will provide some background to this.

OFFICER COMMENT:

Self-explanatory.

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

14.1 Notice of Motion - Deputy Mayor Alderman R I Soward - AFL Hawthorn Deal...(Cont'd)

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

ATTACHMENTS:

Notice of Motion - Deputy Mayor Alderman R I Soward - AFL Hawthorn Deal

CITY OF LAUNCESTON

MEMORANDUM

AFILE NO: SF5547 / SF5883 / SF0884
RS
DATE: 5 August 2015

TO: Robert Dobrzynski General Manager
Cc Committee Clerks

FROM: Rob Soward Alderman

SUBJECT: Notice of Motion - AFL Hawthorn Deal

In accordance with Clause 16 (5) of the Local Government Regulations 2015 (Meeting Procedures) please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on Monday 24 August 2015.

Motion

- a) The Launceston City Council write to the State Government, namely the Premier Will Hodgman and Treasurer Peter Gutwein, congratulating them on securing a five year deal until 2021 with the Hawthorn Football Club playing 4 roster matches and 1 pre-season match at Aurora Stadium.

Background

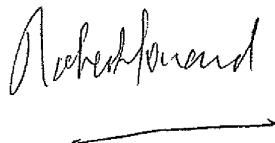
Alderman Soward will provide some background to this

The NOM is self explanatory.

There is a high level of documentation, high level data and existing reports out there about how much of an enormous financial benefit this arrangement brings into our state but more importantly our region and city. The early signing of this document brings certainty, surety and builds confidence for tourist, hospitality and retailers across the North of the state. The positive impact this deal has on the Northern Tasmania economy is massive.

Attachments

Nil



Alderman Rob Soward

DIRECTORATE AGENDA ITEMS

15 DEVELOPMENT SERVICES

15.1 Event Sponsorship - Round 2 2015/2016

FILE NO: SF6274

AUTHOR: Angela Walsh (Grants & Sponsorship Officer)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To respond to requests for event sponsorship received in Round 2 2015/2016 (for events 1 January - 31 June 2016).

PREVIOUS COUNCIL CONSIDERATION:

N/A

RECOMMENDATION:

1. That the following event sponsorship applications receive the recommended sponsorship amounts.

No	Request	Details	Score	Requested	Recommend	SPL	Page
1	Tamar Community Peace Trust	Community Festival for Peace - 22-24 July	93%	\$10,000	\$5,000	1	2-12
2	* Tennis Tasmania	Launceston Tennis International - 30 January - 7 February	89%	\$20,000	\$15,000	3	13-26
3	Cityprom	'Winterlicious' - 3-12 June	87%	\$10,000	\$10,000	2	27-38
4	Tasmanian Brick Enthusiasts Inc.	'Brixhibition' - 9-10 April	87%	\$5,000	\$5,000	1	39-49
5	RSPCA	'Million Paws Walk' - 15 May	84%	\$5,000	\$5,000	1	50-60

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

No	Request	Details	Score	Requested	Recommend	SPL	Page
6	Multisport Tasmania Inc.	The Icebreaker Multisport Challenge - 20 or 29 May (TBC)	82%	\$5,000	\$5,000	1	61-72
7	Tasmanian Turf Club	Launceston Cup - 24 February	79%	\$20,000	\$15,000	4	73-84
8	Tasmanian Sports & Events	Womens' 5k - 6 March	78%	\$15,000	\$7,500	2	85-97
9	Cycling Tasmania	Cycling Australia National Junior Track Cycling Championships - 22-27 February	78%	\$10,000	\$7,500	2	98-109
10	Launceston Players Society Inc.	'Dad's Army' - 28 April - 7 May	75%	\$5,000	\$3,750	1	110-121
11	Beverage Events Service Team	Esk Craft Beer & Food Festival - 26-27 February	72%	\$15,000	\$6,250	2	122-136

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

2. That the following event sponsorship applications not be funded by Council as a result of the Round 2 2015/2016 budget allocation (i.e. \$85,000) being fully expended:

No	Request	Details	Score	Requested	Recommend	Page #
12	Chilli FM	Chilli Skyfire - 25 January	69%	\$10,000	\$0 2015/2016 budget allocation expended	137-148
13	Festival of Voices	Festival of Voices - 1-17 July	58%	\$20,000	\$0 2015/2016 budget allocation expended	149-161
14	St Giles Society	Balfour Burn for St. Giles - 1 May	56%	\$5,000	\$0 2015/2016 budget allocation expended	162-173
15	Opcon Pty Ltd	The Basin Concert - 9 January	55%	\$15,000	\$0 2015/2016 budget allocation expended	174-184

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

3. That the following event sponsorship applications not be funded by Council as they each received a score less than the recommended level for funding (i.e. < 50%)

No	Request	Details	Score	Requested	Recommend	Page #
16	Launceston Cataract Challenge	Launceston Cataract Challenge - 20 March (TBC)	47%	\$10,000	Not Supported \$0	185-199
17	Launceston Greyhound Racing Club	LCC Stakes - 16 May	38%	\$600	Not Supported \$0	200-209

REPORT:

- The total requests received for Event Sponsorship Round 2 2015/2016 is \$180,600 (10.4% decrease from Round 2 2014/2015 i.e. \$199,300).
- The available event sponsorship budget for the 2015/2016 financial year is \$85,000.
- Based on the assessment results the recommended allocation of funds for Round 2 2015/2016 is \$85,000.
- The normal distribution of funds (according to score) is as follows:

81 - 100%	=	100% of requested funds	or agreed SPL if different
61 - 80%	=	75% of requested funds	or agreed SPL if different
50- 60%	=	50% of requested funds	or agreed SPL if different
< 50%	=	No funding provided	or agreed SPL if different
- All applications for funding have been assessed against the sponsorship package level (SPL) unanimously agreed upon by the Assessment Panel for the particular event and using the assessment criteria (detailed below). The full details of each request are set out in a separate report which has been distributed to Aldermen together with an analysis of the events and their respective assessment results.

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

- *** Item 2 (Tennis Tasmania)** - Under an agreement between Council and Complete Sports Marketing Pty Ltd (signed 01/10/2010), Council is required to pay CSM a 'trailing commission' in respect of events originally secured by CSM '*whilst ever those events continue to be held in Launceston local government area (even if that goes beyond the terms of the agreement, except where Council is required to renegotiate the terms for the event).*' The relative fee for the Launceston Tennis International (based on current participant numbers) is \$2,000 +GST (<500 participants) and this amount will be deducted from event sponsorship approved for the Launceston Tennis International.

Mandatory Criteria

- Community benefit must be the primary purpose of the event
- Event is held within the Launceston Municipal area
- Responds to at least one of the goals contained in either the City of Launceston Strategic Plan 2014-2024 or Events Strategy
- A detailed budget must be included with the application
- A risk management plan (for the event) must be included with the application
- The applicant has not received event sponsorship funding from the City of Launceston within the same financial year (excludes organisations who have received Signature & Signature Celebration Event funding)

Assessment Criteria

- Alignment with Launceston brand (only applies to SPL 2 - 4)
- Event complements, diversifies and does not clash or conflict with the events calendar
- Project plan for the event demonstrates planning relevant to scale of event
- Budget for the event is realistic and includes evidence of other support? (i.e. fundraising, sponsorship, use of volunteers, in-kind support, etc)
- Environmentally sustainable practices for the event have been adequately addressed
- Do the aims and outcomes benefit (social and/or economic) the Launceston community and are they achievable?

Sponsorship Package LevelsSPL1 - up to \$5,000.00

Would typically be an event, held in the Launceston Municipal Area that is primarily for the local community and attracting predominately local or regional audience and/or has a relatively small budget, or where a smaller contribution from LCC is sought.

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

SPL2 - up to \$10,000.00

Would typically be an event, held in the Launceston Municipal Area, that attracts a larger audience, including from outside the region, and/or would have a demonstrable economic benefit to the community, for example by increasing visitor numbers and accommodation bookings.

It may also include significant events that have a community benefit and that may attract additional infrastructure or venue hire costs.

SPL3 - up to \$15,000.00

Would typically be an event, held in the Launceston Municipal Area, that would have state or national appeal, attracting larger audiences and accommodation nights sold, and potentially significant exposure. It may also include significant events that have a positive economic or tourism impact and may attract additional infrastructure or venue hire costs.

SPL4 - up to \$20,000.00

Would typically be an event, held in the Launceston Municipal Area, for the region and/or state, attracting significant numbers of patrons from intra and interstate, providing demonstrable economic and tourism benefits for Launceston and the region. Sponsorship at this level would be restricted to existing proven events that are able to demonstrate attendance figures and impact on the local economy.

ECONOMIC IMPACT:

Approval of the recommended event sponsorship will result in a positive economic impact to the Launceston community.

ENVIRONMENTAL IMPACT:

Approval of the recommended event sponsorship will have minimal impact on the environment.

SOCIAL IMPACT:

Approval of the recommended event sponsorship will provide a number of valuable social impacts for our community.

15.1 Event Sponsorship - Round 2 2015/2016...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024 sections:

1. A creative and innovative City
2. A City where people choose to live
4. A diverse and welcoming City
7. A City that stimulates economic activity and vibrancy

BUDGET & FINANCIAL ASPECTS:

Available Funds	\$85,000
Amount recommended this Round	\$85,000
Balance	\$0
Remaining Rounds 2015/2016	0

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.



Leanne Hurst: Director Development Services

16 FACILITIES MANAGEMENT

No Reports

17 QUEEN VICTORIA MUSEUM AND ART GALLERY

No Reports

18 INFRASTRUCTURE SERVICES**18.1 Lease - Kings Meadows Bowls Club****FILE NO:** 85490/86310**AUTHOR:** Tricia De Leon-Hillier (Parks Lease Management Officer)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To approve leasing an area of land situated at 1-33 Nunamina Avenue known as Nunamina Park as marked on the attached plan to the Kings Meadows Bowls Club.

Pursuant to Section 178(3) of the *Local Government Act 1993* the lease of public land requires an absolute majority decision of Council.

PREVIOUS COUNCIL CONSIDERATION:

Council Item 18.4 - 22 June 2015

Approved a five year lease with one five year option

RECOMMENDATION:

That Council in respect to an area of land situated at 1-33 Nunamina Avenue (PID 2966626) for the purposes of a community bowls club resolves to lease this area in accordance with S178 *Local Government Act 1993* to the Kings Meadows Bowls Club under the following terms:

- the term shall be 10 years commencing on 1 October 2015
 - the lease amount shall be \$92 + GST + CPI
 - tenant to be responsible for:
 - equivalent Council rates
 - Government taxes
 - energy costs
 - volumetric and connection charges for water
 - sewerage charges
 - tenant shall continuously maintain:
 - building in good and reasonable order
 - property insurance equal to the value of the building
 - public liability insurance of at least \$10 million
-
-

18.1 Lease - Kings Meadows Bowls Club...(Cont'd)

REPORT:

The Kings Meadows Bowls Club (KMBC) has been operating since 1966 and is predominantly run by volunteers. Since they began they have independently raised funds or obtained grants for the continuous improvement of their assets. More recently they have invested \$85,000 in providing disabled toilet access, repaired and replaced roof sections and installed solar panels. They currently hold two lease agreements with Council, one for the indoor and outdoor facilities and now wish to combine this as one lease.

The initial lease for the outdoor bowls club facility commenced on 1 January 1968. A second lease area was granted to the club on 1 March 1990 which contained the indoor facility. The combined leased area is as shown on the map (Attachment 1) and they currently hold 150 members in total and continue to grow.

We have been approached by the KMBC since one of the leases is due to expire and wish to combine the agreement for both the outdoor and indoor facility. Their proposal is for a 5 + 5 year lease agreement (Attachment 2). It is more efficient to nominate a 10 year period rather than an extension after the first 5 year bracket. Their planned expenditure of \$55,000 in the immediate years will include installation of extra water tanks, replacement of existing lights in the indoor complex and to build a ramp from Level 1 to the lower Glenn Phair green.

Of their last rental review the annual fee was \$92 plus GST per annum and is increased by CPI upon each anniversary. The KMBC has continued to be responsible for all of their outgoings including water rates & usage, electricity, Council rates, insurance and other expenses related to the maintenance of their building. Their proposal is to continue under the same terms and conditions.

It is also recommended that under the terms and conditions of a new lease that Council require the lessee to provide a quarterly written report in September, December, March and June of each year, consisting of participation data.

At the Council meeting, 22 June 2015 Council adopted the following recommendation.

That Council notifies its intention to lease public land pursuant to Section 178 of the Local Government Act, which requires that the lease of public land that exceeds five years be advertised on at least two separate occasions in a daily newspaper circulating in the municipal area. The advertisement is to advise that objections to the proposed lease may be made to the general manager within 21 days of the date of the first publication. Council is to consider any objection lodged.

18.1 Lease - Kings Meadows Bowls Club...(Cont'd)

Advertisements were placed in the Examiner Newspaper on Saturday, 4 July 2015 and again on Saturday, 11 July 2015. No correspondence regarding the proposed lease was received by the closing date of 25 July 2015 nor has there been any received subsequently.

Council has fulfilled its obligations with regard to the Local Government Act and can now approve the lease of public land at 1-33 Nunamina Avenue known as Nunamina Park.

The process for leasing public land complies with the provisions of Section 177 of the *Local Government Act* 1993 including obtaining valuation, public notification and (absolute majority) decision by Council.

ECONOMIC IMPACT:

There is no economic impact with this proposal.

ENVIRONMENTAL IMPACT:

There is no environmental impact with this proposal.

SOCIAL IMPACT:

The proposal allows the successful tenants to continue to provide an important recreational opportunity for Launceston.

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) which are considered relevant:

- 2.1.3 To contribute to enhanced public health and amenity to promote a safe and secure environment
- 2.1.6 To promote active and healthy lifestyles

BUDGET & FINANCIAL ASPECTS:

\$92 plus GST plus annual CPI increases.

18.1 Lease - Kings Meadows Bowls Club...(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. Map of leased area
 2. Letter of proposal from Kings Meadows Bowls Club
-



Attachment 1

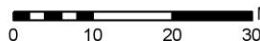
Approximate lease area
9350m2

Created: 19/2/2015 CRM

NOTE: While all reasonable care has been taken to ensure the accuracy of the information portrayed on this plan its purpose is to provide a general indication of the location of Council services. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data. This note forms an integral part of this plan.
Launceston City Council 2015

**Kings Meadows
Bowls Club Inc
Lease**

Scale : 1:750
(at A4)



Attachment 2

KINGS MEADOWS BOWLS CLUB Inc.

For the best in Lawn Bowls

***18 Carr St. PO Box 279 Kings Meadows, 7249
Email; kingsmeadowsbowls@bigpond.com
Phone 0363 444 664 Fax 0363 448 534***

21-2-2015

Parks Lease Management Officer
Town Hall St John Street
Launceston 7250

Attention: Tricia De Leon-Hillier

Dear Tricia

Thanks for the opportunity to update our current lease arrangements. In our proposal, we would like to submit the following;

- We also propose to run the length of the lease for 5 years with a further 5 years due to planned expenditure.
- All outgoing expenses including, water, electricity insurance, and the external cladding of the buildings and LCC rates would be the responsibility of the Kings Meadows Bowls Club Inc. for the duration of the lease agreement.
- KMBC currently holds the lease on 2 properties and would like to combine them into one lease.

As indicated by President Maxine Viney during recent discussions with you, over recent years, KMBC has spent considerable sums of money on improvements to the property including recent government grants totalling \$85,000. These grants have relieved the pressure on the club and its members considerably, enabling us implement programs that would have otherwise been realistically delayed for several years.

During the past calendar year, the following projects have either been completed or are near completion.

<i>Provided disability toilet facilities</i>	<i>\$10,000</i>	<i>Completed</i>
<i>Repaired and replaced roof sections</i>	<i>\$8,000</i>	<i>Completed</i>
<i>Installed solar panels</i>	<i>\$38,000</i>	<i>Completed</i>
<i>Renovated front entry to improve disabled access</i>	<i>\$10,000</i>	<i>Near complete</i>

Our commitment to continue to provide the best possible facilities for our members and the community generally, ensures the ongoing development by KMBC and future Boards.

Proposed expenditure;

- *Installation of extra water tanks* *\$20,000*
- *Building a ramp from level 1 to the lower Glenn Phair green (green 2)* *\$10,000*
- *Replacement of existing lights in the indoor complex* *\$25,000*

Under the guidelines, we believe we are entitled to a discount of 90% and an extension of 5 years.

I trust this proposal meets your requirements and provides enough information to enable you to make an early favourable decision.

For further information, I may be contacted on the mobile number provided below.

Yours Sincerely

Billy Blair,
Secretary of Kings Meadows Bowling Club
Mobile 0422 88 00 62

18.2 Bridge Road Tourist Area - Public Parking Options**FILE NO:** SF1205**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider reports prepared on public parking needs and opportunities for the tourist precinct along Bridge Road.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Item 4.3 - 17 August 2015
Discussion on draft report.

RECOMMENDATION:

That Council, in respect to the Bridge Road Tourist Area parking, resolves to:

1. receive the report prepared by Consultant GHD titled 'Kings Park/Bridge Road Area - Parking Study'.
2. consult with the community and study area businesses on:
 - i. the GHD report findings:
 - that of the 690 available public car parking spaces that 100 are metered 1-2 hours; 350 are metered 3-4 hours and the balance unrestricted (as commuter parking)
 - that new car parks be constructed which will provide approximately 70 spaces. These are located at Kings Park (east); along Paterson Street and expansion of West Tamar walking trail car park
 - ii. proposals to replace the 180 abandoned long term parking spaces (displaced within the Kings Park/Bridge Area) by:
 - converting the southern side of Lindsay Street (between Goderich and Invermay Road) from parallel parking to right angle parking (gaining 75 spaces)
 - facilitating that 100 spaces are allocated for long-term parking within the North Bank development on non-public holidays weekdays

A summary of the report (generally as shown in Section 6 of the GHD report) shall form the principle basis of the consultation documents but the full report will be available on line.

18.2 Bridge Road Tourist Area - Public Parking Options...(Cont'd)

3. receive a further report after the consultation period and subject to adoption of a Bridge Road parking strategy that funds be nominated in the 2016/17 FY Budget to undertake detail design to implement the on street parking changes and construct the additional car parking at Kings Park (east); Paterson Street, expansion of West Tamar walking trail car park and Lindsay Street 90° parking or any combination of works approved by Council (all subject to the issue of any necessary permits and Development Approvals) to allow inclusion in the following annual capital works budget.
-

REPORT:Background:

Consultant GHD was engaged by the City of Launceston to undertake a study of the Bridge Road / Kings Park area with the primary purpose to assess the current level of demand for parking in the area against the existing supply, and to provide recommendations for better management of existing parking facilities and potential options for increasing the total supply of parking to meet future needs.

The study area is bounded by Bathurst Street and Brisbane Street, and encompasses Park Street, Kings Park, Bridge Road and the Tamar Marine laneway. It includes several publicly available open air car parks, including Penny Royal, Bathurst Street car park, Park Street car park and Tamar Marine, as well as short, medium and long-term on-street parking. The study area and key features are presented in Figure 1 on page 6 of the GHD report enclosed as Attachment 3.

The key outcomes of the parking study ('Conclusions' section at page 50 and enclosed separately as Attachment 1) were:

- 690 (roadside and Council car parks) spaces are available in the area for public use.
 - To satisfy short to medium term parking needs requires 100 parking spaces (from 60 existing) for short-term (less than 2 hours) and 350 spaces (from 135 existing) for medium term (3-4 hours).
 - It is necessary to increase the short/medium term by 250 parking spaces at the expense of longer term parking (reducing from 500 spaces).
 - The report recommends carrying out the construction of new car parks which will provide approximately 70 spaces. These are located at Kings Park (east); along Paterson Street and expansion of West Tamar walking trial car park.
 - The report calculates that there will be approximately 180 displaced long term parkers if the recommendations are adopted.
-

18.2 Bridge Road Tourist Area - Public Parking Options...(Cont'd)

- The report talks about further options for long term parkers relating to park and ride, second level on Bathurst Street Car Park, public transport, walking and cycling. These are aspirational goals but not outcomes that meet immediate needs.

A further internal review of options for the 180 displaced long-term parkers was undertaken by a joint group comprising ISD traffic and FMS parking staff. A spread sheet of the options investigated are provided as Attachment 2 which also provides an estimate of the cost per new car parking space.

Officer Comment:

The GHD Report undertook the study in a very methodical manner and arrived at the short-term and medium-term parking needs for the study area based on existing use (based on parking saturation/time surveys) and factoring in the future and likely developments within the area. The suggested parking regime for the area is based on the tourist area reaching envisaged commercial potential.

The outcomes of the report are unsurprising in that many more short/medium term parking spaces are required but conversion comes at the expense of long-term parking spaces. The report identified 3 areas where additional parking can be provided in the study area at an economical cost - these 3 areas would gain 70 spaces. Although GHD provided some options for the needs of commuters, these were either unaffordable, not practical in the immediately period or required the co-ordination of private enterprises which would take the solution out of the Council's control.

The additional internal study identified that it was practical to replace the commuter parking shortfall by introducing 90° parking along Lindsay Street next to the flood levee and ensuring that of the proposed 150 parking spaces at North Bank that 100 are available for commuter parking during weekdays. The latter is considered sensible given that parking demand for North Bank will be at weekends and public holidays. A further benefit of 90° along Lindsay Street will be that it will service Aurora Stadium during major events which are likely to be outside weekday business hours. The distance from the Mall to Kings Bridge is 1.0 km while to Lindsay Street and North Bank are 1.2 and 1.4 km respectively. CBD commuters should find either are of similar convenience.

A workshop with Aldermen considered an alternative to GHD option to 14 (Paterson Street new car park - 32 spaces) which reduced the footprint to move the car park further from the 'Rats of Tobruk' Memorial Garden. This revised option provides 22 spaces, a clear distance of 15-20 metres and retains the significant tree. A copy of the revised option is available as Attachment 5. This is not recommended as the preferred option but is provided for consideration.

18.2 Bridge Road Tourist Area - Public Parking Options...(Cont'd)

It is recommended to implement the findings of the GHD report and the additional internal study by inclusion in the 2016/17 Budget to fund detailed design and acquisition of all necessary permits.

Consultation:

The report was prepared following discussion with key City of Launceston staff and all businesses within the study area (mail consultation followed by direct consultation at request). The final report was distributed internally with comments from Parks & Recreation concerned about impact of some of the proposals on parks and wildlife areas and the Launceston Flood Authority concerned about the impact of some of the proposals on the flood levee. These are not considered fatal flaws and resolution is expected in any future detail design either by engineering; repositioning or concept design modification. Comments provided by the Parks & Recreation Manager, Andrew Smith are provided as Attachment 4 for information.

Linkages with Launceston City Heart Project (Leanne Hurst - Director Development Services)

One of the aims of the Launceston City Heart Project (LCHP) is to significantly improve safety and amenity for pedestrians and cyclists to and within the CBD, as well as to encourage increased inner-city living. This will necessitate a review of the Parking and Sustainable Transport Strategy (2009) to ensure that convenient, reliable alternatives to parking, especially commuter parking, are available within reasonably close proximity to the city centre. Another key element of the Launceston City Heart Project Master Plan and supporting Strategic Framework, which is due for completion in late 2015, will be to identify and provide connectivity to surrounding precincts, including the tourism precinct from North Bank through to the Gorge. The proposed options contained within the Bridge Road Tourism Area - Public Parking report and recommendations support the aims and intentions of the LCHP, as each option contained within the report is within close proximity to the CBD and will largely service those either working in the city (long term parking) or undertaking shorter trips to either the city or surrounding precincts (short and medium-term parking).

ECONOMIC IMPACT:

The provision of fit-for-purpose parking within commercial and tourist areas is vital to support the activities.

ENVIRONMENTAL IMPACT:

This project is not considered to have any impact on the environment.

18.2 Bridge Road Tourist Area - Public Parking Options...(Cont'd)

SOCIAL IMPACT:

As the Park Road Area is likely to be the growth area for tourism related activities then appropriate parking controls in the area will assist in maximising a positive experience by the users.

STRATEGIC DOCUMENT REFERENCE:

The key directions within Council's Strategic Plan (2014-2024) which are considered relevant:

- 1.1.3 To optimise the use and usability of our assets for different types of activities.
- 2.1.2 To support the CBD and commercial areas as activity places during day and night.
- 3.1.3 To regularly review our strategic approach to parking in Launceston.
- 6.1.2 To develop and take a strategic approach to development sites to maximise public benefits of development.
- 7.1.3 To promote tourism and a quality Launceston tourism offering,
- 7.1.6 To facilitate direct investment in the local economy to support its growth.

BUDGET & FINANCIAL ASPECTS:

On the assumption that the projects recommended in the report as endorsed by the Council following the consultation stage, the 2016/17 FY budget will include items to undertake detail design of the agreed projects ready for sourcing grant funding or nomination to the following year's (2017/18 FY) budget. The concept estimates for these projects are:

- Reline marking and metering for the additional 155 short/medium term parking spaces - \$200,000
 - Additional parking areas at:
 - Kings Park (east) - \$250-300,000
 - along Paterson Street - \$300-350,000 and
 - expansion of West Tamar walking trail car park - \$200-225,000
 - Commuter parking replacement at:
 - Lindsay Street 90° parking - \$350-400,000
 - North Bank - no additional cost as included in North Bank development
-

18.2 Bridge Road Tourist Area - Public Parking Options...(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. GHD Report - Kings Park / Bridge Road Area Parking Study (Section 6 Conclusions)
 2. Long Term Parking Options Matrix (distributed electronically)
 3. GHD Report - Kings Park / Bridge Road Area Parking Study (distributed electronically)
 4. Parks & Recreation section comments on new car parking infrastructure
 5. Alternate option to GHD Option 14 (Paterson Street new car park)
-

Attachment 1

Extract: GHD Report - Bridge Road & Kings Park Area Parking Study (Section 6. Conclusions)

6. Conclusions

This report has documented a parking study which was undertaken of the Bridge Road – Kings Park area, with the primary purpose to assess the current level of demand for parking in the area against the existing supply, and to provide recommendations for better management of existing parking facilities and potential options for increasing the total supply of parking.

6.1 Existing Car Parking

Surveys of all public parking spaces within the Study Area were undertaken on Thursday 6 November, Friday 7 November and Saturday 8 November, between the hours of 7:00 am and 7:00 pm. The surveys recorded the location and partial number plate of all vehicles parked within the Study Area at hourly intervals to obtain a time-of-day profile of parking occupancy and duration of stay.

Excluding reserved and “special use” parking spaces (for example, boat trailers, bus zones and loading zones) there are currently a total of 812 on-street and off-street parking spaces within the Study Area including:

- 125 time limited parking spaces (3P and less),
- 372 voucher parking spaces (3P and long-term), and
- 315 unrestricted parking spaces.

Of these, 691 parking spaces are considered to be available for public use, with the remainder restricted for uses such as Officeworks customers, TRC Hotel patrons and other specific land uses.

The parking surveys revealed that on Friday, the busiest day surveyed, the total parking occupancy for the Study Area approached 85% of the total capacity (practical capacity) between 10:00 am and 12:00 pm. Parking occupancy on Thursday was slightly less and there was significant spare capacity on the Saturday. The parking survey data was aggregated into four main parking areas as follows:

- Penny Royal and Surrounds – Parking is relatively well utilised throughout the day, approaching the 85% capacity on the Friday in the mid-morning, and dropping off through the afternoon. Approximately 40% of all parking activity in Penny Royal and Surrounds area is taken up by longer term parking (greater than 3 hours) in the weekday surveys, compared to around 25% on the Saturday.
 - Parking North of the River – There is a significant amount of space capacity in the area, with the maximum parking occupancy representing around 60% of the total supply. Around 60 to 70% of parking activity in the area is longer term (greater than 3 hours) on the weekday surveys, with the majority of this use being stays greater than 6 hours.
 - Bathurst Street Car Park – It is clear that on weekdays, the car park is essentially full from 9:00 am to 1:00 pm, with parking occupancy dropping off through the afternoon and into the evening. There is a large amount of spare capacity on Saturday, with more than 70% of spaces unoccupied throughout the day. The duration of stay profile is indicative of longer term (all day) parking which is encouraged through the pricing structure, where all day parking costs \$4.00 per day.
-

Based on the above, it is considered appropriate to seek to increase the total supply of parking within the study area by approximately 60 short to medium-term parking spaces and to convert up to 200 existing unrestricted parking spaces to short and medium term parking.

6.2.1 Displacement of Long Term Parking

Note that the above parking provision targets would result in the displacement of around 120 long term parkers from the Study Area. That is, in order to replace the long term parking spaces that are lost as a result of the recommended changes, around 120 long term spaces (or equivalent) would need to be provided elsewhere.

6.3 Assessment of Options

The following options were considered to have merit and should be subject to further investigation:

Table 9 Assessment of Options

Option	Description	Number of Spaces
Operational Improvements		
Option 1	Convert existing 3P spaces on Bridge Road (total of 17 spaces affected) to 2P	17 spaces
Option 2	Install parking meters along Bridge Road and Paterson Street	-
Option 3	Implement 3P restrictions at Tamar Marine laneway and West Tamar Walking Trail car park	30 spaces
Option 4	Implement voucher parking and 4P restrictions at Penny Royal (quarry site) car park	69 spaces
Option 5	Implement 3P restrictions at West Tamar Highway (outbound)	15 – 30 spaces
Option 6	Implement 3P restrictions in parts of Bathurst Street car park	~50 spaces
New Infrastructure		
Option 7	Expand West Tamar Walking Trail car park	12 spaces
Option 8	Formalise parking along Tamar Marine laneway	0 spaces
Option 13	New public car park at Kings Park (east)	29 spaces
Option 14	New public car park along Paterson Street	32 spaces

Implementation of all of the above would result in:

- 180 long-term parking spaces converted to medium term parking
- Up to 73 new short to medium term parking spaces created

Preliminary concept designs of the four options which scored the highest (Options 7, 8, 13 and 14) are provided in Appendix C. Note that Option 7 and Option 8 have been combined into a single option as they are closely related. Preliminary construction estimates have been undertaken based on the preliminary concept designs. A detailed breakdown of costs is provided in Appendix C.

6.4 Sustainable Transport Assessment

The key findings are as follows:

- There are no options presented in this report which would negatively impact on operation or safety of existing bus stops.
- It is recommended that some measures be undertaken to improve the walking environment between Bathurst Street car park and the Study Area along one of these routes. This may include such measures as footpath widening, tree planting, provision of shelter and/or shade, and wayfinding signage.
- It is recommended that a new footpath connection be provided between the existing footpath on Paterson Street and the shared path within Kings Park, over the flood levee bank, approximately central along Paterson Street. This could be undertaken in conjunction with Option 15 (new public car park along Paterson Street) to further improve connection to the new parking infrastructure.
- It is recommended that wayfinding signage be provided, directing pedestrians to the facilities within the Study Area from the car parking areas located in more distant, or less direct and intuitive, locations including:
 - Bathurst Street car park
 - Paterson Street car park
 - West Tamar Walking Trail car park
- It is recommended that an additional 5 to 12 accessible parking spaces be provided within the Study Area. All new car parking (new infrastructure) should include at least 1 accessible parking space. Some existing on-street parking should also be converted to accessible parking.

6.5 Summary of Recommendations

The recommendations contained in this report will impact on short, medium and long term parking as well as bus services and pedestrian facilities. The anticipated changes in service provision are summarised in the following sections.

6.5.1 Short to Medium Term Parking

Short term and medium term parking have been defined as less than two hour duration and between 3 and four hour duration respectively. The demand for short to medium term parking within the Study Area is typically due to recreational, tourism and business/retail land uses. To a lesser extent, the Launceston College may generate some medium term parking.

The anticipated future demand for short term parking is approximately 200 parking spaces. Similarly, the demand for medium term parking is approximately 220 parking spaces. In order to cater for this demand it is recommended to provide a total of around 100 short term parking spaces (\leq 2 hour parking) and 350 medium term parking spaces (3 to 4 hour parking) within the Study Area.

This represents an increase in short to medium term parking by approximately 250 parking spaces at the expense of longer term parking.

6.5.2 Long Term Parking

This report recommends that some 200 existing unrestricted parking spaces (long term parking) be converted to short or medium term parking. Based on the existing parking supply and demand determined from parking surveys, there would be a displacement of approximately 120 long term parkers from the Study Area. That is, in order to replace the long term parking spaces that are lost as a result of the recommended changes, around 120 long term spaces (or equivalent) would need to be provided elsewhere.

While not specifically the focus of this report, four options have been identified which could cater for long term parking, or otherwise improve transport for existing long term parkers such as commuters and students:

- Provide new park and ride facility,
- Construct a second level on part of Bathurst Street car park,
- New car park developed as part of private / government partnership, and
- General improvement of public transport, walking and cycling.

6.5.3 Bus Services

The options presented in this report will not adversely impact on access for buses, including draw-in and draw-out as bus stops. The conversion of the existing loading zone directly outside Stillwater to a shared loading zone/bus zone is supported and is not considered to impact on parking operation within the Study Area.

The Penny Royal Redevelopment is anticipated to generate up to 1 tourist coach per day during the seasonal peak and significantly less than this during off peak (assumed 2 to 3 coaches per week). This represents an increase by around 7.1% in the weekly bus movements on Trevallyn Road during the seasonal peak period and around 3.1% during the off peak.

It is considered that bus accessibility for the Study Area could be further improved by utilising the existing bus stop on Margaret Street (near Paterson Street) for Tiger Bus services in addition to existing stops.

6.5.4 Pedestrian Facilities

Pedestrian connectivity to and from the Study Area, and within the Study Area, is generally direct and well suited to both recreational users and commuters. There are, however, some existing issues regarding pedestrian connectivity such as:

- Connectivity between Bathurst Street car park and the Study Area,
- Kings Bridge footpath and crossings,
- Separation of Kings Park and Paterson Street,
- Wayfinding, and
- Limited availability of accessible parking.

In addition to the above, the two existing crossings at either end of Kings Bridge are considered deficient with regard to the physical characteristics of the crossings and the available sight distance.

More detail regarding existing pedestrian access and connectivity issues and potential options for improving pedestrian facilities can be found in the *Kings Park - Bridge Road Area Pedestrian Assessment* report which was produced in parallel to this current study.

Attachment 4

Comments provided by Parks & Recreation Manager, Andrew Smith on proposed car parks on Parks open space.

Option 7 Expand West Tamar Walking Trail Car Park - 12 spaces

ID	Description	Advantages	Impacts	Design Considerations	Effective Supply
7	Expand West Tamar Walking Trail car park	Expansion of existing car park with established vehicle and pedestrian access Good connection to walking trails and the Study Area	Car park would require clearing of a small part of the reserve	Parking should be free, however consider implementing time restrictions as per Option 3 Any formalisation of car parking would likely require warning signage regarding potential flooding	12 spaces

Additional impacts include that expansion of the car park it is into a listed threatened vegetation community and into an area in relatively good condition with some advanced *Melaleuca ericifolia* which is the defining species of the community. The small area to be removed might be the saving grace. We could agree to plant an unvegetated nearby area as an offset if required.

Half of the existing car park goes underwater regularly so any expansion should include raising the levels in the Northern half of the car park. Line marking would also greatly increase utilisation.

Option 13 New Public car park at Kings park (east)

13	New public car park at Kings Park (east)	Additional parking supply within Study Area close to local attractions	Minor loss in park area, however can be reinstated by grassing over existing bitumen area to the north Car park closure may be required at times to allow access to Margaret Street Pump Station	Parking should be short term, voucher parking Consider integrating car park access with Paterson Street/ Margaret Street signals	29 spaces
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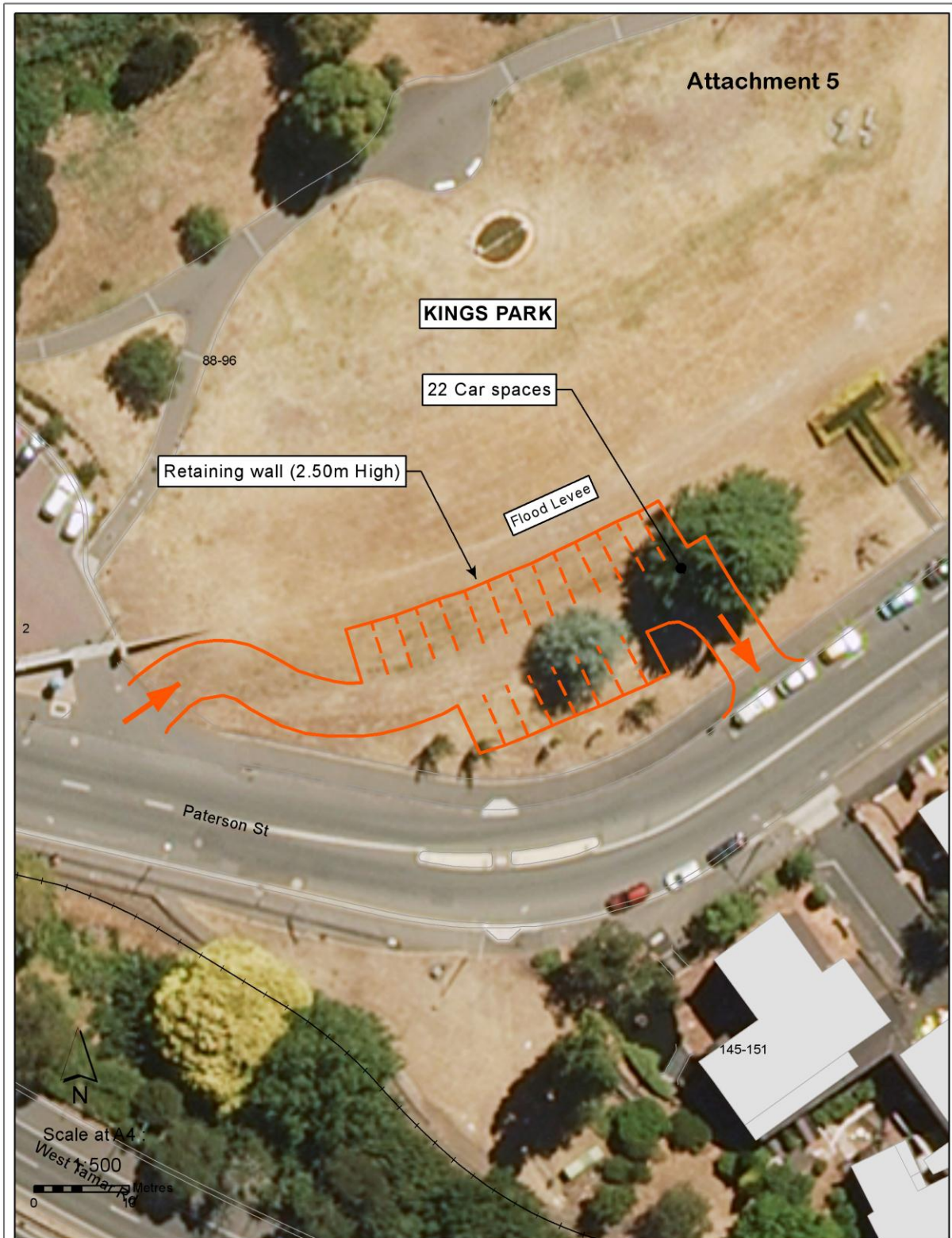
There might be an opportunity to have a larger footprint with this car park following consultation with TasWater as there is a fair bit of fragmented underutilisation ground in the area. Otherwise a new car park would make good use of a currently unused landscaped area.

Option 14 New Public car park along Paterson Street

14	New public car park along Paterson Street	Additional parking supply within Study Area close to local attractions One-way traffic aisle creates simple access arrangement	High retaining wall (2.5 m) would be required on Paterson Street side of flood levee bank	Parking should be short term, voucher parking	32 spaces
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Additional impacts include the loss of two trees. One is a large *C. deodara* that has a significant presence in the landscape and is part of a row of cedars along the frontage of Paterson Street.

The eastern end of the car park extends unreasonably close to the 'Rats of Tobruk' garden. Moving the car park 4 meters to the west would make a significant difference and if the flood levee retaining wall fence (not mentioned above but required unless retaining wall extends sufficiently above the cutting) is planted with climbers along the eastern side of the cutting the visual impact on the area surrounding the garden could be greatly reduced.



Attachment 5

KINGS PARK

22 Car spaces

Retaining wall (2.50m High)

Flood Level

Paterson St

145-151



Printed: 11/08/2015



Proposed Parking Scheme
Kings Park

NOTE:
While all reasonable care has been taken to ensure the accuracy of the information portrayed on this plan its purpose is to provide a general indication of the location of Council services. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data. This note forms an integral part of this plan.
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18.3 Proposed Black Spot Projects 2016/17 and Council Traffic Safety Projects**FILE NO:** SF5106; SF5909; SF1365; SF1600; SF2145; SF1138; SF1264; SF1101; SF1069**AUTHOR:** Nigel Coates (Engineering Officer Traffic)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider which projects are submitted for funding in the 2016/17 'Black Spot' program and which are included in Council's Traffic Safety Program.

PREVIOUS COUNCIL CONSIDERATION:

SPPC Item 4.4 - 17 August 2015
Presentation of Traffic Safety projects.

RECOMMENDATION:

1. That Council approves the following submissions to the 2016/17 Federal Black Spot Program:
 - Dineen Street/Joffre Street, Mowbray - Proposed Roundabout
 - Wellington Street, Howick Street to Eardley Street - Single southbound lane, continuous median

 2. That Council approves the following traffic safety projects:
 - Bathurst Street, Frederick Street to York Street - remove parking on the east side of Bathurst Street and widening of traffic lanes (FY 2015/16)
 - Charles Street, Frankland Street to Howick Street - Zebra crossing (FY 2015/16)
 - Abbott Street/Arthur Street - Roundabout (FY 2016/17)
-

REPORT:

This report requests the Council to forward submissions to the Black Spot Program and to fund traffic safety schemes from the Council's budgets. Submission to the Black Spot Program seeks external funding for these projects.

18.3 Proposed Black Spot Projects 2016/17 and Council Traffic Safety Projects...(Cont'd)

Black Spot funding is allocated by State Growth to projects that comply with Federal Black Spot criteria, which includes at least two injury crashes over a five year period. The project's benefit/cost ratio is based on a defined value for each crash type and an estimated crash reduction based on the treatment proposed. The calculation is over a 20 year period at a 7% annual reduction. We have been invited to submit bids for the 2016/17 program by 28 August 2015, the outcomes will not be known until June/July 2016.

These projects were considered by the Launceston Road Safety Consultative Committee on 9 July 2015 and notes of the meeting are included as Attachment 1. A description of the projects and support of the Committee are provided below.

Proposed 2016/17 Black Spot Program Bids**1. Dineen Street/Joffre Street - Proposed Roundabout**

Summary of problem being addressed: Three injury crashes related to traffic in Dineen Street not giving way

Proposed works: Roundabout

LRSCC Recommendation to Council to support the proposal:

Proposed bid to Black Spot Program: \$40,000

Benefit/cost ratio: 15.00

Further information:

- There is an ongoing problem with 'failure to give way' crashes at this junction but these have increased to injury crashes in the last 5 years.
- This will be a small mountable roundabout similar to that recently introduced at the junction of Olive Street and Belhaven Crescent.
- The project is estimated to reduce crashes by 75%.

2. Wellington Street, Howick Street to Eardley Street - Proposed Central Median

Summary of problem being addressed: Five injury crashes related to two parallel lanes and no turning provision

Proposed works: Single southbound lane, continuous median

LRSCC Recommendation to Council to support the proposal:

Proposed bid to Black Spot Program: \$40,000

Benefit/cost ratio: 14.06

Further information:

- This project is proposed in conjunction with other projects to discourage use of Wellington Street/Hobart Road as a route to Youngtown previously approved by the Council for consultation in the context of 'Transport Futures'. These projects will be detailed in a separate report to the Council.
 - The existing multiple lane on the approach to the traffic signals at Howick Street and Pipeworks Road will be maintained.
 - In addition to the central median it will be possible to introduce parking on some sections where it is currently prohibited.
-

18.3 Proposed Black Spot Projects 2016/17 and Council Traffic Safety Projects...(Cont'd)

- The project is estimated to reduce crashes by 40%.

Proposed Traffic Safety Projects**3. Bathurst Street, Frederick Street to York Street - Remove parking and widen traffic lanes.**

Summary of problem being addressed: Property damage crashes related to narrow driving/parking lanes

Proposed works: Remove parking on east side; widen traffic and parking lane on west side.

LRSCC Recommendation to Council to support the proposal:

Estimated cost of works: \$0 additional cost if completed as part of scheduled reseal 2015

Further information:

- In addition to these sections the length of Bathurst Street between Canning Street and Frederick Street is due to be resealed, and lane widths altered, but with no loss of parking.
- The parking spaces proposed for removal are uncontrolled and do not currently benefit local businesses.
- It would be possible to widen the length of Bathurst Street, taking existing grass verge space, at a cost of \$160,000 but this is not currently being proposed.

4. Charles Street, Frankland Street to York Street - Zebra crossing

Summary of problem being addressed: Better provision for pedestrians crossing, continuous bike lanes.

Proposed works: Zebra crossing on raised table with footpath outstands.

LRSCC Recommendation to Council to support the proposal:

Estimated cost of works: \$20,000 in addition to cost of scheduled reseal, funded from 2015/16 Traffic Safety Program.

Further information:

- There are frequent public requests to improve provision for crossing pedestrians at this location.
 - The proposal is designed to slow traffic and maximise exposure of the Zebra crossing and pedestrians using it.
 - The bike lanes on this length of Charles Street are currently interrupted due to the central refuge outside LGH.
-

18.3 Proposed Black Spot Projects 2016/17 and Council Traffic Safety Projects...(Cont'd)

5. Abbott Street/Arthur Street - Proposed Roundabout

Summary of problem being addressed: Confusing and non-compliant traffic movements

Proposed works: Roundabout

LRSCC Recommendation to Council to support consultation on this proposal:

Estimated cost of works: \$166,000 in 2016/17 budget

Further information:

- The proposed roundabout would be similar in shape to the Brisbane Street/Lawrence Street/Elphin Road roundabout.
- Right turn movements out of Arthur Street would be restricted to cars due to the need for these vehicles to 'U turn' around the ends of the roundabout.

The community will be consulted on each of the Black Spot and Traffic Safety projects at a relevant time during detailed planning of the projects.

ECONOMIC IMPACT:

The cost of injury 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 in Council's Strategic Plan that is relevant to this report is: 2.1.3 - To contribute to enhanced public health and amenity to promote a safe and secure environment.

18.3 Proposed Black Spot Projects 2016/17 and Council Traffic Safety Projects...(Cont'd)

BUDGET & FINANCIAL ASPECTS:

Black Spot and Traffic Safety funding are presented below.

Program/Year	Total Budget	Grant	Council 2015/16	Council 2016/17
Dineen Street/Joffre Street Roundabout	\$40,000	\$40,000		
Wellington Street, Howick Street to Eardley Street	\$40,000	\$40,000		
Bathurst Street, Frederick Street to York Street	-		Included in reseal	
Charles Street Zebra crossing	\$20,000		\$20,000 (in addition to reseal)	
Abbott Street/Arthur Street roundabout	\$166,000			\$166,000

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:

- Notes of the Launceston Road Safety Consultative Committee, 9 July 2015

ATTACHMENT 1**NOTES - Launceston Road Safety Consultative Committee (LRSCC)**

Held in the Committee Room, Town Hall - City of Launceston Thursday 9 July 2015

Present:

Alderman Jim Cox, Chairman
Alderman Robin McKendrick

Representing the local community

Barry Oliver
Graeme Pitt

Representing individual users of the road system

Gary O'Keefe and Craig Petterwood, RACT

Representing emergency and response

Michael Johnston, Tas Police

Representing those using roads for commerce

Jason Page, Metro
Des Taylor, Tasmanian Truck Owners Association

Representing traffic engineering and road safety

Richard Burk, State Growth, Traffic Management

Representing the City of Launceston

Harry Galea
Nigel Coates
Uriel Walters
Lisa Brady

Apology:

Metro, Dallas Steers, (was represented by Jason Page)
State Growth Launceston Road Safety, David McIntee
Tamar Bicycle Users Group, Malcolm Cowan (was represented by Garry Bailey who emailed his response to the ballot papers)
Tas Fire, John Hazzelwood
Paul Bullock, Tas Motorcycle Council (left ballot papers with Lisa 8/7/2015)

1. Welcome

Chairman, Alderman Jim Cox

2. Attendees / Apologies**3. Confirm notes from previous meeting**

Recommendation: That the notes from the meeting of 28 May 2015 be acknowledged.

That the recommendation be adopted:

CARRIED UNANIMOUSLY

NOTES - Launceston Road Safety Consultative Committee (LRSCC)**4. Proposed Black Spot Scheme Bids 2016/2017**

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 and the majority view will be presented to the Council as the Launceston Road Safety Committee's views.

4.1. Dineen Street / Joffre Street, Mowbray

Proposal: Roundabout

Discussion: It was generally agreed that this proposal would improve safety through this intersection. Metro asked that the roundabout be mountable. Tas Trucks approve the proposal subject to design.

Recommendation: That the Launceston Road Safety Consultative Committee inform Council that the proposal to introduce a roundabout at the intersection of Dineen Street and Joffre Street, Mowbray is supported.

IN FAVOUR (10)

OPPOSE (0)

ABSTAIN (1)

4.2. Wellington Street, South Launceston

Proposal: Single lane uphill from Howick Street

Discussion: Council officers undertook to provide a line drawing that would more easily explain the proposal for Wellington Street and that the drawing would be circulated out of session for voting. The drawing clearly shows that the lanes at Howick Street are single lane going south, without the need to merge. Wellington Street is around 14 metres wide, and assuming parking is provided on both sides the widths would be: 2x3.65 m traffic lanes, 2x2.1m parking lanes and 1x2.5m median turning lane. Council would intend to introduce this at the same time as alterations and signage and alignment at Wellington Street/Southern Outlet and at Hobart Road/Kings Meadows Connector to promote the use of the Southern Outlet as a route to Kings Meadows and beyond. The latter project was approved, in principle, by the Council for public consultation in the context of Transport Futures.

The drawing was circulated.

Discussion: Comments received were that the single lane should be from Howick Street;

Recommendation: That the Launceston Road Safety Consultative Committee inform Council that the proposal to introduce a single lane uphill from Howick Street is supported.

IN FAVOUR (8)

OPPOSE (4)

ABSTAIN (0)

NOTES - Launceston Road Safety Consultative Committee (LRSCC)**5. Proposed Traffic Safety Schemes****5.1. Abbott Street / Arthur Street, East Launceston**

Proposal: Roundabout, a similar shape to Brisbane Street / High Street / Elphin Road - Restricted turns - only cars could do a right turn from Arthur St.

Discussion: There was discussion as to whether the islands would or would not be mountable and that we need to take into account emergency vehicles so that they could negotiate the roundabout on the right out of Arthur Street in to Abbott Street. Signs need to be put in the correct spot. This is a community driven proposal as there is no history of accidents. The reason for the work is that the public has asked Council to do something at this junction. Metro requested that Metro Engineering & Infrastructure be provided with all dimensions. Tas Trucks support the proposal subject to design.

Recommendation: That the Launceston Road Safety Consultative Committee inform Council that the proposal to introduce a roundabout at the junction of Abbott Street and Arthur Street, East Launceston is supported.

IN FAVOUR (10)
OPPOSE (0)
ABSTAIN (1)

5.2. Bathurst Street (Frederick to York) Launceston

Proposal: Remove parking along one side of the road and widen traffic lanes and adjust line marking.

Discussion: There was discussion about removing nature strips to provide for parking and that there must be consultation with adjacent property owners.

Recommendation: That the Launceston Road Safety Consultative Committee inform Council that the proposal to remove on-street parking along one side of the road and widen traffic lanes and adjust line marking is supported

IN FAVOUR (10)
OPPOSE (0)
ABSTAIN (1)

5.3. Charles Street (Frankland to Howick), Launceston (outside Launceston General Hospital)

Proposal: Zebra Crossing

- Outstands to improve visibility past parked cars
- Raised table with gentle (5metre long, 1 in 33) ramp
- Flashing lights to be provided
- Spot lighting of pedestrian waiting area to be provided
- Continuous bike lanes
- (Link due to be resealed 2015)

NOTES - Launceston Road Safety Consultative Committee (LRSCC)

Discussion: There was general discussion as to how this zebra crossing would operate and to its preferred location. Warning signs should be erected and slow speed through the area. Although acknowledged that there is a need to improve safety at this section of Charles Street, it was suggested that traffic lights be considered as the zebra crossing option does not seem to be the best outcome.

Recommendation: That the Launceston Road Safety Consultative Committee inform Council that the proposal to install a zebra crossing outside the LGH is supported.

IN FAVOUR (9)
OPPOSE (1)
ABSTAIN (1)

6. Black Spot Nomination Requests - FOR DISCUSSION

Department of State Growth has received two black spot nomination from Southern Launceston Community Development.

6.1. Hobart Road / Relbia Road junction requesting the provision of a roundabout.

The reasons: lack of sight lines when exiting Relbia Road, particularly to the south when turning north from Relbia Road.

- Crash record, last five years: Three property damage crashes involving drivers not giving way to vehicles from the right.

Discussion: A roundabout would require property acquisition; approaching speeds are higher from the south which means a roundabout would have to be very large. The cost could not be justified. There are no current injury crashes so this junction would not qualify as a Black Spot.

6.2. High Street/Talbot Road (Wentworth Street and Lawrence Vale Road)

This intersection is dangerous particularly if coming up Wentworth Street (westerly direction) and wishing to turn north onto High Street. Sight lines, slope of road make this Launceston's worst intersection. A roundabout perhaps?

- Crash record, last five years: Three minor, seven property damage. Injury crashes involve loss of control or rear end (on Lawrence Vale Road), two property damage crashes involving cross traffic/failure to give way.
- Suggested solutions: roundabout, traffic signals, restricted movements.

Discussion: This does meet the Black Spot criteria but there is no easy solution. The question was asked, is it a speed issue? It is mainly about traffic driving north/south through the intersection. It has a long history of behaviour issues. It is a major east/west route. Tas Ambulance uses this junction and Lawrence Vale Road as a major route.

19 CORPORATE SERVICES**19.1 Council Committee Representation Details****FILE NO:** SF0106/SF0095/SF2233/SF3532**AUTHOR:** Leanne Purchase (Governance and Planning Coordinator)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider:

1. appointments to the committee positions vacated by Alderman Andrea Dawkins;
2. continued representation on the NRM North Association; and
2. the nomination of an Alderman to the C8 Working Group.

PREVIOUS COUNCIL CONSIDERATION:

Strategic Planning and Policy Committee - 17 August 2015 - Item 4.5
Council - 24 November 2014 - Item 19.2

RECOMMENDATION:

That Council:

1. Appoints Alderman Karina Stojansek to the following Committees:
 - (i) the Northbank Committee
 - (ii) the Events Sponsorship Program
 - (iii) the Community Grants (Organisation) Program
 - (iv) the Pedestrian and Bike Committee
 2. Appoints a representative to the NRM North Association
 3. Appoints Alderman Karina Stojansek as the representative to the C8 Working Group
-
-

19.1 Council Committee Representation Details...(Cont'd)

REPORT:

On 24 November 2014, Council appointed Alderman Andrea Dawkins to the following committees:

- Strategic Planning and Policy Committee
- Northbank Committee
- Events Sponsorship Program
- Community Grants (Organisations) Program
- Pedestrian and Bike Committee

All Aldermen are members of the Strategic Planning and Policy Committee, pursuant to the Strategic Planning and Policy Committee Policy (14-PI-012).

Appointments to the committee positions vacated by Alderman Andrea Dawkins were discussed at the Strategic Planning and Policy Committee Meeting of 17 August 2015. Alderman Karina Stojansek was nominated for the Northbank Committee, Events Sponsorship Program, Community Grants (Organisations) Program, and the Pedestrian and Bike Committee. Alderman Stojansek's nominations to these committees are now referred to the Council for appointment.

Since the Strategic Planning and Policy Committee meeting on 17 August 2015 it has become clear that a representative on the NRM North Association, which meets at the yearly AGM primarily to deal with governance issues, is necessary. The City of Launceston is a foundation member of NRM North, as are all other northern regional Councils, and continuation of membership on the association is highly desirable. Membership to NRM North requires nomination of a Council representative to attend the yearly association meeting.

The Council has been invited to nominate an Alderman to become a member and participant of the C8 Working Group. A letter from Derek Le Marchant, Executive Officer of Northern Tasmania Development, on behalf of the C8 Working Group, is attached (Attachment 1), and provides context to this request. Alderman Karina Stojansek was nominated at the Strategic Planning and Policy Committee Meeting of 17 August 2015. Alderman Stojansek's nomination to this committee is now referred to Council for appointment.

The Committee Representation Details Procedure (14-HLPr-003) will be updated to reflect the resolutions of Council.

19.1 Council Committee Representation Details...(Cont'd)

ECONOMIC IMPACT:

N/A

ENVIRONMENTAL IMPACT:

N/A

SOCIAL IMPACT:

N/A

STRATEGIC DOCUMENT REFERENCE:

Priority Area 8: A secure, accountable and responsive Organisation.

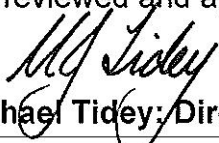
BUDGET & FINANCIAL ASPECTS:

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

ATTACHMENTS:

1. A letter from Northern Tasmania Development on behalf of the C8 Working Group.
-



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6 July 2015

Mr Robert Dobrzynski
 General Manager
 City of Launceston
 PO Box 396
 LAUNCESTON TAS 7250

FILE No.	SF3532		
EO	<input checked="" type="checkbox"/>	OD	Box <input checked="" type="checkbox"/>
RCVD - 8 JUL 2015		LCC	
Doc No.			
	Action Officer	Noted	Replied
	R DOBRZYNSKI		

Dear Robert

COUNCIL ELECTED MEMBER REPRESENTATION ON THE C8 WORKING GROUP

This letter is sent to you on behalf of the C8 Working Group, who after their meeting on 4 March 2015, would like to formally request the nomination of an elected member representative from the City of Launceston to become a member and participant on the C8 Working Group.

With the changes made to Northern Tasmania Development’s corporate structure in late 2012 to that of a regional collaboration and co-ordination model, the provision to have committees formed under the Local Government Committee to deal with specific issues and projects became available.

Endorsement from the Local Government Committee for the C8 to become a formal sub-committee was carried at its meeting held on 27 August 2014, and as such it is essential to the success of the C8 that elected member representation from across all northern councils is achieved on its working group.

The Role of C8

It is important to note that the C8 has not been established to burden itself with time consuming research projects that are best left to other better resourced groups who have administrative resourcing and capacity for this.

Any outcomes or initiatives raised or achieved by the C8 will now be documented and reported back to Councils. However it is worth noting that the C8 is not about building –

- a) a bureaucracy and an overly administrative structure
- b) an un-elected decision making body
- c) a body seen to be competing with those or at odds with existing organisations.

C8 Structure

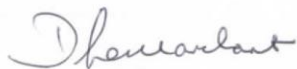
It is important that the C8 is driven by the elected members of the eight northern Councils. To assist with this a C8 Working Group (WG) has been established, which is endorsed annually, and should ideally consist of elected members from all eight Councils. The C8 Working Group is the conduit and platform for elected members to become more involved in the regional direction setting through the Local Government Committee.

A C8 Working Group Co-ordinator is elected annually to facilitate meetings and agendas and act as spokesperson for the group. The role is rotated between the different Councils every 12 months. The C8 WG appointed Tim Woinarski from West Tamar Council as its Co-ordinator at its last meeting held on 4 March 2015.

In addition to the above request, please also find attached a background paper outlining the aim and objectives of the C8 and further clarification around its role.

We look forward to hearing back on your nominated elected member representative at your earliest convenience.

Yours sincerely



Derek Le Marchant
EXECUTIVE OFFICER

(ON BEHALF OF THE C8 WORKING GROUP)



Background

In 2012 Councillors from across Northern Tasmania proposed the idea to create an informal network of elected members – an ‘Assembly’ of Councillors (C8 = Councillors of the eight northern LGA’s. There were existing networks for General Managers and Mayors, but no regular forums for Councillors.

Overview

From this proposal, in conjunction with Northern Tasmania Development (NTD), the first inaugural C8 Summit was held in October 2013 and following its success another was held in December 2014.

The goal of the C8 is to give elected members an opportunity to better understand local challenges and opportunities faced by Councils in a regional context by aiming to:

- Share challenges and opportunities experienced in each Local Government Area;
- Increase awareness of the key regional challenges and the evidence behind them;
- Build trust and respect amongst councillors;
- Focus on areas of agreement rather than areas of conflict;
- Invigorate and inspire Councillors to work together; and
- Gain consensus on a path to regional understanding and cooperation.

The C8 is building:

- a strong yet informal information sharing and knowledge building network amongst elected representatives of the eight northern Councils;
- an understanding of ourselves and our region (its challenges and opportunities);
- an understanding of what works for others in regions around Australia through research and presentation of case studies;
- an annual schedule of gathering; and
- collaboration between ourselves and our region.

Elected members can attend any of the C8 summits and meetings to meet, network and gain something of value. Two key roles for the C8 are:

- to present case studies and invite speakers from around the region (and occasionally outside of the region) to share case studies and projects that have involved collaboration, working across municipal boundaries, working with multiple stakeholders, had positive and practical outcomes from around the region in areas that have relevance to all northern councils.
- Specific project champions (including current elected members) who could coordinate activities where they have major interests or expertise, and feedback through NTD, reflecting the premise that the project has a regional priority.

20 GENERAL MANAGER

No Reports

21 URGENT BUSINESS

Pursuant to regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2005*

Nil

22 INFORMATION / MATTERS REQUIRING FURTHER ACTION

INFORMATION / MATTERS REQUIRING FURTHER ACTION				
<i>As at: 24 August 2015</i>				
Meeting Item No	Outstanding Items	Action Requested	Director	Officer Comment
13/04/12 14.1	Duck Reach Redevelopment	Recommendation 3: On finalisation of the business case analysis outlined in the report, and identification of potential third party development opportunities, Council review the redevelopment options for the Duck Reach site based on a future report.	Rod Sweetnam	Expressions of interest advertised on 4 July 2015. Expressions of interest close 7 August 2015 and a report will be prepared for discussion at SPPC.
27/04/15 14.2	Notice of Motion - Alderman D H McKenzie - Appointment of a Queen Victoria Museum and Art Gallery (QVMAG) Committee	That Council appoints a Committee to review the strategic direction of the QVMAG with the express view of reporting back to Council with recommendations on its future direction.	Richard Mulvaney	The Committee will present its report after 3 August 2015. Presented in this Agenda.
11/05/2015 14.1	Notice of Motion - Deputy Mayor Alderman R I Soward - Introduction of a Trial Community Reports Category at Council Meetings	Include a Community Reports Category in Council Meetings.	Michael Tidey	Processes and attendance criteria to be determined. Target date is 22 June 2015. Briefed Aldermen on 6 July 2015 regarding procedures. Included in SPPC discussions on 17 August 2015 new Agenda Item will be incorporated into an upcoming Council Agenda.

Meeting Item No	Outstanding Items	Action Requested	Director	Officer Comment
25/05/2015 14.2	Notice of Motion - Alderman D W Alexander - Implementation of the Placespeak Community Consultation Platform for the Launceston City Council	Investigate the Placespeak community consultation platform for use within the City of Launceston.	General Manager	Investigation of Placespeak, along with other community consultation platforms, will be undertaken towards the end of the year.
27/07/2015	Royal National Automobile Museum of Tasmania	Request from NAMT be reconsidered by Council following receipt of information regarding UTAS City Campus plans. Inveresk Campus Design Liaison Group will provide further to Council. Concept planning for the inner city campus proposal. This is expected to be completed by 31 August 2015.	Rod Sweetnam	Report to Council following consideration of UTAS City Campus Plans.

23 CLOSED COUNCIL**23.1 Confirmation of the Minutes****RECOMMENDATION:**

Pursuant to the *Local Government (Meeting Procedures) Regulations 2015* - Regulation 34(6) states that at the next closed meeting, the minutes of a closed meeting, after any necessary correction, are to be confirmed as the true record by the council or council committee and signed by the chairperson of the closed meeting.

23.2 Extension to Purchase Agreement

To further consider a request for existing purchase agreement.

RECOMMENDATION:

That Agenda Item 23.2 be considered within Closed Council pursuant to the authority contained within Regulation 15(2)(f) of the *Local Government (Meeting Procedures) Regulations 2015*, which permits the meeting to be closed to the public for business relating to the following:

- 15(2)(f) proposals for the council to acquire land or an interest in land or for the disposal of land.

23.3 Absence of Leave - Aldermen

To consider leave requests by Aldermen.

RECOMMENDATION:

That Agenda Item 23.3 be considered within Closed Council pursuant to the authority contained within Regulation 15(2)(h) of the *Local Government (Meeting Procedures) Regulations 2015*, which permits the meeting to be closed to the public for business relating to the following:

- 15(2)(h) applications by councillors for a leave of absence.

24 MEETING CLOSURE
