



City of
LAUNCESTON

COUNCIL AGENDA

**COUNCIL MEETING
MONDAY 22 AUGUST 2016
1.00pm**

Notice is hereby given that the Ordinary Meeting of the City of Launceston Council will be held at the Council Chambers, Town Hall, St John Street, Launceston:

Date: 22 August 2016

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.



Michael Tidey
Acting General Manager

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City of Launceston

COUNCIL AGENDA

Monday 22 August 2016

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1 OPENING OF MEETING - ATTENDANCE AND APOLOGIES

2 DECLARATIONS OF INTEREST

Local Government Act 1993 - Section 48

(A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.)

No Declarations of Interest were identified as part of this Agenda

3 CONFIRMATION OF MINUTES

Local Government (Meeting Procedures) Regulations 2015 - Regulation 35(1)(b)

RECOMMENDATION:

That the Minutes of the Ordinary Meeting of the City of Launceston Council held on 15 August 2016 be confirmed as a true and correct record.

4 DEPUTATIONS

No Deputations have been identified as part of this Agenda

5 PETITIONS

Local Government Act 1993 - Sections 57 and 58

No Petitions have been identified as part of this Agenda

6 COMMUNITY REPORTS

(Community Reports allow an opportunity for Community Groups to provide Council with a three minute verbal presentation detailing activities of the group. This report is not intended to be used as the time to speak on Agenda Items; that opportunity exists when that Agenda Item is about to be considered. Speakers are not to request funding or ask questions of Council. Printed documentation may be left for Aldermen.)

6.1 New Horizons - Ms Edwina Dick

An update of the 'Picture Us All' project, funded by the City of Launceston Community Grants program, will be presented.

7 PUBLIC QUESTION TIME

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31

7.1 Public Questions on Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(1)

(Questions on Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting. Questions on Notice will be researched by Council Officers and both the Question on Notice (as received) and the response will be provided at the Council Meeting and a reply in writing will also be provided.)

No Public Questions on Notice have been identified as part of this Agenda

7.2 Public Questions without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 31(2)(b)

(Members of the public who ask Questions without Notice at a meeting will have both the question and any answer provided recorded in the Minutes. Council Officers will endeavour to answer the question asked at the meeting, however, that is not always possible and more research may be required. If an answer cannot be provided at the Meeting, the question will be treated as a Question on Notice. A response will be provided at the next Council Meeting.)

Under the provisions of the *Land Use Planning and Approvals Act 1993*, Council acts as a Planning Authority in regard to items included in Agenda Item 8 - Planning Authority.

8 PLANNING AUTHORITY

8.1 3 Gee Street, South Launceston - Subdivision - subdivide land into two lots and consolidate roadway into proposed lot 2

FILE NO: DA0455/2015

AUTHOR: Pip Glover (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:	A J Phillips Surveying
Property:	3 Gee Street, South Launceston
Zoning:	General Residential
Receipt Date:	14/09/2015
Validity Date:	15/10/2015
Further Information Request:	21/10/2015
Further Information Received:	15/07/2016
Deemed Approval (extension of time granted):	22/08/2016
Representations:	3

PREVIOUS COUNCIL CONSIDERATION:

Council - 28 May 2012 - Agenda Item 17.1 - 3 Gee Street - Transfer of Roadway 3.05m wide

RECOMMENDATION:

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 pursuant for DA0455/2015 Subdivision - subdivide land into two lots and consolidate roadway into proposed lot 2 at 3 Gee Street, South Launceston and the adjoining section of roadway subject to the following conditions:

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

1. ENDORSED PLANS & DOCUMENTS

The 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. Subdivision Plan, Prepared by A.J Phillips Surveying, Dated 28/01/2016.
- b. Environmental Site Assessment, Prepared by Tasman Geotechnics, Document Reference TG16024/1, Dated 23 May 2016.

2. 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.

3. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2015/01649-LCC) (attached).

4. HOURS OF CONSTRUCTION

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

Monday to Friday - 7.00am and 6.00pm

Saturday - 9.00am to 6.00pm

Sundays and Public Holidays - 10.00am to 6.00pm

5. PAYMENT IN LIEU OF PUBLIC OPEN SPACE

Prior to the sealing of the Final Plan, the developer must pay to the Council a sum equivalent to 5% of the unimproved value of proposed Lot 2 as determined by a registered land valuer (at the time of sealing the Final Plan) procured at the subdivider's expense.

6. RIGHTS OF WAY

All existing rights of way benefiting the adjacent properties are to be brought forward.

An additional right of way over the area marked ABCD on the plan is to be created in favour of 35 Mulgrave Street, 37 Mulgrave Street and 1 Gee Street.

7. 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.

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

8. 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. A copy of such plan is to be maintained on site and available for inspection upon request by an Authorised Officer.

The explicit permission of the Director Infrastructure Services is required prior to undertaking works where the works:

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

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.

9. CONSTRUCTION OF WORKS FOR ROADWAY AND RIGHT OF WAY

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

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

- a. Driveway within Roadway and Right Of Way
 - i. All necessary works, including excavation, filling and the construction of any required retaining structures to maintain practical access to those properties having rights over the land notated as Roadway and Right of Way.
 - ii. All areas to be used by vehicles shall have an impervious surface (asphalt, bituminous seal, concrete or square edged pavers) constructed on a base as recommended by the manufacturers of the impervious surface
 - iii. Provision of a suitable edge restrain for the base and impervious surface.
 - iv. Provision of all necessary kerbs, channels, pits and the like to collect and divert overland flows into the stormwater drainage system.

All construction works must be undertaken in accordance with the Tasmanian Subdivision Guidelines and LGAT-IPWEA Standard Drawings. These documents specify:

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

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

10. CONSTRUCTION DOCUMENTATION

At the time of practical completion for the public works, the developer must provide Council with construction documentation sufficient to show that the works are completed in accordance with Council standards and are locatable for maintenance or connection purposes. The construction documentation is to consist of:

- a. An "as constructed" plan in accordance with Council's standard requirements for as constructed drawings. A separate copy of the requirements is available from Infrastructure Services Directorate.
- b. A Closed Circuit Television inspection report for all sewers or drains constructed or incorporated in the works.
- c. Compaction and soil test results for all earthworks or pavement works.
- d. An engineer's certificate that each component of the works comply with the approved engineering plans and Council standards.

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

12. SEPARATION OF SERVICE CONNECTIONS

The applicant must locate and identify the existing service connections (water supply, sewer and stormwater) for the existing development of the land and complete the following work:

- a. Ensure that each new title has a single connection to a public stormwater main or kerb adaptor with all other connections being capped.
 - b. Where required, reroute internal stormwater or sewer pipes within each lot so as to provide an independent system for each lot.
 - c. Stormwater drains that do cross the new title boundary between lots must be upgraded to a public drain standard or where permitted must be subject to private easement.
 - d. Ensure each lot has a water connection and meter in accordance with the requirements of TasWater.
-

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

The applicant must provide detailed construction plans of all proposed public works prepared by suitably qualified persons and complying with current Council standards and approved by Council's Director Infrastructure Services prior to any works commencing. A fee of 1.5% of the public works estimate (or a minimum of \$250) is payable for any public works. Such fee covers assessment of the plans and specifications, audit inspections and Practical Completion & Final inspections.

13. 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.

14. DEMOLITION

The Developer must:

- a) protect property and services which are to either remain on or adjacent to the site from interference or damage and erect dust screens as necessary;
- b) not undertake any burning of waste materials on site;
- c) remove all rubbish from the site for disposal at a licensed refuse disposal site;
- d) dispose of any asbestos found during demolition in accordance with the Worksafe Tasmania 'How to Safely Remove Asbestos' Code of Practice 2012 or any subsequent versions of the document.

15. CONTAMINATED LAND

The applicant must comply with the Environmental Site Assessment Report prepared by Tasman Geotechnics Pty Ltd dated 23/05/2016, Document Reference: TG16024/1 - 02 report and complete all Works required in the recommendations. The use and development approved must be undertaken so as to comply with all the recommendations and requirements of the Environmental Site Assessment these being:

Implement a Management Plan in the post demolition stage of the development which should include the following:

- i) Inspection of areas under the timber floors of the workshop, to confirm no visual impacts of hydrocarbon contamination (oil stains etc.) in the foot print of the workshop;
 - ii) Take soil validation samples at the actual pit location, and analyse for hydrocarbons to confirm no contamination; and
 - iii) Excavate a trench (to about 0.4m depth) outside the building footprint to check for uncontrolled disposal of waste (eg. engine parts, oil filters).
-

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

Any new information which comes to light during remediation, demolition or construction works which has the potential to alter previous conclusions about site contamination and remediation must be notified to Council and (Environmental Protection Authority if relevant) immediately upon discovery.

*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. General

This permit was issued based on the proposal documents submitted for DA0455/2015. 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 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.

C. Restrictive Covenants

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

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

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

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.

REPORT:**1. THE PROPOSAL**

The applicant is seeking planning approval for a two lot subdivision and the consolidation of a strip of land annotate on the title as 'roadway' into proposed Lot 2 on land located at 3 Gee Street, South Launceston.

The area of land at 3 Gee Street is 1187m² and consists of an existing two bedroom dwelling at the front of the site and a large shed at the rear of the dwelling. Further to the north (at the rear of the site) are dilapidated outbuildings including one that was constructed over the 'roadway'.

The 225m² portion of road (currently described as Volume 121007 Folio 1) is currently owned by Council and is part of a larger lot that incorporates Gee, Tyson and Leonard Streets.

The following lots are proposed:

- Lot 1 - 641m² in area comprising of the single dwelling and the workshop; and
 - Lot 2 - 772m² in area, a vacant internal lot with the 3.6m wide driveway which will incorporate the roadway.
-

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

The portion of road proposed for consolidation is not maintained by Council and is not likely to be in the future. There are existing rights of way over this section of roadway for the subject site, 1 Gee Street and 35 and 37 Mulgrave Street. The applicant has proposed to widen a portion of the existing right of way to cover the entire driveway access of Lot 2.

At a Meeting on 28 May 2012 - Agenda Item 17.1 - Council passed the following resolution:

"That subject to the successful passage of Development Application 0129/2012, Council in accordance with S177 Local Government Act 1993 resolves to transfer the roadway 3.05m wide shown on Attachment 1 to the owner of 3 Gee Street for nil consideration subject to the following:

- (i) the roadway 3.05m wide must be consolidated with the title to 3 Gee Street,*
- (ii) all existing rights of way benefiting the adjacent properties are to be carried forward,*
- (iii) the owner of 3 Gee Street is to provide an additional right of way over the area marked A B C D E F on the attached plan in favour of 35 Mulgrave Street, 37 Mulgrave Street and 1 Gee Street,*
- (iv) the surface of roadway must be constructed as generally outlined in the permit conditions contained in DA0129/2012 and*
- (v) the applicant shall be responsible for all out of pocket costs.*

Council subsequently returned to item 12.1 dealing with *Development Application 0129/2012* and passed a resolution to approve the issue of a development permit. At present while the owners of 3 Gee Street are a different party to the original applicant, they have expressed interest in pursuing purchase under the same conditions previously determined by Council. On the basis that Council made a decision to sell the roadway to "the owners of 3 Gee Street" the transfer to the current owners appears to be capable of completion.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located on the northern side of Gee Street between Leonard and Mulgrave streets. The neighbouring properties are primarily used for residential purposes consisting of single dwellings in the form of weatherboard buildings with a colorbond roof.

The site at 3 Gee Street is a rectangular shaped lot with an area of 1187m². The portion of Council roadway is 225m².

Access to the site is directly off the Gee Street over a 6.5m wide concrete crossover.

The site consists of a gentle uphill slope from the front boundary at Gee Street to the existing workshop where the site then rises to the north with an approximate slope of 20%. The site is not mapped as being within a landslip area.

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

There is an existing two bedroom dwelling at the front of the site and a large shed at the rear of the dwelling. Towards the rear of the site are dilapidated outbuildings.

The lots are able to be connected to reticulated services.

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 proposed two lot subdivision will facilitate a future residential dwelling which has access to full infrastructure services. The site is located within walking distance to the Launceston General Hospital, the CBD and public transport and therefore the increase in density within this locality is considered to be consistent with the zone purpose.

10.4 Development Standards

10.4.15 Lot size and dimensions

Objective:

To ensure the area and dimensions of lots are appropriate for the intended use of the lots.

Consistent

The acceptable solution is met.

A1.1 Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have a minimum area of no less than 500m²; and
- (b) be able to contain a rectangle measuring 10m by 15m; or

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

<p>A1.2 Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be required for public use by the Crown, an agency, or a corporation all the shares of which are held by Councils or a municipality; or (b) be required for the provision of public utilities; or (c) be for the consolidation of a lot with another lot, provided each lot is within the same zone; and <p>A1.3 Each lot, or a lot proposed in a plan of subdivision, must have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks.</p>
<p>Complies The subdivision of 3 Gee Street and the roadway will result in proposed Lot 1 having an area of 641m² and Lot 2 consists the battleaxe block having a site area of 772m². Each proposed lot is able to contain a rectangle measuring 10m by 15m.</p>

10.4.16 Frontage and access

<p>Objective: To ensure that lots provide:</p> <ul style="list-style-type: none"> (a) appropriate frontage to a road; and (b) safe and appropriate access suitable for the intended use.
<p>Consistent The acceptable solution and performance criteria are met.</p>
<p>A1 Each lot, or a lot proposed in a plan of subdivision, must have a frontage to a road maintained by a road authority of no less than 3.6m.</p>
<p>Complies Lot 1 will have a 14.68m frontage to Gee Street and Lot 2 will have a 3.6m wide and 43m long internal driveway.</p>
<p>A2 No acceptable solution.</p>
<p>Relies on Performance Criteria As there is no acceptable solution assessment against the corresponding performance criteria is required.</p>
<p>P2 Each lot, or a lot proposed in a plan of subdivision, is capable of being provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the distance between the lot or building area and the carriageway; (c) the nature of the road and the traffic; (d) the character of the area; and (e) the advice of the road authority.
<p>Complies Each lot will be accessed from the existing crossover from Gee Street which has a width of 6.5m. Lot 1 has an existing driveway along the proposed south western side boundary and Lot 2 will have an access along the existing roadway which will be consolidated into Lot 2. Lot 2 will be accessed by an internal driveway along the south western side boundary of the site which is considered adequate for any future development of the lot, particularly where no more than five car spaces are required.</p>

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

10.4.17 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
Consistent The acceptable solution is met.
A1 Each lot, or a lot proposed in a plan of subdivision, including roads, must be capable of connecting to a public stormwater system.
Complies The subject site is located within an area that has a combined drainage system with both stormwater and sewer which is owned and managed by TasWater. Each lot within the subdivision proposes to connect to this infrastructure and the application was referred to TasWater who issued a SPAN. This indicates that TasWater are satisfied that each lot is capable of connecting to the combined drainage system.

10.4.18 Water and sewerage services

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
Consistent The acceptable solutions are met.
A1 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated water supply.
Complies Each lot within the subdivision proposes to connect to the reticulated water supply. The application was referred to TasWater who issued a SPAN. This indicates that TasWater are satisfied that each lot is capable of connecting to the reticulated water supply.
A2 Each lot, or a lot proposed in a plan of subdivision, must be connected to a reticulated sewerage system.
Complies The subject site is located within an area that has a combined drainage system with both stormwater and sewer which is owned and managed by TasWater. Each lot within the subdivision proposes to connect to this infrastructure and the application was referred to TasWater who issued a SPAN. This indicates that TasWater are satisfied that each lot is capable of connecting to the combined drainage system.

10.4.19 Integrated urban landscape

Objective: To provide landscaping of lots, roads and public open spaces that contributes to the character and identity of urban places and the character of the surrounding area.
Consistent The acceptable solution is met.
A1 Subdivision does not create any new road, public open space or other reserves.

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

<p>Complies The proposed subdivision will not create any new road, public open space or other reserves.</p>
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10.4.20 Walking and cycling network

<p>Objective: To:</p>
<p>(a) provide safe and convenient movement through and between neighbourhoods by pedestrians and cyclists;</p>
<p>(b) design footpaths, shared path and cycle path networks that are safe and accessible; and</p>
<p>(c) accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>
<p>Consistent The acceptable solution is met.</p>
<p>A1 Subdivision does not create any new road, footpath or public open space.</p>
<p>Complies The proposed subdivision will not create any new road, footpath or public open space.</p>

10.4.21 Lot diversity

<p>Objective: To provide a range and mix of lot sizes to suit a variety of dwelling and household types.</p>
<p>Consistent The acceptable solution is met.</p>
<p>A1 Subdivision is for 10 lots or less.</p>
<p>Complies The proposed subdivision will be for two lots.</p>

10.4.23 Neighbourhood road network

<p>Objective: To provide for convenient and safe movement, through and between neighbourhoods, for motor vehicles, pedestrians, cyclists and public transport using the road network.</p>
<p>Consistent The acceptable solution is met.</p>
<p>A1 Subdivision does not create any new road.</p>
<p>Complies The proposed subdivision will not create any new roads.</p>

10.4.24 Public transport network

<p>Objective: To provide for access to public transport.</p>
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8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

<p>Consistent The acceptable solution is met.</p>
<p>A1 Subdivision does not create any new road.</p>
<p>Complies The proposed subdivision will not crease any new road.</p>

E2.0 Potentially Contaminated Land Code

<p>E2.1 The purpose of this provision is to: (a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.</p>
<p>Consistent An Environmental Site Assessment prepared by Tasman Geotechnics demonstrates compliance with the code subject to a management plan being implemented.</p>

E2.5 Use Standards

<p>Objective: To ensure that potentially contaminated land is suitable for the intended use.</p>
<p>Consistent The performance criteria is met.</p>
<p>A1 The Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.</p>
<p>Relies on Performance Criteria Assessment against the performance criteria is required.</p>
<p>P1 Land is suitable for the intended use, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health or the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before any use commences; and (iii) a statement that the land is suitable for the intended use.</p>
<p>Complies The subject site was previously used for mechanical repairs which could have resulted in contamination from fuel, oil pills and oil leaks. An Environmental Site Assessment prepared by Tasman Geotechnics has been provided which states no hydrocarbons were detected within the soil samples and that the site is suitable for residential use provided a Management Plan is implemented which requires inspection of areas around the existing workshop during demolition. The performance criteria is therefore met.</p>

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

E2.6 Development Standards

E2.6.1 Subdivision

Objective: To ensure that subdivision of potentially contaminated land does not adversely impact on human health or the environment and is suitable for its intended use.
Consistent The performance criteria is met.
A1 For subdivision of land, the Director, or a person approved by the Director for the purpose of this Code: (a) certifies that the land is suitable for the intended use; or (b) approves a plan to manage contamination and associated risk to human health or the environment, that will ensure the subdivision does not adversely impact on health or the environment and is suitable for its intended use.
Relies on Performance Criteria Assessment against the performance criteria is required.
P1 Subdivision does not adversely impact on health and the environment and is suitable for its intended use, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health and the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before any use or development commences; and (iii) a statement that the land is suitable for the intended use or development.
Complies The subject site was previously used for mechanical repairs which could have resulted in contamination from fuel, oil spills and oil leaks. An Environmental Site Assessment prepared by Tasman Geotechnics has been provided which states no hydrocarbons were detected within the soil samples and that the site is suitable for residential use provided a Management Plan is implemented which requires inspection of areas around the existing workshop during demolition. The performance criteria is therefore met.

E2.6.2 Excavation

Objective: To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.
Consistent The performance criteria is met.
A1 No acceptable solution.

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

<p>Relies on Performance Criteria Assessment against the performance criteria is required.</p>
<p>P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none"> (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or (c) a plan to manage contamination and associated risk to human health and the environment that includes: <ul style="list-style-type: none"> (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before excavation commences; and (iii) a statement that the excavation does not adversely impact on human health or the environment.
<p>Complies The subject site was previously used for mechanical repairs which could have resulted in contamination from fuel, oil spills and oil leaks. An Environmental Site Assessment prepared by Tasman Geotechnics has been provided which states no hydrocarbons were detected within the soil samples and that the site is suitable for residential use provided a Management Plan is implemented which requires inspection of areas around the existing workshop during demolition. The performance criteria is therefore met.</p>

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Roads and Hydraulics	Conditional consent provided. Conditions recommended.
Environmental Health	Conditional consent provided. Conditions recommended.
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 TWDA2015/01649-LCC.
State Growth	N/A
TasFire	N/A
Tas Heritage Council	N/A

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

REFERRAL	COMMENTS
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

5. REPRESENTATIONS

Pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*, the application was advertised for a 14 day period from 20 July 2016 to 2 August 2016. Three 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
Two of the representations were seeking assurance that the existing right of way will be protected for their future use.	The existing right of way benefiting the adjacent properties will be carried forward with the proposed subdivision and will be widened to 3.6m to ensure that the driveway to Lot 2 will be entirely within the right of way.
The representor was concerned that existing flooding problems caused by overland stormwater flows will be intensified as a result of the development of Lot 2.	It is considered that existing overland stormwater flows should be reduced as a result of any development on the site as a building is required to collect and discharge stormwater into the reticulated drainage system. This is considered to reduce the amount of water that will end up on the adjoining property.
The representor is concerned of the existing and future asbestos contamination which is within the existing outbuildings. It was suggested that a condition be included on the permit requiring the asbestos be removed from the site.	Asbestos removal is regulated through Work Safe under the Work Health and Safety Act 2012. We have no ability to include any conditions on a planning permit under this legislation.
Concerns were raised that the proposed subdivision will increase demands on the existing services that are already under pressure which includes the blocked reticulated drainage system along Mulgrave Street during recent periods of flooding.	TasWater have issued a SPAN which consents to the proposed subdivision. Advice was provided that the proposal will cause very little additional loading and therefore will not cause any capacity issues.

8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(Cont'd)

ISSUE	COMMENTS
The representor raised concerns about the increase in traffic within the area and that the proposed development will continue to increase the traffic movements within the area.	The referral to the City of Launceston's Roads and Hydraulics did not raise any concerns with increased traffic movements as a result of the proposed subdivision. It is considered that the two lot subdivision will not substantially increase traffic within the area.

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:

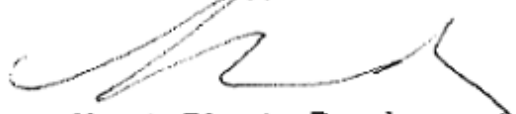
Not relevant to this report.

- 8.1 3 Gee Street, South Launceston - Subdivision - Subdivide Land into Two Lots and Consolidate Roadway into Proposed Lot 2...(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 Map (distributed electronically)
 2. Plans and documents (distributed electronically)
 3. Representations (distributed electronically)
-

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - single dwelling and visitor accommodation unit - demolish existing dwelling; construction and use of a co-joined building for use as a single dwelling and visitor accommodation

FILE NO: DA0206/2016

AUTHOR: George Walker (Development 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:	Planning Development Services
Property:	12 Thomas Street, Launceston
Zoning:	Inner Residential
Receipt Date:	16/05/2016
Validity Date:	19/05/2016
Further Information Request:	01/06/2016
Further Information Received:	12/07/2016
Deemed Approval (extension of time granted)	22/08/2016
Representations:	4

RECOMMENDATION:

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 DA0206/2016 Residential and Visitor Accommodation - single dwelling and visitor accommodation unit; demolish existing dwelling; construction and use of a co-joined building for use as a single dwelling and visitor accommodation at 12 Thomas Street, Launceston 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. Planning Submission, Prepared by Planning Development Services, 12 Thomas Street, Launceston, Version 2, Dated 15/07/2016.
 - b. Site Demolition Plan, Prepared by Artas Architects, Job Number 151130, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA02, Date 27/06/2016.
 - c. Ground Floor Plan, Prepared by Artas Architects, Job Number 151130, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA03, Date 5/07/2016.
-

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

- d. First Floor Plan, Prepared by Artas Architects, Job Number 151130, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA03, Date 5/07/2016.
- e. Roof Plan, Prepared by Artas Architects, Job Number 151130,, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA03, Date 5/07/2016.
- f. North and East Elevation, Prepared by Artas Architects, Job Number 151130, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA04, Date 8/07/2016.
- g. South and West Elevation, Prepared by Artas Architects, Job Number 151130, 12 Thomas Street - 2x2 Bed Unit Development, Revision DA04, Date 8/07/2016.

2. LIMITATION OF USE

Unit 1 is limited to use for visitor accommodation purposes and Unit 2 is limited to use for single dwelling purposes only as defined under the Launceston Interim Planning Scheme 2015. Any changes to the approved uses will be subject to the provisions of the planning scheme in operation at such time.

3. 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.

4. 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.

5. 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.

6. TASWATER

The development must be in accordance with the Submission to Planning Authority Notice issued by TasWater (TWDA No. 2016/00670-LCC) (attached).

7. HOURS OF CONSTRUCTION

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

Monday to Friday - 7.00am and 6.00pm

Saturday - 9.00am to 6.00pm

Sundays and Public Holidays - 10.00am to 6.00pm

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

8. DRIVEWAY CONSTRUCTION

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

- a) Be properly constructed to such levels that they can be used in accordance with the plans,
- b) Be surfaced with an impervious all weather seal,
- c) Be adequately drained to prevent stormwater being discharged to neighbouring property,
- d) Be line-marked or otherwise delineated to indicate each car space and access lanes.

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

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. A copy of such plan is to be maintained on site and available for inspection upon request by an Authorised Officer.

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

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

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.

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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 DA0206/2016. 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 withdrawn or determined; or.*

This permit is valid for two 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.

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.

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

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

F. Signage

Separate approval may be required for any signage proposed on the site.

G. Demolition

Planning approval is granted for demolition of the existing building/s so indicated on the endorsed plan. However, Building Approval for the demolition is required before demolition can proceed.

REPORT:

1. THE PROPOSAL

The applicant has sought approval for the demolition of an existing single storey weatherboard dwelling and associated outbuilding in addition to the removal of vegetation to enable the development of a double storey, single dwelling and a conjoined visitor accommodation unit.

The proposed building comprises the following features:

- Unit 1 (visitor accommodation - adjacent to the street frontage) being a two storey building with a total floor area of 90.67m². The ground floor will comprise open plan living/kitchen/dining and a powder room with the upper floor comprising two bedrooms and a bathroom.
- Unit 2 (single dwelling - located to the rear of the property) being a two storey building with a total floor area of 95.51m² with the ground floor comprising two bedrooms and a bathroom and the upper floor comprising and open plan living/kitchen/dining area and a powder room.

Access to Unit 1 will be via a new crossover from Thomas Street adjacent to the northern boundary with a driveway and parking space provided to the north of the building. Access to Unit 2 will be via a new crossover from Thomas Street adjacent to the southern title boundary with a driveway and parking space provided to the south of the building.

Unit 1 will be provided with a 13.39m² area of private open space directly accessible from the living area and including a clothesline. Private open space is provided to the north of Unit 2 and the entire rear yard is to be associated with Unit 2.

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The building will be constructed in a variety of materials including vertical slatted timber cladding, blockwork wall with a rendered finish and colorbond roofing.

The building will be built to the Thomas Street boundary and setback 3.3m to the southern boundary, 1.7m to the rear boundary and 3.3m to the northern boundary.

Background

The original plans submitted by the applicant had the setback to Unit 2 at approximately 1.5m from the southern boundary which would have resulted in significant overshadowing of the adjoining property to the south, 225 St John Street. Whilst this property is currently used as a Church, its zoning as Inner Residential means that there is the potential for it to one day be utilised for residential purposes and Council has a duty of care to ensure amenity is protected and indeed the Planning Scheme requires the degree of overshadowing and visual impact to be considered. Consequently, a further information request was sent to the applicant (2.6.2016) requesting that the applicant either provide justification for the design against relevant Performance Criteria (11.4.2, P2) and 11.4.3, P1) or consider amending the design.

The applicant responded to the request by amending the plans and increasing the setback to the southern title boundary. The applicant has demonstrated via shadow diagrams how the degree of overshadowing impact is lessened as a result of the amended plans.

2. LOCATION AND NEIGHBOURHOOD CHARACTER

The site is located on the western and lower side of Thomas Street between Franklin and Balfour Streets. The property is adjoined to the north and west by a large single dwelling that has dual frontage to both Thomas and St John Streets. The land to the south contains the Lutheran Church and associated amenities building which is built to the boundary with the subject site. Thomas Street is a small side street with a mix of single and multiple dwellings and in many instances provides rear access to dwellings fronting alternate streets.

Site Description

The site is rectangular in shape with an area of 243m². There are not any uses in the area that may cause environmental harm. The site does not currently have an existing vehicular access point and no off-road car parking is currently available.

The site falls to the west with an approximate slope of 14% and has not been identified within a landslip area. The site contains some garden vegetation which will be cleared to enable the development. Thomas Street is currently sealed however it does not contain a

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

kerb. The existing property has the ability to connect into full reticulated services including stormwater, water and sewerage. The proposed building footprint is 95.18m² and given the site area of 243m², the site coverage has been calculated to be approximately 39%.

Whilst the development will cause some overshadowing of the property to the south, the fact the building is within the building envelope combined with the fact that any future development on the adjacent land will receive morning sunlight and any upper storey would not be overshadowed to any significant extent, the proposed setback and building height is considered to be compatible with the prevailing character and built form of the area.

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

11.0 Inner Residential Zone

11.1.1 Zone Purpose Statements

11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.

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

11.1.1.3 To allow increased residential densities where it does not significantly affect the existing residential amenity, ensure appropriate location of parking, and maintain vehicle and pedestrian traffic safety.

11.1.1.4 To maintain and develop residential uses and ensure that non-residential uses do not displace or dominate residential uses.

11.1.1.5 To provide for development that provides a high standard of amenity and contributes to the streetscape.

Consistent

The proposed use and development is consistent with the purpose of the zone in that it:

- Adds diversity to dwelling types within an inner urban area and provides for visitor accommodation within relatively close proximity to the CBD.
- The visitor accommodation will not displace or dominate residential use and is considered a complementary use to the single dwelling on the site.
- Whilst the density of development is relatively high, it has been designed to respect the amenity of neighbouring properties. In terms of traffic and pedestrian safety, Thomas Street is a very quiet street and given the large number of garages directly fronting onto it, the reversal of cars on the street is not uncommon.

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

11.3 Use Standards

11.3.1 Hours of operation

Objective: To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses.
Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.
A1 Commercial vehicles must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.
Complies The applicant has indicated that there will be no commercial vehicles utilised in relation to Unit 1 functioning as visitor accommodation.

11.3.2 Mechanical plant and equipment

Objective: To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.
Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.
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.
Complies All plant installed for Unit 1 (Visitor Accommodation) will adopt residential standards for emissions and is therefore considered to be acceptable for a residential area.

11.3.3 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 proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.

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11.3.4 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 proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.
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.
Complies Not applicable - no external storage of goods is proposed in relation to the visitor accommodation unit.

11.4 Development Standards

11.4.1 Setback from a frontage for single dwellings

Objective: To ensure that the setback from frontages: (a) assist in the establishment of the streetscape character; (b) enhance residential amenity; (c) provide a transition space between the road and private dwelling allowing mutual passive surveillance for community safety; and (d) respond to slope and other physical characteristics of a lot and assist in attenuation of traffic noise.
Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.
A1 Unless within a building area shown on a plan of subdivision, the wall of a single dwelling (excluding minor protrusions) must have a setback from a frontage that is: (a) no less than 4.5m from a primary frontage; and (b) no less than 3m to a frontage other than a primary frontage; or (c) a distance which is no more or less than the maximum and minimum setbacks of the dwellings on immediately adjoining lots; or (d) no less than the existing dwelling setback if less than 4.5m.
Complies This provision only applies to Unit 2, being the single dwelling. It is proposed to be setback behind the visitor accommodation unit and in excess of the 4.5m required.

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11.4.2 Site coverage and rear setback for single dwellings

<p>Objective: To ensure that the location and extent of building site coverage:</p> <ul style="list-style-type: none"> (a) facilitates the provision of open space, gardens and other outside areas on the site that contribute to residential amenity; (b) assists with the management of stormwater; (c) provides for setback from the rear boundary; and (d) has regard to streetscape qualities.
<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.</p>
<p>A1 A site coverage of no more than 50% excluding building eaves and access strips where less than 7.5m wide.</p>
<p>Complies The site coverage of Unit 2 is 47.7m² or 19.6% and therefore complies. Whilst the site coverage of Unit 1 is not required to be considered under this clause it is noted that the combined site coverage of Unit 1 and Unit 2 is 39%.</p>
<p>A2 A rear setback of no less than 4m, unless the lot is an internal lot.</p>
<p>Relies on Performance Criteria The proposed rear setback is 1.7m.</p>
<p>P2 The location of buildings in relation to the rear boundary must:</p> <ul style="list-style-type: none"> (a) allow for adequate visual separation between neighbouring dwellings; (b) maximise solar access to habitable rooms; and (c) facilitate provision of private open space.
<p>Complies The proposed reduced rear setback is considered acceptable taking account of the matters to be considered under the performance criteria as follows:</p> <ul style="list-style-type: none"> a) The dwelling on the adjoining property to the rear (223 St John Street) is built to the rear boundary. Whilst the separation between it and the rear of the single dwelling will be minimal, it is considered that given the small size and configuration of the subject site, that a relaxation on the 4m standard is warranted and it is considered that visual separation is still achieved. b) The reduced setback will not limit solar access to rooms in 223 St John Street as there are no windows within its rear façade and adequate solar access can still be achieved from the north. There are no windows in the western façade of Unit 2 and adequate solar access to the private open space to the north of this unit can be achieved. c) Private Open Space is provided to the north of Unit 2.

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11.4.3 Building envelope for single dwellings

Objective:

To ensure that the siting and scale of single dwellings:

- (a) allows for flexibility in design to meet contemporary dwelling requirements;
- (b) protects the residential amenity of neighbours through minimising visual bulk and overshadowing; and
- (c) has regard to streetscape qualities.

Consistent

The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.

A1 All single dwellings (excluding minor protrusions extending less than 1.5m) must be contained within either of the following building envelopes:

- (a) determined by a setback of no less than 3m from side boundaries and no less than 4m from the rear boundary and a building height of no more than 5.5m; or
- (b) determined by projecting at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and at a distance of 4m from the rear boundary to a building height of no more than 8.5m above natural ground level (see Figures 11.4.3 A and 11.4.3 B); and walls are setback:
 - (i) no less than 1.5m from a side boundary; or
 - (ii) less than 1.5m, provided the wall is built against an existing boundary wall or the wall or walls have a total length of no greater than 9m or one third of the boundary with the adjacent property, whichever is the lesser.

Relies on Performance Criteria

Unit 2 (single dwelling) meets the requirements of (a) with respect to side boundary setback (3.3m proposed) but not with respect to rear boundary setback (1.7m proposed).

Unit 2 does not comply with (b) as the rear boundary setback does not meet the 4m requirement. With respect to the side and front boundaries, it falls within the prescribed building envelope. The result is that approximately one third of the rear of the dwelling falls outside the prescribed building envelope.

It is noted that the single dwelling has a maximum height of 7m.

P1 The siting and scale of single dwellings must be designed to:

- (a) ensure there is no unreasonable loss of amenity on adjoining lots by:
 - (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than three hours between 9.00am and 5.00pm on June 21 or by increasing existing overshadowing where greater than above;
 - (ii) overlooking and loss of privacy; and
 - (iii) visual impacts when viewed from adjoining lots: and
- (b) take into account steep slopes and other topographical constraints; and
- (c) have regard to streetscape qualities.

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Complies

The siting and scale of the single dwelling meets the matters to be considered under the performance criteria as follows:

- (a) (i) It is considered that the greatest impact in terms of overshadowing is to the property to the south which contains the Lutheran Church. The degree of overshadowing to that property is considered acceptable and in any case, is not impacted significantly by the degree of encroachment into the rear setback. The reduced rear boundary setback will result in overshadowing of the dwelling to the rear but not for less than three hours (it will receive afternoon sunlight) on the 21 June and there are no windows to the rear façade of the adjacent dwelling. The proposed reduced rear boundary setback is therefore considered acceptable in terms of its overshadowing impacts.
- (ii) It is not considered that the reduced rear boundary setback and encroachment outside of the permitted building envelope will result in any overlooking or privacy impacts. There are no windows in either the western (rear) façade of the proposed dwelling or that on the eastern façade of the dwelling built to the common rear boundary.
- (iii) It is not considered that the encroachment of the dwelling into the rear setback will create significant visual impacts when viewed from surrounding lots. The bulk of the building would still be highly visible from the adjacent lot to the south even if it did comply with the acceptable solution. The degree of visual impact will be greatest from the adjoining property to the south which is the location of the Lutheran Church. However, it is observed that this elevation complies with the building height and setback requirements as prescribed by the building envelope (with the exception of the rear setback). So although the proposed development will be highly visible from the adjoining property to the south and from Frankland Street, the building will largely comply with the acceptable solution where the impacts are considered to be at their greatest.
- (b) The topography of the site is not a factor in the encroachment into the building envelope. Notwithstanding, Unit 2 will have a lower roof line than Unit 2 (by approximately 1m) which is primarily due to the change in topography.
- (c) The single dwelling will not be visible from the streetscape as it will be screened by the visitor accommodation unit.

11.4.5 Privacy for single dwellings

Objective:

To ensure that the location and design of windows of habitable rooms, balconies, decks, roof gardens, parking spaces and carports maintain residential amenity by minimising the potential for overlooking between neighbours.

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<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.</p>
<p>A2 Windows of habitable rooms which have a floor level greater than 1m above natural ground level must:</p> <ul style="list-style-type: none"> (a) have a side setback of no less than 3m; or (b) be offset no less than 1.5m from the windows of habitable rooms on adjacent lots where on the same horizontal plane; or (c) have a window sill height of no less than 1.7m.
<p>Complies The proposed single dwelling is setback 3.3m from each of the side boundaries, therefore compliance with respect to A2(a) is achieved.</p>

11.4.21 Outbuildings and swimming pools

<p>Objective: To ensure that outbuildings and swimming pools:</p> <ul style="list-style-type: none"> (a) do not detract from the character of the surrounding area; (b) are appropriate to the site and respect the amenity of neighbouring lots; and (c) dwellings remain the dominant built form.
<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.</p>

11.4.22 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>
<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.</p>
<p>A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:</p> <ul style="list-style-type: none"> (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.

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<p>Relies on Performance Criteria</p> <p>Retaining walls are proposed along the eastern side of both the northern and southern boundaries in order to create the driveway and parking areas. The retaining wall along the southern boundary has a maximum height of 0.85m and the wall along the northern boundary has a maximum height of 1.15m.</p>
<p>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:</p> <ul style="list-style-type: none"> (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.
<p>Complies</p> <p>The proposed retaining walls are considered to meet the requirements of the performance criteria as follows:</p> <ul style="list-style-type: none"> • The retaining wall is necessary given the site falls from Thomas Street in a northwest direction. The retaining wall is required to create a level driveway and parking area. • The retaining wall will not dominate the Thomas Street frontage and is consistent with other walls created along the streetscape to create level parking and garage areas including to the adjacent property to the north. • The retaining wall will not result in overshadowing of adjacent properties. A building associated with the Bethlehem Lutheran Church is constructed to the southern boundary and the wall along the boundary does not contain any openings. • The proposed blockwork construction of the retaining wall is appropriate. • The works are required to create a level parking and access area. • A condition of permit will require appropriate design to manage stormwater and groundwater.

11.4.23 Development for discretionary uses

<p>Objective:</p> <p>To ensure that development for discretionary uses is sympathetic to the form and scale of residential development and does not adversely impact on the amenity of nearby sensitive uses.</p>
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<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to assessment against the specific provisions of the standard in the report below which demonstrates compliance.</p>
<p>A1 No acceptable solution.</p>
<p>Relies on Performance Criteria In this instance, there is no acceptable solution. Therefore assessment against the corresponding performance criteria is required.</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 building height, which must not be greater than 8.0m; (e) the bulk and form of the building; (f) the height, bulk and form of buildings on the site, adjoining lots and adjacent lots; (g) setbacks to side and rear boundaries; (h) solar access and privacy of habitable room windows and private open spaces of adjoining dwellings; (i) the degree of overshadowing and overlooking of adjoining lots; (j) mutual passive surveillance between the road and the building; (k) any existing and proposed landscaping; (l) the visual impact of the building when viewed from adjoining or immediately opposite lots; (m) the location and impacts of traffic circulation and parking; and (n) the character of the surrounding area.
<p>Complies The proposed visitor accommodation unit will have the appearance of a dwelling unit and is an appropriate use to be located within a residential area given its amenity impacts will be similar to that of a dwelling. The following assessment is made in relation to each of the matters to be considered under the performance criteria:</p> <ul style="list-style-type: none"> (a) The building is to be constructed to the Thomas Street frontage. This is consistent with the existing dwelling on the site (to be demolished) and with other buildings along the western side of Thomas Street (the majority of which are built to the street frontage). (b) Whilst the building will not have any openings on the street frontage, the use of differing materials along the street façade will break up the bulk and appearance of the building. Thomas Street, the western side in particular, is characterised by garages, outbuildings and fences along the street boundary and the Church hall to the south presents a blank brick wall to the streetscape. In this regard the proposed building built to the boundary with a façade without any openings is not considered to be out of character with the area when taking into account the existing elements

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within the broader streetscape.

- (c) The building has been designed to respond to the topographical constraints of the site.
 - (d) The maximum building height is 7.5m, within the 8m limit.
 - (e) and (f) The bulk and form of the building is considered an appropriate response to a small and constrained site. The building has been designed to minimise overshadowing and overlooking impacts to adjoining properties. The bulk and form of the building is consistent with other buildings along Thomas Street, many of which have a two storey height, built to or within close proximity to the street boundary.
 - (g) The visitor accommodation unit is setback 3.3m to each of the side boundaries and in fact complies with the side boundary setbacks for single dwellings.
 - (h) The visitor accommodation unit will not cause any overlooking or loss of privacy on adjoining lots. The property directly to the north contains a garage with no habitable rooms and whilst there will be some overlooking to private open space of the north-facing windows, the adjoining property to the north has the majority of its private open space further to the west and if the accommodation unit were assessed against the single dwelling provisions it would meet the requirements in terms of overlooking of private open space due to the 3.3m side setback. There will be no overlooking of the adjoining lot to the south due to the lack of windows in the southern façade and the fact that the lot to the south is developed with a Church.
 - (i) The visitor accommodation unit will result in some overshadowing of the adjoining lot to the south which contains a Church and Church Hall. The level of overshadowing is considered acceptable as the portion of the land to the south of the accommodation unit is developed with a Church Hall with a blank brick wall built to the boundary.
 - (j) No windows or doors are proposed along the Thomas Street façade, however, some passive surveillance will be afforded out of the northern facing windows, with viewing northward along Thomas Street in addition to the cleared space between the driveway and the frontage.
 - (k) No details of landscaping have been provided with the application. Given the building will be constructed to Thomas Street, there is no space along the streetscape for landscaping.
 - (l) The visitor accommodation unit will read as a dwelling unit when viewed from adjacent and opposite lots and is therefore considered an acceptable design response in the Inner Residential Zone.
 - (m) The visitor accommodation unit is provided with one off-street car park which is likely to accommodate any demand on car parking from the use and therefore minimise the requirement for on-street car-parking.
 - (n) The design of the visitor accommodation unit is consistent with the character of the surrounding area. Thomas Street is characterised by garages and outbuildings constructed to the street frontage so the replacement of one zero frontage building
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with another is considered acceptable and in keeping with the current streetscape.

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

The proposed development has been assessed as being consistent with the purpose of the Code. Refer to the assessment against the relevant standards and provisions which demonstrates compliance.

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 proposed development has been assessed as being consistent with the objective of the standard. Refer to the assessment against specific provisions of the standard below which demonstrates compliance.

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.

Relies on Performance Criteria

The development proposes two separate access driveways, both of which will provide ingress and egress.

P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

Complies

The development proposes a separate access each for the single dwelling and visitor accommodation unit. The two new access points will be located adjacent to the northern and southern boundaries on either side of the building. The single dwelling would be expected to generate approximately seven vehicle movements per day and the visitor accommodation unit traffic generation would be similar to the single dwelling, albeit that there will be periods when the unit is not occupied where there will be no movements.

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Thomas Street is a narrow side street with low traffic generation rates. There are no alternate accesses from the site to a road.

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

<p>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.</p>
<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to the assessment against specific provisions of the standard below which demonstrates compliance.</p>
<p>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.</p>
<p>Relies on Performance Criteria Table E4.6.4 requires a sight distance of 80m. This distance is not achieved for either of the access driveways due to the fact that buildings are constructed to the street.</p>
<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the frequency of use of the road or rail network; (c) any alternative access; (d) the need for the access, junction or level crossing; (e) any traffic impact assessment; (f) any measures to improve or maintain sight distance; and (g) any written advice received from the road or rail authority.</p>
<p>Complies The proposal will create two new access points which will result in either vehicles reversing from the property onto the street, or if exiting the site in a forward direction, requiring the driver to partly pull out onto the road to check for on-coming traffic. Thomas Street is a narrow side street that does not have high vehicle usage. The street contains a number of garages situated at the street frontage which require vehicles to reverse onto the street so the proposed addition of two more such driveways is not out of context. There is no pedestrian footpath along the street so it is unlikely to have a high pedestrian load. The low speed nature of the street coupled with low traffic volumes means the proposal is considered acceptable in this instance.</p>

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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.

Consistent

The proposed development has been assessed as being consistent with the purpose of the Code. Refer to the assessment against the relevant standards and provisions which demonstrates compliance.

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

The proposed development has been assessed as being consistent with the objective of the standard. Refer to the assessment against specific provisions of the standard below which demonstrates compliance.

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 two 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.

Relies on Performance Criteria

Table E6.1 requires one space per bedroom or two spaces per three bedrooms. The proposed single dwelling will have three bedrooms; therefore two car parking spaces are required to be provided. In this instance, only one space is proposed for the single dwelling therefore the application relies on the performance criteria.

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<p>Table E6.1 requires one space per self-contained accommodation unit. One space is proposed, therefore compliance is achieved.</p>
<p>P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the availability of off-road public car parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) an assessment of the actual car parking demand determined in light of the nature of the use and development; (g) the effect on streetscape; and (h) the recommendations of any traffic impact assessment prepared for the proposal; <p>or</p> <p>P1.2 The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the locality; or <p>P1.3 The number of car parking spaces complies with any relevant parking precinct plan.</p>
<p>Complies</p> <p>Discretion is sought in relation to one space for the single dwelling. Given the very small size of the dwelling at 95.51m², it is likely that it will only ever be occupied by one-two persons. Given the inner urban location and the fact the site is within walking distance of bus stops, the relaxation of one space is considered acceptable. The existing dwelling on the site is not provided with any off-street spaces so the proposed development will be an improvement on the existing situation.</p>

E6.6 Development Standards

E6.6.1 Construction of parking areas

<p>Objective: To ensure that parking areas are constructed to an appropriate standard.</p>
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<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to the assessment against the applicable provisions of the standard in the report below which demonstrates compliance</p>
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (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.
<p>Complies In this instance, the proposed driveways including all parking, access ways, manoeuvring and circulation spaces will:</p> <ul style="list-style-type: none"> • have a gradient of equal to or less than 10%; • be formed and paved with an impervious all weather seal; and • will be clearly delineated. <p>Therefore the acceptable solution has been met.</p>

E6.6.2 Design and layout of parking areas

<p>Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.</p>
<p>Consistent The proposed development has been assessed as being consistent with the objective of the standard. Refer to the assessment against the applicable provisions of the standard in the report below which demonstrates compliance</p>
<p>A1.1 Car parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four 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 three or more car parking spaces; and (e) have a vertical clearance of not less than 2.1m above the parking surface level. <p>A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.</p> <p>A1.3 Accessible spaces for people with disability must be designated and signed as</p>

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<p>accessible spaces where there are six 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.</p>
<p>Relies on Performance Criteria In this instance, only two car parking spaces are being provided for. Accordingly, forward vehicular entry and exit is not required to be provided. Furthermore, no accessible car parking spaces are required to be provided for the proposed use and development.</p> <p>The car parking areas will have the following dimensions: Unit 1:</p> <ul style="list-style-type: none"> • Internal access width: 3.4m which complies with Table E6.2; • Car park width 3.4m which complies with Table E6.3; • Car park length 5.2m which does not comply with Table E6.3. <p>Unit 2:</p> <ul style="list-style-type: none"> • Internal access width: 3.4m which complies with Table E6.2; • Car park width 3.4m which complies with Table E6.3; • Car park length >8m which complies with Table E6.3. <p>It is observed that the combined access and manoeuvring width which can include the width of the road where entry is from the road will be 6.4m which complies with Table E6.3.</p> <p>It is evident that assessment against the corresponding performance criteria is required on the basis that the length of the car parking space for Unit 1 does not comply with the acceptable solution</p>
<p>P1 Car parking, access ways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:</p> <ol style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) vehicle and pedestrian traffic safety; (d) the nature and use of the development; (e) the expected number and type of vehicles; (f) the nature of traffic in the surrounding area; and (g) the provisions of Australian Standards AS 2890.1 - Parking Facilities, Part 1: Off Road Car Parking and AS2890.2 Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

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Complies
<p>It is considered that the proposed car parking space complies with the corresponding performance criteria on the following basis:</p> <ul style="list-style-type: none"> • When viewed from Thomas Street, the proposed car parking area will not be visibly different from the car parking area for Unit 2 in terms of design and scale. The reduced length of the car parking space will not significantly undermine the functionality of the car parking space; • The proposed car parking area will be constructed so that it will be levelled and drained appropriately to Council's stormwater infrastructure. The proposed car parking area largely complies with the dimension and layout requirements of the planning scheme; • It is observed that Thomas Street is a low volume vehicle and pedestrian street with a primary function of servicing domestic residential traffic. The reduction in car parking length is not expected to have a negative impact on vehicle or pedestrian safety along Thomas Street; • The proposed car parking area will service the visitor accommodation use which is not expected to be occupied full time. As such, the car parking area is likely to be unoccupied for long durations. Notwithstanding, the car parking space will reduce the demand for on-road parking within the surrounding road network;

4. REFERRALS

REFERRAL	COMMENTS
INTERNAL	
Roads and Hydraulics	Conditional consent provided. Conditions recommended.
Environmental Health	Conditional consent provided. Conditions recommended.
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 TWDA2016/00670-LCC.
State Growth	N/A
TasFire	N/A

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REFERRAL	COMMENTS
Tas Heritage Council	N/A
Crown Land	N/A
TasRail	N/A
EPA	N/A
Aurora	N/A

5. REPRESENTATIONS

Pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*, the development application was advertised for a 14 day period from 16 July 2016 until 29 July 2016. A total of four representations were received during this period. The key issues raised within the representations are summarised within the table below. 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.

Two representors met onsite on Friday, 5 August 2016 at 1:00pm. Two representors met in the City of Launceston's Customer Service Centre on Monday, 8 August 2016 at 10:00am. The primary purpose of the meeting was to enable an open discussion of the issues and concerns raised by the representor and for Council's assessment process to be outlined. The representors were advised of the key sections of the planning scheme which applied to the proposed development and how the application had been assessed.

The key matter raised at the meeting related to the heritage aspects of the existing single dwelling and how the proposed development would integrate with the prevailing character of the area. The representors were advised that a recommendation would be prepared based on the assessment against the planning scheme and consideration of the matters raised within the representations. The representors were also advised of their capacity to attend the Council meeting and their ability to speak to the planning item for a period of two minutes. In addition the appeal rights preceding a decision were also outlined.

ISSUE	COMMENTS
The application fails to address the heritage values of the place.	Whilst it is acknowledged that the existing weatherboard cottage can be perceived as contributing to the heritage fabric of the area, the cottage is not listed on either the Tasmanian Heritage Council Register or locally within the Local Historic Heritage Code (the code) under the Launceston Interim Planning Scheme 2015 (the scheme). Accordingly, consideration of the proposed development against the code is not required. Furthermore, the code cannot be applied to proposed developments at the

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

ISSUE	COMMENTS
	discretion of Council where properties are not listed on any of the registers. The proposed development has demonstrated compliance with the applicable zone and code provisions of the Scheme, therefore it is recommended that the application be approved based on compliance with the scheme.
Launceston has lost too many of its early buildings. What has been proposed is inconsistent with the surrounding character of the area.	In addition to the response provided to the above concern, the proposed development has been assessed as being compatible with the character of the surrounding area insofar that the proposed building will be of a similar height and materiality of surrounding buildings which includes the Lutheran Church to the south and two storey buildings to the north. Furthermore, it is considered that the proposed building will be largely inevent within the landscape when viewed from the surrounding area.
The two storey design and the location of the building on the frontage of Thomas Street will totally dominate the southern section of Thomas Street and will be made worse by the inclusion of the two driveways.	It is acknowledged that the proposed building will alter the built form and character of the southern section of Thomas Street from its current state. However, the scale and form of the proposed building is expected to be compatible with established pattern of development within the surrounding area in terms of scale and siting which include large terrace style and other two storey buildings that are located within close proximity to their respective road frontages which have a significant presence within the streetscape. The inclusion of the driveways is expected to break-up the scale and bulk of the building when viewed from Thomas Street by providing separation from the northern and side boundaries.
Vehicles will find it difficult entering and exiting the driveways due to their narrow width in addition to the narrow width of Thomas Street.	It is acknowledged that the manoeuvring path into and out of the driveways will be tight due to the narrow width of Thomas Street. However, each driveway and parking area will have widths that exceed the minimum requirements of the car parking code which is will improve the manoeuvring ability for vehicles. It is observed

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

ISSUE	COMMENTS
	that there are a number of garages that are built to the frontage of Thomas Street which are narrower than the driveway and parking spaces which have been proposed.
When will the recommendations of the Launceston Heritage Survey be implemented. Was the cottage recommended for local heritage listing? Is this area located within a heritage precinct identified by Paul Davies?	This is not a matter that can be dealt with under the Launceston Interim Planning Scheme 2015. Notwithstanding this, 12 Thomas Street was not identified within the Davies study as a property to be individually listed. However, the subject property was identified within a broader south central heritage precinct within the study. The study findings of the study were not translated into the planning scheme.
The encroachment of the proposed building into the rear setback will interfere with the scale and visual amenity of the residential area.	The proposed setback variation has been assessed against the relevant performance criteria within the Inner Residential zone where the setback variation has been determined to comply. Overall, it is considered that the proposed building inclusive of the rear setback variation will not have a detrimental impact on the streetscape in terms of scale and bulk and will be largely inevent within the landscape when viewed from medium to long-distance locations.
The required car parking numbers for the use will put pressure on the current on-road car parking demand that is currently restricted within the area.	The existing weatherboard cottage does not provide any off-street car parking which places pressure on the surrounding road network in providing on-road car parking spaces. This is particularly amplified when taking into account the fact that there is no parking allowed along Thomas Street. The proposal includes the provision of two parking spaces, one for each unit/use. The provision of off-road parking is considered to be a significant improvement to the current situation.
The small cottage is part of a broader historic precinct and should not be viewed in isolation to the surrounding area. Furthermore, the character of the area is at risk of being gradually chipped away if the demolition of this (and similar	This view is acknowledged. However, this is not a matter that can be dealt with under the Launceston Interim Planning Scheme 2015.

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

ISSUE	COMMENTS
buildings) continues to be allowed.	
The proposed visitor accommodation use does not accord with the intent and purpose of the underlying residential zone.	The use of land for visitor accommodation is 'discretionary' within the Inner Residential zone. The proposed visitor accommodation use has been assessed against the purpose of the Inner Residential zone and the relevant use standards and has been determined to be acceptable for the location in this instance.
The proposed earthworks and retaining walls may result in drainage issues for the site.	The scale and extent of the earthworks including the proposed retaining walls are considered to be commensurate to the proposed development. It will be a requirement of the building and plumbing permits that the structures are built to current standards and for the building and sealed areas to be drained to Council's stormwater system.

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.

8.2 12 Thomas Street, Launceston - Residential and Visitor Accommodation - Single Dwelling and Visitor Accommodation Unit - Demolish Existing Dwelling; Construction and Use of a Co-Joined Building for Use as a Single Dwelling and Visitor Accommodation...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

Launceston Interim Planning Scheme 2015.

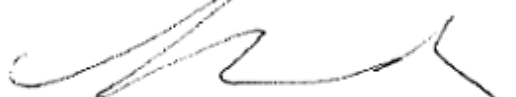
BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

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 Map (distributed electronically)
 2. Plans (distributed electronically)
 3. Representations (distributed electronically)
-

9 ANNOUNCEMENTS BY THE MAYOR**9.1 Mayor's Announcements****FILE NO:** SF2375

Wednesday 10 August 2016

- Attended the Red Balloon Remembrance for Jessica Kupsch at the Northern Suburbs Community Care at Rocherlea
- Attended the Business Events Tasmania at their mid-year celebration at the Penny Royal Wine Bar Launceston

Friday 12 August 2016

- Officiated at the Fruit Tree Planting Nature Strip for the Rocherlea Action Group at Rocherlea

Saturday 13 August 2016

- Officiated at the 2016 Tasmanian Open Dance Sport Championships at the Launceston Silverdome

Wednesday 17 August 2016

- Attended the Ambulance Tasmania Awards and Recognition Ceremony at the Tramsheds Function Centre

Thursday, 18 August 2016

- Attended the Waste Not Awards Presentation morning tea at the Town Hall Reception room
- Officiate at Vietnam Veterans Day at the Launceston Cenotaph
- Attended luncheon for Vietnam Veterans Day at the RSL
- Attended the University Dinner at the School of Architecture and Design at Inveresk

Friday 19 August 2016

- Attended Breakfast in Support of Brain Injury Week at the TasTAFE Drysdale Restaurant in Patterson Street, Launceston
-

10 ALDERMEN'S REPORTS

(This item provides an opportunity for Aldermen to briefly report on the activities that have been undertaken in their capacity as a representative of the Council. It is not necessary to list social functions that have been attended.)

11 QUESTIONS BY ALDERMEN**11.1 Questions on Notice**

Local Government (Meeting Procedures) Regulations 2015 - Regulation 30

(A councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the General Manager of a question in respect of which the councillor seeks an answer at that Meeting. An answer to a Question on Notice will be in writing.)

11.1.1 Alderman's Question on Notice - Council Meeting 8 August 2016**FILE NO:** SF2375**AUTHOR:** Anthea Rooney (Committee Clerk)**GENERAL MANAGER:** Michael Tidey (Acting General Manager)

QUESTION and RESPONSE:

Alderman D C Gibson asked the following question.

1. Does the City of Launceston currently have an endorsed City brand that has been ratified and passed by Aldermen?

Response:

(Mr M Tidey - Acting General Manager)

Council Decision - 25 July 2011

That Council receive the "Start Something Special" destination branding concept prepared by Clemenger, for use in tourism and corporate marketing of the city and region.

Carried unanimously by 11 Aldermen at the Meeting.

The Council, as a local government entity, has an organisational identity, style and standard which were refreshed as part of the name change from the Launceston City Council to the City of Launceston.

Thus, the City has a:

- destination branding concept for use in tourism and corporate marketing, devised five years ago; and
- corporate identity.

The two aspects reflect the multiple activities of the Council, such as economic and community development and the broader local government administrative and service delivery roles.

Are these two, in particular the destination branding concept, so well established such that no further work is required?

In my view there are opportunities for further development of the brand of the City and region and of the Council's organisational identity and public image.

11.2 Questions without Notice

Local Government (Meeting Procedures) Regulations 2015 - Regulation 29

(Questions without Notice, and any answers to those questions, are not required to be recorded in the Minutes of the Meeting.)

12 COMMITTEE REPORTS**12.1 Pedestrian and Bike Committee Meeting - 26 July 2016****FILE NO:** SF0618**AUTHOR:** Julie Tyres (Administration Officer - Roads & Hydraulics)**DIRECTOR:** Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To receive and consider a report from the Meeting of the Pedestrian and Bike Committee held on 26 July 2016.

RECOMMENDATION:

That the Council notes the Pedestrian Strategy and Bike Strategy progress reports as discussed at the Pedestrian and Bike Committee Meeting held on 26 July 2016.

REPORT:

The following matters were discussed at the Pedestrian and Bike Committee Meeting held on 26 July 2016:

- The Council to note the Pedestrian Strategy and Bike Strategy progress reports (enclosed as Attachment 1).
- Vulnerable Road User Programme applications:
 - 1) Claremont St - School crossing
 - 2) Station Rd, St Leonards - School crossing
 - 3) Howick St - Bike lanes
 - 4) Lawson St/Paringa Ave - central refuge
 - 5) Charles St, LGH - Zebra crossing on raised hump
 - 6) Olive St - School crossing
 - 7) Elphin Rd - Central refuge
- Bike Week - 4-12 March 2017
- Ride2Work - 12 October 2016

ECONOMIC IMPACT:

Not considered relevant to this report.

12.1 Pedestrian and Bike Committee Meeting - 26 July 2016 ...(Cont'd)

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 2 - A city where people choose to live

Ten-year goal - To promote Launceston as a unique place to live, work, study and play

Key Direction -

6. To promote active and healthy lifestyles

Priority Area 3 - A city in touch with its region

Ten-year goal - To ensure Launceston is accessible and connected through efficient transport and digital networks

Key Direction -

2. To improve and maintain accessibility within the City of Launceston area, including its rural areas

Priority Area 4 - A diverse and welcoming City of Launceston

Ten-year goal - To offer access to services and spaces for all community members and to work in partnership with others to address the needs of vulnerable and diverse communities

Key Direction -

5. To offer equitable access to services and facilities, including the design of public spaces that are accessible and suited to all abilities

Priority Area 8 - A secure, accountable and responsive Organisation

Ten-year goal - To continue to ensure the long-term sustainability of our Organisation

Key Direction -

5. To strategically manage our assets, facilities and services

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

12.1 Pedestrian And Bike Committee Meeting - 26 July 2016 ...(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. Pedestrian Strategy and Bike Strategy Progress Reports
-

Pedestrian Strategy Progress Report 2015/16

Attachment 1 - Pedestrian Strategy and Bike Strategy Progress Reports

Action Item	Lead Directorate/ Agency	The organisation will	Progress 2015/16
1. Demonstrating leadership and support for walking			
1.1. Work with the PBC	ISD	Support to the Pedestrian and Bike Committee	Officers attended and supported Pedestrian & Bike Committee
1.2. Ongoing consultation	ISD	Maintain ongoing consultation with the Pedestrian and Bike Committee and community partners	
1.3. Pedestrian strategy progress report	ISD	Provide a comprehensive report in February of each year to the Pedestrian and Bike Committee	Report date changed to July
1.4. Data collection and analysis	ISD	Through surveys seek the community's input. Map showing footpaths and walkways which comply with the criteria	September and March counts completed
1.5. Partnerships with leaders in pedestrian policy	ISD	Investigate the existence of a national active transport representative group. Include a standing agenda item for the PBC 'National / Interstate / Regional roundup of walking actions and initiatives'.	Working with Heart Foundation through involvement in Committee
1.6. Walkability audit, analysis tools	ISD	Include the assessment tool into the 'Subdivisions Design and Construction Guidelines'.	
1.7. Audit of the council owned properties	ISD	Systematically audit every pedestrian pathway against the criteria listed in Appendix 2 and 2A	Audit complete for primary pedestrian routes
1.8. Health and Wellbeing Committee	PBC	Encourage the PBC to champion for staff activity.	
Influencing travel behaviour and promoting a culture of walking			
2.1 Provide information to community walking programs	ISD	Provide information to these external agencies and walking groups on walking opportunities	
2.2 Identify local walking priorities	ISD PBC	Use community surveys as an opportunity to identify walking priorities; and promote the Parks and Trails Brochure on Council's website and identifying popular routes.	Brochure is on the website
2.3 Publicly promote walking projects	PBC	Promote and showcase new walking initiatives to the community; Identify opportunities for media coverage on improvements to walking infrastructure.	
2.4 Support external groups	PBC	Support <i>Active Launceston</i>	City of Launceston continues to support Active Launceston

Pedestrian Strategy Progress Report 2015/16

2.5 Encourage community walks	PBC	Support Active Launceston	City of Launceston continues to support Active Launceston
2.6 Walking for transport (2kms) and active transport (5 kms)	PBC	Coordinate media attention for any new initiative that involves walking	
2.7 Liaise with school walking programs	PBC	Liaise with schools and promote any existing walking to school initiatives,	Support for Bicycle Network Active Paths project
2.8 Implementation of guidelines for a healthy workplace	PBC	Implement a walking program in the workplace	
2.9 Internet links to walking programs	PBC	Provide internet links, and its staff contact list on the website	
3. Integrating networks for walking			
3.1 Urban road hierarchy provision checks and improved footpath networks	ISD/ DSG	Review the urban road hierarchy in relation to footpath provision and develop an infrastructure improvement program; install new footpaths	Projects completed: <ul style="list-style-type: none"> University Trail Improvements <ul style="list-style-type: none"> Widening & lighting north of Mowbray Connector Widening & gradient improvement south of Mayne Street John Lees Drive Shared Path Flood Levees Shared Paths Wellington Street/York Street footpath widening
3.2 Improved signage/ guidance and promotion of footpath network	ISD/ DSG	Develop a signage strategy for new and existing footpaths	Wayfinding strategy progressing
3.3 Tools to plan for new walking routes and maintenance of existing routes	ISD/ PBC	Establish an asset register of all public pedestrian walkways, paths and connections	All paths are either Roads or Recreational assets. Ongoing condition assessment 2015/16 footpath reseal program complete
4. Creating spaces and places for people			
4.1 Priority areas for pedestrians in locations of significant activity	ISD/ DSG	Investment on pedestrian features: <ul style="list-style-type: none"> special pavement treatments pedestrian priority intersection designs 	Projects completed: <ul style="list-style-type: none"> Centre way Arcade upgrade Quadrant Mall upgrade

Pedestrian Strategy Progress Report 2015/16

		<ul style="list-style-type: none"> • safe & accessible crossings • Sun/Shade Policy • attractive waiting areas 	
4.2 Reduced vehicle traffic and increased	ISD/ LCH	Allow streets to be closed to motor vehicle traffic	Ongoing program of events, often involving street closures: <ul style="list-style-type: none"> • Launceston 10 • Balfour Burn • Women's 5K • Fiesta on George • Christmas Parade
4.3 Increased use of inner city streets	ISD/ LCH	Investigate the viability of extending the pedestrian-only network.	City Heart Project progressing
4.4 Pedestrian crossings	ISD/ DSG	Improve pedestrian crossings	Projects completed: <ul style="list-style-type: none"> • University Trail Improvements <ul style="list-style-type: none"> ○ Mowbray Connector Crossing ○ Forster Street crossing • Hobart Road Pedestrian Crossing • Riseley Street Pedestrian Refuge • Lower Charles Street/Esplanade Signals
4.5 Needs of pedestrians in the planning process	ISD/ DSG	Walkability assessments of new developments	
4.6 Revitalisation projects and streetscape enhancements	LCH	Adopt a pedestrian oriented street lighting policy Utilise the Street Tree Strategy Support attractive landscaping, paving materials Coordinated street furniture program; Implement the recommendations of Gehl Architects	City Heart Project progressing
4.7 Local culture and visual interest in public places	LCH	Art in public spaces supporting the local arts community Laneways Project.	City Heart Project progressing
5. Focussing on neighbourhoods with high priority needs			
5.1 Projects that improve walkability	PBC	Assess current walking conditions ; Undertake small-scale pedestrian projects Initiate large pilot projects for pedestrian infrastructure improvements Encourage an increase in local services	

Pedestrian Strategy Progress Report 2015/16

5.2 Community focussed pedestrian studies and projects	PBC	Develop a framework and funding approach Develop a case study approach Access funding opportunities	Bids to Vulnerable Road User budget.
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Bike Strategy Progress Report 2015/16

Action item	Lead Directorate /Agency	The organisation will	Progress 2015/16
Lead an accountable team	Technical Services	<ul style="list-style-type: none"> • Coordinate and encourage a greater level of cooperation between the organisation's directorates and external agencies. In particular, when relating to capital works projects that have a significant impact on the cycling environments; • Use Australian Standards and Austroads Guidelines as references in the design and improvements of streets, roads, parks and reserves. Where necessary, challenge these Guidelines to achieve a practical and effective outcome; • Integrate cycling into all land use and transport planning; • Maintain resident satisfaction with cycling paths, lanes, maintenance, communication and education at the current level or better; • Provide a stable level of core funding in the annual operating budget for the implementation of this strategy; • Explore alternative funding sources and opportunities to assist in the implementation of the strategy; and • Include funds for post-construction marketing of all bicycle facility project budgets. 	<ul style="list-style-type: none"> • St Leonards Strategy to include bike links • \$50,000 operational budget to implement projects • Vulnerable Road User funding applied for and supplied
Ongoing consultation with Pedestrian & Bike, Access Advisory Committees	Technical Services	<ul style="list-style-type: none"> • Through involvement in the Access Committee and Pedestrian and Bike Committee provide technical and administration support; • Hold regular (usually once every six weeks) meetings of the Pedestrian and Bike Committee and report outcomes direct to Council. • Invite a representative from the York Park Inveresk Precinct Authority, North Bank Committee, Launceston Flood Authority and other relevant groups to join the meetings of the Pedestrian and Bike Committee from time to time to exchange information and receive updates on developments that may impact on cycle ways, trails and pedestrian facilities along flood levees; and • Continue collaboration with representative cycling groups (such as TBUG). 	<ul style="list-style-type: none"> • Officers attended and supported Pedestrian & Bike Committee and Access Committee • Pedestrian & Bike Committee met throughout the year • North Banks and LFA representatives attended Pedestrian & Bike Committee • There is an ongoing working relationship with TBUG
Produce Bike Strategy progress report	Technical Services	<ul style="list-style-type: none"> • Provide a comprehensive report in February of each of year to the Pedestrian and Bike Committee on achievements measured against the Bike Strategy Action Plan which is subsequently reported to Council. The report will list the priority actions and budget support proposed for the forthcoming financial year. 	<ul style="list-style-type: none"> • Report date changed to July
Utilise community engagement	Technical Services	<ul style="list-style-type: none"> • Seek community input through the online engagement tool, www.yourvoicemyourlaunceston.com.au and more traditional methods such as street 	

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mechanisms		<p>meetings and information delivery; and</p> <ul style="list-style-type: none"> • Keep records, monitoring the trends in results of the engagement methods and consider them in the context of this strategy. 	
Build a stronger evidence base	Technical Services	<ul style="list-style-type: none"> • Continue the annual bike count of riders in March and September; • Consider the introduction of automatic bike counters at appropriate locations on the bike network; • Consider the adoption of the national cycling data sets to determine cycling levels and incidents; • Analyse annual crash statistics in relation to cyclists; • Conduct a broad community survey regarding cycling as a mainstream form of transport every three to five years; and • Involve non-cyclists and undertake an analysis of their concerns to determine what would encourage them to ride. 	<ul style="list-style-type: none"> • September and March counts completed • Purchased and used automatic bike counter
Partnerships with leaders in cycling policy	Technical Services	<ul style="list-style-type: none"> • Subscribe as a member of credible international and national active transport representative groups; • Include a standing agenda item for the Pedestrian and Bike Committee, 'International/National /Interstate / Regional roundup of cycling actions and initiatives'; and • Invest in the professional development of officers. • Seek advice from Cycling South (a collaboration of Greater Hobart's five metropolitan councils) about its model and operations; and • Develop a scoping paper and initiating discussions with Northern Tasmania Development and neighbouring councils 	<ul style="list-style-type: none"> • Working with Bike Network and Heart Foundation through involvement in Committee • Item added to agenda • Cycling South attended and advised • Working with Tourism Northern Tasmania on strategy and staffing
Support community rides, events and programs	Technical Services	<ul style="list-style-type: none"> • Lead the move to implement a riding program in the workplace and making the information available on the council's website to enable access by local workplaces; • Encourage the Pedestrian and Bike Committee to champion community rides such as RIDE Launceston; • Provide and promote the use of bikes to travel to meetings and appointments; and • Through the organisation's Communications Department, promote riding programs and events to media services emphasising leadership by the organisation to improve the health and wellbeing of the community 	
Provide a level of service and infrastructure	Technical Services	<ul style="list-style-type: none"> • Implement the medium to high priority actions identified by the review of Launceston's Arterial Bike Route Network; • Complete the Launceston Arterial Bike Route Network (Appendix 7) and reviewing the network every two years to determine any additional treatments; 	<p>Projects completed:</p> <ul style="list-style-type: none"> • University Trail Improvements <ul style="list-style-type: none"> ◦ Widening & lighting north of Mowbray Connector

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		<ul style="list-style-type: none"> • Implement further segregation of facilities for cycling where it has been identified as a risk management issue, and where it would increase safety and comfort; • Consider the needs of cyclists during road upgrades or as specific projects, ensuring that no road upgrade is detrimental to the safety and comfort of cyclists; • Respond to customer service requests that improve the cycling environment of local neighbourhood streets; • Develop shared cycling and walking ways wherever practical and feasible; • Create seamless bikeway connections across municipal boundaries by referring to the Greater Launceston Bicycle Commuting Network Project; • Plan networks and targeting priorities for urban cycling networks and regional trails; and • Align with the Greater Launceston Plan in terms of cycling and public open space. 	<ul style="list-style-type: none"> ○ Mowbray Connector Crossing ○ Widening & gradient improvement south of Mayne Street ○ Forster Street crossing • Westbury Road Bike Lane • John Lees Drive Shared Path • Charles Street South Two Way Cycling • Lindsay Street Bike Path • St Leonards Road Bike Lanes • Elphin Road Bike Lane Green Surface • Flood Levees Shared Paths
Develop tools to plan for cycling routes	Technical Services	<ul style="list-style-type: none"> • Maintaining an asset register of the bike network and all cycle ways, paths and connections to public and private land in order to map existing routes and collect information for the development of future connections and maintain the existing network; and • Maintaining the bike network through ongoing inspection and remediation of surfaces, bikeway signs and amenities. 	<ul style="list-style-type: none"> • All bike routes are either Roads or Recreational assets.
Give increased safety and priority to cyclists	Technical Services	<ul style="list-style-type: none"> • Introduce road or traffic management improvements at identified problem sites; • Install bicycle storage areas at traffic light controlled intersections to address specific safety issues; and • Install bicycle early starts at traffic signal controlled intersections to address specific safety issues. • Address vehicle speeds where these are not conducive to sharing with bikes. 	
Provide improved signage/guidance	Technical Services	<ul style="list-style-type: none"> • Adopt the recommendations in Launceston's Tourism Plan in relation to pedestrian-scale, way finding signage; • Develop a signage strategy for new and existing cycle ways based on the State Growth Cycleway Directional Signage Resource Manual; • Promote existing and featured cycling routes specifically those contained in the Heritage Trails and Parks & Recreation Trails brochures; and • Provide links from the council's website to recommended websites and applications for cycling and cycling routes. 	<ul style="list-style-type: none"> • Wayfinding strategy progressing
Provide varying levels of	Technical Services	<ul style="list-style-type: none"> • Plan to install a sufficient number of the right mix of bike parking facilities to meet anticipated future demand; • Monitor parking use in private and public bike parking facilities to effectively manage 	<ul style="list-style-type: none"> • 20 additional bike stands purchased to enable response to requests • Bike stands provided in Brisbane Street

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convenience and security		<p>supply;</p> <ul style="list-style-type: none"> • Use the planning scheme to ensure that new and existing private development provides adequate bike parking and end-of-trip facilities; and • Ensure that any publicly accessible secure bike parking can provide on-demand access. 	and for Harvest Market
Publicly acknowledge projects that improve the cycling culture	Communications	<ul style="list-style-type: none"> • Sponsor key cycling events and assisting organisers to increase participation; • Continue to fund and supporting the work of <i>Active Launceston</i> (Active Bike program); • Assist cycling groups with promotion of community rides; and • Work with event organisers to encourage bicycle-friendly events. • Promote a culture of respectful, tolerant and gracious behaviour by all road and path users through advertising, events and media campaigns. • Coordinate with the Communications Department to promote and showcase new riding groups and initiatives to the community; • Promote milestones and significant achievements for existing cycling initiatives; and • Identify opportunities for media coverage on improvements to cycling infrastructure. 	<ul style="list-style-type: none"> • City of Launceston sponsored Stan Seijka Cycling Classic and Sally's Ride
Launch a promotion and engagement strategy	Technical Services	<ul style="list-style-type: none"> • Support <i>Active Launceston</i> and remaining a key partner in the promotion of cycling every day; • Engage with the community and providing support for activities and events that support community bike riding such as the annual <i>Ride to Work Day</i> and Bike Week; • Explore a catch-phrase slogan (such as "Bike It" or "Love Your Bike") to create a brand for everyday cycling; and • Coordinate regular media campaigns and promotion efforts to encourage more cycling and improve its image. 	<ul style="list-style-type: none"> • City of Launceston continues to support Active Launceston • City of Launceston supported Ride to Work day
Promote the use of cycling for people living up to 10 kms of work, study	Ped / Bike Committee	<ul style="list-style-type: none"> • In partnership with <i>Active Launceston</i> (Active Bike program), facilitate neighbourhood rides to services and recreation opportunities that are within riding distance; • Introduce a campaign to motivate sports people to travel to training and sports facilities using sustainable transport; • Provide information and promoting cycling training for children and grandparents; • Collate research to understand what messages will most effectively promote cycling with a specific focus on females; • Produce cycling maps; • Implement the recommendations of the Tourism Strategy in relation to signage and way-finding; and • Coordinate media attention for any new initiative that involves cycling where a motor vehicle would normally have been used. 	<ul style="list-style-type: none"> • City of Launceston continues to support Active Launceston

Bike Strategy Progress Report 2015/16

Promote and expand riding into a health program	Regional cycling officer	<ul style="list-style-type: none"> • Hold a stall at relevant events and developing links with health and wellbeing providers in Launceston; and • Distribute brochures of the trails and tracks within Council's parks and reserves. 	
Work with schools	Regional cycling officer	<ul style="list-style-type: none"> • Collaborate initially with a small number of schools to collect data for riding to school trends, including an understanding of schools' policies on riding and uncovering reasons for students not riding to school; • Continue to support school initiatives that promote healthy lifestyles and physical activity (such as <i>Move Well Eat Well</i>); • Provide schools with information about existing ride to school schemes, such as cycling school buses; and • Facilitate the introduction of a campaign to encourage more girls to ride (similar to the "Beauty and the Bike" strategy used by the City of Exeter, UK). 	<ul style="list-style-type: none"> • Support for Bicycle Network Active Paths project • Acknowledged St Leonards School cycling bus
Develop areas with significant activity	Technical Services	<ul style="list-style-type: none"> • Consider a feasibility study at key interchanges in the form of 'bike stations' or 'bike hubs' to estimate demand and usage for high quality, secure parking facilities when critical mass is observed; • Investigate various technologies and identifying those most suited to Launceston; • Focus investment on cycling features such as cyclist priority intersection designs; • Invest in other amenities such as bike parking and end-of-trip facilities; • Cater for potential increases in usage of Park-and-Ride programs; and • Review transit centres and providing adequate facilities for cyclists. 	
Provide convenient and secure amenities	Building/ Planning Services	<ul style="list-style-type: none"> • Reviewing the bike parking audit undertaken by TBUG in 2009 to determine the need for additional bike parking; • Discussing and negotiating with site managers and owners of public and private facilities to install adequate bike racks and secure storage facilities; and • Approaching bus service providers to investigate the feasibility of bike storage on buses. 	
Promote the needs of cyclists in the planning process	Planning Services	<ul style="list-style-type: none"> • Use a reference of cycling-related design standards and guidelines to be consistently applied in relevant studies and processes including development application; • Use the traffic impact assessment process of proposed developments and subdivisions to review the effects on cycling activity; • Jointly with cycling groups, advocate and acknowledge private developers when they make provisions for cycling; and • Use the urban road hierarchy to plan for cyclist access to and within sites, pedestrian 	<ul style="list-style-type: none"> • Sought bike parking at new Dan Murphy store • Supported bike parking at Henty House

Bike Strategy Progress Report 2015/16

		amenities and enhanced cycling connections with the surrounding neighbourhood including off-street connections.	
Provide visual interest in public places	Technical Services	<ul style="list-style-type: none"> • Align with the aspirations of the Greater Launceston Plan that enhance the experience of bike riding; and • Support initiatives that make streets and other public spaces more attractive for cyclists. 	<ul style="list-style-type: none"> • Progressing through the City Heart project
Facilitate additional cycling studies and projects	Technical Services	<ul style="list-style-type: none"> • Develop a framework and funding approach with a focus on identified priority locations; • Develop a case study approach that may be used for other locations; and • Access funding opportunities from the Australian Government and State Government for special projects; • Undertake small-scale projects in identified neighbourhoods; and • Initiate cycling programs in high activity sites. 	<ul style="list-style-type: none"> • Bids to Vulnerable Road User budget.

13 COUNCIL WORKSHOPS

Council Workshops conducted on 15 August 2016 were:

- Macquarie House - Built Fabric
 - City of Launceston's Financial Result for the Year Ending 30 June 2016
 - Macquarie House Entrepreneurship and Incubator Hub Initiative
 - City of Launceston Draft Economic Development Strategy Discussion Paper
 - Review of *Emergency Management Act 2006*
-

14 NOTICES OF MOTION

Local Government (Meeting Procedures) Regulations 2015 - Regulation 16(5)

14.1 Notice of Motion - Deputy Mayor Alderman R I Soward - Trevallyn Reserve

FILE NO: SF5547/SF3511

AUTHOR: Anthea Rooney (Committee Clerk)

GENERAL MANAGER: Michael Tidey (Acting General Manager)

DECISION STATEMENT:

To consider a Notice of Motion from Deputy Mayor Alderman R I Soward regarding the Trevallyn Reserve.

RECOMMENDATION:

That in view of the matters recently raised by the community in relation to the need for improvements to the Trevallyn Reserve (bordered by South Esk, South Bank and North Bank Roads) the General Manager be requested:

- a) to provide a report on the expected projects for the area in the medium term with the view of bringing some of those projects forward into the current 2016/17 financial year and a program for subsequent years; and
- b) to capture community input on the key elements that they are seeking to address.

That the report include details of any modification to the existing budgeted projects that may need to be made to accommodate the bringing forward of projects in Trevallyn Reserve.

REPORT:**Background**

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

The NOM is self-explanatory.

**14.1 Notice of Motion - Deputy Mayor Alderman R I Soward - Trevallyn Reserve
...(Cont'd)**

A dedicated, active and keen community group has indicated high levels of interest in working with Council in seeing this Reserve be upgraded. The Reserve is tired, not having had new equipment for some time, and many local residents have banded together to raise the concerns with Council including a range of suggestions as to the shape of the proposed redevelopment and the types of play equipment experiences they would like to see incorporated. The park is scheduled into our forward planning documents for approximately 10 years time and this NOM seeks to bring it forward into the time frame as indicated to capture the high level of community support and spirit into rejuvenating this community space.

OFFICER COMMENT:

Mr Michael Tidey (Acting General Manager)

As the Notice of Motion requests a report, it is appropriate to provide officer comments in the report once the matters raised in the Notice of Motion have been considered.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 8 - A secure, accountable and responsive Organisation

Ten-year goals - To communicate and engage consistently and effectively with our community and stakeholders and to ensure decisions are made in a transparent and accountable way

Key Directions -

1. To develop and consistently use community engagement processes
 3. To ensure decisions are made on the basis of accurate and relevant information
-

**14.1 Notice of Motion - Deputy Mayor Alderman R I Soward - Trevallyn Reserve
...(Cont'd)**

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

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, Acting General Manager

ATTACHMENTS:

1. Notice of Motion - Deputy Mayor Alderman R I Soward - Trevallyn Reserve
-

CITY OF LAUNCESTON

MEMORANDUM

FILE NO: SF5547 / SF0875
RS
DATE: 10 August 2016

TO: Michael Tidey Acting General Manager
c.c. Committee Clerks

FROM: Rob Soward Deputy Mayor

SUBJECT: Notice of Motion - Trevallyn Reserve

In accordance with Clause 16 (5) of the *Local Government (Meeting Procedures) Regulations 2015* please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on Monday 22 August 2016.

Motion

That in view of the matters recently raised by the community in relation to the need for improvements to the Trevallyn Reserve (bordered by South Esk, South Bank and North Bank Roads) the General Manager be requested -

- a) to provide a report on the expected projects for the area in the medium term with the view of bringing some of those projects forward into the current 2016/17 financial year and a program for subsequent years;
- b) to capture community input on the key elements that they are seeking to address.

That the report include details of any modification to the existing budgeted projects that may need to be made to accommodate the bringing forward of projects in Trevallyn Reserve.

Background

Alderman Soward will provide some background to this.

The NOM is self-explanatory.

A dedicated, active and keen community group has indicated high levels of interest in working with Council in seeing this Reserve be upgraded. The Reserve is tired, not having had new equipment for some time, and many local residents have banded together to raise the concerns with Council including a range of suggestions as to the shape of the proposed redevelopment and the types of play equipment experiences they would like to see incorporated. The park is scheduled into our forward planning documents for approximately 10 years time and this NOM seeks to bring it forward into

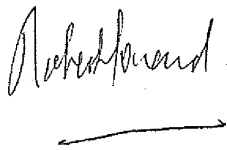
CITY OF LAUNCESTON

MEMORANDUM

the time frame as indicated to capture the high level of community support and spirit into rejuvenating this community space.

Attachments

Nil

A handwritten signature in black ink, appearing to read "Rob Soward". Below the signature is a horizontal line with an arrowhead pointing to the right.

Alderman Rob Soward

15 DEVELOPMENT SERVICES DIRECTORATE ITEMS

15.1 Event Sponsorship (Round 2) 2016/2017

FILE NO: SF6437

AUTHOR: Eve Gibbons (Grants and Sponsorship Officer)

DIRECTOR: Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider the requests for event sponsorship received in Round 2 2016/2017 (for events 1 January 2017 - 31 July 2017)

RECOMMENDATION:

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

No.	Request	Details	Score	Requested	Recommend	SPL	Page
1	Encore Theatre Company Inc.*	Wicked 3 - 18 March 2017	100%	\$15,000	\$15,000	3	142-157
2	Saint John Craft Beer	Fresh Hop Beer Festival 6 - 9 April 2017	96%	\$10,000	\$10,000	2	96-116
3	Chilli FM	Chilli Skyfire 2017 25 January 2017	92%	\$10,000	\$10,000	2	117-129
4	New Horizons Club Inc.*	Stadium Step-Up ; Step up for Inclusion' 19 February 2017	89%	\$5,000	\$5,000	1	58-70
5	RSPCA Tasmania	RSPCA Million Paws Walk 21 May 2017	86%	\$5,000	\$5,000	1	46-57
6	Tamar Community Peace Trust	Tamar Peace Festival 28 - 30 July 2017	85%	\$5,000	\$5,000	1	33-45
7	Tamar Valley Steiner School*	City Park Lantern Walk 13 May 2017	83%	\$4,400	\$4,400	1	14-32

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

No.	Request	Details	Score	Requested	Recommend	SPL	Page
8	Multisport Tasmania Inc.	The Icebreaker Multisport Challenge 21 or 28 May 2017	82%	\$5,000	\$5,000	1	71-82
9	Panama Productions	'A festival called PANAMA' 10 - 13 March 2017	76%	\$10,000	\$7,500	2	158-169
10	Tennis Tasmania**	Launceston International 28 January - 5 February 2017	76%	\$20,000	\$11,250	3	200-215
11	Sudanese Community Launceston Inc.	South Sudan Independent Day 9 July 2017	75%	\$9,816	\$3,750	1	83-95
12	Tasmanian Turf Club	Launceston Cup 22 February 2017	62%	\$20,000	\$3,100	4	132-243

NOTE:

*The following Aldermen declared an interest in an application and withdrew from the assessment meeting whilst scoring took place.

- Alderman D C Gibson - Encore Theatre Company Inc.
- Alderman E K Williams - New Horizons Club Inc.
- Alderman K P Stojansek - Tamar Valley Steiner School

** Tennis Tasmania - Under an agreement between Council and Complete Sports Marketing Pty Ltd (signed 1/10/2010), 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 the 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 the recommended event sponsorship amount of \$11,250 for the Launceston Tennis International.

2. That the following event sponsorship applications not be funded by Council as a result of the Round 2 2016/2017 budget allocation (i.e. \$85,000) being fully expended.

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

No.	Request	Details	Score	Requested	Recommend	Page
13	Vibestown Productions Pty Ltd	Party in the Paddock 10 - 12 February 2017	62%	\$18,000	\$0 Round 1 budget allocation expended	170-186
14	Festival of Voices Inc.	'Festival of Voices 2017' 8 - 24 July 2017	51%	\$20,000	\$0 Round 1 budget allocation expended	187-199

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
15	Ten Days on the Island Ltd	'Ten Days on the Island Festival 2017' 17 - 26 March 2017	46%	\$20,000	Not supported \$0	216-231
16	Tasmanian Sports and Events	Colour Me Active 25 March 2017	44%	\$10,000	Not supported \$0	130-141
17	Beerfest No 1 Pty Ltd	Esk Craft Beer and Food Festival 13 - 14 January 2017	43%	\$10,000	Not supported \$0	244-259
18	Choral Productions Tasmania	'Anzac Concert' 22 April 2017	41%	\$5,000	Not supported \$0	3-13

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

REPORT:

The total eligible funding requests received for Event Sponsorship Round 2 2016/2017 is \$214,716.

Promotion of the program through City of Launceston social media channels, through e-news, direct mail, external stakeholder e-news and the implementation of one-on-one information sessions resulted in a 15% increase compared to \$180,600 in Round 1 2015/2016.

The available event sponsorship budget for the 2016/2017 financial year is \$170,000 with funds distributed evenly across Rounds 1 and 2 (i.e. \$85,000 per round).

Based on the scores received 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

Whilst it is acknowledged that two events will not receive funding due to sponsorship funds being exhausted (under Recommendation 2), in order to maintain an even distribution of funds for Event Sponsorship for the 2016/2017 financial year, it is considered by the Assessment Panel to be a fair and equitable distribution. It is noted that five new events are recommended to receive funding for the first time (under Recommendation 1).

All applications for funding were 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.

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
-

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

- 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 CoL is sought.

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.

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

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.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 1 - A creative and innovative city
Ten-year goal - To foster creative and innovative people and industries
Key Direction -
6. To contribute towards artistic, cultural and heritage outcomes

Priority Area 2 - A city where people choose to live
Ten-year goal - To promote Launceston as a unique place to live, work, study and play
Key Directions -
4. To promote Launceston's rich heritage and natural environment
6. To promote active and healthy lifestyles

15.1 Event Sponsorship (Round 2) 2016/2017 ...(Cont'd)

Priority Area 7 - A city that stimulates economic activity and vibrancy
Ten-year goal - To develop a strategic and dedicated approach to securing economic investment in Launceston

Key Directions -

1. To actively market the City and Region and pursue investment
3. To promote tourism and a quality Launceston tourism offering
6. To facilitate direct investment in the local economy to support its growth

City of Launceston Event Strategy 2012-2015

Goal 1 - Lifestyle

Launceston has a vibrant and diverse calendar of events that strengthen Launceston's position as a highly desirable place to live, visit and invest.

Goal 2 - Tourism

Launceston has a portfolio of events that increases interstate visitation, national profile and contributes to the Launceston economy.

Goal 3 - Economic

Events held within the region provide optimum economic benefit to the Launceston municipality, through partnerships and business planning.

BUDGET & FINANCIAL ASPECTS:

Available Funds	\$85,000
Amount recommended this round	\$85,000
Balance	\$85,000
Remaining Rounds 2016/2017	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

ATTACHMENTS:

1. Event Sponsorship Round 2 2016/2017 (Not for Public Distribution) (distributed electronically)
-

15.2 Tamar NRM Funding**FILE NO:** SF3419**DIRECTOR:** Leanne Hurst (Director Development Services)

DECISION STATEMENT:

To consider a pre-commitment of funding towards Tamar NRM for the 2017/2018 financial year.

PREVIOUS COUNCIL CONSIDERATION:

Council - 12 May 2014 - Agenda Item 14.2 - Review of Tamar NRM

Council - 23 May 2016 - Agenda Item 15.1 - Lease Agreement - Tamar NRM

RECOMMENDATION:

That Council pre-commits funding of \$117,000 to Tamar NRM for the 2017/2018 financial year, subject to the development of a funding agreement to be endorsed by Council.

REPORT:

In May 2016 Council resolved to lease a building at 50 Lamont Street, Invermay to Tamar NRM to facilitate that organisation's re-location from the Town Hall Annex building, under the following terms:

- The term shall be five years
- The lease amount shall be \$1 per annum if demanded
- Tenant to be responsible for:
 - Refurbishment works to make the building habitable
 - Energy costs
 - Volumetric and connection charges for water
 - Sewerage charges
 - Building insurance
- Tenant shall continuously maintain:
 - Building in good and reasonable order
 - Public liability insurance of at least \$10million

The re-location is a part of the implementation of review recommendations adopted by Council in 2014, requiring that the City of Launceston's cash and in-kind contribution towards Tamar NRM be reduced. Since the review was undertaken the cash contribution from Launceston has been reduced from \$137,100 to \$117,000 per annum.

15.2 Tamar NRM Funding ...(Cont'd)

Another recommendation adopted by the Council was that financial support from the other partner Councils - George Town and West Tamar Council - be secured and be based on a per capita funding model. Funding security of three years (to the end of 2017/2018) has been confirmed by the other two partner Councils and Tamar NRM is seeking the same commitment from the City of Launceston.

The cash contribution from each Council over the three years from 2015 is reflected in the following table:

Council	2015/16	2016/17	2017/18
City of Launceston	\$117,000	\$117,000	\$117,000
West Tamar Council	\$46,100	\$46,100	\$46,100
George Town Council	\$13,059	\$13,059	\$13,059
Total:	\$176,159	\$176,159	\$176,159

Before committing to a lease agreement for Lamont Street, Tamar NRM is seeking an equivalent security of funding from the City of Launceston to off-set the organisation's risk in undertaking the necessary refurbishment works to the property. The finalisation of the lease agreement and re-location of Tamar NRM will reduce this Council's in-kind support from an original equivalent of \$39,000 per annum, down to zero.

A final recommendation from the 2014 review of Tamar NRM was that a formal funding agreement be developed. This is the last outstanding action from the review and this will be pursued once the lease agreement is finalised and before the current funding period ends. This sequence is recommended to ensure that there are no further delays in finalising the re-location to Lamont Street.

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

15.2 Tamar NRM Funding ...(Cont'd)

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 5 - A city that values its environment

Ten-year goal - To reduce the impacts on our natural environment and to build resilience to the changing intensity of natural hazards

Key Direction -

5. To reduce our and the community's impact on the natural environment

Priority Area 8 - A secure, accountable and responsive Organisation

Ten-year goals - To communicate and engage consistently and effectively with our community and stakeholders; to seek and champion collaboration to address major issues for Northern Tasmania; to ensure decisions are made in a transparent and accountable way; to continue to meet our statutory obligations and deliver quality services and to continue to ensure the long-term sustainability of our Organisation

Key Directions -

5. To strategically manage our assets, facilities and services

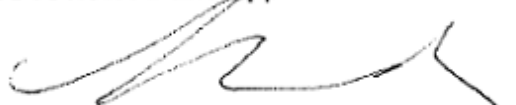
6. To maintain a financially sustainable organisation

BUDGET & FINANCIAL ASPECTS:

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

DISCLOSURE OF INTERESTS:

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



Leanne Hurst: Director Development Services

The officer is a member of the Tamar NRM Management Committee, as a representative of the City of Launceston, as a funding partner.

16 FACILITIES MANAGEMENT DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

17 QUEEN VICTORIA MUSEUM AND ART GALLERY DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

18 INFRASTRUCTURE SERVICES DIRECTORATE ITEMS

18.1 Budget Transfers for Flood Damaged Infrastructure Recovery

FILE NO: SF6500/SF6326

AUTHOR: Shane Eberhardt (Manager Technical Services)

DIRECTOR: Harry Galea (Director Infrastructure Services)

DECISION STATEMENT:

To consider budget transfers and external grant funds relating to the Infrastructure Services Directorate to allow for infrastructure repair and short term mitigation projects which will impact the 2016/2017 Statutory Estimates.

This decision, pursuant to Section 82 (4) of the Local Government Act 1993, must be adopted by an absolute majority.

RECOMMENDATION:

1. That, pursuant to Section 82 (4) of the *Local Government Act 1993*, Council approves the following amendments to the Statutory Estimates to support flood recovery works:
 - a) Revenue increase from external grants not yet received of \$1.261m.
 - b) Operational works expenditure net increase in external grant funds of \$1.261m plus \$0.5m from an internal transfer from capital budget to the operations budget.
 2. That the Council notes the amendments from Point 1 result in:
 - a) the operating surplus (including \$16.402m in capital grants) being amended to \$17.853m.
 - b) the capital budget being decreased by \$0.5m to \$34.313m.
-

REPORT:

In June 2016 significant rainfall and flooding occurred in the North Esk catchment and north east region in general.

The City of Launceston sustained damaged to parks and roads in the order of \$2,020,000. The general composition of this expenditure is:

Roads damage	\$1,500,000
Parks damage	\$400,000
Response expenditure	\$120,000
Total	\$2,020,000

18.1 Budget Transfers for Flood Damaged Infrastructure Recovery ...(Cont'd)

The above are estimates based on preliminary assessment of remedial works required. Since the floods, many of the locations requiring repairs cannot be appropriately assessed as river levels have not dropped sufficiently to undertake a visual inspection.

The Natural Disaster Relief to Local Government Policy (NDRLGP) provides financial assistance to assist councils impacted by an eligible natural disaster for some flood response and infrastructure repair costs. Department of Premier and Cabinet administer the NDRLGP with the financial assistance provided through Commonwealth Government's Natural Disaster Relief and Recovery Arrangements.

For eligible costs, Council will receive a 50% contribution between \$110,908 and \$194,088, and 75% above \$194,088. Eligible costs are generally those which are extraordinary. An estimate of how this applies to cost estimates is provided below.

Council not eligible expense	\$200,000
Council contribution	\$559,000
Commonwealth NDRLGP contribution	\$1,261,000
Total	\$2,020,000

Around \$200,000 of this expenditure occurred in the 2015/2016 financial year. Therefore, based on the preliminary assessment of works required and preliminary assessment of eligible criteria the cost to Council could be around \$759,000. Much of the repairs required are considered operational work and will not be able to be capitalised. This will likely have a negative impact on the Council's budgeted operating result for 2016/2017.

Further funding will be considered during the year as the position becomes clearer. To provide initial funds to commence the repair of road and bridge works it is proposed to cancel the Cimitiere Street Clearway Project planned for 2016/2017 financial year for the value of \$500,000. This project is designed to support the traffic changes for the Launceston City Heart Project (LCHP). The LCHP traffic changes are not proposed for the immediate future and initial traffic modelling did not consider impacts of the University of Tasmania development and therefore delaying the Cimitiere Street Clearway Project to a future year will not impact the roll out of the LCHP.

The Seaport Boardwalk renewal project, which would see the replacement of the remaining deck along Home Point and Royal Park, is planned for the 2016/2017 financial year with a value of \$2,000,000. At the time of developing the budget it was indicated that around \$1,000,000 may be available through a government grant. A further \$1,000,000 was budgeted for in the 2017/2018 financial year in case the grant funding was not received which would result in the project being undertaken over two years. The Seaport deck is not included in the above flood response and recovery estimate of \$2,020,000 as it is not eligible for NDRLGP contribution.

18.1 Budget Transfers For Flood Damaged Infrastructure Recovery ...(Cont'd)

During the floods the Seaport deck was submerged for an extended period of time and has significantly deteriorated in condition and will continue to deteriorate as it dries out in coming months. It is the opinion of the Infrastructure Services Directorate that if the deck is not replaced in spring 2016 in its entirety it would present an unacceptable risk to public safety. It is proposed to fund entire deck replacement in 2016/2017 by deferring and transferring funds from the proposed off-street parking along Kings Park. This work has a value of \$975,000 and will not be constructed due to constraints identified during workshops with Aldermen. A Parking Strategy is also currently in development which will consider a holistic approach to parking across the City.

Internal flooding occurred in East Launceston and Invermay during the June flood due to areas which could not discharge under gravity due the high river levels. Although portable pumps were obtained during the flood they were not sufficient. To support the acquisition of suitable portable pumps it is proposed to transfer \$660,000 from the reserve funds from the favourable results for the 2015/2016 financial year to the Major Plant Project where the new equipment will be acquired from. Currently a feasibility assessment has been commissioned to determine the practicability, size and cost of the pumps. The capping works will be deferred by 12 months.

Details of the re-allocations and amendments are as follows:

Project No.	Project Description	Current Approved Amount	Transfer From	Transfer To	New Budget
23550	Kings Park Precinct Paterson St Parking	\$975,000	\$975,000	-	-
23152	Seaport/Royal Park Boardwalk	\$1,000,000	-	\$975,000	\$1,975,000
N/A	Reserve Funds	-	\$660,000	-	(\$660,000)
23149	Major Plant replacement Program	\$2,800,000	-	\$660,000	\$3,460,000
23518	LCH - Cimitiere St Upgrade	\$500,000	\$500,000	-	-
Ops	National Disaster Relief Funding	-	\$1,261,000	-	(\$1,261,000)
Ops	June 2016 Flood Repair Project	-	-	\$1,761,000	\$1,761,000
	TOTALS	\$5,275,000	\$3,396,000	\$3,396,000	\$5,275,000

18.1 Budget Transfers For Flood Damaged Infrastructure Recovery ...(Cont'd)

The following table summarises the changes to the 2016/2017 capital and operations budgets:

	Operations \$'000	Capital \$'000
2016/2017 Statutory budget	8,026	24,486
Amendments approved by Council 25/7/2016	10,327	10,327
Budget approved @ 25/7/2016	18,353	34,813
External Funds	1,261	-
Flood remedial operations spending	(1,261)	-
Capital to Operations	(500)	(500)
Revised Amended Budget	17,853	34,313
Deduct capital grants and contributions	(16,402)	
Underlying Operating budget surplus	1,451	

ECONOMIC IMPACT:

Economic impacts that are likely by not undertaking the required works are:

- Condition of Seaport/Royal Park Boardwalk, parks and rural roads may negatively influence tourists' experience.
- Many roads currently have speed and/or load restrictions which may limit access for forestry and primary producers.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Much of the damage to rural roads presents a public safety hazard.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024

Priority Area 2 - A city where people choose to live

Ten-year goal - To promote Launceston as a unique place to live, work, study and play

Key Direction -

3. To contribute to enhanced public health and amenity to promote a safe and secure environment

18.1 Budget Transfers For Flood Damaged Infrastructure Recovery ...(Cont'd)

Priority Area 7 - A city that stimulates economic activity and vibrancy

Ten-year goal - To develop a strategic and dedicated approach to securing economic investment in Launceston

Key Direction -

3. To promote tourism and a quality Launceston tourism offering

BUDGET & FINANCIAL ASPECTS:

The budget and financial aspects are dealt with in the body of the report.

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

DISCLOSURE OF INTERESTS:

The officer has no conflict of interest in this item.

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



Harry Galea: Director Infrastructure Services

19 CORPORATE SERVICES DIRECTORATE ITEMS**19.1 Entrepreneurship and Incubator Hub Initiative Nomination****FILE NO:** SF5992**AUTHOR:** John Davis (Manager Corporate Strategy)**DIRECTOR:** Michael Tidey (Director Corporate Services)

DECISION STATEMENT:

To consider the request from the Coordinator - General for the Launceston City Council to be a Member of the Entrepreneurship and Incubator Hub Initiative and to nominate a Director to its Board.

PREVIOUS COUNCIL CONSIDERATION:

Workshop - 15 August 2016 - Macquarie House Entrepreneurship and Incubator Hub Initiative

RECOMMENDATION:

That Council:

1. Accepts the invitation for the Launceston City Council to be a Member of the Entrepreneurship and Incubator Hub Initiative, and
 2. Nominates Alderman <TBD> as the Launceston City Council's Director on the Board of the soon to be formed Not-For-Profit organisation.
-

REPORT:

Mr John Perry, Coordinator-General, presented a Workshop to Aldermen on 15 August 2016 regarding the Entrepreneurship and Incubator Hub Initiative. He encouraged Council to support this initiative by becoming a Member and by nominating a Director for the soon to be formed Not-For-Profit organisation. The attached letter (Attachment 1) outlines the details of the initiative.

The purpose of this report is to determine whether Council will become involved in this initiative and to nominate a representative to be a Director of the new company.

19.1 Entrepreneurship and Incubator Hub Initiative Nomination ...(Cont'd)

ECONOMIC IMPACT:

Not considered relevant to this report.

ENVIRONMENTAL IMPACT:

Not considered relevant to this report.

SOCIAL IMPACT:

Not considered relevant to this report.

STRATEGIC DOCUMENT REFERENCE:

City of Launceston Strategic Plan 2014-2024
Priority Area 8 - A secure, accountable and responsive Organisation
Ten-year goals - To communicate and engage consistently and effectively with our community and stakeholders
Key Direction -
1. To develop and consistently use community engagement processes

BUDGET & FINANCIAL ASPECTS:

Not considered relevant to this report.

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. Letter from the Coordinator-General regarding the Entrepreneurship and Incubator Hub Initiative.
-

Attachment 1 - Letter from the Coordinator-General regarding the Entrepreneurship and Incubator Hub Initiative

Office of the Coordinator-General

Level 1 Cornwall Square
 12-16 St John Street, Launceston TAS 7250
 PO Box 1186, Launceston TAS 7250 Australia
 Phone (03) 6777 2786 Fax (03) 6334 1131
 Email cg@cg.tas.gov.au Web www.cg.tas.gov.au



29 July 2016

Launceston City Council
 PO Box 396
LAUNCESTON TAS 7250

FILE No.	SF5992		
EO	OD	Box	
RCVD - 4 AUG 2016 LCC			
Doc No.			
Action Officer	Noted	Replied	
R DOBRZYNSKI			

Dear Robert

Entrepreneurship and Incubator Hub Initiative

As previously discussed, given Launceston City Council's outstanding commitment to the Entrepreneurship and Incubator Hubs (E&I Hubs) Initiative, we would welcome Council's ongoing involvement in the soon to be formed Not-for-Profit organisation, which will manage the delivery of the E&I Hubs Initiative. This will include being the ultimate lessee of Macquarie House.

The Not-for-Profit organization will be a company limited by guarantee. It is intended that its membership will be quite small and the initial members will be:

- State Government (Office of the Coordinator-General)
- University of Tasmania
- Launceston City Council
- Start-Up Tasmania
- Detached Cultural Organisation Ltd (owner of the Mercury Building in Hobart)

As you know, James Riggall has represented Macquarie House's interest on the E&I Hubs Steering Committee and we are very happy for James to remain the Launceston City Council's representative on the Not for Profit entity. However as each initial member will be entitled to nominate a director, we wanted to provide the Council with the opportunity to consider its nomination.

We are now finalising arrangements with respect to the incorporation of the Not for Profit, so look forward to the details for incorporation from Launceston City Council.

The proposed timeframe for incorporation is:

- 9 August - Provide details for member and Director
- 11-15 August - Finalise Constitution and Pre-incorporation meeting
- 18 August - Submit ASIC Registrations
- 25 August - NFP Co Board Meeting

The pre-incorporations meeting will involve a short meeting of the initial members to pass resolutions and obtain director consents. (This meeting should only take 30 minutes and we have the required resolutions prepared).

2

I have attached a member and director detail form and would appreciate if you could fill in the same and email by COB 9 August to Dennis Hendriks in our Burnie Office who is assisting with the incorporation. His details are:

Dennis Hendriks
Deputy Director Northern Cities Initiative
dennis.hendriks@cg.tas.gov.au
Ph: 0419 346 802

Other aspects of the E&I Hub Initiative are also progressing well and highlights include:

Get Started: Tasmania – Startup Training

Australia's two top Accelerators muru-D and Pollenizer sent teams down to Launceston for a series of startup events. This included a 'train the mentor' session in June attended by over 35 potential ecosystem mentors drawn from startup leaders, corporates (such as Telstra, Deloitte and the Federal Group), and education providers (Launceston College, UTas, TasTAFE).

The mentor session was followed by a full day's 'ideation' training for 60 potential startups from across the state and was a sold out event.

The focus of this engagement was all about upskilling and building local capability and it was a tremendous success with extremely positive feedback, articles in the press and highly motivated people. Nicola Farrell from Pollenizer was quoted in The Examiner "I found the conversation richer than what we've done in other cities with stronger (start-up) ecosystems".

Other Events - Building Momentum

Startup events in Tasmania are really starting to build momentum. As well as the Get Started events detailed above, Hobart will join Launceston in hosting regular startup pitching nights. We recently saw Tasjam, the Tasmania iAwards and going forward from July there will be a series of startup training events in both Hobart and Launceston. There are also the upcoming GovHack and UHack (UTas) hackathons in July and August respectively. Both will take place in our soon-to-be-opened Innovation Hubs. Links to all of the above can be found on the StartupTas website: <http://www.startuptasmania.com>

StartupAUS Crossroads Report

StartupAUS CEO Alex McCauley has confirmed that Tasmania will be included in the upcoming StartupAUS Crossroads Report. The ecosystem will be highlighted in a breakout box and for the first time Tasmania will be reporting data on the number of startups present in the local ecosystem.

Manufacture and Design

The University's School of Architecture & Design students, as part of their practical course component, are currently developing a range of leading edge products for the design and fitout of the hubs. The purpose is to ensure the hubs are modern, collaborative and innovative working environments and showcases for creativity.

3

The project is providing an opportunity for students to trial design concepts in a real world environment, while providing a live showcase demonstrating not only their products, but also their capability and capacity.

Fantastic academic/professional support is being provided by Mark Bagguley and his team. Students have and will continue to be involved in every step, from original design concepts to helping with the CADs and will also be part of the construction and assembly teams, gaining other invaluable practical experience.

Idea Nation and Idea Island 2017

You may have seen a few weeks ago some local newspaper coverage of the fact that Idea Island, an expansion of the national pitching competition Idea Nation, will be held in Launceston next year. The Government, through my office, sponsored Idea Nation this year and was delighted to announce on the night the development of Idea Island 2017 via a video message from the Premier which was played on the screens at the MCG to the 400 assembled guests of Idea Nation. That video can be viewed at:-

<https://www.dropbox.com/s/3mhuvc2g0p9nvh5/Premier%20speech%20complete%203.mp4?dl=0>

As you can see, with some editing, the video will also be very useful for general promotion of the startup ecosystem in Tasmania. While this is a separate Government initiative from our E&I Hub project, we trust this event will help showcase the State's entrepreneurial business potential and thereby "Inspire" Tasmanians to help build the pipeline that is so important to the success of this project. Accordingly, we will keep you updated as Idea Island 2017 develops.

Launceston Popup

As previously advised, we are delighted to have been able to secure a popup space in Launceston (Paterson Street), which will be used as the temporary home for the Northern Innovation Hub until Macquarie House comes online in 2017.

Please don't hesitate to contact me should you have any questions in relation to any of the above.

Yours sincerely


John Perry
COORDINATOR-GENERAL

Initial Member Details & Director Details

Details of Member

Member details

Indicate whether the member is an individual or company and provide the following:

- Name of the individual or company
- Address of the individual or company

Family Name:..... Given Name:

OR

Company Name:..... ACN/ABN/ARBN:

Office, Unit, Level or PO Box Number:

Street Number and Street Name:

Suburb:..... State/Territory..... Postcode:.....

Appoint Officeholder

Officeholder(s) appointment date shall be effective from the beginning of the day on which the company becomes registered.

Office Held

Director Secretary

Family Name:..... Given Name:

Former Name:

Street Number and Street Name:

Suburb:..... State/Territory..... Postcode:.....

Country (if not Australia):.....

Date of Birth: ___/___/___ Place of Birth (town/city and state/country):.....

20 GENERAL MANAGER'S DIRECTORATE ITEMS

No Items have been identified as part of this Agenda

21 URGENT BUSINESS

Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015, states that a council, by absolute majority at an ordinary council meeting, may decide to deal with a matter that is not on the Agenda.

No Urgent Items have been identified as part of this Agenda

22 CLOSED COUNCIL

Local Government (Meeting Procedures) Regulations 2015 - Regulation 15(2)

No Closed Items have been identified as part of this Agenda

23 MEETING CLOSURE