

Prior to the commencement of the meeting, the Mayor will make the following declaration:

“I acknowledge the Tasmanian Aboriginal Community as the traditional custodians of the land on which we meet today, and pay respect to elders, past and present”.

The Mayor also to advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are audio-visually recorded and published to Council’s website.

COUNCIL MEETING**MONDAY 3 JULY****TABLE OF CONTENTS**

ITEM	SUBJECT	PAGE
1.	APOLOGIES	4
2.	CONFIRMATION OF MINUTES	4
3.	MAYOR’S COMMUNICATION.....	4
4.	COUNCIL WORKSHOPS.....	4
5.	DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE	5
6.	TABLING OF PETITIONS	6
7.	PUBLIC QUESTION TIME	7
7.1	PUBLIC QUESTIONS ON NOTICE	7
7.2	ANSWERS TO QUESTIONS ON NOTICE.....	7
7.3	ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE	7
7.4	QUESTIONS WITHOUT NOTICE.....	7
8.	DEPUTATIONS BY MEMBERS OF THE PUBLIC.....	8
9.	MOTIONS ON NOTICE – NIL ITEMS	9
10.	REPORTS FROM OUTSIDE BODIES	10
10.1	REPORTS FROM SINGLE AND JOINT AUTHORITIES.....	10
	• SOUTHERN TASMANIAN COUNCILS AUTHORITY	
	• COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY	
	• TASMANIAN WATER CORPORATION	
10.2	REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES ..	10
11.	REPORTS OF OFFICERS	11
11.1	WEEKLY BRIEFING REPORTS	11
11.2	DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS	12

11.3 PLANNING AUTHORITY MATTERS

11.3.1	DEVELOPMENT APPLICATION D-2017/102 - 109 CLARENCE STREET, BELLERIVE – 2 MULTIPLE DWELLINGS (1 EXISTING, 1 NEW).....	14
11.3.2	DEVELOPMENT APPLICATION D-2016/374 - 31 TRANMERE ROAD, HOWRAH - 2 MULTIPLE DWELLINGS (1 EXISTING, 1 NEW).....	38
11.3.3	DEVELOPMENT APPLICATION D-2017/200 - 14B BAYSIDE DRIVE, LAUDERDALE - DWELLING ...	55
11.3.4	DEVELOPMENT APPLICATION D-2017/155 - 60A TRANMERE ROAD, HOWRAH - DWELLING	69
11.3.5	DEVELOPMENT APPLICATION D-2017/43 - 78 HILL STREET, BELLERIVE – MULTIPLE DWELLINGS (1 EXISTING, 1 NEW).....	89

11.4 CUSTOMER SERVICE – NIL ITEMS117**11.5 ASSET MANAGEMENT**

11.5.1	CLARENCE STREET SAFETY IMPROVEMENTS – CONSULTATION RESULTS	118
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11.6 FINANCIAL MANAGEMENT - NIL ITEMS**11.7 GOVERNANCE**

11.7.1	VOLUNTARY MERGER FEASIBILITY STUDIES.....	146
12.	ALDERMEN’S QUESTION TIME.....	184
12.1	QUESTIONS ON NOTICE	184
12.2	ANSWERS TO QUESTIONS ON NOTICE	184
12.3	ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE	184
12.4	QUESTIONS WITHOUT NOTICE.....	184
13.	CLOSED MEETING.....	185
13.1	APPLICATIONS FOR LEAVE OF ABSENCE	
13.2	CLOSED MEETING INDEPENDENT REVIEW	
13.3	T1175/17 - LINDISFARNE STREETSCAPE – STAGE 3B CONSTRUCTION	
13.4	APPOINTMENT OF ACTING GENERAL MANAGER	

BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. APOLOGIES

Ald Campbell intends to apply for a Leave of Absence.

2. CONFIRMATION OF MINUTES

(File No 10/03/01)

RECOMMENDATION:

That the Minutes of the Council Meeting held on 13 June 2017 and the Special Council Meeting held on 26 June 2017, as circulated, be taken as read and confirmed.

3. MAYOR'S COMMUNICATION**4. COUNCIL WORKSHOPS**

In addition to the Aldermen's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE	DATE
Rating	
Voluntary Amalgamations	19 June
Voluntary Amalgamations	
Clarence Street Bike Lanes	
Review of Positive Ageing Plan	26 June

RECOMMENDATION:

That Council notes the workshops conducted.

5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE (File No)

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council's adopted Code of Conduct, the Mayor requests Aldermen to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

6. TABLING OF PETITIONS

(File No 10/03/12)

(Petitions received by Aldermen may be tabled at the next ordinary Meeting of the Council or forwarded to the General Manager within seven (7) days after receiving the petition.

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

The General Manager will table the following petitions which comply with the Act requirements:

7. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request an Alderman or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

7.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the General Manager of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

Nil.

7.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

Nil.

7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

7.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

8. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(File No 10/03/04)

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

9. MOTIONS ON NOTICE

Nil

10. REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

10.1 REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **SOUTHERN TASMANIAN COUNCILS AUTHORITY**

Representative: Ald Doug Chipman, Mayor or nominee

Quarterly Reports

Not required.

Representative Reporting

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald Jock Campbell
(Ald James Walker, Deputy Representative)

Quarterly Reports

Not required.

Representative Reporting

- **TASWATER CORPORATION**

10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES

11. REPORTS OF OFFICERS

11.1 WEEKLY BRIEFING REPORTS

(File No 10/02/02)

The Weekly Briefing Reports of 13, 19 and 26 June 2017 have been circulated to Aldermen.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 13, 19 and 26 June 2017 be noted.

11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

11.3 PLANNING AUTHORITY MATTERS

In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

11.3.1 DEVELOPMENT APPLICATION D-2017/102 - 109 CLARENCE STREET, BELLERIVE – 2 MULTIPLE DWELLINGS (1 EXISTING, 1 NEW)
(File No D-2017/102)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing, 1 new) at 109 Clarence Street, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Road and Railway Assets, Parking and Access, and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development as the applicant seeks variations to the building envelope and car parking and access requirements of the Scheme.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which has been extended to 5 July 2017 with the written agreement of the applicant.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 2 representations (including one signed by 2 separate property owners) were received raising the following issues:

- overshadowing;
- privacy; and
- loss of views.

RECOMMENDATION:

A. That the Development Application for 2 Multiple Dwellings (1 existing, 1 new) at 109 Clarence Street, Bellerive (CI Ref D-2017/102) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A1 – NEW CROSSOVER CHANGE [TSD-R09][3.6m WIDE].

3. ENG A5 – SEALED CAR PARKING.
 4. ENG S1 – INFRASTRUCTURE REPAIR.
 5. ENG M1 – DESIGNS DA.
 6. The development must meet all required Conditions of Approval specified by TasWater notice dated 23 March 2017 (TWDA 2017/00357-CCC).
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions for building envelope, and car parking and access under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
 - Section 8.10 – Determining Applications;
 - Part D – General Residential Zone; and
 - Part E – Road and Railway Assets, Parking and Access; and Stormwater Management Codes.
- 2.4.** Council’s assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site has an area of 1045m² with frontage and vehicle access to Clarence Street. The property contains an existing 2 storey dwelling. The land has no significant slope. The rear of the land is intersected by a stormwater main and a sewer main.

The surrounding area is similarly zoned General Residential containing a number of Single and Multiple Dwelling developments.

3.2. The Proposal

The proposal is for an additional dwelling sited at the rear of the existing dwelling. The proposed unit would contain 4 bedrooms and a conjoined garage with 2 car parking spaces as shown in the attachments. The number of car parking spaces serving both the existing and proposed dwellings would be 4.

The building would be 2 storey with a maximum height of 6.3m above natural ground level and a minimum setback of 1.2m from the eastern side boundary and 2.3m from the western side boundary. The building would have a rear setback of 1.8m.

The building has been designed around the location of the sewer and stormwater mains on the property, which has resulted in the building being forced towards the rear of the lot to achieve suitable clearance from the stormwater main. Furthermore, the building has been designed with a void space on the lower level between the proposed garage and living area to provide clearance to the existing sewer main. TasWater has advised that it is supportive of the proposal and is satisfied that the main would be accessible for future maintenance purposes.

The existing access would be retained. Due to the location of a major telecommunications pit in the footpath outside the property, which prevents widening of the existing access, an additional access would be constructed to allow vehicles to exit the site.

Two existing outbuildings at the rear of the property would be demolished.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and the Parking and Access, and Stormwater Codes with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (extract)	Proposed
10.4.2 A3	Building Envelope	A dwelling must be contained within a building envelope determined by projecting a line 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 not more than 8.5m above natural ground level. The dwelling must only have a setback within 1.5m of a side boundary if the building does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).	<p>Eastern side setback of 1.2m – setback of 3m required (variation of 1.8m).</p> <p>Rear boundary setback of 1.8m – setback of 7.1m required (variation of 5.3m).</p> <p>The proposed variations are shown in the attached diagrams (note that the building envelope on the proposal plans is shown incorrectly).</p>

The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause 10.4.2 as follows.

Performance Criteria	Comment
<i>“P3 - The siting and scale of a dwelling must:</i>	See below
<i>(a) not cause unreasonable loss of amenity by:</i>	
<i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i>	The applicant has provided a shadow diagram demonstrating how the adjoining properties would be overshadowed by the proposed building. The diagrams show that the properties at 107 and 111A Clarence Street and 58A, 60A, 62, 64 and 66 South Street would be subject to some overshadowing by the building on 21 June. The properties at 60A, 62 and 64 South Street would be most affected.
<i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i>	
<i>(iii) overshadowing of an adjoining vacant lot; or</i>	The diagram shows that all properties, with the exception of 62 South Street, would receive in excess of 3 hours sunlight to the dwellings and private outdoor space areas on each property on 21 June.

	<p>Access to 3 hours direct sunlight on 21 June is accepted in other clauses within the zone, as achieving a reasonable level of amenity.</p> <p>The proposed building would overshadow land at 62 South Street; but the existing dwelling on that site would be unaffected. The backyard of number 62 would be overshadowed for most of the day on 21 June; mainly confined to the rearmost 10m of the land which does not contain any formal private open space areas. There would be an area of approximately 275m² of the yard, which would be relatively unaffected by the proposed building. On this basis, it is considered that the proposed dwelling would not cause an unreasonable amount of overshadowing of the private open space of 62 South Street.</p>
<p>(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p>	<p>The proposed building would be partially 2 storey with the upper-storey mostly confined to the centre of the site. The maximum height of the building would be 6.39m, which is common for buildings in the General Residential Zone and approximately 1.5m lower than the existing dwelling on the same site.</p> <p>Although the lower-storey of the building would be setback only 1.801m from the rear boundary, the building form is staggered so that the upper-storey would be setback 5.3m from the rear boundary. The building would be 7.7m from the nearest dwelling to the rear of the site (60A South Street), while the upper storey would be separated by 13.1m. The dwellings would be separated by an existing outbuilding on 60A.</p> <p>The dwelling at 62 South Street would be separated from the site by its own substantive backyard, which has an area of over 400m².</p>

	<p>The wall of the building adjacent to the eastern boundary would be 6m in height and 2.8m from the adjacent dwelling at 111A Clarence Street. The expanse of the wall would be minimal as the length of the wall on the upper storey would only be 4.1m.</p> <p>These factors demonstrate that the size and bulk of the proposed building is acceptable, given the surrounding environment and the location of existing buildings. The building would not have an unreasonable impact on views to surrounding areas.</p>
<i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i>	<p>As described above, a level of separation would be provided between the proposed dwelling and existing adjacent dwellings; the minimum being 2.8m to the dwelling at 111A Clarence Street. Aerial photography shows that similar levels of separation between dwellings are evident in the surrounding area.</p>

Parking and Access Code

Clause	Standard	Acceptable Solution (extract)	Proposed
E6.6.1 A1	Number of Car Parking Spaces	2 for each dwelling and 1 dedicated visitor parking space	4 - no visitor parking space

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.6.1 as follows.

Performance Criteria	Comment
<i>“P1 - The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</i>	Council’s Development Engineer has made the following comments: On-site parking has been restricted due to the requirements to provide adequate site access and passing bay. Construction of a standard 5.5m wide access is restricted by the location of the telecommunications pit adjacent to the existing driveway.
<i>(a) car parking demand;</i>	There is no record of parking issues in the area.

<i>(b) the availability of on-street and public car parking in the locality;</i>	There is an availability of on-street and public car parking in Clarence Street and the surrounding road network.
<i>(c) the availability and frequency of public transport within a 400m walking distance of the site;</i>	The site is within 400m of public transport routes located on Clarence Street.
<i>(d) the availability and likely use of other modes of transport;</i>	The site is within an urban environment, where occupants would have options to use bicycles and motorcycles, which could easily be parked on the site.
<i>(e) the availability and suitability of alternative arrangements for car parking provision;</i>	There are no alternative options.
<i>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</i>	Car parking spaces would not be shared.
<i>(g) any car parking deficiency or surplus associated with the existing use of the land;</i>	The current use of the property contains a compliant number of car parking spaces (2).
<i>(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</i>	As discussed above, the current use contains a compliant number of car parking spaces.
<i>(i) the appropriateness of a financial contribution in-lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</i>	As the site is not located within a commercial activity centre, it would be inappropriate to require a financial contribution in-lieu of parking. There are no plans for public parking facilities in the vicinity of the site.
<i>(j) any verified prior payment of a financial contribution in-lieu of parking for the land;</i>	No previous financial contributions in-lieu of parking has been provided for the land.
<i>(k) any relevant parking plan for the area adopted by Council;</i>	The site is not located within an area affected by a parking plan.
<i>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code”.</i>	The site is not subject to the Historic Heritage Code.

Parking and Access Code

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.1 A1	Number of Vehicular Accesses	The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	2 vehicular accesses onto Clarence Street

The proposed variation can be supported pursuant to the Performance Criteria P1 of the Clause E6.7.1 for the following reasons.

Performance Criteria	Comment
<i>“P1 - The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</i>	Council’s Development Engineer has made the following comments: The unfortunate proximity of the major telecommunications pit adjacent to the current access driveway precludes widening of the existing driveway. An additional access point is required at the frontage to achieve satisfactory access for Multiple Dwellings onto Clarence Street.
<i>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</i>	The access has been positioned to minimise the loss of on-street parking to 1 space.
<i>(b) whether the additional access points can be provided without compromising any of the following:</i>	See below
<i>(i) pedestrian safety, amenity and convenience;</i>	The road reservation for Clarence Street is approximately 22m wide outside the property and is straight and flat, which provides excellent opportunity for pedestrian surveillance.
<i>(ii) traffic safety;</i>	The width and alignment of Clarence Street would provide adequate space for vehicles to manoeuvre to and from the site without compromising traffic safety.
<i>(iii) residential amenity on adjoining land;</i>	Due to the location of surrounding dwellings and existing vegetation, the additional access would not compromise residential amenity on adjoining land or cause a nuisance by way of vehicle noise or lights.

(iv) <i>streetscape;</i>	The streetscape is characterised by trees located within the road reserve and on private property, which would off-set the impact of an additional vehicle crossover.
(v) <i>cultural heritage values if the site is subject to the Local Historic Heritage Code;</i>	The site is not subject to the Historic Heritage Code.
(vi) <i>the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity”.</i>	There is no “al fresco” dining in the vicinity of the site. Use of the footpath for passive recreation would not be significantly compromised.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 2 representations were received (including one signed by 2 separate property owners). The following issues were raised by the representors.

5.1. Overshadowing

Representors have raised concern that the building would cause overshadowing of the adjacent properties.

- **Comment**

The proposed building satisfies the Performance Criteria relating to the building height and setback of the Scheme, including the requirement that no unreasonable overshadowing of adjoining properties is caused.

5.2. Privacy

Representors are concerned that the proposed building would have an unreasonable impact on the privacy of adjoining lots.

- **Comment**

The proposal satisfies the privacy requirements of the Scheme specified at Clause 10.4.6 of the Scheme.

5.3. Loss of Views

One representor is concerned that the proposed building would block views from the dwelling at 111A Clarence Street to Mount Wellington.

- **Comment**

The proposed building satisfies the Performance Criteria relating to the building height and setback and would not have an unreasonable impact on views from other properties to surrounding areas. Although the proposed building would cause some obstruction of the view from 111A Clarence Street to Mount Wellington, a building that is compliant with Scheme requirements would have a similar impact.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

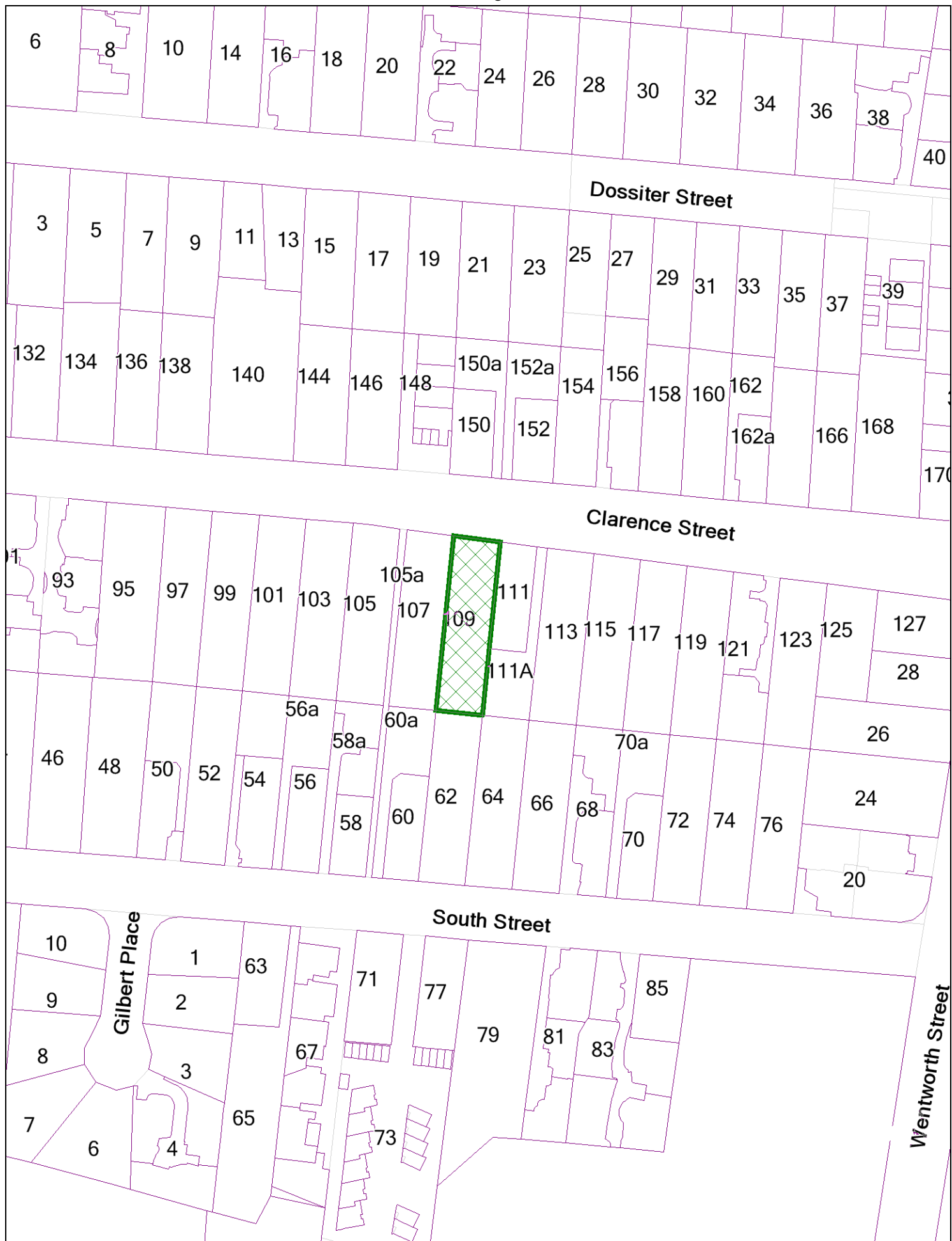
The proposal seeks approval for 2 Multiple Dwellings (1 existing, 1 new) at 109 Clarence Street, Bellerive. The application meets the relevant acceptable solutions and performance criteria of the Scheme.

The proposal is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (9)
3. Diagrams Showing Areas of Building outside Envelope (2)
4. Site Photo (1)

Bruce Gibbs
ACTING MANAGER CITY PLANNING

Clarence City Council



Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Friday, 16 June 2017 **Scale:** 1:1,717 @A4

IMPORTANT:

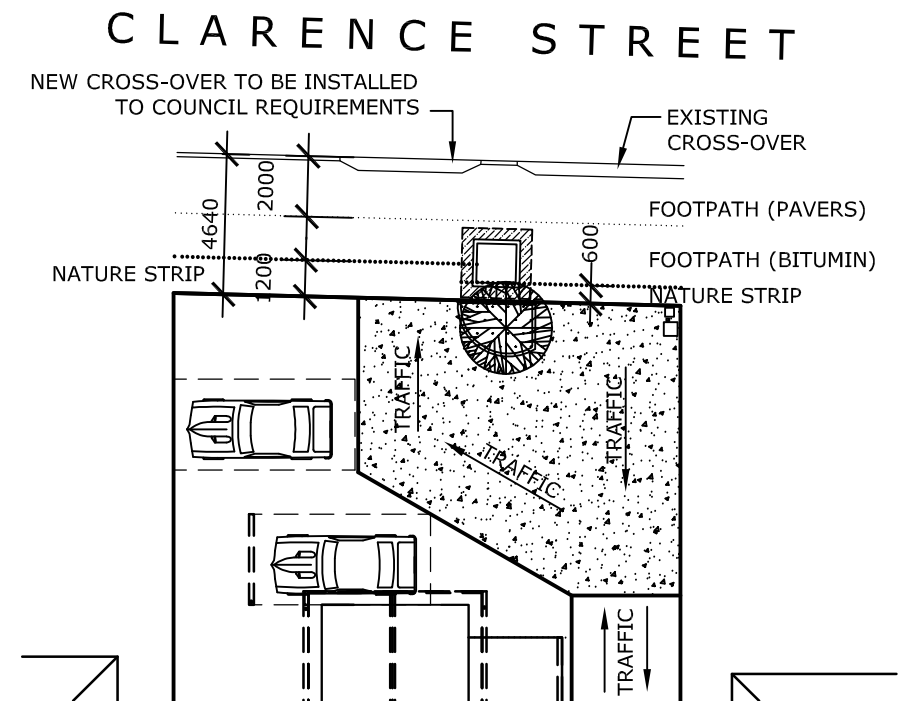
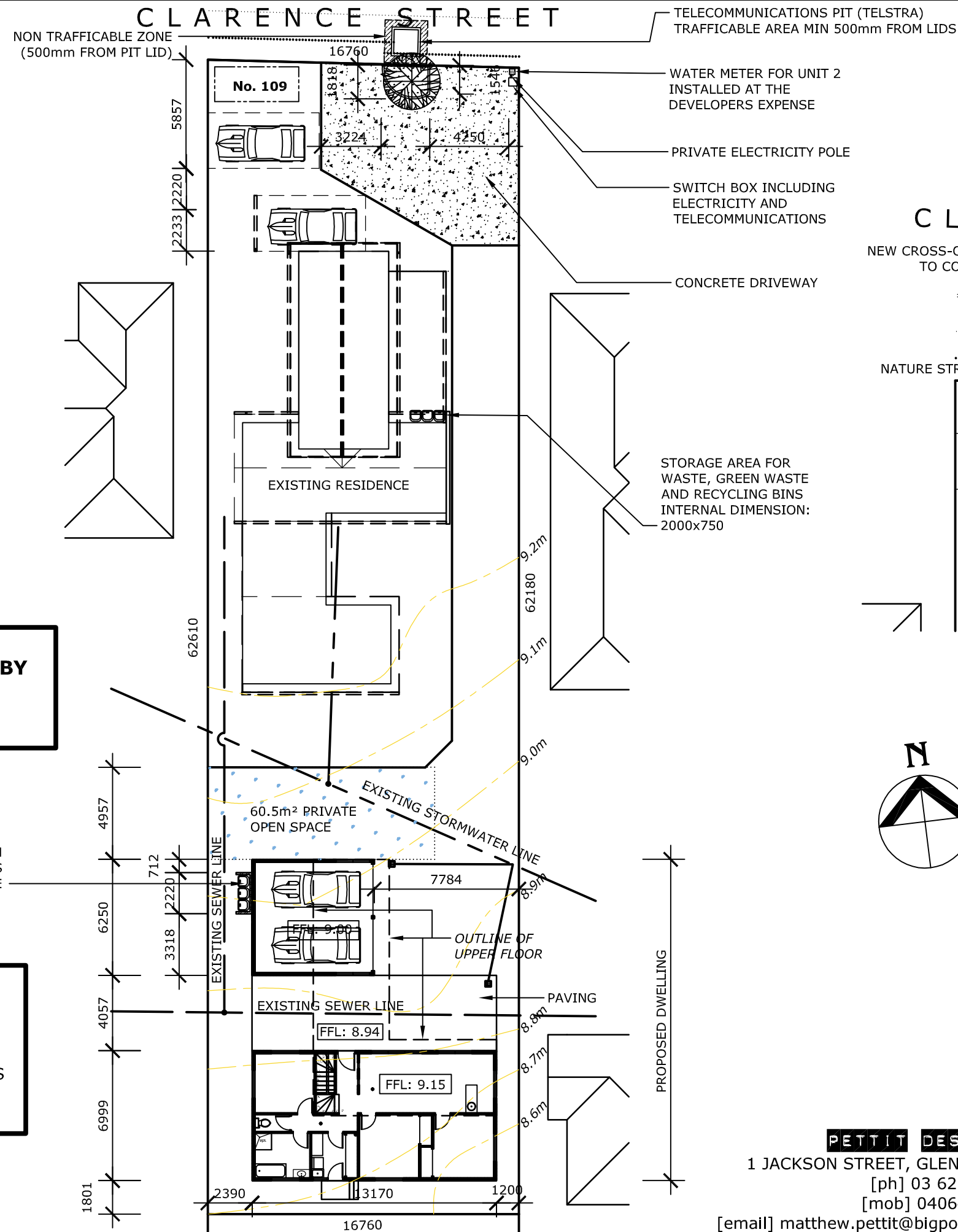
Use written dimensions only.
Confirm all dimensions on site before commencing any work.
Ensure that this drawing and any accompanying details and /or specifications have been stamped "approved" by the relevant local authorities, and that any conditions of approval are incorporated into the works.
All materials and workmanship shall conform with relevant standard, Building Code of Australia (BCA) requirements and product specification and any addendum to that specification.
This drawing remains the property of the designer and its use is restricted to the licence granted to the client for the project as specified.

IT IS THE BUILDERS RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UNDERGROUND SERVICES, INCLUDING BUT NOT LIMITED TO; GAS, WATER, SEWER, STORM WATER, ELECTRICITY, TELECOMMUNICATIONS.

ALL LEVELS TO BE VERIFIED BY BUILDER PRIOR TO COMMENCEMENT OF WORK

ENGINEERING TEST RESULTS

(Tests performed by Aldanmark P/L)
SOIL CLASSIFICATION TEST - CLASS S
WIND SPEED CLASSIFICATION - N2 (28m/s)



0 200 400

PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D.ROBERTS
JOB: 60301A

PROPOSED
SITE PLAN

Scale: 1:250

PETTIT DESIGNS

1 JACKSON STREET, GLENORCHY

[ph] 03 62730986

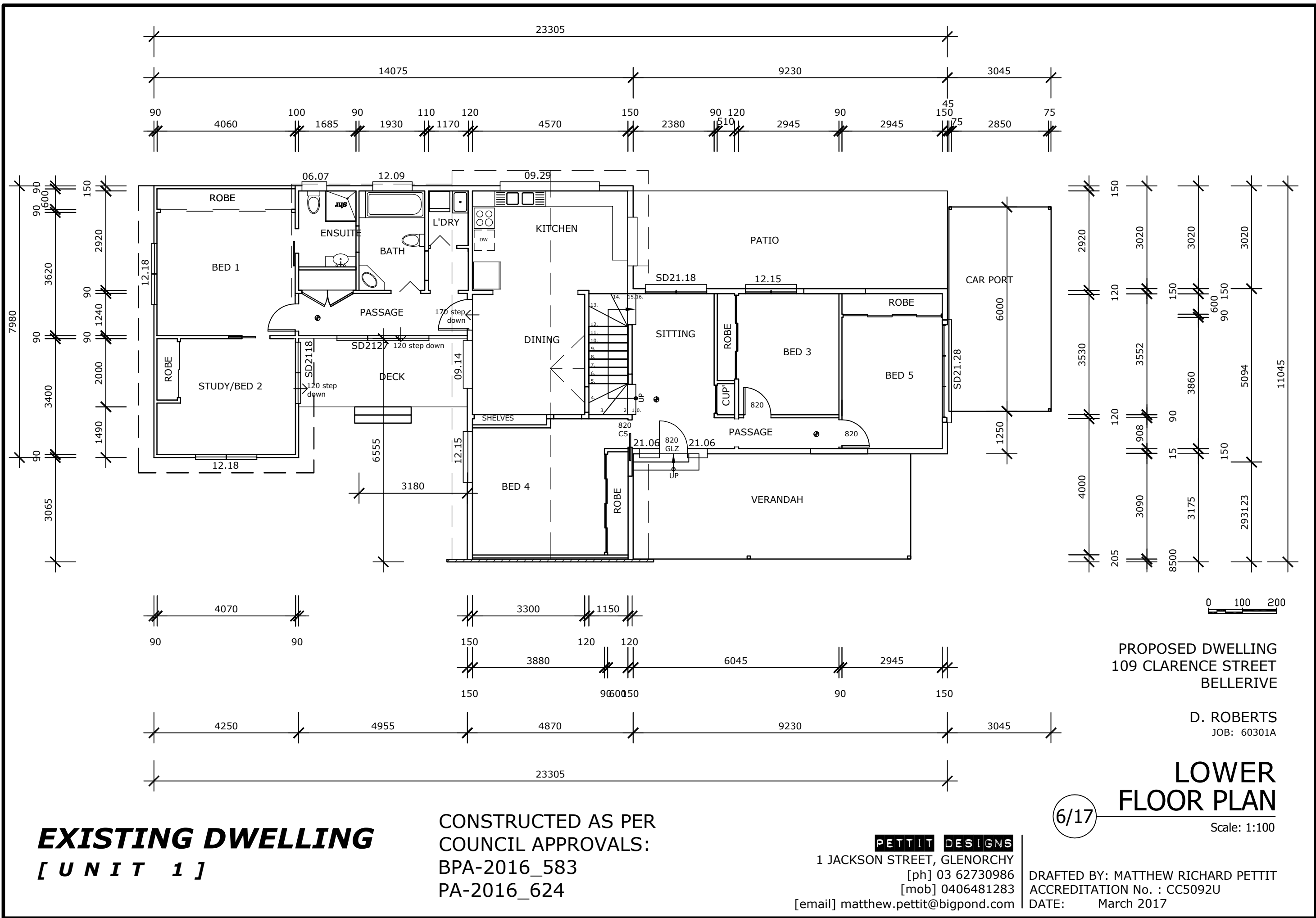
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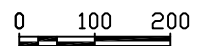
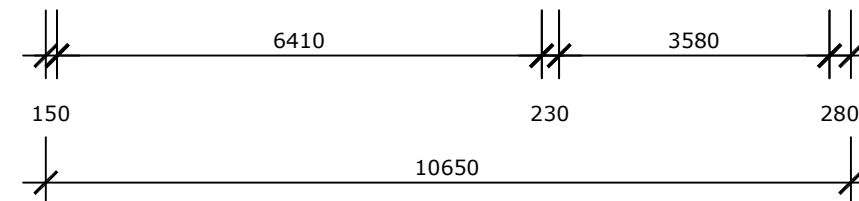
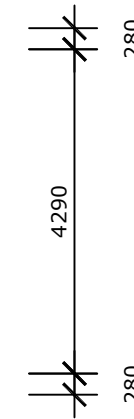
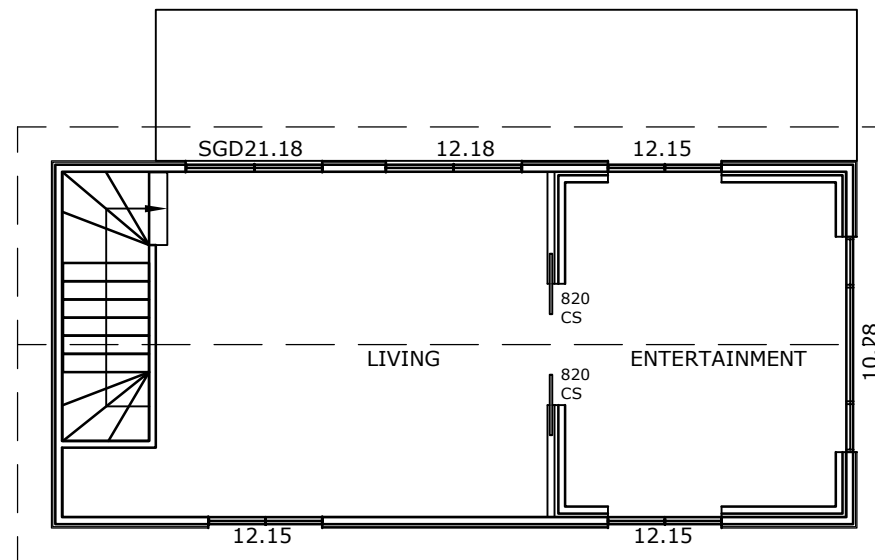
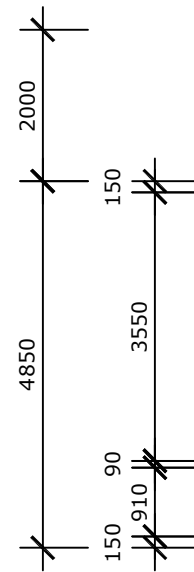
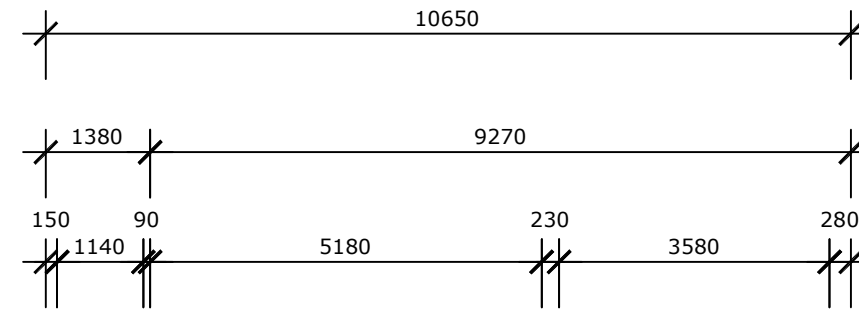
[email] matthew.pettit@bigpond.com

DRAFTED BY: MATTHEW RICHARD PETTIT

ACCREDITATION No. : CC5092U

DATE: March 2017





PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

**UPPER
FLOOR PLAN**

Scale: 1:100

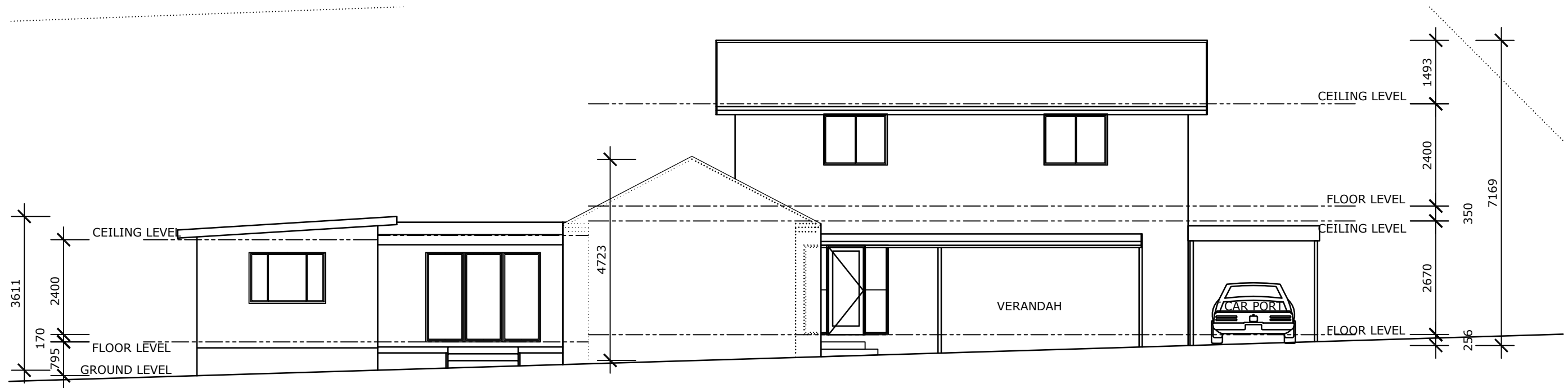
7/17

EXISTING DWELLING
[UNIT 1]

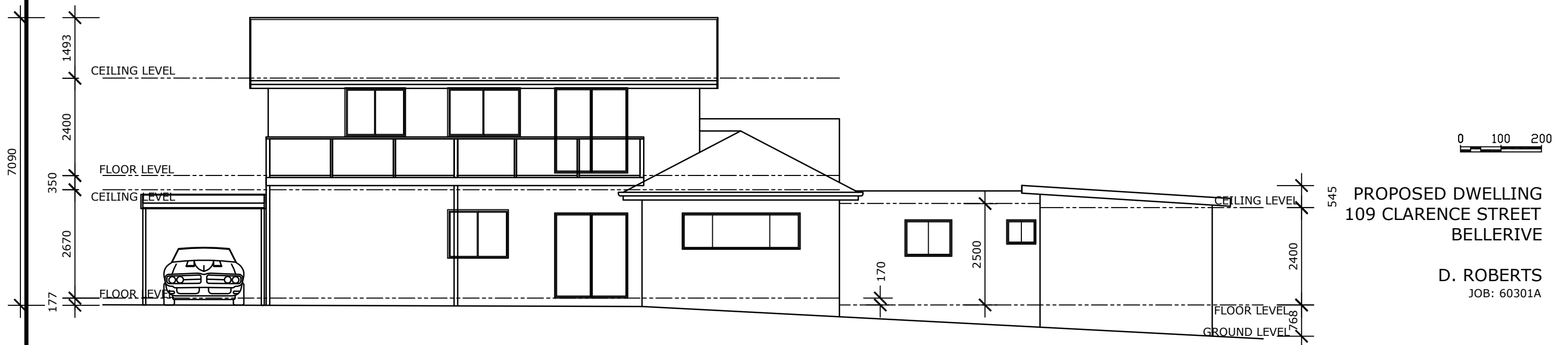
CONSTRUCTED AS PER
COUNCIL APPROVALS:
BPA-2016_583
PA-2016_624

PETTIT DESIGNS
1 JACKSON STREET, GLENORCHY
[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

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ACCREDITATION No. : CC5092U
DATE: March 2017



EAST ELEVATION



WEST ELEVATION

EXISTING DWELLING
[UNIT 1]

CONSTRUCTED AS PER
COUNCIL APPROVALS:
BPA-2016_583
PA-2016_624

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[mob] 0406481283
[email] matthew.pettit@bigpond.com

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ACCREDITATION No. : CC5092U
DATE: March 2017

ELEVATIONS
Scale 1:100

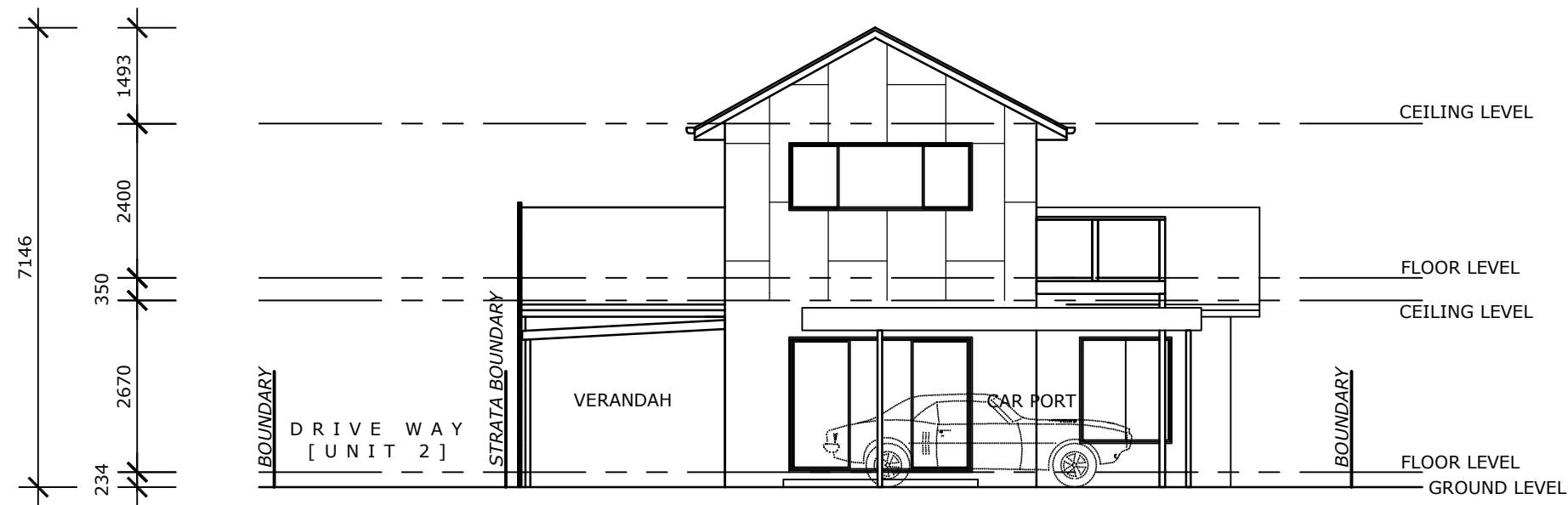
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109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

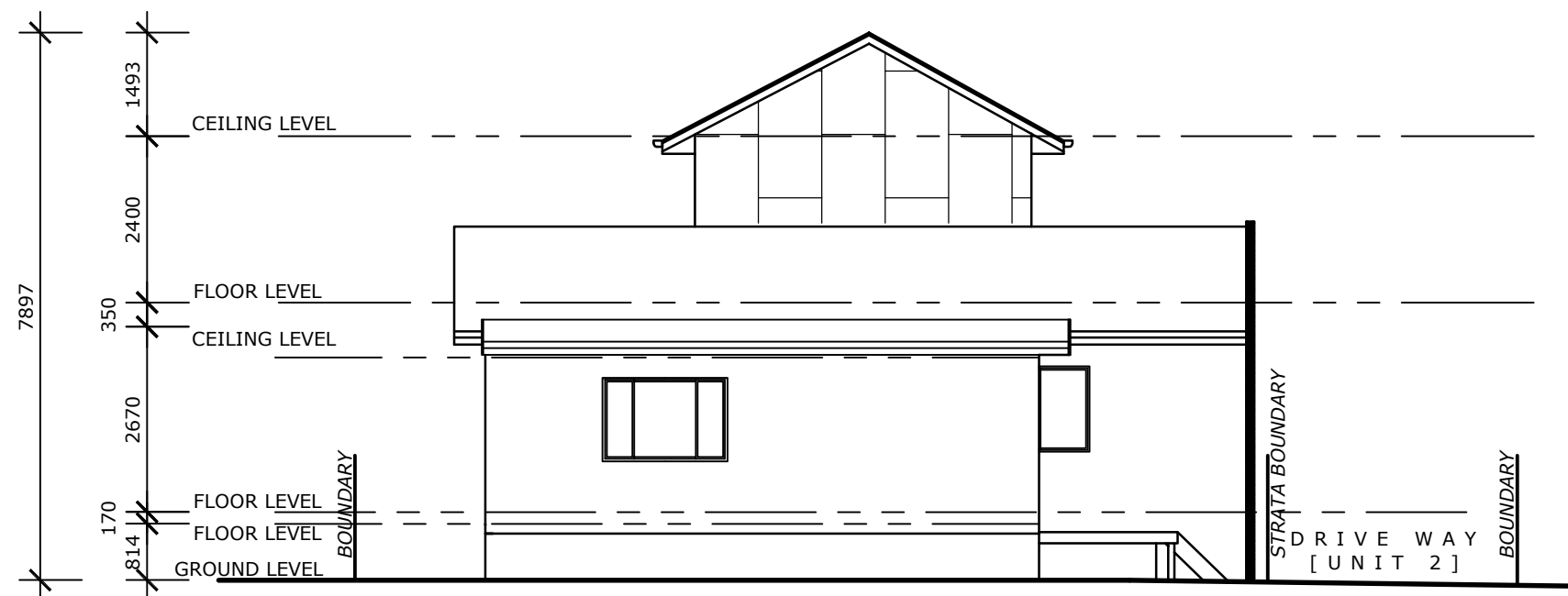
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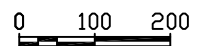
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NORTH ELEVATION



SOUTH ELEVATION



PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

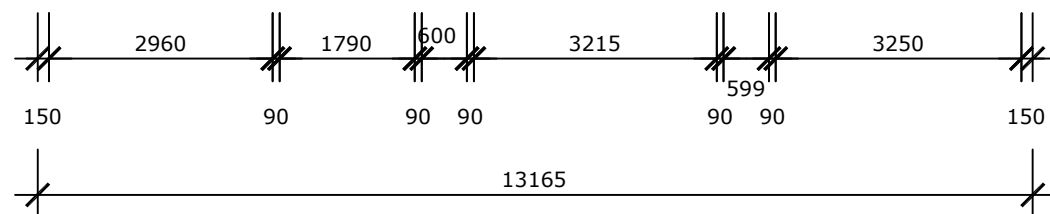
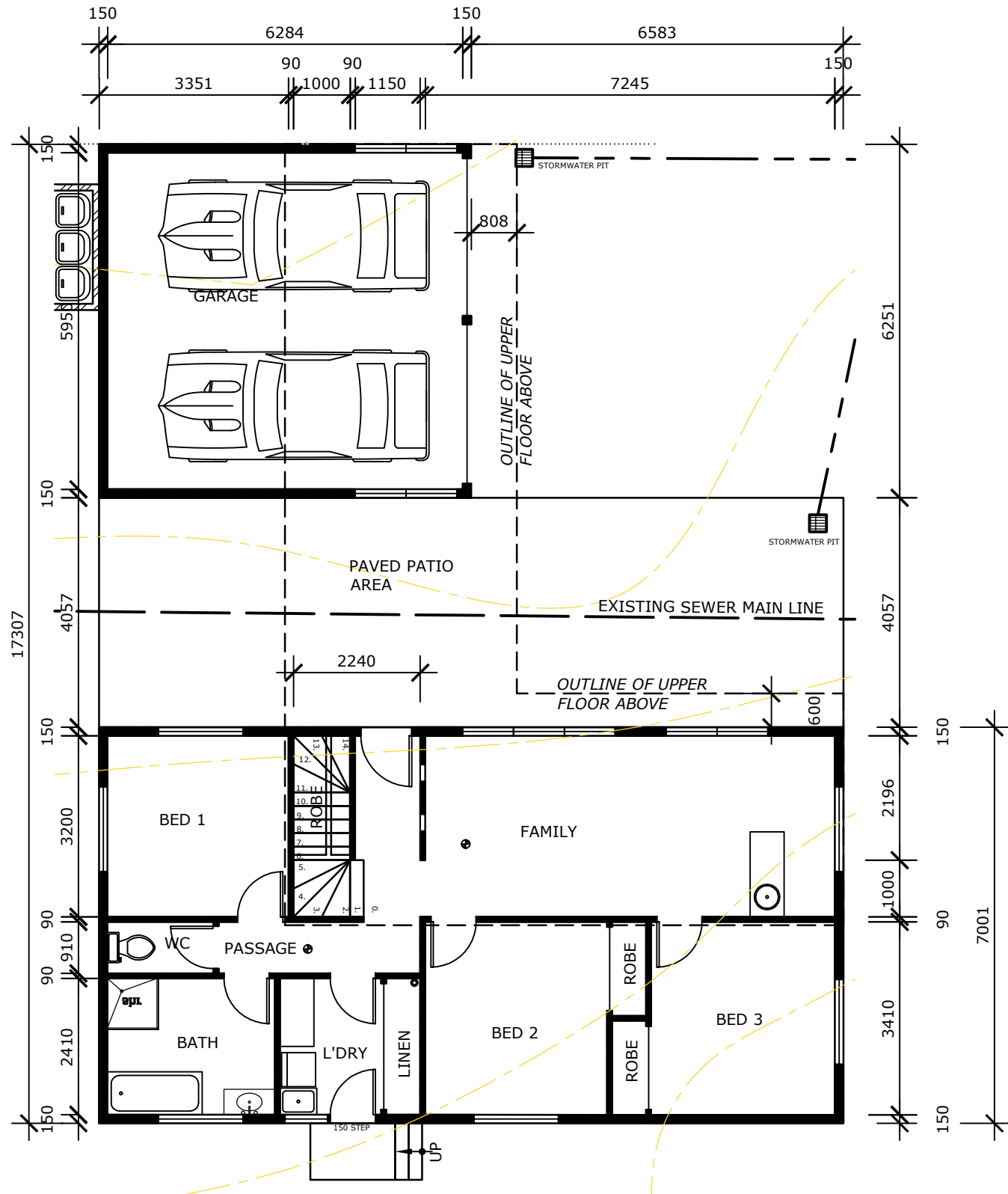
EXISTING DWELLING
[UNIT 1]

CONSTRUCTED AS PER
COUNCIL APPROVALS:
BPA-2016_583
PA-2016_624

PETTIT DESIGNS
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[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

5/17 **ELEVATIONS**
Scale: 1:100

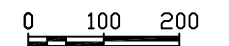
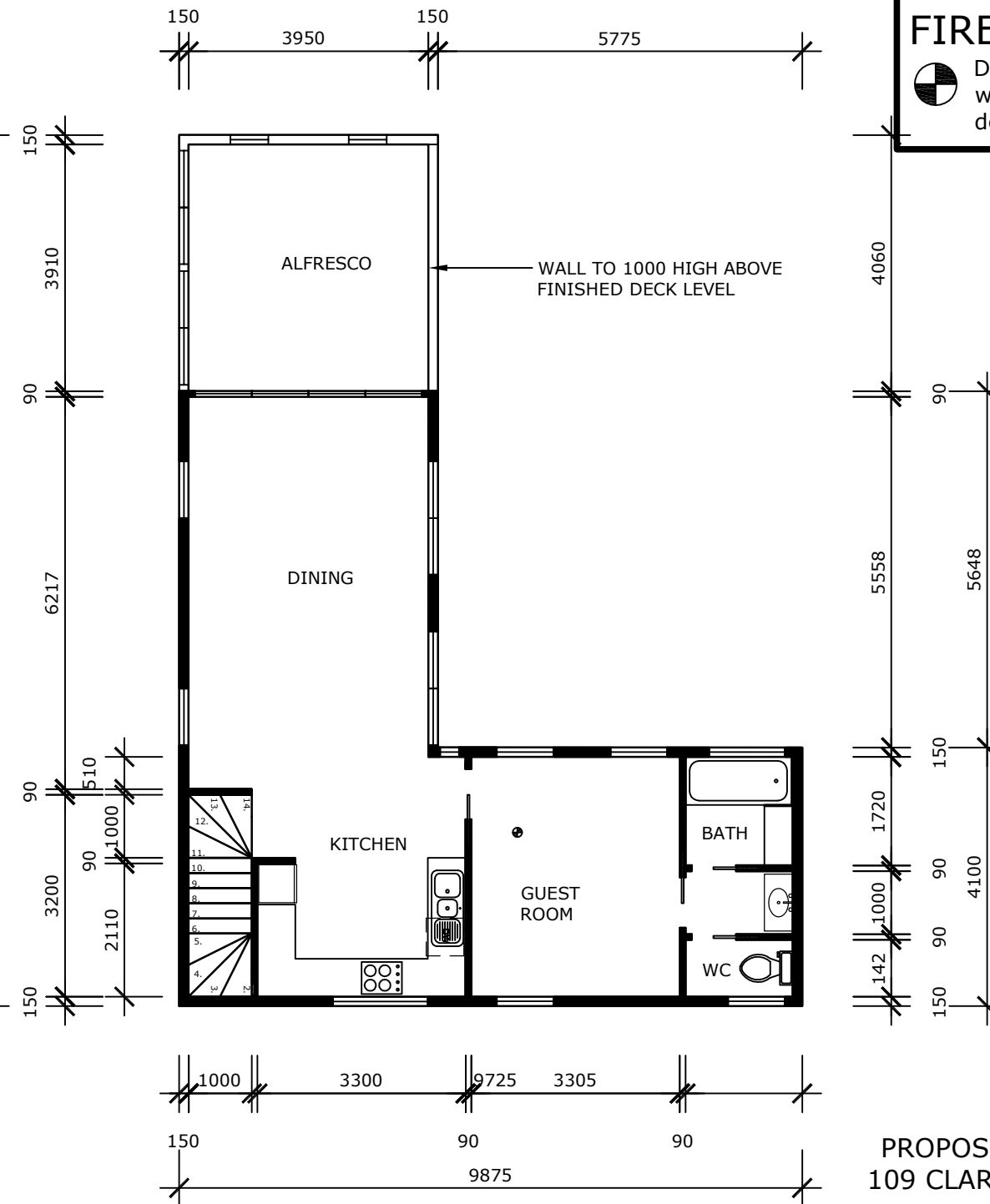
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DATE: March 2017



LOWER FLOOR

PROPOSED DWELLING [UNIT 2]

UPPER FLOOR



PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

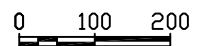
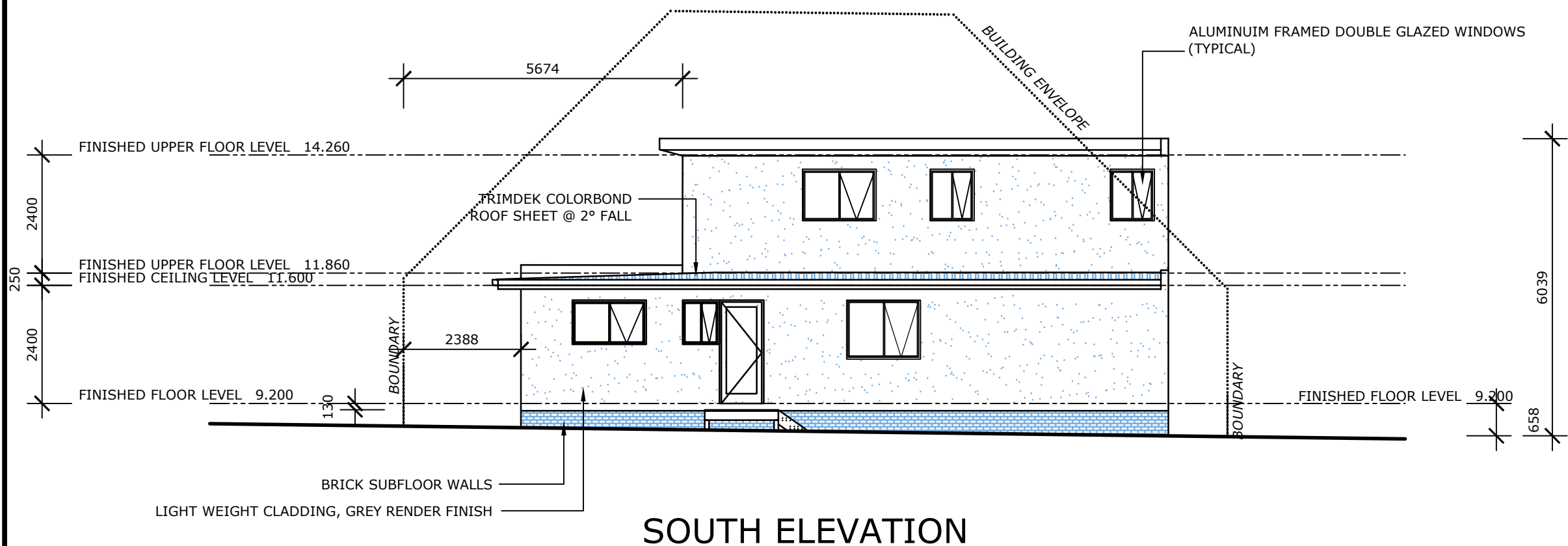
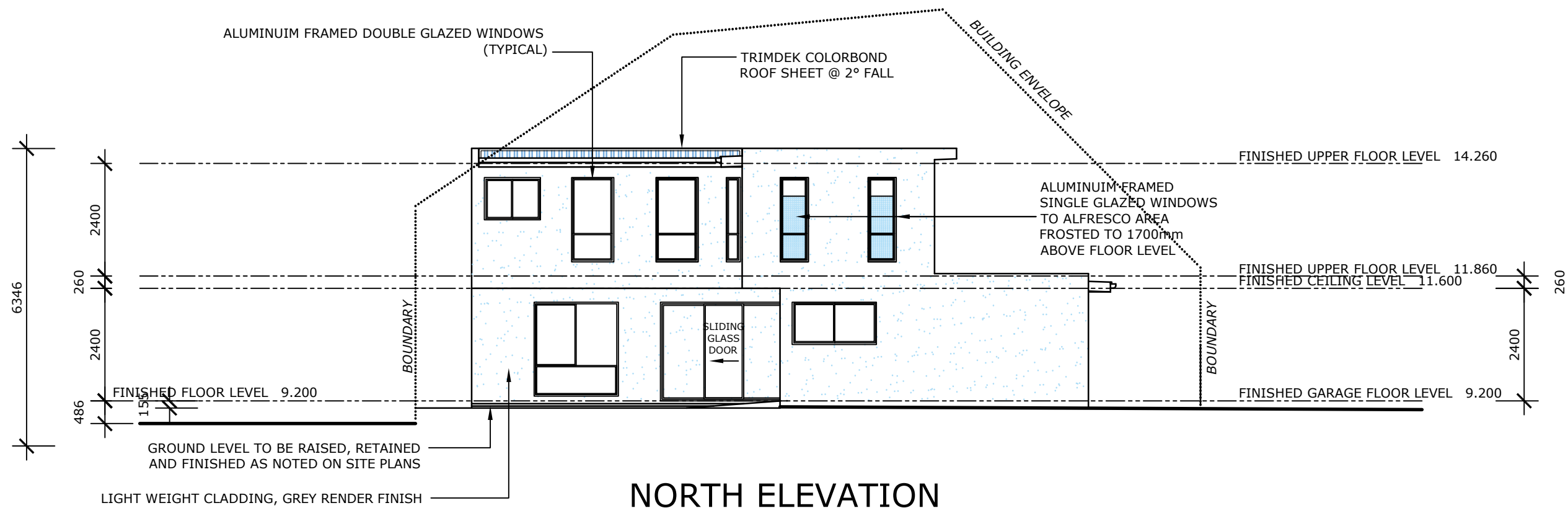
15/17

FLOOR PLAN

Scale: 1:100

PETTIT DESIGNS
1 JACKSON STREET, GLENORCHY
[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

DRAFTED BY: MATTHEW RICHARD PETTIT
ACCREDITATION No. : CC5092U
DATE: March 2017



PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

PROPOSED DWELLING
[UNIT 2]

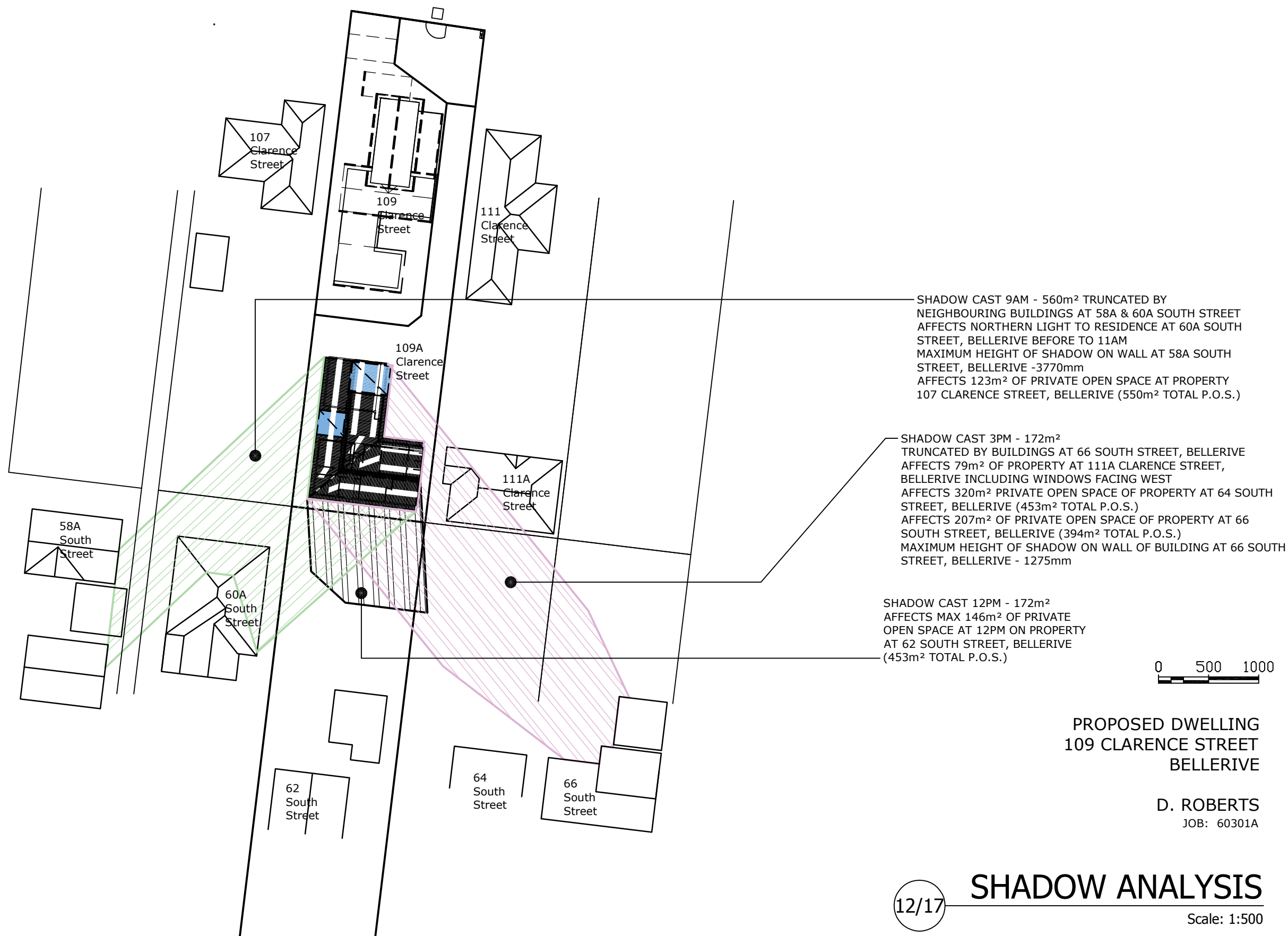
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[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

14/17

ELEVATIONS

Scale: 1:100

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ACCREDITATION No. : CC5092U
DATE: March 2017



SHADOW CAST 9AM - 560m² TRUNCATED BY NEIGHBOURING BUILDINGS AT 58A & 60A SOUTH STREET, BELLERIVE BEFORE TO 11AM
MAXIMUM HEIGHT OF SHADOW ON WALL AT 58A SOUTH STREET, BELLERIVE - 3770mm
AFFECTS 123m² OF PRIVATE OPEN SPACE AT PROPERTY 107 CLARENCE STREET, BELLERIVE (550m² TOTAL P.O.S.)

SHADOW CAST 3PM - 172m²
TRUNCATED BY BUILDINGS AT 66 SOUTH STREET, BELLERIVE
AFFECTS 79m² OF PROPERTY AT 111A CLARENCE STREET, BELLERIVE INCLUDING WINDOWS FACING WEST
AFFECTS 320m² PRIVATE OPEN SPACE OF PROPERTY AT 64 SOUTH STREET, BELLERIVE (453m² TOTAL P.O.S.)
AFFECTS 207m² OF PRIVATE OPEN SPACE OF PROPERTY AT 66 SOUTH STREET, BELLERIVE (394m² TOTAL P.O.S.)
MAXIMUM HEIGHT OF SHADOW ON WALL OF BUILDING AT 66 SOUTH STREET, BELLERIVE - 1275mm

SHADOW CAST 12PM - 172m²
AFFECTS MAX 146m² OF PRIVATE OPEN SPACE AT 12PM ON PROPERTY AT 62 SOUTH STREET, BELLERIVE (453m² TOTAL P.O.S.)

0 500 1000

PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

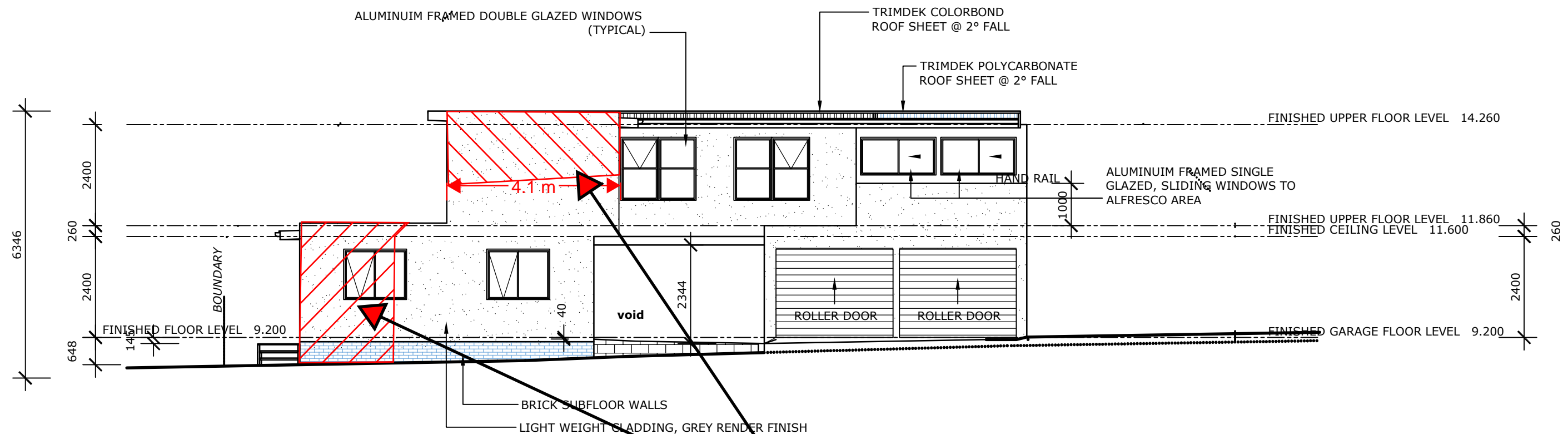
D. ROBERTS
JOB: 60301A

12/17 SHADOW ANALYSIS

Scale: 1:500

PETTIT DESIGNS
1 JACKSON STREET, GLENORCHY
[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

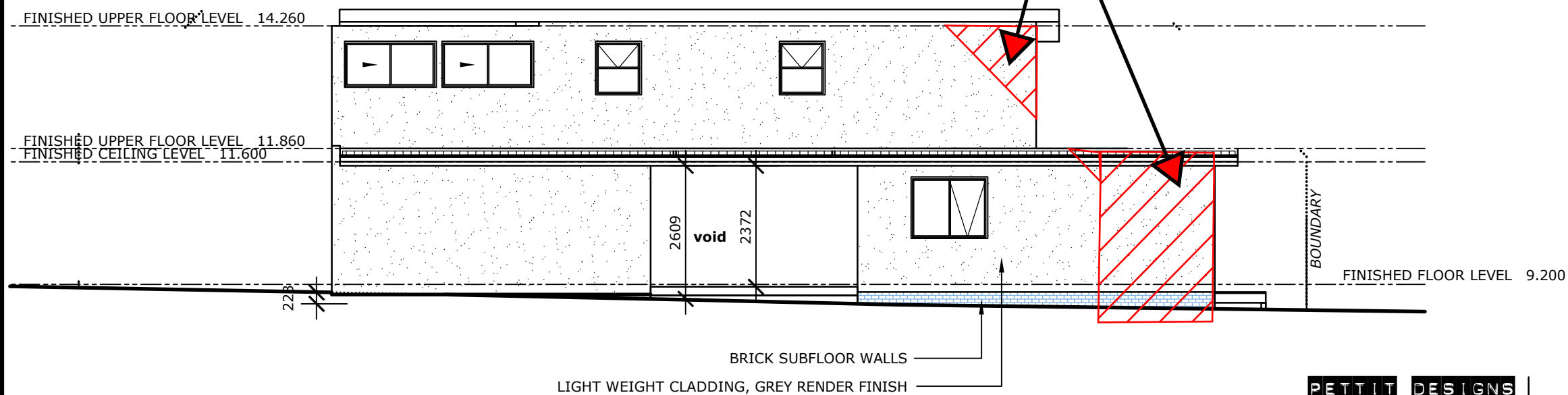
DRAFTED BY: MATTHEW RICHARD PETTIT
ACCREDITATION No. : CC5092U
DATE: March 2017



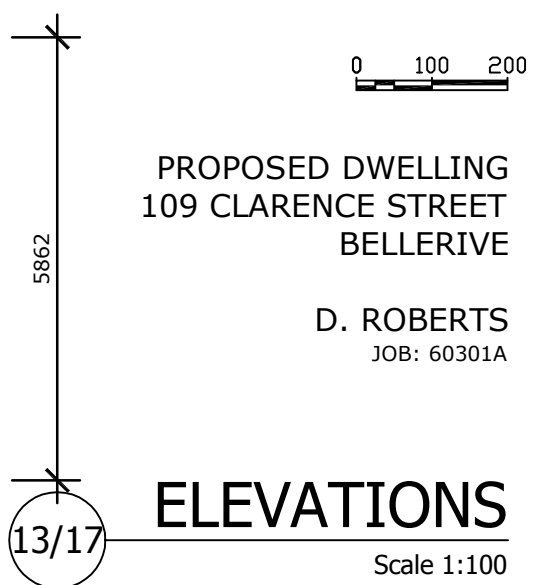
EAST ELEVATION

Areas of proposed building outside building envelope

NOTE: WINDOWS ON WESTERN SIDE COMPLY WITH CLAUSE 10.4.6 (A1) OF THE CLARENCE INTERIM PLANNING SCHEME - UPPER FLOOR WINDOWS ON WESTERN SIDE HAVE A SETBACK OF 5.67m FROM SIDE BOUNDARY



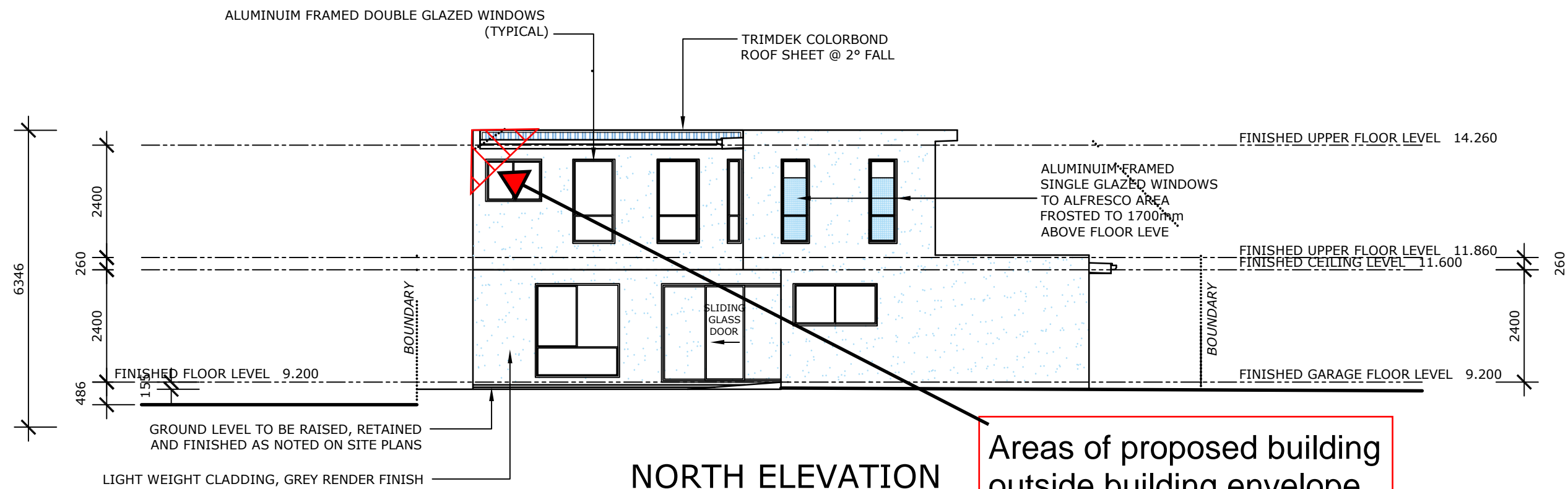
WEST ELEVATION



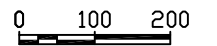
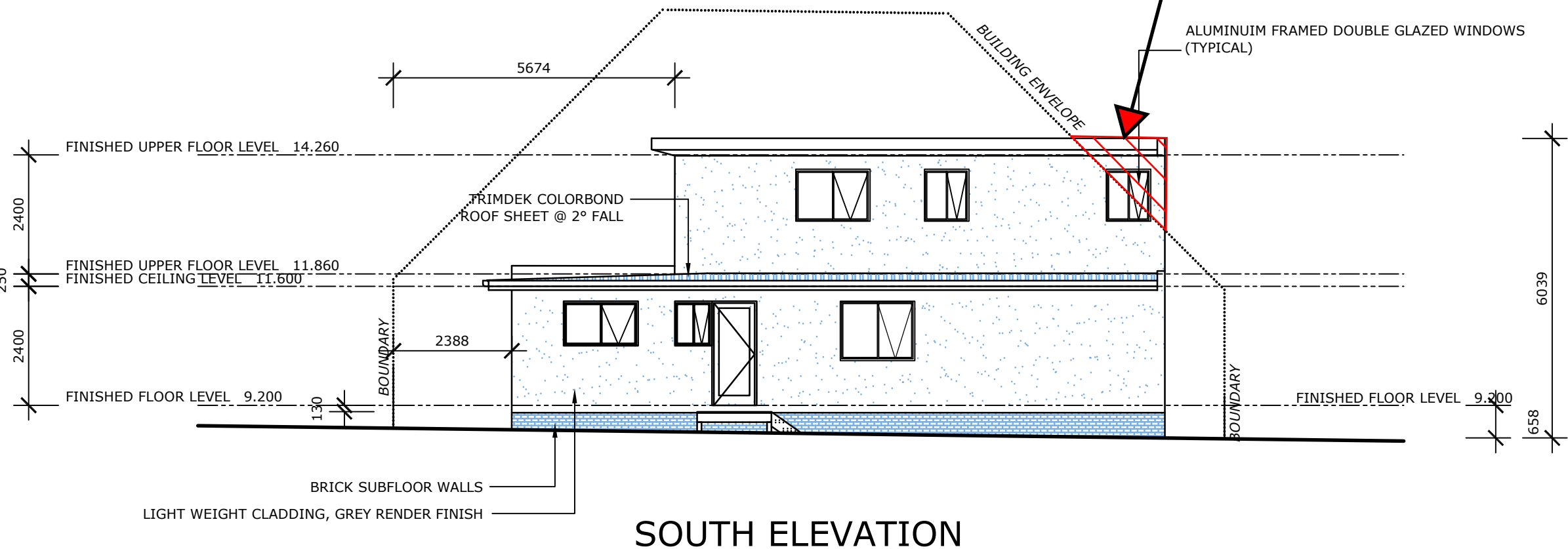
PROPOSED DWELLING
[UNIT 2]

PETTIT DESIGNS
1 JACKSON STREET, GLENORCHY
[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

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ACCREDITATION No. : CC5092U
DATE: March 2017



Areas of proposed building outside building envelope



PROPOSED DWELLING
109 CLARENCE STREET
BELLERIVE

D. ROBERTS
JOB: 60301A

PROPOSED DWELLING
[UNIT 2]

PETTIT DESIGNS
1 JACKSON STREET, GLENORCHY
[ph] 03 62730986
[mob] 0406481283
[email] matthew.pettit@bigpond.com

14/17

ELEVATIONS

Scale: 1:100

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ACCREDITATION No. : CC5092U
DATE: March 2017

109 Clarence Street, BELLERIVE



Site viewed from Clarence Street showing property frontage



Site viewed from Clarence Street showing the existing access

11.3.2 DEVELOPMENT APPLICATION D-2016/374 - 31 TRANMERE ROAD, HOWRAH - 2 MULTIPLE DWELLINGS (1 EXISTING, 1 NEW)
(File No D-2016/374)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing, 1 new) at 31 Tranmere Road, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Road and Railway Assets, Parking and Access, and Stormwater Management Codes under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development as the applicant seeks a variation to the building envelope requirement of the Scheme.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which has been extended to 5 July 2017 with the written agreement of the applicant.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- traffic; and
- impact of Multiple Dwelling developments.

RECOMMENDATION:

- A. That the Development Application for 2 Multiple Dwellings (1 existing, 1 new) at 31 Tranmere Road, Howrah (CI Ref D-2016/374) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. GEN AP3 – AMENDED PLAN [vehicle kerb and gutter crossing with a minimum width of 5.5m constructed from the road carriageway to the property boundary].

3. ENG A2 – CROSSOVER CHANGE [TSD-R09][5.5m WIDE] replace 7.5m with 6m.
 4. ENG A5 – SEALED CAR PARKING.
 5. ENG S1 – INFRASTRUCTURE REPAIR.
 6. ENG M1 – DESIGNS DA.
 7. The development must meet all required Conditions of Approval specified by TasWater notice dated 23 May 2017 (TWDA 2016/01305-CCC).
 8. ADVICE – The application for a building permit may need to be accompanied by a building “Form 6 – Notice for Proposed Protection Work” as directed by the building surveyor for the development to deal with retaining of land upon demolition of the garage.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solution for building envelope under the Scheme as prescribed in the General Residential Zone.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Part D – General Residential Zone; and
- Part E – Road and Railway Assets, Parking and Access, and Stormwater Management Codes.

- 2.4.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site has an area of 956m² with frontage and vehicle access to Tranmere Road. The property contains an existing 2 storey dwelling. The land has no significant slope.

The surrounding area is similarly zoned General Residential containing a number of Single and Multiple Dwelling developments.

3.2. The Proposal

The proposal is for an additional dwelling sited at the rear of the existing dwelling as shown in the attachments. The proposed unit would contain 3 bedrooms and a conjoined garage for 1 car. The overall number of car parking spaces on-site would be 5.

The building would have a maximum height of 3.9m above natural ground level and a minimum setback of 2.7m from the southern side boundary and 1m from the northern side boundary. The building would have a rear setback of 3.5m.

An existing garage on the southern boundary of the property would be demolished to make way for construction of a driveway.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*

*(b) any representations received pursuant to and in conformity with ss57(5) of the Act;
but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and the Parking and Access, and Stormwater Codes with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (extract)	Proposed
10.4.2 A3	Building Envelope	A dwelling must be contained within a building envelope determined by projecting a line 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 not more than 8.5m above natural ground level. The dwelling must only have a setback within 1.5m of a side boundary if the building does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).	rear boundary setback of 3.5m – setback of 5.1m required (variation of 1.6m)

The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause 10.4.2 as follows.

Performance Criteria	Comment
<i>“P3 - The siting and scale of a dwelling must:</i>	See below
<i>(a) not cause unreasonable loss of amenity by:</i>	The applicant has provided a solar exposure diagram demonstrating how the adjoining properties would be overshadowed by the proposed building. The diagram shows that the properties at 33, 35 and 35A Tranmere Road and 45 Corinth Street would be subject to some overshadowing by the building on 21 June (the Winter Solstice).
<i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i>	The diagrams show that all properties would receive in excess of 3 hours sunlight to the dwellings and private outdoor space areas on each property on 21 June. Access to 3 hours direct sunlight on 21 June is accepted in other clauses within the zone, as being a reasonable level.
<i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i>	The proposed building would cause some overshadowing of the backyard and dwelling at 45 Corinth Street. The backyard would be overshadowed for most of the day on 21 June; mainly confined to the rearmost 5m of the land, which does not contain any formal private open space areas. Direct sunlight to that area would be reduced to approximately 1.5 hours. Some of that overshadowing would be caused by the existing boundary fence. There would be an area of approximately 100m ² of the yard, which would be relatively unaffected by the proposed building.
<i>(iii) overshadowing of an adjoining vacant lot; or</i>	The solar exposure diagram shows that sunlight to the dwelling at 45 Corinth Street would not be reduced below 3 hours. In fact, the proposed building would be unlikely to cause any overshadowing of the dwelling after 10am.

	On this basis, it is considered that the proposed dwelling would not cause an unreasonable amount of overshadowing of any of the adjoining properties. The impact on residential amenity would not be unreasonable.
(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	<p>The proposed building would be single storey with a maximum height of 3.9m; modest for a dwelling in the General Residential Zone. The building would be lower than most of the surrounding dwellings, including the 2 storey dwelling at 45 Corinth Street.</p> <p>The size and bulk of the proposed building is considered acceptable in the context of the surrounding environment, including the location of existing buildings. The proposed building would not obstruct views to surrounding areas from neighbouring dwellings.</p>
(b) <i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i>	The proposed building would be located a minimum of 6.5m from the nearest dwelling at 45 Corinth Street. The building would be separated by approximately 10m minimum from all other buildings on adjoining lots. Aerial photography shows that buildings in the local area are often separated by as little as 3m. On this basis, the proposed level of separation is considered acceptable.

5. OTHER ISSUES

The applicant has demonstrated that a vehicle kerb and gutter crossing with a minimum width of 5.5m constructed from the road carriageway to the property boundary can be attained. The originally submitted plan showed a width of 5m. This alteration means that the proposal is compliant with the relevant Acceptable Solutions of the Parking and Access Code. Conditions requiring submission of amended plans showing a 5.5m wide kerb and gutter crossing is recommended.

Council's Building Department has recommended a permit notation advising the developer that the application for a building permit may need to be accompanied by a building "Form 6 – Notice for Proposed Protection Work" as directed by the building surveyor for the development to deal with retaining of land upon demolition of the garage.

6. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

6.1. Traffic

The representor has raised concern that more vehicles would be using Tranmere Road and on this basis the broader impact of Multiple Dwelling development on the road network should be considered.

- **Comment**

The proposal satisfies the requirements of the Parking and Access Code, and the Road and Railway Assets Code, which provides for an increase of 40 vehicle movements per day to a site. Accordingly, no further consideration of the impact of the development on the surrounding road network is required. Tranmere Road is a "sub-arterial" road designed to carry large volumes of traffic collected from residential streets.

6.2. Impact of Multiple Dwelling Developments

The representor has raised concern about the number of Multiple Dwellings being constructed in the surrounding area. In particular, the representor is concerned about the impact of Multiple Dwelling developments on streetscape.

- **Comment**

The Scheme identifies areas where infill development, such as Multiple Dwellings, is appropriate. The purpose of the General Residential Zone is to provide land for a range of dwelling types at suburban densities and also to provide for the efficient use of services.

Impact of development on streetscape is only considered in the zone when a variation to frontage setback requirements is sought.

7. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

8. STATE POLICIES AND ACT OBJECTIVES

8.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

8.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

10. CONCLUSION

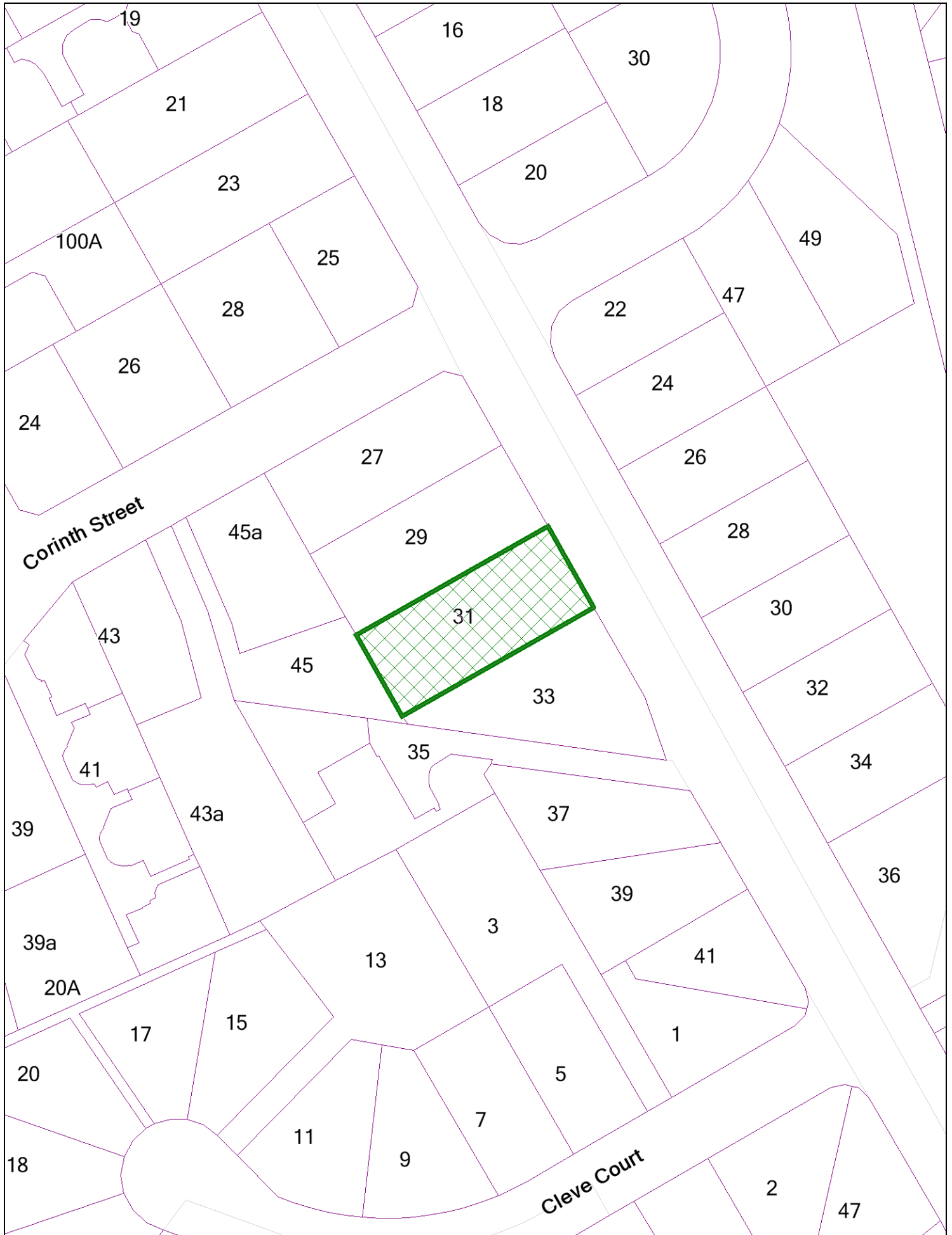
The proposal seeks approval for 2 Multiple Dwellings (1 existing, 1 new) at 31 Tranmere Road, Howrah. The application meets the relevant acceptable solutions and satisfies the applicable performance criteria of the Scheme.

The proposal is recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (6)
3. Site Photo (2)

Bruce Gibbs
ACTING MANAGER CITY PLANNING

Clarence City Council



Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 19 June 2017 **Scale:** 1:1,034 @A4

General Notes

Do not scale from this drawing.
Confirm all dimensions and setouts prior to manufacture and installation.
All work in accordance with relevant Australian Standards and Building Code of Australia.
To be read in conjunction with written specifications and engineers drawings.

C.T. 13626/78

Site Area 956 m²

TOTAL FLOOR AREA:

Existing building footprint 142.49 m²
Proposed building footprint 145.0 m²

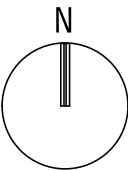
PARKING:

Existing Dwelling = 1 parking bay
Proposed Dwelling = 1 parking bay
Proposed Visitor Parking = 3 parking bays

Total site parking = 5 parking bays

SITE COVERAGE CALCULATIONS

Site Area 956 m²
Existing building footprint 142.5m²
Proposed building footprint 145.0m²
Proposed total building footprints 282.6m²
Proposed Site Cover = 30.0%



REVISION	DATE
A	23.05.2016
B	20.07.2016
C	04.09.2016

Drawn By:

re: design

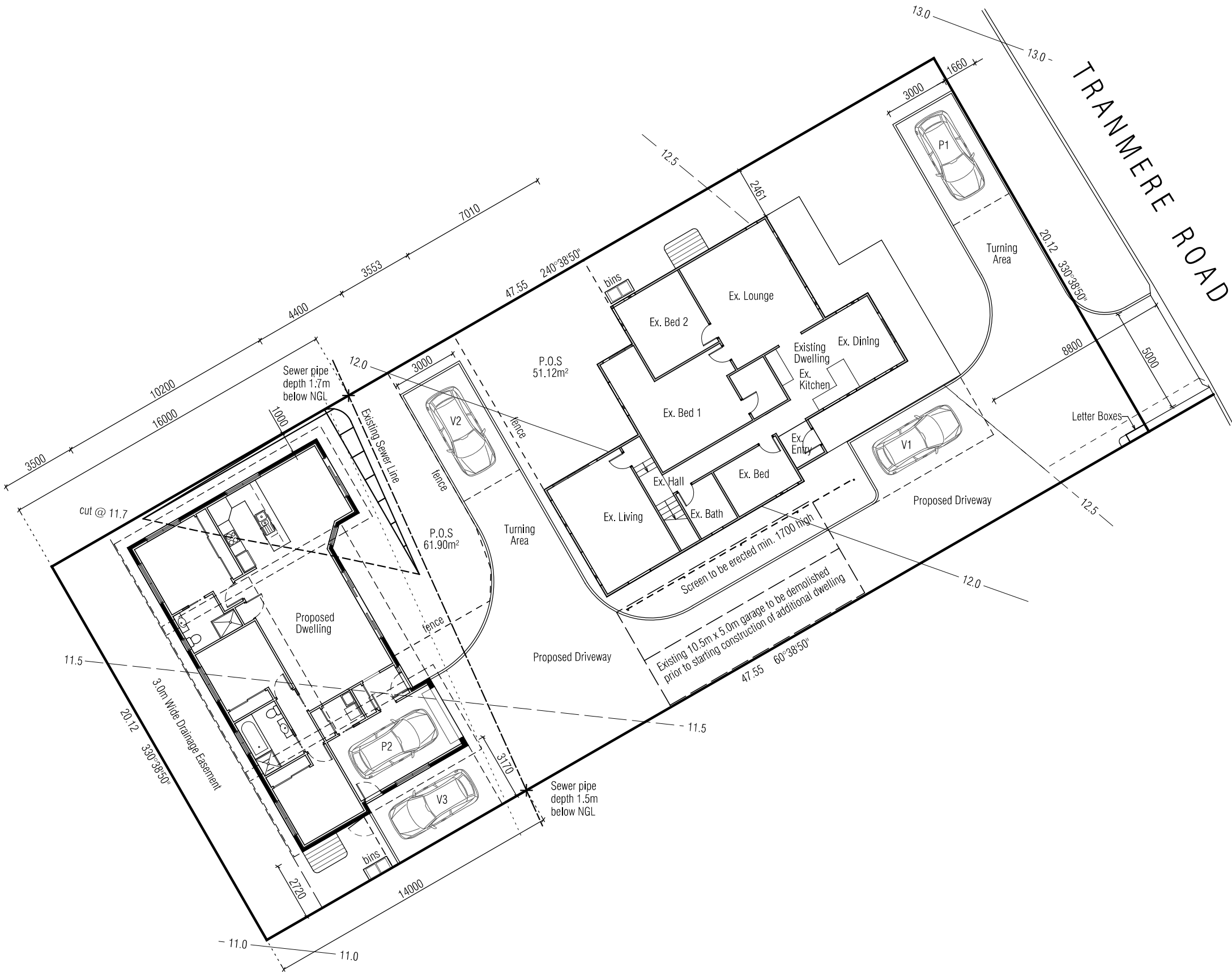
Phil Chamberlain
11 Rosella Crescent,
Old Beach, TAS. 7017
Mobile: 0403911239
Compliance No: CC5652Y

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PROPRIETOR: Chris Gray
PROJECT: Proposed Additional Dwelling
ADDRESS: 31 Tranmere Road, HOWRAH

DRAWING: Proposed Site Plan
DATE: 15 May 2017
SCALE: 1:200
CAD FILE: 065
DRAWN BY: SC
PAPER SIZE: A3

DWG No: 01 of 05



General Notes

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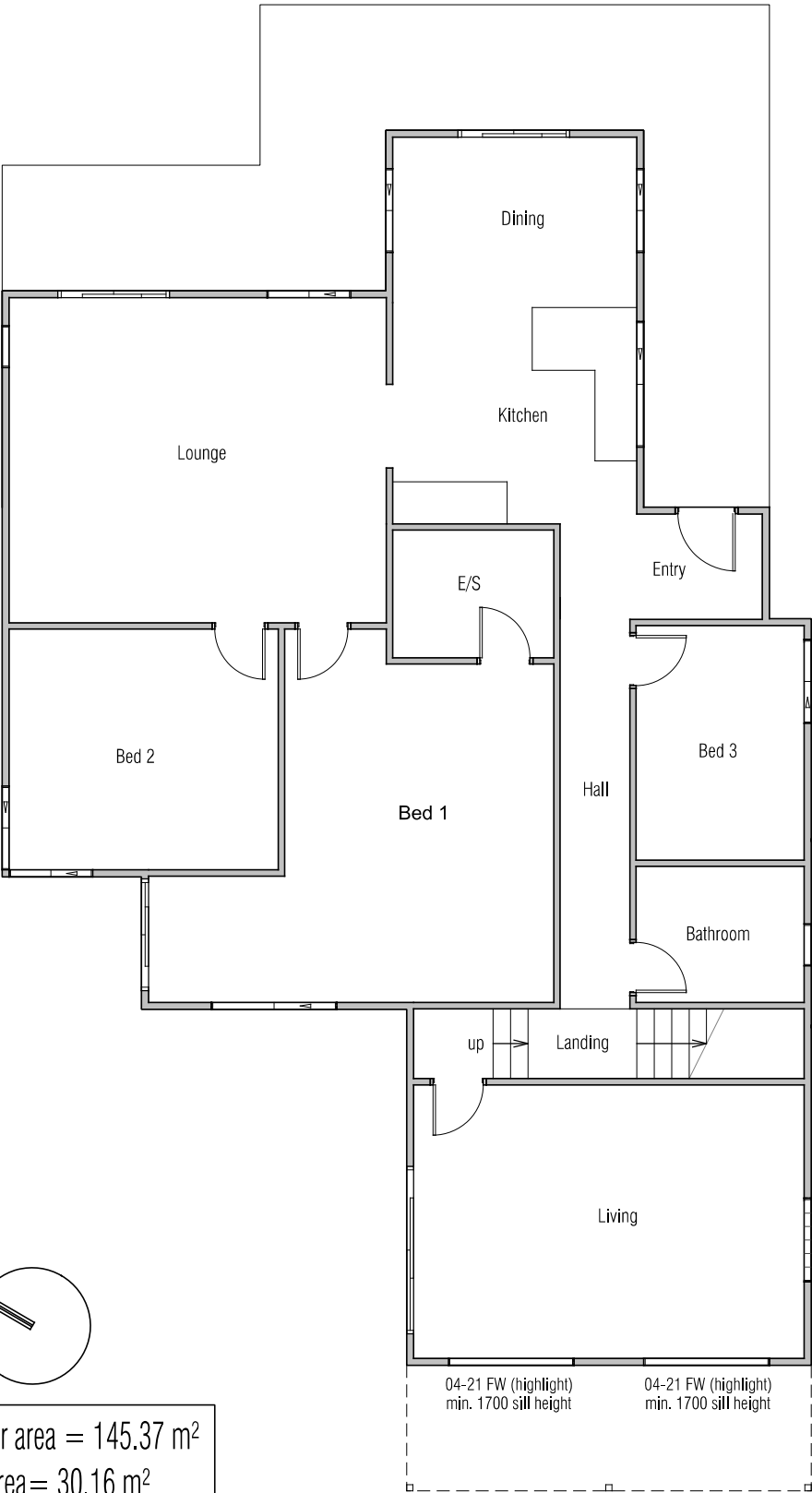
Drawn By:
re: design
Phil Chamberlain
11 Rosella Crescent,
Old Beach, TAS. 7017
Mobile: 0403911239
Compliance No: CC5652Y

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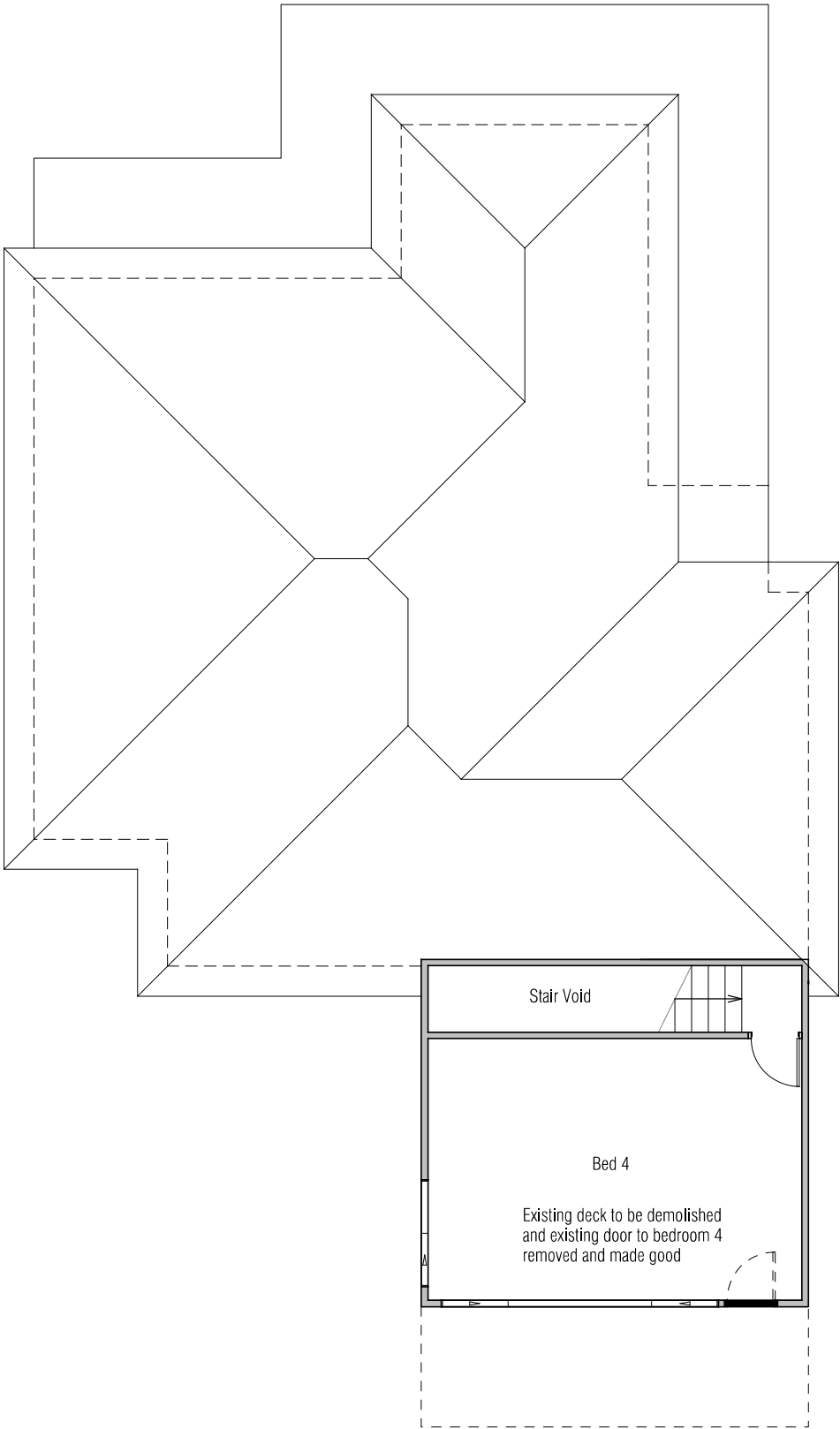
PROPRIETOR: Chris Gray
PROJECT: Proposed Additional Dwelling
ADDRESS: 31 Tranmere Road, HOWRAH

DRAWING: Existing Residence Proposed Floor Plan
DATE: 15 May 2017
SCALE: 1:100
CAD FILE: 065
DRAWN BY: SC
PAPER SIZE: A3

DWG No: 02b of 05



Ground Floor



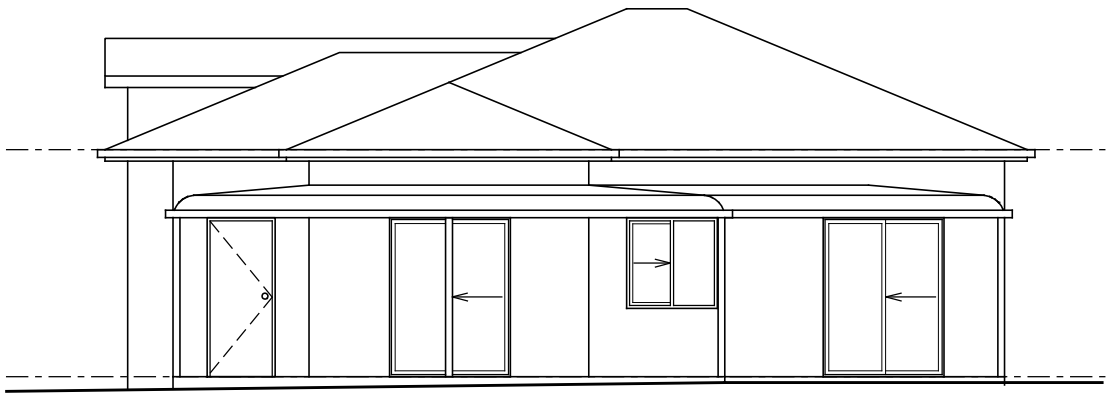
First Floor

Ground Floor area = 145.37 m²
First Floor area = 30.16 m²
Verandah area = 33.66 m²

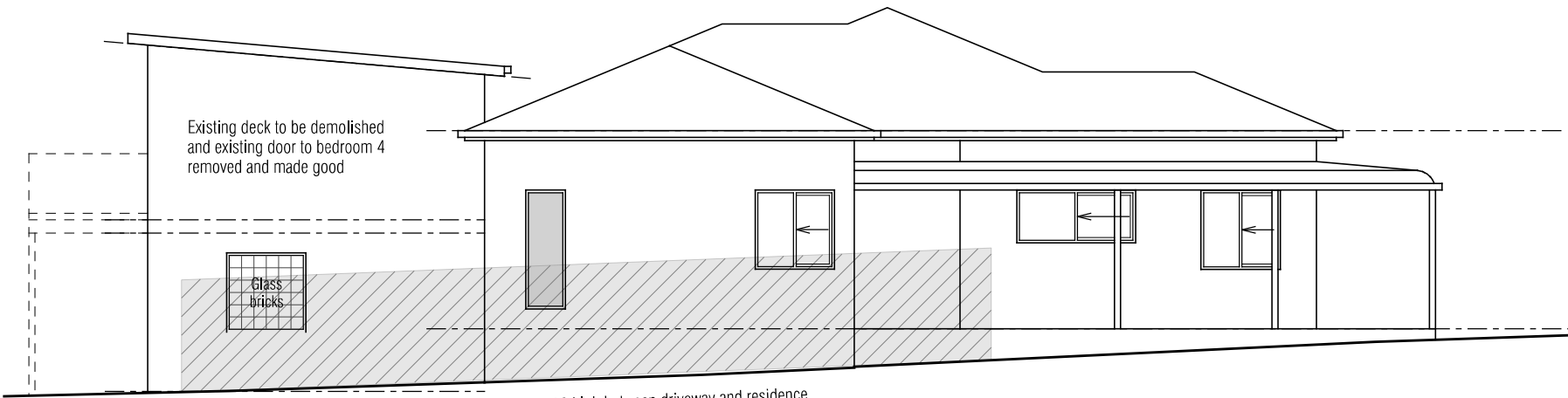
- SD Smoke detector
- Articulation joint

General Notes

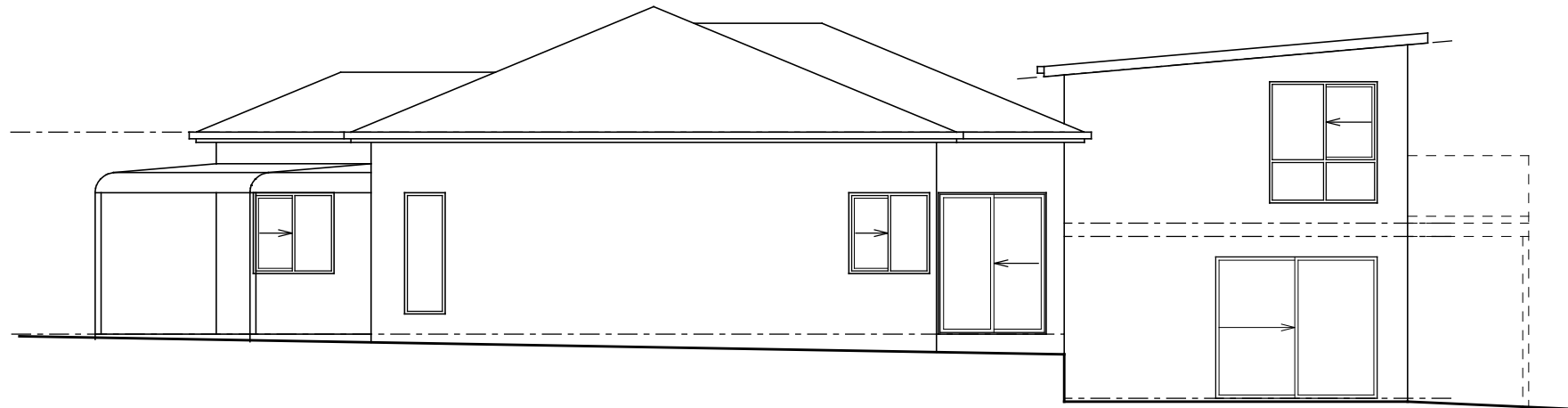
Do not scale from this drawing.
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All work in accordance with relevant Australian Standards and Building Code of Australia.
To be read in conjunction with written specifications and engineers drawings.



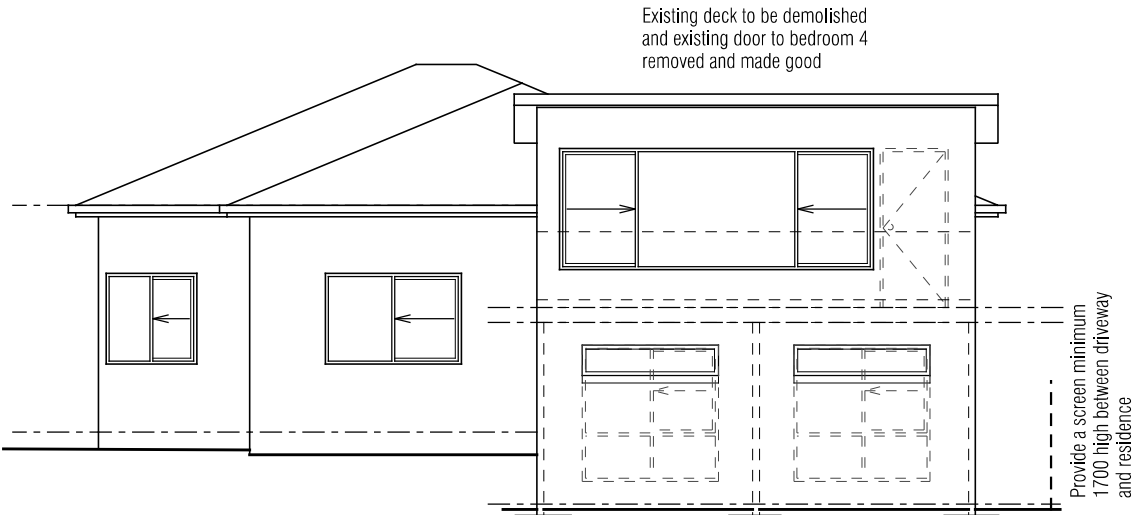
North East Elevation



South East Elevation



South East Elevation



South West Elevation

Drawn By:

re: design

Phil Chamberlain
11 Rosella Crescent,
Old Beach, TAS. 7017
Mobile: 0403911239
Compliance No: CC5652Y

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PROPRIETOR: Chris Gray
PROJECT: Proposed Additional Dwelling
ADDRESS: 31 Tranmere Road, HOWRAH

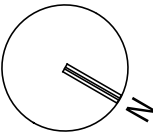
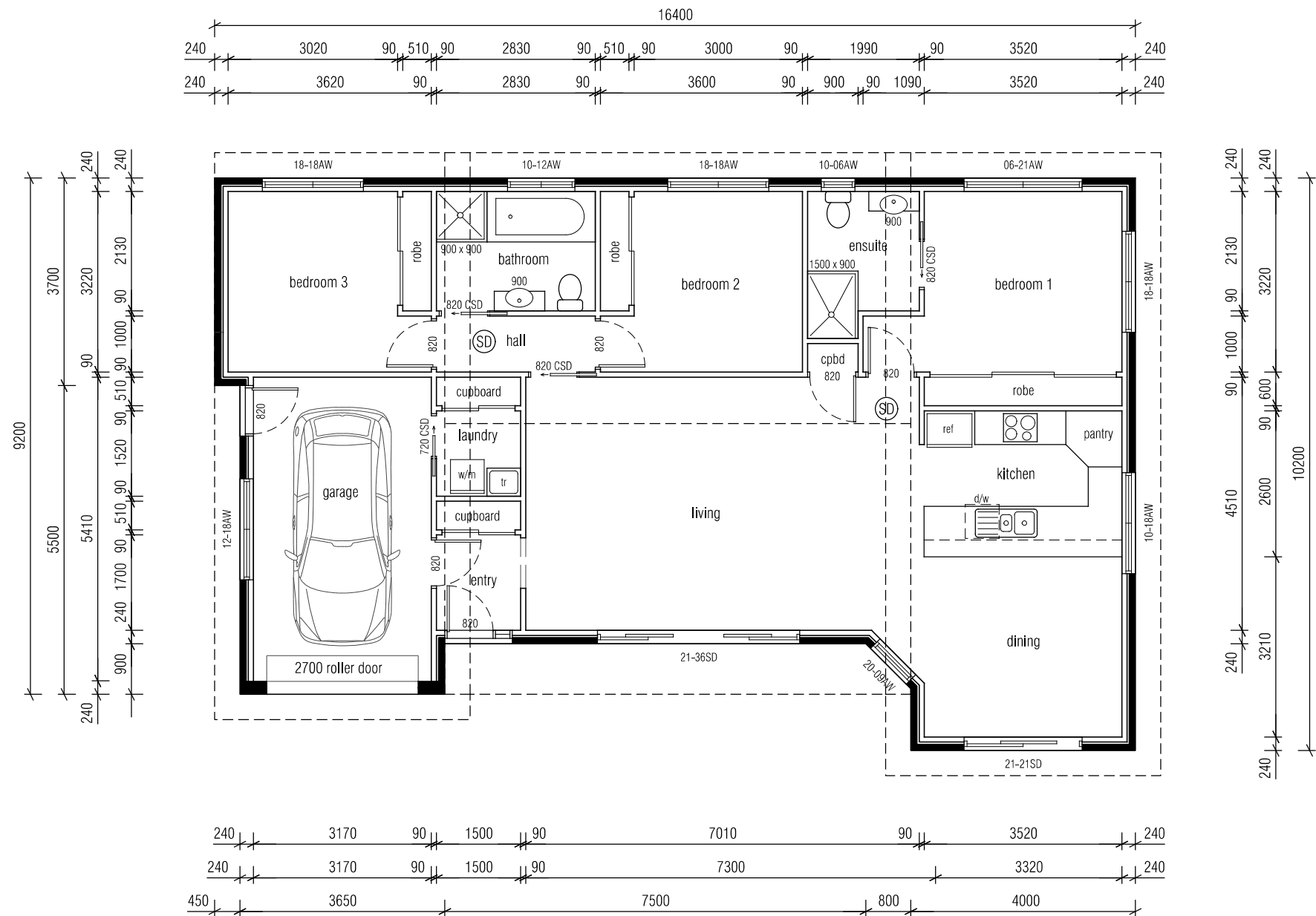
DRAWING: Existing Residence Proposed Elevations
DATE: 15 May 2017
SCALE: 1:100
CAD FILE: 065
DRAWN BY: SC
PAPER SIZE: A3

DWG No:

02c of 05

General Notes

Do not scale from this drawing.
Confirm all dimensions and setouts prior to manufacture and installation.
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To be read in conjunction with written specifications and engineers drawings.



Floor area = 145.3m²

- Smoke detector
- Articulation joint

REVISION	DATE
A	23.05.2016
B	20.07.2016
C	04.09.2016

Drawn By:
re: design
Phil Chamberlain
11 Rosella Crescent,
Old Beach, TAS. 7017
Mobile: 0403911239
Compliance No: CC5652Y

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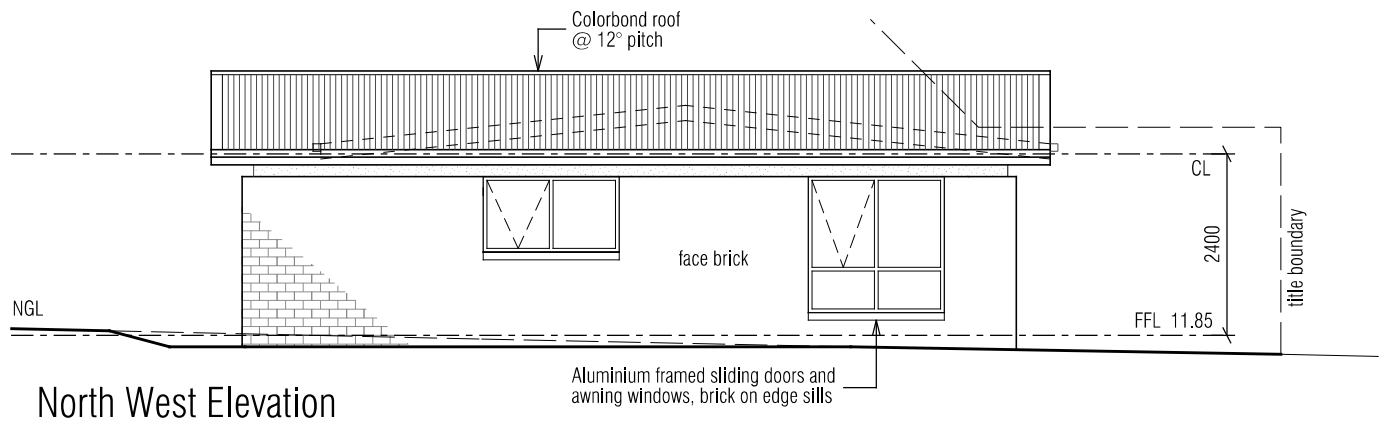
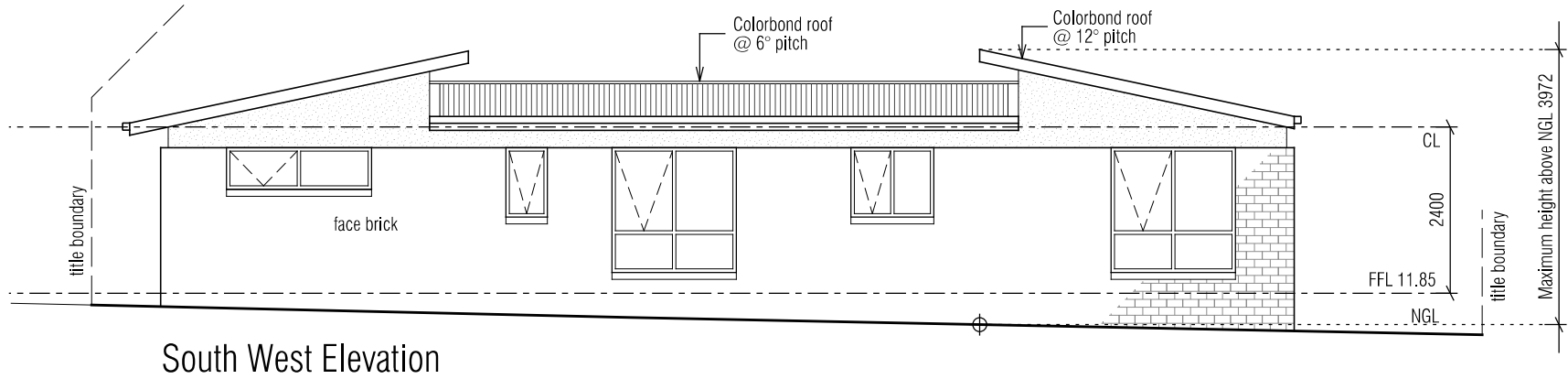
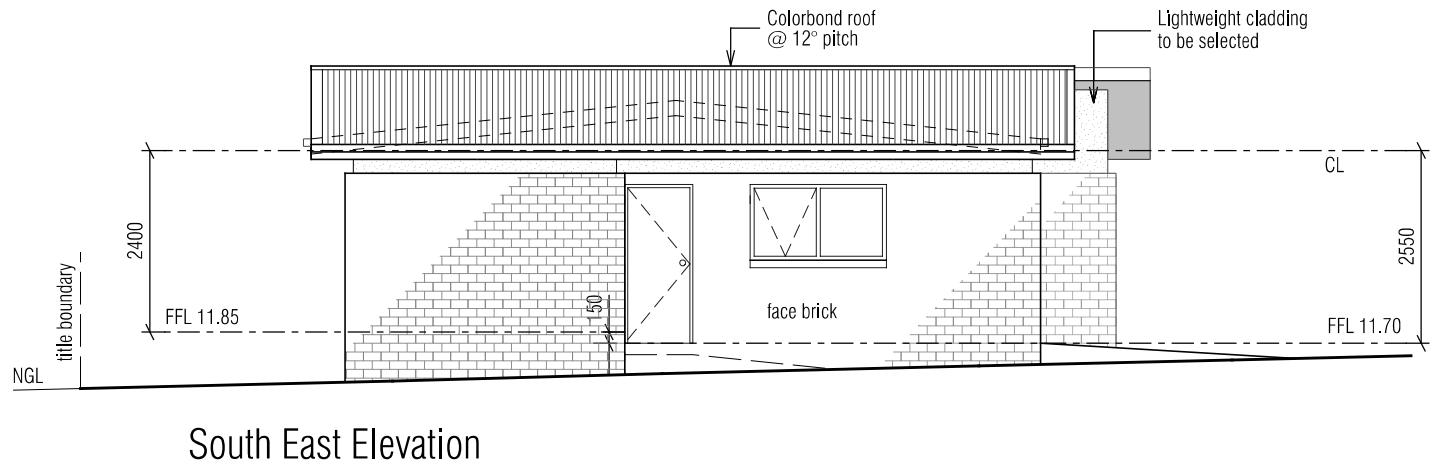
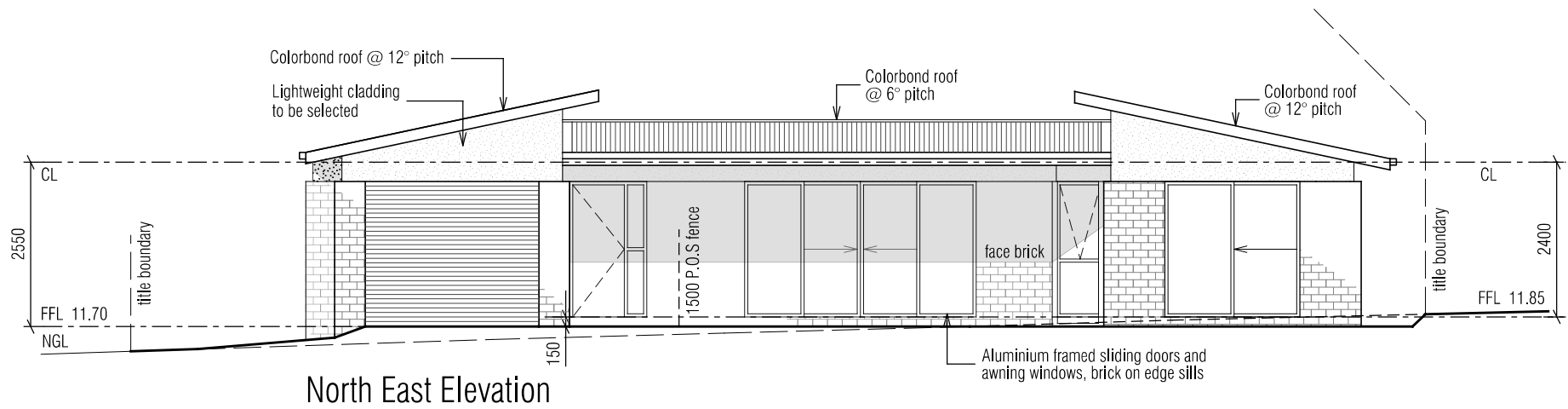
PROPRIETOR: Chris Gray
PROJECT: Proposed Additional Dwelling
ADDRESS: 31 Tranmere Road, HOWRAH

DRAWING: Proposed Floor Plan
DATE: 3 November 2016
SCALE: 1:100
CAD FILE: 065
DRAWN BY: SC
PAPER SIZE: A3

DWG No: 03 of 05

General Notes

Do not scale from this drawing.
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All work in accordance with relevant Australian Standards and Building Code of Australia.
To be read in conjunction with written specifications and engineers drawings.



REVISION	DATE
A	23.05.2016
B	20.07.2016
C	04.09.2016

Drawn By:
re: design
Phil Chamberlain
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Old Beach, TAS. 7017
Mobile: 0403911239
Compliance No: CC5652Y

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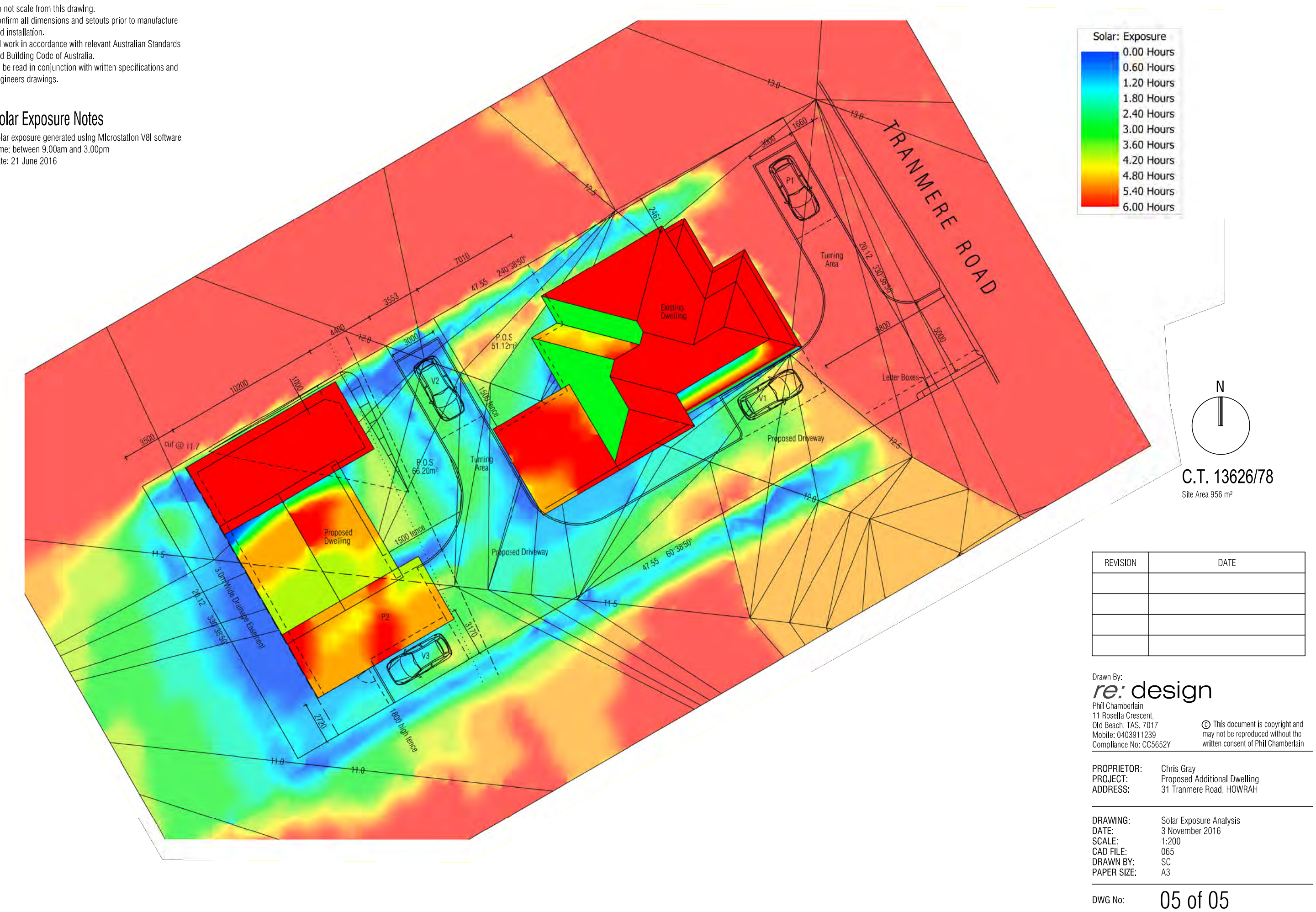
PROPRIETOR: Chris Gray
PROJECT: Proposed Additional Dwelling
ADDRESS: 31 Tranmere Road, HOWRAH

DRAWING: Proposed Elevations
DATE: 3 November 2016
SCALE: 1:100
CAD FILE: 065
DRAWN BY: SC
PAPER SIZE: A3

DWG No: 04 of 05

Do not scale from this drawing.
Confirm all dimensions and setouts prior to manufacture and installation.
All work in accordance with relevant Australian Standards and Building Code of Australia.
To be read in conjunction with written specifications and engineers drawings.

Solar exposure generated using Microstation V8i software
Time: between 9.00am and 3.00pm
Date: 21 June 2016



31 Tranmere Road, HOWRAH



Site viewed from Tranmere Road looking north showing existing dwelling and access



Site viewed from Tranmere Road looking south showing existing dwelling and access



Site viewed from rear of existing dwelling looking towards the rear boundary



Site viewed from rear of existing dwelling showing the southern side and rear boundary

11.3.3 DEVELOPMENT APPLICATION D-2017/200 - 14B BAYSIDE DRIVE, LAUDERDALE - DWELLING
(File No D-2017/200)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a dwelling at 14B Bayside Drive, Lauderdale.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Bushfire Prone Areas, Landslide and Parking and Access Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 14 July 2017.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- subdivision approval; and
- damage to nature strip.

RECOMMENDATION:

- A. That the Development Application for Dwelling at 14B Bayside Drive, Lauderdale (CI Ref D-2017/200) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

DEVELOPMENT APPLICATION D-2017/200 - 14B BAYSIDE DRIVE, LAUDERDALE – DWELLING /contd...
--

ASSOCIATED REPORT

1. BACKGROUND

The subject lot was approved by Council under SD-2015/10 on 1 June 2015, for the subdivision of 14 Bayside Drive to create 4 new vacant lots and 1 lot containing an existing dwelling.

Council's decision to approve the development was appealed against by a representor, however, the appeal was subsequently withdrawn and Council's original decision upheld.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions in respect of building envelope and private open space under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – General Residential Zone;
- Section E1.0 – Bushfire Prone Areas Code;
- Section E3.0 – Landslide Code; and
- Section E6.0 – Parking and Access Code.

2.4. The Bushfire Prone Areas Code applies to the subject property but the proposed use is not a vulnerable use under the code, meaning that it is not applicable to this proposal but is a matter addressed by the Building Surveyor.

Similarly, the proposal is exempt under Clause E3.4(c) of the Landslide Code, in that the proposal is for a new building within a Low Landslide Hazard Area.

- 2.5.** Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is a vacant 672m² lot with frontage and access to Bayside Drive. The site is located within an established residential area at Lauderdale, slopes down to the north-west, is clear of significant vegetation and has some views to the north-west towards Roches Beach and Mount Wellington/kunanyi.

3.2. The Proposal

The proposal is for the development of a single storey, 3 bedroom dwelling at the subject property. The proposed dwelling would have a total floor area of 236m², would be 7.33m in height above natural ground level at its highest point and would be clad using a combination of face brick, timber cladding and Colorbond. The development would incorporate a central courtyard and deck area on the northern side of the dwelling. A copy of the proposal is included in the attachments.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Parking and Access Codes with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution	Proposed
10.4.2 A3	Setbacks and building envelope for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p>	<p>complies</p> <p>does not comply - 1000mm protrusion at eastern wall and 300mm at western wall of dwelling, outside building envelope</p> <p>does not comply - rear setback of 2.85m proposed</p>

		(b) only have a setback within 1.5m of a side boundary if the dwelling:	
		(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or	not applicable
		(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).	complies

The proposed variation must be considered pursuant to the following Performance Criteria (P3) of the Clause 10.4.2 for the following reasons.

Performance Criterion	Comment
<p><i>“The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause unreasonable loss of amenity by:</i></p> <p><i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i></p>	<p>Shadow diagrams were submitted in support of the application that satisfactorily demonstrate there would not be an unreasonable loss of amenity to the habitable rooms of adjoining residences, or to associated private open spaces.</p> <p>The submitted diagrams show the impact of the proposed dwelling upon the neighbouring residential properties at 12 and 14A Bayside Drive, and the vacant lot at 14C Bayside Drive, and illustrate the likely extent of shadows to be cast by the proposal. These diagrams confirm that the habitable rooms of the neighbouring dwellings would not be adversely affected at Winter Solstice.</p>
<p><i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>In relation to private open space, the submitted shadow diagrams satisfactorily confirm that the private open space areas of the neighbouring properties would not be unreasonably affected.</p>
<p><i>(iii) overshadowing of an adjoining vacant lot; or</i></p>	<p>The submitted shadow diagrams confirm that the vacant lot to the north-east of the development site would not be overshadowed by the proposed development.</p>

(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i>	The visual impact of the proposed wall adjacent the eastern boundary is considered reasonable, in that the wall would be 7.33m in height at a distance of 4.0m from the western property boundary. This wall would be finished using a combination of brick and timber cladding, which would be consistent with the range of cladding styles in the vicinity of the site.
(b) <i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i>	The surrounding area is characterised by a range of separation distances between dwellings, noting that the additions would not extend beyond the existing footprint of the existing dwelling.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

5.1. Subdivision Approval

Concerns were raised by the representor that the subdivision which created the subject lot was inappropriate for the area, and the development of dwellings on the lots will have an impact upon the character of the area.

- **Comment**

The appropriateness of the subdivision layout is not a relevant consideration to this application. The lot has been created and may be developed subject to an assessment against the relevant scheme requirements.

5.2. Damage to Nature Strip

The representor expressed concern that significant damage was made as part of the recent installation of the sewerage infrastructure within the nature strip in the vicinity of the site, and that future residential development of the lot as proposed will create further damage.

- **Comment**

Damage to the nature strip caused by either a development or the installation of infrastructure is not a relevant consideration under the Scheme to the consideration of this application.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

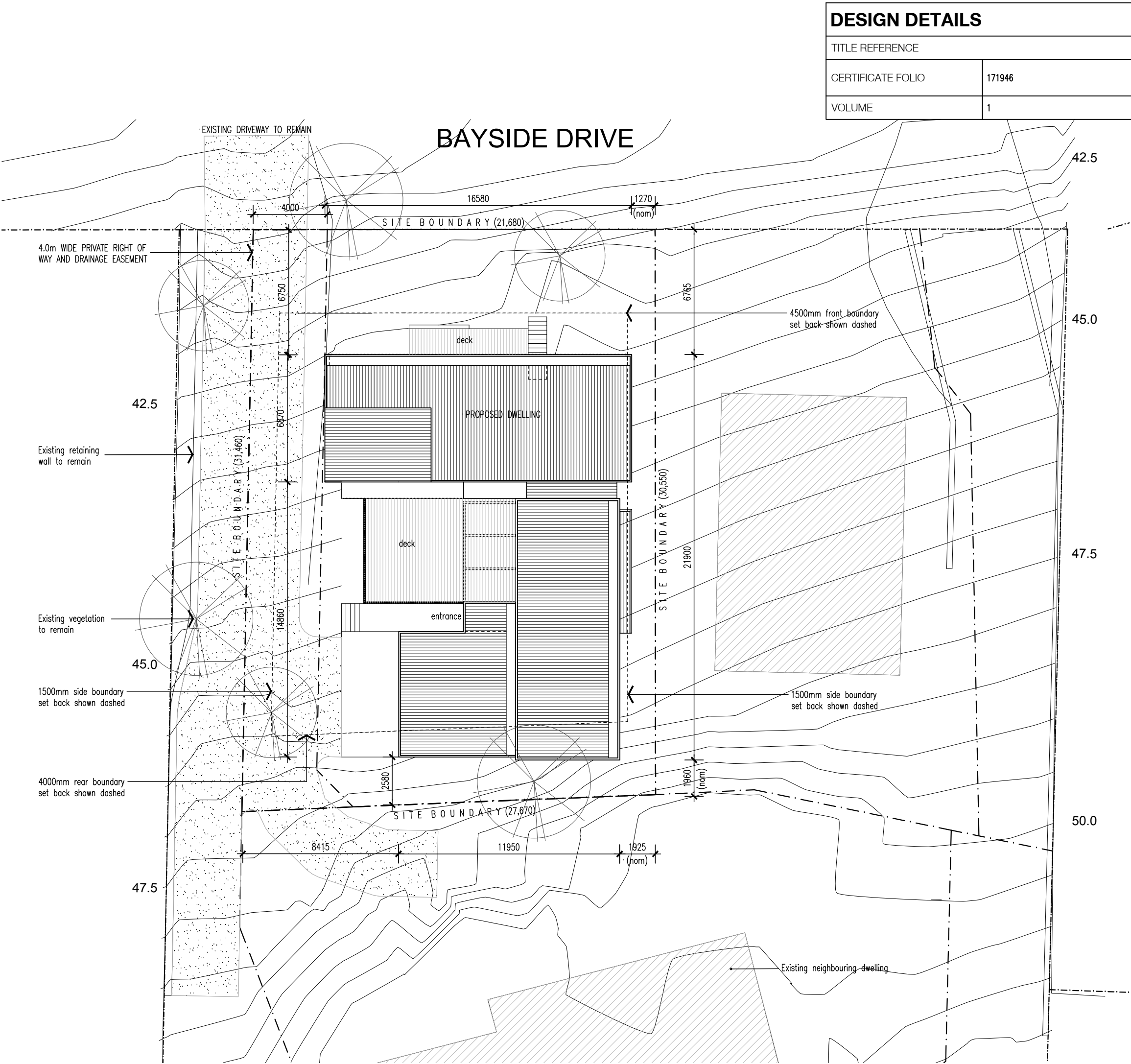
The proposal is for the development of a dwelling at 14B Bayside Drive, Lauderdale. The development satisfies the relevant requirements of the Scheme and is therefore recommended for approval subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (5)
3. Site Photo (1)

Bruce Gibbs
ACTING MANAGER CITY PLANNING

Richardsons Hill





DESIGN DETAILS		DESIGN DETAILS	
TITLE REFERENCE		FLOOR AREAS	
CERTIFICATE FOLIO	171946	EXISTING SITE AREA	672 m2
VOLUME	1	PROPOSED GROUND FLOOR	191m2
		PROPOSED GARAGE	45m2
		TOTAL FLOOR AREA	236m2

DRAWING SCHEDULE - ARCHITECTURAL		
DRAWING NO.	DRAWING	REVISION
A00-00	Site Plan	D
A02-00	Ground Floor Plan	D
A02-01	Roof Plan	D
A04-00	Elevations	D
A04-01	Elevations	D



Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9627 8902
info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

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Proprietor STEVE AND CAROL TILYARD
Project 14B BAYSIDE DRIVE LAUDERDALE

Drawing SITE PLAN

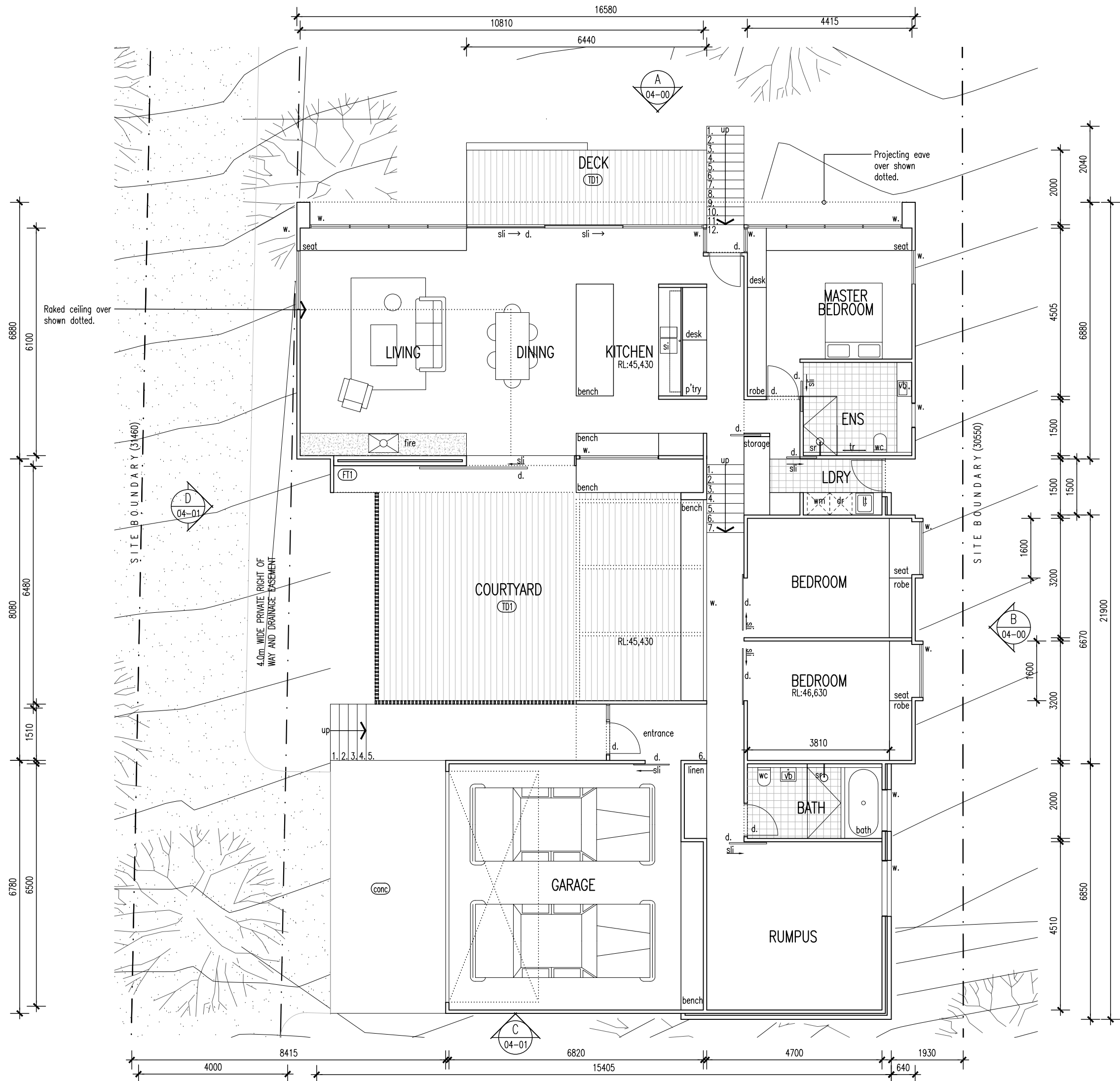
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Revision				
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B	07/04/17	Issued for Client Meeting	SC	DL
C	2/05/17	Issued for Client meeting	SC	DL
D	24/05/17	Amendments for DA	NM	DL

Project No 17010

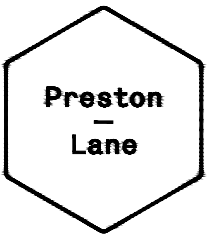
Drawing Number

A00-00



FINISHES

- (TM1)** Vertical timber boards, ship lap, clear finish. Species to future selection.
- (FT1)** External floor tiles. To future selection.
- (BR1)** Brick veneer cladding. Bricks to future selection.
- (CS1)** 6mm cement sheet cladding, butt joint silicone seal, paint finish, colour to future selection
- (CONC)** Concrete. exposed aggregate finish. 14mm bluestone aggregate
- (TD1)** Timber decking, clear finish. Species to future selection.
- (TFS)** Adfri Masconry, Turfstone Pavers, colour to be natural. Provide top soil and grass seed.
- dp** 90# colorbond downpipe, colour to match roof sheeting.
- w.** new window to future selection.
- d.** new door to future selection.



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45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC1017F
Melbourne
3 Tivoli Road South Yarra VIC 3141
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Proprietor **STEVE AND CAROL TILYARD**
Project **14B BAYSIDE DRIVE NEW DWELLING**
Drawing **PROPOSED FLOOR PLAN**
Scale **1:100 @ A3**

Revision				
A	30/03/17	Issued for Client Meeting	SC	DL
B	07/04/17	Issued for Client Meeting	SC	DL
C	2/05/17	Issued for Client meeting	SC	DL
D	24/05/17	Amendments for DA	NM	DL

Project No **17010**
Drawing Number

FINISHES

- (TM1) Vertical timber boards, ship lap, clear finish. Species to future selection.
- (FT1) External floor tiles. To future selection.
- (BR1) Brick veneer cladding. Bricks to future selection.
- (CS1) 6mm cement sheet cladding,butt joint silicone seal. paint finish.colour to future selection
- (CONC) Concrete. exposed aggregate finish. 14mm bluestone aggregate
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- (TFS) Adbri Masconry, Turfstone Pavers, colour to be natural. Provide top soil and grass seed.
- dp 90# colorbond downpipe, colour to match roof sheeting.
- w. new window to future selection.
- d. new door to future selection.

Preston
Lane

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Proprietor STEVE AND CAROL TILYARD
Project 14B BAYSIDE DRIVE
NEW DWELLING

Drawing PROPOSED ELEVATIONS

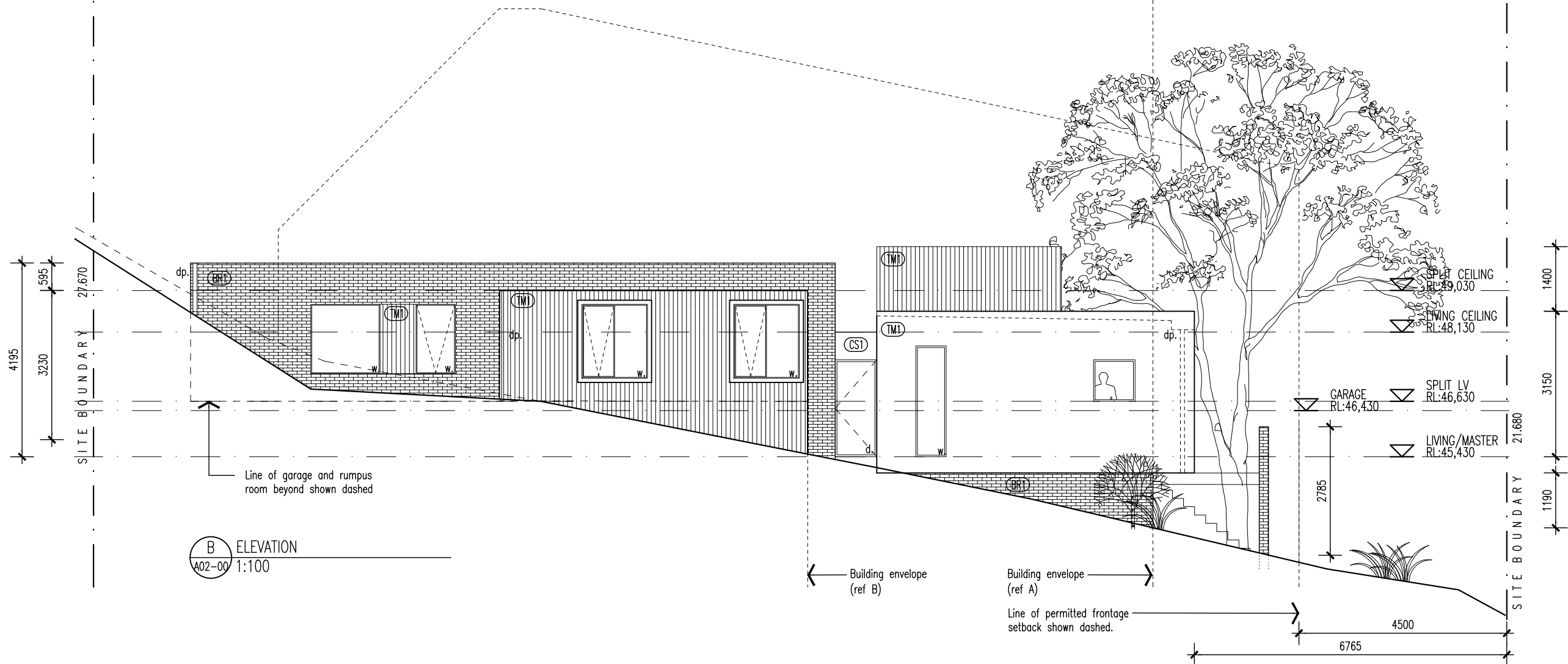
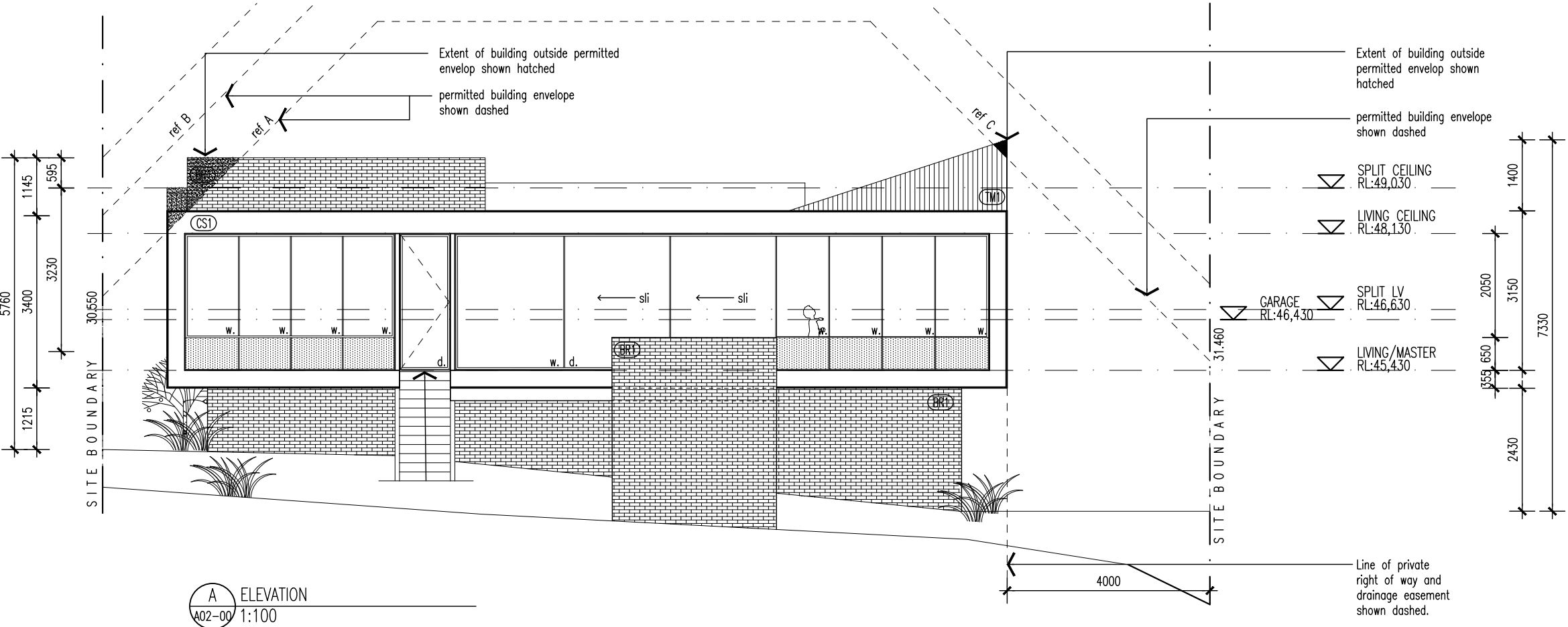
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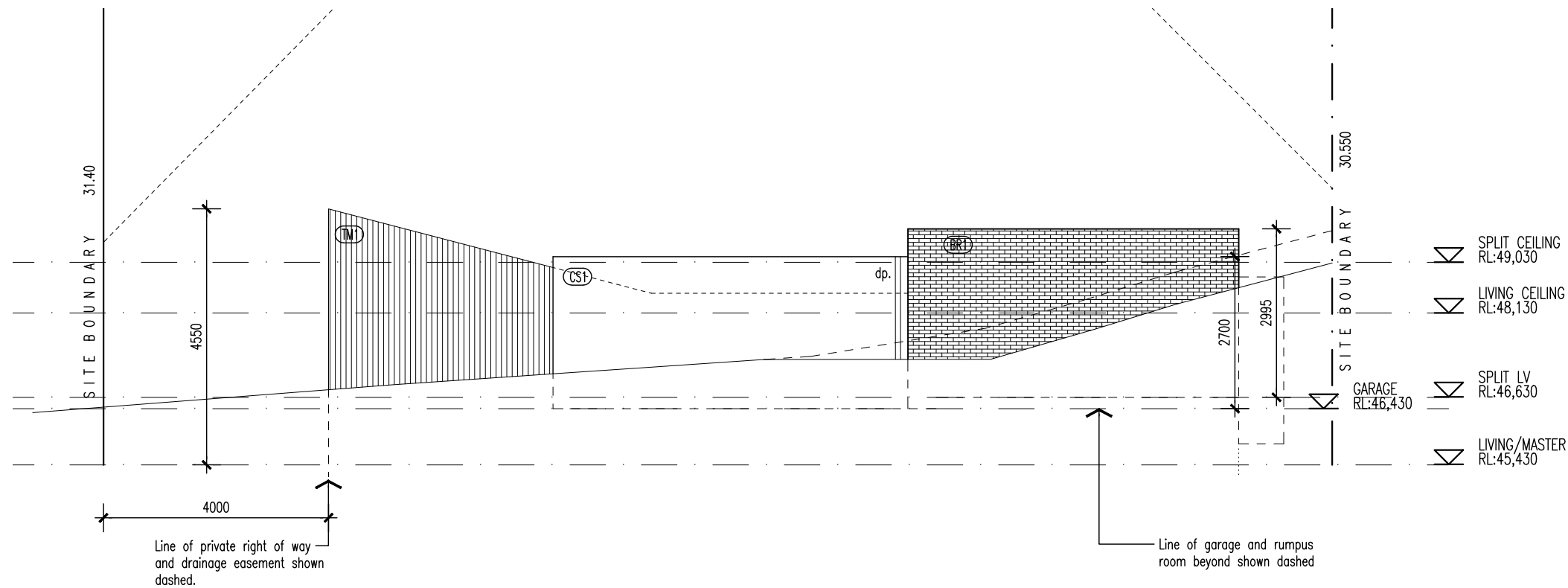
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C	2/05/17	Issued for Client meeting	SC	DL
D	24/05/17	Amendments for DA	NM	DL

Project No 17010

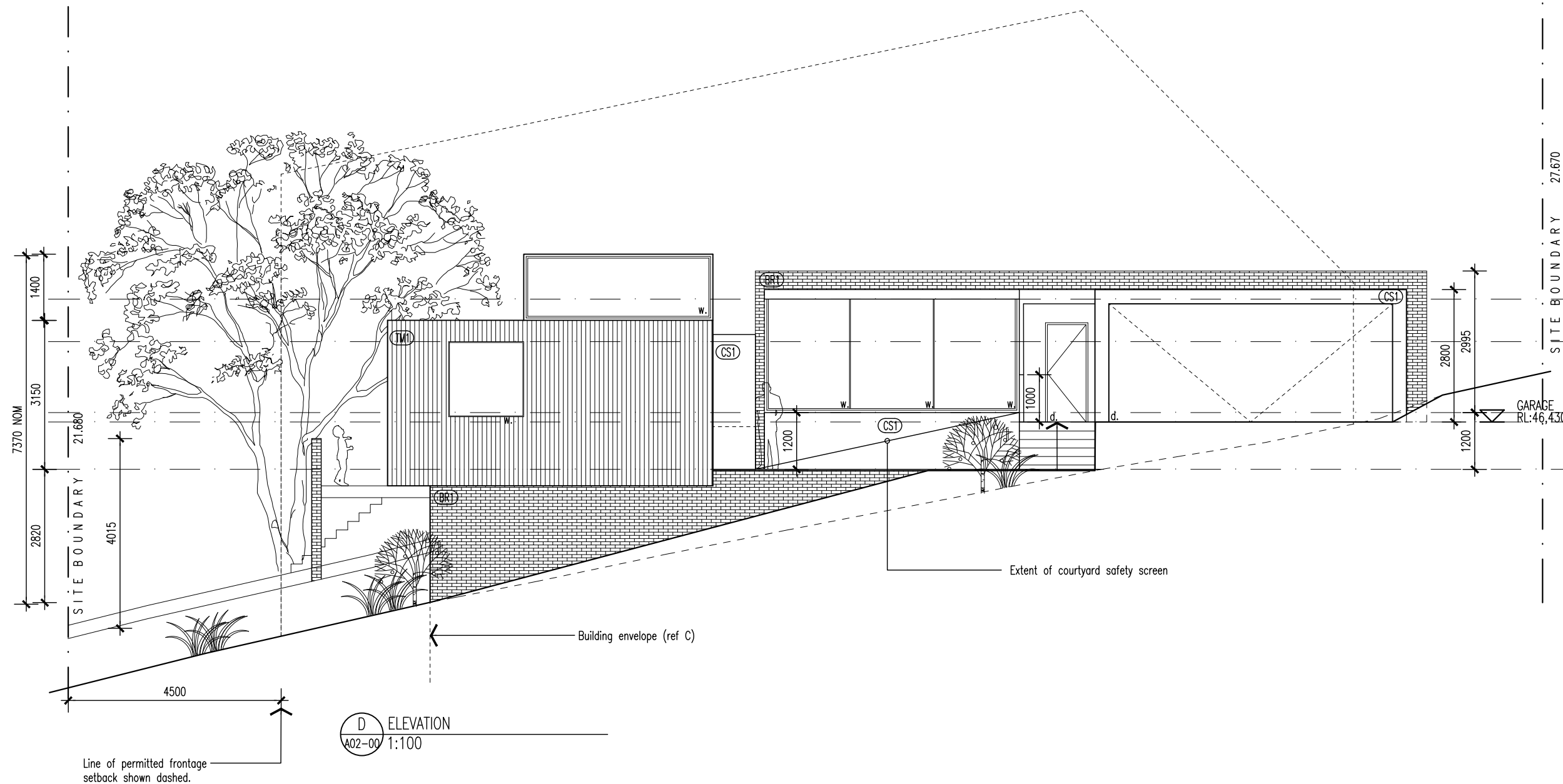
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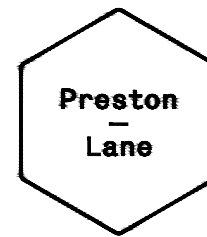
C ELEVATION
A02-00 1:100



D ELEVATION
A02-00 1:100

FINISHES

- (TM1) Vertical timber boards, ship lap, clear finish. Species to future selection.
- (FT1) External floor tiles. To future selection.
- (BR1) Brick veneer cladding. Bricks to future selection.
- (CS1) 6mm cement sheet cladding, butt joint silicone seal, paint finish, colour to future selection
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- dp 90# colorbond downpipe, colour to match roof sheeting.
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ACC CC1017F
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Proprietor
Project
STEVE AND CAROL TILYARD
14B BAYSIDE DRIVE
LAUDERDALE

Drawing
PROPOSED ELEVATIONS

Scale
SCALE 1:100 @ A3

Revision				
A	30/03/17	Issued for Client Meeting	SC	DL
B	07/04/17	Issued for Client Meeting	SC	DL
C	2/05/17	Issued for Client meeting	SC	DL
D	24/05/17	Amendments for DA	NM	DL

Project No

Drawing Number

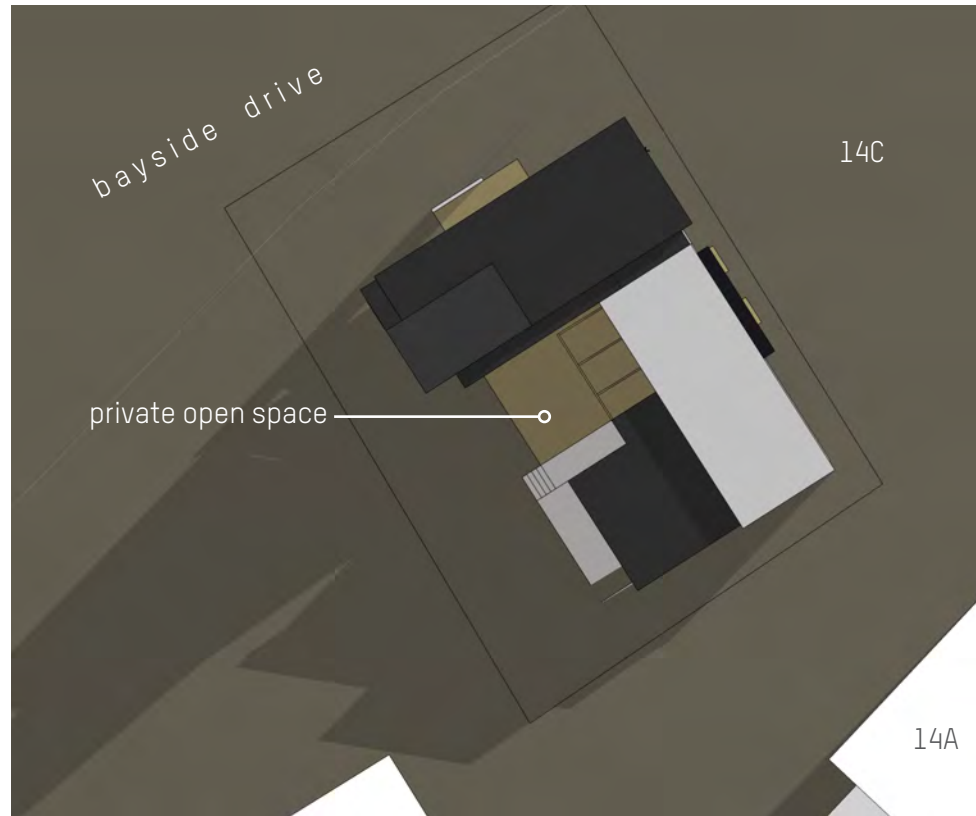
17010

A04-01

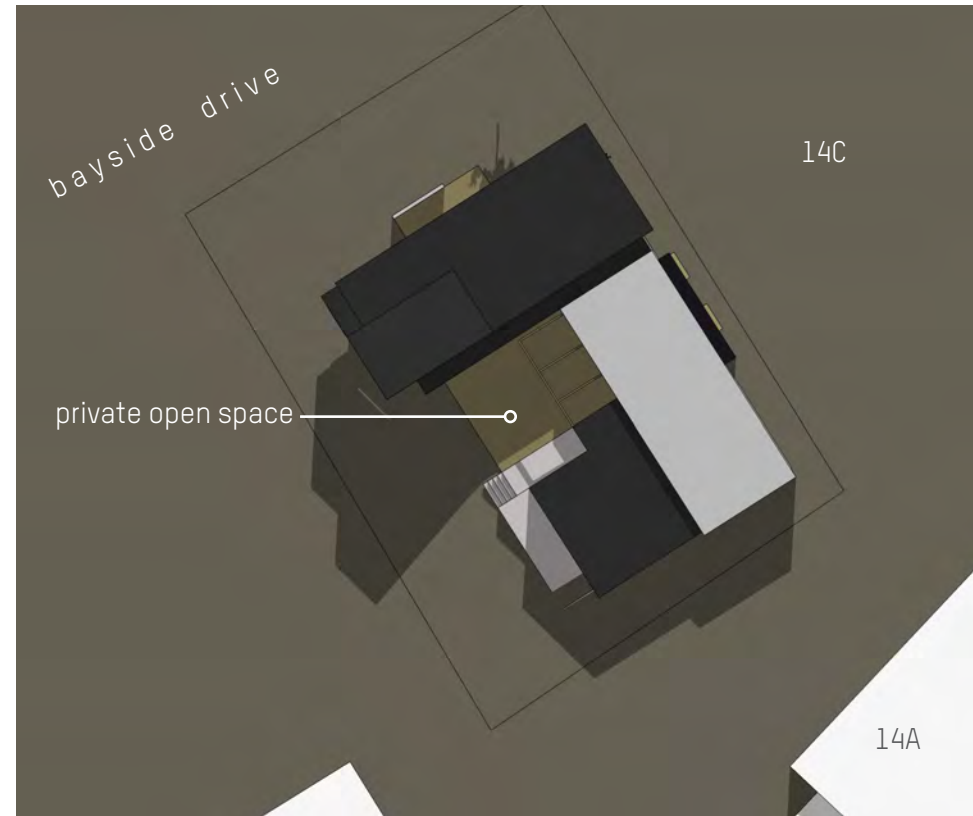


TILYARD RESIDENCE

June 21st - Winter Solstice
Shadow Diagrams



Proposed - 9am



Proposed - 12 noon



Proposed - 3pm

14B Bayside Drive, LAUDERDALE



Site viewed from Bayside Drive, viewed looking south



Site viewed from Bayside Drive, viewed looking southeast

11.3.4 DEVELOPMENT APPLICATION D-2017/155 - 60A TRANMERE ROAD, HOWRAH - DWELLING
(File No D-2017/155)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a dwelling at 60A Tranmere Road, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Parking and Access Code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which has been extended with the consent of the applicant until 5 July 2017.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the issue of Excavation.

RECOMMENDATION:

- A. That the Development Application for Dwelling at 60A Tranmere Road, Howrah (CI Ref D-2017/155) be approved subject to the following conditions and advice.
 - 1. GEN AP1 – ENDORSED PLANS.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

**DEVELOPMENT APPLICATION D-2017/155 - 60A TRANMERE ROAD, HOWRAH
– DWELLING /contd...**

ASSOCIATED REPORT**1. BACKGROUND**

No relevant background.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – General Residential Zone; and
- Section E6.0 – Parking and Access Code.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL**3.1. The Site**

The site is a 426m² internal residential lot. The surrounding area is residential in nature containing single and double storey dwellings. Access to the site is via a driveway from Tranmere Road.

3.2. The Proposal

The proposal is for a Single Dwelling containing a double garage, living rooms and 1 bedroom on the ground floor, and second living room, bedroom and 2 bedrooms/studies on the upper floor. The dwelling has a maximum height of 6.5m from natural ground level. The site is proposed to be excavated approximately 1m at the rear (west) of the site.

The proposal contains private open space located to the north and east of the dwelling which is accessed through the ground floor living area. A deck is proposed on the south-east of the dwelling.

The dwelling is to be constructed using a combination of brick and painted cement sheeting for the walls and a Colorbond roof.

4. PLANNING ASSESSMENT**4.1. Determining Applications [Section 8.10]**

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and Parking and Access Code with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.2 A3	Setbacks and building envelopes for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</p>	<p>Does not comply as the setback to the rear boundary of 60 Tranmere Road is 2.88m.</p> <p>The dwelling is setback 4m from the rear boundary; however, it does not comply as the dwelling extends out of the building envelope at the rear of the dwelling for approximately 3.22m.</p> <p>complies</p> <p>complies</p>

The proposed variation must be considered pursuant to the Performance Criteria P3 of the Clause 10.4.2 as follows.

Performance Criteria	Proposal
<p>The siting and scale of a dwelling must:</p> <p>(a) not cause unreasonable loss of amenity by:</p>	
<p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</p>	<p>The dwelling to the south at 62a Tranmere Road would be most affected by overshadowing from the proposed dwelling. This dwelling contains a garage on the lower floor and living rooms with 2 windows on the upper floor.</p> <p>The overshadow diagrams provided by the applicant shows a plan view of the overshadowing to the adjoining property to the south. The diagrams show that there will be no overshadowing at 9am but the majority of the wall will be in shadow at 12.00pm and 3.00pm.</p> <p>However, as these diagrams are shown on a plan view it does not take into account the location of the habitable room windows on the upper floor which will clearly not be subject to the same level of overshadowing as the ground floor garage room windows. In order to clarify whether the living room windows on the upper floor are overshadowed by the development, the applicant has supplied a diagram (Attachment 4) that demonstrates that at 12pm on 21 June, the overshadowing does not extend to the upper floor of the dwelling. On this basis, it is clear that the upper level windows will not be subject to overshadowing as a result of the development.</p>

<p>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</p>	<p>The dwelling at 62a Tranmere Road has private open space located to its north and west which is indicated on the approved plans for this dwelling (BPA 2009/536). The private open space shown on the plans is currently used for a car parking area, lawn and a garden shed. The overshadowing diagrams provided by the applicant shows that the proposal will cause overshadowing to this area during the afternoon on 21 June 2017, however, still received sunlight for 3 hours in the morning. In addition, the private open space located to the west of the dwelling or the upper level deck at 62a Tranmere Road is not affected by the development. On this basis, it is considered acceptable.</p>
<p>(iii) overshadowing of an adjoining vacant lot; or</p>	<p>not applicable</p>
<p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</p>	<p>The proposed 2 storey dwelling is in keeping with the 2 storey dwelling on the adjoining lot to the south. Whilst the proposal requires a variation to the building envelope as it is located closer to the rear boundary of 62 Tranmere Road, the design assists in reducing the visual impact on the adjoining property. Specifically, the proposed dwelling is single storey where the site adjoins the property to the west at 60 Tranmere Road and then increases to 2 storeys when it is located 4.5m from the rear boundary. On this basis, the proposal is not considered to result in an unreasonable visual impact.</p>
<p>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.</p>	<p>The proposed area is characterised by single and double storey dwellings and Multiple Dwellings. Infill development has also been occurring in the area resulting in a number of internal lots similar to the subject site. As a result, there does not appear to be a prevailing separation in the area. However, the separation between dwellings is considered consistent with that in the immediate area.</p>

	<p>In the immediate area the dwellings on 62 and 62a Tranmere Road are separated by approximately 8m and 13 Alinta Street and 62a Tranmere Road are separated by approximately 12m. The proposed dwelling is separated by approximately 17m to the dwelling at 13 Alinta Street and approximately 5m to the dwelling at 60 Tranmere Road.</p> <p>On this basis, the separation between dwellings proposed by the proposal is considered consistent with the surrounding area.</p>
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General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Site coverage and private open space for all dwellings	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24m²; or</p> <p>(ii) 12m², if the dwelling is a Multiple Dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p>	<p>complies</p> <p>Approximately 9m² of the private open space does not have the minimum dimension of 4m.</p>

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

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.4.3 as follows.

Performance Criteria	Proposal
A dwelling must have private open space that:	
(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:	The proposal includes approximately 90m ² of private open space located to the north and east of the dwelling. A deck is also located on the south and east elevations with access off the upper floor living area. The area directly north of the dwelling and accessed from the living room is able to adequately provide an area that can be used as an extension of the dwelling. It also leads to a large area to the east which does have the minimum dimension of 4m.
(i) conveniently located in relation to a living area of the dwelling; and	The private open space is accessed directly from a living area.
(ii) orientated to take advantage of sunlight.	The private open space is located north and east and therefore is orientated to take advantage of the sunlight.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

5.1. Issue

The representor raised concerns that there may be an impact on their amenity if the site was not excavated as shown on the submitted plans. The representor also requested clarification as to the depth of the excavation.

- **Comment**

The proposed plans show a cut at the rear of the site which measures at approximately 1m in height from natural ground level. If approved, the plans lodged for building approval are checked to ensure that the proposal is consistent with the approved plans.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

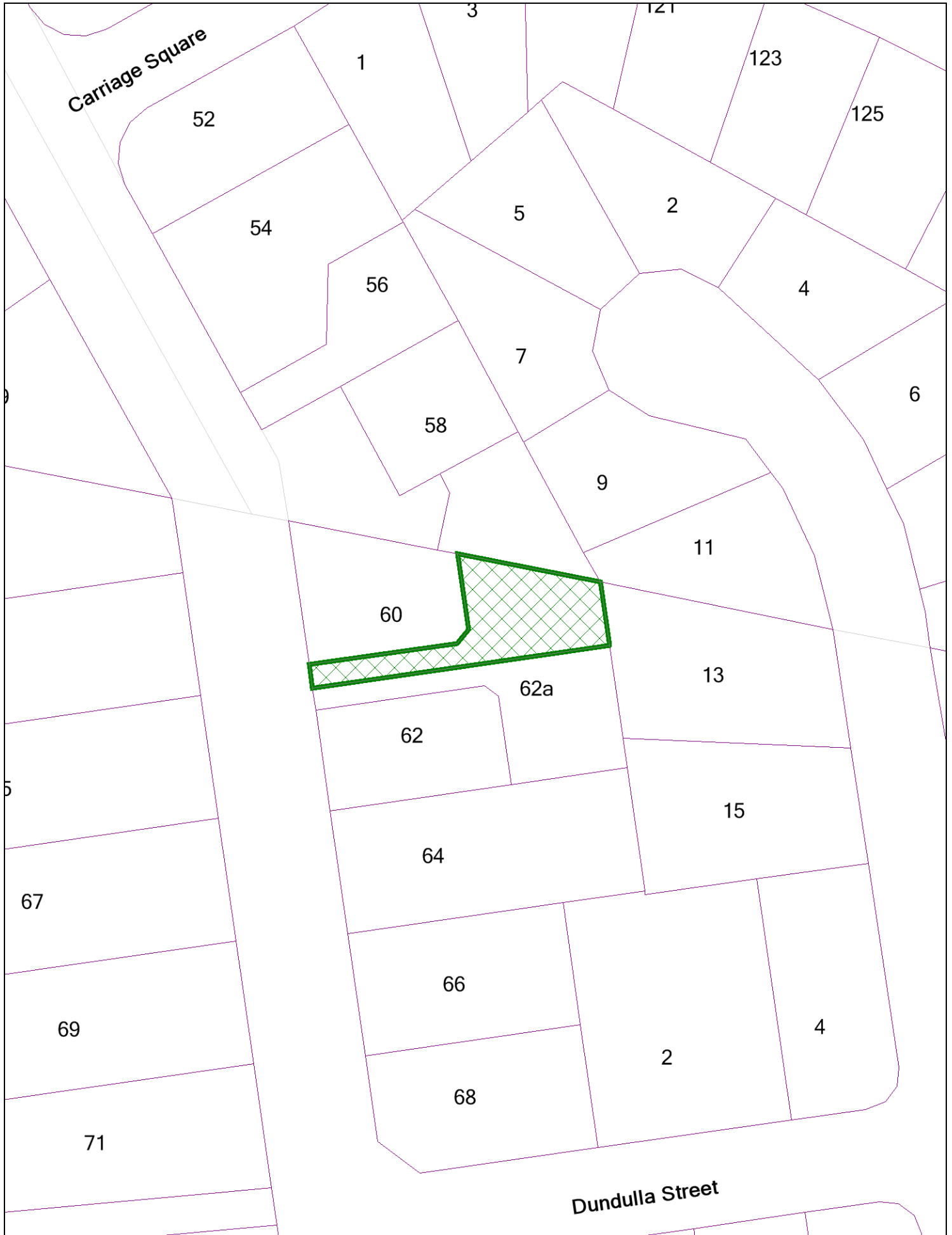
9. CONCLUSION

The proposal is for a Single Dwelling that requires variations to certain development standards of the General Residential Zone. It is considered that the proposal meets the Performance Criteria of the Scheme and is recommended for approval.

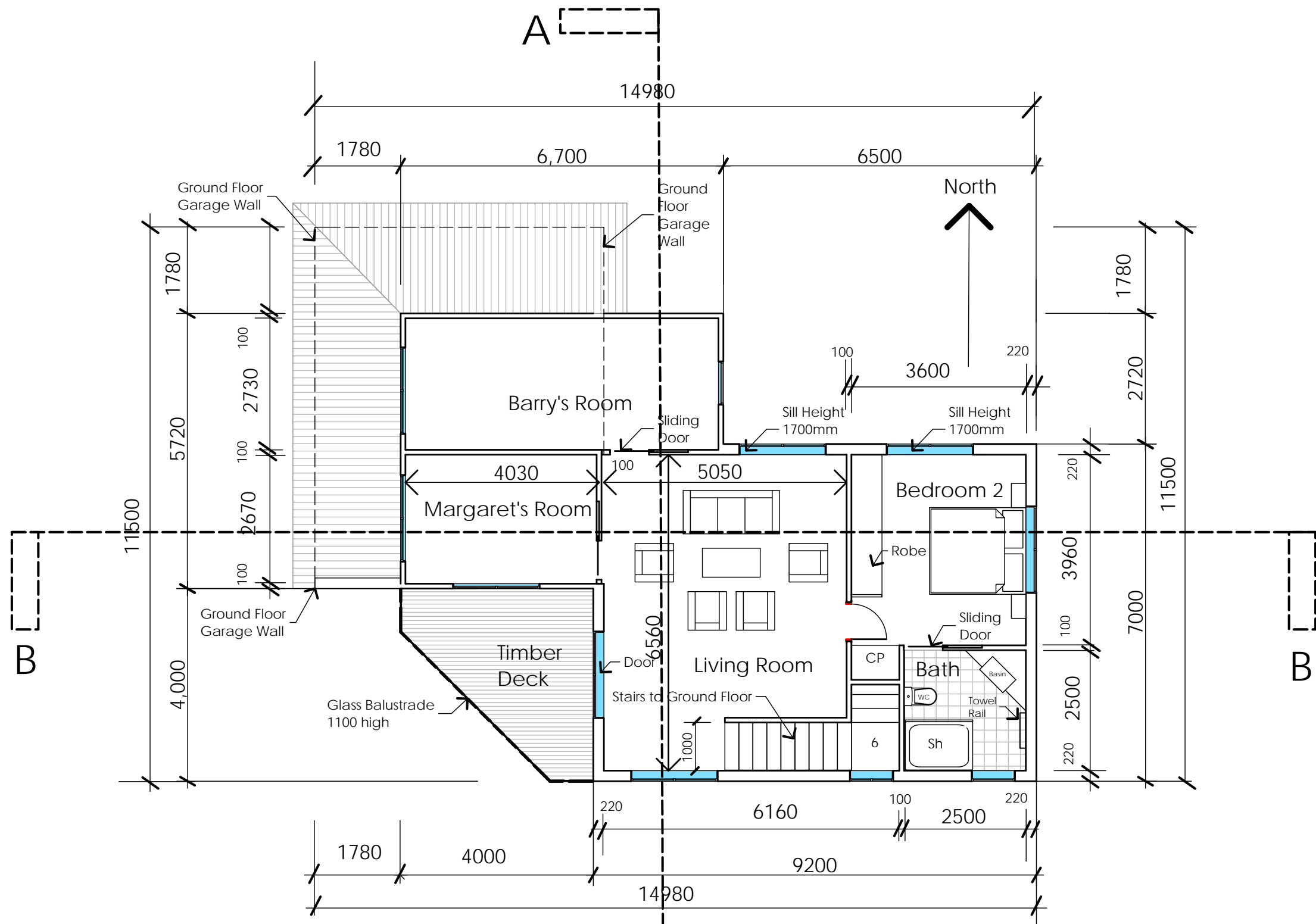
Attachments: 1. Location Plan (1)
2. Proposal Plan (8)
3. Site Photo (1)

Bruce Gibbs
ACTING MANAGER CITY PLANNING


Clarence City Council

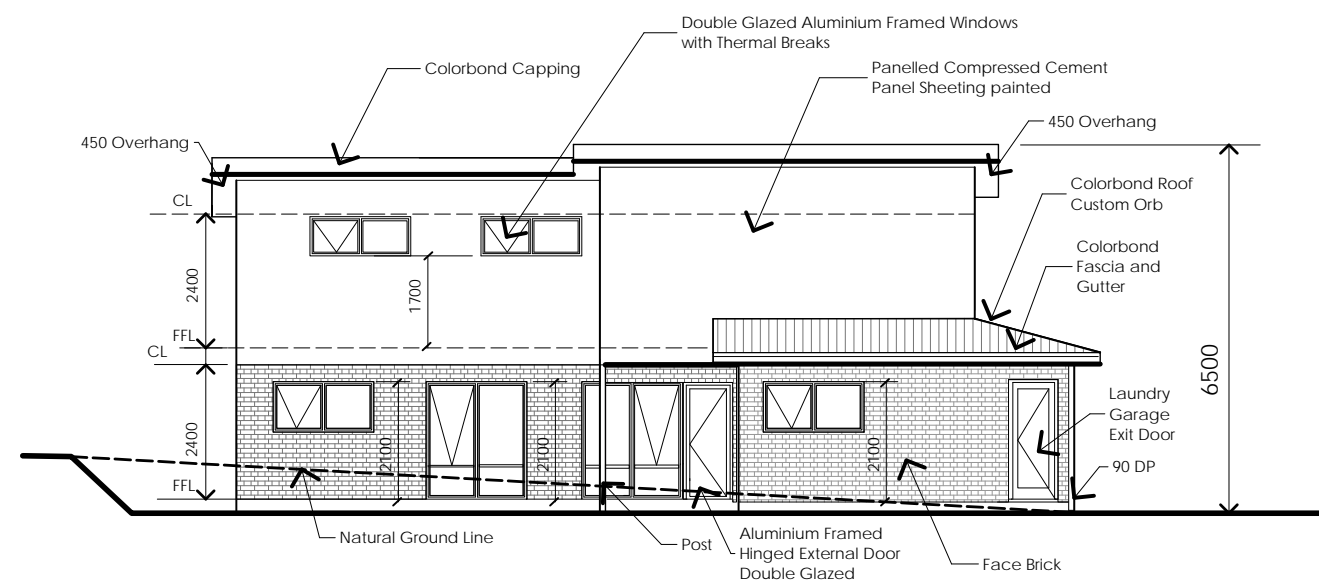


Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 22 June 2017 **Scale:** 1:781.2 @A4

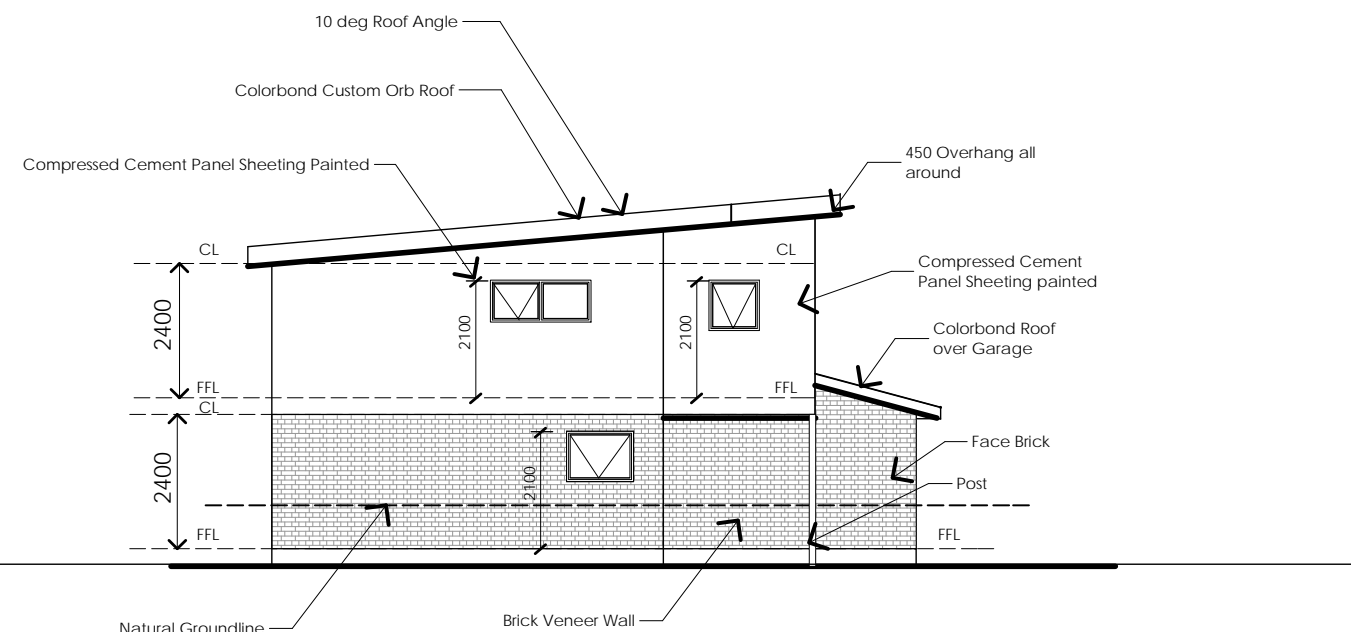


Upper Floor
for DA Application only

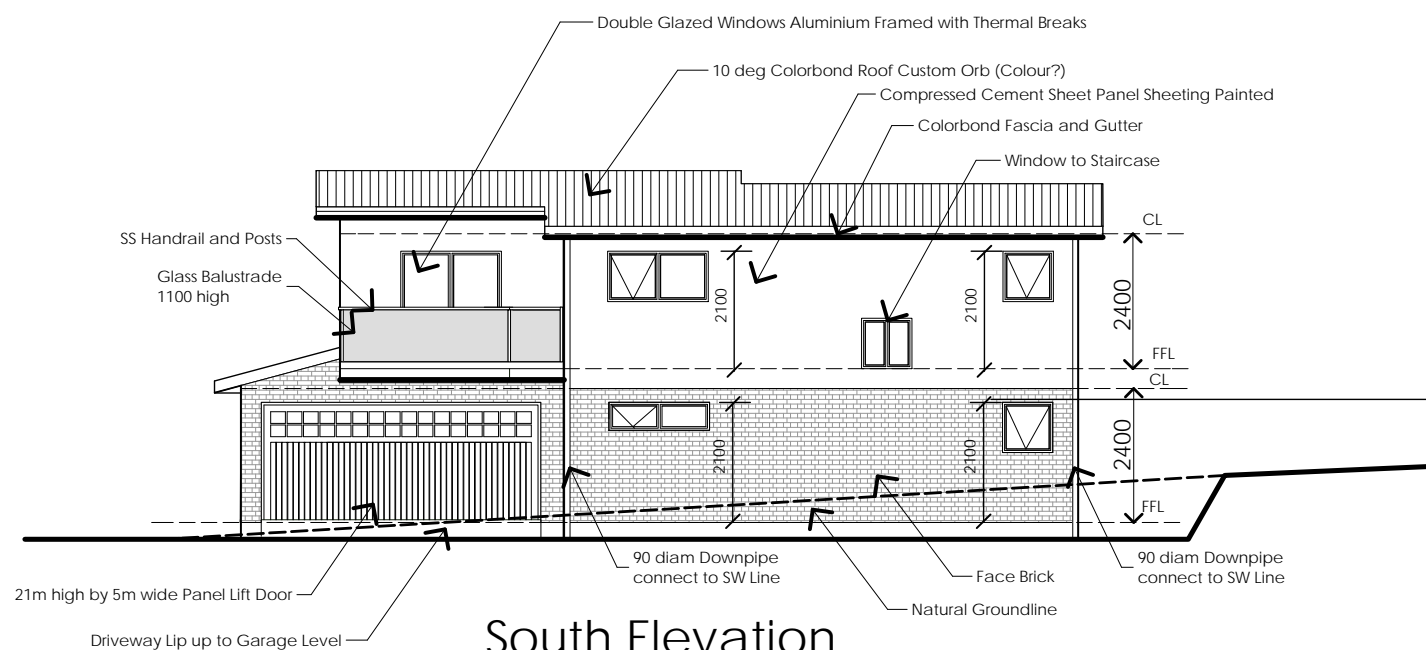
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			Drawing Title	Date	Scale
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			Cad File No	Drawing No	
			Walters&Bryan House	02 of 09	



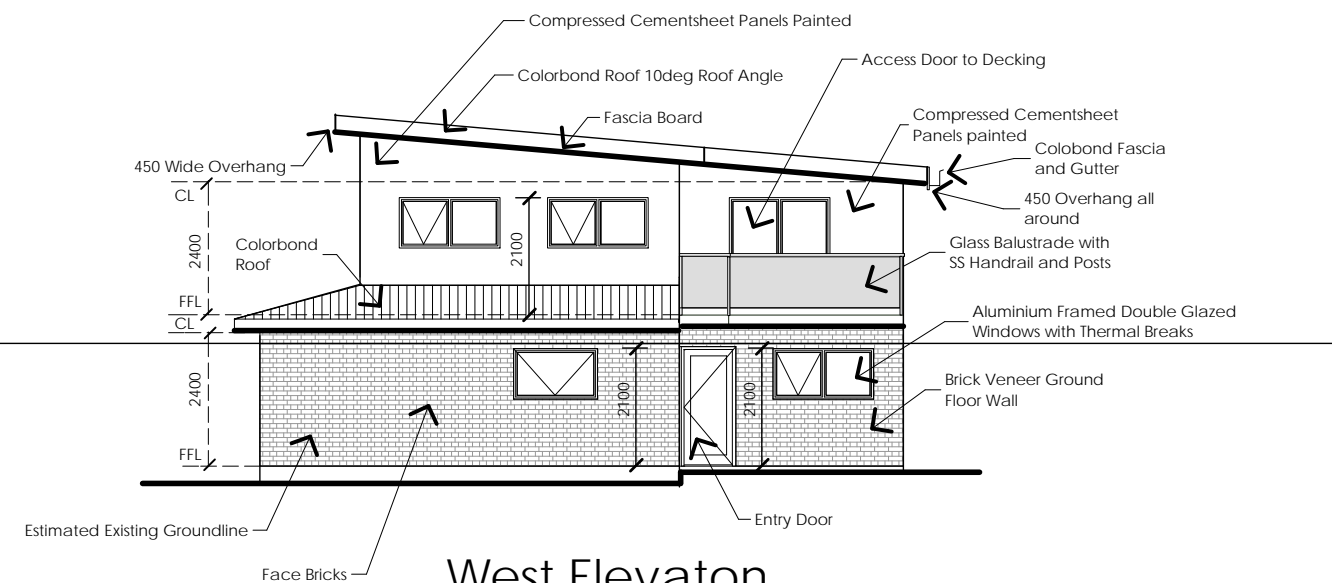
North Elevation



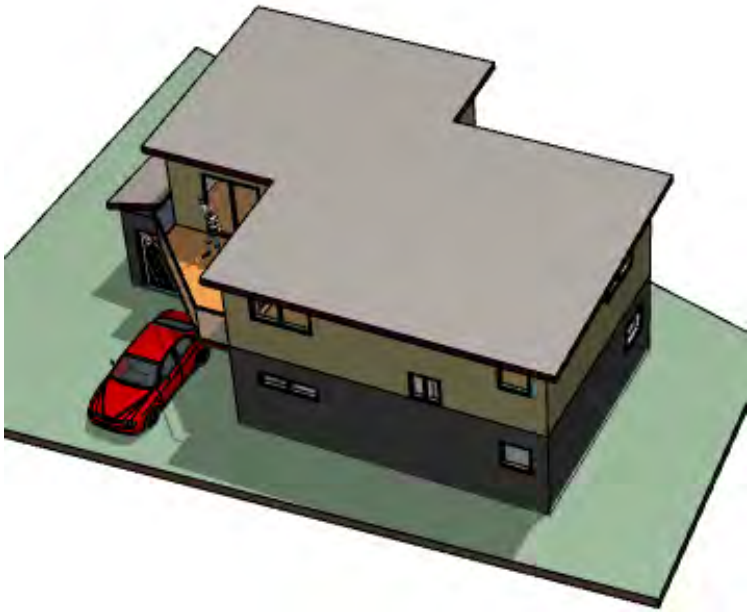
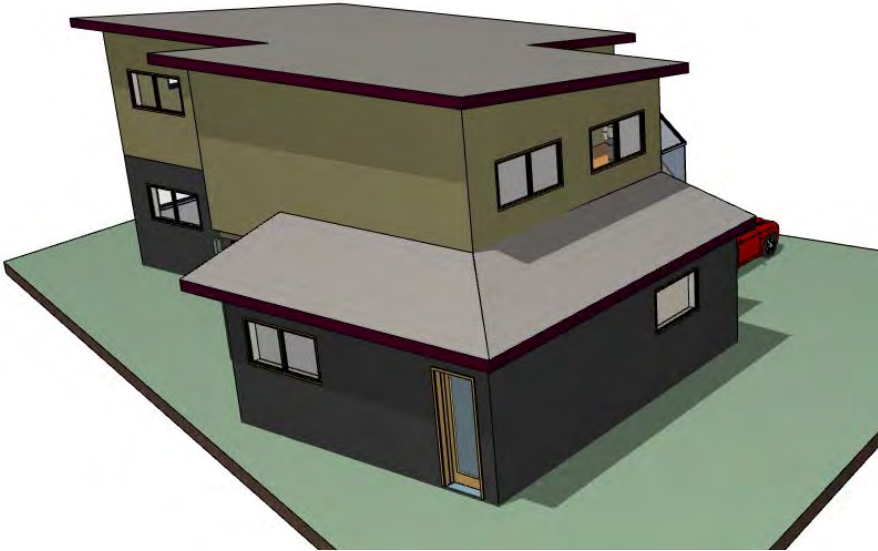
East Elevation




South Elevation

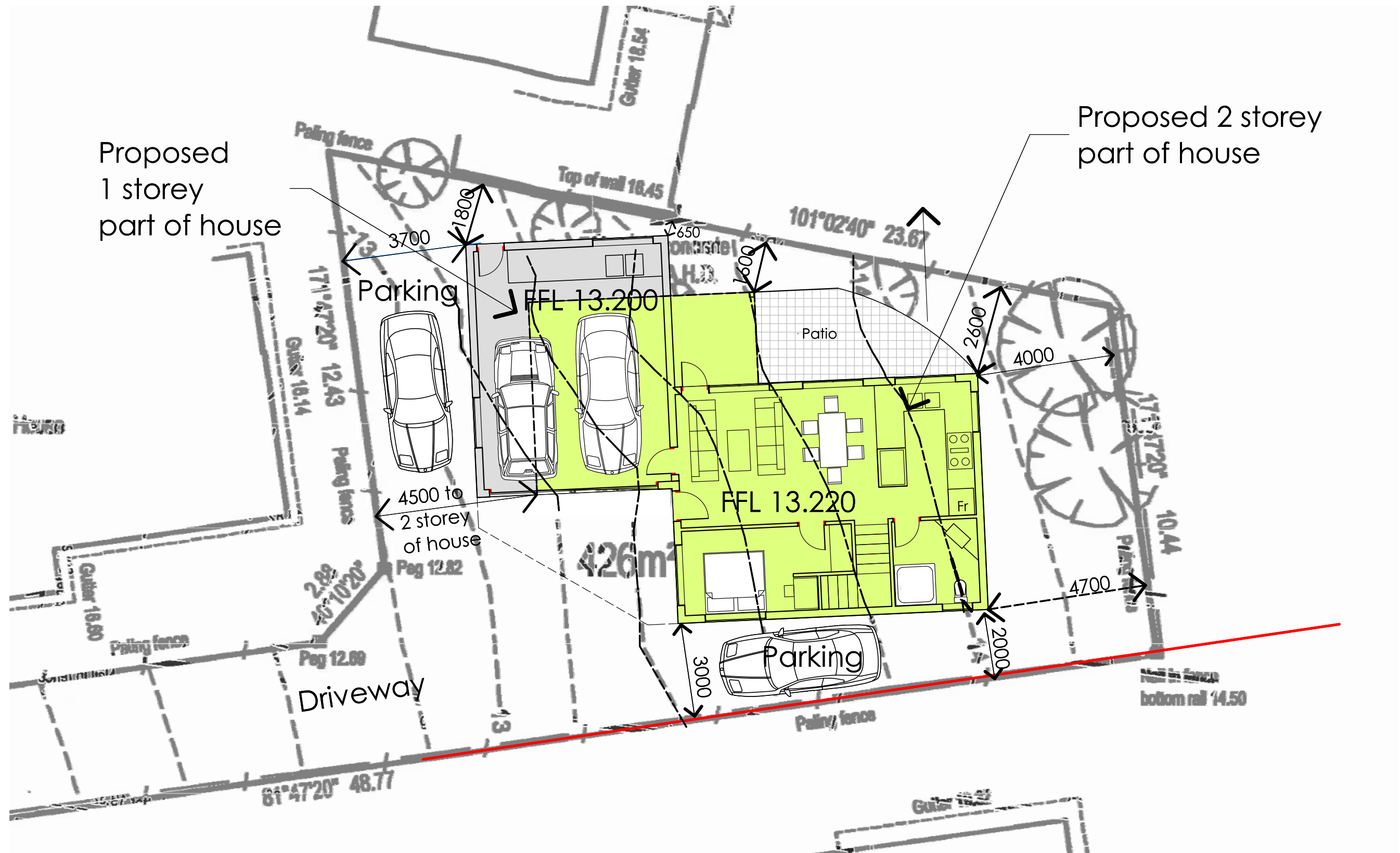



West Elevaton

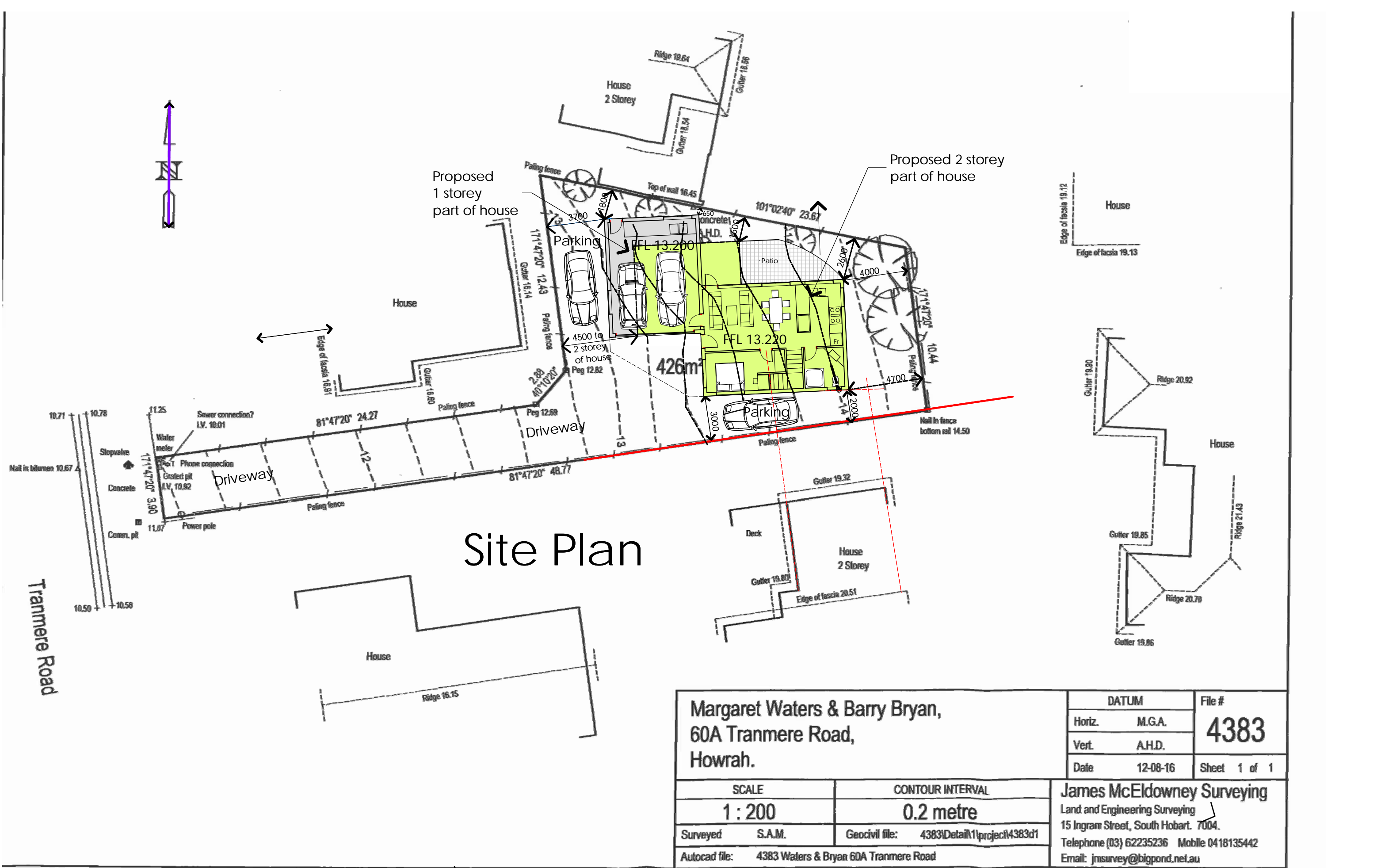



Note:
3-D Images are not
to scale, colour only
as example, can be
changed

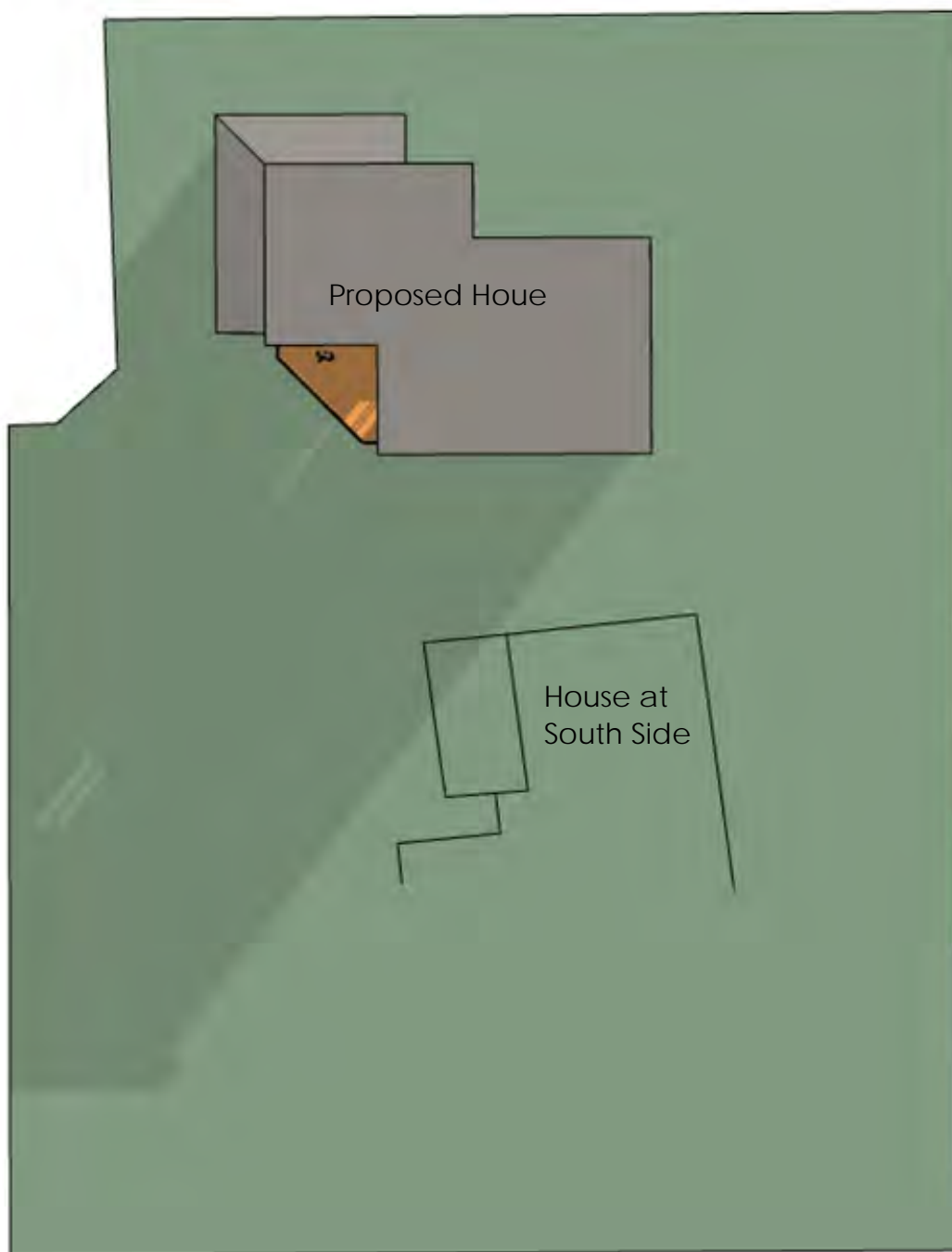
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			Proposed Residence for Margaret Waters and Barry Bryan at 60a Tranmere Road Tranmere Tasmania	Drawn By	DA 14571	
			Drawing Title	Date	Scale	
				Cad File No	Drawing No	
3-D Images			29.3.2017	not to scale		
			Walters&Bryan House	06 of 09		



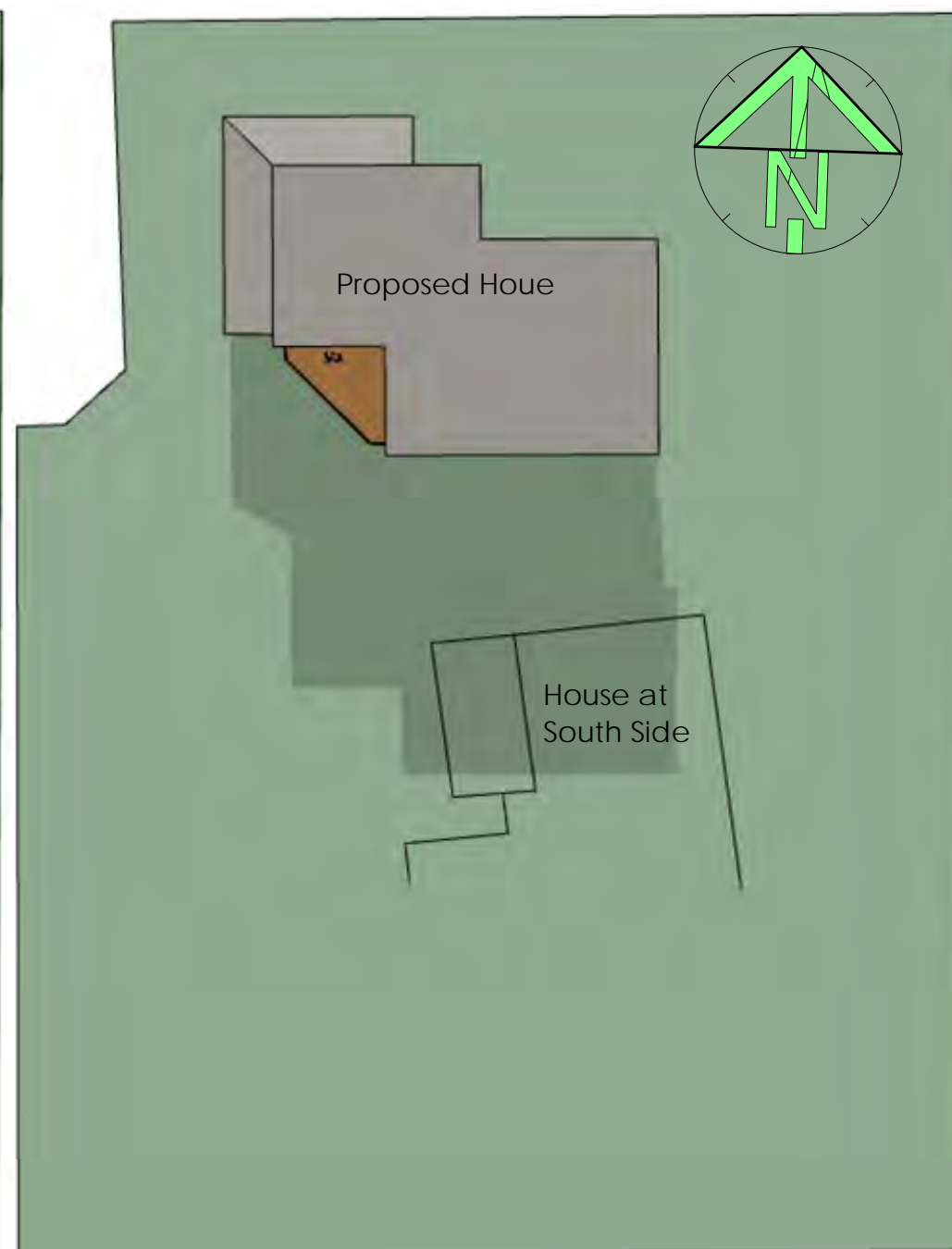
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					Cad File Name		



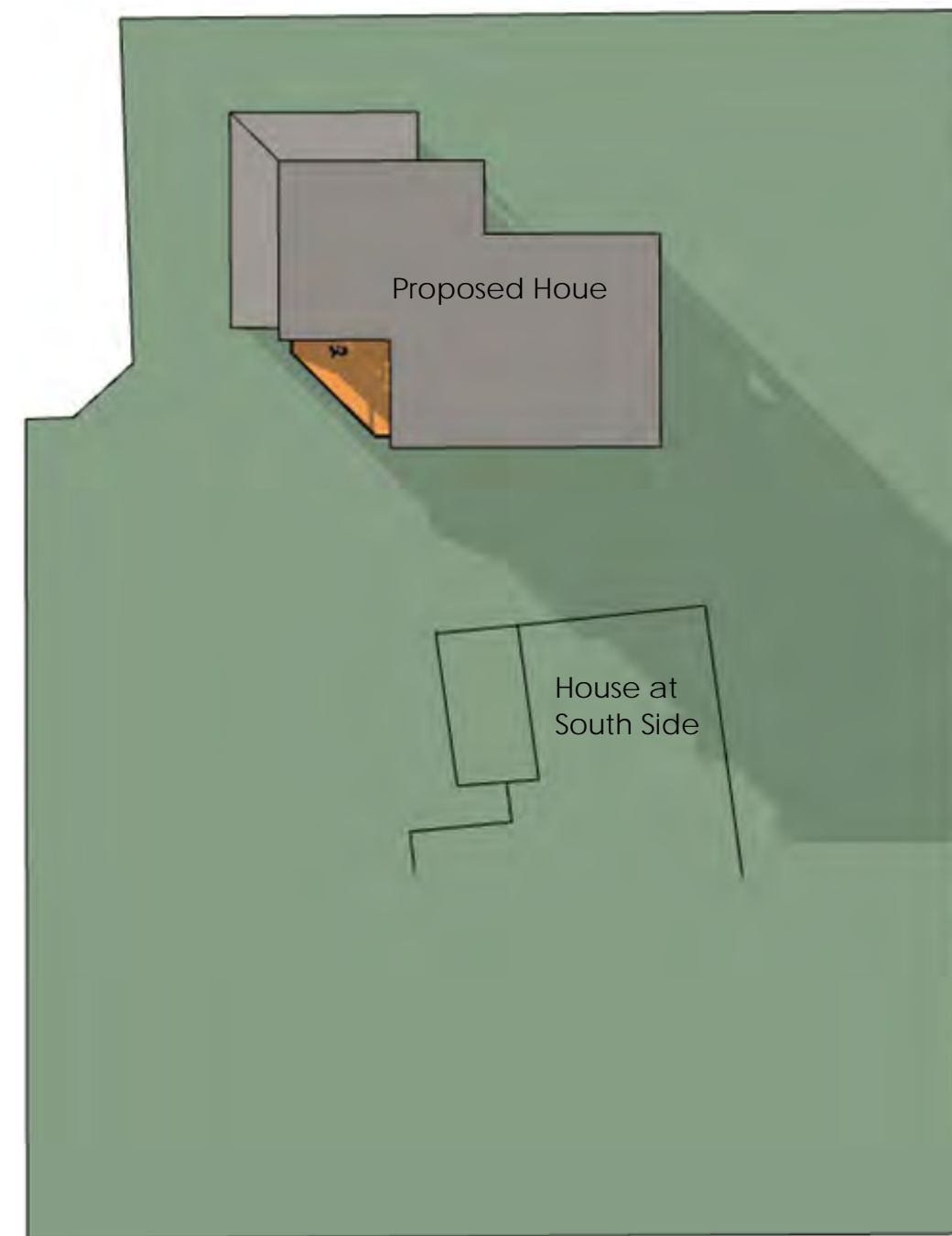
	Revisions	Dr Detlev Geard Architect 176a Campbell Street Hobart 7000 Ph: 0362349008 Email: detlevgeard@bigpond.com Accreditation No CC 239G	Project Title	Proposed Residence for Margaret Waters and Barry Bryan at 60a Trammere Road Trammere Tasmania	Project Manager	DA 14571
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					Date	18.4.2017
					Cad File Name	Walters&Bryan House




June 21 9 AM

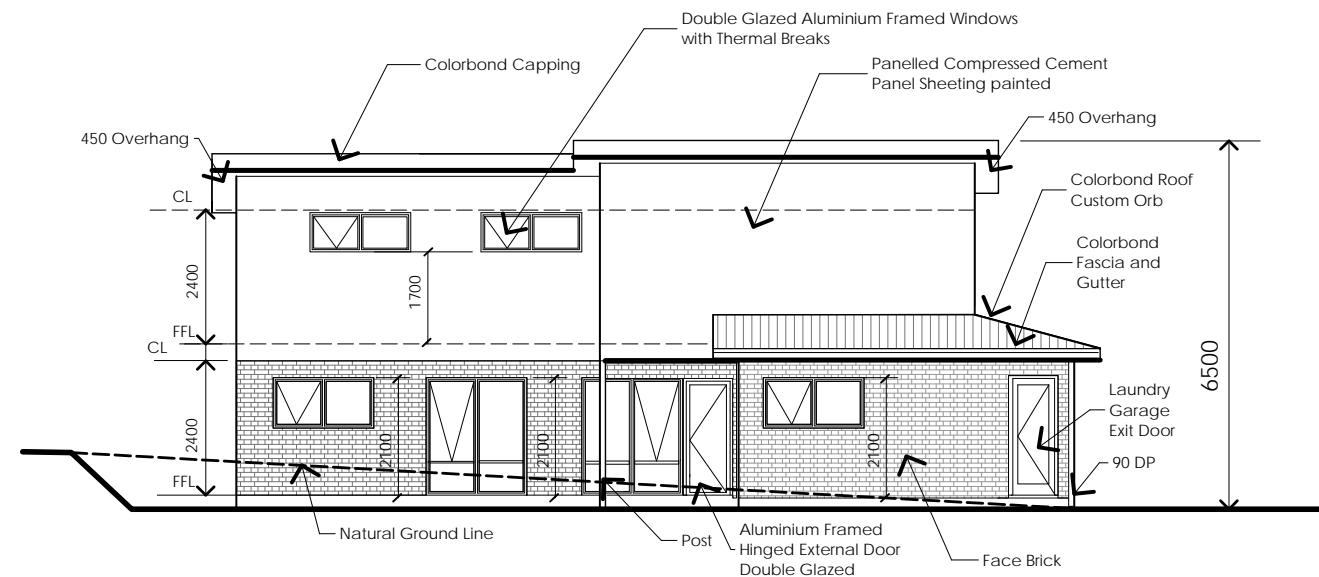


June 21 12 Noon

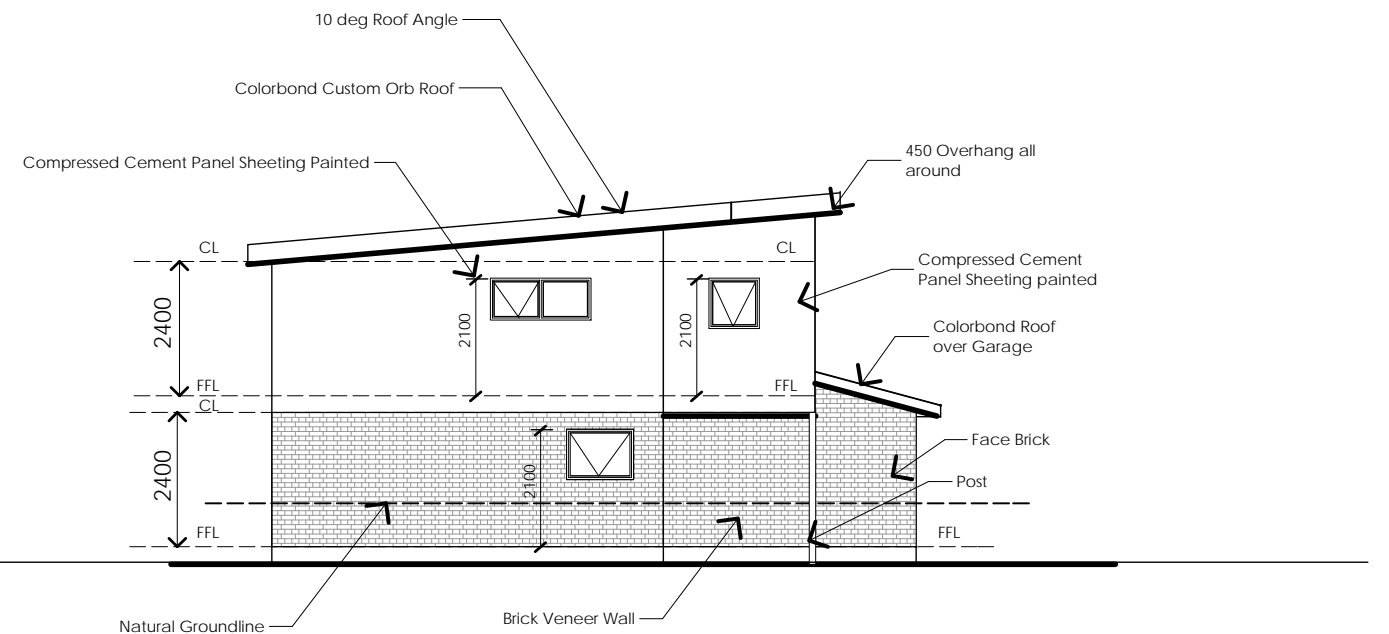


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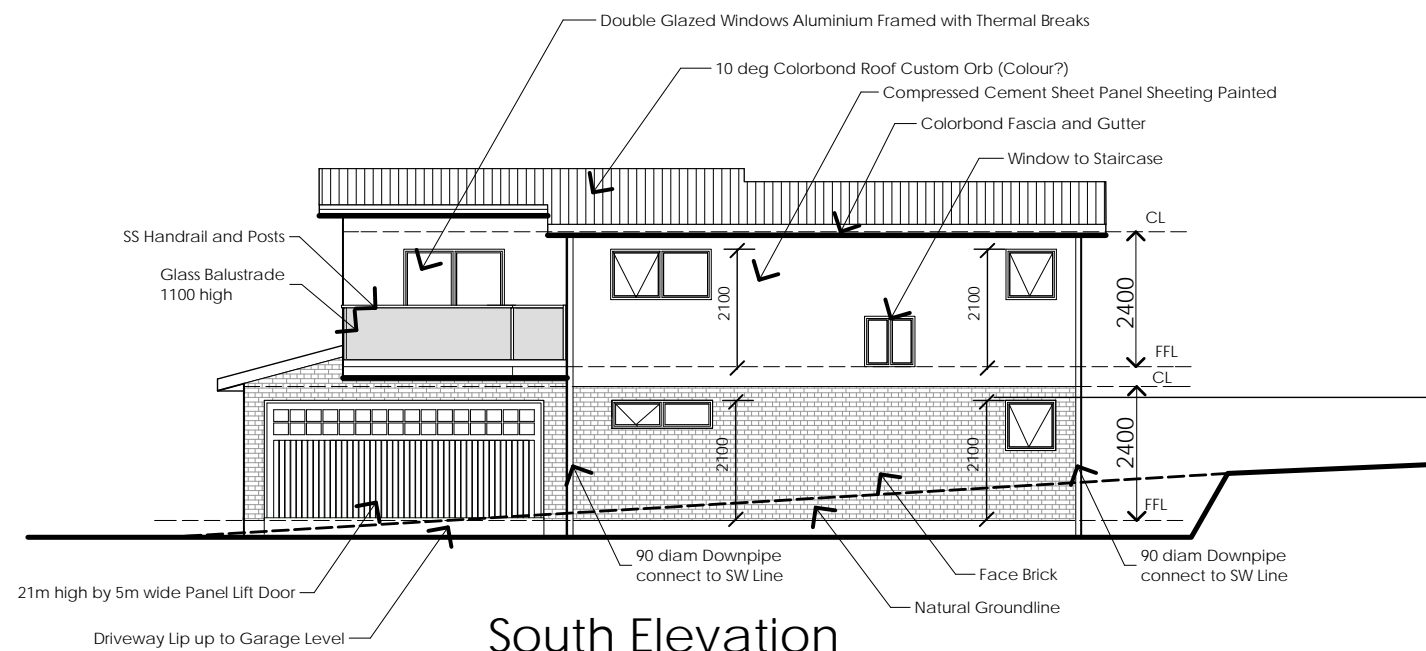
 Member Australian Institute of Architects	Revisions	Dr Detlev Geard Architect 176a Campbell Street Hobart 7000 Ph: 0362349008 Email: detlevgeard@bigpond.com Accreditation No CC 239G	Project TitleProposed Residence for Margaret Waters and Barry Bryan at 60a Tranmere Road Tranmere Tasmania		Project Manager	Project No DA 14571
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			Drawing Title Sun Shade Diagrams	Date 18.4.2017	Drawing No 09 of 09	
				Cad File Name Walters&Bryan House		



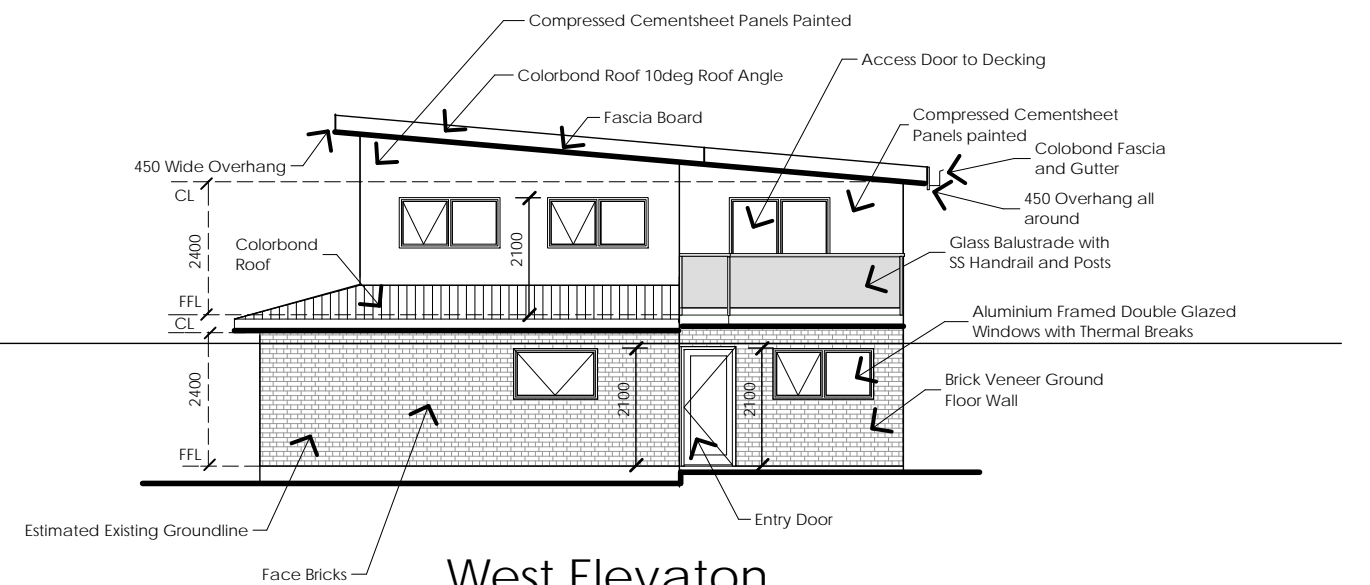
North Elevation



East Elevation



South Elevation



West Elevaton

60A Tranmere Road, HOWRAH



Site viewed from Tranmere Road, viewed looking east



Site viewed from access strip, viewed looking east



Site viewed from northwestern corner of lot, looking southeast

**11.3.5 DEVELOPMENT APPLICATION D-2017/43 - 78 HILL STREET, BELLERIVE
- MULTIPLE DWELLINGS (1 EXISTING, 1 NEW)**
(File No D-2017/43)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 2 Multiple Dwellings (1 existing, 1 new) at 78 Hill Street, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Parking and Access code and Stormwater Management code under the Clarence Interim Planning Scheme 2015 (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Note: References to provisions of the Land Use Planning and Approvals Act 1993 (the Act) are references to the former provisions of the Act as defined in Schedule 6 – Savings and transitional provisions of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The former provisions apply to an interim planning scheme that was in force prior to the commencement day of the Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015. The commencement day was 17 December 2015.

Council is required to exercise a discretion within the statutory 42 day period which expires on 7 July 2017, following the receipt of an extension of time.

CONSULTATION

The proposal was advertised, then readvertised in accordance with statutory requirements and 9 representations were received. All issues raised during the representation periods are addressed within the body of this report and relate to the following:

- drainage;
- height;
- visual impact;
- density;
- setback;
- overshadowing;
- privacy;
- Private Open Space;
- bin storage;
- construction works; and
- property values.

RECOMMENDATION:

- A. That the Development Application for Multiple Dwellings (1 existing, 1 new) at 78 Hill Street, Bellerive (CI Ref D-2017/43) be approved subject to the following conditions and advice:
1. GEN AP1 – ENDORSED PLANS.
 2. GEN AM4 – CONSTRUCTION HOURS.
 3. ENG A2 – CROSSOVER CHANGE [5.5M].
 4. ENG A5 – SEALED CAR PARKING.
 5. ENG S1 – INFRASTRUCTURE REPAIR.
 6. ENG S4 – STORMWATER CONNECTION.
 7. ENG M1 – DESIGNS DA – delete “service upgrade and relocations”.
 8. The development must meet all required Conditions of Approval specified by TasWater notice dated 7/6/17 (TWDA 2017/00804-CCC).
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT**1. BACKGROUND**

No relevant background.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet all the relevant Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
 - Section 10 – General Residential Zone;

- Section E6.0 – Parking and Access Code; and
- E7.0 – Stormwater Management Code.

2.4. Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the Land Use Planning and Approvals Act, 1993 (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site (CT Ref 106567/8) has an area of 817m² and is a regular shaped lot located on the northern side of Hill Street.

The site contains an existing single storey Single Dwelling with a roof area of 92.5m² and garden shed (approximately 3m x 2.5m) and has a gentle slope towards Hill Street. Direct access to the site is available off Hill Street.

The surrounding area along Hill Street consists predominantly of Single Dwellings, however, there are 6 Multiple Dwellings located at 44 Wentworth Street which is located diagonally opposite 78 Hill Street.

In addition, nearby properties at 52, 53, 57, 60, 61 and 63 Hill Street all contain strata developments for 2 Multiple Dwellings.

3.2. The Proposal

The proposal is for a new 3 bedroom 2 storey dwelling (Unit 2) with an internal garage (as shown in the attachments). The dwelling would be located at the rear of the site and behind the existing dwelling (Unit 1).

The proposed dwelling would have a total floor area of approximately 240m² and overall maximum height of 6.6m. An approximately 1.6m retaining wall behind the new dwelling along the rear boundary of the property is proposed to facilitate the development and provide levelled private open space for the new dwelling.

Each dwelling would have 2 allocated parking spaces and 1 visitor park for the new dwelling is also proposed.

The existing outbuilding would be demolished to allow for the new driveway, along with a portion of an existing retaining wall and a section of the existing dwelling's verandah.

Following the first advertising period, a design change was made to the proposed dwelling, which resulted in the floor area of the living room being reduced from 27m² to 26m². This change brought the proposed Multiple Dwelling into the building envelope as described in Clauses 10.4.4 A2 (a) and Clause 10.4.4 A3 (a) and consequently removed 2 discretions that were previously applicable to the proposal.

4. PLANNING ASSESSMENT

4.1. Determining Applications [Section 8.10]

“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with ss57(5) of the Act;*

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.

Reference to these principles is contained in the discussion below.

4.2. Compliance with Zone and Codes

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Codes with the exception of the following.

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.2 A3	Setback and building envelopes for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p>	<p>The proposed dwelling would be located outside the building envelope described in this clause for the rear setback and eastern and western side setbacks.</p> <p>complies</p>
		<p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p>	does not comply
		<p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p>	not applicable
		<p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</p>	not applicable

The proposed variation must be considered pursuant to the Performance Criteria P3 of the Clause 10.4.2 as follows.

Performance Criteria	Proposal
<p><i>“P3</i> <i>The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause unreasonable loss of amenity by:</i></p> <p><i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i></p>	<p>The applicant has provided shadow diagrams that demonstrate on 21 June, the proposed dwelling will cause overshadowing to the east of the dwelling at the adjoining property’s kitchen and dining room at 76 Hill Street at 9.00am.</p> <p>The shadow diagrams also show that there will be overshadowing to the west of the adjoining property’s sun room at 80 Hill Street at 3.00pm.</p> <p>The adjoining properties currently experience some overshadowing from the existing dwelling at 78 Hill Street at these times, the extent of which has not been documented.</p> <p>The shadow diagrams show that the dwellings on adjoining lots would receive in excess of 3 hours sunlight to habitable rooms on 21 June and this is considered to be a reasonable amount of sunlight entering the properties.</p>
<p><i>(ii) overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>The proposed dwelling will result in minimal overshadowing to private open space of adjoining properties at 76 and 80 Hill Street.</p> <p>Both properties have north facing private open space located between the dwelling and rear boundary. A review of the shadow diagrams indicates that whilst a small area of private open space may encounter some shadowing for up to 2 hours, 76 Hill Street would maintain approximately 65m² private open space and 80 Hill Street would maintain approximately 40m² private open space that is unaffected by the proposed dwelling.</p>
<p><i>(iii) overshadowing of an adjoining vacant lot; or</i></p>	<p>not applicable</p>

<p><i>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p>	<p>The site adjoins the following properties: 76 Hill Street, 2 Maluka Street, 48 Wentworth Street and 80 Hill Street. The proposal will accordingly have some visual impact when viewed from these properties. To reduce the apparent massing of the proposed dwelling, the application involves a cut into the property and 1.5m retaining wall which will assist to minimise the visual impact.</p> <p>The proposed dwelling meets the rear setback requirement of 4m (refer to the attachments) but is outside the envelope as the wall height at this point is higher than 3m and does not go in at an angle of 45 degrees, rather the wall extends approximately 1.9m reaching a height of 4.9m before extending in at an angle of approximately 9.5 degrees.</p> <p>Whilst visual impact is partially a result of the proposal falling outside the building envelope, the extent of the dwelling falling outside the envelope is not considered significant given the orientation of the dwelling in relation to the adjoining properties.</p>
<p><i>(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i></p>	<p>The proposed side setbacks for the new Multiple Dwelling of 2.8m to the west and 2.0m to the east are consistent with the setbacks of dwellings on adjoining lots.</p> <p>The proposed rear setback is 4m and whilst there are no Multiple Dwellings located at the adjoining properties, there are Multiple Dwellings in the surrounding Hill Street area. Owing to this, the separation between dwellings on adjoining lots is deemed to be compatible with the prevailing surrounding area.</p>

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Site coverage and private open space for all dwellings	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24m²; or</p> <p>(ii) 12m², if the dwelling is a Multiple Dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p>	<p>complies – 12m² is available in one location for both dwellings</p>

		(b) has a minimum horizontal dimension of: (i) 4m; or (ii) 2m, if the dwelling is a Multiple Dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and	complies for both dwellings
		(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	complies (access from rumpus for Unit 2) and no change to access for Unit 1 (access from living room to front yard private open space)
		(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and	does not comply for Unit 1 – 74% sunlight available in private open space in front of the existing dwelling at 9.00am only Unit 2 – not applicable
		(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and	does not comply for Unit 1, some private open space is located between the dwelling and the frontage the existing dwelling would partially overshadow this area
		(f) has a gradient not steeper than 1 in 10; and	complies (due to retaining walls) for both dwellings
		(g) is not used for vehicle access or parking.	complies for both dwellings

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.4.3 as follows.

Performance Criteria	Proposal
<p>“P2 <i>A dwelling must have private open space that:</i> <i>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and that is:</i> <i>(i) conveniently located in relation to a living area of the dwelling; and</i> <i>(ii) orientated to take advantage of sunlight”.</i></p>	<p>As a result of the proposed new dwelling, the existing dwelling would have available approximately 125m² private open space.</p> <p>This area would be divided with approximately 62m² of private open space located between Hill Street and the existing dwelling. An additional area, approximately 63m² would be located behind the existing dwelling and in front of the proposed dwelling (as shown in the attachments).</p> <p>The private open space for each dwelling is accessible from a habitable room and orientated to take advantage of the sun as it moves throughout the day.</p>

General Residential Zone

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.6 A3	Privacy for all dwellings	<p>A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a Multiple Dwelling by a horizontal distance of at least:</p> <p>(a) 2.5m; or</p>	does not comply, the kitchen and living room windows of the existing dwelling would be located 0.9m from the shared driveway
		<p>(b) 1m if:</p> <p>(i) it is separated by a screen of at least 1.7m in height; or</p> <p>(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7m above the floor level.</p>	does not comply, as mentioned above

The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.4.6 as follows.

Performance Criteria	Proposal
<p><i>“P2 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling”.</i></p>	<p>Whilst the proposed shared driveway would be located 0.9m from the existing dwelling’s kitchen and living room windows, the horizontal distance is 0.1m short of the 1m allowed under the Acceptable Solution (b). As the sill height of the kitchen and living room windows for the existing dwelling are 2.1m above the shared driveway, the proposed variation from the Acceptable Solution is not considered significant.</p> <p>Given the sill heights of these windows, any impacts of vehicle noise or vehicle light intrusion to the kitchen and living room of the existing dwelling will be minimised. The proposed variation is therefore deemed to comply with the Performance Criteria.</p>

5. REPRESENTATION ISSUES

The proposal was initially advertised on 15 March 2017, in accordance with statutory requirements. During this period, 4 representations were received.

The proposal was readvertised on 3 June 2017 following the receipt of a modified proposal.

During the second advertising period, 5 representations were received. The majority of these were from representors who put in a representation when the application was advertised originally and the issues subsequently raised did not vary from those raised during the first advertising period.

The following issues were raised by the representors.

5.1. Drainage

Concern was raised in regard to whether adequate provision for drainage will be made as part of the proposal in the event of heavy rainfall.

- **Comment**

The proposal meets the Acceptable Solution for site coverage and site area free from impervious surfaces. Council's Engineers have reviewed the proposed driveway and stormwater management design and have recommended conditions that should form part of any approval.

5.2. Height

Concern was raised that the proposed new 2 storey Multiple Dwelling is inappropriate for the site, thus impacting on the amenity of adjoining properties and character of the street.

- **Comment**

The building envelope allows development up to height of 8.5m and the proposed new Multiple Dwelling has an overall maximum height of approximately 6.4m. The variations sought to the building envelope are addressed within the body of this report and are not considered to result in a significant detrimental impact to the amenity of the area and adjoining lots.

5.3. Visual Impact

Concern was raised that the proposed 2 storey Multiple Dwelling will result in an unreasonable visual impact in terms of the rear of the proposed dwelling and landscaping, potentially blocking views for adjoining property to the north-east.

- **Comment**

Whilst the rear and sides of the proposed dwelling falls outside the building envelope, the variations sought to the building envelope are not considered unreasonable. Furthermore, access to a view is not a relevant planning consideration under the Scheme.

5.4. Density

Concern was raised that the increase in density associated with the development is out of character with the streetscape of Hill Street and its surrounds and contradicts current strategic planning policy.

Concern was also raised that the proposed new Multiple Dwelling will result in overcrowding and additional noise as a result of the proposed density increase and that there will be an overload on infrastructure services if Multiple Dwellings in the area are allowed.

- **Comment**

The proposal has a density of 408m² per dwelling (including the shared driveway) and complies with the Scheme's Acceptable Solution in Clause 10.4.1, which requires a minimum density of 325m² per Multiple Dwelling.

Council's Engineers and TasWater have reviewed the application and have recommended appropriate infrastructure conditions that should form part of any approval.

5.5. Setback

It was raised that the proposed new Multiple Dwelling will have a setback from the primary frontage of 3.5m and does not comply with the Acceptable Solution setback of 4.5m.

- **Comment**

The proposed new Multiple Dwelling is located within the building envelope in terms of the front setback requirements as it will be located approximately 26m from the Hill Street primary frontage.

5.6. Overshadowing

It was raised during the representation period that the proposed new Multiple Dwelling would overshadow the properties located to the east and west of the site during winter.

Concern was also raised that overshadowing for the Summer Solstice has not been addressed in terms of overshadowing to the private open space of the property located to the east.

- **Comment**

As previously discussed, on 21 June shadow diagrams show that the proposed new Multiple Dwelling will overshadow the adjoining property to the west around 9.00am. However, the adjoining property will still receive in excess of 3 hours sunlight and the property to the east will also receive in excess of 3 hours sunlight. Based on this, a reduction of sunlight between the hours of 9.00am and 3.00pm on 21 June is not considered to be an unreasonable amount of overshadowing.

There is no provision in the Scheme for assessing sunlight to private open space during summer and therefore this concern has not been addressed in this report.

5.7. Privacy

Concern was raised that the development will result in a loss of privacy to the adjoining lot to the north-east.

- **Comment**

As discussed previously, the proposal will result in landscaping works to the rear boundary to ensure privacy. Additionally, the proposal meets the requirements of the Acceptable Solution relating to privacy on adjoining lots.

5.8. Private Open Space

The concern is that the proposed new Multiple Dwelling does not meet the Acceptable Solution for private open space accessible from a habitable room.

It was further raised that private open space for the existing dwelling will be overshadowed by the proposed new Multiple Dwelling.

- **Comment**

The rumpus room on the ground floor of the proposed new Multiple Dwelling includes a sliding door ensuring access to the private open space from a habitable room and meets the relevant standard in the Scheme.

Private open space for the existing dwelling occurs in 2 separate areas and is therefore located both behind the existing dwelling and in front of the existing in a fenced private area. Shadow diagrams have been provided to show the impact of overshadowing on the private open space. These diagrams demonstrate that the private open space located to the south, in front of the existing dwelling, would receive a minimum of 74% sunlight at 9.00am on 21 June and that the private open space located behind the existing dwelling to the north, will be partially overshadowed by the proposed new Multiple Dwelling but will receive a minimum of 53% of sunlight at 3.00pm on 21 June.

It is noted that these areas of private open space (63m² and 62m² respectively) exceed the standard requirement in the Scheme for 12m² private open space per Multiple Dwelling.

5.9. Bin Storage

Concern was raised that neither of the Multiple Dwellings have a designated waste storage area.

- **Comment**

The site plans advertised on 15 March 2017 and 3 June 2017 both show an allocated bin storage area for each dwelling that is in excess of the 1.5m² specified in the Acceptable Solution.

5.10. Construction Works

Potential construction impacts such as noise resulting from building works was raised as an issue during the representation period.

- **Comment**

Standard hours for construction will be regulated through a condition associated with any approval.

5.11. Property Values

Concern was raised that the proposed Multiple Dwelling development will have a negative impact on amenity for adjoining properties and accordingly impact property values and that Council is not looking after the interest of its rate payers.

- **Comment**

This claim has not been substantiated and the matter is not a relevant planning consideration.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies.

7.2. The proposal is consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2016-2026 or any other relevant Council Policy.

9. CONCLUSION

The proposal is for the construction of a new Multiple Dwelling behind the existing dwelling at 78 Hill Street.

The proposed variations relating to the building envelope, private open space and driveway separation are considered supportable and therefore recommended for conditional approval.

Attachments: 1. Location Plan (1)
2. Proposal Plan (10)
3. Site Photo (1)

Bruce Gibbs
ACTING MANAGER CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



Disclaimer: This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 22 June 2017 **Scale:** 1:762.1 @A4

78 Hill Street Bellerive 7018



Drawing No:	Planning Drawings
1	Site Plan
2	Landscaping Plan
3	Shadows June 21st
4	Unit 1 Existing Plans
5	Unit 2 Lower Floor Plan
6	Unit 2 Upper Floor Plan
7	Unit 2 Elevations
8	Unit 2 Elevations

DEVELOPMENT APPLICATION

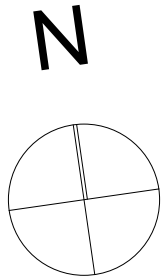
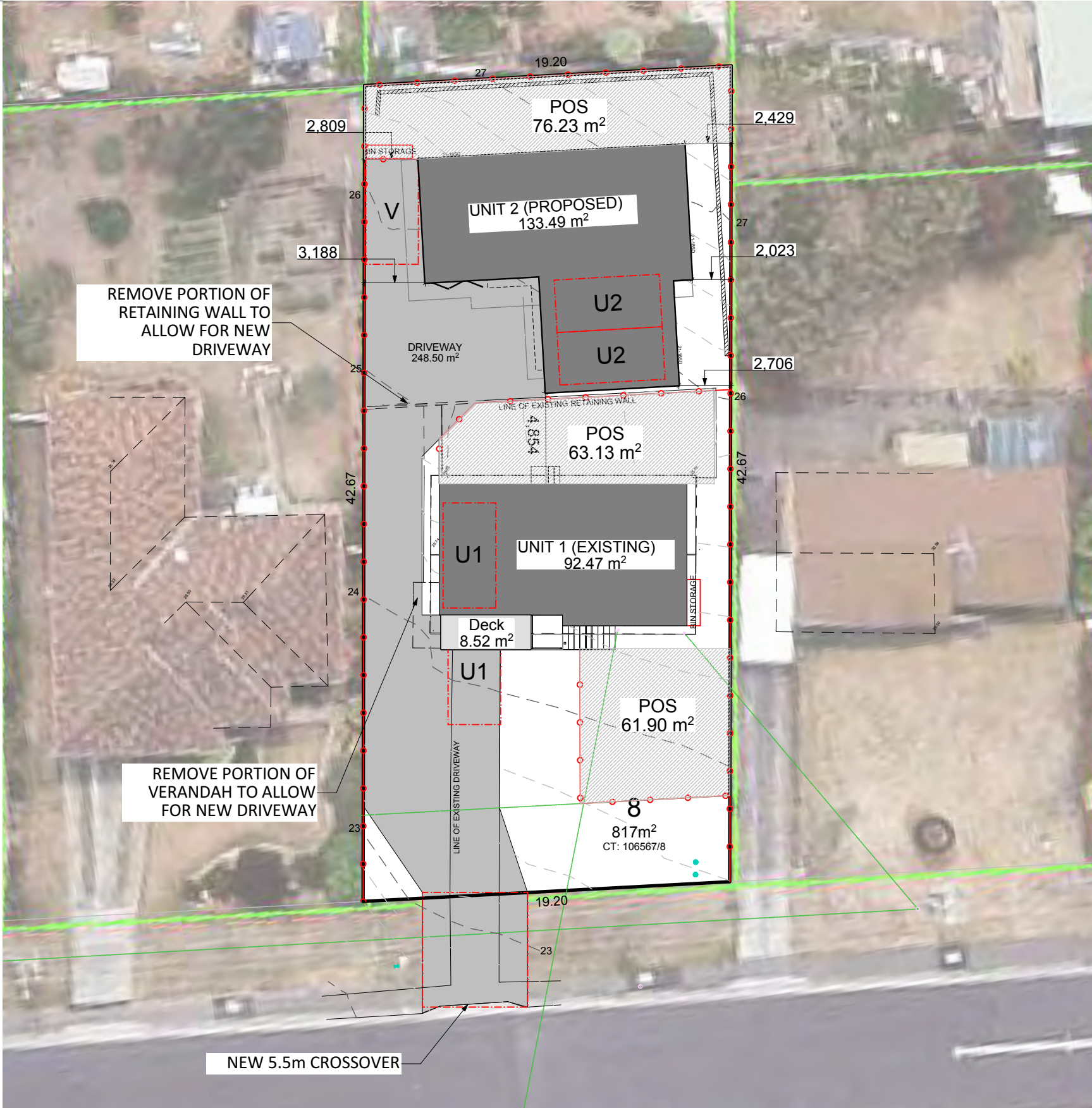
NOT TO BE USED FOR CONSTRUCTION

General Information	
Designer	Jason Nickerson CC6073Y
Owner(s) or Clients	Linda & Gary Watson
Building Classification	1a
Title Reference	106567/8
Design Wind Speed	#WIND SPEED
Soil Classification	#SOIL CLASS
Climate Zone	7
BAL	N/A
Corrosion Environment	Moderate
Zoning	General Residential



Site Areas	
Site area	817 sqm
Total Building Area	250.06 sqm
Total Site Coverage	30.61%

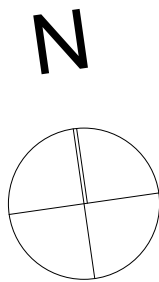
Site Plan



Amendments	
Date	Description
07/03/17	Council RFI
18/05/17	Design mod - reduce overshadowing

Proposal:	Unit Development	Scale: 1:250	Job No: 153-2016	Pg No: 1
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Drv, Cambridge 7170 P: 03 6248 4743 F: 03 6248 4745 E: jason.alb@bigpond.com				





GRIVELLIA



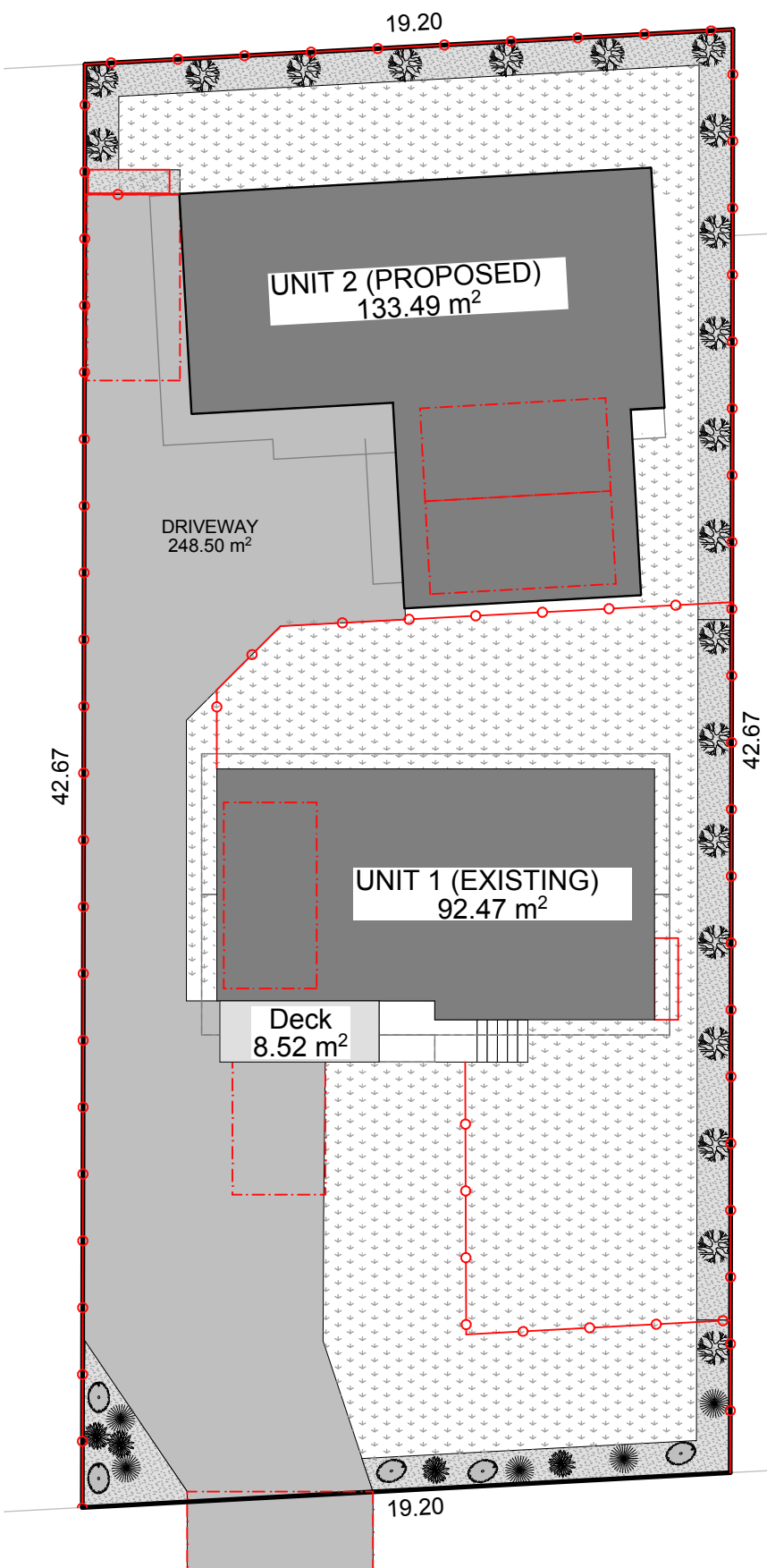
CONVOLVULUS CNEORUM



PITTOSPORUM



CORDYLINE



SYMBOL	PLANT NAME	GROWTH	QTY
	CONVOLVULUS CNEORUM (SILVER BUSH)	50cm x 50cm SILVER FOLIAGE, WHITE FLOWERS	5
	GRIVELLIA (BIG RED)	3m X 2m GREEN FOLIAGE, RED FLOWERS	4
	PITTOSPORUM (JAMES STIRLING)	3m X 2m SILVER GREEN FOLIAGE	21
	CORDYLINE (RED STAR)	2m X 1m BURGUNDY STRAP LEAVES, BROWN FLOWERS	4
	FENCING	1.2m TO 2.1m TIMBER PALING FENCING	

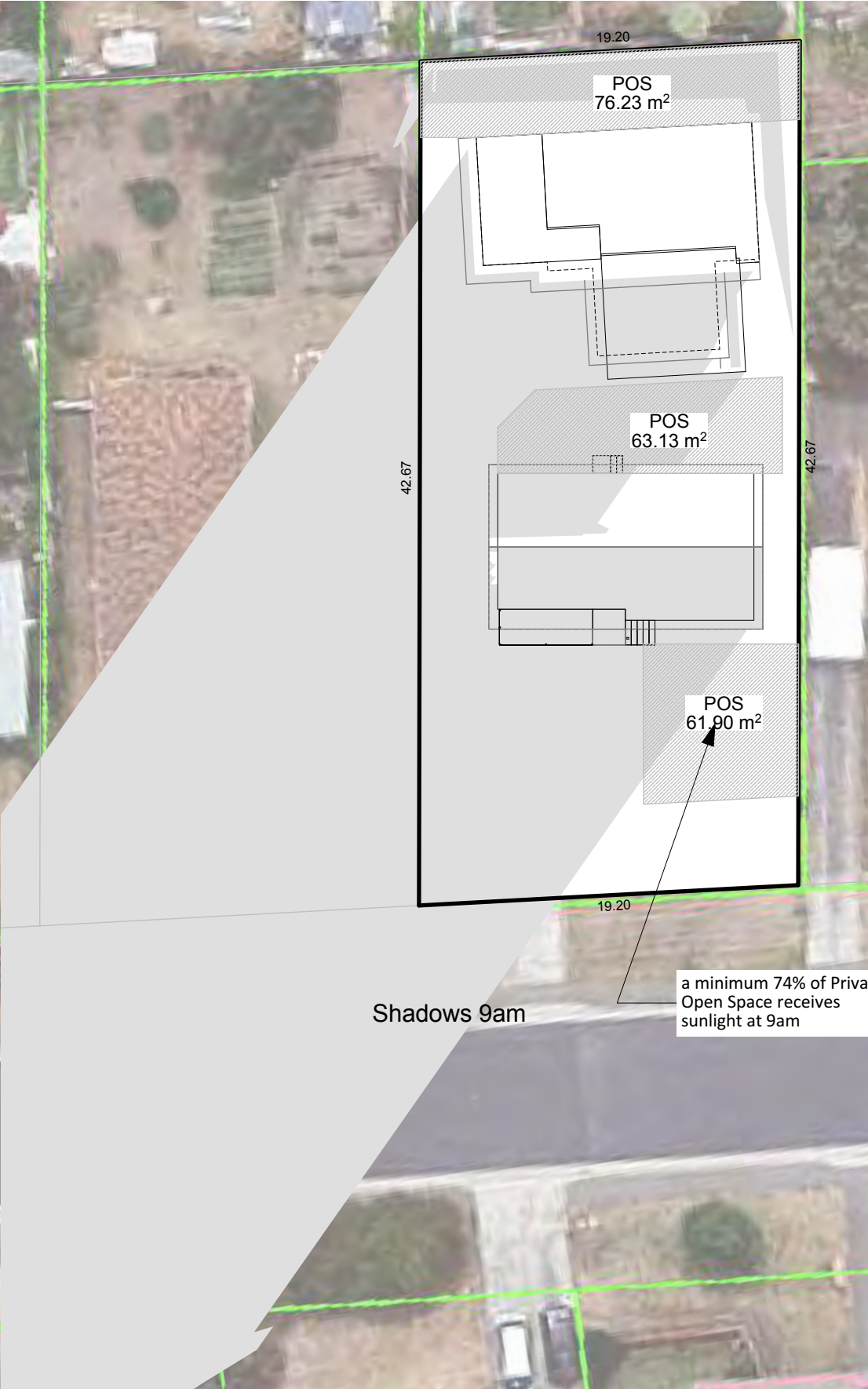
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Amendments	
Date	Description
07/03/17	Council RFI
18/05/17	Design mod - reduce overshadowing

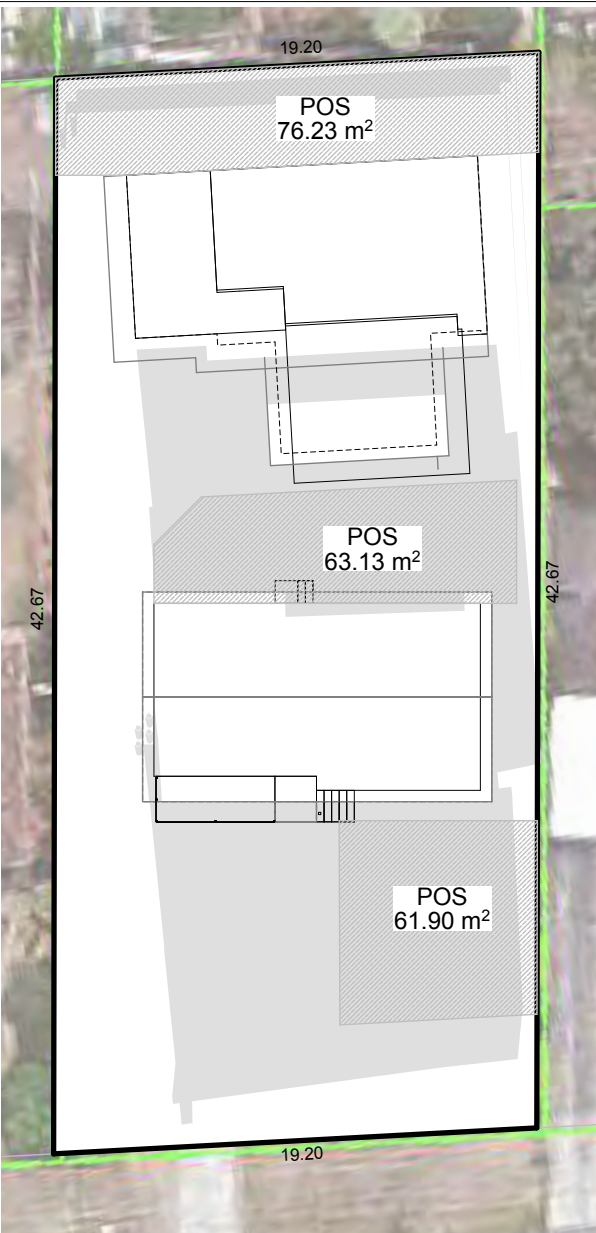
Landscaping Plan

Proposal:	Unit Development	Scale: 1:200	Job No: 153-2016	Pg No: 2
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
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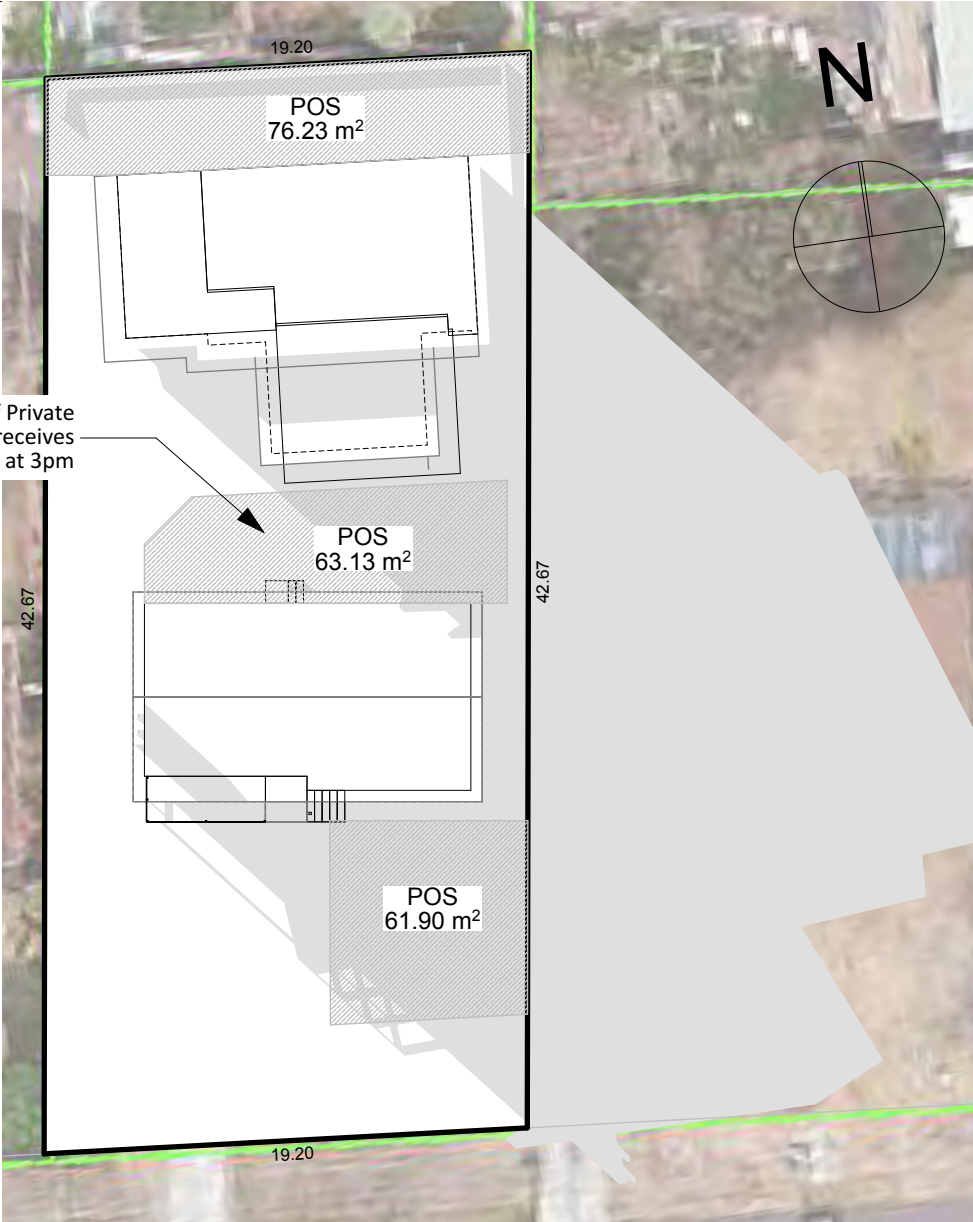




Shadows 9am



Shadows 12pm



Shadows 3pm

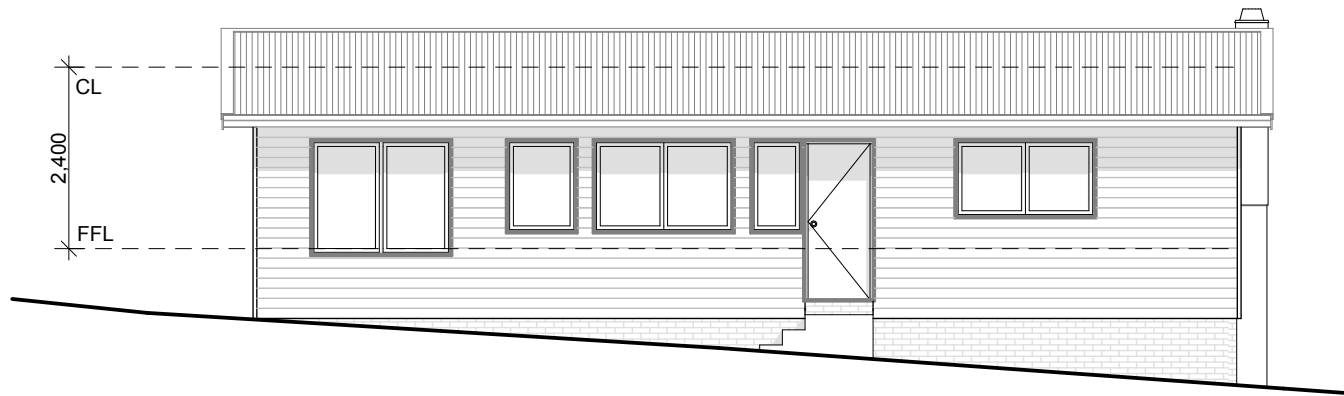
Shadows June 21st

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Proposal:	Unit Development	Scale: 1:300	Job No: 153-2016	Pg No: 3
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Drv, Cambridge 7170 P: 03 6248 4743 F: 03 6248 4745 E: jason.alb@bigpond.com				

Amendments	
Date	Description
07/03/17	Council RFI
18/05/17	Design mod - reduce overshadowing

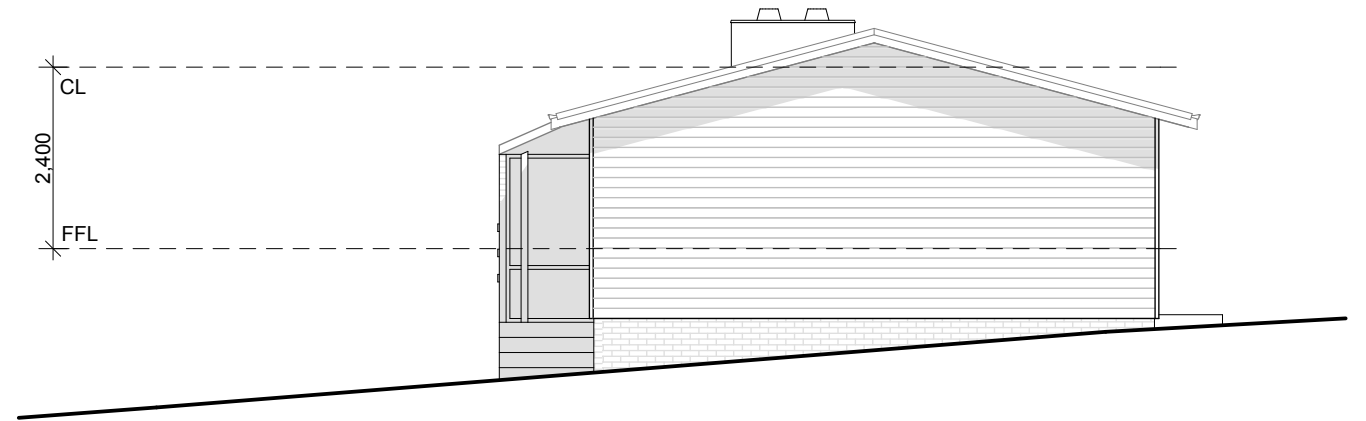




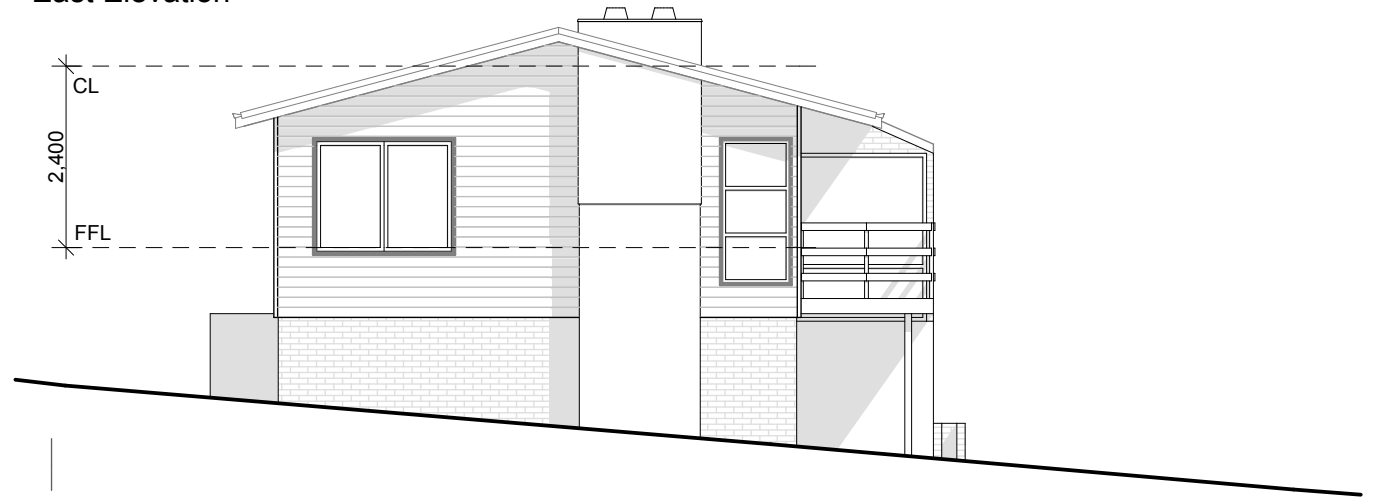
North Elevation



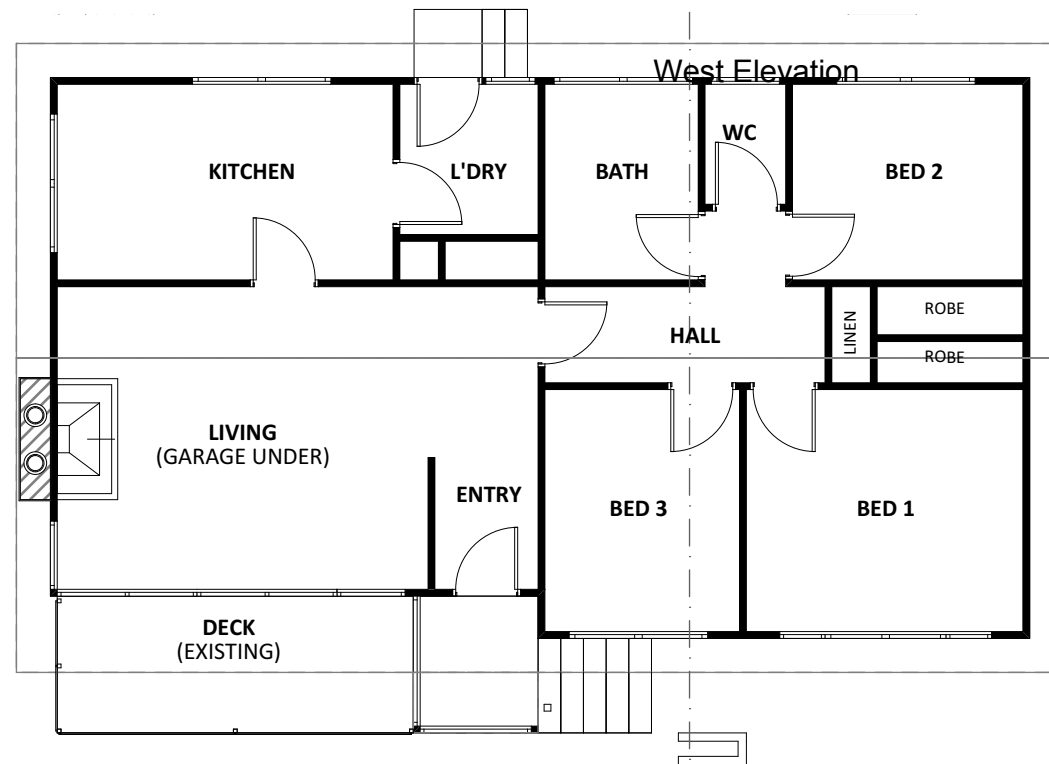
South Elevation



East Elevation



West Elevation



Floor Areas	
Total	92.47sqm

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Proposal:	Unit Development	Scale: 1:100	Job No: 153-2016	Pg No: 4
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	

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Amendments	
Date	Description
07/03/17	Council RFI
18/05/17	Design mod - reduce overshadowing



Unit 1 Existing Plans



12pm



1pm



2pm



3pm

Amendments	
Date	Description
07/03/17	Council RFI
18/05/17	Design mod - reduce overshadowing

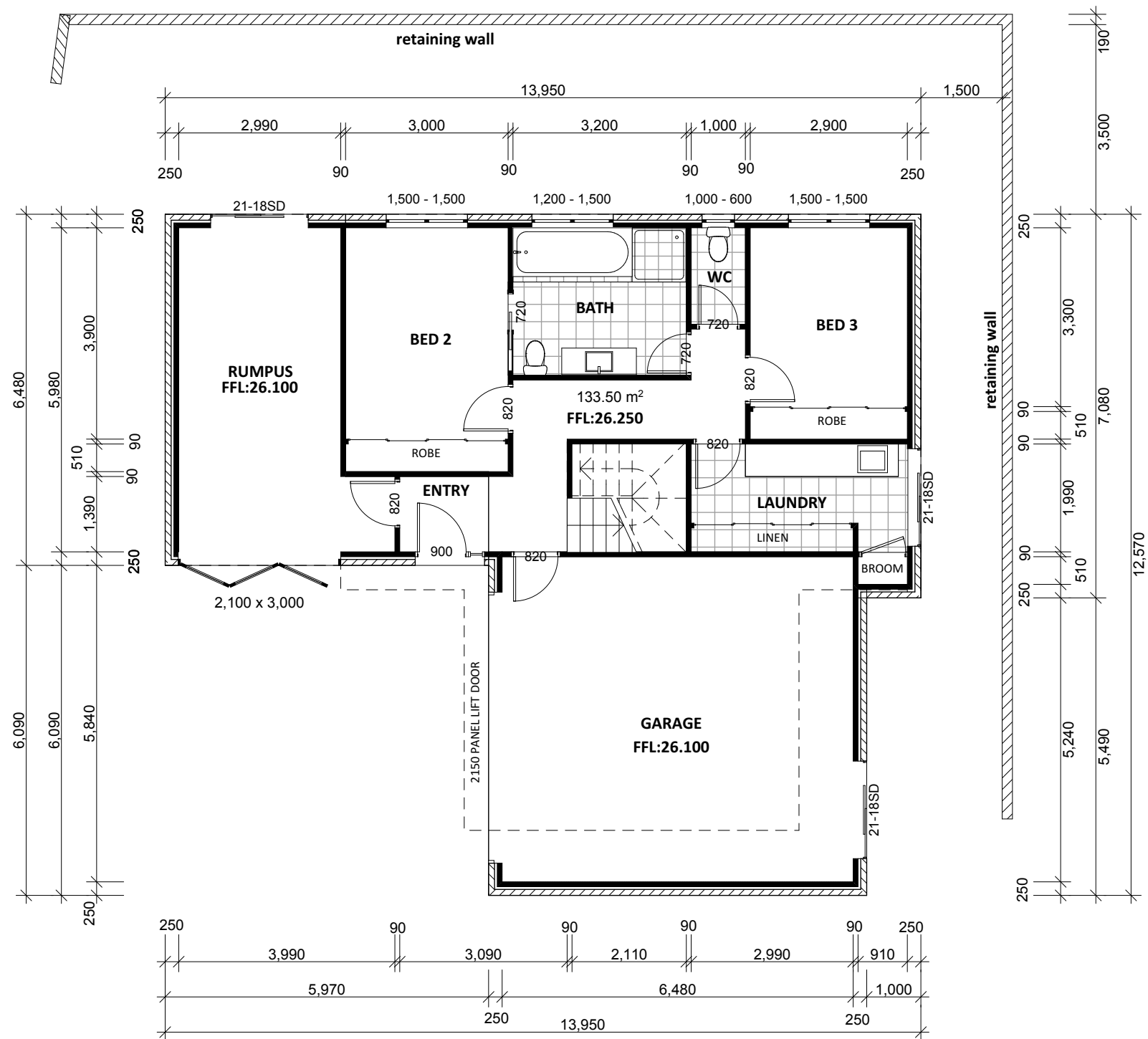
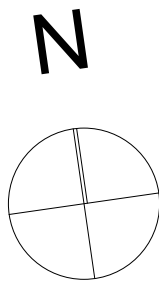
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Proposal:	Unit Development	Scale: 1:227.67	Job No: 153-2016	Pg No: 9
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	

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Shadows June 21st



Floor Areas	
Lower Floor	133.50 sqm
Upper Floor	103.48 sqm
Total	236.98 sqm

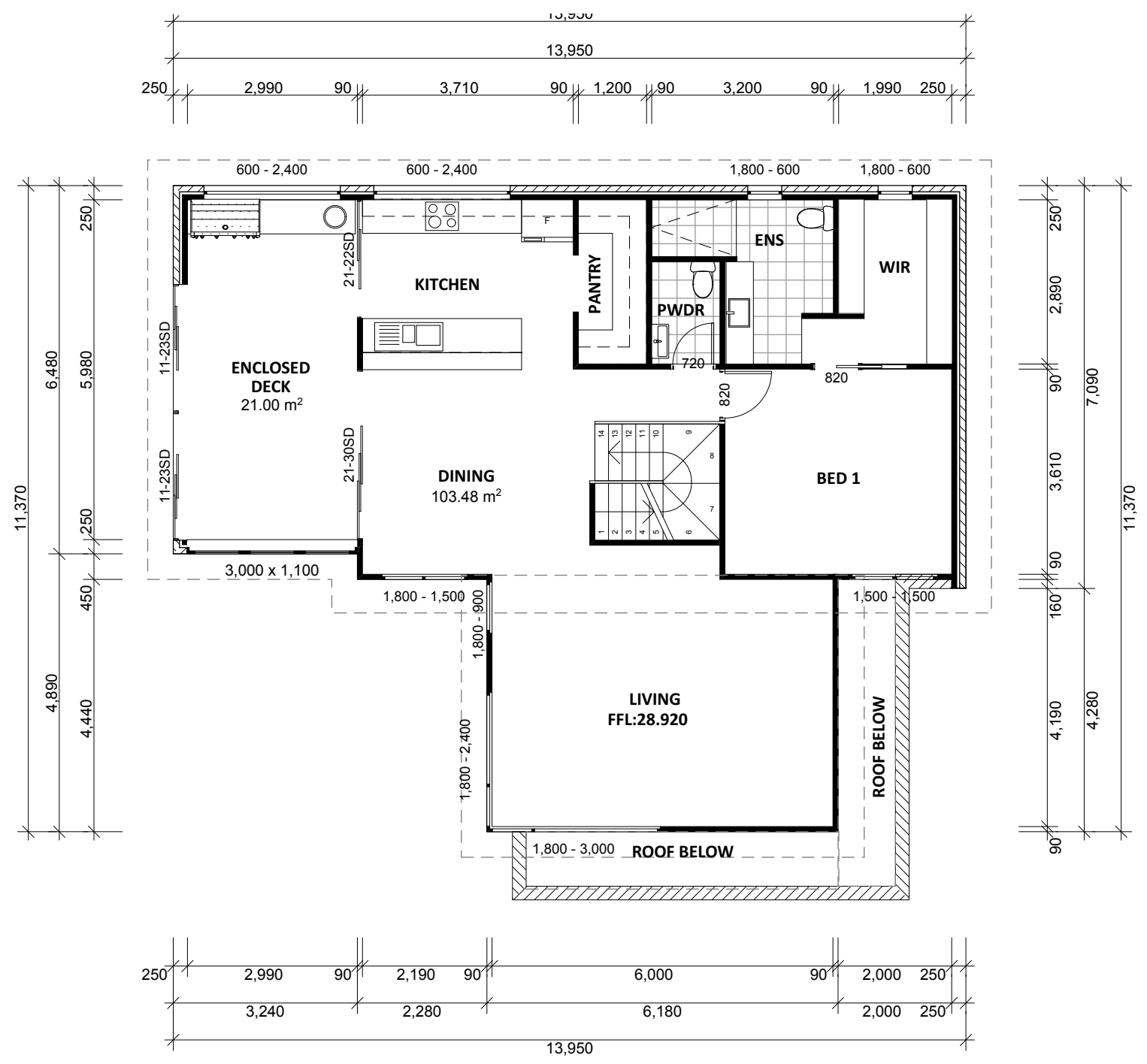
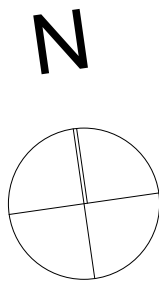
Amendments	
Date	Description
08/11/16	PLUMBING REV

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Proposal:	Unit Development	Scale: 1:100	Job No: 153-2016	Pg No: 5
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
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Unit 2 Lower Floor Plan



Floor Areas	
Lower Floor	133.50 sqm
Upper Floor	103.48 sqm
Total	236.98 sqm
Deck	21.00 sqm

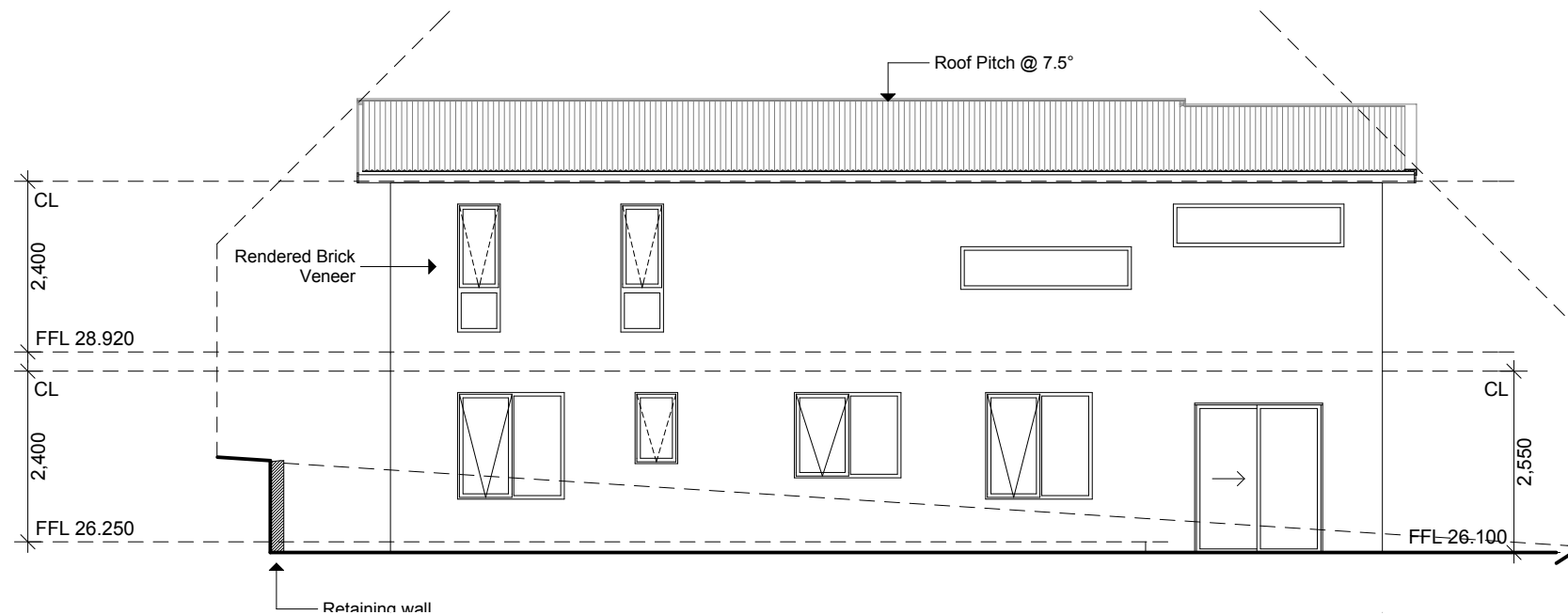
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Proposal:	Unit Development	Scale: 1:100	Job No: 153-2016	Pg No: 6
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
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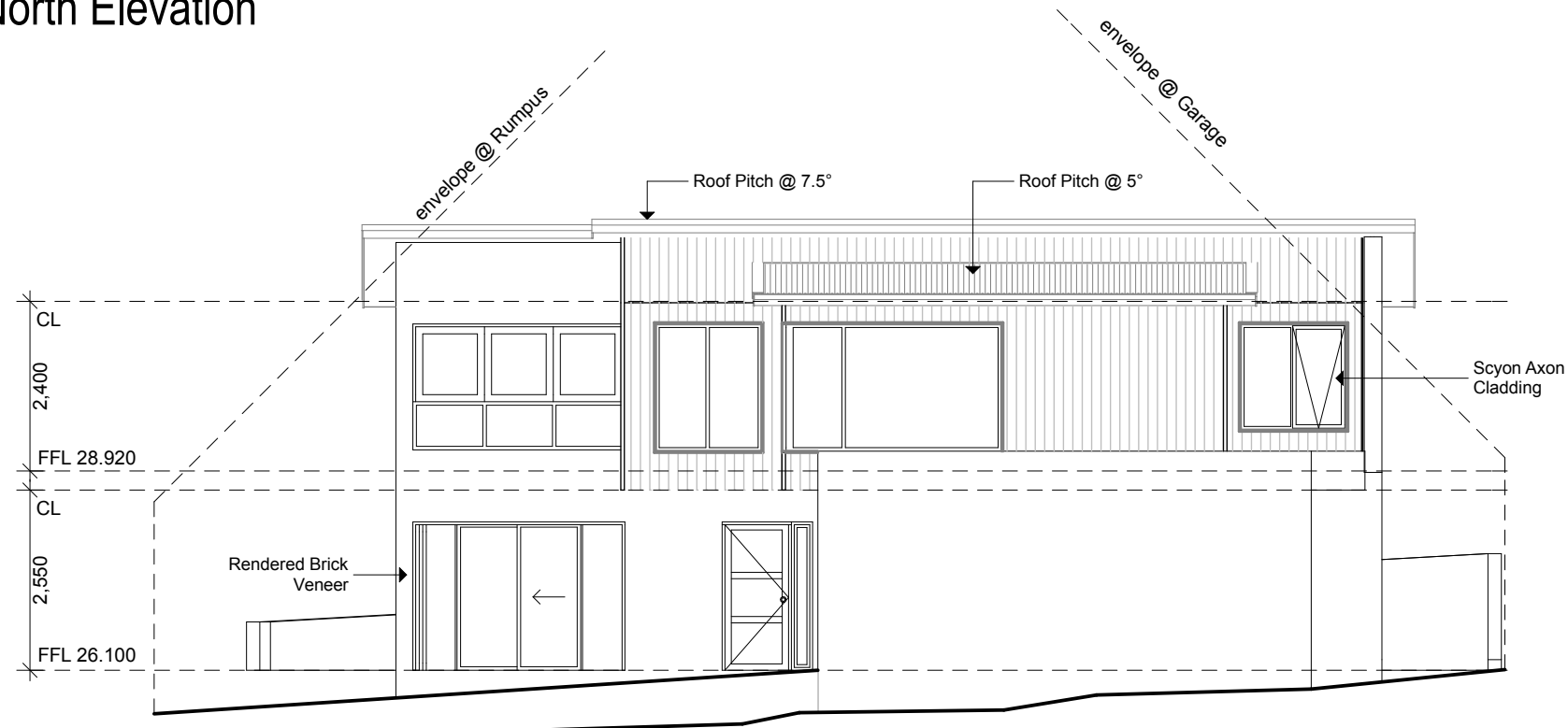
Amendments	
Date	Description
08/11/16	PLUMBING REV



Unit 2 Upper Floor Plan



North Elevation



South Elevation

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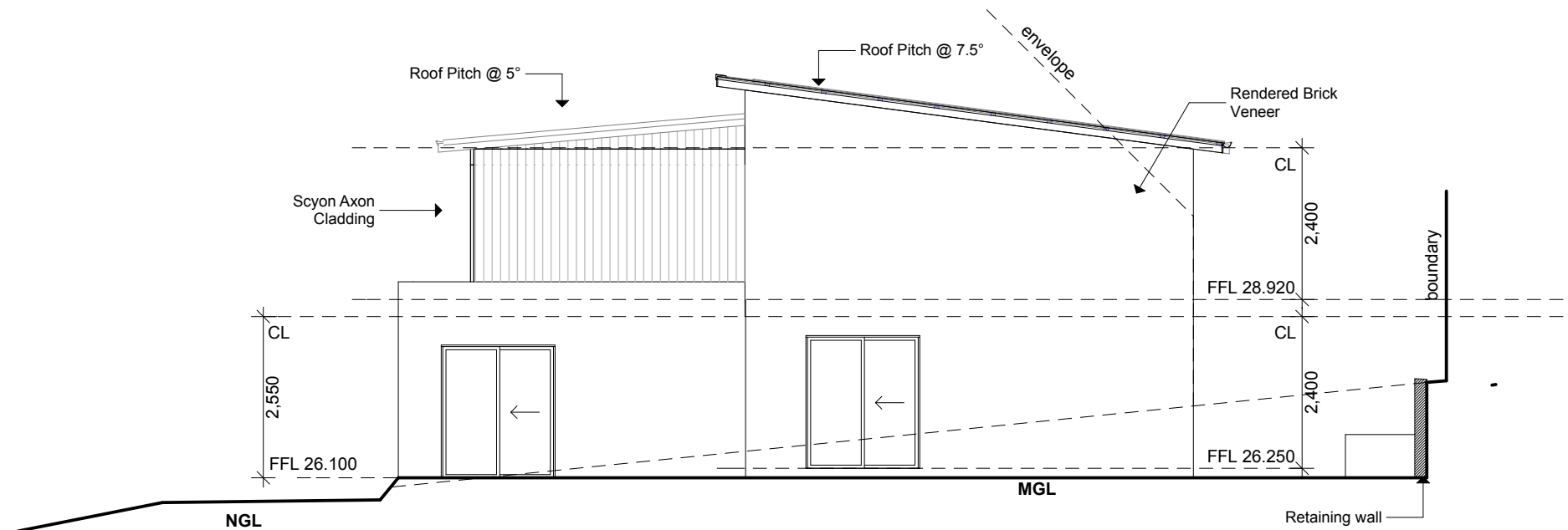
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Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	

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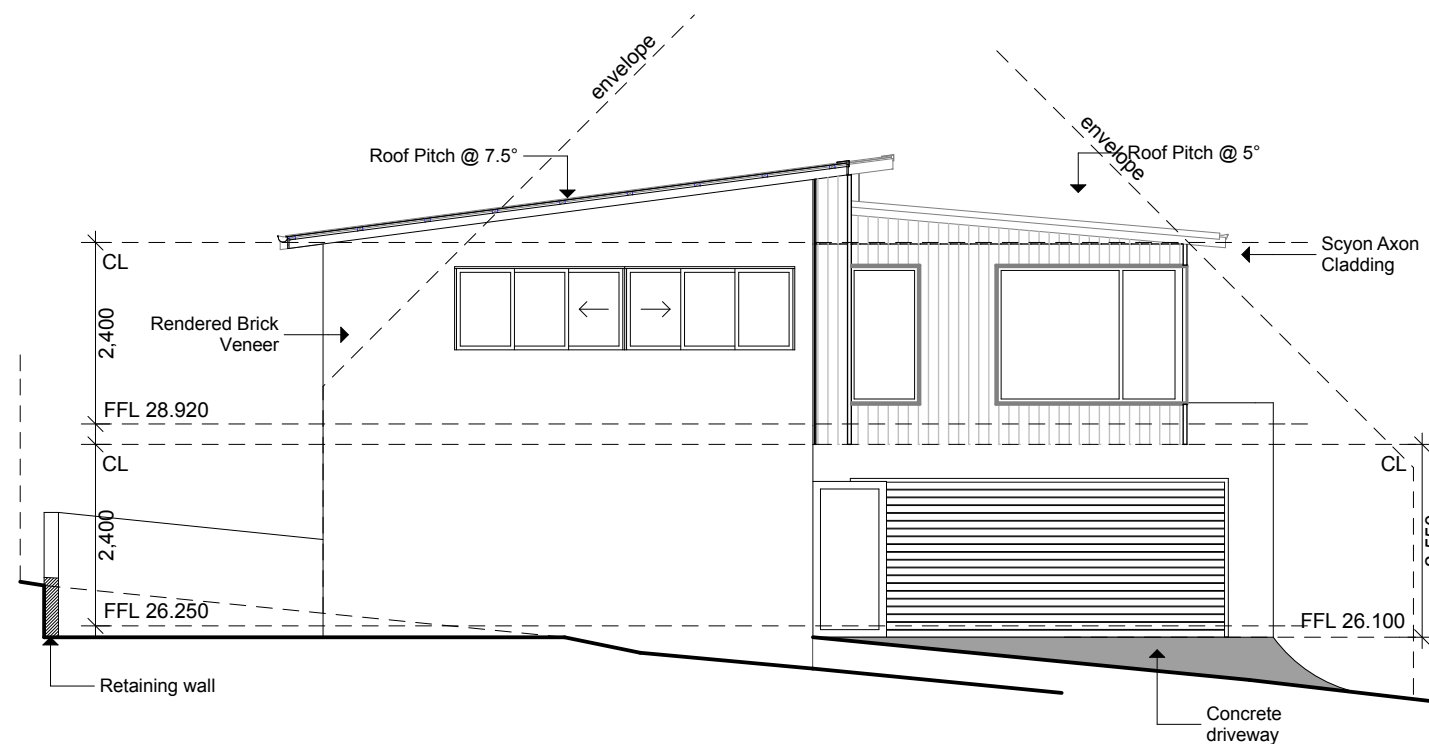
Amendments	
Date	Description
08/11/16	PLUMBING REV



Unit 2 Elevations



East Elevation



West Elevation

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Proposal:	Unit Development	Scale: 1:100	Job No: 153-2016	Pg No: 8
Client:	Linda & Gary Watson	Date: 13/12/16	Engineer:	
Address:	78 Hill Street Bellerive 7018	Drawn: Jason	Building Surveyor:	
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Amendments	
Date	Description
08/11/16	PLUMBING REV



Unit 2 Elevations

78 Hill Street, BELLERIVE



Figure 1: The existing dwelling located on the subject site when viewed from Hill Street. The adjoining dwelling at 80 Hill Street is visible on the right hand side of the image.



Figure 2: The existing dwelling when viewed from Hill Street. The adjoining dwelling at 76 Hill Street is visible on the left hand side of image.

11.4 CUSTOMER SERVICE

Nil Items.

11.5 ASSET MANAGEMENT**11.5.1 CLARENCE STREET SAFETY IMPROVEMENTS – CONSULTATION RESULTS**

(File No 04-03-01)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to consider the results of the community consultation undertaken with local residents on 2 options for road safety improvements to Clarence Street.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2016-2026 and Community Participation Policy are relevant.

LEGISLATIVE REQUIREMENTS

There are no specific legislative requirements.

CONSULTATION

There has been consultation in relation to the Clarence Street Safety Assessment Report through the Clarence Street Collaborative Reference Group and Technical Working Group including Metro, RACT, DSG and Bicycle Tasmania.

A petition signed by 574 people in October 2016 requested Council undertake community consultation based on 2 options. The consultation involved letters, advertisements, website information, facebook post and public information sessions.

FINANCIAL IMPLICATIONS

Council's 2016/2017 Annual Plan provided funding of \$295,000 for this project, for the implementation of safety improvements to the section of Clarence Street, East of Wentworth Street.

RECOMMENDATION:

- A. That Council supports Option 1 to include safety improvements along Clarence Street to:
- provide consistent spacing of bus stops and align with pedestrian movement;
 - provide discreet turning lanes, where possible, at intersections along Clarence Street; and
 - rationalise the frequency and location of standouts and islands.
- B. To improve safety to cyclists at the lighted intersections, provide cycle standing lines at the 4 lighted intersections in Clarence Street.

CLARENCE STREET SAFETY IMPROVEMENTS – CONSULTATION RESULTS
/contd...

ASSOCIATED REPORT**1. BACKGROUND**

- 1.1.** At its Meeting of 14 January 2008, Council adopted the Clarence Bicycle Action Plan – 2007; in which Clarence Street was identified as a key commuter cyclist route that required safety improvements for cyclists.
- 1.2.** At its Meeting of 30 November 2009, Council endorsed the Hobart Regional Arterial Bicycle Network Plan – 2009, which also identified Clarence Street as an important arterial route for commuter cyclists.
- 1.3.** SKM provided the final Clarence Street Safety Assessment report to Council in January 2011. A CD-ROM copy of the report was forwarded to all Aldermen on 7 February 2011. The author of the report, Dr Cameron Munro, Traffic Engineer SKM, presented his findings at a Council Workshop held on Monday, 20 June 2011. There was no clear direction provided by Council as a result of this presentation.
- 1.4.** A review was undertaken of the Clarence Bicycle Action Plan – 2007 during late 2012 and early 2013. The Clarence Bicycle Strategy and Action Plan – 2013-2017 was endorsed by Council at its Meeting held 29 July 2013; the Clarence Street project remains a key project in the revised document.
- 1.5.** Council approved funding of \$10,000 in the 2012/2013 Annual Operating Plan to conduct public consultation relating to the Clarence Street Safety Assessment Report. The Department of Infrastructure, Energy and Resources (now Department of State Growth (DSG)) committed \$10,000, making a total of \$20,000, towards the public consultation.

- 1.6.** At its Meeting of 2 December 2013, Council authorised the General Manager to arrange a Council Workshop presentation relating to the collaborative process by a representative from Twyfords Consulting.
- 1.7.** Max Hardy, Director Twyfords Consulting, presented the collaborative process of public consulting to the Aldermen at the workshop held Monday, 20 January 2014.
- 1.8.** At its Meeting of 3 February 2014, Council adopted:
- “A. The Council authorises the General Manager to arrange community participation by following the Collaborative Process presented by Twyfords Consulting in relation to Clarence Street Safety Assessment Report prepared by Sinclair, Knight and Merz.*
- B. The outcomes from the stakeholder group deliberations to be presented at a future Council Workshop”.*
- 1.9.** A letter was sent to residents in and around Clarence Street inviting them to attend a public meeting held at St Marks Church on Monday, 12 May 2014. Forty nine people attended the public meeting after which Council received 20 expressions of interest to be a member of the Clarence Street Collaborative Reference Group (CSCRG). This list was reduced to a more manageable number of 14 people who represented a range of criteria such as age, sex, primary transport mode and interest groups from within the community.
- 1.10.** The CSCRG met on 5 occasions during late 2014, working together through the collaborative process with a focus on the safety issues associated with Clarence Street and its user groups.
- 1.11.** The CSCRG presented the outcomes of their deliberations at Council’s Workshop held on Monday, 19 January 2015.

1.12. The CSCRG identified 8 key landing points/recommendations to improve the safe use of Clarence Street for all road users, they are:

- (i) Traffic lanes – clearly defined;
- (ii) Bus Stops – provide consistent spacing and align with pedestrian movements;
- (iii) Turning Lanes – provide discreet turning lanes at all intersections;
- (iv) Bike lanes – provide safe designated bike lanes.
- (v) Speed Limit – reduce speed limit to 50km/h;
- (vi) Traffic Lights – investigate relocating pedestrian signals to Scott Street intersection;
- (vii) Pinch Points – rationalise frequency and location of standouts and islands; and
- (viii) Landscaping – develop a consistent theme incorporating heritage values.

1.13. At its Meeting of 2 February 2015, Council adopted:

- “A. That Council receive the consultant’s report on the collaborative process in relation to safety for all road users of Clarence Street.*
- B. That Council authorise the General Manager to acknowledge, by letter, the valuable contributions made by all members of the Clarence Street Collaborative Reference Group.*
- C. That Council authorise the General Manager to arrange for the assessment of feasibility and desirability of design options for Clarence Street with key interest groups based on the 8 recommendations of the consultant’s report.*
- D. The outcomes from the assessment of feasibility and desirability of design options for Clarence Street to be presented at a future Council Workshop”.*

1.14. At its Meeting of 7 December 2015, Council considered information from the Technical Working Group and adopted:

- “A. Council supports the Technical Working Group’s agreed safety improvements for Clarence Street, being:*
- Provide consistent spacing of Bus Stops and align with pedestrian movements;*
 - Provide discreet turning lanes, where possible, at intersections along Clarence Street;*
 - Rationalise the frequency and location of standouts and islands.*
- B .That Council authorises the General Manager to undertake consultation with Bellerive Primary School and the Department of State Growth on the desirability and feasibility of traffic signalisation at the Scott Street/Clarence Street intersection.*
- C. The Council authorises the General Manager to undertake a community consultation program based on design options 1 and 3 as set out in Attachment 1 and Attachment 2.*
- D. That once the community consultation is complete a future Council Workshop is held on the results of the consultation program”.*

1.15. In October 2016, Council received a petitioned signed by 574 people. The petition requested Council undertake community consultation based on 2 options, with the results of the consultation to be reported back to Council at a Workshop in 2017 for discussion.

1.16. This report is to consider the result of the consultation that was undertaken as a result of the petition presented to Council’s Meeting on 16 October 2016. The results of the consultation with local residents were presented to a Council Workshop on 26 June 2017.

2. REPORT IN DETAIL

2.1. Council received a petition signed by 574 people in October 2016 requesting it undertake community consultation based on 2 safety improvement options, with the results of the consultation to be reported back to Council at a future Council Workshop in 2017 for discussion.

“We the undersigned, petition the Mayor and Aldermen of the City of Clarence to authorise the General Manager to undertake a community consultation program based on Design Options 1 and 3 of the Clarence Street Safety Assessment Project, and, once the community consultation is complete, to convene a future Council Workshop on the results of the consultation program, with the workshop deliberations informing the officer’s report and recommendations to a future Council meeting”.

2.2. At its Meeting on 7 November 2016, Council adopted:

- “A. That Council notes the intent of the petition.*
- B. That Council authorises the General Manager to undertake, during February 2017, a broad community consultation program based on the Technical Working Group’s Design Options 1 and 3.*
- C. That an Aldermen’s Workshop is convened in March or April 2017 to consider the results of the public consultation, with the workshop deliberations informing an officer’s report and recommendation to a future Council Meeting.*
- D. That the reasons for Council’s decision in respect of this matter are:*
 - 1. The safety of Clarence Street for all users has been an on-going consideration by Council for many years. The 2007 and 2013 Clarence Bicycle Action Plan iterations, both endorsed by Council, identified Clarence Street as a key commuter cyclist route requiring safety improvements for cyclists. The Hobart Regional Arterial Bicycle Network Plan 2009, also endorsed by Council, identifies Clarence Street as a major arterial route for commuter cyclists.*
 - 2. Sinclair Knight Mertz (SKM) completed a Clarence Street Safety Assessment Report for Council in early 2011. One recommendation was to ‘improve definition of lateral road space’, eg: by providing edge lines on both sides of the traffic lane. To date the report’s recommendations have not been implemented by Council.*
 - 3. Council and the State Government have expended considerable resources on this project in staff time and consultant fees to this point.*

4. *This project was dealt with at 7 December 2015 Council Meeting in Item 11.5.1. The purpose of the item at the beginning of the agenda report was stated as: ‘To seek Council’s approval to undertake public consultation on design options for improving safety for all users of Clarence Street’. This officer’s report, which included a specific recommendation to undertake community consultation on Design Options 1 and 3 and an Aldermen’s Workshop as to the results, followed officer presentations and Aldermen deliberations at 2 Aldermen’s Workshops in November 2015 (9 and 23 November 2015).*
5. *The petition is from a considerable number of members of the public, many of whom are Clarence residents, (and more specifically, Howrah and Bellerive residents). Twenty two petitioners are Metro bus drivers who apparently have serious concerns as to the safety of cyclists on Clarence Street, as they currently share the traffic lane with other vehicles, including buses. According to these bus drivers they are experiencing less stress when travelling along Sandy Bay Road as cyclists are not coming into conflict with buses and they are clearly visible to the bus driver due to being in a dedicated bike lane”.*

- 2.3.** A letter was sent local residents on 21 April 2017 to properties along Clarence Street and one block back along both sides of the road to consult on the Safety Improvements on Clarence Street. The letter requested feedback on 2 options for road safety improvements to Clarence Street as set out in the petition and as adopted by Council at its Meeting held on 7 November 2016.

This involved a mail out of 1268 letters.

- 2.4.** In addition, advertisements were placed in “The Mercury” and 2 public information sessions were held at the Howrah Recreation Centre.

- 2.5.** Residents and interested parties could provide feedback by:

- viewing the plans in the Council foyer and complete the feedback form and place in the box; or
- view the plans on Council’s website www.ccc.tas.gov.au/consultation and complete the on-line feedback form; or

- post a feedback form to Mary McParland at Clarence City Council, PO Box 96, Rosny Park, Tasmania, 7018; or
- email your feedback form to mmcparland@ccc.tas.gov.au.

The closing date for the consultation was Friday, 19 May 2017.

2.6. The 2 Design Options referred to in the tabled petition are:

- Option 1 – safety improvements retaining existing parking conditions; and
- Option 2 – safety improvements with bike lanes on both sides and modified on-street parking.

A copy of preliminary drawings for both Options is Attachment 1.

2.7. Option 1 – this option is to include all aspects of safety improvements and retain the existing configuration for on-street parking with no bike lanes. The issue that this option does not address is the recommendation contained in the SKM Clarence Street Safety Assessment Report to “*improve definition of lateral road space*” which relates to the meandering of vehicles being driven along Clarence Street within the existing wide travel lanes.

The report notes:

Defining the lateral road space will, in our view, help reduce the lateral variability in tracking of vehicles along Clarence Street, and result in beneficial safety outcomes for motorists and other road users. The presence of a marked median will have some benefits, mainly from reducing the likelihood of rear-end collisions by removing right turning vehicles from the through traffic flow.

2.8. Option 2 – this option includes all aspects of safety improvements and provide bike lanes along both sides of Clarence Street with on-street parking on one side only. The on-street parking is proposed on the southern side between Douglas Street and High Street.

It will change to the northern side between High Street and Lucas Street and change back to the southern side from Lucas Street through to Howrah Road intersection. The central section between High Street and Lucas Street has 2 large facilities on the south side of Clarence Street, South Street Reserve and Clarence High School, where parking demand is minimal. Hence the on-street parking being proposed on the northern side through this section of Clarence Street.

The benefits for defined bike lanes include:

- clear definition of user space for cyclists and vehicles; and
- provides a buffer for parked vehicles, due to the additional width, when people access their parked vehicles and therefore safer.

The issues with on-street parking on one side of Clarence Street are:

- some residents will not be able to park directly outside of their residence; and
- will increase pedestrian movements across Clarence Street which has in order of 15,000 vehicle movements each way each day.

2.9. The pros and cons of Options 1 and 2 are included in Attachment 3.

2.10. Consultation Results

A copy of the consultation results with an inclusion of some comments is Attachment 3. Overall the response was 14.8% of the number of letters mailed out.

A summary of the results is as follows:

	Percentage of responses for each category
	188 responses
Option A	37.2%
Option B	52.1%
Comments Only	10.6%
On-Street Car Parking	35 responses
Define on-street parking	20.0%
Keep on-street parking same	51.4%
Ban onsite parking	28.6%
Medians, Outstands and Turning Lanes	49 responses
Remove/modify islands and kerb outstands	44.9%
Remove medians to make space for additional lanes	8.2%
Add turning lanes	46.9%
Bike Lanes and Lane Definition	83 responses
Bikes should use Foreshore Track	36.1%
Provide bike lanes and lane definition	59.0%
Improve linemarking but no bike lanes	4.8%
Speed Limit	31 responses
Keep at 60kmph	45.2%
Reduce to 50kmph	54.8%
Walking, bus stops, other issues	49 responses
Improve footpaths	16.3%
Improve pedestrian crossings (including signals)	40.8%
Modify/improve bus stops	28.6%
Report is old and out of date	8.2%
Street needs beautification	6.1%

2.11. Clarence Street Issue

- **Speed**

The Technical Working Group did not support a reduction in the speed limit from 60 km/h to 50 km/h as the lead-in roads such as Cambridge Road and Howrah Road currently have a 60 km/h speed limit.

The last speed data recordings on Clarence Street noted the 85th percentile speed to be between 60.5 km/h and 61.6 km/h.

- **Crash History**

DIER crash history data from January 2005 to June 2010 noted 99 crashes with only 1 serious personal injury, 66 involved property damage only and 26 were minor with 7 requiring first aid.

DSG crash history for 2012 to 2017 notes 92 crashes and 1 serious injury. Most of these crashes were property damage only (no injury – 66%) or resulted in one or more minor injury (26%).

Just over a quarter of crashes (27%) involved vehicles rear ending other vehicles travelling in the same direction; 51% of crashes occurred at the 4 main intersections along the route: Cambridge Road (9 crashes), High Street (10 crashes), Wentworth Street (14 crashes) and Shoreline Drive (18 crashes). Of these, only High Street is not signal controlled. There is no clear pattern of crashes at any of these intersections.

- **Parking**

A 2015 survey of car parking in Clarence Street revealed an average parking demand of 10% with a minimum of 314 out of 349 spaces vacant at the time of the survey.

The area west of Beach Street was the highest used area with 30% of spaces filled.

- **Cyclists**

A 2015 survey counted a maximum of 68 cyclists over an 11 hour survey period.

Clarence Street is considered the main internal route used by commuter cyclists in the vicinity.

2.12. The Collaborative Group, Technical Group and consultation all agreed on the following safety improvements:

- provide consistent spacing of bus stops and align with pedestrian movements;
- provide discreet turning lanes, where possible, at intersections along Clarence Street; and
- rationalise the frequency and locations of standouts and islands.

2.13. A high risk area for cyclists is lighted intersections. Cycle standing lines at the 4 lighted intersections along Clarence Street will improve safety for cyclists at these locations.

2.14. With keeping the safety improvement works to within the existing kerb line, there is no one resolution that jointly significantly increases the safety issue for all road users.

3. CONSULTATION

3.1. Community Consultation

There has been previous consultation in relation to the Clarence Street Safety Assessment Report through the Clarence Street Collaborative Reference Group and Technical Working Group.

Consultation has now been undertaken with the local community with a letter and questionnaire being sent to local residents, advertisements in “The Mercury”, website information and Facebook posts.

Two public information sessions were held at the Howrah Recreation centre on Wednesday, 10 May 2017 and Thursday, 11 May 2017.

3.2. State/Local Government Protocol

DSG provided a representative for the Technical Working Group.

3.3. Other

Metro, RACT and Bicycle Network Tasmania provided representations for the Technical Working Group. The Road Safety Council did not respond to the invitation.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan A well-planned liveable city with services and supporting infrastructure to meet current and future needs is applicable.

“Roads and transport

2.4 Develop and implement traffic management plans to enhance connectivity and improve road safety.

2.5 Implement and review a cycle plan, and a tracks and trails plan for the City.

2.6 Provide and prioritise a safe, reliable and accessible pedestrian network”.

5. EXTERNAL IMPACTS

If Council resolves to select one of the options then works to Clarence Street to meet Council's decision are likely to result in delays to motorists during the works. It will be important to not commence significant work prior to 9.00am to avoid the highest peak traffic period.

6. RISK AND LEGAL IMPLICATIONS

Not applicable at this stage of the process.

7. FINANCIAL IMPLICATIONS

Council's 2016/2017 Annual Plan provided funding of \$295,000 for the implementation of safety improvements to the section of Clarence Street east of Wentworth Street. Work to the west of this will be subject to future budget consideration.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. The crash history for the last 10 years has been relatively consistent along Clarence Street.

9.2. Clarence Street is a major connector road through the suburbs of Bellerive and Howrah linking the southern suburbs with the CBD area and onto greater Hobart. Improving safety of Clarence Street for all users is important to many people and to provide facilities that meet the needs of all users will enhance the roads usability.

There is an opportunity to undertake proposed safety improvements along Clarence Street and then in 5 years' time again review the crash history data.

9.3. The Collaborative Reference Group and the community consultation have made valuable contributions to this complex issue to improve safety for all road users.

9.4. The Collaborative Group, Technical Group and consultation all agreed on the following safety improvements:

- provide consistent spacing of bus stops and align with pedestrian movements;
- provide discreet turning lanes, where possible, at intersections along Clarence Street; and
- rationalise the frequency and location of standouts and islands.

9.5. A high risk area for cyclists is lighted intersections. Cycle standing lines at the 4 lighted intersections along Clarence Street will improve safety for cyclists at these locations.

9.6. With keeping the safety improvement works to within the existing kerb line, there is no one solution that jointly significantly increases the safety issues for all road users.

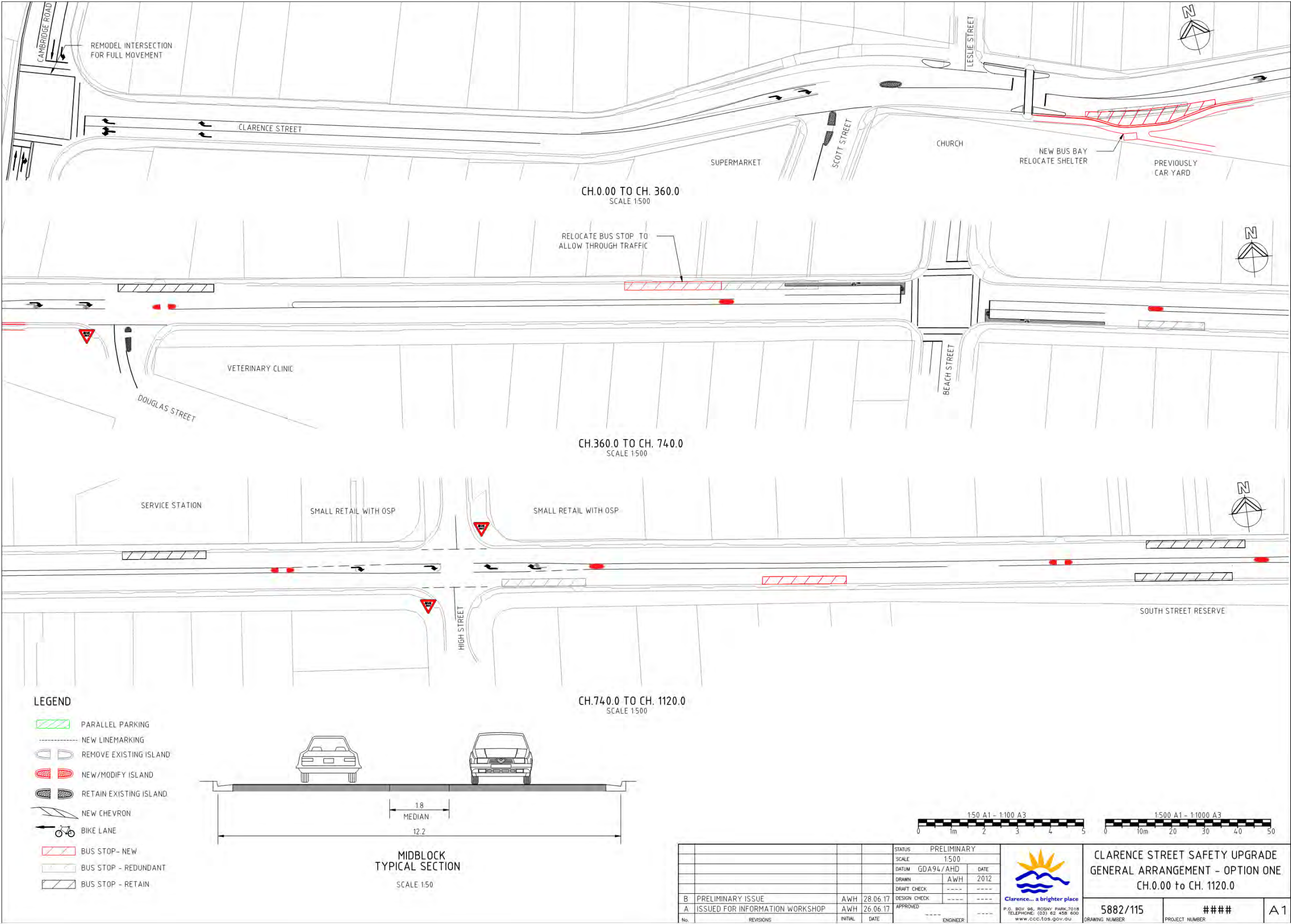
- 9.7.** Council's Traffic/Civil Engineers have reviewed the information received, evaluated the options and advise from a road safety perspective while Option 2 is likely to improve road safety to cyclists, there is also a likely increase of risk to pedestrian injury as a result of an increase in pedestrian crossings due to parking limited to one side of the road only. Therefore Option 1 provides a considered safety response to all road users.

Attachments: 1. Preliminary Plan – Option 1 (3)
2. Preliminary Plan – Option 2 (3)
3. Clarence Street Consultation Results (4)
4. Pros and Cons of Option 1 and 2 (2)

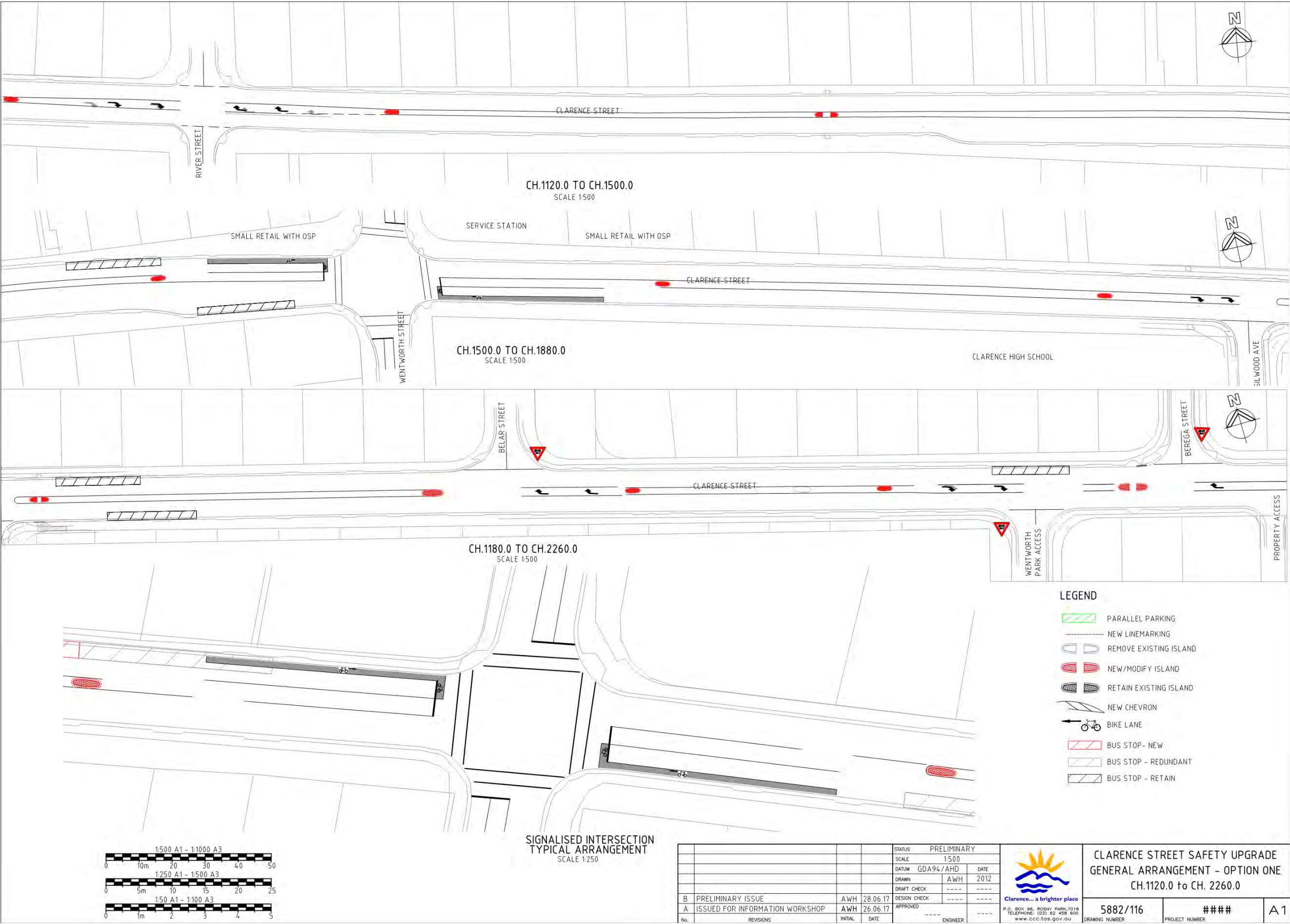
Ross Graham

ACTING GROUP MANAGER ASSET MANAGEMENT

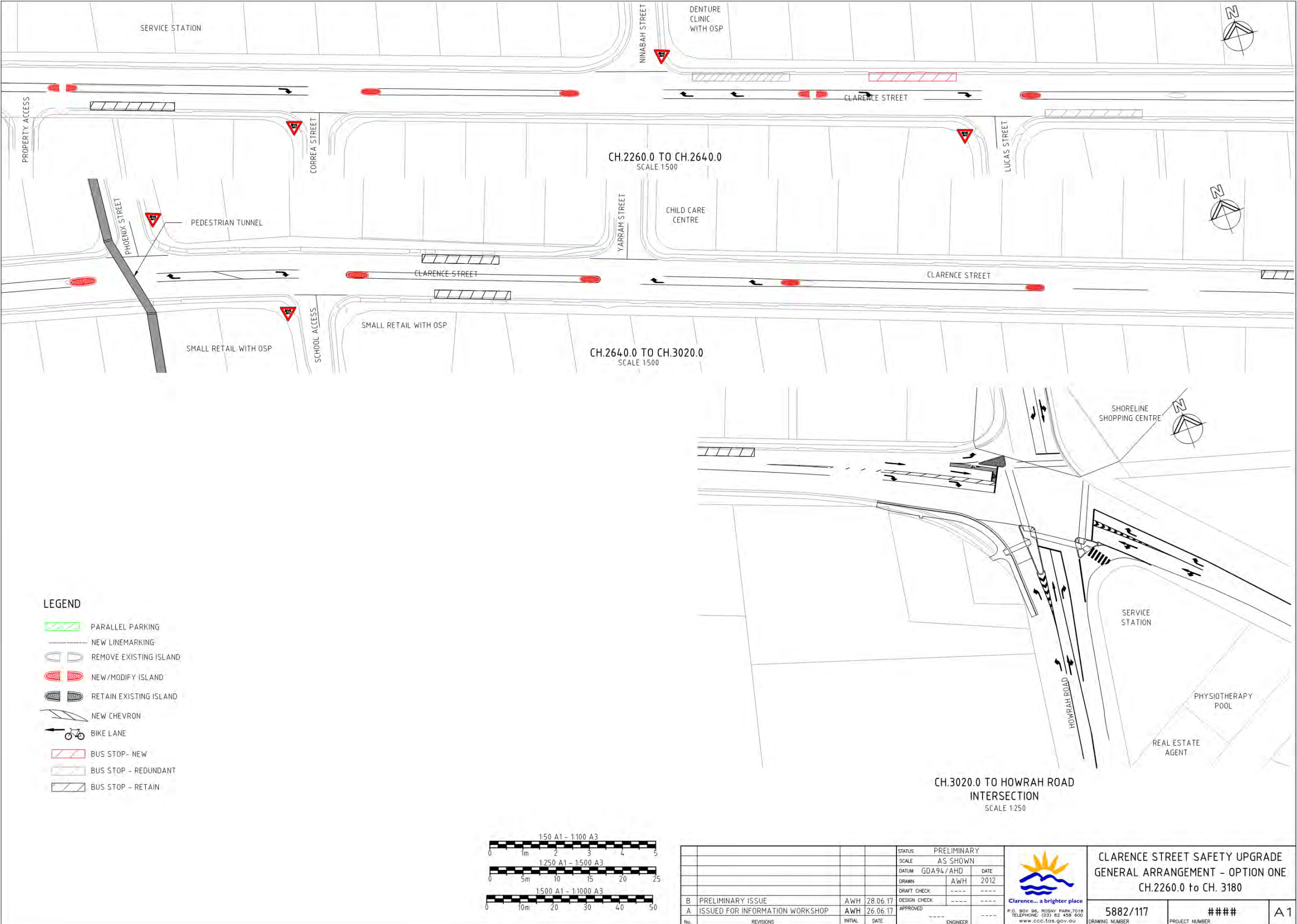
Attachment 1



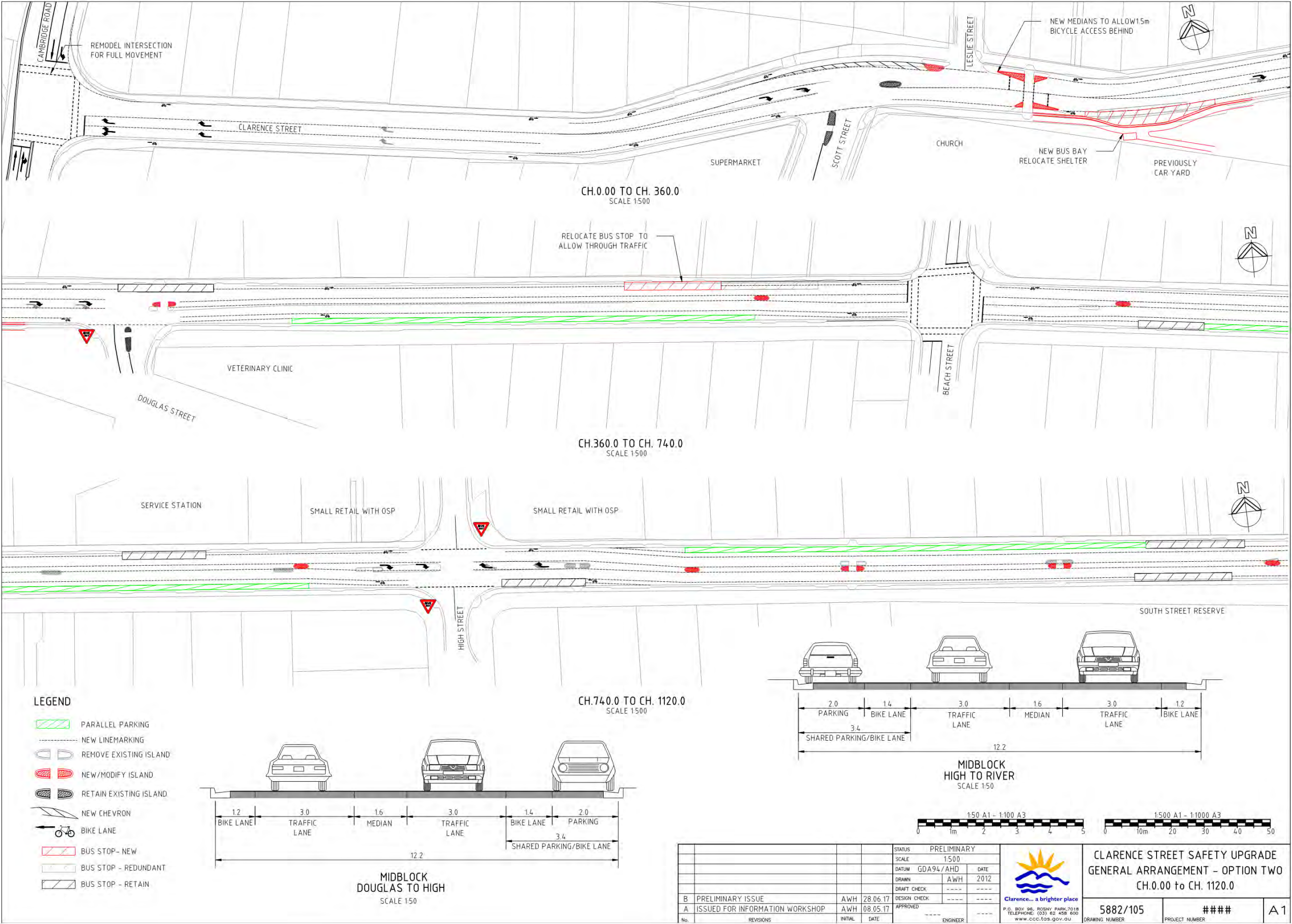
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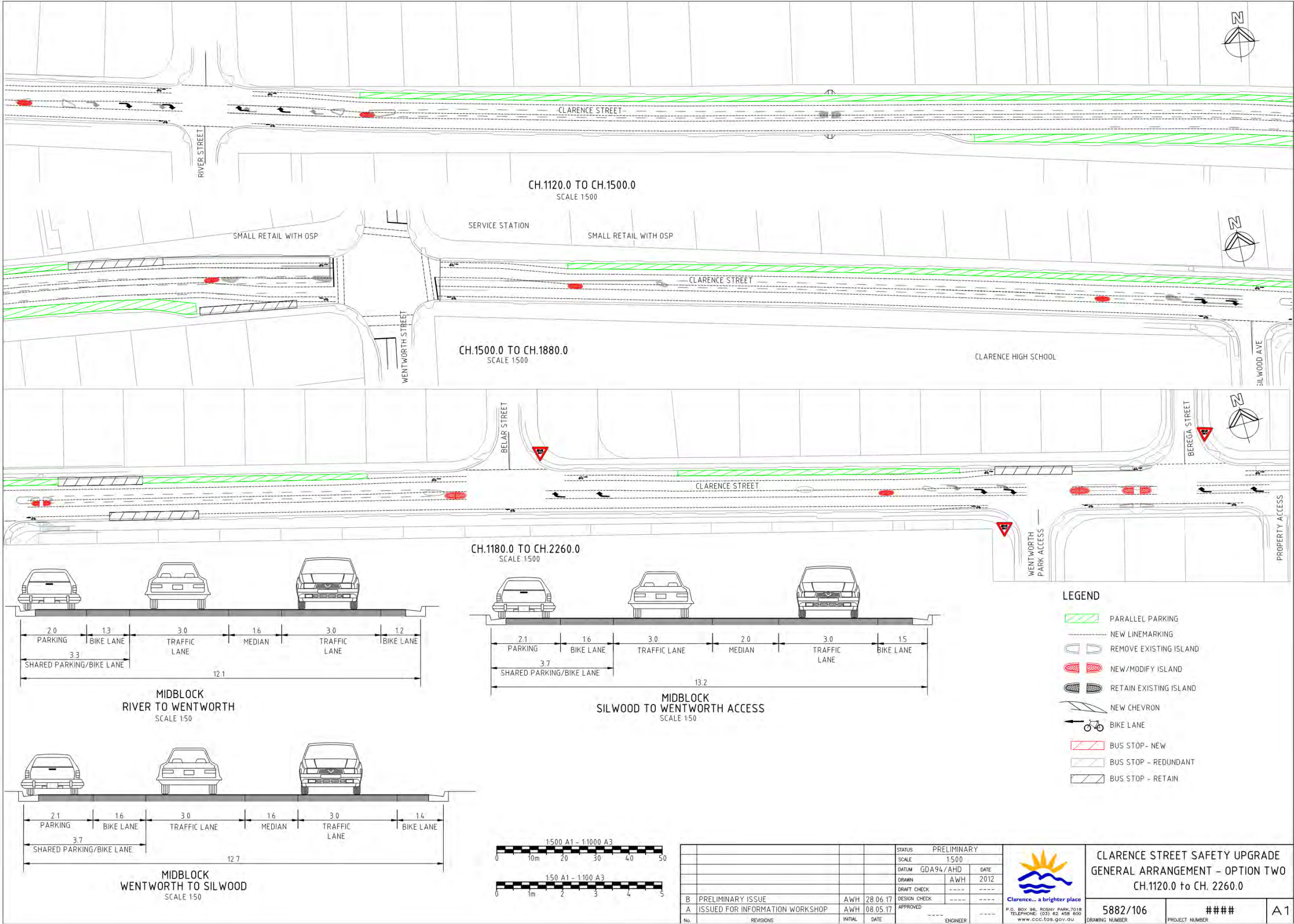
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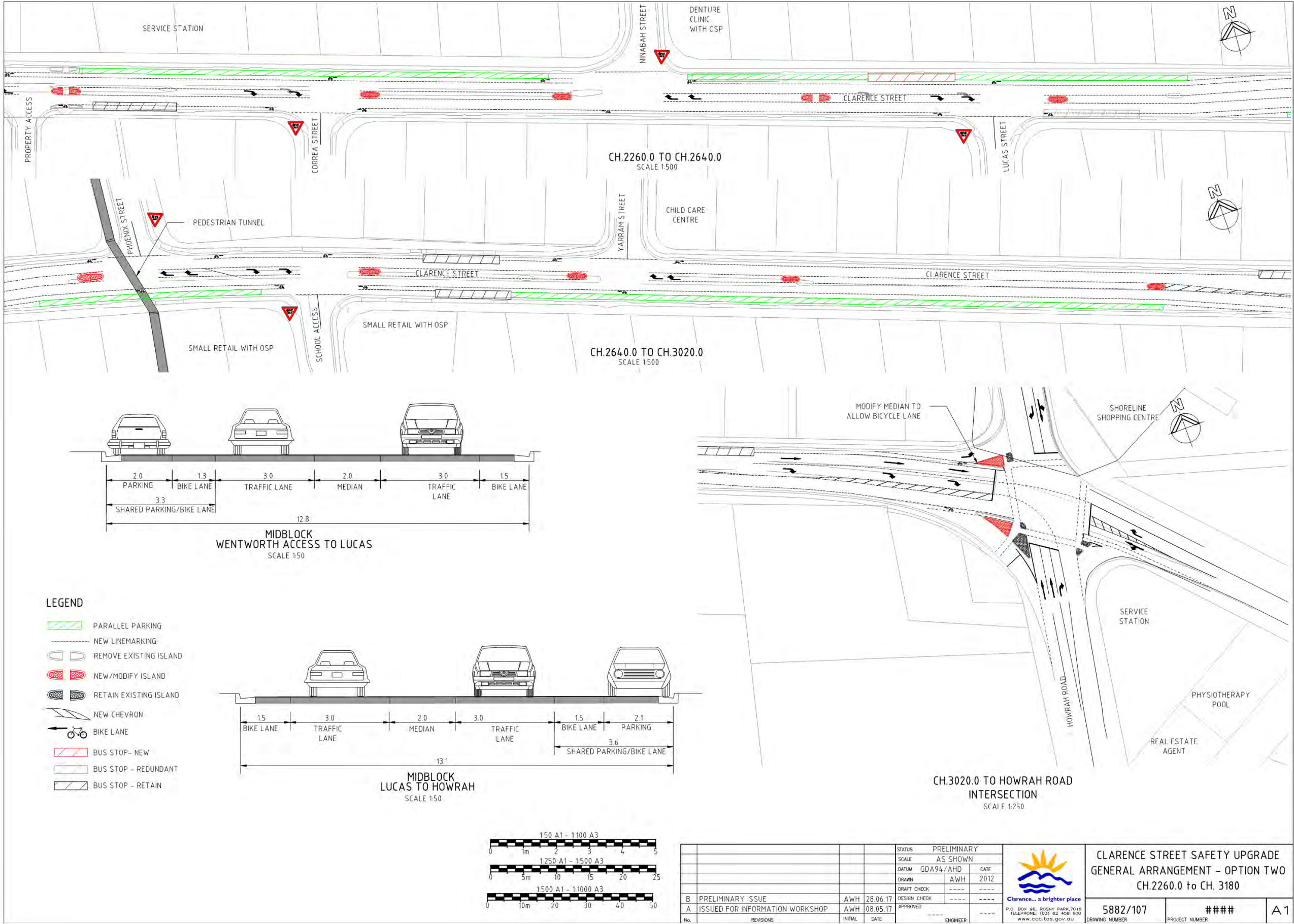
Attachment 2



Attachment 2



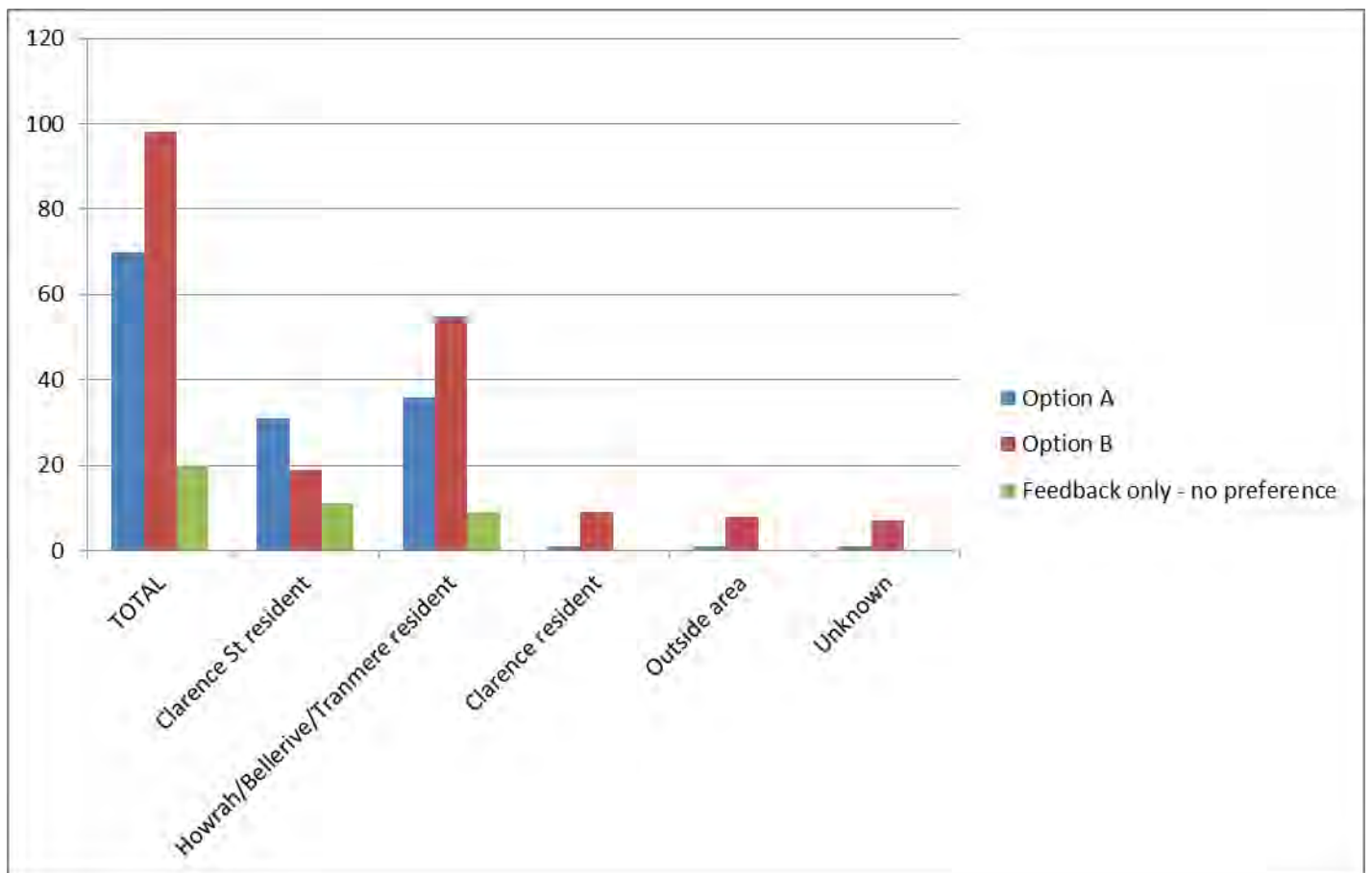
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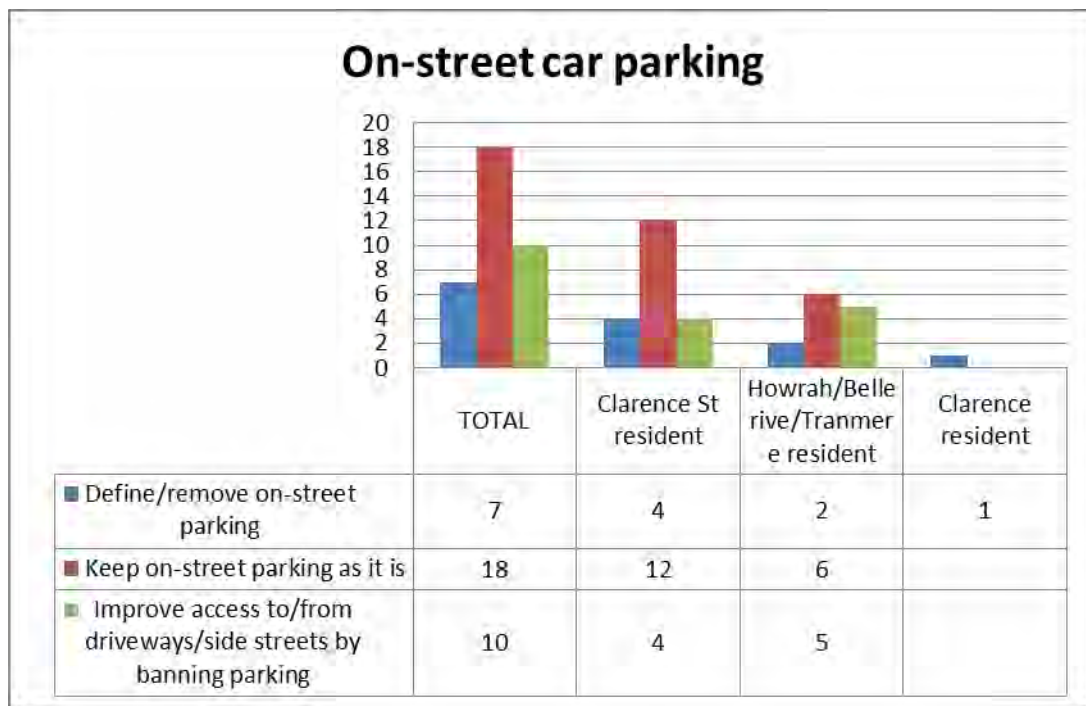
Attachment 3

Preferred Option	TOTAL	Clarence St resident	Howrah/Bellerive/Tranmere resident	Clarence resident	Outside area	Unknown
Option A	70	31	36	1	1	1
Option B	98	19	55	9	8	7
Comments only	20	11	9			

Clarence Street Consultation Results – 31 May 2017



Summary of feedback comments

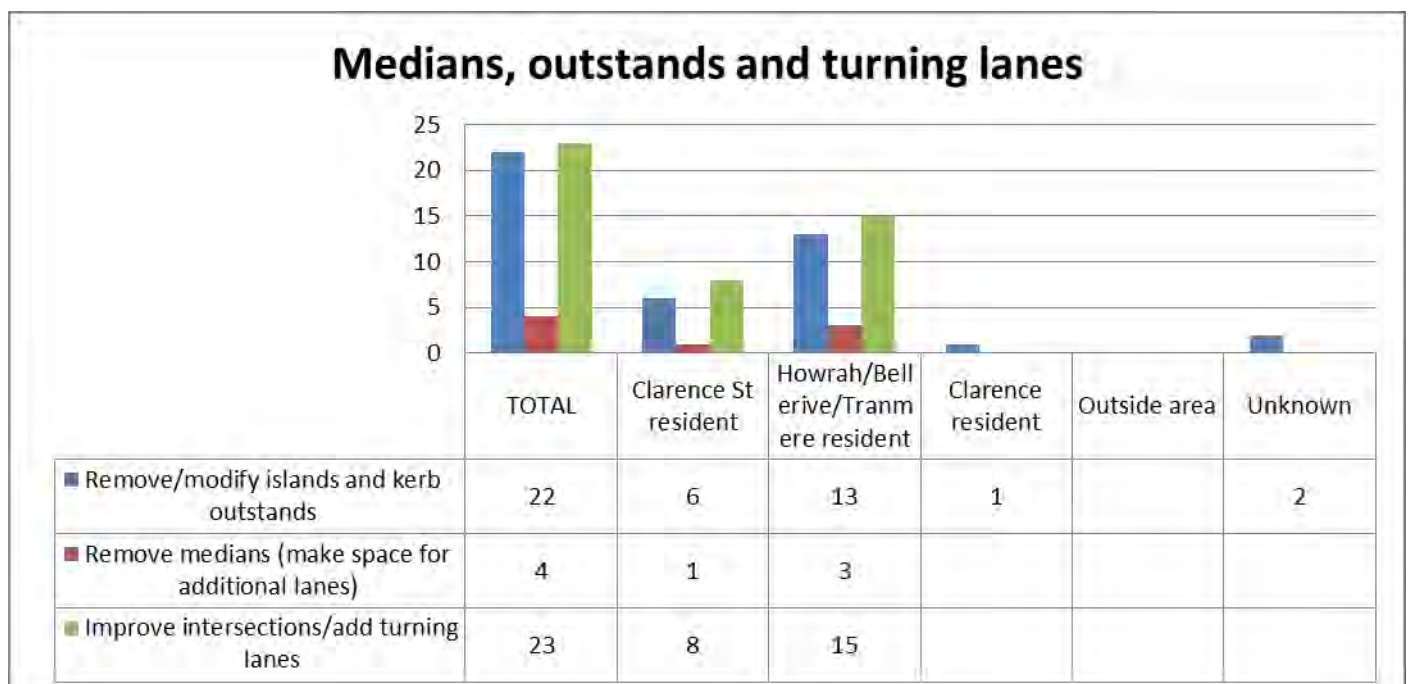


Residents on Clarence St who used their driveways to park requested parking bans adjacent to their driveways or side streets as parked cars blocked their sight lines when turning onto Clarence St

“When trying to turn onto Clarence St from Correa St, the vision of oncoming traffic is very limited when vehicles are parked on the river side of Clarence St. One has to creep out onto Clarence St to see if there are vehicles travelling to Bellerive, thus causing a possible traffic hazard”

Many residents on Clarence St identified the preference to be able to park out the front of their house, particularly with household with numerous cars.

“We rely on parking for family and friends when they visit as there is not much room on our property for them to park.”

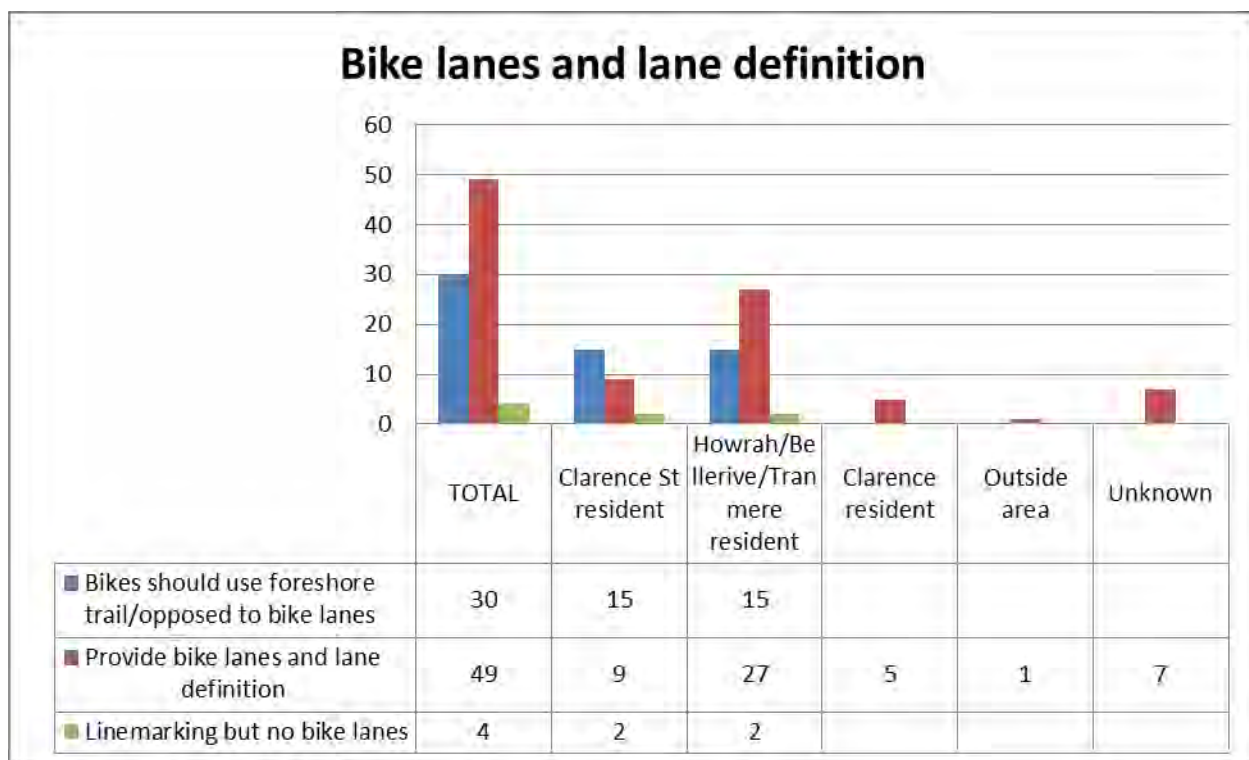


Attachment 3

The addition of turning lanes and modification of median islands and kerb outstands received a number of comments. The inclusion of turning lanes at intersections, particularly at Wentworth St, was highlighted by a number of people. Kerb outstands and squeeze points were identified as a safety issue with a number of people requesting they be removed.

“Wentworth St is a problem as traffic backs up if a car at the front is turning right when travelling towards Bellerive end.”

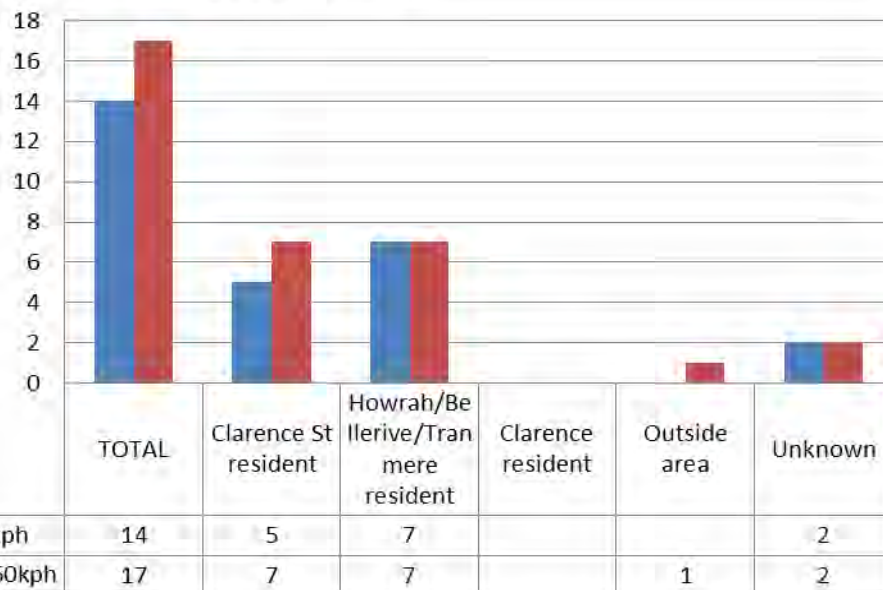
“My concerns living in Clarence St are turning into my driveway from either direction but particularly when crossing lanes have almost resulted in several accidents.”



“I am older (78 years) and when I drive at night defined line markings are very important.”

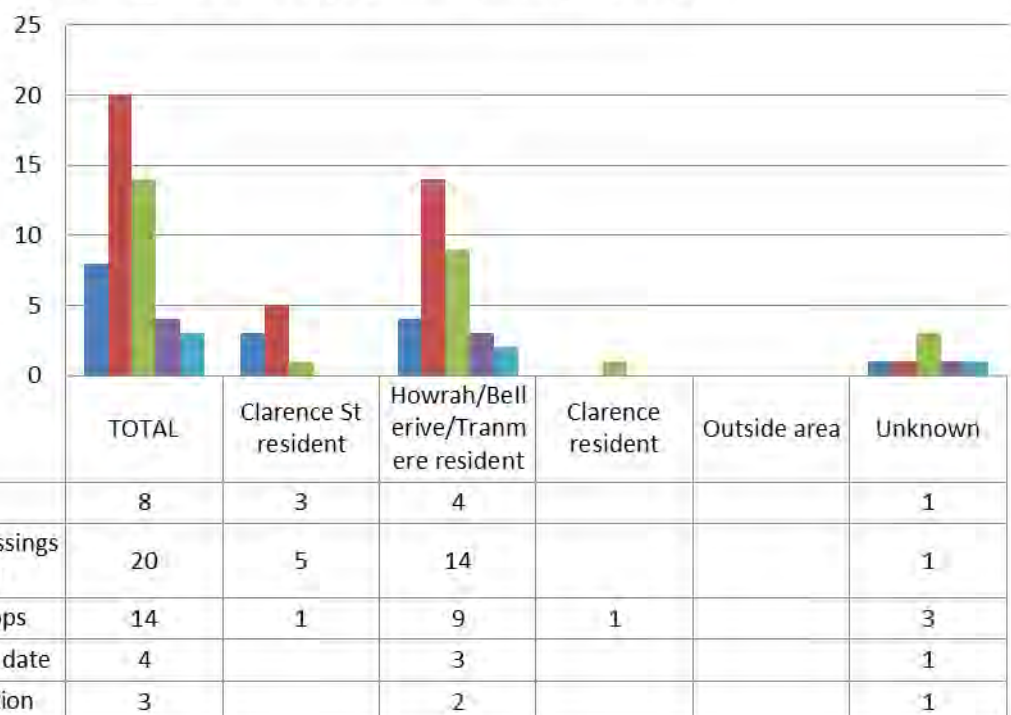
“If I have occasion to use Clarence Street I do not do so in peak hours but still find it a difficult ride as you need to constantly weave in and out around parked cars and kerb outstands and there is inconsistency in lane widths, traffic islands, etc. Motorists are not always considerate and often you need to stop and wait for a break in traffic so you can get round an obstacle, or use the footpath, or feel harassed by an impatient driver on your tail. My three sons, a nephew and my husband all used Clarence Street when commuting to Rosny College or the city. I know they had some near misses, and some of these were due to the inconsistency of the lane definition, parked cars and other obstacles. I believe having a defined bike lane would greatly improve riders' safety by making their path more predictable and smooth flowing.”

Speed limit



A change to the speed limit is not being considered as part of the Clarence St consultation, although 31 people commented specifically on speed limits.

Walking, bus stops and other issues



28 people commented on improvements to infrastructure for walking including the width and quality of the footpaths and ability to cross the road safely.

"The footpath is too narrow for two people to walk side by side and when taking our grandchild out in the pram we feel like the cars are just way too close for comfort to the path. The grassed area on the corner is very large and makes no sense to us as to why the footpath would not be made wider instead. The footpaths along Clarence Street are very outdated and we would love to see improvements made so that pedestrians can feel safer."

14 people thought bus stops needed to be modified to prevent blocking traffic when stopped.

Attachment 4

Clarence St Safety-specific Option comparison from traffic safety and efficiency point of view.

Option A- intersection and island including the bus stop		Option B include bike lane and adjustment in parking	
Pro	Cons	Pro	Cons
Consolidated islands - better spacing and timely warning to the drivers about these physical barriers		Consolidated islands - better spacing and timely warning to the drivers about these physical barriers	
Define and well-spaced bus stops with discussion to Metro-provides efficient traffic flow. This also provides opportunity for some of the bus stops to consolidate and relocate in a safer location		Define and well-spaced bus stops with discussion to Metro-provides efficient traffic flow. This also provides opportunity for some of the bus stops to consolidate and relocate in a safer location	
Achieve wider median lane and wider pedestrian refuge for safe shelter and less possibility of being hit	No distinct separation between cyclists and motorists	Defined cycle and travel lanes may reduce vehicle speeds. Safer area for cyclists to ride within.	Narrow median lane-possibility of vehicle sticking out into the travel lane, narrow pedestrian refuge provide less confidence to use and does not provide sufficient space to ped storage. Possible future maintenance issue with refuge and chevron being hit.
Define turning at intersections - provide discrete turning at intersection and provide enough advance warning to the drivers, dedicated space for turning	Dedicated turning at signalised intersection reduces intersection capacity and extend queue length. It also will push all the major traffic flow into the far left lane which may have some impact into safety due to the possibility of vehicles behind being obscured and increase the likelihood of crashes.	Define turning at intersections - provide discrete turning at intersection and provide enough advance warning to the drivers, dedicated space for turning	Dedicated turning at signalised intersection reduces intersection capacity and extend queue length. It also will push all the major traffic flow into the far left lane which may have some impact into safety due to the possibility of vehicles behind being obscured and increase the likelihood of crashes.
Bike stand up-provide safer standing area for the bike user and provide head start at the intersections			

Attachment 4

Option A- intersection and island including the bus stop		Option B include bike lane and adjustment in parking	
Pro	Cons	Pro	Cons
	Width for pedestrian crossing will increase due to the removal of the stand outs	On-street parking at one side of the street- provide benefit for defined parking area	Disadvantage to those losing parking space directly outside their property, increase u-turning activity to find the parking space on the opposite side, increase pedestrian activity across a busy street and crossing due to the parking availability on one side only.
Remove kerb stand outs - provide better space for cyclist plus kerb maintenance will be easier	No defined vehicle travel lanes. Travel lane is shared by moving vehicles, cyclists and parked cars	Define line marking will provide better definition for traffic, bike and parking area.	Due to the varying road width, significant centre line shift and horizontal deflection will require to create spaces for each use. Traffic lane will have to weave in several sections.

11.6 FINANCIAL MANAGEMENT

Nil Items.

11.7 GOVERNANCE**11.7.1 VOLUNTARY MERGER FEASIBILITY STUDIES**

(File No 10-13-01)

EXECUTIVE SUMMARY**PURPOSE**

The purpose of this report is to provide information to Council in relation to the studies that have been undertaken into the feasibility of voluntary amalgamation of Clarence Council with either the Greater Hobart Metropolitan Councils or Councils of the Greater South East Region.

Secondly, the report facilitates Council discussion on whether or not to seek to progress any of the options studied.

RELATION TO EXISTING POLICY/PLANS

Councils adopted Strategic Plan provides as follows: “*Explore opportunities with neighbouring Councils into the potential benefits of mergers or resource sharing*”.

Council has also previously resolved to participate in a Greater Hobart feasibility study and a Greater South East feasibility study.

LEGISLATIVE REQUIREMENTS

None at this stage.

CONSULTATION

There has been no community consultation at this time.

FINANCIAL IMPLICATIONS

Council has contributed to the financial cost of undertaking the reports and in respect of the Greater South East study has funded an additional peer review of that study.

Any decision by Council to go to public consultation with one or both studies would incur additional expenditure.

Funds have been allocated in the draft 2017-2018 budget for this purpose.

RECOMMENDATION:**Part A.**

1. That Council receives and notes the SGS Economics and Planning report and resolves that Clarence City Council does not wish to participate in any of the voluntary merger options identified in the SGS report into Local Government Reform in Greater Hobart; and advise the Minister for Local Government and Hobart, Kingborough and Glenorchy Councils accordingly.

2. That Council pursue Option 3 as identified in the SGS report, that being a Strategic alliance of the 4 Councils; and advise the Minister for Local Government and Hobart, Kingborough and Glenorchy Councils accordingly.
3. That Council engage in discussion with the Minister and the other Councils on how to most effectively implement a strategic alliance as outlined in the SGS report.

Part B

1. That Council resolves to seek the views of the community in relation to a possible voluntary merger with Sorell and Tasman Councils.
2. That the Minister, Sorell, Tasman and GSB Councils be informed of Council's decision.
3. That the General Manager be requested to report back to Council as a matter of priority in relation to the proposed content of a community consultation package.

ASSOCIATED REPORT

1. BACKGROUND

- 1.1.** In 2015, the Minister for Local Government (the Minister) commenced a dialogue with Councils on the issue of voluntary amalgamations and resource sharing.
- 1.2.** Following a series of meetings and discussions Clarence Council, in June 2015, agreed to participate in discussions with neighbouring Councils subject to a number of guiding principles as a basis for discussion.

These principles were:

- the interests of ratepayers must come first;
- any amalgamation must offer:
 - measurable and demonstrable benefits to the ratepayers and residents;
 - efficiency gains;
 - fair representation, defined as one vote, one value;

- a credible and saleable rationale for any amalgamation proposition;
- a quantifiable advantage with improved service levels in the long term;
- amalgamation partners being adjacent Councils; and
- a strong preference for Capital Value rating;
- an acknowledgement that to win long term gains we may need to endure some short term pain.

1.3. The advantages Council identified they would be seeking included:

- to plot our own course and not have decisions forced on Council by the State Government;
- to be part of an entity with a stronger voice to other levels of Government;
- a sustainable financial position;
- greater leveraging capacity as a City;
- to take the lead in Local Government development;
- to lift prosperity for the whole City;
- to seek greater strategic capacity;
- to become the municipality of choice for business and new residents;
- and
- to enable greater community engagement and empowerment.

1.4. Additionally, the specifics Council did not wish to incur were:

- taking on debt for no or low return;
- taking on a low efficiency service model;
- significant rate increases;
- inheriting poor infrastructure or poor infrastructure deals;
- a combined entity with low growth;
- having no capacity to influence decisions;
- undertaking unnecessary projects;
- excessive cross subsidisation;
- losing a local say;

- being paired with poor performers;
- loss of good governance;
- avoiding a siloed service model;
- an amalgamation in name only that does not realise its potential;
- asset shedding;
- subject to the total picture of an amalgamation, giving up Clarence as a base; and
- having our cash and assets spent to cover another Council's shortcomings.

1.5. Council, at their Meeting of 24 August 2015, and further at their Meeting of 5 October 2015, agreed to sign an MOU with the State Government for the undertaking of feasibility studies into voluntary amalgamation options.

1.6. Essentially, such options were an East and a West option with the East option comprising Clarence, Sorell, Glamorgan/Spring Bay and Tasman Councils, with the West option comprising Clarence, Hobart, Glenorchy and Kingborough Councils.

1.7. The agreed MOUs attached as Attachment 1 provided for shared funding of the feasibility studies, the established principles to guide any amalgamation, namely:

- being in the interest of ratepayers;
- improve the level of services for communities;
- preserve and maintain local representation; and
- ensure that the financial status of the entities is strengthened.

1.8. The agreed MOUs also settled the terms of reference for the feasibility studies to be undertaken.

1.9. Clarence Council's participation in the projects was on the basis that Council reserved the right to seek an independent evaluation of assumptions and findings from any feasibility study undertaken.

- 1.10.** Following an Expression of Interest process undertaken by the State Government, KPMG were appointed to undertake the feasibility study for the 4 Eastern Councils (Clarence, Sorell, Tasman and Glamorgan-Spring Bay) with SGS Economics and Planning appointed to undertake the study for the Western or Greater Hobart Councils (Clarence, Hobart, Glenorchy and Kingborough).

2. REPORT IN DETAIL

- 2.1.** The undertaking of the feasibility studies was overseen by a steering committee comprising the Mayor and General Manager of each participating Council.

2.2. Greater South East

The feasibility study for the Eastern Councils was undertaken by KPMG and modelled 4 possible amalgamation options: These being:

Option 1: Clarence, Sorell, Tasman and Glamorgan-Spring Bay.

Option 2: Clarence, Sorell and Tasman.

Option 3: Sorell, Tasman and Glamorgan-Spring Bay.

Option 4: Sorell and Tasman.

- 2.3.** In seeking to assess the options KPMG noted as follows:

“In light of the contextual challenges facing Local Government in Tasmania and recent reform, it is likely that more emphasis will be given to financial sustainability in the foreseeable future, while finding ways to maximise local governance. The lessons from Council reform interstate illustrates that Local Government has rarely been in a ‘steady-state’.

The current push to explore resource sharing and amalgamation in Tasmania is part of a continual process of reform, usually with a weighted focus on financial efficiency”.

2.4. In relation to the issue of economies of scope and scale the report notes:

“The concepts of economies and scope and scale are often referred to as drivers for Local Government amalgamations.

Economies of scale can be achieved through amalgamation/consolidation of Local Government including reductions from duplicate activities or functions, particularly for back office staff.

Economies of scope allow organisations to undertake more value-adding activities and enhance service provision.

These concepts need to be considered in evaluating the options presented, in addition to the concept of representation and governance arrangements and communities of interest”.

2.5. In relation to strategic capacity the report notes:

“One of the benefits of amalgamation or shared services arrangements is the opportunity to enhance strategic capacity.

Some of the various benefits of enhancing strategic capacity include, advancing the culture, leadership and skills of the people in the organisation, as well as enhancing credibility and building strategic relationships with stakeholders and other partners”.

Enhanced strategic capacity importantly provides a basis for improved regional and strategic planning, recognising that many strategic issues do not end at municipal boundaries.

2.6. The study found that predominantly the service profile of each Council participating in the study was reasonably common with comparatively few unique services provided by each Council.

The financial analysis undertaken by KPMG assumed no change to service levels under any option. They also assumed that service impact considerations would be a matter for a new Council to determine.

Whilst unchanged service levels would be expected in respect to some services it is reasonable to assume that there would be some service harmonisation across an amalgamated entity.

- 2.7.** The report notes that all participating Councils levy different average rates per rateable property, broadly reflective of the breadth and depth of services provided. The study assumes no changes to service levels or rates as a result of the reform options. Again whilst this is conceivable, it would remain a matter for a new Council to determine to what extent differential rating was applied or whether over time rating levels were harmonised. It is impossible to accurately predict what would occur in a future Council.

- 2.8.** In assessing financial considerations the study notes that there are likely savings in material and contract expenses, and reduction in Councillor expenditure, although these numbers may be slightly overstated as average Councillor allowances rather than the “top tier” allowances that would reasonably apply under any amalgamation option were used. Under such a scenario Clarence’s “share” of allowances paid would actually increase on the level of allowances currently paid at Clarence.

Additionally, the study finds that there would be an overall reduction in employment costs through the reduction in staff performing duplicated activities. Most savings have potentially been realised in “back of house” functions and not direct services activities.

Scope also exists for savings to be realised by way of asset realisation. **However, for modelling purposes these have not been factored into the savings identified.**

- 2.9.** The costs associated with an amalgamated entity are largely driven by redundancy costs. In a 4 Council amalgamation option these are estimated at \$2.6M. There could be significant variability in this number depending on the number and prior service of any current staff whose positions may be identified as “redundant”.

For example, if the redundancy mix comprised a number of long serving senior staff then the costs could be expected to be greater than modelled. Other major amalgamation costs would include reduction in Financial Assistance Grants although such funding reduction would only be realised after year four of any amalgamation.

There would also be costs in ICT integration, rebranding and potential relocation costs. Noting that particularly in relation to rebranding and the like that much of this could be phased in over time thus reducing upfront costs.

It should be noted that it is expected that State Government support for transition costs under an amalgamation scenario may be made available.

2.10. In summary, the report identifies recurrent surpluses for all options as follows:

	(Rounded)
	\$M
Incremental Shared Services Option:	0.92
Four Council Merger Option:	7.57
Merger of Clarence, Sorell and Tasman:	6.31

2.11. The report proposes that the additional surplus could provide the following opportunities:

- investment in enhanced or additional services; this over time may include harmonisation of service standards across a merged entity;
- investment in additional assets and infrastructure; and
- reducing increases in the level of rates growth.

2.12. The financial modelling concludes positive operating surplus and positive operating surplus ratios across all options.

2.13. In relation to community and governance issues, the report notes the following:

- that while the current boundaries are somewhat reflective of communities of interest, the prevalence of “communities within communities” is common and therefore the current boundaries are not a firm delineation of communities;
- that there are 2 broad options available, ward based representation or election at large; and
- a ward based approach is more likely to allay community concerns about maintenance of some local representation.

2.14. Specifically in relation to representation the report notes that a ward based approach of up to 15 wards may be the best option. The diagrammatic representation of a possible ward system unfortunately suggests that there may be disproportionate weighting of representation in the more rural or less densely populated areas. Whilst the report notes this is for illustrative purposes only, the diagrams on cursory analysis can be misinterpreted. An outcome of disproportionate ward sizes would be contrary to Councils pre-established principles of equity in representation. Ultimately however, should this matter progress, the Local Government Board would make a determination on representation and it would be reasonably expected that such representation would be on the basis of “one vote, one value”.

2.15. In undertaking and seeking to assess the outcome of the study, KPMG provided a decision making framework to enable both financial and non-financial considerations to be assessed for each of the options. The framework is intended to align with the 4 underlying principles.

The methodology adopted by KPMG proposed that Principles 2, 3 and 4 could be more objectively assessed whereas Principle 1 was best considered as a product or consequence of the assessments made in respect to Principles 2, 3 and 4.

Using this methodology KPMG considered that Options 1 and 2 (the 2 options inclusive of Clarence) provided the following outcomes:

Improved service levels:

some positive outcomes

Maintain local governance/representation:

limited negative outcome

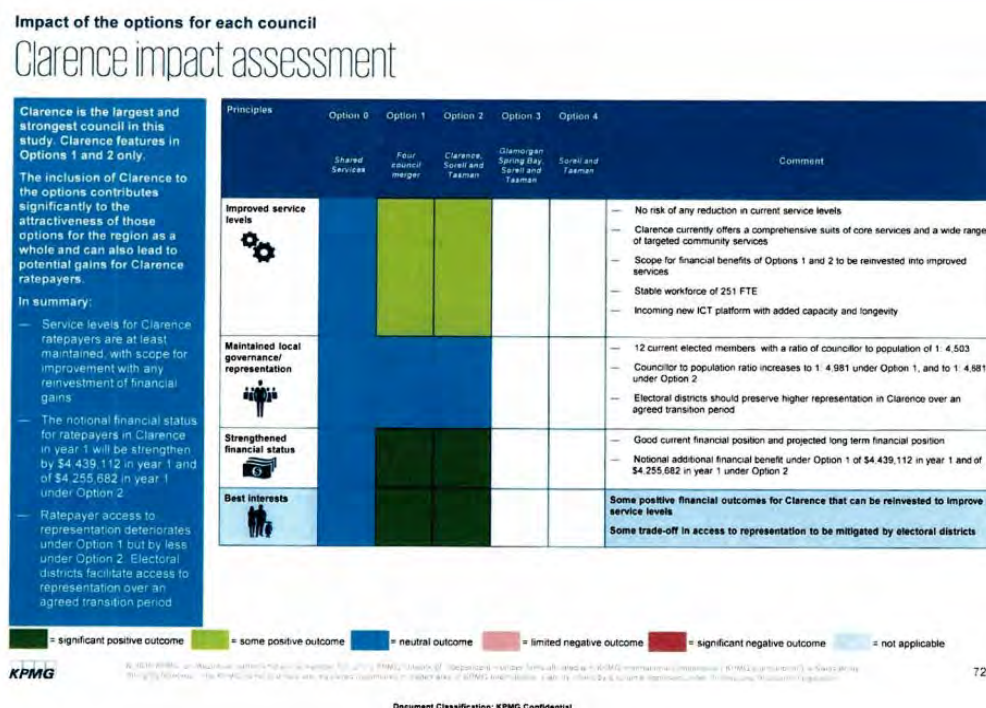
Strengthened financial status:

significant positive outcome

Best interests:

strong positive outcome.

The Clarence Impact assessment is reproduced below.



2.16. In summary the KPMG report concludes that:

- Service levels for Clarence ratepayers are at least maintained, with scope for improvement with any reinvestment of financial gains.

- The notional financial status for ratepayers in Year 1 will be strengthened by \$4,439,112 in Option 1 and by \$4,255,682 in Year 1 under Option 2; it is important to note that these “notional” savings may in fact not be realised for the benefit of Clarence Council ratepayers but may be utilised by a future Council to harmonise service levels. Under such a scenario it would be likely that such savings would be for the benefit of areas provided with lesser service levels than Clarence.
- Ratepayer access to representation deteriorates under Option 1 but by less under Option 2. Representation ratios however under all options remain significantly better than most mainland Councils. Electoral districts or wards facilitate access to representation over an agreed transfer period.

2.17. In committing to participation in the feasibility study Council reserved the right to have an independent review of the report.

2.18. At its Meeting of 19 December 2016, Council resolved to commission UTS to undertake a review of the KPMG Study.

2.19. This review has been provided to Council under separate cover.

2.20. In deciding whether to proceed with any of the options examined in the feasibility study Council needs to be satisfied that they have sufficient information to reach a considered view.

2.21. In particular is sufficient information available to Council in regard to the following matters:

- Will the benefits of any savings realised accrue to all Council areas?
- Has sufficient sensitivity analysis of the options been undertaken?

- Has sufficient analysis been undertaken of amalgamation outcomes achieved in other jurisdictions; and to what extent are these comparable or relevant to a South-East proposal?
- Has sufficient financial analysis been undertaken?

If Council was of the view that there is insufficient analysis undertaken or that sufficient information is not known to reach a judgement on the key principles then further detailed analysis and work would be required to be undertaken.

In this regard, however, it is important to note that previous research findings undertaken by UTS found;

“It is important to note that there is no definitive evidence from the research in any jurisdiction (in Australia or overseas) which provides a clear indication of what will happen following amalgamation. Our own research also supports these findings”.

Noting this it would be arguable whether any additional work would give further clarity to the possible outcomes of a voluntary merger as proposed in the KPMG study.

2.22. Greater Hobart

The feasibility study for the Western or Greater Hobart Councils was undertaken by SGS Economics and Planning and modelled the following options.

- Option 1:** Business as Usual.
- Option 2:** Merger of all 4 Councils being Clarence, Glenorchy, Kingborough and Hobart.
- Option 3:** Strategic alliance between all 4 Councils.
- Option 4:** Merger of 3 Councils being Clarence, Glenorchy, and Hobart, and
- Option 5:** Merger of 2 Councils, Glenorchy and Hobart.

2.23. In undertaking the study SGS note:

“The stated potential for efficiency savings from mergers often exceeds what is achieved. Experience elsewhere shows that mergers may come at a net cost instead of savings. However, levels of service, the range of services provided and other community benefits generally increase. The same funding applies for collaboration between Councils, such as shared services arrangements and resource sharing.

Consequently, nationally and internationally the focus in relation to Local Government reform has shifted from pursuing efficiency savings within Local Government administration to achieving better strategic outcomes for the community. The analysis in this report clearly shows that these strategic impacts overwhelmingly dominate”.

2.24. The report notes that better planning and decision making across Hobart can deliver:

- a more sustainable metropolitan area through the progression of a more compact, multi-nodal spatial form of urban development;
- a more efficient transportation system which better supports urban development and reduces car dependency and congestion costs;
- a more productive economic base, given the agglomeration economies that result from the above-mentioned benefits;
- a more effective tourism strategy;
- a more resilient pattern of urban development; and
- better co-ordination and sequencing of social infrastructure and social services delivery.

2.25. The key assumptions for all review options are as below.

Option 1 Business as Usual	Option 2 Merger Four Councils	Option 3 Strategic Alliance Four Councils	Option 4 Merger Three Councils	Option 5 Merger Two Councils
Existing electoral arrangements	Wards implemented initially, phased out over eight year period	Existing electoral arrangements	Wards implemented initially, phased out over eight year period	Wards implemented initially, phased out over eight year period
Existing management arrangements	Rationalisation of the existing executive management teams	Existing management arrangements	Rationalisation of the existing executive management teams	Rationalisation of the existing executive management teams
Same number of elected members	Total number of elected members will be twelve	Same number of elected members	Total number of elected members will be twelve	Total number of elected members will be twelve
Scope and level of services unchanged	Increase in scope and level of services	Scope and level of services unchanged	Increase in scope and level of services	Increase in scope and level of services
No savings	Elimination of duplication of services	No savings	Elimination of duplication of services	Elimination of duplication of services
No savings	Savings due to economies of scale	No savings	Savings due to economies of scale	Savings due to economies of scale
No change	Introduction of Capital City Act	Introduction of Capital City Act	Introduction of Capital City Act	Introduction of Capital City Act

2.26. The modelling undertaken in the feasibility analysis consists of 2 forms of analysis:

- modelling of financial costs and saving accruing to the participating Councils; and
- modelling of wider social, economic and environmental costs and benefits accruing to the greater Hobart community.

2.27. The financial feasibility modelling of the options shows the following results.

Financial Feasibility Modelling Results, Net Present Values (NPV), 10 and 20 Year Timeframe

Impact (millions of dollars, present day values) ten years Negative values = costs	Option 2 Merger Four Councils	Option 3 Strategic Alliance	Option 4 Merger Three Councils	Option 5 Merger Two Councils
Transitional Costs	-\$8.5	\$0	-\$4.9	-\$5.4
Staff	-\$17.7	\$0	-\$4.5	\$18.3
IT	-\$17.1	\$0	-\$17.1	-\$5.0
Governance	\$10.1	\$0	\$6.7	\$3.1
Materials and Contracts	\$15.3	\$0	\$12.8	\$8.4
Assets	\$1.8	\$0	\$1.8	\$0.8
Net present value, all, ten years	-\$16.0	-\$0.9	-\$5.3	\$20.3
Annualised impact per ratepayer (cost or savings), ten years	\$25	\$1	\$10	\$60
Net present value extended to 20 years	-\$10.0	-\$0.9	-\$5.0	\$32.8

2.28. The financial modelling indicates that all options, with the exception of the Glenorchy, Hobart merger, come at a net cost. This is explained due to lower staff costs at Clarence than Hobart or Glenorchy and that wage costs would skew toward the higher option.

Additionally, the report suggests that IT integration costs would be significantly higher under anything other than a Hobart, Glenorchy merger. It is difficult to reconcile this outcome, as there is not such an apparent wage disparity as highlighted by SGS.

- 2.29.** Whilst noting that the options inclusive of Clarence would come at a financial cost, the report does note that these costs are less than 0.2% of the Cities combined budgets. Sensitivity analysis shows that if the merged entity including Clarence were able to control staff costs to the average of the 4 Councils there would be a substantial net financial saving in all merger options ranging from \$20M to \$50M.
- 2.30.** All merged options would be financially sustainable.
- 2.31.** Importantly, the SGS study goes further and seeks to attribute a “financial or economic measure” to potential strategic benefits.
- 2.32.** This wider cost benefit modelling indicated the following impact.

Wider Cost Benefit Modelling Results (20 Year Analysis)

Impact (millions of dollars, present day values)	Option 2 Merger Four Councils	Option 3 Strategic Alliance Four Councils	Option 4 Merger Three Councils	Option 5 Merger Two Councils
Transport Cost Savings	\$274.9	\$206.2	\$186.9	\$93.50
Tourism Yield Improvements	\$68.0	\$51.0	\$46.2	\$23.1
Infrastructure Cost Savings	\$30.6	\$22.9	\$20.8	\$10.4
Active Transport Health	\$12.0	\$9.0	\$8.2	\$4.1
Environmental Savings	\$7.7	\$5.8	\$5.2	\$2.6
Agglomeration economies	-\$0.3	-\$0.2	-\$0.2	-\$0.1
Total	\$392.9	\$294.7	\$267.1	\$133.6

- 2.33.** These numbers, however, need to be treated with caution as they are economic benefits not direct financial savings.
- 2.34.** A common thread to all options and recommendations from SGS is the introduction of a Capital City Act.

SGS assert that implementation of the Act is integral to achieving the wider strategic benefits identified in the report.

While the strategic alliance option can be achieved without the implementation of a Capital City Act, such an instrument would give some legislative impetus or force to a strategic alliance, rather than simple agreed outcomes which may tend to lowest common denominator planning.

2.35. In measuring the findings of their study against the 4 key principles SGS found as follows.

	Option 1 Business as Usual	Option 2 Merger Four Councils	Option 3 Strategic Alliance Four Councils	Option 4 Merger Three Councils	Option 5 Merger Two Councils
Ratepayers Interest	Neutral	Rates may go up	Neutral	Rates unchanged	Rates may go down
Level of services improves	No, may deteriorate	Yes	No, may deteriorate	Yes	Yes
Maintains local representation	Yes	Via wards in transition	Yes	Via wards in transition	Via wards in transition
Ensures financial status is strengthened	Neutral	Potentially	Neutral	Potentially	Potentially
Generates benefits to the community	No	Yes, greater benefits	Yes, second greatest benefit	Yes, third greatest benefit	Yes, significant benefit

2.36. On the basis of the SGS analysis the financial analysis alone suggests that the 4 Council merger and to a lesser extent the 3 Council merger are not financially practical as they would involve a net cost to the community. The only option that appears to provide a significant nett financial benefit to the communities is a 2 Council option between Hobart and Glenorchy. As noted previously, though this is largely attributable to the predicted salary harmonisation and IT cost. Were these transitional costs to be effectively managed then a substantially different financial outcome could be anticipated.

- 2.37.** Whilst the SGS report highlights that there are much greater economic benefits to be achieved by a 4 Council merger, many of these benefits could be realised by a strategic alliance of the 4 Councils.

It should be reiterated, however, that to achieve these benefits a strategic alliance would need some legislative backing rather than a simple opt in/opt out construct which may lead to more acceptable to all, or lowest common denominator outcomes.

- 2.38.** On the basis however of the SGS findings it would seem apparent that there is little argument for a merger of the 4 Councils in the Greater Hobart catchment.

3. CONSULTATION

3.1. Community Consultation

There has been no community consultation at this time undertaken by Council. Sorell, Tasman, and Glamorgan Spring Bay Councils to the South East have undertaken community consultation in relation to the KPMG. It is understood that Sorell Council have resolved to:

Identify all 4 Option(s) to be the subject of a due diligence assessment by the Board of Local Government.

Option 1: Amalgamation of Clarence City Council, Sorell Council, Tasman Council and Glamorgan Spring Bay Council;

Option 2: Amalgamation of Clarence City Council, Sorell Council and Tasman Council;

Option 3: Amalgamation of Sorell Council, Glamorgan Spring Bay Council and Tasman Council; and

Option 4: Amalgamation of Sorell Council and Tasman Council.

At the time of writing this report no outcome of Tasman or Glamorgan Spring Bay Councils consideration of this matter is known.

There has been no community consultation by Councils in the Greater Hobart area with relation to the Western or Greater Hobart Study.

In relation to an earlier letter from the Minister it was suggested that the process required that “participating Councils undertake a feasibility study and conduct community consultations on the proposed amalgamation scenario”.

Follow up with the Local Government Division has advised that this was a suggested process but was not mandated and was not included in the MOU signed between Council and the Minister. On this basis it is not necessary for Council to go to public consultation on all considered options. Nonetheless it remains an option for Council to do so should they wish.

Should Council determine to go to community consultation then it is suggested that any consultation material be prepared and presented to Council as a priority at a subsequent meeting for their consideration.

3.2. State/Local Government Protocol

The majority of the funding for these projects was provided by the State Government. As such they have been involved in the oversight of these projects.

3.3. Other

Nothing at this stage.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Council’s Strategic Plan provides that Council will: *“Explore opportunities with neighbouring Councils into the potential benefits of mergers or resource sharing”*.

5. EXTERNAL IMPACTS

Similar to Clarence, neighbouring Councils that participated in these studies are also considering their response to the studies. At this time only Sorell Council has made a decision in whether to proceed or not with any of the respective report recommendations.

6. RISK AND LEGAL IMPLICATIONS

- 6.1.** There are no immediate legal implications in relation to this matter.
- 6.2.** There are numerous potential risks in both continuing to pursue or not pursue voluntary amalgamation options.
- Such matters may include that proposed realisable gains for a voluntary merger are not realised, leaving current Clarence ratepayers subsidising other former Council areas.
 - That not continuing to pursue a voluntary merger may force the current or future Government to push ahead with a forced merger on terms not favourable to Clarence.
 - That independent of Council, should other Councils make a reference to the Minister and Local Government Board then such inquiry by the Board may impact on, or include parts of Clarence municipality.

7. FINANCIAL IMPLICATIONS

- 7.1.** The financial implication in relation to the 2 reports are spelt out in the body of the report.
- 7.2.** In relation to the South-East (KPMG) study it is noted that the “savings” of the 4 Council option is \$7.6M. These “savings” are predicated on a no change to service levels or rating within the individual municipal areas. Over time it would be suspected that there would be some harmonisation of rating and service levels. Whilst to an extent this could be met from the identified savings much of the benefit would likely accrue to the non-Clarence municipal areas. Such impacts could be ameliorated by differential rating however this would be a matter for a future Council.
- 7.3.** The SGS study finds that whilst there would be significant economic benefit to Clarence from a Greater Hobart merger such a merger would likely come at an actual financial cost to Clarence and the merged entity.

8. ANY OTHER UNIQUE ISSUES

None at this time

9. CONCLUSION

It is apparent from both studies that there is potential financial and/or economic benefit from most options considered. In relation to the Greater Hobart study it is noted that most benefits to be derived are strategic or economic benefits. Such benefits are realisable almost in their entirety from a strategic alliance as distinct from a merger of the entities. In the South-East whilst some questions can be raised as to the extent of the savings predicted or the findings of the studies it is suggested that such findings could form the basis for consultation with our community to determine their views on a possible voluntary merger or amalgamation with the South Eastern Councils. In this regard it is recommended to Council that from a geographic perspective a possible merger with Sorell and Tasman, excluding GSB, is a more logical outcome noting that the financial outcomes are relatively similar. In the event that Council determines to pursue such an option it is concluded that a proposed package of consultation material and format be submitted to Council for further consideration.

Attachments: 1. Memorandum of Understanding (17)

Andrew Paul
GENERAL MANAGER

MEMORANDUM OF UNDERSTANDING

between the

STATE GOVERNMENT OF TASMANIA

represented by the
Department of Premier and Cabinet

and the

SOUTH EAST TASMANIA COUNCILS

being the
Clarence City, Sorell, Tasman and
Glamorgan-Spring Bay and Councils

in relation to the consideration of



Tasmania
Explore the possibilities

CONTENTS

1. BACKGROUND	1
2. PARTIES	1
3. PURPOSE.....	1
4. PROCESS AND COMMUNICATION	3
4.1 Process	3
4.2 Communication	3
5. ROLES AND RESPONSIBILITIES	3
5.1 State Government roles and responsibilities	3
5.2 South East Tasmania Councils roles and responsibilities.....	4
6. ADMINISTRATION.....	4
6.1 Commencement	4
6.2 Term	4
6.3 Variation.....	4
6.4 Responsible officers and notices	4
6.5 Limitation of liability	5
6.6 Dispute resolution and arbitration	5
6.7 Early termination	5
7. SIGNING PAGE	6
8. SCHEDULE 1 – TERMS OF REFERENCE FOR FEASIBILITY STUDIES	11
9. SCHEDULE 2 – FEASIBILITY STUDY PANEL OF CONSULTANTS	15

1. BACKGROUND

The Minister for Planning and Local Government, the Hon Peter Gutwein (the Minister), is committed to Tasmania being the most competitive and attractive jurisdiction in the country to live, work, visit and invest.

Critical to achieving this vision is councils improving their strategic capacity, financial sustainability, and service delivery. This can be achieved through voluntary amalgamations and strategic resource sharing.

The State Government recognises the need for a careful and considered approach to developing options and would like to work with local government to consider how this may best be achieved. The evidence in other states suggests that some of the successful factors include developing a comprehensive business case and building support within amalgamating councils and communities for change.

The Government is not advocating a wholesale reduction of councils in order to achieve a pre-determined number. The Minister has established principles that must be met before an amalgamation proposal will be considered. Amalgamations must:

- be in the interest of rate payers;
- improve the level of services for communities;
- preserve and maintain local representation; and
- ensure that the financial status of the entities is strengthened.

To assist with this process, the State Government is prepared to support councils in the development of feasibility studies into voluntary amalgamation proposals and strategic resource sharing initiatives.

2. PARTIES

This MOU is between:

THE STATE GOVERNMENT OF TASMANIA as represented by the
Department of Premier and Cabinet

and

THE SOUTH EAST TASMANIA COUNCILS being the Clarence City, Sorell,
Glamorgan-Spring Bay and Tasman Councils.

3. PURPOSE

The purpose of this MOU is to formalise the arrangements for the development of a feasibility study regarding a voluntary amalgamation and strategic shared services proposal of the South East Tasmania Councils, and as a subset of this:

- Clarence City, Sorell and Tasman Councils;
- Sorell and Tasman Councils; and
- Sorell, Glamorgan Spring Bay and Tasman Councils.

4. PROCESS AND COMMUNICATION

4.1 Process

As soon as practicable after the signing of this MOU, the State Government and the South East Tasmania Councils will:

- seek quotes for the feasibility study proposal from the consultants listed in schedule 2;
- review and provide detailed evaluation of submissions received;
- determine which, if any, submission received is acceptable to the councils and finalise consultant selection;
- assist the selected consultant in undertaking the feasibility study; and
- consider the outcomes of the feasibility study and advise the Minister of the councils' consideration of the feasibility study.

In the instance that none of the submissions are deemed acceptable, the South East Tasmania Councils shall notify the Minister and propose a preferred option to advance the feasibility study.

4.2 Communication

The parties agree that discussions on the development of the feasibility study are confidential and it is agreed that any public release of information during the development and finalisation of the feasibility study will require authorisation from all parties.

5. ROLES AND RESPONSIBILITIES

5.1 State Government roles and responsibilities

Under this MOU the State Government is responsible for the following activities:

- provide an appropriate level of funding towards the feasibility study, to be determined depending on quotes;
- jointly agree with the South East Tasmania Councils a consultant to undertake the feasibility study;
- undertake the procurement process for consultant engagement; and
- assist the consultants responsible for undertaking the feasibility study with the provision of any necessary information or data in a timely manner.

5.2 South East Tasmania Councils roles and responsibilities

Under this MOU the South East Tasmania Councils are responsible for the following activities, to:

- match dollar for dollar with the State Government funding for the feasibility study;
- jointly agree with the State Government a consultant to undertake the feasibility study.
- assist the consultants responsible for undertaking the feasibility study with the provision of any necessary information or data in a timely manner; and
- advise the Minister in due course of the councils' consideration of the feasibility study.

6. ADMINISTRATION

6.1 Commencement

This MOU commences on the date it is signed by the parties.

6.2 Term

This MOU will remain in place until advice is provided to the Minister on the outcome of the councils' consideration of the feasibility study unless it is terminated under clause 6.7.

6.3 Variation

The parties will agree any variation to the MOU in writing.

6.4 Responsible officers and notices

The officers responsible for the management of this MOU and any notice, request or other communication are:

Local Government Division			
Primary contact	Phillip Hoysted Director Local Government Division	6232 7014	Phillip.Hoysted@dpac.tas.gov.au
South East Tasmania Councils – Project Steering Committee			
Primary contact	Andrew Paul	6211 8639	apaul@ccc.tas.gov.au
Member	Andrew Paul General Manager Clarence City Council	6211 8639	apaul@ccc.tas.gov.au

Member	Robert Higgins General Manager Sorell and Tasman Councils	Sorell 62690000 Tasman 6250 9200	robert.higgins@sorell.tas.gov.au robert.higgins@tasman.tas.gov.au
Member	David Metcalf General Manager Glamorgan-Spring Bay Council	6256 4755	davidm@freycinet.tas.gov.au

6.5 Limitation of liability

The parties will not assume liability for each other's losses, consequential or otherwise, in the provision of services or resources related to this MOU.

6.6 Dispute resolution and arbitration

The parties agree to adopt a flexible approach and make reasonable efforts to resolve issues as they arise without recourse to unnecessary escalation. If any issue or dispute arises, all parties will endeavour in good faith to resolve the dispute expeditiously and amicably.

Should a dispute arise that cannot be resolved through negotiation between the parties, the dispute shall be subject to conciliation and arbitration by a mutually agreed person who is a servant of the Government of Tasmania. The LGD and the councils will assist the process to ensure conciliation and arbitration provides resolution within 40 calendar days.

6.7 Early termination

Any party may terminate this MOU at any time with 60 days' notification in writing to the other parties.

Early termination would either be by mutual agreement or on the understanding that, where appropriate, dispute resolution and arbitration (See Clause 6.6) between the parties would occur prior to the giving of notice under this clause with a view to resolving any issues and so avoiding termination.

7. SIGNING PAGE

<p>Signed for and on behalf of The Crown in Right of Tasmania by the Minister for Planning and Local Government, the Hon Peter Gutwein, being a duly authorised person in the presence of:</p> <p>_____</p> <p>Signature of witness</p> <p>_____</p> <p>Name of witness (block letters)</p> <p>_____</p> <p>Address of witness</p> <p>_____</p> <p>Occupation</p>	<p>_____</p> <p>Signature</p> <p>____/____/2015</p> <p>Date</p>
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<p>Signed for and on behalf of the Clarence City Council, by the Mayor, Alderman Doug Chipman, being a duly authorised person in the presence of:</p> <p>_____ Signature of witness</p> <p>_____ Name of witness (block letters)</p> <p>_____ Address of witness</p> <p>_____ Occupation</p>	<p>_____ Signature</p> <p>____/____/2015 Date</p>
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<p>Signed for and on behalf of the Sorell Council, by the Mayor, Councillor Kerry Vincent, being a duly authorised person in the presence of:</p> <p>_____</p> <p>Signature of witness</p> <p>_____</p> <p>Name of witness (block letters)</p> <p>_____</p> <p>Address of witness</p> <p>_____</p> <p>Occupation</p>	<p>_____</p> <p>Signature</p> <p>____/____/2015</p> <p>Date</p>
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8. SCHEDULE 1 – TERMS OF REFERENCE FOR FEASIBILITY STUDIES

1. INTRODUCTION

- 1.1. In considering local government reform and the various options and opportunities available to Councils, the best interests of the ratepayer should be uppermost.
- 1.2. The following principles should be applied when considering all options as they relate to local government reform:
 - a) Be in the best interests of ratepayers;
 - b) Improve the level of services for communities;
 - c) Preserve and maintain local representation, and
 - d) Ensure that the financial status of the entities is strengthened.
- 1.3. Given the above, the consultancy must look at all reform options, including the status quo.

2. SERVICES TO BE SUPPLIED

- 2.1. A feasibility study (report) into Local Government Reform options including voluntary amalgamation, potential for shared services, fee for service and any other model considered appropriate (including the status quo), along with the possible savings from such activities.
- 2.2. An abridged version of the report which will be suitable for any community consultation to be undertaken by one or more of the participating Councils.
- 2.3. A presentation to the State Government and participating councils on the outcomes of the feasibility study.

3. SPECIFICATIONS APPLICABLE TO THE SERVICES TO BE SUPPLIED

- 3.1. The areas to be modelled are the municipal areas of Clarence City Council, Sorell Council; Tasman Council and the Glamorgan-Spring Bay Council; and as a subset of this:
 - a) Clarence City, Sorell and Tasman Councils;
 - b) Sorell and Tasman Councils; and
 - c) Sorell, Glamorgan Spring Bay and Tasman Councils.
- 3.2. This project is expected to be a new and stand-alone analysis and should not seek to duplicate any existing material or reports.

4. ISSUES TO BE MODELLED

- 4.1. a) The current financial sustainability of each Council;
- b) The projected long term (10 or 20 years) financial sustainability of each Council; and
- c) The projected long term (10 or 20 years) financial sustainability of the voluntarily amalgamated Council.
- 4.2. a) Non-financial information, including a service profile of each Council;
- b) Non-financial information, including an employment profile of each Council;
- c) Non-financial information, including assumed service standards and employment profiles of the voluntarily amalgamated Council; and
- d) Non-financial information, including an analysis of the Strategic Plans of each council and any visioning plans the councils may have.
- 4.3. a) The identification of any expected benefits that cannot be accurately quantified of a voluntary amalgamation including the rationale for assumptions made.
- b) The identification of any expected dis-benefits that cannot be accurately quantified of a voluntary amalgamation, including the rationale for any assumptions made.
- c) Demonstrates the delivery of services efficiently and effectively to meet our different communities' values.
- 4.4. An understanding of the different communities of interest each Council serves and their shared values. The ability to be flexible in responding to each of our communities' changing demands for services over time.
- 4.5. a) The risk profile of each council;
- b) The identification of any significant risks that exist in each Council; and
- c) Whether those risks would be mitigated or managed under an amalgamated Council. Such risks may include (but not be limited to) legal actions, contractual commitments, superannuation liabilities.

5. THE FEASIBILITY STUDY INTO THIS PROPOSAL MUST AS A MINIMUM IDENTIFY THE FOLLOWING MATTERS:

- 5.1. a) Assumptions underlying the analysis and any notes associated with these assumptions;

b) Viability of the Councils including:

- i) an analysis of each Councils long-term financial management and asset management plans;
 - ii) as identified in each Councils long-term financial management and asset management plans, an analysis of the Councils long-term projected asset consumption ratio, asset renewal funding ratio, asset sustainability ratio, underlying surplus (deficit) and underlying surplus ratio; (including source of base data relied upon, including asset lives and unit rates);
 - iii) reliance on grants (grants and contributions revenue as a percentage of total revenue);
 - iv) any impact on Financial Assistance Grants;
- c) Measures of operational efficiency including operating costs to operating revenue, employee costs to operating revenue, staff per rateable properties, key service efficiencies (ie development applications approvals);
- d) Demographic profiles of the municipal areas (current and projected to 2025) including age, population, population density;
- e) Savings and efficiency improvements (and the converse) from the amalgamation (both within Council operations, to ratepayers and business);
- f) Potential economies of scale (and the converse) through:
- i) cost savings (population size versus expenditure on general operations);
 - ii) integration of technology systems such as human resources, payroll, financial management and asset management;
- g) Summary (including costs) of existing major services provided including potential improvements to the quality, cost, range and mode of delivery of services in an amalgamated Council;
- h) Impacts on employment numbers, potential improvements in staff skills and potential impacts from integration of Enterprise Agreements;
- i) Other potential financial and service benefits or impact identified.

5.2. The degree of strategic fit, or diversity, between the respective Councils' economic and financial activity areas that contribute to

distinctive local identity, wealth creation and contribution to municipal rates and charges.

- 5.3. The inclusion of the economic profile of the municipal areas, both current and projected to 2025, including major areas of economic and financial activity that contribute directly and indirectly to municipal rates and charges
- 5.4. An evaluation framework which includes baseline data, benchmarks (identified under 4.1.a) and performance indicators for evaluating the success of the amalgamation.
- 5.5. The projected costs of an amalgamation including restructuring costs for human resources, integration of information technology systems and data migration, land and building (including accommodation) rationalisation, plant and equipment rationalisation.
- 5.6. A prospective governance model that provides for the transition to amalgamation and ensures fairness and equity in regard to representation and protecting the interests of local communities.
- 5.7. Exploring the nature of boundaries (not necessarily just physical) under this process provided each Council's other guiding principles are met.

6. OTHER CONSIDERATIONS

- 6.1. The feasibility must consider relevant learnings from other jurisdictions, including the recent reform process in Western Australia and the current 'Fit for the Future' process being undertaken in New South Wales.
- 6.2. The Councils will compile any information required by the consultants in order for the consultants to undertake the study.

9. SCHEDULE 2 – FEASIBILITY STUDY PANEL OF CONSULTANTS

Primary contact Position Company Contact details	Mr Paul Green Partner KPMG 03 6230 4000 pjgreen@kpmg.com.au
Primary contact Position Company Contact details	Mr Simon Tarte Engagement Partner – Hobart Deloitte Touche Tohmatsu 03 6237 7030 starte@deloitte.com.au
Primary contact Position Company Contact details	Ellen Witte Associate SGS SGS Economic and Planning 0421 372 940 ellen.witte@sgsep.com.au
Primary contact Position Company Contact details	Larni De Courtenay Partner, Operational Transaction Services Ernst & Young 02 9248 5178 larni.de.courtenay@au.ey.com

Pre-quotation briefing session details:	A pre-quotation briefing session will be held at 10.00 am on 26/10/2015. Please call the services information contact for the venue and further details.
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Evaluation of quote

Evaluation criteria	In the evaluation of quotations, all relevant factors will be taken into consideration, including: price and value for money; achievement of the best outcome for local government; experience; previous performance; and capability.
Status of Quotation:	A quotation lodged by a prospective consultant in response to this Quote Request constitutes an offer by the prospective consultant to supply the Services. The acceptance of that Quotation by the State, in accordance with this Quote Request, will result in a legally binding contract for the supply of the Services.
The Department shall not be bound to accept the lowest or any quotation.	

Lodgement details

Closing date for quotes	The closing date and time for lodgement of a Quotation is 5.00 pm 6 November 2015 Tasmanian time. The State may extend the closing date and time.	
Lodgement of quotes	By email to:	rft.lgd@dpac.tas.gov.au
Contacts Quote and procurement process	Greg Brown Email: greg.brown@dpac.tas.gov.au Phone 03 6232 7020	
Services information	Andrew Paul General Manager – Clarence City Council Email: apaul@ccc.tas.gov.au Phone: (03) 6211 8639 <u>Or</u> Robert Higgins General Manager – Tasman and Sorell Councils Email: robert.higgins@sorell.tas.gov.au Phone (03) 6269 0000	

Notification of Outcome

It is anticipated that the successful consultant will be notified in writing of the outcome of the Quote Request process by 30 November 2015.

Unsuccessful consultants will be notified at the conclusion of the procurement process.

12. ALDERMEN'S QUESTION TIME

An Alderman may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

12.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, an Alderman may give written notice to the General Manager of a question in respect of which the Alderman seeks an answer at the meeting).

Nil.

12.2 ANSWERS TO QUESTIONS ON NOTICE

Nil.

12.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

12.4 QUESTIONS WITHOUT NOTICE

An Alderman may ask a Question without Notice of the Chairman or another Alderman or the General Manager. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will not be recorded in the minutes.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, an Alderman or the General Manager may decline to answer a question without notice.

13. CLOSED MEETING

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

13.1 APPLICATIONS FOR LEAVE OF ABSENCE

13.2 INDEPENDENT REVIEW

13.3 T1175/17 – LINDISFARNE STREETSCAPE STAGE 3B CONSTRUCTION

13.4 APPOINTMENT OF ACTING GENERAL MANAGER

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- contracts and tenders for the supply of goods and services;
- information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;
- applications by Aldermen for a Leave of Absence.

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.