

Project: 36 Erina Street, East Launceston

DA 0747/2020

Response to objection letters received through council planning advertisement.

Two main concerns were brought to light by surrounding neighbours and Businesses.

1. Traffic Management/Control during Construction (including access to No. 35)
2. Streetscape

Traffic Management & Control

Please review attached site plan with management measures outline for the purpose of the beginning stages of the project.

Within this management plan we have highlighted the necessary means to provide alternative access for pedestrians along with the need to manage the access to the site for deliveries and trade vehicles.

We are understanding for the need for these management situations within the building permit, and happy to address them in the stage of Planning to ensure the best outcome for our clients.

The council has outline some permit conditions to us in relation to the Occupation of Road Reserve, Construction Hours and Demolition. We feel there is no unreasonable requirements here in this instance. Our attached site management outlines our plan in the initial stages of works to be undertaken.

It is with good intent that we are to provide opportunity for the neighbouring properties to have access to our construction schedule during the works for reference to timeframes, for the initial stages; where disruption is eminent. This schedule is not yet drafted as there is no build contract in place at this stage.

We have included in our plan the opportunity to develop the off-street carparking at the early stages providing additional parking to trades early as possible, along with the use of skip bins only in the initial stage and not throughout the build as normally expected, which we hope will help reduce any projected impact.

In regards to carparking, in the immediate vicinity only 1 car park will be impacted. Additional carparking will be assigned to the Two-Way section of Erina Street.

It would be necessary to point out that the neighbouring occupants have taken this opportunity to address an issue that is already impacting them, and we reflect on the need for good management of the site. We would like to expand on this and identify the period of time this impact would happen is of short inconvenience of 6 months, not a permanent situation. To imply this is a permanent issue produced by this project is unreasonable and prevents advancement of development in these older areas of the city.

Access to No. 35 will be impact during the initial stages of the project due to limited site access. It would be the intent to minimise this as early as possible by instating the new carparking location off-street and using the on-street location as short-term & deliveries only.

Streetscape

We have illustrated the areas of streetscape on the attached plan for reference. Please note, there is no intent to fully provide screening on the street side as outline by the objector as this reduces visibility for our occupants. We have shown a green wall proposal and low height shrubbery at one end of the car park location.

Given the current Streetscape outlook and garage shed the proposed development is greatly improved.

The Development Standards within the scheme outlined as below:

10.4.13 P2

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

(a) the visual impact of the car parking location viewed from the road;

Softened by low height shrubbery and Greenwall

(b) access for users of the site;

Minimal Shrubby to help provide better vision for the occupants

(c) pedestrian and vehicular traffic safety;

Removing the existing full height garage improves the sight visibility and safety for occupants and pedestrians

(d) the nature and characteristics of the street;

Providing the new carparking space is helpful to reduce the on-street parking situation

(e) the need for the location;

Residential access is required, along with providing off-street parking where there is currently none.

(f) any landscaping of the car parking or turning area location; and

New roof form and planting as outlined will provide some colour within the landscaping, minimal area is available for this therefore a vertical Greenwell is proposed.

(g) construction methods and pavement types.

Retaining wall is required and proposal of exposed aggregate concrete surface will a breakup of finishes

We hope this has developed the conversation behind the concerns of the objectors and feel we can come to an agreement where the impact can be mitigated without the need to address the council meeting. We are available for council meeting up to close of business prior to Christmas and would like to see this subject resolved as soon as possible.

Kind Regards,

My Build Collective (Design Team)



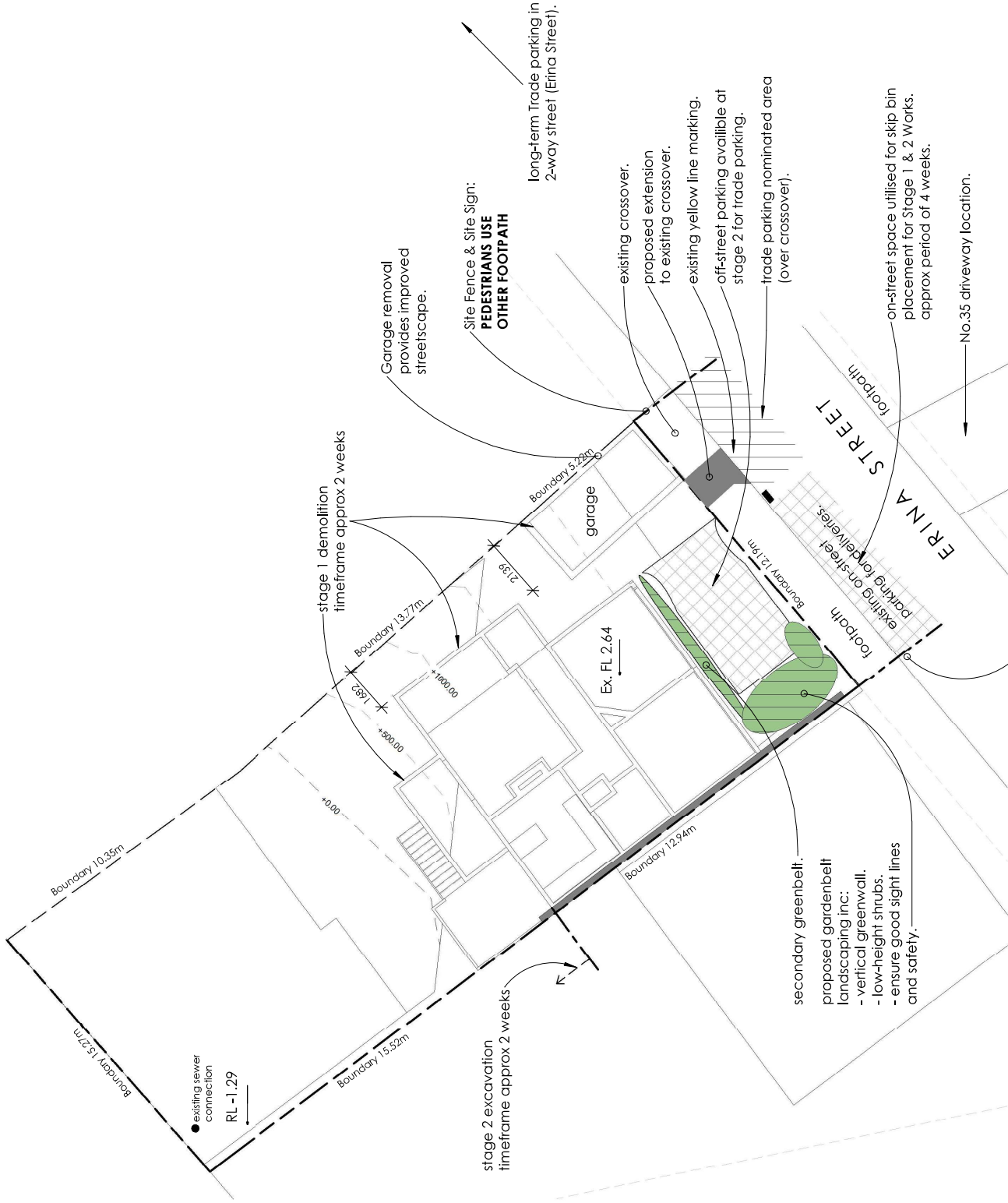
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LOCAL COUNCIL:		
ACCREDITATION COMPLIANCE NAME: MURRAY GRIFFITHS		
ACCREDITATION COMPLIANCE NUMBER: CC - 11171		
PROJECT:	Proposed Extension to Existing House 36 Erina Street, East Launceston FOR Mr A. & Mrs J. Johnson	
TITLE:	FOLIO REFERENCE: 169277/1	
DESIGNED BY:	Designer	
DRAWN BY:	Author	
APPROVED BY:	Checker	
DATE:	28.11.20	
REVISED DATE:	11.12.20	
DRAWING NO.	A 03a	
JOB No:	MB216	

PLEASE REFER TO INDICATED DIMENSIONS ONLY. DRAWINGS ARE NOT SUITABLE TO BE SCALED FROM.

DISCLAIMER: THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ACCREDITED ENGINEERING DRAWINGS. PROFESSIONAL ENGINEERS CERTIFICATES MAY BE REQUIRED CERTIFY STRUCTURAL DESIGN AND FOUNDATIONS. THESE PLANS AND ANY INFORMATION PROVIDED HEREIN IS PROVIDED AS GENERAL INFORMATION AND DOES NOT ACCEPT ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS IN THE PLANS DUE TO WRONGLY APPLIED INFORMATION, NOR FOR MISCONSTRUCTION OR INTERPRETATION.



Site Management Plan

1 : 150

