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TITLE: DA0108/2022 - 45-55 Tamar Street, Launceston - Community Museum and Entertainment and Food Services - Redevelop the Eastern Wing of Albert Hall Involving Demolition, Construction of a New Building Extension to Provide Upgraded Facilities, Interior Alterations to the Hall, Vegetation Removal and Alterations to Car Parking and Pedestrian Access

FILE NO: DA0108/2022

AUTHOR: Ashley Brook (Planning Consultant)

GENERAL MANAGER: Dan Ryan (General Manager Community and Place Network)

ATTACHMENT 1

In accordance with the Council's Policy, the assessment of this development application was outsourced to an independent consultant Town Planner as it relates to development in which the Council has a pecuniary interest.

1. PLANNING SCHEME ASSESSMENT

3.1 Zone Purpose

18.0 Recreation Zone

18.1.1 Zone Purpose Statements 18.1.1.1 To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land. 18.1.1.2 To provide for the amenity of residential uses on land adjoining the zone.
Consistent The proposed redevelopment will provide improved facilities for existing uses that occupy Albert Hall and are complementary to the recreational use of City Park. It will have adequate separate from residential uses nearby and will not cause an unreasonable loss of amenity.

18.1.2 Local Area Objectives -

There are no local area objectives.
Not applicable

18.1.3 Desired Future Character Statements -

There are no desired future character statements.
Not applicable

18.3 Use Standards

18.3.1 Hours of operation

Objective: To ensure that uses do not cause unreasonable loss of amenity to nearby sensitive uses.
Consistent The Albert Hall has been in operation for a considerable number of years. It is in an inner city location and nearby to other commercial uses with the potential to impact the amenity of sensitive uses in the area. The proposed eastern wing redevelopment will provide improved facilities however will not change the nature of the existing uses. Therefore, it will not cause unreasonable loss of amenity to nearby sensitive uses.
A1 Operating hours, except for office and administrative tasks, must be between:

(a) 8am and 10pm adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential Urban Mixed Use and Village zones; or (b) 6am to midnight otherwise.
Relies on Performance Criteria The site is adjacent to the boundary with the Urban Mixed Use Zone, which is located along the centreline of Tamar Street and Cimitiere Street. The proposed hours of operation are 6am to midnight.
P1 Uses must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the nature and intensity of the proposed use; (b) the characteristics and frequency of any emissions generated; (c) the extent and timing of traffic generation; (d) the hours of delivery and despatch of goods and materials; and (e) the existing levels of amenity.
Complies with P1 The proposed redevelopment will provide improved facilities for the existing uses that occupy the Albert Hall. It is anticipated that this will create additional demand for the spaces associated with the existing uses, in the form of increased patronage or bookings. However, it is not proposed to establish any new uses or change the existing uses. This includes the existing hours of operation, which are presently 6am to midnight. The definition for "sensitive use" in Clause 4.1.3 of the Planning Scheme is: *means a residential use or a use involving the presence of people for extended periods except in the course of their employment, such as in a caravan park, childcare centre, dwelling, hospital or school.* Sensitive uses nearby to the Hall include residential dwellings immediately opposite in Tamar Street, and a day respite centre and a childcare centre on the eastern side of Tamar Street to the north of the buildings associated with Milledge Lane. Additionally, sensitive uses surrounding City Park more broadly include residential dwellings to the east of Lawrence Street and south of Brisbane Street. The University of Tasmania is also developing teaching facilities, which will accommodate students for extended periods, on the land immediately opposite to the north-east. The proposal will not unreasonably impact the amenity of the nearby sensitive uses, having regard to the following: (a) The nature of the existing uses will not change. It is anticipated that their intensity, or frequency of usage, will increase only due to the improvement to existing facilities. The hours of operation will be the same as existing and the opportunity for usage will therefore remain unchanged. (b) The likely emissions include noise associated with the operation of the uses, members of the public arriving and departing from the site and mechanical plant and equipment. They also potentially include odours from kitchen exhaust systems. These are all existing sources of emissions. The nature of the existing uses will not change. The entrance to the redeveloped eastern wing will be further away from the residential dwellings in Tamar Street and will also have adequate separation from the other sensitive uses surrounding City Park, including the day respite centre and childcare centre to the north. Mechanical plant and equipment, including kitchen exhaust systems, will be redeveloped in conjunction with the new building extension. It will continue to be separated from the residential dwellings in Tamar Street by the Hall itself and over a distance of greater than 50m.

(c) As identified in the accompanying Traffic Impact Assessment, vehicle movements and parking demand associated with the Hall is generally accommodated in the street network and public parking facilities (off-site) and this will not significantly change as a result of the proposal. (d) The application identifies that the delivery of goods and materials will occur during the permitted operating hours of 8am to 10pm. (e) The Albert Hall is within an inner city location and is nearby to other uses with the potential to impact the amenity of sensitive uses, including other food services uses. The Hall, in particular the eastern wing, has been in operation for a considerable number of years. The Council's Environmental Health Services team has advised that there is no history of complaints from the community. The proposed redevelopment is unlikely to have any further impact on the amenity of nearby sensitive uses.

18.3.2 Mechanical plant and equipment

Objective: To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.
A1 Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.
Complies with A1 Mechanical services within the eastern wing will be redeveloped as part of the new extension. The plant room will remain at basement level of the redeveloped eastern wing. Other existing mechanical plant at ground floor level to the south-east of the redevelopment will be retained. Mechanical plant and equipment will, therefore, be separated from the residential dwellings in Tamar Street by the Hall itself and over a distance of greater than 50m. It will also have adequate separation from the other sensitive uses surrounding City Park, including the day respite centre and childcare centre to the north. Therefore, mechanical plant and equipment will be adequately designed and located to prevent an unreasonable loss of amenity to sensitive uses.

18.3.3 Light spill and illumination

Objective: To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.
A1 The use must: (a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; and (b) contain direct light from external light sources within the boundaries of the site.
Complies with A1 The proposed redevelopment will incorporate minimal feature lighting to highlight the façade. Direct light from external sources will, therefore, be contained within the site boundaries.

18.3.4 External storage of goods

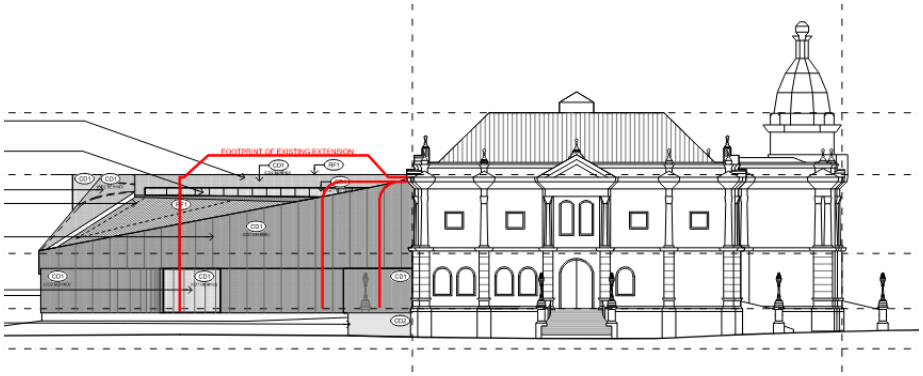
Objective: To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.
A1 Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.
Complies with A1

The proposed redevelopment does not include the external storage of goods, materials or waste.

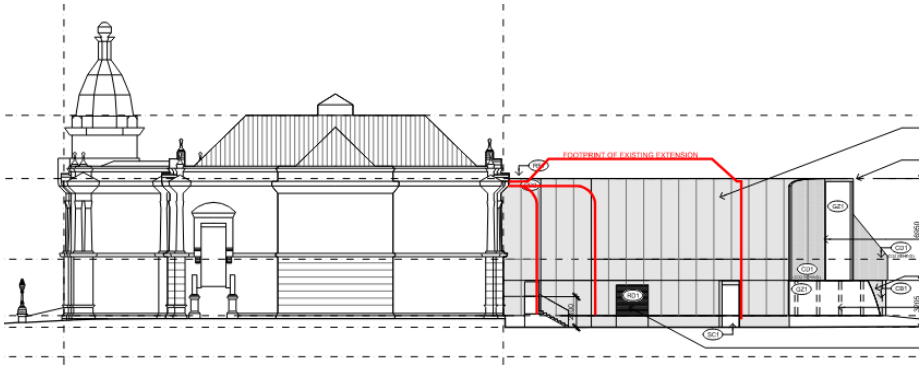
18.4 Development Standards

18.4.1 Building height, setback and siting

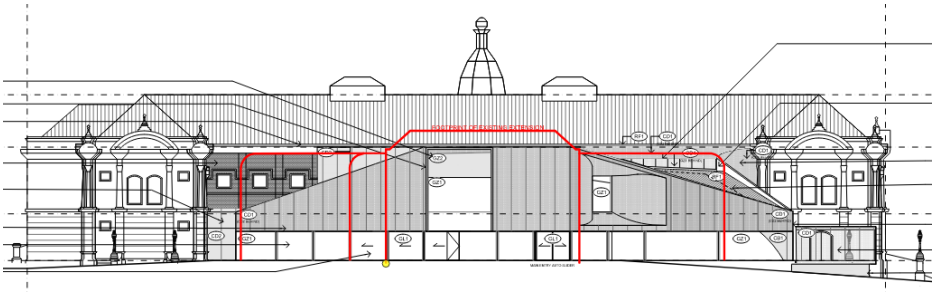
Objective: To ensure that building bulk and form, and siting: (a) accommodates sport and recreation uses; (b) is compatible with the streetscape and character of the surrounding area; and (c) protects the amenity of adjoining lots and surrounding uses.
Consistent The new extension will be compatible with the streetscape and character of the surrounding area and will protect the amenity of surrounding uses. It will be lower than the Albert Hall, existing eastern wing and adjacent buildings. It will not be visible from Tamar Street and will be articulated in a manner that moderates towards City Park and Cimitiere Street. It will have adequate separation from sensitive uses nearby and will not cause an unreasonable loss of amenity.
A1 Building height must be no greater than 7m.
Relies on Performance Criteria The new extension will have a building height greater than 7m. Its maximum building height will be 9.35m above existing ground level.
P1 Building height must be compatible with the streetscape and character of the surrounding area, and protect the amenity of adjoining lots and surrounding uses having regard to: (a) the topography of the site; (b) the height of buildings on the site, adjoining lots and adjacent lots; (c) the requirements of the proposed use; (d) the bulk and form of existing and proposed buildings; (e) the allowable building heights; (f) the apparent height when viewed from roads and public places; (g) sunlight to private open space and windows of habitable rooms on adjoining lots; (h) the privacy to adjoining private open space and windows of habitable rooms on adjoining lots; (i) any existing screening or the ability to implement screening; and (j) any overshadowing of adjacent lots or public places.
Complies with P1 The three-dimensional envelope associated with the existing eastern wing is depicted by red linework on the elevations for the proposed redevelopment. The relevant elevations are reproduced below. Northern elevation:



Southern elevation:



Eastern elevation:



The new building extension will have a lower building height than the existing eastern wing. It has been designed to sit below the parapet and cornice line of the Albert Hall, and below its eaves. It will encompass a larger two-dimensional footprint than the existing extension. However, it will be articulated in a manner that moderates towards City Park and Cimitiere Street.

The new extension will not be visible from the prominent vantage point of the intersection between Tamar Street and Cimitiere Street, instead, the addition only reveals itself closer to the arrival at the Cimitiere Street entry gates, further strengthening the idea that this is a building within the Park.

The building height of the new extension will be compatible with the streetscape and character of the surrounding area, and will protect the amenity of surrounding uses, having regard to the following:

(a) The Hall is located in a relatively flat portion of the site. The landform to the rear of the Hall rises slightly to suit the ground floor level of the eastern wing and this will be maintained by the proposal. This will not significantly affect the actual or apparent of the new extension.
(b) The Hall has a building height of 20.2m to the top of the domed tower and otherwise generally has a height of at least 13.8m to the top of the roof. There are other relatively high buildings on adjacent lots including the Hotel Verge (21.7m) and the gasometer (20m).
(c) The height of the new extension is reflective of the Hall and existing eastern wing which includes a basement level, ground floor and first floor level.
(d) The curved form associated with the upper level of the new extension will narrow towards the Park. The roof associated with the new eastern foyer will lower in a north-easterly direction towards Cimitiere Street. The form of the extension will therefore mitigate its apparent height and bulk. The overall form and envelope of the Hall will be maintained as will its prominence when viewed from the surrounding area, the streetscape and adjacent land.
(e) The proposed height will exceed the permitted height by 2.35m. This is appropriate in the context of the height of the Hall and other adjacent buildings.
(f) The new extension will not be visible from Tamar Street and its building form will mitigate the apparent height from Cimitiere Street and the Park. Additionally, it will be setback behind the frontage elevation of the Hall to Cimitiere Street.
(g) Given the orientation of the site and the separation from adjacent dwellings, the new extension will not impact sunlight to private open space or windows of habitable rooms.
(h) Given the separation from adjacent dwellings, the new extension will not impact the privacy of private open space and windows of habitable rooms.
(i) The landscape design associated with the proposal is not intended to screen the new extension but rather create vistas and views between the Hall and the Park.
(j) Given the orientation of the new extension to the north-east of the Hall, it will not significantly overshadow the Park and will not overshadow adjacent lots. The adjacent lots nearby are either located to the north or will be separated from the extension by the Hall.

A2 Setback from all boundaries must be no less than 10m.

Complies with A1
The new extension will have a setback of more than 10m from the Cimitiere Street frontage. The setback of the Albert Hall from the Tamar Street will not be affected by the proposal.

18.4.2 Landscaping

Objective:
To ensure that development is landscaped to be compatible with the recreational uses of the site and the character of the surrounding area.

Consistent
The proposed redevelopment will be landscaped to be compatible with the recreational uses of the site and the character of the surrounding area. The key design objective is to re-establish the connection between the Albert Hall and City Park. This includes the reinstatement of key views to the rear of the Hall through a combination of vegetation removal and establishment of new landscaped areas including a park terrace, lawn area and garden beds.

A1 If for:
(a) no permit required uses; or
(b) an extension or alteration to a permitted use that does not require the removal of existing vegetation.

Relies on Performance Criteria The proposal will involve the removal of existing vegetation.
P1 Development must be landscaped to reduce the impact on the site and surrounding area, having regard to: (a) location and height of retaining walls; (b) the existing vegetation and its retention where it is feasible to do so; (c) the location of any proposed buildings, driveways, car parking, storage areas, signage and utility services; (d) proposed height and type of fencing; (e) proposed vegetation plantings; (f) the location of pedestrian movement routes; (g) maintenance of plantings, weed management and soil and water management; and (h) the character of the surrounding area; as shown in a detailed landscaping plan.
Complies with P1 The application is accompanied by a Landscaping Design Report, incorporating a Landscape Masterplan, to assist with the assessment of the standard. The proposed redevelopment will be landscaped to be compatible with the recreational uses of the site and the character of the surrounding area, having regard to the following matters: (a) The landscape design includes a series of seating walls to create an informal amphitheatre between the redeveloped eastern wing and the Park. The seating walls will be constructed with bluestone materials and there is potential to reuse some of the existing bluestone within the site. The location and height of the seating walls are such that they will create a feeling of openness. (b) The proposed redevelopment will involve vegetation removal within or adjacent to the footprint for the new building extension and new ramp and walkway access to the eastern entrance. This includes 10 existing trees that will be completely removed, two which will be transplanted and relocated off-site by Council and one tree that will be transplanted within the proposed landscaping area. The trees identified for removal are not identified as being significant or commemorative plantings in the *City Park CMP* (2006). The Landscape Design Report noted that the majority of trees and plantings in the immediate area to the north-east of the Hall have been planted since 1955. (c) The landscape design seeks to create vistas and views between the Hall and the Park. It will also provide appropriate plantings adjacent to the altered parking area. (d) The proposal does not include any fences. (e) The landscape design includes new garden beds to the north-east of the new extension, surrounding the altered parking area, and to the south-east of the new extension. The proposed species selection in the Landscape Design Report is derived from advice included on pp 30-31 of the *City Park CMP* (2006). Additionally, selected trees are based on the list in the City Park Tree Management Plan. (f) The landscape design is informed by a consideration of movement patterns within the site and includes provision of ramp and stair access to the eastern wing that will better integrate with circulation within the Park. (g) Maintenance of plantings and management of weeds, soil and water will be undertaken by Council parks staff in conjunction with their normal operations at the Park. (h) The Landscape Design Report details how the landscape design will integrate the new extension with the Park in a manner that is sympathetic to the historic cultural heritage significance of the place and in accordance with the *City Park CMP* (2006).

18.4.3 Lot size and dimensions

Objective:

To ensure: (a) the area and dimensions of lots are appropriate for the zone; and (b) adjoining land, especially residential zones, is protected from adverse impacts.
Not applicable In accordance with Table 18.4, the standard does not apply because the proposal does not include a subdivision.

18.4.4 Frontage and access

Objective: To ensure that lots provide: (a) appropriate frontage to a road; and (b) safe appropriate access suitable for the intended use of the new lot.
Not applicable In accordance with Table 18.4, the standard does not apply because the proposal does not include a subdivision.

18.4.5 Discharge of stormwater

Objective: To ensure that the subdivision layout, including roads, provides that stormwater is satisfactorily drained and discharged.
Not applicable In accordance with Table 18.4, the standard does not apply because the proposal does not include a subdivision.

18.4.6 Water and sewerage services

Objective: To ensure each lot provides for appropriate water supply and wastewater disposal.
Not applicable In accordance with Table 18.4, the standard does not apply because the proposal does not include a subdivision.

19.0 Open Space Zone

19.1.1 Zone Purpose Statements 19.1.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity. 19.1.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.
Consistent The proposed landscape design will include works that will extend into the Open Space Zone associated with City Park to the east of the Albert Hall. This will include portions of the new ramp and walkway access to the eastern entrance and the park terrace and lawn area. These works are consistent with the passive recreation use of the Park and ordinarily would be able to be undertaken without requiring a permit. The works involved in the landscape design overall have been considered elsewhere against the relevant standards in the Recreation Zone (Clause 18.4.2 P1), Scenic Management and Local Historic Cultural Heritage Code.

E6.0 Parking and Sustainable Transport Code

E6.1.1 The purpose of this provision is to: (a) ensure that an appropriate level of parking facilities are provided to service use and development;

(b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas; (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; (d) ensure that parking does not adversely impact on the amenity of a locality; (e) ensure that parking spaces and accesses meet appropriate standards; and (f) provide for the implementation of parking precinct plans.
Consistent The application is accompanied by a Traffic Impact Assessment (TIA) prepared by GHD to assist with the assessment of the applicable standards in the Code. The proposed redevelopment will be supported by an appropriate level of parking facilities, including that located off-site, and public transport.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.
Consistent An appropriate level of car parking will be available to meet the needs of the uses associated with the Albert Hall
A1 The number of car parking spaces must: (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or (c) not exceed the requirements of Table E6.1 by more than two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or (d) be in accordance with an acceptable solution contained within a parking precinct plan.
Relies on Performance Criteria Based on the net increase in floor area associated with the existing uses within the Community Meeting and Entertainment use class and Food Services use class, the proposal creates a requirement for seven additional car parking spaces under the terms of Table E6.1. The proposal includes the removal of nine existing parking spaces and the total requirement identified is therefore 16 spaces. Two accessible spaces will be reinstated and the net shortfall will, therefore, be 14 spaces.
P1.1 The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to: (a) the availability of off-road public car parking spaces within reasonable walking distance; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (f) an assessment of the actual car parking demand determined in light of the nature of the use and development; (g) the effect on streetscape; and (h) the recommendations of any traffic impact assessment prepared for the proposal;

Complies with P1.1 The proposed redevelopment will increase the overall floor area associated with Albert Hall by 5%. The TIA estimates that the existing peak parking demand is in the order of 100 to 150 spaces, and this will increase by approximately 6.4 spaces. There are nine existing public spaces on-site directly adjacent to the Hall. These spaces are often occupied by visitors to the area generally, including City Park, which indicates that existing parking demand associated with the Hall is generally accommodated in the street network and public parking facilities. The proposal will not significantly change the way parking is managed for the Hall. There are at least four off-street car parking facilities available for public use within a 200m walking distance with approximately 273 car parking spaces in total. Additionally, there is approximately 233 on-street parking spaces within a 200m walking distance. Given that the Hall is use for functions, performances and similar events, it is anticipated that parking demand will be higher during the evenings and weekends. These periods coincide with an increase in off-site parking opportunities after hours due to the relaxation of time-restricted parking and reduced external parking demand. Notwithstanding, parking demand for off-site parking is likely to be greater during the day time due to work and education related activities around the central business district and time-restrictions on parking spaces. A survey undertaken in conjunction with preparing the TIA identified that there is capacity within the on-street parking network to cater for the additional 16 vehicles from the redevelopment during the day. Additionally, there are several bus stops located in vicinity which provide an alternative mode of transport to the site. An appropriate level of car parking, including off-site spaces, will therefore be available to meet the needs of the uses associated with the Hall.
A2 The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the *National Construction Code 2014*, as amended from time to time.
Complies with A2 The provision of two accessible spaces on-site is in accordance with Part D3 of the *National Construction Code 2014*. It is noted that these spaces will not be available during construction. There are no alternate accessible spaces located near the Albert Hall. Two accessible spaces will be therefore provided in Cimitiere Street (westbound), adjacent to the public toilets immediately to the north-east of the Hall. An existing bus stop in this location will require relocation further to the east, which may consequently slightly reduce the number of on-street parking spaces.

E6.5.2 Bicycle parking numbers

Objective: To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.
Complies with A1

Based on the net increase in floor area associated with the existing uses within the Community Meeting and Entertainment use class and Food Services use class, the proposal creates a requirement for five additional bicycle parking spaces under the terms of Table E6.1. The proposal includes the provision four bicycle hoops (eight spaces) which will be installed adjacent to the pedestrian access closest to the Hall in Cimitiere Street.

E6.5.3 Taxi spaces

Objective: To ensure that access for taxis is provided to meet the needs of the use.
A1 Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.
Not applicable The proposed redevelopment creates a requirement for less than 50 additional car parking spaces under the terms of Table E6.1. The provision of taxi spaces on-site is therefore not required.

E6.5.4 Motorcycle parking

Objective: To ensure that motorcycle parking is provided to meet the needs of the use.
A1 Except for dwellings in the General Residential zone, uses that require greater than 20 car parking spaces by Table E6.1 must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required.
Not applicable The proposed redevelopment creates a requirement for less than 20 additional car parking spaces under the terms of Table E6.1. The provision of motorcycle parking spaces on-site is, therefore, not required.

E6.5.5 Loading bays

Objective: To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.
Not applicable In accordance with Clause E6.2.3.5, the standard does not apply to the Community Museum and Entertainment use class or Food Services uses class.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
Complies with A1

The two accessible parking spaces to be reinstated will be provided in accordance with the requirements of the acceptable solution.

E6.6.2 Design and layout of parking areas

Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.
A1.1 Car parking, access ways, manoeuvring and circulation spaces must: (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces; (b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2; (c) have parking space dimensions in accordance with the requirements in Table E6.3; (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are three or more car parking spaces; and (e) have a vertical clearance of not less than 2.1m above the parking surface level. A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building. A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more. A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.
Complies In relation to the requirements of A1.1: (a) The proposal will provide less than four parking spaces, however, vehicles will be able to enter and exit the site in a forward direction. (b) The existing vehicle accesses adjacent to the Hall in Cimitiere Street and Tamar Street will not be altered. (c) Given that accessible spaces are for persons with a disability are proposed, the requirements of A1.4 prevail. (d) The proposal will provide less than three parking spaces. (e) The parking area will be located externally and therefore, will not have vertical obstructions. In relation to the requirements of A1.2 to A1.4: • The accessible parking spaces will be located close to the building entry. • The proposal will provide less than six accessible parking spaces. • The accessible parking spaces will comply with AS/NZ2890.6 - 2009.

E6.6.3 Pedestrian access

Objective: To ensure pedestrian access is provided in a safe and convenient manner.
A1.1 Uses that require 10 or more parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.
Complies In relation to the requirements of A1.1, the proposal will provide less than 10 parking spaces. In relation to the requirements of A1.2, access from the accessible parking spaces to the new eastern entrance will be via the existing pedestrian access within the Park and the new 1:20 ramp to be provided as part of the redevelopment. The access width will exceed 1.5m.

E6.6.4 Loading bays

Objective: To ensure adequate access for goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.
Complies with A1 The redeveloped loading bay will comply with AS/NZ2890.2 - 2002.
A2 It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.
Complies with A2 The redeveloped loading bay will comply with AS/NZ2890.2 - 2002. The existing access from Tamar Street which will not be altered.

E6.6.5 Bicycle facilities

Objective: To ensure that cyclists are provided with adequate facilities.
Consistent Cyclists are provided with adequate facilities within City Park.
A1 Uses that require five or more bicycle spaces by Table E6.1 must provide one shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.
Relies on Performance Criteria Dedicated shower facilities are not proposed.
P1 Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to: (a) the location of the proposed use; (b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) whether there are facilities on the site for other reasons that could be used by cyclists; and (g) the opportunity for sharing bicycle facilities on nearby sites.
Complies with P1

The proposed redevelopment does not include dedicated shower and change room facilities. It is intended that toilet facilities would be used as changing facilities, if required. This is considered adequate and reasonable taking account of the nature of the uses, which predominantly involve persons attending the site for short-medium term periods for meetings, functions, conferences, exhibitions and performances or visits to the café.

E6.6.6 Bicycle parking and storage facilities

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.
A1 Bicycle parking and storage facilities for uses that require five or more bicycle spaces by Table E6.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from the main entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.
Complies with A1 The bicycle parking spaces proposed will be directly accessible from Cimitiere Street and will be within 50m of the main entrance to Albert Hall. They will be readily visible and lighting will be provided in accordance with the relevant requirements in AS/NZS 1158.3.1: 2005.
A2 Bicycle parking spaces must: (a) have minimum dimensions of: (i) 1.7m in length; and (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.
Complies with A2 The bicycle hoops will comply with AS 2890.3 - 1993 and the minimum dimension requirements. Their location will be adjacent to a shared pathway with unobstructed access and a gradient of less than 5%.

E6.7 Parking Precinct Plans
E6.7.1 Precinct 1 - Launceston Central Business District Parking Exemption Area
E6.7.1.3 Local area provisions

Objective: To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.
Not applicable The site is located outside the Launceston Central Business District Parking Exemption Area.

E7.0 Scenic Management Code

E7.1 The purpose of this provision is to: (a) ensure that siting and design of development protects and complements the visual amenity of scenic road corridors; and (b) ensure that siting and design of development in scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape; and

(c) ensure that vegetation is managed for its contribution to the scenic landscape.
Consistent The siting and design of the proposed redevelopment will be unobtrusive in the landscape and will complement the character of the Scenic Management Area - Central Hills Precinct.

E7.6 Development Standards
E7.6.1 Scenic road corridor

Objective: To ensure the visual amenity of the scenic road corridors is managed through appropriate siting and design of development, including subdivision, to provide for views that are significant to the traveller experience and avoid obtrusive visual impacts on skylines, ridge lines and prominent locations.
Not applicable The site is not located within a scenic road corridor.

E7.6.2 Scenic management areas

Objective: The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.
Consistent The siting and design of the proposed redevelopment will be unobtrusive in the landscape and will complement the character of the Scenic Management Area - Central Hills Precinct.
A1 No acceptable solution.
Relies on Performance Criteria
P1 Development (not including development that involves only the clearance or removal of vegetation, or subdivision) must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the impact on skylines, ridgelines and prominent locations; (c) the nature and extent of existing development on the site; (d) the retention or establishment of vegetation to provide screening; (e) the need to clear existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the development; (i) the location of development to facilitate the retention of trees; and (j) design treatment of development, including: (i) the bulk and form of buildings including materials and finishes; (ii) any earthworks for cut or fill; (iii) the physical (built or natural) characteristics of the site or area; (iv) the nature and character of the existing development; and (v) the retention of trees.
Complies with P1 The siting and design of the proposed redevelopment will be unobtrusive in the landscape and will complement the character of the scenic management area, having regard to the following: (a) The existing character statement and management objectives for the Central Hills Precinct are considered below:

Character Statement	**Response**

The Central Hills Precinct encompasses the residential area located along the ridgeline of a hillside to the east of the central Launceston area.	The proposed redevelopment will be located clear of the identified ridgeline to the east of the central Launceston area.
The Precinct is dominated by skyline development, with many of those homes being of heritage significance. Street views can also be important in this precinct.	The proposed redevelopment will be located in a relatively flat portion of City Park and will not be visually prominent on the skyline.
The Precinct forms the principal backdrop for South Launceston, Newstead and central Launceston. The Precinct also includes key parks within central Launceston area, including City Park. Vegetation coverage is typically exotic, with a mix of deciduous and evergreen species.	The landscape design associated with the proposal seeks to reinstate vistas and views between the Albert Hall and the Park. This will occur through a combination of vegetation removal and establishment of new landscaped areas including a park terrace, lawn area and garden beds. The vegetation coverage within the Park overall will be maintained.
Management Objectives	**Response**
(a) Maintain and enhance vegetation, particularly with a mix of deciduous and evergreen species, consistent with the existing character of the area. Promote tree planting in existing non-treed areas. Encourage species that will strongly contribute to the canopy cover in the Precinct.	The vegetation coverage within the Park overall will be maintained.
(b) Development, particularly residential development, will blend in with existing development by its location, form, scale and exterior finishes.	The proposed redevelopment has been designed to provide a more sympathetic relationship between the Hall and the Park. Consideration has been given to form, scale and exterior finishes. The new extension will be articulated in a manner that moderates towards the Park. The material palette is derived from the natural foliage and filigree of cast iron patterning within the Park. Additionally, the landscape design will integrate the new extension with the Park.
(c) Encourage driveways to be inevident, by following contours and	The proposal does not include a new driveway.

being screened by vegetation.	
(d) Increased residential density is encouraged, but only where development does not adversely interrupt the existing or historic pattern of development, and ability of the site to maintain significant vegetation. The favoured form of this type of development is one building, with shared driveways and gardens to maximise the open space available for vegetation.	The proposal does not involve residential development.
(e) Development within parklands is to be considerate of its scenic and landscape values.	The building and landscape design of associated with the proposed redevelopment has considered the scenic landscape values of the site.

(b) The Hall is not located on a skyline or ridgeline and the proposed redevelopment will not increase the overall building height.
(c) The redeveloped eastern wing will extend further to the north and east of the existing extension. However, its bulk will be articulated in a manner that moderates towards City Park.
(d) The landscape design associated with the proposal is not intended to screen the new extension but rather create vistas and views between the Hall and the Park.
(e) The proposed redevelopment will involve vegetation removal within or adjacent to the footprint for the new building extension and new ramp and walkway access to the eastern entrance. The trees identified for removal are not identified as being significant or commemorative plantings in the *City Park CMP* (2006).
(f) No applicable requirements for hazard management have been identified.
(g) The provision of any additional infrastructure services will not be visually obtrusive.
(h) There are no other specific requirements applicable to the proposed redevelopment.
(i) The vegetation coverage within the Park overall will be maintained.
(j) The proposed redevelopment has been designed to provide a more sympathetic relationship between the Hall and the Park. As previously identified, consideration has been given to form, scale and exterior finishes. Earthworks will be minimal because the demolition works seek to retain the most of the footprint of the basement level. The landscape design will integrate the new extension with the Park:

A2 No vegetation is to be removed.

P2 Development that involves only the clearance or removal of vegetation must have regard to:
(a) the scenic management precinct existing character statement and management objectives in clause E7.6.3;
(b) the physical characteristics of the site;
(c) the location of existing buildings;

(d) the type and condition of the existing vegetation; (e) any proposed revegetation; and (f) the options for management of the vegetation.
Not applicable The proposal does not involve only the removal of vegetation.
A3 Subdivision is in accordance with a specific area plan.
Not applicable The proposal does not include a subdivision.

E13.0 Local Historic Cultural Heritage Code

E13.1 The purpose of this provision is to: (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; (b) encourage and facilitate the continued use of these places; (c) encourage the maintenance and retention of buildings and places of assessed historic cultural heritage significance; and (d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.
Consistent The application is accompanied by a Heritage Impact Assessment (HIA) prepared by Purcell to assist with the assessment of the applicable standards in the Code. The HIA considers the relevant objectives in the *City Park CMP* (2006). It identifies that the redeveloped eastern wing will be less intrusive and will deliver a more sympathetic and mutually beneficial relationship between the Albert Hall and City Park. The proposal will not have an adverse impact on the historic cultural heritage significance or values of the place. The HIA makes a number of recommendations that are intended to ensure the potential impacts are further mitigated by the proposal. This includes the following recommendations of particular relevance to the assessment of the Code standards: • The resolution of the proposed stage access design, inclusive of the potential scope of demolition is to be coordinated with the heritage consultant. • The resolution of the fire engineered solution for the stairs to the north wing should consider the retention of extant significant fabric while limiting access to these spaces. • The integration of all service interventions with the Hall should be coordinated with the heritage consultant and seek to mitigate impacts on fabric. • The detailing of all junctions should be coordinated with an architect experienced in historic building practices and methodologies. • The specification of any applied finishes, or removal of any non-original applied finishes, should be coordinated with an architect experienced in historic building practices and methodologies. In this respect it is suggested that: – the applied paint finish to the rendered string courses and mouldings of the north-eastern brick façade be removed to reveal the previously exposed cement render. • The make-good of all significant fabric should be to the specification of an architect experienced in historic building practices and methodologies. • The final colour selection of the cladding screens should be informed by the intended colour scheme of the Albert Hall, either as existing, or to a future scheme. • Landscape plantings should consider the policies and recommendations of the *City Park CMP* (2006).

The notification by Heritage Council in relation to the application requires Council's planning authority to include a permit condition requiring the proposal to be undertaken in accordance with the recommendations in the HIA. The condition states:

(i) Construction documentation must be developed with input of a suitably qualified heritage consultant to regard for the recommendations on page 19 of the Heritage Impact Assessment (Purcell, March 2022) and must include a methodology for dealing with the unanticipated discovery of archaeological material in the construction process.

(ii) This documentation must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before construction work commences.

Reason for Condition

To address details as yet insufficiently resolved that may otherwise result in detrimental impacts on the place's historic cultural heritage significance.

The other condition required by the Heritage Council requires:

(i) Photo-voltaic panels installed on areas of roof that are visible from public vantage points must be laid parallel with the roof plane and be configured to complement the architectural composition; and,

(ii) Details showing how this work is to be achieved must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before installation of the photo-voltaic panels commences.

Reason for Condition

To ensure that the placement of photo-voltaic panels does not detract from the architectural quality of the proposed new addition and visually intrude on the heritage place.

This will ensure that the proposal is undertaken in accordance with the recommendations that are relevant to the assessment of the Code standards.

E13.6 Development Standards

E13.6.1 Demolition

Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their setting.
Consistent The proposed demolition works will not have an unreasonable impact on the historic cultural heritage significance of the Albert Hall and its setting.
A1 No acceptable solution.
Relies on Performance Criteria
P1 Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to: (a) the physical condition of the local heritage place; (b) the extent and rate of deterioration of the building or structure; (c) the safety of the building or structure; (d) the streetscape or setting in which the building or structure is located; (e) the cultural heritage values of the local heritage place; (f) the need for the development; (g) any options to reduce or mitigate deterioration; (h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and (i) any overriding economic considerations.

Complies with P1
The demolition associated with the proposed redevelopment will mostly relate to the existing eastern wing (circa 1980s) of the Albert Hall. It will also include the non-original fabric in the northern wing including the female and accessible toilets adjacent to the George Bass Foyer at ground floor level and male toilets and basement level. This will likely extend to the removal of non-original fixtures and finishes such as carpets, false ceilings and building services.

Additionally, the demolition associated with the proposal will involve fabric of significance, including removal of:

- An external fire stair and door to basement level of the eastern wing, which is within the expanded footprint of the new extension and will be replaced by a new fire exit to the south of the basement.
- Partition walls below the stairs connecting the ground and first floor levels of the northern wing, which is required as part of a fire engineered solution. The HIA identifies that the details of these works is subject to resolution and recommends that fabric should be retained where possible.
- Doors, windows and sections of brick wall in the eastern elevation of the Main Hall associated with improved stage access. The HIA identifies that the details of these works is subject to resolution, which should be coordinated with the heritage consultant.

The demolition of this fabric of significance is associated with the redevelopment which will provide improved facilities including a new eastern foyer and vestibule linking into the existing northern foyer, and universal access to the stage. The proposal responds to the emerging and contemporary needs associated with continuing the historical usage and operation of the Hall. On that basis, it will not have an unreasonable impact on the historic cultural heritage significance of the Hall and its setting. This assessment has particular regard to ensuring that the long-term future of the building is secured and safety requirements, including those related to fire engineering, are addressed.

E13.6.2 Maintenance and repair

Objective:
To ensure that maintenance and repair of heritage buildings are constructed and undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places.

A1 New materials and finishes match or are similar to the materials and finishes that are being replaced.

Complies with A1
The proposed redevelopment will likely require the making good of fabric of significance predominantly adjacent to areas of demolition and junctions with new work. It is anticipated that these works will include:

- Make-good of masonry and joinery items in areas of demolition.
- Make-good of the altered north-east entry to the George Bass Foyer.
- Reconstruction of the window to the female toilets adjacent the George Bass Foyer.
- Reconstruction of door and window openings to the eastern elevation of the Hall at ground and first floor level.
- Removal of applied paint finishes to previously exposed surfaces, including to the rendered string courses and mouldings in the north-eastern brick façade.

The HIA identifies that the nature and detail of this work is undetermined and recommends that it should be subject to a specification consistent with best practice conservation, being

to match the existing in a like-for-like manner. This will ensure that the maintenance works are sympathetic to and do not detract from, the historic cultural heritage significance of the Albert Hall.

E13.6.3 Lot size and dimensions and frontage

Objective: To ensure that subdivision does not impact on the historic cultural heritage significance of local heritage places and their settings.
Not applicable The proposal does not include a subdivision.

E13.6.4 Site coverage

Objective: To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.
Consistent The proposed site coverage will be compatible with the historic cultural heritage significance of the Albert Hall and its setting
A1 No acceptable solution.
Relies on Performance Criteria
P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to: (a) the topography of the site; (b) the cultural heritage values of the local heritage place and setting; (c) the site coverage of buildings on sites in the surrounding area; and (d) the pattern of development in the surrounding area.
Complies The City Park CMP (2006) identifies that opportunities should be explored for a more sympathetic and mutually beneficial relationship between the Albert Hall and City Park. Additionally, it recommends the following policy/action on p. 72: *No further extensions to Albert Hall should be possible, although a redesign of the current 20th century extensions could be considered provided the result was less intrusive in terms of heritage impact on both the Hall and the Park*. The redeveloped eastern wing will extend further to the north and east of the existing extension (circa1980s). However, the bulk of the new extension will be articulated in a manner that moderates towards City Park. The proposed form of the extension will be readily identifiable and will sympathetically contrast with the Hall. Additionally, the new extension will not impact on the presentation and prominence of the Hall to Tamar or Cimitiere Streets. It will be setback behind the frontage elevation of the Hall to Cimitiere Street and will lower in height towards this frontage. The site coverage associated with the proposal will, therefore, be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.5 Height and bulk of buildings

Objective: To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent

The height and bulk of the proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting
A1 No acceptable solution.
Relies on Performance Criteria
P1 The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the character and appearance of the existing building or place; (c) the height and bulk of other buildings in the surrounding area; (d) the historic cultural heritage significance of adjacent places; and (e) the streetscape.
Complies The height of the new building extension will be slightly lower than that associated with the existing eastern wing (circa1980s) of the Albert Hall. It has been designed to sit below the parapet and cornice line of the Hall, and below its eaves. The overall form and envelope of the Hall will be maintained as will its prominence when viewed from the surrounding area, the streetscape and adjacent land. The new building extension will be articulated in a manner that moderates towards City Park and Cimitiere Street. In particular, the curved form associated the upper level will narrow towards the Park and provide visual separation from the northern and southern wings of the Hall. The roof associated with the new eastern foyer will lower in a north-easterly direction towards Cimitiere Street. The form of the extension will therefore mitigate its apparent height and bulk. The height and bulk associated with the proposal will be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.6 Site of buildings and structure

Objective: To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The siting of the proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting
A1 No acceptable solution.
Relies on Performance Criteria
P1 The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the topography of the site; (c) the size, shape, and orientation of the lot; (d) the setbacks of other buildings in the surrounding area; (e) the historic cultural heritage significance of adjacent places; and (f) the streetscape.
Complies The redeveloped eastern wing will extend further to the north and east of the existing extension (circa1980s). However, the bulk of the new extension will be articulated in a manner that moderates towards City Park.

Additionally, the new extension will not impact on the presentation and prominence of the Albert Hall to Tamar or Cimitiere Streets. It will be setback behind the frontage elevation of the Hall to Cimitiere Street and will lower in height towards this frontage. It is noted that alternate siting options are limited by the location of the Hall on a street corner and the importance of retaining the street presentation and relationship with the historic entrances. The setbacks associated with the proposal will, therefore, be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.7 Fences

Objective: To ensure that fences are compatible with the historic cultural heritage significance of local heritage places and their setting.
Not applicable The proposal does not include any fences.

E13.6.8 Roof form and materials

Objective: To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent The roof associated with the proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting
A1 No acceptable solution.
Relies on Performance Criteria
P1 Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.
Complies The roof associated with the proposed building extension will be distinct from, and will sit below, that associated with Albert Hall. The HIA identifies that the roof form and materials will not detract from the dominant characteristics of the architectural style associated with the Hall. The roof form is a distinguishing and integrated feature of the building extension. Its pitch and alignment will provide a more sympathetic relationship between the Hall and City Park. It will be parapeted which will reduce the appearance of the roof materials, which will comprise metal sheeting and is proposed to include photo-voltaic panels. The roof associated with the proposal will therefore be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.9 Wall materials

Objective: To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.
Consistent

The wall materials associated with the proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting
A1 No acceptable solution.
Relies on Performance Criteria
P1 Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant wall materials in the setting; and (d) the streetscape.
Complies The wall materials associated with the proposed building extension will include perforated metal screens, fibre cement sheeting and glazing and the dominant building colour identified is Colorbond Monument. The HIA identifies that the aperture, patterning of the metal screens, is subject to resolution and recommends that their final colour selection should be informed by the intended colour scheme of the Albert Hall (existing or future). Conceptually, the proposed material palette is derived from the natural foliage and filigree of cast iron patterning within City Park and the balustrades of the Main Hall balcony. It supports a greater connectivity of the Hall with the Park. The proposed wall materials will not detract from masonry being interpreted as the dominant characteristic of the Hall and will, therefore, be compatible. In accordance with the recommendation in the HIA, the colours will not detract from, and will be appropriately distinguished from, the prominence of the Albert Hall when viewed from Cimitiere Street, Tamar Street and the Park. The materials associated with the landscape design, including for seating terraces/walls, are consistent with existing materials in the Park and will comprise bluestone blocks and cladding. The wall materials associated with the proposal will, therefore, be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.10 Outbuildings and structures

Objective: To ensure that the siting of outbuildings and structures are compatible with the historic heritage significance of local heritage places and their settings.
Consistent The proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting.
A1 Outbuildings and structures must: (a) not be located in the front setback; (b) not visible from any road, or public park or reserve; (c) have no side longer than 3m; (d) have a gross floor area less than 9m² and a combined total area not exceeding 20m²; (e) have a maximum height less than 2.4m above natural ground level; (f) not have a maximum change of level as a result of cut or fill of greater than 1m; and (g) not encroach on any service easement or be located within 1m of any underground service.

Relies on Performance Criteria The proposed extension will comprise a building structure of a scale greater than that described in the acceptable solution.
P1 Outbuildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the location of existing infrastructure services; (c) the bulk, form and size of buildings on the site; (d) the bulk, form and size of the outbuilding or structure; (e) the external materials, finishes and decoration of the outbuilding or structure; and (f) the visibility of the outbuilding or structure from any road, public park or reserve.
Complies The assessment of the Performance Criteria in Clauses E13.6.4 (Site coverage), E13.6.5 (Height and bulk of buildings), E13.6.6 (Site of buildings and structure) E13.6.8 (Roof form and materials) E13.6.9 (Wall materials) demonstrates that the proposed building extension will be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.11 Driveways and parking

Objective: To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.
Consistent The alterations to the parking area associated with the proposal will be compatible with the historic cultural heritage significance of the Albert Hall and its setting.
A1 Car parking areas for non-residential purposes must be located behind the primary buildings on the site.
Relies on Performance Criteria The two accessible parking spaces to be reinstated will be located within the frontage setback to Cimitiere Street.
P1 Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area; (e) vehicle and pedestrian traffic safety; and (f) the streetscape.
Complies The proposed redevelopment will involve alterations to car parking provisions to the north-east of the Albert Hall, adjacent to the Cimitiere Street frontage. This will include a reduction of the number of parking spaces in this area and a redesign of the parking area. Parking will be limited to accessible spaces associated with the provision of DDA compliant access and is intended to respond to limitations on such parking provision in the area. The proposal will reduce the size of the parking area. It will not result in a loss of fabric of significance, gardens or vegetation. It provides an opportunity to provide compatible plantings, noting that the *City Park CMP* (2006) identifies that *Car park landscaping is neutral bordering on intrusive*.

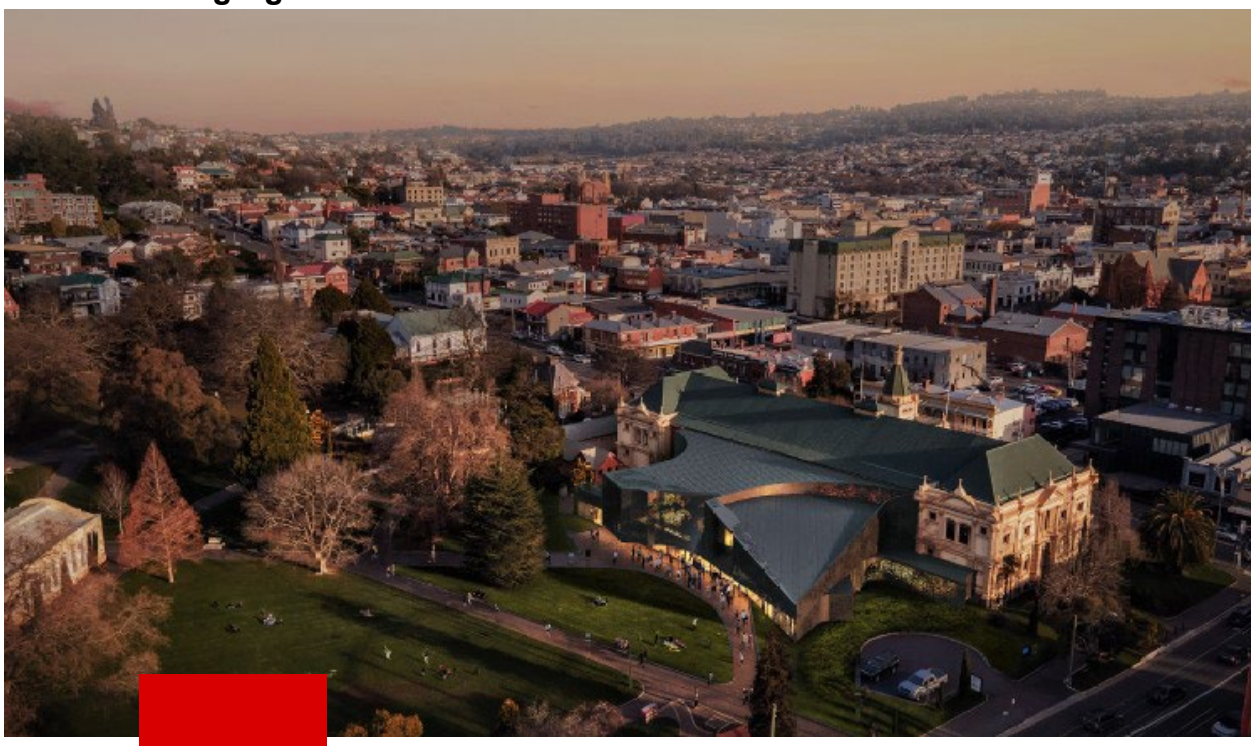
The Landscape Design Report which accompanies the application identifies new garden beds surrounding the proposed parking area. The HIA recommends that landscape plantings should consider the policies and recommendations of the *City Park CMP* (2006). The alterations to the parking area associated with the proposal will, therefore, be compatible with the historic cultural heritage significance of the Hall and its setting.

E13.6.12 Tree and vegetation removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not impact on the historic heritage significance of local heritage places and their settings.
Consistent The tree and vegetation removal associated with the proposal will not impact on the historic cultural heritage significance of the Albert Hall and its setting.
A1 No acceptable solution.
Relies on Performance Criteria
P1 The removal, destruction or lopping of trees or the removal of vegetation must not unreasonably impact on the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the age and condition of the tree or vegetation; (c) the size and form of the tree or vegetation; (d) the importance of the tree or vegetation to the historic cultural heritage significance of a local heritage place or its setting; and (e) whether the tree or vegetation is located within a garden that is a listed as a local heritage place.
Complies The proposed redevelopment will involve vegetation removal within or adjacent to the footprint for the new building extension, new ramp and walkway access to the eastern entrance. This will include the alteration to the landform associated with the provision of DDA compliant access to the redeveloped eastern wing. The trees identified for removal are not identified as being significant or commemorative plantings in the *City Park CMP* (2006). The only tree that is attributed to the original construction of the Albert Hall is the Canary Island Palm on the corner of Tamar and Cimitiere Street, which will not be affected. The tree and vegetation removal associated with the proposal will not impact on the historic cultural heritage significance of the Hall and its setting.

E13.6.13 Signage

Objective: To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.
Not applicable The proposal does not include any signage.



COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management

Development Application

ALBERT HALL RENEWAL PROJECT

Client: City of Launceston
Project: Albert Hall Renewal Project

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Version Control

Author: Chloe Lyne

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1. Introduction

Commercial Project Delivery (CPD) have been engaged on behalf of the City of Launceston (Council) to prepare and lodge an application to undertake alterations and additions to the Albert Hall as part of Stage 3 of a federally funded project which is aimed at 'establishing a cultural destination for the communities of Northern Tasmania and to increase tourism in the region.'

This report forms the basis of the application and has been prepared taking into account the provisions of the Launceston Interim Planning Scheme 2015.

Enquiries relating to this application can be directed to:

Chloe Lyne

Planning and Development Consultant
Commercial Project Delivery
178 Charles Street
Launceston TAS 7250

0408 397 393

chloe@cpdelivery.com.au

1.1. Background to Project

The development application relates to Stage 3 of the Albert Hall renewal project. The project has received $10 million in federal funding and the aim of the project is:

"To establish a cultural destination for the communities of Northern Tasmania and to increase tourism to the region"

In order to achieve this brief several project aims have been developed which are:

1. Enhance User's Experience of Albert Hall
2. Increase flexibility of the various spaces within the Hall to attract new users
3. Retain the Heritage Significance of the Hall
4. Create a more sustainable asset for the City of Launceston

Stage 1 and 2 works are smaller packages that include general maintenance and upgrades within the Heritage Hall itself and are currently going through design and approval process separately.

1.2. Statutory References

1.2.1. Name of Planning Instrument

The subject of the proposed amendment is the ***Launceston Interim Planning Scheme 2015*** (hence forth referred to as the planning scheme).

1.2.2. Name of Planning Authority

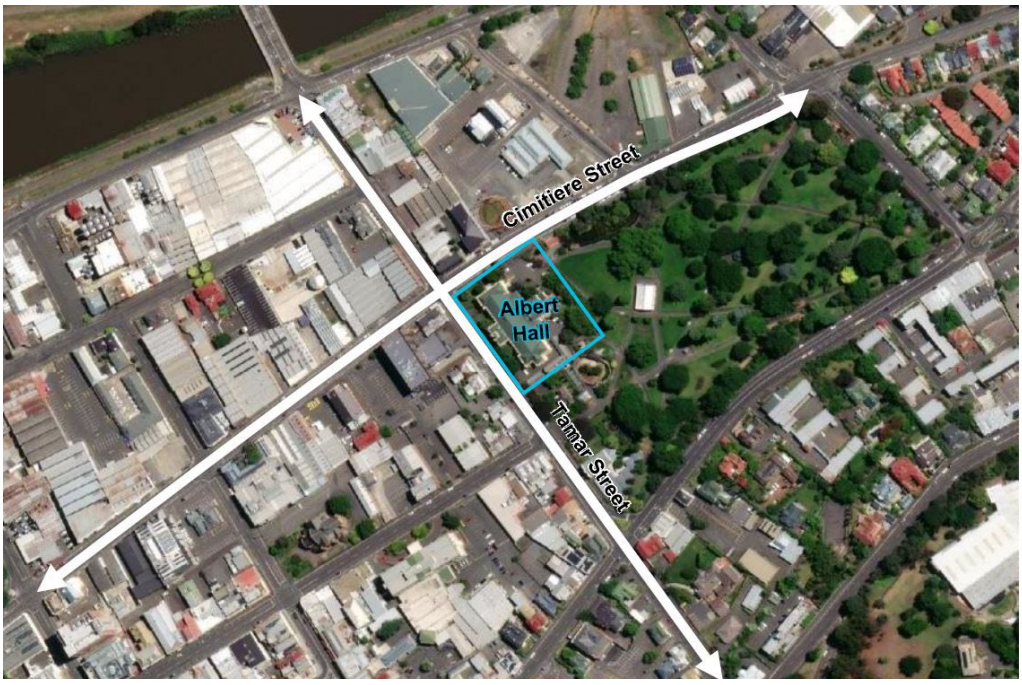
The Planning Authority is the ***City of Launceston*** (Council).

2. Site and Surrounds

2.1. Location

The Albert Hall is located in the north-western corner of Launceston City Park (45-51 Tamar Street) as shown in Figure 1.

Figure 1: Site Location



The Hall has frontages and entrances from both Cimitiere and Tamar Streets. The City Park setting is described in the THR datasheets as follows:

> *City Park Complex at 45-51 Tamar Street is public park incorporating buildings, archaeological sites and plantings in a park setting located in the northern Tasmanian city of Launceston. City Park Complex is surrounded by commercial, light industrial and residential buildings with a view towards the North Esk. It is situated at the eastern edge of Launcestons central business district on a gentle slope dropping towards the nearby North Esk. The park, originally the site of Launcestons Government Cottage, formed the start of a central city axis facing Cataract Gorge that has shaped much of Launcestons town layout. Brisbane Street, one of Launcestons major thoroughfares, forms the southern boundary of the park, while the eastern boundary extends along Lawrence Street, now a residential area. The northern boundary of the site sits along Cimitiere Street, another of Launcestons major thoroughfares, with the Launceston Gasworks and associated buildings visible on the block opposite. The western boundary of City Park runs along Tamar Street.*

The Albert Hall is owned by the City of Launceston and currently operates as a Function Centre.

The THR Datasheet for City Park notes Albert Hall 'a landmark demonstration of the Victorian appetite for exhibitions on a grand scale in response to the economic prosperity of the region in the 1890s.'4 It cites the significance of the Albert5 Hall as 'a fine example of Victorian Academic Classical exhibition building, the largest of its kind remaining in Tasmania. Built as a showcase for Tasmanian industry and trade, the building itself has become a prism through which to understand late 19th century building techniques on a large scale, particularly craftsmanship relating to the timber, plaster and ironwork industries.'

2.2. Title Information

The subject site comprises of a single title as shown in Table 1.

Table 1: Subject Titles

Address	*Owner(s)*	*Title Reference*
45-51 Tamar Street, Launceston	Launceston City Council	CT 50902/1

A copy of the Certificate of Title is provided at **Appendix A** to this report.

2.3. Surrounding Area

The area surrounding has an eclectic range of uses. Land opposite the site (being the Albert Hall not the entire City Park) on Tamar Street contains a number of offices/residences and the Verge Hotel. The land opposite the site on Cimitiere Street contains retail and office buildings as well as the former gas retort. Further to the west along Cimitiere Street are more industrial style uses although this area is part of the emerging education precinct under the UTAS city relocation project.

2.4. Topography

The Albert Hall portion of the overall site is relatively flat.

2.5. Natural Values

The site is not contained within a priority habitat overlay but the park gardens and grounds are extensive and contain a mix of native and exotic vegetation.

2.6. Natural Hazards

The site is not contained within a Bushfire Hazard Area, and is not included on Council's potentially contaminated sites register.

2.7. Heritage

The Albert Hall is listed on the THR (THR ID Number 4089) as a place of historic cultural significance to Tasmania, as part of the consolidated City Park Complex (THR ID 11, 799). City Park (45-55 Tamar

Street) is also listed on the Launceston Interim Planning Scheme 2015, Table E13.2 Local Heritage Places.

Accordingly, a Heritage impact Statement has been prepared to assess the proposed works and is included as **Appendix B** to this report.

2.8. Infrastructure Services

The site is connected to full reticulated services.

3. Development Application

3.1. Applicant

The applicant is Commercial Project Delivery. The appropriate contact is:

Chloe Lyne, Town Planner

M: 0408397393

E: chloe@cpdelivery.com.au

3.2. Proposed Use & Development

The proposed Albert Hall renewal project involves the demolition of the latter eastern extension to the Hall which is not considered to be sympathetic to the original design of the Albert Hall or City Park. The proposed partial demolition and refurbishment of the eastern extension will provide improved facilities and a more aesthetically sympathetic and connected insertion between the Hall and the Park.

The proposal plans are included as **Appendix C** to this report.

3.2.1. Demolition

The entire eastern extension to the Hall is to be demolished as shown on drawing DA-00-20, DA-00-21, DA00-22, and DA00-23. The facilities included in this extension to be demolished include:

- Existing Lobbies (ground and upper floor);
- Victoria's Restaurant incl kitchen, bar and kiosk;
- Loading dock;
- Lift;
- Internal stairwells;
- Function Centre;
- Gallery space;
- Toilets;
- Offices and
- Paved area to the east of the restaurant.

An extract from the HIA prepared by Purcell provides an overview of the impact of the demolition in the context of the Heritage significance of the site:

> *The bulk of the demolition associated with the proposal relates to the c. 1980's extension to the northeast of the Albert Hall. The proposal also includes the demolition of non-original fabric of the northern wing namely the female and accessible toilets and offices adjacent to the George Bass Foyer, and male toilets to the basement of the north wing. This will likely extend to the removal of non-origjnal fixtures and finishes such as carpets, false ceilings, building services etc.*

This work will not impact on the historic cultural heritage significance of the Albert Hall, nor its setting within City Park.

Notwithstanding the above the scope of demolition will extend to fabric of significance, including

While recognising that this work presents an adverse impact it is not an impact which is considered unreasonable.

- One of the two external access stairs to the basement of the northeast wing.

- Partition walls below the stairs connecting the ground and upper floors of the northeast wing.

- Potential removal doors and windows to the northeast elevation in support of the stage access design.

The demolition of significant fabric is intended to enhance the operations and amenity of the northern foyer in support of large events, and to improve universal access to the stage. Both of these objectives are a response to the emerging and contemporary demands of the continued use and operation of the Albert Hall. Given that this is a historic use directly associated with the value and significance of the place this work is not considered unreasonable, nor to impact the historic cultural heritage values of Albert Hall or is setting within City Park.

The scope of demolition noted for the c.1980s extension seeks to retain the majority of the basement, and key infrastructure over ground and first floors. This move mitigates inground work within an area marked 'potential for survival of structural remains'

3.2.2. Extension

The proposed extension involves construction of a new eastern wing to the Albert Hall which will include the following components:

Basement

- Plant room
- Storage;
- Toilet facilities
- Dressing room corridor
- Loading dock

Ground Floor

- Function centre kitchen;
- Café;
- Toilet facilities
- Cloak room;
- Reception; and
- Foyer

First Floor

- Meeting room
- Toilet Facilities
- Service space

The extension does not significantly change the overall footprint in terms of area with the changes by use summarised in Table 1 extracted from GHD's TIA below:

Table 2: Change of floor area by use

Item	Floor	Floor area			Land use
		Existing	Proposed	Change	
George Bass Foyer	Ground Floor	149 m^2	149 m^2	0 m^2	Community meeting and entertainment
New reception		0 m^2	33 m^2	33 m^2	Community meeting and entertainment
Foyer		160 m^2	389 m^2	229 m^2	Community meeting and entertainment
Café (incl. terrace and kitchen)		266 m^2	94 m^2	-172 m^2	Food services, no drive-through
New function kitchen		0 m^2	58 m^2	58 m^2	Community meeting and entertainment
Cool room(s)/dry store(s)		42 m^2	21 m^2 (total)	-21 m^2	Storage
New break out area & foyer	First Floor	70 m^2 (total)	130 m^2 (total)	60 m^2	Community meeting and entertainment
New meeting room		132 m^2	112 m^2	-20 m^2	Community meeting and entertainment

The extension will have a maximum building height at 9.3 metres meaning it sits lower than the Hall. The form of the extension features a strong curved facade. The scale of the extension is sensitive to the scale and character of the adjoining historic Albert Hall. The extension has been 'pulled in' and 'pushed down' in specific locations to accentuate the existing building's form and proportion.

3.2.3. Upgrades to existing Hall

The proposed interior alterations to the Hall are summarised by floor plate below and essentially open up the George Bass Foyer into a large entry point for the hall.

Basement:

- Removal of male toilet facilities and replace with storage area at the northern end below the George Bass Foyer.

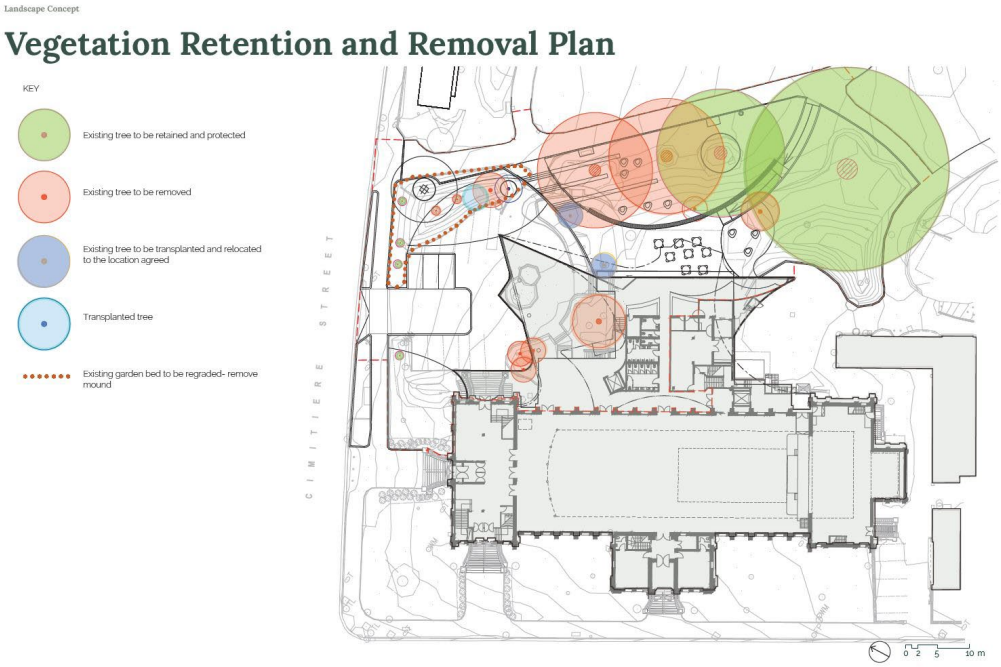
Ground Floor Plan:

- Reconfiguration of the George Bass Foyer (at the northern end of the building) to remove all toilet, office and ticket facilities and create one large open entrance foyer.

3.2.4. Vegetation removal

As show on the Vegetation Retention and Removal Plan which forms part of the Landscape Design Report (**Appendix D** and replicated as Figure 2), a total of 10 existing trees are to be completely removed, two will be transplanted and relocated to a location off site that will be agreed by Council's Park Department and a further one tree will be transplanted within the project area. The removal and relocation of the select trees will open up the vistas between the Albert Hall and the Park. The Landscape Design report notes that *the majority of trees and planting in the immediate northeast area of the Albert Hall have been planted after 1955 which has greatly changed the views from the Park to Albert Hall.* None of the trees identified for removal have significant heritage value. There are four trees identified within the Albert Hall surrounds that date back prior to 1920 and these will all be retained.

Figure 2: Vegetation Retention and Removal Plan



3.2.5. Access and Parking

The proposal seeks to retain the existing access points off Cimitiere and Tamar Streets.

The existing 9 x 1 hour parking spaces on site will be removed and replaced with two accessible spaces.

4 bicycle hoops with 2 GPO's for E-bike charging will be installed off the pedestrian access closest to the Albert Hall from Cimitiere Street.

3.2.6. Accessibility

A key accessibility issue identified within the existing building is the lack of DDA compliant access into the Northern Foyer. The proposed design creates an opportunity to reinforce Albert Hall's long axis, with visitors able to formally enter from the new eastern foyer via a vestibule linking into the existing Northern Foyer, allowing for formal arrival into the Hall on axis with the stage. This will be the first time in the project's history that DDA compliant access is provided into the northern foyer for formal entry into the hall.

The connection of the new vestibule and original northern foyer has been the subject of many design tests and has involved expert advice from Purcell Heritage Consultants and in consultation with Heritage Tasmania.

While the primary functions have remained in the same locations (Cafe and Foyer), the main entry doors and amenities have shifted to become central within the building. The reconfiguration creates a simple and intuitive wayfinding strategy for first time visitors to navigate the space.

The design also improves the current functional arrangement in terms of equal access and providing new equitable access to all users of the building. Adjustments to the existing lift will allow Equal Access between all levels of the building and importantly, this will now include the stage level.

4. Planning Assessment

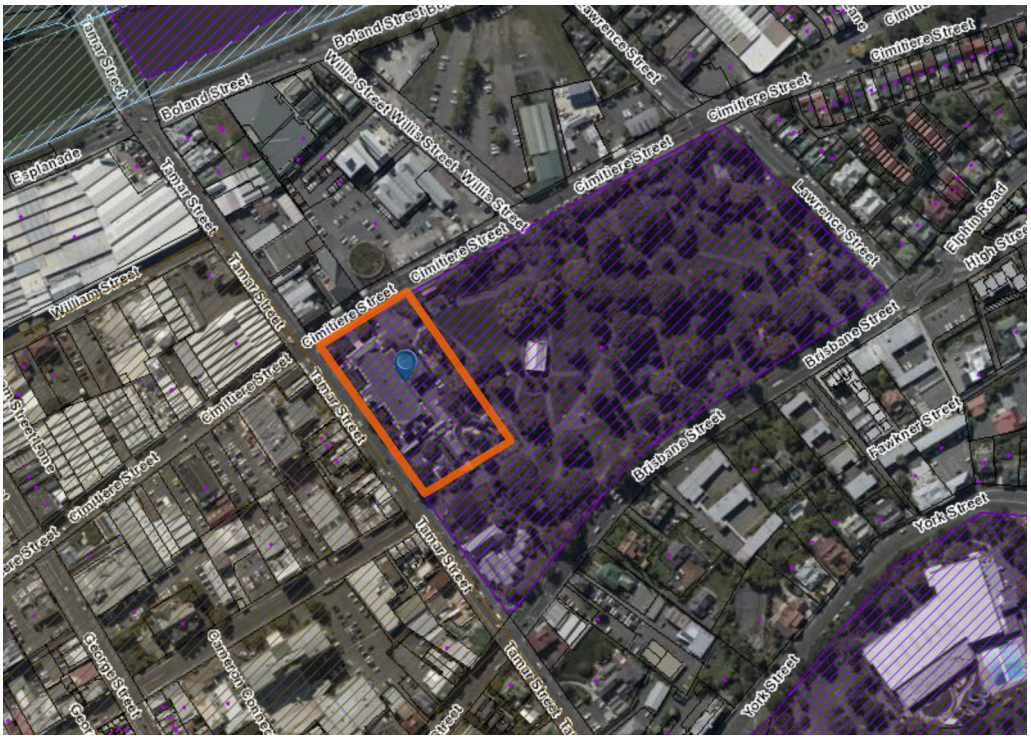
4.1. Zoning and Overlay

The subject site is zoned Recreation and is subject to the Scenic Management (Central Hills Precinct) Overlay as shown on Figures 3 and 4. The site is also listed with the Tasmanian Heritage Council.

Figure 3: Zoning Plan



Figure 4: Overlay Plan



4.2. Use Categorisation

The Albert Hall is classified within the both the Community Meeting and Entertainment Use Class and Food Services use class in accordance with Section 8.2 of the Planning Scheme. Community Meeting and Entertainment Use Class is defined as follows:

use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.

Food Services, defined as follows:

use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

Whilst no change to the approved use class is proposed, all proposals must be assigned a use classification.

4.2.1. Approval Status

Both 'Community Meeting and Entertainment' and 'Food Services' are identified in the Use Table at Clause 18.2 as being a discretionary use class in the Recreation Zone. The application requires a discretionary permit as it does not comply with the Acceptable Solutions identified below. It relies on assessment against the following Performance Criteria:

- 18.4.1 Building height, setback and siting P1
- 18.4.2 Landscaping, P1
- E6.5.1 Car Parking Numbers P1.1
- E6.6.5 Bicycle facilities
- E7.6.2 Scenic Management Areas
- E13.6.1 Demolition
- E13.6.2 Maintenance and Repair
- E13.6.4 Site coverage
- E13.6.5 Height and bulk of buildings
- E13.6.6 Site of buildings and structure
- E13.6.8 Roof form and materials
- E13.6.9 Wall materials
- E13.6.10 Outbuildings and structures
- E13.6.11 Driveways and parking

5. Recreation Zone provisions

5.1.1. Zone Purpose

18.1	Zone Purpose
18.1.1	To provide for a range of active and organised recreational use or development and complementary uses that do not impact adversely on the recreational use of the land.
18.1.2	To provide for amenity of residential uses on land adjoining the zone.

The proposal to redevelop the eastern wing of the Albert Hall and create a new entrance space will not change the use of the site but in fact it will ensure the space is more suitable for use for functions, conferences and performances. The location of the site plus the extension is such that it will not impact residential amenity.

5.1.2. Use Standards

18.3.1 Hours of Operation	
Objective	To ensure that uses do not cause unreasonable loss of amenity to nearby sensitive uses.

Acceptable Solution		Performance Criteria	
A1	Operating hours, except for office and administrative tasks, must be between: (a) 8.00am and 10.00pm adjacent to the boundary of the General Residential, Inner Residential, Low Density Residential Urban Mixed Use and Village zones; or (b) 6.00am to midnight otherwise.	P1	Uses must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the nature and intensity of the proposed use; (b) the characteristics and frequency of any emissions generated; (c) the extent and timing of traffic generation; (d) the hours of delivery and despatch of goods and materials; and (e) the existing levels of amenity.

			.

Complies with P1

The current operating hours of 6am to midnight will not alter as a result of the redevelopment. It is submitted that as the proposed operating hours will not change from those existing café/function centre that the impact on nearby sensitive uses will be minimal. Whilst it is likely the function centre may attract more bookings due to it being a more modernised facility, the opportunity for usage remains unchanged from the current facility. The entrance to the upgraded facility will be situated some 65 metres from the nearest sensitive residential uses on Tamar Street and the location of these residences within the inner city means their amenity expectation is not as high as in the residential zone. All deliveries of goods would occur during the permitted operating hours of 8am – 10pm

28.3.2 Mechanical Plant and Equipment	
Objective	*To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.*

Acceptable Solution		***Performance Criteria***	
A1	*Air conditioning, air extraction, heating or refrigeration systems or compressors must be designed, located, baffled or insulated to prevent noise, odours, fumes or vibration from being received by adjoining or immediately opposite sensitive uses.*	*P1*	*Noise, odours, fumes or vibration generated must not cause unreasonable loss of amenity to adjoining or immediately opposite sensitive uses, having regard to:* *(a) the characteristics and frequency of any emissions generated;* *(b) the nature of the proposed use;* *(c) the topography of the site;* *(d) the landscaping of the site; and* *(e) any mitigation measures proposed.*

Complies with A1

The new plant room is to be located in the basement on the eastern side of the Albert Hall and buffered from the residential uses on Tamar Street by the Albert Hall building plus a distance of some 65 metres and built form all around it. As such it is submitted that it is designed and located to prevent noises from being heard at nearby sensitive receptors.

18.3.3 Light Spill and Illumination	
Objective	*To ensure that light spill and levels of illumination from external lighting does not cause unreasonable loss of amenity to sensitive uses.*

Acceptable Solution		**Performance Criteria**	
A1	*The use must:* *(a) not include permanent, fixed floodlighting where the zone adjoins the boundary of the General Residential, Inner Residential, Low Density Residential, Urban Mixed Use and Village zones; and* *(b) contain direct light from external light sources within the boundaries of the site.*	*P1*	*Floodlighting or other external lighting used on the site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to:* *(a) the number of light sources and their intensity;* *(b) the proximity of the proposed light sources to nearby sensitive uses;* *(c) the topography of the site;* *(d) the landscaping of the site;* *(e) the degree of screening between the light source and the sensitive uses; and* *(f) existing light sources nearby.*

Complies with A1

Whilst the full lighting design is yet to be resolved it will incorporate minimal feature lighting to highlight the façade. As such it will contain direct light from external sources within the site and if there is a concern the permit should be conditioned as such.

18.3.4 External Storage of Goods	
Objective	*To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.*

Acceptable Solution		**Performance Criteria**	
A1	*Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.*	*P1*	*Storage of goods and materials, other than for retail sale, or waste must be located or screened to minimise its impact on views into the site from any roads or public open space, adjoining the site, having regard to:* *(a) the nature of the use;*

			(b) the type of goods, materials or waste proposed to be stored; *(c) the topography of the site;* *(d) the landscaping of the site; and* *(e) any screening proposed.*

Complies with A1

There will be no external storage of goods and materials at the site as a result of this proposal.

5.1.3. Development Standards

18.4.1 Building height setback and siting	
Objective	*To ensure that building bulk and form, and siting:* *(a) accommodates sport and recreation uses;* *(b) is compatible with the streetscape and character of the surrounding area; and* *(c) protects the amenity of adjoining lots and surrounding uses*

Acceptable Solution		***Performance Criteria***	
A1	*Building height must be no greater than 7m.*	*P1*	*Building height must be compatible with the streetscape and character of the surrounding area, and protect the amenity of adjoining lots and surrounding uses having regard to:* *(a) the topography of the site;* *(b) the height of buildings on the site, adjoining lots and adjacent lots;* *(c) the requirements of the proposed use;* *(d) the bulk and form of existing and proposed buildings;*

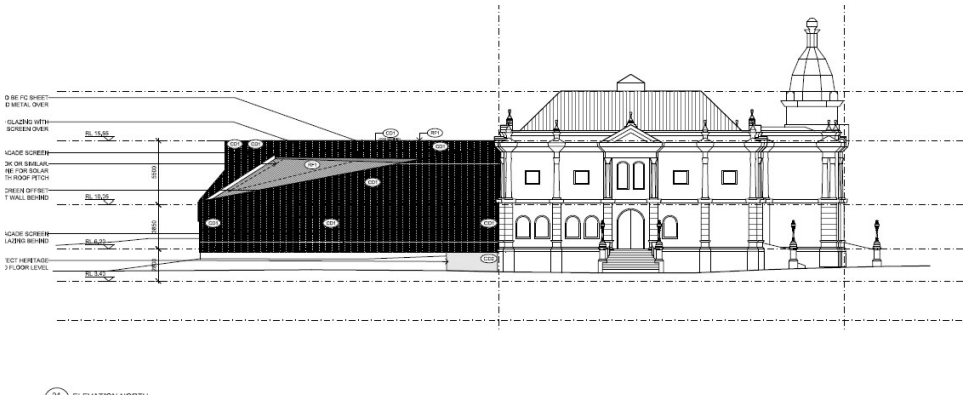
			(e) the allowable building heights; *(f) the apparent height when viewed from roads and public places;* *(g) sunlight to private open space and windows of habitable rooms on adjoining lots;* *(h) the privacy to adjoining private open space and windows of habitable rooms on adjoining lots;* *(i) any existing screening or the ability to implement screening; and* *(j) any overshadowing of adjacent lots or public places.*

Complies with P1

The new building extension has a height from natural ground level of 9.3 metres. The proposed building's height has been developed in consultation with the project Heritage Consultant, Lucy Bourke-Smith from Purcell. The roof line of the proposed extension aligns with the existing roof height of the Albert Hall. As demonstrated within the North Elevation (Figure 5) , the building purposefully tapers down to a lower point when viewed from Cimitiere Street. This is a conscious decision to respect the grandeur and proportions of the existing hall and not compete with the set spatial volumes.

The height of the proposal is intended to sit below that of the parapet and cornice line of the eastern elevations of the north and west wings, and below the eaves of the remainder of the northern elevation. While the detail of these junctions is subject to resolution the overall form and envelope of the Albert Hall will be maintained as will its prominence when viewed from the surrounding area, the streetscape and adjacent places.

Figure 5 North Elevation – Cimitiere Street



The proposed extension will not be visible from the prominent vantage point of the intersection between Tamar Street and Cimitiere Street, instead, the addition only reveals itself closer to the arrival at the Cimitiere Street entry gates, further strengthening the idea that this is a building within the Park.

In terms of compliance with the matters to be considered under P1, the following submissions are made noting that consideration needs to be given to the compatibility of the site with the streetscape and character of the surrounding area.

(a) the topography of the site;
Not a relevant consideration in the height of the proposed extension.

(b) the height of buildings on the site, adjoining lots and adjacent lots;
The proposed extension sits lower than the Albert Hall which has an overall height of 20.2 metres to the top of the tower and 13.8m for the main portion of the building. The surrounding properties all have buildings with heights in excess of 9.3 metres including the gas retort and verge hotel at over 20 metres. The height is lower than the portion of the building to be demolished and the proposed height is compatible with not only the site but the surrounds and is modest in order to celebrate the form of the Albert Hall.

(c) the requirements of the proposed use;
The creation of a double height entrance foyer to the Albert Hall along with the requirements to provide for both restaurant and meeting facilities results in the height of the building.

(d) the bulk and form of existing and proposed buildings;
The form of the extension features a strong curved facade. The scale of the extension is sensitive to the scale and character of the adjoining historic Albert Hall. The extension has been 'pulled in' and 'pushed down' in specific locations to accentuate the existing building's form and proportion.

The height of the ground floor vestibule is also influenced by the proportions of the original facade, connection occurring between the old and new at a datum that aligns with the ornamentation of the existing building's facade.

(e) the allowable building heights;
The extension only exceeds the permitted height by 2.3 metres and in the context of existing heights on the site and surrounds is entirely appropriate.

(f) the apparent height when viewed from roads and public places;
The extension will not be visible at all from Tamar Street and will only reveal itself on Cimitere Street to persons directly outside the site. The apparent height at this point will be lower than that of the Albert Hall and due to setback to the Hall recede behind it.

(g) sunlight to private open space and windows of habitable rooms on adjoining lots;
The proposed extension will not impact on sunlight to private open space and windows of habitable rooms on adjoining lots.

(h) the privacy to adjoining private open space and windows of habitable rooms on adjoining lots;
There are no habitable rooms on adjoining lots.

(i) any existing screening or the ability to implement screening; and
It is not intended that the extension be screened, rather the landscaping design is intended to celebrate the building and its connection with the City and City Park.

(j) any overshadowing of adjacent lots or public places.
The proposed extension will not result in any unacceptable additional overshadowing of adjacent lots or public spaces.

Acceptable Solution		***Performance Criteria***	
A2	*Setback from all boundaries must be no less than 10m.*	P2	*Buildings must be sited so that there is no unreasonable loss of amenity to the occupiers of adjacent lots, having regard to:* *(a) the topography of the site;* *(b) the size, shape, and orientation of the site;* *(c) the requirements of the proposed use;* *(d) the setbacks of surrounding buildings;* *(e) the height, bulk and form of existing and proposed buildings;* *(f) the privacy to private open space and windows of habitable rooms on adjoining lots;*

			(g) sunlight to private open space and windows of habitable rooms on adjoining lots; *(h) any existing screening or the ability to implement screening; and* *(i) the character of the surrounding area.*

Complies with A1

The proposed extension will have a setback to Cimitiere Street of 15.2m. The setback to Tamar Street will not be altered and all other boundary setbacks are well in excess of 10m.

18.4.2 Landscaping	
Objective	*To ensure that development is landscaped to be compatible with the recreational uses of the site and the character of the surrounding area*

Acceptable Solution		***Performance Criteria***	
A1	*A1 If for:* *(a) no permit required uses; or* *(b) an extension or alteration to a permitted use that does not require the removal of existing vegetation.*	*P1*	*Development must be landscaped to reduce the impact on the site and surrounding area, having regard to:* *(a) location and height of retaining walls;* *(b) the existing vegetation and its retention where it is feasible to do so;* *(c) the location of any proposed buildings, driveways, car parking, storage areas, signage and utility services;* *(d) proposed height and type of fencing;* *(e) proposed vegetation plantings;* *(f) the location of pedestrian movement routes;*

			(g) maintenance of plantings, weed management and soil and water management; and *(h) the character of the surrounding area; as shown in a detailed landscaping plan.*

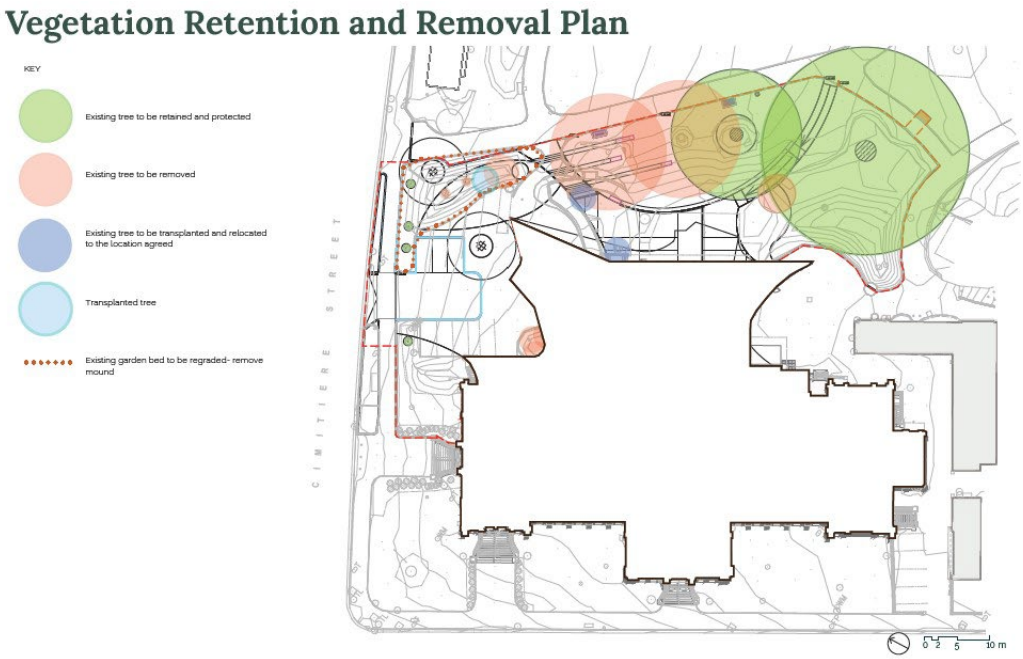
Complies with P1
The application is accompanied by a Landscape Design Report **(Appendix D)** which includes a Landscape Masterplan that will improve the linkages between the Albert Hall and the City Park.

A key design intent for the landscape plans was to reinstate key views to the rear of the Albert Hall through a combination of removal and relocation of selected vegetation and establish an attractive usable lawn that abuts the foyer and Café.

In respect of the matters to be considered under the Performance Criteria, the following assessment is made:

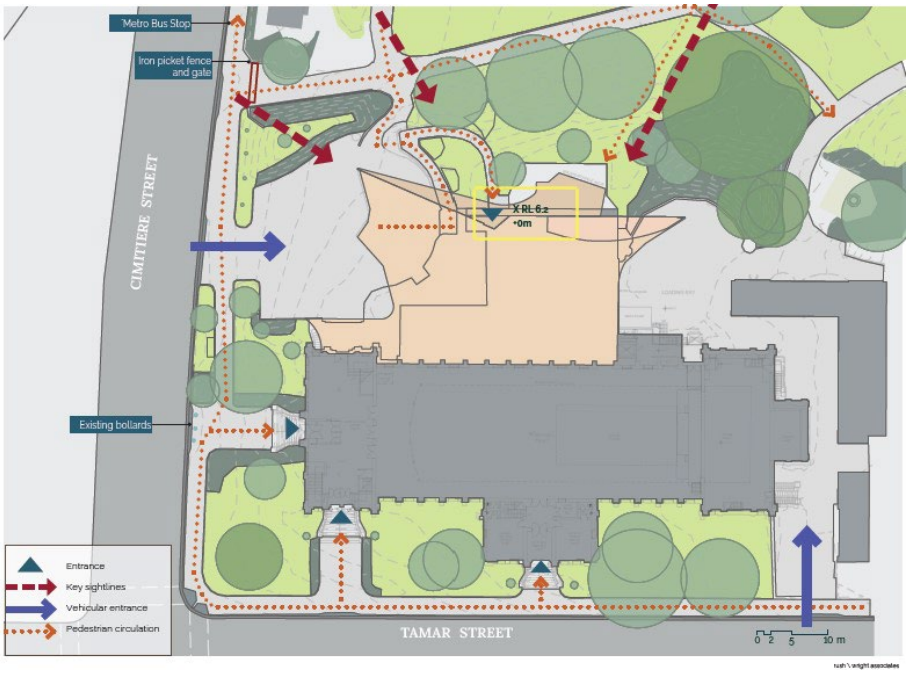
(a) The landscape design includes a series of seating walls to create an informal amphitheatre between the café and the park. The seating walls will be constructed of bluestone blocks with bluestone cladding with the potential to reuse some of the existing bluestone material from the site. The location and height of the seating walls are such that they will create a feeling of openness between the café and the park and allow the public to enjoy the benefits of both facilities.
(b) As show on the Vegetation Retention and Removal Plan (Appendix D and replicated as Figure 6), a total of 10 existing trees are to be completely removed and two will be transplanted and relocated. The removal and relocation of the select trees will open up the vistas between the Albert Hall and the Park. The Landscape Design report notes that *the majority of trees and planting in the immediate northeast area of the Albert Hall have been planted after 1955 which has greatly changed the views from the Park to Albert Hall.* None of the trees identified for removal have significant heritage value. There are four trees identified within the Albert Hall surrounds that date back prior to 1920 and these will all be retained.

Figure 6 Vegetation Retention and Removal Plan



(c) The Landscape design creates a seamless integration between the new built form and the city park.
(d) No new fencing is proposed.
(e) The planting plan and palette is designed to create vistas and views of the Albert Hall from the Park and vice versa. Inspiration for decorative garden beds is derived from the advice included on P30-31 of the City Park Conservation Management Plan. New tree plantings include Stone Pine and Common Hornbean and again are based on recommendations from the City Park Tree Management Plan P 22-23. The selection of evergreen climbers is proposed to the new café façade allowing for greenery to be informally integrated into the building façade.
(f) The flow of pedestrians between the Albert Hall and the City Park is an important aspect of the Landscape Masterplan. The View, Access and Circulation Plan in Figure 7 shows how the pedestrian access routes integrate the Albert Hall with the Park.

Figure 7 Views, access and circulation plan



(g) Ongoing maintenance and weed management will be undertaken by Council parks staff as part of their normal maintenance of the City Park.

(h) The Landscape Design report details how the proposed landscape plan integrates the Albert Hall extension with the City Park in a manner that is sympathetic to the heritage nature of the building and in accordance with recommendations from the City Park Conservation Management Plan.

6. Codes

6.1. Bushfire Prone Code E1.0

Not applicable as the subject site is not located within a bushfire prone area.

6.2. Potentially Contaminated Land E2.0

Not applicable. The subject site is not contained within Council's potentially contaminated land register.

6.3. Landslip Code E3.0

Not applicable because the subject site is not mapped as or otherwise known to be subject to a landslip hazard.

6.4. Road & Railway Assets Code E4.0

Not applicable because the proposed works do not constitute a new or altered access nor are they within 50m of a rail network or Category 1 or 2 road.

6.5. Flood Prone Areas Code E5.0

Not applicable because the subject site is not mapped as being subject to a flood risk and is otherwise known to not be subject to flooding at a 1% annual exceedance probability.

6.6. Car Parking & Sustainable Transport Code E6.0

A Traffic Impact Assessment has been prepared by GHD which provides an assessment against the Car Parking and Sustainable Transport Code included as **Appendix E.**

Use Standards

E6.5.1 Car Parking Numbers	
Objective	*To ensure that an appropriate level of car parking is provided to meet the needs of the use.*

Acceptable Solution		***Performance Criteria***	
A1	*The number of car parking spaces must;* *a) not be less than 90% of the requirements of Table E6.1; (except for dwellings in the General Residential Zone) or* *b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or* *c) not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or* *d) be in accordance with an acceptable solution contained within a parking precinct plan.*	*P1.1*	*The number of car parking spaces for other than residential uses, must be provided to meet the reasonable needs of the use, having regard to:* *a) the availability of off-road public car parking spaces within reasonable walking distance;* *b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *c) the availability and frequency of public transport within reasonable walking distance of the site;*

			d) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; *e) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *f) an assessment of the actual car parking demand determined in light of the nature of the use and development;* *g) the effect on streetscape; and* *h) the recommendations of any traffic impact assessment prepared for the proposal; or*
		P1.2	*The number of car parking spaces for residential uses must be provided to meet the reasonable needs of the use, having regard to:* *a) the intensity of the use and car parking required;* *b) the size of the dwelling and the number of bedrooms; and* *c) the pattern of parking in the locality; or*
		P1.3	*The number of car parking spaces complies with any relevant parking precinct plan.*
A2	*The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time.*	*P2*	*No performance criteria*

Complies with P1.1 and A2

In summary it is proposed to remove the 9 existing on site spaces and replace with 2 accessible spaces. This will be the extent of on site parking. As per section 4.1.2 of the TIA, the floor area of the various uses generates parking requirement in accordance with Table E6.1 of 16 spaces. There is therefore a net shortfall of 14 spaces.

Section 4.1.2 of the TIA provides an assessment against P1.

The provision of two accessible spaces on site is in accordance with *Part D3 of the National Construction Code 2014.*

E6.5.2 Bicycle Parking numbers	
Objective	*To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.*

Acceptable Solution		***Performance Criteria***	
A1	*The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.*	*P1*	*Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *(a) the likely number and characteristics of users of the site and their opportunities and likely to need to travel by bicycle;* *(b) the location of the site and the likely distance a cyclist needs to travel to reach the site; and* *(c) the availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.* .

Complies with A1

A total of 5 bicycle parking spaces are required to be provided as per the assessment in section 4.2.1 of the TIA. A bicycle hoop with 8 spaces is shown on the plans.

E6.5.3 Taxi Spaces	
Objective	*To ensure that access for taxis is provided to meet the needs of the use.*

Acceptable Solution		***Performance Criteria***	
A1	*Except for dwellings in the General Residential zone, uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required.*	*P1*	*Taxi parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *(a) the nature of the proposed use and development;* *(b) the availability and accessibility of taxi spaces on the road or in the vicinity; and* *(c) any site constraints such as existing buildings, slope,*

			drainage, vegetation and landscaping. .

Complies with A1

As the use is only required to provide an additional 16 car parking spaces, the provision of taxi spaces is not required on site.

E6.5.4 Motorcycle Parking	
Objective	*To ensure that* motorcycle parking is provided *to meet the needs of the use.*

Acceptable Solution		***Performance Criteria***	
A1	*Except for dwellings in the General Residential zone, uses that require greater than 20 car spaces by Table E6.1 must provide one motorcycle parking space on site, with one additional taxi parking space provided for each additional 20 car parking spaces required..*	*P1*	*Motorcycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *(a) the nature of the proposed use and development;* *(b) the availability and accessibility of motorcycle spaces on the road or in the vicinity; and* *(c) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping.* .

Complies with A1

As the use is only required to provide an additional 16 car parking spaces, the provision of motorcycle spaces is not required on site.

E6.5.5 Loading bays	
Objective	*To ensure adequate access for goods delivery and collection, and to prevent loss of amenity and adverse impacts on traffic flows.*

Acceptable Solution	***Performance Criteria***

A1	A loading bay must be provided for uses with a gross floor area greater than 1000m2 in a single occupancy.	P1	Adequate space for loading and unloading must be provided having regard to: (a) the types of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; and (f) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping. .

Complies with A1

A new loading bay is proposed as the existing site of the loading dock.

Development Standards

E6.6.1 Construction of parking areas	
Objective	To ensure that parking areas are to be constructed to an appropriate standard.

Acceptable Solution		Performance Criteria	
A1	All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system or contain stormwater on site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with	P1	All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing and line marking. .

		other clear physical means to delineate parking spaces.	

Complies with A1

The two on-site accessible spaces and the access ways and circulation spaces meets the requirements of A1.

E6.6.2 Design and layout or parking areas	
Objective	*To ensure that parking areas are to be laid out to provide convenient, safe and efficient parking.*

Acceptable Solution		***Performance Criteria***	
A1.1	*Car parking, access ways, manoeuvring and circulation spaces must:* *(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* *(b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2;* *(c) have parking space dimensions in accordance with the requirements in Table E6.3;* *(d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are 3 or more car parking spaces; and* *(e) have a vertical clearance of not less than 2.1 metres above the parking surface level.*	*P1*	*Car parking, accessways, manoeuvring and circulation spaces must be convenient, safe and efficient to use, having regard to:* *(a) The characteristics of the site;* *(b) The proposed slope, dimensions and layout;* *(c) Vehicle and pedestrian safety;* *(d) The nature and use of the development;* *(e) The expected number and type of vehicles;* *(f) The nature of traffic in the surrounding area; and* *(g) The provisions of Australian Standards AS 2890.1 – Parking Facilities, Part 1: Off Road Car Parking and AS 2890l2 Parking Facilities, Part 2 Parking facilities – Off-street commercial vehicle facilities.*
A1.2	*A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building.*		

A1.3	A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are 6 spaces or more.		
A1.4	A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.		

Complies with A1, A1.2 , A1.3 and A1.4

(a) Vehicles can enter and exit the site in a forward direction;

(b) The vehicular access points remain unchanged;

(c) The accessible parking space dimensions are 2.4m (w) x 5.4m (l). Whilst the width is short of the required under Table E6.3 by 200mm as the parking spaces are accessible space and include a shared space with a width of 2.4m between them they meet the requirements of *AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.*

(d) *N/A*

(e) *N/A*

The accessible spaces are located closest to the main entry point of the building and are designed in accordance with *AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.*

E6.6.3 Pedestrian access	
Objective	To ensure pedestrian access is provided in a safe and convenient manner.

Acceptable Solution		***Performance Criteria***	
A1	*Uses that require 10 or more parking spaces must:* *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, except where crossing access ways or parking aisles, by:*	P1	*Safe pedestrian access must be provided within car parks, having regard to:* *(a) the characteristics of the site;* *(b) the nature of the use;* *(c) the number of parking spaces;*

	(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles; and* *A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the main entry point to the building.*		*(d) the frequency of vehicle movements;* *(e) the needs of persons with a disability;* *(f) the location and number of footpath crossings;* *(g) vehicle and pedestrian traffic safety;* *(h) the location of any access ways or parking aisles; and* *(i) any protective devices proposed for pedestrian safety.*

Not applicable

There are only two on-site parking spaces provided therefore A1 is not applicable.

E6.6.4 Loading Bays	
Objective	*To ensure adequate access for goods and delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows*

Acceptable Solution		***Performance Criteria***	
A1	*The area and dimensions of loading bays and access way areas must be designed in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities, for the type of vehicles likely to use the site*	*P1*	*Loading bays must have area and dimensions suitable for the use, having regard to:* *(a) the types of vehicles likely to use the site;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site; and*

			(e) the location of the site and nature of traffic.

Complies with A1

Whilst the loading dock is new, it is simply replacing an existing loading dock and the access arrangements will remain the same. The access route to the loading dock limits the size of vehicle that can enter the site.

As stated in the TIA, the proposed loading bay is designed in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

Acceptable Solution		***Performance Criteria***	
A2	*It must be demonstrated that the type of vehicles likely to use the site can enter, park and exit the site in a forward direction, without impact or conflicting with areas set aside for parking or landscaping, in accordance with AS2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*	P2	*Access for vehicles commercial vehicles to and from the site must be safe, having regard to:* *(a) the types of vehicles associated with the use;* *(b) the nature of the use;* *(c) the frequency of loading and unloading;* *(d) the area and dimensions of the site;* *(e) the location of the site and nature of traffic;* *(f) the effectiveness or efficiency of the surrounding road network; and* *(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.*

Complies with A2

There is sufficient space to the east of the loading dock for vehicles to turn and exit the site in a forward direction.

E6.6.5 Bicycle facilities	
Objective	*To ensure that cyclists are provided with adequate facilities*

Acceptable Solution		Performance Criteria	
A1	Uses that require 5 or more bicycle spaces by Table E6.1 must provide 1 shower and change room facility on site, with one additional shower and change room on site for each 10 additional bicycles spaces required.	P1	Shower and change room facilities must be provided at adequate level to cater for the reasonable needs of cyclists, having regard to: (a) the location of the proposed use; (b) the existing network of cycle paths and bicycle lanes and other means of access to the site for cyclists; (c) the nature of the proposed use; (d) the number of employees; (e) the users of the site and the likelihood of travel by bicycle; (f) whether there are facilities on the site for other reasons that could be used by cyclists; and (g) the opportunity for sharing bicycle facilities on nearby sites.

Complies with P1

Dedicated shower facilities are not provided on the site. However, there are ample toilet facilities located around the building to allow patrons to change if necessary.

E6.6.6 Bicycle parking and storage facilities	
Objective	To ensure that parking and storage facilities for bicycles are safe, secure and convenient.

Acceptable Solution		Performance Criteria	
A1	Bicycle parking and storage facilities for uses that require 5 or more bicycle spaces by Table E6.1 must: (a) be accessible from a road, cycle path, bicycle lane, shared path or access way;	P1	Bicycle parking and storage facilities must be provided in a safe, secure and convenient location, having regard to: (a) the accessibility to the site; (b) the characteristics of the site;

	(b) be located within 50m from the main entrance; *(c) be visible from the main entrance or otherwise signed; and* *(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.*		*(c) the nature of the proposed use;* *(d) the number of employees;* *(e) the users of the site and the likelihood of travel by bicycle;* *(f) the location and visibility of proposed parking storage facilities for bicycles;* *(g) the nature of the bicycle parking and storage facilities;* *(h) whether there are other parking and storage facilities on the site; and* *(i) the opportunity for sharing bicycle parking and storage facilities on nearby sites.*

Complies with A1

The location of the proposed bicycle hoops is located directly off an existing access to City Park from Cimitiere Street and is within 50m of the main entrance to the Albert Hall. Permit conditions can ensure that the bicycle spaces are adequately lit as this level of design will be resolved at the detailed design stage.

Acceptable Solution		***Performance Criteria***
A2 Bicycle parking spaces must: *(a) have minimum dimensions of:* *(i)1.7m in length; and* (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of at least 2m and a gradient of no more 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle to that meets AS 2890.3 1993 Parking facilities - Bicycle parking facilities.	*P1*	*Bicycle parking spaces and access must be convenient, safe and efficient to use, having regard to:* *(a) the characteristics of the site;* *(b) the space available;* *(c) the safety of cyclists;* *(d) the proposed measures to secure bicycles; and* *(e) the provisions of AS 2890.3 1993 Parking facilities - Bicycle parking facilities.*

Complies with A1

The permit can be conditioned to require hoop measurements to comply with A2 (a). The location of the proposed hoops is on a shared pathway unobstructed access with a gradient less than 5%.

6.7. Scenic Management Code E7.0

E7.6.1 Scenic Road Corridor – Not applicable

E7.6.2 Scenic Management Areas

Objective	*The siting and design of development is to be unobtrusive in the landscape and complement the character of the scenic management areas.*

Acceptable Solution		***Performance Criteria***	
A1	*No Acceptable Solution*	*P1*	*Development, (not including development that involves only the clearance or removal of vegetation, or subdivision) must have regard to:* *(a) the scenic management precinct existing character statement and management objectives in clause E7.6.3;* *(b) the impact on skylines, ridgelines and prominent locations;* *(c) the nature and extent of existing development on the site;* *(d) the retention or establishment of vegetation to provide screening;* *(e) the need to clear existing vegetation;* *(f) the requirements of any hazard management;* *(g) the need for infrastructure services;* *(h) the specific requirements of the development;* *(i) the location of development to facilitate the retention of trees; and* *(j) design treatment of development; including:* *(i) the bulk and form of buildings including materials and finishes;* *(ii) any earthworks for cut or fill;*

			(iii) the physical (built or natural) characteristics of the site or area; *(iv) the nature and character of the existing development; and* *(v) the retention of trees*

Complies with P1

The proposed works are assessed against the matters to be considered below:

(a) The works are assessed against the Central Hills Precinct character statement and management objectives as follows:

Character Statement	**Response**
The Central Hills Precinct encompasses the residential area located along the ridgeline of a hillside to the east of the central Launceston area. *The Precinct is dominated by skyline development, with many of those homes being of heritage significance. Street views can also be important in this precinct* *The Precinct forms the principal backdrop for South Launceston, Newstead and central Launceston. The Precinct also includes key parks within central Launceston area, including City Park. Vegetation coverage is typically exotic, with a mix of deciduous and evergreen species.*	Whilst City Park is situated within the Central Hills Precinct, it does not possess the characteristics of the main area of the Precinct which sits along the East Launceston Hill ridgeline. The site has does not adjoin any other properties subject to the Scenic Management Overlay. The subject site is not located on a ridgeline and as such the proposed development will not be visually prominent on the skyline. The location of the proposed works is such that street views from Tamar Street won't be impacted at all and whilst the view of the site from Cimitiere Street will be altered, the main façade and entry point of the Albert Hall will remain unchanged.
Management Objectives	**Response**
(a) Maintain and enhance vegetation, particularly with a mix of deciduous and evergreen species, consistent with the existing character of the area. Promote tree planting in existing non-treed areas. Encourage species that will strongly contribute to the canopy cover in the Precinct.	As show on the Vegetation Retention and Removal Plan (Appendix D) a total of 10 existing trees are to be completely removed and two will be transplanted and relocated. The removal and relocation of the select trees will open up the vistas between the Albert Hall and the Park. The Landscape Design report notes that *the majority of trees and planting in the immediate northeast area of the Albert Hall have been planted after 1955 which has greatly changed the views from the Park to Albert Hall.* None of the trees identified for removal have significant heritage value. There are four trees identified within the Albert Hall surrounds that date back prior to 1920 and these will all be retained.

(b) Development, particularly residential development, will blend in with existing development by its location, form, scale and exterior finishes.	The material palette of the extension is designed to create a connection between the Albert Hall and City Park. The design of the eastern wing deliberately differs from the Albert Hall in terms of scale, form and exterior finishes to ensure the heritage form of the Hall can be read in isolation. The incorporation of landscaping that creates views and vistas from City Park to the Albert Hall and vice versa will allow the built form and parklands setting to blend seamlessly..
(c) Encourage driveways to be in evident, by following contours and being screened by vegetation.	Not applicable
(d) Increased residential density is encouraged, but only where development does not adversely interrupt the existing or historic pattern of development, and ability of the site to maintain significant vegetation. The favoured form of this type of development is one building, with shared driveways and gardens to maximise the open space available for vegetation.	Not applicable
(e) Development within parklands must be considerate of its scenic and landscape values	Both the building and landscape design of the redevelopment have taken into account the scenic landscape values of the site and the City Park Conservation Management Plan.

(a) the impact on skylines, ridgelines and prominent locations;

The Albert Hall is not located on a skyline or ridgeline and the proposed redevelopment of the eastern wing will not increase the overall height of the building.

(b) the nature and extent of existing development on the site;

The proposed works are within largely the same footprint as the existing eastern wing of the Albert Hall. The proposal does not result in the loss of significant building fabric, gardens of vegetation. It affords the opportunity to reduce hard landscaping in favour of compatible plantings.

(c) the retention or establishment of vegetation to provide screening;

(d) the need to clear existing vegetation;

The removal of 10 trees is required not only to facilitate the development and associated landscaping but will also allow areas of lawn which previously have not grown as a result of being located under thick tree canopy to be reinstated. The trees nominated for removal are not identified as being significant or commemorative plantings and it is a recommendation of the City

Park Conservation Management Plan that non-significant trees be removed to open up vistas between the Albert Hall and City Park.

(e) the requirements of any hazard management;

Not applicable

(f) the need for infrastructure services;

Not applicable.

(g) the specific requirements of the development;

Not applicable.

(h) the location of development to facilitate the retention of trees; and

The extension has been designed to ensure those trees of cultural heritage significance are retained. The ten trees to be removed are not of significance and their removal will facilitate a sense of openness and vistas between the Albert Hall and City Park.

(j) design treatment of development; including:

(i) the bulk and form of buildings including materials and finishes;

The form of the extension features a strong curved facade. The scale of the extension is sensitive to the scale and character of the adjoining historic Albert Hall. The extension has been 'pulled in' and 'pushed down' in specific locations to accentuate the existing building's form and proportion.

Drawing inspiration from and providing a contemporary response to the objects within the park, as well as from the colours of the trees and textual light quality through the tree canopy.

The Park features dappled patterns and porous qualities, such as the mature trees (in all seasons) and the historically significant gates and fountain structures. The new building shares this quality by using perforated metal, which is similarly (part) see-through, ephemeral, creating similar dapples light qualities and notionally extending the tree canopy up to the Hall.

(iii) any earthworks for cut or fill;

Excavation is minimal as the footprint of the existing and proposed basements is similar. Any excavation won't be evident from a broader landscape perspective.

(iv) the physical (built or natural) characteristics of the site or area;

(v) the nature and character of the existing development; and

As detailed in the Architectural Statement (Appendix C) and Landscape Design Report, the proposed development has been carefully considered in terms of the physical characteristics of the site.

(vi) the nature and character of the existing development; and

(v) the retention of trees

The design ensures that culturally significant trees are retained. The removal of many of the 10 trees proposed to be removed will facilitate project objectives of creating views and vistas between the Albert Hall and City Park and reinstating a strong axial symmetry with City Park.

6.7.1. Biodiversity Code E8.0

Not applicable because the subject site is not mapped as being within an area identified as priority habitat and because the application does not involve removal of native vegetation.

6.7.2. Water Quality Code E9.0

Not applicable because the subject site is not mapped as being within an area identified as priority habitat and because the application does not involve removal of native vegetation.

6.7.3. Recreation & Open Space CodeE10.0

Not applicable as the application does not involve subdivision.

6.7.4. Environmental Impacts & Attenuation Code E11.0

Not applicable because the application does not involve a sensitive use, or an activity listed in Tables E11.1 or E11.2 with the potential to create environmental harm or nuisance.

6.8. Airports Impact Management Code E12.0

Not applicable as the subject site is not mapped as being within aircraft noise exposure forecast contours and is not within a prescribed airspace.

6.9. Local Historic Heritage Code E13.0

A heritage impact assessment (HIA) has been prepared to provide an assessment against the Local Heritage Code. It is included a**s Appendix B** to this report. The assessment against the Code provisions is provided on Pages 9-15 of that report.

6.10. Coastal Code E14.0

Not applicable as the subject site is not located within a coastal environment.

6.11. Telecommunications Code E15.0

Not applicable as the application does not involve telecommunications facilities.

6.12. Invermay/Inveresk Flood Inundation Area Code E16.0

Not applicable as the subject site is not mapped as being within the 'Invermay/Inveresk Flood Inundation Area.'

6.13. Cataract Gorge Management Area Code E17.0

Not applicable as the subject site is not mapped as being within Management Units MU1-MU18.

6.14. Signs Code E18.0

Not applicable as no signage is included as part of this development application.

6.15. Development Plan Code E19.0

Not applicable as the application does not involve subdivision and is not mapped within an area mapped as DPC.

Appendix A — Certificate of Title

Appendix B — Heritage Impact Assessment

PURCELL

ALBERT HALL

47 TAMAR STREET, LAUNCESTON

HERITAGE IMPACT ASSESSMENT

MARCH 2022

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ALBERT HALL HERITAGE IMPACT ASSESSMENT

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ACKNOWLEDGEMENT OF COUNTRY

Purcell acknowledges the Traditional Custodians of Country throughout Australia and pay our respects to Elders past, present and emerging. We acknowledge the Stoney Creek Nation, made up of at least three clans – Tyerenotepanner, Panninher, and Lettermairrener, who are the original and current inhabitants, the traditional owners and custodians of the land this Proposal is on.

Document Date: 22 March 2022
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INTRODUCTION

BACKGROUND

Purcell prepared this Heritage Impact Assessment (HIA) for the City of Launceston, to review and assess the proposed development (Proposal) of Albert Hall at 47 Tamar Street, Launceston (Site).

Albert Hall (THR ID Number 4089) is listed on the THR as a place of historic cultural heritage significance to Tasmania, as part of the consolidated City Park Complex (THR ID 11,799). City Park (45-55 Tamar Street) is also listed in the Launceston Interim Planning Scheme 2015, Table E13.2: Local Heritage Places.

This assessment has reviewed the proposed works detailed in the following plans and documents:

- TERROIR, Albert Hall Renewal Stage 3-DA Documentation, Issue: DA, 03/03/2022 of the DA package (see Appendix A for drawing list).

Lucy Burke-Smith and Linda Mott of Purcell prepared this report. Lucy Burke-Smith inspected the interior and exterior of Albert Hall, as well as the streetscape and Site context on May 19 and June 10, 2021. Purcell took all images at these Site visits unless cited otherwise.

LIMITATIONS

This HIA is limited to an assessment of the potential heritage impacts of the Proposal to the setting, context and significant fabric of the buildings and features on the Site. It is based on the current statutory heritage and development controls, and non-statutory guidelines applicable to the Site. It does not consider the responsiveness of the proposed works to the wider provisions of the Launceston Interim Planning Scheme 2015, beyond that of built heritage.

The assessment is limited by the status of the design development and program. While the principal objectives and overarching design proposal can be assessed based on available documentation there is a level of design interface, detailing and specification that will be required to further assess direct impacts to fabric and appropriate mitigating measures.

All references to heritage, or heritage impacts, are to built heritage only. This HIS does not consider other potential heritage impacts of the Proposal to landscape, vegetation, sub-surface, archaeological or indigenous heritage, beyond that of reference to the Launceston City Park, Conservation Management Plan, M. Knaggs, G, Sheridan, Austral Archaeology & C Skeggs, 2006 (City Park CMP 2006)

TERMINOLOGY

The conservation terminology used in this report is of a specific nature and is defined within The Burra Charter: '*The Australia ICOMOS Charter for Places of Cultural Significance*', 2013, (the Burra Charter).

REFERENCES

This HIA references the following documents:

- Launceston City Park, Conservation Management Plan, M. Knaggs, G, Sheridan, Austral Archaeology & C Skeggs, 2006 (City Park CMP 2006).
- Launceston Interim Planning Scheme, 2015 and Historic Heritage Code (LIPS 2015).
- Historic Cultural Heritage Act 1995 (HCHA 1995).
- Heritage Tasmania, '*Works Guidelines for Historic Heritage Places*', for the Tasmanian Heritage Council, November 2015.
- Purcell, 'Albert Hall Conservation Management Plan', for City of Launceston, January 2021.
- 'The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance', adopted 31 October 2013.
- Apperly, R, Irving R & Reynolds P, A Pictorial Guide to Identifying Australia Architecture, 1994.

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UNDERSTANDING THE SITE

LOCATION

Albert Hall (47 Tamar Street) is located in the north-west corner of Launceston City Park (45-51 Tamar Street), within the Municipality of the City of Launceston. City Park's legal property title (Volume 50902 Folio 1) includes Albert Hall, which has frontages to, and entrances from, both Cimitiere and Tamar Streets.



Figure 1 - Aerial image, the approximate boundaries of the Site outlined in orange, and Albert Hall shaded orange. (Source: ListMap, modified by Purcell)

DESCRIPTION

Albert Hall is in a prominent position on the corner of Cimitiere and Tamar Streets, Launceston within the City Park complex. The City Park setting is described on the THR datasheet as:

> *City Park Complex at 45-51 Tamar Street is public park incorporating buildings, archaeological sites and plantings in a park setting located in the northern Tasmanian city of Launceston. City Park Complex is surrounded by commercial, light industrial and residential buildings with a view towards the North Esk. It is situated at the eastern edge of Launcestons central business district on a gentle slope dropping towards the nearby North Esk. The park, originally the site of Launcestons Government Cottage, formed the start of a central city axis facing Cataract Gorge that has shaped much of Launcestons town layout. Brisbane Street, one of Launcestons major thoroughfares, forms the southern boundary of the park, while the eastern boundary extends along Lawrence Street, now a residential area. The northern boundary of the site sits along Cimitiere Street, another of Launcestons major thoroughfares, with the Launceston Gasworks and associated buildings visible on the block opposite. The western boundary of City Park runs along Tamar Street.*

Albert Hall is owned by the City of Launceston Council and currently operates as a Function Centre and place of public and civic gatherings and performances.[1]

1 '*Albert Hall Launceston Facilities*', accessed 19 May 2021.

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UNDERSTANDING THE SITE

CURRENT PHOTOGRAPHS



Figure 2 - View from Tamar Street opposite the south wing (March 2021).



Figure 3 - View from Tamar Street opposite the west wing (March 2021).



Figure 4 – View from Tamar Street opposite the north wing (March 2021).



Figure 4 – View from Cimitiere Street opposite the north wing (March 2021).



Figure 4 – View from Cimitiere Street to the City Park elevation (March 2021).

UNDERSTANDING THE SITE

STATUTORY LISTINGS AND OVERVIEW OF SIGNIFICANCE

HISTORIC CULTURAL HERITAGE ACT 1995 (TAS)

Albert Hall (THR ID Number 4089) is listed on the THR as a place of historic cultural heritage significance to Tasmania, as part of the consolidated City Park Complex (THR ID 11,799).

The THR Datasheet for City Park notes Albert Hall 'a landmark demonstration of the Victorian appetite for exhibitions on a grand scale in response to the economic prosperity of the region in the 1890s.'[2] It cites the significance of the Albert Hall as 'a fine example of Victorian Academic Classical exhibition building, the largest of its kind remaining in Tasmania. Built as a showcase for Tasmanian industry and trade, the building itself has become a prism through which to understand late 19th century building techniques on a large scale, particularly craftsmanship relating to the timber, plaster and ironwork industries.'[3]

LAUNCESTON INTERIM PLANNING SCHEME 2015

Albert Hall is not identified individually as a Heritage Place in the LIPS 2015 Table E13.2. However, City Park (45-55 Tamar Street) is listed in the LIPS 2015, Table E13.2: Local Heritage Places,[4] which is significant for reasons including:

NON-STATUTORY LISTINGS

Albert Hall was inscribed on the Register of the National Estate (now a non-statutory archive) on 21/03/1978 as Place ID 12176.

2 THR Datasheet 4089, p.7
3 THR Datasheet 4089, p.7
4 *LIPS, 2015*, Part E Codes, E13.0 Local Historic Heritage Code, E13.2.13

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HERITAGE IMPACT ASSESSMENT

PROPOSED WORKS

The scope of works is summarised as:

- Partial demolition of the c.1980s extension to Albert Hall.
- Partial demolition of non-significant fabric to the interiors of the north wing and northeast elevation.
- Construction of a new pavilion to connecting to Albert Hall through the northeast elevation.
- Reconfiguration of the carpark and landscape area adjacent the entrance to the proposed extension.

Albert Hall Renewal Stage 3-DA Documentation, Issue: DA, dated 03/03/2022, prepared by TERROIR, of the DA package has further details of the proposal. (see Appendix A for drawing list).

GUIDANCE DOCUMENTATION

This assessment follows the best practice management framework for historic sites contained in:

- The Burra Charter: 'The Australia ICOMOS Charter for Places of Cultural Significance', 2013.
- Heritage Tasmania, 'Works Guidelines for Historic Heritage Places', for the Tasmanian Heritage Council, November 2015.

ASSESSMENT METHODOLOGY

This assessment follows the provision of preliminary heritage advice through an iterative design process, intended to mitigate potential impact to the significance and values of the place. It is based on observations made during a site visit and a review of the design proposal. The assessment considers the potential for detrimental impacts as a result of the proposal, as well as all mitigation measures proposed, within the context of the Launceston Historic Heritage Code. Proposed works have been assessed for their impact to the heritage values of the Heritage Precinct as identified in the Statement of Significance, and the place's setting and context. The Proposal has also been considered against non-statutory guidelines published by Australia ICOMOS. Direct (fabric) and indirect (visual) impacts are both considered in this assessment.

ASSESSMENT AGAINST HISTORIC HERITAGE CODE PROVISIONS OF THE LAUNCESTON INTERIM PLANNING SCHEME 2015

City Park (45-55 Tamar Street) is listed in the LIPS 2015 Table E13.2: Local Heritage Places. The following tables assess considers the responsiveness of the proposal against the Development Standards and specific Performance Criteria for Heritage Places in Table E13.6, of the Historic Heritage Code.

E13.6 DEVELOPMENT STANDARDS FOR HERITAGE PLACES		
E13.6.1	**Demolition** **Objective:** To ensure that demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their setting.	
P1	Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to: (a) the physical condition of the local heritage place; (b) the extent and rate of deterioration of the building or structure; (c) the safety of the building or structure;	The bulk of the demolition associated with the Proposal relates to the c.1980s extension to the northeast of Albert Hall. The proposal also includes the demolition of non-original fabric[5] of the northern wing, namely the female and accessible toilets and offices adjacent the George Bass Foyer, and male toilets to the basement of the north wing. This will likely extend to the removal of non-original fixtures and finishes such as carpets, false ceilings, building services etc. This work will not impact on the historic cultural heritage

5 See Appendix B, Plan LIB_LCC_A_0213, and LIB_LCC_A_0217 c.1891 outlining original plan arrangement.

(d) the streetscape or setting in which the building or structure is located; (e) the cultural heritage values of the local heritage place; (f) the need for the development; (g) any options to reduce or mitigate deterioration; (h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and (i) any overriding economic considerations.	significance of the Albert Hall, nor its setting within City Park. Notwithstanding the above the scope of demolition will extend to fabric of significance, including: - One of the two external access stairs to the basement of the northeast wing. - Partition walls below the stairs connecting the ground and upper floors of the northeast wing. - Potential removal of doors and a window, and a minor extent of the wall at basement level to the northeast elevation of the Main Hall associated with the stage access strategy. While recognising that this work presents an adverse impact it is not an impact which is considered unreasonable. The demolition of significant fabric is intended to enhance the operations and amenity of the northern foyer in support of large events, and to improve universal access to the stage. Both of these objectives are a response to the emerging and contemporary demands of the continued use and operation of the Albert Hall. Given that this is a historic use directly associated with the value and significance of the place this work is not considered unreasonable, nor to impact the historic cultural heritage values of Albert Hall or is setting within City Park. The scope of demolition noted for the c.1980s extension seeks to retain the majority of the basement, and key infrastructure over ground and first floors. This move mitigates inground work within an area marked 'potential for survival of structural remains'.[6]
E13.6.2 Maintenance and repair **Objective:** To ensure that maintenance and repair of heritage buildings are constructed and undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places.	
A1 New materials and finishes match or are similar to the materials and finishes that are being replaced.	The scope of works is likely to extend to the make-good of fabric of heritage significance adjacent to areas of demolition and junctions with new work. The nature and detail of this work is undetermined at this time but is anticipated to include: - Removal of paint from previously unpainted (masonry) surfaces. - Make-good of masonry and joinery items in areas of demolition. - Make-good of the altered north-east entry to the George Bass Foyer. - Reconstruction of the window to the Female WC adjacent the George Bass Foyer. - Reconstruction of door and window openings to the

6 City Park CMP, 2006, p.100

	eastern elevation of the Albert Hall at ground and first floor. The specification of maintenance and repair works is to be prepared consistent with best practice conservation, being to match the existing in a like-for-like manner. This will ensure that the maintenance works are sympathetic to, and does not detract from, the historic cultural heritage significance of the Albert Hall.
E13.6.3 Lot size and dimensions and frontage **Objective:** To ensure that subdivision does not impact on the historic cultural heritage significance of local heritage places and their settings.	
P1 Subdivision must not unreasonably impact on the historic cultural heritage significance of local heritage places or their settings, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the historic development pattern of the area; (c) the separation of buildings or structures from their original setting; (d) the lot sizes, dimensions, frontage, access and orientation; (e) the suitability of the proposed lots for their intended uses; and (f) the removal of vegetation, significant trees or garden settings	The proposal does not seek subdivision and as such this Performance Criteria is not applicable.
E13.6.4 Site coverage **Objective:** To ensure that site coverage is compatible with the historic cultural heritage significance of local heritage places.	
P1 The site coverage is compatible with the historic cultural heritage significance of local heritage places or their settings, having regard to: (a) the topography of the site; (b) the cultural heritage values of the local heritage place and setting; (c) the site coverage of buildings on sites in the surrounding area; and (d) the pattern of development in the surrounding area.	The site coverage of the proposal, while greater than that of the c.1980s addition, is compatible with the present setting. It does not impact on the presentation and prominence of the Albert Hall to Tamar or Cimitiere Streets, being set back from the Hall's elevation to Cimitiere Street.
E13.6.5 Height and bulk of buildings **Objective:** To ensure that the height and bulk of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.	

P1	The height and bulk of buildings are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the character and appearance of the existing building or place; (c) the height and bulk of other buildings in the surrounding area; (d) the historic cultural heritage significance of adjacent places; and (e) the streetscape.	The height of the proposed addition is comparable with that of the existing c.1980s extension. Setting this aside the overall height of the proposal is intended to sit below that of the parapet and cornice line of the eastern elevations of the north and west wings, and below the eaves of the remainder of the northern elevation. While the detail of these junctions is subject to resolution the overall form and envelope of the Albert Hall will be maintained as will its prominence when viewed from the surrounding area, the streetscape and adjacent places. The bulk of the building is articulated in a manner which moderates toward City Park, consistent with the CMP objective to 'explore opportunities for a more sympathetic and mutually beneficial relationship between the Hall and the Park.' In this respect the organic form of the building mitigates the perceptions of both height and bulk, a move which is successful when compared to the mass of the existing c.1980s addition, the height and bulk of which detracts from the legibility of the plan and elevational form of the Albert Hall. The proposed form is readily identifiable as an extension to the original and sympathetically contrasts with the Albert Hall.
E13.6.6	Site of buildings and structure Objective: To ensure that the siting of buildings are compatible with the historic cultural heritage significance of local heritage places and their settings.	
P1	The front, side and rear setbacks must be compatible with the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the topography of the site; (c) the size, shape, and orientation of the lot; (d) the setbacks of other buildings in the surrounding area; (e) the historic cultural heritage significance of adjacent places; and (f) the streetscape.	The siting of the proposed addition is comparable with that of the existing c.1980s extension and retains some plan features for re-use, inclusive of considerable portions of the basement level, and key elements of infrastructure over ground and first floor. While the siting of the proposal extends further to the north and east of the present c.1980s extension any perceptions of encroachment are mitigated by the articulation of the form, sloping down from the Albert Hall to the City Park and to an appropriate setback from Cimitiere Street and the northern wing of the Albert Hall. It is noted that alternate siting options are limited by the corner site location (Tamar and Cimitiere Streets), adjacent structures and landscapes of significance (City Park and outbuildings) and the importance of retaining a relationship with the historic entrances and street presentation of the Albert Hall. The nominated siting is considered compatible with the historic cultural heritage significance of the Albert Hall and its setting adjacent City Park.
E13.6.7	Fences Objective:	

To ensure that fences are compatible with the historic cultural heritage significance of local heritage places and their setting.		
P1	New fences must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the architectural style of the dominant building on the site; (c) the dominant fencing style in the setting; and (d) the original or previous fences on the site.	No new fences are nominated within the Proposal and as such this Performance Criteria is not applicable.
E13.6.8 Roof form and materials **Objective:** To ensure that roof form and materials are compatible with the historic cultural heritage significance of local heritage places and their settings.		
P1	Roof form and materials are compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant roofing style and materials in the setting; and (d) the streetscape.	The proposed roof form is distinct from that of Albert Hall. It sits lower than that of the Hall and is parapeted so as to mitigate its visual impact. The roof form and materials (as outlined in the Materials Schedule) do not detract from the dominant characteristics of the Albert Hall's Federation Free Classical style, nor does it detract from the adjacent City Park. The roof form is a distinguishing and integrated feature of the overall building form. It's pitch and alignment successfully stiches the Albert Hall to the City Park, a strategic move and objective of the policies and recommendations of the City Park CMP, 2006.
E13.6.9 Wall materials **Objective:** To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.		
P1	Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the design, period of construction and materials of the dominant building on the site; (c) the dominant wall materials in the setting; and (d) the streetscape.	The wall materials are nominated as perforated metal screens, CSR cemintel sheet and glazing (Refer to the Materials Schedule). The aperture, patterning and finish of the screens is subject to resolution, with the design exploration outlined within Section 5 of the Design Development Report. In principle this material palette is compatible with the historic cultural heritage significance of the place and its setting in City Park. Conceptually it is derived from the natural foliage and filigree of cast iron pattering both within the City Park and the balustrades of the Main Hall balcony. In this regard the nominated materials support a greater connectivity of the Albert Hall with the City Park. The proposed wall materials are compatible with that of the Albert Hall in that they do not detract from the masonry

	being interpreted as the dominate characteristic of the Federation Free Classical style. The nominated colour spectrum will not detract from, and is appropriately distinguished from, the prominence of the Albert Hall either in its presentation to Cimitiere and Tamar Streets, or the City Park. It is our assessment that the wall materials are compatible with the historic cultural heritage significance of the place and its setting in City Park.
E13.6.10 Outbuildings and structures **Objective:** To ensure that the siting of outbuildings and structures are compatible with the historic cultural heritage significance of local heritage places and their settings.	
P1 Outbuildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the location of existing infrastructure services; (c) the bulk, form and size of buildings on the site; (d) the bulk, form and size of the outbuilding or structure; (e) the external materials, finishes and decoration of the outbuilding or structure; and (f) the visibility of the outbuilding or structure from any road, public park or reserve.	It is noted that the City Park CMP, 2006 outlined as a Recommended Policy that 'No further extensions to Albert Hall should be possible, although a redesign of the current 20th century extensions could be considered provided the result was less intrusive in terms of heritage impact on both the Hall and the Park.' The proposed additions are consistent with this policy in that the design will be less intrusive to both Albert Hall and City Park. Our assessment against Performance Criteria E13.6.4, E13.6.5, E13.6.6, E13.6.8 and E13.6.9 outlines a general response to this Criterion. The proposal retains a considerable portion of the basement service infrastructure mitigating the need for further service intrusions. It is of a bulk, form and size which seeks to reduce the visual impact of the present extension. With respect to bulk, form and size it will not be dominant against Albert Hall, nor will its siting, set back from the Hall's facade be more visually prominent than the streetscape presentation of the Albert Hall. Importantly the proposal supports the continued use of the Albert Hall as a public building, and place of civic and community events. This use is a key aspect of the historic cultural heritage values and significance of the place. Compatible and sensitive measures which support a continuation of this use, as the proposal does, should be supported and are responsive to this Criterion and the Local Historic Heritage Code more widely.
E13.6.11 Driveways and parking **Objective:** To ensure that driveways and parking are compatible with the historic heritage significance of local heritage places and their settings.	
P1 Driveways and car parking areas for non-residential purposes must be compatible with the historic cultural heritage significance of a local heritage place and its setting,	It is proposed to utilise the existing drive and footpath crossing and to reduce and redesign the carparking provisions for the Albert Hall. Parking is to be limited to

having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the loss of any building fabric; (c) the removal of gardens or vegetated areas; (d) parking availability in the surrounding area; (e) vehicle and pedestrian traffic safety; and (f) the streetscape.	accessible parking spaces associated with the universal access proposal and responds to limitations on such parking provisions within the surrounding area. The City Park CMP, 2006 notes that 'Carpark landscaping is neutral bordering on intrusive.' in this respect the redesign is responsive to this assessment. The proposal does not result in the loss of significant building fabric, gardens or vegetation. It affords the opportunity to reduce hard landscaping in favour of compatible plantings. In all respects it is more compatible with the historic heritage significance of Albert Hall and its setting within City Park.
E13.6.12 Tree and vegetation removal **Objective:** To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not impact on the historic heritage significance of local heritage places and their settings.	
P1 The removal, destruction or lopping of trees or the removal of vegetation must not unreasonably impact on the historic cultural heritage significance of a local heritage place and its setting, having regard to: (a) the cultural heritage values of the local heritage place and setting; (b) the age and condition of the tree or vegetation; (c) the size and form of the tree or vegetation; (d) the importance of the tree or vegetation to the historic cultural heritage significance of a local heritage place or its setting; and (e) whether the tree or vegetation is located within a garden that is a listed as a local heritage place.	The proposal nominates the removal of trees and vegetation within City Park, and the alteration of the landform to support the introduction of universal and dignified access to the main entrance of the proposed addition. Within the City Park CMP 2006 the only plant which is attributed to the original construction of the Hall is the Canary Island Palm to the corner of Tamar and Cimitiere Streets. The trees nominated for removal are not identified as being significant or commemorative plantings. As such the nominated extent of tree and vegetation removal will not impact the historic heritage significance of the Albert Hall or its setting with City Park.
E13.6.13 Signage **Objective:** To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.	
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.	No new signs are nominated within the Proposal and as such this Performance Criteria is not applicable.

ASSESSMENT AGAINST THE WORKS GUIDELINES FOR HISTORIC HERITAGE PLACES

The Site is identified as a Heritage Place under the *Historic Cultural Heritage Act 1995*. The following table assesses the Proposal against the relevant Works Guidelines for Historic Heritage Places, 2015.

1.	MAINTENANCE AND REPAIR OF BUILT ELEMENTS	
1.1	Repair by select replacement	The proposal does not extend to the removal or replacement of large sections of significant fabric.
1.2	Roofs – cladding replacement	The proposal does not include any works to the roof of the original portion of the Albert Hall
1.3	Walls - structural	The proposal nominates the removal of non-original walls to the basement and ground floor of the north wing7. Records indicate their presence in plans dating from c.1960s8 it is however noted that works from this phase of intervention conflict with the fenestration of the eastern elevation of the north wing and that their removal affords the opportunity to reconstruct and interpret the original pattern of fenestration.
1.4	Doors and windows	Reconstruction of doors and windows to the eastern elevation is nominated within the scope of works and will be a positive outcome for the presentation of both the interior and exterior elevations. The detailed resolution of stage access may require modification to the two doorways and window closest the south wing. It is recommended that these works be subject to detailed coordination with the heritage consultant.
1.5	Verandah's	This type of work is not applicable to the place.
1.6	Rising damp treatment	No remedial or mitigating works associated with rising damp are associated with the proposal.
1.7	Restumping	This type of work is not applicable to the place.
1.8	Furnishings and fittings	The proposal does not extend to the removal of early electrical switches and light fittings. It does not include the removal or replacement of historically significant furnishings and fittings.
1.9	Painting and applied finishes	It is anticipated that painting works will be required in areas of make-good, and for the conservation of the lamps nominated for enclosure within the foyer connection to the north wing. The specification of any applied finishes, or removal of any non-original applied finishes should be coordinated with an architect experience in historic building practices and methodologies.
1.10	Services	See 1.8 Furnishings and fittings.
2.	MAINTENANCE AND REPAIR – RURAL ACTIVITIES This type of work is not applicable to this place or application.	

7 See Appendix B, Plan LIB_LCC_A_0213, and LIB_LCC_A_0217 c.1891 outlining original plan arrangement.
8 See Appendix B, Plan A_1066.

3.	RESTORATION AND RECONSTRUCTION	
3.1	Repair after minor damage	This type of work is not applicable to this application.
3.2	Restoration (ie: reinstating original fabric, possibly involving the removal of accretions)	This type of work is not applicable to this application.
3.3	Reconstruction (ie: new material introduced to replicate an element that is missing)	Reconstruction of doors and windows to the eastern elevation is nominated within the scope of works and will be a positive outcome for the presentation of both the interior and exterior elevations. Reconstruction will be undertaken to a detail and specification based on archival and fabric evidence.
3.4	Invasive investigation	This type of work is not applicable to this application.
4.	INTERPRETATION This type of work is not applicable to this application.	
5.	SUBDIVISION OR BOUNDARY ADJUSTMENT This type of work is not applicable to this application.	
6.	DEMOLITION, RELOCATION AND MOVEABLE HERITAGE	
6.1	Relocating buildings or structures	This type of work is not applicable to this application.
6.2	Partial demolition	As outlined in E13.6.1 the bulk of the demolition associated with the proposal relates to the c.1980s extension to the northeast of Albert Hall. The proposal also includes the demolition of non-original fabric[9] of the northern wing, namely the female and accessible toilets and offices adjacent the George Bass Foyer, and male toilets to the basement of the north wing. This will likely extend to the removal of non-original fixtures and finishes such as carpets, false ceilings, building services etc. This work will not impact on the historic cultural heritage significance of the Albert Hall, nor its setting within City Park. Notwithstanding the above the scope of demolition will extend to fabric of significance, including: One of the two external access stairs to the basement of the northeast wing. Partition walls below the stairs connecting the ground and upper floors of the northeast wing. Removal of doors and windows to the northeast elevation in support of the stage access design. While recognising that this work presents an adverse impact it is not an impact which is considered unreasonable. The demolition of significant fabric is intended to enhance the operations and amenity of the northern foyer in support of large events, and to improve universal access to the stage. Both of these objectives are a response to the emerging and contemporary demands of the continued use and operation of the Albert Hall.

9 See Appendix B, Plan LIB_LCC_A_0213, and LIB_LCC_A_0217 c.1891 outlining original plan arrangement.

		Given that this is a historic use directly associated with the value and significance of the place this work is not considered unreasonable, nor to impact the historic cultural heritage values of Albert Hall or is setting within City Park. The scope of demolition noted for the c.1980s extension seeks to retain the majority of the basement, and key infrastructure over ground and first floors. This move mitigates inground work within an area marked 'potential for survival of structural remains'.[10]
6.3	Total demolition	This type of work is not applicable to this application.
6.4	Movable heritage	This type of work is not applicable to this application.
7.	EXCAVATION AND ARCHAEOLOGICAL INVESTIGATION	
7.1	Initial investigation	The nominated works will be undertaken in an area identified as having 'potential for survival of structural remains'.[11] The scope of demolition noted for the c.1980s extension seeks to retain the majority of the basement, and key infrastructure over ground and first floors. This move mitigates inground work however all in ground works should be guided by the Tasmanian Heritage Council Practice Note 2 *Managing Historical Archaeological Signifiacne in the Works Process and* any conditions of consent deemed appropriate to manage potential impact to archaeology.
7.2	Excavation and ground disturbance	
8.	NEW BUILDINGS	
8.1	New buildings (generally)	As previously outlined against the response to the Historic Heritage Code of the *LIPS 2015* the City Park CMP, 2006 outlines a Recommended Policy that 'No further extensions to Albert Hall should be possible, although a redesign of the current 20th century extensions could be considered provided the result was less intrusive in terms of heritage impact on both the Hall and the Park.'[12] The proposed additions are consistent with this policy in that the design will be less intrusive to both Albert Hall and City Park. While the siting of the proposal extends further to the north and east of the present c.1980s extension any perceptions of encroachment are mitigated by the articulation of the form, sloping down from the Albert Hall to the City Park and to an appropriate setback from Cimitiere Street and the northern wing of the Albert Hall. The height of the proposal is intended to sit below that of the parapet and cornice line of the eastern elevations of the north and west wings, and below the eaves of the remainder of the northern elevation. While the detail of these junctions is subject to resolution

10 City Park CMP, 2006, p.100
11 City Park CMP, 2006, p.100
12 City Park CMP, 2006, p.72

		the overall form and envelope of the Albert Hall will be maintained as will its prominence when viewed from the surrounding area, the streetscape and adjacent places. The bulk of the building is articulated in a manner which moderates toward City Park, consistent with the CMP objective to 'explore opportunities for a more sympathetic and mutually beneficial relationship between the Hall and the Park.'[13] In this respect the organic form of the building mitigates the perceptions of both height and bulk, a move which is successful when compared to the mass of the existing c.1980s addition, the height and bulk of which detracts from the legibility of the plan and elevational form of the Albert Hall. The proposed form is readily identifiable as an extension to the original and sympathetically contrasts with the Albert Hall. Importantly the proposal supports the continued use of the Albert Hall as a public building, and place of civic and community events. This use is a key aspect of the historic cultural heritage values and significance of the place. Compatible and sensitive measures which support a continuation of this use, as the proposal does, should be supported and are responsive to this Criterion and the Local Historic Heritage Code more widely.
8.2	Temporary structures	This type of work is not applicable to this application.
8.3	Adding freestanding structures	This type of work is not applicable to this application.
9.	ALTERATIONS, ADDITIONS AND EXTENSIONS	
9.1	Internal partitions	The proposal does not extend to the introduction of new internal partitions or walls within the Albert Hall.
9.2	Alterations to significant structures Alterations to structures or parts of structures that are of little significance, where the work will not result in either a physical or a visual impact on the more significant elements or spaces of the place.	The proposal will not result in adverse visual impact to the Albert Hall. The proposed siting, scale and form of the extension will not detract from the streetscape prominence of the Albert Hall or its relationship with the wider setting of the City Park. The fabric, or physical impacts of the proposal are limited and are outlined within 6. Demolition, Relocation and Movable Heritage, and 9.4 Internal alterations, below.
9.3	Works to nonsignificant structures (ie: modern buildings, sheds, garages)	The nominated works to the non-significant c.1980s extensions will not impact on the significant elements of the Albert Hall or City Park. A wider assessment against this type of work is captured within the response to 8. New Buildings and 6. Demolition, Relocation and Movable Heritage.
9.4	Internal alterations– (generally)	The proposal includes the demolition of non-original fabric[14] of the northern wing, namely the female and accessible toilets and offices adjacent the George Bass Foyer, and male toilets to the basement of the north wing. This will likely extend to the removal of non-original fixtures and finishes such as carpets, false ceilings, building services etc.

13 City Park CMP, 2006, p.70
14 See Appendix B, Plan LIB_LCC_A_0213, and LIB_LCC_A_0217 c.1891 outlining original plan arrangement.

		This work will not involve disturbance or removal of significant fabric.
9.5	Additions or extensions	Refer to 8.1 New buildings (generally)
10	ACCESS TO HERITAGE PLACES	
10.1	Providing access–(generally)	The proposal introduces universal access to the main entrance of the proposed addition, from City Park. The siting of this access also successfully integrates the City Park and Albert Hall, consistent with the objectives of the City Park CMP, 2006. This design move resolves a key challenge presented by the accessibility constraints of the original entrances to the Albert Hall. It does so in a manner which is dignified and does not materially or visually impact the significance of Albert Hall and its streetscape presentation.
10.2	Equal access toilet facilities	The provision of equal access toilet facilities is limited to that of the proposed extension. As such there are no adverse impacts to the historic cultural heritage significance of the Albert Hall.
10.3	Ramp and walkway access	This type of work is not applicable to this application. See 10.6.
10.4	Internal circulation and use	This type of work is not applicable to this application.
10.5	Lifts	No new lifts are nominated within the Albert Hall. The existing lift is nominated for upgrade. As such there are no adverse impacts to the historic cultural heritage significance of the Albert Hall.
10.6	Parking and external circulation	As outlined against E13.6.11 it is proposed to utilise the existing drive and footpath crossing and to reduce and redesign the carparking provisions for the Albert Hall. Parking is to be limited to accessible parking spaces associated with the universal access proposal and responds to limitations on such parking provisions within the surrounding area. The City Park CMP, 2006 notes that 'Carpark landscaping is neutral bordering on intrusive.'[15]in this respect the redesign is responsive to this assessment. The proposal does not result in the loss of significant building fabric, gardens or vegetation. It affords the opportunity to reduce hard landscaping in favour of compatible plantings. In all respects it is more compatible with the historic heritage significance of Albert Hall and its setting within City Park.
11.	NEW SERVICES	
11.1	New services– (generally)	The proposed works are not anticipated to require critical services, plant and equipment within the Albert Hall, with the objective being to contain such interventions to the proposed extension.

15 City Park CMP, 2006, p.70

		It is anticipated that service coordination will be required to mitigate impacts to both fabric and archaeological potential however the potential impacts and mitigating measures cannot not be forecast at this stage of design development.
11.2	Fire safety	No equipment or devices for fire safety are nominated within the scope of works. It is understood that access under the stairs in the northern wing is required as part of a fire engineered solution. Presently the proposal nominates demolition of original and early fabric within these spaces. This fabric should be retained where possible so as to avoid adverse impact, with access and occupation of these spaces limited by other means.
11.3	Heating and cooling systems	This type of work is not applicable to this application.
11.4	Satellite dishes, antennas and aerials	This type of work is not applicable to this application.
11.5	Rainwater tanks	This type of work is not applicable to this application.
11.6	Solar panels	This type of work is not applicable to this application.
11.7	Energy efficiency	This type of work is not applicable to this application.
11.8	Wind energy devices	This type of work is not applicable to this application.
11.9	Fixed wire internet or telecommunications connection	This type of work is not applicable to this application.
11.10	Gas and fuel installations	This type of work is not applicable to this application.
12.	RESIDENTIAL FENCES AND GATES This type of work is not applicable to this place or application.	
13.	HISTORIC PLANTINGS AND LANDSCAPES	
13.1	Changing significant landforms	This type of work is not applicable to this application.
13.2	Changing significant gardens or landscapes	The proposal does not interface with any significant or commemorative plantings within City Park.
13.2	Replacement planting	This type of work is not applicable to this application.
13.4	New planting	The new planting palette draws heavily on species referenced on p 30-31 of the City Park CMP[16]. In addition, new trees are to be selected from the list proposed in the City Park Tree Management Plan. The area subject of this work does not align with areas of significant archaeological potential.
13.5	Removing plantings	The proposal does not interface with any significant or commemorative plantings within City Park.
13.6	Removing wood or branches; hedge trimming and pruning	This type of work is not applicable to this application.
13.7	Hard landscaping	The proposal does not impact on areas of significant hard landscaping. See 13.12 for a further assessment of impacts regarding the modification of the current hard landscaping.

16 City Park CMP, 2006, p.30

13.8	Ponds and water features	This type of work is not applicable to this place or application.
13.9	Retaining walls	The proposed retaining and garden walls fall within an area marked as having 'potential for survival of structural remains'.[17] All works should be informed by the Tasmanian Heritage Council Practice Note 2 *Managing Historical Archaeological Significance in the Works Process.*
13.10	New flagpoles	This type of work is not applicable to this application.
13.11	Building or works near significant trees	The proposal does not interface with any significant or commemorative plantings within City Park.
13.12	Car parking	The proposed reconfiguration of the parking area fronting Cimitiere Street is a move supported by the City Park CMP, 2006 which notes that the 'Carpark landscaping is neutral bordering on intrusive.'[18] Parking is to be limited to accessible parking spaces associated with the universal access proposal and responds to limitations on such parking provisions within the surrounding area. The proposal will not involve the removal of significant planting or landscape features. It will enhance the presentation of the place and will provide more appropriate universal access to the main entrance of the proposed Albert Hall foyer.
13.13	Archaeological considerations	The proposed works fall within an area marked as having 'potential for survival of structural remains'.[19] All works should be informed by the Tasmanian Heritage Council Practice Note 2 *Managing Historical Archaeological Significance in the Works Process.*

17 City Park CMP, 2006, p.100
18 City Park CMP, 2006, p.70
19 City Park CMP, 2006, p.100

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HERITAGE IMPACT ASSESSMENT

SUMMARY OF ASSESSMENT

It is recognised that it is typical for the DA design status for such a major project to be limited with regard to engineering and services co-ordination, design detailing and specification. In this respect a full assessment of the potential fabric impacts, and mitigating measures is limited. Notwithstanding the principal objective of this assessment is to determine if the proposal at large is likely to impact the historic cultural heritage significance of Albert Hall and the setting of City Park. In this regard our assessment is definitive.

Subject to the resolution of minor detailing and design refinement the proposal will not adversely impact on the historic cultural heritage significance or values of the place. The proposal to remove and replace the existing c.1980s extension is consistent with the following CMP objectives:

- 'explore opportunities for a more sympathetic and mutually beneficial relationship between the Hall and the Park.'[20]
- 'No further extensions to Albert Hall should be possible, although a redesign of the current 20th century extensions could be considered provided the result was less intrusive in terms of heritage impact on both the Hall and the Park.'[21]

It is our assessment that the nominated design is less intrusive and will deliver a more sympathetic and mutually beneficial relationship between the Alert Hall and City Park. Importantly the proposal enables the continuation of the Albert Hall's historic and significant use this being an important project driver and heritage outcome.

The following recommendations are intended to further mitigate the potential impacts of the proposal:

- The resolution of the proposed foyer connection to the north wing.
- The resolution of the proposed stage access design, inclusive of the potential scope of demolition is to be coordinated with the heritage consultant.
- The resolution of the fire engineered solution for the stairs to the north wing should consider the retention of extant significant fabric while limiting access to these spaces.
- The integration of all service interventions with the Albert Hall should be coordinated with the heritage consultant and seek to mitigate fabric and archaeological impacts.
- The detailing of all junctions should be coordinated with an architect experienced in historic building practices and methodologies.
- The specification of any applied finishes, or removal of any non-original applied finishes, should be coordinated with an architect experienced in historic building practices and methodologies. In this respect it is suggested that:
    - the applied paint finish to the rendered string courses and mouldings of the north-eastern brick façade be removed to reveal the previously exposed cement render.
    - the lamp posts to be enclosed within the new foyer are to be conserved.
- The make-good of all significant fabric should be to the specification of an architect experienced in historic building practices and methodologies.
- The final colour selection of the cladding screens should be informed by the intended colour scheme of the Albert Hall, either as existing, or to a future scheme.
- Landscape plantings should consider the policies and recommendations of the City Park CMP, 2006.
- All in ground works should be guided by the Tasmanian Heritage Council Practice Note 2 *Managing Historical Archaeological Significance in the Works Process* and any conditions of consent deemed appropriate to manage potential impact to archaeology.

20 City Park CMP, 2006, p.70
21 City Park CMP, 2006, p.72

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APPENDICES

APPENDIX A DOCUMENT AND DRAWING LIST

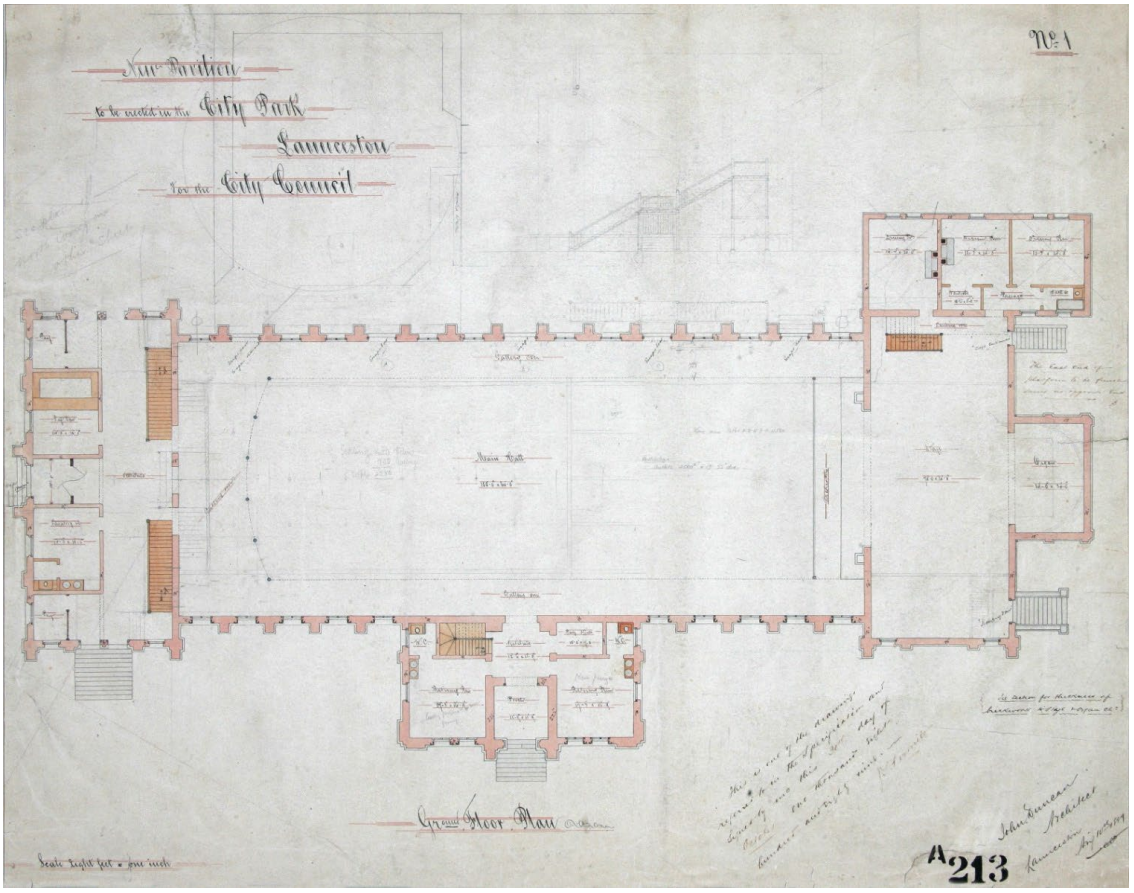
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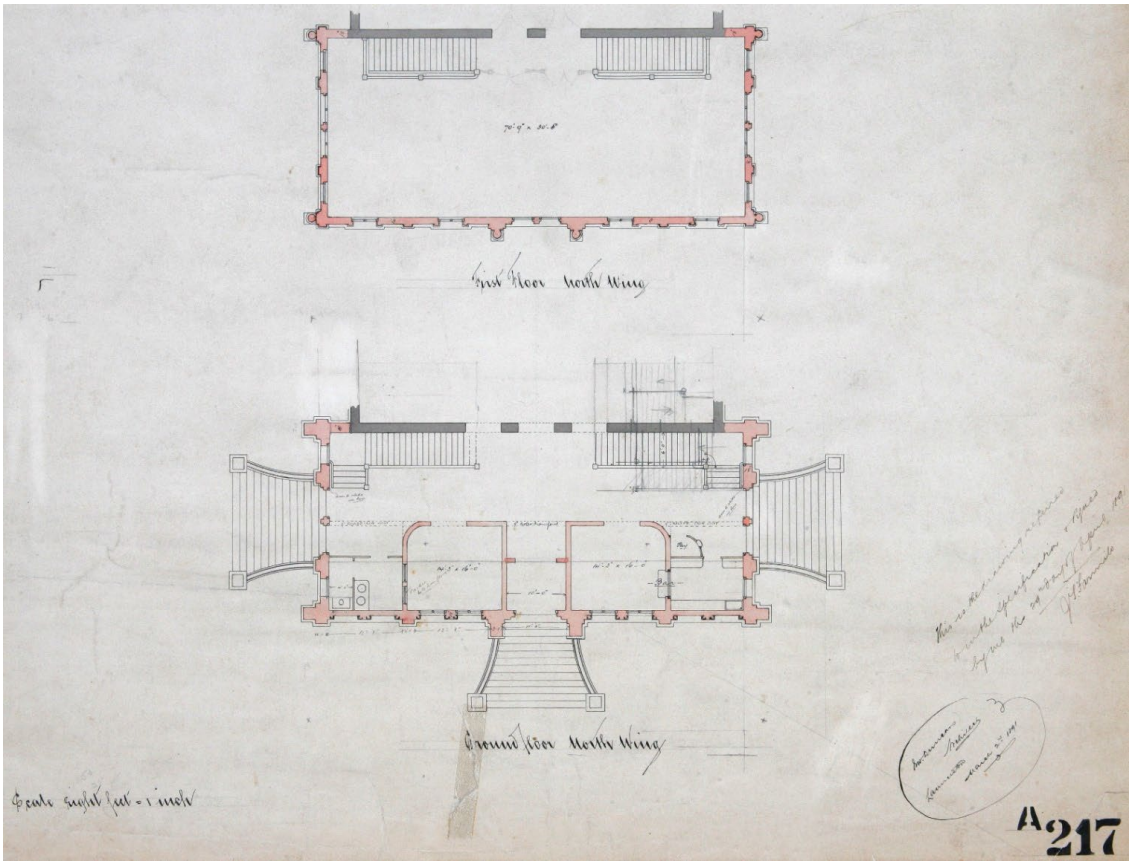
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APPENDIX B PLANS



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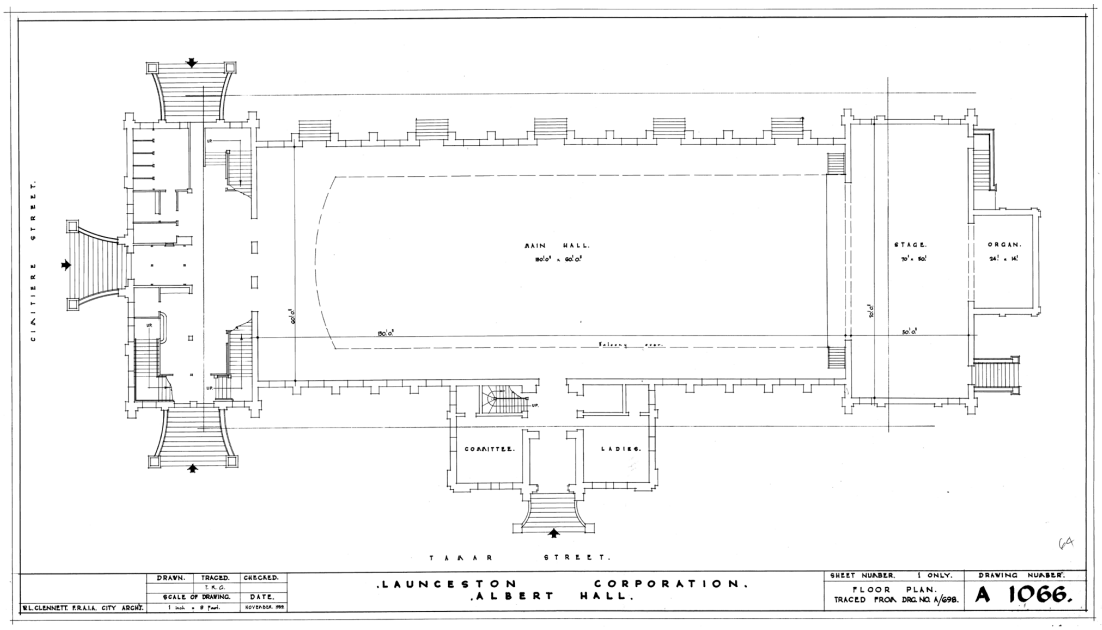
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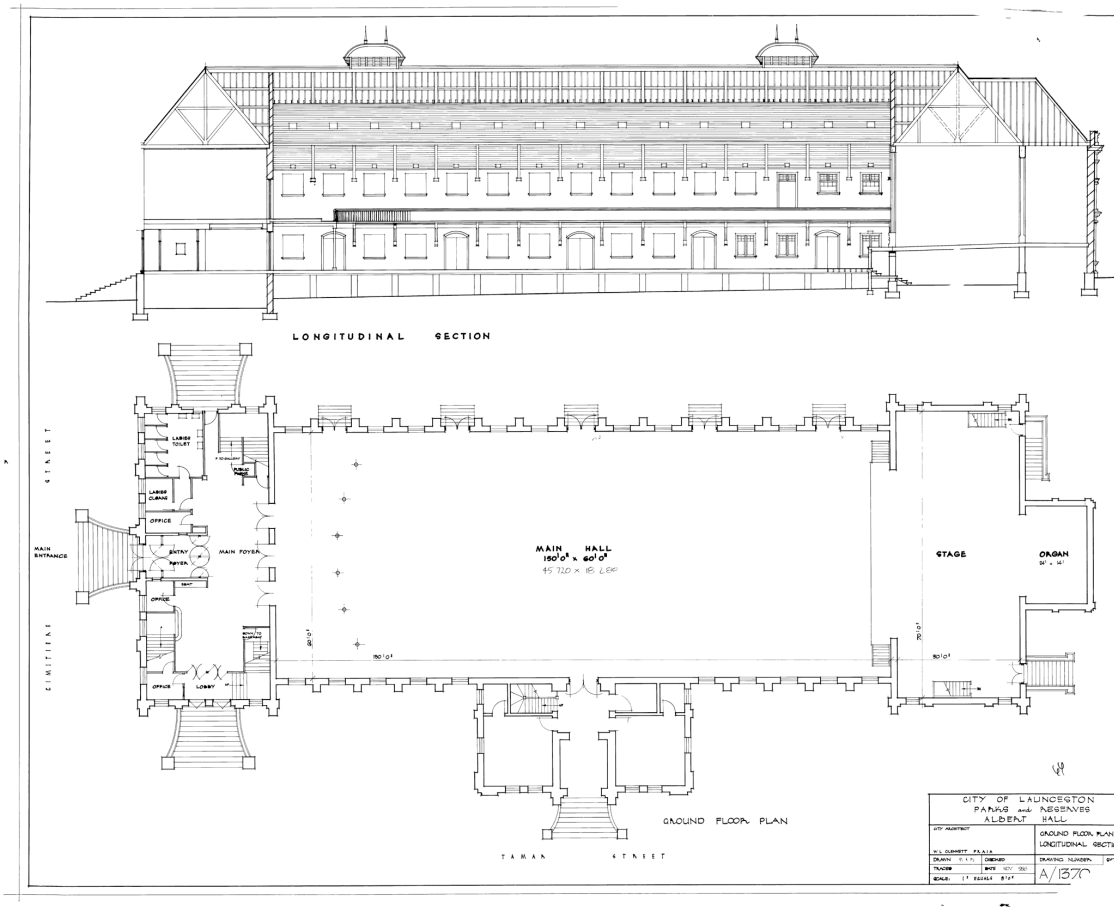
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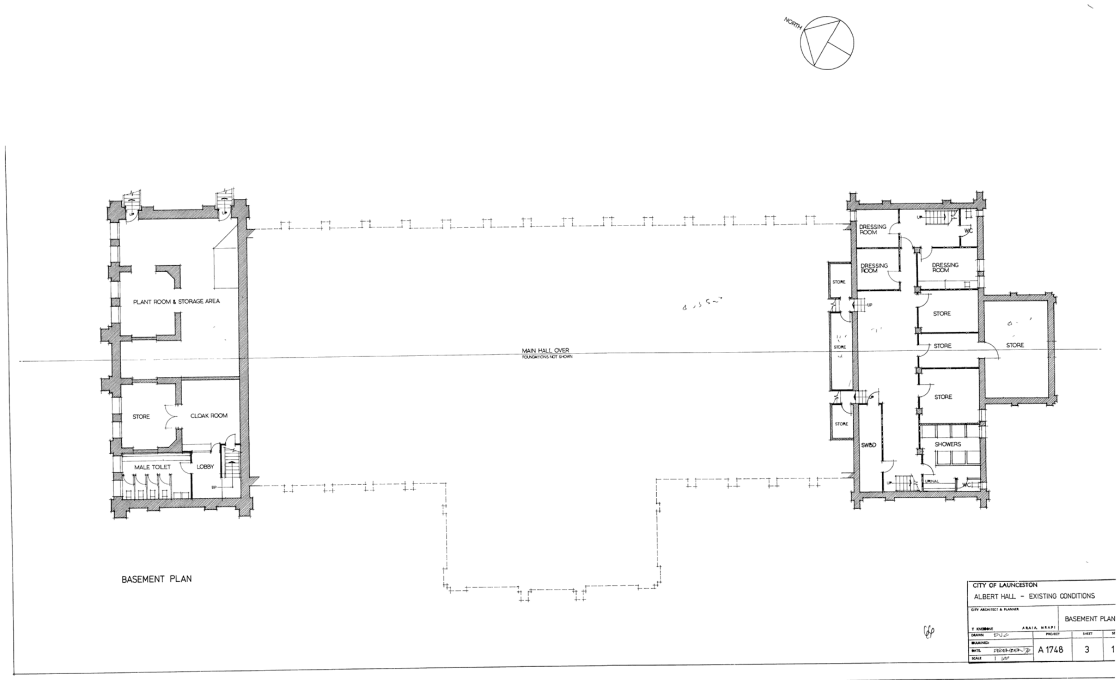
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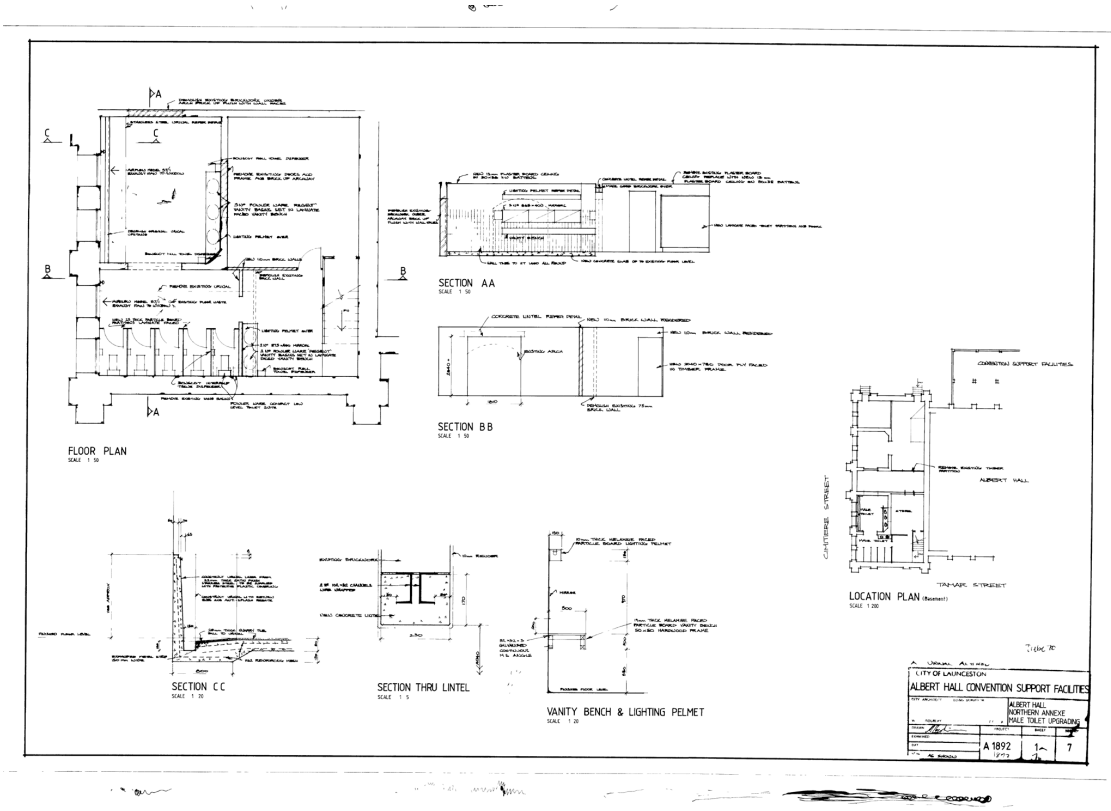
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APPENDICES



A_1892_1 (Source: Launceston City Council)

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Nominated Architect:
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Purcell Victoria:
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Architect Director:
Tracey Skovronek 20440
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Nominated Architect NSW:
Tracey Skovronek 11029

Other studio locations:
Hong Kong, Bristol, Cambridge, Canterbury, Cardiff, Colchester, Leeds, London, Manchester, Norwich, Oxford, York.

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Appendix C — Proposal Plans



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40-02 -	PHOTOMONTAGE VIEW 02	NTS	A	03.03.2022
SCH-01	MATERIALS SCHEDULE	NTS	A	03.03.2022

GENERAL NOTES

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TO BE READ IN CONJUNCTION WITH ENGINEERS DOCUMENTS

LEGEND

Rev	Date Description
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sydney Level 2, 79 Myrtle St
Chippendale 2008
Nominated Architect: Gerard Reinmuth 6629
T 02 9698 2198
F 02 9698 2353

hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
T 03 6234 6372
F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

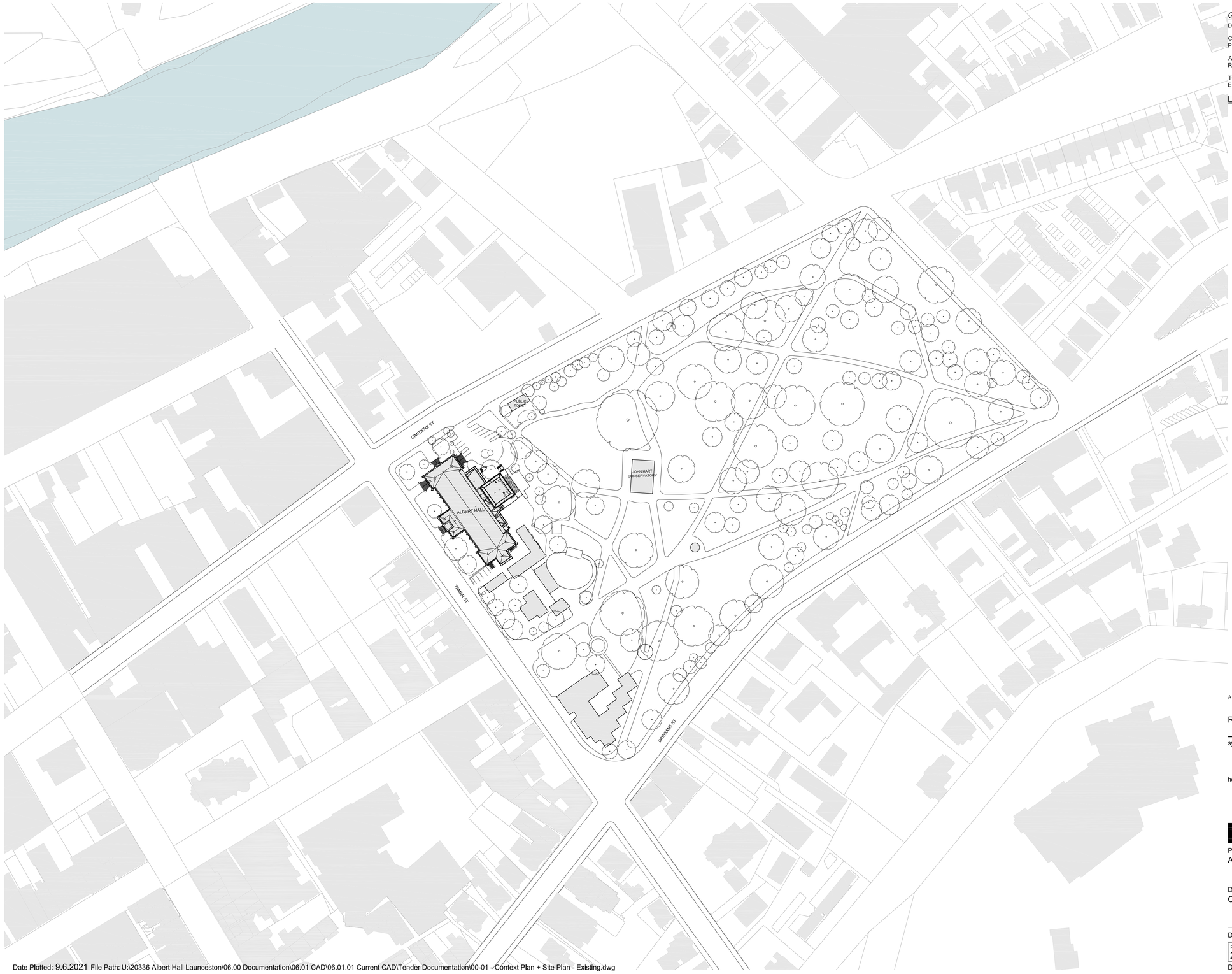
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ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS

TO BE READ IN CONJUNCTION WITH ENGINEERS DOCUMENTS

LEGEND

Rev	Date Description
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sydney Level 2, 79 Myrtle St
Chippendale 2008
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T 02 96982198
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hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
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F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

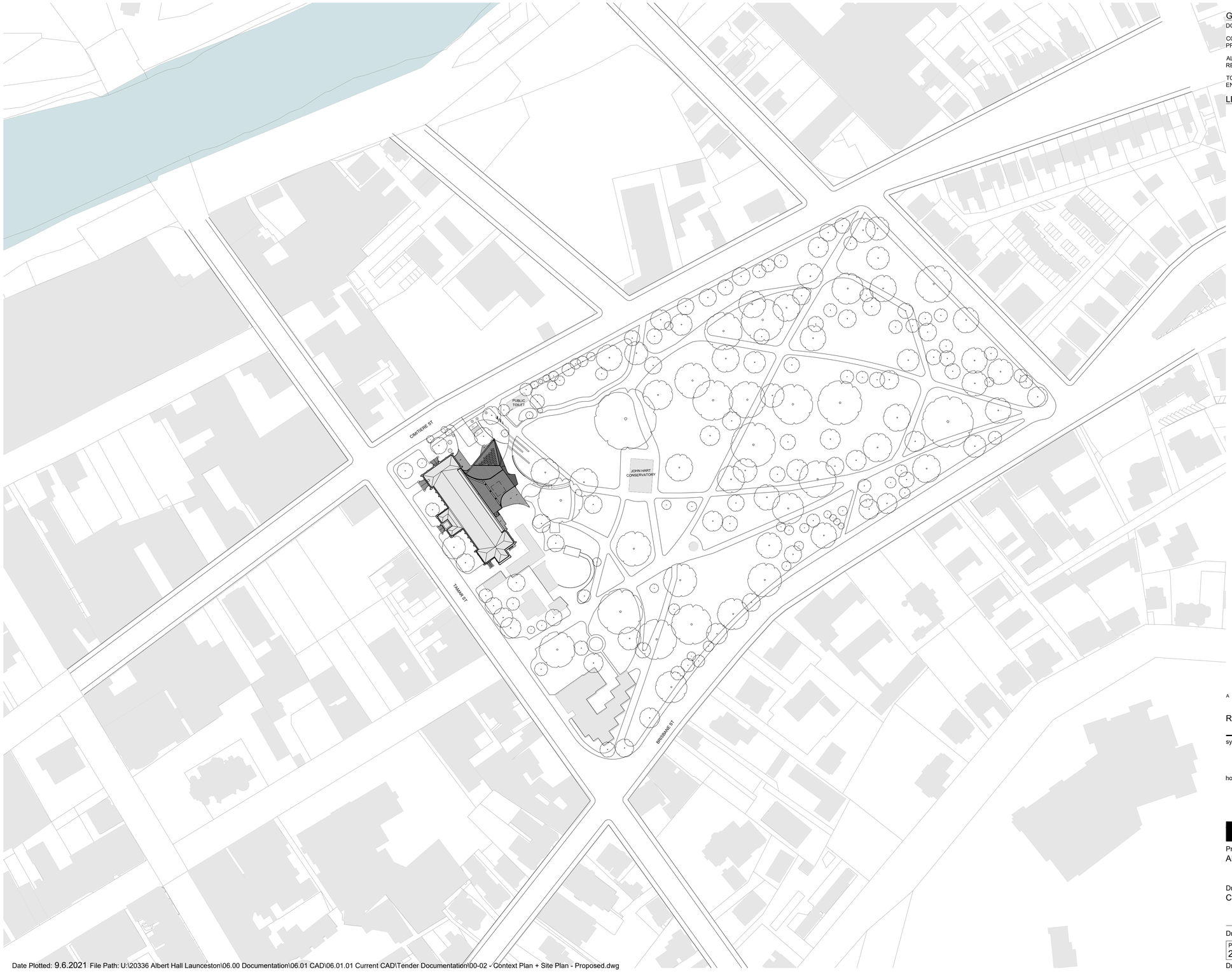
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Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-01 - Context Plan + Site Plan - Existing.dwg



GENERAL NOTES

DO NOT SCALE FROM THIS DRAWING

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LEGEND

Rev	Date	Description
A	03.03.2022	DA DOCUMENTATION ISSUE

sydney Level 2, 79 Myrtle St
Chippendale 2008
Nominated Architect: Gerard Reinmuth 6629
T 02 96982198
F 02 96982353

hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
T 03 6234 6372
F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

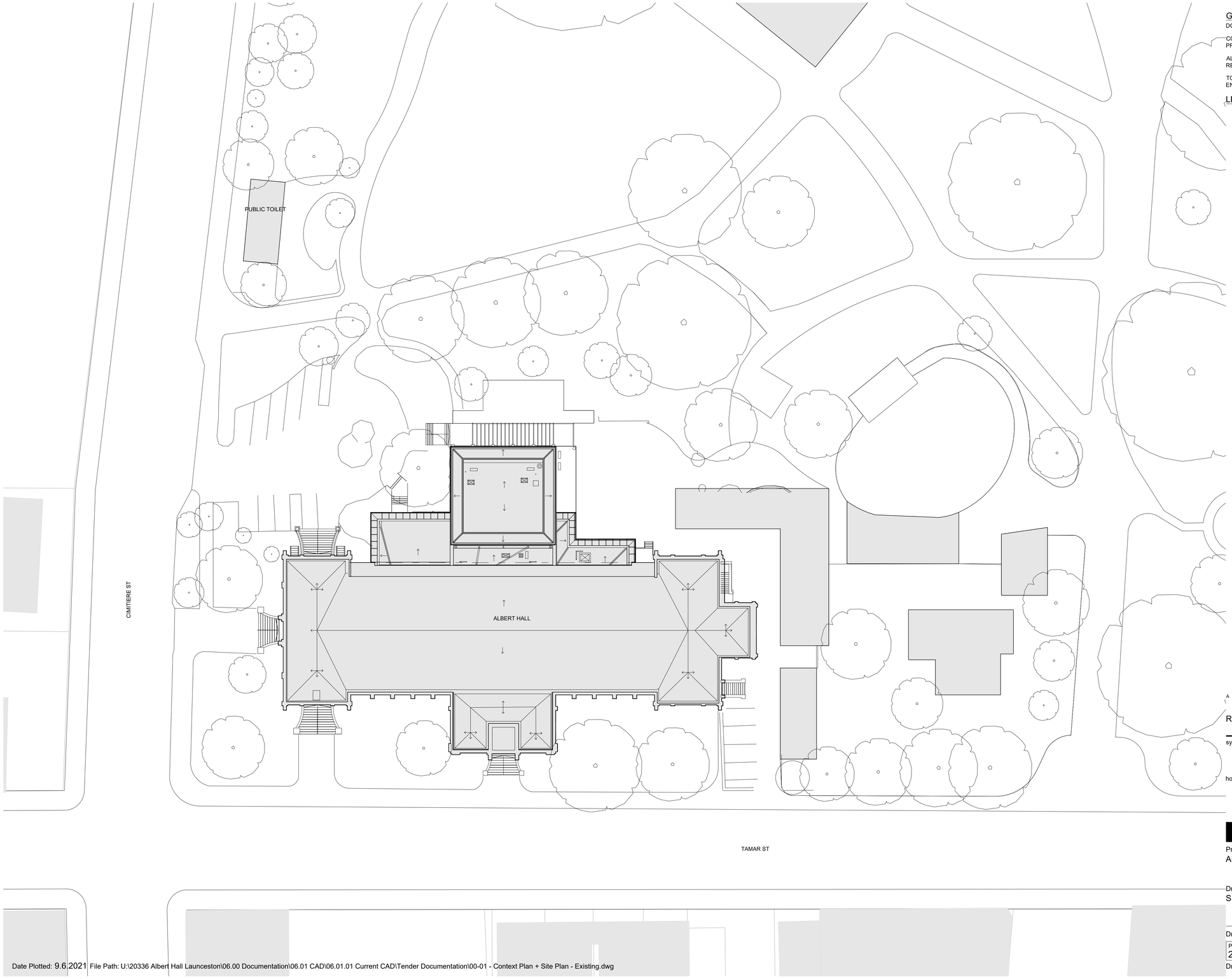
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Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-02 - Context Plan + Site Plan - Proposed.dwg



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Project:
ALBERT HALL RENEWAL - STAGE 3

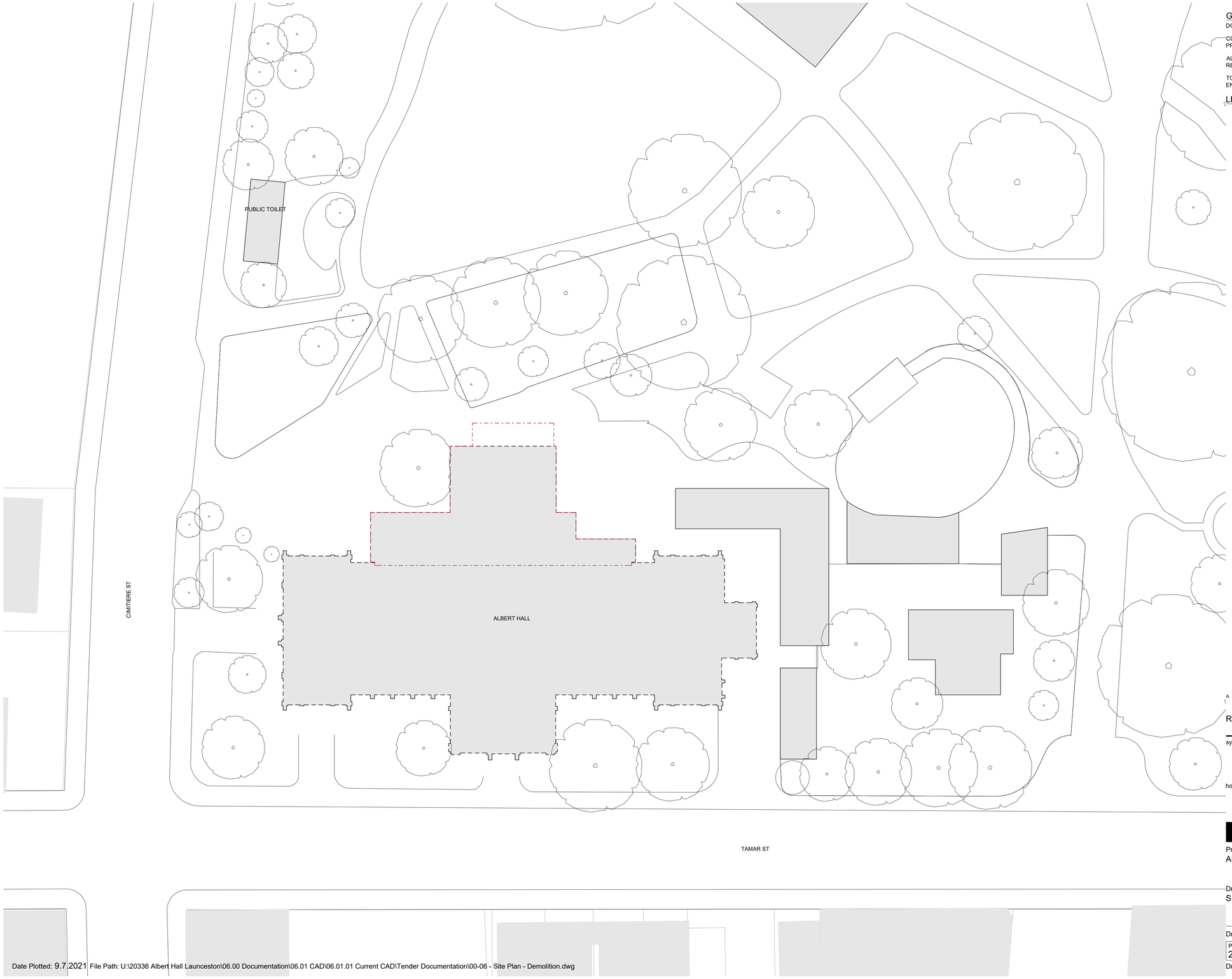
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Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-01 - Context Plan + Site Plan - Existing.dwg



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A	03.03.2022	DA DOCUMENTATION ISSUE

sydney Level 2, 79 Myrtle St
Chippendale 2008
Nominated Architect: Gerard Reinmuth 6629
T 02 9698 2198
F 02 9698 2353

hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
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F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

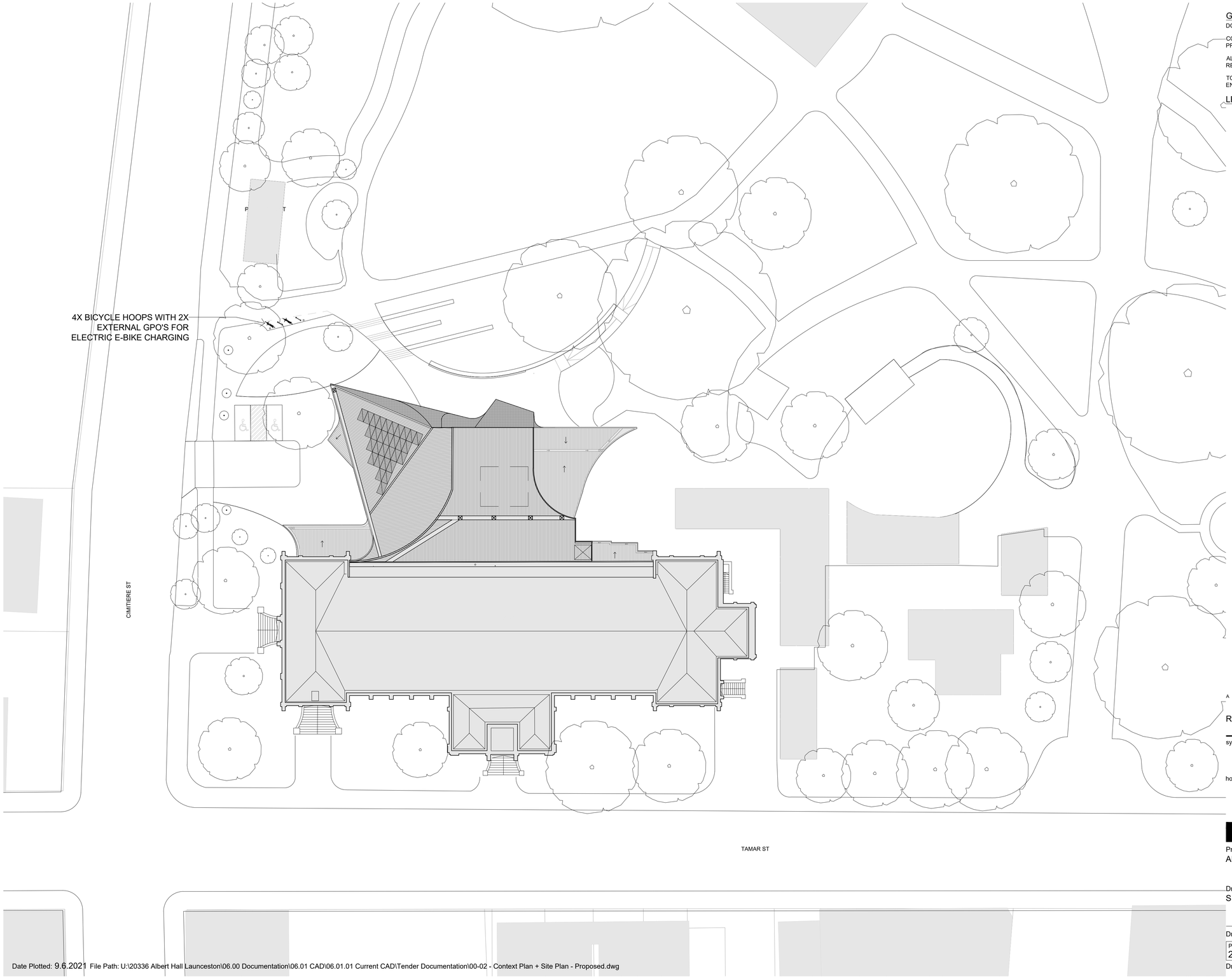
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Drawing Status: DA

Date Plotted: 9.7.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-06 - Site Plan - Demolition.dwg



GENERAL NOTES

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Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
SITE PLAN - PROPOSED

Drawn by: IB Checked by: ES Scale:1:250@A1

PROJECT NO:	DWG NO:	REV NO:
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Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-02 - Context Plan + Site Plan - Proposed.dwg

GENERAL NOTES

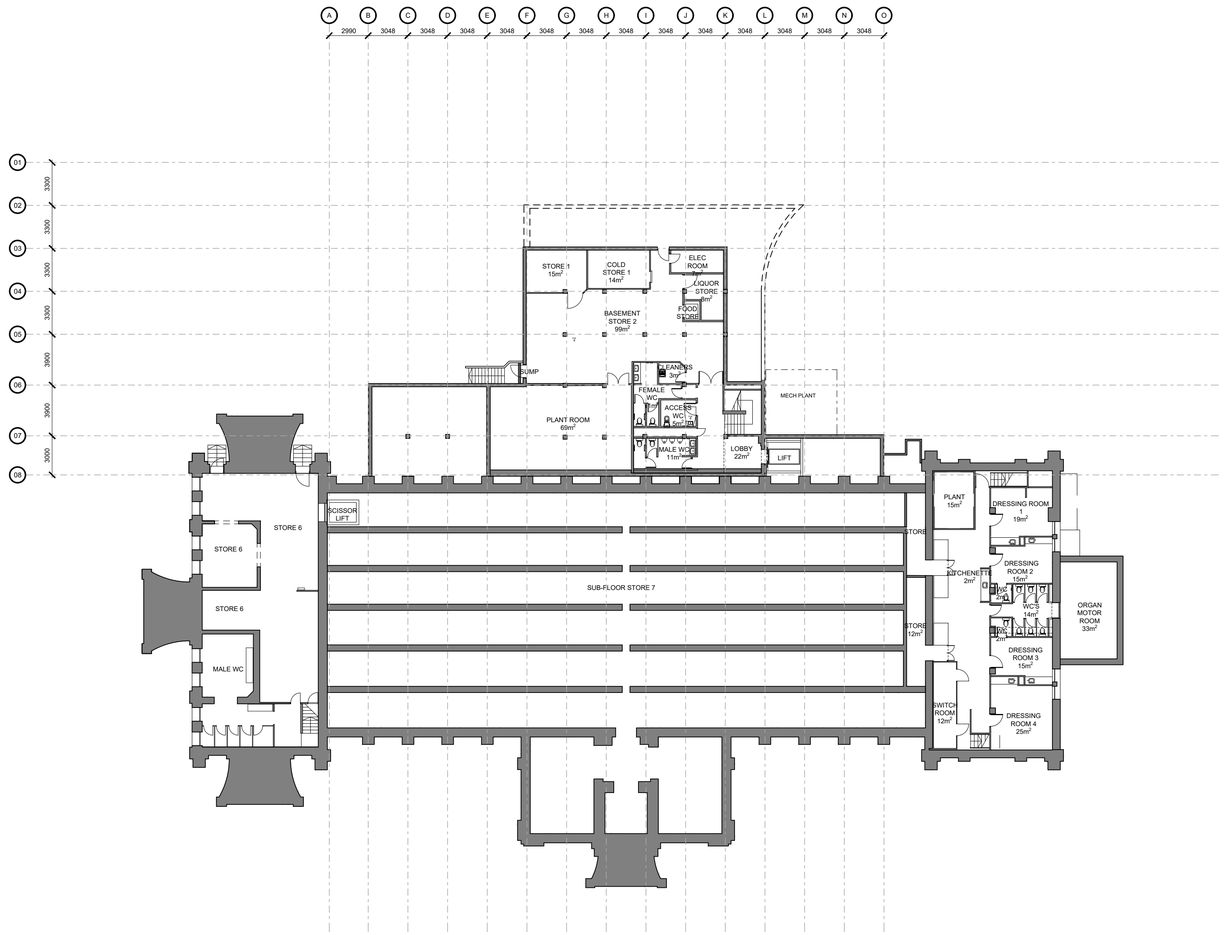
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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
BASEMENT PLAN - EXISTING

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	00-10	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-10 - GA Basement Plan - Existing.dwg

GENERAL NOTES

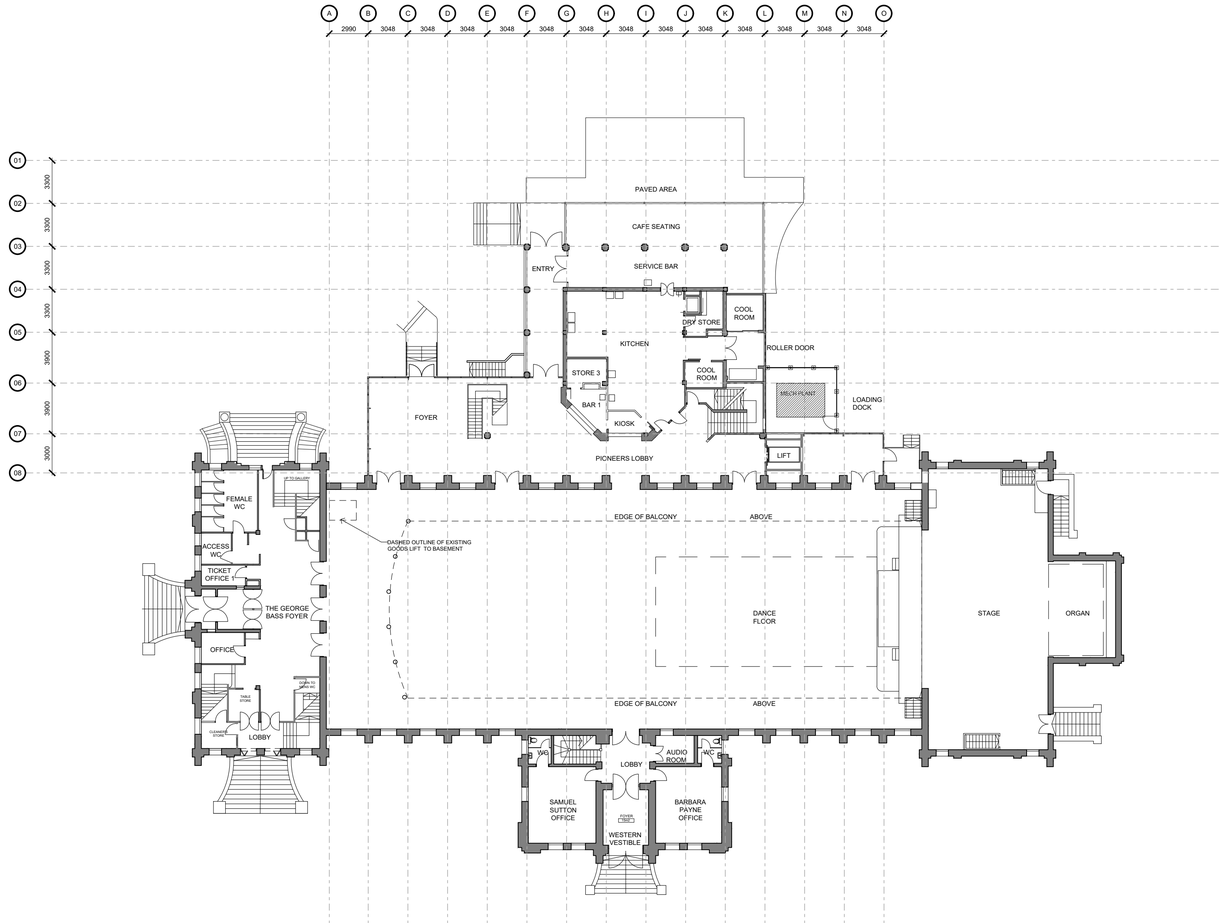
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Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
GROUND FLOOR PLAN - EXISTING

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
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Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-11 - GA Ground Floor Plan - Existing.dwg

GENERAL NOTES

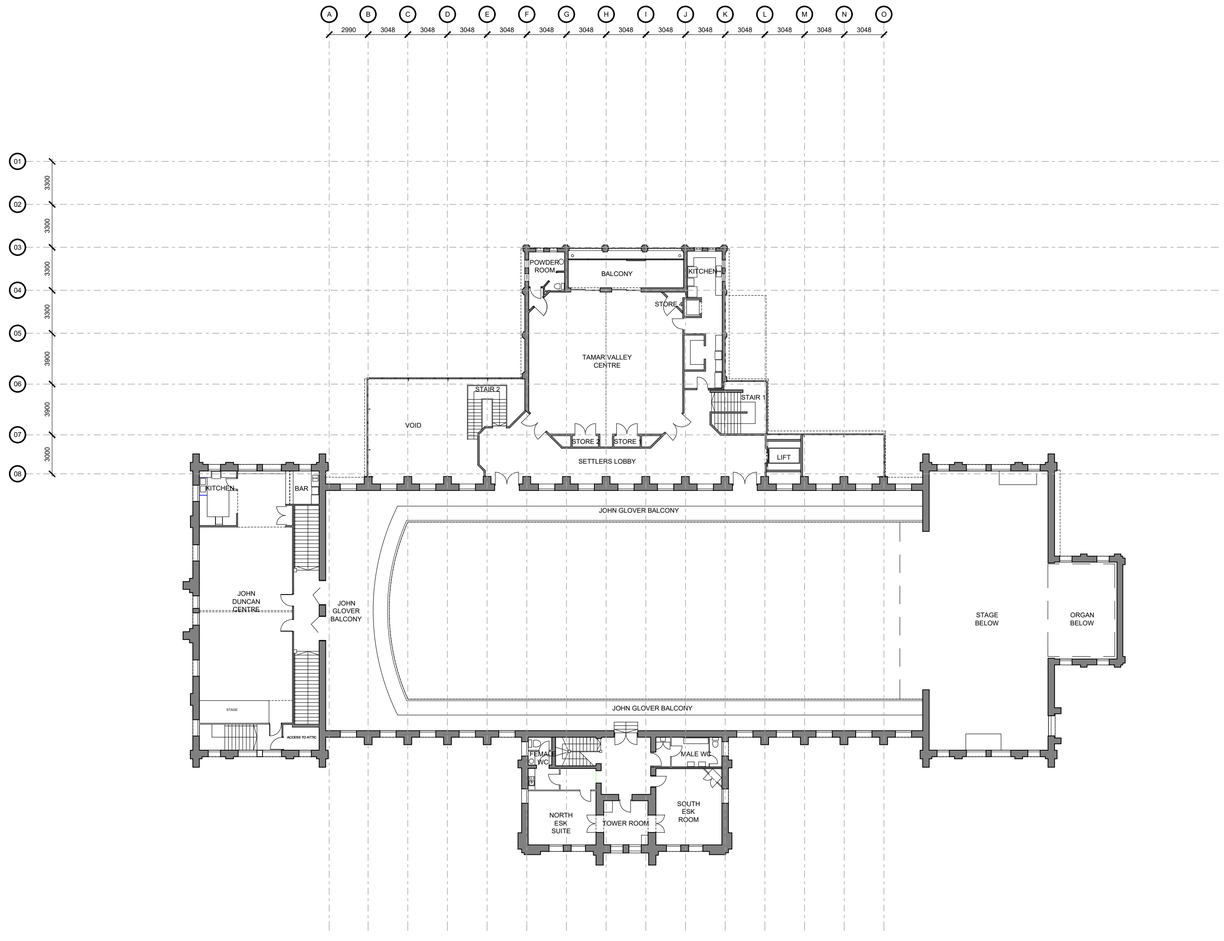
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Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-12 - GA First Floor Plan - Existing.dwg

Rev	Date Description
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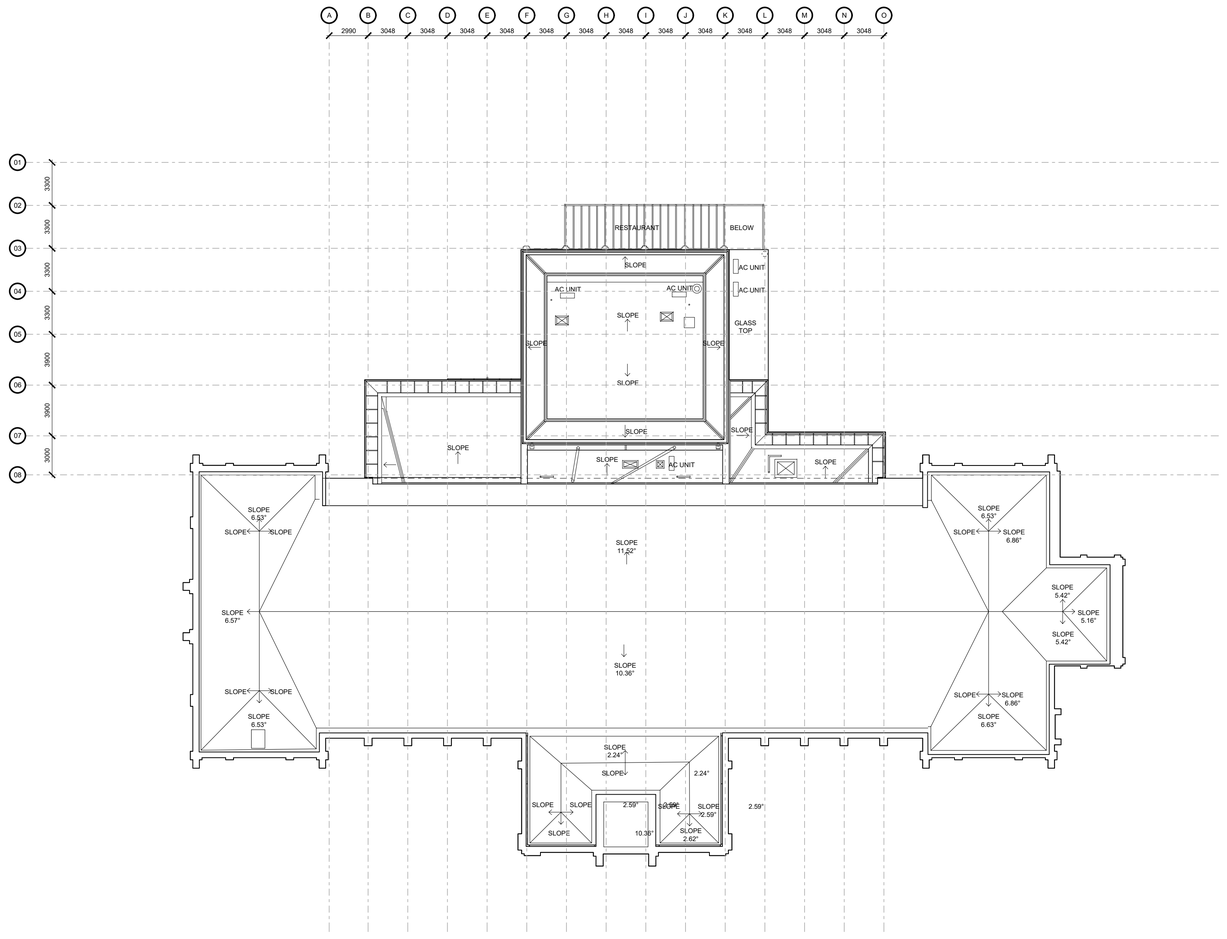
Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
FIRST FLOOR PLAN - EXISTING

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	DD-00-12	A

Drawing Status: DA



GENERAL NOTES

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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
ROOF PLAN - EXISTING

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	DD-00-13	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-13 - GA Roof plan - Existing.dwg

GENERAL NOTES

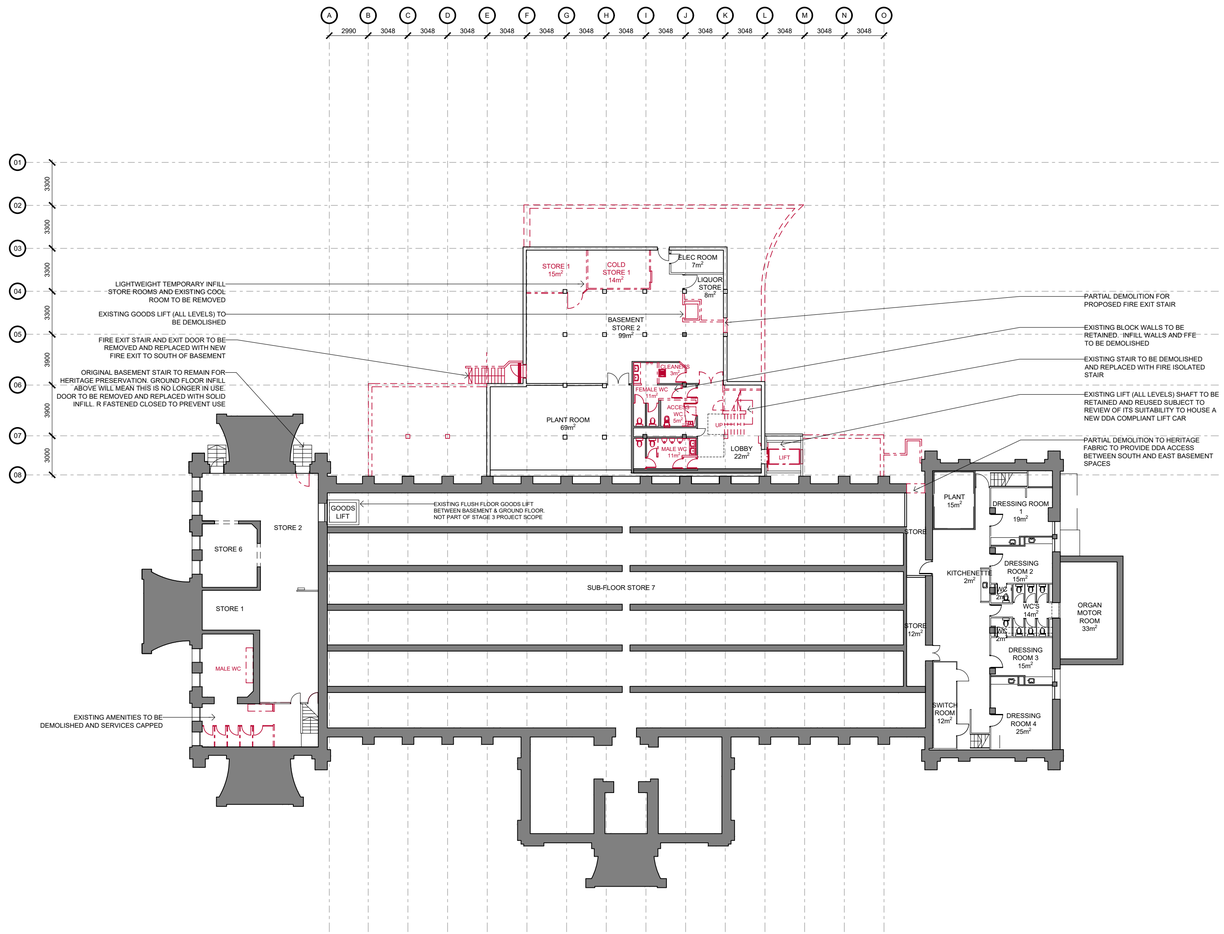
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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
BASEMENT PLAN - DEMOLITION

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	00-20	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-20 - GA Basement Plan - Demolition.dwg

GENERAL NOTES

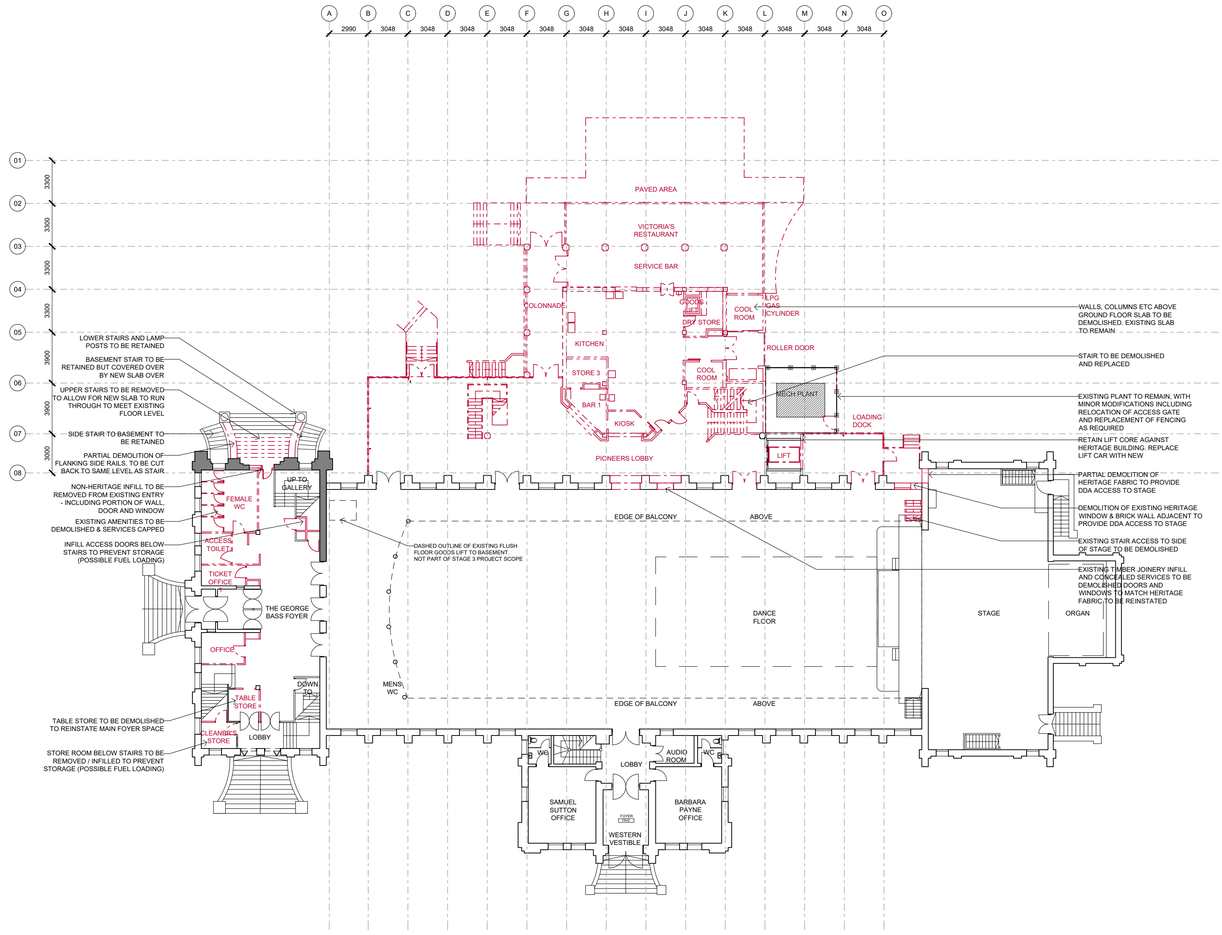
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T 03 6234 6372
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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
GROUND FLOOR PLAN - DEMOLITION

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	00-21	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-21 - GA Ground Floor Plan - Demolition.dwg

GENERAL NOTES

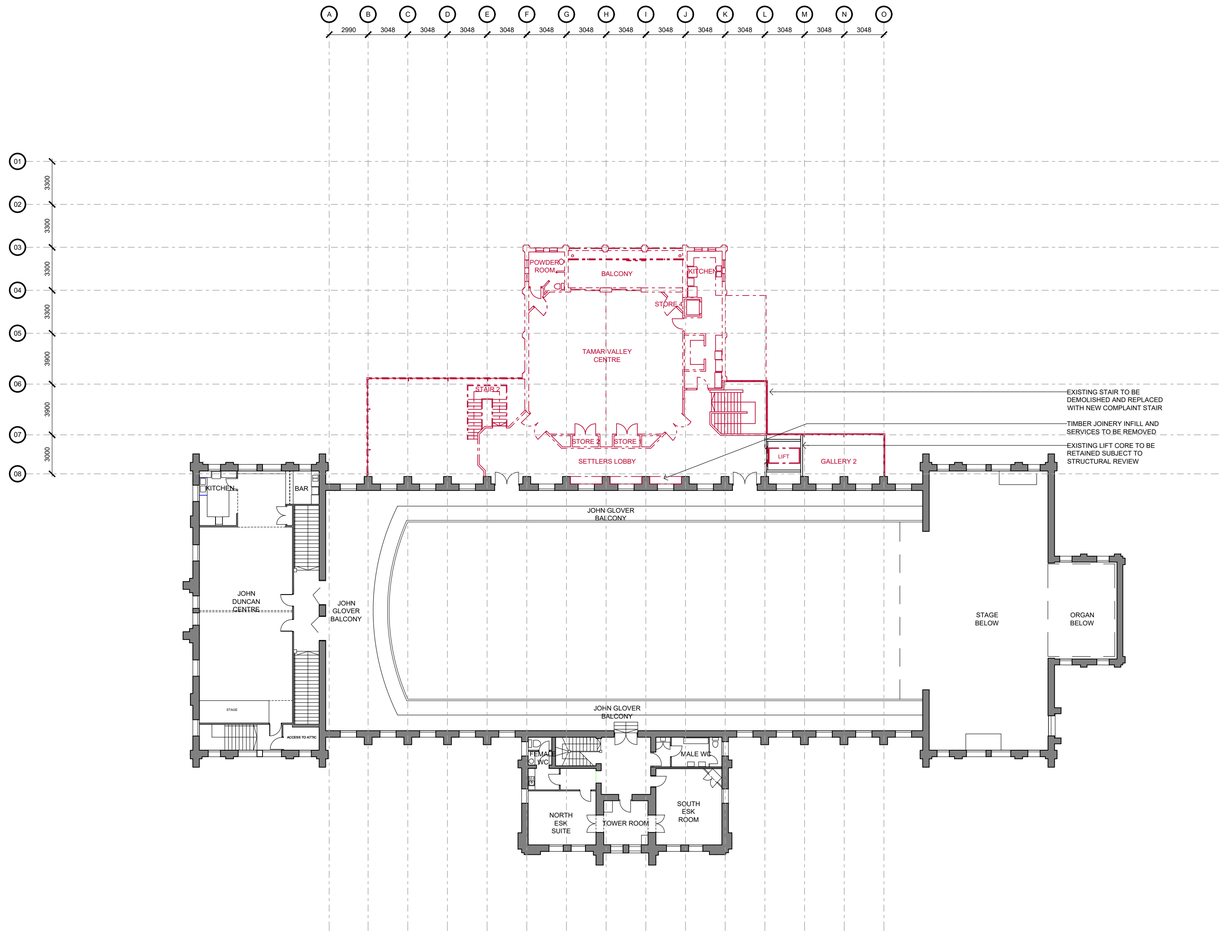
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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
FIRST FLOOR PLAN - DEMOLITION

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	00-22	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-22 - GA First Floor Plan - Demolition.dwg

GENERAL NOTES

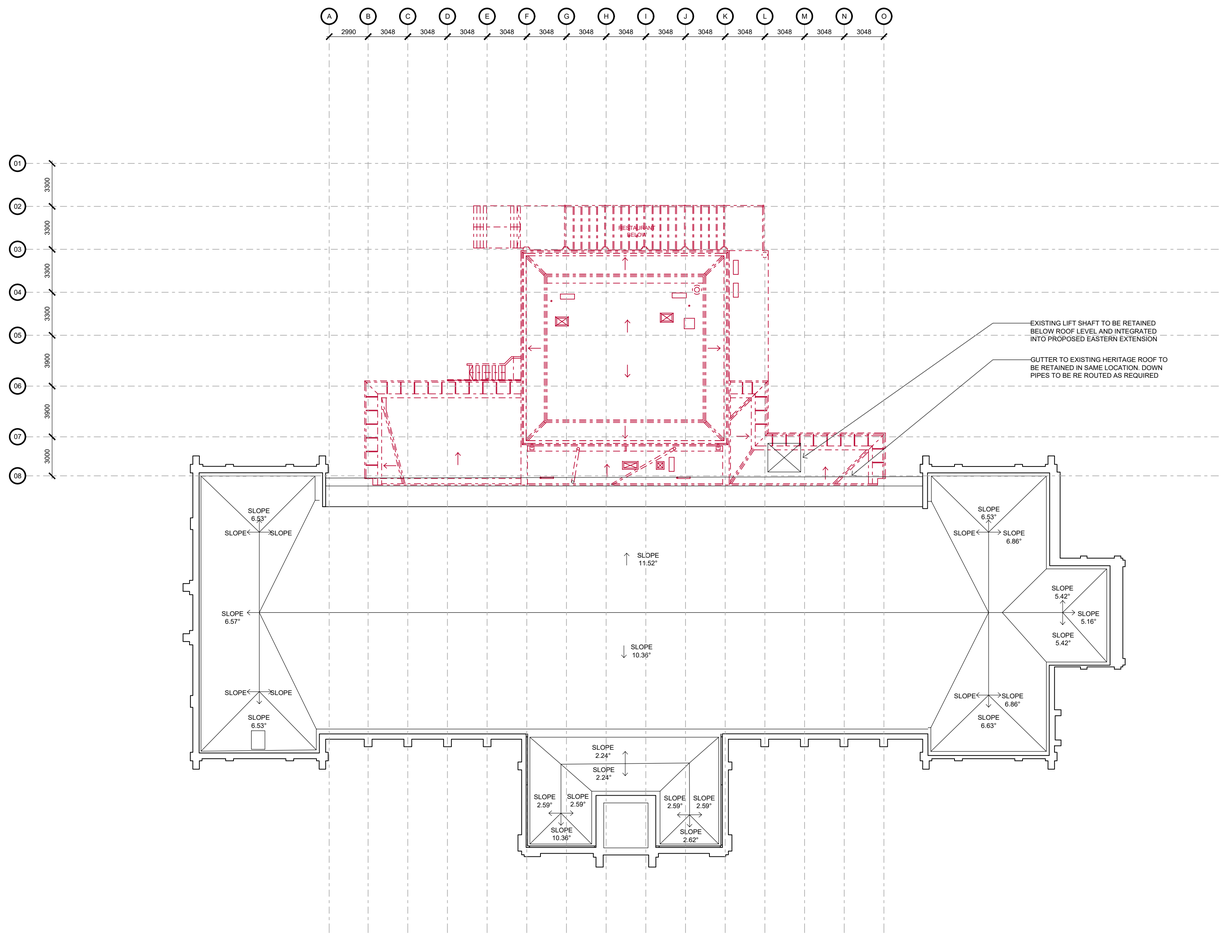
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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
ROOF PLAN - DEMOLITION

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	DD-00-23	A

Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-23 - GA Roof plan - Demolition.dwg

GENERAL NOTES

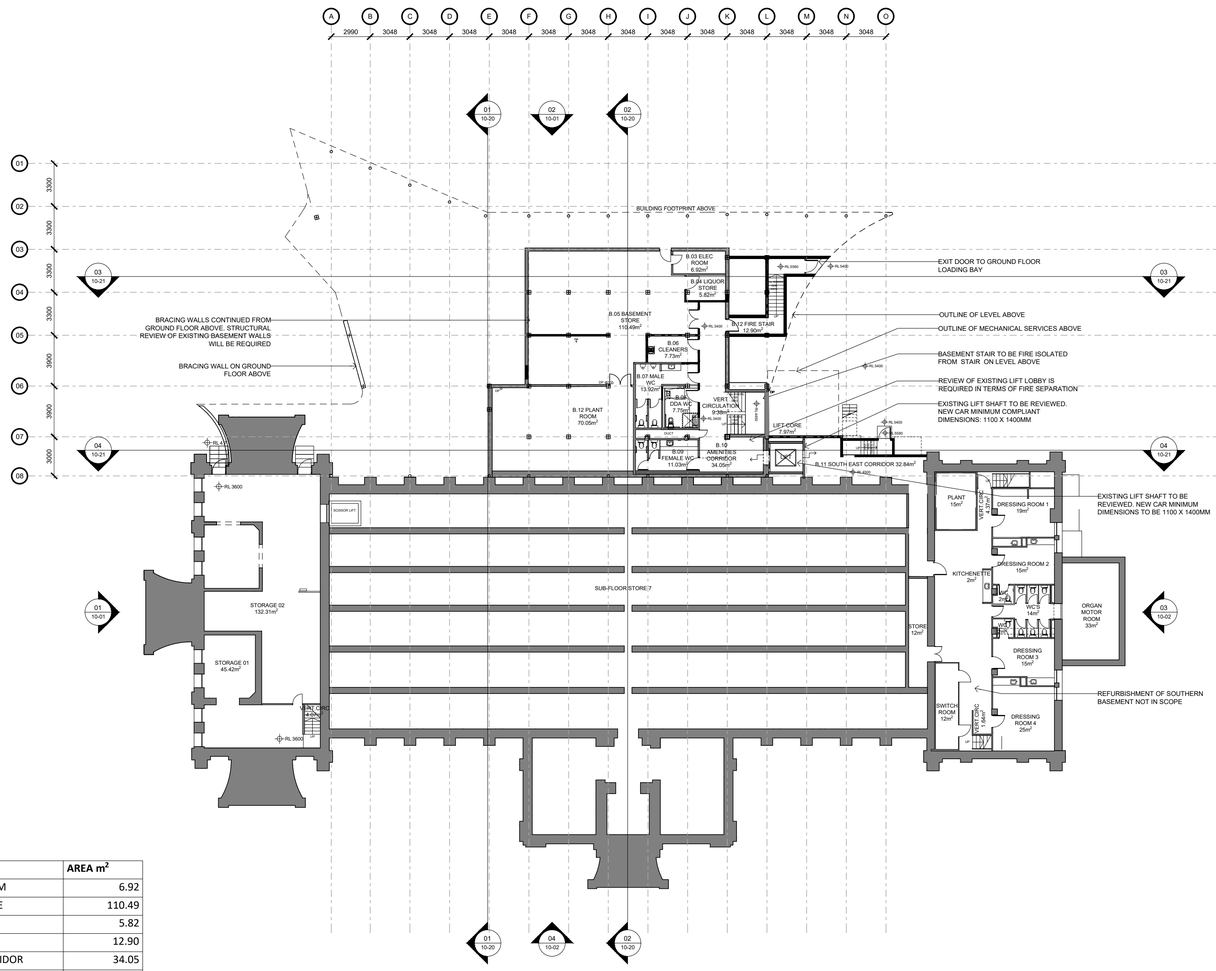
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LEGEND



BASEMENT	ROOM NO.	ROOM NAME	AREA m²
EASTERN WING	B.01	ELECTRICAL ROOM	6.92
	B.02	BASEMENT STORE	110.49
	B.03	LIQUOR STORE	5.82
	B.04	FIRE STAIR	12.90
	B.05	AMENITIES CORRIDOR	34.05
	B.06	CLEANERS	7.73
	B.07	MALE WC	13.92
	B.08	DDA WC	7.75
	B.09	FEMALE WC	11.03
	B.10	PLANT ROOM	70.05
	B.11	SOUTH EAST CORRIDOR	32.84
		EGRESS STAIR	9.38
		LIFT	7.97
NORTHERN WING		EXISTING STORAGE 01	45.42
		EXISTING STORAGE 02	132.31
		EXISITING STAIR	4.07
BASEMENT TOTAL AREA			**512.65**

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-30 - GA Basement Plan - Proposed.dwg

Rev	Date Description
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Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
BASEMENT PLAN - PROPOSED

Drawn by: IB Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
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Drawing Status: DA

GENERAL NOTES

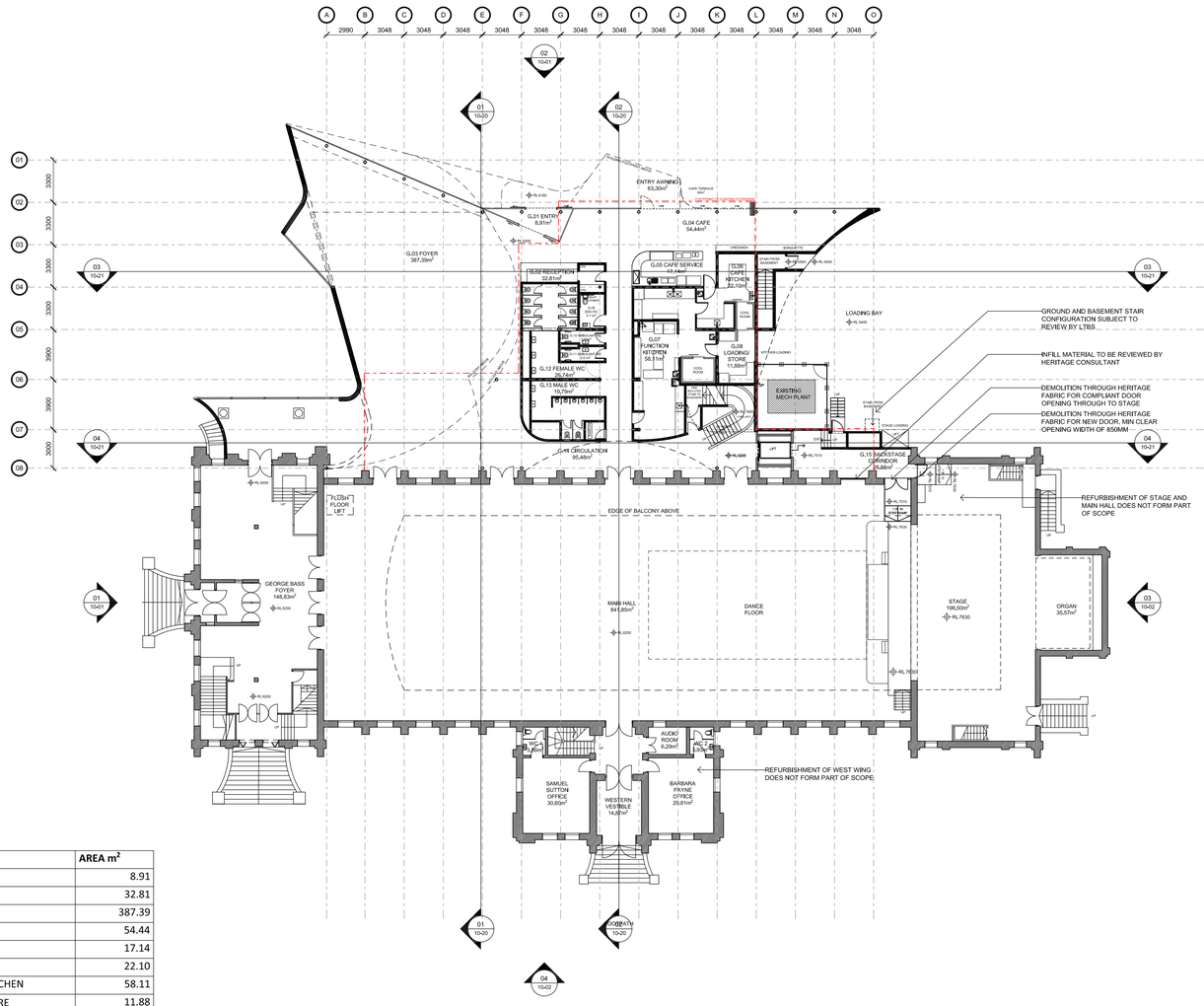
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LEGEND



GROUND FLOOR	ROOM NO.	ROOM NAME	AREA m²
EASTERN WING	G.01	ENTRY	8.91
	G.02	RECEPTION	32.81
	G.03	FOYER	387.39
	G.04	CAFÉ	54.44
	G.05	CAFÉ SERVICE	17.14
	G.06	CAFÉ KITCHEN	22.10
	G.07	FUNCTION KITCHEN	58.11
	G.08	LOADING/STORE	11.88
	G.09	DDA	5.11
	G.10	AMBULANT WC	3.50
	G.11	AMBULANT WC	3.51
	G.12	FEMALE WC	26.74
	G.13	MALE WC	19.79
	G.14	CIRCULATION	95.48
NORTHERN WING		GEORGE BASS FOYER	148.83
		EGRESS STAIRS	41.54
EXTERNAL		ENTRY AWNING	63.30
GROUND FLOOR TOTAL			**937.28**

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-31 - GA Ground Floor Plan - Proposed.dwg

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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
GROUND FLOOR PLAN - PROPOSED

Drawn by: JA Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
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Drawing Status: DA

GENERAL NOTES

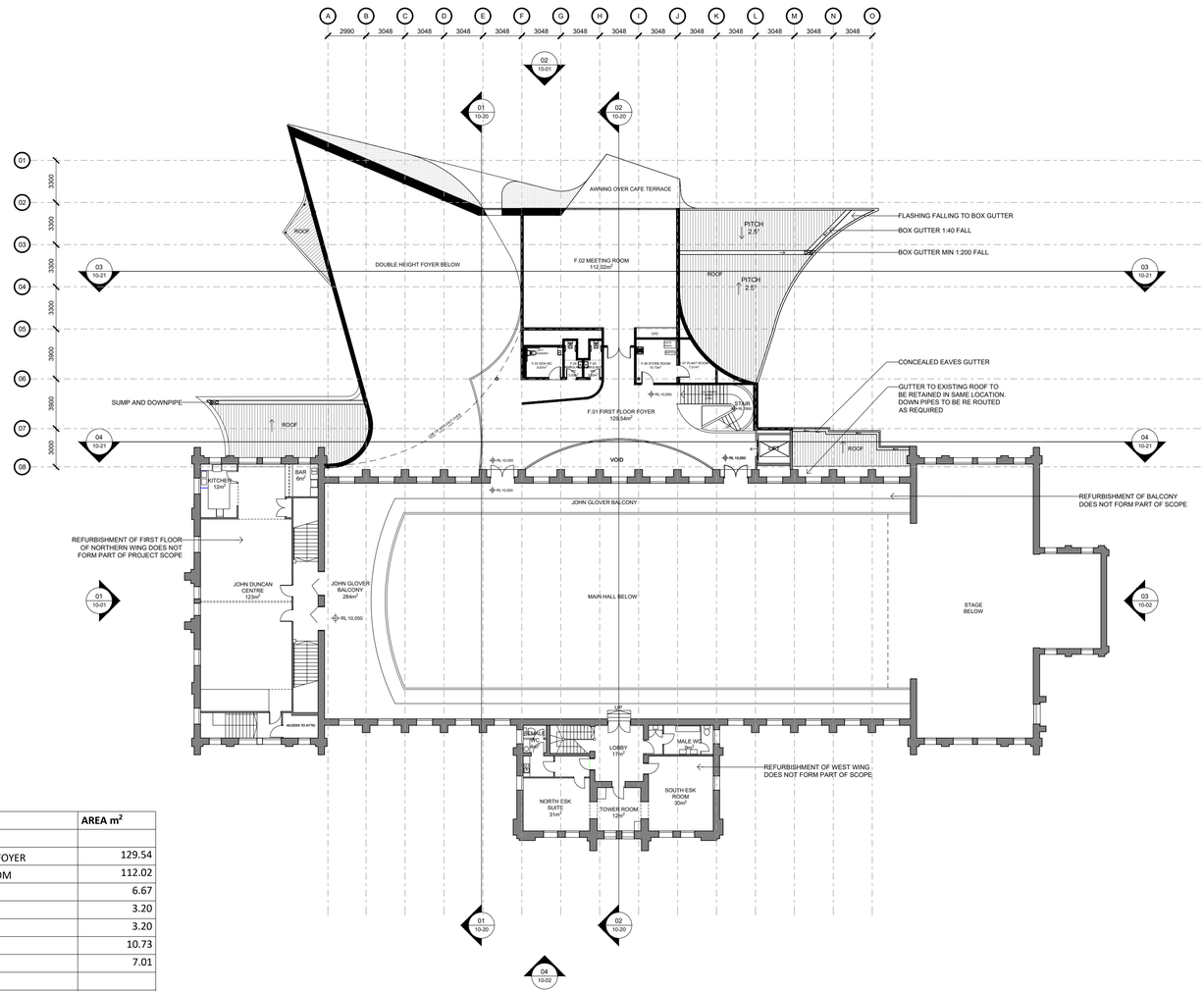
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LEGEND



FIRST FLOOR	ROOM NO.	ROOM NAME	AREA m²
EASTERN WING			
	F.01	FIRST FLOOR FOYER	129.54
	F.02	MEETING ROOM	112.02
	F.03	DDA WC	6.67
	F.04	WC 01	3.20
	F.05	WC 02	3.20
	F.06	STORE ROOM	10.73
	F.07	PLANT	7.01
FIRST FLOOR TOTAL			272.37

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-32 - GA First Floor Plan - Proposed.dwg

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Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
FIRST FLOOR PLAN - PROPOSED

Drawn by: JA Checked by: ES Scale:1:200@A1

PROJECT NO:	DWG NO:	REV NO:
20336	00-32	A

Drawing Status: DA

GENERAL NOTES

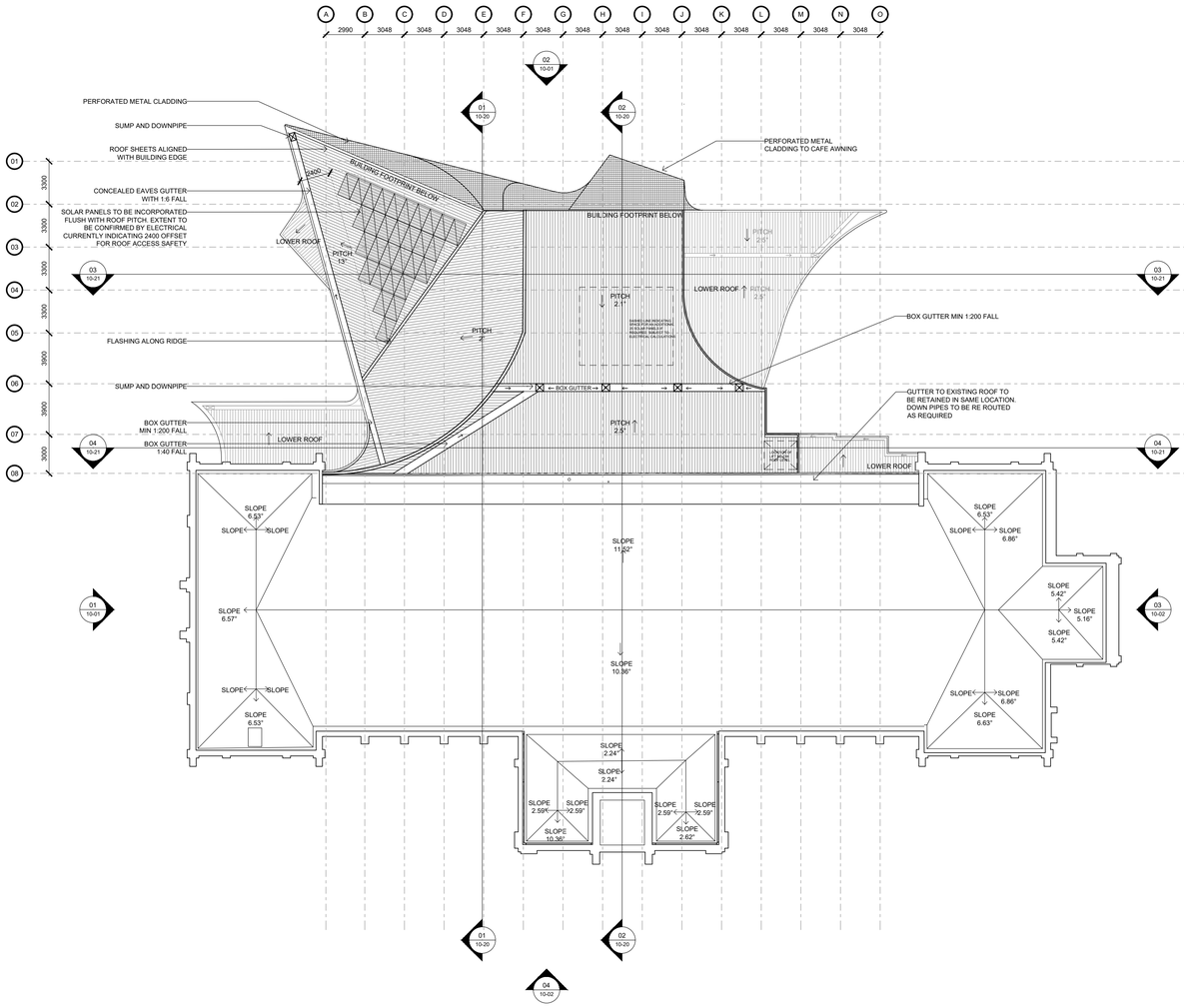
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LEGEND



Rev	Date Description
A	03.03.2022 DA DOCUMENTATION ISSUE

sydney Level 2, 79 Myrtle St
Chippendale 2008
Nominated Architect: Gerard Reinmuth 6629
T 02 96982198
F 02 96982353

hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
T 03 6234 6372
F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

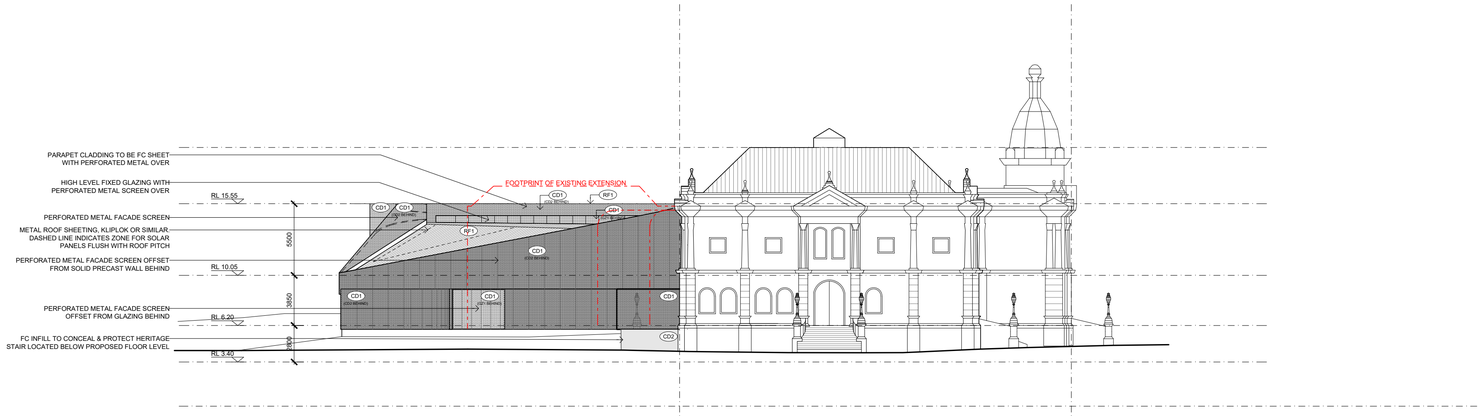
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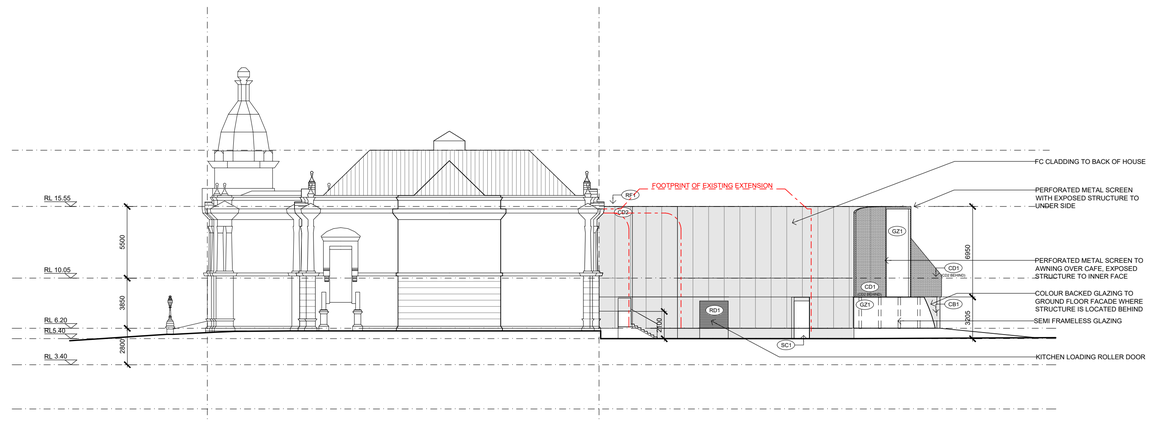
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Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-33 - GA Roof Plan - Proposed.dwg



01 ELEVATION NORTH
1:200



02 ELEVATION SOUTH
1:200

GENERAL NOTES

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ALBERT HALL RENEWAL - STAGE 3

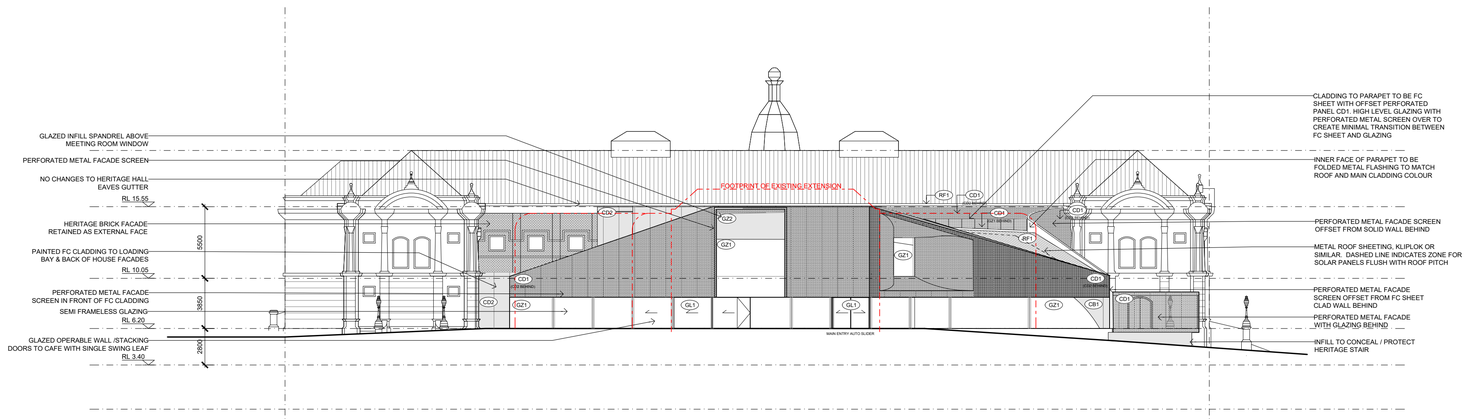
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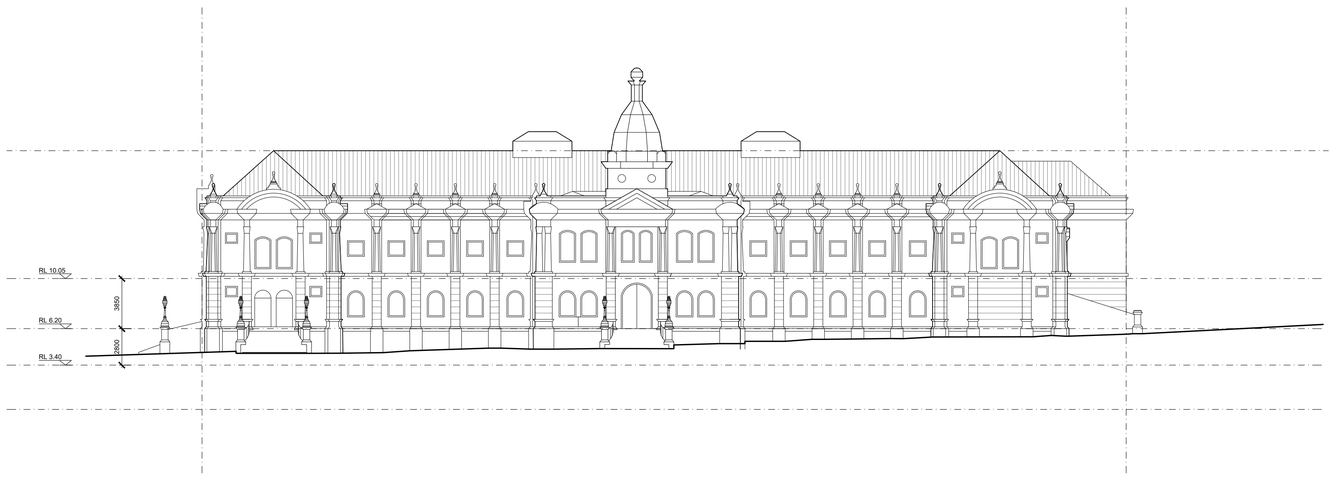
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03 ELEVATION EAST
1:200



04 ELEVATION WEST
1:200

GENERAL NOTES

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ALBERT HALL RENEWAL - STAGE 3

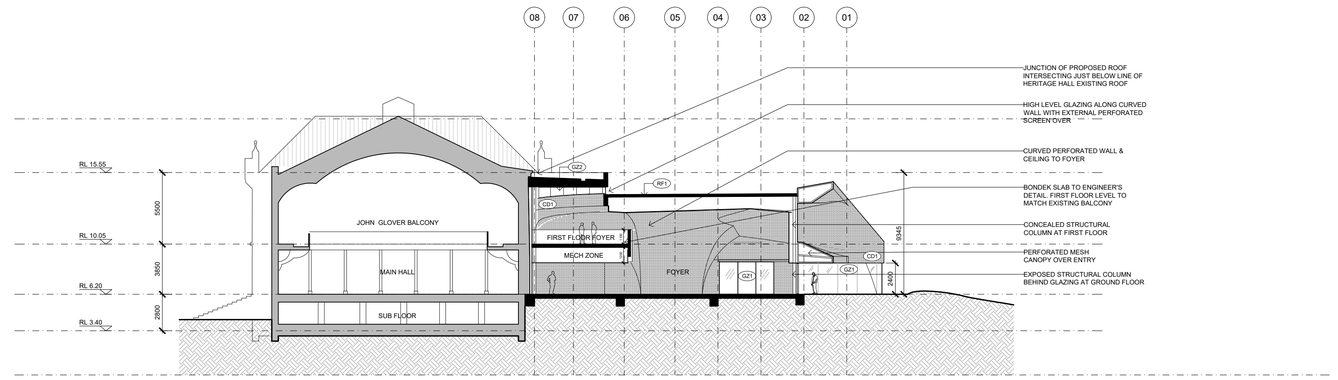
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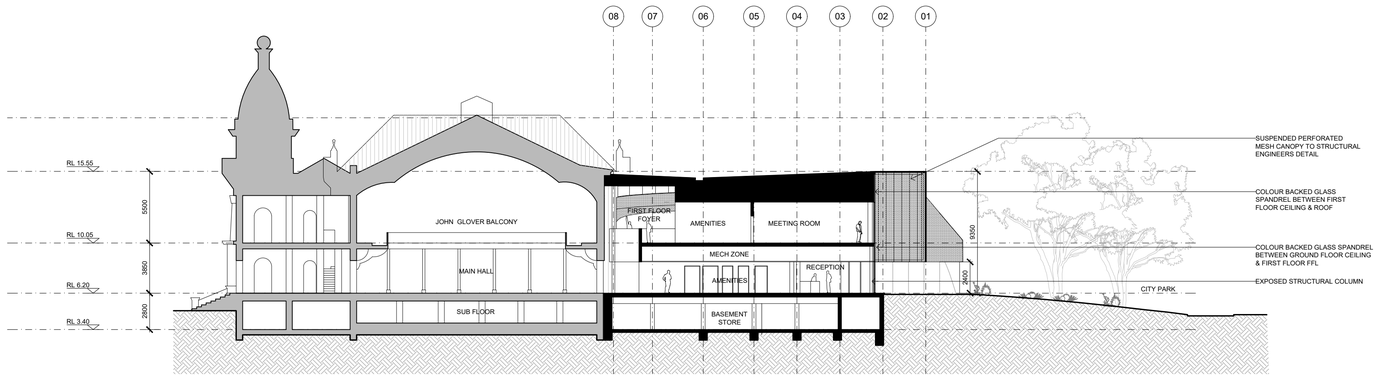
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01 10.20 SECTION 01
1:200



02 10.20 SECTION 02
1:200

GENERAL NOTES

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TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

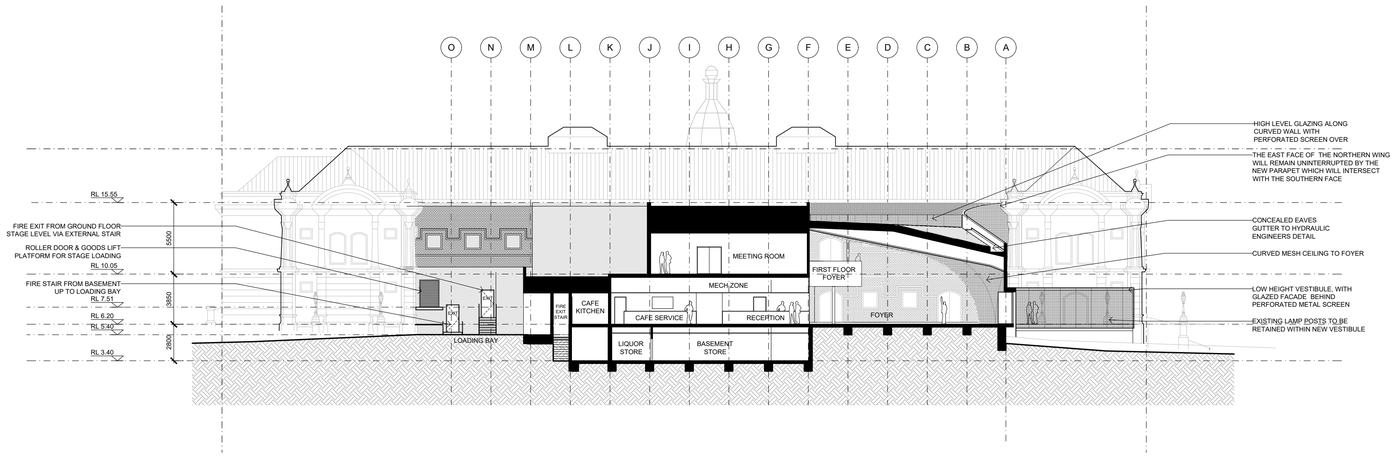
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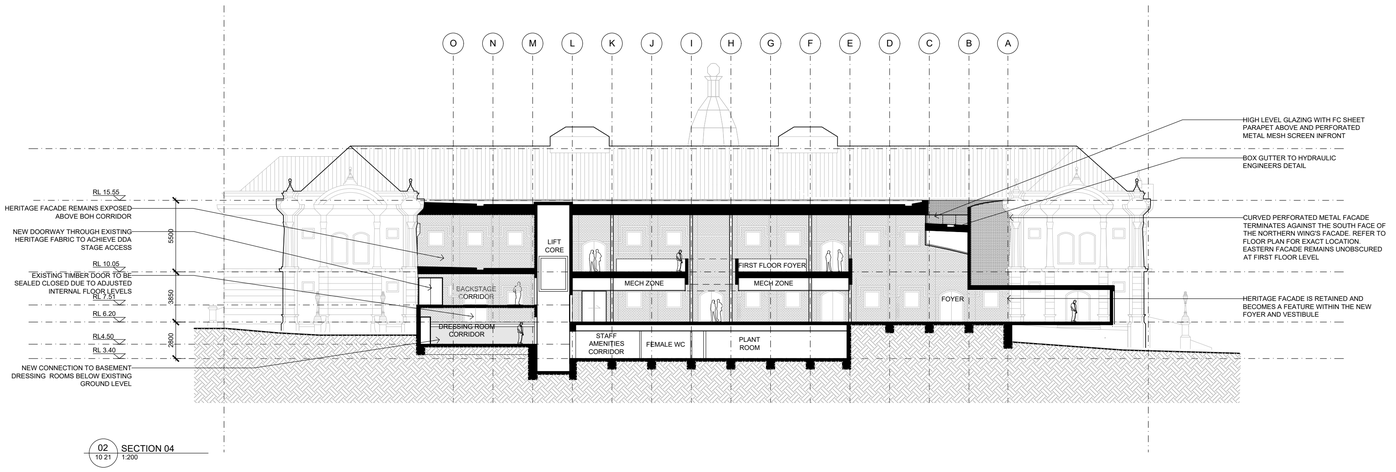
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01 10.21 SECTION 03 1:200



02 10.21 SECTION 04 1:200

GENERAL NOTES

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Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
BUILDING SECTIONS 02

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Drawing Status: DA

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01 PHOTOMONTAGE VIEW 01
NTS

Note: Proposed parking in the foreground of the image is an indication only (artist's impression). Refer to the site plan: DA-00-07-A Site Plan - Proposed for an accurate depiction of the proposed parking configuration.

GENERAL NOTES

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F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
PHOTOMONTAGE VIEW 01

Drawn by: -- Checked by: ES Scale: NTS

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Drawing Status: DA

Date Plotted: 9.6.2021 File Path: U:\20336 Albert Hall Launceston\06.00 Documentation\06.01 CAD\06.01.01 Current CAD\Tender Documentation\00-00 - COVER SHEET.dwg



02 PHOTOMONTAGE VIEW 02
NTS

GENERAL NOTES

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Project:
ALBERT HALL RENEWAL - STAGE 3

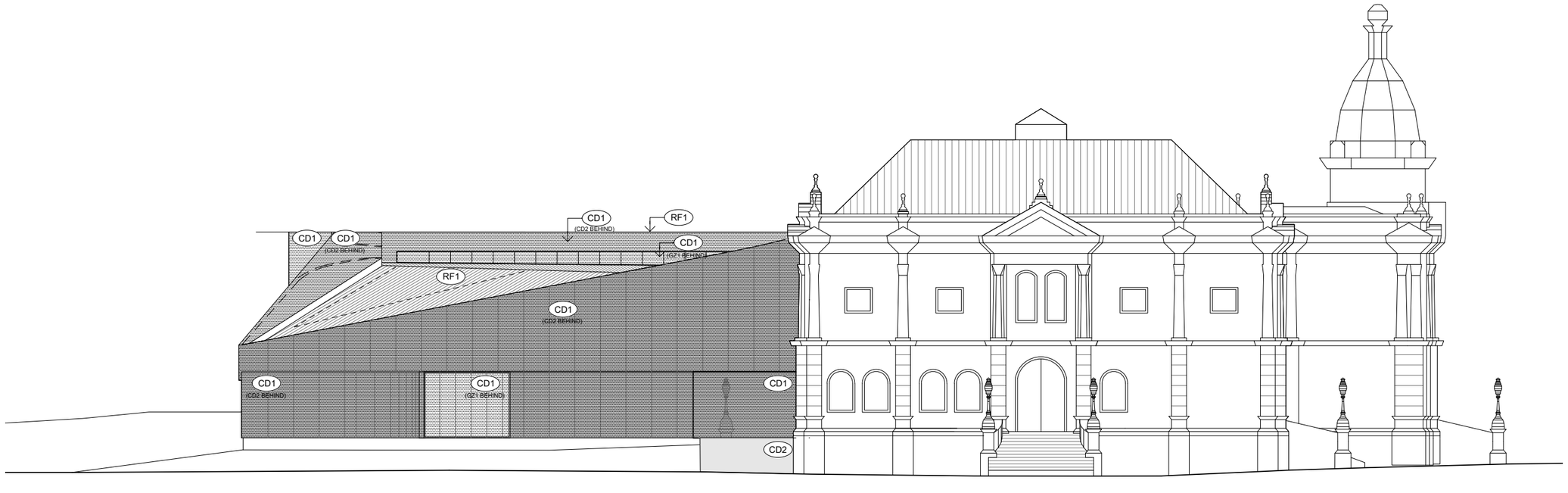
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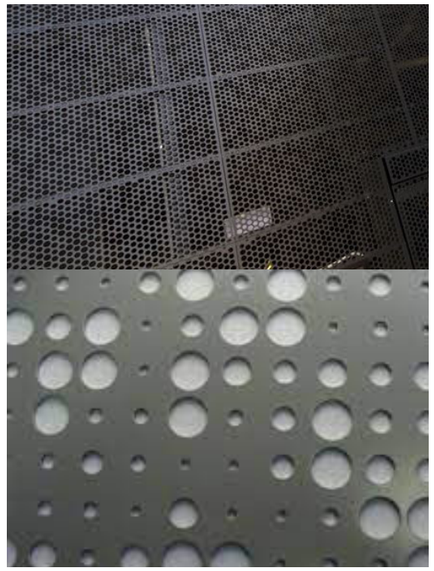
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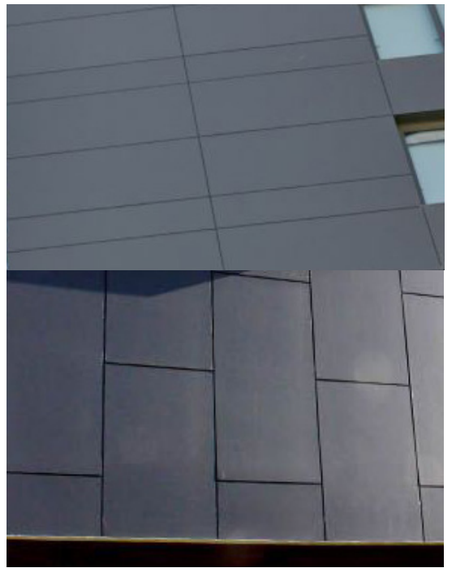
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NORTH ELEVATION



CD1
TYPE: LOCKER GROUP ALUMINIUM PERFORATED PANEL IN CHAMPAGNE & AERO PROFILES
FINISH: DULUX DURATEC ZEUS POWDERCOAT IN COLOUR COLORBOND MONUMENT



CD2
TYPE: CSR CEMINTEL COMMERCIAL EXPRESS FC SHEET 3000X1200MM
FINISH: PAINT FINISH TO MATCH COLORBOND MONUMENT



GZ1
SEMI-FRAMELESS ALUMINIUM GLAZING SYSTEM WITH DOUBLE GLAZING
FRAME FINISH: POWDER COAT BLACK



RF1
METAL ROOF SHEETING, KLIPLOK OR SIMILAR
COLOUR: COLORBOND MONUMENT

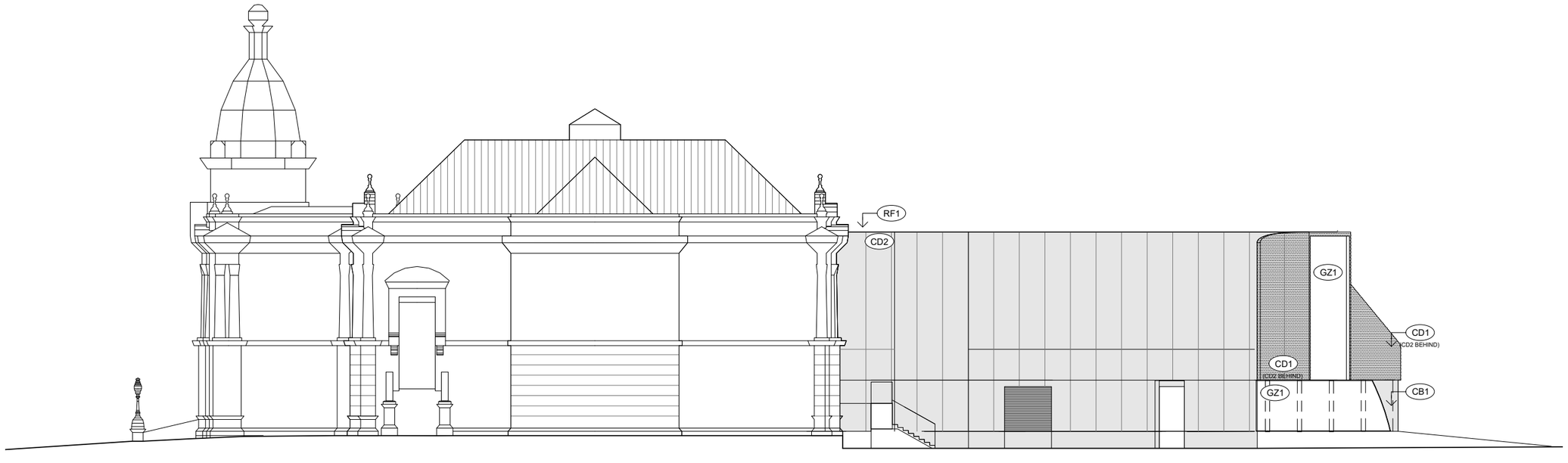
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Project:
ALBERT HALL RENEWAL - STAGE 3

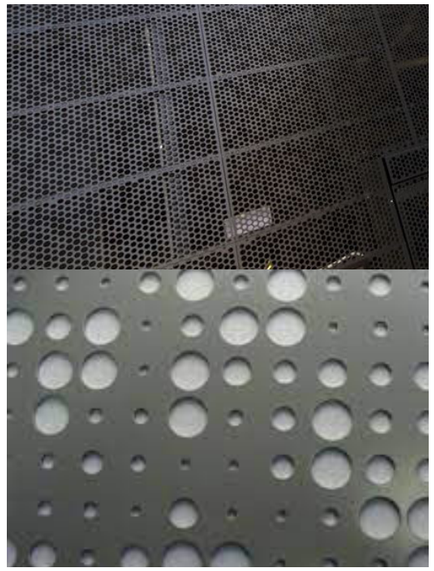
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MATERIALS SCHEDULE

Project No:	Page:	Rev No:
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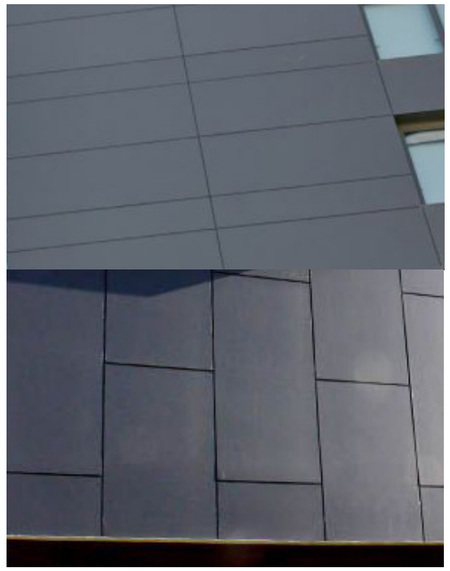
Status: DA



SOUTH ELEVATION



CD1
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FINISH: DULUX DURATEC ZEUS POWDERCOAT IN COLOUR COLORBOND MONUMENT



CD2
TYPE: CSR CEMINTEL COMMERCIAL EXPRESS FC SHEET 3000X1200MM
FINISH: PAINT FINISH TO MATCH COLORBOND MONUMENT



GZ1
SEMI-FRAMELESS ALUMINIUM GLAZING SYSTEM WITH DOUBLE GLAZING
FRAME FINISH: POWDER COAT BLACK



RF1
METAL ROOF SHEETING, KLIPLOK OR SIMILAR
COLOUR: COLORBOND MONUMENT

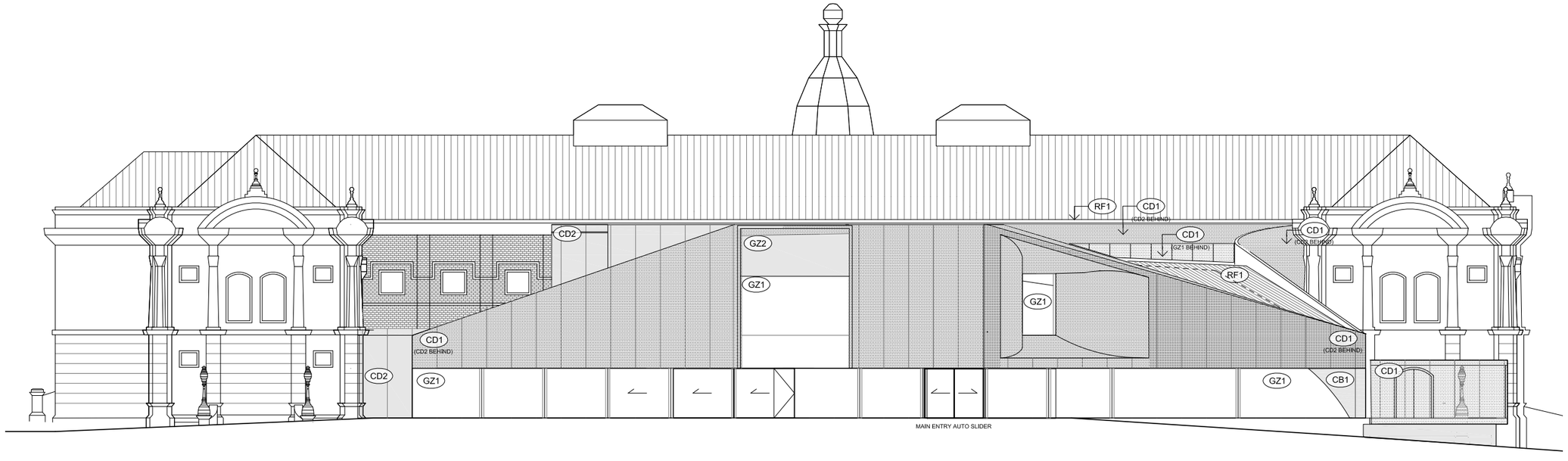
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ALBERT HALL RENEWAL - STAGE 3

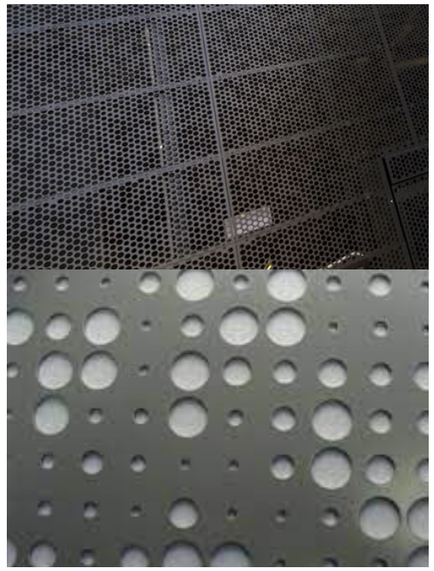
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MATERIALS SCHEDULE

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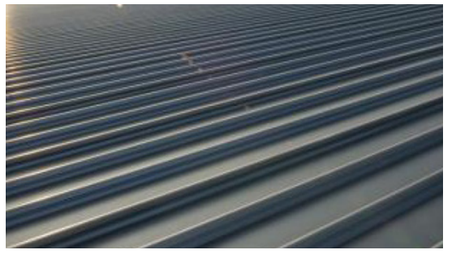
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EAST ELEVATION



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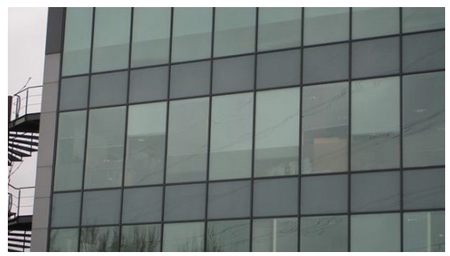
RF1
TYPE: METAL ROOF SHEETING, KLIPLOK OR SIMILAR
COLOUR: COLORBOND MONUMENT



CD2
TYPE: CSR CEMINTEL COMMERCIAL EXPRESS FC SHEET 3000X1200MM
FINISH: PAINT FINISH TO MATCH COLORBOND MONUMENT



GZ1
TYPE: SEMI-FRAMELESS ALUMINIUM GLAZING SYSTEM WITH DOUBLE GLAZING
FRAME FINISH: POWDER COAT BLACK



GZ2
TYPE: SEMI-FRAMELESS ALUMINIUM GLAZING SYSTEM TO MATCH GZ1, WITH COLOUR BACKED GLAZING TINTED TO MATCH COLORBOND MONUMENT

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3

Drawing Description:
MATERIALS SCHEDULE

Project No:	Page:	Rev No:
20336	3 of 3	A

Status: DA

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ALBERT HALL RENEWAL

DEVELOPMENT APPLICATION
ARCHITECTURAL STATEMENT

CITY OF LAUNCESTON

21ST MARCH 2022

–



TERROIR

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TERROIR acknowledge the traditional custodians of the land on which we work, build and inhabit.

We extend our respects to their Elders past and present and emerging.

REPORT PREPARED FOR:

Commercial Project Delivery / City of Launceston

PREPARED BY:

TERROIR

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REVISION:	DATE:	ISSUED TO:	NOTES:
-	21st March 2022	Commercial Project Delivery / City of Launceston	-

INTRODUCTION

Established in the 1820s, City Park is today an important part of the cultural life of the City of Launceston and broader region.

'The Albert Hall when constructed in 1891 was to be integrated into the Park although additions intended on the Park elevation never eventuated.' - Launceston City Park CMP (2006).

As defined in the Federal funding Deed for the Albert Hall Renewal Project, the proposed design is to;

- *Establish a cultural destination for the communities of Northern Tasmania and to increase tourism to the region.*
- Create a defined 'Main Entrance' for the Hall that incorporates equal access to the Hall for all users including those with vision and hearing impediments.
- Increase connection between Albert Hall and City Park to promote synergy between the use of the Hall and the Park.





THE HEROES

This is an incredible opportunity to enhance the already much-loved qualities of Albert Hall and City Park, and in doing so re-imagine the intrinsic connection originally planned between Hall and Park.

Drawing inspiration from and providing a contemporary response to the objects within the park, as well as from the colours of the trees and textual light quality through the tree canopy.

The new building is recessive to the heroes... it is a shadow between The Albert Hall and City Park.



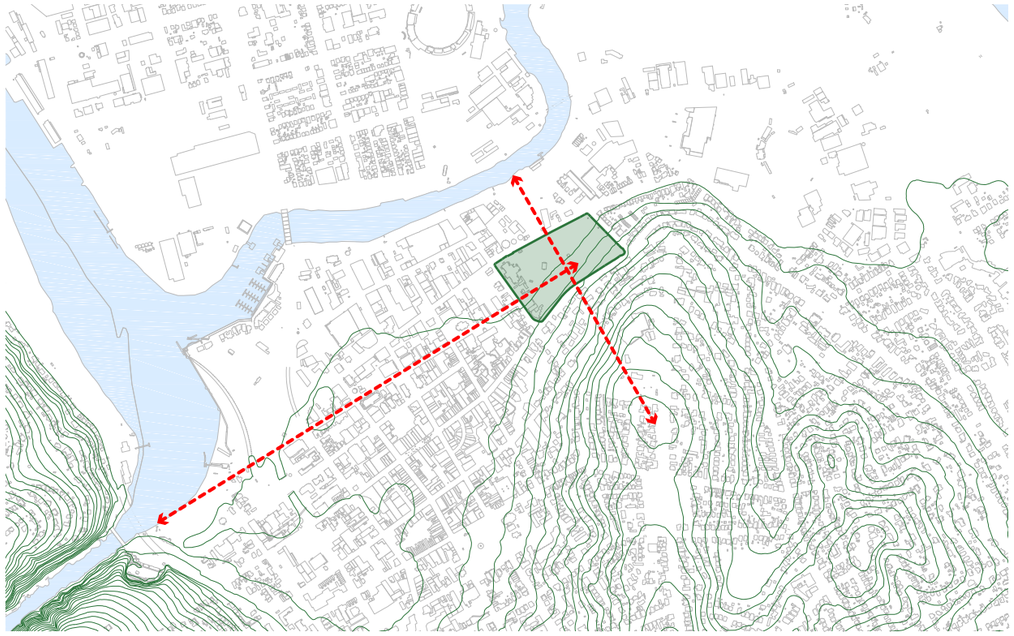


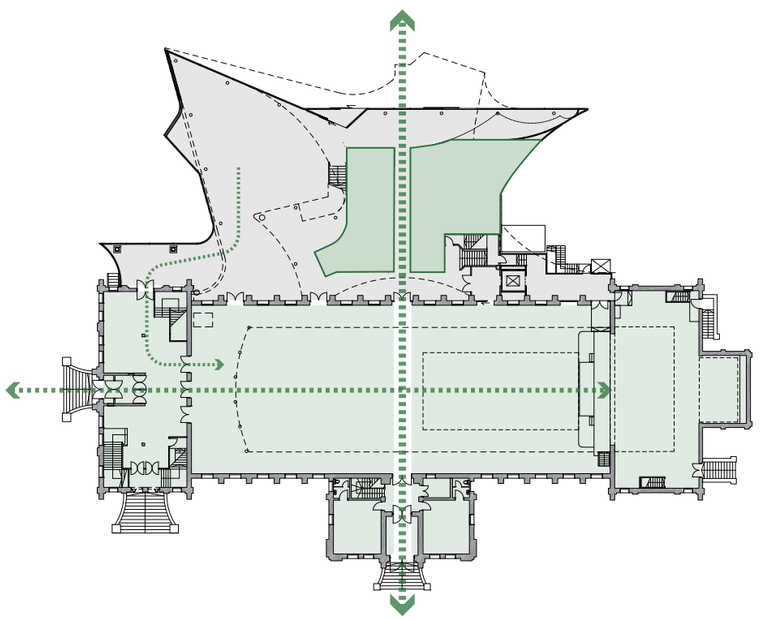
REINSTATING A STRONG AXIAL ARRANGEMENT

The proposed extension to Albert Hall reconfigures the relation between Hall and Park at multiple scales. At a city-scale, City Park terminates a key street axis through Launceston as the east, while Cataract Gorge terminates it to the west. This pairing of 19th century landscapes organises the city and also underpins the spatial imaginary of the city for both residents and visitors alike.

This project is an opportunity to reinstate the prominence of the axial symmetry, such as forming a through-view in the new building on the east-west axis. We have also prioritised the connection of the new public foyer with the heritage building's north wing, enabling visits to the Hall to easily move between the two spaces and enter the Hall on it's major north-south axis.

Albert Hall has a strong axial symmetry which has been diluted by the utilitarian east side extension. Creating access between the new Foyer and the existing north wing, enables visitors to enter the Hall from the northern main doors, on axis with the far end stage and organ.





COMPONENTS THAT ORDER CITY PARK

Construction of the Albert Hall in the 1890's formalised the North West corner of City Park. Constructed to house the Tasmanian Industrial Exhibition of 1891-92, the building also included a series of temporary pavilions adjacent which occupied much of the park, such that at the time it was one of the largest public halls in the world and hosted over 260,000 people in four months at a time when Launceston's population was 17,000. With the removal of the temporary pavilions after the Exhibition, the relationship between the Hall and Park has never been fully resolved, with later additions doing little to bring the Hall and Park together.

The site analysis of City Park has identified key components that order the park which will inform the eastern addition. The path network throughout City Park connects these components to one another and through extensions to the formal network, will also connect the Albert Hall back into the park.





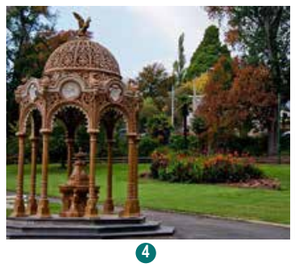
1 MAIN GATES (ON AXIS WITH CAMERON ST)



2 CONSERVATORY



3 ROTUNDA



4 DRINKING FOUNTAIN



5 HISTORIC IMAGE (PERSPECTIVE FROM TAMAR STREET)



6 DUCK POND



7 HISTORIC FOUNTAIN (HAS BEEN RELOCATED)

EXISTING CONDITIONS

'No further extensions to Albert Hall should be possible, although a redesign of the current 20th century extensions could be considered provided the result was less intrusive in terms of heritage impact on both the Hall and the Hall and the Park.' - City Park CMP, 2006, p.72

The existing eastern extension is not considered to be sympathetic to the Albert Hall or to City Park. The proposed partial demolition and refurbishment of the eastern extension will provide improved facilities and a more aesthetically sympathetic and connected insertion between the Hall and the Park.





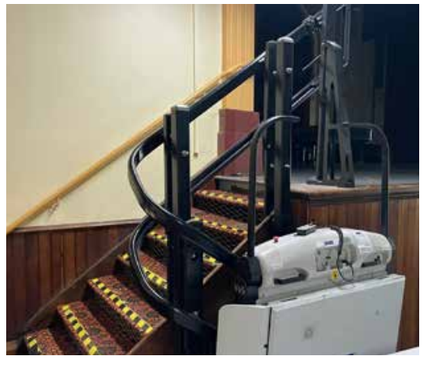






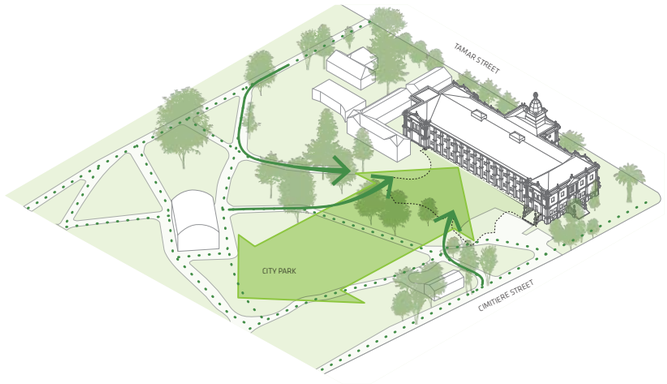






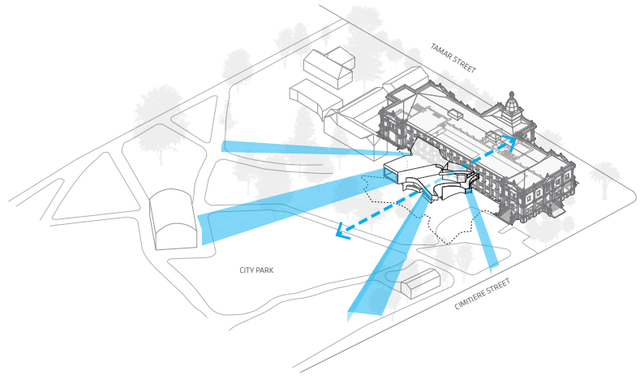
FORM

'A masterplan is recommended with the objective to `explore opportunities for a more sympathetic and mutually beneficial relationship between the Hall and the Park.' - City Park CMP, 2006, p.70



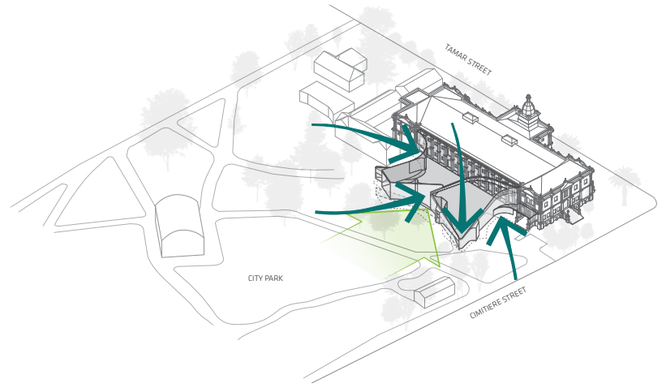
BRINGING THE PARK INTO THE BUILDING

The path network through City Park is enhanced by the positioning of the extension, the ground plane 'gathers up' the network of pathways from the Park into a public terrace that fronts the new building before extending up to the Hall's original brickwork façade.



ESTABLISHING CONNECTIONS

The building celebrates key vistas or connections within the park, formalising views to the conservatory and other key intersections of the park.



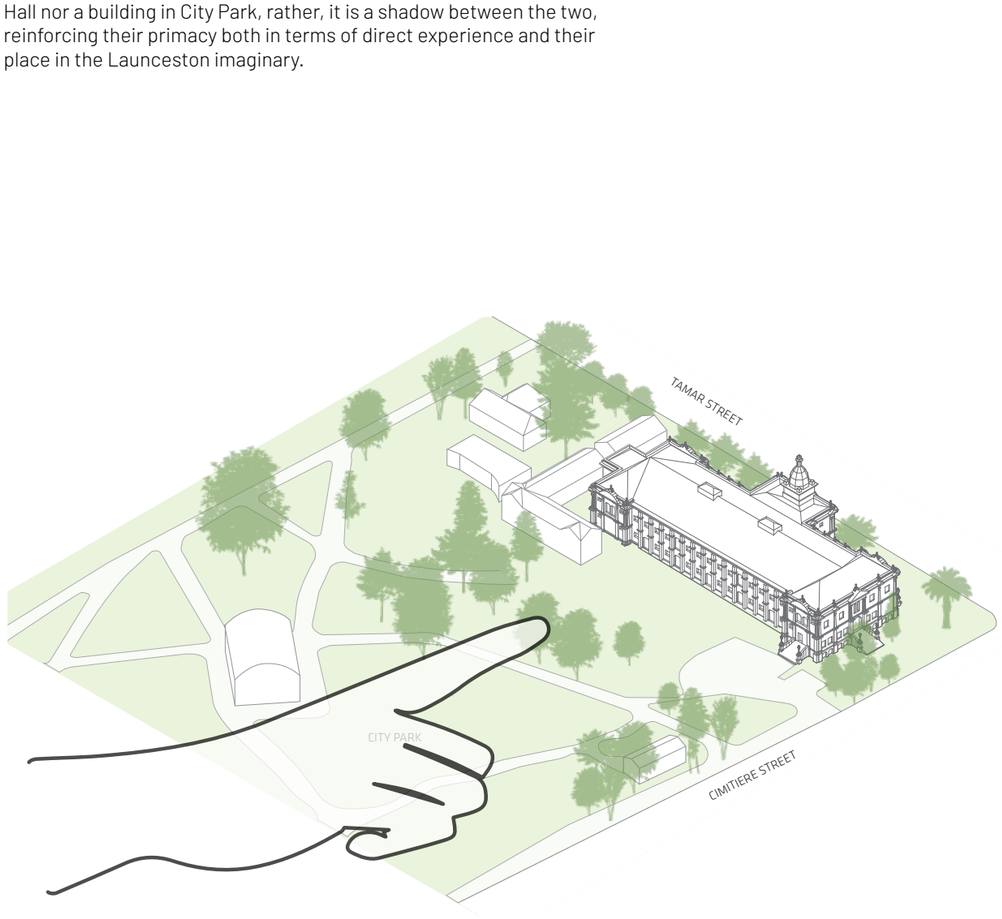
EXTERNAL INFLUENCES ON THE FORM

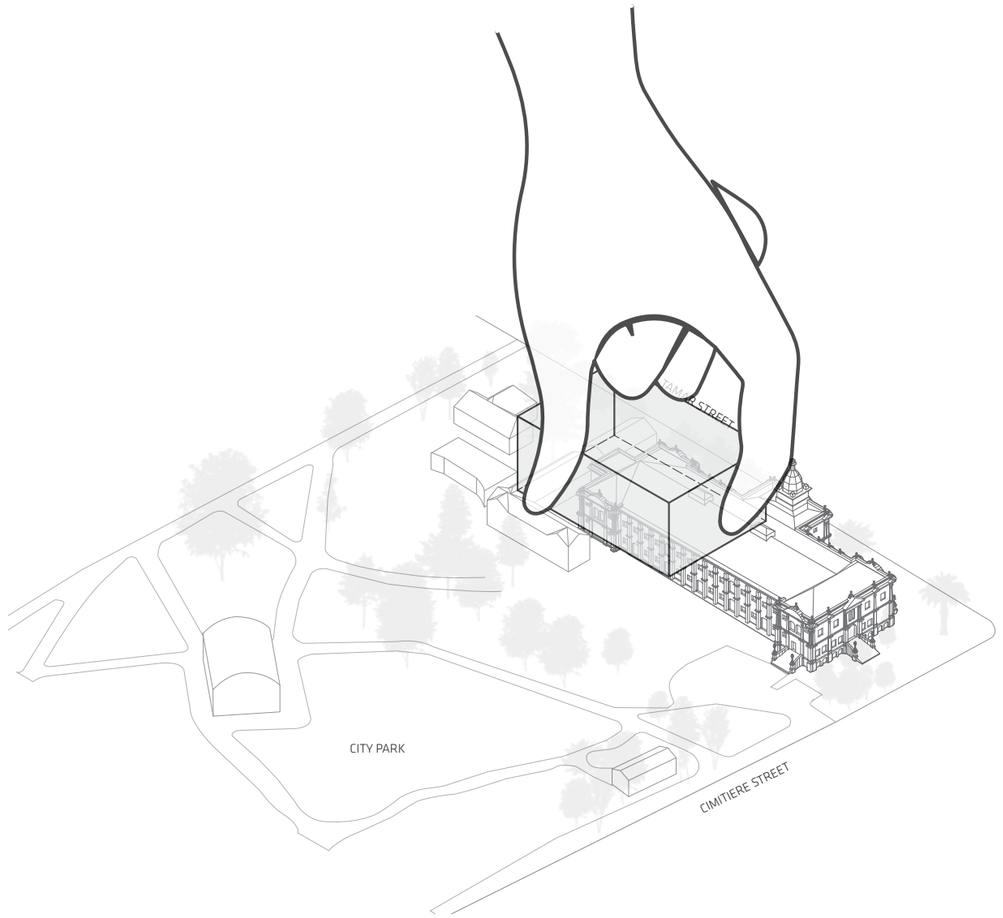
The form of the extension features a strong curved facade. The scale of the extension is sensitive to the scale and character of the adjoining historic Albert Hall. The extension has been 'pulled in' and 'pushed down' in specific locations to accentuate the existing building's form and proportion.

FORM

A timeless project is not one that's dropped in - it may be suited to todays 'style', but like the existing extension, will date. The ambition for a timeless project is met through the new building being generated from the Park.

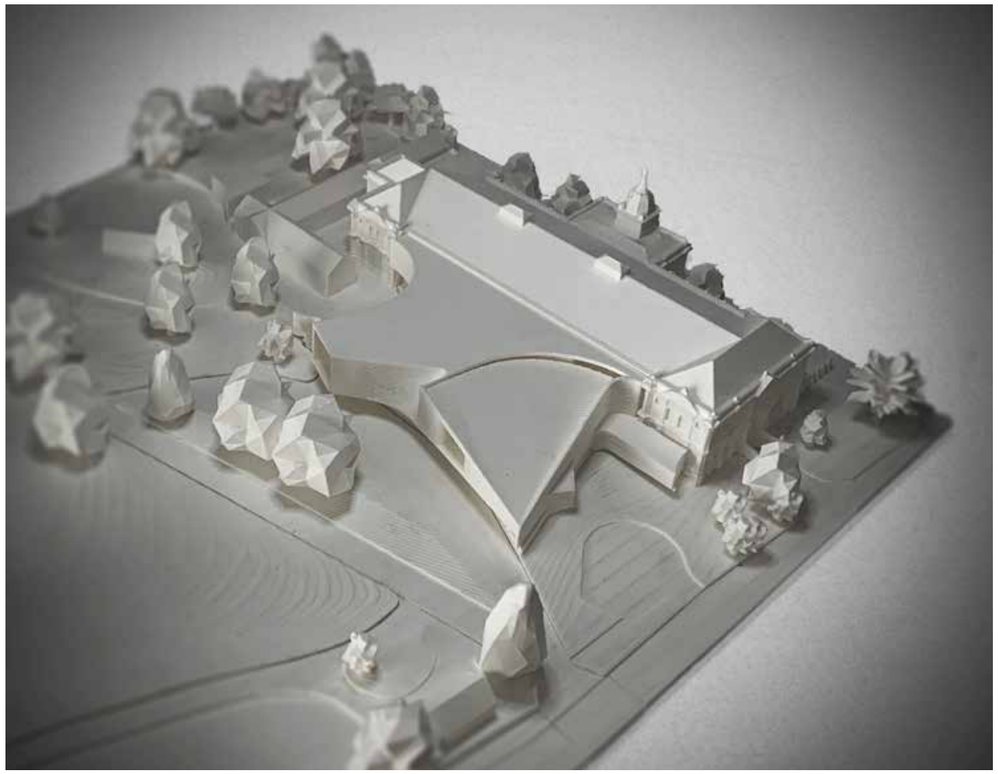
Within stringent heritage constraints borne from the intactness of the Hall's facades, the project realises a completely new connection between Hall and Park. The building is neither an extension to Albert Hall nor a building in City Park, rather, it is a shadow between the two, reinforcing their primacy both in terms of direct experience and their place in the Launceston imaginary.





GENERATED FROM THE PARK, NOT DROPPED IN

FORM



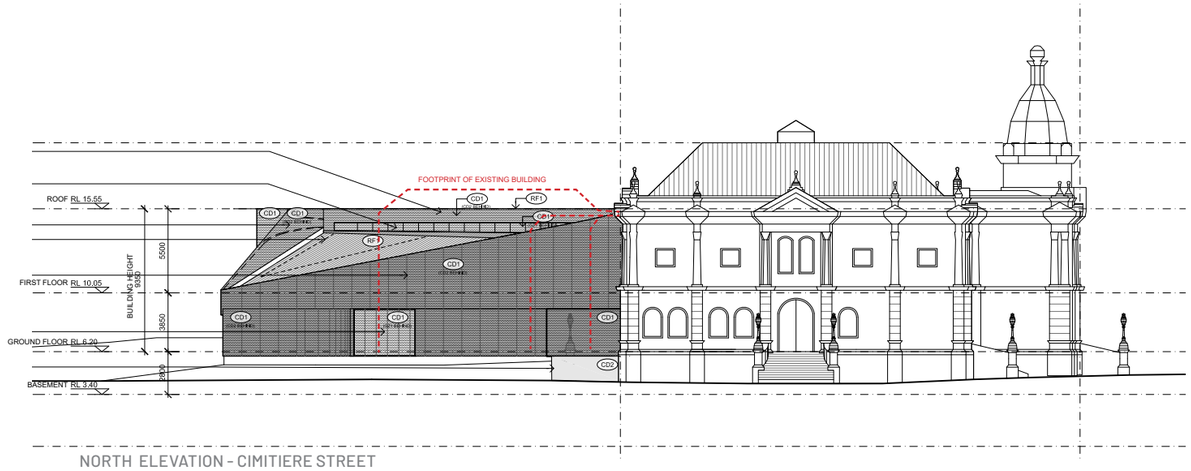


PHYSICAL MODEL

BUILDING HEIGHT, SETBACK AND SIGHTING

The proposed building's height has been developed in consultation with the project Heritage Consultant, Lucy Bourke-Smith from Purcell. The roof line of the proposed extension aligns with the existing roof height of the Albert Hall. As demonstrated within the North Elevation, the building purposefully tapers down to a lower point when viewed from Cimitiere Street. This is a conscious decision to respect the grandeur and proportions of the existing hall and not compete with the set spatial volumes.

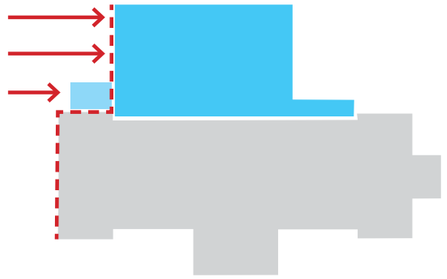
The proposed extension will not be visible from the prominent vantage point of the intersection between Tamar Street and Cimitiere Street, instead, the additional only reveals itself closer to the arrival at the Cimitiere Street entry gates, further strengthening the idea that this is a building within the Park.



NORTH ELEVATION - CIMITIERE STREET



VIEW OF ALBERT HALL FROM TAMAR STREET & CIMITIERE STREET INTERSECTION

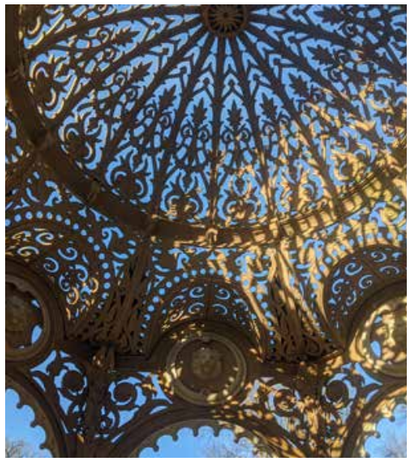


EXTENSION IS SET BACK FROM THE EXISTING FACADE

SITE INFLUENCES ON MATERIALITY

Drawing inspiration from and providing a contemporary response to the objects within the park, as well as from the colours of the trees and textual light quality through the tree canopy.

The Park features dappled patterns and porous qualities, such as the mature trees (in all seasons) and the historically significant gates and fountain structures. The new building shares this quality by using perforated metal, which is similarly (part) see-through, ephemeral, creating similar dapples light qualities and notionally extending the tree canopy up to the Hall.











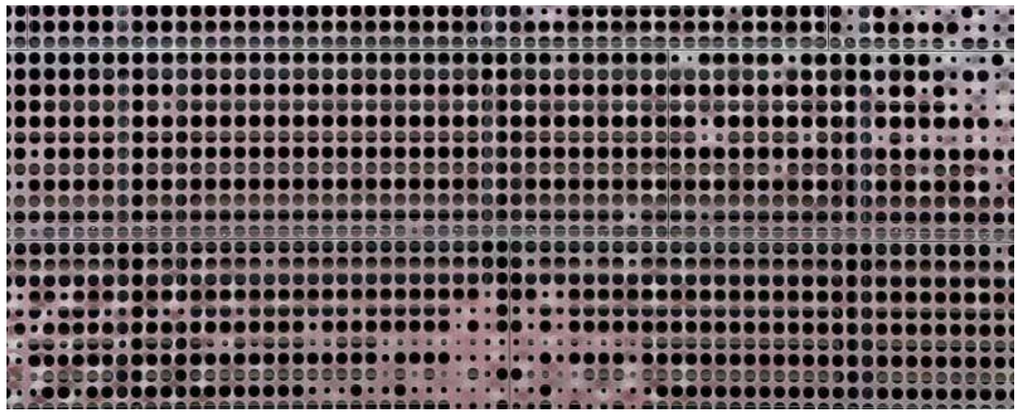
QUALITIES OF THE PARK GENERATE THE FACADE

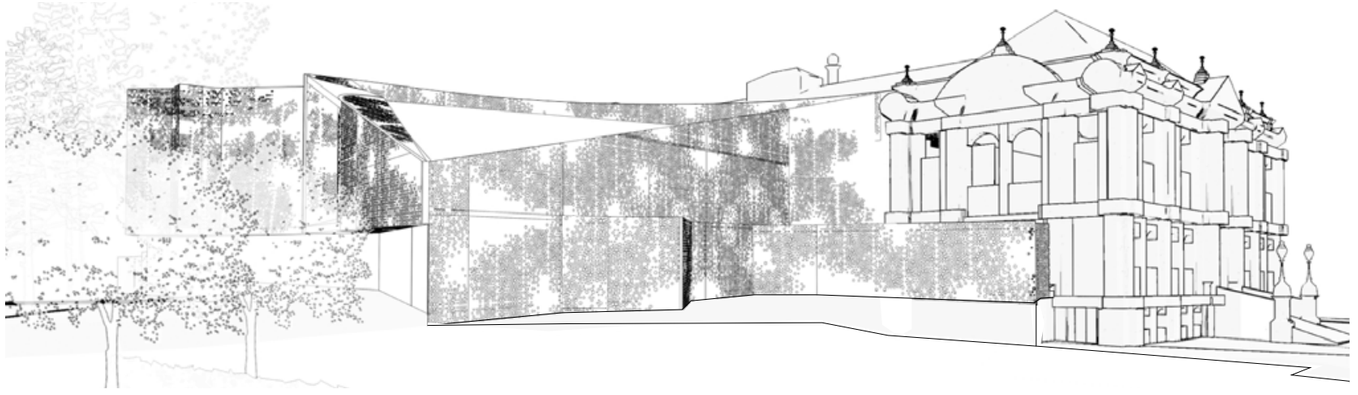
The interior resembles the space under the nearby fountain structure or that of a large tree. The sense of being under and enclosure is strengthened by the matching of interior and exterior materiality. Perforated interior linings drape down to the basalt ground plane while in some locations the enclosure is separated to admit light on to the original brick wall or peeled away to reveal key views out to City Park, or the heritage façade of the Hall.

Draped over this exterior-interior ground-scape is a diffuse screen that connects the Park and Hall, but, in its indeterminate quality, resists a single image, insisting that it remains as a shadow between them. The doubling between Park-Hall, building-shadow continues in the manufacture of the façade which, as perforated aluminium, is both contemporary but also at home among the many wrought iron balustrades, gates, and screens throughout the Park. The nod to the Victorian-era fountain structure and similarly ornamental wrought iron balustrade to the Hall's perimeter Gallery, is complete with the slender contemporary circular columns matching their heritage ironwork counterparts.

At the more immediate Park scale, the ephemeral quality of the perforated aluminium façade is reinforced by the varied intensity of perforations that play into the dappled light and shade of the mature trees adjacent. The ephemeral quality is furthered by the varied depth of the outer façade, creating a blurred edge with occasional glimpses of structure and light behind. At the smallest of scales, the perforated façade alludes to the cellular basis of the Park's nature. In this minute detail recalls Victorian era thinking and representations that broke both the natural and "man-made" down to a constellation of elemental pieces.







PERFORATION DENSITY TEST

COLOUR PALETTE DERIVED FROM THE PARK

To achieve a timeless quality, the colour is deliberately recessive. It connects with the colours of the Park such as the deep shadows of the trees, or the flat colour of the ironwork. It is not a new colour or finish introduced, which would stand out (or worse, detract) from the Park and Hall. The colour palette will not compete with or detract from the Albert Hall's exterior.



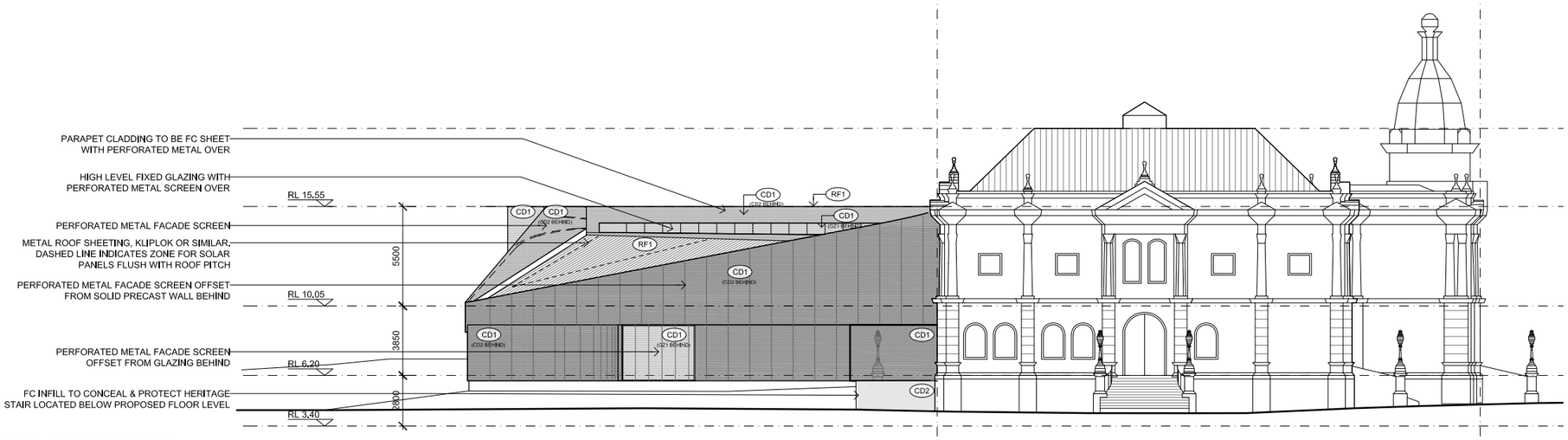




**COLOUR SWATCH:
COLORBOND MONUMENT**



EXTERIOR MATERIAL PALETTE

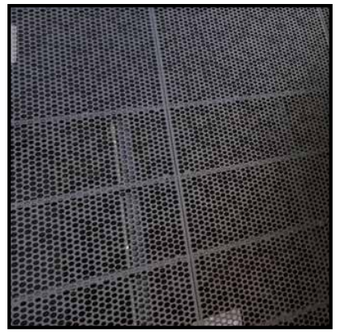


NORTH ELEVATION - CIMITIERE STREET



RF1 - METAL ROOF SHEETING

Profile: Klip-Lok 700 conceal fixed roof cladding (or similar)
Finish: Colorbond Steel Standard Range Finish - Monument



CD1 - PERFORATED SHEET METAL

Manufacturer: Locker Group Aluminium Perforated Panel -
Type A: Champagne (22% open area)
Type B: Aero (40% open area)
Type C: Custom pattern to Terroir's specification
Finish: Dulux Duratec Zeus Powdercoat in Colorbond Monument



CD2 - FIBRE CEMENT CLADDING

Manufacturer: CSR Cemintel
Range: CSR commercial express panel
Colour: External paint by contractor to match Colorbond Monument



GZ1 - ALUMINIUM FRAMED GLAZING

Type: Viridian clear toughened double glazing. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



GZ2 - COLOUR BACKED GLASS

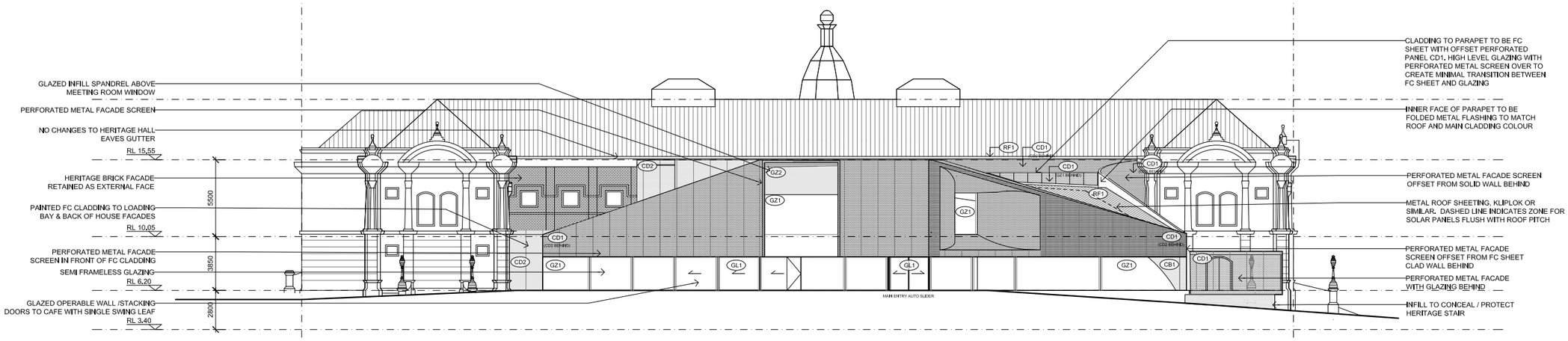
Type: Viridian SpectraSeraphic colour backed glass infill, tinted to match Colorbond Monument. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened colour backed + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



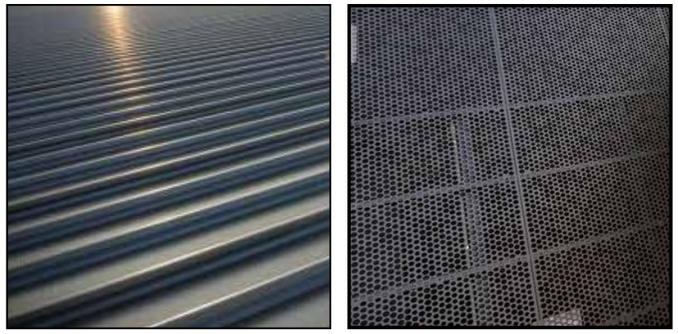
LVR1 - EXTERNAL LOUVERS

Manufacturer: Holyoake
Range: Holyoake OHL-45 50mm Small Profile Weather Louvre
MODEL OHL-F/C-45
Frame: CMF Concealed Frame
Finish: Colorbond Monument

EXTERIOR MATERIAL PALETTE



EAST ELEVATION - CITY PARK



RF1 - METAL ROOF SHEETING

Profile: Klip-Lok 700 conceal fixed roof cladding (or similar)
Finish: Colorbond Steel Standard Range Finish - Monument

CD1 - PERFORATED SHEET METAL

Manufacturer: Locker Group Aluminium Perforated Panel -
Type A: Champagne (22% open area)
Type B: Aero (40% open area)
Type C: Custom pattern to Terroir's specification
Finish: Dulux Duratec Zeus Powdercoat in Colorbond Monument



CD2 - FIBRE CEMENT CLADDING

Manufacturer: CSR Cemintel
Range: CSR commercial express panel
Colour: External paint by contractor to match Colorbond Monument



GZ1 - ALUMINIUM FRAMED GLAZING

Type: Viridian clear toughened double glazing. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



GZ2 - COLOUR BACKED GLASS

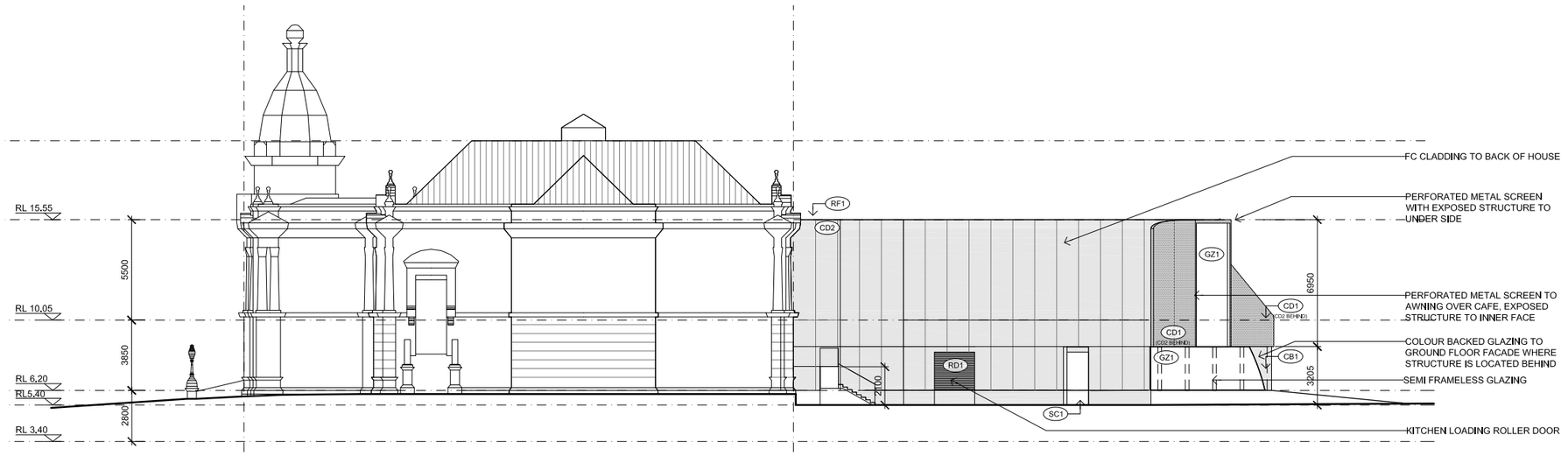
Type: Viridian SpectraSeraphic colour backed glass infill, tinted to match Colorbond Monument. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened colour backed + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



LVR1 - EXTERNAL LOUVERS

Manufacturer: Holyoake
Range: Holyoake OHL-45 50mm Small Profile Weather Louvre
MODEL OHL-F/C-45
Frame: CMF Concealed Frame
Finish: Colorbond Monument

EXTERIOR MATERIAL PALETTE

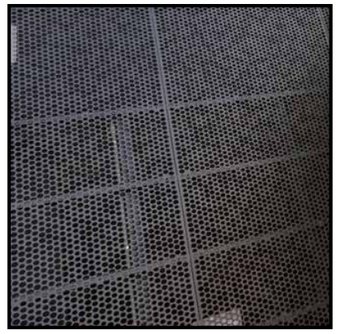


SOUTH ELEVATION



RF1 - METAL ROOF SHEETING

Profile: Klip-Lok 700 conceal fixed roof cladding (or similar)
Finish: Colorbond Steel Standard Range Finish - Monument



CD1 - PERFORATED SHEET METAL

Manufacturer: Locker Group Aluminium Perforated Panel -
Type A: Champagne (22% open area)
Type B: Aero (40% open area)
Type C: Custom pattern to Terroir's specification
Finish: Dulux Duratec Zeus Powdercoat in Colorbond Monument



CD2 - FIBRE CEMENT CLADDING

Manufacturer: CSR Cemintel
Range: CSR commercial express panel
Colour: External paint by contractor to match Colorbond Monument



GZ1 - ALUMINIUM FRAMED GLAZING

Type: Viridian clear toughened double glazing. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



GZ2 - COLOUR BACKED GLASS

Type: Viridian SpectraSeraphic colour backed glass infill, tinted to match Colorbond Monument. Recessed glazing channels and face fixed extrusion to structural steel columns at jambs typically.
Frame Finish: Powder coated - PW1 (black)
Glass: 6mm Clear toughened colour backed + 12mm argon + 6mm VFloat Clear toughened. Black spacer and sealant.



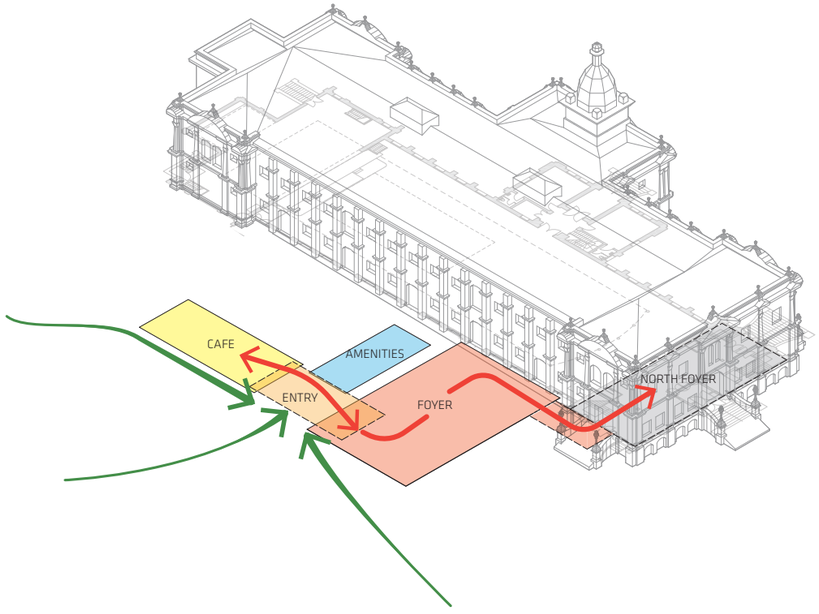
LVR1 - EXTERNAL LOUVERS

Manufacturer: Holyoake
Range: Holyoake OHL-45 50mm Small Profile Weather Louvre
MODEL OHL-F/C-45
Frame: CMF Concealed Frame
Finish: Colorbond Monument

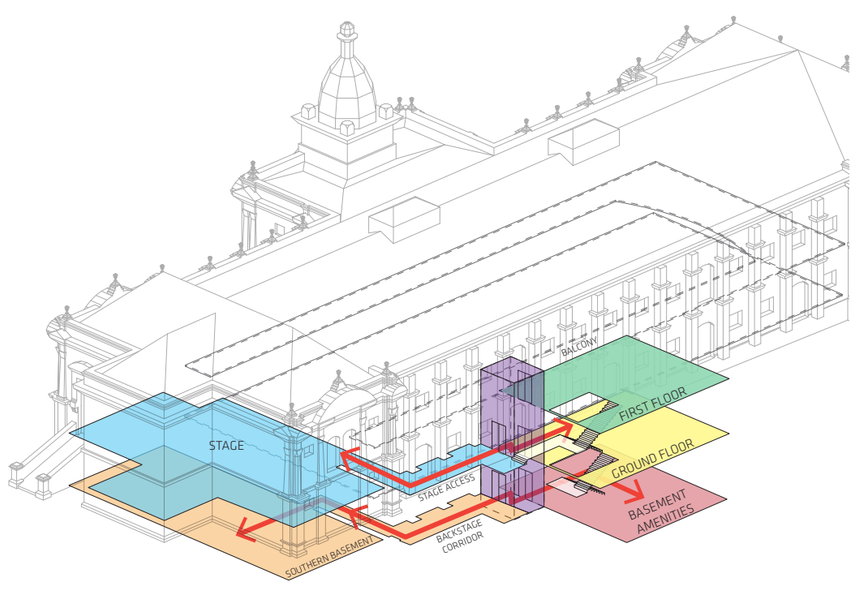
ACCESSIBILITY

While the primary functions have remained in the same locations (Cafe, Kitchen and Foyer), the main entry doors and amenities have shifted to become central within the building. The reconfiguration creates a simple and intuitive wayfinding strategy for first time visitors to navigate the space.

The design also improves the current functional arrangement in terms of providing new equitable access to all users of the building. Adjustments to the existing lift will allow Equal Access between all levels of the building and importantly, this will now include the stage and dressing rooms below.



EASTERN EXTENSION SPATIAL ARRANGEMENT

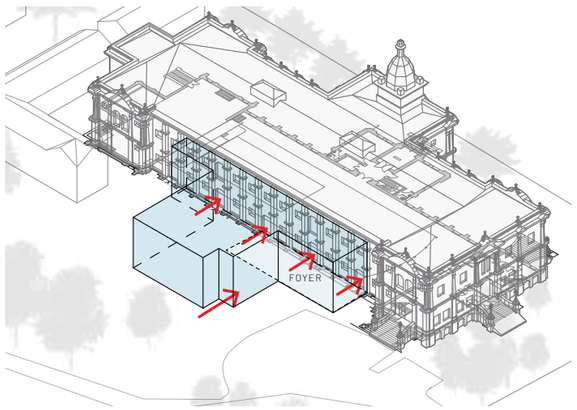


EQUAL ACCESS DESIGN IMPROVEMENTS

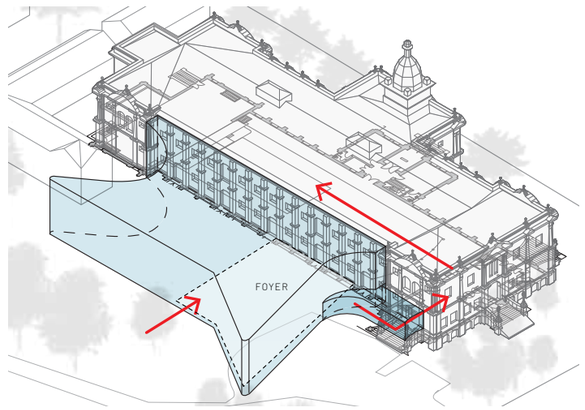
NORTH FOYER CONNECTION

A key accessibility issue identified within the existing building is the lack of DDA access into the Northern Foyer. The proposed design creates an opportunity to reinforce Albert Hall's long axis, with visitors able to formally enter from the new eastern foyer via a vestibule linking into the existing Northern Foyer, allowing for formal arrival into the Hall on axis with the stage. This will be the first time in the project's history that DDA access is provided into the northern foyer for formal entry into the hall.

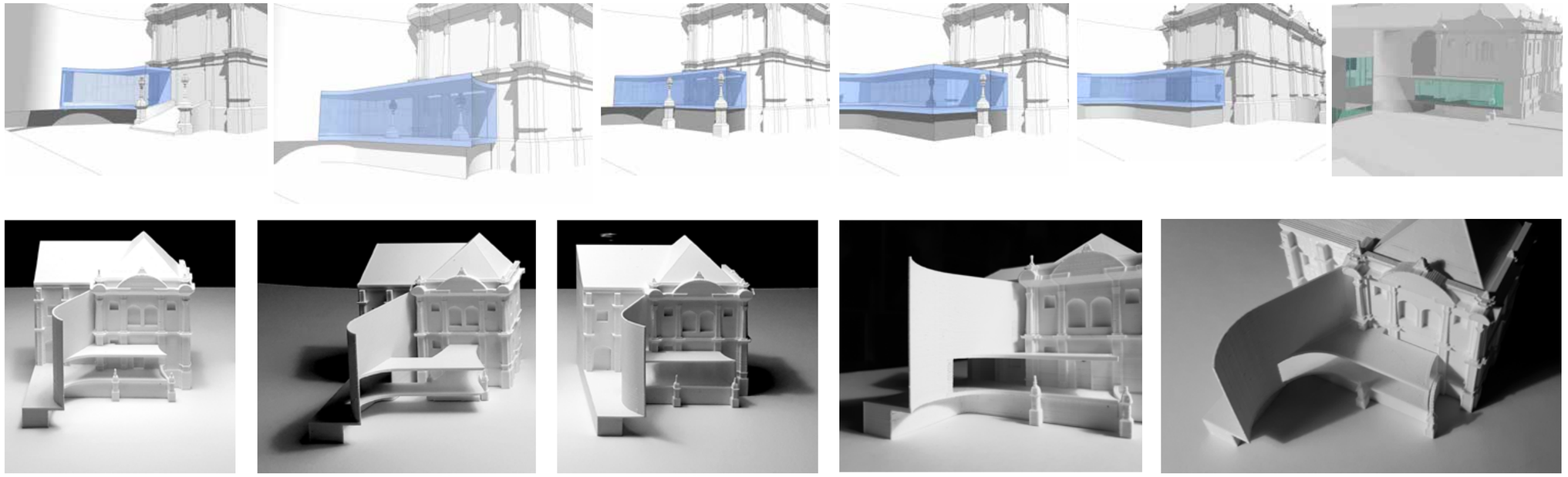
The connection of the new vestibule and original northern foyer has been the subject of many design tests and has involved expert advice from Purcell Heritage Consultants and in consultation with Heritage Tasmania.



EXISTING CONDITION



PROPOSED RECONNECTION



ITERATIVE DESIGN TESTING THROUGH PHYSICAL AND DIGITAL MODELLING

NORTH FOYER CONNECTION

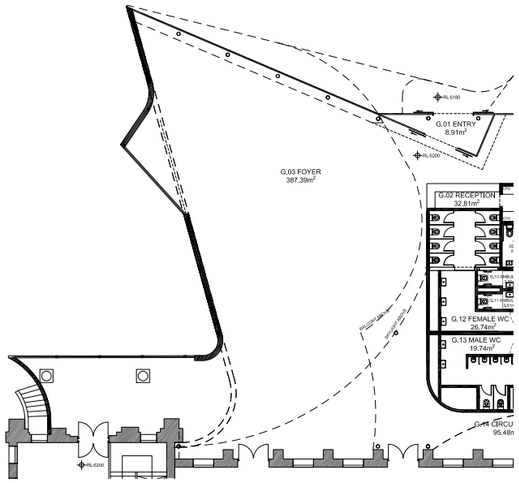
The first floor of the eastern extension has been pulled back from the heritage facade, 'tucking' behind the Northern Foyer elevation.

The linking vestibule at ground level follows the geometry of the existing Albert Hall, primarily referencing the curved outer side of the external stair. The new vestibule `sails' over the existing landing, with light weight infill concealing the existing stair from view but protecting it in place for any future reinstatement.

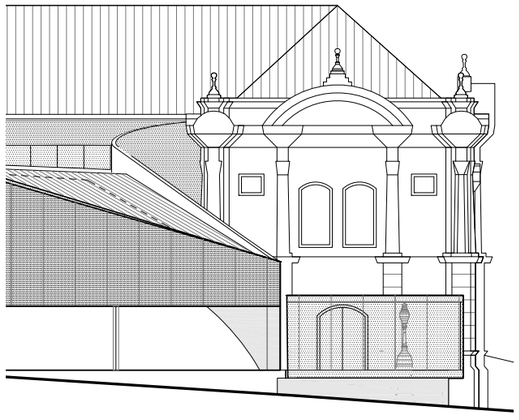
The height of the ground floor vestibule is also influenced by the proportions of the original facade, connection occurring between the old and new at a datum that aligns with the ornamentation of the existing building's facade.

The heritage lamp posts are retained within the floor plate, re-purposed as internal focal points at the junction between new and old.

The new vestibule has a uniform material treatment matching the remainder of the eastern extension. The singular material palette respectfully separates the new from the old, cloaking the new extension in a perforated veil, which eliminates competing ornamentation, instead allowing the original detailing of the Albert Hall to sit confidently on Cimitiere Street, with the new recessive wing complimenting this condition as a shadow between the Park and the Hall.



VESTIBULE FLOOR PLAN



ELEVATION



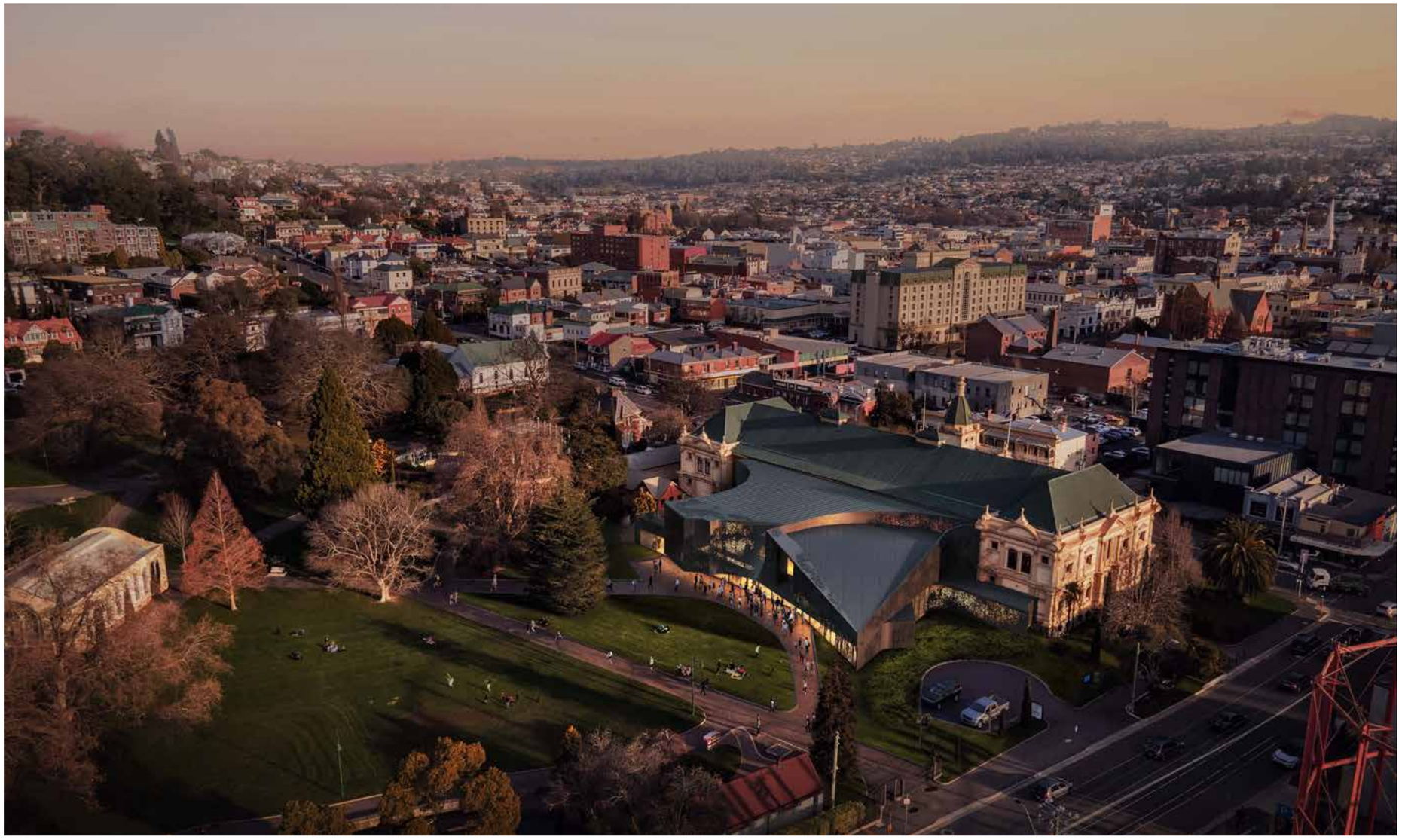
AERIAL RENDER OF PROPOSED DESIGN OF THE NORTHERN VESTIBULE

EXISTING



PROPOSED

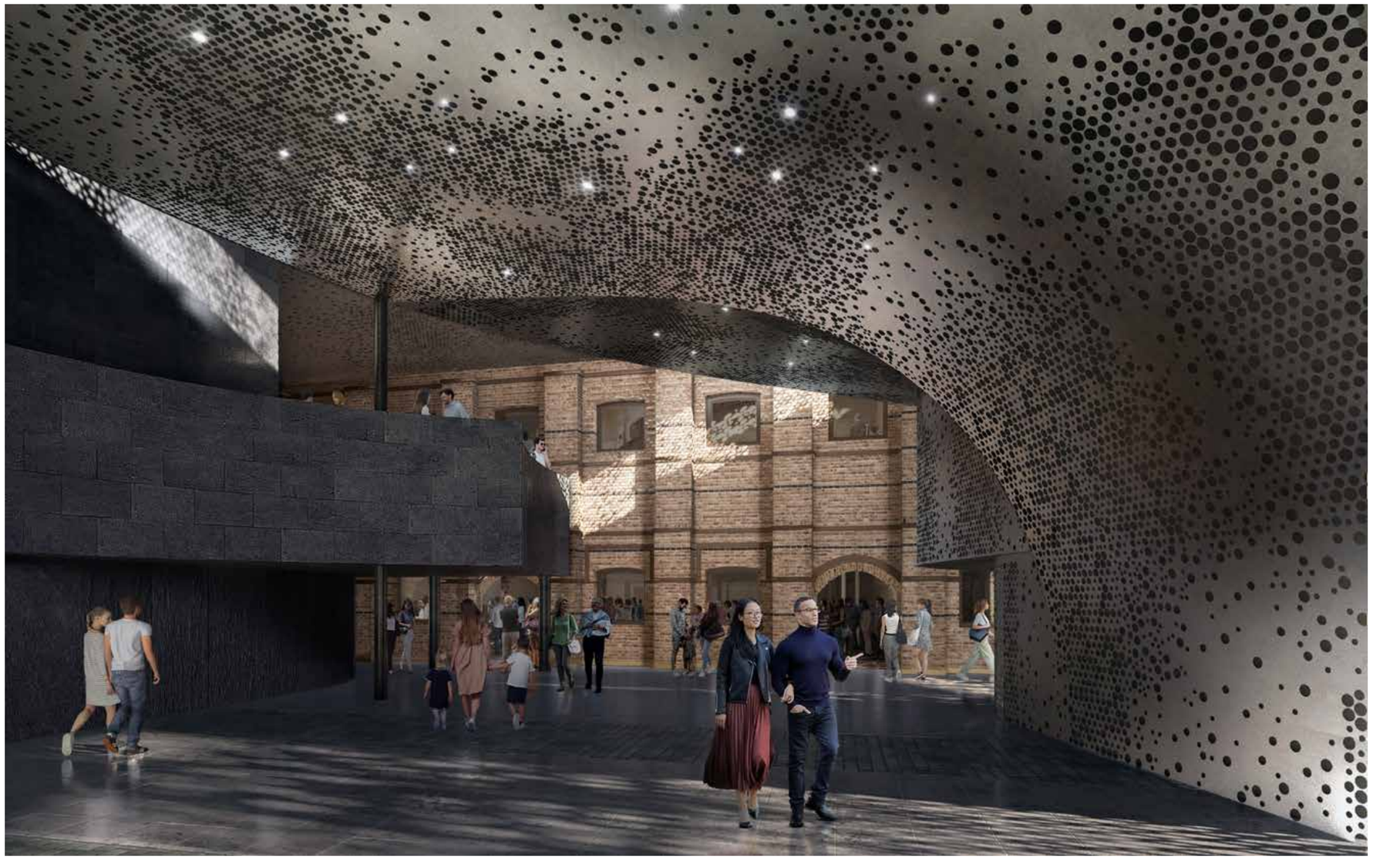
Note: External render intended to be a depiction of the building form only. Proposed parking in the foreground of the image is an artist's impression and does not accuratley depict the agreed car park configuration. Refer to the site plan provided (*DA-00-07-A Site Plan - Proposed*) for an accurate representation of the proposed parking configuration.



EXTERIOR CAFE VIEW

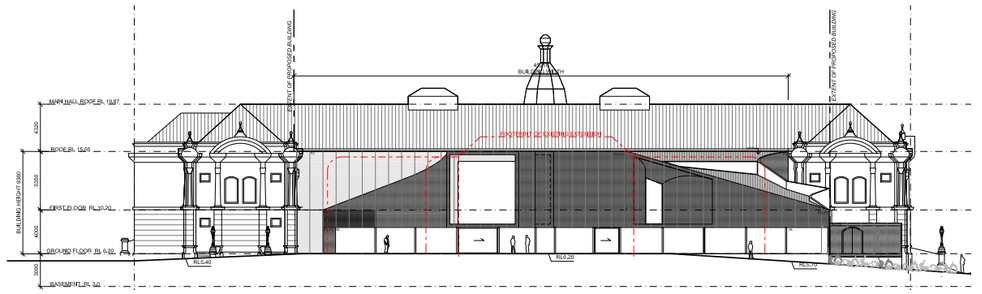


INTERIOR FOYER VIEW

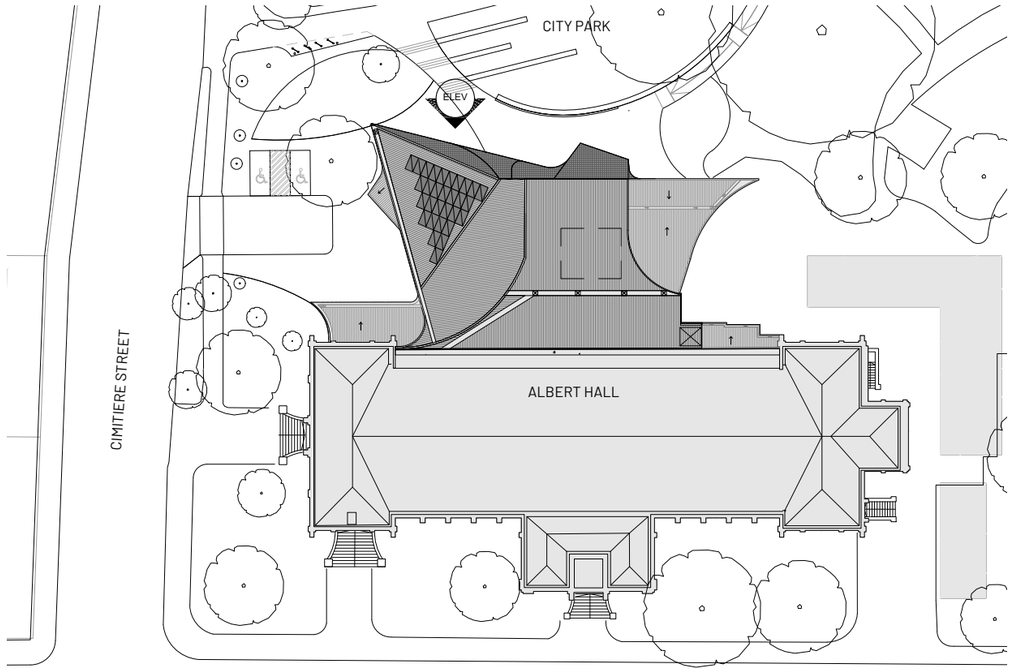


PROPOSAL SUMMARY & AREA CALCULATION

LEVEL	ROOM NO.	ROOM NAME	AREA m²
BASEMENT	NORTH WING	EXISTING STORAGE TOTAL	181.80
	EAST WING	ELECTRICAL ROOM	6.92
	EAST WING	BASEMENT STORE	110.49
	EAST WING	LIQUOR STORE	5.82
	EAST WING	FIRE STAIR	12.90
	EAST WING	AMENITIES CORRIDOR	34.05
	EAST WING	CLEANERS	7.73
	EAST WING	AMENITIES	32.70
	EAST WING	PLANT ROOM	70.05
	EAST WING	SOUTH EAST CORRIDOR	32.84
	EAST WING	EGRESS STAIR	9.38
	EAST WING	LIFT	7.97
		TOTAL	512.65
GROUND FLOOR	NORTH WING	GEORGE BASS FOYER & EGRESS STAIRS	190.37
	EAST WING	ENTRY	8.91
	EAST WING	RECEPTION	32.81
	EAST WING	FOYER	387.39
	EAST WING	CAFÉ SEATING & SERVICE	68.58
	EAST WING	CAFÉ KITCHEN, FUNCTION KITCHEN & LOADING	92.09
	EAST WING	AMENITIES	58.65
	EAST WING	CIRCULATION	95.48
	EAST EXTERNAL	ENTRY AWNING	63.30
		TOTAL	937.28
FIRST FLOOR	EAST WING	FIRST FLOOR FOYER	129.54
	EAST WING	MEETING ROOM	112.02
	EAST WING	AMENITIES	13.07
	EAST WING	STORE ROOM & PLANT	17.74
		TOTAL	272.37
TOTAL AREA (FECA)			1722.30
TOTAL AREA (UCA)			63.30



EAST ELEVATION - NTS



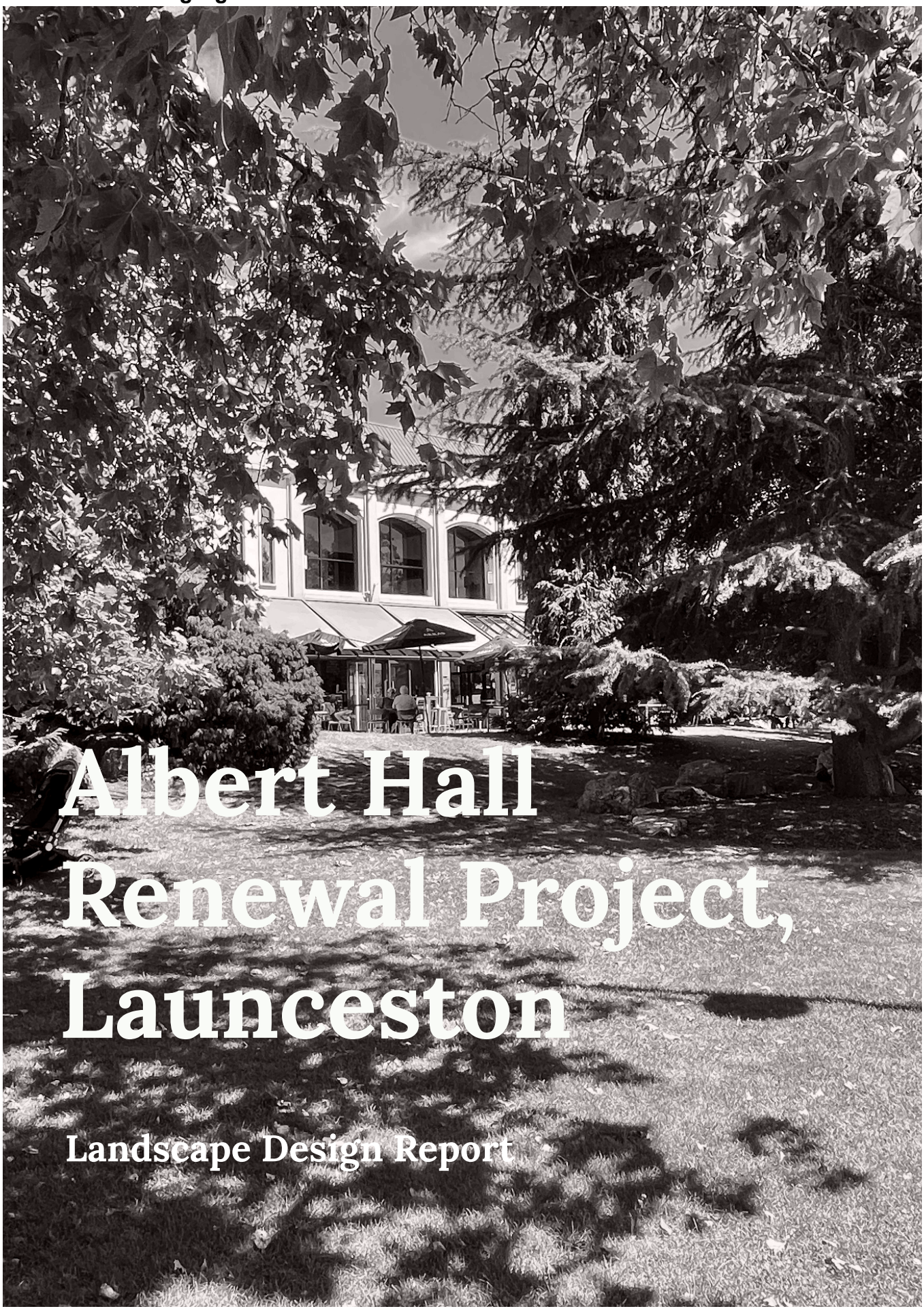
SITE PLAN - NTS

Fully Enclosed Covered Area (FECA)
The sum of all fully enclosed and covered building areas at all floor levels. FECA is computed by measuring from the internal face of exterior walls, ignoring any projections such as plinths, columns or piers. It excludes open courts, light wells, connecting or isolated covered ways, and net open areas of upper portions of rooms, lobbies, halls, and interstitial spaces etc which extend through the storey being computed.

Unenclosed Covered Area (UCA)
The sum of all unenclosed covered areas at all building floor levels, including roofed balconies, open verandahs, porches and porticos, and any other trafficable covered areas of the building which are not totally enclosed by full weight walls. The UCA is computed by measuring from the inside face of any enclosing walls, balustrades or supports, but excludes connecting or isolated covered ways, and eaves, overhangs, sun shading, or awnings unless they relate to clearly defined trafficable covered areas.

ARCHITECTURAL DOCUMENTATION

Appendix D- Landscape Design Report



Albert Hall Renewal Project, Launceston

Landscape Design Report

Rev	Date	Purpose/Comment	Issued By
REV 1	30.08.2021	FOR INFORMATION	CC/ KB/CD
REV2	03.03.2022	FOR INFORMATION	CC/ KB/CD

Disclaimer:
While every reasonable effort has been made to ensure that this document is correct at the time of printing, RWA has relied on considerable third party information and disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

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Acknowledgement of Country:

We acknowledge the Wurundjeri as the Traditional Owners of the land on which this report was written; and pay our respects to Wurundjeri Elders past, present and emerging.

Site Analysis

History and Landscape Character

Albert Hall and City Park have rich histories and are outstanding exemplars of Victorian public architecture and 19th century park design.

Our landscape design response has been guided by the following key recommendations from the Launceston City Park Conservation Management Plan, January 2006. We note not all recommendations are in the scope of this project- in particular the Tamar and Cimitere Street frontage of Albert Hall

"A new Landscape Masterplan for the Albert Hall surrounds should be prepared that addresses both the heritage significance of the Hall and the Park in addition to Strategic Issues. It should also take into account the following:

- The current plantings hard up against the walls of the Albert Hall have the potential to contribute to dampness, cracking and low light levels in the building.
- · A new planting plan to the Albert Hall frontages should consider the opportunity to interpret the original design intentions for the Hall; the actual early plantings of a series of specimen Canary Island Palms; and the use of decorative planting beds.
- · Pedestrian desire lines creating worn areas of grass"

In addition, we have also carefully studied the Enspec City Park Tree Management Plan 2018 and note the recommendation for increasing the diversity of conifers, potential removal of species which are incongruous with original style of planting, and also the need to address climate resilience and we have addressed these issues in our design also.January 2006





Albert Hall



"The Gardensque tradition of City Park can still be appreciated today in the mature, mainly exotic, mature trees set in grassy swards; promenades edged in shrubberies; decorative park structures, & pickets of decorative seasonal plantings""

Excerpt Launceston City Park Conservation Management Plan, January 2006



Site Analysis

Views, Access and Circulation

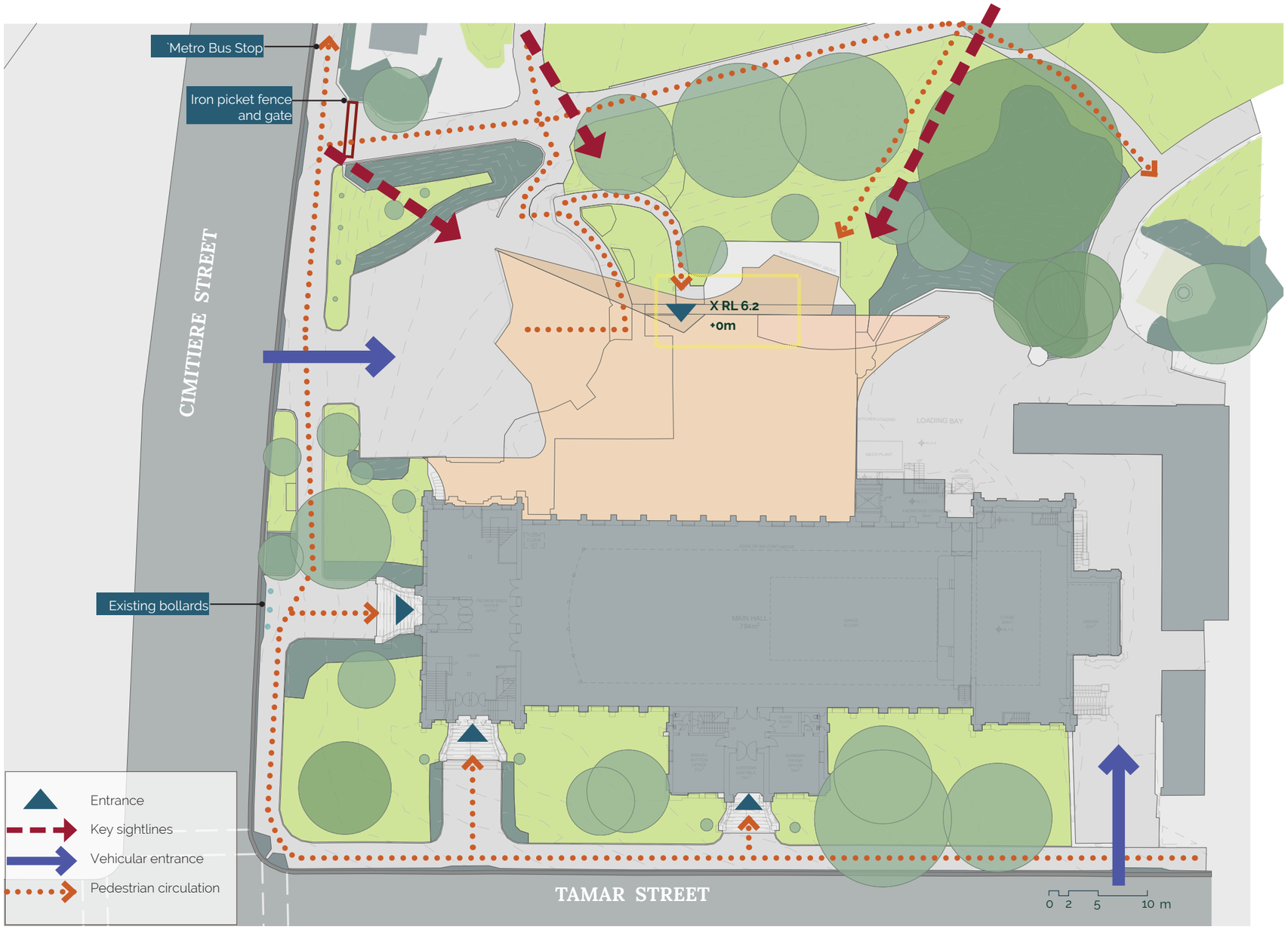
The building is located in the northeast corner of Launceston City Park, where its original setting with the park context is still apparent. However, the addition of the convention centre to the East Wing in 1980, along with a car park has resulted in its physical and visual disconnection from the park.

The views from within City Park to Albert Hall are foregrounded with the dense canopies of later tree plantings and constructed mound at the Cimitere Street gate and car park.

The ramp and stair access to the upper-level terrace is somewhat convoluted having been a later addition to the Albert Hall extension to address equal access and is co-located with a number of accessible car spaces in the small carpark which was constructed within the Park boundary. While the ramp and stair are compliant, the gradient of the pavement linking the accessible car spaces to the ramp is steeper than current standards allow for. In addition, by aligning the ramp entrance to the car park all users across a range of mobility issues must traverse across the car turning circle creating another conflict.

There is a clear desire line tracking across the east facing lawn to the Albert Hall park entry which connects to the park circulation around the Tamar Street entry paths and Monkey House which hints at the need to a convenient eastern connection.

The project offers a great opportunity to resolve universal access, integrate the architecture of the extension and reinstate a park setting for the building.



Site Analysis

Views, Access and Circulation- Park Context

- Existing car parking around the Park
- Park Gate - Cimitere Street
- Park Main Gate
- Connection to the City Centre
- Pedestrian links trough the Park linking to Albert Hall
- Long-distance vistas towards the Albert Hall



1

Vista from in front of John Hart Conservatory towards the Albert Hall



2

Vista from in front of the pond towards the Albert Hall



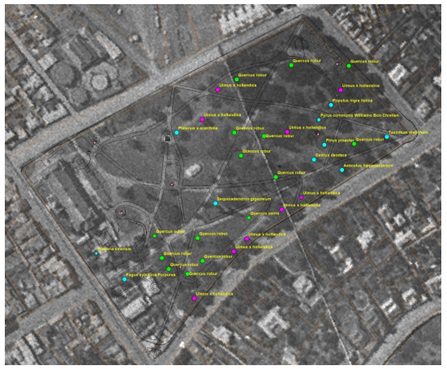
3

Vista from in front of the pond towards the Albert Hall

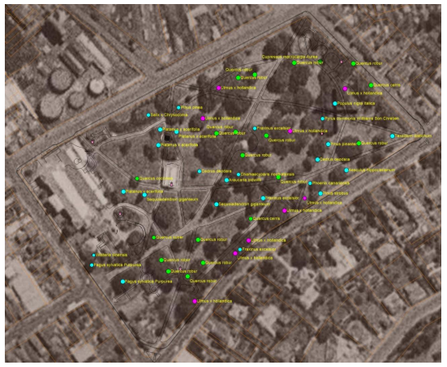


Site Analysis

Existing Vegetation

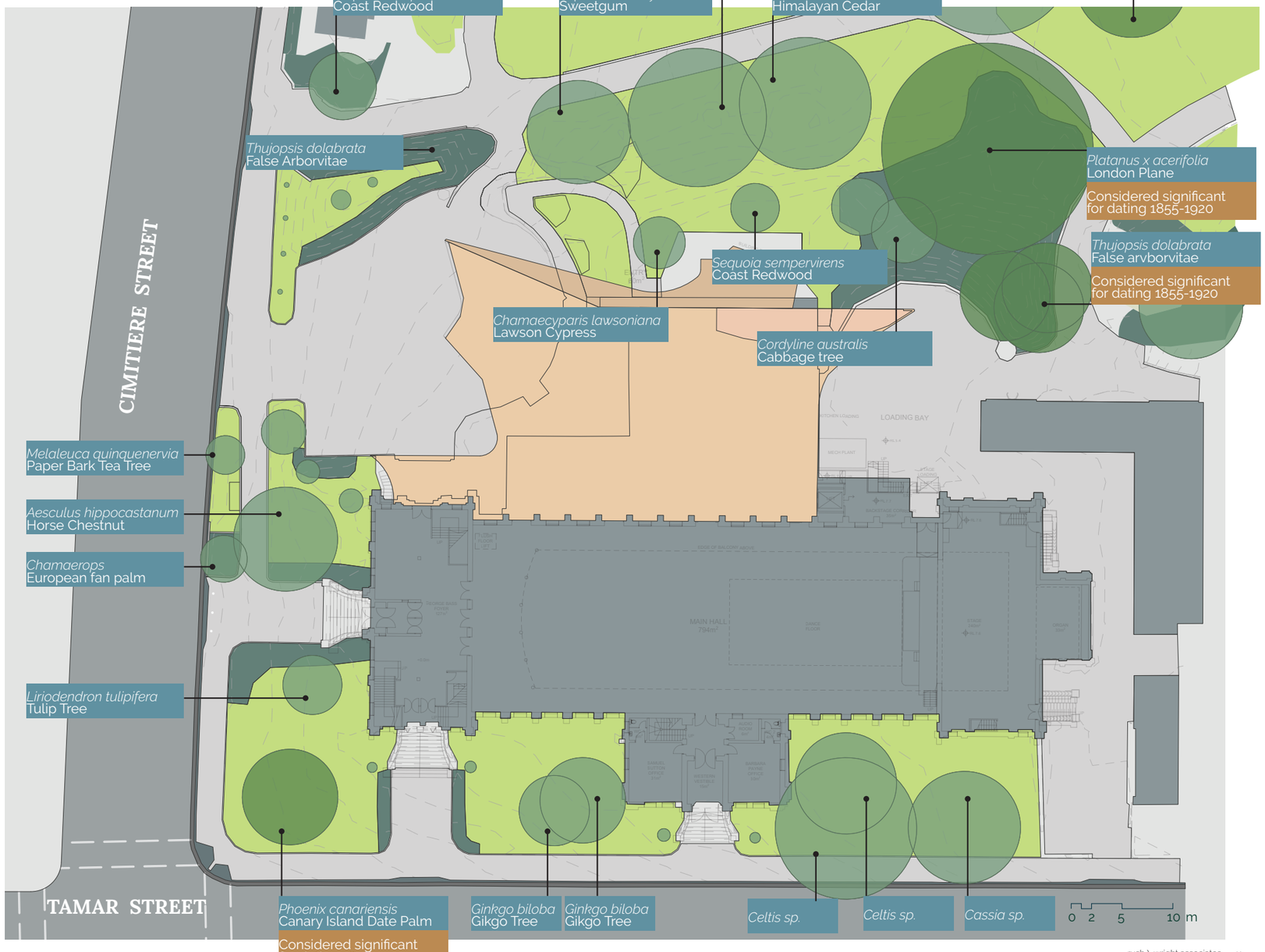


Park Tree location - 1922



Park Tree location - 1955

The majority of trees and planting in the immediate northeast area of Albert Hall has been planted after 1955 which has greatly changed the views from the Park to Albert Hall. Consideration could be given to the removal of selected trees- the Liquidamber and Tilia in particular- to open up the views and allow the lawn area to present as a 'grassy sward' linking the Hall to the Park.



Site Analysis

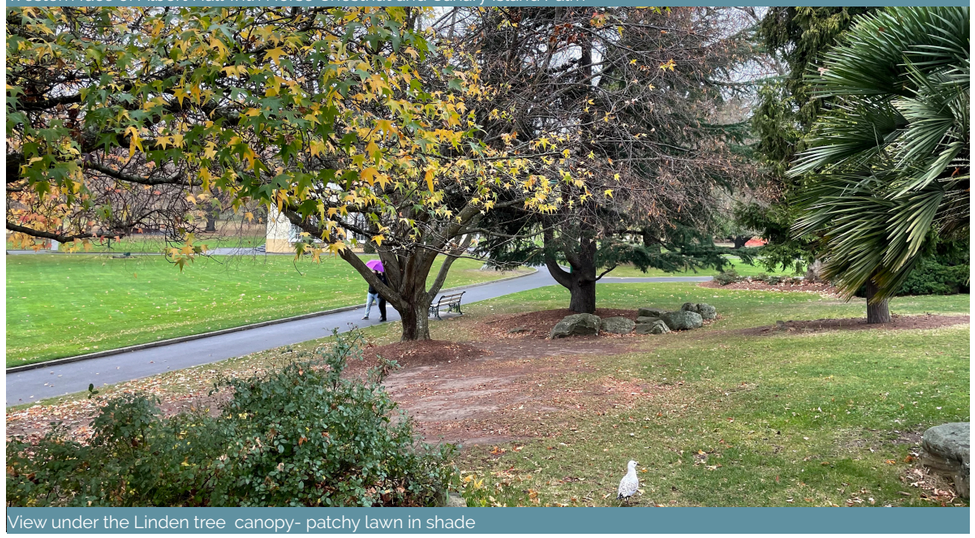
Existing Vegetation



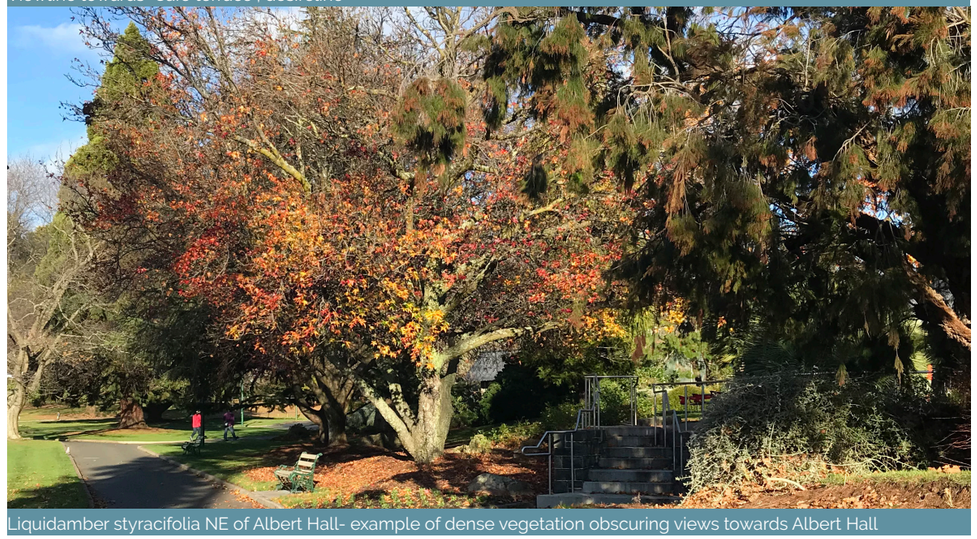
Western face of Albert Hall with Horse Chestnut and Canary Island Palm



Viewline towards Cafe terrace ; desireline



View under the Linden tree canopy- patchy lawn in shade



Liquidamber styracifolia NE of Albert Hall- example of dense vegetation obscuring views towards Albert Hall

Site Analysis

Existing conditions

The existing cafe terrace is located over 2.5 m above the existing level near the park gate. This level change enforced the introduction of complicated access pathways, ramps and stairs, currently linking directly to the existing car parking.

The elevated terrace creates a great opportunity to establish long-distance vistas across the park; however, currently, the terrace is surrounded by dense vegetation.

The existing lawn is worn out under the canopy trees, it is being used during the warmer months as an extension of the cafe terrace and is being traversed as informal access to the cafe from the park.



View from the existing terrace towards existing car parking, stair access and access ramp



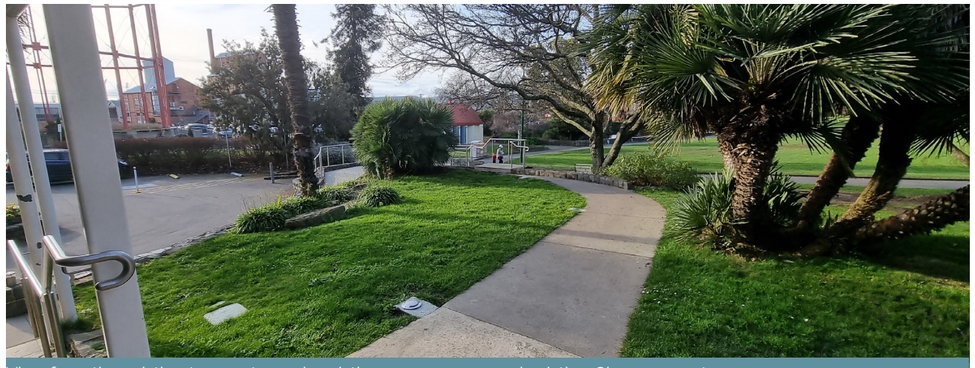
Existing terrace with flexible furniture, view towards existing vegetation



View towards cafe terrace, an informal shortcut between the cafe and the park



View towards cafe terrace, with large Cedrus tree in forefront



View from the existing terrace towards existing access ramp and existing Chamaerops tree

Landscape Concept

Design Intent

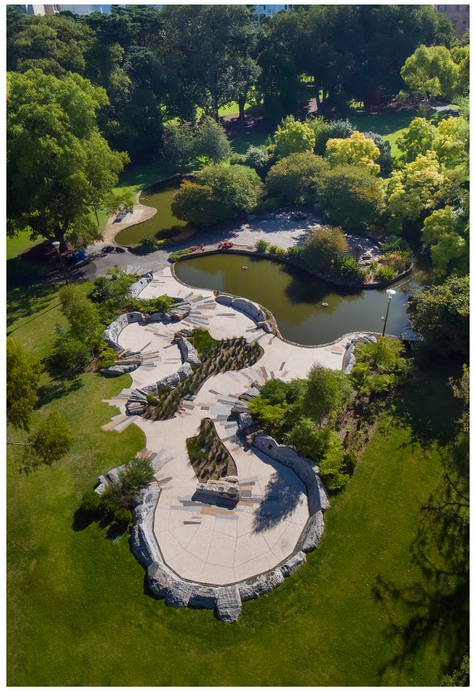
The key design objective is to re-establish the lost connection between the Albert Hall Building and the Park and create a new vibrant entrance, café terrace and gathering space.

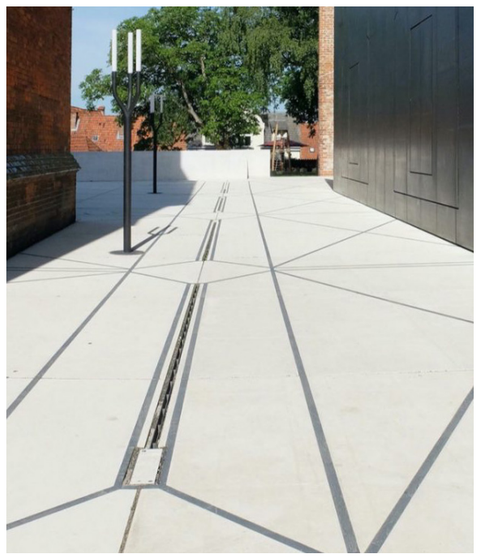
Working with the natural gradient of the terrain, the proposal includes a simple amphitheatre setting located in the lawn by introducing seating height walls associated with the staircase.

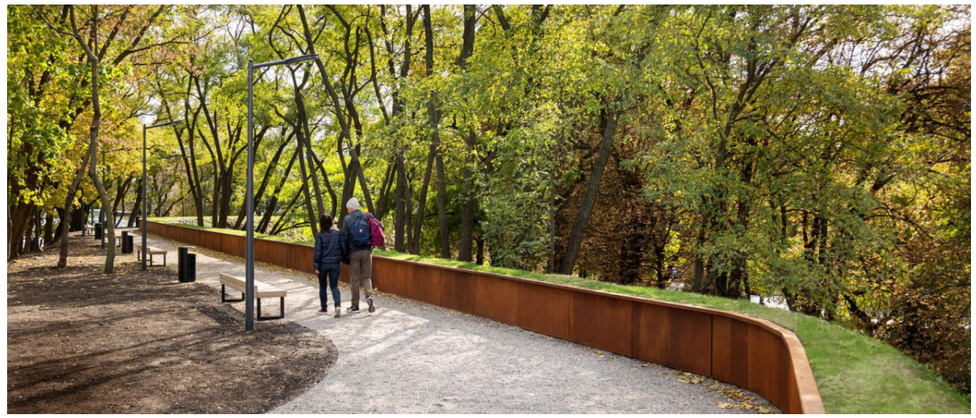
The proposed design draws on the characteristics of the Gardensque style, in particular the curvaceous meandering paths, and expresses these with in modern materials to resolve access solutions and create new garden spaces for users to enjoy. A gently curved ramp and newly proposed stair access are based on simple geometrical figures sympathetic to the heritage surroundings and existing levels.

Selected removal of existing vegetation based on the archive documentation will allow opening the elevated cafe terrace towards the Park, re-establishing the long-distance vistas across the City Park lawns to Albert Hall.

The proposed design language, inclusive of planting and material palette, is sympathetic to the gardenesque style of the existing, but distinctly modern, framing "the old" with "the new".

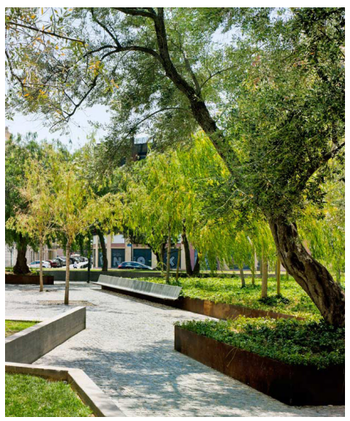












Landscape Concept

Key Design Strategies

Reconnect to the Park – reinstate key views to the rear of Albert Hall through a combination of removal and relocation of selected vegetation and establish an attractive usable lawn that abuts the Foyer terrace and Café

ISSUES WITH EXISTING VEGETATION

- Historic plans, aerials and images show uninterrupted views across a grassy sward towards Albert Hall- a building 'in the park';
- Albert Hall and City Park CMP both highlight that current planting around the building is not original or desirable;
- The existing Plane tree is the only pre 1945 tree within the immediate building envelope;
- The existing canopy coverage of the newer plantings of Tilia, Liquidamber and Metasequoia creates areas of deep shade where lawn can not grow resulting in unsightly dirt patches;

OPPORTUNITIES FOR SELECT REMOVAL

- Reinstated views, open connection to park and clear point of entry;
- Revitalised lawn with terraced seating facing the park, which can also double as an informal amphitheatre for small performances and events (see 1970's image of new extension prior to trees);
- Propose new deciduous canopy tree at entry planting bed to frame views to building

Provide universal access that is integrated and intuitive to use

ISSUES WITH EXISTING ACCESS CONFIGURATION

- While ramp is compliant, access through the car park is not at compliant grades;
- Encourages pedestrian through a car roundabout;
- Presents as an add on, not integrated in the best practice of universal design;
- Is orientated to users coming from the 2(no.) DDA car spaces, however does not address access from with the park;
- Works against the site levels – the ramp is in the area where there is the most fall;

OPPORTUNITIES FOR AN INTEGRATED APPROACH

- We are currently proposing a single stair and ramp which bookend the terrace and locates the ramp where a 1:20 grade is achievable;
- The ramp location serves users arriving from multiple direction and points of access to the park entries at both Cimitere and Tamar Street;
- Is a slightly longer journey from the 2(no.) accessible spaces on Cimitere St, however requires the user to traverse less ramps and changes in direction;
- Our access consultant supports this approach as it aims to serves more people, and provide a solution that is usable for all;



Archive photo showing space in front of Albert Hall opened towards the park

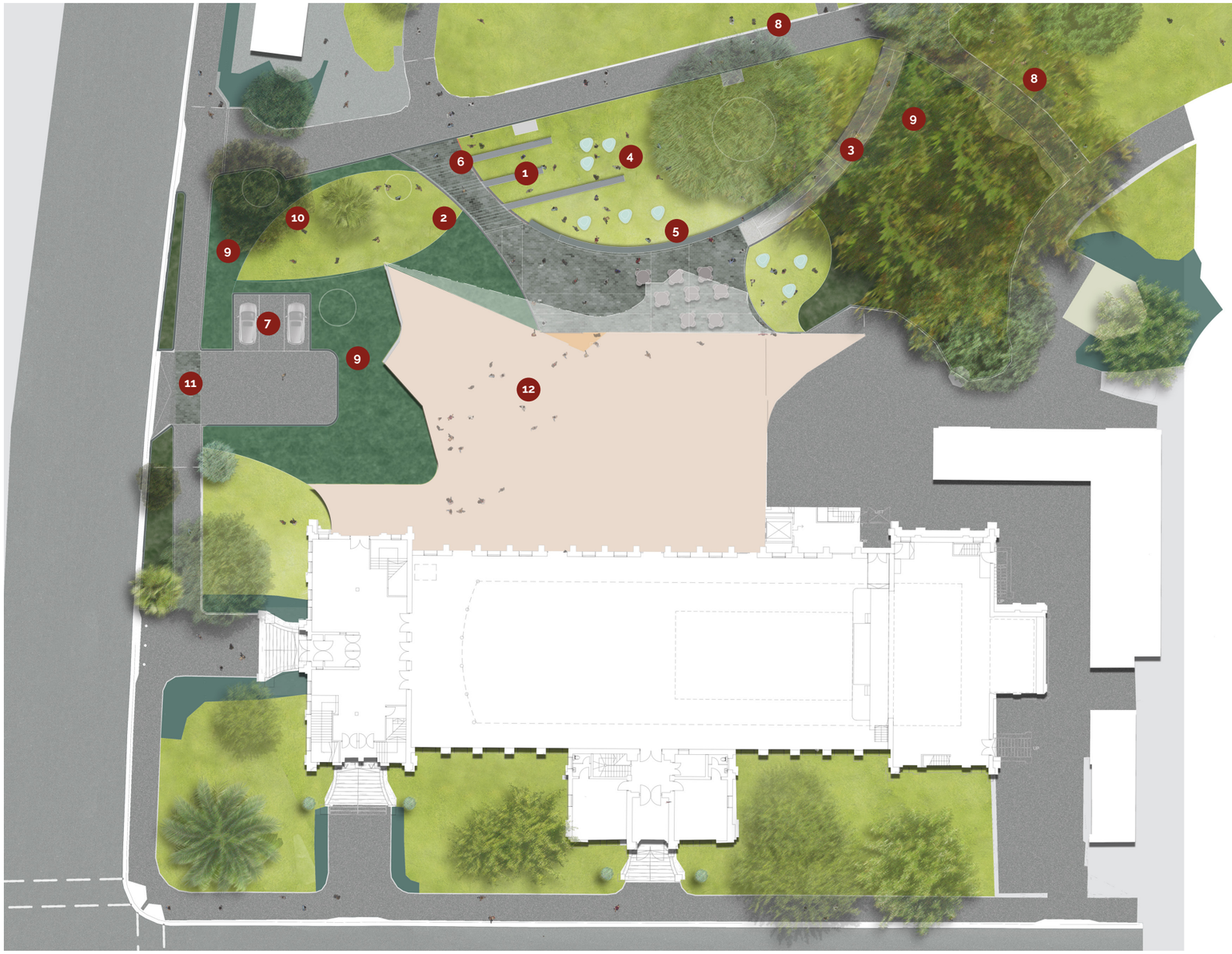

Current situation- views obscured


Current situation- views obscured


Archive photo showing viewline towards Albert Hall- before Conservatory was built

Landscape Concept

Landscape Concept Plan



1. Park terrace
2. Stair
3. 1:20 Ramp access
4. Lawn
5. Seating edge
6. Seating terraces/informal amphitheatre in lawn
7. 2 Accessible car spaces
8. Relocate park benches
9. New garden beds
10. Remove mound and reinstate entry garden and lawn
11. Raised path crossing to car entrance to improve safety for pedestrians
12. Extend external paving into foyer to create a seamless sequence of entry

Lawn

Existing asphalt footpaths

Bluestone seating terraces

Natural stone seating edge

Bluestone unit pavers

Bluestone unit pavers - extends into interior buliding foyer

Garden beds

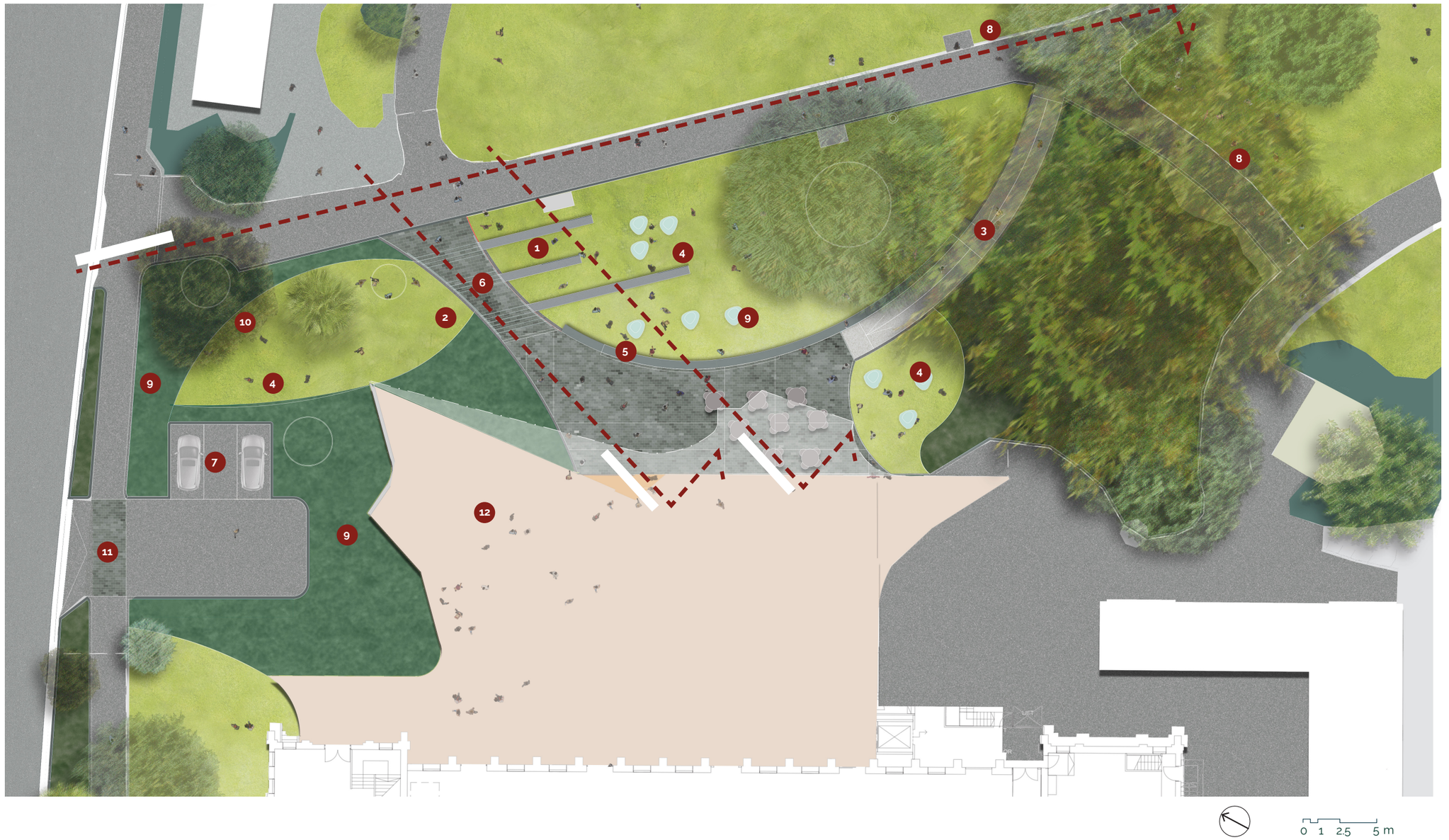
Vehicular grade asphalt surface to car parking

KEY

0 2 5 10 m

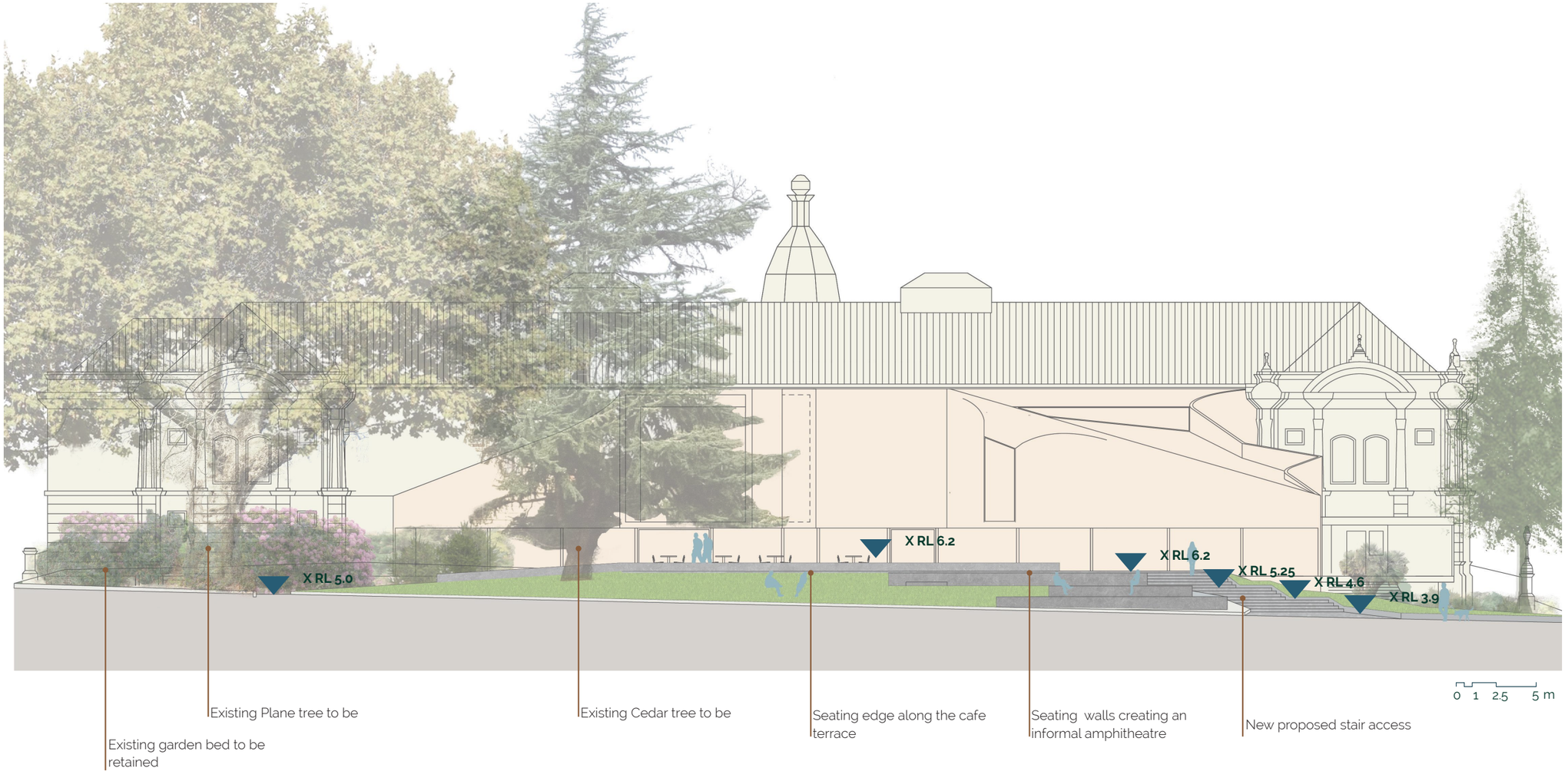
Landscape Concept

Landscape Concept Plan - Detail



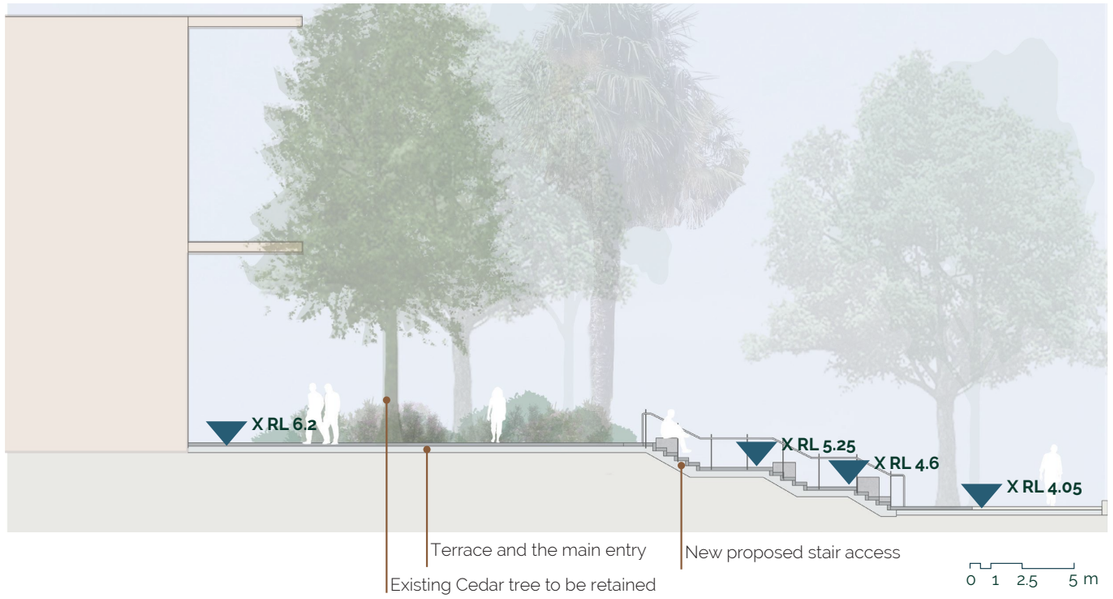
Landscape Concept

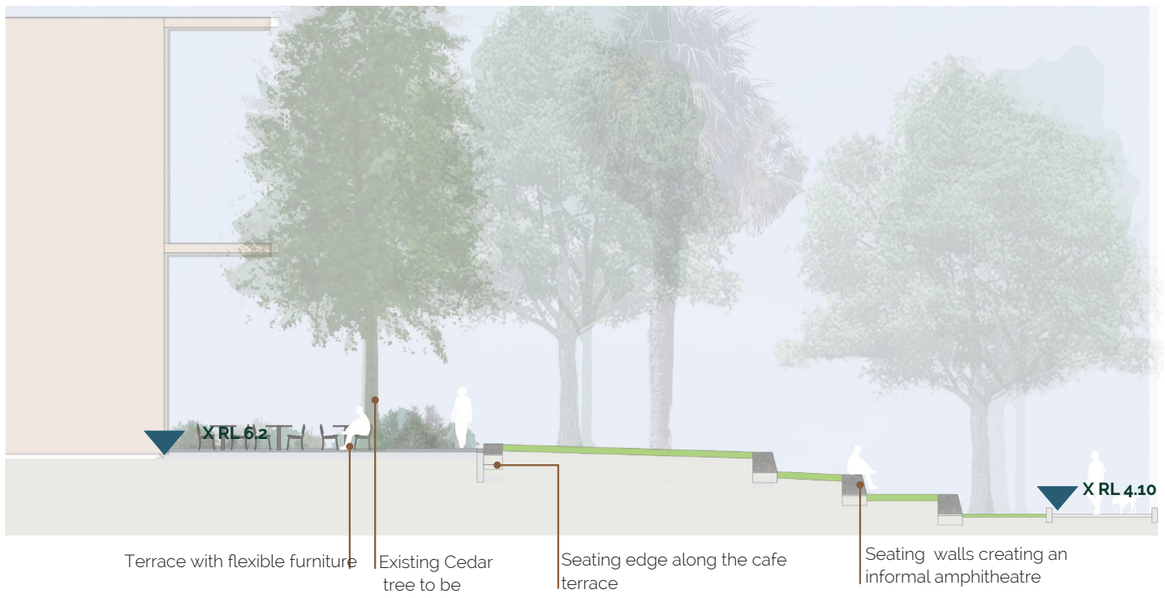
Elevation A-A View



Landscape Concept

Landscape Sections





Landscape Concept

Material Palette

The proposed material palette is selected to be:

1. Existing pond wall- concrete clad with bluestone
2. Bluestone walls surrounding car parking area
3. Asphalt footpaths with bluestone and concrete kerbs







These choices are sympathetic to the existing materials and to the characteristic of the era materials typically used in the parks.

The dominant paving material would be a durable bluestone paver proposed to be used throughout the stairs and the new cafe terrace. The same material would spill into the building foyer creating the feeling of continuation and connection between the outside and inside.

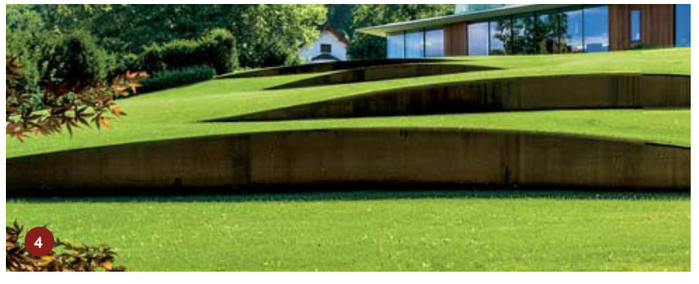
The seating wall material is proposed to be bluestone blocks and bluestone cladding with the potential to reuse some of the existing bluestone material from the site.

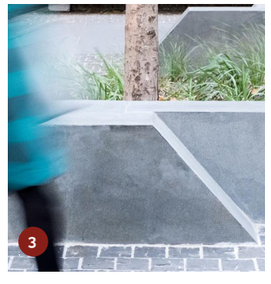
The new 1:20 ramp may have some sections of suspended steel grading with steel kerb rails to minimise impact on adjacent trees.



1. Bluestone pavers
2. Bluestone paver steps
3. Bluestone block wall
4. Steel edging and wall faces







Landscape Concept

Planting Palette

Inspired by the characteristics of Edwardian era gardens, the planting palette derives from characteristics of style where the bedding plants were laid out in swathes of varying foliage and flower colour and texture, and were punctuated with feature shrubs and trees

Proposed species selection for decorative garden beds is derived from the advice included on p 30-31 of the City Park Conservation Management Plan. In addition, selected trees are based on the list proposed in the City Park Tree Management Plan- p22-23.

The selection of evergreen climbers is prosed to the new cafe facade allowing for greenery to be informally integrated into the building facade.





1 Existing Chamaerops humilis- proposed to be transplated to a new location

2 Example of current planting in City Park

Albert Hall


Carpinus betulus


Pinus pinea


Chamaerops humilis


Beschorneria yuccoides


Garrya ellptica 'Evie'


Escallonia iveyi


Viburnum opulus nanum


Sedum 'Autumn Joy'

Landscape Concept

Planting Palette


Iris germanica

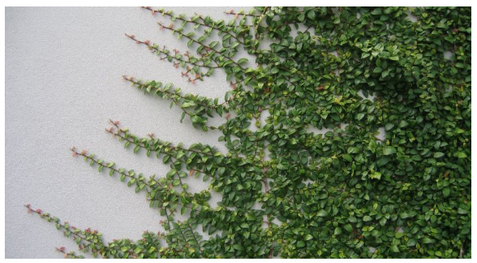

Clivia miniata


Buddleia 'Buzz'


Kniphofia "Lime Glow"


Euphorbia amalygoices var. robbiae


Pelargonium tomentosum


Ficus pumila var minima


Parthenocissus sikkimensis

ALBERT HALL PLANTING LIST			Garden
			Area m2
			10
			Total Plant Numbers
Species	**Common Name**	**Mature Size (H x W)**	**Pot Size**
TREES			
Pinus pinea	Stone pine	12 x 6m	200L
Carpinus betulus	Common Hornbeam	18x 10	**200L**
SHRUBS			
Beschorneria yuccoides	Mexican Lily (Bes yuc)	1.5m x 1.5m	40cm pots
Chamaerops humilis	European dwarf fan palm (Cha hum)	3m x 3m	40cm pots
Garrya elliptica 'Evie'	Silk Tassel Shrub	3m x 1.5m	40cm pots
GROUNDCOVERS			
Aloe alooides "Sparkler TM"	"Sparkler TM" Graskop Aloe	0.3m x 0.3m	200mm
Anthemis tinctoria "E.C. Buxton"	"E. C. Buxton" Golde Marguerite	0.5m x 0.9m	200mm
Artemisia ludoviciana 'Valerie Finnis'	Wormwood	0.8m x 1.0m	200mm
Buddleia 'Buzz'	Dwarf Butterfly Bush	0.75m x 0.5m	200mm
Cotyledon cotyledonis "Silver Peak"	"Silver Peak" Navel-wort	0.5m x 0.5m	200mm
Cotyledon orbiculata "Blue Waves"	"Blue Waves" Navel -wort	0.5m x 0.5m	200mm
Clivia miniata	Kaffir Lily	0.75m x 0.5m	200mm
Crassula ovata f variegata "Hummels Sunset"	"Hummels Sunset" Jade Plant	0.9m x 0.8m	200mm
Escallonia iveyi	Escallonia	1m x 1m	300mm
Euphorbia amalygoides var. robbiae	Mediterranean Spurge	0.8m x 1m	200mm
Iris germanica	Bearded Iris	0.75m x 0.5m	200mm
Pelargonium tomentosum	Peppermint geranium	0.9m x 0.8m	200mm
Kniphofia "Lime Glow"	"Lime Glow" Hot Poker	1m x 0.4m	200mm
Kniphofia "Winter Cheer"	"Winter Cheer" Hot Poker	1m x 0.4m	200mm
Salvia sp	Perennial Sage	1m x 1m	200mm
Sedum 'Autumn Joy'	Sedum	0.5m x 0.5m	200mm
Senecio serpens	Blue Chalksticks	0.2m x 0.8m	200mm
Strelitzia juncea	Rush-leaved Strelitzia	1.2m x 1m	300mm
Viburnum oppulus nanum	European Cranberry Bush	1.2m x 1m	300mm
TRAILING UNDERSTOREY			
Euonymus fortunei 'Colorata'	Spindle Bush	0.25m x 1.0m	140mm
CLIMBERS TO FAÇADE			
Ficus pumila "Minima"	Creeping fig		300mm
Parthenocissus sikkimensis	Sikkim Creeper		300mm
Note:			
***All trees are to be provided in rocket pots, direct seeded stock. No other production method will be considered, except for grafted trees.**			
PLANTING NOTES			
Plants to be placed in mixed groups that interweave and may overlap. Place each plant at 500-700 centres in each species group of 5 - 30 plants. This makes about 4 plants per square metre. Low plant groups such as grasses and flat growing species may overlap with taller shrub groups. This will make between 5 - 6 plants per square metre over the whole designated zone. Distribute groups evenly yet randomly throughout the designated zone. Each group to be set 700 to 1000 from outside edges of particular zones or specified monocultures of massed edge plants. Begin by placing any massed edge monocultures and trees then distribute taller species groups, then overlaying lower growing species groups.			

Landscape Concept

Vegetation Retention and Removal Plan

KEY

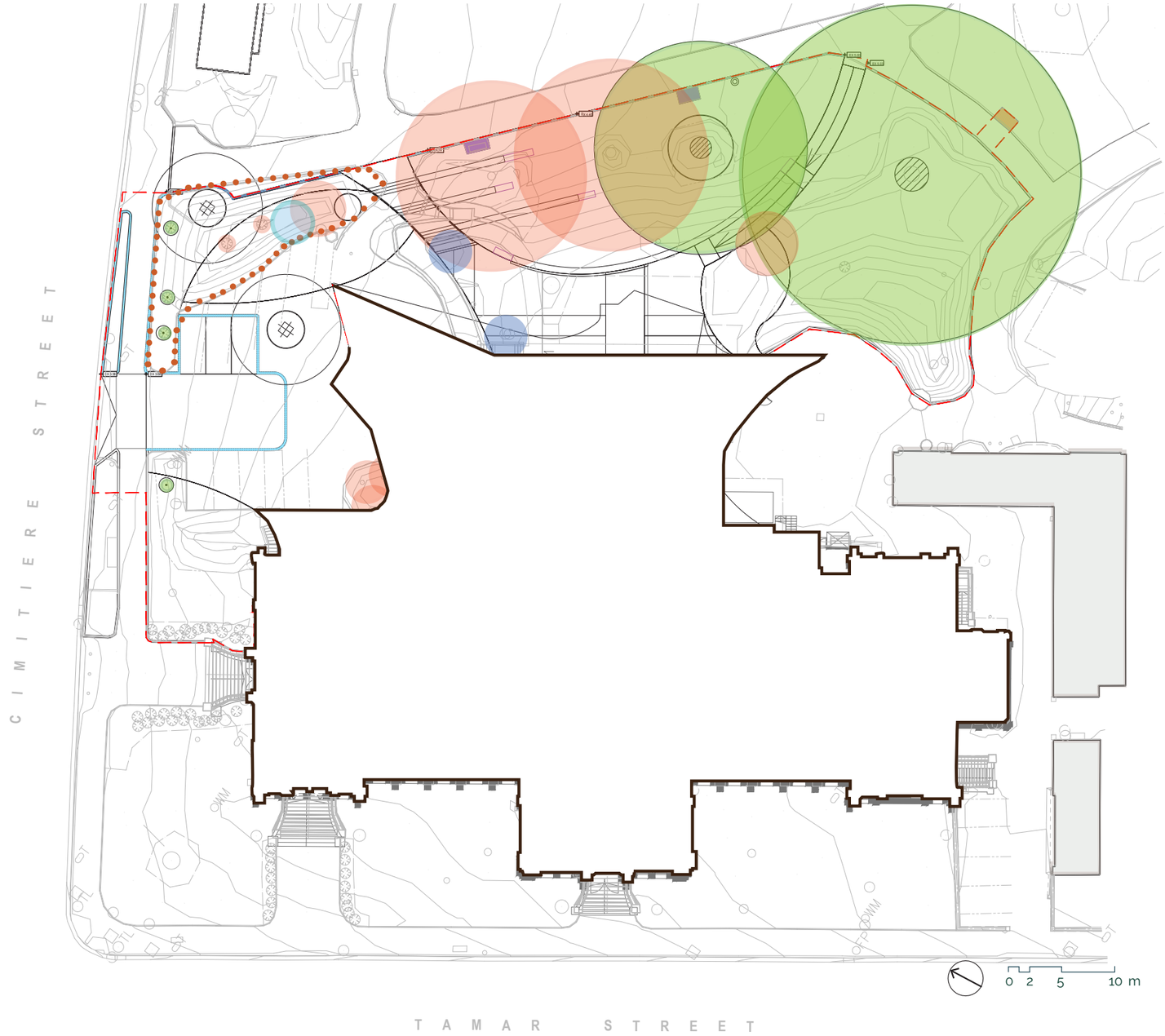
Existing tree to be retained and protected

Existing tree to be removed

Existing tree to be transplanted and relocated to the location agreed

Transplanted tree

Existing garden bed to be regraded- remove mound

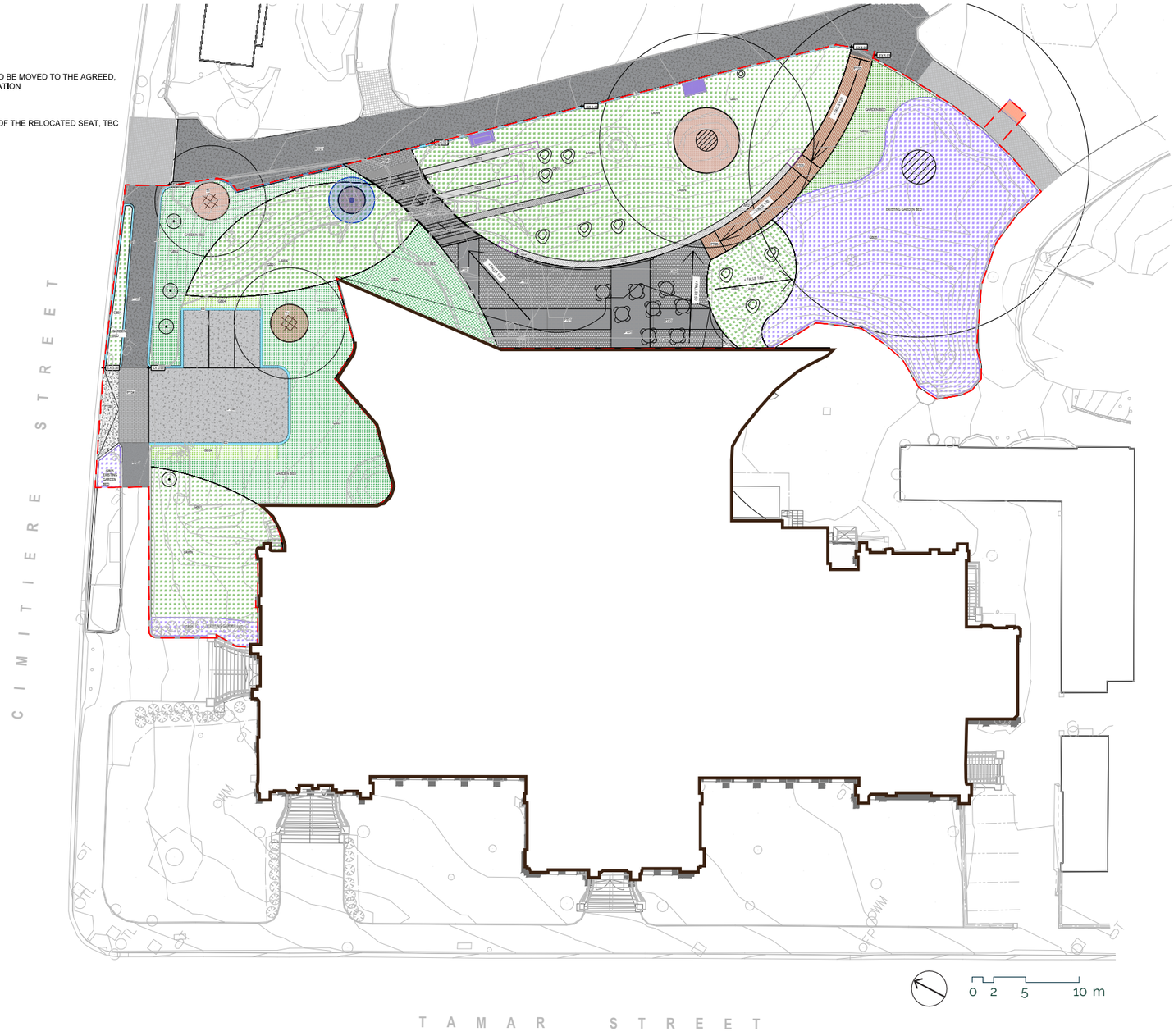


Landscape Concept

Landscape Plan

KEY

- EXISTING PAVING TO BE RETAINED
- PT01 PAVING TYPE 1- VEHICULAR GRADE ASPHALT TO CAR PARKING
- PT02 PAVING TYPE 2 -VEHICULAR GRADE RAISED PEDESTRIAN CROSSING- BLUESTONE PAVERS
- PT03 PAVING TYPE 3 -PEDESTRIAN GRADE SUSPENDED WALKWAY, HEELGUARD STEEL GRATE
- PT04 PAVING TYPE 4 -PEDESTRIAN GRADE - BLUESTONE PAVERS
- PT05 PAVING TYPE 5 - CONCRETE DRIVEWAY REFER TO CIVIL ENGINEER FOR DETAILS
- PT06 PAVING TYPE 6 -PEDESTRIAN GRADE - BLUESTONE PAVERS TO STAIRS, ALLOW FOR GRANITE TACTILE INDICATORS, GRANITE STONE NOSINGS AND SS HANDRAILS INTEGRATED INTO STEEL BLADE WALLS
- PT07 PAVING TYPE 7- MAKE GOOD EXISTING FOOTPATHS- ASPHALT FINISH TO MATCH EXISTING
- W01 WALL TYPE 1- CONCRETE RETAINING WALL TO STAIRS, BLUESTONE CLADDING
- W02 WALL TYPE 2- SEATING EDGE, BLUESTONE REUSED FORM SITE MIXED WITH ORDERED
- W03 WALL TYPE 3 - STONE SEATING WALL, STONE BLOCKS
- BKR BLADE WALL- RAISED STEEL WALL TO STAIR EDGES
- BKF BLUESTONE KERB- FLUSH BLUESTONE REUSED FORM SITE MIXED WITH ORDERED
- CK CONCRETE KERB- RAISED , CONCRETE TO MATCH EXISTING
- EXISTING SEAT TO BE MOVED TO THE AGREED, ALTERNATE LOCATION
- NEW LOCATION OF THE RELOCATED SEAT, TBC
- TRENCH GRATE
- GB01 INSTANT NATURAL TURF IRRIGATED
- GB02 GARDEN BEDS IRRIGATED
- GB03 SUPPLEMENT EXISTING GARDEN BED, ACIDIC SO PLANTING TO MATCH
- GB04 GARDEN BED- HEDGES TO CAR PARKING
- GB05 EXISTING GARDEN BEDS TO BE RETAINED
- MULCHING UNDER EXISTING OR TRANSPLANTED NEW TREE

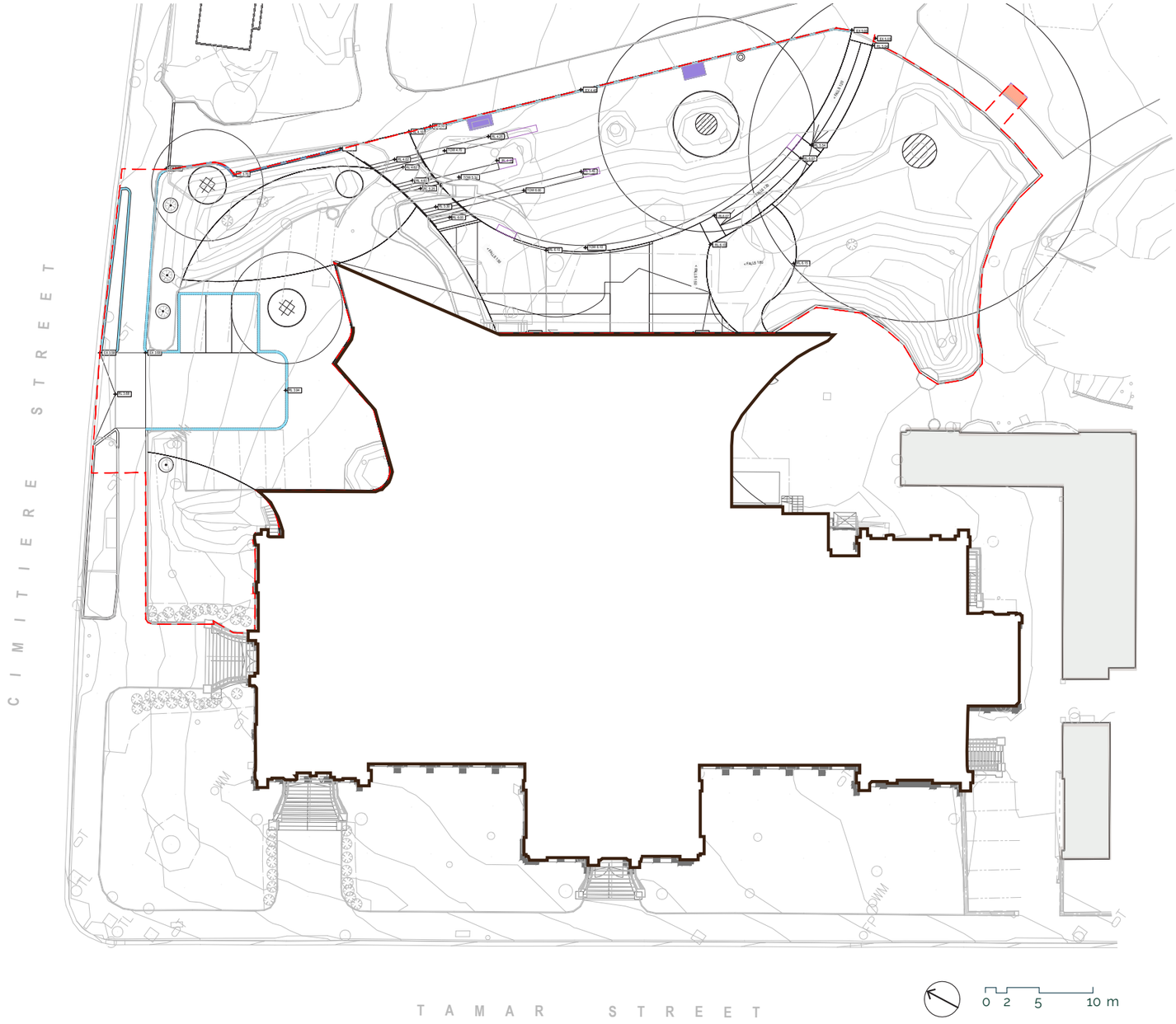


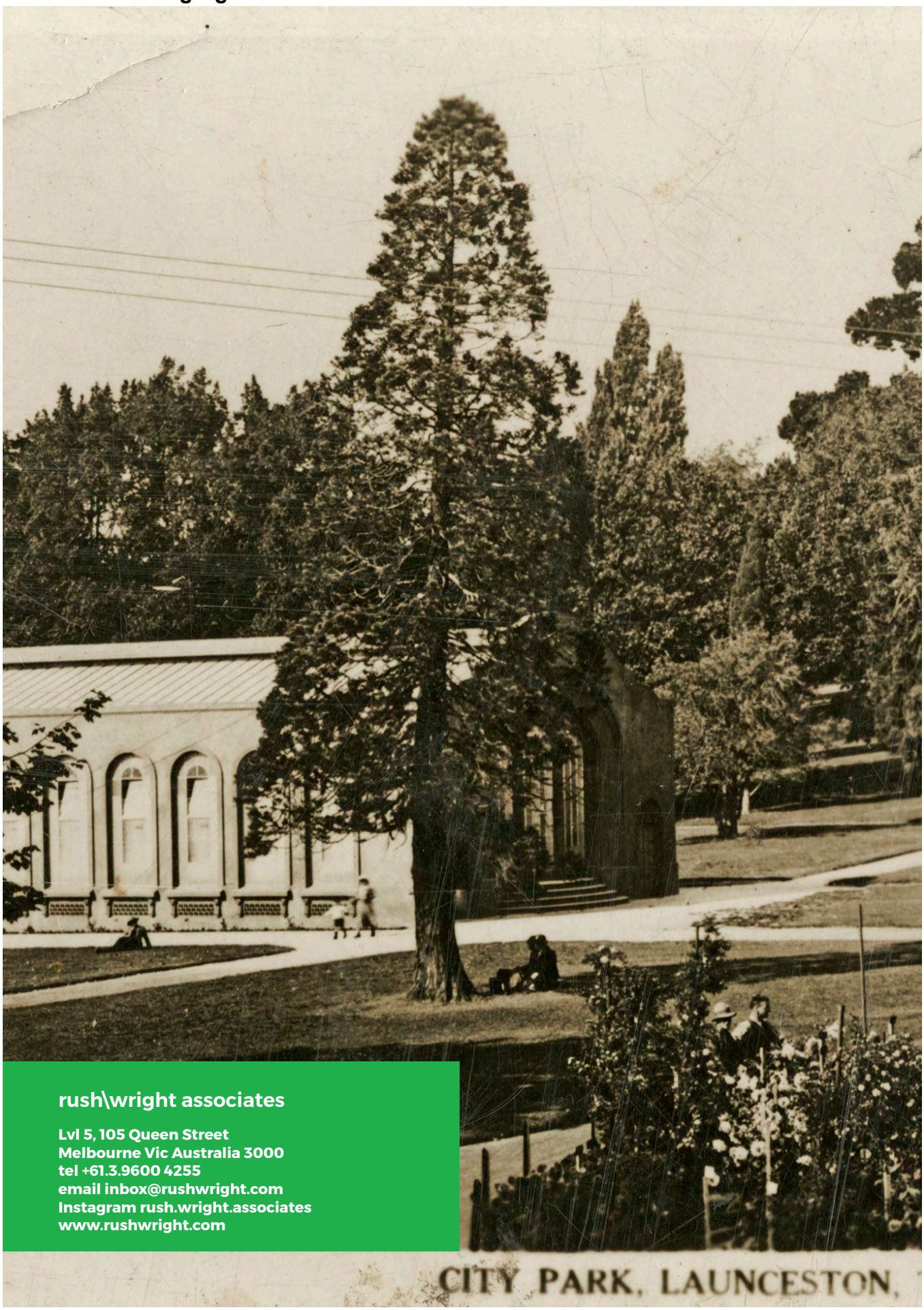
Landscape Concept

Grading Plan

KEY

SOIL	EX 3.60	EXISTING LEVEL
	RL 4.02	PROPOSED LEVEL
	TOW 5.30	PROPOSED TOP OF THE WALL LEVEL
ED OR	< FALLS 1:50	MULCHING UNDER EXISTING OR TRANSPL. NEW TREE
		TRENCH GRATE




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Appendix E – Traffic Impact Assessment

Albert Hall Redevelopment

Traffic Impact Statement

City of Launceston

22 March 2022

→ **The Power of Commitment**



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Appendices

Appendix A	Albert Hall Redevelopment Plans

1. Introduction

GHD was engaged by Launceston City Council to prepare a Traffic Impact Statement for the proposed redevelopment of Albert Hall on the corner of Tamar Street and Cimitiere Street, Launceston.

1.1 Purpose of this report

The purpose of this report is to assess the parking impacts of the redevelopment against the relevant sections of the Planning Scheme in consideration of the needs of the site and the parking available in the surrounding area.

1.2 Scope and limitations

This report: has been prepared by GHD for City of Launceston and may only be used and relied on by City of Launceston for the purpose agreed between GHD and City of Launceston as set out in this report.

GHD otherwise disclaims responsibility to any person other than City of Launceston arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by City of Launceston and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Assumptions

This parking assessment was developed based on the following assumptions as well as other assumptions as documented in this report:

– Proposed redevelopment is per Albert Hall Renewal – Stage 3 DA Documentation (dated 11.02.2022) .
– Changes to the floor area of internal land uses are as outlined in Table 6.
– All existing on-site parking spaces are to be removed, and two accessible (DDA compliant) parking spaces reinstated as part of the redevelopment.
– Access to the new loading bay is per existing conditions.

1.4 Subject site

The subject site is Albert Hall. It is located at 47 Tamar Street, Launceston, within a site fronted by Cimitiere Street to the north and Tamar Street to the west. The subject site and its surrounds are presented in Figure 1.

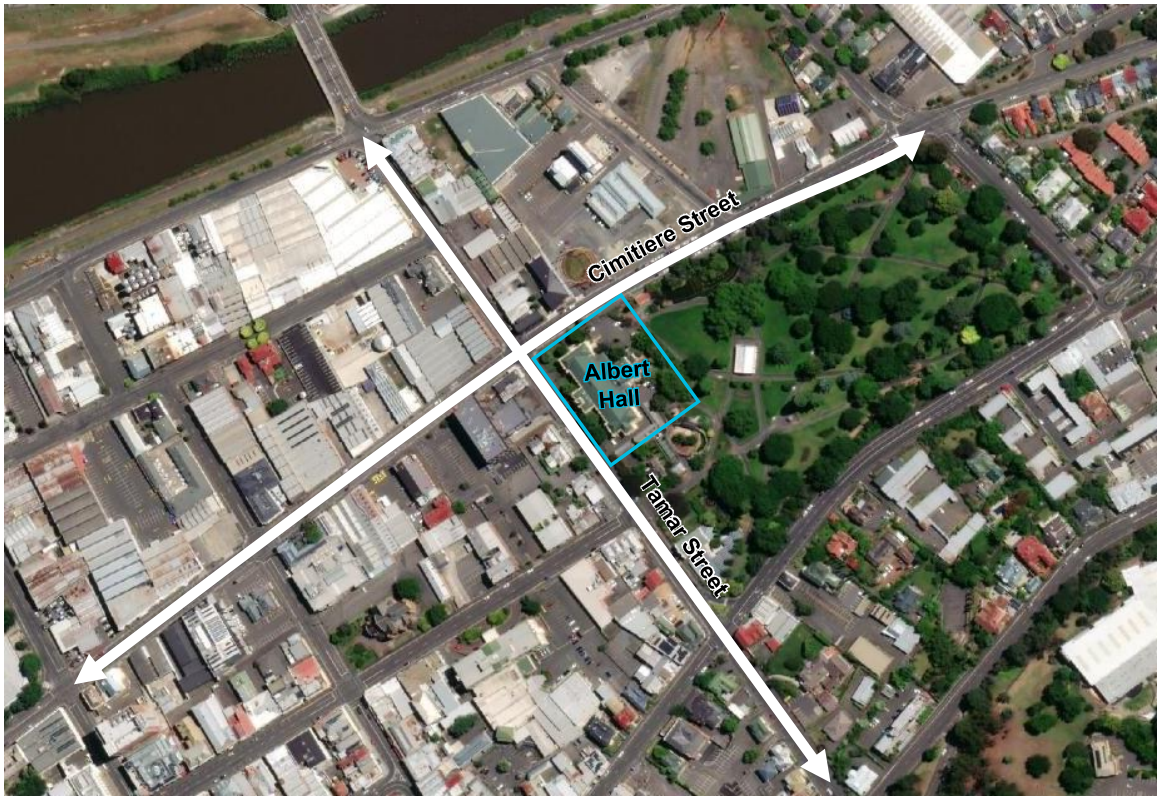


Figure 1 *Albert Hall and its surrounds*

Base imagery obtained from theLISTmap Tasmania (accessed July 2021)

2. Existing Conditions

2.1 Albert Hall

One of Launceston's most iconic buildings, Albert Hall functions in the present day as a convention centre and is also home to Victoria's Café located in the eastern section of the site. The building has three accessible levels: the basement, ground floor and first floor.

There are two vehicular access points to the Albert Hall site as follows:

– 1 x Cimitiere Street access which provides access to the existing on-site car park and Victoria's Café, and
– 1 x Tamar Street access which provides access to the loading area (service vehicles only).

These accesses are presented below in Figure 2.

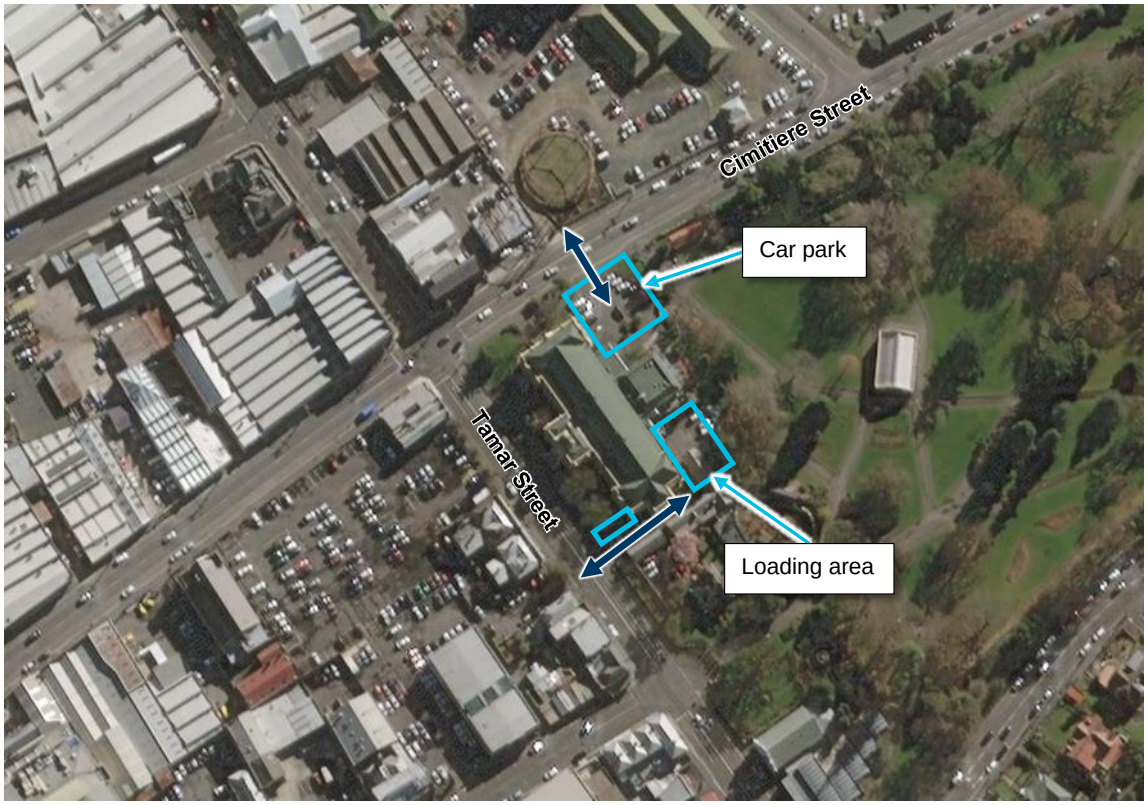


Figure 2 *Existing vehicular access to the site*

Base imagery obtained from theLISTmap Tasmania (accessed July 2021)

2.1.1 On-site parking

There are a total of 11 parking spaces on-site, including two accessible parking spaces and nine 1P parking spaces.

A parking survey was undertaken on Friday 23rd of July 2021 to count the number of on-site parking spaces. The number of parked vehicles was counted at three specific start times (10:00 am, 12:00 pm, 2:00 pm) to get an understanding of the occupancy of on-site parking spaces throughout the day. A summary of the findings from the survey is presented in Table 1.

Table 1 Surveyed count and occupancy of on-site parking spaces

Parking Space Type	Vehicle Count at 10:00 AM	Vehicle Count at 12:00 PM	Vehicle Count at 2:00 PM
1P parking	4 (44% occupancy)	2 (22% occupancy)	5 (56% occupancy)
Accessible parking	1 (50% occupancy)	1 (50% occupancy)	1 (50% occupancy)

Based on Table 1, the existing on-site car park never reached full capacity for both general and accessible parking. Across all counts, the highest occupancy was 56%.

2.2 Land use and planning

Albert Hall is located within a Recreation Zone bound by Tamar Street to the west and Cimitiere Street to the north. A Recreation Zone comprising City Park is located to its east. The wider surrounding consists of several Urban Mixed Use zones and residential zones. The city core is located in a Central Business Zone located south-west of Albert Hall. See Figure 3.

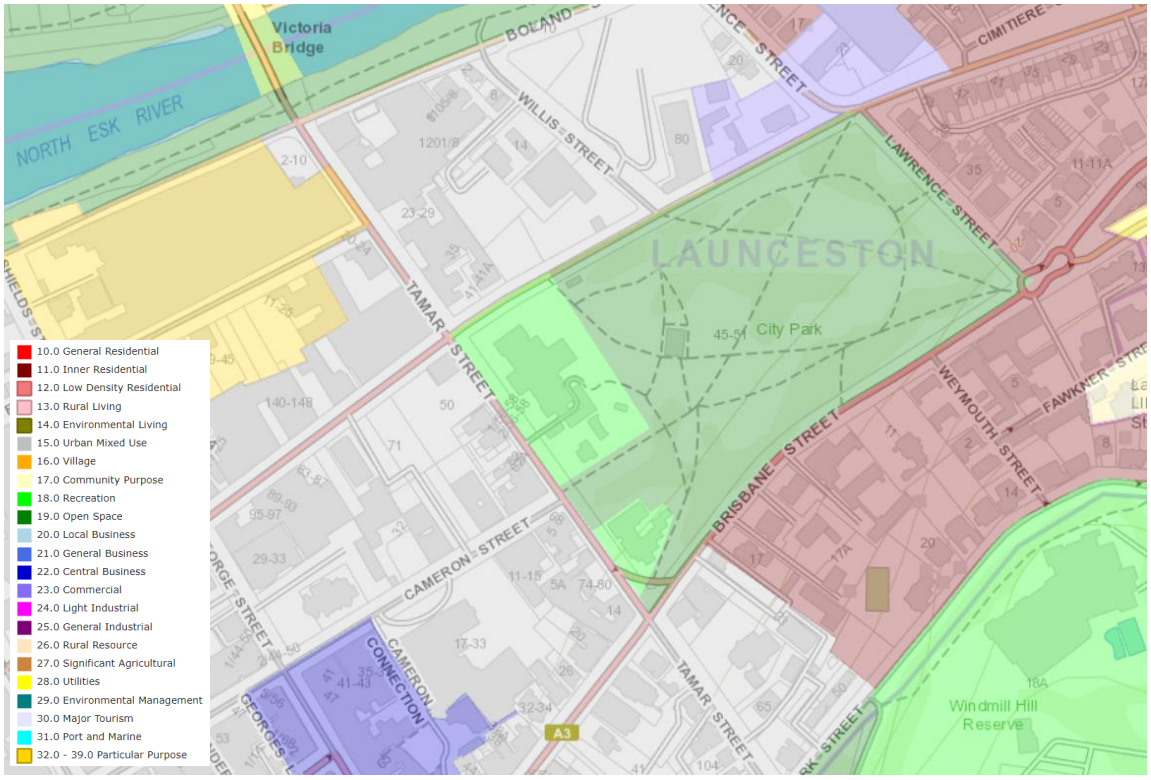


Figure 3 Planning zones in the vicinity of Albert Hall

Obtained from theLISTmap Tasmania (accessed March 2022)

Planning around parking is a focus of the City of Launceston to address parking challenges within and around the city core and to encourage a shift towards more sustainable modes of transport. The *Central Activities District Parking Implementation Plan 2021* (CADPIP) identifies a set of actions to achieve these objectives within the Central Activities District (CAD) including:

– Achieve greater consistency in on-street parking provisions including adequate accessible parking, loading zones and short-term parking.
– Review and rationalise parking spaces around City Park. Consider competing demands between City Park users, residents, commuters and UTAS students; and prioritise City Park users over commuter and UTAS student parking.

- CADPIP notes that the mixture of restrictions, signage and metering for on-street parking can be confusing for visitors to City Park. There is also limited parking for those with limited mobility in this area near Albert Hall.

– Introduce new pricing structures to ensure consistency, relocate longer stays to off-street parking or outside city's core.

– Consider opportunities to consolidate existing car parks. Investigate the potential to develop off-street car parks including the Cameron-Cimitiere Street car park.

The CAD is shown below in Figure 4.

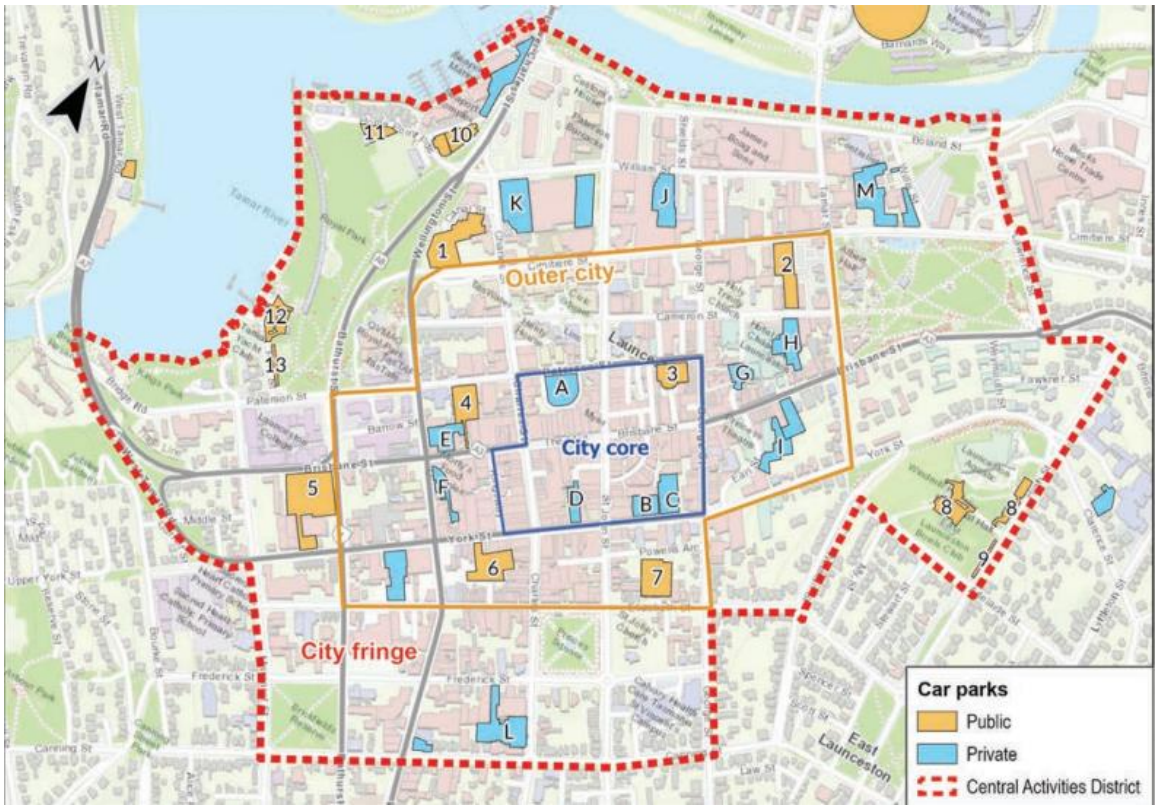


Figure 4 Car parking within Launceston Central Activities District

Source: Central Activities District Parking Implementation Plan 2021

2.3 Off-site parking

Off-site parking options comprise of a mix of on-street and off-street parking facilities. They will be discussed separately in the below sections.

2.3.1 On-street parking

A summary of on-street parking spaces in the vicinity of Albert Hall is presented in Figure 5.

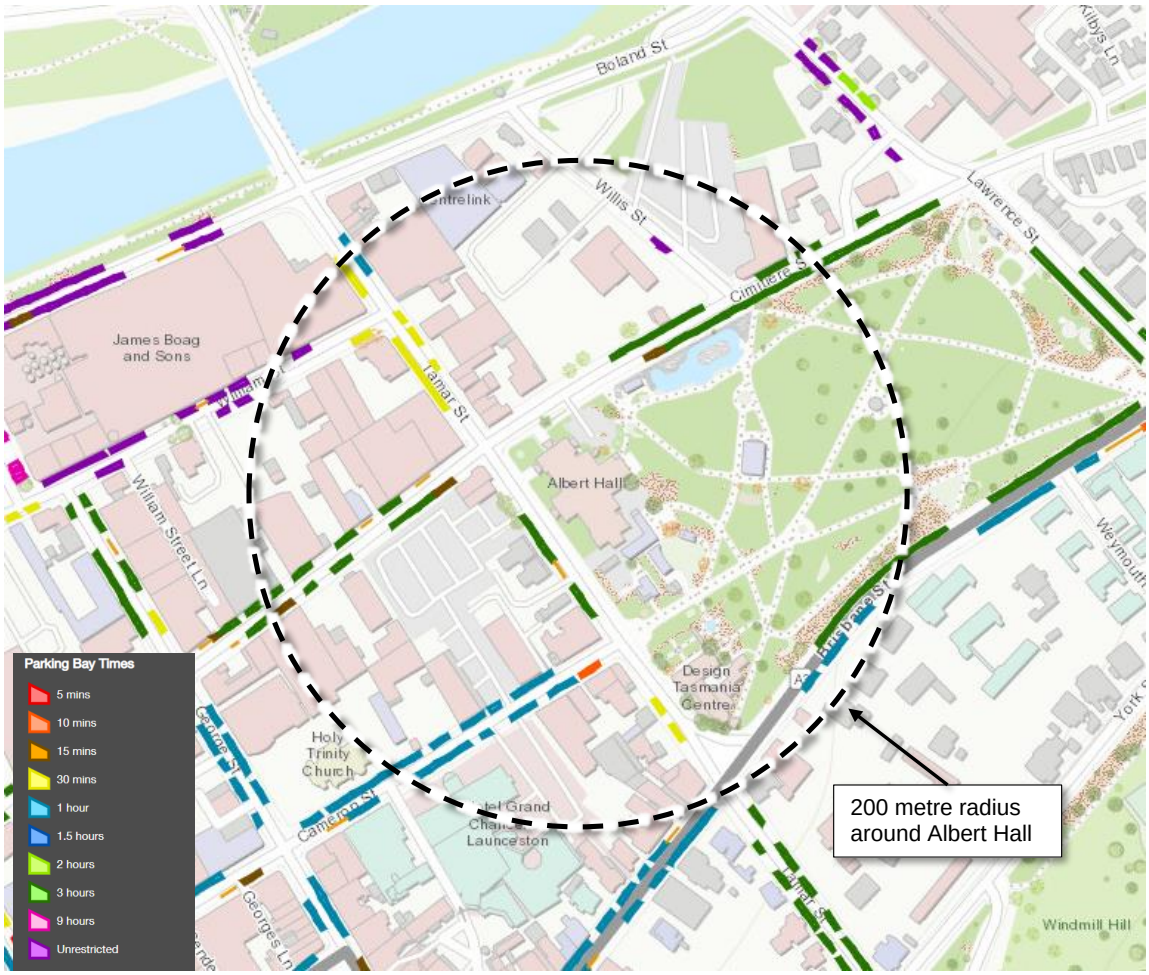


Figure 5 ***Excerpt of on-street parking in the vicinity of Albert Hall***

Base imagery obtained from City of Launceston online parking map (accessed July 2021)

On-street parking spaces are provided on the following streets within a 200-metre radius of Albert Hall:

- Cimitiere Street between George Street and Lawrence Street,
- Willis Street,
- Tamar Street between Boland Street and Brisbane Street,
- William Street between George Street and Tamar Street,
- Cameron Street between George Street and Tamar Street, and
- Brisbane Street between Tamar Street and Lawrence Street.

Time-restricted parking applies to a large portion of on-street parking spaces on a weekday for the daytime period approximately between 9:00 AM and 5:00 PM. Additional time restrictions apply on Saturday mornings for some parking spaces. Outside of these time-restriction periods, parking is unrestricted for most on-street parking spaces.

Parking is metered in some locations along Cimitiere Street, Tamar Street and Cameron Street on weekdays (daytime) and on Saturday mornings.

In total, there are approximately 233 on-street parking spaces in the vicinity of Albert Hall. This includes parking within the 200-metre radius (refer Figure 5) as well as parking bays immediately adjacent including:

- Cimitiere Street (between George Street and Lawrence Street),

– Tamar Street (between Boland Street and Brisbane Street),
– William Street (between George Street and Tamar Street),
– Willis Street (between Boland Street and Cimitiere Street),
– Cameron Street (between George Street and Tamar Street), and
– Brisbane Street (between Tamar Street and Lawrence Street).

Approximately 46% of these are 2P or 3P parking spaces on a weekday (daytime period). A summary of on-street parking spaces in the vicinity of Albert Hall is presented in Table 2 and includes the parking spaces located on streets within a 200-metre radius of Albert Hall as defined above. Information on parking restrictions is also included in the table where applicable.

Table 2 On-street parking provisions in the vicinity of Albert Hall

Street	Eastbound/Northbound		Westbound/Southbound	
	Metered	**Signed**	**Metered**	**Signed**
Cimitiere Street				
Between Tamar St and Lawrence St	None	18 bays, ½ P (Daytime Mon-Fri) – 2 bays 3P (Daytime Mon-Fri) – 16 bays	None	29 bays, ¼ P (Daytime Mon-Fri) – 2 bays 3P (Daytime Mon-Fri) – 27 bays
Between George St and Tamar St	16 bays, 3P (Daytime Mon-Sat)	¼ P – 1 bay	10 bays, 3P (Daytime Mon-Sat)	4 bays, ¼ P (Daytime Mon-Sat)
Tamar Street				
Between Boland St and Cimitiere St	None	Approx. 9 spaces, ½ P (Daytime Mon-Fri)	None	Approx. 9 spaces, ½ P (Daytime Mon-Sat) – approx. 4 spaces 1P (Daytime Mon-Fri) – approx. 5 spaces
Between Cimitiere St and Cameron St	8 bays, 3P (Daytime Mon-Sat)	None	No standing	
Between Cameron St and Brisbane St	None	Approx. 4 spaces, No standing (peak periods Mon-Fri) 2P (Daytime Mon-Fri outside of peak)	No standing	
Other Streets				
William St, between George St and Tamar St	None	Approx. 19 spaces, unrestricted	None	Approx. 12 spaces, unrestricted
Willis St, between Boland St and Cimitiere St	None	2 bays, unrestricted	No parking	Approx. 6 spaces, 1P (Daytime Mon-Sat)
Cameron St, between George St and Tamar St	21 bays, 1P (Daytime Mon-Sat)	None	16 bays, 1P (Daytime Mon-Sat)	2 bays, P10 (Daytime Mon-Sat)
Brisbane St, between Tamar St and Lawrence St	None	30 bays, 3P (Daytime Mon-Fri)	None	17 bays, 1P (Daytime Mon-Fri)

Primary source: City of Launceston online parking map (accessed July 2021)

2.3.1.1 Parking survey

A parking survey was undertaken on Friday 23rd of July 2021 to count the number of occupied on-street parking spaces within a 200-metre radius of Albert Hall. The number of parked vehicles was counted at three specific start times (10:00 am, 12:00 pm, 2:00 pm) to get an understanding of the occupancy of on-street parking spaces throughout the day. A summary of vehicle counts by street section from the parking survey is presented in Table 3. A summary of parking occupancy by parking restriction type from the parking survey is presented in Figure 6.

Table 3 Number of on-street parked vehicles surveyed in the vicinity of Albert Hall

Street Section	Vehicle Count at 10:00 AM		Vehicle Count at 12:00 PM		Vehicle Count at 2:00 PM	
	EB/NB*	WB/SB**	EB/NB	WB/SB	EB/NB	WB/SB
Cimitiere Street						
Between Tamar St and Lawrence St	½ P – 1 3P – 9	¼ P – 1 3P – 25	½ P – 1 3P – 13	¼ P – 0 3P – 24	½ P – 1 3P – 7	¼ P – 2 3P – 12
Between George St and Tamar St	¼ P – 0 3P – 12	¼ P – 3 3P – 7	¼ P – 0 3P – 10	¼ P – 2 3P – 7	¼ P – 0 3P – 16	¼ P – 4 3P – 7
Tamar Street						
Between Boland St and Cimitiere St	½ P – 1	½ P – 1 1P – 1	½ P – 0	½ P – 0 1P – 2	½ P – 2	½ P – 2 1P – 5
Between Cimitiere St and Cameron St	3P – 7		3P – 3		3P – 8	
Between Cameron St and Brisbane St	2P – 3		2P – 4		2P – 3	
Other Streets						
William St, between George St and Tamar St	Unrestricted – 19	Unrestricted – 11	Unrestricted – 18	Unrestricted – 10	Unrestricted – 18	Unrestricted – 11
Willis St, between Boland St and Cimitiere St	Unrestricted – 8	1P – 6	Unrestricted – 8	1P – 5	Unrestricted – 8	1P – 6
Cameron St, between George St and Tamar St	1P – 10	P10 – 2 1P – 11	1P – 15	P10 – 1 1P – 11	1P – 13	P10 – 0 1P – 10
Brisbane St, between Tamar St and Lawrence St	3P – 26	1P – 6	3P – 22	1P – 6	3P – 26	1P – 4

*Eastbound or northbound

**Westbound or southbound

Based on Figure 6., there were higher levels of occupancy in unrestricted parking spaces and parking spaces with 2P/3P time restrictions. Note that there are a limited number of P10, 1/4P and 2P parking spaces. Occupancy of unrestricted parking spaces on William Street and Willis Street remained at or close to 100% for all three count periods. Changes in 3P parking occupancy are summarised as follows:

– Cimitiere Street Eastbound: Ranged between 44%-81% with a midday peak.
– Cimitiere Street Westbound: Ranged between 44%-93%. Occupancy dropped through the survey period between 10:00 AM and 2:00 PM.
– Tamar Street Northbound: Ranged between 38%-100%. Occupancy varied throughout the survey period and was highest at 2:00 PM.
– Brisbane Street Eastbound: Ranged between 73%-87%. Occupancy was generally steady throughout the survey period.

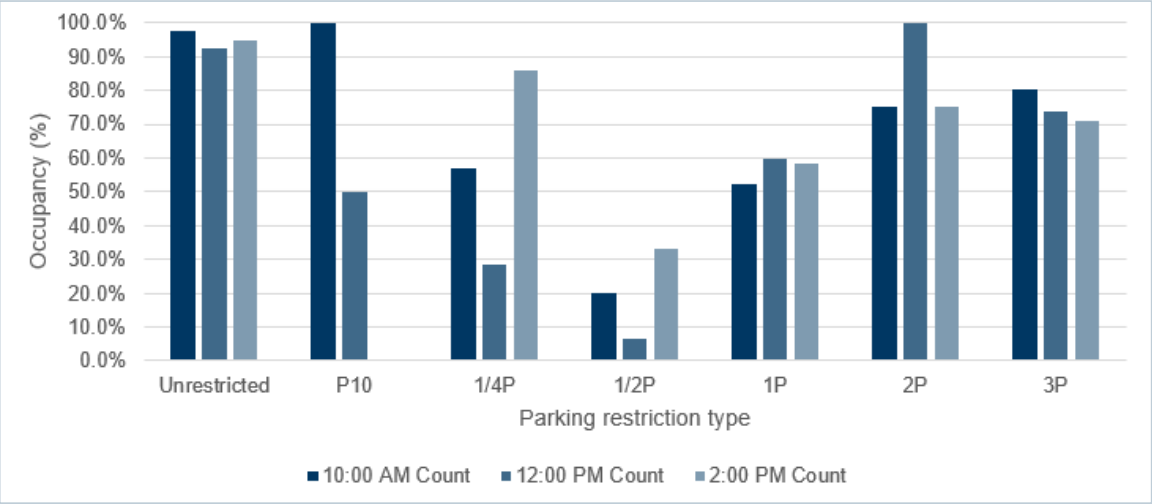


Figure 6 Surveyed occupancy of on-street parking spaces (weekday 10:00 AM to 2:00 PM)

Note: There are variations in the period in which parking restrictions apply. In general, time-restrictions apply during the day Monday to Friday (and Saturday mornings in some locations). The parking restriction types included in the figure applied during the survey period.

2.3.2 Off-street carparking

A summary of off-street parking facilities within a 200-metre radius of Albert Hall is presented in Figure 7.

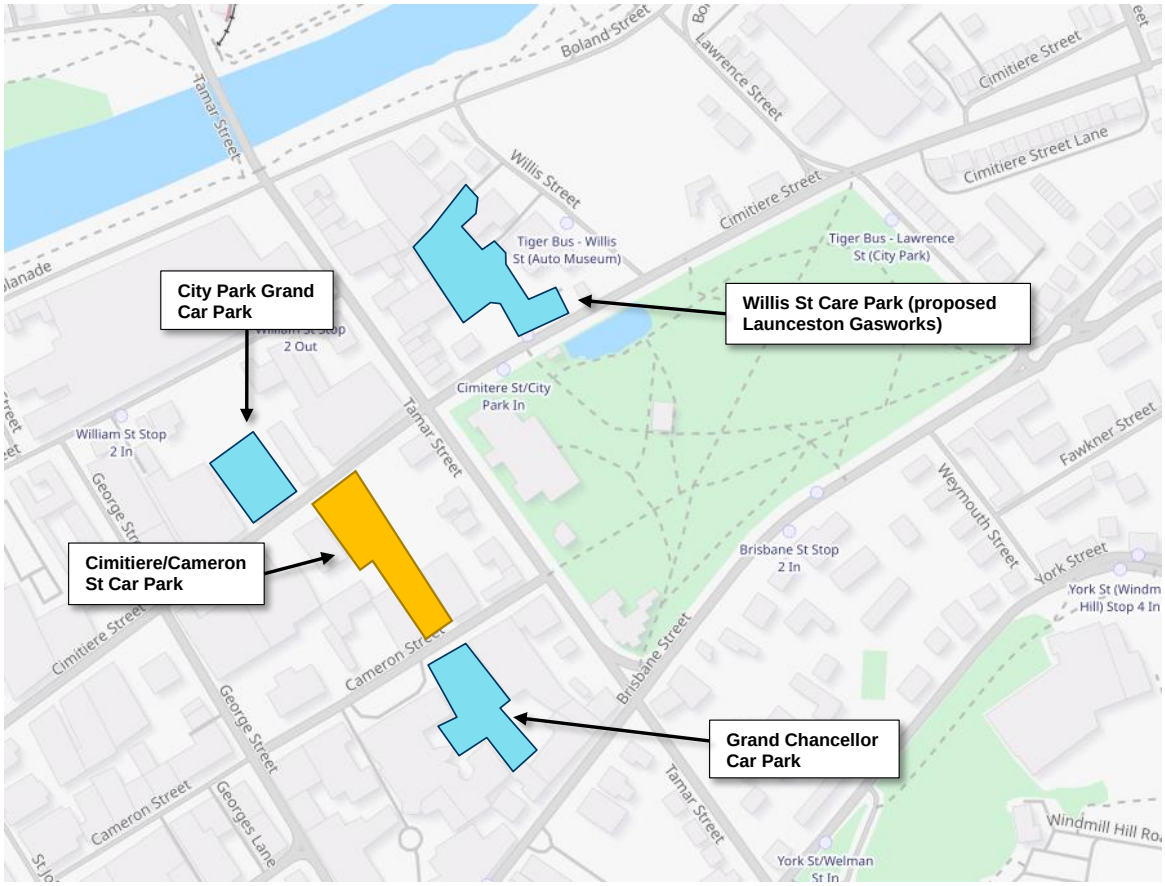


Figure 7 Excerpt of off-street parking in the vicinity of Albert Hall

Base map obtained from OpenStreetMap © OpenStreetMap contributors

There are approximately 176 car parking spaces available to the public within these off-street parking facilities. A summary of the number of parking spaces, rates and opening hours for these facilities is shown in Table 4. The existing Willis Street Care Park at 90-110 Cimitiere Street is to be developed to a multi-storey Launceston Gasworks car park, which will increase the total supply to 330 spaces. It is noted that the Harvest Market is held every Saturday morning within the Cimitiere/Cameron St Car Park.

Table 4 Off-street car parks in the vicinity of Albert Hall

Car Park	No. of Parking Bays	Rates/Hours
	General	
Willis Street Care Park (proposed Launceston Gasworks site)	Currently 36 spaces (sourced from carepark.com). To be increased to 190 public spaces by end of Q1 2022 (sourced from CADPIP).	$2 per hour, early bird rate $5 all day (Open 24-hours)
City Park Grand Car Park	32 (sourced from carepark.com)	$2-2.50 per hour, $6-$7 all day (Open 8:00 AM – 8:00 PM)

Car Park	No. of Parking Bays	Rates/Hours
	General	
Cimitiere/Cameron Street Car Park	49 public spaces on the Cameron St side of the car park (sourced from City of Launceston site)	$2 per hour, $7 all day (Monday to Friday 9:00 AM – 5:30 PM)
Grand Chancellor Car Park	59 (sourced from carepark.com)	$2 per hour, flat $3 entry fee after 5:00 PM (Open 24-hours)

Sources: City of Launceston online parking map (accessed July 2021)

3. Proposed Conditions

For the purposes of this report, the redevelopment of Albert Hall consists of the following:

– Demolition of sections of the existing building,
– Construction and extension of sections of building, and
– Removal of parking spaces, and the reinstatement of accessible parking.

The redevelopment plans can be found in Figure 9 to Figure 12 in Appendix A. A summary of items within the redevelopment plans is presented in Table 5.

Table 5 Summary of the Albert Hall redevelopment

Demolition/removal	Construction/reinstatement
– Nine 1P car parking spaces – Two accessible parking spaces – Ground floor – Victoria's Café, loading dock, ticket office, toilets, dry stores/cool rooms, foyer – First floor – Tamar Valley Room, lobby, kitchen, powder room, balcony	– New loading bay – New accessible parking spaces (x2) – Ground floor – new reception, new café, new foyer, new function kitchen, dry stores/cool rooms, new loading, George Bass Foyer upgrade – First floor – new break out room & foyer, new meeting room

The redevelopment of Albert Hall results in a net increase of approximately 167m^2 of internal floor area (excluding plant rooms, amenities and store rooms) for the purposes of the parking assessment. A breakdown of the changes in internal land uses is summarised in Table 6.

Table 6 Summary of proposed changes to floor area within the building

Item	Floor	Floor area			Land use
		Existing	Proposed	Change	
George Bass Foyer	Ground Floor	149 m^2	149 m^2	0 m^2	Community meeting and entertainment
New reception		0 m^2	33 m^2	33 m^2	Community meeting and entertainment
Foyer		160 m^2	389 m^2	229 m^2	Community meeting and entertainment
Café (incl. terrace and kitchen)		266 m^2	94 m^2	-172 m^2	Food services, no drive-through
New function kitchen		0 m^2	58 m^2	58 m^2	Community meeting and entertainment
Cool room(s)/dry store(s)		42 m^2	21 m^2 (total)	-21 m^2	Storage

Item	Floor	Floor area			Land use
		Existing	Proposed	Change	
New break out area & foyer	First Floor	70 m^2 (total)	130 m^2 (total)	60 m^2	Community meeting and entertainment
New meeting room		132 m^2	112 m^2	-20 m^2	Community meeting and entertainment

Using the itemised changes in floor area shown in Table 6, the net changes in floor area by internal and external land uses as part of proposed redevelopments are summarised in Table 7.

Table 7 Change in floor area by land use

Land use	Net change
Redevelopment of community meeting and entertainment land use(s)	+360 m^2 of floor area
Redevelopment of food services land use(s)	-172 m^2 of floor area
Redevelopment of storage land use(s)	-21 m^2 of floor area
Removal of existing on-site parking	-9 general parking spaces

4. Parking Assessment

This section provides an assessment of the parking implications of the proposed redevelopment against the *Launceston Interim Planning Scheme 2015* (the Planning Scheme) where applicable.

4.1 Car parking

Two accessible car parking spaces are to be removed and reinstated as part of the redevelopment of Albert Hall. No other on-site car parking spaces are proposed.

4.1.1 Car parking demand

The nature of the use of Albert Hall is to be retained as part of the proposed redevelopment. Parking demand under proposed conditions is therefore considered to be an intensification of existing conditions with similar patterns expected. A survey of the occupancy of existing on-site parking spaces found that the on-site car park was never found to be at full capacity during the surveyed morning and afternoon period. The limited number of on-site parking spaces as well as the time-restriction on them likely results in a greater preference for off-site parking rather than on-site parking.

As Albert Hall is used for functions, performances and similar events; parking demand from the site itself is likely to be higher during the evening and on weekends. This increase in internal parking demand is supported by an increase in off-site parking opportunities after hours due to the relaxation of time-restricted parking and reduced external parking demand. Figure 16 in CADPIP indicates that several well-utilised off-street car parks within the Launceston Central Business District, including Paterson Street East and Paterson Street West, experience a rapid decrease in occupancy between 3:00 PM to 6:00 PM on weekdays, dropping to less than 20% occupancy after 5:00 PM. It is therefore anticipated that there will be sufficient parking supply in the surrounding for Albert Hall users in the evenings.

Notwithstanding, it is acknowledged that parking demand for off-site parking spaces in Launceston is likely to be greater during the daytime due to work and education related activities around the CBD, and time-restrictions on parking spaces. The City of Launceston's Tomorrow Together engagement program found that 76% of participants use a car daily to get around. A survey of the weekday occupancy of on-street parking spaces found that whilst there were limited vacancies in unrestricted parking in the vicinity of the Albert Hall, there were some vacant 3P parking spaces available throughout the survey period.

Whilst the Harvest Market, held every Saturday morning within the Cimitiere/Cameron Street car park, will reduce the off-street parking supply during this period and also result in a spike in on-street parking demand, it is anticipated that there will generally be greater long-stay on-street parking availability around Albert Hall on a Saturday morning than on weekdays due to no commuter peak demand. Furthermore, the use of Albert Hall on a Saturday morning will likely be limited to small group gatherings/events that will result in lower parking demand than what would be expected during an evening performance/function.

There is therefore capacity at present within the existing on-street parking network to cater for an increase in parking demand from the redevelopment during the day. It is, however, acknowledged that the nearby UTAS redevelopment may result in increase in demand for long-stay on-street parking near City Park, and that the City of Launceston is considering to manage this in the short-medium term by replacing 3P parking spaces with 1P parking spaces. This may result in a shortfall in on-street parking spaces for Albert Hall users during the weekday day-time that may need to be supplemented by off-street parking.

According to CADPIP data, peak occupancy for Paterson Street East and Paterson Street West is approximately 75-86% around midday. It is assumed that the closest off-street car parks to Albert Hall will have a similar occupancy trend. This is based on the anticipated increase in parking demand due the UTAS redevelopment near Willis Street countered by proposed/potential car parking developments in the surrounding area. The development of the Launceston Gasworks car park to 190 public spaces will reclaim some of the off-street parking spaces lost from the UTAS redevelopment of the Willis Street Car Park. Whilst this car park will likely serve predominantly City/UTAS commuter parking during the day, any left-over capacity will likely be sufficient in supporting the low increase in off-street parking demand of Albert Hall post-development during the day. There is also potential for the Cimitiere/Cameron Street car park to be developed in the future which will provide additional daytime parking capacity.

4.1.2 Car parking spaces

The Acceptable Solution of Clause E.6.5.1 of the Planning Scheme states that *'the number of car parking spaces must not be less than 90% of the requirements of Table E6.1 and not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is greater'*. These requirements are summarised in Table 8.

Table 8 Car parking requirements from Planning Scheme

Land use	Car parking requirement
Food services	1 space per 15m^2 of gross floor area
Community meeting and entertainment	1 space per 20m^2 of floor area available to the public or 1 space per 40 seats, whichever is greater
Storage	1 space per 200 m^2 of the site area or 1 space per 2 employees, whichever is greater

Based on the net changes in land uses outlined in Table 6, the number of parking spaces required in accordance with the Planning Scheme is up to 16 spaces. The calculation of this requirement is shown in Table 9.

Table 9 Calculation of car parking space requirement

Land use	Change in floor area	Car parking spaces required
Food services	-172 m^2 of floor area	-11.5 spaces
Community meeting and entertainment	360 m^2 of floor area	+18 spaces
Storage	-21 m^2 of floor area	-0.1 spaces
Removed on-site parking	Not applicable	+ 9 spaces
	Net	***+15.4 spaces (16 spaces)***

Since only two (accessible) parking spaces are proposed on-site, the proposed redevelopment relies on the Performance Criteria which states that *"the number of car parking spaces must be provided to meet the reasonable needs of the use"*.

The proposed additions and alterations to the site represent only a very minor change in overall floor area at Albert Hall. The existing total floor area of 3,520 m^2 would be increased by around 170 m^2 to around 3,690 m^2 (representing +5%). The existing peak parking demand is estimated to be in the order of 100 to 150 parking spaces. Given the low existing parking supply on the site compared to the demand (11 spaces), and given that these spaces are often occupied by visitors to the area generally (including City Park) and not just the Albert Hall, existing parking demand is generally accommodated on the street network and in public parking facilities. The proposed change in net parking demand (6.4 spaces or around +5%) would not significantly change the way parking is currently managed for Albert Hall.

Considering a proposed parking deficiency of (up to) 16 on-site car parking spaces, the proposal is considered to satisfy the Planning Scheme requirement based on the following points:

– There are at least four off-street car parking facilities available for public use located within a 200 m walking distance with approximately 273 car parking spaces in total.
– There are approximately 233 on-street parking spaces within a 200 m walking distance. Whilst time-restrictions apply in sections during the daytime, a portion of these parking spaces revert to unrestricted parking after-hours. A survey of on-street parking counts found that there is capacity within the on-street parking network to cater for the additional 16 vehicles from the redevelopment during the day.
– Albert Hall is located immediately adjacent to the Launceston Central Business District (CBD) Parking Exemption Area which is intended to reduce the amount of car parking provided on private land in the Launceston CBD and its surrounds. On this basis, a relaxation of parking requirements is warranted.
– Bus routes operate in the vicinity as shown in Figure 8 which provide an alternative mode of transport to the site. The closest bus stops to Albert Hall are as follows:
    - Cimitiere Street opposite City Park (routes 120, 121)
    - Willis Street (Inveresk Circular)
    - Corner William Street/Tamar (routes 110, 115-117, 770-772)
    - Stop 2, opposite No.11 Brisbane St (130, 131, 140)
– Parking demand over time as determined from the use is catered for as part of the redevelopment. Refer to Section 4.1.1.

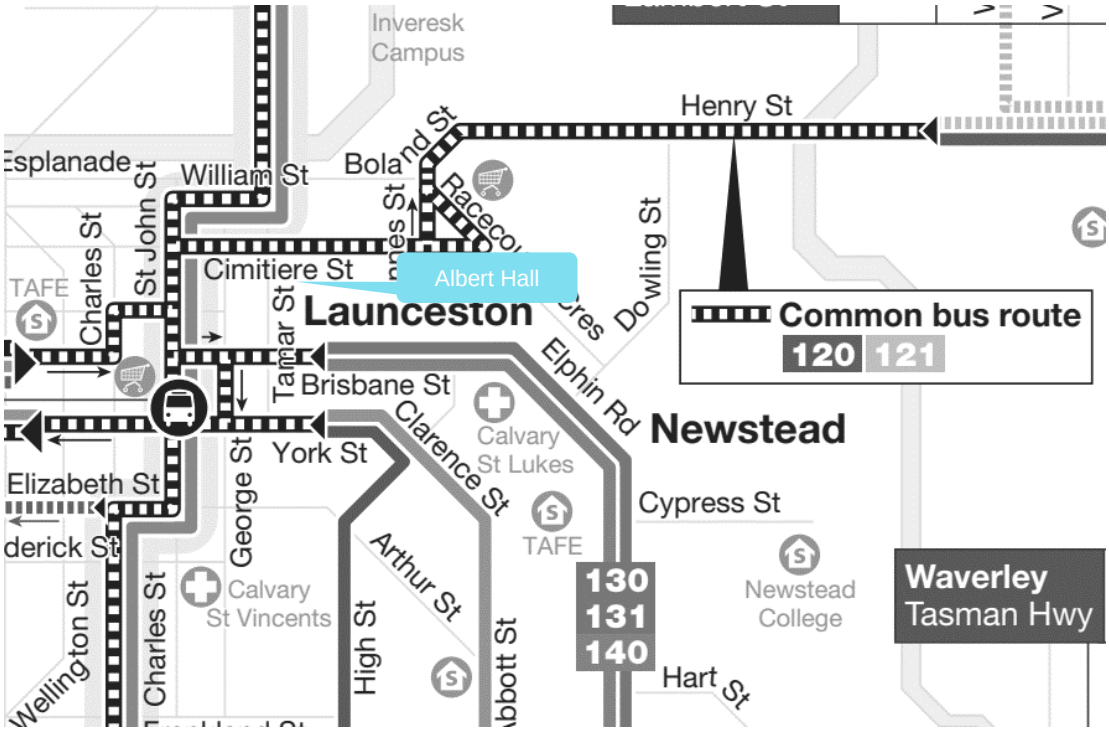


Figure 8 *Excerpt of the bus network around Albert Hall*

Base imagery obtained from Department of State Growth website (accessed March 2022).

4.2 Other parking

4.2.1 Bicycle parking

The Acceptable Solution of Clause E6.5.2 of the Planning Scheme states that *'the number of bicycle parking spaces must be provided on either the site or within 50 m of the site in accordance with the requirements of Table E6.1'*. These requirements are as follows:

Table 10 *Bicycle parking requirements from Planning Scheme*

Land use	Bicycle parking requirement
Food services	1 space per 75m^2 of gross floor area
Community meeting and entertainment	1 space per 50m^2 of gross floor area or 1 space per 40 seats, whichever is greater

Based on the net changes in land uses outlined in Table 6, the number of bicycle parking spaces required in accordance with the Planning Scheme is five spaces. The calculation of this requirement is shown in Table 11.

Table 11 *Calculation of bicycle parking space requirement*

Land use	Change in floor area	Bicycle parking spaces required
Food services	-172 m^2 of floor area	-2.3 spaces
Community meeting and entertainment	360 m^2 of floor area	+7.2 spaces
Storage	-21 m^2 of floor area	-0.0 spaces
	Net	***+4.9 spaces (5 spaces)***

4.2.2 Taxi spaces

The Acceptable Solution of Clause E6.5.3 of the Planning Scheme states that *'…uses that require greater than 50 car spaces must provide one parking space for a taxi on site, with on additional taxi parking space provided for each additional 50 car parking spaces required'*.

The proposed redevelopment requires an additional 16 car parking spaces; therefore, the provision of taxi spaces is not required on site in accordance with the Planning Scheme.

4.2.3 Motorcycle parking

The Acceptable Solution of Clause E.6.5.4 of the Planning Scheme states that *'uses that require greater than 20 car parking spaces must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required'*.

The proposed redevelopment requires an additional 16 car parking spaces; therefore, the provision of motorcycle parking spaces is not required on site in accordance with the Planning Scheme.

4.2.4 Accessible parking

Two new accessible car parking spaces are proposed within the redevelopment site. The number of accessible parking spaces is therefore retained as per existing conditions.

By Clause E6.6.2 – A1.2 of the Planning Scheme, all accessible spaces must be located closest to the main entry point to the building.

By Clause E6.6.2 – A1.4 of the Planning Scheme, accessible car parking spaces must be designed and constructed in accordance with *AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities*.

It is noted that whilst the number of on-site accessible parking spaces are retained in the long-term, these spaces will not be available for use during the construction period. There are no alternate accessible parking spaces located near Albert Hall. Limitations in accessible parking spaces is identified as a parking issue within the CADPIP. It is the intent of the City of Launceston to provide more parking for those with limited mobility in the City Park area within the next 4-5 years. In the long-term this will be supplemented with additional accessible parking and drop-off/pick-up areas to improve accessibility. The provision of interim accessible parking provisions for the Albert Hall development on a nearby street therefore aligns with CADPIP initiatives.

The City of Launceston recommends that two accessible parking spaces could be provided on Cimitiere Street westbound, adjacent to the public toilets located immediately east of the existing Albert Hall on-site parking area. The existing bus stop at this location may need to be relocated further east to accommodate this; and this in turn may slightly reduce the number of on-street parking spaces along Cimitiere Street westbound. The provision of additional drop-off/pick-up areas around City Park is a future parking initiative listed in the CADPIP, and therefore the existing two 1/4P parking spaces immediately east of the existing bus stop will also be retained by replacing two 3P parking spaces.

These temporary arrangements should be considered during construction traffic management planning for the project.

4.3 Loading bay

A new loading bay is proposed at the existing site of the loading dock. This satisfies the Acceptable Solution of Clause E6.5.5. of the Planning Scheme.

By Clause E6.6.4 – A1 of the Planning Scheme, the area and dimension of the loading bay and its access way area must be designed in accordance with *AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities – Off-street commercial vehicle facilities*.

By Clause E6.6.4 – A2 of the Planning Scheme, access arrangements for commercial vehicles must be demonstrated in accordance with *AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities – Off-street commercial vehicle facilities*.

5. Conclusion

This report has investigated the parking impacts associated with the proposed redevelopment of Albert Hall in Launceston.

The key findings are as follows:

– The proposed redevelopment results in the permanent removal of nine on-site parking spaces.
– The proposed redevelopment results in a net increase in 167m^2 of internal floor area which contributes to a net increase in 16 car parking spaces (including the removal of existing parking spaces) required in accordance with the Planning Scheme. This represents an increase by around +5% compared to the existing parking demand for the site (100-150 spaces).
– The proposal is considered to be consistent with the performance criteria under the Planning Scheme for car parking supply based on:
    - The availability of off-street parking spaces located in the vicinity within four car parks.
    - The availability of on-street parking spaces located in the vicinity. A survey undertaken by GHD found that an acceptable number of on-street parking vacancies was present throughout the survey period which represents time periods with higher external parking demand.
    - Several bus stops located in the vicinity including those on Cimitiere Street, Willis Street and William Street.
    - The nature and use of Albert Hall resulting in higher parking demand during evenings and on the weekend.
    - Location of Albert Hall adjacent to the Launceston CBD Parking Exemption Area.
– The proposed redevelopment results in a net increase in 167m^2 of internal floor area which contributes to an increase in five bicycle parking spaces required in accordance with the Planning Scheme. These bicycle parking spaces are provided as double-sided bicycle hoops on the site near the main access point as shown on the site plans.
– Two accessible parking spaces are to be reinstated as part of the redevelopment. These parking spaces should be designed in accordance with *AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities*. As an interim measure during the construction period, the City of Launceston has recommended that two accessible parking spaces be provided on Cimitiere Street westbound near the existing public toilet block east of the Albert Hall car park access.
– A new loading bay is to be constructed as part of the redevelopment. It should be designed in accordance with the relevant sections of *AS2890.2 – 2002, Parking Facilities, Part 2: Parking facilities – Off-street commercial vehicle facilities*.

Based on the findings of this report, and subject to the recommendations outlined above, the proposed redevelopment is supported on parking grounds.

Appendices

Appendix A

Albert Hall Redevelopment Plans

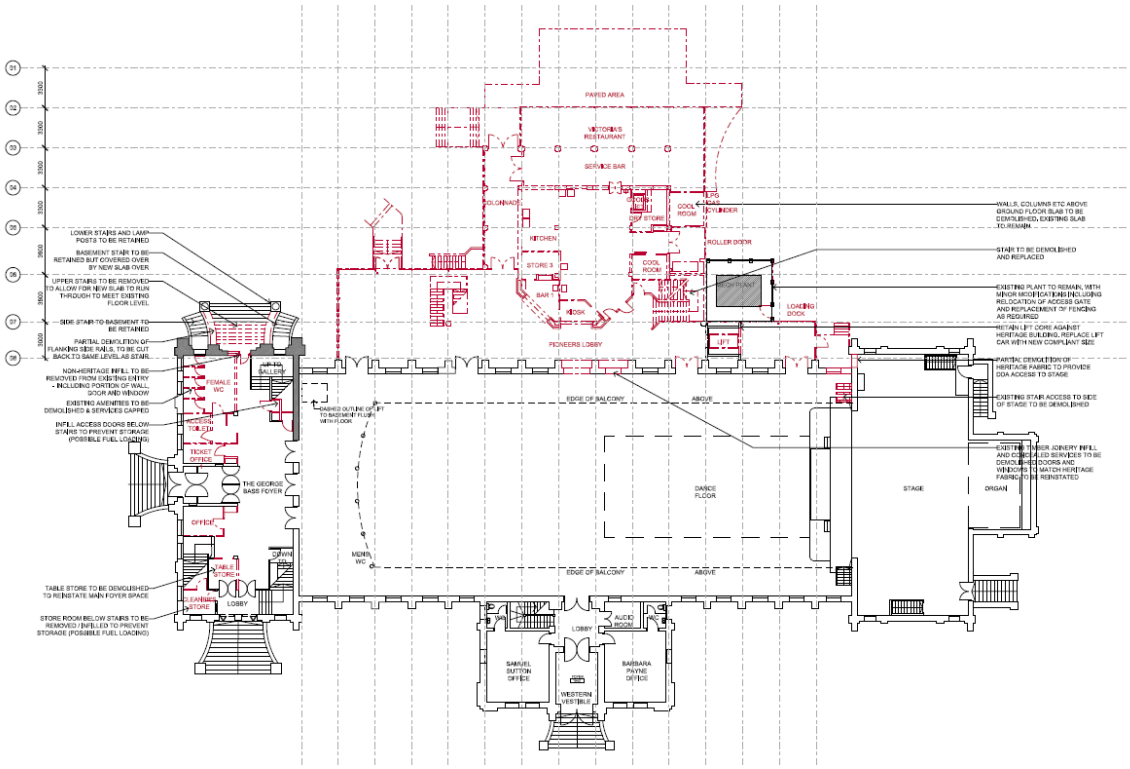


Figure 9 *Existing conditions (with demolition proposal outlined) – ground floor*

Source: *dwg no. 20336-00-21, Rev D, Albert Hall Renewal Stage 3: Ground Floor Plan – Demolition*, 11.02.2022.

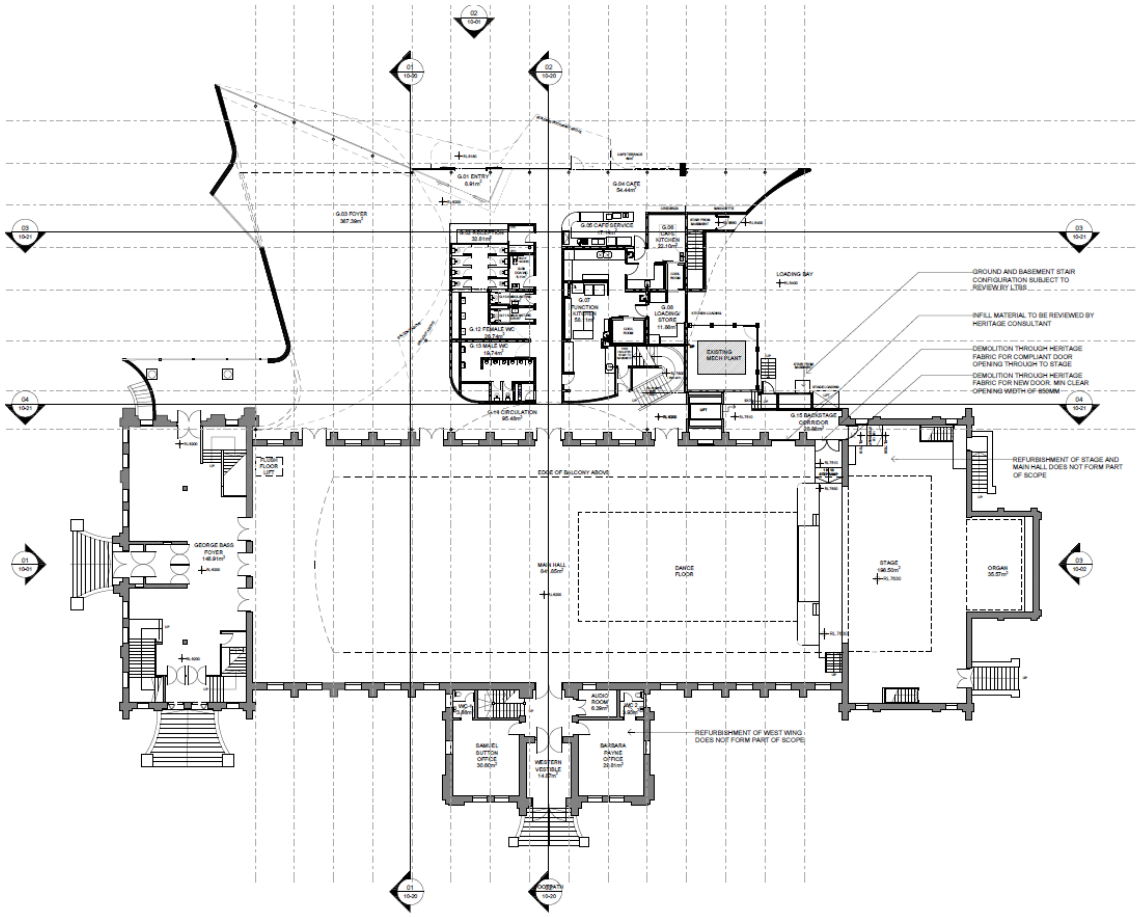


Figure 10 ***Proposed conditions – ground floor***

Source: *dwg no. 20336-00-31, Rev F, Albert Hall Renewal Stage 3: Ground Floor Plan – Proposed*, 11.02.2022.

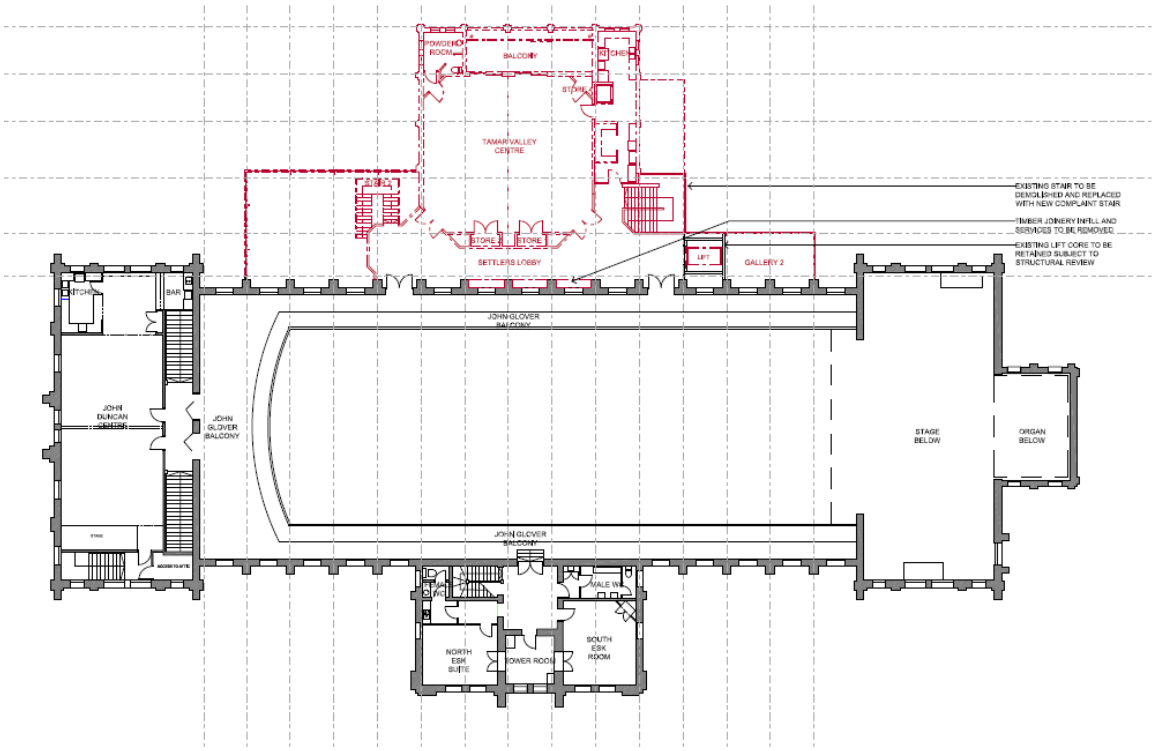


Figure 11 ***Existing conditions (with demolition proposal outlined) – first floor***

Source: *dwg no. 20336-00-22, Rev C, Albert Hall Renewal Stage 3: First Floor Plan – Demolition*, 11.02.2022.

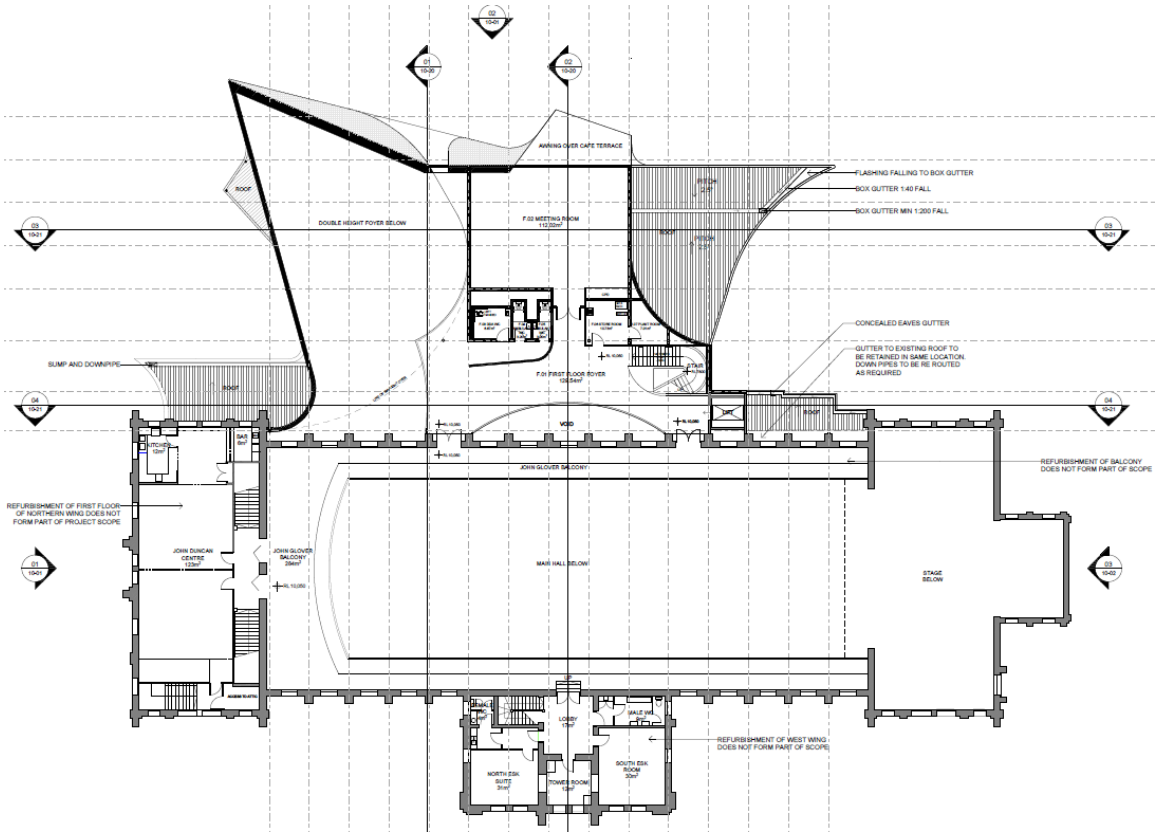


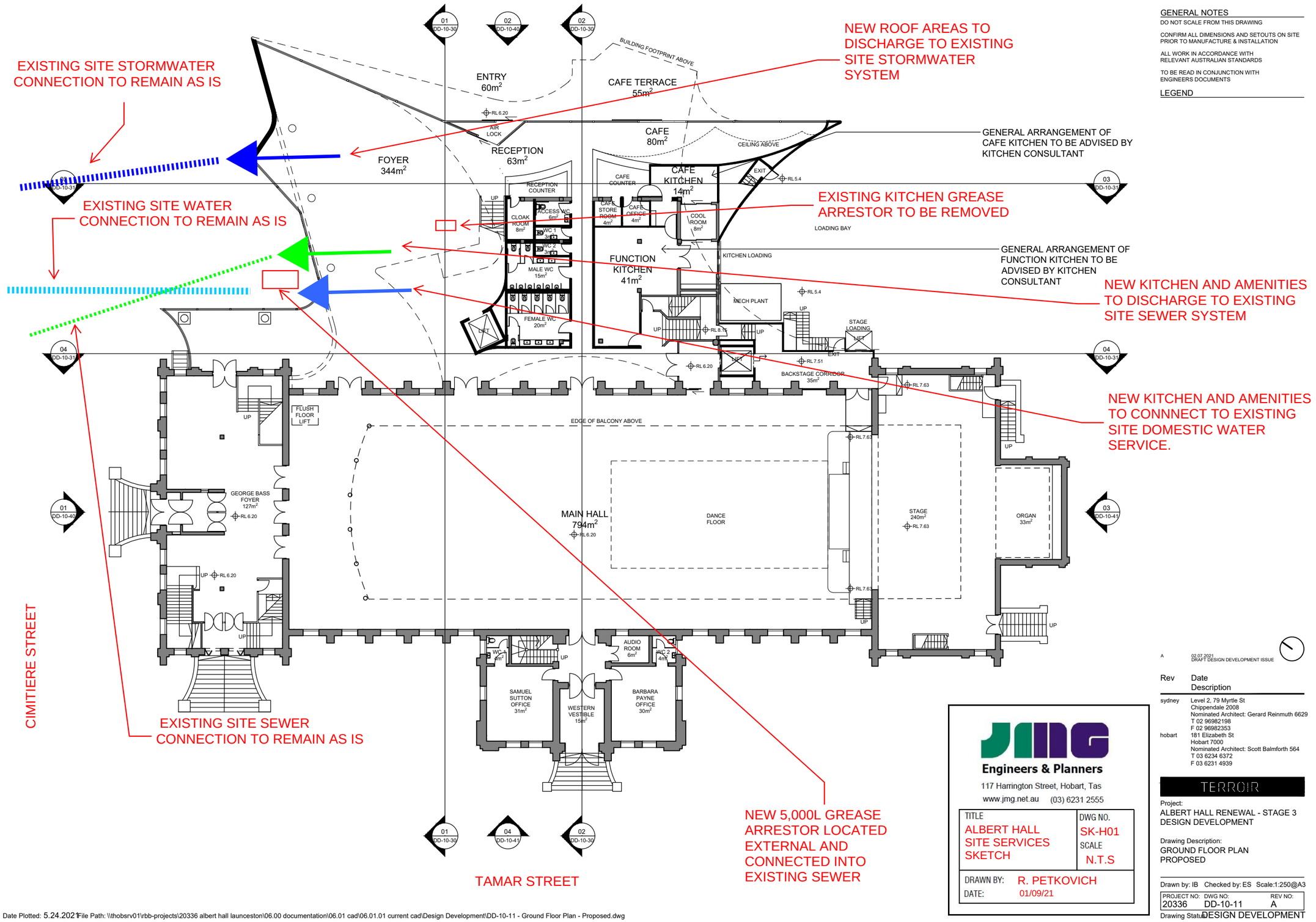
Figure 12 ***Proposed conditions – ground floor***

Source: *dwg no. 20336-00-32, Rev G, Albert Hall Renewal Stage 3: First Floor Plan – Proposed*, 11.02.2022.

ghd.com

→ The Power of Commitment

Appendix F- Hydraulic Services Plan



GENERAL NOTES

DO NOT SCALE FROM THIS DRAWING

CONFIRM ALL DIMENSIONS AND SETOUTS ON SITE PRIOR TO MANUFACTURE & INSTALLATION

ALL WORK IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS

TO BE READ IN CONJUNCTION WITH ENGINEERS DOCUMENTS

LEGEND

Rev	Date	Description
A	02.07.2021	DRAFT DESIGN DEVELOPMENT ISSUE

JMG
Engineers & Planners
117 Harrington Street, Hobart, Tas
www.jmg.net.au (03) 6231 2555

TITLE: ALBERT HALL SITE SERVICES SKETCH	DWG NO. SK-H01
	SCALE N.T.S
DRAWN BY: R. PETKOVICH	
DATE: 01/09/21	

sydney Level 2, 79 Myrtle St
Chippendale 2008
Nominated Architect: Gerard Reinmuth 6629
T 02 96982198
F 02 96982353
hobart 181 Elizabeth St
Hobart 7000
Nominated Architect: Scott Balmforth 564
T 03 6234 6372
F 03 6231 4939

TERROIR

Project:
ALBERT HALL RENEWAL - STAGE 3
DESIGN DEVELOPMENT

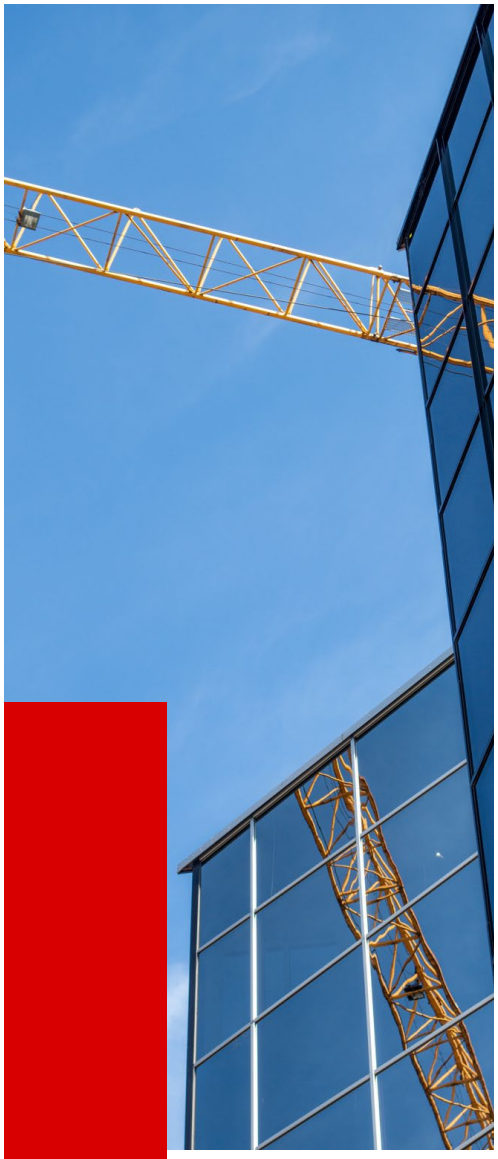
Drawing Description:
GROUND FLOOR PLAN
PROPOSED

Drawn by: IB Checked by: ES Scale:1:250@A3

PROJECT NO:	DWG NO:	REV NO:
20336	DD-10-11	A

Drawing Status DESIGN DEVELOPMENT

Date Plotted: 5.24.2021 File Path: \\thobsrv01\rbb-projects\20336 albert hall launceston\06.00 documentation\06.01 cad\06.01.01 current cad\Design Development\DD-10-11 - Ground Floor Plan - Proposed.dwg



CONTACT

Commercial
Project Delivery

PO Box 210
Newstead
TAS 7250

Chloe Lyne
Planning Development Consultant

+61 408 397 393
chloe@cpdelivery.com.au
www.cpdelivery.com.au

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	DA0108/2022
THC WORKS REF:	6839
REGISTERED PLACE NO:	4089 (Albert Hall) & 11799 (City Park Complex)
FILE NO:	06-92-03THC & 10-16-31THC
APPLICANT:	Commercial Project Delivery
DATE:	22 April 2022

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place:	Albert Hall / City Park Complex, 45-55 Tamar Street, Launceston
Proposed Works:	Partial demolition, additions and landscaping works.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA0108/2022, advertised on 26/03/2022, subject to the following conditions:

1. **(i) Construction documentation must be developed with input of a suitably qualified heritage consultant to regard for the recommendations on page 19 of the Heritage Impact Assessment (Purcell, March 2022), and must include a methodology for dealing with the unanticipated discovery of archaeological material in the construction process.**

   (ii) This documentation must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before construction work commences.

Reason for condition
To address details as yet insufficiently resolved that may otherwise result in detrimental impacts on the place's historic cultural heritage significance.

2. **(i) Photo-voltaic panels installed on areas of roof that are visible from public vantage points must be laid parallel with the roof plane and be configured to complement the architectural composition; and,**

   (ii) Details showing how this work is to be achieved must be submitted to Heritage Tasmania and be to the satisfaction of the Works Manager before installation of the photo-voltaic panels commences.

Reason for condition
To ensure that the placement of photo-voltaic panels does not detract from the architectural quality of the proposed new addition and visually intrude on the heritage place.

Advice
Other than what is included in the proposal documentation, no publicly visible roof-top plant or services are to be installed on the new addition without further heritage approval.

Should you require clarification of any matters contained in this notice, please contact Heritage Tasmania's Works Manager, Ian Boersma, on 0429 979 586 or 1300 850 332.



Brett Torossi
Chair
Under delegation of the Tasmanian Heritage Council

Submission to Planning Authority Notice

Council Planning Permit No.	DA0108/2022	**Council notice date**	11/03/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00354-LCC	**Date of response**	21/03/2022
TasWater Contact	Jake Walley **Phone No.**	0467 625 805	
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	PlanningAdmin@launceston.tas.gov.au		
Development details			
Address	45-51 TAMAR ST, LAUNCESTON	**Property ID (PID)**	6682583
Description of development	Alterations and Extension to the Albert Hall		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Terroir	Site Plan – Proposed 00-07	A	03/03/2022

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. grease arrestor, dry basket arrestors.

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.

If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed.

Advice to the Drainage Authority

The combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged.

The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

From: "Jim Dickenson" [redacted]
Sent: Sat, 9 Apr 2022 16:34:49 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation Proposed Albert Hall Redevelopment
Importance: Normal

You don't often get email from [redacted] earn why this is important

Chief Executive Officer
City of Launceston

Dear Sir

I submit this letter, previously forwarded to councillors, as my representation regarding the proposed redevelopment of the Albert Hall.

Regards
Jim Dickenson
[redacted]

Subject: Proposed Albert Hall Redevelopment

Dear Councillors

Further to Thursdays council meeting and public questions regarding the proposed Albert Hall Redevelopment, my questions are restated here and expanded for your further consideration. They do not refer particularly to the aesthetics of the redevelopment but the matters raised will no doubt have substantial ramifications on the overall design. I realise council has been progressively briefed on the project to the stage where it now is advertised for DA . And I further realise suggested amendments may meet with resistance.

Council should have invited 3 or 4 architects to prepare design sketches for this significant project with one selected to proceed to full development. Unfortunately that was not the way the project proceeded. Council therefore has only one design to consider. It may not be the answer. Why, for example, is the development squashed into the NE corner.

My questions and comments then.

1. We speak of Launceston becoming one of the great small cities in the world. All great cities have great concert halls. We have the advantage already of having the world class Tasmanian Symphony Orchestra on our doorstep. Why is no work therefore being included to upgrade the Albert Hall. Just some basic work, a smidgen if you like, say to upgrade the stage and its associated acoustics. This would at least indicate some council enlightenment. But nothing. Not even a coat of paint.

2. The roof is way too complicated. The specified material, Klip-lok, prefers installations in long straight rectangular profiles not designs of various shapes, curves, angles, angled box-gutters, angled flashings, and so on. [Take any business card, fold it L shape and try to bend it]. The roof will be almost unbuildable around the intersection of grids E/O6. This roof must be redesigned, simplified. The substantial cost saving could be applied to upgrading the concert hall. Drg 97.

3. Access to the first floor meeting room and the Albert Hall gallery is by a stairway tucked away out of site in the south east corner of the ground floor. After entry, It can be discovered only by traversing the length of the very generous foyer then left turning into a long narrow passage and/or through the long narrow toilet passage. This is "wayfinding strategy" in the extreme. It is not even an attractive dedicated stair as it shares its design with the basement fire escape. Surely the main, [only], stair to the first floor should be specifically designed and readily located. Drg 95.

4. There will be conflict of general audience/staff movement, for toilets, for kitchen, navigating the long toilet corridor and/or the ground floor stair access corridor. Drg 95.

5. There is no development on the first floor adjacent to, and to the south of, the Meeting Room. This spacious elevated area has probably the best aspect and "connectivity" to the park of the whole development. But is left vacant. It would, for example, make a wonderful break-out terrace. Drg 101 Section 3 and Drg 96.

6. The walls enclosing this unused void, creating an unfortunate backyard if you like, are even referred to on the drawings as "back of house" . This empty space is somewhat concealed from view from the park by a freestanding false wall/screen that also visually doubles on the east elevation as a symmetrical
element also providing a backstop to the cafe awning. This valuable area must be redesigned and properly included into the project. Drgs 96, 97, 101 section 3 and 129.

7. Substantial mechanical infrastructure will be required for ventilation, heating, to foyers, toilets, kitchens, with inlets and outlets. Nothing is shown on the drawings. Mechanical requirements are often overlooked at design stage. Requirements must not suddenly appear as add-ons. Mechanical infrastructure must be shown and included with the DA. [And for mention, the existing Albert Hall ventilation is noisy and requires attentuation].

All these matters need working through before proceeding with the DA.

Regards
Jim.

From: "Gus Green [redacted]
Sent: Mon, 11 Apr 2022 09:29:52 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA 0108/2022
Attachments: Tasmanian Exhibition 1891-92 Bird;s Eye View--Alfred Luttrell.jpg, Tasmanian Exhibition Main Enterance.jpg, The Peoples Park with the Dolphin Fountain.jpg
Importance: Normal

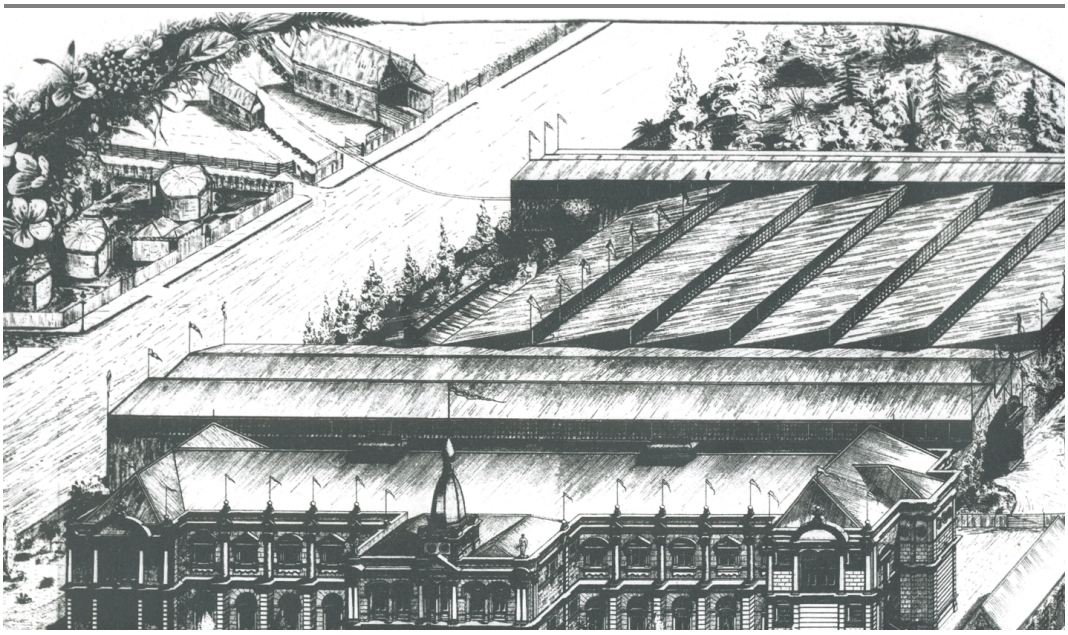
You don't often get email from [redacted] earn why this is important

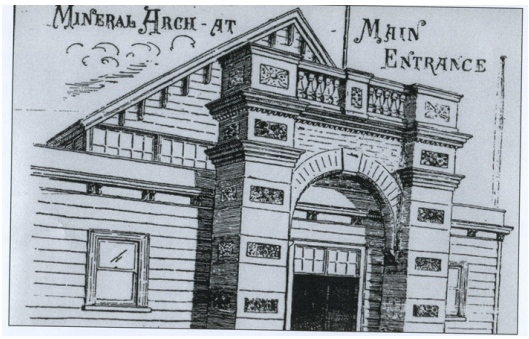
CEO Michael Stretton
Launceston City Council 10th April 2022

Representation to DA 0108 /2022

Dear Michael

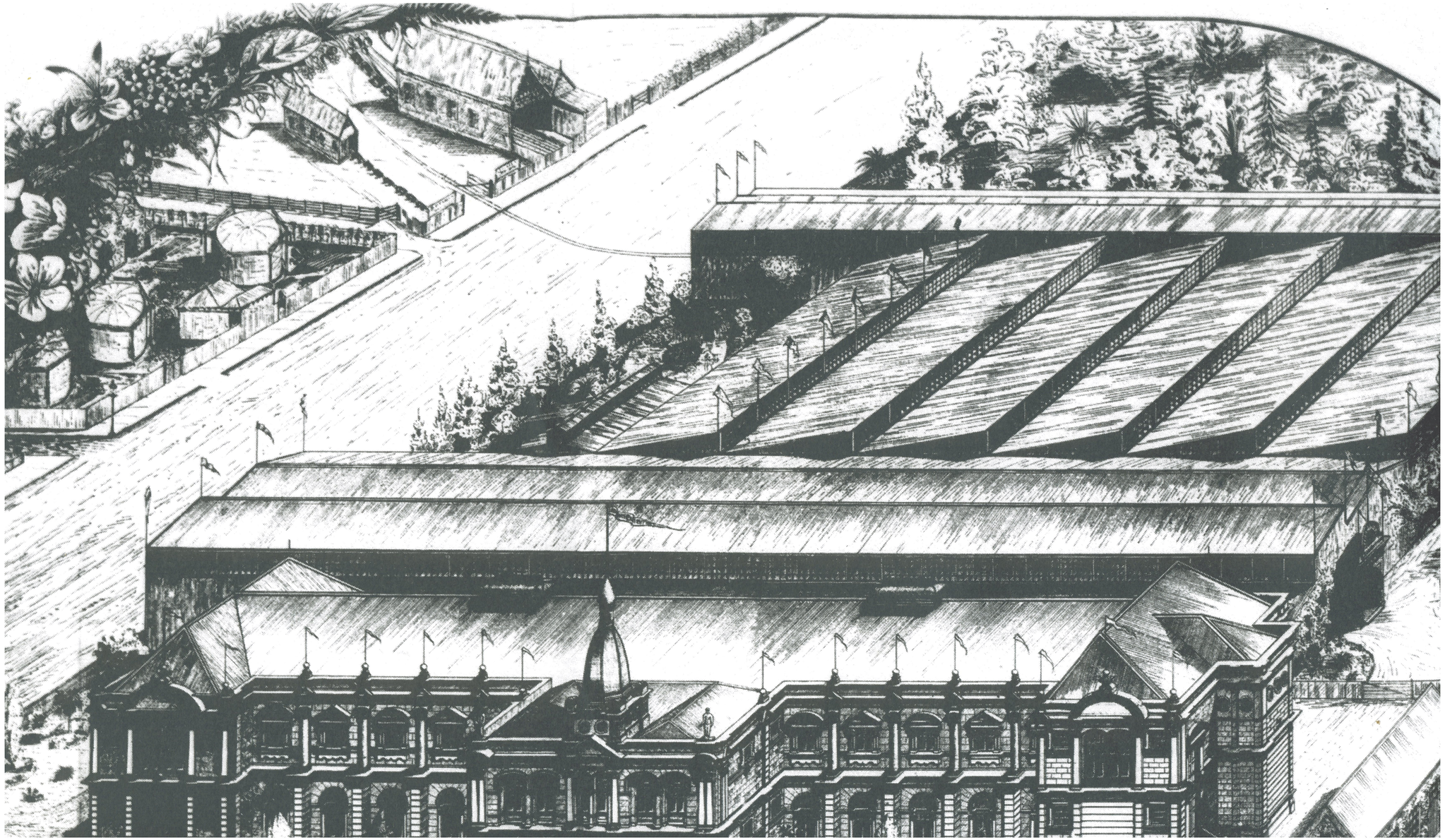
After a lot of thinking over the weekend I would like to add to my representation to the above DA in that the roof line for the eastern extension could be the same design of the original for the Exhibition (photo attached) have also included another photo showing the Fountain .
Regards C(Gus)P P Green

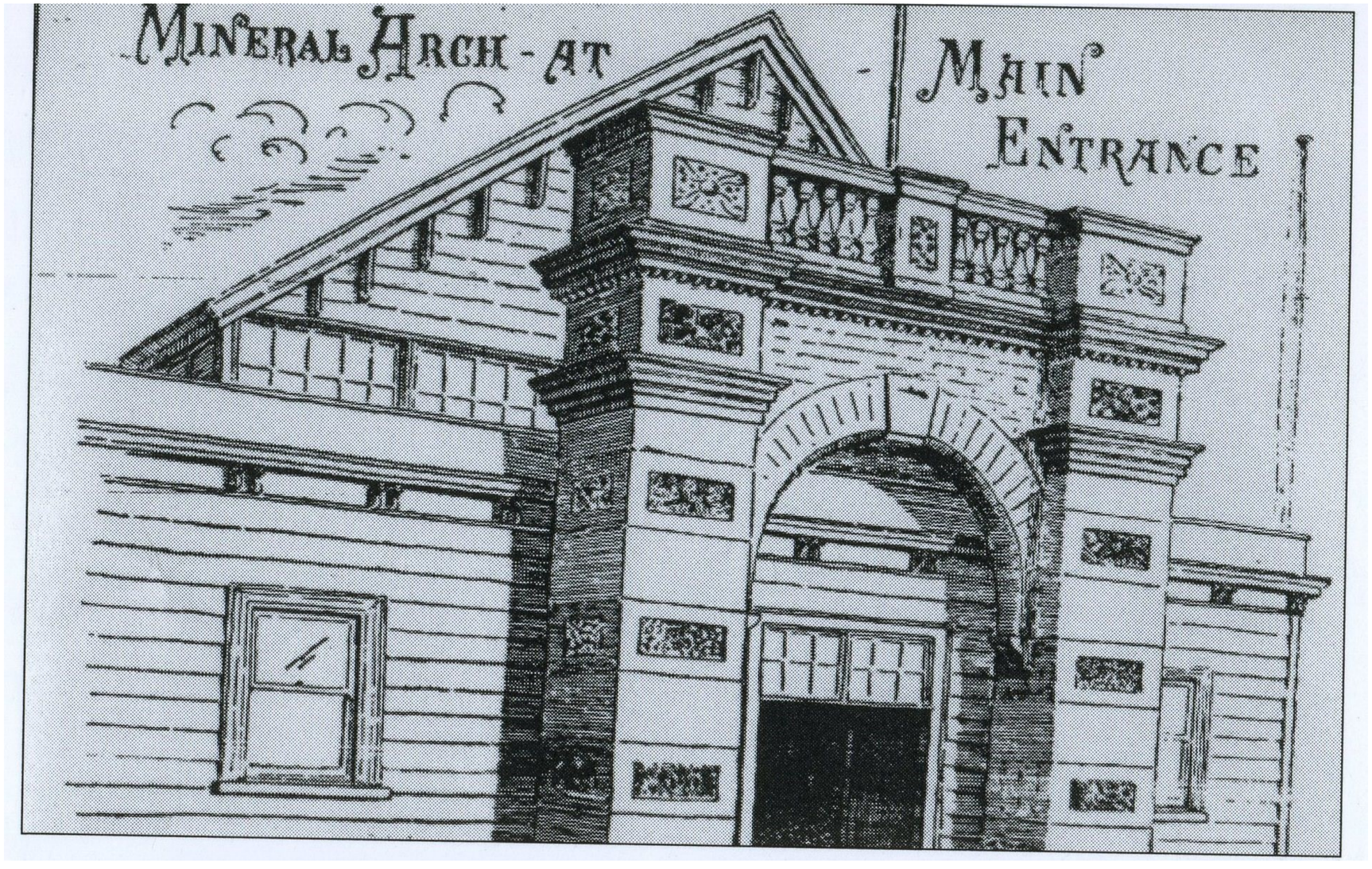






City Park with old Consevatory and Dolphin Fountain





Document Set ID: 4705655
Version: 1, Version Date: 11/04/2022



City Park with old Consevatory and Dolphin Fountain

Document Set ID: 4705655
Version: 1, Version Date: 11/04/2022

From:	"Gus Green[redacted]
Sent:	Fri, 8 Apr 2022 13:16:34 +1000
To:	"Contact Us" <contactus@launceston.tas.gov.au>
Subject:	Representation to DA 0108/2022
Attachments:	Development Application Albert Hall April 2022.docx
Importance:	Normal

You don't often get email from[redacted] Learn why this is important

CEO Michael Stretton

Launceston City Council 8th April 2022

Representation to DA 0108 /2022

Dear Michael

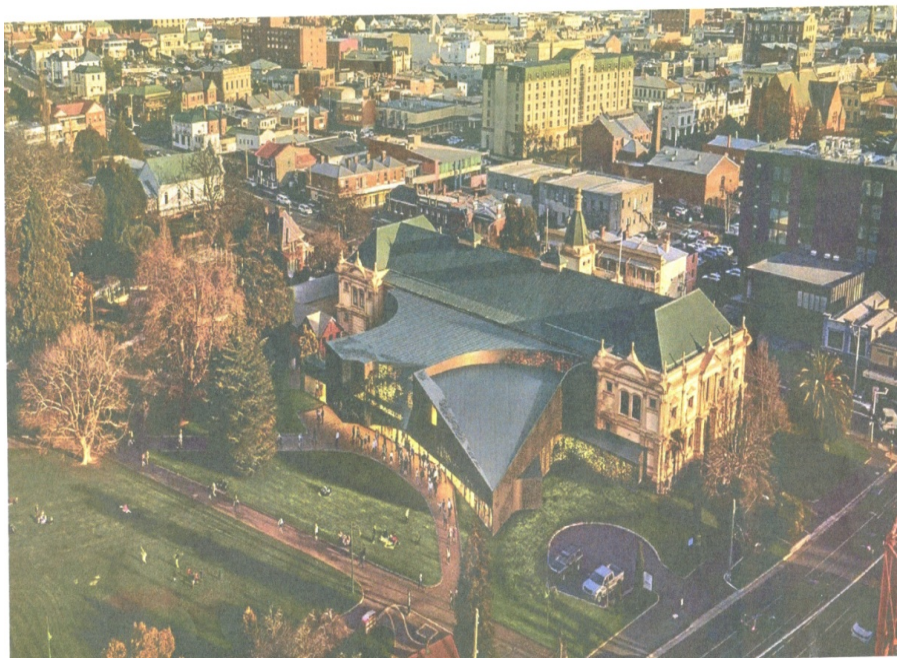
In making this representation to the advertised plans I see that this is a wonderful opportunity to establish a permanent place within the landscape area of the eastern side for the City to acknowledge the Tasmanian Exhibition 1891-92 and the part that the Peoples (City) Park played in laying the foundation for what Launceston is today and the reason for the Albert Hall having been built. I have attached the plan layout of the annexes assembled in the park and in particular the Dolphin fountain installed in the park in 1859, it is the second oldest public fountain in Australia, from information I have to hand it is to have a section removed to be sent to the mainland for assessment for a badly needed restoration process, it was restored for the Exhibition of 1891=92

The Exhibition attracted over 250.000 visitors 6826 Exhibits mounted by 1372 Exhibitors. The recognition of the part that the main avenue played at the Exhibition and the displays of our local industries could form a wonderful photographic entrance linking the Park and the hall

Regards

C (Gus) P Green

[redacted]




NOTICE
CLOAK ROOM

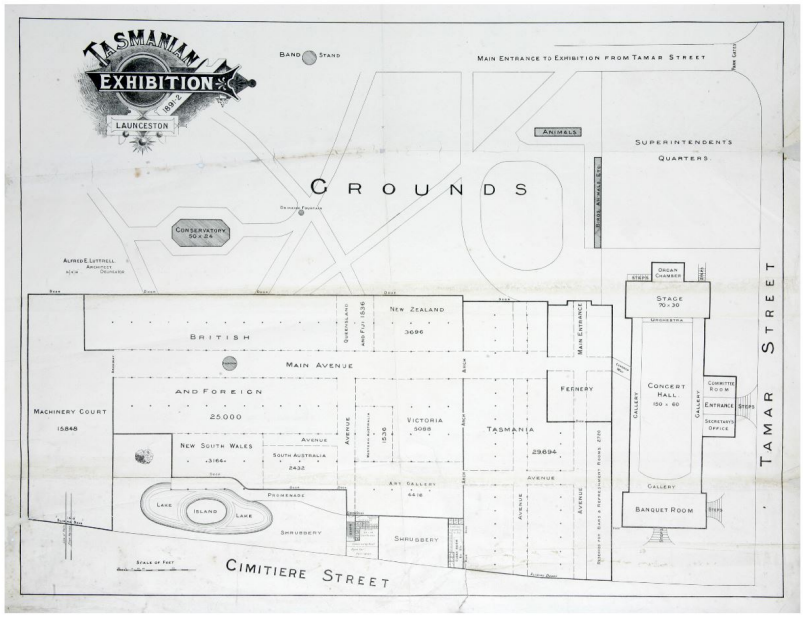
The main entrance to the Tasmanian Exhibition1891-92 the Minerals Arch



James Boag Exhibit



An engraving showing the fountain in the Peoples Park the Melbourne Post 1876



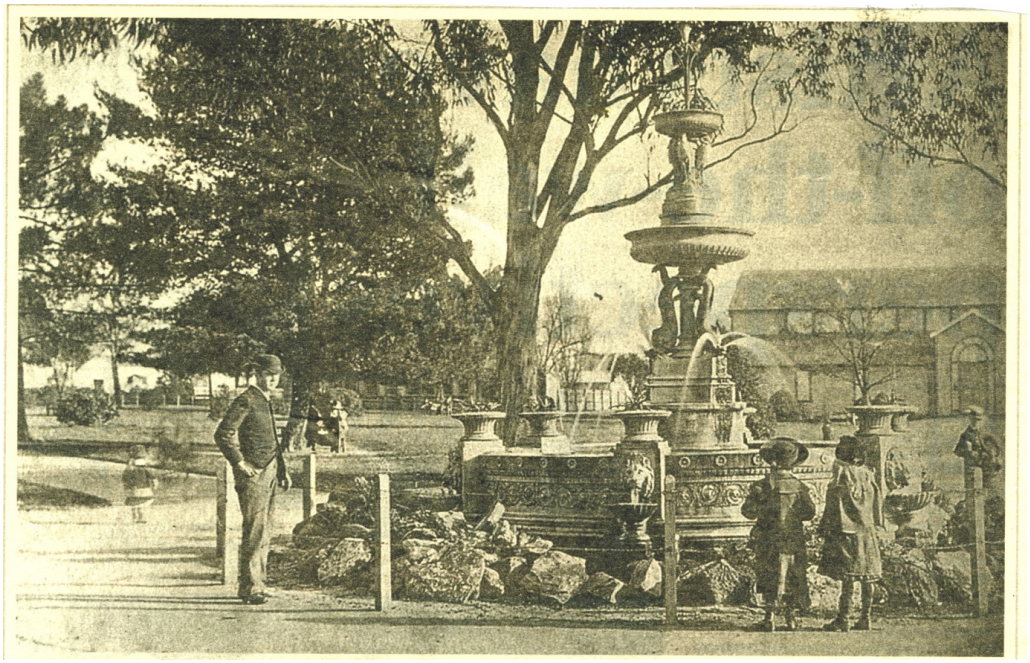
Map showing the lay out and the position of the Dolphin Fountain



Munnew's pavilion with Dolphin Fountain



Harold Masters camera 1895 A member of the Northern Tasmania Camera Club





From: "Ray Norman [redacted]
Sent: Thu, 14 Apr 2022 09:19:31 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>;"Mayor"
[redacted]
Subject: REPRESENTATION – DA O108/2022 Albert Hall

REPRESENTATION DA O108/2022 ALBERT HALL



Firstly, it should be noted that I come to be making this representation as a consequence of my research relative to **CULTURAL***landscaping* at the confluence of two rivers and an estuary –*kanamaluka* TAMAR. Here, the significance of **Albert Hall** in that context is incontestable. It was not my intent to make a representation but my research and its circumstance presents me with compelling reasons to do so.

It also needs to be noted, that I have been **denied reasonable access** to the documentation that pertains to this development on the grounds that this material was/is restricted under some assumed provisions of the **Copyright Act**. This assertion is highly contestable – *and arguably flawed*. This too must be contested given that the assertion bears all the hallmarks of ***'truth by assertion'***. And it bears no resemblance whatsoever to the ***'fair use'*** provisions of the Copyright Act – *See Australian Society of Authors* **.** Moreover, a case may even be mounted that once this class ***'authorship'*** is presented for ***'public scrutiny'*** it exists in the ***'public domain'*** and thus denying access to it could well be tantamount to discrimination – *and consequently a denial of natural justice*.

Moreover, much of the bureaucratic assertion's so-called veracity appear to be founded on an Act invoked in **1993** that could not possibly anticipate **21st C** technology, the current ***'climate emergency'*** and shifts socio-political realignments etc. globally. Council, apparently assumes **20th C** provisions are applicable albeit that that they are by-and-large redundant albeit apparently bureaucratically convenient.

Against that background I draw the following conclusions based on articles in the press, alternative professional advice from several sources and that of components of the membership of the Albert Hall's ***Community of Ownership and Interest*** as opposed to ***stakeholders exclusively –*** *those with 'skin in game' in the vernacular.* In this context the City of Launceston as 'developer' has squandered its assumed social licence and moral authority.

In its ***'colonial context',*** as a structure, on a ***'flood plain'***, Albert Hall and its immediate landscape, City Park, is essentially an exemplar of **19th C** Eurocentric **CULTURAL***landscaping* deeply embedded in the '***colonial imperatives and sensibilities'*** of its time – *and it as it is*. It was built in this location on a set of 19th C Eurocentric assumptions that been proven wanting at the very least.

On one hand this needs acknowledgement yet on the other it, in the building's ***'redevelopment'***, **21st C** imperatives need to be interrogated in that **21st C** context given that the circumstance and '***cultural realities'*** have, on the evidence, changed and shifted significantly.

Indeed, given that the **proponent/developer** here is the ***'City of Launceston'*** there is something more than a ***'need'*** for Council, when acting as a ***'Planning Authority'*** , to be not only be acting on ***'expert advice'*** – *SECTION 65 Local Govt Act 1993* – but appear to be acting upon '***independent expert advice'*** for the benefit of its constituency. The case for that being the case in **this DA** is extraordinarily thin!

Henry Ford apparently believed that **GOD** was managing his affairs and that **GOD** did not need advice from him. So with **GOD** in charge one might believe everything will work out for the best in the end if one assumed **GOD***like* power. Therefore, in that case there is nothing to worry about.

So, Henry Ford's belief in **GOD** assured him that she/he/it would provide. In this case, it might turn out to be drawing a very long bow but there it is to be drawn!

The Apparent Flaws in this Development Application – DA O108/2022

1… **Energy Provision:** Any attempt for this building to be ***'significantly energy effective'*** in a **21st C** context is by-and-large absent. That this might be the case in 2022 and against the mounting evidence globally is tantamount to Council abdicating its role as a ***'planning authority'*** in a context with any contemporary currency.

If sought, the evidence and the exemplars of mindful and sustainable ***'civic development'*** internationally abound and it appears to be the case, for whatever reason, that none of this has been taken into account. So, what would be reasonable to see in this instance now:

- **Solar hot water** for the purposes of food hygiene, personal hygiene, cleaning and space heating given the need relative to purpose and function;
- **Solar electricity** for the purposes of lighting, air conditioning, battery charging for onsite portable equipment and general usage;
- **Wind generated electricity** for the purposes of solar power backup;
- **Geothermal power** for the purposes of space heating and cooling; and
- **Collectively** such an investment in energy provision being something in the order of **30%** at least of the building ***'projected energy needs'*** albeit that a greater percentage would/could be achievable.

Who would benefit from this class of investment? Firstly, the proponent's, the developer's, own constituency given that the cost saving flowing from the investment and perhaps more to the point the benefits flowing from mitigating the impact of the ***'climate emergency'*** that Council has already adopted as a policy imperative – *albeit so far without discernible proactive action*.

2… Water Management: Any attempt for this building to sustainably manage water supplies and its ultimate dispersal to the environment in a clean condition is apparently absent and possibly a non-consideration. Internationally, there are exemplars where **all INCOME***water* is managed and used on site and only leaves the site in a ***'drinkable condition'***.

Moreover, currently in Australia there are exemplars of this class of sustainable water management in operation with one example in a domestic off-grid, away from a civic water authority context, in an urban situation in central Sydney dating back to**1996**. If meaningful research was to be undertaken no doubt great many more will have followed in its wake and might well be taken into account in current planning process – ***but NO***.

Furthermore, there is a regional airport in Queensland that claims to be achieving such an outcome and any kind of credible research would surely expose other exemplars. Clearly in this instance, arguably that class of research has not been engaged in given the imperatives of some kind of distorted in-house development approval processes.

Additional to all this, planning provisions is some European cities – *apparently London* currently– mandate this class water management. Furthermore, in Australian cities – *Brisbane* – have in place stormwater management regimes where water must be disperses ***'slowly'*** to the environment and consequently waterways in the cleanest possible condition – *not so in Launceston and indeed the converse*.

Clearly, this DA does not meet 21st C needs in a 21st C context.

3… Waste/Resource Management: Any attempt for this building to sustainably manage ***'recourse recovery'*** on site is undiscernible albeit that it is the case that on this site there are ideal opportunities for that to be planned for. If any consideration at all have been given to this issue the evidence for it being so, is quite opaque and undiscussable – *and sadly so*.

As is the case with '***water management'*** it seems that the assumption that the *'**status quo'*** pertains and is ***'fit for purpose'***. If that is the case and it is being put in the second decade of the **21st C** it beggars belief and indeed calls into question ***'the expertise'*** the GMN/CEO is required to ***'guarantee'*** in accord with **SECTION 65** of the Local Govt. Act 1993.

Clearly, this DA does not meet 21st C needs in a 21st C context.

4… Cultural sensibilities, hygiene and toilets: Any attempt for this building's redevelopment to address these concerns in a 21st C multidimensional, multifaceted cultural context seems to have been addressed in the most cursory, out of sight, out of mind way. The provision of such services cannot be avoided. Nonetheless, how and in what context they are provided is of supreme importance in a **21st C** context.

Given the intended purpose and function of the redeveloped building this is a major flaw and one that for whatever reason is being overlooked in the context of the status quo. 19th/20th C colonial Eurocentric sensibilities and cultural realities no longer apply.

In the **1980's** Launceston along with Rockhampton were identified as Australia's least culturally diverse cities. While factually that might not have been the case in fact, peri-colonial Eurocentric sensibilities did prevail and in many ways aspects of it linger.

Nonetheless, currently cultural diversity is much more apparent and especially so in regard to tourism and the student cohort living in the city. Additionally, Launceston's multicultural migrant and refugee population has become increasingly culturally diverse given the diversity of' belief systems in evidence. Plus, increasingly professional services are being provided by non-European culturally diverse providers – *particularly evident in regard to medical professions*.

Why is this significant here? Quite simply the once one-dimensional cultural realities that seem to linger in this DA are no longer appropriate or relevant and especially so in regard to this DA in the current circumstance relative to the diversity of ***'cultural realities'*** in evidence.

Clearly, this DA does not meet 21st C needs in a 21st C context.

4… **Environmental impacts and sustainability :** Any attempt for this project in an overall context to meet and address **21st C sensibilities** in regard to environmental issues and concerns are not evident. For instance the planning aims to remove a relatively large number of trees and reportedly trees that have achieved ***'full expression of their form'***. Typically planning processes in Launceston deem such trees to be of no interest/value to this or that ***'authority'*** on this or that evidence.

This bureaucratic paradigm pertains despite Council declaring a ***'climate emergency policy'*** and subsequently failing to proactively pursue it and accordingly implement projects. Noticeably in this instance trees are deemed ***'expendable'*** despite all that is invested in them and all that trees have to offer in the context of environmental infrastructure. Launceston in this regard can be characterised as environmental delinquent – *if not vandal*.

Councils refusal in the past, and apparently here too, to implement a dollar value system and/or an offset system is palpably recalcitrant in a 21st C context. It is especially so in this instance given that Council is both the proponent and the authoriser set against the most opaque consultation processes.

Even within Western 19th/20th C cultural ***'wisdom'*** it is recognised that the secret of getting ahead is quite simply getting started. It follows that the secret to getting started is breaking down otherwise overwhelming tasks into smaller manageable projects, and then get busy on the first one. In Launceston we might begin to deal with the need to achieve a **30% plus canopy cover** by judiciously protecting every single tree or replacing it **10 fold** in another urban space if removed for any reason.

Clearly, this DA does not meet 21st C needs in a 21st C context.

OVERVIEW: I submit that this development in a **21st C context** is deeply flawed and by-in-large that is due to the lack of independent expert advice sought and applied. The City of Launceston being

both ***'the proponent and the authorising authority'*** is blatantly blighted in its lack of independence and the lack of cognisance of the perception that it is the case.

In the case of other DAs presented to Council it is often stated that the class of sustainability conditions – *those flagged here* – are unenforceable approval in the context of ***'planning law'***. In regard to ***' this project'*** the proponent should be embracing conditional requirement and it would be perverse to say they would be unenforseable. That is they would be unenforceable if they went to appeal. Hear, Council is unlikely to perverse enough to appeal its own self-imposed conditions of approval.

Against this background there are compelling arguments for approval to be **postponed or curtailed** in order that arm's length independent expert advice is sought, considered and applied to a significantly ***improved proposal that fits 21st C circumstances***. Moreover, once such advice has been sought it needs to be tested in a meaningful consultation process before being presented for **self-approval** given that by any measure this DA emanates out of a fundamentally flawed process.

Ray Norman – *Cultural producer, Researcher, Cultural Geographer and collector of Deep Histories relative to Cultural Landscaping.*

Ray Norman
<*zing***HOUSE**unlimited>
The lifestyle design enterprise and research network
[redacted]

"A body of men holding themselves accountable to nobody ought not to be trusted by anybody." Thomas Paine

"The standard you walk past is the standard you accept" David Morrison

[redacted]

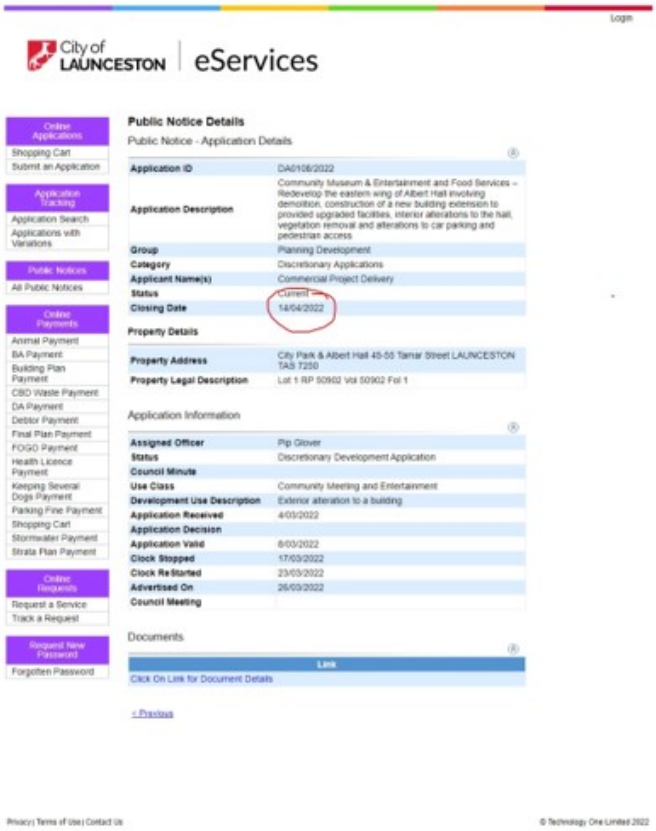
*I acknowledge the First Peoples – the Traditional Owners of the lands where we live and work, and recognise their continuing connection to land, water and community. I pay respect to Elders – past, present and emerging – and acknowledge the important role Aboriginal and Torres Strait Islander people continue to play within the research zing***HOUSE***unlimited undertakes.*

From: "Lionel Morrell[redacted]
Sent: Thu, 14 Apr 2022 11:57:42 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA0108/2022 Albert Hall Renewal Project

You don't often get email fro[redacted] Learn why this is important

14 April 2022
Michael Stretton
General Manager
City of Launceston Council
Town Hall Launceston

Dear Mr Stretton,



Re: DA 0108/2022 Albert Hall Renewal Project Representation Closing Date 14/04/22 as above

I write this representation out of concern that this project, which is by the evidence before me and presented to you, not processed appropriately by your officers to whom the email trail below was directed.
Accordingly the advertising and processing of this application during the statutory advertising period is fatally flawed, and by my submission ought to be withdrawn and resubmitted with all relative documents upon which the application fundamentally relies, included, notably a Conservation Management Plan date January 2021 once fully endorsed by Council in an open Council Meeting and made available to the public.
Presently, from my reading of the Conservation Management Plan 2011 prepared by David Denman & Associates, and from the copy provided to me by your staff is the only CMP for this place that prevails and is fully endorsed by Council.
The Denman CMP does not endorse this proposal, and in fact makes recommendations that have not been fulfilled by DA 0108/2022. The Denman CMP recommends that any CMP should ideally be placed on public exhibition, and this follows the national-endorsed guidelines for the preparation of CMP's by the renowned expert Dr James Semple-Kerr.
No reliance can be placed on the Heritage Impact Statement as apart from the lack of impartiality by the consultant heritage adviser having also prepared a yet-to-be endorsed CMP, the HIS does not take into account the prevailing CMP which does not endorse the proposed works or fully comply with the recommendations for the interior works to the northern entry foyer.
This Development Application and associated dialogue, fails to respect the fact that this place is subject to scrutiny and approvals by Tasmanian Heritage Council. The guideline criteria published by Heritage Tasmania and prescribed in the Historic Cultural Heritage Act is different to that prescribed by LUPA Act and the Launceston Interim Planning Scheme, but also there is no alert published in the advertisement of this development proposal to the fact that this place is also entered on the Tasmanian Heritage Register. That being the case, it will only be the expert or astute member of the public that would know or understand the implications of THR listing and know to direct certain elements of a representation to addressing THC requirements.
The place is also recognised nationally, and so the requirements for referral of these proposed works to the Commonwealth Minister because of the well-publicised funding of this project by the Commonwealth Government, consideration by the Minister under the Environment Protection and Biodiversity Act 1999, is necessary.
The 1980 Convention Centre is not insignificant, but no recognition of its importance, not just from a facility point of view, but because this was Stage 1 of a proposal to add a theatre to the complex has been completely overlooked and ignored.
This opportunity to facilitate a theatre is an important lost-opportunity that is detrimental to the overall community interest, and is evident reason for the merit of this proposal to be completely reviewed and a greater interest be incorporated.
The very notion of spending a reported $11M on this project just to redirect public access to the northern entry foyer, albeit a tortuous route from the City Park frontage, is most peculiar. Alternative solutions are not only possible and available, but prudent in firstly assessing and changes to the special planning for this public facility.
In summary, this proposal ought be refused, and a re-start made to establish community-based requirements for any major redevelopments relating to this cultural heritage place.
Yours sincerely,

Lionel J. Morrell
Architect and Heritage Adviser
[redacted]

[redacted]

Note: Other Representations from clients will follow.

Enclosures: the following email trail of communications forms an integral part of this representation.

Sent from Mail for Windows

From: Bonnie Triffitt
Sent: Thursday, 14 April 2022 8:14 AM
To: Lionel Morrell
Subject: RE: Albert Hall Conservation Management Plan

Good morning Mr Morrell,

I confirm receipt of your correspondence below.

Kind regards,
Bonnie

City of LAUNCESTON

Bonnie Triffitt
Administration Assistant, Office of the Chief Executive Officer
[redacted]

From: Lionel Morrel[redacted]
Sent: Thursday, 14 April 2022 12:08 AM
To: Bonnie Triffit[redacted]
Subject: FW: Albert Hall Conservation Management Plan

> You don't often get email from lioneljohnmorrell@outlook.com. Learn why this is important

Hello Bonnie
Copied to you in Eve's absence.
Regards
Lionel Morrell
[redacted]

Sent from Mail for WindowsApril 2022 6:58 PM
T[redacted]
Subject: RE: Albert Hall Conservation Management Plan

Dear Pip
I am sorry to advise you that you are incorrect in what you say.
The HIA says that it relies on the CMP of January 2021, and very clearly so.
On the topic of the same consultant preparing both the CMP and the HIA, then that goes to another important point, that this consultant ought not have been engaged to do the HIA because of a very clear perception of bias and a lack of independence, having prepared the CMP. There has been no peer-review of any of this work and certainly no public scrutiny or endorsement, not the least is that Councillors as you say are yet to consider the CMP in Council.
Of course on a further matter of a lack of independence, you ought not be attempting to adjudicate on these matters as an officer of Council, because City of Launceston Council cannot act without a perception of bias being also the proponent of this application. CoL Council may well be intending to tell me that it will be engaging a planning consultant to undertake a review of representations received and prepare an alleged 'independent' planning report for Councillors to consider in open council meeting, but you are already interfering in the statutory deliberation as the planning authority and this is clearly now a contaminated process.
The tribunal TASCAT as RMPAT has already made rulings on such practices, and so it would seem you have now set a flawed course for the statutory processing of this application, that can only end badly.
The Minister for Local Government has already instructed Local Government Authorities, particularly when acting as Planning Authorities, and particularly so when the subject development is one of their own, to not act in this manner, as it is apparently invalid.
You have also admitted that Councillors in a recent 'workshop' has been deliberating on the endorsement of this Revised CMP, (this is a process invalidated now by the strict provisions of LUPA Act prohibiting Councils acting "in committee session") and is now unable to consider and determine this Development Application should as a result of this flawed process as now evident, this Development Application now comes before this Council, as the Councillors have to a significant degree formed some sort of opinion on the merit of the proposal, and the perception of this bias prevents them from now acting as Planning Authority.
And so, the course I have alerted you to is not only correct, and appropriate but necessary, for this Development Application process to competently proceed.
I look forward to receipt of advice that this Development Application is now withdrawn.

Regards,
Lionel Morrell
[redacted]

Sent from Mail for Windows

From: Philippa Glover
Sent: Wednesday, 13 April 2022 5:29 PM
To [redacted]
Subject: FW: Albert Hall Conservation Management Plan

The email below was undeliverable to your other email address.

Pip Glover
Team Leader Planning Assessments, Community and Place
[redacted] I www.launceston.tas.gov.au

From: Philippa Glover
Sent: Wednesday, 13 April 2022 5:27 PM
To: Lionel Morrel[redacted]
Subject: RE: Albert Hall Conservation Management Plan

Hi Lionel,

The development application doesn't rely on the draft Conservation Management Plan (CMP). The development application includes a Heritage Impact Assessment (HIA) which is required for the assessment of the development against the Heritage Code. The HIA was completed by the same consultants that are developing the CMP.

Kind regards

Pip Glover
Team Leader Planning Assessments, Community and Place
[redacted] I www.launceston.tas.gov.au

From: Lionel Morre[redacted]
Sent: Wednesday, 13 April 2022 5:09 PM
To: Philippa Glover[redacted] Eve Gibbons
[redacted]
Subject: Re: Albert Hall Conservation Management Plan

Hello Pip
The Development Application for Albert Hall DA0108/2022 relies on the Conservation Plan Jan 2021 Version, so until you are able to provide an authorised version of this CMP then please extend the statutory advertising period of the Albert Hall project until beyond that authorised release date.
Please confirm all of this by return email.
Regards,
Lionel Morrell
[redacted]

Sent from my iPad

> On 13 Apr 2022, at 4:45 pm, Philippa Glover[redacted] wrote:
>
> Hi Lionel

I have received a message that you are requesting a copy of the Albert Hall Conservation Management Plan. I can provide you with a copy from August 2011 - https://launcestontasgovau-my.sharepoint.com/:f:/g/personal/carolyn_wrankmore_launceston_tas_gov_au/EpvgMEo1AiVMsCnLEgUCmoQBhS7fYtCjvwUmcIFljBiMnQ?e=gxEcEO

The updated draft version of the Albert Hall Conservation Management Plan has only just been presented to The Council at workshop last week and is still pending there review and finalisation for endorsement. As such the document is not available to be released to the public.

Kind regards

<image001.png>

Pip Glover
Team Leader Planning Assessments, Community and Place
[redacted] I www.launceston.tas.gov.au

Please consider the environment before printing this, or any other e-mail or document.

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This disclaimer has been automatically added.

From: [redacted]
Sent: Thu, 14 Apr 2022 12:10:20 +1000 (AEST)
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA 0108/2022 Albert Hall Representation
Attachments: TRA Inc representation DA0108 2022 Albert Hall.doc

Please see attached correspondence

Tasmanian Ratepayers' Association Inc.

[redacted]

14 April 2022

City of Launceston Council
LAUNCESTON TAS 7250

Attention: General Manager, Mr Michael Stretton

By email to contactus@launceston.tas.gov.au

Dear Sir,

Re: DA0108/2022 Albert Hall Renewal Project

We note the advertisement of this application and advise that our association opposes the undertaking of these proposed works in accordance with the reasons and comments that follow.

Yours sincerely,
P.R.Reynolds
Public Officer, for and on behalf of
Tasmanian Ratepayers Association Incorporated

Document Set ID: 4707772
Version: 1, Version Date: 14/04/2022

From: [redacted]
Sent: Thu, 14 Apr 2022 13:04:06 +1000 (AEST)
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: DA 0108 2022 Albert Hall Renewal Project
Attachments: TRA Inc representation DA0108 2022 Albert Hall.doc

Please see attached representation with typing correction made.
Apologies for this confusion.
Many Thanks
Tasmanian Ratepayers Association Inc.

Tasmanian Ratepayers' Association Inc.

[redacted]

14 April 2022

City of Launceston Council
LAUNCESTON TAS 7250

Attention: General Manager, Mr Michael Stretton

By email to contactus@launceston.tas.gov.au

Dear Sir,

Re: DA0108/2022 Albert Hall Renewal Project

We note the advertisement of this application and advise that our association opposes the undertaking of these proposed works in accordance with the reasons and comments that follow.

Yours sincerely,
A.J.Ascui
Public Officer, for and on behalf of
Tasmanian Ratepayers Association Incorporated

Document Set ID: 4707855
Version: 1, Version Date: 14/04/2022

From: [redacted]
Sent: Thu, 14 Apr 2022 16:34:11 +1000 (AEST)
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation DA0108 2022 Albert Hall
Attachments: TRA Inc representation DA0108 2022 Albert Hall.pdf

Please see attached Representation details.

Tasmanian Ratepayers' Association Inc.

[redacted]

14 April 2022

City of Launceston Council
LAUNCESTON TAS 7250

Attention: General Manager, Mr Michael Stretton

By email to contactus@launceston.tas.gov.au

Dear Sir,

Re: DA0108/2022 Albert Hall Renewal Project

We note the advertisement of this application and advise that our Association opposes the undertaking of these proposed works in accordance with the reasons and comments that follow.

This Development Application is marked DRAFT (Ref. P4), and accordingly raises the question whether the application is in a final state to be advertised, particularly also because I am advised that the Conservation Management Plan dated January 2022 that is cited to underpin the Heritage Impact Assessment by Purcell, is not a document that is endorsed by Council or been subjected to public scrutiny or even more disarming, is even yet available to the public for perusal, in spite of the various references and dependent statements that are made in the HIA.

We have been passed a copy of the only Conservation Management Plan that is the endorsed plan by David Denman and Associates dated 2011, that certainly doesn't promote the alleged virtues of this development application concept, by demolishing the (in our view, perfectly adequate) East Wing, the current Conference Centre designed by Donald Goldsworthy and built in the early 1980's to achieve as the initial stage of a more substantial facility, what the present design allegedly professes to achieve.

It was commonly understood, that a notional 'wish list' for the marginal Federal Electorate of Bass at the last Federal Election, scored a "spare" $10M for upgrading and improvements to Albert Hall, without any consideration of how this significant sum of public money would actually be spent, or what was responsibly needed at this facility.
This funding could be compared to a 'lottery' win or surprise windfall, and must surely more appropriately be allocated to the greater community interest of improving health facilities at the Launceston General Hospital or even Nursing care for the elderly or disabled, or improving water quality and health of the Tamar and Esk Estuaries –"FIX THE MUD", vitally-essential upgrades to the Tea Tree Bend Sewerage plant, constructing the promised Tamar Bridge, and/or any number of other needy community purposes including accommodation for the homeless ……!!!!

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It beggars belief, that it has taken several years until now for Council and its advisers to cobble together a development proposal for Albert Hall that is 'plucked from the wizard's hat' on the stroke of midnight before the now current Federal election period, and with an extra $million to boot, and not responsibly see to responsibly reallocate these precious public funds.

As a Ratepayer interest group, we were alarmed recently to learn that Council in camera, resolved to pay the catering/management tenant at Albert Hall a significant sum to prematurely vacate the rented area, in order for this project to advance quickly, and make the proposed construction area vacant, within sight of the end of the tenancy, anyway. Little wonder that our community cries out for great scrutiny of government activities at all three levels of government.

Ironically TODAY whilst the Prime Minister visits Bass to ply voters with more outrageous 'pork barrelling' pledges for the critical Bass electorate, the incumbent Bass member, Hon. Bridget Archer MHR, has announced her unlikeliness to support the much-reduced ICAC Bill if it proceeds in Parliament.

Clearly this $11M is an un-necessary expenditure in the manner proposed, and this project and its proponents deserve public exposure and suitably be brought to account.

The application documents refers to Stages (1 &2) although there is no information provided as to what these stages are or indeed what other stages may follow or, whether all of the project works as outlined and illustrated, will be undertaken comfortably within the $11M budget published, and if not whether the project will be curtailed or the funding deficiency picked up by the hapless Launceston ratepayers?

Albert Hall is a much-loved and treasured building by Launceston people, built with great pride during the highlight of the development of Launceston for the great Tasmanian Exhibition of 1891 - 1892, symbolising and centrepiece of what was Launceston's and for that matter most of Tasmania's commercial, mining, industrial and artistic achievements, and notable world-wide! Albert Hall has served the Launceston Community in times of great celebrations and tragedies. In the Great Flood of 1929, it provided shelter to hundreds of its citizens from the drowned suburbs of Invermay, Inveresk and the southern area Esplanade, with flood waters reaching to brim the top step of the Hall.

Dubbed "Victorian Academic Classical" style by architectural academics, Albert Hall stands largely unchanged since being conceived by John Duncan for the Tasmanian Exhibition. It is embarrassing to read that the present East Wing designed by Council's much-revered Donald Goldsworthy in a stripped-down version of the architectural style of the Hall, to be deigned "not designed to be sympathetic to the original design of Albert Hall or City Park". This is an outrageous statement, not in any way backed up by credible architectural experts or commentators. It is more than a sleight on the work of Goldsworthy, and regrettably puts the proponents in a poor light and questions their own Heritage Protection Society (Tasmania) Inc Representation DA 0108 2022 Albert Hall Renewal Project V2.pdfprofessional standing.

The loss of the small carpark/turning circle/drop-off area from Cimitiere Street is unacceptable. Provision of just two parking spaces for disability patrons is woefully inadequate. The refusal to provide secure accommodation for bicycle storage and end-of-trip showers for cyclists is unacceptable, citing that 'cyclists can change in the toilets"! Council acting as Planning Authority in assessing and approving other Launceston development proposals, adopts a far more rigid requirement for parking and facilities for cyclists, even when such proposals are within the Central Area exclusion zone.

The inadequacy of the present Loading Dock access prevents large vehicular access, and it is commonly observed that unloading occurs inappropriately in the present car park area, and over footpaths and entrance steps to the principle Tamar and Cimitiere Street entrances. The non-provision of adequate loading dock facilities that are accessible for large vehicles, is unacceptable.

The unnecessary loss of 10(?) trees from City Park (some said to be a mere 75 years old, hence not significant !! – not true) is another outrageous statement. These trees are important, do not need to be lost, and their loss does not accord with contemporary standards to preserve the carbon footprint otherwise lost by this action. Why is it important for this arguably-inferior building extension to be openly viewed from City Park, it isn't !

The statement that "Design of the eastern wing deliberately differs from Albert Hall in terms of scale, form and exterior finishes …..to ensure it can be read in isolation" says it all in evidencing that this design proposal does NOT accord with sensitive additions to a heritage building, it defies logic and all known cultural heritage design standards, including the Australia ICOMOS Burra Charter it asserts to comply with.

It also establishes that this design proposal does NOT accord with the provisions of the Launceston Interim Planning Scheme, the scheme's enabling State legislation or the guidelines and provisions pursuant to the Historic Cultural Heritage Act.

The designer asserts a design merit that its proposal exhibits a 'pulled in' and 'pushed down' design solution, a mind-boggling notion to most in the community, leaving our Association somewhat astonished with such language and assertions being used for what should be a serious and contemplative design resolution.

Albert Hall is far too important to suffer the changes proposed to be wrought by this application, and accordingly we ask that this application be firmly REFUSED.

Yours sincerely,

A.J.Ascui

Public Officer, for and on behalf of
Tasmanian Ratepayers Association Incorporated

From: [redacted]
Sent: Thu, 14 Apr 2022 12:49:06 +1000 (AEST)
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation DA108 2022
Attachments: Heritage Protection Society (Tasmania) Inc Representation DA 0108 2022 Albert Hall Renewal Project V5.doc

Please see attached correspondence

HERITAGE PROTECTION SOCIETY (TASMANIA) Inc.
[redacted]

14 April 2022

Mr. Michael Stretton
General Manager
Launceston City Council
Town Hall
St John Street
LAUNCESTON TAS 7250 By email to
contactus@launceston.tas.gov.au

Dear Sir,

Re: DA 0108 2022 Albert Hall Renewal Project

Pursuant to advertisements published in The Examiner Newspaper we submit this representation.

HPS(T) Inc. vigorously opposes the proposed extensions and internal works (also subject to Tasmanian Heritage Council scrutiny), and calls upon Council to suspend consideration of this project until the present Draft CMP 2021 referred to is made public and can be peer-reviewed and also scrutinised by the community.

Heritage Protection Society (Tasmania) Inc.
Heritage Protection Society (Tasmania) Inc. (HPS(T) is a community-based organization that is formed to recognize the cultural heritage significance of what the Tasmanian community has inherited from the past and what we value enough today to preserve for future generations.
Cultural heritage is about people, society and the environment, and is represented by natural, indigenous and historic places with cultural heritage values; related objects and artifacts; and the records and stories social history.
The aesthetic, historic, scientific, and social values comprising the cultural heritage significance of Tasmania, for its past, present and future generations, as established in the Australia ICOMOS Burra Charter, is a concept to which we aspire to further, promote and enhance.
We aim to communicate, educate and advocate for the protection of cultural heritage in Tasmania, and to participate positively in the planning system to seek to minimize the level of physical intervention in relation to cultural heritage fabric and practices, whilst sustaining dynamic continued adaptive uses.

Basic objects of HPS(T)

- Promoting or ensuring the preservation and maintenance for the public benefit, of places and objects of beauty or having an historical, scientific, artistic or architectural interest; knowledge of, interest in, and respect for

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those places and objects; and the provision and maintenance of activities and services to facilitate their enjoyment by the public.

- Recording and preserving the cultural heritage practices of Tasmanian communities; identifying the qualities for which Tasmania has become 2 a focus of spiritual, political, national or other cultural sentiment to both majority and minority groups; and facilitating an educational program at the broadest possible level in these communities.

- Ensuring the public acquisition where only absolutely necessary for the protection and maintenance of cultural heritage places and artefacts,and assisting in this process in a material way.

- Supporting the common aims and activities of other like-minded organizations, such as and including historical societies, cultural groups and associations, the National Trust of Australia (Tasmania), and collaborating with national and international bodies to reach a collegiate outcome.

- Raising funds and seeking outside funding support from government and public agencies for the promulgation of the aims of the Association.

For too long State heritage continues to be in a state of peril.

Tasmanian heritage remains without an effective champion across all 3 levels of government, 61 years after a National Trust was established in this State. If governments do not take heritage seriously, they cannot expect business and individuals to do so.

There should be no conflict between heritage and development needs, if both sides think constructively, but where is the guidance to allow this to happen?

The Tasmanian community owes a great debt to the National Trust's Classification and Historic Committees headed up by such people as Bruce Wall, Geoffrey Stillwell, AJ Green, June Williams, Clifford Craig, Isabella Mead, Thomas Orr, Allan Orr, G Hawley Stancombe, Karl von Stieglitz, Roy Smith, Gary Forward, Michael Court, George Brown and many others.

Without the volunteer efforts of such people, Tasmania would have lost heritage buildings, not created Local Government and National lists or enabled the State Government to second the National Trust Register of 5,000+ places, to create its modern Tasmanian Heritage Register. Without these efforts, Tasmania would not have been encouraged to keep its built heritage and from that base, been able to present Tasmania as a cultural heritage tourism destination.

There is no question that built heritage (as well as our natural heritage and scenic areas of beauty) is essential to attracting tourists to Tasmania and Launceston in particular. The entire State of Tasmania exhibits built heritage (notwithstanding Aboriginal heritage features, our food and wine attributes

and our clean/green lifestyle), but also the safety of Tasmania as an international destination.

The role of governments at all 3 levels, is to protect and also to assist with funding.

Cultural landscapes are often assumed to be included under the heading of Natural Heritage, it is commonly sold short and deserves special identification and treatment. In specific reference to the identification of cultural landscapes, we direct you to Gwenda Sheridan [redacted] and recommend that you contact her in the event that she has not already made a representation to you. Ms Sheridan was an author for the City Park CMP, a place within which Albert Hall is an integral part.

A recorded message rings incessantly in the ears of patient telephone callers to Launceston Town Hall that ***Launceston is one of the most intact and interesting early cityscapes in Australia ……."*** lifted from the Introduction of **LAUNCESTON HERITAGE STUDY** by Paul Davies Pty Ltd, first presented to Council in April 2003.

We look forward to being of assistance with finalising this review.

Yours faithfully,

P W Reynolds

Public Officer
For and on behalf of
Heritage Protection Society (Tasmania) Inc.

Document Set ID: 4707826
Version: 1, Version Date: 14/04/2022

TITLE: DA0093/2022 - Residential - Change of Use to a Respite Centre at 16 Clovis Court, St. Leonards

FILE NO: DA0093/2022

AUTHOR: Duncan Payton (Town Planner)

GENERAL MANAGER: Dan Ryan (General Manager Community and Place Network)

ATTACHMENT 1

1. PLANNING SCHEME ASSESSMENT

3.1 Zone Purpose

10.0 General Residential Zone

10.1.1 Zone Purpose Statements 10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided. 10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community. 10.1.1.3 Non-residential uses are not to adversely affect residential amenity, through noise, activity outside of business hours, traffic generation and movement, or other off site impacts. 10.1.1.4 To encourage residential development that respects the existing and desired neighbourhood character. 10.1.1.5 To encourage residential use and development that facilitates solar access, integrated urban landscapes, and utilisation of public transport, walking and cycling networks.
Consistent The use of the existing premises for the provision of respite care is consistent with the purpose of the zone to provide for residential use or development that accommodates a range of dwelling types at suburban densities.

10.4 Development Standards for Dwellings

10.4.13 Location of car parking

Objective: To: (a) provide convenient car parking for residents and visitors; (b) protect residents from vehicular noise within sites; and (c) minimise visual impact on the streetscape.
Consistent A2.1 Car parking must not be located in the primary front setback, unless it is a tandem car parking space in a driveway located within the setback from the frontage. A2.2 Turning areas for vehicles must not be located within the primary front setback.
Relies on Performance Criteria Setback is defined in the scheme as the distance from any lot boundary to a building on the lot. The proposal plans show four car parking spaces in front of the residential building and it is clear that these are located closer to the front boundary than the garage and

performance criteria are relied upon. Additionally, a recent site visit noted that two vehicles were parked beside the north-east wall of the garage building, ie. between the building and the front boundary.
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; (b) access for users of the site; (c) pedestrian and vehicular traffic safety; (d) the nature and characteristics of the street; (e) the need for the location; (f) any landscaping of the car parking or turning area location; and (g) construction methods and pavement types.
Complies Relevantly, the subject site is located at the end of the cul-de-sac and behind a solid entrance feature. The location of the car parking, other than the two vehicles adjacent to the north-east wall of the garage, is largely not noticeable by casual observation from the street. Access to the site is clear and unencumbered and parking and manoeuvring areas on the site are safe and convenient. A condition is proposed to prohibit parking in the area north-west of the driveway and forward of the existing garage.

E4.0 Road and Railway Assets Code

E4.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
Consistent The proposal is consistent with the purpose of the code to protect the safety and efficiency of the road network. The code applies as the proposal intensifies the use of the existing access to Clovis Court.

E4.5 Use Standards

E4.5.1 Existing road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.
Consistent The proposal complies with the acceptable solution.
A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.
Complies Clovis Court has a speed limit of 50kph. Industry standards predict an AADT of 8-10 vehicle movements for a single dwelling. The applicants have suggested nine existing movements and assert this will increase to 28, based on one movement in and one movement out for each of the eight staff and each of the occupants of the six bedrooms. Allowing for the presence of two to three staff members on site overnight and outside normal working hours, there will be perhaps an additional ten vehicle movements, taking the likely AADT to 38 or an increase of 29 above that expected from the use of the premises as a single dwelling.

E4.6 Development Standards

E4.6.2 Road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.
Consistent The proposal complies with the applicable acceptable solution.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.
Complies The site has only one access and this provides for both entry to, and exit from, the site.

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

Objective: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.
Consistent The proposal satisfies the acceptable solution.
A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.6.4; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.
Complies The Table prescribes a sight distance of 80m and the access from 16 Clovis Court has an uninterrupted sight line of some 115m to the junction with St Leonards Road.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to: (a) ensure that an appropriate level of parking facilities are provided to service use and development; (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas; (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; (d) ensure that parking does not adversely impact on the amenity of a locality; (e) ensure that parking spaces and accesses meet appropriate standards; and (f) provide for the implementation of parking precinct plans.
Consistent The proposal provides access, parking and manoeuvring areas to service the needs of the use and is consistent with the purpose of the code.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.
Consistent The proposal complies with the acceptable solution.
A1 The number of car parking spaces must:

(a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or (c) not exceed the requirements of Table E6.1 by more than two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or (d) be in accordance with an acceptable solution contained within a parking precinct plan.
Complies The Table requires the provision of one car parking space per bedroom or two parking spaces per three bedrooms and one visitor parking space for every five dwellings. The proposed use has six bedrooms. Therefore, five car parking spaces are required (four per six bedrooms and one visitor space). Two car parking spaces are available in the garage and four car parking spaces are shown in front of the residential building. It is noted that the parking shown on the proposal plan is not consistent with parking currently on site and a permit condition is proposed to ensure that the proposed parking is put into operation within one month of the permit coming into effect pursuant to section 53 of the Act.

E6.5.2 Bicycle parking numbers

Objective: To ensure that an appropriate level of bicycle parking spaces are provided to meet the needs of the use.
Consistent The proposal complies with the acceptable solution.
A1 The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1.
Complies The table requires the provision of one bicycle parking space per five bedrooms. With six bedrooms proposed, two bicycle parking spaces are required. The applicants assert that there is ample area for secure bicycle parking and a condition is proposed to require the provision of such secure bicycle parking within one month of the permit coming into effect pursuant to section 53 of the Act.

E6.6 Development Standards

E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
Consistent The proposal complies with the acceptable solution.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.

Complies The parking, access and manoeuvring spaces will be formed, paved and drained to the public stormwater system. The surface will be provided with an impervious all weather seal and will be line-marked to delineate the parking bays. A condition to this effect is proposed.

E6.6.2 Design and layout of parking areas

Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent The proposal complies with the acceptable solution.
A1.1 Car parking, access ways, manoeuvring and circulation spaces must: (a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces; (b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2; (c) have parking space dimensions in accordance with the requirements in Table E6.3; (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are three or more car parking spaces; and (e) have a vertical clearance of not less than 2.1m above the parking surface level. A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building. A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more. A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.
Complies All vehicles are able to enter and leave the site in a forward direction.

E6.7.1 Precinct 1 - Launceston Central Business District Parking Exemption Area

E6.7.1.3 Local area provisions

Objective: To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.
Consistent

CHANGE OF USE, 16 CLOVIS COURT, ST LEONARDS

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0093/2022
Date advertised: 26/03/2022
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PROJECT DETAILS

TITLE REFERENCE: 152786 / 14
SOIL CLASSIFICATION: N/A
WIND CLASSIFICATION: N/A
BAL RATING: N/A
CLIMATE ZONE: 7
NEW BUILDING FLOOR AREA: 0m2 | TOTAL BUILDING FLOOR AREA: 790m2 [ALL BUILDINGS]
TOTAL SITE AREA: 4448m2 | TOTAL SITE COVERAGE: EXISTING
ARCHITECT ACCREDITATION No.: MICHAEL JIRKU - CC4753B

DRAWING SCHEDULE

DRAWING No.	DRAWING NAME	REV No.
D00.00	COVER SHEET	00
D01.01	SITE PLAN	00
D01.02	EXISTING GROUND FLOOR PLAN - HOUSE	00
D01.03	EXISTING FIRST FLOOR PLAN - HOUSE	00
D01.04	EXISTING GROUND & FIRST FLOOR PLANS - GAR…	00

GENERAL NOTES

1. COORDINATE ALL WORK WITH ARCHITECTURAL DRAWINGS, ENGINEERING DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. CONTRACTOR AND SUB-CONTRACTORS SHALL FAMILIARISE THEMSELVES WITH EXISTING CONDITIONS, LOCATIONS, AND PROJECT REQUIREMENTS PRIOR TO SUBMITTING A TENDER.
4. CONTRACTOR AND SUB-CONTRACTORS SHALL FIELD VERIFY DIMENSIONS, AND FAMILIARISE THEMSELVES WITH PROJECT REQUIREMENTS PRIOR TO COMMENCING WITH THE WORK. CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO ARCHITECT FOR INSTRUCTION PRIOR TO COMMENCING ANY FABRICATION.
5. WORK SHALL INCLUDE ALL REQUIRED LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE ALL WORK INDICATED ON DRAWINGS AND AS NECESSARY FOR A COMPLETE PROJECT.
6. PROVIDE TEMPORARY DUST-PROOF PARTITIONS AS REQUIRED TO PROTECT ALL EXISTING AREAS AND EQUIPMENT FROM DAMAGE DUE TO DEMOLITION OR NEW CONSTRUCTION ACTIVITIES. COORDINATE LOCATIONS AND REQUIREMENTS WITH OWNER. ALL "BUILDER DESIGNED" SYSTEMS ARE TO MEET ALL APPLICABLE CODES AND REQUIRED STANDARDS. WORK SHALL INCLUDE ALL REQUIRED PERMITS, LABOR MATERIALS, AND EQUIPMENT FOR A COMPLETE PROJECT. INSTALLERS ARE TO PROVIDE ALL REQUIRED DRAWINGS, CODE COMPLIANCE FORMS, CALCULATIONS AND OTHER DOCUMENTATION AS REQUIRED BY AUTHORITIES.
7. CONTRACTOR TO PATCH, REPAIR AND PAINT (REFINISH) SURFACES AND BUILDING ELEMENTS DAMAGED BY MECHANICAL, ELECTRICAL, AND PLUMBING WORK AND WHERE ITEMS ARE REMOVED, RELOCATED OR ADDED.
8. REPAIR EXISTING FLOORS WHERE DAMAGED BY THE WORKS FOR THIS PROJECT.
9. PATCH AND REPAIR ALL SURFACES TO MATCH EXISTING WHERE ITEMS ARE REMOVED OR ALTERED - FIELD VERIFY EXTENT REQUIRED.
10. ALL PAINTING SHALL BE DONE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ADJACENT FINISHES AND CLEANUP
11. CONTRACTOR IS RESPONSIBLE FOR FINAL CLEANUP OF WORK AREA AND ALL EXPOSED BUILDING SURFACES AT PRACTICAL COMPLETION.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO FINISHED SURFACES, EQUIPMENT, FURNITURE, EXISTING MATERIALS OR FINISHES, CAUSED AS A RESULT OF HIS WORK. REPAIR OR REPLACE DAMAGED ITEMS AS DIRECTED BY ARCHITECT.
14. ANY EXISTING LANDSCAPING IS TO BE REINSTATED, REPAIRED AND MADE GOOD UPON COMPLETION OF WORKS.
15. ALL WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE CODES, NCC AND RELEVANT AUSTRALIAN STANDARDS.
16. ALL DIMENSIONS ARE IN MM AND ANGLES IN DEGREES UNLESS OTHERWISE NOTED



LOCATION PLAN

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VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION

READ ALL DRAWINGS IN CONJUNCTION WITH SPECIFICATIONS

mjarchitecture

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E: info@mjarchitecture.com.au
www.mjarchitecture.com.au

PROJECT
CHANGE OF USE
16 CLOVIS COURT, ST LEONARDS

CLIENT
TONI MEHIGAN

DRAWING
COVER SHEET

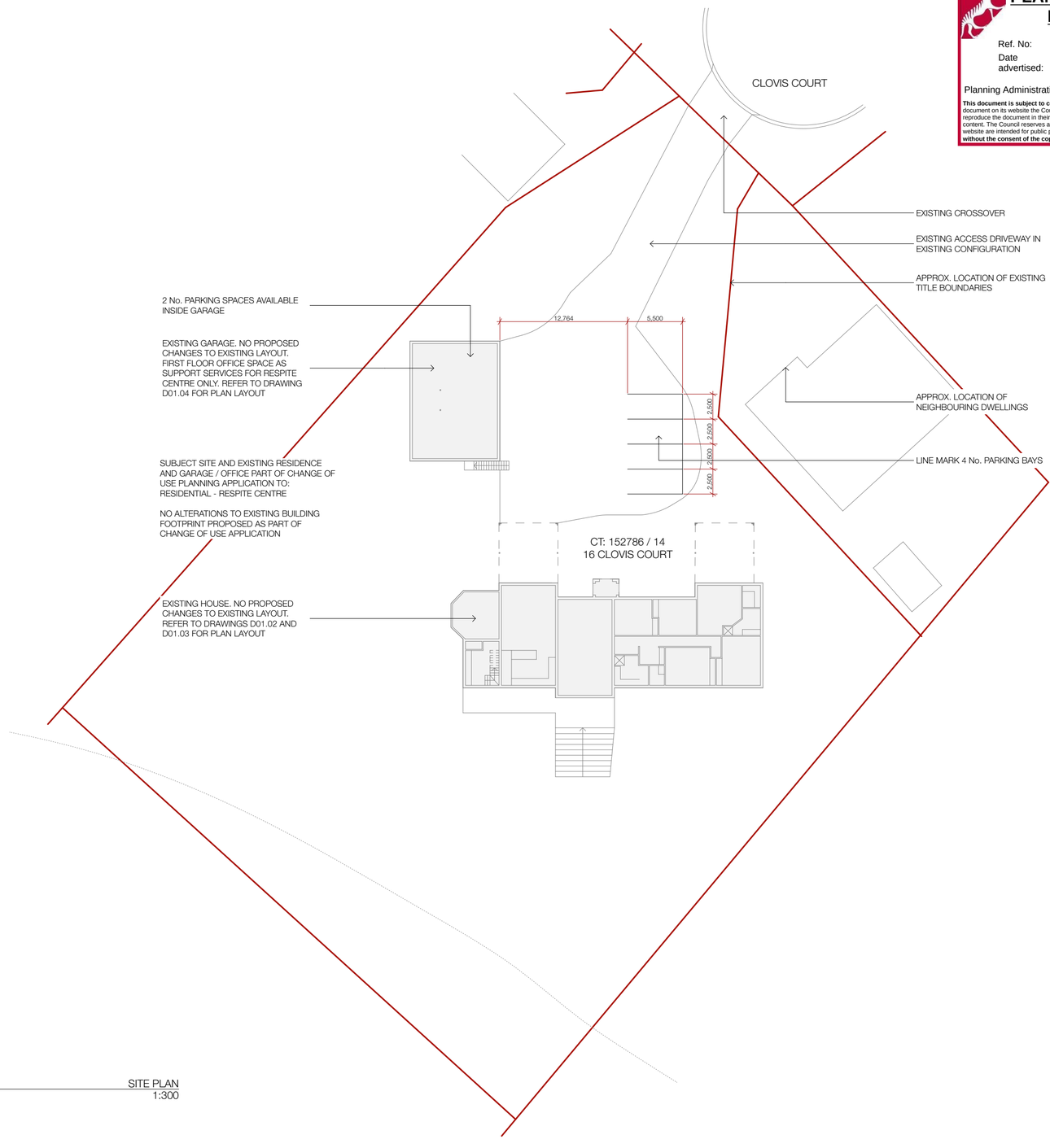
PROJECT No.	DATE	DRAWING No.
2117	15/12/21	D00.00
APPROVED:	SHEET SIZE: A2	REVISION: 00

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0093/2022
Date advertised: 26/03/2022

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1
-
SITE PLAN
1:300

REV	REVISION NAME	DATE
00	ISSUED FOR PLANNING PERMIT	16/12/21

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VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION

READ ALL DRAWINGS IN CONJUNCTION WITH SPECIFICATIONS

ACCREDITED DESIGNER: MICHAEL JIRKU - CC4753B

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www.mjarchitecture.com.au

PROJECT
CHANGE OF USE
16 CLOVIS COURT, ST LEONARDS

CLIENT
TONI MEHIGAN

DRAWING
SITE PLAN

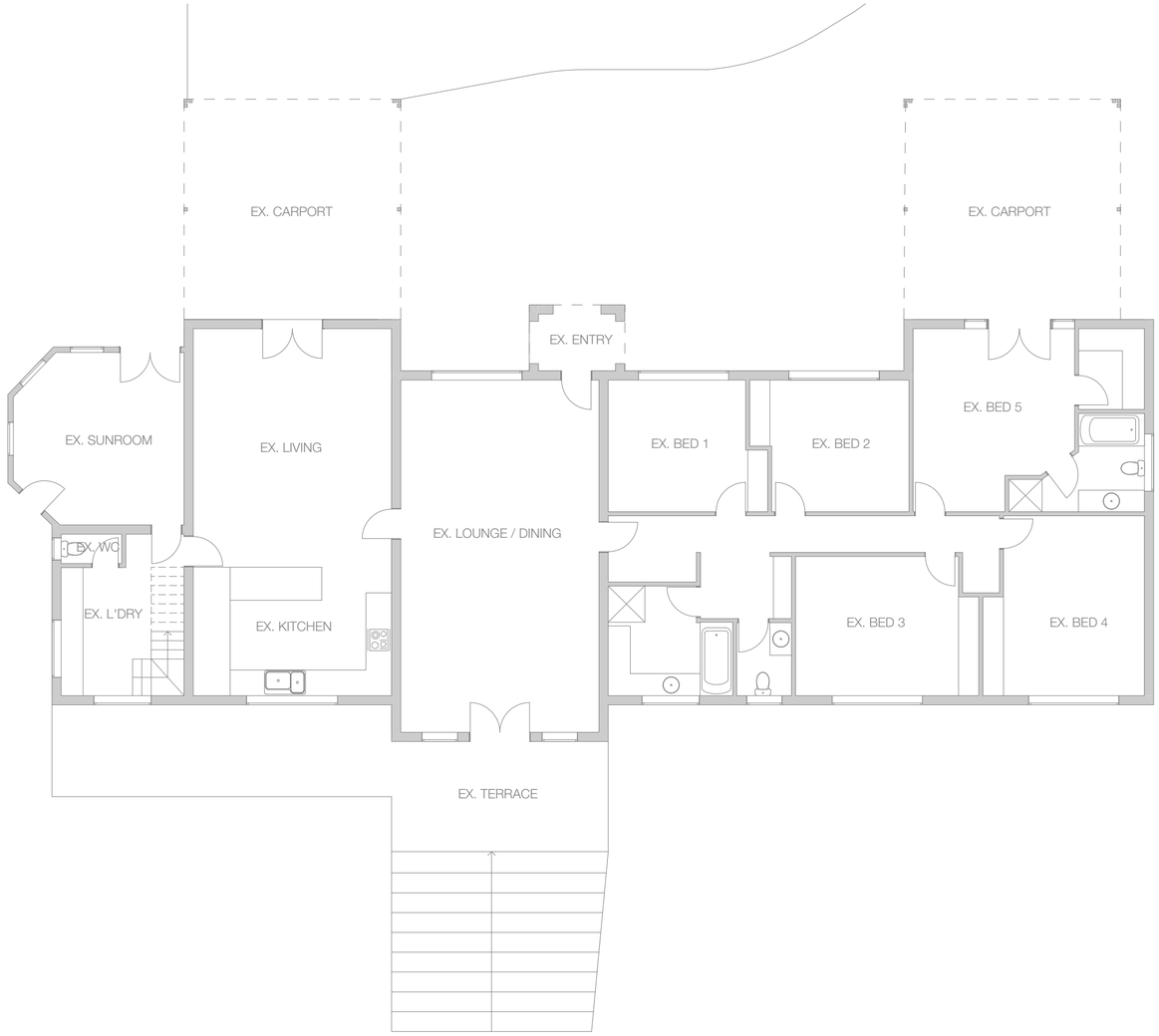
PROJECT No.	DATE	DRAWING No.
2117	15/12/21	D01.01
APPROVED:	SHEET SIZE: A2	REVISION: 00

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0093/2022
Date advertised: 26/03/2022

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1 / - EXISTING GROUND FLOOR PLAN
1:100

REV	REVISION NAME	DATE
00	ISSUED FOR PLANNING PERMIT	16/12/21

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VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION

READ ALL DRAWINGS IN CONJUNCTION WITH SPECIFICATIONS

ACCREDITED DESIGNER: MICHAEL JIRKU - CC4753B

mjarchitecture
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PROJECT
CHANGE OF USE
16 CLOVIS COURT, ST LEONARDS

CLIENT
TONI MEHIGAN

DRAWING
EXISTING GROUND FLOOR PLAN - HOUSE

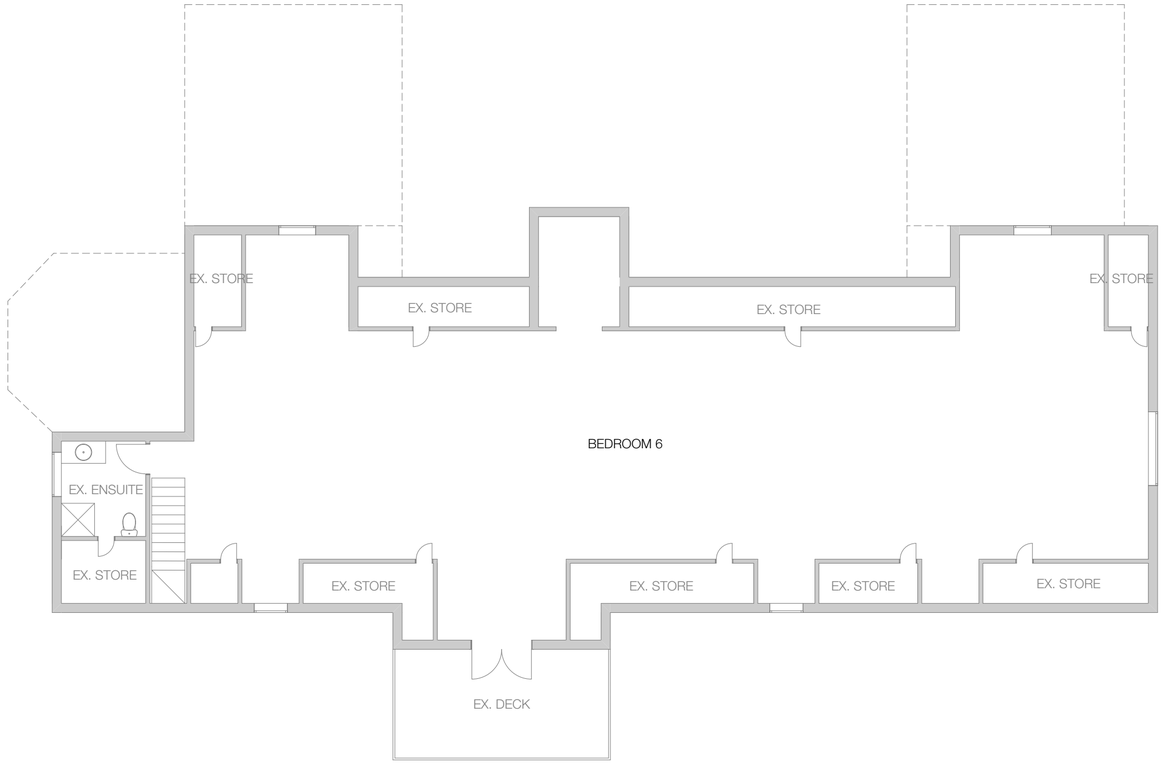
PROJECT No.	DATE	DRAWING No.
2117	15/12/21	D01.02
APPROVED:	SHEET SIZE: A2	REVISION: 00

PLANNING EXHIBITED DOCUMENTS

Ref. No: DA 0093/2022
Date advertised: 26/03/2022

Planning Administration _____

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1 / - EXISTING FIRST FLOOR PLAN
1:100

REV	REVISION NAME	DATE
00	ISSUED FOR PLANNING PERMIT	16/12/21

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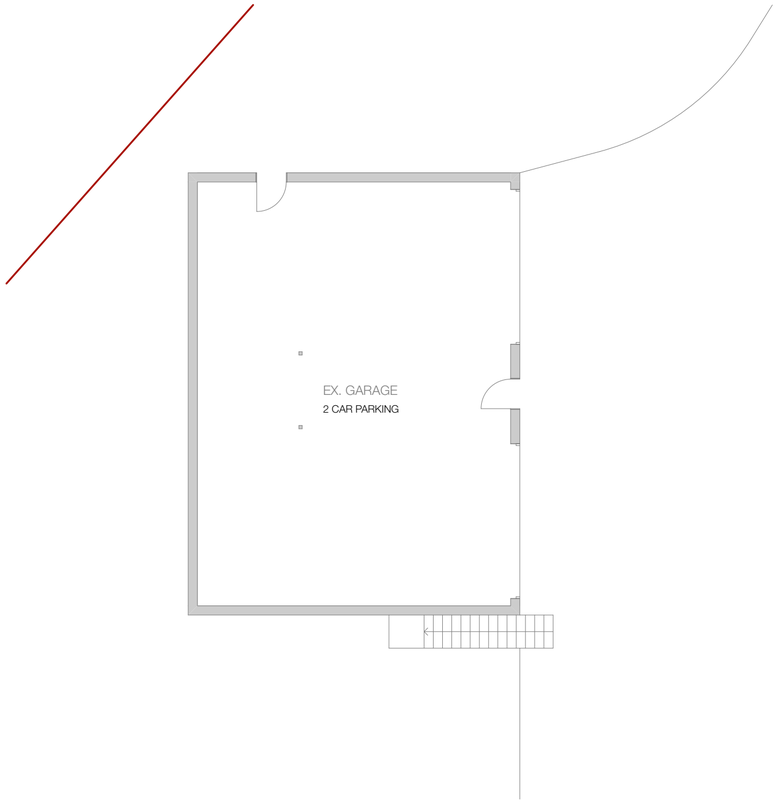
PROJECT No.	DATE	DRAWING No.
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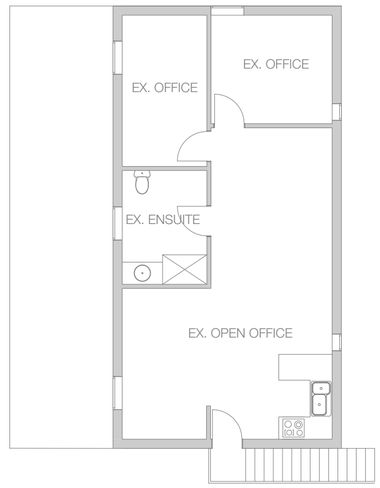
Ref. No: DA 0093/2022
Date advertised: 26/03/2022

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2 - GARAGE GROUND FLOOR PLAN
1:100



3 - GARAGE FIRST FLOOR PLAN
1:100

REV	REVISION NAME	DATE
00	ISSUED FOR PLANNING PERMIT	16/12/21

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PROJECT
CHANGE OF USE
16 CLOVIS COURT, ST LEONARDS

CLIENT
TONI MEHIGAN

DRAWING
EXISTING GROUND & FIRST FLOOR PLANS - GARAGE

PROJECT No.	DATE	DRAWING No.
2117	15/12/21	D01.04
APPROVED:	SHEET SIZE: A2	REVISION: 00

From: "Val Martin" [redacted]
Sent: Thu, 31 Mar 2022 16:55:10 +1100
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Re DA0093/2022

You don't often get email from [redacted] Learn why this is important

Dear Duncan, [Re Phone Call]

I am writing to you with concerns about the Business that has been running from 16 Clovis Court, St Leonards from roughly the 22 June 2020.

I rang the council some time ago with Concerns about the amount of traffic in our street from this business and why we never received any notice from the council for this Business and the Lady that answered the phone looked up something and said we had received the notices 6 months before my phone call which I replied that we never received any notice at all, and she kept saying we did!

Now that I know this Business has and still is running without the permits has made me very annoyed and angry how my phone call was delt with.

Cars are driving up and down our Court faster than 50km at times.

At times late in the afternoon our street fills up with cars and there is only room for us to travel in or out of our Court, one car at a time and the only vacant spots are our driveways and when there is a car across from my driveway on the other side of the road which has been nearly every day since the business began I cannot get out of my driveway without reversing out in the wrong direction to where I need to be going so I don't hit the car or reverse out and go as close as I can to the car then I have to go up over the Curb on an angle which is not good for my wheels because I hit the curb then flop down off the dam curb.
There is just not enough parking space for this business to be run in this Court.
I wrote to the council some time ago to see if a yellow strip could be put opposite my driveway, but I was told it's not the councils problem.

Most days before this notice came out the Court was filled with cars around this end of the Court which shows they don't have efficient parking for whatever the business is being run on 16 Clovis Court !!!!!

If this Property was advertised when they first bought it for a business and not a residential property and a sign put up to say they were going to change it into a business I would have objected to it because I bought my house in this Court thinking it was going to be a nice quiet area and not having traffic going up and down at all hours of the day and night.
You know when it is Sunday because the cars start rolling in late in the afternoon to drop off people or stay and if the gates aren't open, they just line up in the middle of the road until the gates are opened.

Hoping you take all this into consideration before passing their application.

Regards Valma Martin
[redacted]

From: "Val Martin" [redacted]
Sent: Tue, 5 Apr 2022 18:58:14 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Re DA0093/2022

You don't often get email from [redacted] Learn why this is important

Dear Duncan,

I wrote an email last week about all the extra traffic in Clovis Court to and frow from 16 Clovis Court.

I can not remember which day this was last week, but it was after I sent the first email.

I wish to add more on my concerns about how they are running their business at 16 Clovis Court.
I was out the front of my property at number [redacted] and one of their clients was stumbling around in front of me, so I looked up to see what he was doing, it seemed like he was stressed about something and by himself, I looked down at the gate way of the business and as soon as the lady seen me, she ducked back behind the fence instead of coming after him she just left him out by himself, I was a bit frighten so I came back inside so I'm not sure what happened after that.

I have spoken to one of the neighbors and they seem to think that they aren't supposed to be roaming around on their own.
It worries me if they are allowed to roam around by themselves if they are a bit angry. I live on my own and I know how strong they can get when they are inconsolable.

Hoping you take all this into consideration before changing the residential property into a Business that doesn't seem to be run by all the bylaws and the special needs of their clients.

Regards Val Martin
[redacted]

From: "helen bullock" [redacted]
Sent: Mon, 4 Apr 2022 17:46:28 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Written submission re: 16 Clovis Court, St Leonards Planning Application No. DA0093/2022
Attachments: Submission on application of 16 Clovis Court Planning Permit F.docx

You don't often get email from [redacted] Learn why this is important

Dear Sir,
please find attached objection submission to advertising notice of Planning Application of 16 Clovis Court.

Chief Executive Officer
PO Box 396
Launceston TAS 7250

30th March 2022

Helen Bullock
[redacted]

Dear Sir:

Re: 16 Clovis Court, St Leonards Planning Application No DA0093/2022

Despite having operated at 16 Clovis Court since late in 2020, Wonderland Community Services is only now applying to have its operation approved. Since the Wonderland business began a number of the residents of Clovis Court and of the surrounding neighbourhood have sought information from Council as to the legality of the operation of the business but were told to wait for information to be mailed to them. Having waited for over a year for this information to arrive, local residents have now been afforded a mere two weeks to consider the complex issues involved with the application and to draft their objections.

Errors in the application itself make formulating an appropriate response more difficult for even those residents who attempt to follow the arguments in application carefully.

To take two examples:

- on page 4 of 8 of the application the applicant seeks to take support from a definition of 'respite centre' in Clause E1.3.1 of the Bushfire-Prone Areas Code. There is, however, no definition of respite centre in Clause E1.3.1 of that code.

- on page 7 of 8 the application refers to "Clause E5.4.1 – Existing Road and Junctions" and in the context offers an assessment of likely vehicle movements. The Clause actual E5.4.1 is set out below and is clearly not relevant to vehicle movements.

5.4 Maintenance and Repair of Linear and Minor Utilities and Infrastructure

5.4.1 Maintenance and repair by or on behalf of the State Government, a Council, a statutory authority, or a corporation all the shares of which are held by or on behalf of the State or by a statutory authority, of:

(a) electricity, gas, sewerage, stormwater and water reticulation to individual streets, lots or buildings;

(b) infrastructure such as roads, rail lines, footpaths, cycle paths, drains, sewers, power lines and pipelines; and

(c) minor infrastructure such as footpaths and cycle paths, playground equipment, seating and shelters, telephone booths, post boxes, bike racks, fire hydrants, drinking fountains, rubbish bins, public art, traffic control devices and markings, and the like on public land.

In view of the complexity of the issues addressed in the application and the misleading errors contained within it **I request that residents be afforded more time** to consider and lodge their objections and ,

indeed, that the applicant be afforded the opportunity of correcting and re-submitting its application for public view and comment.

My objections to the application are as follows:

1. **Traffic movements**

This issue is addressed on page 7 of 8 the application under the incorrectly cited Clause noted earlier.

The assertion in the submission that it expects 28 vehicle movements per day is hardly credible.

On page 2 of 8 it proposes that "there will be up to eight (8) staff on-site at any one time". The operation is proposed to operate 24 hours a day so one might assume three shifts of eight or 24 starts and 24 finishes which is 48 vehicle movements. In addition to staff there are specialist non-staff service providers dealing with a demanding clientele. Conservatively assuming visits by four such service providers per day one should allow a further eight (8) vehicle movements. As well as the clients who are residing at the premises, it is intended to provide day care services for clients. Assuming that there are a dozen such clients that would require twelve comings and going for drop off and twelve for pick up or an extra 48 vehicle movements.

The application also refers to the provision of "care services within client homes" and suggests that these could be serviced from 23 Blessington Road subject to the approval of a separate permit application. Should this application not be approved and four such home visits a day be undertaken then a further eight (8) vehicle movements would be required.

And, of course, for a business of this size, there are certain to be deliveries. All of this at the end of a Cul-De-Sac so that every vehicle movement affects the whole street.

This conservative assessment of vehicle movements makes no provision for the future growth of the business for which the owners are undoubtedly hopeful.

The application asserts that forty (40) vehicle movements a day should be deemed acceptable. While I cannot find the basis upon which this assertion is made, it is quite conceivable that two or three times this level of vehicle movements could be inflicted upon the residents of Clovis Court – a quiet Cul-De-Sac in an otherwise bustling neighborhood. The quality of life which attracted residents to such a quiet street would be surely affected.

2. **The Special Nature of Clovis Court**

Nearby Clovis Court there are three schools, a tertiary institution a hotel and shops with all of the traffic and activity that these operations entail. By contrast, just around the corner, is Clovis Court – an oasis of tranquility amid this activity. It is reasonable to assume that the home owners in Clovis Court were attracted to the street by its peace and quiet as well as its proximity to the amenities of St Leonards.

The intrusion of a significant business operation at the end of the Cul-De-Sac will shatter the peace of the street, destroying the very quality which attracted residents to the street in the first place.

3. **The Special Nature of Wonderland**

Wonderland presents as a respite centre. As a respite centre, the business exclusively targets clients funded by the NDIS. The NDIS provides support for people suffering from permanent and significant disabilities both physical and psychological. While this is an important and worthwhile service, the housing of people with significant psychological disabilities within a quiet residential area must raise serious planning concerns. People suffering from such disabilities deserve appropriate care but such care should be provided at a distance from a quiet neighborhood street where it would be less likely to give rise to serious concerns as to residents' personal safety.

4. Relevant Use Classes

On pages 3 and 4 of 8 the applicant attempts to categorise the proposed use of the property into one or more of three relevant use classes: Educational and occasional care; Residential or Business and professional services.
Dealing with them in turn:

i) The proposed use is clearly not educational. With respect to "occasional care" the applicant has to rely on the reference to "day respite care" but, as the applicant concedes on page 4 of 8, "the provision of respite care at the site is not limited to the day time and the definition is therefore not an entirely accurate description of the use". Accordingly, the attempt to categories the use under this heading fails.

ii) The applicant claims that, "a Residential use class categorisation, therefore most specifically describes the use for which approval is sought" (page 4 of 8). It is against this categorization as residential use that the arguments raised by this objection are principally directed. These serious objections appear to be insurmountable.

iii) It is possible given the extraordinary amount of space both in the dwelling and the detached building which is dedicated to work by "professional team members for administrative tasks (eg report writing) associated with the provision of support on-site or care off-site within client homes" (page 3 of 8 first paragraph under heading 4.3) that the use is indeed primarily for business and professional services. If this were, however, the case it would suggest that the bulk of the business was in connection with the delivery of off-site care. Such services would necessarily involve a great increase in vehicle movements as staff leave and return from any number of off site visits. This, combined with the business of delivering on site care would impose even greater stress upon the Clovis Court community.

5. Zone Purpose Statements

The applicant lists the zone purpose statements 10.1.1.1 to 10.1.1.5
Addressing these points in turn:

10.1.1.1. The applicant's use is not consistent with the infrastructure provided. Clovis Court is a short residential Cul-De-Sac of a dozen homes. Such a small street is not intended to accommodate the significant increase in traffic, potentially many times as great as that for which it was designed and which the applicant's proposal entails.

10.1.1.2. The applicant's proposed use, while it might be argued to be in the broader community interest, does not serve the local community. On the contrary it draws its clients from near and far. It

imposes a burden on the local community. Even with respect to employment it does not appear to be offering local jobs but to be drawing on a labour pool comprised of foreign visa holders.

10.1.1.3. As set out in this objection the proposed use seriously adversely affects residential amenity in all of the listed respects: noise, activity outside of business hours, traffic generation and movement. It is in short a blight on residential amenity.

10.1.1.4. Given its impact on residential amenity it is clearly inimical to the existing and desired neighbourhood character. This residential street is not appropriate for a major business operation.

10.1.1.5. The applicant does nothing to facilitate the objectives of this listed purpose.

The fact that this business has been operating for over a year without Council approval suggests a contempt for both neighbours and for proper process. It constitutes a grossly unacceptable intrusion of a significant business into an otherwise quiet suburban street and there is no reason to believe that, if approved, the business will not scale up with more accommodation on the first floor of the dwelling, more day respite services and more off site clients. Growing a business is the natural objective for its owners but it is contrary to the interests of those living in its immediate vicinity, especially in the otherwise peaceful Clovis Court.

6. Overlooking

It is noted on page 2 of 8 of the application that the first floor of the detached building comprises a "habitable space, kitchenette and ensuite". This area was renovated by the current owner as part of the new business prior to the application for retrospective approval being lodged.

Three windows of the first floor of this detached building directly overlook my back yard and washing line. This first floor area is now to be used "as office space for administrative tasks" (page 3of8). I am disturbed by this new use and by the prospect of the office staff overlooking my yard and washing line.

While I would once again urge Council to allow more time for local residents to consider the complex issues involved with this application and to lodge their objections, the whole matter is nevertheless at Councils' discretion. I strongly urge you to exercise that discretion to prevent the disruption of a peaceful residential setting by the intrusion of a large business enterprise.

Yours sincerely

Helen Bullock

From: "Elizabeth Lagarto" [redacted]
Sent: Wed, 6 Apr 2022 12:49:57 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Clovis Court, St Leonards - re Application by Wonderland NDIS facility

You don't often get email from [redacted] Learn why this is important

To the attention of: THE CHIEF EXECUTIVE OFFICER

6th April 2022

Good afternoon

I live at No. [redacted] and I have [redacted] for over 15 years, latterly at No. [redacted] and prior to that in a flat at No. [redacted] I lived at No. [redacted] for 4 years while I was buying and eventually built at No. [redacted] and moved into the new dwelling on 1st April 2011. Until recently, the street, which is a cul-de-sac, has always been a very pleasant place in which to live, very quiet, peaceful and child friendly.

However, around a year ago, the house at No. 16 was bought, painted and I believe refurbished, and was put to use as an NDIS facility, catering for, as I understand it, 'Persons between the ages of 15-24, who have permanent and significant disabilities'. This was done without any prior warning, advisement, or opportunity to object to such an establishment and has operated with increasing presence ever since. The nature of the business is such that it involves a very large increase in traffic to the street, with vehicles coming and going from the premises all through the day and evening, seven days per week, and many delivery vehicles also visit the premises, as well as foot traffic on occasion.

The street has changed from a peaceful cul-de-sac, to a busy, distracting thoroughfare and is no longer the pleasant place to live that I thought I had built my house in. Added to that, the fact that we were not given any opportunity to raise an objection prior to its' establishment is of great concern to myself, my husband and I believe to many of the residents in the street.

While I understand that the provision of a place like Wonderland is necessary and important to many people in this part of the state, to have allowed it to just arrive and operate in a private, residential cul-de-sac is

very disturbing.
I wish to formerly object to the now, extremely late submission from the operators of Wonderland, who incidentally
do not themselves reside in the street, but apparently operate it via proxy whilst living in Queensland. I would like
their application to be denied and the owners required to move their operation to a more appropriate location.

Yours sincerely

E A Lagarto

My contact details are as follows:

Mrs Elizabeth Ann Lagarto (formerly Norrstrom)
[redacted]

TITLE: DA0098/2022 - 2A My Street, Launceston - Residential - Demolish Two Outbuildings and Construction of a Dwelling

FILE NO: DA0098/2022

AUTHOR: Catherine Mainsbridge (Senior Town Planer)

GENERAL MANAGER: Dan Ryan (General Manager Community and Place Network)

ATTACHMENT 1

1. PLANNING SCHEME ASSESSMENT

3.1 Zone Purpose

11.0 Inner Residential Zone

11.1.1 Zone Purpose Statements 11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height. 11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community. 11.1.1.3 To allow increased residential densities where it does not significantly affect the existing residential amenity, ensure appropriate location of parking, and maintain vehicle and pedestrian traffic safety. 11.1.1.4 To maintain and develop residential uses and ensure that non-residential uses do not displace or dominate residential uses. 11.1.1.5 To provide for development that provides a high standard of amenity and contributes to the streetscape.
Consistent Development of the dwelling meets the zone purpose of providing a contemporary dwelling in a higher density fully serviced inner city area within close proximity of the central city. The proposed dwelling will infill an unutilised and unmaintained parcel of land in the streetscape.

11.4 Development Standards

11.4.1 Setback from a frontage for single dwellings

Objective: To ensure that the setback from frontages: (a) assist in the establishment of the streetscape character; (b) enhance residential amenity; (c) provide a transition space between the road and private dwelling allowing mutual passive surveillance for community safety; and (d) respond to slope and other physical characteristics of a lot and assist in attenuation of traffic noise.
Consistent The proposed dwelling is considered to meet the streetscape character and amenity. The design provides a connection with the street to ensure passive surveillance and is designed to meet the terrain and nature of the street.
A1 Unless within a building area shown on a plan of subdivision, the wall of a single dwelling (excluding minor protrusions) must have a setback from a frontage that is: (a) no less than 4.5m from a primary frontage; and (b) no less than 3m to a frontage other than a primary frontage; or

(c) a distance which is no more or less than the maximum and minimum setbacks of the dwellings on immediately adjoining lots; or (d) no less than the existing dwelling setback if less than 4.5m.
Complies The garage component of the dwelling is setback 880mm from the primary frontage. This is greater than the minimum setback of approximately 560mm of part of the dwelling at 94 Arthur Street and, therefore, meets (c). The remaining setback is 1,780mm which is the same the remaining setback of 94 Arthur Street. The site currently has a garage fronted outbuilding with a setback of approximately 800mm from the front setback being one of two outbuildings along the northern boundary of the right of way to be demolished. While demolition of a building requires a new building to be considered as if the site is vacant, the proposal in part replaces the location of the existing building.

11.4.2 Site coverage and rear setback for single dwellings

Objective: To ensure that the location and extent of building site coverage: (a) facilitates the provision of open space, gardens and other outside areas on the site that contribute to residential amenity; (b) assists with the management of stormwater; (c) provides for setback from the rear boundary; and (d) has regard to streetscape qualities.
Consistent The proposed location of the building allows for provision of open space and gardens to contribute to the streetscape to assist with stormwater management, provide suitable setbacks and improve the quality of the streetscape.
A1 A site coverage of no more than 50% excluding building eaves and access strips where less than 7.5m wide.
Complies The roofed space has an approximate area of 98.8m² upon the 409m² site to result is a site cover of 24.16% which complies with the acceptable solution. It is noted that the site does contain a right of way. This serves other properties and does not literally provide access to the subject site and therefore, does not serve as its access strip. At the same time, if the access strip was not included in the calculation, the site cover would be approximately 47.96% which also complies with the acceptable solution.
A2 A rear setback of no less than 4m, unless the lot is an internal lot.
Complies The rear setback is 4m which complies with the acceptable solution.

11.4.3 Building envelope for single dwellings

Objective: To ensure that the siting and scale of single dwellings: (a) allows for flexibility in design to meet contemporary dwelling requirements; (b) protects the residential amenity of neighbours through minimising visual bulk and overshadowing; and (c) has regard to streetscape qualities.
Consistent The proposed dwelling is considered to provide for contemporary residential requirements within the context of its setting while not significantly impacting on the residential amenity of the neighbourhood and streetscape.

A1 All single dwellings (excluding minor protrusions extending less than 1.5m) must be contained within either of the following building envelopes: (a) determined by a setback of no less than 3m from side boundaries and no less than 4m from the rear boundary and a building height of no more than 5.5m; or (b) determined by projecting at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and at a distance of 4m from the rear boundary to a building height of no more than 8.5m above natural ground level (see Figures 11.4.3 A and 11.4.3 B); and walls are setback: (i) no less than 1.5m from a side boundary; or (ii) less than 1.5m, provided the wall is built against an existing boundary wall or the wall or walls have a total length of no greater than 9m or one third of the boundary with the adjacent property, whichever is the lesser.
Relies on Performance Criteria The proposed dwelling does not meet (a) as the building height is greater than 5.5m, having an absolute maximum height of 8.5m at the front south western corner of the garage component of the dwelling. Considered against (b), the proposed dwelling encroaches on the rear envelope. At a the point where the rear setback is 4m the dwelling has a maximum height of 7m from natural ground level to the highest point of the skillion roof. The performance criteria must be considered for this encroachment.
P1 The siting and scale of single dwellings must be designed to: (a) ensure there is no unreasonable loss of amenity on adjoining lots by: (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than three hours between 9am and 5pm on 21 June or by increasing existing overshadowing where greater than above; (ii) overlooking and loss of privacy; and (iii) visual impacts when viewed from adjoining lots: and (b) take into account steep slopes and other topographical constraints; and (c) have regard to streetscape qualities.
Complies The siting and scale of the dwelling is not considered to have a significant impact on the streetscape with regard to the following: *(a) ensure there is no unreasonable loss of amenity on adjoining lots by:* *(i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than three hours between 9am and 5pm on 21 June or by increasing existing overshadowing where greater than above;* The proposed dwelling is directly north of the dwelling at 94 Arthur Street and will overshadow its rear open space and rear walls. The shadow drawings demonstrate that at least three hours of sunlight, spread over the day, will be received by the windows and the rear yard between 9am and 4pm (there is very low light by 5pm on 21 June). The applicant has considered the concerns of the representation in relation to overshadowing and proposes to remove the roof from the upper level deck. This provides a minor reduction to the extent of roofing at the western end of the upper floor. It also reduces the height of the building fronting My Street. *(ii) overlooking and loss of privacy; and* The encroachment will not cause any overlooking or loss of privacy to adjoining properties. The dwelling has the necessary setbacks to meet *Clause 11.4.5 Privacy for single dwellings.* Where the building envelope is encroached there is one of three windows in the rear elevation where the floor level is more than 1m above natural ground level. The window, W14, adjoins the stairwell. All of the windows have obscure glass, W15 is the powder

room on the mid-level and W5, the other window within the stairwell. The stairwell windows principally align with the outbuildings on the adjoining site at 92 Arthur Street.

(iii) visual impacts when viewed from adjoining lots: and

The dwelling is not considered to have any significant impact on adjoining lots, ie. 92 and 94 Arthur Street and 2 My Street. Where the dwelling encroaches on the building envelope it aligns with the rear quarter of the western side boundary of the site at 92 Arthur Street, is 5m off the rear boundary of 94 Arthur St and is 8m from the southern side elevation of 2 My Street.

The stepped height of the eastern elevation consists of a 8m wide x 4m high section (above natural ground level) and a 5m wide section. The higher section has a skillion roof which has a maximum height of approximately 6.8m above natural ground level, noting that the site is to be excavated to match street level. With a setback of 4m and located well clear, and off the north west, of the dwelling at 92 Arthur Street, the eastern elevation will be visible from 92 Arthur Street but should not have a significant visual impact especially as that site is sited at a higher elevation.

94 Arthur Street will also have views of the dwelling but level three of the dwelling is setback a further 3m which will visually reduce its overall height.

The encroachment will not have a visual impact on 2 My Street. It adjoins a section of a blank wall of the dwellings southern elevation.

(b) take into account steep slopes and other topographical constraints; and

The site is located on the side of the hill and rises approximately 2.3m from the south-western front corner to the rear north eastern corner. The configuration and setting of the sites should limit the impact on adjoining properties.

(c) have regard to streetscape qualities.

The encroachment on the rear building envelope does not impact on the streetscape qualities.

11.4.4 Frontage setback and width of garages and carports for single dwellings

Objective: To ensure that the location and size of garages or carports: (a) do not dominate the facade of the dwelling or dominate the streetscape; (b) do not restrict mutual passive surveillance of the road and dwelling; and (c) provides for safe vehicular access to and egress from the site.
Consistent The garage is constructed close to the My Street but is not considered to have a negative impact on the streetscape.
A1 Garages or carports within 12m of the frontage whether free-standing or part of the dwelling: (a) must have a total width of openings facing the primary frontage of no greater than 6m or half the width of the frontage, whichever is the lesser; and (b) must have: (i) a setback from frontage measured to the door, post or supporting column no less than required for a single dwelling in 11.4.1 A1; or (ii) a setback from the primary frontage no less than 0.5m if the ground slopes up or down for 10m from the frontage at more than 1:5.
Complies The garage is proposed 880mm of the front setback but has garage doors of 5.2m to meet (a). The setback of the garage meets 11.4.1 as it aligns with the dwelling at 94 Arthur Street to meet (b) (i).

11.4.5 Privacy for single dwellings

Objective: To ensure that the location and design of windows of habitable rooms, balconies, decks, roof gardens, parking spaces and carports maintain residential amenity by minimising the potential for overlooking between neighbours.
Consistent Privacy of neighbours will be maintained.
A1 Balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) that have a finished surface or floor level greater than 1m above natural ground level must have a side setback of no less than 3m and a rear setback of no less than 4m.
Complies The proposal has a deck at both the first and second floors but neither are within 3m of side boundary or 4m of a rear boundary.
A2 Windows of habitable rooms which have a floor level greater than 1m above natural ground level must: (a) have a side setback of no less than 3m; or (b) be offset no less than 1.5m from the windows of habitable rooms on adjacent lots where on the same horizontal plane; or (c) have a window sill height of no less than 1.7m.
Complies The dwelling has windows at all levels. The windows along the southern elevation at first level are within 3m of the side boundary but either have a sill height of 1.7m or are not within proximity of a window on the adjoining property meeting the acceptable solutions. The windows along the rear elevation are setback 4m.

11.4.6 Frontage fences for single dwellings

Objective: To ensure that the height and design of frontage fences: (a) provides adequate privacy and security for residents while allowing for mutual passive surveillance of the road and dwelling; and (b) enhances streetscapes.
Consistent The proposed front fence will allow for passive surveillance and match other fences in the streetscape.
A1 The building height of fences on and within 4.5m of a frontage must be no greater than: (a) 1.2m if solid; or (b) 1.8m provided that the part of the fence above 1.2m has openings which provide a minimum 50% transparency.
Complies A 1.2m high front fence in keeping with others in the street is proposed.

11.4.22 Earthworks and retaining walls

Objective: To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.
Consistent The proposed earthworks are appropriate for the development and minimise impacts on neighbouring lots.
A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must:

(a) be located no less than 900mm from each lot boundary; (b) be no higher than 1m (including the height of any batters) above existing ground level; (c) not require cut or fill more than 1m below or above existing ground level; (d) not concentrate the flow of surface water onto an adjoining lot; and (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.
Relies on Performance Criteria Excavation up to 2.3m is proposed to the rear north-eastern corner of the site and must be considered against the performance criteria.
P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to: (a) the topography of the site; (b) the appearance, scale and extent of the works; (c) overlooking and overshadowing of adjoining lots; (d) the type of construction of the works; (e) the need for the works; (f) any impact on adjoining structures; (g) the management of groundwater and stormwater; and (h) the potential for loss of topsoil or soil erosion.
Complies The earthworks will minimise impacts on adjoining lots with regard to: *(a) the topography of the site;* The site falls approximately 2.5m from the north-eastern rear corner to the front south western corner. Excavation of the rear part of the site lowers the ground level to that of the street. *(b) the appearance, scale and extent of the works;* The excavation will be shielded by the proposed dwelling. The rear eastern cut will be supported by the dwelling itself with graded masonry retaining walls along each side boundary from the rear to the front. *(c) overlooking and overshadowing of adjoining lots;* The excavation lowers the building into the site and does not create overlooking or overshadowing of another building as such. *(d) the type of construction of the works;* The rear eastern cut will be supported by the dwelling itself with graded masonry retaining walls along each side boundary from the rear to the front. *(e) the need for the works;* The works are required due to the slope of the site. *(f) any impact on adjoining structures;* *(g) the management of groundwater and stormwater; and* *(h) the potential for loss of topsoil or soil erosion.* The works associated with the retaining structures will be engineer designed and subject to building and plumbing approvals.

E6.0 Parking and Sustainable Transport Code

E6.1 The purpose of this provision is to: (a) ensure that an appropriate level of parking facilities are provided to service use and development; (b) ensure that cycling, walking and public transport are supported as a means of transport in urban areas; (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; (d) ensure that parking does not adversely impact on the amenity of a locality;

(e) ensure that parking spaces and accesses meet appropriate standards; and (f) provide for the implementation of parking precinct plans.
Consistent The property is able to provide suitable parking for the future residents of the dwelling. It is close to the City centre and has access to other forms of transport including walking and cycling trails.

E6.5 Use Standards

E6.5.1 Car parking numbers

Objective: To ensure that an appropriate level of car parking is provided to meet the needs of the use.
Consistent An appropriate level of parking will be provided.
A1 The number of car parking spaces must: (a) not be less than 90% of the requirements of Table E6.1 (except for dwellings in the General Residential Zone); or (b) not be less than 100% of the requirements of Table E6.1 for dwellings in the General Residential Zone; or (c) not exceed the requirements of Table E6.1 by more than two spaces or 5% whichever is the greater, except for dwellings in the General Residential Zone; or (d) be in accordance with an acceptable solution contained within a parking precinct plan.
Complies Under Table E6.1 parking requirements are for one space per bedroom or two spaces per three bedrooms. Two car spaces are proposed in the garage which forms part of the dwelling to meet the acceptable solution.

E6.6 Development Standards

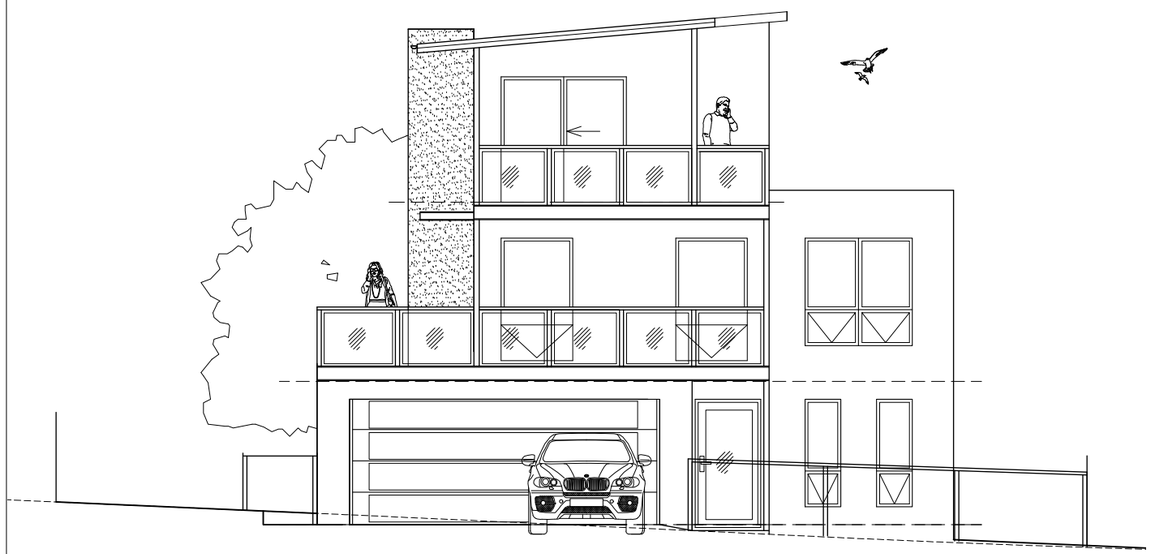
E6.6.1 Construction of parking areas

Objective: To ensure that parking areas are constructed to an appropriate standard.
Consistent The parking areas will be constructed to an appropriate standard.
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) have a gradient of 10% or less; (b) be formed and paved; (c) be drained to the public stormwater system, or contain stormwater on the site; (d) except for a single dwelling, and all uses in the Rural Resource, Environmental Management and Open Space zones, be provided with an impervious all weather seal; and (e) except for a single dwelling, be line marked or provided with other clear physical means to delineate parking spaces.
Complies The parking spaces will be provided in the garage which will have a level paved surface.

E6.6.2 Design and layout of parking areas

Objective: To ensure that parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent The parking spaces will be safe and convenient.
A1.1 Car parking, access ways, manoeuvring and circulation spaces must:

(a) provide for vehicles to enter and exit the site in a forward direction where providing for more than four parking spaces; (b) have a width of vehicular access no less than the requirements in Table E6.2, and no more than 10% greater than the requirements in Table E6.2; (c) have parking space dimensions in accordance with the requirements in Table E6.3; (d) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3 where there are three or more car parking spaces; and (e) have a vertical clearance of not less than 2.1m above the parking surface level. A1.2 All accessible spaces for use by persons with a disability must be located closest to the main entry point to the building. A1.3 Accessible spaces for people with disability must be designated and signed as accessible spaces where there are six spaces or more. A1.4 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities.
Complies Two car spaces are provided in the 6.1m wide x 6.3m deep garage with a 2.4m ceiling height to meet the acceptable solutions.



M.P ZIZEK & N.J CASTLE

PROPOSED NEW RESIDENCE

2/94 ARTHUR STREET

EAST LAUNCESTON 7250

Job Number: 21ZIZ1
Issue : P1– For Planning Approval Only
Zoned: Inner Residential
Launceston City Council

DRAWING SCHEDULE

P01 - COVER PAGE
P02 - EXISTING SITE PLAN
P03 - PROPOSED SITE PLAN
P04 - GROUND FLOOR PLAN
P05 - FIRST FLOOR PLAN
P06 - SECOND FLOOR PLAN
P07 - TYPICAL SECTION
P08 - ELEVATIONS
P09 - HEIGHTS/ BUILDING ENVELOPE
P10 - LANDSCAPE PLAN
P11 - SHADOW DIAGRAMS
P12 - EARTHWORK/ RETAINING WALL PLAN

PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0098/2022
Date advertised: 23/03/2022
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Site Information

Land Title Reference:	**182023/ 2**	Certificate folio and volume
PID No:	**6589506**	
Wind Classification:	**TBC**	Attached Site Classification to AS 4055–2006
Soil Classification:	**TBC**	Attached Site Classification to AS 2870–2011
Climate Zone:	**7**	www.abcb.gov.au map
BAL Level:	**N/A**	Proposed dwelling constructed in an existing built up residential area. The surrounding 100m is a combination of existing residences, non–vegitated areas including roads, footpaths and buildings and low threat vegetation including managed grassland and maintained lawns. (See Sheet P02)
Alpine Area:	**N/A**	BCA Fig. 3.7.5.2
Corrosion Environment:	**N/A**	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's specifications.
Other Hazards:	**N/A**	High wind, earthquake, flooding, landslipe, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Enclosed Floor Areas:	**216.9 sq. m**	
Deck Areas:	**45 sq.m**	

THIS PLAN HAS BEEN DRAWN BY THIS DESIGNER TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL REQUIREMENTS OF LOCAL AUTORITIES.
USE ONLY FIGURED DIMENSIONS. DO NOT SCALE
NO WORK SHOULD COMMENCE UNTIL LOCAL AUTHORITIES HAVE APPROVED THE BUILDING APPLICATION. THE DESIGNER DOES NOT ACCEPT ANY RESONSIBILITY FOR MISCONSTRUCTION OR INTERPRETATION. ALL WORK SHOULD BE IN CONJUNCTION WITH ANY STRUCTURAL ENGINEERS CERTIFICATES.
CONTRACTORS SHOULD ENSURE ALL WORK IS CLEAR OF EXISTING SERVICES WHETHER SHOWN ON DRAWINGS OR NOT. SERVICES SHOULD BE LOCATED IN CONJUCTION WITH RELEVANT AUTHORITIES.

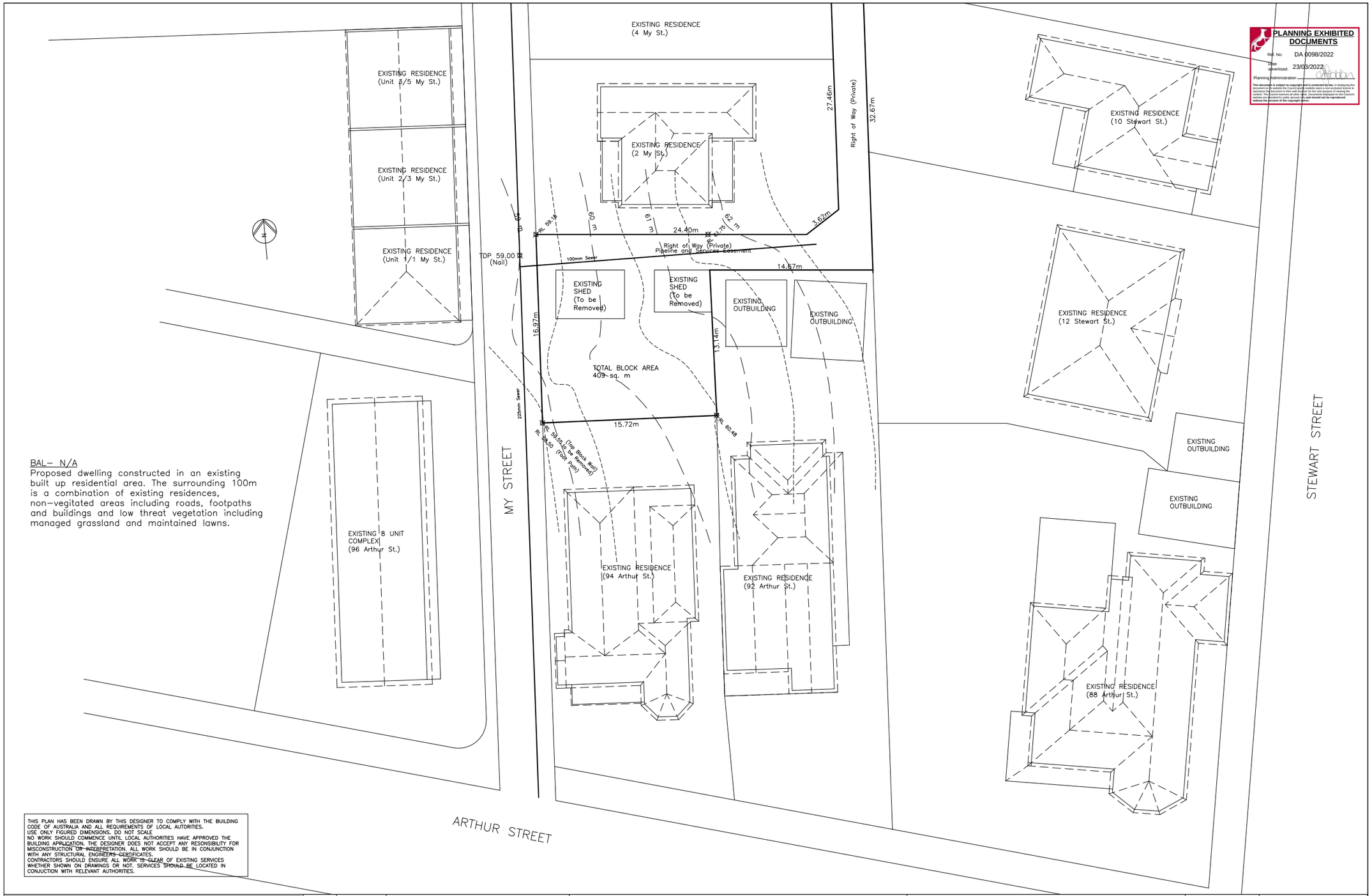
PRINT DATE:

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ISSUE:	DATE:	DESCRIPTION:
P1	JAN. 2022	FOR PLANNING APPROVAL ONLY
P2	FEB. 2022	AMENDMENT TO P1– RESPONSE TO RAI

SCALE: N/A (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P01
DRAWN BY: ME
SHEET NO. :1 of 12



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BAL– N/A
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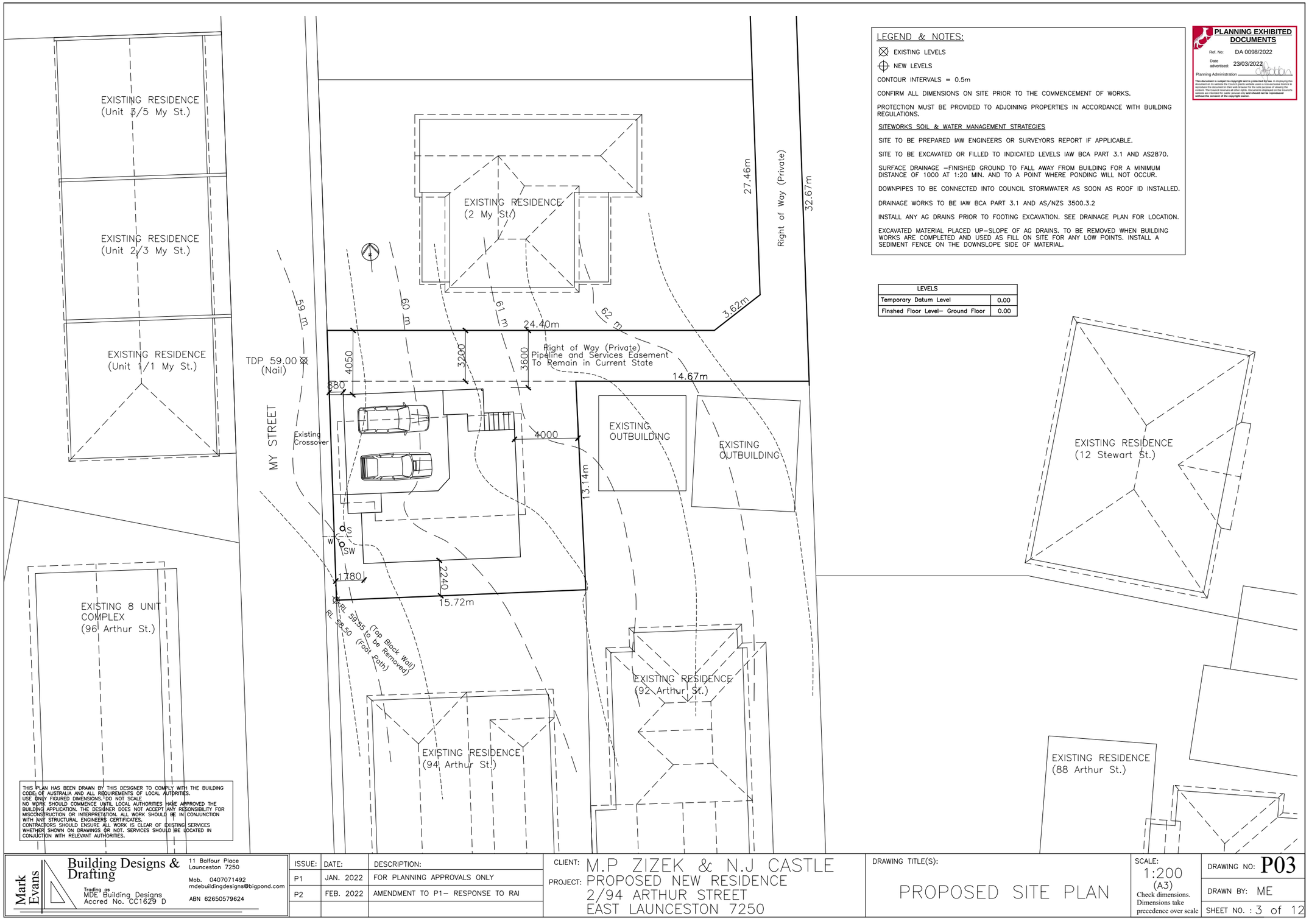
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P2	FEB. 2022	AMENDMENT TO P1– RESPONSE TO RAI

CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): EXISTING SITE PLAN

SCALE: 1:300 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P02
DRAWN BY: ME
SHEET NO. : 2 of 12



LEGEND & NOTES:

⊗ EXISTING LEVELS

⊕ NEW LEVELS

CONTOUR INTERVALS = 0.5m

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

PROTECTION MUST BE PROVIDED TO ADJOINING PROPERTIES IN ACCORDANCE WITH BUILDING REGULATIONS.

SITEWORKS SOIL & WATER MANAGEMENT STRATEGIES

SITE TO BE PREPARED IAW ENGINEERS OR SURVEYORS REPORT IF APPLICABLE.

SITE TO BE EXCAVATED OR FILLED TO INDICATED LEVELS IAW BCA PART 3.1 AND AS2870.

SURFACE DRAINAGE –FINISHED GROUND TO FALL AWAY FROM BUILDING FOR A MINIMUM DISTANCE OF 1000 AT 1:20 MIN. AND TO A POINT WHERE PONDING WILL NOT OCCUR.

DOWNPIPES TO BE CONNECTED INTO COUNCIL STORMWATER AS SOON AS ROOF ID INSTALLED.

DRAINAGE WORKS TO BE IAW BCA PART 3.1 AND AS/NZS 3500.3.2

INSTALL ANY AG DRAINS PRIOR TO FOOTING EXCAVATION. SEE DRAINAGE PLAN FOR LOCATION.

EXCAVATED MATERIAL PLACED UP–SLOPE OF AG DRAINS. TO BE REMOVED WHEN BUILDING WORKS ARE COMPLETED AND USED AS FILL ON SITE FOR ANY LOW POINTS. INSTALL A SEDIMENT FENCE ON THE DOWNSLOPE SIDE OF MATERIAL.

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LEVELS	
Temporary Datum Level	0.00
Finshed Floor Level– Ground Floor	0.00

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P1	JAN. 2022	FOR PLANNING APPROVALS ONLY
P2	FEB. 2022	AMENDMENT TO P1– RESPONSE TO RAI

CLIENT: M.P ZIZEK & N.J CASTLE

PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
EAST LAUNCESTON 7250

DRAWING TITLE(S): PROPOSED SITE PLAN

SCALE: 1:200 (A3)
Check dimensions. Dimensions take preceedence over scale

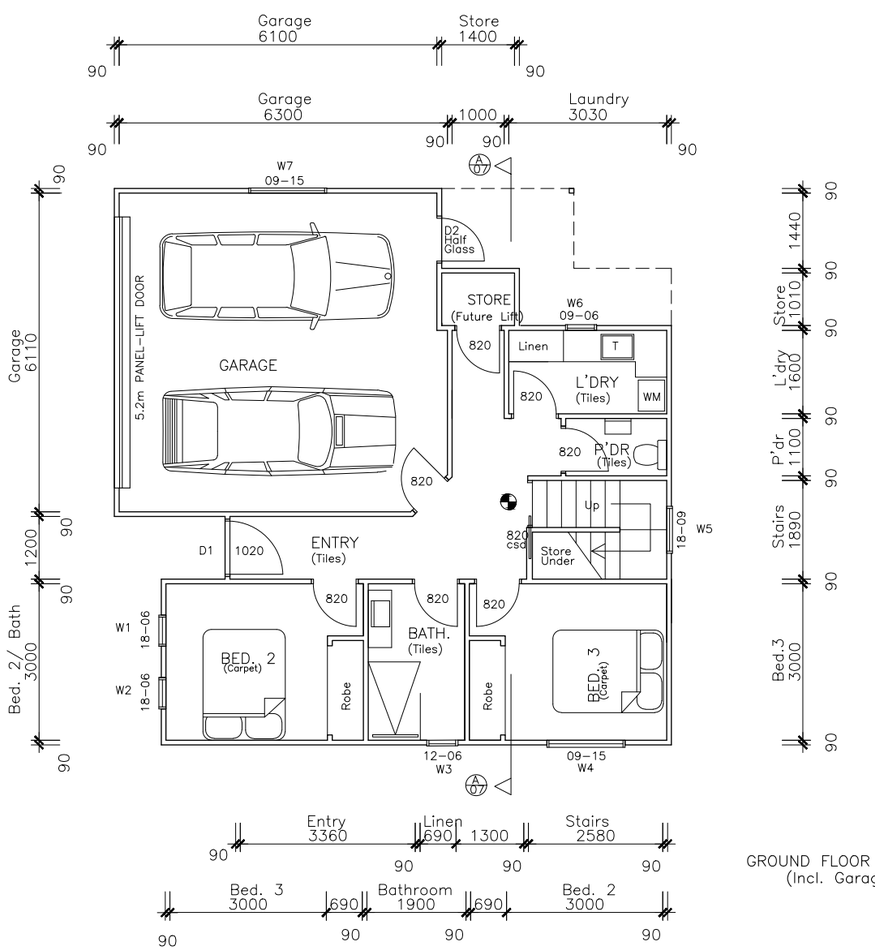
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LEVELS	
Temporary Datum Level	59.00
Finshed Floor Level– Ground Floor	59.00

GROUND FLOOR

GROUND FLOOR ENCLOSED AREA = 98.6 sq. m (10.7 squares)
(Incl. Garage)

NOTES:
–KITCHEN LAYOUT IS INDICATIVE ONLY AND SHOULD BE CONFIRMED WITH OWNERS AND RELEVANT CONTRACTORS.
–ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ACCOUNT FOR WALL LININGS.

240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

PRINT DATE:

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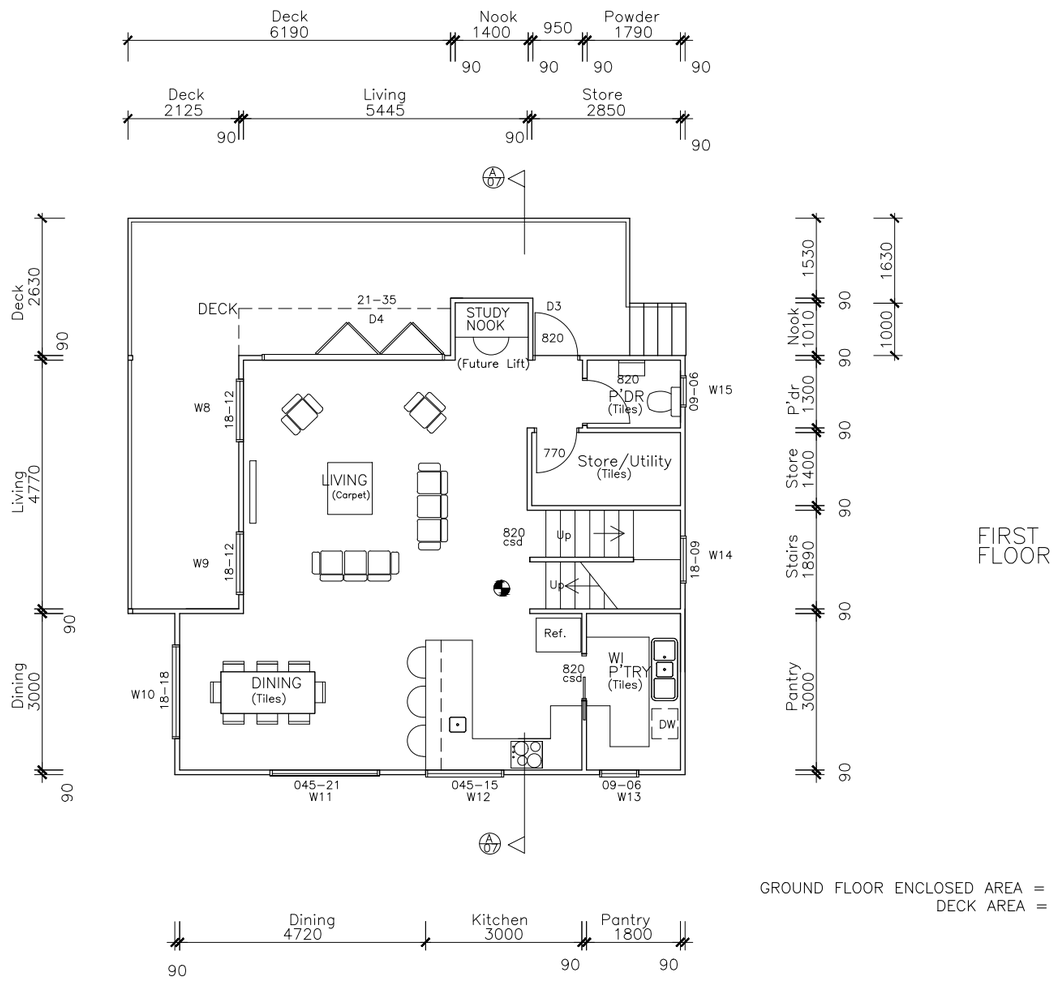
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): GROUND FLOOR PLAN

SCALE: 1:100 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P04
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FIRST FLOOR

GROUND FLOOR ENCLOSED AREA = 74.5 sq. m (8.1 squares)
DECK AREA = 31.9 sq. m

NOTES:
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240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

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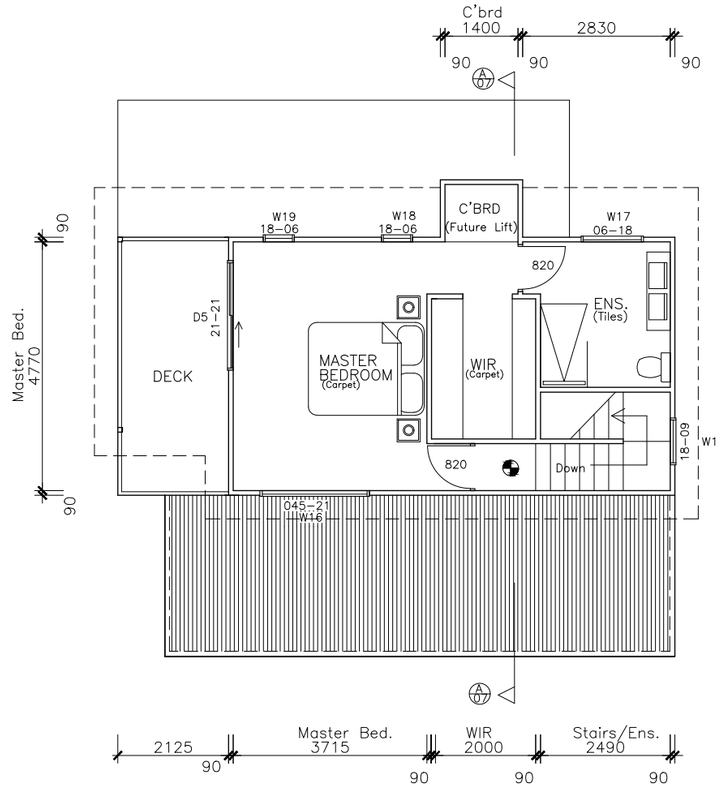
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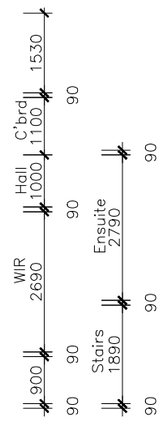
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): FIRST FLOOR PLAN

PRINT DATE:
SCALE: 1:100 (A3) Check dimensions. Dimensions take precedence over scale
DRAWING NO: P05
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SECOND FLOOR

SECOND FLOOR ENCLOSED AREA = 43.8 sq. m (4.5 squares)
DECK AREA = 10.5 sq. m

TOTAL FLOOR ENCLOSED AREA = 216.9 sq. m (23.6 squares)
TOTAL DECK AREAS = 45.0 sq. m

NOTES:
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240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

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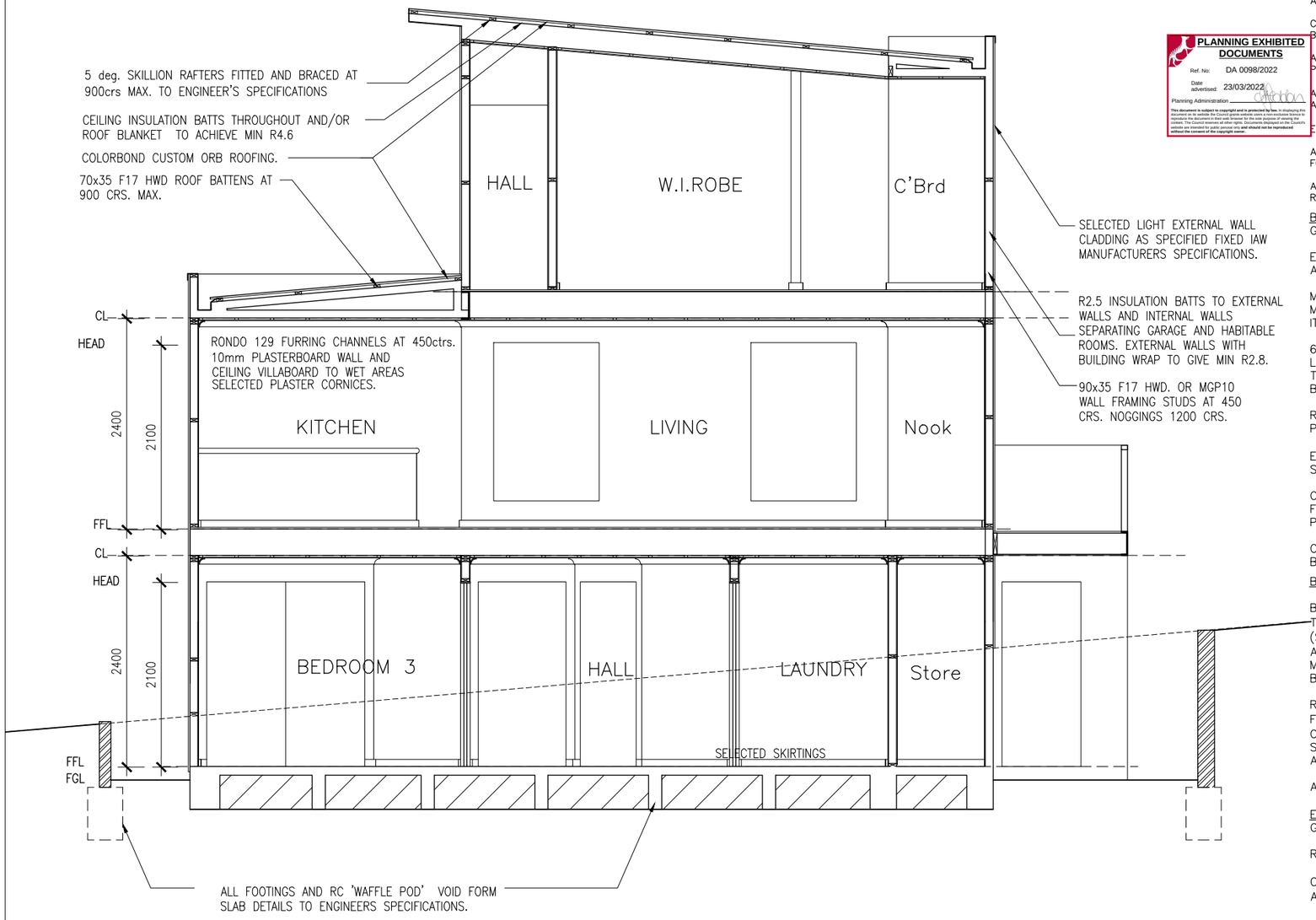
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): SECOND FLOOR PLAN

PRINT DATE:

SCALE: 1:100 (A3)
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DRAWING NO: P06
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DO NOT SCALE DRAWINGS–IF ANY DOUBT CONTACT DESIGNER.

ALL DIMENSIONS IN MILLIMETRES UNLESS SPECIFIED

CHECK ALL DIMENSIONS AND VERIFY LEVELS, PRIOR TO SETOUT OR COMMENCEMENT OF ANY BUILDING WORK.

ANY NOTED DISCREPANCIES ON ANY OF THESE DRAWINGS OR DOCUMENTS REFERRING TO THIS PROJECT SHOULD BE MADE AWARE TO THE DESIGNER BEFORE ANY FURTHER WORK CONTINUES.

ALL CONSTRUCTION TO COMPLY WITH THE LATEST NATIONAL CONSTRUCTION CODE (BCA) AND AUSTRALIAN STANDARDS.

ENGINEER'S SPECIFICATIONS TAKE PRECEDENT OVER DRAWING NOTES.

ALL BUILDING MATERIALS USED NEED TO MEET RELEVANT CORROSION RESISTANT REQUIREMENTS FOR THE LOCAL ENVIRONMENT AND COMPATIBILITY OF MATERIALS.

ALL PLUMBING AND DRAINAGE TO COMPLY AS3500 AND LOCAL COUNCIL PLUMBING REQUIREMENTS.

BUILDING SEALING
GENERALLY TO NCC PART 3.12.3

ENSURE ALL ROOF LIGHTS, WINDOWS & DOORS SERVICING HABITABLE ROOMS ARE WEATHER STRIPPED AND SEALED TO NCC REQUIREMENTS.

MECHANICAL VENTILATION IS TO BE PROVIDED AND INSTALLED IAW THE NCC AND MUST BE EXHAUSTED BY WAY OF DUCTS TO THE EXTERIOR OF THE BUILDING IF IT IS THE ONLY SOURCE OF VENTILATION PROVIDED.

6 STAR PROVISIONS ALLOW UP TO 1% OF THE CEILING INSULATION AREA TO BE LOST TO PENETRATIONS SUCH AS CEILING FANS AND RECESSED DOWNLIGHTS. IF THIS IS EXCEEDED, THE REMAINDER OF THE INSULATION MUST BE INCREASED BY 25% AND UPWARDS DEPENDING ON ACTUAL PERCENTAGE OF PENETRATIONS.

ROOF LIGHTS TO HABITABLE ROOMS TO BE FITTED WITH OPERABLE OR PERMANENT SEAL TO MINIMISE AIR LEAKAGE.

EXHAUST FANS TO HABITABLE ROOMS/ CONDITIONED SPACES TO BE FITTED WITH SELF CLOSING DAMPER OR FILTER.

CONSTRUCTION JOINTS AND JUNCTIONS OF ADJOINING SURFACES TO BE TIGHT FITTING AND SEALED BY CAULKING, SKIRTING, ARCHITRAVES AND CORNICES AS PER BCA 3.12.3.5

CHIMNEYS OR FLUES TO BE FITTED WITH SEALING DAMPER OR FLAP THAT CAN BE CLOSED TO SEAL OPENING.

BUILDING FABRIC– NCC Vol2 PART 3.12.1

BUILDING FABRIC INSULATION TO BE FITTED TO FORM A CONTINUOUS BARRIER TO ROOF/CEILING WALLS AND FLOORS EXCEPT AROUND SERVICES/FITTINGS (SEE ABOVE–BUILDING SEALING). INSULATION MUST ABUT OR OVERLAP ADJOINING INSULATION OR COLUMNS, STUDS, NOGGINS (ETC). INSULATION MUST RETAIN ITS POSITION AND THICKNESS WHERE IT CROSSES ROOF BATTENS, WATER PIPES, CABLES ETC.

REFLECTIVE BUILDING MEMBRANE WITH MIN. 0.2 R VALUE, INSTALLED TO FORM 20mm AIRSPACE BETWEEN REFLECTIVE FACE AND EXTERNAL LINING/ CLADDING, FITTED CLOSELY UP TO PENETRATIONS/ OPENINGS, ADEQUATELY SUPPORTED AND JOINTS TO BE LAPPED MIN. 150mm OR TAPED TOGETHER AT LAPS.

ANY SARKING MUST HAVE A FLAMMABILITY INDEX OF NOT MORE THAN 5.

ENERGY EFFICIENCY
GENERALLY IAW NCC VoL. 3.12.

REFER TO ATTACHED ENERGY EFFICIENCY STAR RATING DOCUMNETATION.

CLIMATE ZONE 7 APPLICABLE TO TASMANIA (ZONE 8 APPLICABLE TO ALPINE AREAS).

ALL WORK SHALL BE IN ACCORDANCE & COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) VOL. 2, COUNCIL BY–LAWS, RELEVANT AUSTRALIAN STANDARDS AND CURRENT WORKPLACE STANDARDS CODES OF PRACTICE.

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SECTION AA

PRINT DATE:

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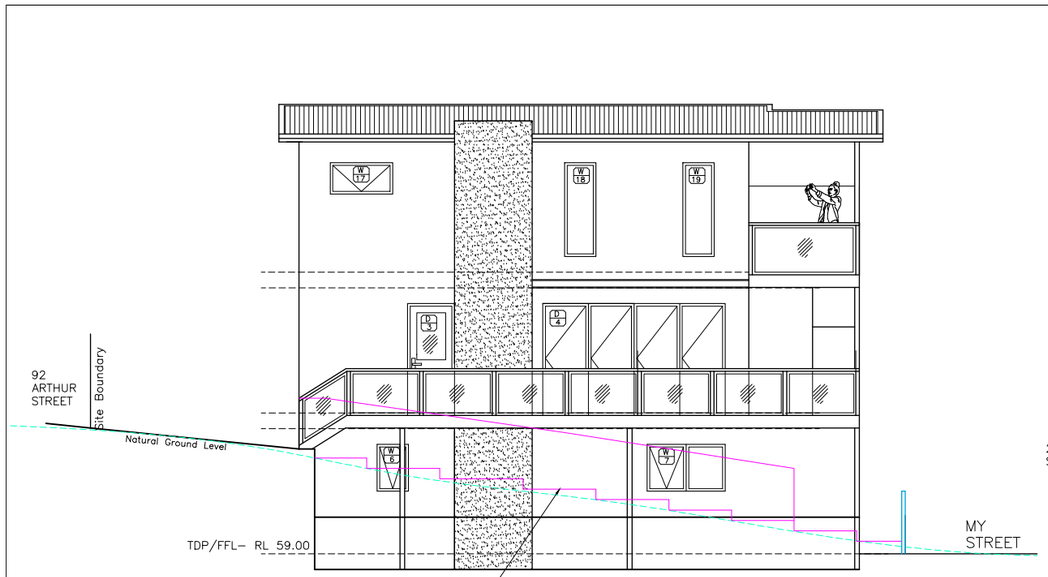
ISSUE:	DATE:	DESCRIPTION:
P1	JAN. 2022	FOR PLANNING APPROVALS ONLY
P2	FEB. 2022	AMENDMENT TO P1– RESPONSE TO RAI

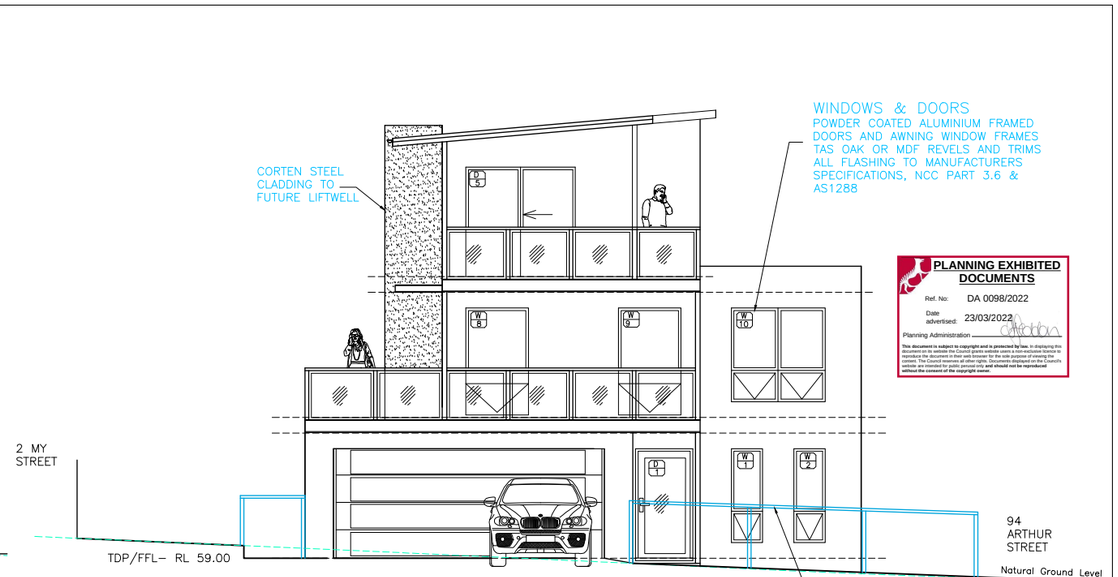
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): TYPICAL SECTION

SCALE: 1:50 (A3)
Check dimensions. Dimensions take preeedence over scale

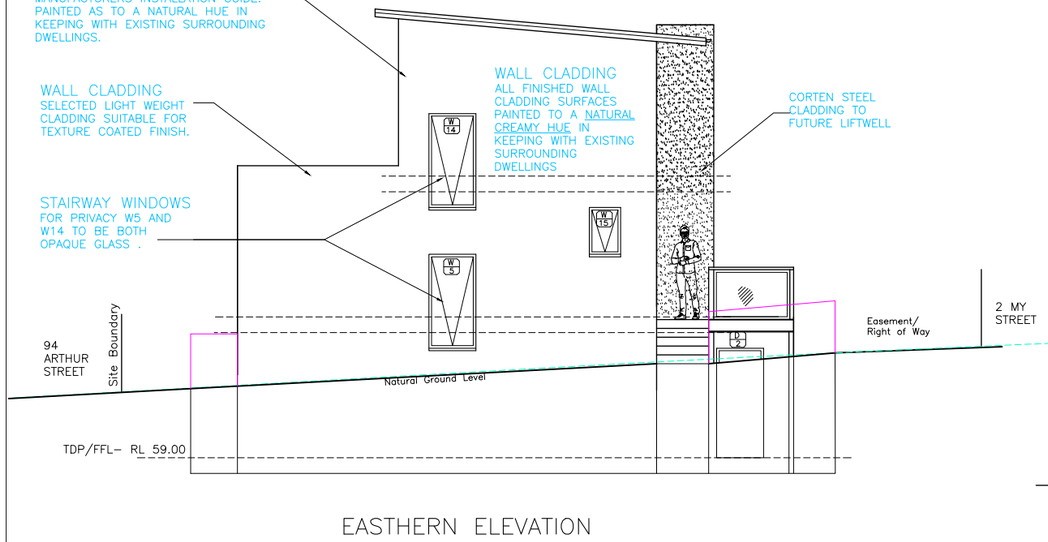
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DRAWN BY: ME
SHEET NO. : 7 of 12

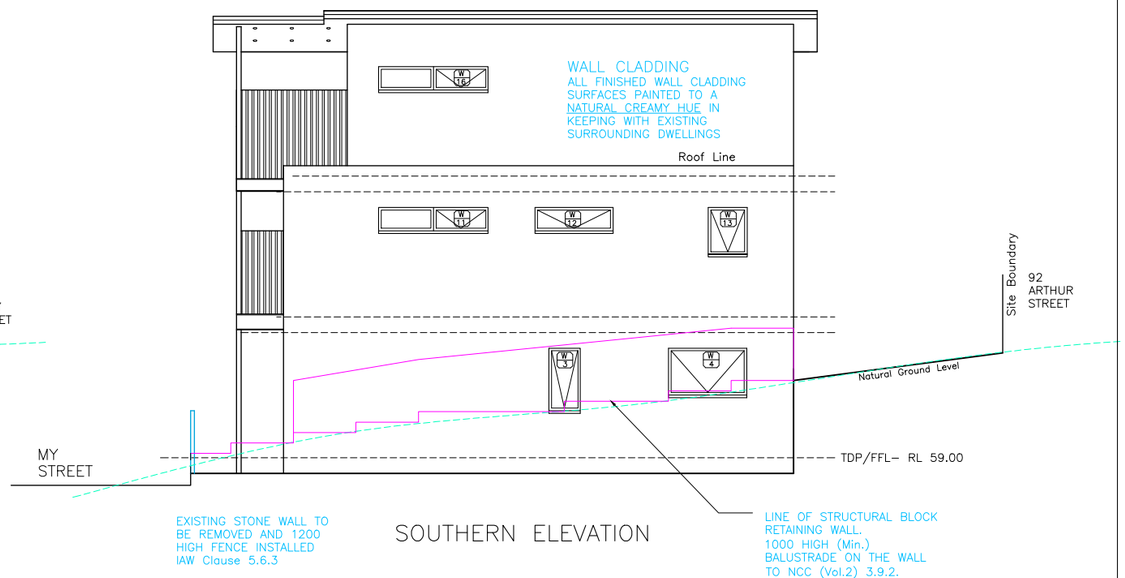




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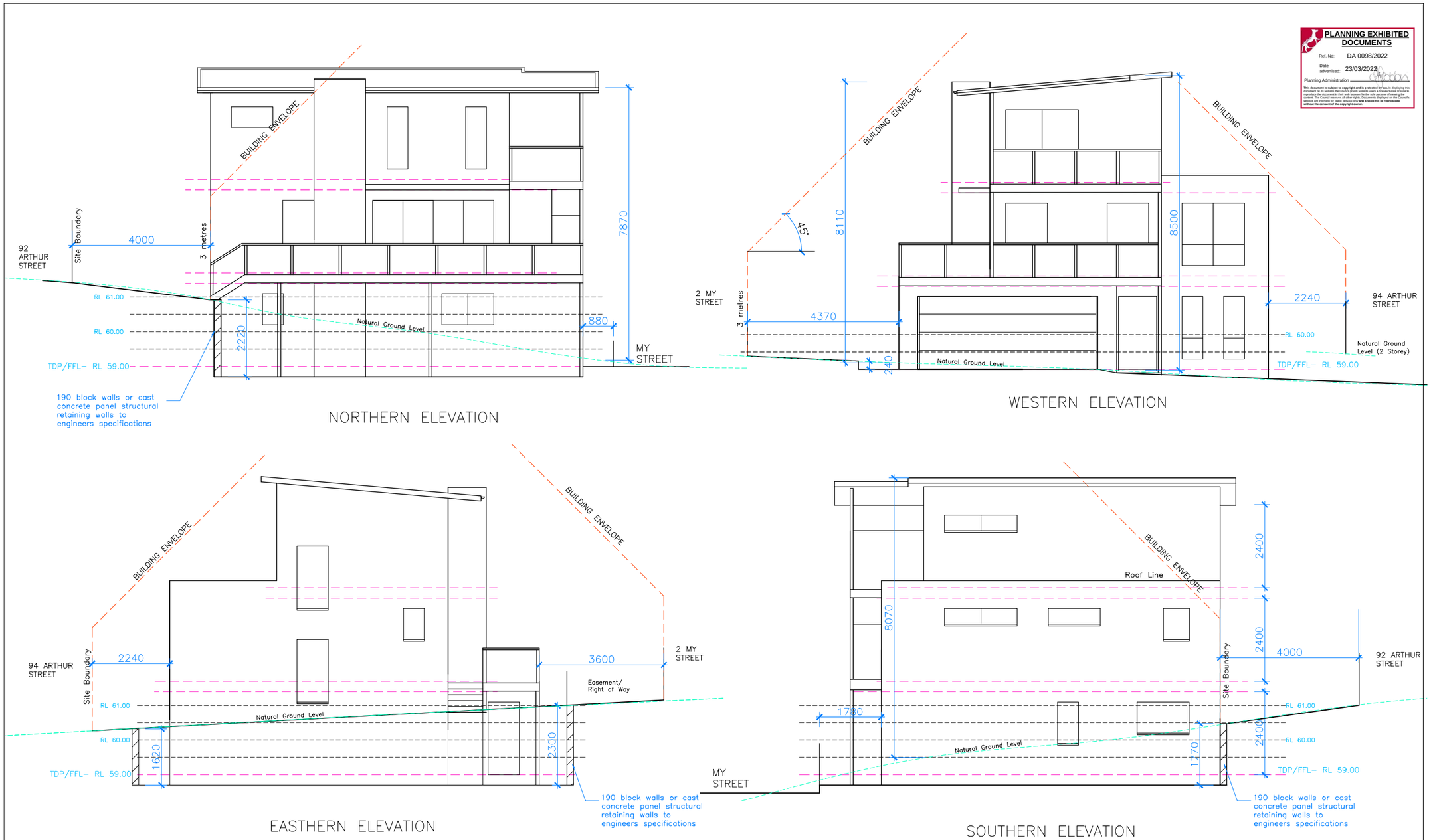
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CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
ELEVATIONS

SCALE: 1:100 (A3)
Check dimensions. Dimensions take preeedence over scale

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SHEET NO. : 8 of 12



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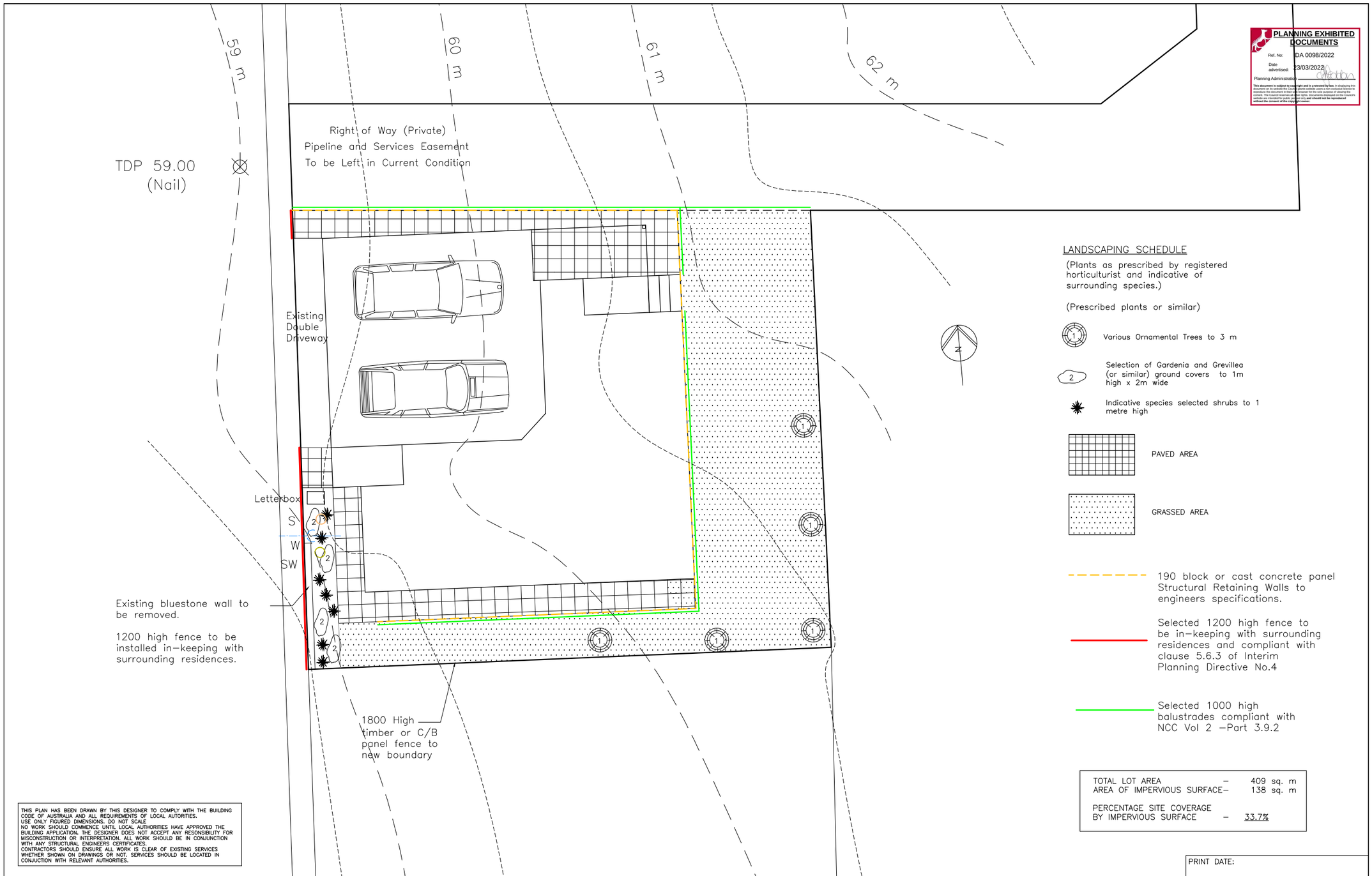
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PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
HEIGHTS AND BUILDING ENVELOPE

SCALE: 1:100 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P09
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PROJECT: PROPOSED NEW RESIDENCE
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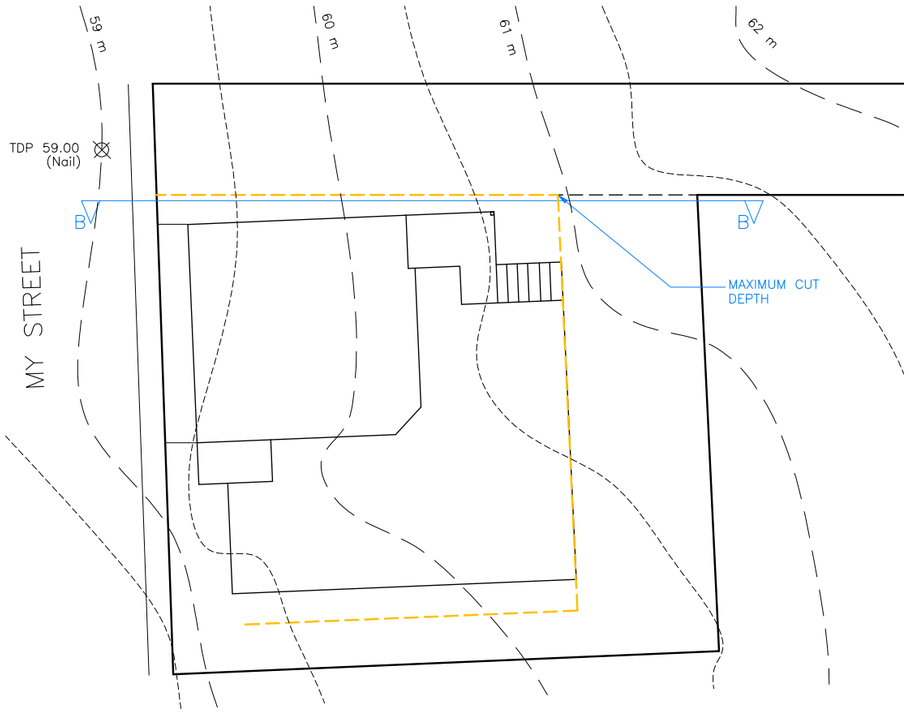
DRAWING TITLE(S): LANDSCAPING PLAN

PRINT DATE:
SCALE: NTS (A3) Check dimensions. Dimensions take precedence over scale
DRAWING NO: P10
DRAWN BY: ME
SHEET NO. 10 of 12

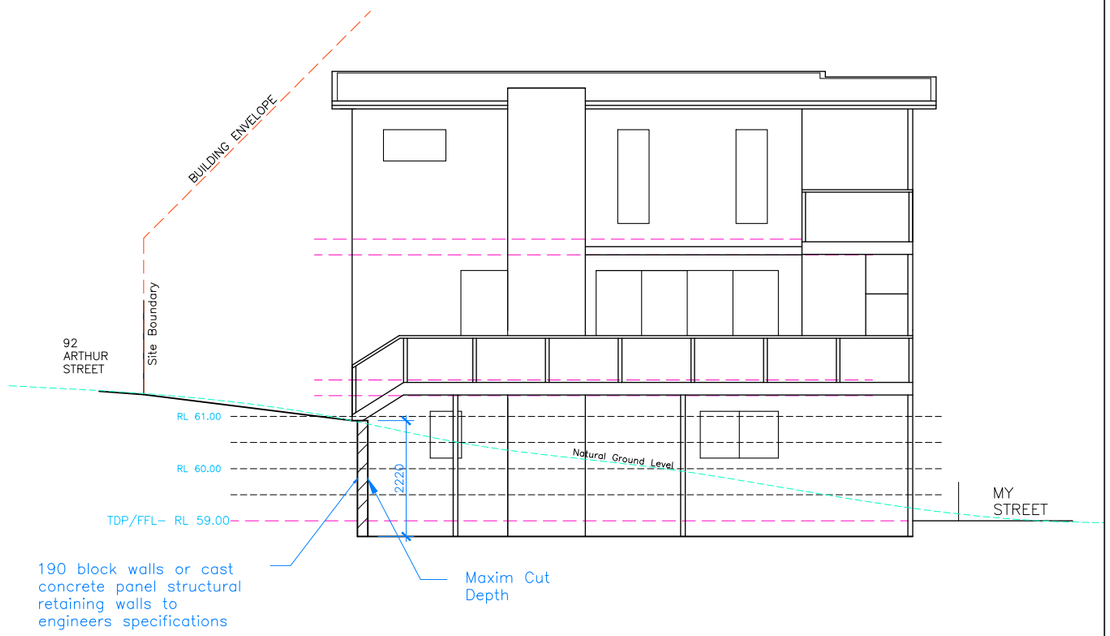
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STRUCTURAL BLOCK RETAINING WALLS
190 Block Walls or Cast Concrete Panel strictly IAW structural engineers designs and specifications



BLOCK PLAN
Scale 1:150



SECTION B–B
Scale 1:100

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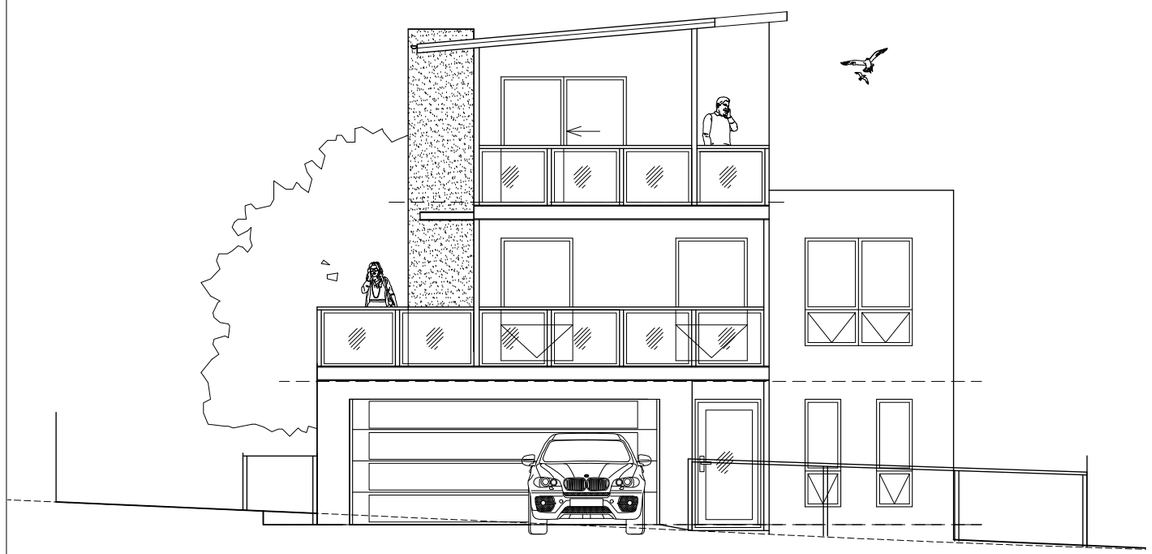
ISSUE:	DATE:	DESCRIPTION:
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P2	FEB. 2022	AMENDMENT TO P1– RESPONSE TO RAI

CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
EARTHWORKS/
RETAINING WALLS PLAN

SCALE: N/A (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P12
DRAWN BY: ME
SHEET NO. 12 of 12



M.P ZIZEK & N.J CASTLE

PROPOSED NEW RESIDENCE

2/94 ARTHUR STREET

EAST LAUNCESTON 7250

Job Number: 21ZIZ1
Issue : P1– For Planning Approval Only
Zoned: Inner Residential
Launceston City Council

DRAWING SCHEDULE

P01 - COVER PAGE
P02 - EXISTING SITE PLAN
P03 - PROPOSED SITE PLAN
P04 - GROUND FLOOR PLAN
P05 - FIRST FLOOR PLAN
P06 - SECOND FLOOR PLAN
P07 - TYPICAL SECTION
P08 - ELEVATIONS
P09 - HEIGHTS/ BUILDING ENVELOPE
P10 - LANDSCAPE PLAN
P11 - SHADOW DIAGRAMS
P12 - EARTHWORK/ RETAINING WALL PLAN

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Site Information

Land Title Reference:	**182023/ 2**	Certificate folio and volume
PID No:	**6589506**	
Wind Classification:	**TBC**	Attached Site Classification to AS 4055–2006
Soil Classification:	**TBC**	Attached Site Classification to AS 2870–2011
Climate Zone:	**7**	www.abcb.gov.au map
BAL Level:	**N/A**	Proposed dwelling constructed in an existing built up residential area. The surrounding 100m is a combination of existing residences, non–vegitated areas including roads, footpaths and buildings and low threat vegetation including managed grassland and maintained lawns. (See Sheet P02)
Alpine Area:	**N/A**	BCA Fig. 3.7.5.2
Corrosion Environment:	**N/A**	For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's specifications.
Other Hazards:	**N/A**	High wind, earthquake, flooding, landslipe, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
Enclosed Floor Areas:	**216.9 sq. m**	
Deck Areas:	**45 sq.m**	

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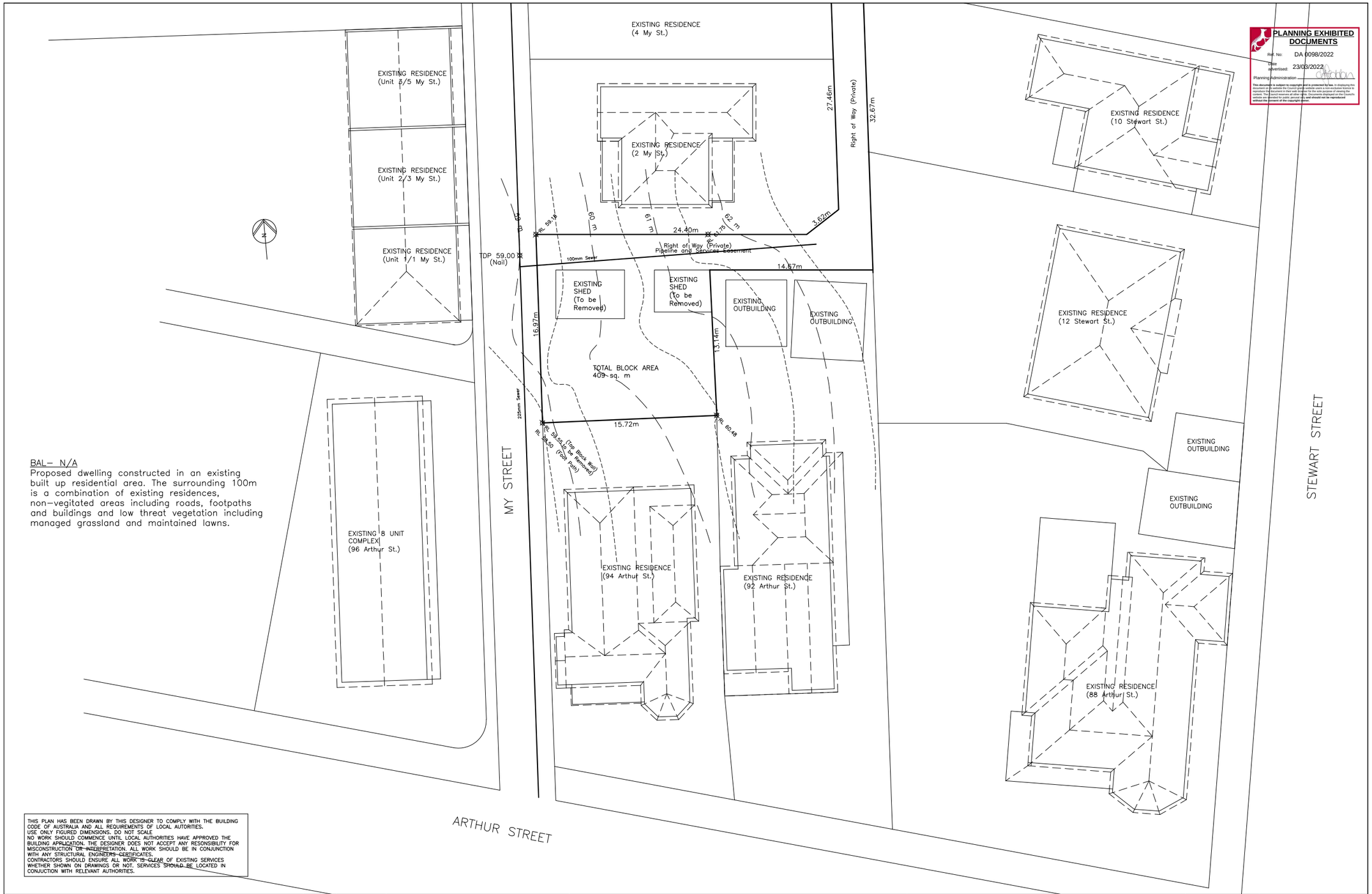
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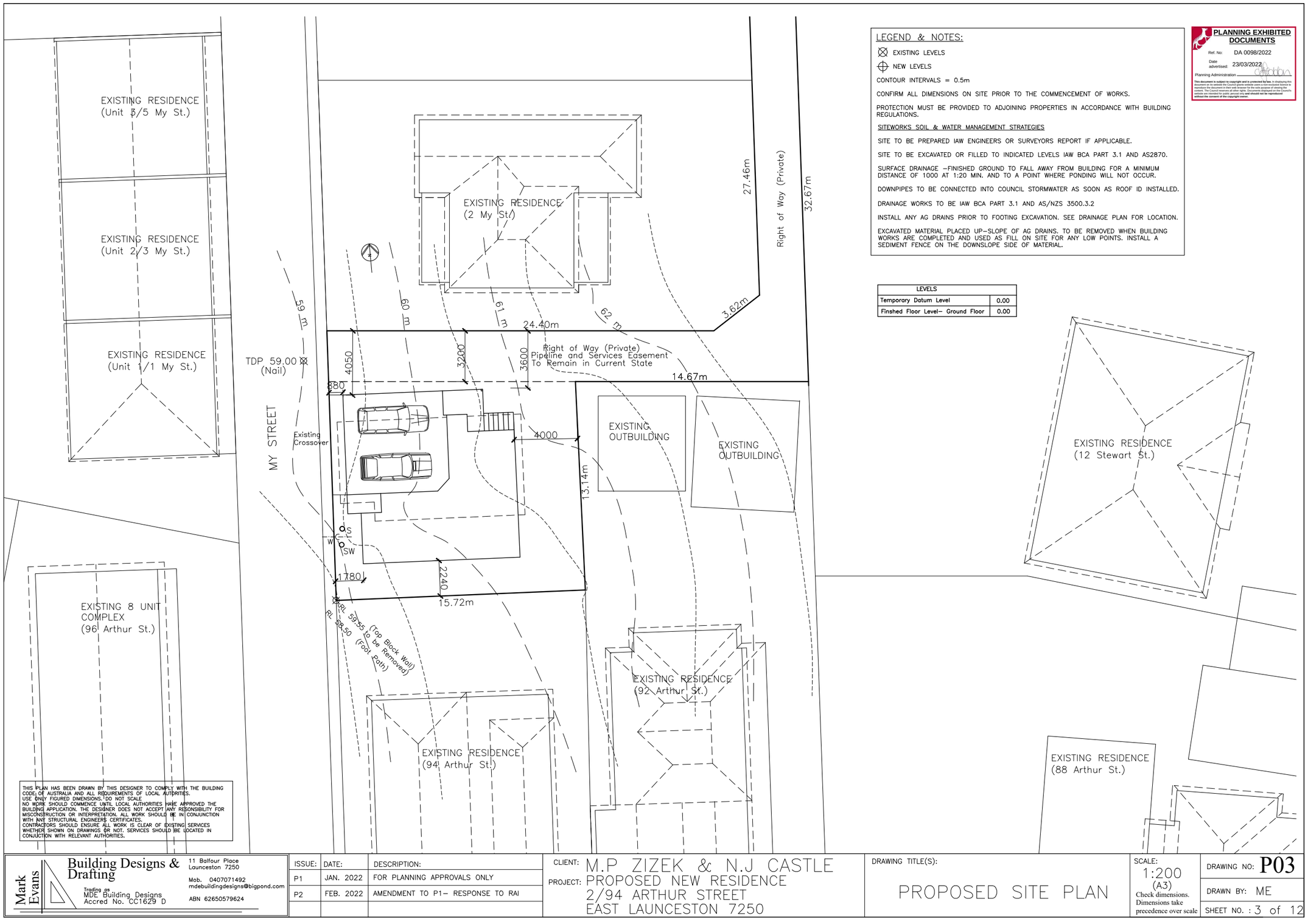
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CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): EXISTING SITE PLAN

SCALE: 1:300 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P02
DRAWN BY: ME
SHEET NO. : 2 of 12



LEGEND & NOTES:

⊗ EXISTING LEVELS

⊕ NEW LEVELS

CONTOUR INTERVALS = 0.5m

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

PROTECTION MUST BE PROVIDED TO ADJOINING PROPERTIES IN ACCORDANCE WITH BUILDING REGULATIONS.

SITEWORKS SOIL & WATER MANAGEMENT STRATEGIES

SITE TO BE PREPARED IAW ENGINEERS OR SURVEYORS REPORT IF APPLICABLE.

SITE TO BE EXCAVATED OR FILLED TO INDICATED LEVELS IAW BCA PART 3.1 AND AS2870.

SURFACE DRAINAGE –FINISHED GROUND TO FALL AWAY FROM BUILDING FOR A MINIMUM DISTANCE OF 1000 AT 1:20 MIN. AND TO A POINT WHERE PONDING WILL NOT OCCUR.

DOWNPIPES TO BE CONNECTED INTO COUNCIL STORMWATER AS SOON AS ROOF ID INSTALLED.

DRAINAGE WORKS TO BE IAW BCA PART 3.1 AND AS/NZS 3500.3.2

INSTALL ANY AG DRAINS PRIOR TO FOOTING EXCAVATION. SEE DRAINAGE PLAN FOR LOCATION.

EXCAVATED MATERIAL PLACED UP–SLOPE OF AG DRAINS. TO BE REMOVED WHEN BUILDING WORKS ARE COMPLETED AND USED AS FILL ON SITE FOR ANY LOW POINTS. INSTALL A SEDIMENT FENCE ON THE DOWNSLOPE SIDE OF MATERIAL.

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LEVELS	
Temporary Datum Level	0.00
Finshed Floor Level– Ground Floor	0.00

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CLIENT: M.P ZIZEK & N.J CASTLE

PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
EAST LAUNCESTON 7250

DRAWING TITLE(S): PROPOSED SITE PLAN

SCALE: 1:200 (A3)
Check dimensions. Dimensions take preceedence over scale

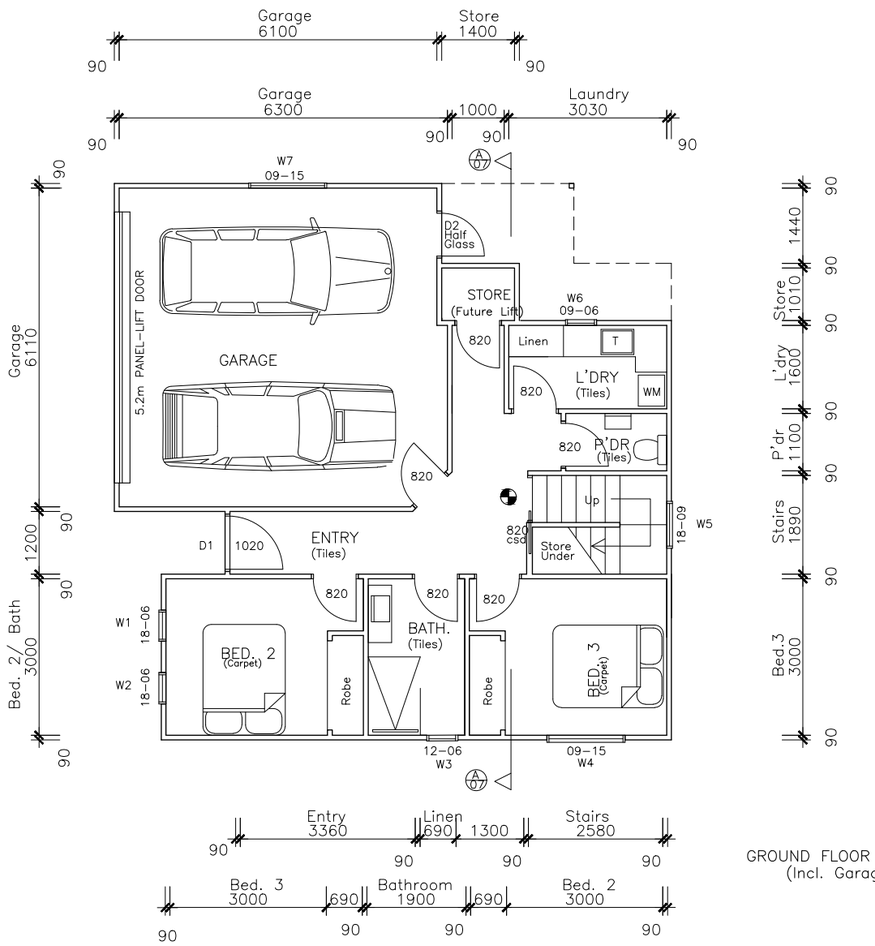
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LEVELS	
Temporary Datum Level	59.00
Finshed Floor Level– Ground Floor	59.00

GROUND FLOOR

GROUND FLOOR ENCLOSED AREA = 98.6 sq. m (10.7 squares)
(Incl. Garage)

NOTES:
–KITCHEN LAYOUT IS INDICATIVE ONLY AND SHOULD BE CONFIRMED WITH OWNERS AND RELEVANT CONTRACTORS.
–ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ACCOUNT FOR WALL LININGS.

240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

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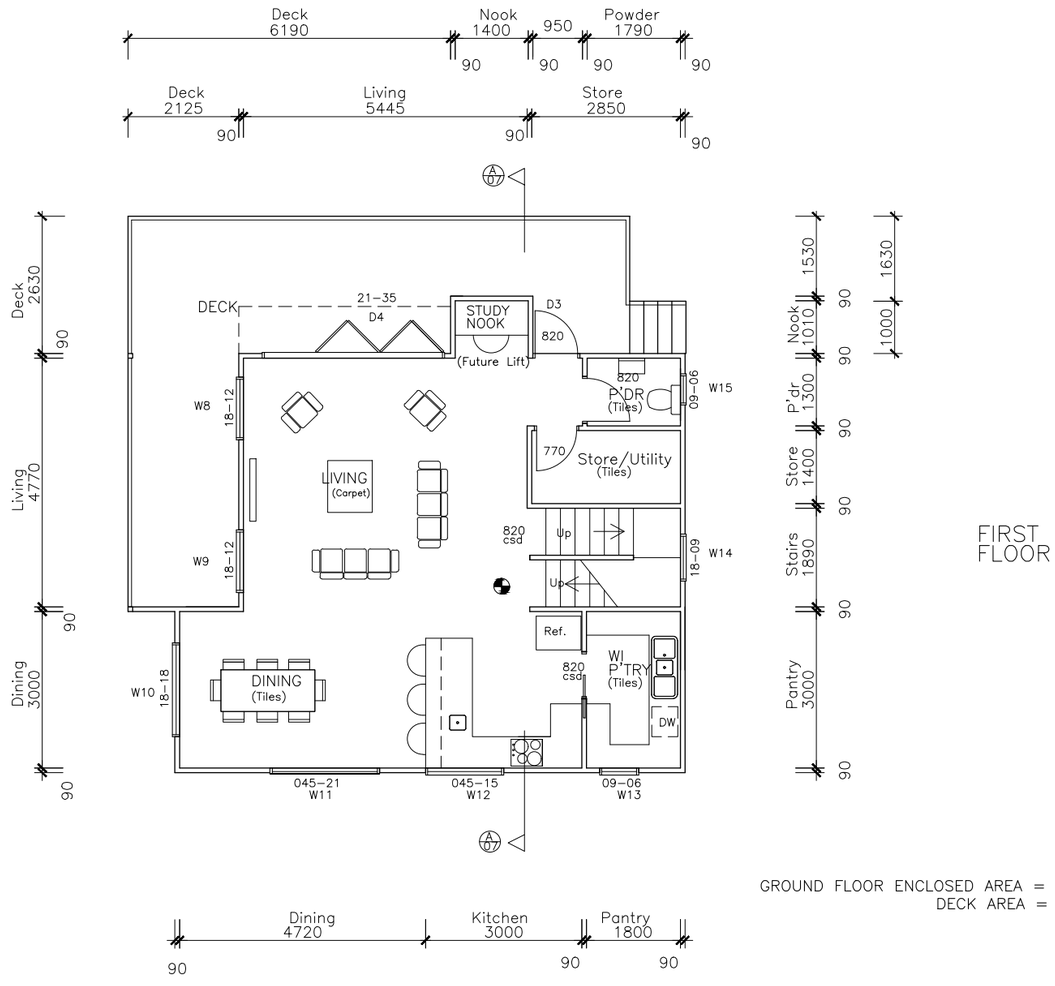
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
GROUND FLOOR PLAN

SCALE: 1:100 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P04
DRAWN BY: ME
SHEET NO. : 4 of 12

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FIRST FLOOR

GROUND FLOOR ENCLOSED AREA = 74.5 sq. m (8.1 squares)
DECK AREA = 31.9 sq. m

NOTES:
–KITCHEN LAYOUT IS INDICATIVE ONLY AND SHOULD BE CONFIRMED WITH OWNERS AND RELEVANT CONTRACTORS.
–ALL DIMENSIONS INDICATED ARE FRAME TO FRAME AND DO NOT ACCOUNT FOR WALL LININGS.

240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

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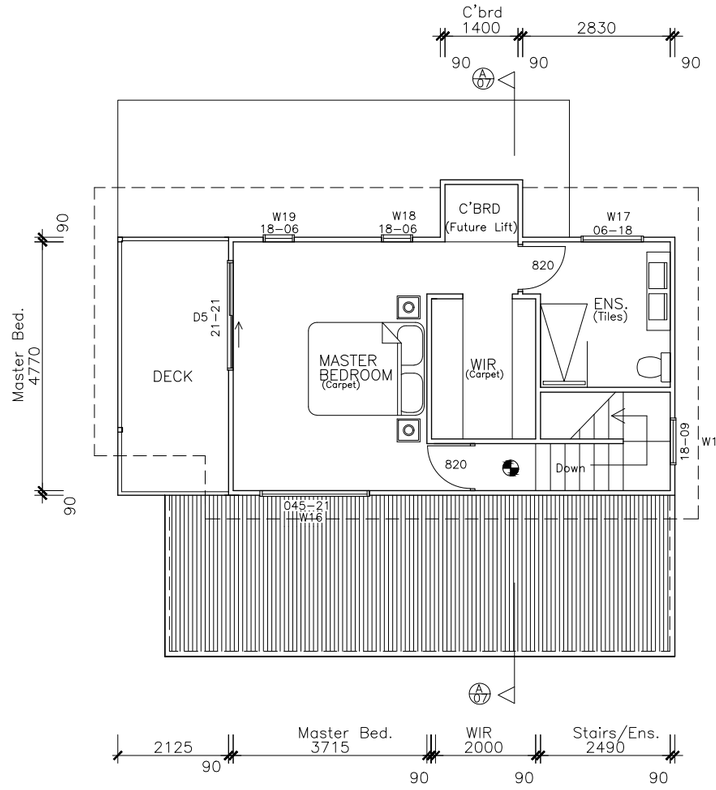
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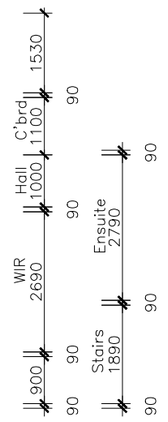
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
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LAUNCESTON 7250

DRAWING TITLE(S): FIRST FLOOR PLAN

PRINT DATE:
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DRAWING NO: P05
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SECOND FLOOR

SECOND FLOOR ENCLOSED AREA = 43.8 sq. m (4.5 squares)
DECK AREA = 10.5 sq. m

TOTAL FLOOR ENCLOSED AREA = 216.9 sq. m (23.6 squares)
TOTAL DECK AREAS = 45.0 sq. m

NOTES:
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240V HARD–WIRED SMOKE DETECTORS ALL INTER–CONNECTED

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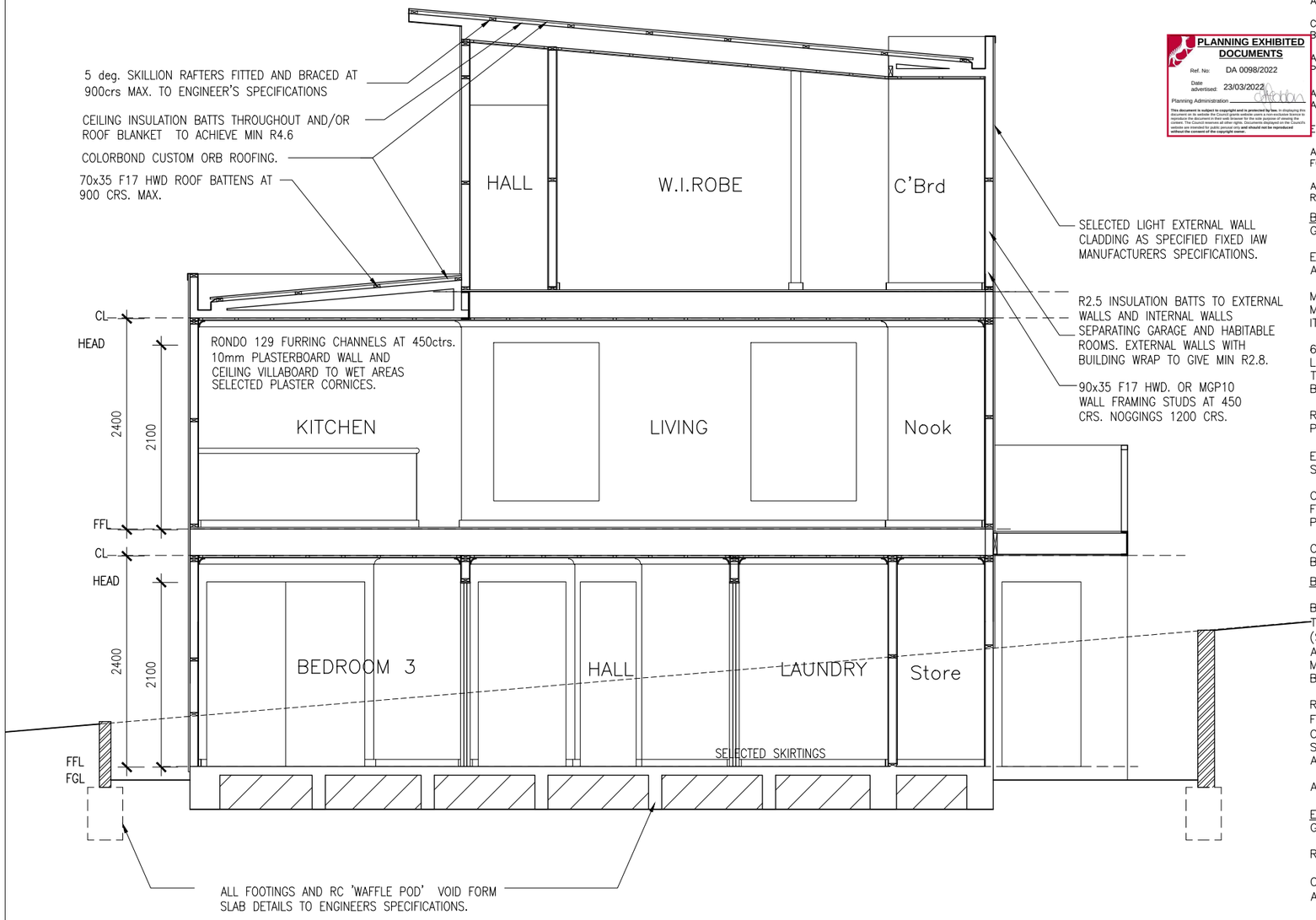
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PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): SECOND FLOOR PLAN

PRINT DATE:

SCALE: 1:100 (A3)
Check dimensions. Dimensions take precedence over scale

DRAWING NO: P06
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DO NOT SCALE DRAWINGS–IF ANY DOUBT CONTACT DESIGNER.

ALL DIMENSIONS IN MILLIMETRES UNLESS SPECIFIED

CHECK ALL DIMENSIONS AND VERIFY LEVELS, PRIOR TO SETOUT OR COMMENCEMENT OF ANY BUILDING WORK.

ANY NOTED DISCREPANCIES ON ANY OF THESE DRAWINGS OR DOCUMENTS REFERRING TO THIS PROJECT SHOULD BE MADE AWARE TO THE DESIGNER BEFORE ANY FURTHER WORK CONTINUES.

ALL CONSTRUCTION TO COMPLY WITH THE LATEST NATIONAL CONSTRUCTION CODE (BCA) AND AUSTRALIAN STANDARDS.

ENGINEER'S SPECIFICATIONS TAKE PRECEDENT OVER DRAWING NOTES.

ALL BUILDING MATERIALS USED NEED TO MEET RELEVANT CORROSION RESISTANT REQUIREMENTS FOR THE LOCAL ENVIRONMENT AND COMPATIBILITY OF MATERIALS.

ALL PLUMBING AND DRAINAGE TO COMPLY AS3500 AND LOCAL COUNCIL PLUMBING REQUIREMENTS.

BUILDING SEALING
GENERALLY TO NCC PART 3.12.3

ENSURE ALL ROOF LIGHTS, WINDOWS & DOORS SERVICING HABITABLE ROOMS ARE WEATHER STRIPPED AND SEALED TO NCC REQUIREMENTS.

MECHANICAL VENTILATION IS TO BE PROVIDED AND INSTALLED IAW THE NCC AND MUST BE EXHAUSTED BY WAY OF DUCTS TO THE EXTERIOR OF THE BUILDING IF IT IS THE ONLY SOURCE OF VENTILATION PROVIDED.

6 STAR PROVISIONS ALLOW UP TO 1% OF THE CEILING INSULATION AREA TO BE LOST TO PENETRATIONS SUCH AS CEILING FANS AND RECESSED DOWNLIGHTS. IF THIS IS EXCEEDED, THE REMAINDER OF THE INSULATION MUST BE INCREASED BY 25% AND UPWARDS DEPENDING ON ACTUAL PERCENTAGE OF PENETRATIONS.

ROOF LIGHTS TO HABITABLE ROOMS TO BE FITTED WITH OPERABLE OR PERMANENT SEAL TO MINIMISE AIR LEAKAGE.

EXHAUST FANS TO HABITABLE ROOMS/ CONDITIONED SPACES TO BE FITTED WITH SELF CLOSING DAMPER OR FILTER.

CONSTRUCTION JOINTS AND JUNCTIONS OF ADJOINING SURFACES TO BE TIGHT FITTING AND SEALED BY CAULKING, SKIRTING, ARCHITRAVES AND CORNICES AS PER BCA 3.12.3.5

CHIMNEYS OR FLUES TO BE FITTED WITH SEALING DAMPER OR FLAP THAT CAN BE CLOSED TO SEAL OPENING.

BUILDING FABRIC– NCC Vol2 PART 3.12.1

BUILDING FABRIC INSULATION TO BE FITTED TO FORM A CONTINUOUS BARRIER TO ROOF/CEILING WALLS AND FLOORS EXCEPT AROUND SERVICES/FITTINGS (SEE ABOVE–BUILDING SEALING). INSULATION MUST ABUT OR OVERLAP ADJOINING INSULATION OR COLUMNS, STUDS, NOGGINS (ETC). INSULATION MUST RETAIN ITS POSITION AND THICKNESS WHERE IT CROSSES ROOF BATTENS, WATER PIPES, CABLES ETC.

REFLECTIVE BUILDING MEMBRANE WITH MIN. 0.2 R VALUE, INSTALLED TO FORM 20mm AIRSPACE BETWEEN REFLECTIVE FACE AND EXTERNAL LINING/ CLADDING, FITTED CLOSELY UP TO PENETRATIONS/ OPENINGS, ADEQUATELY SUPPORTED AND JOINTS TO BE LAPPED MIN. 150mm OR TAPED TOGETHER AT LAPS.

ANY SARKING MUST HAVE A FLAMMABILITY INDEX OF NOT MORE THAN 5.

ENERGY EFFICIENCY
GENERALLY IAW NCC VoL. 3.12.

REFER TO ATTACHED ENERGY EFFICIENCY STAR RATING DOCUMNETATION.

CLIMATE ZONE 7 APPLICABLE TO TASMANIA (ZONE 8 APPLICABLE TO ALPINE AREAS).

ALL WORK SHALL BE IN ACCORDANCE & COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) VOL. 2, COUNCIL BY–LAWS, RELEVANT AUSTRALIAN STANDARDS AND CURRENT WORKPLACE STANDARDS CODES OF PRACTICE.

THIS PLAN HAS BEEN DRAWN BY THIS DESIGNER TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL REQUIREMENTS OF LOCAL AUTORITIES.
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CONTRACTORS SHOULD ENSURE ALL WORK IS CLEAR OF EXISTING SERVICES WHETHER SHOWN ON DRAWINGS OR NOT. SERVICES SHOULD BE LOCATED IN CONJUCTION WITH RELEVANT AUTHORITIES.

SECTION AA

PRINT DATE:

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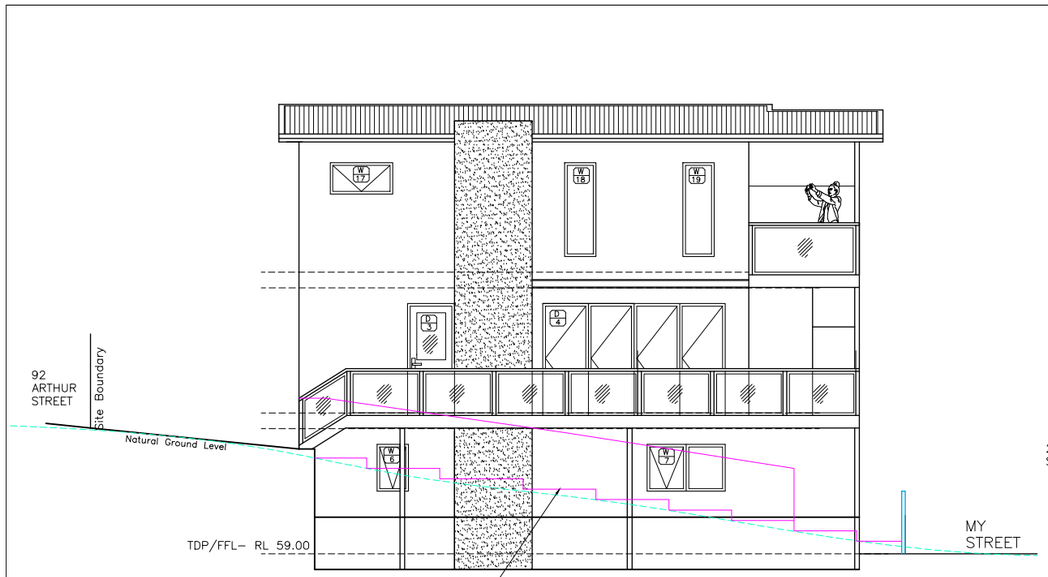
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PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

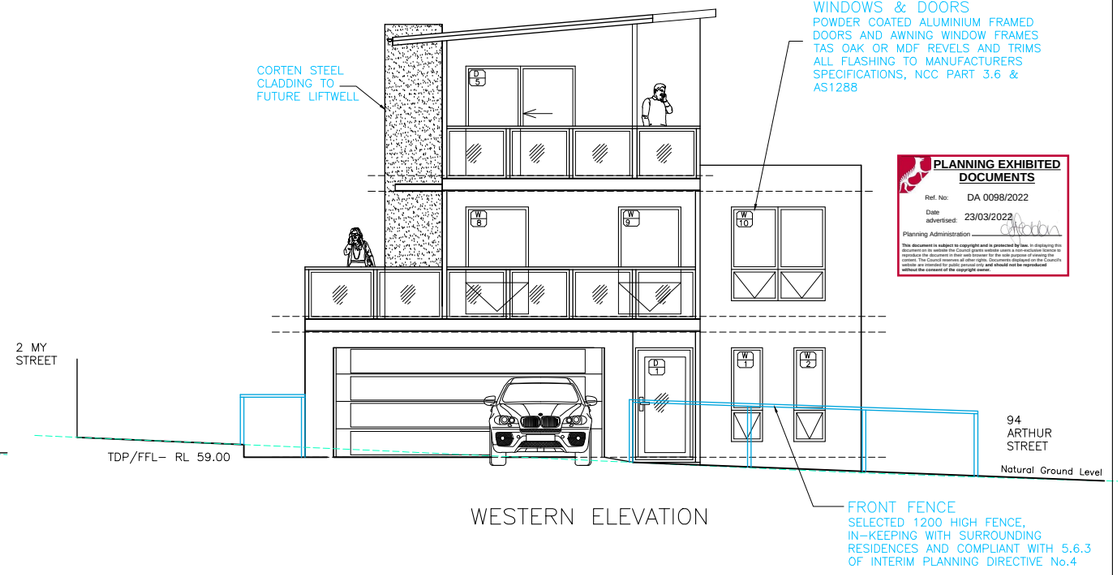
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SHEET NO. : 7 of 12



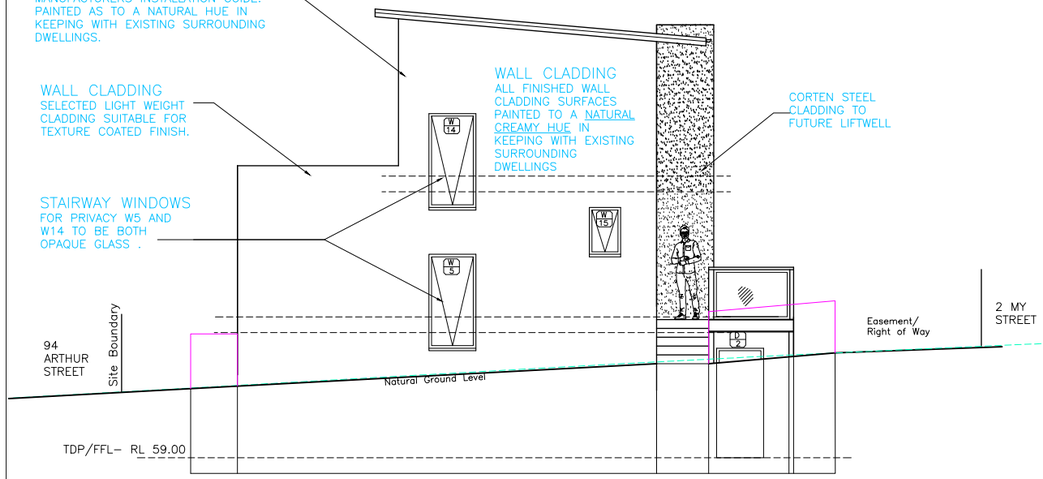
NORTHERN ELEVATION



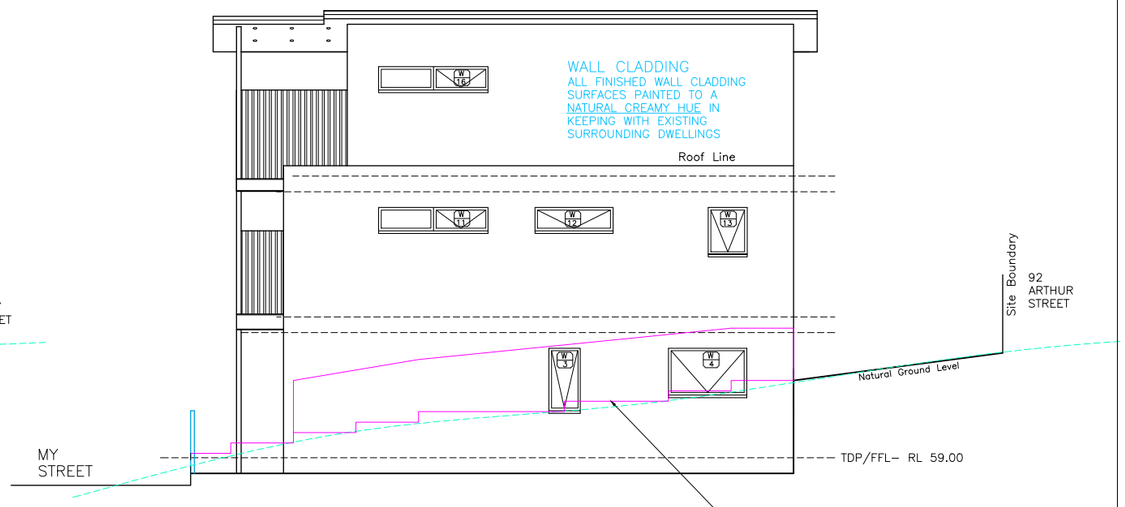
WESTERN ELEVATION

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EASTHERN ELEVATION



SOUTHERN ELEVATION

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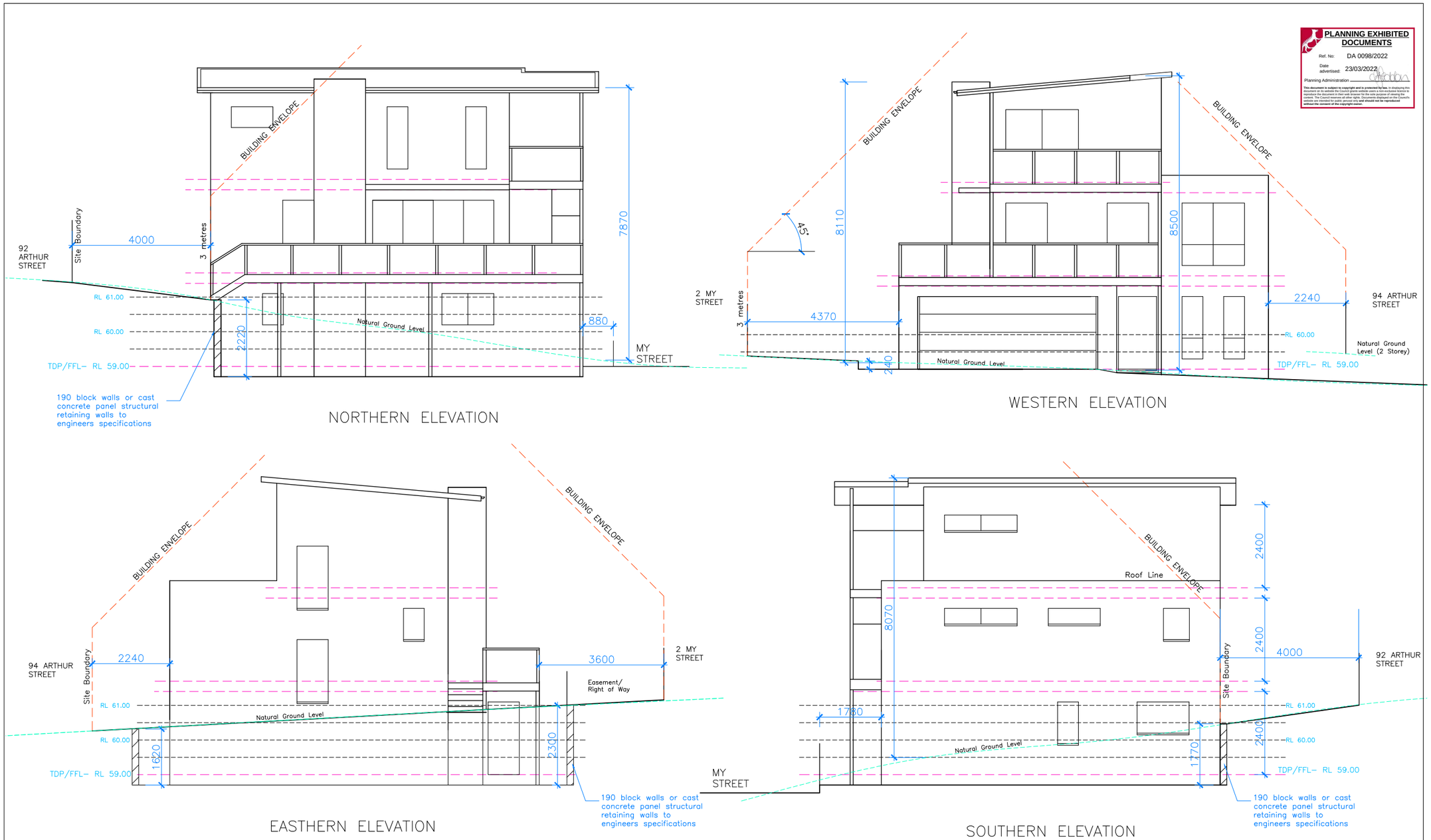
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PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S): ELEVATIONS

SCALE: 1:100 (A3)
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DRAWING NO: P08
DRAWN BY: ME
SHEET NO. : 8 of 12



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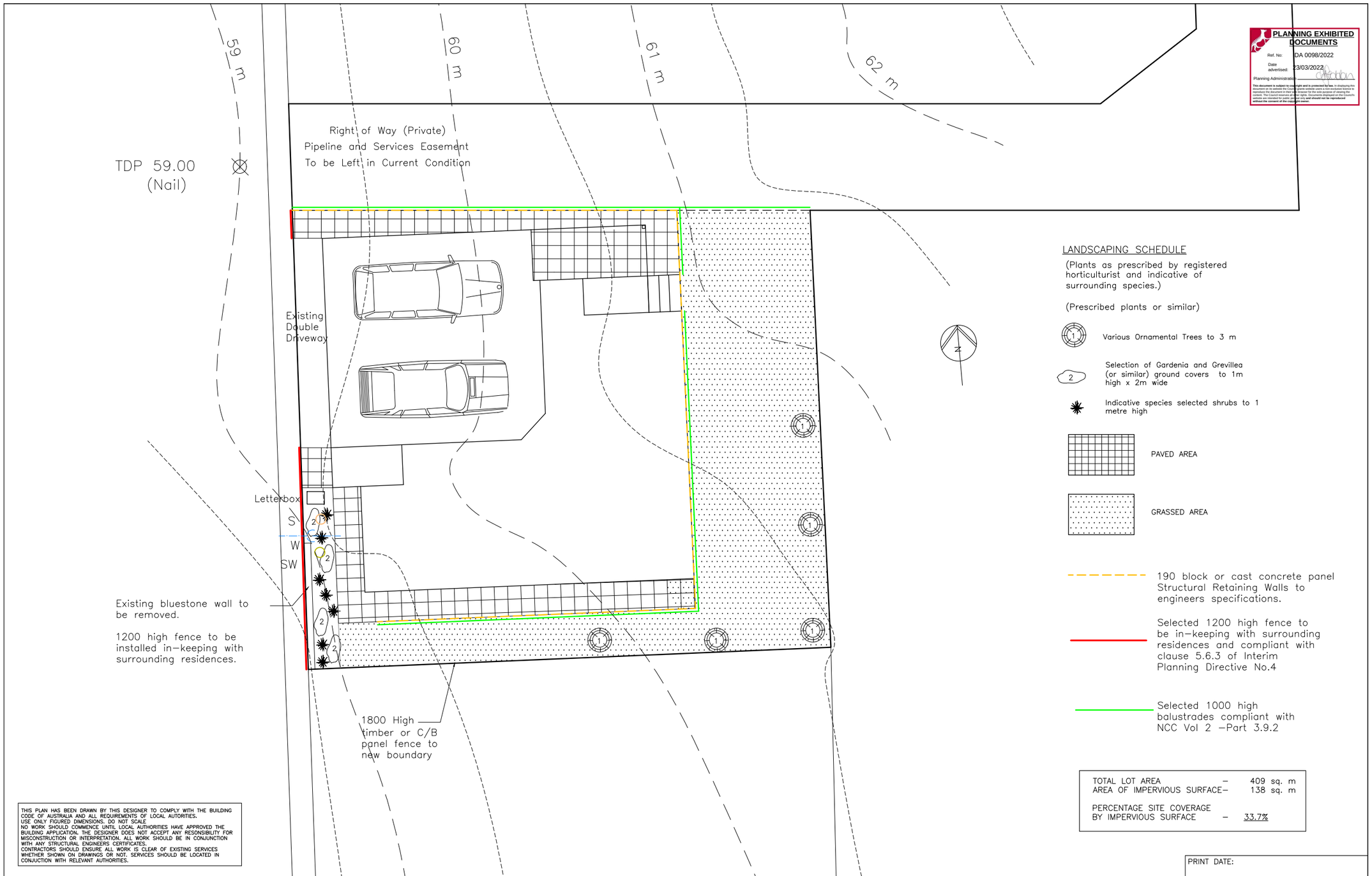
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DRAWING TITLE(S):
HEIGHTS AND BUILDING ENVELOPE

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DRAWING NO: P09
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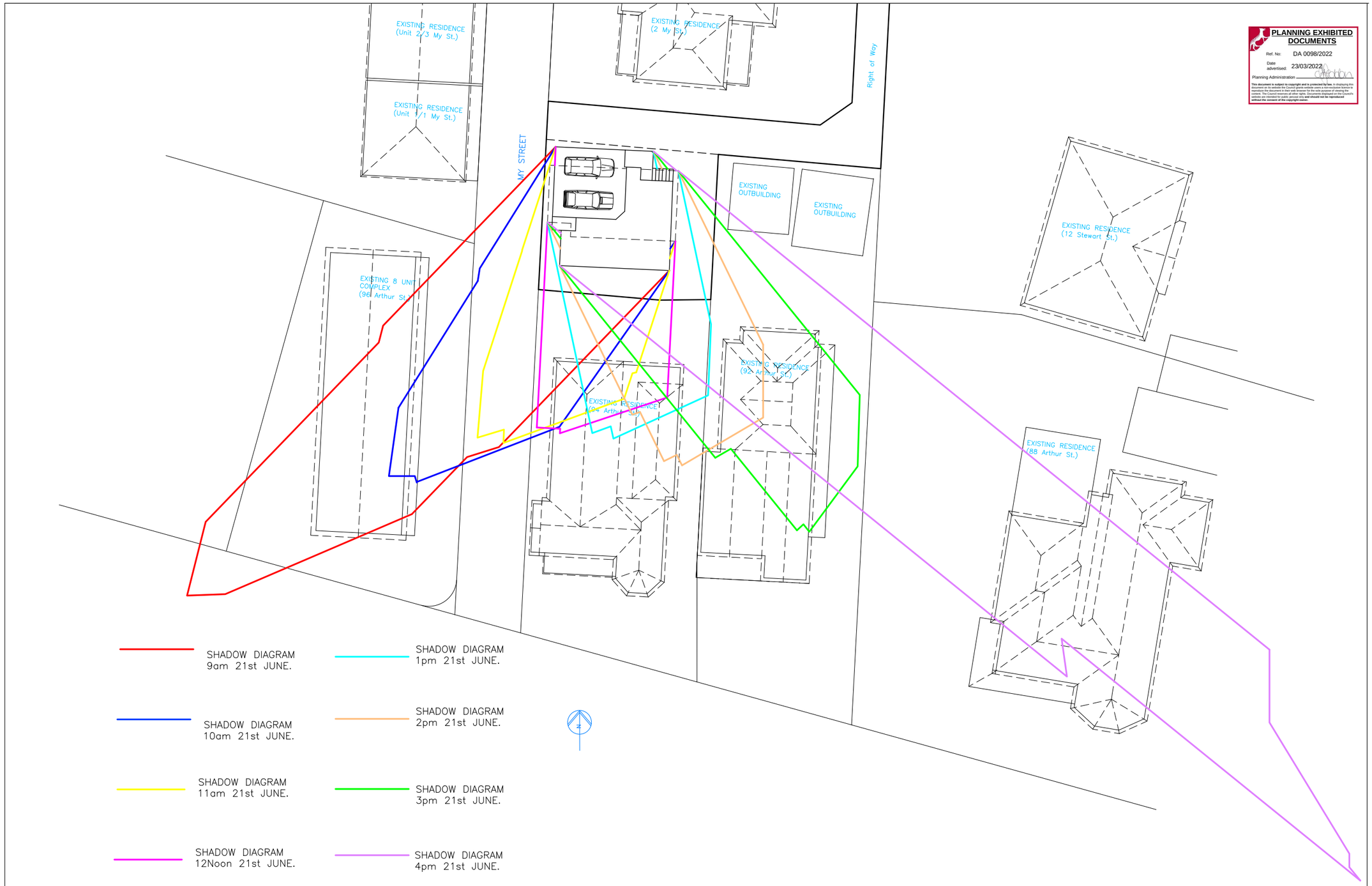
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PROJECT: PROPOSED NEW RESIDENCE
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DRAWING TITLE(S): LANDSCAPING PLAN

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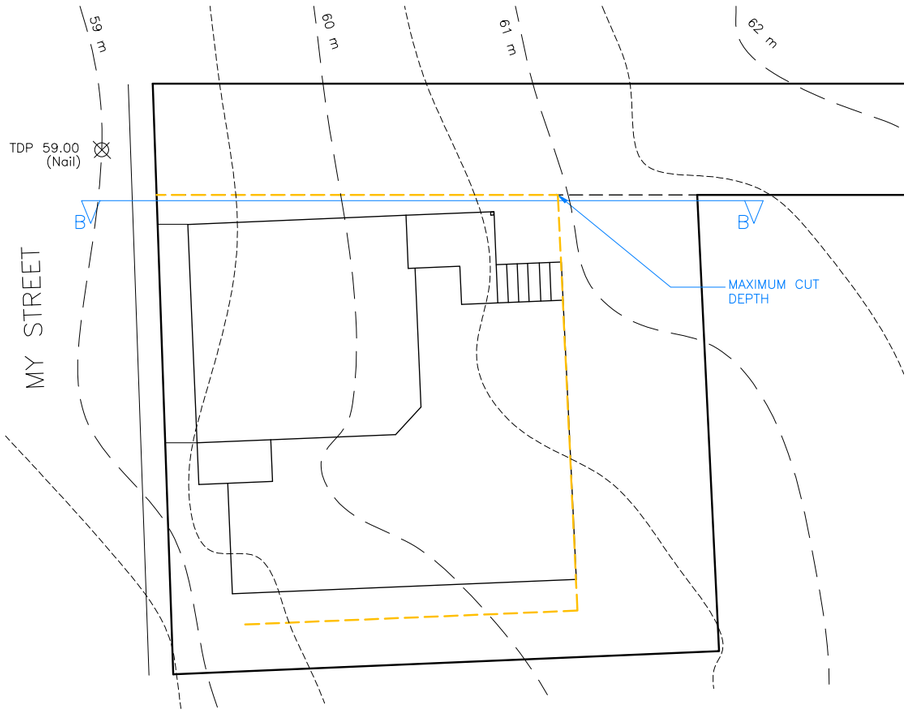
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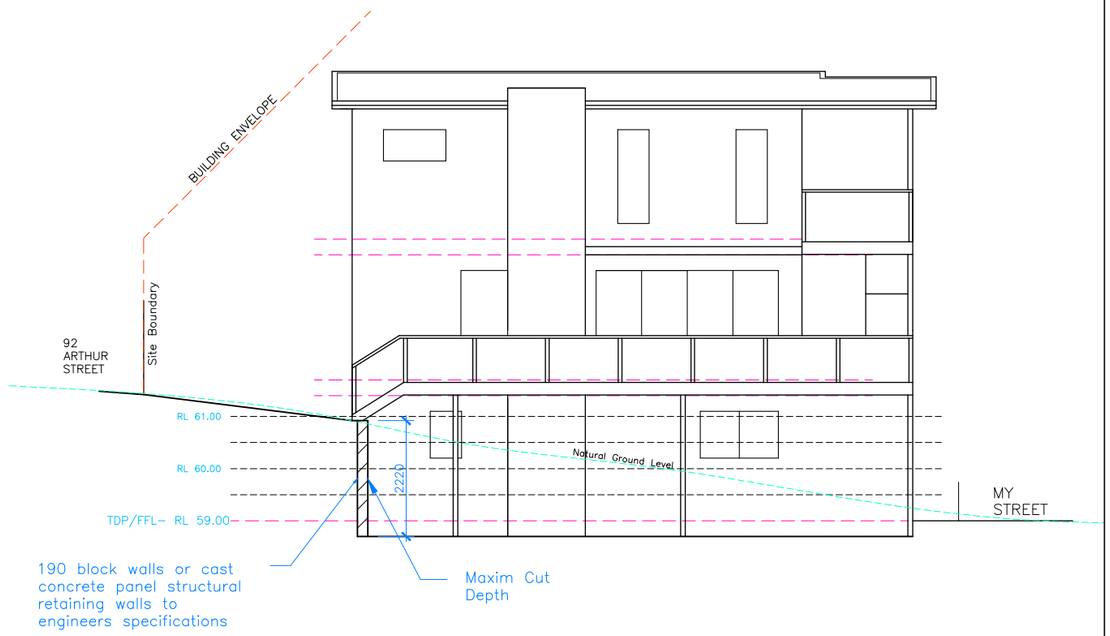
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STRUCTURAL BLOCK RETAINING WALLS
190 Block Walls or Cast Concrete Panel strictly IAW structural engineers designs and specifications



BLOCK PLAN
Scale 1:150



SECTION B–B
Scale 1:100

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PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
EARTHWORKS/
RETAINING WALLS PLAN

SCALE: N/A (A3)
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DRAWING NO: P12
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SHEET NO. 12 of 12

MDE Building Designs



Launceston City Council

Development Application

Proposed New Residence
2A My Street, Launceston

Applicant: N.J Castle and M.P Zizek

Document Addressing:

1) **Validity Information**

2) **Further Information Request**
   Clause 8.1.3- Contour Information
   Part D – Zones –11.4 Development Standards
   Inner Residential Zone
   11.4.3
   11.4.5
   11.4.22



Proposed New Residence -2A My Street, Launceston

Validity Information
Clause 8.1.2

a) a signed application form;
Please see attached signed application form.

b) any written permission and direction of notification required under s.52 of the Act and, if any document is signed by the delegate, a copy of the delegation;
Please see documents attached.

c) details of the location of the proposed use or development;
The proposed development is purely for private residential use only in compliance with the Inner Residential Zoning of the property.

d) a copy of the current certificate of title for all land to which the permit sought is to relate, including the title plan; and
Please see title documents attached.

e) a full description of the proposed use or development.
Please refer to accompanying plan set showing the proposed residence on 400 sq.m residential block and relation of the block to the neighbouring existing residences.
The proposed dwelling will operate purely for private residential use and is not to operate for any alternate purpose. It is designed and set out to maximise the comfort of living and privacy of all residents in accordance with the Launceston Interim Planning Scheme 2015

Mark Evans (for proponents N.J Castle and M.P Zizek)
MDE Building Designs
mdebuildingdesigns@bigpond.com
0407071492



Statement to allow assessment of the proposal against the Launceston Interim Planning Scheme 2015.

Part D- Zones

11.0 - Inner Residential Zone

11.4 Development Standards that Further Information requested

Setbacks and Building envelope for all dwellings –Clause 11.4.3

Privacy for single dwellings – Clause 11.4.5

Earthworks and retaining wall – Clause 11.4.22

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11.4.3 Building envelope for single dwellings

*Performance Criteria -**P1***

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

a) ensure there is no unreasonable loss of amenity on designed to:

i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above;

92 Arthur Street

On 21st June overshadowing and reduction of sunlight to habitable rooms and private open space to the property at 92 Arthur Street commences between 2 and 3 pm Consequently there is no loss of amenity for the first 5-6 hours to this property.

94 Arthur Street

The property that the proposed building lot was sub-divided from at 94 Arthur Street, is further impacted by overshadowing on 21st June. Due to the small building lot created by with the sub-division of the 94 Arthur Street property (400sq.m total) and other easement and right of way restrictions, the proposed residence is separated from the existing residence by 8.4m. While this distance was maximised as much as possible in the design phase, the small lot and separation distance to the existing residence, results in the shadowing that is created to different areas to the private open space and habitable rooms of this residence is between 9.00 am and 2 pm. In an attempt to reduce this loss of amenity, the proposal residence is 2 storey (excavated into the ground) on Southern elevation, however, with this separation distance, this overshadowing the day would be similar of the existing residence if the proposal was one storey.

ii) overlooking and loss of privacy; and

Western (Front) Elevation

This elevation offers the bulk of the overlooking (due to decks and large windows to provide views of the city). This impact is diminished by fronting directly onto My Street.
The residence overlooked is a small cottage on the opposite side of My Street, 9.6m away (Unit 1/1 My Street).



Western View from Proposal

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Northern (Side) Elevation

This elevation also has some overlooking of the existing neighbouring property due to North facing windows and smaller decks.

The impact is diminished in this case by a 7m separation between the two residences due to a 3.6m easement/ right of way separation. In addition to this gap there is existing vegetation and a small window on the Southern side of the existing residence at 2 My Street, has a mirrored, reflective finish.



Northern View from Proposal

Eastern (Rear) Elevation

This elevation has virtually no overlooking of the existing neighbouring properties to the East (86 Arthur Street and 12 Stewart Street) due to their height due to the steep slope of the land away from My Street.

In addition, this elevation of the proposed residence has only opaque glazed windows to service Rooms (W6 and W16)and a low Bedroom window below Natural Ground Level (W4) and windows to the stairway (W5 and W15).



Eastern View from Proposal

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Southern (Side) Elevation
While the separation of the proposed residence to the existing residence on the block (94 Arthur Street) is only 8.4 metres and on the same level as the proposed dwelling, any overlooking or loss of privacy is virtually eliminated by only having obscured windows to service rooms (W3, W14) or high, narrow windows to Living areas (W12, W13, W17).



Southern View from Proposal

iii) visual impacts when viewed from adjoining lots: and
While the maximum height of the proposal doesn't exceed the allowable 9m, the only Elevation that has this maximum height exposed is the Western Road side. The other three elevations are embedded into the sloping block to reduce the visual impact from neighbouring properties. Sheet P08 of the submission, show that the proposal has been reduced to 2 storeys on the Southern side to not only reduce to visual impact from the closest existing property to the South but also the visual impact to traffic as it transverses the one-way My Street.

b) take into account steep slopes and other topographical constraints;
This is a small site but with a fall of in excess of 2 metres from the back boundary to street. Setting the proposed residence approximately 1.8 metres into ground by stablising the cut section with engineered block retaining walls will sit it into the bank in such a way that will not only reduce the visual impact but vastly minimise any obstruction of city views for those house to the South up the hill. .

c) have regard to streetscape qualities.
While the majority of the existing houses in My Street are older houses or blocks of multi-dwelling units there have been some more contemporary developments in recent years such as the new house at 7 My Street.

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Another new house at 8 My Street (pictured below), while being larger in scale to the proposed residence, has a similar height and style. It too has been set into the hill to minimise the visual impact on the street.



Existing House- 8 My Street

*Performance Criteria –**P2***
The siting and scale of single of single dwellings on internal lots
Not applicable- Not an internal lot.

11.4.5 Privacy for single dwellings

*Acceptable Solution -**A1***
Balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) that have a finished surface or floor level greater than 1m above natural ground level must have a side setback of no less than 3m and rear setback of no less than 4m.

The only elements that meet this specification, are two decks that are greater than 1metre above natural ground level. These decks on the first floor and second floor face only the front boundary onto My Street and the Northern side boundary which is set back 4 metres.

*Acceptable Solution –**A2***
Windows of habitable rooms which have a floor level greater than 1m above natural ground level must:

a) *Have a side setback of no less than 3m; or*
b) *Be offset no less than 1.5m from the windows of habitable rooms on adjacent lots where on the same horizontal plane; or*
c) *Have a window sill height of no less than 1.7m.*

Ccmplies

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11.4.22 Earthworks and retaining walls

*Performance Criteria -**P1***
Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots having regard to:

a) The topography of the site;
The considerable slope (in excess of 2 metres) from the front to the rear of this relatively small lot necessitates the need for a degree of cut to maximise the living space made available while minimising the visual impact and overshadowing of neighbouring properties. The earthworks and necessary structural retaining walls are all positioned least 1.78m from any site boundary (well in excess of the 900mm minimum requirement of the Acceptable Solution).
The maximum depth of cut required (see sheet P11) is approximately 2300mm.

b) The appearance, scale and extent of the works;
Proposed earthworks and subsequent retaining walls, enable the proposed residence to sit appropriately into the slope that exists and reduce the visual impact from the street and surrounding properties. This is a solution adopted by virtually all residences on the Western side of My Street.

c) Overlooking and overshadowing of adjoining lots;
As discussed earlier in consideration of Clause 11.4.3 (i) and (ii), a significant cut into the significant slope on My street has minimised both overlooking and overshadowing of neighbouring properties.

d) the type of construction of the works; and
e) the need for the works;
This small lot has been sub-divided from the existing title of the existing property 94 Arthur Street. Earthworks and construction of retaining walls enables the maximum use of the small lot. Not cutting into the fall of the block would require the construction of a suspended floor, reducing the possible living area while staying under height restrictions. Creating required parking spaces directly off the street, without excavation into the sloping block, is virtually impossible.

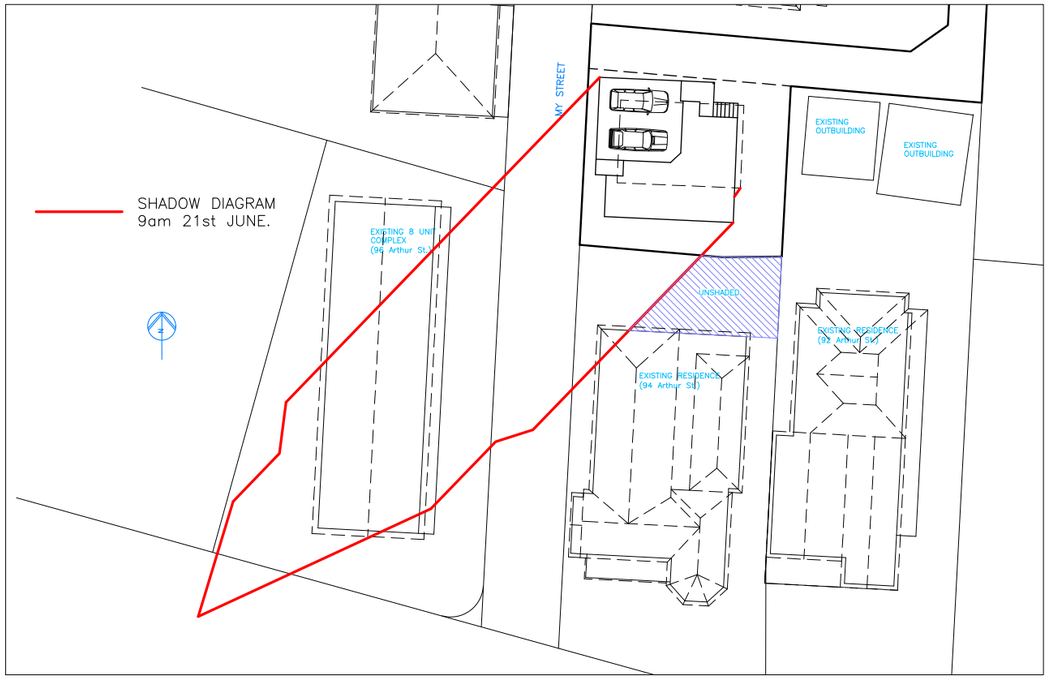
f) the impact on adjoining structures;
As mentioned there are considerable restrictions with lot size, right of ways and easements to the available building plot available. To maximise this while reducing impact on adjoining properties to the greatest possible extent, required the adoption in the earthworks to cut onto the slope as has been adopted by the bulk of other residences on this side of the street.

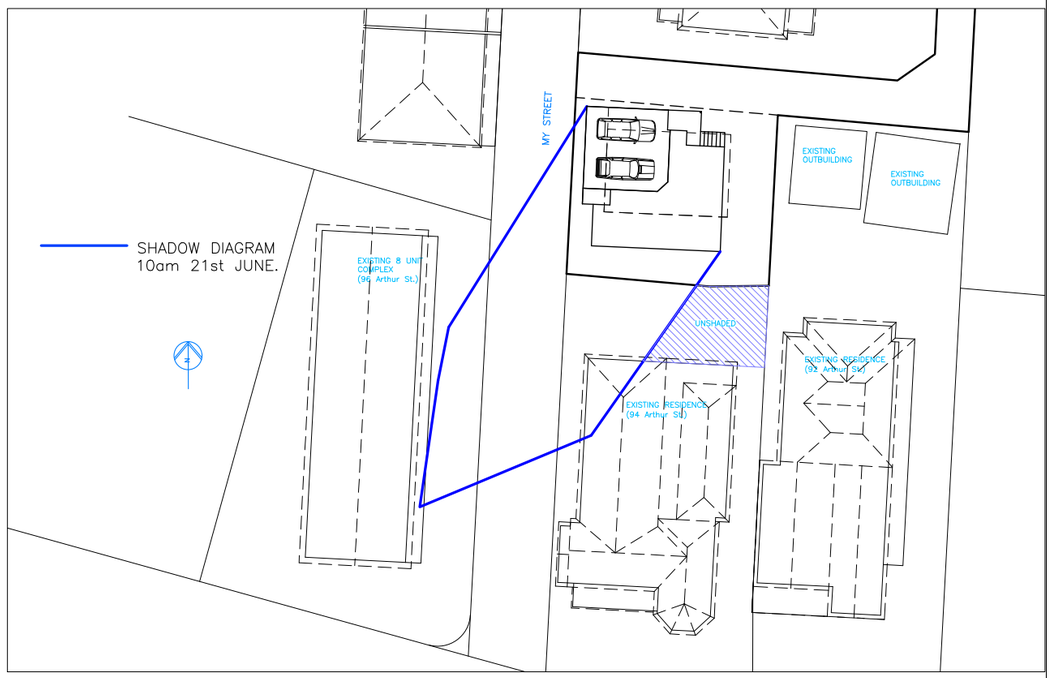
g) the management of groundwater and stormwater; and
The construction of the rear and reducing side retaining walls are proposed to be well in excess of the required 1 metre separation from any registered easement, sewer main, water main or stormwater drain as specified in the acceptable solutions 11.4.22 A1 (e). It would be a requirement of the engineered retaining wall system for all groundwater and stormwater to be collected and diverted to the main system.

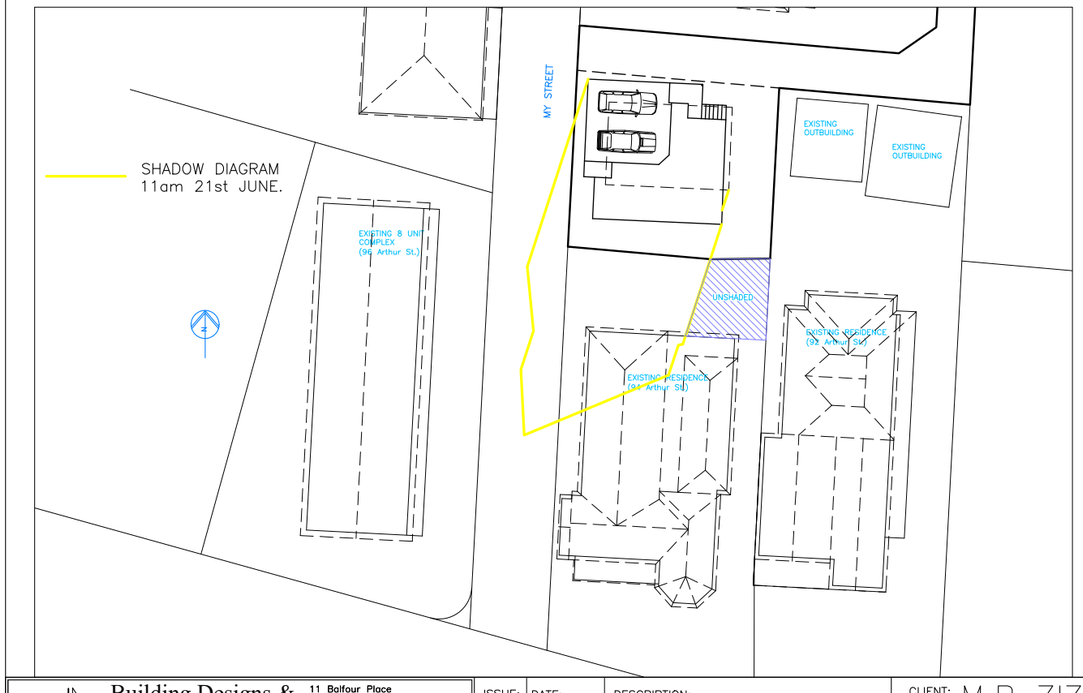
h) the potential for loss of topsoil or soil erosion.

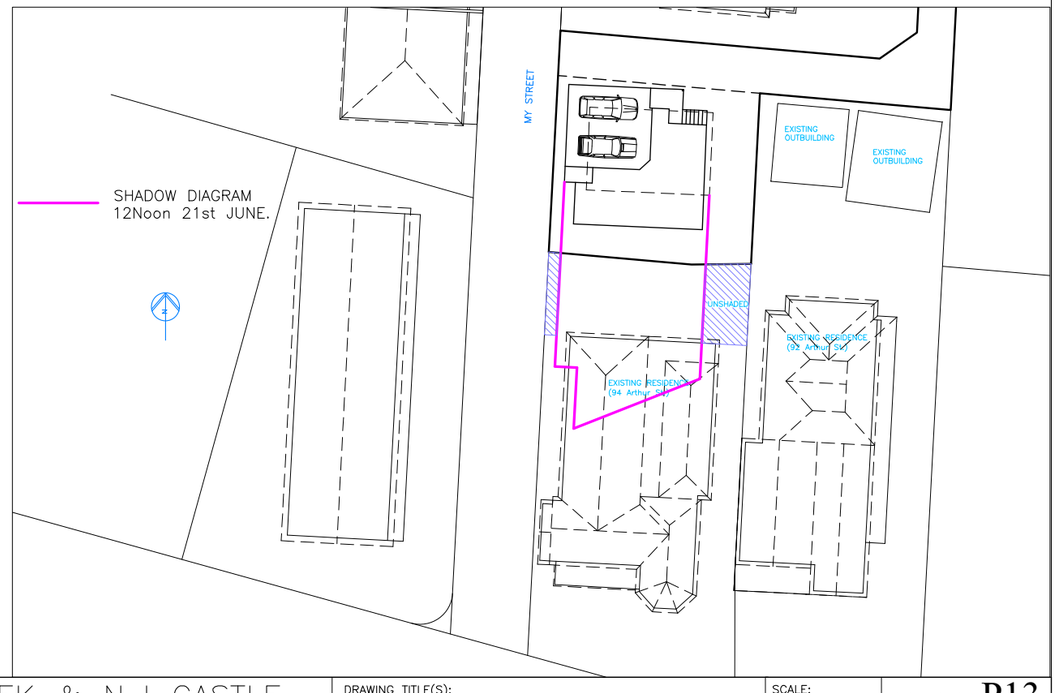
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Ground retained to the rear on the proposed residence in 2.2 metres wide. It is the intention for this strip to have a combination of paving, garden and sown lawn to mitigate the potential for any loss of top soil or soil erosion.









Mark Evans
Building Designs & Drafting
Trading as MDE Building Designs
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ABN 62650579624

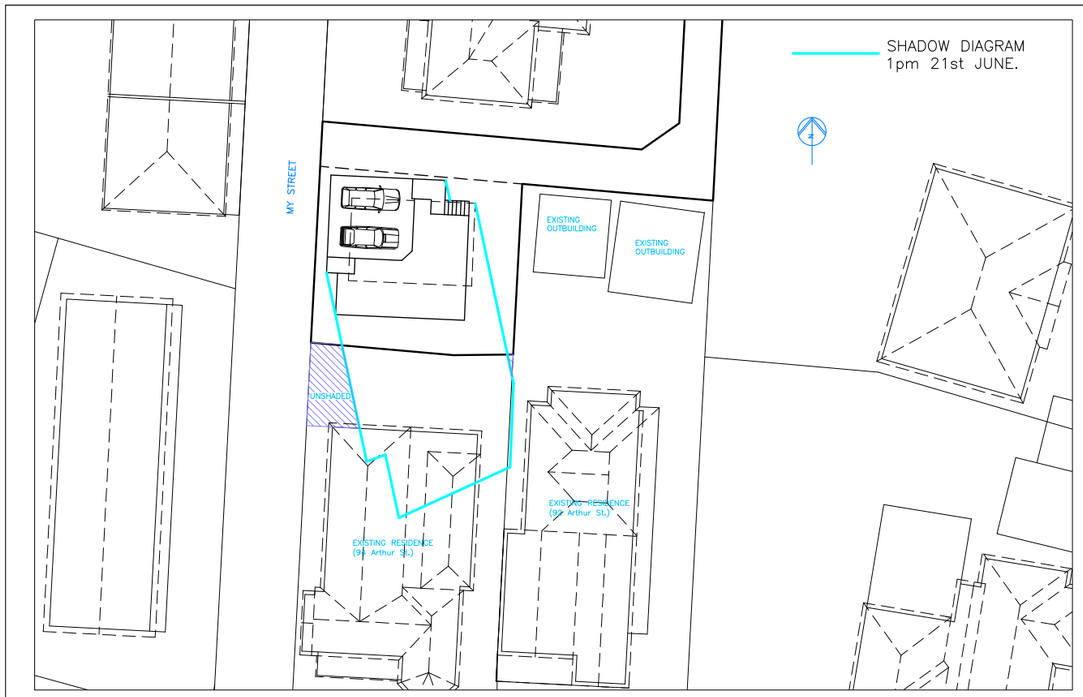
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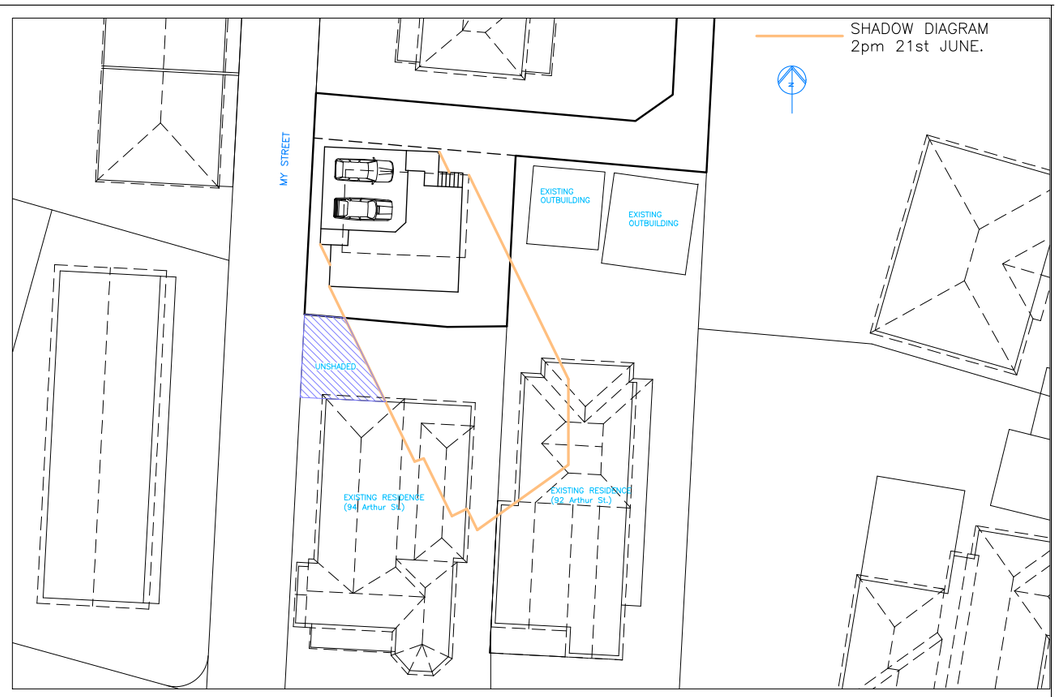
CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

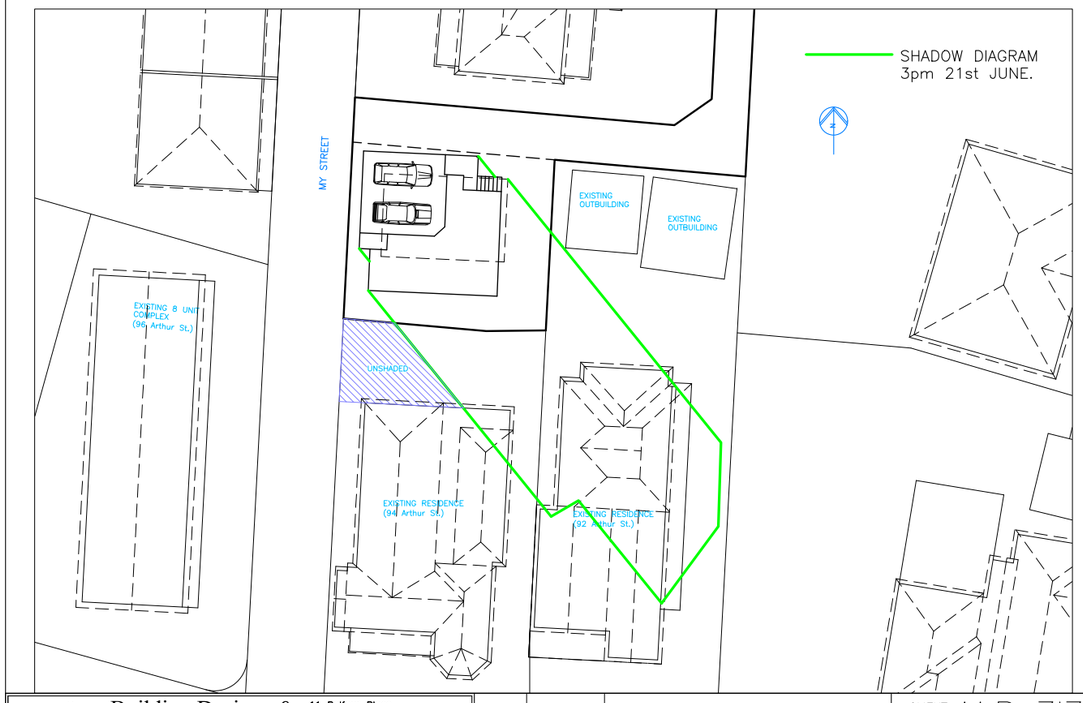
DRAWING TITLE(S):
SHADOW DIAGRAMS
(Hourly)

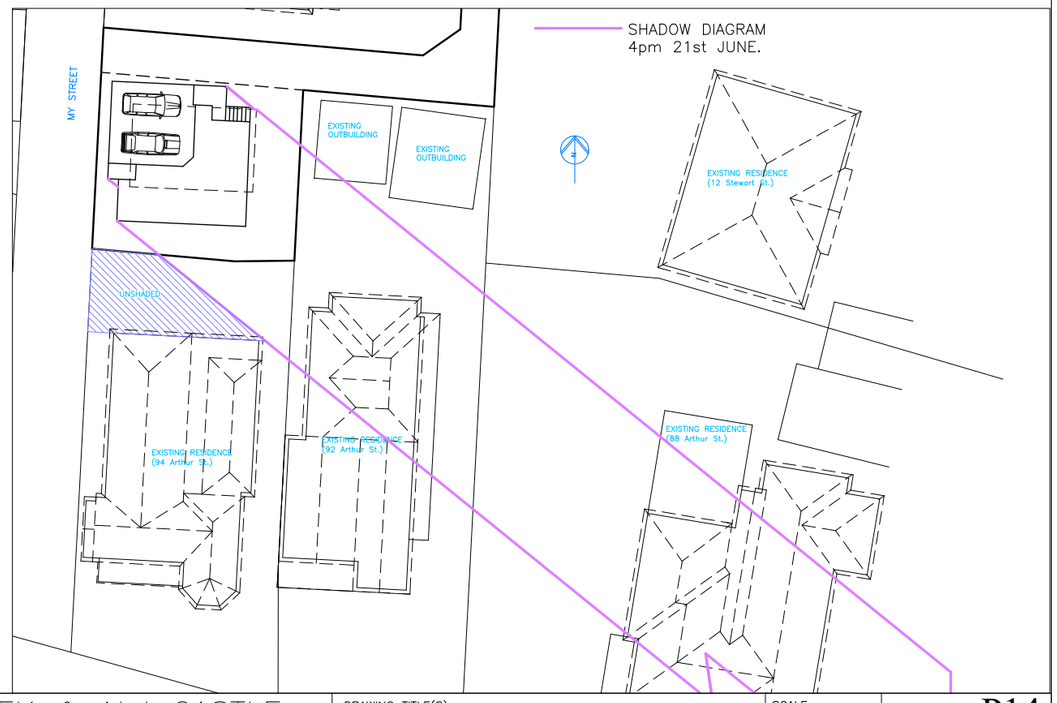
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Check dimensions. Dimensions take preeedence over scale

DRAWING NO: P13
DRAWN BY: ME
SHEET NO.: 13 of 14









Mark Evans
Building Designs & Drafting
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ISSUE:	DATE:	DESCRIPTION:
P1	JAN. 2022	FOR PLANNING APPROVALS ONLY

CLIENT: M.P ZIZEK & N.J CASTLE
PROJECT: PROPOSED NEW RESIDENCE
2/94 ARTHUR STREET
LAUNCESTON 7250

DRAWING TITLE(S):
SHADOW DIAGRAMS
(Hourly)

SCALE: 1:400 (A3)
Check dimensions. Dimensions take preeedence over scale

DRAWING NO: P14
DRAWN BY: ME
SHEET NO.: 14 of 14



Document Set ID: 4710181
Version: 1, Version Date: 22/04/2022



Document Set ID: 4710180
Version: 1, Version Date: 22/04/2022

Submission to Planning Authority Notice

Council Planning Permit No.	DA0098/2022	**Council notice date**	3/03/2022
TasWater details			
TasWater Reference No.	TWDA 2022/00290-LCC	**Date of response**	18/03/2022
TasWater Contact	Melissa Newell **Phone No.**	0457 084 607	
Response issued to			
Council name	CITY OF LAUNCESTON		
Contact details	PlanningAdmin@launceston.tas.gov.au		
Development details			
Address	2A MY STREET, EAST LANCESTON	**Property ID (PID)**	9038059
Description of development	New Dwelling		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Mark Evans Building Designs & Drafting	P03 Proposed Site Plan / 3 of 12	P2	FEB 2022

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

56W CONSENT

4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $219.04 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

TasWater

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

(a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
(c) TasWater will locate residential water stop taps free of charge
(d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

(a) Existing pipe depth and proposed finished surface levels over the pipe;
(b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
(c) A note on the plan indicating how the pipe location and depth were ascertained.
(d) The location of the property service connection and sewer inspection opening (IO).

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

From: "Nigel Davies [redacted]
Sent: Mon, 4 Apr 2022 19:51:31 +1000
To: "Contact Us" <Contactus@launceston.tas.gov.au>
Cc: "Rod Ascu [redacted]
[redacted]
Subject: DA0098-2022 2a My Street, East Launceston

You don't often get email fro [redacted] earn why this is important

04/04/2022

DA0098-2022 Residential - Demolition of two outbuildings and construction of dwelling at 2a My Street, East Launceston.

To the General Manager

I am writing in response to the amended proposal for 2a My Street, Launceston – DA0098-2022. This site is in m [redacted] neighbourhood, having lived a [redacted] for 35 years (with a legal right of way through My Street).

My reference book "For the Record - James Bennell's Buildings in Early Launceston" was written to highlight the historical importance of Bennell's buildings in Launceston, including those in Welman and Adelaide Streets, all accessed through My Street.
My interest and concern regarding this development application is primarily from an historic viewpoint.

Contribution to the streetscape:
The above development is an unsuitable addition to My Street in its design, height, proximity to the street, and as part of the overall streetscape.

Historical context:
The above development is over-sized for the proposed My Street site and inappropriately dominant over neighbouring properties. My Street is a narrow one-way lane originally formed (and named) by colonial builder James Bennell, as rear access for his seven houses (Victoria Terrace) 1-13 Welman Street - built 1858-1861. These houses have outhouses, boundary walls and rear gates along the MyStreet boundary and are well below the present road level, as they were constructed over 160 years ago. This is a remarkable intact access lane with an important history, and these properties are classified by the National Trust Tasmania, as well as being on the Register of the National Estate.

In subsequent surrounding development (excluding the recently built three-storey property at 8 My Street) the houses were suitably proportioned for the narrow one-way street.

Over-development:
My Street was created for horse and cart traffic. It already has access issues with work and service vehicles, busy one-way through-traffic plus visitors and house owners with limited permit parking.

I hope the Council will consider these factors in this development application.

Regards,
Helen Davies

From: "James Stewart[redacted]
Sent: Tue, 5 Apr 2022 08:59:59 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Cc: "Rod Ascui[redacted];"Kim Seagram"
[redacted];"Catherine Mainsbridge"[redacted]
Subject: Representation - DA0098/2022 - 2A My Street, Launceston.
Attachments: Representation DA0755-2021 - 2A My Street Launceston V3.pdf

Good Afternoon

Please find attached representation relating to DA0098/2022, at 2A My Street, Launceston.

The representation is lodged on behalf of the owners at numbe[redacted], Rod Ascui and Kim Seagram.

If you have any questions, please don't hesitate to let me know.

Kind regards

James Stewart
Senior Town Planner | Accredited Bushfire Practitioner
[redacted]

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Offices located in:

[redacted]

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CONSULTING SURVEYORS & LAND PLANNERS

Chief Executive Officer

City of Launceston

contactus@launceston.tas.gov.au

30/03/2022

DA0098/2022 – Residential – Demolish two outbuildings and construction of a dwelling (amended proposal). 2A My Street, East Launceston.

To the Chief Executive Officer

I write in response to the above-mentioned application which is currently being advertised for public comment until the 6th April 2022.

We provided a submission in relation to the first proposal on this site. We understand that application was subsequently withdrawn following the advertising period. A revised proposal for the site is now the subject of this submission.

My clients, Rod Ascui and Kim Seagram, currently own and reside a[redacted], a property which shares [redacted] with 2A My Street. The proposed development is located directly to the north west of their property. An aerial view of 92 Arthur Street, and the adjoining subject site is shown below for reference.



Figure 1 - Aerial view, showing 92 Arthur Street (our client) and 2A My Street (development site).

[redacted]

Vers

By way of introduction, I note that the lot in question is a highly constrained parcel of land. While the property provides a total area of 409m^2, the majority of this land is unusable, consisting of an access strip with Rights of Way, and land to the north which is fenced off and used by other properties.

The only usable portion of land, is situated on My Street, and has an area of approximately 209m^2. This is the area where a three storey dwelling is attempting to be developed.

Rod and Kim have owned and resided in their home a[redacted] for 11 years. They have developed the site and made numerous improvements during this time, enjoying a high standard of residential amenity which is expected and consistent with this part of East Launceston.

In preparing this submission, I have reviewed the plans and supporting report prepared by Mark Evans, and agree that the impact on the dwelling and land at 92 Arthur Street will be significant.

While the land is currently within the Inner Residential Zone, we understand the land will transition to the General Residential Zone under the LPS. The General Residential Zone has been proposed under the LPS based on the areas characteristics more aligning with the intent of that zone.

Inner Residential Zone Criteria.

The property is contained within the Inner Residential Zone. Use and development is assessed under the provisions of the *Launceston Interim Planning Scheme 2015* (the scheme).

Zone Purpose Statements

The relevant zone purpose statements relating to residential development in the Inner Residential Zone are as follows:

11.1.1.1	To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.
11.1.1.3	To allow increased residential densities where it does not significantly affect the existing residential amenity, ensure appropriate location of parking, and maintain vehicle and pedestrian traffic safety.

[redacted]

Vers

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

Response:

The proposed dwelling is three storeys. There is approximately 2m of cut proposed in the north east corner of the dwelling. The dwelling proposes a 8.5m high wall with skillion roof, 4m off my client's boundary. The front of the dwelling will be 8.5m in height, setback 880mm from the front boundary. It is my opinion that the dwelling design does not respect the variation in height which is typical of the area. It is a visually bulky structure which will present a considerable intrusion on the landscape when viewed from adjoining lots, and on My Street.

The eastern elevation provides windows (W14 & W5), which while shown as opaque, will still open out towards Rod and Kim's private open space in the north. There is a secondary deck in the north east of the development, which will also result in passive overlooking of the private open space and vegetable gardens for 92 Arthur Street.

It is argued that contrary to zone purpose statement 11.1.1.5, the development does not provide a high standard of amenity and contribute to the streetscape.

Specific scheme criteria is responded to below.

11.4.1 Setback from a frontage for single dwellings

The application relies on performance criteria, as the proposed frontage setback is less than the acceptable solution requirement of 4.5m. The relevant criteria is below:

P1

The setback from frontage must:

- ***a) provide transitional space between the road and private dwelling allowing mutual passive surveillance;***
- ***b) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site;***
- ***c) provide measures to ensure that noise generated by traffic will not adversely impact on residential amenity and vehicular egress provides for the safe use of the road; and***
- ***d) have regard to streetscape qualities or assist the integration of new development into the streetscape***

[redacted]

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In consideration of compliance, the relevant objective for clause 11.4.1 can be referred to for guidance. In this instance the relevant objectives are a) and b), which read as follows:

Objective:

To ensure that the setback from frontages:

a) assist in the establishment of the streetscape character;

b) enhance residential amenity

The proposed development provides a 880mm frontage setback from My Street.

At this point, the development will rise to a height of 8.5m from natural ground level. This elevation includes a double car garage on the ground floor, covered outdoor deck on the second floor, and additional decking on the third level.

While frontage setbacks of nearby dwellings may be consistent with what is proposed, the sheer height of the structure in such close proximity to the front boundary is out of character with development on My Street.

There is one additional three-storey dwelling identified in My Street, which is located to the North, at number 8. The dwelling at number 8 My Street provides a frontage setback of approximately 3.8m, noting that the road further widens out in this section, giving the appearance of a greater setback from the road.

Due to the topography of the street, the dwelling at number 8 is not visible when looking north along My Street. In contrast to number 8, the proposed dwelling at number 2A will be highly visible for anyone travelling north or south on My Street.

It is my opinion that the applicant's submission has not demonstrated compliance with the performance criteria. The plans are lacking in detail, presented in black and white with no coloured elevations or 3D concepts provided to give an indication on appearance or impact on streetscape. There is no written submission which provides a considered response and analysis on how the development has had regard to streetscape qualities on My Street. There is no indication at all on how the dwelling will assist in the establishment of streetscape character as outlined in the objective.

The current streetscape character consists of a mixture of single and double storey dwellings which use the topography of the land to create an additional level (i.e. the property at 7 My Street). The dwellings along the street are generally of weather board or brick construction and have responded to site constraints with a considered design.

[redacted]

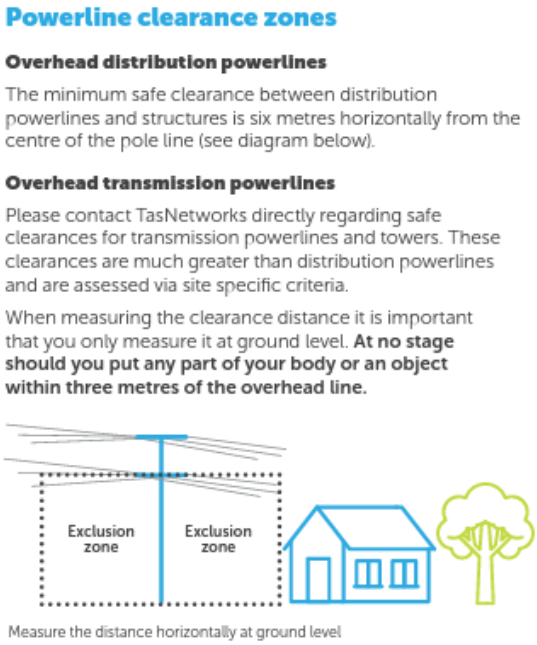
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Figure 3 is taken looking north on My Street. The subject site is indicatively marked in Yellow. As previously stated, a 3D montage showing the true impact of development on the streetscape should be provided as part of the submission. In lieu of this, it can be clearly seen that any development with a height of 8.5m, located 880mm off the front boundary will be ***highly*** visible.

We would question whether Tasnetworks have been consulted as part of this process due to deduced frontage setback. As per the regulator guidelines, the minimum safe clearance between distribution powerlines and structures is six metres horizontally from the centre of the pole (refer figure 2). The site plan doesn't appear to show the location of powerlines, but these can be clearly seen in figure 3. The dwelling will be far less than the required setback of 6m.



Powerline clearance zones

Overhead distribution powerlines

The minimum safe clearance between distribution powerlines and structures is six metres horizontally from the centre of the pole line (see diagram below).

Overhead transmission powerlines

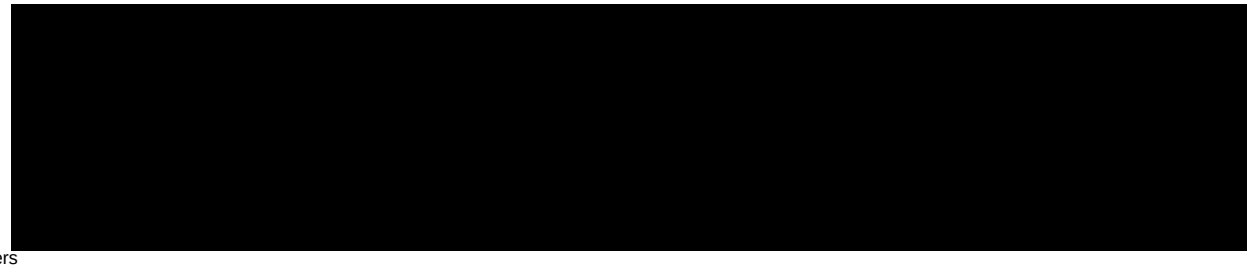
Please contact TasNetworks directly regarding safe clearances for transmission powerlines and towers. These clearances are much greater than distribution powerlines and are assessed via site specific criteria.

When measuring the clearance distance it is important that you only measure it at ground level. **At no stage should you put any part of your body or an object within three metres of the overhead line.**

Measure the distance horizontally at ground level

Figure 2 - Extract from Tasnetworks 'Building Near Powerlines Guidelines'. Source: www.tasnetworks.com.au

It is my opinion that such a development, when viewed in this context, does not assist in the establishment of streetscape character, nor does it assist in integrating new development seamlessly into the existing landscape. The proposed dwelling would not be in keeping with the existing streetscape character as is shown in the below image. This is directly supported by part a) and b) of the objective for clause 11.4.1.



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Figure 3 - Looking north on My Street. Property at 2A is highlighted in yellow (indicative).

11.4.2 Site Coverage and Rear Setback for Single Dwellings.

We acknowledge the acceptable solution relating to site coverage is by definition satisfied. I do however note that this clause is only satisfied due to land associated with the access strip and unusable land to the north forming part of the title. The *developable area* on the lot would not satisfy the acceptable solution for site coverage. Should this application have relied on performance criteria for this clause, it would not in my view have satisfied P1.

11.4.3 Building Envelope for single dwellings.

The application relies on performance criteria due to the proposed development not being contained within the envelope as required under A1.

The development proposes a rear setback of 4m from my client's side boundary at 92 Arthur Street. The impact this development will have on their existing amenity due to its height is significant. The issues are examined in more detail below.

[redacted]

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The objectives for clause 11.4.3 are as follows:

Objective:
To ensure that the siting and scale of single dwellings: (a) allows for flexibility in design to meet contemporary dwelling requirements; (b) protects the residential amenity of neighbours through minimising visual bulk and overshadowing; and (c) has regard to streetscape qualities.

Performance criteria for 11.4.3 P1 is below:

Performance Criteria
P1 The siting and scale of single dwellings must be designed to: (a) ensure there is no unreasonable loss of amenity on adjoining lots by: (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above; (ii) overlooking and loss of privacy; and (iii) visual impacts when viewed from adjoining lots: and (b) take into account steep slopes and other topographical constraints; and (c) have regard to streetscape qualities.

Response:

Clause 11.4.3 P1 requires that a proposed development must not result in an *unreasonable* impact on amenity.

Amenity is defined under the scheme as:

> *means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.*

In this instance, the various elements of the property at 92 Arthur Street, which make the place and building pleasant and enjoyable, cannot be unreasonably impacted as a result of the proposed dwelling at 2A My Street.

Part **a) (i)** of the criteria requires that private open space or habitable rooms must not be reduced to less than 3 hours of sunlight between the hours of 9am and 5pm on

[redacted]

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June 21. A very basic set of shadow diagrams have been provided as part of the applicants submission. The way the shadow diagrams have been presented, has not been changed from the first application. No 3D shadow diagrams have been provided. As Council has done so with other applications, I encourage Council to verify these shadow diagrams through obtaining the CAD data and undertaking their own internal shadow diagrams.

I further encourage Council to request shadow diagrams based on both the acceptable solution building envelope, compared to the dwelling development being proposed. We expect the difference would be significant, and result in an excess of overshadowing which could potentially be avoided by aiming to meet the acceptable solution.

The diagrams indicate that while there will be afternoon shadowing at number 92, the property at number 94 will be considerably impacted on its northern elevation. The written response accompanying the application indicates this is due to the small lot size created by the subdivision.

Part **a) (ii) of 11.4.3 P1**, which relates to overlooking and loss of privacy, is of concern to my clients, Rod and Kim. The property at number 92 provides its primary area of private open space between the existing residence and the outbuildings. Figure 4 (below) demonstrates the location of private open space at number 92 Arthur Street. This photo is taken from Rod and Kim's private open space, looking towards the vacant development lot at 2A My Street.



Figure 4 - Private open space at number 92 Arthur Street. The hedge abutting the wall is located on the subject site at 2A My Street.

[redacted]

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The area of private open space at number 92 Arthur St, will be overlooked as a result of development at 2A My Street. Windows W15, W5, when opened, will provide overlooking into the rear yard, and outdoor relaxation areas of number 92.

Of equal concern is Part **a) (iii) of 11.4.3 P1.** Part (iii) of the criteria relates to visual impacts when viewed from adjoining lots. We contend that the three story development will result in an unreasonable loss of amenity as a result of its visual impact.

From the private open space, kitchen/living area, and first floor bedroom/deck of number 92 Arthur Street, the proposed development will be clearly visible. The eastern elevation indicates that this wall will only be broken up by a few windows (of which we have raised issues). The plans indicate the colour will be a 'natural creamy hue'. The plans don't provide any meaningful indication of what a 'natural creamy hue' will look like, or provide a sample of this colour. We are concerned that the colour may result in a degree of reflection or glare, with similar concerns noted on the Corten steel cladding proposed for the lift well.

The visual impact of this wall when viewed from number 92 is significant. The impact is exaggerated by the fact that the existing hedge which runs along the boundary will be removed.

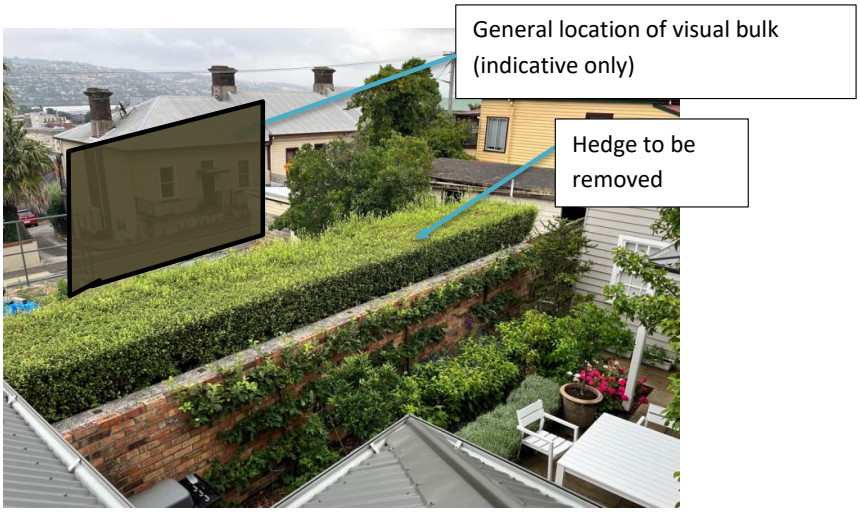


Figure 4 - View from first floor of 92 Arthur St. Location of dwelling shown indicatively.

In my opinion, the visual impact of the new dwelling at 2A My Street will significantly impact the amenity of the owners at 92 Arthur Street. It will impact on their ability to sit in the private open space and enjoy the amenity which is currently provided. Any outlook to the to the west will instead be dominated by a visually intrusive wall. The

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proposed dwelling wall will be in close proximity to the rear boundary, and will loom above the western side boundary of number 92.

The objective for clause 11.4.3 speaks about reducing visual bulk. A three-storey dwelling on such a small lot, presented on plans which lack detail and offer no perspectives other than basic elevations, has not sought to minimize visual bulk as outlined in the objective.

The application does not demonstrate compliance with 11.4.3 P1 (ii).

In relation to clause 11.4.3 c), I refer back to earlier comments on streetscape. The proposed dwelling is not in character with the existing development along My Street. It will be visually intrusive when viewed from the road. While the term 'Streetscape' is note defined, it can generally be considered the visual quality of a street, having regard to quality, scale, bulk and design of buildings fronting a road reserve.

In my opinion, the development does not contribute positively to the streetscape qualities which are currently present in My Street. The reduced front setback, combined with the height creates a visually imposing structure when viewed from the Council Road and footpath. It is further exaggerated by the small size of the lot, and the need to squeeze such a large development onto such a constrained lot.

Codes

It is questioned why E3.0 Landslip code doesn't appear to have been applied. The development is partially located in low/medium risk landslip area as shown on the hazard bands.

It is further noted that the LPS mapping for landslip indicates this site would be mapped under the upcoming Tasmanian Planning Scheme.

We question whether a geotechnical report would be provided as part of the planning submission for this application.

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Figure 5 - Extract showing low and medium risk hazard bands

Changes and Modifications

Rod and Kim are not opposed to appropriate development of the site at 2A My Street. They understand this is a residential lot which has a right to be developed. They are however, seeking a more sympathetic development which seeks to align with various acceptable solutions under the zone.

Reducing the development from three storeys to two storeys would further provide a development that is compatible with dwellings on My Street, whilst significantly reducing the visual bulk when viewed from an adjoining lot. Such a development could be stepped in from the rear boundary, if seeking to develop at a greater height.

While we acknowledge that changes have been made from the first application lodge, we contend that these changes do not go far enough in addressing the overall impact this dwelling will have on number[redacted]

We would welcome the opportunity to discuss this submission with Council and the owners of 2A My Street, East Launceston.

Kind Regards

[redacted]

James Stewart
Town Planner

[redacted]

Vers

From: "Ashley Brook[redacted]
Sent: Wed, 6 Apr 2022 11:25:41 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Cc: "Ashley-Jones, Alice"[redacted]
Subject: DA0098/2022 - 2A My Street, Launceston - Representation
Attachments: DA0098.2022, 2A My Street, Launceston - Representation.pdf

You don't often get email from[redacted] Learn why this is important

Dear Council,

Please find attached a representation in relation to the above application. Are you able to confirm this representation has been received?

Please let me know if there are any queries in relation to the representation.

Regards,

6ty°

Ashley Brook
Planning Consultant
[redacted]

Measured form and function

[redacted]G

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Measured form and function 6ty°

[redacted]

6 April 2022

Chief Executive Officer
City of Launceston
By Email: contactus@launceston.tas.gov.au

Dear Sir,

DA0098/2022 – 2A MY STREET, LAUNCESTON – REPRESENTATION

We have been engaged to prepare this representation on behalf of Nick and Alice Ashley-Jones.

The planning application seeks approval to develop a 3 storey dwelling. The ground floor level of the dwelling is proposed to be excavated into the slope to a maximum depth of 2.3m at the rear of the building footprint. The proposed dwelling will have a maximum building height of 8.5m at the front of its footprint.

There are no building height dimensions on the proposal plans for the rear of the dwelling, although lines representing the three-dimensional building envelope are shown. Scaling from the plans, the rear wall of the proposed dwelling will extend vertically above the building envelope by a distance of between 3.1m and 4m.

The proposed dwelling therefore relies on an assessment of Performance Criteria P3 in Clause 11.4.3 'Building envelope for single dwellings', which requires that:

> *The siting and scale of single dwellings must be designed to:*
>
> *(a) ensure there is no unreasonable loss of amenity on adjoining lots by:*
>
> *(i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above;*
>
> *(ii) overlooking and loss of privacy; and*
>
> *(iii) visual impacts when viewed from adjoining lots: and*
>
> *(b) take into account steep slopes and other topographical constraints; and*
>
> *(c) have regard to streetscape qualities.*

The particular issue that our client has with the proposal relates to a loss of amenity on their adjoining property at 12 Stewart Street due to the visual impacts of the dwelling.

Recent planning appeal decisions[1] have established an objective approach to assessing a loss of amenity by visual impacts. This involves identifying the existing amenity enjoyed by a relevant adjoining lot, the extent of the loss of that existing amenity by visual impacts caused by a proposal and whether that loss is unreasonable.

[1] N Mamic v Hobart City Council [2018] TASRMPAT 5.
L Hollier v Hobart City Council and Platinum Plus Properties Pty Ltd [2019] TASRMPAT 4.
M & C Edwards and Ors v Clarence City Council and Pinnacle Drafting & Design [2019] TASRMPAT 8.

Measured form and function 6ty°

It is noted that the term "*amenity*" is defined in Clause 4.1.3 of the *Launceston Interim Planning Scheme 2013* as:

> *means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.*

The primary living areas and private open space associated with 12 Stewart Street are located to the rear (west) of the dwelling within the property. The dwelling appears as single storey from Stewart Street and, due to the slope, the floor level associated with living areas at the rear are elevated. This directs outlook from the windows in the rear wall of the dwelling, and from the private open space further to the rear, in a westerly direction. It provides views of parts of the West Launceston and Trevallyn hillsides and the mouth of the Cataract Gorge Reserve.

The area surrounding 12 Stewart Street includes a mix of 1, 2 and 3 storey dwellings. However, the location of the property upslope of the directly adjacent lots on the eastern side of My Street, and the relatively low-level nature of the existing buildings on these lots, ensures the outlook and views that are currently enjoyed. These views contribute significantly to the amenity of the property.

The proposed dwelling will be located on a lot adjoining, and directly downslope to the west of, 12 Stewart Street. It will not appear low-level in nature in a similar way as the other buildings on adjacent lots in this location. The rear portion of the second floor level of the proposed dwelling will dominate the outlook from 12 Stewart Street resulting in a loss of views.

Given that the views contribute significantly to the amenity of 12 Stewart Street, it is considered that the visual impacts of the proposed dwelling will be unreasonable.

Council's planning authority is required to be satisfied that the planning application complies with all applicable requirements in the planning scheme. It is my opinion that the proposed dwelling does not comply with the requirement in Performance Criteria P1(a)(iii) in Clause 11.4.3. In the event that the planning authority forms the same opinion on considering the issues raised in this representation, the appropriate outcome would be to refuse to grant a permit for the proposal.

Yours faithfully
6ty° Pty Ltd

Ashley Brook

Ashley Brook
Planning Consultant

Document Set ID: 4703908
Version: 1, Version Date: 06/04/2022

From: "Alvaro Ascui" [redacted]
Sent: Wed, 06 Apr 2022 12:30:30 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: Representation DA 098/2022 2A My Street
Attachments: Representation DA0982022 2A My Street.pdf

[You don't often get email from [redacted] earn why this is important at http://aka.ms/LearnAboutSenderIdentification.]

Attached pls find representation

Alvaro Ascui

Alvaro Ascui
[redacted]

06 April 2022

Michael Stretton
General Manager
Launceston City Council

By email to: contactus@launceston.tas.gov.au.

Dear Mr Stretton,

Re: DA 098/2022 2A My Street

The application is not supported, it constitutes an over development of a site that has effectively just over 200 sqm of buildable area, the remainder of the site being Right of Way land.

The proposal does not meet the zone purpose statement 11.1.1.5, it destroys amenity and makes a very significant and negative 'contribution' to the streetscape.

11.4.1 Setback from a frontage for single dwellings. The proposal shows no regard to streetscape qualities. It does not contribute to the already well-established streetscape character. The application does not demonstrate that the streetscape qualities of My Street have been a consideration in the design.

11.4.2 Site coverage and rear setback for single dwellings. The site coverage complies with the scheme but only when, as pointed out above, land that is unable to be used, is considered. It complies with the wording of the scheme but not its spirit and intention.

11.4.3 Building envelope for single dwellings. The proposal does meet the requirements of the acceptable solution. The proposal does not meet the requirements of the performance criteria as it results in overlooking and loss of privacy. The visual impacts viewed from adjoining lots are significant and the design has no regard to streetscape qualities.

11.4.8 Building height. The building claims to comply with the acceptable solution but only by relying on a height datum that is not a credible or realistic estimate of natural ground level at that point.

The application lacks credibility. Drawing P11 – shadow diagrams show the same shadows as those in the previous application DA0755/2021, an impossibility given this latest proposal moves the location of the building closer to the footpath.

This application should be declined.

[redacted]

Alvaro Ascui

From: "Ashley-Jones, Alice[redacted]
Sent: Wed, 6 Apr 2022 16:33:53 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: 2A My Street
Attachments: 2A My Street.docx

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Please find attached our objection to the recent development application at 2A My Street, Launceston.

Kind regards,

Alice and Nick Ashley-Jones

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Please consider the environment. Do you really need to print this email?

Wednesday 5th April, 2022

To the Chief Executive Officer,

We are the owners o [redacted] and we are writing in regard to the recent development application for 2A My Street (DA0098/2022). We would like to object this development on the following grounds:

11.4.3 Building envelope for single dwellings

- visual impacts when viewed from adjoining lots

The height of the front portion of the planned development reaches 8.5m. This height is just within the allowable height envelope, however, is still far higher than any other residence in that section of My Street and the adjoining properties.

The third storey rear portion extends beyond the building envelope relative to the rear boundary. The depth of the lot is relatively narrow compared to others in the surrounding area and consequently the dwelling will have a lesser setback from the rear boundary than others in the street. Additionally, the upper level of the dwelling will follow the same rear setback as the two levels below (it will not be stepped in from the rear boundary). Consequently, the visual bulk when viewed from adjoining lots will not be minimised and will greatly impact our westerly view to the Gorge.

-have regard to streetscape qualities

The name My Street was chosen by James Bennell because it was an access lane for the houses that he designed and built in the 1850s on Welman St. Most houses in the street are older style houses, with some properties in the area on the heritage register. Just because there have been two houses approved (7 and 8 My Street) which are modern houses, does not mean there should be more.

-overlooking and loss of privacy

We are concerned about a loss of amenity due to the reduced rear boundary setback and the size of windows W5 and W15 in the eastern (rear) elevation which will face our property.

Lastly, as Chief Executive Officer, you will know that there were a number of objections made when this block was subdivided in 2021. The main reason that we made our objection then was because of the size of the block. The size of 2A My Street is 409 sq. m, however, they have included the access strip into their calculations of the block size. The access strip is technically their land but cannot be built on and is a right of way for our block, 12 Stewart St, as well as 92 Arthur St and 2 My Street therefore should not be included into their site coverage calculations. (Clause 11.4.2 A1/P1).

It is the reduced site area that is available for development which necessitates a reduced rear boundary setback. Additionally, the dwelling will be relatively closer to the frontage than other 2-3 storey dwellings in the street and it therefore will not be in keeping with the streetscape qualities.

We thank you for the time you have taken to read through our objections and concerns.

Yours sincerely,

Nick Ashley-Jones Alice Ashley-Jones

From: "Robin Airey" [redacted]
Sent: Wed, 6 Apr 2022 18:18:28 +1000
To: "Contact Us" <contactus@launceston.tas.gov.au>
Subject: RE: DA0098/2022 - 2A MY STREET, LAUNCESTON
Attachments: 2A MY STREET REPRESENTATION DA0098 2022.pdf

You don't often get email fro [redacted] Learn why this is important

Please find attached representation addressing DA0098/2022

Regards

Robin Airey

[redacted]

5 April 2022

[redacted]

The Chief Executive Officer,

Launceston City Council,

18-28 St John Street,

Launceston. Tas. 7250

RE: DA 0098/2022 – 2A MY STREET, LAUNCESTON. 7250

The following are some of my concerns/observations about the above development proposal:

BUILDING ENVELOPE:

The proposed development does not comply with the building envelope applicable to the Development Standard(11.4.3), Acceptable Solutions. It exceeds the building envelope on the rear/eastern side of the property. The third level of the southern elevation exceeds the envelope by >30%.

As the proposal does not satisfy the Development Standards, therefore the Performance Criteria apply.

- **Overshadowing and reduction of sunlight to habitable rooms and private open space:**

The proposal will create significant overshadowing to the habitable rooms and private open space of 94 Arthur Street. The excessive/excess bulk creates overshadowing which will negatively impact the residential amenity of 94 Arthur Street.

I note the following in relation to the proposal addressing overshadowing:

- The proposal incorrectly states "*94 Arthur Street, is further impacted by overshadowing on 21st June*". It should be noted that there is currently no impact on 94 Arthur Street by overshadowing from 2A My Street.
- The proposal attributes the overshadowing to the small block size whilst failing to address the excessive bulk & height, which is the more significant contributor to overshadowing.

Document Set ID: 4704434
Version: 1, Version Date: 07/04/2022

- Stating "*shadowing that is created to different areas to the private open space and habitable rooms of this residence is between 9.00 am and 2 pm*" is incorrect. Shadowing is between 9.00am and 4.00pm+.
- The proposal states "*the proposal residence is 2 storey (excavated into the ground) on Southern elevation, however, with this separation distance, this overshadowing the day would be similar of the existing residence if the proposal was one storey.*"
  The above quote is misleading and factually incorrect. The residence is only partially excavated into the ground i.e. The SW corner is only excavated into the ground 500mm. Approximately 60% of the first level is above ground level, therefore only slightly excavated into the ground.
  To state that the overshadowing would be the same as if the proposal was one story is completely false.
- There is no mention of the third storey which contributes significantly to extended shadows and the resulting increase of overshadowing.
- The shadow diagrams(Drawing P11) are confusing and there is insufficient and incorrect detail. A proper evaluation of the impact of overshadowing on the private open space and habitable rooms of 94 Arthur Street is impossible. More detailed and accurate shadow diagrams are required.

- **Visual impacts when viewed from adjoining lots:**

The bulk and visual impact of the building is significant when viewed from adjoining lots, including 94 Arthur Street. The amenity of adjoining residential lots will be negatively impacted due to the bulk of the proposal. The building will create a sense of visual domination when viewed from 94 Arthur Street, My Street and other adjoining residences.

The proposal purports to be 2 storeys:

"*Sheet P08 of the submission, show that the proposal has been reduced to 2 storeys on the Southern side*"

As stated previously, the residence is only partially excavated into the site i.e. The SW corner is only excavated into the site 0.5m and the SE corner 1.4m. Approximately 60% of the first level is above ground level on the southern elevation, therefore only slightly cut into the site. This development is a 3 storey building and implying it is 2 storeys is incorrect and misleading.

- **Overlooking and loss of privacy:**

There is some significant overlooking and loss of privacy for some neighbours, primarily on the western side of My Street and 2 My Street.

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Images included in the proposal depicting views from the development do not give a true and accurate perspective/representation. Views are from natural ground level, with a narrow/cropped perspective and some are offset. For example, the image depicting the northern view from the proposal is actually an east-northeast (ENE) perspective from a point at natural ground level near My Street. There are no views/perspectives from the second and third levels of the proposed building. These would be helpful.

- **Regard to streetscape qualities:**

The proposal attempts to compare 2A My Street with an existing house at 8 My Street. The dwelling at 8 My Street is on a much larger unencumbered area of land in a much wider section of My Street. It is cut into the site several metres+ more than 2A My Street as natural ground level of the site is much higher than that of 2A My Street. Any similarity, is predominately the style of the buildings.

The development does not have regard to existing streetscape qualities and will dominate the streetscape.

Having given due consideration to the above, I do not support the Development Proposal DA 0098/2022(2A My Street).

Yours Faithfully,

[redacted]

Robin Airey

Document Set ID: 4704434
Version: 1, Version Date: 07/04/2022

CITY OF LAUNCESTON

MEMORANDUM

FILE NO:	SF5547 : SF2311 DG	
DATE:	13 April 2022	
TO:	Michael Stretton	Chief Executive Officer
c.c.		Committee Clerks
FROM:	Danny Gibson	Deputy Mayor
SUBJECT:	**Notice of Motion - Launceston Pump Track**	

In accordance with Clause 16 (5) of the *Local Government (Meeting Procedures) Regulations 2015,* please accept this Notice of Motion for placement on the Agenda of the Meeting of Council to be held on 5 May 2022.

Motion

That the Council request the Chief Executive Officer to investigate the options for the provision of a pumptrack or pumptracks within Launceston and report back to the Council within the next three (3) months.

Background

Tasmania is fast becoming known for its world-class mountain bike facilities and while Launceston and surrounds feature plenty of trails for riders, we have a lack of facilities which cater to all ages and abilities, such as pumptracks.

A pumptrack is a track for wheeled sports equipment that, when ridden properly, does not require pedalling or pushing, bur "pumping" to maintain momentum. They are suitable for riders of all ages and abilities and can be located in Council parks and reserves but are usually located in proximity to an existing mountain bike trail.

Currently in Launceston we have the following mountain bike trails:

- Trevallyn Nature Recreation Area mountain bike trails;
- Kate Reed Reserve nature recreation mountain bike trails;
- Hollybank Reserve mountain bike trails; and

There is one pump track located at Hollybank Reserve which is maintained by Forestry Tasmania; however, due to its remote location, it is not easily accessible.

While there is a need for the Council to progressively increase its resource and financial investment in the development and maintenance of these mountain bike trials, it is considered appropriate that the Council focus on the provision of an appropriately located pumptrack, as a matter of forward-thinking priority.

CITY OF LAUNCESTON

MEMORANDUM

Further investment in mountain bike trails and pumptracks is supported by the *Greater Launceston Plan* (*GLP*), which states that: '…The amenity and appeal of greater Launceston is significantly dependent on the quality, safety and accessibility of its parks, gardens and reserves. The development of a regional parks and shared pathways network is a major initiative of the GLP directed to improve the health and wellbeing of the community.'

The course charted by the *GLP* is for a compact, highly accessible green city with robust sustainable communities and a vibrant diverse inner-city core. A key initiative is a major focus on a metropolitan parks and pathways system, which will ensure that we develop new communities that can be readily linked and integrated with existing urban areas and the proposed metropolitan parks and pathways system.

Similarly, Strategic Priority 5 of the Council's *Corporate Strategic Plan* is that 'We serve and care for our community by providing equitable and efficient services that reflects needs and expectations of our community'. Under this priority is a focus area 'to promote and support active and healthy lifestyles of our community.'

I believe that there is an increasing community expectation for the Council to invest in mountain biking facilities and infrastructure, and, as an early stage of this work, I believe that the provision of a pumptrack or pumptracks within Launceston would serve to complement the existing tracks that are provided.

While I understand that next year's review of the *Open Space Strategy* will likely provide high-level direction as to where there may be suitable site(s) across the municipality for mountain biking facilities on Council land, I would like a commitment to construct a pump track (at least one location) and to allow for planning and budget allocation in upcoming capital works programs.

Deputy Mayor Danny Gibson

CITY OF LAUNCESTON

MEMORANDUM

FILE NO:	SF5547 : SF3118 DG	
DATE:	27 April 2022	
TO:	Shane Eberhardt	Acting Chief Executive Officer
c.c.		Committee Clerks
FROM:	Alan Harris	Councillor
SUBJECT:	**Notice of Motion - Waive Development Application Fess for Public Art**	

In accordance with Clause 16 (5) of the *Local Government (Meeting Procedures) Regulations 2015,* please accept this Notice of Motion for placement on the Agenda of the Meeting of Council to be held on 5 May 2022.

Motion

That the Council amend its Fees and Charges to set a $0 fee for Development Applications for public art.

Background

The City's commitment to Public Art (Art in Public Space) is outlined in the City of Launceston's Cultural Strategy 2020 - 2030, which states:

> *"There are many opportunities to support a culturally vital City through public art. It can be used to tell our stories, build ownership of place and assist with wayfinding through the City. It contributes to a City which is more dynamic and enriched for residents and visitors and can enable people to re-think their relationship with a place or their position on a particular issue."*

At its meeting on 29 July 2021, the Council adopted the interim Art in Public Space Policy (the Policy). The purpose of the Policy is to assist the City of Launceston to make decisions on art in public space and guide the integration of artwork into capital projects, streetscape works and place making. It also assists Council to respond to enquiries from the public, proposals and in selecting works of art in public space.

Under the Policy, in addition to Council's Organisational Values, the following principles guide artwork in public space in the City of Launceston and/or on private sites viewable from public realm:

- The Aboriginal heritage and history of the site is considered at the first stage of project conception and through to delivery;
- The development of artworks always reflects the cultural heritage of our places, our people, our stories and the wider Launceston community;
- The artwork is designed for some level of public interaction;

CITY OF LAUNCESTON

MEMORANDUM

- The artwork increases community awareness and appreciation of art;
- The implementation process is inclusive and transparent to the public;
- The artwork is accessible to all members of the community; and
- The artwork contributes economic development and cultural tourism.

The Policy also provides that Art in public space proposals will be assessed against the following criteria, and referred to the Council's Advisory Panel for recommendations:

- The artwork must be relevant to the principles in the Interim Art in Public Space Procedure;
- The artwork must comply with Occupational Health and Safety and public access requirements;
- The artwork must be fit-for-purpose, installed and subsequently maintained for the duration of its lifespan within available resources;
- The artwork should reflect excellence in contemporary arts practice;
- The artwork should support Council's broader strategic priorities;
- The artwork should be consistent with Council's current Urban Planning, Asset management, Heritage, Environmental, Place Making, Social policies and strategies including the Cultural Strategy 2020 - 2030;
- The artwork should be referred to Heritage Tasmania when the property is State Heritage listed, and
- If the artwork relates to Aboriginal cultures or sites, the proposed work must involve consultation with relevant Aboriginal communities.

While it is considered appropriate that proposals for artwork in public space undergo a comprehensive assessment process such as that which defined in the Policy, currently public art proposals for murals also have to undergo a Development Application in some cases to assess compliance against the Launceston Interim Planning Scheme 2015. A Development Application for a mural carries a minimum fee of $807 (including advertising).

I believe that the requirement to pay a development application fee is an impediment for achieving the city's public art vision, as often the cost of the application will be greater than the cost of the art work itself. Accordingly, I propose that the Council amend its fees and charges to set a $0 fee for Development Applications for public art.

I believe that such a change would demonstrate the Council's commitment to public art within Launceston and would serve to accelerate becoming the culturally vital City that is envisaged by the Cultural Strategy.

Attachments

N/A

Councillor Alan Harris

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MEMORANDUM

FILE NO:	SF5547 / SF7000 TW:eg	
DATE:	27 April 2022	
TO:	Shane Eberhardt	Acting Chief Executive Officer
c.c.		Committee Clerks
FROM:	Tim Walker	Councillor

SUBJECT: Homelessness Action Plan

In accordance with Clause 16 (5) of the *Local Government (Meeting Procedures) Regulations 2015* please accept this Notice of Motion for placement on the agenda of the Meeting of Council to be held on 5 May 2022.

Motion

That the Council:

1. Within the next 30 days:
   a) Immediately identify council sites appropriate for the provision of access to basic facilities for people who are homeless;
   b) Identify any appropriate council owned sites suitable for the provision of space for camping within access to facilities and service provider supervision;
   c) Provide preliminary estimates for costings for all opportunities identified, and suggested amendments to the draft 22/23 budget if required.

2. Directly engage Governments, service providers, police and charities via the establishment of a Committee of Council, with at least two Councillor Members, for the drafting of a 'Homelessness Action Plan' for Launceston.

Background

There is no 'one' solution for homelessness. The causes and considerations are many and varied, but the end result for individuals is the same. A dire situation that cannot be easily or quickly resolved. The Launceston City Council has a duty of care to its citizens, and most certainly one of those is to provide the most basic services required to live a healthy life: toilets, showers, shelter, food and kitchen space, storage, safety, proximity to services, transport, service provider access and engagement. These are just some of the most basic things we must, as a council, be assured people get provided to them.

It is possible to say these things are being offered by current service providers, and that the State Government role is working to provide suitable housing solutions. Regardless, and for whatever reason, there are people sleeping rough, people worried for their safety, and people unable to afford a home, that have become at risk, or indeed, homeless.

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Homelessness is growing in many parts of Australia, and Launceston is no exception. Our first job, as a Council, must be to do something. Not to cogitate, talk, meet, or identify causes and responsibilities. It is to do something: to contribute, to offer, to give, to lead the way forward from this position. We may not get it all right. We will learn more about what is working and what fails, but we will then be in a position to develop a strong action plan that will provide a coherent way forward as a community.

When we have contributed to these basic needs, we can start to dissect some of the deeper causes. Via a dedicated committee, we can develop a plan that will coordinate all the resources, and indeed, identify new opportunities for collaboration with business, community and individuals.

Attachments

N/A

Councillor Tim Walker

TASMANIAN DOG TRAINING CLUB Inc.
PO Box 1199
LAUNCESTON. TAS. 7250

Tricia De Leon-Hillier
Lease and Licensing Officer
Launceston City Council

LEASE RENEWAL – TASMANIAN DOG TRAINING CLUB Inc.

Dear Tricia,

Further to our meeting today I offer the following information as requested:

1. TDTC Inc. requests renewal of discussed lease for a period of 5 years.

2. That TDTC Inc. has been operating for over 60 years is axiomatic of the need for its service. It is Not-for-profit Inclusive organisation which is solely staffed and managed by volunteers from the general public for members of the community.
   The volunteer instructors conduct education on responsible dog ownership, training, upkeep, health and general well being of dogs and through its trained staff, provide and promote to members of the community, up to date information on, and changes to, State and Local Government Dog Control Laws, by- laws and regulations.

3. Historically, the TDTC Inc. through the many years of operation has had multifarious venues from which to operate. TDTC Inc's current lease location at Churchill Park has really offered it, for the first time, some permanency and is central to the majority of its 4 to 5 hundred general public membership.

4. The TDTC Inc. is financially sound and works hard on fund raising activities to meet future planned projects and clubhouse improvements. The TDTC Inc. Auditor in his 2021 audit reported:
   "The rules relating to the administration for the funds of the association have been observed", and "the association has kept proper records and other books during the period covered by these accounts". The Auditor's report is also forwarded to Corporate Affairs and Dogs Tasmania Inc. (governing body of TDTC Inc.) annually.

5. The leased facility is considered the permanent home of TDTC Inc, and very suitable for its operation and also shares adjacent general public park land with members of the general community.

6. TDTC Inc, with Council's approval, invested in capital works, and built a substantial clubhouse complex on the curren lease which was officially opened by the Launceston City Council Mayor in July 2015.

I trust this information will suffice,

Kind regards,

David Tomkinson
Secretary TDTC Inc.

dytmerton@bigpond.com
7 April 2022

2022

Local Government Board Review Submission: City of Launceston

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Introduction

Local Government in Tasmania is under increasing pressure to undergo structural reform in order to address existing and upcoming challenges (e.g. demographic change, technological advancements, financial sustainability) (LGAT, 2019). Additionally, Councils across Australia continue to experience revenue constraints and the challenges of operating at a small scale within larger metropolitan regions (Butt, Kroen, Steele, and Dühr, 2020 p.8).

In 2021 the Tasmanian State Government announced a Local Government Board Review (the Review) with the objective of creating *'a more robust and capable system of local government that is ready for the challenges and opportunities of the future'*. Under the Terms of Reference for the Review, the Board will consider:

1) the future roles and functions that should be delivered by local government in Tasmania;
2) the organisational features and capabilities necessary to enable local government to effectively and sustainably deliver its future roles and functions;
3) the optimal future design for the Tasmanian local government sector to support the delivery of local government's proposed roles, functions, features and capabilities, individually and collectively, across representative and administrative roles and functions;
4) a practical transition plan for implementing the future design of local government in Tasmania, if required; and
5) any other matters the Board considers relevant to the above.

Throughout its history the City of Launceston (CoL) has been shaped by various Council amalgamation and Local Government reform processes. Having been first proclaimed a Municipality in 1852, the Council operated for some 133 years before being combined with the St Leonards and Lilydale Councils to form a new Launceston City Council in 1985. The Council was further altered in 1993 when parts of Prospect and Relbia were included within the Municipal Area. The most recent reform process occurred in 2009 when the Council's water and sewerage employees and assets were transferred to Ben Lomond Water and OnStream (now TasWater) as part of the significant reform of Tasmania's water and sewerage industry. Additionally, later this year it is expected that the ownership of York Park (UTAS Stadium) will transfer to Stadiums Tasmania along with the associated employees and assets.

The CoL last considered its position on Local Government reform in a formal sense in 2015, when the following Notice of Motion by Mayor van Zetten was unanimously passed by the Council:

'That Council:

1) In light of the process proposed by the Minister for Local Government aiming to initiate a conversation on voluntary amalgamation, the City of Launceston write to the Mayors of adjoining Councils seeking to initiate such discussions; and
2) Indicate interest in understanding what benefits voluntary amalgamations could provide for ratepayers.'

In accordance with this resolution, the Council wrote to all Northern Councils seeking to initiate discussions on voluntary amalgamations, however, the Councils subsequently ruled out amalgamations and engaged KPMG to complete a benchmarking exercise to examine the potential for a shared service model between the eight participating Councils, comprising Break O'Day, Dorset, Flinders, George Town, Launceston, Meander Valley, Northern Midlands and West Tamar. While there have been some examples of the Councils working together since this time, for example, the procurement of legal services, the review of the Greater Launceston Plan and the Regional Sporting infrastructure study (etc), the recommendations from the KPMG Review has not been meaningfully progressed.

Today, the CoL operates as the State's largest Municipal Area with a population of some 68,813 people, employing over 500 people, with an annual budget of $115M and an extensive range of physical assets with a replacement value in excess of $2.03 billion. The CoL Municipal Area is bordered by the West Tamar, Meander Valley, Northern Midlands, George Town, Dorset and Break O'Day Municipal Areas. The organisation is structured into four (4) Networks to provide agility and operate as a network of teams within a people-centered culture (Figure 1). The CoL is a modern and contemporary organisation which is ideally placed to 'flex' and respond to changing organisational and community needs.

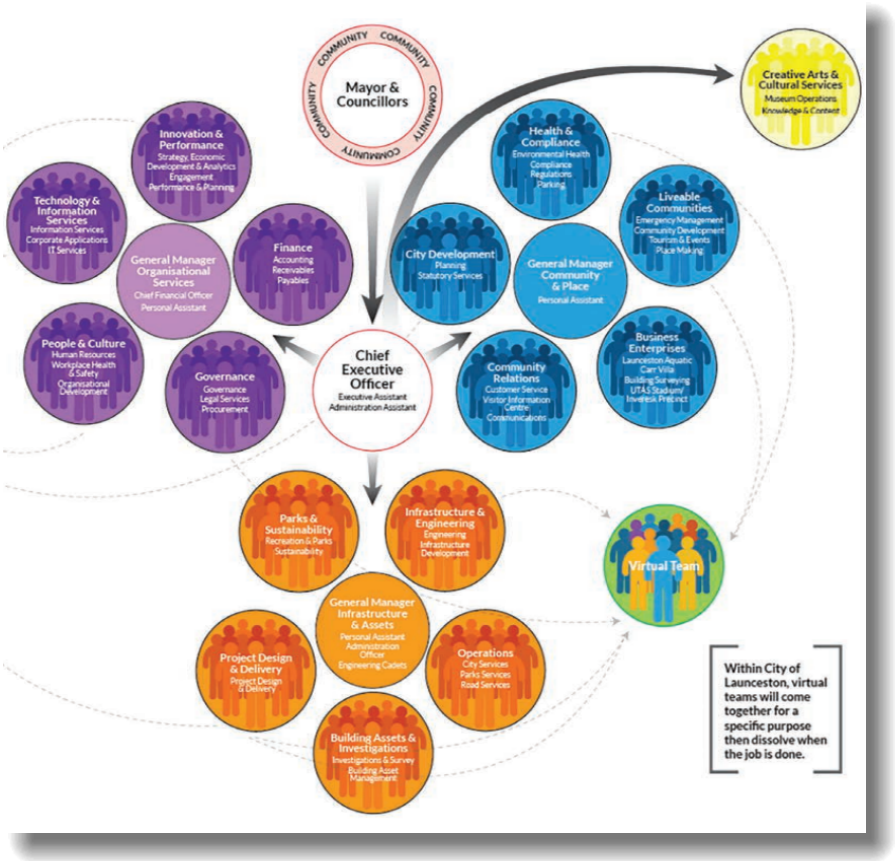


Figure 1: CoL Organisational Structure

This submission considers the Review from the perspective of the CoL and provides:

- analysis and recommendations in respect to the future roles and functions of Local Government;
- organisational features and capabilities necessary to enable Councils to effectively and sustainably deliver their roles and functions; and
- optimal future design for the Tasmanian local government sector, with a specific focus on Launceston and the Northern Tasmanian region.

Regional Context

Northern Tasmania comprises approximately one third of Tasmania's land mass and has an estimated population of around 148,023. It is Tasmania's second largest region, with approximately 28% of the State's population and one third of its economy (domestic product).

The region aligns with the municipal areas of the eight Northern Tasmanian Councils (figure 2).



Figure 2 - Northern Tasmanian Municipal Areas

Launceston is the principal regional city in Northern Tasmania. The greater city area comprising the City of Launceston plus suburbs such as Prospect, Hadspen, Trevallyn and Riverside currently has an estimated resident population of approximately 107,000 people. "*The city's economy and future prosperity is in large part underpinned by its regional services role. Its regional catchment area defines a broad area of influence that extends well beyond the greater urban area that applies to a wide range of services that encompasses:*

- *retailing (including bulky goods and automotive retailing);*
- *commercial services;*
- *professional services;*
- *government administration;*
- *legal services and justice;*
- *health and community services;*
- *entertainment and the arts;*
- *higher education;*
- *regional sporting facilities;*
- *hospitality and tourism;*
- *transport and distribution.*"

(Launceston Retail Audit and Activity Centre Strategy", Final Report, July 2011, Page xxii, Report prepared for Launceston City Council by Renaissance Planning) (GLP, 2013 p.12).

Regional Settlement, Urban Growth and Land Use

The Northern Tasmania Regional Land Use Strategy (NRLUS) provides a Regional Settlement Hierarchy (Table 1) which describes the role and functions provided by the different settlement areas that make up the region.

Northern Tasmanian Regional Settlement Hierarchy	
Regional City:	Greater Launceston Urban Area
Description	*Provides the central business district level functions to the region with high levels of administrative, government, business, commercial, financial and retail services. The Regional City is supported by modern and vibrant regional arts, cultural, entertainment and recreational facilities and is set within a strong built cultural heritage and history. Contains regional education, health and allied health facilities to support regional and visitor needs.*
Satellite Settlements - Neighbourhood or Town Centre	Hadspen, Perth, Legana and Evandale
Description	*Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions.*
Satellite Settlements - Regional Service Centres	Longford, Deloraine, Campbell Town, George Town (inclusive of Bell Bay and Low Head), Beaconsfield Exeter, St Helens (including Stieglitz and St Helens Point), Scottsdale and Whitemark

Description	*Significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources*
Rural Towns - Neighbourhood or Town Centre	Lilydale, St Marys, Bridport, Westbury, Beauty Point and Lady Barron
Description	*Larger townships providing lower order administrative and commercial functions with a sub-regional role for other centres in the surrounding district, particularly where distances to major urban areas make regular travel difficult.*
Rural Towns - Local or Minor Centre	Balance of George Town (see District Centre), Ross, Avoca, Cressy, Bracknell, Carrick, Chudleigh, Meander, Mole Creek, Hagley, Fingal, Scamander and Derby
Description	*Predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs*
Rural Localities	Residential settlements with limited or no services and commercial activity in a defined spatial area, including holiday settlements that have established a more permanent population

Table 1 - Settlement Hierarchy

One of the significant features of the Northern region is that because seven Municipal Areas (excluding Flinders Island) exist within close proximity to each other, much of the region's significant infrastructure, business and industry districts, urban growth areas (etc) are located in different Municipal Areas. The reality of this situation is that it is difficult for the region to engage in integrated infrastructure and land use planning as each Council has a primary focus on their respective Municipal Areas and have no ability to directly influence or control what occurs in neighbouring Municipal Areas. It is abundantly clear that decisions made in one Municipal Area have an ability to directly impact on another, with the clearest example being the impact that residential growth areas in any municipal area have on the broader transport network. This is recognised by Butt et al. (2020 p.3), who observe that:

> *"Urban development and growth in Australia does not adhere with local or state government administrative boundaries, particularly in relation to complex issues such as climate change, urban habitat, transport infrastructure, water and waste management and energy transitions. The interconnected nature and increasing complexity of Australian metropolitan governance raises critical questions about the existing political fragmentation and multiplicity of boundaries, functions and government services that often replicate and compete with one another."*

Residential Growth Areas

Urban Growth Areas in the Northern region comprise land within the developed urban settlement or in areas intended for urban development as identified in a Priority Consolidation Area, Supporting Consolidation Area, Growth Corridor or Future

Investigation Area as depicted in the NRLUS Regional Framework Plan Maps (figures 3-5)

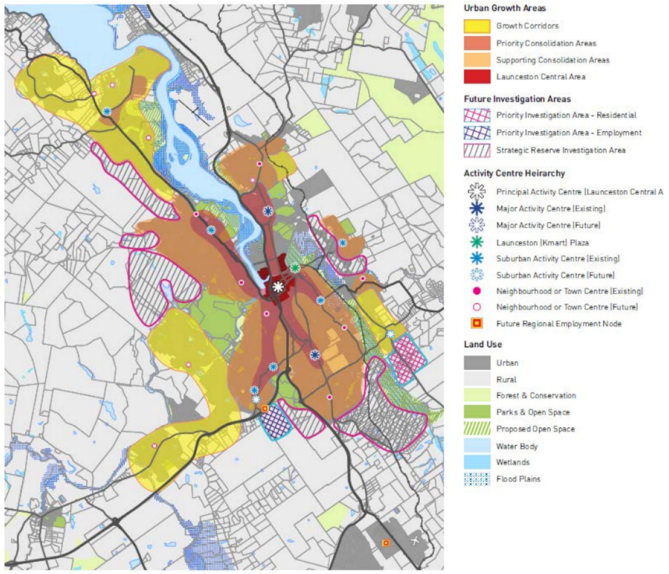


Figure 3 - Regional Framework Plan

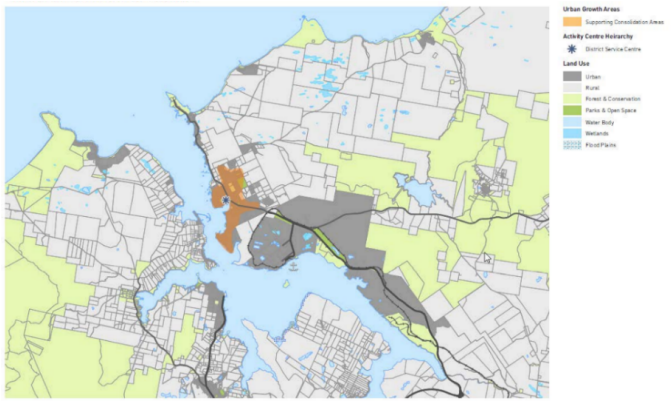


Figure 4 - George Town and Bell Bay

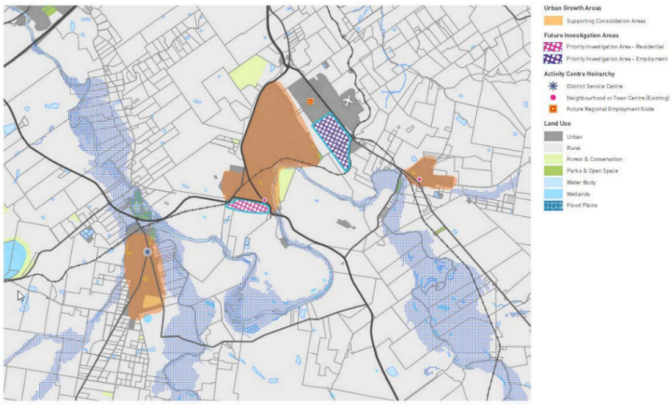


Figure 5 - Longford, Perth & Evandale

It is apparent that the urban growth areas are located across each of the current Municipal Areas, with significant future urban growth planned to occur in the Legana, Riverside, Prospect, South Prospect Hadspen, St Leonards and Perth areas.

The Greater Launceston Transport Vision (2021) observes that "*the long history and steady growth of Greater Launceston, which for most in early history occurred without any specific urban planning and vision, has led to an urban form that is relatively low density and heavily influenced by the striking geographical features that characterise the city today. The hilly topography and waterways of the Tamar Valley have been a barrier to the uptake of walking, cycling and public transport in the area, and this has resulted in the adoption of car-centric travel behaviour … As Greater Launceston grows and strives to become Australia's most liveable regional city, the existing reliance on cars presents significant challenges to achieving this goal."*

Similarly, the plans and ambitions of each of the Councils in respect to the promotion and timing of urban growth in their respective areas will also continue to present pressures to achieving the objective of the Greater Launceston Transport Vision, which is "*to enable Launceston to achieve its economic, tourism and investment potential, while retaining and enhancing the existing character and liveability enjoyed by the community*". While the Northern Regional Land Use Strategy has been a positive step in the planning and coordination of urban development in the Northern Region since 2016, it has not eliminated the '*competition*' that occurs between the Councils in respect to urban growth which continues to create challenges with land use decision making in one Municipal Area creating infrastructure demands in another Municipal Area. There is currently limited engagement between the Councils in respect to development in their respective Municipal Areas which has, at times, caused Councils to make representations on planned developments in another Municipal Area in order to create an opportunity for the regional infrastructure issues to be considered and discussed. This is not considered to be a desirable situation for regional land use planning into the future.

Regional Infrastructure

Along with the fragmentation of residential growth areas, there are many notable examples of the disparate location of infrastructure, business and industry districts in different Municipal Areas, which also need to be the subject of a consolidated and integrated system of planning. These business and industry districts have evolved over time and as clusters rely heavily on supporting regional networks to function effectively. The major examples of the infrastructure which would be benefited by an integrated system of regional planning are as follows:

Regional Assets

The City of Launceston houses and provides the infrastructure (education, hospitals, sport, recreation and entertainment) that enhance the regional economy and lifestyle. This includes regional assets such as: Launceston General Hospital, Calvary Hospital, University of Tasmania; Queen Victoria Museum and Art Gallery; UTAS Stadium, Princess Theatre, Launceston Leisure & Aquatic Centre, Cataract Gorge, Launceston CBD, Churchill Park, NTCA Ground, St Leonards Sports precinct and the like.

Launceston Airport

The Launceston Airport is situated 15 kilometres south of the Launceston Central Business District, near the towns of Perth and Evandale within the Northern Midlands Municipal Area. It plays a significant role in connecting Tasmania to the mainland, supporting tourism while driving economic growth in the region. It serves as a domestic, regional, and general aviation gateway to Northern Tasmania for commercial aircraft, airfreight and private operators. Located next to the Midland Highway and trunk routes servicing the north, north- west, north-east and south of Tasmania, the airport is well positioned to connect the state.

Pre Covid-19 it was Australia's 12th busiest airport, welcoming approximately 1.4 million passengers. During the pandemic, it proved pivotal in enabling freight movements in and out of the State.

Each year around 90 per cent of visitors arrive in Tasmania by air, highlighting the importance of the airport and its contribution to the state (Australia Pacific Airport Corporation, 2021 p.39).

The airport is jointly owned by Australia Pacific Airport Corporation (90%) and the City of Launceston (10%) and occupies a site of 180 hectares with a single north-west – south-east runway and full-length taxiway. Current facilities available to support aircraft operations include six domestic aircraft stands, three freight stands, and 15 general aviation stands. The three-storey terminal complex includes four dedicated boarding gates, and a temporary border arrivals processing annex. A separate terminal houses Sharp Airlines' maintenance facilities, national reservations centre and departure lounge. The airport continued to facilitate flights for the Royal Flying Doctor Service Tasmania and played a vital role in linking the State's rural areas to the city.

The airport also provides a range of facilities and office accommodation to ancillary non-aviation businesses which are attracted to the benefits of operating in an environment that has excellent connectivity and logistics links. Launceston Airport is the second-busiest airport in Tasmania for passengers and provides the main aviation hub for Northern Tasmania. The airport is a key component of Tasmania's infrastructure providing access to national and international markets for both tourism and business (Australia Pacific Airport Corporation, 2021 p.9)

Translink Industrial Precinct

The Translink precinct is the commercial, industrial and logistics estate which is located within the Northern Midlands Municipal Area

The precinct is located adjacent to Launceston Airport and has grown from a small nucleus of low-key business developments in the late 1980s to a thriving business estate, currently home base for more than 80 businesses employing a total workforce in excess of 1,500 (not including the businesses and workforce at Launceston Airport). These businesses are engaged in a diverse range of activities including freight, transport and couriers; civil construction and contractors; car rentals; food wholesalers and distributors; furniture manufacturers; engineering and related services; and support services such as a cafe and service station.

The precinct covers over 350 hectares of land with 60 hectares of flat, shovel ready, vacant parcels for new commercial and industrial businesses. These range from around 2,500m2 to over 27 hectares enabling a variety of development options. An additional 90 hectares is earmarked for future development and a further 130 hectares are potentially available pending examination of land use and demand requirements.

Valley Central Industrial Precinct - Westbury

The Valley Central Industrial Precinct (the Precinct) is one kilometre north of the township of Westbury in the Meander Valley region. With lot sizes ranging from approximately half a hectare to almost four hectares, the Precinct contains just under 50 lots covering an area of around 127 hectares. Headlining the Precinct's benefits is its central location between the two northern Tasmanian cities of Launceston and Devonport, its proximity to Launceston Airport (30 minutes), and two major Tasmanian ports at Devonport and Bell Bay. Under an hour's drive from the Precinct, these ports are less than 250 nautical miles from the Port of Melbourne.

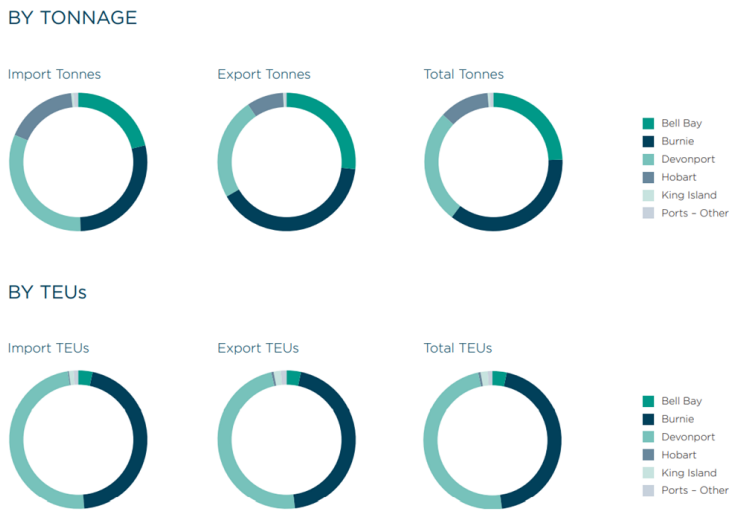
The Precinct is a result of sustained research, intentional planning and purposeful design. Recognising that Westbury is a well-established economic centre, strategically positioned between two of Tasmania's cities, the Meander Valley Council undertook extensive research to determine the best site for the industrial precinct. A significant focus of the research involved identifying the type of business activities that would be ideally suited to the Precinct, based on the location and the eco-agricultural attributes of the region.

As a result, the Precinct was developed to create a sustainable logistics-based industrial precinct capable of 24/7 operations. The Precinct leverages the growing agricultural and forestry related heavy vehicle traffic volumes of the nearby transport infrastructure, including the Bass Highway and Birralee Main Road. Identified activities that may benefit from the Precinct's competitive advantages include agricultural processing, manufacturing, transport, storage and logistics. Accommodating a number of established businesses already, the credentials of the Precinct are further enhanced by the presence of narcotic raw material manufacturer, Tasmanian Alkaloids. Recognised as the largest exporter of thebaine and oripavine in the world, the company employs over 200 Tasmanians including scientists, engineers, technicians, functional specialists, administrative support, operators and tradespersons.

Bell Bay Advanced Manufacturing Zone

The Bell Bay Advanced Manufacturing Zone is Tasmania's premier centre of manufacturing with 59% of all Tasmania's manufactured exports being produced in the Bell Bay area. Occupying 2,500 hectares, it is Tasmania's largest industrial precinct and is located some 48KM North of Launceston in the George Town Municipal Area. The precinct has been identified as a preferred site to harness Tasmania's unique opportunity to lead the global transition for the manufacture of green hydrogen and ammonia as green hydrogen and ammonia is made from renewable 'green' energy such as hydro, wind and solar and combined with a sustainable supply of fresh water (Background (bbamz.com.au), accessed 5/01/2022).

The precinct includes the port of Bell Bay, with its deep water access and laydown areas, is a major port for domestic and international bulk goods as well as container services. The port has direct rail access and significant infrastructure capable of handling bulk and container freight movements. The port is accessible and navigable, with draft of up to 11.5 metres and an average tidal variation of 2.3 metres (Bell Bay Advanced Manufacturing Zone - Port (bbamz.com.au), accessed 5/01/2022). In 2020/21 the Bell Bay Port processed over 3.5 Million import and export tonnes, which represented 26.9% of the State's total import/export tonnage. Notably however, it handled 40% of the State's export tonnage (Tasports, 2021) - Refer below.



Tasmanian Freight Volumes 2020/2021 (TasPorts, 2021)

Table 2 - Regional Infrastructure

Regional Collaboration

The Councils of the Northern Region do currently engage in a significant level of regional collaboration, particularly in the areas of Land Use Planning, waste management, natural resource management, tourism, community planning and economic development. However, participation in these arrangements is based on voluntary agreements and there is always an element of self-interest at play, which at times, limits the effectiveness of these regional bodies. This reality was identified by Butt, *et al.* (2020; P.54), who stated that "*Critics doubt the relevance of cooperative arrangements and argue that parochial attitudes and competition are stronger than the advantages of cooperation (Fürst 2005; Wheeler 2002; Norris 2001a). Others believe that voluntary cooperation will focus on non-controversial rather than divisive (or decisive) issues (Norris 2001a)*".

These voluntary regional organisations offer opportunities for protecting local autonomy and minimise the risks of state intervention (Butt, *et al.* 2020) and have had some success in Northern Tasmania. However, their potential particularly in the land use planning and economic development space is limited by the underlying structural fragmentation in

responsibility. The need for a steering regional authority is acknowledged to ensure that regional-scale problems are addressed within networks of cooperation, which implies a role for government rather than its disappearance (Fürst 2003; Savitch and Vogel 2000) (Butt, *et al.* 2020 p.53).

Spill-Over Effect

According to Butt, *et al.* (2020), spill-over effects have been cited widely as a crucial reason for the establishment of metropolitan local government areas. These effects occur, for example, when the central municipality provides certain services that are used by residents from surrounding municipalities as well, without contributing to their costs. Examples of this are higher-order cultural facilities, such as theatres and museums, as well as public transport, and the externalities associated with job and income generation. Social welfare payments are also often unequally distributed, leading to higher costs for some municipalities and lower costs for others.

The spill-over effect exists within Northern Tasmania as the CoL currently provides the region with a range of infrastructure (Table 3) in addition to housing regional services such as Hospitals, University and schools.

Facility	Description
Queen Victoria Museum & Art Gallery	QVMAG is Australia's largest regional gallery and services Northern Tasmania.
Princess Theatre and Earl Arts Centre	The Princess Theatre and Earl Arts Centre provides regional performance space for a diverse range of local shows and interstate/international performances.
Launceston Leisure and Aquatic Centre	Large recreational swimming and gym services are offered which are enjoyed by residents from the greater Launceston area. The Centre hosts regional and state level swimming championships and events for the Northern region.
Cataract Gorge Reserve	An iconic northern location which has been enjoyed by residents of the northern region for decades. Because of its regional importance it compels the Council to maintain a high level of infrastructure such as the 50m outdoor pool. The Council simply does not have an ability to reduce its level of service in the Gorge as the community would not accept a reduction in service levels.
Car Villa Cemetery and Crematorium	Occupying 50 hectares of land between Kings Meadows and Norwood in the cities South-East, Carr Villa is a regional Cemetery and Crematorium. The site offers memorials, placement of ashes and monumental and lawn cemeteries, and includes an on-site crematorium
City Park	Similarly to the Cataract Gorge, the CoL maintains the City Park for the Northern Region and offers attractions such as the monkey exhibit which has entertained Tasmanian children for decades. There is little ability to reduce levels of service due to current community expectations.
Riverbend Park	Riverbend Park is a regional all-abilities playground which provides the highest level of play facilities and grounds within the

	Northern Region. There are limited all abilities playground in the Northern region and therefore, this park services an important regional need.
Churchill Park	The Churchill Park Recreational facility accommodates the junior soccer needs of the Northern Region with well over 1000 people being accommodated in the facility each weekend. The facility also provides for high level softball competition and is the only facility of its type in the Northern Region.
Regional Netball Centre (Hobblers Bridge)	A regional netball centre servicing the Northern Region.
Regional Athletics track, BMX Track and Hockey facility	The only facilities of their type in the Northern Region, this centre is clearly servicing the broader Northern Region as the only similar level of facilities are provided in Hobart and on the North West Coast.
Central Business District	Launceston is the only Central Business District zoned land in the Northern region under the interim Planning Scheme. The Launceston CBD is required to provide for higher order commercial and business needs of the region which results in a higher level of cost to maintain than other business areas in the Northern region.

* York Park (UTAS Stadium) has not been included on this list as the Council is currently in the process of transferring ownership to Stadiums Tasmania.

Table 3 - Regional Infrastructure provided by the CoL

While much of CoL capital spending to develop these regional facilities has been funded with assistance from State and Australian Governments, the ongoing operation, maintenance, and renewal costs are fully funded by the Council.

It is clear that the spill-over effect is impacting the urban area in Northern Tasmania with Launceston being at a financial disadvantage relative to other Councils. As it currently stands, Launceston is required to provide and maintain regional level infrastructure, which is not required to be provided by surrounding Councils. In fact, the costs borne by CoL ratepayers and avoided by the residents of other municipal areas are in excess of $4.2m annually.

If the region is to compete on the national stage for residents, investors and visitors then it is critical that there is a focal point for this activity which provides regional services and facilities, however, there needs to be a more equitable means of funding the maintenance and renewal of these community assets.

Council Comparisons

Table 4 provides an overview of operational benchmarks for the Northern Councils utilising data from their 2020/21 Annual Reports.

	City of Launceston	*Northern Midlands*	*West Tamar*	*Meander Valley*	*George Town*	*Dorset*	*Break O'Day*
Population (ABS 2020)	68,813	13,598	24,423	20,037	7,117	6,685	6,346
Local Government Area (km²)	1,411	5,130	709	3,821	649	3,231	3,809
Rateable Valuations (1/7/20)	32,077	7,218	12,000	10,391	4,395	5,341	6,386
Total recurrent revenue ($'000)	$111,000	$19,609	$27,227	$20,079	$12,118	$13,235	$14,868
Total expenses ($'000)	$114,109	$19,894	$27,015	$20,612	$11,862	$13,105	$15,251
Underlying result ($'000)	($3,109)	($285)	$212	($533)	$256	$130	($383)
Rates Revenue ($'000)	$71,777	$11,671	$19,448	$13,106	$8,742	$7,613	$9,770
Fee revenue ($'000)	$26,512	$2,423	$3,164	$1,408	$755	$1,335	$1,313
Operating Gov Grants ($'000)	$8,535	$5,826	$3,838	$4,342	$2,778	$4,272	$3,378
Capital Grants (Non-Operating Revenue) ($'000)	$5,945	$5,163	$6,841	$3,837	$3,515	$4,350	$5,573
Total Revenue (Excl CAP Grants) ($'000)	$111,233	$21,552	$27,150	$20,229	$12,919	$13,867	$14,868
Rates as % of Total Revenue (Excl. Capital Grants)	64.53%	54.15%	71.63%	64.79%	67.67%	54.90%	65.71%
Fees as % of Total Revenue (Excl. Capital Grants)	23.83%	11.24%	11.65%	6.96%	5.84%	9.63%	8.83%
OPEX Grants as % of Total Revenue (Excl. Capital Grants)	7.67%	27.03%	14.14%	21.46%	21.50%	30.81%	22.72%
Non-Current Assets ($'000)	$1,912,886	$405,953	$369,534	$300,064	$145,361	$198,706	$194,211
Annual Depreciation ($'000)	$23,359	$6,355	$5,921	$5,083	$3,004	$4,260	$3,802
Annual Dep. As % of asset value	1.22%	1.57%	1.60%	1.69%	2.07%	2.14%	1.96%
Annual Dep. As % of total expenses	20.47%	31.94%	21.92%	24.66%	25.32%	32.51%	24.93%
Assets base per capita ($'000)	$27.80	$29.85	$15.13	$14.98	$20.42	$29.72	$30.60
Rates per rateable property	$2,238	$1,617	$1,621	$1,261	$1,989	$1,425	$1,530
Rates per capita	$1,043	$858	$796	$654	$1,228	$1,139	$1,540
Operating Grants per rateable property	$266	$807	$320	$418	$632	$800	$529
Operating Grants per capita	$124	$428	$157	$217	$390	$639	$532
Operating cost per rateable property	$3,557	$2,756	$2,251	$1,984	$2,699	$2,454	$2,388
Total OPEX per capita	$1,658	$1,463	$1,106	$1,029	$1,667	$1,960	$2,403
Total OPEX less depreciation per capita	$1,319	$996	$864	$775	$1,245	$1,323	$1,804
Employee Resources (FTE)	460	68	108	82	42	64.9	55
Total Employee Expense ($'000)	$42,855	$5,727	$9,983	$7,260	$3,729	$4,123	$5,073
Employee cost as a % of OPEX	37.6%	28.8%	37.0%	35.2%	31.4%	31.5%	33.3%
Population per FTE	150	200	226	244	169	103	115
Average cost per FTE ($'000)	$93	$84	$92	$89	$89	$64	$92

Table 4: Council Benchmark Comparison

From a Local Government perspective, the Northern Tasmania region is unique in that the CoL includes nearly half of the regional population (46.8% excluding Flinders Island) and over half of the region's assets (54.2%). Furthermore, if we look only at the urban areas of CoL, West Tamar and Meander Valley, we can see that the CoL provides 74.1%

of the combined assets but only has 60.7% of the combined population of the three municipalities. Notably, and as demonstrated earlier in the discussion of the spill-over effect, the CoL provides a significant range of regional level assets for the Northern community.

These assets are all necessary for the region to maintain its liveability to attract and retain residents, however, they come at a cost to maintain and this cost is being borne only by the residents of the CoL.

This issue is most apparent when you examine the assets of the three (3) largest urban Councils with the CoL providing $1.9B in assets to the region while the West Tamar Council and Meander Valley Councils' provide $369M and $300M in assets respectively. While it is clear that the residents of these Council areas live close together and are most benefited by the regional assets provided by the CoL, they are not providing any funding for their maintenance aside from fees and charges for use of these assets where it is applicable.

The result of the current local government structure is that CoL residents are required to pay significantly higher rates than the residents of the neighbouring Councils because of the inequitable provision of assets. This is apparent when you compare the rates per rateable properties which illustrate that Launceston properties pay $2,238 per annum, while properties in West Tamar ($1,621) and Meander Valley ($1,261) pay significantly less. This inequality is further exacerbated by the level of funding provided by Federal and State Government operating grants, which sees Launceston receive only $266 per property in operational grants while West Tamar ($320) and Meander Valley ($418) receive significantly more grant revenue.

The CoL percentage of 7.67% for operational grants as a % of total revenue *(Ex Capital Grants)* shown in Table 4 is much lower than for West Tamar (14.14%) and Meander Valley (21.46%) which clearly shows the extent these two Councils depend on operational grant funding, particularly the Relative Needs component of the Financial Assistance Base Grant calculated by the State Grants Commission. In 2020/21 the CoL continued to receive no funding for this part of the Base Grant, whereas West Tamar and Meander Valley were recommended to receive a combined amount of $3.259m for the Relative Needs component. A new model could alleviate the need for such levels of operational grant support funded by the Relative Needs component of the Financial Assistance Base Grant to these two Councils in particular, and instead the funds could be allocated to a larger Council providing these services for the larger area utilising the economy of scale.

Operationally, the CoL maintains employee expenses at around 37.6% of its operational expenditure, which is similar to both West Tamar (37%) and Meander Valley (35.2%), while the average annual cost of employees (FTEs) is within $4,000 across these two neighbouring Councils. However, the CoL's total operational expenditure of $1,658 per capita, is higher than both West Tamar ($1,106) and Meander Valley ($1,029) largely because of the operational costs which are required to maintain the regional assets. For instance, the operation of QVMAG alone costs $78 per capita each year.

This said however, the data also demonstrates that the operational costs of the CoL are not excessive in comparison to the other Councils with proportionately high asset bases. The CoL's assets are valued at $27.80 per capita, while many of the rural Councils have

proportionately high asset bases namely Northern Midlands ($29.85 per capita), George Town ($20.42 per capita), Dorset ($29.72 per capita) and Break O'Day ($30.60 per capita). However, the CoL's operational costs per capita of $1,658 is commensurate with each of these Councils, namely, Northern Midlands ($1,463); George Town ($1,667); Dorset ($1,960) and Break O'Day ($2,403). Accordingly, this demonstrates that the CoL is being operated in a cost effective manner.

Another comparison which needs to be considered is the level of rates charged across the City Councils in Tasmania as this is more similar in terms of the level of services delivered as well as the provision of assets to the community. The figures for the 2020/21 financial year provided in Table 5 demonstrate that the CoL is collected $2,232 per rateable property, which is less than the City of Hobart ($3,668), Devonport ($2,258) and Burnie ($2,330) and $202 per property more than Clarence City. This demonstrates that the level of rates collected by the CoL is comparable to other Tasmanian cities with higher value asset bases and, is actually considerably less than the rates collected for the City of Hobart, although it noted that Hobart maintains an asset base of around $545m greater than CoL.

	City of Launceston	*City of Hobart*	*City of Devonport*	*City of Burnie*	*City of Clarence*
Population	68,813	55,250	25,747	19,701	58,729
Area (km^2)	1,411	78	111	611	378
Rateable Valuations	32,163	24,806	12,872	9,842	26,387
Rates Revenue ($'000)	$71,777	$90,064	$29,064	$22,927	$53,559
Non-Current Assets ($'000)	$1,914,886	$2,459,832	$642,847	$429,155	$868,865
Rates per rateable property	$2,232	$3,668	$2,258	$2,330	$2,030
Rates per capita	$1,043	$1,647	$1,129	$1,164	$912

Table 5 - Tasmanian City Comparisons

Therefore, the key points from the data are as follows:

- The CoL provides over half of the region's assets (54.2%), with less than half of the region's population (46.8%);

- The larger urban Councils of Meander Valley and West Tamar are not contributing (on a per capita basis) as much as others in the region in terms of assets, as a result of the spill-over effect of the CoL;

- Launceston property owners pay $2,238 per annum in rates, while property owners in West Tamar ($1,621) and Meander Valley ($1,261) pay significantly less due to the disproportionate provision of regional assets;

- The level of rates collected by the CoL is comparable to other Tasmanian cities with higher value asset bases and, is actually considerably less than the rates collected by the City of Hobart; and

- The operational costs of the CoL are not excessive in comparison to the other Northern Councils in the region with proportionately high asset bases.

Local Government Roles and Functions

Local Councils are closer to the specific contexts of their communities and the culture, geography, demography and preferences of their respective jurisdictions than higher tiers of Government. They also have access to a more accurate understanding of local preferences and conditions with different demands for types and levels of public service (Oates 1972; Oates 1999) (Butt, *et al.* 2020 p.13).

In 2021 PricewaterhouseCoopers (PwC, 2021) completed a useful study of Local Government Chief Executives and leaders across Victoria to explore how Councils are dealing with the pressures that are being presented by challenges such as the global pandemic and state elections, as well as their priorities for the future. While this study was conducted in Victoria many of its findings are relevant to the Tasmanian context and the main themes are outlined below.

This study found that the needs and expectations of local Councils are growing, driven by rapid technology advances seen in other sectors and industries, and exacerbated by the pandemic. Local Government authorities must continue to focus on listening and understanding the needs of their community more than ever.

As time progresses, Local Government services will need to evolve to serve their whole community, and new technology, organisational structures and ways of working will be crucial to enabling this change.

Local Government reform processes from around Australia have emphasised goals of efficiency and there has been a trend towards removing land use planning powers and shifting power towards state Governments (Butt, *et al.* 2020). However, from a CoL perspective it is considered vital that local government retain its ability to make strategic and statutory land use planning decisions to enable authentic, placed-based planning to occur within communities. Reform efforts need to be focused on addressing the economies of scope and scale as well as the strategic capacities of the Councils, rather than on removing land use planning functions.

It is clear that citizens are seeking greater support and service excellence from councils, while financial pressures continue to grow. However, alongside growing pressures, new opportunities are emerging that local Councils will need to embrace to continue the positive trends seen during the pandemic, such as:

- *Accelerated change in technology, digital and data is overdue***:** transforming processes and recasting the relationship between citizens and services is now more possible than ever and is an opportunity seized by many Councils. However, many continue to lag behind and will struggle to meet growing citizen and staff

expectations without immediate action. A data revolution will underpin this transformation, inspiring more informed decision-making, and delivering added personalised services that are 'smarter'.

- *Local Government should continue to lead local responses to some of the biggest challenges facing society:* whether responding to bushfires, the pandemic, flooding or drought, repeatedly in recent years, Local Governments have shown that they are closest to their communities and so can make some of the most effective decisions and actions to help manage a crisis. Local leaders must embrace recent difficulties and continue to be a leading voice for their residents.

- *There is a unique opportunity for new infrastructure projects, however they must be considered with long-term sustainability and growth in mind:* the COVID-19 pandemic and increases in capital grant funding are creating new opportunities to invest in infrastructure. These will improve the lives of citizens, promote better ways of working in Council facilities, and effect a truly once-in-a-generation change in service delivery to meet all citizens' needs. However, a growing environmental and social agenda will require Councils to think sustainably, making sure that decisions consider effects on the environment and future generations. New infrastructure projects must not be at the expense of long-term sustainability, and councils will need to carefully consider their large asset base and real estate portfolios to remain effective.

- *Collaboration and working together:* placing Local Government at the centre of local public services and outcomes will require public sector bodies, local businesses and different Councils to continue to collaborate effectively. Those who have done so already have benefited from such an arrangement, providing them with increased bargaining power and a greater ability to focus on results (PwC, 2021).

Data analytics and business intelligence are now critical for Councils as they translate new priorities into smarter choices, interventions and ways of working. Making smarter business choices relies on supporting strategic intentions with data and insight to prioritise Government decisions to the greatest effect. When planning and delivering result-focused initiatives, particularly given the challenging financial context faced by Local Governments, Councils need to ensure that they are investing in areas that achieve the best return. Increasingly, evidence will be required to measure and manage the overall impact of such decisions, showing the relationship between inputs, outputs, outcomes and impact (PwC, 2021).

Unsurprisingly, upskilling existing employees with new capabilities is an attractive option to many Council leaders. Change management and training, therefore, are likely to be critical future skill sets and will enable the wider transformation of the workforce over the coming years. Councils looking to transform with existing employees will need to invest in significant change management and training programs, learning from other industries and sectors who may have a head start in this space, either in the form of new recruits or by providing existing change management employees the resources they need to deliver such a major change (PwC, 2021).

Additionally, the pandemic has demonstrated that the traditional physical office space with a stationary computer will soon be obsolete. Fifty-two per cent of companies are embracing new ways of working – they plan to make remote work a permanent option for roles that allow it. Physical face-to-face proximity that was once seen as a requirement to get work done or serve customers and residents is being reimagined and enabled through digital collaboration platforms and tools.

Many commented on concerns of meeting heightened employee expectations in a financially constrained environment. Leaders were also aware that tough decisions would likely be needed on funding allocation, as modernisation will come at a cost, which unless carefully planned could easily affect other ongoing or planned projects, especially infrastructure and capital project works.

Despite rising pressures on Local Governments, citizens are clearly demanding more of their local Councils. In line with our theme of growing community expectations, 51% of survey respondents said they believe Local Governments should offer more services to their communities, with the themes of increased community engagement, small business development and infrastructure related services are highly in demand. In contrast, others believe Councils should offer fewer services to the community, particularly in service areas where there are now private providers who can offer a similar or improved service to the community for the same or lower price (PwC, 2021).

Community engagement will be critical for leaders to determine what services matter most to residents, and where exiting from delivering Council services is likely to have a disproportionate effect on the community. As financial pressures are set to increase, there will be very difficult decisions required to determine what the range of services needs to be, especially as many citizens feel that the current level of servicing is appropriate.

While there are no easy answers to many of these questions, what is clear is that a ‘one size fits all’ approach will not work, and significant community engagement will be required to work out the best approach for individual councils. What is common across all authorities, is that a long-term, sustainable view of how local authorities are funded is needed. Councils must be cautious about over-relying on grants and individual funding pots, moving towards a sustainable funding model that helps local government to make strategic investments for the best value for money and overall benefit to their local communities (PwC, 2021).

The CoL is certainly experiencing much of the change which is occurring throughout the Local Government sector in Victoria and Australia more broadly.

Like our community, the CoL have an aging workforce and it will be necessary to attract and recruit new people into the organisation, while continuing to develop and advance current employees. This has led to an increasing focus on employing more trainees and apprentices and developing a comprehensive People Strategy in recent years. Furthermore, a Future Workforce Plan is currently being developed.

Initiative such as the Smart Cities program, which has been championed by the Launceston City Deal, have pushed the Council more quickly into the data analytics and smart technology space than planned and this is an area which will only continue to grow. Accordingly, an Innovation and Data Analytics Team has been established within our

organisation to develop capability and generate connections to our GIS and economic development capabilities and capacities.

The way we work as an organisation has continued to change and grow and so too has the demand on our Human Resource (HR) and Workplace Health and Safety (WHS) resources to move with and manage these changes. For instance, increases in mobility, remote working, and flexible working styles have all created new and emerging pressures on our already stretched HR and WHS resources.

The CoL has also identified the need to deliver more leadership across our organisation provide operational leadership, communication and more timely decision making.

Accordingly, the findings of the PwC Study reinforce the view of the CoL that the reform process should not seek to significantly change the roles and functions of Local Government within Tasmania, rather it should seek to identify and implement strategies to address these emerging needs and trends and must achieve a clear understanding of the levels of service required to sustainably service the Tasmanian community. The services that are currently delivered by the CoL (Appendix 1) reflect the Council's existing strategic direction and are anchored by the Council's Corporate Planning Framework to drive what we do and why we do it. These services are also the basis of the Council's Long Term Finance Plan. In order to change this it is absolutely critical that significant community engagement occurs to understand what is needed by our community. The CoL has long planned to engage in a level of service review process and is currently recruiting a Level of Service Officer to coordinate this work. It is considered absolutely necessary that this work is completed prior to any consideration of Councils taking on more, or alternative services. It is the Council's view that this Service Level Review approach should extend to the entire sector.

Local Government Reform

Good local governance is not just about providing services but also the conditions of liveability for residents, including creating space for democratic participation and civic dialogue and in supporting sustainable development and outcomes (Broadway and Shah 2009). Despite this, tendencies in Local Government reform in Australia remain heavily focussed on increasing fiscal efficiencies (see e.g. Dollery 2002 for a review of fiscal imbalance in Australian federalism) (Butt, *et al.* 202o).

However, the significant body of literature that has been undertaken in the field of Local Government reform can be distilled into three key messages:

1. Cost savings are unlikely to materialise and should not be the primary goal of reform. The goal should be to create a more robust and capable system of Local Government;

2. Problems caused by a lack of sufficient funding and/or defects in the funding process are unlikely to be resolved as a result of structural reform. These problems raise questions about the equitability of Local Government funding, not structure; and

3. The challenges Local Governments face are many and varied, as are their individual circumstances. This dictates against 'one size fits all' approaches to structural reform (LGAT, 2019).

According to the LGAT (2019), the suite of benefits associated with Local Government reform are many and varied. They include greater financial strength and stability, the equitable distribution of goods, costs, and risks, increased capacity to offer a wider range and higher quality of services, efficiency gains, reduced administrative costs, and the greater use of all available resources (Aulich et al., 2011; Ryan & Hunting, 2016). These benefits have been broadly grouped into one of three categories: economies of scale, economies of scope, and strategic capacity:

Economies of Scale

The purpose of Local Government reform has traditionally centred on the benefits of economies of scale (Aulich, Sansom, & McKinlay, 2014). Synonymous with efficiency, economies of scale are achieved through maximising the use of resources and/or services at the least cost (Dollery & Fleming, 2005). Thus, economies of scale are represented in terms of cost savings (LGAT, 2019).

The degree to which services are characterised by economies of scale varies; whereas capital-intensive services (e.g. sewage disposal and water supply) tend to generate significant economies of scale, labour-intensive and customer-oriented services (e.g. health and customer service officers) do not (Dollery & Fleming, 2005). This information has important implications in that it allows Councils to appropriately target reform arrangements so as to achieve economies of scale (LGAT, 2019).

Economies of Scope

Local Government reform, through consolidation and joint activity, has enabled councils to produce a wider range and higher quality of services and resources (Aulich et al., 2014). The latter occurrence, known as achieving economies of scope, has received limited attention in the literature and reform processes to date.

Potential sources of scope economies include (see, generally, Dollery & Fleming, 2005):

- Diminishing returns to inputs – where related activities handled by separate departments are devolved onto a single individual or division (e.g. GIS mapping support for engineering and planning departments).
- Jointness in inputs – where a single input can be used in the production of multiple outputs (e.g. underutilised machinery employed on a fee for service basis).
- Jointness in outputs – interconnected outputs are produced from a set of similar inputs (e.g. where staff who are employed to gather waste also transfer recyclables).
- Interactions between service provision or goods production – interaction processes that generate independent informational and/or physical outputs (e.g. community development staff informed of issues by operators of a

council youth drop in centre or flood easements to remove excess water and enhance amenity) (LGAT, 2019).

The benefits associated with economies of scope will be strongest in Councils with low levels of resources and with limited capacity to provide a breadth of services (e.g. small councils; Access Economics, 2011) (LGAT, 2019).

Strategic Capacity

The purpose of local government reform has slowly shifted from the benefits of economies of scale towards strategic capacity which can be seen as building on economies of scope (LGNSW, 2015). Strategic capacity is less about being financially robust and is more about Councils having the skills and resources needed to act as high capacity organisations. Importantly, strategic capacity allows Councils to respond to the diverse needs of different communities, as well as to manage complex and sometimes unexpected change (Aulich et al., 2014). Strategic capacity is therefore the most important outcome for councils to consider in examining modes of consolidation and Local Government reform. (LGAT, 2019).

Shared Services

Municipal structural reform programs in the past have traditionally focused on amalgamation as the main instrument of reform, however, shared services are an alternative method that occurs when two or more Councils collaborate to provide a service in order to meet community or council needs. Consideration needs to be given to the idea that Local Government reform is not an 'either-or' (amalgamation or shared services) situation. What is not often considered, is that these options could be used in conjunction (e.g. amalgamated Councils pursuing greater consolidation and advantages through shared services as well; Aulich et al., (2014) (LGAT, 2019).

In 2017 KPMG completed a study to examine the opportunities that existed for the Northern Councils to share resources and identified that the CoL stands out from the seven Councils in the region, with a population and staffing level that is almost that of the other seven councils combined, creating a lesser need for that Council to engage in resource sharing to deliver services. It also identified that the Councils all possess much in common in terms of vision, guiding principles and services, but have each adopted various approaches to the delivery of those services in terms of staffing levels, information systems and business processes. These fundamental differences create many challenges in moving to some of the 'whole-of-region' shared service options contemplated by this study. To date, these challenges have proven a bridge too far for the Councils to engage in the meaningful sharing of resources. For instance, the study identified an immediate opportunity for the Councils to move to a common technology platform (specifically networks, infrastructure and applications) in order to fully leverage the combined scale of the Councils. However, because each of the Councils have invested significantly in their respective systems and are at different stages in respect to life-cycle of their systems, it has proven to be too difficult to implement a common technology platform, despite the fact that there has been a genuine desire to do so.

Metropolitan Governance

One of the key considerations for Local Government reform in Northern Tasmania must be that of metropolitan governance. One of the main reasons for considering the establishment of metropolitan based governance is the potential efficiency gains, through providing consolidated services, utilising economies of scale, and avoiding wasteful competition. This particularly applies to services where economies of scale can be achieved, uncoordinated policies produce high costs and that have a 'naturally' regional characteristic, such as sewage disposal, waste management, transport and land use planning, and environmental policies (Zimmermann 2014; Cheyne 2018). (Butt, *et al.* 2020 p.17).

One of the few examples of major Local Government reform that established a metropolitan government is the Auckland Regional Council in New Zealand. It was established in 2010 through the amalgamation of eight territorial authorities to better coordinate strategic planning. The resulting large urban unitary council has been described as a 'unique experiment' in New Zealand (Cheyne 2018: 123) (Butt, *et al.* 2020 p.47).

Another example is the City of Toronto, which had for many years a strong metropolitan government, but the city region continued to grow beyond the government's boundaries, leading to the same problems as in other fragmented metropolitan areas. It was suggested to extend the boundaries to cover the functional area again, but in the end, this did not occur due to the resistance of the suburbs and towns that would have been added to the government area and the prospect of a powerful metropolitan government (Frisken 2007). In the end, the local Councils in the metropolitan area were amalgamated to form one large City of Toronto and the Councils outside the boundaries of the metropolitan government area were left untouched. However, once again this produces the problem that there is no single governance structure for the metropolitan area (Horak and Doyon 2018; Savitch and Vogel 2009). (Butt, *et al.* 2020 p.19).

The submission has identified that one of the features of the Northern region is that because seven Municipal Areas exist within close proximity to each other, much of the region's significant infrastructure, business and industry districts, urban growth areas (etc) are located in different Municipal Areas. The reality of this situation is that it is difficult for the region to engage in integrated infrastructure and land use planning as each Council has a primary focus on their respective Municipal Areas and have no ability to directly influence or control what occurs in neighbouring Municipal Areas.

There are significant residential growth areas in each Municipal area, together with major infrastructure such as the Launceston CBD, Launceston Airport, Port of Bell Bay and major industrial estates all in different, but adjoining Municipal Areas. While there is regional collaboration occurring between the Councils, it is done so on a voluntary basis and, at times, is informed by parochial and competitive attitudes between Councils. The implementation of a metropolitan based Council in greater Launceston would facilitate more effective integrated planning which can better address the regional-scale problems.

Conclusion - City of Launceston Perspective

The purpose of this paper is to consider the Review from the perspective of the CoL and provide analysis and recommendations in respect to the future roles and functions of

Local Government, the organisational features and capabilities necessary to enable Councils to effectively and sustainably deliver their roles and functions and the optimal future design for the Tasmanian Local Government sector, with a specific focus on Launceston and the Northern Tasmanian region.

The Council believes that the Review must be focused on achieving economies of scope and scale, addressing spill-over effects and improving the strategic capacity of Councils to plan and manage their regions. These are outlined below:

- In terms of the sector's role and functions, it is the Council's clear preference that the Review focuses on the need for service level planning. Over time it is clear that Local Government services will need to continue to evolve to serve their whole community and new technology, organisational structures and ways of working will be crucial to creating change in the way that Council's deliver services to the community. However, CoL believe that the reform process should not seek to significantly change the roles and functions of Local Government within Tasmania, rather it should seek to identify and implement strategies to address these emerging needs and trends and undertake significant community engagement to achieve a clear understanding of the levels of service required to sustainably service the Tasmanian community.

- The City of Launceston's position in the Northern region is unique in Tasmania, as it is impacted by the spill-over effect more than any other Tasmanian City. As it currently stands, the CoL is required to provide and maintain regional level infrastructure, which is not required to be provided by surrounding Councils, yet are used by their residents. In fact, the costs borne by CoL ratepayers and avoided by the residents of other municipal areas are in excess of $4.2m annually. It is clear from the financial analysis of Councils provided in this submission that the operational costs of the CoL are comparable to the other Councils in the NorthernRregion with proportionately high asset bases. However, it is equally clear that the larger urban Councils of Meander Valley and West Tamar are not contributing as much as others in the region in terms of assets as a result of the spill-over effect of the CoL. This is leading to a disparity in the level of rates required to be paid by CoL residents being significantly more than is required by the West Tamar and Meander Valley residents. It would be more appropriate for a metropolitan Council model to be adopted in the Northern Region whereby the cost of regional assets could be more equitably dispersed across the urban areas which receive the most direct benefits.

- Not only would a metropolitan-based Council address the spill-over effects which are apparent in Northern Tasmania, it would also enable more effective integrated planning across the region, which can better address the regional-scale problems. It has been established that there are significant residential growth areas in each Municipal area, together with major infrastructure such as the Launceston CBD, Launceston Airport, Port of Bell Bay and major industrial estates all in different, but adjoining Municipal Areas and that the voluntary regional collaboration that occurs is not the most appropriate means of effectively planning for the future.

- The CoL would urge the Board to explore the creation of a Metropolitan Council in the greater Launceston area which would include the important regional

infrastructure outlined in the submission. Clearly this would still necessitate the maintenance of more rurally based Council areas to include the North-east, Western and Southern areas of the region and it is suggested that the Review would be an opportune time to embed resource sharing between a Metropolitan Council and the rural Councils to ensure that we are all able to deliver services to our communities in a sustainable and innovative manner into the future.

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Appendix 1: City Of Launceston Current Service Categories

Council services are those activities which are undertaken to meet the community's needs. It is all the activities undertaken by all employees, whether it's the maintenance of roads, collection of waste, assessment of development applications, engaging with our community, or any of our support services. It is what we do to ensure that Launceston remains liveable for our residents and attractive to its visitors. These activities may happen daily, weekly or monthly, but they remain pivotal to our city's success. These activities are reflected in the Council's Service Categories which are included in the following table.

CURRENT SERVICE CATAGORIES		
OFFICE OF THE CEO	Food Safety	Project design and delivery
Corporate Communications	Public Health	Capital Works
Community Planning	Regulatory & Compliance	**ORGANISATIONAL SERVICES**
Regional Collaboration	Emergency management	Economic Development
Government relations	Recovery	Community engagement
Advocating/ lobbying	Accessibility	Corporate Planning
COMMUNITY & PLACE	**INFRASTRUCTURE & ASSETS**	Elected member support
Animal Management	Parks & Facilities Management	Civic engagement program
Customer Relations	Bushland Management	Sister Cities
Communications	City Cleansing	LG election support
Visitor Information	Public Toilet management	Internal legal service
Tourism Services	Management of road, footpaths, bridges and street lights	Employee support
Youth development	Traffic Network Planning	Risk Management
Event Sponsorship	Traffic Network Management	Procurement of goods and services
Community Grants	Asset Condition assessment	Governance
Arts & Cultural Services	Management of Stormwater assets	Tender management
Community Development	Management of flood protection assets	Lease/ licence management
Leisure & Aquatic Centre	Infrastructure Investigations	Information Technology
Water education & safety	Asset Management	Financial Services
Burial & Crematorium	Fleet & machinery	Payroll
Building Surveying	Emergency response	Business continuity
Parking management	survey, drone services and asset data capture	People and culture
Building Permit Applications	Waste and Recycling	Workplace Health & Safety
Plumbing Permit Applications	Sustainability	**CREATIVE ARTS AND CULTURAL SERVICES**
Development Applications	Environmental management	Museum and Art Gallery

MEMORANDUM OF UNDERSTANDING FOR GREENING OF LAUNCESTON

BETWEEN

CITY OF LAUNCESTON
AND
LAUNCESTON CHAMBER OF COMMERCE

1. INTRODUCTION

The Vision for the City of Launceston is provided by the Greater Launceston Plan (GLP). The course charted by the GLP is for a compact, highly accessible green city with robust sustainable communities and a vibrant diverse inner city core. The future prosperity, social development and liveability of greater Launceston is significantly related to the effective functioning, planning and development of the Launceston central area. Recognition of the central place role of the Launceston central area is an integral and unifying element of the GLP the city's pedestrian areas, squares, parks and gardens are linked to the reserves and green spaces throughout the district and wider urban area by a shared pathway system to encourage more people to walk. The GLP Vision Statement identifies that:

> …"*Sustainable prosperity for greater Launceston will be achieved by consolidating and building nationally and internationally recognised strategic advantages for the region through a focus on creativity and innovation, maintaining exceptional environmental and liveability qualities and ensuring a diverse, connected and inclusive region*".

In accordance with the GLP vision, the Council recognises that street trees enhance the visual amenity of a place by complementing architectural features, softening the hard surfaces of the built environment and screening undesirable features.

They provide a strong sense of identity to a street or local area. Street trees are often the element people associate with a particular street. Examples are David Street's pin oaks and Elphin Road's crab apples. Street trees can also reflect the history of an area, providing an important link with the past - for example, Invermay Road's plane trees.

Trees assist in maintaining and enhancing biodiversity in the urban environment and provide habitats for a wide range of bird and animal life. They also assist in providing wildlife corridors for migratory species. Trees absorb carbon dioxide from the atmosphere, locking up carbon that in turn helps regulate the Earth's climate. They reduce air pollution by intercepting and filtering harmful gases and airborne particle pollution, such as car fumes. Their shade lowers the local temperatures of hard surfaces and can reduce heating or cooling requirements in nearby buildings, therefore reducing power consumption. It is important that the right tree species are chosen to suit and adapt to a changing climate.

Trees improve and enrich health and wellbeing; in the built environment they are one of the main connections people have with nature. In addition, tree shade can provide a direct health benefit by protecting people from harmful UV radiation and encourage people to spend time outdoors. Additionally, an effective 'tree canopy' plays a key role in adapting to climate change, including storing carbon dioxide, reducing heatsink during heatwave events and contributing to absorb stormwater during extreme whether events.

In order to achieve its vision of Launceston being a green city, the Council has a sound policy framework which includes:

- Launceston Street Tree Strategy
- Tree Management Policy
- Nature Strip Policy
- Launceston City Heart Masterplan
- Sustainability Strategy / Towards Zero Emissions Action Plan

Within this policy framework a great deal of work is undertaken each year with around 9,000 trees being planted by the Council across the municipal area each year, including approximately 300 in urban areas of the city. Indeed, Launceston was ranked in the top 10 Local Government Areas (LGAs) in Australia as having the most green cover in 2020. It also ranked second (+9.5%) in Australian LGAs behind only the ACT with the highest growth in green cover between 2016 and 2020. Importantly however, it was listed in the 'lowest' category of all urban places facing challenges to maintaining green cover and clearly more needs to be done. This is where the Launceston Chamber of Commerce ('the Chamber') comes into the discussion.

The Chamber has been working to deliver vision and leadership in this space as the Launceston business sector and people now generally want and expect greater change. Business considers that urban greening will provide the city with a significant competitive advantage which is essential for increasing trade, capital, and population as urban greening has been demonstrated to improve the attractiveness and liveability of cities. As a city that faces branding difficulties, urban greening may well provide a solution enhancing our liveability reputation through an ambitious approach to creating urban forests.

The Chamber has requested to enter a Memorandum of Understanding (MOU) with the City of Launceston to accelerate the urban greening ambition and outcomes. As potentially one of the great regional cities of the world, the Chamber expects that Launceston will become known for transformational city greening programs creating beautiful streets where people love to congregate, stay and conduct business. Success will be evidenced by business being eager to secure tenancies due to street life vibrancy, foot traffic, and a new consumer energy. Retailers and service providers will report increased turnover. Public Health will report improved public health outcomes and inner city living will surge.

2. PURPOSE

This Memorandum of Understanding (MOU) establishes a working understanding between the Launceston Chamber of Commerce and the CoL to accelerate the greening of Launceston. The MOU will provide a framework for both parties to work together to agree on priorities, timeframes and actions for Launceston to achieve its vision of becoming a green city.

3. SCOPE

This MOU applies to the following locations:

- The Launceston Central Activity Area;
- Outer urban precincts such as Mowbray and Kings Meadows;
- Roads, especially major arterial roads connecting with the city; and
- Suburban program – community focused.

4. AGREED RESPONSIBILITIES

Both parties agree to:

4.1. Work together to develop the Urban Forest Strategy and Urban Forest Delivery Plan ('the Plan') which will be delivered by the CoL as part of its Annual Plan and/or Capital Works program. The Plan will be reviewed annually with the Chamber in September/November each year for delivery in the following financial year, commencing with the 2022/23 Financial Year. The Plan will:

- Determine and agree priority actions;
- Provide agreed timeframes for delivery;
- Accurately determine the costs involved for the delivery of the priority actions;
- And be agreed by both the Council and Chamber Board.

4.2. To engage with stakeholders in the development of the strategy and plan, but principally UTAS.

4.3. Hold (at least) quarterly meetings between the Chief Executive Officer of the CoL and the Chamber (and Board if requested) to discuss progress towards the delivery of the Annual City Greening Plan and the Annual Plans of both organisations.

4.4. Work together to promote initiatives and actions to Green the City.

4.5. Further to point 4.2, engage Urban Greening Experts to assist the development and/or review of the Plan.

4.6. Undertake suitable public engagement on the strategy and the Plan.

The City of Launceston agrees to:

4.7. Deliver the following actions:

a. The Development of an Urban Forest Plan to retain and significantly increase canopy cover across Council land, particularly the areas nominated within the scope of this document.
b. Initiate re-greening of the Brisbane Street Mall through the provision of mature trees and/or alternative greening initiatives.
c. Commence work in replacing any dead trees and vacant tree sites where trees previously existed.
d. Pilot an annual tree provision for Launceston residents, to increase canopy cover, sequester carbon and provide community participation in climate action.
e. Provide appropriate protections for existing trees.

4.8. Allocate sufficient resources for the delivery of the Plan.

4.9. Deliver the future stages of the City Heart Project, including St John Street and Paterson Street as the first priorities. In respect to the redevelopment of these streets, as well as future street redevelopments, will incorporate a strong greening focus as follows:

a. **Trees** - trees will be the first preference to achieve greening because they can provide more shade, well installed trees have a longer life spans once established and are visually more memorable (i.e. treed avenues are often the highest rated urban street environments in preference studies and in social media). The design strategy, at full tree growth, is to:
   i. Create a near continuous tree canopy for the warmer months
   ii. Provide variety that adapts to the seasons with deciduous and perennial trees, different tree leaf colours, etc.
   iii. Adapt the tree species and maintenance to the location to allow for building awnings, larger spaces, movement and transport, etc.
   iv. Mark key locations with feature trees that provide a memorable vista (e.g. as you come out of the Quadrant Mall)
b. **Lower planting** - will be utilised to enhance the landscape design by:
   i. providing approachable and accessible green elements,
   ii. to complement and enhance the trees (e.g. providing additional colour, winter green, etc.),
   iii. provide green relief and benefits where trees may not be possible
c. **Resilient** - the green infrastructure will be designed in such a manner that it is sustainable and resilient to maximise its effective life through strategies such as:
   i. Using stormwater and other sources of irrigation that minimise water consumption
   ii. Species selection that performs well in our climate and in our changing future climate
   iii. Planting in deep soil to provide more nutrients and water storage
   iv. Using landscape technologies to protect the roots of trees and the underground utilities
d. **Integration** - green will be an integral part of the design of our city centre using it to create:
   i. Green thresholds to mark important transitions for our locals and visitors (i.e. as you approach the multi-use space in St John Street)
   ii. Planting to reference the views of the green hills marking the entrance to the Cataract Gorge
   iii. Feature trees to mark view lines and connections to surrounding spaces and places such as the laneways and the Quadrant Mall
   iv. Using trees and lower planting as shaded and welcoming places to sit in our city centre, etc.

4.10. Work to address any infrastructure challenges which prevent the planting of trees;

4.11. In consultation with the Chamber, within three (3) months of completing the Plan develop annual planting targets which are consistent with the Plan and the Chamber's vision of making Launceston the world's greatest regional city.

4.12. Replace dead trees and vacant tree sites where trees previously existed;

4.13. Ensure that new residential estates and subdivisions are subject to ambitious standards of greening as agreed with developers;

4.14. Promote the establishment of more community gardens within the Municipal Area subject to the identification of sustainable management arrangements.

4.15. Work with NRM North, Tamar NRM and other providers to achieve Riverbank Revegetation with Special attention and urgency for the riverbanks of the North Esk and upper Tamar Estuary.

4.16. Explore opportunities to harvest stormwater to water trees, encourage broader nature strips in new residential subdivisions to better cater for trees, and separate trees from underground utilities to prevent future problems.

4.17. Prioritise the establishment of green corridors connecting suburbs within urban areas.

The Chamber agrees to:

4.18. Engage with its members to work through and resolve issues which prevent initiatives for the Greening of the City. For instances, businesses which object to the provision of trees in front of their premises.

4.19. Work towards maintaining a commitment of its members to take care of any planter boxes which are provided in front of, or in close proximity to, their premises.

4.20. Support generally the implementation of the urban greening strategy, including in achieving the necessary social licence.

5. COSTS

5.1 The CoL will cover all costs associated with the delivery of the Plan on Council owned land.

5.2 Each party will bear there costs for the development and/or review of the Plan, including the cost of any events to hear from Urban Greening Experts.

6. CANCELLATION

Either party may unilaterally end this MOU by 90 days' notice in writing.

7. TENURE OF AGREEMENT

Notwithstanding the right of either party to cancel the MOU in accordance with clause 6, this agreement shall remain in force for a period of five (5) years from the date of signatures.

Launceston Chamber of Commerce	**City of Launceston**
Signed: ……	Signed: ……
Name: ……	Name: ……
Position: ……	Position: ……
Date: ……	Date: ……
Phone: ……	Phone: ……