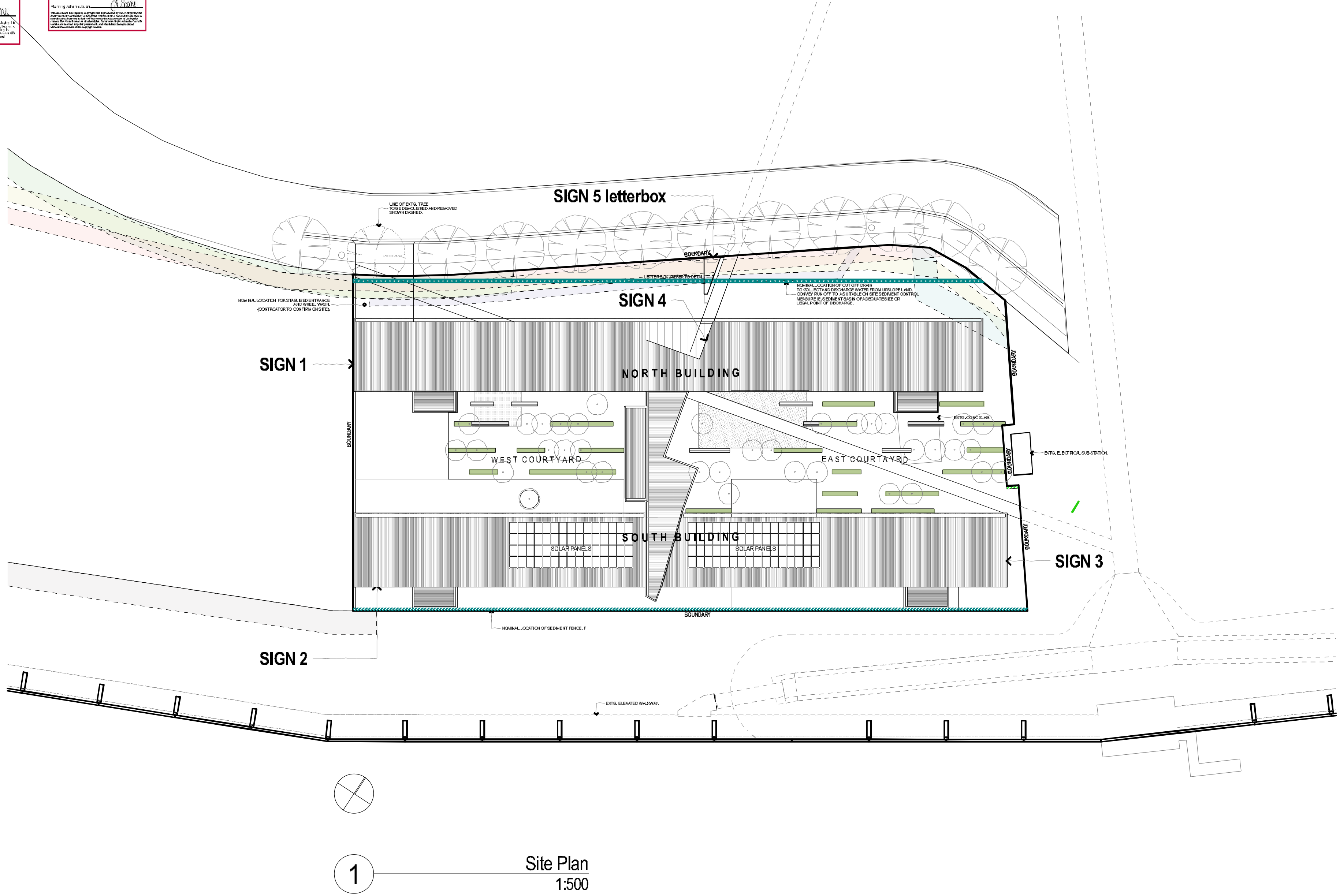

Site Plan
1:500

morrison & breytenbach architects

UTAS INVERESK APARTMENTS
1404 SN-0 - Location Plan 13/10/2016

1 Sign 1

morrison & breytenbach architects

UTAS INVERESK APARTMENTS
1404 SN-1 - Signage 1 13/10/2016

1 Sign 2

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UTAS INVERESK APARTMENTS
1404 SN-2 - Signage 2 13/10/2016

3 Sign 3

1 Sign 4

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UTAS INVERESK APARTMENTS
1404 SN-4 - Entry Signage 4 13/10/2016

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0574/2016
Date advertised: 18/02/2017
Planning Administration

1 Sign 5 - Letterbox
1:50

MORRISON & BREYTENBACH ARCHITECTS

Heritage Impact Statement

Further information in response to

City of Launceston Planning Services Development Application DA 0574/2016
University Accommodation 6 Barnards Way Invermay

17 February 2017

morrison & breytenbach architects

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This Heritage Impact Statement has been prepared by Morrison & Breytenbach Architects on behalf of the applicant and in response to City of Launceston Planning Services Development Application – Further Information Request – DA0574/2016 – University Accommodation 6 Barnards Way Invermay dated 25 November 2016.

Further Information Request requirements

The additional information is required to address the following:
1 Local Historic Cultural Heritage Code notably clause E13.6.13 Signage
2 Launceston Railway workshops Conservation Plan (Pearson, 1999) – relevant policies
3 Tasmanian Heritage Council's Works Guidelines – specifically Part 14.3 – New sign

Background

The University of Tasmania (the University) is the property owner and is the applicant seeking to install new signage to the existing new University National Rental Affordability Scheme (NRAS) Student Accommodation. This recently constructed building was completed and first tenanted in 2016. Since that time the University has announced that it will be undertaking substantial development of its Inveresk Campus. The campus will therefore become a major destination for the population of, and visitors to, the City of Launceston. The University is responsible for managing the campus and will be dealing with increased usage of the campus in the near future.

Existing Conditions

The Student Accommodation building is located in the Inveresk Railyards heritage precinct adjacent to Launceston CBD and sited next to the North Esk River within *Site A* of the Launceston Railway Workshop site at Inveresk identified in *The Launceston Railway Workshops Conservation Plan prepared by Pearson, 1994.*

A comprehensive Heritage / Conservation Report prepared by Jack Birrell and Felix Blackman, and Birrelli art +design + architecture dated August 22 2014 formed part of the Student Accommodation development application and is to be found in Appendix 1. It analysed the building Design concept and Heritage response to the Launceston Railway Workshops Conservation Plan and to the Inveresk Master Plan 2005 – Guidelines for Site A and this report refers to it in relation to them both. The Launceston Railway Workshops Conservation Plan by Pearson dated 1999 replaces his previous conservation plan dated 1994 referred to in the Birrell, Blackman and Birrelli heritage / conservation report prepared for the Student Accommodation development application, however, the Birrell, Blackman and Birrelli heritage / conservation report remains accurate.

As documented by Birrell, Blackman and Birrelli, the former Launceston Railway Station and platforms located in Site A were demolished and completely removed during the 1950s and 1960s. Being a wholly new building, the architectural language of the University Accommodation 6 Barnards Way Invermay makes reference to the forms and aesthetic of the industrial railway workshops, but is distinct from them having a multi-residential function and being contemporary in detailing and materiality.

The building form consists of two 3-storied, parallel apartment wings, the ground level largely open and utilized for car parking, bicycle storage, student laundry and

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common room. The student apartments on levels 2 and 3 are raised above flood level. The wings define and overlook greened social courtyards, capture outlooks to Inveresk and the city, and achieve optimal solar orientation. A diagonal path cuts through the courtyards and follows a desire line delivering pedestrians and cyclists through and to the site, linking to the existing North Esk levee wall and pedestrian bridge across the river as well as to the circular car park to the north, and to Invermay Road. A grand-scale entry portal punctuates and frames the main arrival point. Common rooms and the circulation core intersect and link facades and residential wings.

Angular roof forms, corrugated iron and zincalume cladding reference the residence's location in the Inveresk Railway Workshops heritage precinct while raw timber screens evoke the delicate river foliage of flood prone North Esk River adjacent on the south.

The location is such that when seen from across the river from the south the building is visually distinct from the railway workshop and other buildings of the precinct and is easily recognised as being a contemporary building.

New trees have been planted along the south-eastern part of southern façade of the residence with the intention of future trees being planted the full length of the façade. Rows of mature deciduous trees that pre-dated the construction of the student accommodation, exist to the north along the entire length of the north façade.

Purpose and location of proposed signage
The University is relocating its Launceston campus from Newnham to Inveresk to be more visible and accessible to potential students, to increase participation levels in tertiary education in the north of the state. As well as providing way finding and assisting in the management of campus safety, the proposed signage will establish and convey the University campus identity to the community.

1. Ease of way finding and safe campus management:
on a city scale
- to identify the location of the University Inveresk campus from the CBD and from passing pedestrian and vehicular traffic on Tamar Street / Invermay Road
on a campus scale within the precinct
- to identify the accommodation building within on campus within the heritage precinct by students and the public including pedestrians, bicycles and motor vehicles when on and passing through the campus
- for safe campus management of vehicular, bicycle and pedestrian traffic to and from the campus facilities and the city

2. Establish and convey the university identity:
- to communicate the University brand in a manner that signals it as a vibrant, positive presence in the City of Launceston and the campus as a desirable and lively destination in the heritage precinct

The signage (5 signs) under consideration is located in 4 areas:
Drawing 1404 SN-0 - Location Plan refers.

Note: the symbol of the lion is derived by the University from their logo and utilised for identity and branding.

Sign 1: A large scale lion to West façade of NW wing (SN-1)
Sign 2: High level signage to the south west end of the South façade consisting of "University of Tasmania" text and the UTAS logo (SN-2)
Sign 3: A large scale lion to East facade of SE wing (SN-3)
Sign 4: A large scale lion to side of the main entrance portico, north façade (SN-4)
Sign 5: Text signage to student letter box wall to central to the north façade at the Northern entrance portico to the building (SN-5)

Further information as requested:
1. Response to the Local Historic Cultural Heritage Code
Clause E13.6.13 Signage:

Objective:
To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.

Acceptable Solutions	**Performance Criteria**
A1 No more than one sign, not greater than 0.2m², identifying the use, heritage significance, and the name and occupation of the owners of the property.	**P1** New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the size and location of the proposed sign; (c) the area and location of existing signage on the site; (d) the period details, windows, doors and other architectural details of the building; (e) any destruction, removal or concealment of heritage fabric through attaching signage; and (f) the streetscape.

The proposed signage does not meet the above Acceptable Solutions A1.

Motivation for acceptance on the basis of Performance Criteria P1:
P1 (a): The location and contemporary nature of the Student Accommodation and its signage is such that when the building is architecturally distinct from the railway workshop buildings of the heritage precinct. The new signs are appropriate as they are contemporary in nature matching the building to which they refer. As such they are consistent with the Inveresk Master Plan 2005 – Guidelines for Site A which states: *Any development to the site will respect and enhance the values and qualities of the existing spaces and structure of the Inveresk site* ***whilst also addressing its larger urban context*** (our emphasis).

P1 (b): The requirement for no more than one sign is inappropriate for a large freestanding contemporary building that can be viewed and approached from different directions – it does not have a single view frontage. Note, however, that only one sign is proposed for each face of the building, consistent with the purpose of the Acceptable Solution.

The size limitation of 0.2 m2 is inappropriate in relation to the scale of the building and that of the Inveresk campus of the University for which the building acts as a marker, and for the distances from which the signage will be read.

The two large end wall lion images identify the University through the use of graphic imagery – murals with no text – not as signs. The use of painted lion outline graphics applied to the building fabric in Signs 1 and 3 and the use of cut-out lettering in Sign 2 diminish the scale of the signage by allowing the fabric of the building to be seen within / behind.

Following on from P1(a), in addressing the larger urban context, there is a need for large-scale signage in order for the signage to be effective. The scale of the signage proposed is determined by the scale of the heritage precinct and sight-line distances across the river and from the CBD. The need for city- and campus- scale way finding and brand signage warrants the use of larger scale signage. Use of the lion symbol as opposed to text is an effective way of simplifying this signage while addressing the need for large-scale signs demanded by the location.

The alternative approach of large-scale signage based on text would likely result in far more visually distracting text at the scale required.

The alternate use of small-scale signage, whether utilising symbol or text, would result in a proliferation of secondary signs at intermediary distances in all directions around the accommodation building in order to guide users to a point where the main signs, either unable to be read from a distance or not be visible from a distance, could be read.

The Birrell, Blackman and Birrelli heritage / conservation report Figure 4 below demonstrates that existing mature trees to the north of the accommodation obstruct all view lines looking towards the city from QVMAG Inveresk Museum Entry.

Birrelli and Blackman Heritage / Conservation Report Page 6, (refer appendix 1) "**Figure 4**: Photos taken at the summer and winter solstice, view looking from the QVMAG Inveresk Museum entry, looking towards the city, through the NRAS site. Note the obstruction of all view lines looking into the city made by the deciduous rows of trees." Note: These taken prior to the accommodation construction.

Photos below of the existing trees in relation to the Student Accommodation post – construction demonstrate that they screen the Student Accommodation to the extent that they are high. The already-planted new trees on the southern river side of the building would have a similar effect in the long term viewed from the south.

Current photos taken from NE of the accommodation and from the NW of the main entrance portico showing extent of summer screening of facades and location of proposed Signs 3 and 4 by the existing mature trees.

The large-scale mid-height lion mural on the north (sign 4) is located on the side of and within the main portico of the Student Accommodation. Screening by the existing mature trees has been discussed above and any part of the sign projecting higher than them is at an oblique angle to the northern façade and views from the sensitive heritage Inveresk Museum forecourt and circular car park to the north.

The signage proposed on the southern face of the building is intended to be seen from across the river and in the city, requiring a large scale for legibility. At maturity, the new trees screening this facade will be just below this signage, allowing for these distant views.

In general we conclude that small scale, low-level signage would therefore be ineffectual in meeting the way finding needs the signage is required to fulfil as outlined above. Use of small scale signage confirms the building name on arrival as proposed by Sign 5 as it appropriate.

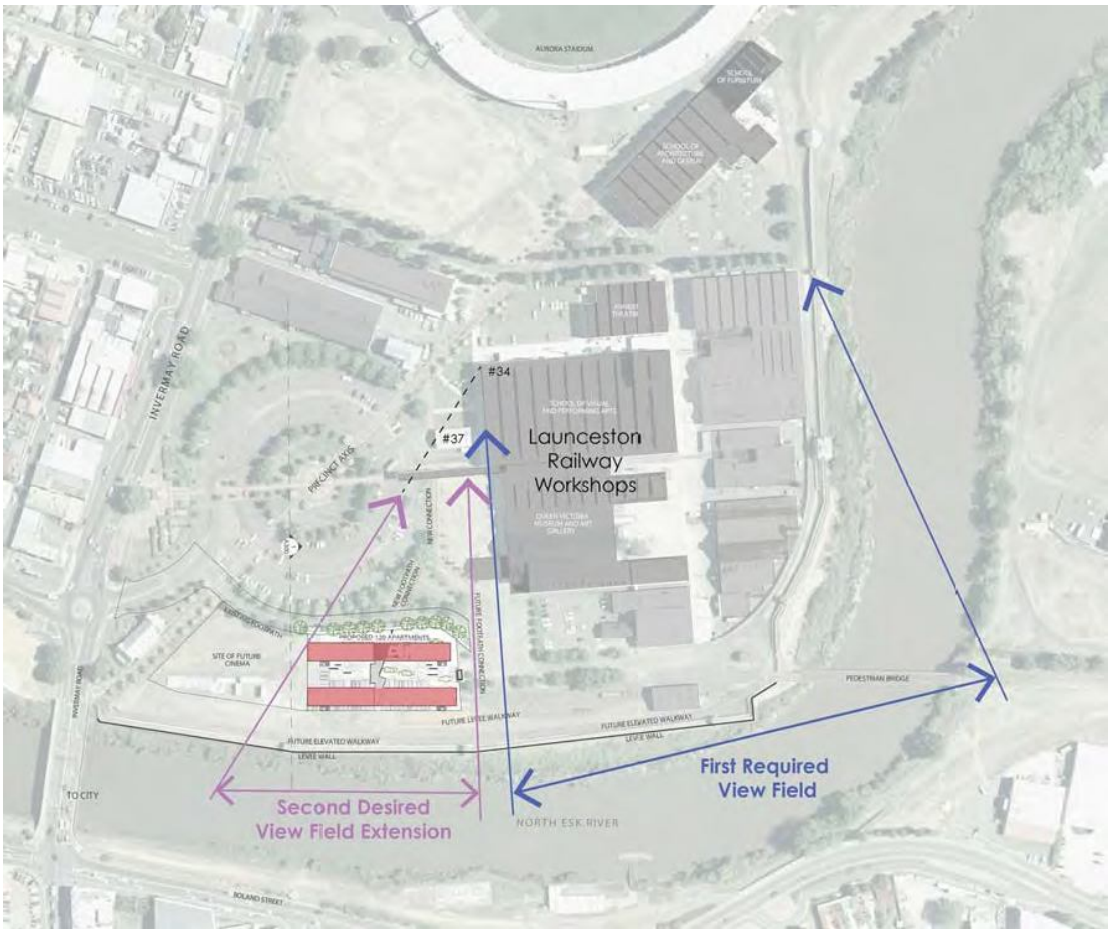
P1 (c): the former Launceston Railway Station and platforms located in Site A were demolished and completely removed during the 1950s and 1960s; there is no existing signage of heritage relevance in the area of the Student Accommodation. The signage under consideration is either applied to or (in the case of Sign 5 – letterbox signage) is positioned close to the contemporary student accommodation building, is consistent with its architectural language and does not detract from other remote heritage signage and architecture.

P1 (d) and (e): not applicable

P1 (f): As discussed in relation to the *Inveresk Master Plan* below, the signage is consistent with developing the site as a lively location for the growing University campus. The signage will communicate this activity within the streetscape with a scale and design treatment that is integrated with the form and materials of the new building.

2. Response to Launceston Railway Workshops Conservation Plan (Pearson, 1999) – relevant policies

Motivation for acceptance of proposed signage:
The Birrell, Blackman and Birrelli heritage / conservation report prepared for the Student Accommodation development application addressed Policy 17 of the conservation plan regarding requisite view fields and desired view fields of the Workshop area from Site A (refer pps 5 & 6 Appendix 1). We consider this the only policy that could be impacted by the proposed new signage. However, the proposed signage does not obstruct or impinge on the existing views that were accepted in the heritage assessment of the Student Accommodation building. This is because Signs 1, 2, 3 and 4 are attached to the Student Accommodation building and do not project into these view fields. Neither does Sign 5 impact on the views as it is low-level and small scale.



Birrelli and Blackman Heritage / Conservation Report Page 5, (refer appendix 1)
"**Figure 3**: Diagram showing required and desired view fields as per CP Policy 17. NRAS Inveresk shown in red."

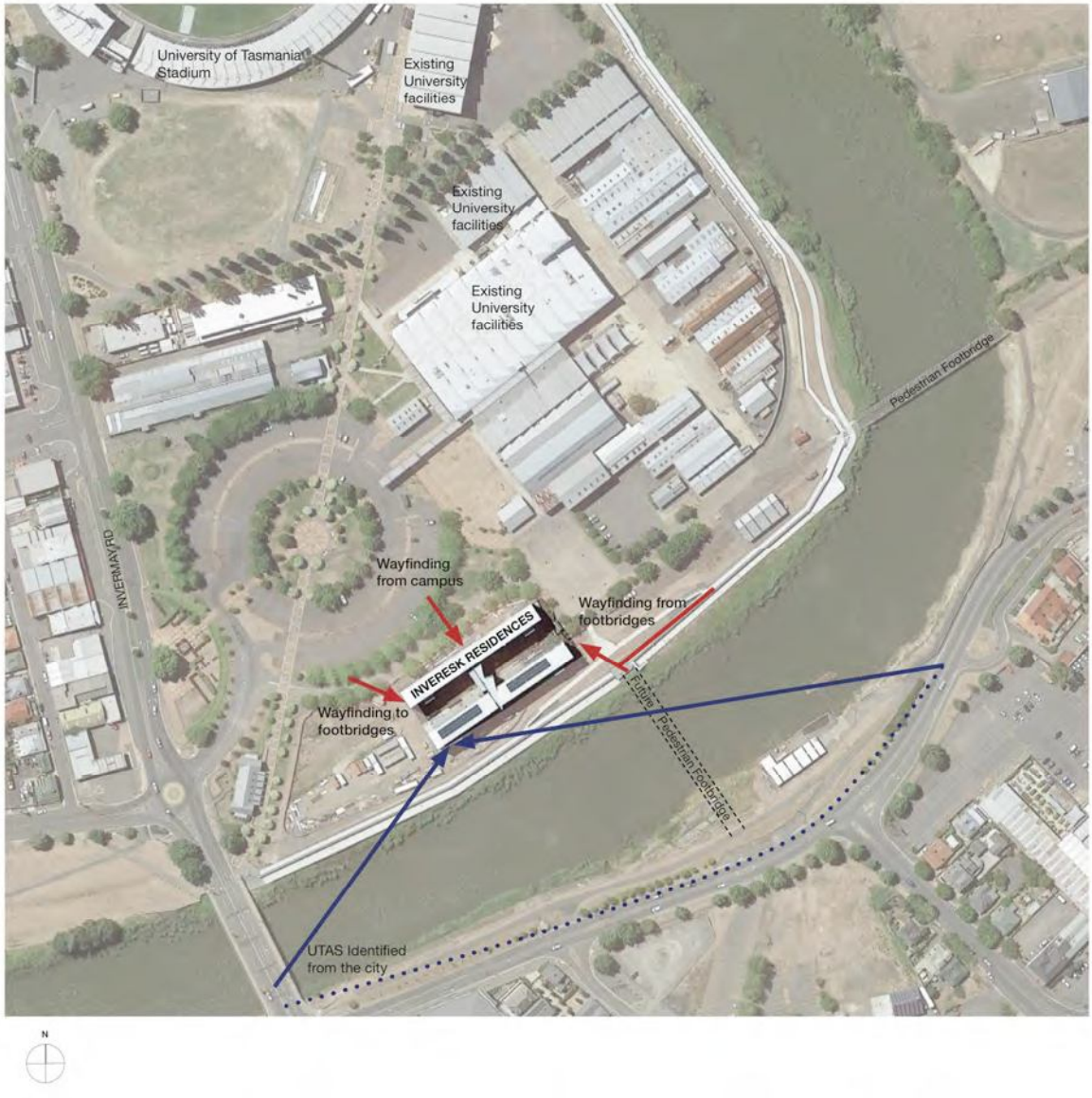
3. Response to Tasmanian Heritage Council's Works Guidelines – specifically Part 14.3 – New signs : in particular

- **Avoid proliferation of signs at a heritage place**
- **Internally illuminated sign and sky signs are generally not appropriate**

Motivation for acceptance of proposed signage:

3.1 Avoid proliferation of signs at a heritage place

The need for a number of way finding signs to be located as proposed for Sign 1, Sign 3 and Sign 4 has been determined by movement patterns which require way finding signage from 3 sides - refer diagram below.



Movement patterns determine way finding and identity signage requirements

Pedestrian and bicycle way finding:
- approach to and from the accommodation on campus occurs on foot or bicycle from multiple directions
- pedestrian and bicycle movement traverses diagonally through the site and building courtyard at ground level to link to and from an existing pedestrian footbridge across the North Esk River and to a pedestrian and cycle way along the North Esk levee wall. Numbers utilising this movement route are anticipated to increase when the planned additional future footbridge across the river is constructed and as the campus develops on the Inveresk site and across the river.

Vehicular way finding:
cars, motor cycles, delivery / maintenance and other motor vehicles access the accommodation parking located on the ground level under the southern building wings from the circular car park to the north, with the student accommodation car park entrance and exit located on the NW corner below the NW wing.

The alternate use of less signage on the Student Accommodation building and of a smaller scale, was rejected as it would result in a greater proliferation of secondary signs at intermediary distances in all directions around the building in order to guide users to a point where the primary signs, either not be able to be made out or not visible from a distance, could be read.

Locating the University and way finding from the City:
One of the four strategic aims as outlined in the *Guidelines for Site A* in the Launceston City Council's *Inveresk Master Plan – 2005* is:

d) ensure that the site is developed as part of the larger continuous circulation strategy. The site offers potential to draw the Inveresk Precinct into the larger urban fabric of the city and consequently draw people into it.

The Student accommodation development provided "a sensitive response to the precinct's existing circulation routes, axes and points of egress" and maintained and reinforced "Connectivity to the urban edges and desire lines of the city" (Birrell, Blackman and Birrelli heritage / conservation report p 8 refer Appendix 1). The proposed Sign 2 on the southern façade supports this aim and is justified as it identifies the university campus location from the City and assists way finding from the Tamar Street bridge across the North Esk River.

3.2 Internally illuminated sign and sky signs are generally not appropriate

The proposed signage is intended to identify the University presence in the City of Launceston. With respect to the heritage values of the site the University has, in this proposed signage, amended the corporate branding to minimise the extent of illuminated signage comparative to other University buildings throughout the state. In keeping with this, only three of the proposed five signs incorporate a small element of internal illumination relative to each overall sign size to enhance visibility and identification.

The proposed internal illumination is restricted to the following areas:
Signs 1 and 3 – only the flames held by the lions are proposed to have internal illumination
Sign 2 – only the lion is proposed to have internal illumination

Note that neither Sign 4 nor Sign 5, which face onto the heritage precinct, include an internally illuminated component. The proposed illuminated signs are on new building fabric.

The internally illuminated components are proposed in red, which conforms to the existing University branding. Red is a longer wavelength hue and by reducing the colour temperature of the illuminated display this lowers the amount of blue light emitted resulting in better long term viewing comfort and less night light pollution.

Furthermore, all of the proposed signs are attached or applied in paint to the Student Accommodation building with the building façades as their backdrop. None are sky signs.

Finally another of the four strategic aims as outlined in the *Guidelines for Site A* in the Launceston City Council's *Inveresk Master Plan – 2005* is:

a) *Develop the site in a way that maximizes the potential for a lively and productive precinct by offering complementary public and private uses*

The use of large graphic symbols with a small internally illuminated component is aimed to communicate the University campus as a place that complements the heritage component of the precinct, is a desirable visitor and user destination, is relevant in the modern day and is a lively location for the growing University campus.

APPENDIX 1

Heritage / Conservation Report

Proposed UTAS NRAS Inveresk Student Accommodation Project
LAUNCESTON RAILWAY WORKSHOP (SITE A) INVERESK, LAUNCESTON

INTERPRETATION, DESIGN RESPONSE AND UNDERSTANDING OF THE
"LAUNCESTON RAILWAYS WORKSHOPS – CONSERVATION PLAN 1994"
(CP)
By Michael Pearson

CONTENT

SECTION ONE

- Existing Conditions
- Accommodation Requirements NRAS: Inveresk
- Design Concept and Heritage Response to Conservation Plan (1994)
- Response to the Inveresk Master Plan 2005 – Guidelines for Site A

SECTION TWO

- Conservation Plan – Response to Policies 1-38

CONSULTANTS

Jack Birrell and Felix Blackman
Birrelli art + design + architecture

August 22, 2014

Existing Conditions

The proposed University of Tasmania (UTAS) NRAS: Inveresk project is situated at the former Launceston Railway Workshops at Inveresk. Site A is located in the vicinity of the former Launceston Railway Station and platforms from the 19th and early 20th centuries. These were demolished during the 1950s and 60s and have been completely removed. *The Launceston Railway Workshops Conservation Plan* (Pearson, 1994) illustrates the evolution and development of multiple railway structures around the site. These are not included detailed anywhere within the Conservation Plan and therefore there is no requirement for any archaeology on the subject site (**Refer Figure 1**).

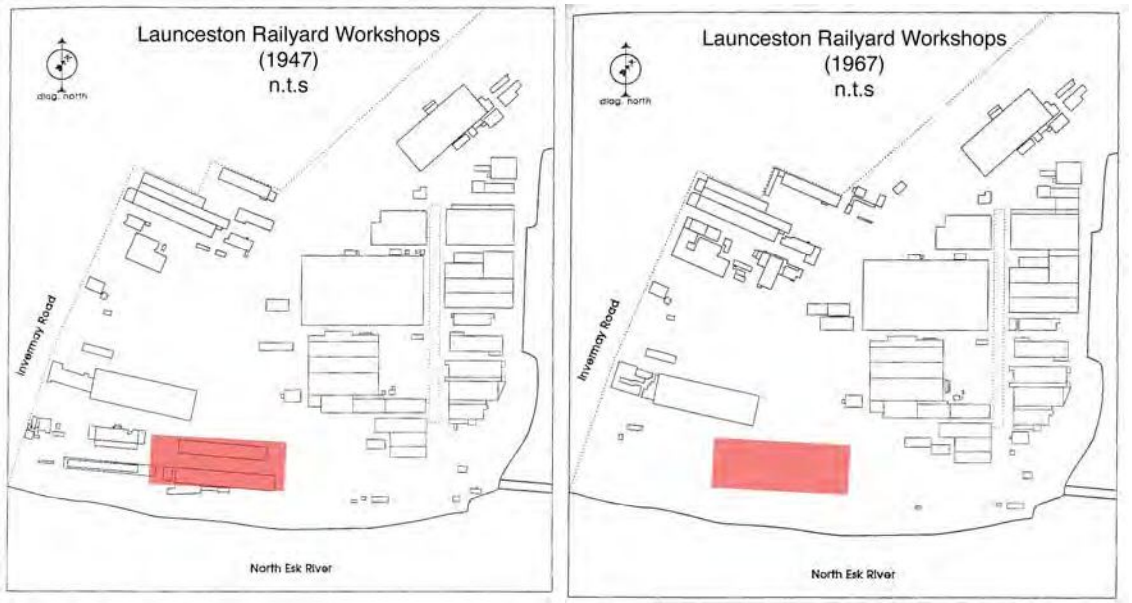


Figure 1: Launceston Workshops 1947 & 1967, Showing existence of and subsequent removal of structures, namely the Launceston Railway station and platforms. NRAS: Inveresk site shown in red, location approximate. (Pearson 1994, Figure 9 & 10, p 21h, 21i)

Accommodation Requirements for UTAS at NRAS: Inveresk Launceston

The UTAS NRAS: Inveresk Project is a proposed set of 120 student apartments to be located along the levee bank on Inveresk Development Site A.

NRAS is the National Rental Affordability Scheme. NRAS is an Australian Government initiative that aims to address the shortage of affordable rental accommodation by offering a financial incentive to accommodation providers. As a result of obtaining NRAS funding, the University of Tasmania will be able to offer its apartments at 25% below market rental rates.

Design Concept and Heritage Response to Conservation Plan (1994)

The design consists of two parallel wings of apartments that fuse into the Inveresk precinct via a central area which includes a circulation spine, primary social spaces, and a point of arrival, these orientate and link into the urban context. The apartments have been designed with optimal solar orientation and overlook the Inveresk precinct, or a screened garden courtyard.

This document refers principally to the 1994 Conservation Plan (forthwith referred to as CP) by Michael Pearson, *Interpretation, Design response and Understanding of the 'Launceston Railway Workshops'*. The CP establishes 38 separate conservation policies that address a number of conservation concerns relating to the Railway Workshops site at Inveresk. This report addresses all 38 policies in full at Section 2. Of greatest interest to the NRAS Inveresk project are *Policies 15 and 17*. These policies have explicit impacts on the NRAS project and shall be expanded upon with further detail below:

Response to Policy 15

Policy 15, contains 6 separate points of discussion; dot point one, two and five are specifically relevant to this proposal, as detailed below:

> *Policy 15 – New Structures*
>
> *New structures required for changed uses should be consistent with the following:*
>
> *Point One: Their design forms and finishes should be compatible with the industrial nature of the significant buildings nearest them, not mimicking them to the extent that visitors might confuse them with significant buildings.*

The proposed design creates an appropriate response to the historically significant Inveresk precinct. The context of the NRAS building is one that is rich in historical layers and varied typologies: it is sited near a mixture of 19th and 20th century utilitarian railway structures, the Stone Building, multiple workshops etc.; some prosaic post 1994 modifications to the tram sheds, diesel workshop, car park, landscape, faux railway station and the structural expressionism of Aurora Stadium; and the newly developed ATC. The ATC sets a benchmark for a contemporary response that strongly adheres to the conservations principles expected of any wholly new developments added to the historic precinct, its form and finish respect do not mimic other historically significant buildings present. Notably, the ATC won the Australian Institute of Architects Public Architecture Award in Tasmania for 2009.

The NRAS design acknowledges and identifies the recurring elements that give a feeling of consistency in terms of a localised industrial character present in the Workshops, as outlined in the conservation plan. The older buildings, pre 1920-30s commonly have long rectangular forms, many with gable roofs, timber frames exposed internally and clad external with iron sheeting, vents in the roof or gable ends and large generous windows. These forms give way to more contemporary pre-cast concrete, larger, squarer planned buildings with sawtoothed roofs. There is a clear evolution present in the workshop building's fabric, and expression in the construction technologies of various past periods – creating a timeline of industrial evolution throughout the site.

The proposed NRAS buildings are two long, parallel three-storey apartment buildings of a timber modular pre-fabricated construction. Each NRAS apartment is singularly conceived and assembled through a contemporary modular pre-fabrication industrial process, creating a rhythmic industrial façade pattern. The material selection reflects an industrial aesthetic that is both sympathetic to the historical fabric yet champions a 21st century technological aesthetic and expression. The proposed form is of galavanised metal wall cladding and roof sheeting. The main elevation facing into the forecourt of

the Workshops is primarily clad in white polycarbonate sheeting, which is in contrast to the grayer, darker and richer colours present in the historical Railway buildings. The polycarbonate skin links to the ATC as well as the Schools of Furniture, Architecture and Design providing a contemporary material consistency. The roof forms are a simple skillion roof that compliments the roofscape of the existing sawtooth and gabled workshop forms – NRAS: Inveresk is conceived as a contemporary shed for inhabitation. The façade also features timber elements, which provide a warm, natural material suited to residential occupation. Timber is also expressed in the neighbouring historical Railway Workshops.

Point 2: The orientation of any new structure should reinforce rather than confuse the historical orientation of the surrounding buildings.

The proposed NRAS project enhances the historical orientation of the former Launceston Railway Station / platforms and surrounding buildings by following the same alignment and approximate location of the past structures (**Refer Figure 2**).

Figure 2: Aerial Photo Pre-1967, illustrates the entire Inveresk Railway Workshop site and the now demolished Launceston Railway Station; located in parallel to the North Esk River, on the southern river edge of the precinct. NRAS Inveresk project acknowledges and respects the historical grain of these now demolished structures by adopting their elongated form and orientation.

Response to Policy 17

Policy 17 contains two parts; the first being a clear requirement to protect specific view lines southwards of the workshops and the traverser alley; and secondly a '*desire*' to extend the view field westward along the river edge.

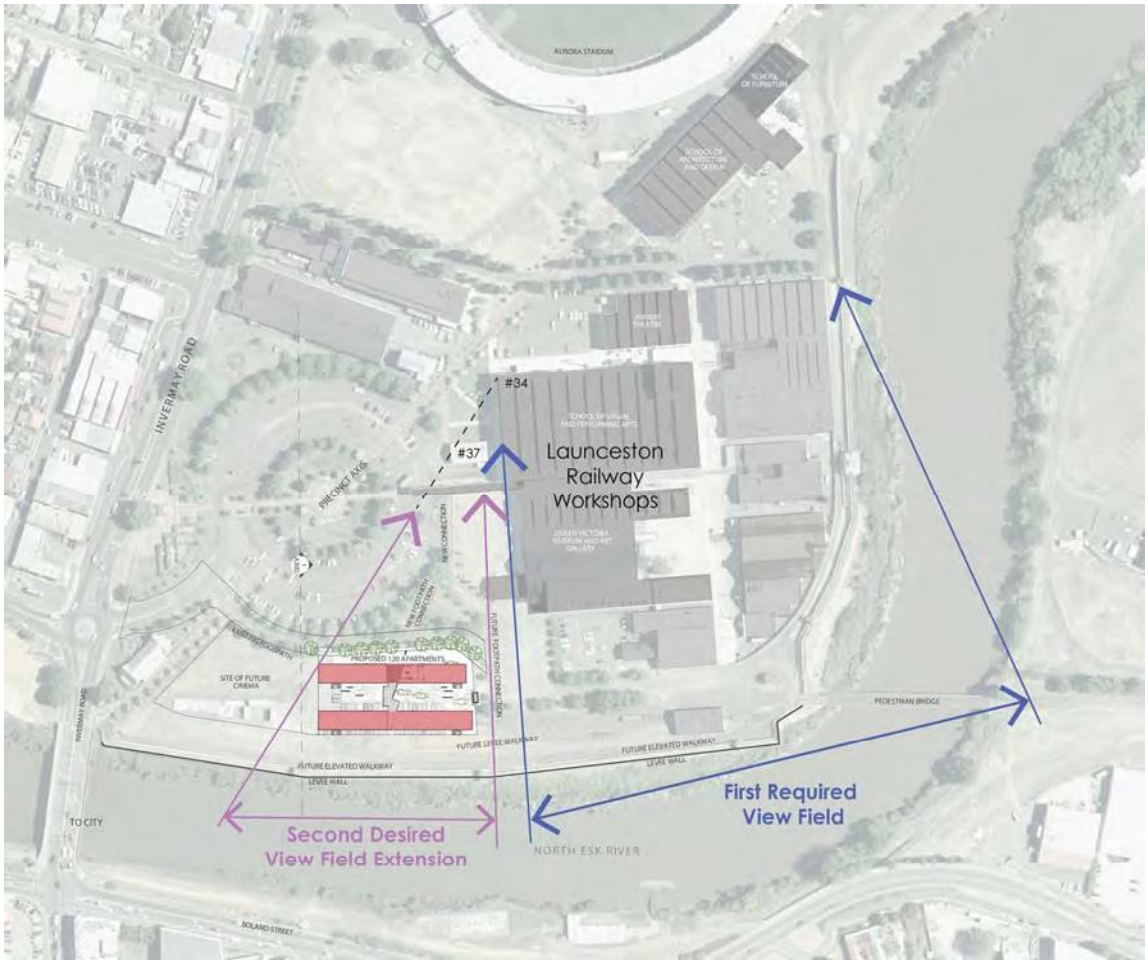


Figure 3: Diagram showing required and desired view fields as per CP Policy 17. NRAS Inveresk shown in red.

Part 1: Policy 17

> *The clear view of the Workshops should be protected from disruptive intrusions, as seen from the river levee and new riverside boardwalk along its length between the approaches to the rail bridge over the North Esk River and a point on the river bank where it is crossed by the building alignment of the front of the Main Workshops (#34).*

The first requisite view field shall not be impacted upon with any negative or disruptive intrusion as the whole lot subdivision is entirely located west of this significant view field. (**Refer Figure 3 –** "First Required View Field")

Part 2: Policy 17

> *It would be desirable if such a clear viewpoint was extended further west along the riverside boardwalk to a point where a line drawn between the north-western corner of #34 and the mid-point along the roof ridge of building #37*

crossed the river edge. This is desirable as good interpretive views are gained from this angle. If the entire length of this additional area is not able to be kept free of obstruction due to new development west and south of the western Workshops Forecourt, then the design of such new development should make allowance for "snapshot" views through it so that a perspective of the Workshops can be gained from this angle and selected spots

The second view field (westward extension) is notably a *desired* (as opposed to a mandatory requirement) extension of the first view field, increasing an angular portion across the forecourt along the river / levee edge. (**Refer Figure 3** – "Second Desired View Field Extension)

The second *desired* view field extension, if made a mandatory requirement would not allow any development along the subject lot. It may allow a one level building, however, this would not comply with the flood mitigation requirements of the site and would contradict the requirements of the *Inveresk Master Plan* (2005).

Further, the post 1994 landscape tree plantings of the site within the forecourt are now 20 years old and this row of large mature trees now completely obscure any of the *desired* second view field over the western Forecourt.

The whole premise of activity land use at Inveresk through the designated educational and residential zoning, assigned by the Launceston City Council on the site of the subject subdivided lots would be lost entirely if this second view field extension was pursued beyond a *desire* and made a mandatory requirement. Rows of existing mature trees within the *desired* view field extension also makes any pursuit of 'snapshot' views through this area a futile exercise. (**Refer Figure 4)** Photographs below, taken from Inveresk Museum Forecourt at both the summer and winter solstice, which clearly show the deciduous rows of trees now block view lines *desired* by the second view line extension over the Forecourt.

Figure 4: Photos taken at the summer and winter solstice, view looking from the QVMAG Inveresk Museum entry, looking towards the city, through the NRAS site. Note the obstruction of all view lines looking into the city made by the deciduous rows of trees.

The Inveresk Master Plan (2005) guidelines for Site A make note of several desired views (in and out of Site A). The impasse of the abovementioned existing trees also denies any view lines to and from City Park and the Gas Works (**Refer Figure 4**). Further the Willis St. development site, when developed would also entirely block all view line potential to / from City Park. Importantly view lines to Victoria Bridge, Windmill Hill and the Laurence St Footbridge Axes are all maintained.

Response to the Inveresk Master Plan 2005 – Guidelines for Site A

Excerpt from Inveresk Development Site A from: Launceston City Council's *Inveresk Master Plan – 2005:*

> *Development Site A extends from the Victoria Bridge to the Don River Railway area, and is bounded by the North Esk Levee wall to the south and the circular car park to the North.*
>
> *Any development to the site will; respect and enhance the values and qualities of the existing spaces and structure of the Inveresk site whilst also addressing its larger urban context.*
>
> *The IMP recommends:*
>
> - *The retention of broad views and vistas into and out of the site, including the Gas Works and Esplanade, Windmill Hill, Mt Barrow and Trevallyn.*
> - *Buildings will need to be designed in linear form with an appropriately scaled edge to the river while preserving these vital sightlines and pathways.*
> - *Development should encourage public interaction with the River via the Boardwalk.*
> - *Walkways that retain the need for access for flood mitigation will be required, with car parking being the preferred use under any extensive deck area.*

The NRAS: Inveresk Project shall complement and support all four strategic aims as outlined in the Guidelines for Site A (Refer Schedule 7) in the Launceston City Council's *Inveresk Master Plan – 2005:*

a) *Develop the site in a way that maximizes the potential for a lively and productive precinct by offering a complimentary public and private uses.*

The project is located within an education and cultural precinct, as such, the design outcome reflects the establishment of a broad range of student social groupings and hierarchies that are reflected in clear spatial relationships and demarcated by clear thresholds. These encourage a settled academic life with potential for greater productive academic outcomes. The scheme offers clear visual clues for the hierarchy of public to private space, providing a secure domain for the individual and an inviting gesture to participate in communal activities by choice according to personal preference. All public spaces are overlooked by its inhabitants, enhancing security through passive surveillance.

The recent development of the Workshops and tram sheds from utilitarian to educational facilities has created an evolution of forecourt spaces and breakout spaces. The NRAS site is currently empty, inactive, and will create a new north-facing entry and courtyard that begins to activate this portion of the precinct -

The students are a part of the Inveresk campus, and share academic facilities, entertainment, and student housing as part of the university experience. At ground level the scheme offers courtyards, a central arrival area and social space, shared main common rooms and laundries.

b) Retain and reinforce the existing building pattern by ensuring that any new development is correctly scaled and sited to produce views and edges that are complimentary to and identifiably harmonious with the surrounding area.

The cross section of the new design is narrow to ensure the massing of the development harmonious to the surrounding area – and to ensure views into the site are retained where possible. The presence of the levee walls already creates a visual barrier and disconnection between the city and the Inveresk site –the presence of these new building forms could be said to be a new visual cue into and out of the precinct. Given that these will be domiciles they will be visible and active day and night, due to their function, illumination, life and character.

c) Retain and compliment important views into and out of the site, both for orientation purposes and to preserve and further develop the historical integrity of the city.

Refer response to Policy 17 above, pp 5, 6.

d) Ensure that the site is developed as part of a larger continuous circulation strategy. The site offers potential to draw the Inveresk Precinct into the larger urban fabric of the city and consequently draw people into it.

The NRAS development adheres fully to the enhancement of the Inveresk precinct through a sensitive response to the precinct's existing circulation routes, axes and points of egress. Connectivity to the urban edges and desire lines of the city are all maintained and reinforced, refer to site and ground level plans.

Section 2: Conservation Plan Response

Birrelli wish to acknowledge the Conservation Plan and Policies 1994, section 4.5 by Michael Pearson (and Launceston City Council Master Plan 2005 – Site A Strategic Aims), which are responded to in this design proposal, and as summarised below:

	Basis of Approach	
1	Statement of Significance	Accepted
2	ICOMOS Burra Charter	Accepted, please refer to policy 15, which specifically deals with the treatment of new works in relation to the existing historical fabric.
3	Endorsement of recommendations	Accepted
4	Assessed Level of Significance	Accepted (Low) – As the scheme is a new structure, that does not modify any existing structures. It is accepted that any significance is due to the new structure's proximity to other significant historical structures.
	New Uses	
5	New Uses	Accepted – No reuse of existing buildings, all buildings of significance onsite have been demolished and fully removed from site.
	Management Body	
6	Management Body	Policy Relaxed – Sale of land is subject to current subdivision, which has been approved by LCC; all proposed and future development shall be subject to the local council planning scheme, and any other relevant bodies.
	Continuity of Advice, Review of Policy	
7	Continuity of Advice	The NRAS Inveresk project has followed advice given by LCC's senior representatives / planners / officers; and, the northern representatives of the Tasmanian Heritage Council Chris Bonner and Ian Boersma have reviewed and commented on the main stages of design development for this proposal
8	Policy Review	Accepted
	Maintenance and Repairs	
9	Maintenance Provision	The project is a part of the Federal NRAS Scheme, which seeks to address a shortage in affordable rental housing by offering annual tax-free incentives to the business sector and community organisations. These tenures have a duration of 10 years, during which there is a requisite for a tenancy manager whose role includes ongoing property management and maintenance functions.
10	Maintenance of Heritage Fabric	Not applicable – heritage fabric demolished
11	Maintenance by Qualified Persons	Accepted
	Retention of Form and Fabric	
12	Retention of Form and Fabric	Not applicable – heritage fabric demolished
	Painting of Buildings	
13	Painting	Not applicable – heritage fabric demolished
14	Painting of Existing Buildings for New Uses	Not applicable – heritage fabric demolished
	New Structures	
15	New Structures	Accepted: Refer "Design Concept and Heritage Response" – p 2

	Retention of Views of the Workshop	
16	Retention of Views of the Traverser Alley	Accepted – Site A, does not affect views of the Traverser Alley.
17	Retention of Views of the Workshop	Accepted – Site A, There is a clear view of the workshops along the riverside boardwalk along its length between the approaches of the rail bridge over the North Esk River and the point on the river bank where it is crossed by the front alignment of the School of Fine Arts. Refer full response to Policy 17 - p 5, 6
18	Views from Entry Point	Accepted
	Services	
19	Provision of Services	Accepted - Services shall be underground and shall not detract from the significance of any building
20	Air Conditioning	Accepted – The design of apartments includes provision for good passive solar design, and cross ventilation to reduce reliance on mechanical ventilation. EST consultants designing the building, AC services shall be at a minimum and any external plant equipment screened to reduce any visual impact.
21	Additional Internal Lighting	Not applicable – heritage fabric demolished
22	Additional External Lighting	Accepted - External lighting to be discrete, low-lying, and shall not leak beyond the boundaries of Site A.
	Retention of Movable Objects	
23	Artefacts to be Preserved	Not applicable – heritage fabric demolished. Any management of artefacts by QVMAG, accepted for artefacts beyond the scope of Site A.
24	Significant Contents to Be Conserved In-situ	Not applicable – heritage fabric demolished
25	Railway Rolling Stock	Not applicable – No rolling stock or tracks on Site A.
	Retention of Rails and Other Railway Structures	
26	Railway Lines	Not applicable – no railway lines present on Site A.
27	Inspection Pits	Not applicable – no inspection pits present on Site A.
28	Traverser	Not applicable – no traverser present on Site A.
29	Turntable	Not applicable – no turntable present on Site A.
	Signs and Notices	
30	Signs and Notices	Not applicable – no heritage signs or notices affected by this proposal.
	Landscaping and Planting	
31	No Exterior Planting	Accepted – There is no exterior planting affecting the most historically significant areas of the Inveresk Site.
	Car Parking	
32	Car parking Restrictions	Accepted, significant car parking provisions have been added since the 1994 Conservation plan. 30 on-site car parks have been added onsite, in addition to the main precinct car parks. Any car parking onsite has been made discrete through vertical timber screens.

	Sites for Development	
33	Sites for Development	Not Applicable
	Removal of Buildings	
34	Removal of Buildings	No buildings are proposed to be removed
	Public Safety	
35	Fire Warning and Suppression	Accepted. EST engineering consultants are commissioned to ensure requisite services for fire warning and suppression within the building.
36	Movement of Public	Accepted. The building has been designed around existing site paths, and does not impede any pre-existing movement paths across the site. Egress points from the building link into existing established access paths and roadways for any emergency services to access the site.
37	Asbestos Cement	Not applicable – Heritage Fabric Demolished
38	Contaminated Material	A completed Soil Contamination Survey of the Inveresk site has been prepared by Geoton Geotechnical Consultants. The site is relatively contamination free except for some localised lead contamination, some underground which is not concerning but also some on the surface, which is localised so the further examination will not need to be extensive. Outcomes of which will be advised of as soon as possible.