

# OPEN SECTION

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## CITY OF DARWIN

### ENVIRONMENT & INFRASTRUCTURE COMMITTEE

TUESDAY, 20 AUGUST 2013

MEMBERS: Member J M Anictomatis (Chairman); The Right Worshipful, The Lord Mayor, Ms K M Fong Lim; Member R K Elix; Member R Want de Rowe; Member R M Knox.

OFFICERS: Chief Executive Officer, Mr B Dowd; General Manager Infrastructure, Mr L Cercarelli; Executive Manager, Mr M Blackburn; Manager Design, Planning and Projects, Mr D Lelekis; Manager Infrastructure Maintenance, Mr K Smith; Executive Assistant, Miss A Smit.

**Enquiries and/or Apologies: Arweena Smit**  
**E-mail: a.smit@darwin.nt.gov.au - PH: 89300 685**  
**OR Phone Committee Room 1, for Late Apologies - PH: 89300 519**

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### ***Committee's Responsibilities***

- |                            |                      |
|----------------------------|----------------------|
| * Car Parking              | * Public Facilities  |
| * Council Buildings        | * Roads              |
| * Drainage                 | * Street Lighting    |
| * Environmental Management | * Traffic Management |
| * Parks and Reserves       | * Urban Enhancement  |
| * Plant Management         | * Waste Management   |

*THAT effective as of 16 April 2012 Council pursuant to Section 32 (2)(b) of the Local Government Act 2008 hereby delegates to the Environment & Infrastructure Committee the power to make recommendations to Council and decisions relating to Environment & Infrastructure matters within the approved budget.*

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Environment & Infrastructure Committee Meeting – Tuesday, 20 July, 2013

**1. MEETING DECLARED OPEN**

**2. APOLOGIES AND LEAVE OF ABSENCE**

**2.1 Apologies**

**2.2 Leave of Absence Granted**

Nil

**3. DECLARATION OF INTEREST OF MEMBERS AND STAFF**

Nil

**OPEN SECTION**

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Environment & Infrastructure Committee Meeting – Tuesday, 20 July, 2013**4. CONFIDENTIAL ITEMS****4.1 Closure to the Public for Confidential Items**

Common No. 1944604

( / )

COMMITTEE'S DECISION

THAT pursuant to Section 65(2) of the Local Government Act and Regulation 8 of the Local Government (Administration) Regulations the meeting be closed to the public to consider following Items:-

| <u>Item</u> | <u>Regulation</u> | <u>Reason</u>  |
|-------------|-------------------|--|
| C14.1       | 8(e)              | Information provided to the council on condition that it be kept confidential. |

**4.2 Moving Open Items Into Confidential**

Common No. 1944604

**4.3 Moving Confidential Items Into Open**

Common No. 1944604

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Environment & Infrastructure Committee Meeting – Tuesday, 20 July, 2013**5. WITHDRAWAL OF ITEMS FOR DISCUSSION**

( / )

COMMITTEE'S DECISION

THAT the Committee resolve under delegated authority that all Information Items and Officers Reports to the Environment & Infrastructure Committee Meeting held on Tuesday, 20 July, 2013, be received and considered individually.

DECISION NO.21\() (20/08/13)

**6. CONFIRMATION OF MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING**

( / )

COMMITTEE'S DECISION

THAT the Committee resolve that the minutes of the previous Environment & Infrastructure Committee Meeting held on Tuesday, 23 July, 2013, tabled by the Chairman, be received and confirmed as a true and correct record of the proceedings of that meeting.

DECISION NO.21\() (20/08/13)

**7. BUSINESS ARISING FROM THE MINUTES PERTAINING TO THE PREVIOUS ENVIRONMENT & INFRASTRUCTURE COMMITTEE MEETING****7.1 Business Arising****8. INFORMATION ITEMS**

Nil

|  |  |                            |                         |
|--|--|----------------------------|-------------------------|
| <b>ENCL:</b><br><b>YES</b>                         | <b>ENVIRONMENT &amp; INFRASTRUCTURE<br/>COMMITTEE/OPEN</b> | <b>AGENDA ITEM:</b>        | <b>9.1</b>              |
| <b>LEE POINT ROAD UPGRADE – UPDATE AUGUST 2013</b> |  |                            |                         |
| <b>REPORT No.: 13TS0176 ND:mm</b>                  |  | <b>COMMON No.: 2413422</b> | <b>DATE: 20/08/2013</b> |

**Presenter:** Manager Assets And Engineering Projects, Nadine Douglas

**Approved:** General Manager Infrastructure, Luccio Cercarelli

### **PURPOSE**

The purpose of this report is to provide Council with an update of the Lee Point Road upgrade.

### **LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

#### **Goal**

2 Vibrant, Flexible and Tropical Lifestyle

#### **Outcome**

2.1 Improved access and connectivity

#### **Key Strategies**

2.1.3 Manage the road network to meet community needs

### **KEY ISSUES**

- Lee Point Road has been in its current form for over 40 years and was originally designed to enable the construction of a new, second carriageway.
- The Developer Contribution Plan for Lee Point Road is in place and money is being received from Muirhead Developers (normal contribution).
- The Northern Territory Government has provided funding of \$5 million.
- The project includes;
  - Duplication from Vanderlin Drive towards Tambling Terrace including intersection upgrades,
  - Installation of Traffic Lights at Tambling Terrace and VRD Drive,
  - Road upgrade from Tambling Terrace to the first Muirhead access road (Asche Street).
- A communication plan to inform stakeholders about the road design was carried out in March.
- Due to public feedback Council has agreed to;

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 SUBJECT: LEE POINT ROAD UPGRADE – UPDATE AUGUST 2013

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- Defer the installation of the proposed Canaris Street traffic lights as part of this construction project, however, all related sub-surface infrastructure will be installed; and
- Include both an on road cycle lane and parking lane adjacent Wanguri properties, between Vanderlin Drive and Tambling Terrace. This is estimated to cost an additional \$450,000.
- The scope of works has been increased to include further duplication to the first Muirhead intersection (Asche Street). This requires additional funding of around \$750,000 which will be determined following the tender process.
- Power and Water Corporation (PWC) has approved the use of PECAN 200W LED luminaires for the Lee Point Road project. Both High Pressure Sodium (HPS) and Light Emitting Diode (LED) luminaires will be included in the tender documentation.
- The design has been finalised and tenders were advertised 15 August for a period of four (4) weeks.

### **RECOMMENDATIONS**

THAT it be a recommendation to Council:-

THAT Report Number 13TS0176 ND:mm entitled Lee Point Road Upgrade - Update August 2013, be received and noted.

### **BACKGROUND**

Over the last 12 months, Council has made a number of decisions regarding the upgrade of Lee Point Road. All of these have been included in previous reports.

The scope of work is in line with the Developer Contribution Plan for Lee Point Road, which was placed into the NT Gazette on 2 January 2013.

The work is still scheduled to commence in the 2013 dry season. The original design was completed in April 2013 and tender documentation prepared.

The design has now been amended to accommodate the inclusion of a parking lane adjacent the Wanguri properties.

The use of LED luminaires for street lighting and the duplication extension from Tambling Terrace to Muirhead has been included in the tender documentation, with the final scope of works to be determined once tenders are closed.

Tenders were advertised 15 August 2013 for a period of four (4) weeks.

**Attachment A** indicates the layout of the design as per Council's decisions. This is indicative only but does show the parking lane, cycling lanes and duplication to beyond the roundabout at Asche Street.

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 SUBJECT: LEE POINT ROAD UPGRADE – UPDATE AUGUST 2013

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## **DISCUSSION**

The upgrade of Lee Point Road was scheduled to commence in June 2013. The original design was based on the Developer Contribution Plan and was completed and presented to Council and the community over March and April 2013.

The design includes;

- Construction of a second carriageway (to become the inbound carriageway) with two (2) traffic lanes in each direction between Vanderlin Drive and Asche Street (Muirhead),
- Traffic lights at VRD Drive and Tambling Terrace
- Below ground infrastructure only for future traffic lights at Canaris Street
- Roundabout at Asche Street intersection (new Muirhead intersection)
- Upgrade of associated infrastructure such as lighting (LED for streetlights) and stormwater infrastructure,
- Construction of a new shared path, remaining on the Leanyer side,
- On-road bicycle lanes for both carriageways
- Parking lane in front of the Wanguri properties
- Landscaping within the median and verge areas

The duplication will see the existing verge on the Wanguri side remain in its current form as much as possible, with verge improvement as required. The Leanyer side will have a reduced verge but still much more than current minimum standards and the existing trees behind properties will remain and a new shared path constructed.

### **Construction Community Communication Plan**

A communication plan will be implemented for the construction phase of the Lee Point Road duplication and upgrade works.

Before construction starts, the Council will provide stakeholders with detailed information about the project and the impact it might have on them. This will include people who are recorded on our stakeholder database, affected residents, road users and the broader community.

The tender, and contract, will include requirements specific to community concerns such as dust control, traffic management and work hours. The detail of how the contractor will implement these things is part of the tender evaluation where all of these things, including staging of works, are considered.

A full communication plan will be developed prior to the commencement of construction works.



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 SUBJECT: LEE POINT ROAD UPGRADE – UPDATE AUGUST 2013

## Timeframe and the Way Forward

The following table summarises the milestones and current status.

| Milestone  | Date(s)  | Comment   |
|--|--|---|
| Survey of site   | January 2013   | Completed   |
| Preliminary Design Package, including presentation plans | February 2013  | Completed   |
| Community Communication - design                         | March 2013   | Completed   |
| Design and tender documentation (original)               | May 2013   | Completed   |
| Amended Design and tender documentation                  | <del>June 2013</del><br>August 2013                            | Completed. Delays due to pavement being shifted closer to the water main alignment, requiring structural design of stormwater infrastructure and water main valve changes |
| Tender Period – advertising, assessment and awarding     | <del>July 2013</del><br>15 August 2013 to<br>12 September 2013 | 4 week advertising period   |
| Community Communication – construction                   | August 2013 and ongoing  | To commence as soon as contractor is engaged  |
| Construction works                                       | Commencing<br>September 2013                                   | Target completion date<br>30 January 2014, subject to tenders and weather   |

It is likely that wet season may restrict working over November to March, this will be addressed as part of the tendering process with works methodology requiring wet weather to be considered. There is the likelihood that some portions of the construction may be finalised in the 2014 dry season. The focus of construction works to be completed in 2013 will be the Tambling Terrace intersection.

## CONSULTATION PROCESS

The community communication and feedback period for the Lee Point Road Upgrade Project was undertaken over March 2013. The communication plan focussed on showing residents and road users the proposed design for Lee Point Road and giving them an opportunity to provide feedback and raise any concerns that they may have.

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All stakeholders that have been included on the communication registry will be updated with the current status of the works, and have been updated in this month.

There will be a separate communication plan written for the construction period in conjunction with the successful contractor, as outlined in the discussion section of this report.

### **POLICY IMPLICATIONS**

Council's Policy Number 25 for Community Consultation was used as a basis for the Communication Plan.

### **BUDGET AND RESOURCE IMPLICATIONS**

The works in line with the Developer Contribution Plan are being funded from a combination of revenue, developer contributions and Northern Territory Government funding. The approximate value of this work is \$7.7 million.

The following additional works/scope have been estimated to cost;

- Extended duplication from Tambling Terrace to Asche Street - \$750,000;
- Use of LED luminaires for street-lighting - \$200,000; and
- Addition of parking lane adjacent to Wanguri properties - \$450,000.

The final extent of all costs won't be known until tenders are received, after which Council will be presented with the final costs regarding the increased duplication and the LED luminaires for decision. This decision will also include identifying funding source(s) for any additional costs.

### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

The legislative requirements regarding the Developer Contribution Plan are being met, with the developer contributions being received, funding the approved scope of works.

There are risks associated with costs, timeframe and design. However these are all being addressed and minimised as they arise wherever possible.

In particular there is the risk that changes to the design will result in the project not being completed (in full) over the 2013 dry season. This will be addressed as tenders are received as tenderers are required to submit a proposed methodology.

During the construction there are risks associated with traffic management and consultation with the community, in particular the adjacent residents. This will be identified in the consultation plan.

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## **ENVIRONMENTAL IMPLICATIONS**

The design has been developed with the intention to minimise the impact on the existing vegetation and provide the best opportunity for cyclists to use the road for travel.

The reconstruction of the off road shared path will also contribute to encouraging recreational cyclists and pedestrians. The road is also part of a bus route, for which pedestrian access and movement has been considered.

The median between the carriageways will be vegetated as much as possible, as will the verge areas. The established trees in the land directly behind the Leanyer properties will be minimally impacted on, and new vegetation will be designed to tie in to these existing trees.

## **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

**NADINE DOUGLAS**  
**MANAGER ASSETS AND**  
**ENGINEERING PROJECTS**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

For enquiries, please contact Nadine Douglas on 8930 0417 or email:  
[n.douglas@darwin.nt.gov.au](mailto:n.douglas@darwin.nt.gov.au).




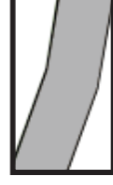




### **Attachments:**

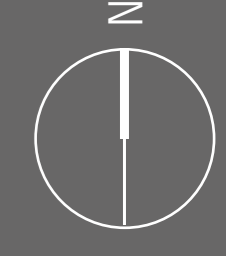
**Attachment A:** Lee Point Road Ultimate Design





**LEGEND**

-  EXISTING VEGETATION TO BE RETAINED
-  PROPOSED STREET TREE PLANTING
-  SHRUB PLANTING
-  2.5 M WIDTH SHARED PATH
-  DRY LAND GRASS
-  DECOMPOSED GRANITE
-  SIGNALISED INTERSECTION
-  BUS STOP





|   |  |                           |                         |
|---|--|---------------------------|-------------------------|
| <b>ENCL:<br/>YES</b>  | <b>ENVIRONMENT &amp; INFRASTRUCTURE<br/>COMMITTEE/OPEN</b> | <b>AGENDA ITEM:</b>       | <b>9.2</b>              |
| <b>ANNUAL ADJUSTMENT TO CENTRAL BUSINESS ZONE CAR PARKING<br/>CONTRIBUTION RATE</b> |  |                           |                         |
| <b>REPORT No.: 13TS0153 DL:mm</b>   |  | <b>COMMON No.: 428253</b> | <b>DATE: 20/08/2013</b> |

**Presenter:** Manager Design, Planning & Projects, Drosso Lelekis

**Approved:** General Manager Infrastructure, Luccio Cercarelli

### **PURPOSE**

This report informs Council of the annual adjustment to the financial contribution required for any car parking shortfall in accordance with Council Policy No. 004, *Car Parking Contribution Plan Central Business Zone* (the "Plan").

### **LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the Darwin City Council 2008 – 2012 as outlined in the 'Evolving Darwin Strategic Directions: Towards 2020 and Beyond':-

#### **Goal**

3 Assist Individual and the Community Stay Connected with the Darwin Region

#### **Outcome**

3.2 Enhance transport systems

#### **Key Strategies**

3.2.1 Review transport and parking needs.

3.2.2 Provide parking facilities and management systems which meet the needs of the community.

### **KEY ISSUES**

- Under Section 5.2 *Adjustment of Contributions* of Council Policy No. 004, *Car Parking Contribution Plan Central Business Zone*, Council may make annual adjustment to the contribution rate;
- The contribution rate applicable from 1 July 2013 will increase from \$22,607 per shortfall bay to \$22,833 per shortfall bay. (GST inclusive)

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 REPORT NUMBER: 13TS0153 DL:mm  
 SUBJECT: ANNUAL ADJUSTMENT TO CENTRAL BUSINESS ZONE CAR PARKING CONTRIBUTION RATE

## **RECOMMENDATIONS**

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0153 DL:mm entitled, Annual Adjustment to Central Business Zone Car Parking Contribution Rate, be received and noted.
- B. THAT Council approve the adjustment of the financial contribution rate per shortfall bay in the *Car Parking Contribution Plan Central Business Zone (May 2007)* from \$22,607 per shortfall bay to \$22,833 per shortfall bay (GST inclusive) to apply from 1 July 2013, in accordance with Section 5.2 Adjustment of Contributions of the Plan.

## **BACKGROUND**

The *Car Parking Contribution Plan Central Business Zone (May 2007)* was adopted by Council and Gazetted on 15 August 2007.

The financial contribution for a car parking shortfall within the CBD of Darwin can be adjusted annually. Council has, in the past, chosen to adjust the rate annually to reflect increasing costs in the provision of parking.

## **DISCUSSION**

Section 5.2 *Adjustment of Contributions* of the Plan reads as follows:

*“For the purposes of the formula in paragraph 5.1 (City of Darwin’s Policy No. 004, viewable at [www.darwin.nt.gov.au](http://www.darwin.nt.gov.au)), “CC” will be adjusted annually on 1 July in each year (“the Adjustment Date”) in accordance with the following formula:*

$$CC = CC_1 \times (1.0 + ((Z/100 + L/100)/2))$$

*Where:*

*CC is the adjusted contribution rate payable as and from the Adjustment Date.*

*CC<sub>1</sub> is the contribution rate payable immediately prior to the Adjustment Date.*

*Z = the percentage increase in construction cost in Darwin over the 12 months immediately prior to the Adjustment Date (as determined by a suitably qualified local Quantity Surveyor); and*

*L = the percentage increase in Darwin Central Business Zone land value over the 12 months immediately prior to the Adjustment Date (as determined by the Valuer General);”*

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 SUBJECT: ANNUAL ADJUSTMENT TO CENTRAL BUSINESS ZONE CAR PARKING CONTRIBUTION RATE

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\* Note: The term *contribution rate (CC)* as provided in the Plan refers to the estimated cost to construct a single multi-storey car parking bay in the Darwin Central Business Zone.

The actual contribution per shortfall bay payable by Developers is CC/2 (refer to Section 5.1 *Formula for Calculating Contribution* of the Plan, assuming SFB or CB equal 1.0).

In accordance with the Plan, the percentage increase for construction cost over the 12 months prior to 1 July 2013 was obtained through the services of a suitably qualified local Quantity Surveyor (Rider Levett Bucknall). The figure obtained was 2%. A copy of the advice is included as **Attachment A** of this report.

The percentage increase in fringe Darwin Central Business Zone land value (as determined by the Office of the Valuer – General) over the 12 months prior to 1 July 2013 was 0%. A copy of the advice received is included as **Attachment B** of this report.

\*\* Note: The term *fringe CBD* is used widely within Council's *Parking Strategy for Darwin Central Business District*. Consequently it is deemed appropriate to base the land value increases on fringe Central Business Zone areas which are likely the areas in which Council would acquire land to construct future car parking facilities.

With these figures the adjusted contribution rate from 1 July 2013 in accordance with the Plan would be:

$$\begin{aligned} CC &= \$45,214 \times (1.0 + ((2.00/100 + 0.00/100)/2)) \\ &= \$45,666. \end{aligned}$$

Consequently, the financial contribution payable per car parking shortfall bay would be:

$$CC/2 = \$22,833 \text{ per bay.}$$

The Development Consent Authority and Property Council of Australia NT Division will be informed in writing of the adjusted Central Business Zone Parking Contribution Rate.

A notice of the adjusted contribution rate will also be gazetted. The adjusted contribution rate will be applicable from 1 July 2013.

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SUBJECT: ANNUAL ADJUSTMENT TO CENTRAL BUSINESS ZONE CAR PARKING  
CONTRIBUTION RATE

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## **CONSULTATION PROCESS**

In preparing this report the following parties were consulted:

Office of the Valuer General (Northern Territory)  
Rider Levett Bucknall

The Property Council of Australia (NT) and the Development Consent Authority will be advised of the adjusted contribution rate. The adjusted contribution rate will be gazetted.

## **POLICY IMPLICATIONS**

Council Policy No. 004, *Car Parking Contribution Plan Central Business Zone*.

## **BUDGET AND RESOURCE IMPLICATIONS**

Refer to the Discussion section of this report.

## **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

The updated *Car Parking Contribution Plan Central Business Zone* has been in place from the date of Gazettal on 15 August 2007.

Section 5.2 *Adjustment of Contributions* of the Plan allows for annual adjustments of the Contribution Rate on the 1<sup>st</sup> of July each year in accordance with a formula based on percentage increase in fringe Central Business Zone land value and percentage increase in construction cost of the 12 months immediately prior to the adjustment date.

## **ENVIRONMENTAL IMPLICATIONS**

Not assessed.



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SUBJECT: ANNUAL ADJUSTMENT TO CENTRAL BUSINESS ZONE CAR PARKING  
CONTRIBUTION RATE

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### **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

**DROSSO LELEKIS  
MANAGER DESIGN, PLANNING  
AND PROJECTS**

**LUCCIO CERCARELLI  
GENERAL MANAGER  
INFRASTRUCTURE**

For enquiries, please contact Drosso Lelekis on 8930 0414 or email:  
[d.lelekis@darwin.nt.gov.au](mailto:d.lelekis@darwin.nt.gov.au).

#### **Attachments:**

**Attachment A – Advice from Quantity Surveyors on Construction Price Increase**

**Attachment B – Advice from Valuer – General on Darwin Fringe CBD Land Value Increase**

**RLB | Rider Levett Bucknall**

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J11578

22 July 2013

Darwin City Council  
Harry Chan Avenue  
DARWIN NT 0800

**ATTENTION: MR DROSSO LELEKIS**

Dear Drosso,

**Darwin Construction Prices**

Please be advised that we expect construction prices in Darwin to have increased by an estimated 2% over the period 1 July 2012 and 30 June 2013.

Trusting this satisfies your current requirements, please feel free to contact us should you have any queries or require any further information.

Yours sincerely,



**Paul Lassemillante**  
Director

Office of the Valuer-General

Level 8, 24 Mitchell Street

Darwin NT 0800

**Postal address**

GPO Box 4346,

Darwin NT 0801

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**AVO Reference : 1787599**

18 July 2013

Drosso Lelekis  
Manager Design, Planning and Projects  
Darwin City Council  
GPO Box 84  
Darwin NT 0801

Dear Drosso,

I refer to your email dated 18 July 2013 and advise the following:-

We wish to advise that the Valuer General NT regards the fringe Central Business Zone commercial land value has remained relatively stable over the past 12 months.

Accordingly, we consider 0% increase for the previous 12 months from 1 July 2012 to 30<sup>th</sup> June 2013.

Should you have any questions in regards to this matter or any other proposal, please do not hesitate to contact me on 08 89439175 or [bill.linkson@avo.gov.au](mailto:bill.linkson@avo.gov.au)



---

Bill Linkson FAPI  
Certified Practising Valuer  
Regional Manager NT  
Australian Valuation Office

|  |  |                            |                         |
|--|--|----------------------------|-------------------------|
| <b>ENCL:</b><br>NIL  | <b>ENVIRONMENT &amp; INFRASTRUCTURE<br/>COMMITTEE/OPEN</b> | <b>AGENDA ITEM:</b>        | <b>9.3</b>              |
| <b>LOT 1382, 13 SHEPHERD STREET DARWIN – PROPOSED TRAFFIC MANAGEMENT<br/>FOR CONSTRUCTION OF DEVELOPMENT</b> |  |                            |                         |
| <b>REPORT No.: 13TS0174 ND:mm</b>  |  | <b>COMMON No.: 2357143</b> | <b>DATE: 20/08/2013</b> |

**Presenter:** Manager Assets and Engineering Projects, Nadine Douglas

**Approved:** General Manager Infrastructure, Luccio Cercarelli

### **PURPOSE**

The purpose of this report is to request approval from Council for the implementation of a Traffic Management Plan (TMP) for Lot 1382, 13 Shepherd Street, Darwin that involves the temporary changing of traffic flow on Shepherd Street between Woods Street and McMinn Street to a one (1) way flow.

### **LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

#### **Goal**

2 Vibrant, Flexible and Tropical Lifestyle

#### **Outcome**

2.1 Improved access and connectivity

#### **Key Strategies**

2.1.3 Manage the road network to meet community needs

### **KEY ISSUES**

- The developer has a development permit for the construction of a motel development at Lot 1382, 13 Shepherd Street, Darwin.
- Shepherd Street is 6.7m wide and has 2.1m wide parking bays marked, allowing 4.5m access for two (2) way traffic.
- Construction has commenced on the site and will continue for approximately 12 months.
- The current situation with trucks using the street under minimal traffic management (stop/slow control) has not been successful and the developer has approached Council with a Traffic Management Plan that will allow for improved traffic flow and safety throughout the construction period.
- Several complaints have been received regarding the current situation and concerns over safety in the street with the construction traffic.
- The proposed Traffic Management Plan identifies converting the street to one (1) way for the duration of the development (with high truck volumes). This has been

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SUBJECT: LOT 1382, 13 SHEPHERD STREET DARWIN – PROPOSED TRAFFIC  
MANAGEMENT FOR CONSTRUCTION OF DEVELOPMENT

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developed by a traffic management company that also identifies not having one (1) way being a risk to other road users.

### **RECOMMENDATIONS**

- A. THAT Report Number 13TS0174 ND:mm entitled Lot 1382, 13 Shepherd Street Darwin – Proposed Traffic Management for Construction of Development, be received and noted.
- B. THAT Council approves the temporary conversion of Shepherd Street to one (1) way between Woods Street and McMinn Street, subject to a works permit being obtained that meets the requirements of the General Manager Infrastructure, which includes, but is not limited to, the following conditions;
- i) Two (2) way traffic is reinstated by 30 June 2013,
  - ii) The developer undertakes consultation with affected residents and businesses, plus the advertising of the change of conditions,
  - iii) The works permit is able to be revoked at any time by Council, and
  - iv) All costs associated with the changed traffic flow are borne by the developer.

### **BACKGROUND**

In 2012, a development permit was issued for a motel development at 13 Shepherd Street, Darwin. The development consists of 59 motel suites in a 10 storey building with two (2) levels of underground parking.

Shepherd Street runs from McMinn Street to Cavenagh Street in the Darwin CBD, crossing Woods Street. The area impacted by the development is between Woods Street and McMinn Street over a length of approximately 150m, as indicated below.

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In June 2013, the developer commenced clearing the site and demolition in preparation to start construction on the underground parking levels.

Construction commenced with limited traffic control, and issues of conflict between trucks, on road parking bays and traffic became apparent, including several complaints being received. The developer has obtained a permit for two (2) adjacent parking bays to the driveway to allow for easier access and egress from the site.

As construction of the development will be ongoing for up to one (1) year, a thorough Traffic Management Plan has been presented to Council for approval.

## **DISCUSSION**

Traffic management for developments within the Darwin CBD require significant consideration on the impact on all traffic (vehicular, bicycle and pedestrian) that may be affected for the entire period of the development, which can be for 18 months or more.

Larger developments generally involve the following stages of construction:

1. Demolition of existing infrastructure;
2. Excavation below surface level for the construction of underground parking facilities;

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 MANAGEMENT FOR CONSTRUCTION OF DEVELOPMENT

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3. Installation of a crane, usually outside the development site (verge), to allow for the above ground levels;
4. Construction of the remaining levels , and
5. Landscaping and completion of access etc.

The excavation of the site and commencement of construction of the levels requires significant truck movements to and from the development for the removal of soil and delivery of concrete and other materials. This is often in conflict with the existing traffic on the street and requires continual traffic management.

In many instances the traffic control is only able to be delivered through the consistent and daily use of stop/slow traffic controllers which hold up traffic from each direction every time a truck needs access to or egress from the development.

In some cases there is the opportunity to implement a safer, longer term solution that temporarily changes the traffic conditions of the road whilst the development occurs.

The road is approximately 6.8m wide which includes 2.1m wide parking bays and 4.7m for traffic flow, with both directions of flow permitted. There are also a number of larger trees in the street and a business across the road with verge parking adjacent the footpath. The verges are approximately 4.5m wide, including 1.2m wide footpaths on both sides.

The developer has requested a permit for the erection of a crane on the verge immediately adjacent the development site. This requires the closure of the footpath along that side (odd numbered) with pedestrians being accommodated on the even numbered side of the street. The permit for the two (2) parking bays already approved will remain to ensure access to the site can occur without conflict of traffic parked directly adjacent.

Due to the confined space for access into and out of the development site, with restricted room within the verge and road for hoarding and traffic flow, the developer has engaged a traffic control company to determine the most appropriate solution.

The Traffic Management Plan (TMP) provided to Council by the developer indicates that the lowest risk solution for conflict with pedestrians and traffic is to convert the section of Shepherd Street directly affected to one (1) way, with access from Woods Street in the direction to McMinn Street, from Woods Street. The TMP also indicates that left turns into the development for trucks is required to prevent trucks moving along the more congested section of Woods Street and turning right into the Shepherd Street. The trucks will be required to use Daly Street, Woods Street and then turn left into Shepherd Street.

If the street were to remain with two (2) way traffic flow, there has been a high risk identified for conflict with pedestrians and other traffic and there would be a greater need for car parking bays to be temporarily removed. The conversion of the street to one (1) way traffic flow will allow all traffic to understand the conditions for the duration of the development's construction. Alternative routes to access Shepherd

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 MANAGEMENT FOR CONSTRUCTION OF DEVELOPMENT

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Street from the McMinn Street end will be via McLachlan Street, Lindsay Street or Daly Street to connect to Woods Street or Cavenagh Street.

All standard requirements for developments in regards to noise and dust control, and the requirement for public liability insurance and other permit conditions will be followed through with the developer by Council Staff and will be required to be to the satisfaction of the General Manager Infrastructure.

Consultation for the change in traffic conditions will be facilitated by the developer and traffic control company to the satisfaction of the General Manager Infrastructure and in accordance with an approved works permit. This will include newspaper advertising for at least two (2) weekends prior to the change, letters to residents and businesses in the street, variable message boards on McMinn Street advising of the changes and alternate route and ongoing updates provided to all stakeholders.

Council staff, including the Permits Officer and Traffic Control Officer have met with the developer and discussed the requested solution with the traffic control company. It is considered that the option to temporarily change the traffic conditions to one (1) way flow for the period of the development that requires higher truck movements is the safest solution for all road users.

This is the considered the most suitable solution for this development in this location. Each future development will have traffic management assessed on a case by case basis.

### **CONSULTATION PROCESS**

In preparing this report, the following City of Darwin officers were consulted:

- Traffic Control Officer

In preparing this report, the following External Parties were consulted:

- Auleth Builders
- Ace Traffic Control

### **POLICY IMPLICATIONS**

None identified.

### **BUDGET AND RESOURCE IMPLICATIONS**

All costs will be borne by the developer.



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MANAGEMENT FOR CONSTRUCTION OF DEVELOPMENT

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### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

There is a risk that if the traffic control is not implemented in the most suitable way, then there is an increased risk of conflict between vehicles, pedestrians, cyclists and the worksite vehicles

### **ENVIRONMENTAL IMPLICATIONS**

None identified

### **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

**NADINE DOUGLAS**  
**MANAGER ASSETS**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

For enquiries, please contact Nadine Douglas on 8930 0417 or email:  
[n.douglas@darwin.nt.gov.au](mailto:n.douglas@darwin.nt.gov.au).

|   |  |                            |                         |
|---|--|----------------------------|-------------------------|
| <b>ENCL:</b><br><b>YES</b>  | <b>ENVIRONMENT &amp; INFRASTRUCTURE<br/>COMMITTEE/OPEN</b> | <b>AGENDA ITEM:</b>        | <b>9.4</b>              |
| <b>CARBON PRICING MECHANISM – EMISSIONS TRADING SCHEME UPDATE</b> |  |                            |                         |
| <b>REPORT No.: 13TS0177 ND:mm</b>                                 |  | <b>COMMON No.: 2244557</b> | <b>DATE: 20/08/2013</b> |

**Presenter:** Manager Assets and Engineering Projects, Nadine Douglas

**Approved:** General Manager Infrastructure, Luccio Cercarelli

### **PURPOSE**

The purpose of this report is to provide Council with an update regarding the Carbon Pricing Mechanism and timing for the Emissions Trading System implementation.

### **LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

#### **Goal**

3 Environmentally Sustainable City

#### **Outcome**

3.2 Darwin community's carbon footprint reduced

#### **Key Strategies**

3.2.1 Increased community understanding of climate change and environment issues and mitigation and adaption actions

### **KEY ISSUES**

- The current fixed price Carbon Pricing Mechanism started on 1 July 2012, with legislation indicating three (3) years of fixed pricing.
- On 1 July 2015, the commencement of a flexible carbon price was planned to bring the pricing in line with the European Union Emission Trading System (EU ETS).
- The Australian Government announced on 16 July 2013 that it intends to amend the legislation to bring forward the flexible pricing system from 1 July 2015 to 1 July 2014, which is next financial year.
- The Federal election on 7 September 2013 may result in a new Government being elected which may result in further changes.
- Due to the legislation not having changed and the election being held in September 2013, the impacts of the current proposed amendments have not been analysed.
- Following the Federal election, any changes to legislation, draft or otherwise, will be analysed and presented to Council.

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## **RECOMMENDATIONS**

THAT it be a recommendation to Council:-

THAT Report Number 13TS0177 ND:mm entitled Carbon Pricing Mechanism – Emissions Trading Scheme Update, be received and noted.

## **BACKGROUND**

The Carbon Pricing Mechanism commenced on 1 July 2012, it applies to carbon pollution and a rate per tonne of carbon emissions is charged.

The following prices are set for the next three (3) years (current legislation):

- 2012/13 - \$23.00/tonne
- 2013/14 - \$24.15/tonne
- 2014/15 - \$25.50/tonne

From 2015/2016, the price will be set by the market through a flexible emissions trading scheme, which will be in line with the European Union Emission Trading System (EU ETS).

Council currently pays a price for carbon emissions for the Shoal Bay Waste Facility, based on the calculated emissions from the site. Carbon credits are also received from the Land Management System gas extraction facility which generates power from the site.

The payments to the Clean Energy Regulator, an Australian Government body, are made at the end of each financial year.

On 16 July 2013, the Australian Government announced that it would bring forward the emissions trading scheme to 1 July 2014, with a Policy Summary providing further information, which is available as **Attachment A** of this report.

## **DISCUSSION**

The current government is intending on bringing forward the start of emissions trading from 1 July 2015 to 1 July 2014. This is one (1) year in advance of the current legislation which has a fixed price set from 1 July 2012 to 20 June 2015, with a 5% increase each year within this period.

The proposed amendment to the legislation would reduce the fixed price period to two (2) years. This means that the carbon pricing would be in line with the European Union Emission Trading System (EU ETS) from 1 July 2014. Currently that price is expected to be around \$6.00 a tonne, compared to the current \$24.15 a tonne for 2013/14.

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 UPDATE

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The price and other factors in relation to carbon trading that may affect Council will be analysed once it is known whether the changes will be made to the current legislation.

### **CONSULTATION PROCESS**

Nil, other than the Clean Energy Regulator website.

### **POLICY IMPLICATIONS**

Nil identified.

### **BUDGET AND RESOURCE IMPLICATIONS**

There may be budget implications if the emission trading scheme is brought in a year earlier, however, until the legislation is finalised no analysis will be made.

Following the passing of any alternate, or amended legislation, further analysis will be made and reported to Council.

### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

Nil assessed.

### **ENVIRONMENTAL IMPLICATIONS**

The carbon pricing mechanism and emissions trading schemes are intended to reduce greenhouse emissions.

### **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

**NADINE DOUGLAS**  
**MANAGER ASSETS AND**  
**ENGINEERING PROJECTS**

**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

For enquiries, please contact Nadine Douglas on 8930 0417 or email:  
[n.douglas@darwin.nt.gov.au](mailto:n.douglas@darwin.nt.gov.au).

### **Attachments:**

**Attachment A:** Starting Emissions Trading on 1 July 2014 - Policy Summary



Australian Government



# Starting Emissions Trading on 1 July 2014

## Policy Summary

July 2013



Australian Government



## Policy Summary

The Australian Government is bringing forward the start of emissions trading to 1 July 2014.

This change will establish binding annual limits (pollution caps) on Australian industry's greenhouse gas emissions from 1 July 2014 onward. This will ensure that Australia meets its international emissions reduction targets under the second commitment period of the Kyoto Protocol (2013 to 2020) and under the United Nations Framework Convention on Climate Change.

The change will end the fixed-price period of the carbon pricing mechanism and bring the Australian carbon price into line with the carbon price prevailing under the European Union Emission Trading System (EU ETS). This is currently expected to be around \$6 per tonne of emissions in 2014-15.

The move to flexible-price emissions trading will provide Australian businesses with greater opportunities to reduce their carbon pollution at low cost and will increase the flexibility available to liable entities to manage their compliance obligations. The move will provide liable entities and other intermediaries with access to a mature international carbon market with well-established risk management products, enable banking and borrowing of carbon units, and provide the maximum scope for use of domestic offset credits from land sector abatement.

In summary, the Government's commitment to starting emissions trading on 1 July 2014 will ensure that Australia meets its international emissions reduction commitments, reduce compliance costs and transaction costs for businesses, increase flexibility, and improve risk management.

Part 1 of this Policy Summary explains the background to the flexible-price period and the emissions trading scheme.

Part 2 explains the elements of the policy that will change under the new plan.

Part 3 sets out the opportunities for consultation on these policy changes for members of the public, the business community, non-government organisations and other interested parties.



Australian Government



# 1. Carbon Pricing Design

In July 2011, the Government announced the Clean Energy Future Plan, the Government's comprehensive plan to address climate change by reducing greenhouse gas emissions, investing in clean and renewable energy technologies, encouraging energy efficiency and through action on the land.

## The carbon pricing mechanism

The central element of the Clean Energy Future Plan is the carbon pricing mechanism, which provides incentives for Australia's largest polluters to reduce their greenhouse gas pollution, by requiring them to acquire and surrender an eligible emissions unit for each tonne of greenhouse gas pollution they release into the atmosphere or pay a shortfall charge.

It was designed to commence with a "fixed-price period" from 1 July 2012 to 30 June 2015. The price of carbon units was set in 2011 to be a fixed level for each of the fixed-price years, with the Government making an unlimited number of carbon units available to Australia's largest polluters in those years. Fixed-price emissions units are valid only in relation to the compliance year for which they are issued, and cannot be banked for use in future years or borrowed from future compliance years. In fixed price years, liable entities are also prohibited from surrendering eligible international emissions units and are generally limited in their surrender of domestic offsets to 5 per cent of their emissions liabilities.

The fixed-price period was designed to:

- provide liable entities with stability while they adjusted to the carbon pricing mechanism and their emissions reporting and compliance management obligations, and
- ensure sufficient time for liable entities and the Clean Energy Regulator (the Government agency responsible for administering the carbon pricing mechanism) to implement the systems and processes they would need for flexible-price emissions trading.

## The scheduled transition to emissions trading

The carbon pricing mechanism has always been designed to automatically transition from fixed-price carbon pricing to flexible-price emissions trading. In the flexible-price period, the price of emissions units is not fixed but varies according to the balance between the supply of those units from within the emissions trading scheme pollution cap, domestic offset projects and international carbon markets, and the demand for those units by liable entities and others.

The cap on emissions under the emissions trading scheme sets the maximum level of greenhouse gas pollution that Australia's largest polluters can collectively release in any given year by setting the limit on the total number of Australian carbon units that are available. Liable entities can only exceed this cap by surrendering units from offset projects or international carbon markets (both of which represent emissions reductions from sources outside Australia's emissions trading scheme).



Australian Government



From the start of the flexible-price period, entities with a liability to surrender emission units will be able to use emission units from international markets, including the EU ETS, to acquit up to 50 per cent of their annual liabilities. Liable entities will also be able to surrender emission units generated under Kyoto Protocol mechanisms including the Clean Development Mechanism and the Joint Implementation mechanism. For the first flexible-price compliance year in 2014-15, a limit of 6.25 per cent of an entity's overall liability will apply to the use of Kyoto units, moving to 12.5 per cent from 1 July 2015.

Other flexibility arrangements, such as banking (holding carbon units over from one year to another) and borrowing (surrendering carbon units from a future year in the current year) are also available from the start of the flexible-price period.

In addition, the 5 per cent limit on the use of credits generated under the Carbon Farming Initiative (CFI) will be removed from the start of the flexible-price period. The CFI allows farmers and other land managers to earn carbon credits by storing carbon or reducing greenhouse gas emissions on the land. These credits, known as Australian carbon credit units (ACCUs), generate demand for projects that have significant economic and environmental benefits for regional Australia.

### Starting emissions trading early

Implementation of the carbon pricing mechanism has gone very smoothly since it started on 1 July 2012.

The Clean Energy Regulator (the Regulator) is well-advanced in its preparations for flexible-price emissions trading, and liable entities have indicated significant interest in, and capacity to accommodate, an early move to emissions trading.

Notably, on 17 June 2013, around 260 liable entities made their first surrender of units under the carbon pricing mechanism. This was a provisional surrender of carbon units representing around 75 per cent of their estimated emissions obligations for the 2012-13 financial year. In relation to this provisional surrender, the Clean Energy Regulator reported:

- 100 per cent compliance from entities required to report emissions data; and
- acquittal of 99.75 per cent of the total provisional carbon pricing liability of all liable entities by the due date.

The Government's assessment is that there are significant benefits of moving to flexible-price emissions trading on 1 July 2014, one year earlier than currently scheduled, and that the systems and processes required for emissions trading can be established and implemented ahead of a 1 July 2014 start date.





Australian Government



## 2. Moving to Emissions Trading

### What will change?

The Government has committed to bringing forward the start of emissions trading to 1 July 2014. It proposes that the architecture of the flexible-price period to be shifted forward so that the policy settings for 2014-15 are broadly consistent with those intended for 2015-16.

The implementation process has several elements, as outlined below.

#### *Single compliance point*

As a flexible-price year, 2014-15 will only have a single compliance point: 1 February 2016. There will no longer be a requirement for liable entities to make a provisional surrender of units on 15 June 2015.

#### *Use of international units*

The carbon pricing mechanism is designed to link to international carbon markets, including the EU ETS and eligible units generated by emissions reduction projects or sequestration activities under the Kyoto Protocol.

To facilitate a move to early emissions trading with international linking, the Government will move to amend the *Clean Energy Act 2011* to allow liable entities to surrender eligible international emissions units (including European Union allowances and eligible Kyoto units) from 1 July 2014.

The 50 per cent limit on the use of eligible international emissions units to make up a liable entity's annual liability will also be brought forward to apply in 2014-15. The Government is also phasing in access to Kyoto units. The sublimit on Kyoto units will be 6.25 per cent of an entity's liability in 2014-15, moving to 12.5 per cent from 1 July 2015.



Australian Government



### *Linking to the European Union Emissions Trading System*

In August 2012, the Australian Government and the European Commission announced their intention to link their emissions trading schemes. An interim one-way link is scheduled to start by 1 July 2015, under which Australian liable entities can surrender European Union allowances for compliance with their Australian carbon price liabilities. This will be followed by a full two-way link by 1 July 2018.

These arrangements accommodate an early start to emissions trading, as the interim link will be in place by 1 July 2015, which is seven months before the 2014-15 compliance date of 1 February 2016.

In the meantime, liable entities and other market participants are able to open accounts in the European Union Registry and trade in European Union allowances.

The timing for the full link is unaffected by the decision to bring forward the start of emissions trading.

### *Pollution caps*

The pollution cap refers to the number of Australian carbon units that will be available in each year of the carbon pricing mechanism. The *Clean Energy Act 2011* provides that the Government must set the caps for the first five years of emissions trading (for the years from 2015-16 to 2019-20) by 31 May 2014, before the start of emissions trading. The caps are to be extended by one year every year from 2016, so that there are always five years of caps known in advance.

To begin emissions trading on 1 July 2014, the Government will set a pollution cap for 2014-15, following advice from the Climate Change Authority.

The Climate Change Authority is an independent statutory body established to provide expert advice to the Government on Australia's climate change mitigation activities, including making recommendations on Australia's pollution caps and emissions reductions targets. The Authority is currently considering the level of the pollution caps for 2015-2020 in order to make recommendations to the Government. This is being undertaken as part of the Climate Change Authority's Caps and Targets Review.

The Minister for Climate Change will request the Climate Change Authority to complete a special review to recommend a pollution cap for 2014-15 under section 59 of the *Climate Change Authority Act 2011*. His recommendation will be provided alongside the Authority's current Caps and Targets Review, which will recommend pollution caps up to 2020. The Authority's final report will be completed by 28 February 2014.



Australian Government



The 2014-15 pollution cap will be set in regulations once the *Clean Energy Act 2011* is amended to make 2014-15 the first flexible-price year. The existing default cap arrangements will be extended to apply in 2014-15 consistent with the methodology currently in the legislation. This will equate to a default of 25 million tonnes below covered emissions in 2012-13. The default cap for all years after 2014-15 will be 12 million tonnes below the previous year's cap.

*Table 1: Changes to pollution caps*

| Previous policy   | Under early emissions trading  |
|---|--|
| <ul style="list-style-type: none"> <li>• The Climate Change Authority makes recommendations on pollution caps to the Government.</li> <li>• The Government sets caps for the first five years of emissions trading (2015-16 to 2019-20) by 31 May 2014.</li> <li>• The default cap for 2015-16 is 38 million tonnes less than the total covered emissions for the 2012-13 compliance year.</li> <li>• The default cap for each year after will be 12 million tonnes less than the previous year's cap.</li> </ul> | <ul style="list-style-type: none"> <li>• The Minister will request the Climate Change Authority to complete a special review to recommend a 2014-15 pollution cap.</li> <li>• Pollution caps including 2014-15 cap to be set before 1 July 2014.</li> <li>• Default cap arrangements will be consistent with the current methodology and brought forward to apply in 2014-15.</li> </ul> |

### *Auctioning carbon units*

During the flexible-price period the Government will allocate some carbon units to businesses to support jobs and competitiveness, and to help affected industries make the transition to a clean energy future. The remaining units will be auctioned by the Regulator.

The *Clean Energy (Auction of Carbon Units) Determination 2013* (the Determination) commenced on 11 May 2013. The Determination sets the rules and procedures for the conduct of auctions by the Regulator. The Regulator is now implementing the electronic auction platform to conduct auctions.

A total of eight auctions are scheduled to be held for each flexible-price year, including three advance auctions, four auctions during the compliance year, and one auction after the compliance year but before the final surrender date.

A similar auction schedule will be used for 2014-15, and the following schedule is proposed:

- two advance auctions, between February 2014 and June 2014;
- four auctions during 2014-15; and
- one auction after 30 June 2014 and before the final surrender date for the 2014-15 year, which is 1 February 2016.

The volume of units to be sold at the two advance auctions will be set at 20 million per auction, consistent with auctions for other vintage years that occur before the emissions cap is set.



Australian Government



By linking with the EU ETS, the price of Australian units is intended to track the price of European Union allowances. Consistent with this intent, and to simplify the process for determining the opening price at auction, the opening price will set be at 80 per cent of the European Union allowance price for the duration of the interim link.

*Table 2: Changes to the opening auction price*

| Previous policy   | Under early emissions trading  |
|---|--|
| <ul style="list-style-type: none"> <li>The opening price is set at 80 per cent of the Australian carbon unit price.</li> <li>If there is not a sufficiently liquid domestic market to determine the Australian carbon unit price, the opening price is set at 60 per cent of the European Union allowance price.</li> </ul> | <ul style="list-style-type: none"> <li>The opening price is set at 80 per cent of the European Union allowance price.</li> </ul> |

#### *Use of units generated under the Carbon Farming Initiative*

During the fixed price period quantitative restrictions apply on the use of ACCUs, which are generated under the Carbon Farming Initiative. Non-landfill facilities may use ACCUs to meet up to 5 per cent of their liability, while landfill facilities may meet their entire liability with ACCUs.

Consistent with existing policy for the flexible-price period, there will be no limit on the use of ACCUs for compliance from 1 July 2014.

#### *Banking and borrowing*

Commencing the flexible-price period in July 2014 means that carbon units issued in 2014-15 will be flexible-price period units, meaning they can be banked for use in later compliance years.

A liable entity will also be able to borrow carbon units with a 2015-16 vintage for surrender in relation to the 2014-15 compliance year, up to a limit of 5 per cent of its liability in 2014-15.

#### *Price ceiling*

A price ceiling provides certainty for liable entities and other carbon market participants as to the maximum cost of compliance under the scheme.

The price ceiling was to be set in regulations to be \$20 above the expected international price in 2015-16, escalating in real terms by 5 per cent each year for three years.



Australian Government



With the move to emissions trading on 1 July 2014, the Government proposes to bring forward the setting of the price ceiling to start in 2014-15. Regulations to set the price ceiling will be made before 1 July 2014, following consultation.

*Table 3: Changes to the price ceiling*

| Previous policy  | Under early emissions trading  |
|--|--|
| <ul style="list-style-type: none"> <li>• Price ceiling to be set for 2015-16 on 31 May 2014.</li> <li>• Price ceiling to commence on 1 July 2015.</li> <li>• Price ceiling to be set at \$20 above expected international price in 2015-16.</li> </ul> | <ul style="list-style-type: none"> <li>• Price ceiling to be set before 1 July 2014.</li> <li>• Price ceiling to commence on 1 July 2014.</li> </ul> |

#### *Free permit allocations*

No changes are being made to the Jobs and Competitiveness Program which provides free permits to support emissions-intensive trade-exposed (EITE) industries. It should be noted that because the assistance provided to EITE industries is provided in carbon units, the value of assistance will automatically adjust to the level of the carbon price. The Productivity Commission will be reviewing EITE industry assistance in 2014-15, consistent with current arrangements.

Assistance to the most emissions intensive coal-fired generators under the Energy Security Fund is being reduced to help fund the early transition to emissions trading. The Government has decided to bring forward the generators' 2015-16 free permit allocations to 2014-15, and to discontinue the program after 2014-15.



Australian Government



## 3. Having Your Say: Consultation

There will be several stages of consultation where interested parties may outline their views about the details and implementation of the Government's commitment to move to emissions trading on 1 July 2014, including views on any matters that should be addressed in the drafting of legislation to give effect to the proposed plan.

### *Announcement*

The Government announced its commitment on 16 July 2013, and has published this Policy Summary to give stakeholders detailed information about the policy decisions it has made.

### *Preparing legislation*

The Government will consult on draft legislative changes.

This will include releasing an exposure draft of legislation and accompanying explanatory material on the Department of Industry, Innovation, Climate Change, Science, Research and Tertiary Education (DIICCSRTE) website and inviting interested parties to make written submissions with sufficient time to allow stakeholders to consider all the issues.

DIICCSRTE may also conduct consultation sessions to address specific concerns or to draw out stakeholder views on specific issues. These views will inform the final drafting of the legislative changes.

### *Public consultation on the 2014-15 pollution cap*

As discussed above, the Minister for Climate Change will make a special request to the Climate Change Authority to recommend to the Government a pollution cap for 2014-15. This recommendation will be made alongside the Authority's expected report on the caps for the years from 2015 to 2020.

Interested parties will have the opportunity to comment on the recommended 2014-15 cap as part of the review conducted by the Climate Change Authority.

### *More information*

For more information visit: [www.climatechange.gov.au](http://www.climatechange.gov.au)  
[www.treasury.gov.au](http://www.treasury.gov.au)

|   |  |                            |                         |
|---|--|----------------------------|-------------------------|
| <b>ENCL:<br/>YES</b>                                    | <b>ENVIRONMENT &amp; INFRASTRUCTURE<br/>COMMITTEE/OPEN</b> | <b>AGENDA ITEM:</b>        | <b>9.5</b>              |
| <b>CBD PARKING ADVISORY COMMITTEE - MEMBERSHIP 2013</b> |  |                            |                         |
| <b>REPORT No.: 13TS0179LC:mm</b>                        |  | <b>COMMON No.: 2032755</b> | <b>DATE: 20/08/2013</b> |

**Presenter:** General Manager Infrastructure, Luccio Cercarelli

**Approved:** Chief Executive Officer, Brendan Dowd

### **PURPOSE**

The purpose of this report is to seek endorsement of nominations to the CBD Parking Advisory Committee for a term expiring on 30 June 2015.

### **LINK TO STRATEGIC PLAN**

The issues addressed in this Report are in accordance with the following Goals/Strategies of the City of Darwin 2012 – 2016 as outlined in the 'Evolving Darwin Towards 2020 Strategic Plan':-

#### **Goal**

2 Vibrant, Flexible and Tropical Lifestyle

#### **Outcome**

2.1 Improved access and connectivity

#### **Key Strategies**

2.1.4 Provide parking facilities to meet community needs

### **KEY ISSUES**

- The current term of external members of the CBD Parking Advisory Committee expired on 30 June 2013.
- Council has sought nominations from a range of member organisations.
- A public call for nominations to the position of community representative was also undertaken.
- Nominations have been received and Council endorsement is sought.
- The term of the external membership will expire on 30 June 2015.

### **RECOMMENDATIONS**

THAT it be a recommendation to Council:-

- A. THAT Report Number 13TS0179LC:mm entitled CBD Parking Advisory Committee - Membership 2013, be received and noted.

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 SUBJECT: CBD PARKING ADVISORY COMMITTEE - MEMBERSHIP 2013

B. THAT Council endorse the following nominations of membership organisations and community representative to the City of Darwin CBD Parking Advisory Committee for the term expiring on 30 June 2015:

- Property Council of Australia (NT) – Mr Paolo Randazzo or delegate;
- NT Chamber of Commerce – Mr Nick Hanigan or delegate;
- Urban Development Institute of Australia NT – Mr Graeme Suckling or delegate;
- Tourism Top End – Mr Trevor Cox as delegate;
- Northern Territory Government Department of Lands, Planning and the Environment – Mr Mark Meldrum or delegate;
- Northern Territory Government Department of Transport – Mr Geoff Horni or delegate; and
- Community Representative – Mr Jasminder Anand

## **BACKGROUND**

At its June 2<sup>nd</sup> Ordinary Meeting, Council resolved the following:

- A. THAT Report Number 13TS0140 LC:mm entitled CBD Parking Advisory Committee – Membership From 1 July 2013 – 30 June 2015, be received and noted.
- B. THAT the composition of the City of Darwin CBD Parking Advisory Committee for the term of 1 July 2013 – 30 June 2015 be as follows:
- Lord Mayor (Chairperson);
  - Up to seven (7) Elected Members;
  - One (1) NT Property Council of Australia representative;
  - One (1) NT Chamber of Commerce representative;
  - One (1) Tourism Top End representative;
  - One (1) Urban Development Institute of Australia (UDIA) NT;
  - One (1) Community representative;
  - Two (2) Northern Territory Government Representatives, being:
    - Department of Lands, Planning and the Environment – Chief Executive Officer or their nominated representative, and
    - Department of Transport – Chief Executive Officer or their nominated representative.
- C. THAT the Chief Executive Officer write to the following organisations:
- NT Property Council of Australia;
  - NT Chamber of Commerce;
  - Urban Development Institute of Australia (UDIA) NT;
  - Tourism Top End; and
  - Northern Territory Government – Department of Lands, Planning and the Environment and Department of Transport

requesting the required number of nominations for a term of two (2) years being 1 July 2013 – 30 June 2015, to the City of Darwin CBD Parking Advisory Committee, for consideration by Council.



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11. **CBD Parking Advisory Committee – Membership From 1 July 2013 – 30 June 2015**

Report No. 13TS0140 LC:mm (18/06/13) Common No. 2032755

*(Continued from previous page)*

- D. THAT Council seek expressions of interest from the community for the position of Community Representative on the City of Darwin CBD Parking Advisory Committee for a term expiring on 30 June 2015, as detailed in Report Number 13TS0140 LC:mm.
- E. THAT Council write to all current members and their member organisations, including the community representative of the CBD Parking Advisory Committee, advising them of the conclusion of their term on 30 June 2013 and thanking them for their involvement and contribution.

DECISION NO.21\1205

(25/06/13)

General Consent

Nominations have been sought and received.

## **DISCUSSION**

Council wrote to member organisations seeking nominations to the City of Darwin CBD Parking Advisory Committee for the term expiring on 30 June 2015.

The nominations from the Committee's member organisations are as follows:

- Property Council of Australia (NT) – Mr Paolo Randazzo;
- NT Chamber of Commerce – Mr Nick Hanigan;
- Urban Development Institute of Australia NT – Mr Graeme Suckling;
- Tourism Top End – Mr Trevor Cox;
- Northern Territory Government Department of Lands, Planning and the Environment – Mr Mark Meldrum;
- Northern Territory Government Department of Transport – Mr Geoff Horni; and
- Community Representative – Mr Jasinder Anand

Council also sought expressions of interest from the community for the position of Community Representative on the Committee. Only one (1) nomination was received from Mr Anand (**Attachment A**). Mr Anand resides in Darwin.

It is intended to call the first meeting of the new Committee in the coming weeks.

## **CONSULTATION PROCESS**

Expressions of interest from the community were sought via the NT News advertising and Council's web page.

## **POLICY IMPLICATIONS**

There are no policy implications relating to the nominations to the Committee.

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### **BUDGET AND RESOURCE IMPLICATIONS**

Minor costs associated with advertising.

Committee expenditures within Council approved budgets.

### **RISK/LEGAL/LEGISLATIVE IMPLICATIONS**

Nil.

### **ENVIRONMENTAL IMPLICATIONS**

Nil.

### **COUNCIL OFFICER CONFLICT OF INTEREST DECLARATION**

We the Author and Approving Officers declare that we do not have a Conflict of Interest in relation to this matter.

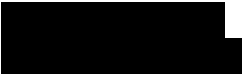
**LUCCIO CERCARELLI**  
**GENERAL MANAGER**  
**INFRASTRUCTURE**

**BRENDAN DOWD**  
**CHIEF EXECUTIVE OFFICER**

For enquiries, please contact Luccio Cercarelli on 8930 0581 or email:  
[l.cercarelli@darwin.nt.gov.au](mailto:l.cercarelli@darwin.nt.gov.au).

#### **Attachments:**

**Attachment A:** Nomination Form and Curriculum Vitae of Mr Jasinder Anand.



Ms Mikaela McNamara  
City of Darwin

Dear Ms McNamara

Please find attached the nomination form and my resume in application for the position of Community Representative CBD Parking Advisory Committee.

I have been a Darwin resident and rate payer for over 17 years. I bring to the Committee over 30 years' experience in transport operations, infrastructure planning and management and as regulator of transport service providers in the Northern Territory.

My relevant experience spans a variety of challenging environments including:

- Developing **legislation and procedures** for public transport services;
- Guiding service providers in **adopting best practice procedures** in transport provision;
- **Managing complaints** from users of taxi, hire car, bus, tourist vehicle and marine services;
- Reviewing **street parking provisions** for commercial passenger vehicles in Darwin, Katherine and Alice Springs;
- As Director Darwin Bus Service, participating in reviews of future requirements for **public transport (bus) infrastructure** in Darwin;
- Extensive interest in **assisting persons with disabilities**. As an example, as the Territory's taxi regulator I produced an 'Action Plan for Accessible Taxis', ensured that the percentage of wheelchair accessible taxis increased to over 20% of the fleet and implemented reporting, monitoring and penalty actions for drivers and operators who failed to provide priority to persons with disabilities;
- Work as **Executive Officer** of the NT Government's Commercial Passenger Vehicle Board;
- **Evaluating transport proposals** on the basis of value for money, public/shareholder perception and media impact;
- Have extensive **understanding of legislation** including providing drafting instructions to Parliamentary Counsel for various legislative amendments.

I look forward to working with the Committee in developing recommendations for the Council and Northern Territory Government in relation to CBD parking.

Yours sincerely

Jas Anand  
25 July 2013

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**RESUME**

of

**JAS ANAND****Logistics and Marine Coordinator**

INPEX Operations Australia

June 2013 - current

- Schedule, plan, prepare, manage and supervise various inshore / offshore logistics and marine operations
- Provide company representation for specialist marine / logistics operations
- Provide specialist monitoring of third party operations where company assets are constructed
- Liaise with Contractors to ensure that their logistics / marine operations conform with project directives, especially in terms of safety, environment, schedule and quality

**Manager Vessel Services**

Toll Marine Logistics

April 2012 – June 2013

- Ensured all owned and chartered vessels operated in a safe and cost effective manner in line with regulatory requirements and company policies
- Ensured compliance with maritime, occupational health and safety, environment and industrial relations legislative requirements
- Ensured all vessels are maintained fit service, improve vessel utilisations and refine operating cost models for the fleet
- Provided maritime expertise in preparing commercial contracts and tenders
- Monitored and reported financial results against business plans, prepare forecasts, identify and drive efficiencies
- Identified capital requirements; prepared and delivered CAPEX outcomes; managed charter party agreements and lease renewals; managed marine insurance claims
- Stakeholder management with Australian, State and NT Governments and Agencies, Classification Societies, Port Corporations, Unions, clients, employees and service providers
- Major clients: Rio Tinto, Bechtel, Conoco Phillips, GEMCO, Woolworths
- Managed 3 direct reports and up to 120 indirect staff and 11 vessels

**Director Darwin Bus Service  
Manager Commercial Passenger Vehicles**  
Northern Territory Government  
2005 – 2012

- Provided management and leadership of the commercial and corporate activities of Darwin Bus Service (DBS) as a Government Business Division
- Implemented DBS initiatives regarding safety, reliability, operational efficiency and cost management
- Ensured DBS operations were conducted in a safe and efficient manner while ensuring protection of assets and the environment
- Participated in strategy development related to transport services in the Territory and provided comprehensive, timely and accurate business advice to senior management
- Developed and implemented strategies to effectively and efficiently monitor, audit and enforce compliance with the Commercial Passenger Vehicle (CPV) regulatory framework.
- Developed and maintained effective relationships with national and local government, industry, community and other key stakeholders.
- Through continuing internal quality reviews, improved operator accreditation approval processes and procedures.
- Provided leadership and managed the operations, budget and staff of DBS and the CPV Branch of the Department.

**NT Marine Pollution Response Coordinator**  
Northern Territory Government  
2003 – 2005

- Managed marine pollution response preparedness in the NT
- Liaised with and coordinated response preparedness of marine operations based on the Northern Territory coastline
- Established policies and procedures for the use of appropriate response strategies
- Provided effective ongoing management of marine pollution response by the coordination of resources, training of personnel and liaison with stakeholders
- Functioned as member of, and developed initiatives for the National Marine Pollution Operations Group and the NT Marine Pollution Management Committee

**Marine Surveyor / Engineer Examiner**  
Northern Territory Government  
1996 – 2003

- Ensured conformity of vessel standards with all relevant legislative and technical requirements and guidelines
- Audited the application of technical specifications for new vessel construction or for modifications to existing vessels
- Carried out audits/inspections/surveys of vessels and facilities and followed up on any deficiencies identified in technical, safety or environmental requirements
- Advised vessel owners, shipyards, government agencies and service providers on matters relating to safety standards, operator competency and quality control
- Drafted safety alert bulletins / guidance notes relating to vessel safety, survey and pollution prevention
- Through continuing internal reviews, streamlined certification and survey processes and procedures
- Conducted marine engineer and engine driver examinations to assess competency
- Assisted in the audit and accreditation of maritime training providers

***Membership of Boards and Committees (current and past)***

- Health and Community Complaints Review Committee - Member
  - National Taxi Regulators Group – Chair / Member
  - National Bus Regulators Group - Member
  - Commercial Passenger Vehicle Board – Executive Officer
  - National (Marine Pollution) Plan Operations Group – Member
  - NT Marine Pollution Management Committee – Executive Officer
  - Indian Cultural Society NT - Secretary
-

### ***Qualifications***

- Qualified Marine Engineer
- Fellow, Institute of Marine Engineers
- Associate Member, Institute of Engineers
- Graduate Certificate in Public Sector Management, Macquarie University

### ***Specialised Training***

- Lead Auditor training for Quality Management Systems
- Internal Quality & Safety Audit Training
- Safety, Environment Protection and Quality in Ship Management
- Safety Observations Training
- Leadership Training for Middle Managers
- Personnel Management in Shipping
- Economics for Managers
- Advanced Government Decision Making
- Accredited Government Tender Assessment Panel Chair

### ***Personal Details***

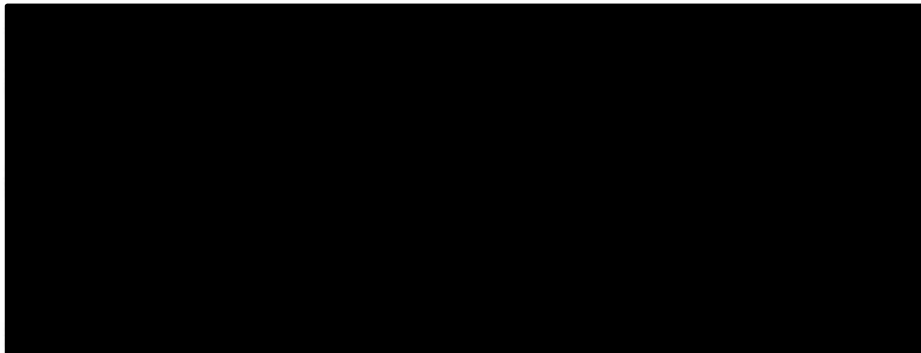
|                    |                       |
|--------------------|-----------------------|
| Name               | Jasminder (Jas) Anand |
| Address            | [REDACTED]            |
| Phone              | [REDACTED]            |
| Citizenship status | Australian Citizen    |

**NOMINATION FOR MEMBERSHIP OF  
CITY OF DARWIN'S  
CBD PARKING ADVISORY COMMITTEE  
1 JULY 2013 TO 30 JUNE 2015**

Please complete this nomination form for membership of the City of Darwin's CBD Parking Advisory Committee. Nominations will be considered by Council and must be received by COB 26 July 2013.

For any further queries please contact Mikaela McNamara, Executive Assistant on 89300581 or email [m.mcnamara@darwin.nt.gov.au](mailto:m.mcnamara@darwin.nt.gov.au).

Nominee's Name: (Mr) Jasminder Anand



What is your reason for wanting to nominate for membership of the CBD Parking Advisory Committee?

I am a Darwin resident of 17 years. During this time, I have lived in the Northern Suburbs and worked in the CBD. I have observed public and private debate and discussions related to travel, work and parking in Darwin over these years. I have over 30 years' experience in the Transport area, regulating taxis, private hire cars and other commercial passenger vehicles; managing the Government's Darwin Bus Service; as member of the senior management team at Toll Marine Logistics (ex Perkins Shipping); regulating marine vessels in the Northern Territory including Darwin harbour and currently as INPEX's Logistics and Marine Coordinator.

Hence I am experienced in policy / regulatory issues in relation to transport / parking and believe I can make a strong and positive contribution to improving transport and lifestyle outcomes for the Darwin community through the work of the CBD Parking Advisory Committee.



-2-

Please provide details as to the experience, knowledge and skills you feel you could bring to the Advisory Committee.

Please see attached resume and covering letter

Signature:  .....

Date: 25/07/13

**Please return nominations by COB 26 July 2013 to:**

City of Darwin, GPO Box 84 DARWIN NT 0801

Email [darwin@darwin.nt.gov.au](mailto:darwin@darwin.nt.gov.au)

Tel: 08 8930 0581 Fax: 08 8981 8415

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**OPEN SECTION**

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E&amp;I8\6

Environment & Infrastructure Committee Meeting – Tuesday, 20 July, 2013**10. GENERAL BUSINESS**