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Paper Petition

Petition to: Oppose the planning application No: DA0500/2023 at 44 Marion Avenue, Newstead Tasmania, proposing to construct twelve (12) dwellings.

To the Councillors and Chief Executive Officer of the City of Launceston

We petition the Council in accordance with the *Local Government Act 1993* (Tas) to - Consider the opposition to development from each of your local tax payers below when making a decision regarding this application. The signatories below each oppose this development application and urge you to consider denying this application to construct twelve dwellings on this one block of land.

Signatories to the petition

Name	Address	Signature
Ewan Sweetham		[signature]
Anne Lade		[signature]
GOVIND JINDAL		[signature]
Carolyn Abraham		CAbraham
Natadene Boer		[signature]
Mudali Harry Perris		[signature]
Kylie Wheeler		[signature]
DANIEL COLSON		[signature]
Tin Win		[signature]
A. Ghosh		[signature]
Biny Dybotra		[signature]
Sam Morrison		[signature]
Dylan McLachlan		[signature]

People who sign this petition should be aware that the personal information they provide above (name, address and signature) will be published in the agenda of the Council Meeting at which this petition is tabled, and so will be publicly available. Information about City of Launceston's management of personal information is available at www.launceston.tas.gov.au.

Use copies of this page for additional signatures.

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Signatories to the petition

Name	Address	Signature
JOHANNA O'CONNOR		
POOJA SHARMA		
Robert OConnor		
Ana Galappattige		
Dileepa Rayapakse		
Travis Emmerton		
Thor Pedersen		
Ben Wheeler		
Tousif Syed		
David O Connor		
Melinda O Connor		
GOVIND JINDAL		

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To the Councillors and Chief Executive Officer of the City of Launceston

We petition the Council in accordance with the *Local Government Act 1993* (Tas) to -

Consider the opposition to development from each of your local tax payers below when making a decision regarding this application. The signatories below each oppose this development application and urge you to consider denying this application to construct twelve dwellings on this one block of land.

Statement specifying the number of signatories to the petition:

Twenty Five - (25) 24 signatories with removal of duplicate

Full name, address and signature of the person/s lodging the petition:

Name	Address	Signature
Anne Lade		

People who sign this petition should be aware that the personal information they provide above (name, address and signature) will be published in the agenda of the Council Meeting at which this petition is tabled, and so will be publicly available. Information about City of Launceston's management of personal information is available at www.launceston.tas.gov.au.

44 Marion Avenue, Newstead - Residential - Construction of twelve (12) dwellings

FILE NO: DA0500/2023

AUTHOR: Dileep Karna, (Town Planner)

GENERAL MANAGER: Chelsea Van Riet (Community & Place Network)

ATTACHMENT ONE:

PLANNING APPLICATION INFORMATION:

Applicant:	Urban Design Solutions
Property:	44 Marion Avenue, Newstead
Zoning:	General Residential
Receipt Date:	24/10/2023
Validity Date:	9/02/2024
Further Information Request:	08/12/2023
Further Information Received:	09/02/2024
Deemed Approval:	22/03/2024
Representations:	10

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

8.0 General Residential Zone

The purpose of the General Residential Zone is: 8.0.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided. 8.0.2 To provide for the efficient utilisation of available social, transport and other service infrastructure. 8.0.3 To provide for non-residential use that: (a) primarily serves the local community; and (b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts. 8.0.4 To provide for Visitor Accommodation that is compatible with residential character.
Consistent The zone purpose has been met as the proposal is for the construction of multiple dwellings in the form of twelve (12) detached dwellings (permitted use in the zone), where all infrastructure services are available.

8.3.1 Discretionary uses

That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.

8.4.1 Residential density for multiple dwellings

That the density of multiple dwellings: (a) makes efficient use of land for housing; and (b) optimises the use of infrastructure and community services.
Consistent
A1 Multiple dwellings must have a site area per dwelling of not less than 325m^2.
Complies The subject site has a total area of 4833sqm. The proposed development is for the construction of twelve (12) dwellings, and the resultant site area per dwelling is 402.75sqm. Therefore, the proposed development complies with A1.

8.4.2 Setbacks and building envelope for all dwellings

The siting and scale of dwellings: (a) provides reasonably consistent separation between dwellings and their frontage within a street; (b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings; (c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and (d) provides reasonable access to sunlight for existing solar energy installations.
Consistent Complies with acceptable solutions or performance criteria.
A1 Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.
Complies The closest dwelling to the frontage (unit 1) has a setback of approximately 10.5m at the closest point to the primary frontage.
P1 A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.
A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

Complies The closest dwelling to the frontage (unit 1) has a setback of approximately 10.5m at the closest point to the primary frontage and the internal garage for unit 1 is setback more than 15m from the primary frontage. Therefore, the proposal complies with the acceptable solution.
P2 A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.
A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).
Relies on Performance Criteria The proposed development is for twelve (12) multiple dwellings, in the form of two & three story detached dwellings. Units 1 -3 are along the eastern part of the property and units 4 - 12 are along the western part, as shown in drawing no. 4/55. Due to the topographical constraints on the site, the units are stepped with the slope of the hill with a maximum height of approximately 3.2m above the existing ground level for the internal garages facing the proposed driveway. • Units 1- 3 will have a wall height of approximately 3.2m - 7.2m above the existing ground level. • Unit 4 will have a wall height of approximately 4.1m -5.5m above the existing ground, as the unit will be cut into the existing ground level approximately 1.8m - 3.1m (cut) to facilitate the internal garage and the lower floor will be stepped in to hill with a wall height of approximately 3.9m above the existing ground level. • Units 5 - 12 will have three levels, in which garage and the lower level will be cut in to the existing ground level 2m - 5.5m (cut) and the upper level will have a wall height of approximately 3.7m above the lower level. Unit 1 will have setbacks of more than 10m from the property boundaries and therefore, the proposed unit 1 will fit within the building envelope. Units 4 - 12 are setback more than 5m from the rear boundary and unit 12 is the closest to the northern side boundary with setback of approximately 8.5m at the closest point and unit 4 is the closest to the southern side boundary with setback of

approximately 3m at the closest point. The proposed units 4 - 12 will fit within the building envelope with the proposed heights and setbacks.

The proposed development will fit within the building envelope other than units 2 & 3, as the units are setback approximately 3.6m from the southeast side boundary for unit 2 and approximately 2.2m - 2.5m from the northeast side boundary for unit 3. Due to these setbacks and the heights along these boundaries, a minor part of the building encroaches outside the building envelope, as shown in figure 1 & 2. Therefore, units 2 & 3 will rely on performance criteria.

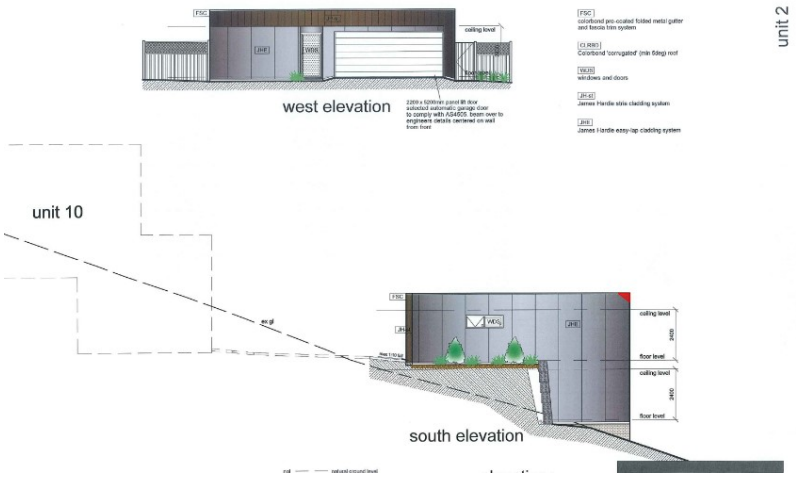

Figure 1: Unit 2 South elevation

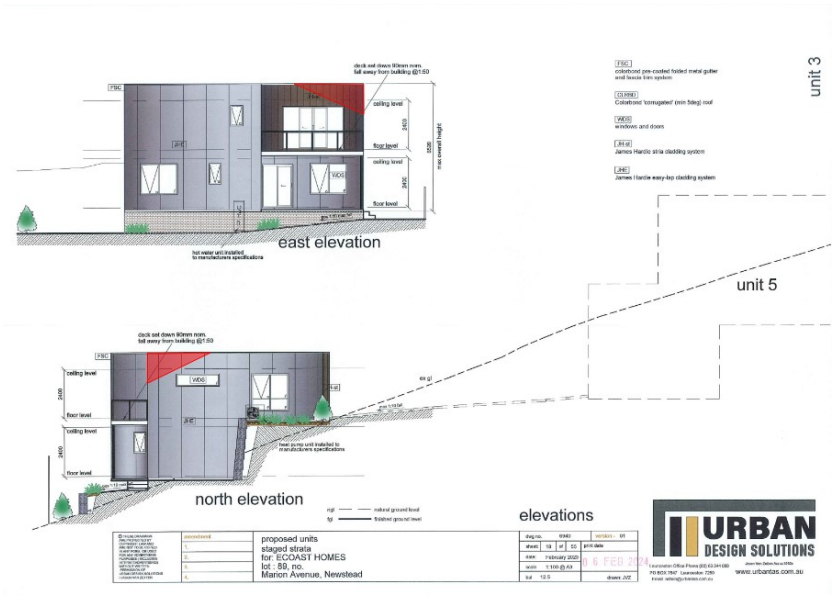

Figure 2: Unit 3 North and east elevation

Figure 1 & 2

No dwelling is within 1.5m of the side boundary that exceeds a total length of 9m.

Therefore, the proposed development satisfies (b) and does not satisfy (a).
P3 The siting and scale of a dwelling must: (a) not cause an unreasonable loss of amenity to adjoining properties, having regard to: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; (b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and (c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: (i) an adjoining property; or (ii) another dwelling on the same site.
Complies (a) The siting and design of the proposed development does not cause an unreasonable loss of amenity to adjoining properties. The variation has been considered with regard to the above criteria as follows: (i) The location of unit 2 and the minor incursion into the prescribed building envelope does not overshadow the habitable rooms of 27 Marion Avenue, as this is the closest adjoining property. Further, the dwelling on the adjoining property will receive more than 3 hours of sunlight during 9am - 1pm same as the unit 2 and further, the afternoon sun goes behind the hill, due to its topographical constraints and the minor incursion into the building envelope does not overshadow any habitable rooms on 27 Marion Avenue. The location of unit 3 and the incursion into the prescribed building envelope does not overshadow the habitable rooms of 25 Marion Avenue, as this is the closest adjoining property. Further, the dwelling on 25 Marion Avenue is stepped with the slope of the hill and designed to receive morning sunlight, as the habitable room and private open space are located northeast of the site, not the western side boundary. Further, the existing ground level on the subject site is equivalent to the 25 Marion Avenue dwelling's rear roof. (ii) Unit 2 has a very minor incursion into the building envelope and the private open space of 25 Marion Avenue is more than 6m from the incursion and will not adversely impact the private open space and receives morning sunlight other than the afternoon sunlight, as the dwelling is located below the eastern side of the ridge and therefore, the sun goes behind the hill. Unit 3 is in close proximity to 25 Marion Avenue from the minor incursion along the northeast corner of the units. However, the adjoining property (25 Marion Avenue) private open space is on the southern side of the dwelling, which is behind the dwelling and a deck within the building footprint with an opening towards the northern side of 25 Marion Avenue. Therefore, the minor incursion into the building envelope does not overshadow the private open space of 25 Marion Avenue.

(iii) The proposed development does not overshadow any vacant property; and
(iv) The proposed development does not cause any visual impact by the apparent scale, bulk, or proportion of the units 2 & 3, when viewed from the adjoining properties 25 & 27 Marion Avenue.

The proposed unit 2 will have some visual impact, particularly on the adjoining property 25 Marion Avenue, however, the minor incursion into the prescribed building envelope is not significant enough to be considered to cause an unreasonable loss of amenity. The orientation of 25 Marion Avenue in relation to western side boundary adjoins with the proposed outdoor communal recreation space and separates with a 1.8m high timber fence.

The proposed unit 3 incursion adjoins 27 Marion Avenue along the common eastern boundary. However, this is not significant enough to be considered to cause an unreasonable loss of amenity, due to the dwelling design of 27 Marion Avenue habitable room windows, and private open space, as they have openings towards north and east, not the western side boundary (common boundary).

(b) The proposed development provides separation between the dwellings on adjoining properties, which is consistent with the existing established properties in the area.
(c) The minor incursion into the prescribed building envelope will not cause an unreasonable reduction in sunlight to the adjoining properties (25 & 27 Marion Avenue), as the design and siting of the dwellings on 25 & 27 Marion Avenue will receive more than three hours of sunlight during 9am - 3pm.

Therefore, the proposal complies with the performance criteria.

8.4.3 Site coverage and private open space for all dwellings

That dwellings are compatible with the amenity and character of the area and provide:
(a) for outdoor recreation and the operational needs of the residents;
(b) opportunities for the planting of gardens and landscaping; and
(c) private open space that is conveniently located and has access to sunlight.

Consistent
Complies with acceptable solutions.

A1 Dwellings must have:
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and
(b) for multiple dwellings, a total area of private open space of not less than 60m^2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).

Complies
(a) The site size is 4833sqm. The total footprint for all dwellings is 1320sqm, which results in a total site coverage of 27.3%.
b) The proposed development is for 12 dwellings, and the proposed private open space for the dwellings as follows:
Unit 1 - 83.65sqm
Unit 2 - 94.10sqm

Unit 3 - 75.44sqm Unit 4 - 67.16sqm Unit 5 - 79.64sqm Unit 6 - 86.66sqm Unit 7 - 71.04sqm Unit 8 - 67.39sqm Unit 9 - 67.37sqm Unit 10 - 67.34sqm Unit 11 - 71.02sqm Unit 12 - 76.81sqm Therefore, the proposal complies with acceptable solution A1.
P1 Dwellings must have: (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and (iii) reasonable space for the planting of gardens and landscaping.
A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m^2; or (ii) 12m^2, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.
Complies (a) The proposed development has 24sqm of private open space for each unit. (b) The private open space can accommodate a minimum of 4m horizontal dimensions and is located in one location. The private open space is located north of Unit 1 and east of unit 2 & 3 and Units 4 - 12 private open space is located above the internal garage in the form of a deck. (c) The private open space for the units is not located within the frontage, other than unit 2, as it is located between the dwelling and the frontage, which is orientated between 30 degrees west of true north and 30 degrees east of true north. (d) The proposed private open space for units 1 - 3 will have a gradient not stepper than 1 in 10, as shown in drawing no. 5/55 and the units 4 - 12 private open space is located above the garage. Therefore, the proposed development complies with acceptable solution (A2).

P2 A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: (a) conveniently located in relation to a living area of the dwelling; and (b) orientated to take advantage of sunlight.

8.4.4 Sunlight to private open space of multiple dwellings

That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.
Consistent Complies with acceptable solutions.
A1 A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal; (b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21 June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.
Complies The proposed development is for the construction of 12 dwellings and will have 24sqm of private open space for each unit. Units 1 -3 private open space is not north of the private open space of the other units and will receive adequate sunlight between 9am - 1pm, more than 3 hours of sunlight. Units 4 - 12 private open space is located approximately above the internal garage in the form of a deck area. The siting and design of the units, especially orientation of the private open space towards east will allow sunlight for more than 3 hours from 9am to 1pm. However, the sunlight will be limited after 2pm, due to the topographical constraints and units are stepped with the slope of the hill. Therefore, the proposed development complies with (b).
P1 A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.

8.4.5 Width of openings for garages and carports for all dwellings

To reduce the potential for garage or carport openings to dominate the primary frontage.
Consistent The proposal does not include any garages or carports that dominate the primary frontage.

A1 A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).
Complies The proposed development does not include a garage or a carport within 12m of the primary frontage.

8.4.6 Privacy for all dwellings

To provide a reasonable opportunity for privacy for dwellings.
Consistent The proposal provides a reasonable opportunity for privacy for all dwellings.
A1 A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.
Relies on Performance Criteria The proposed development is for the construction of 12 dwellings and each unit will have a deck, that has a finished floor level more than 1m above existing ground level, as follows: **Units 1 & 3:** The proposed deck is on the eastern side of the dwelling and does not include permanently fixed screens at least 1.7m above the finished floor level. The proposed decks are located more than 3m from the side boundary and more than 4m from the rear boundary, other than unit 3, as it is within 3m of the northern side boundary, approximately 2.2m. Therefore, the proposed unit 3 deck relies on performance criteria. Further, the decks are more than 6m from the habitable rooms and private open space of the other units on the same site. Therefore, the proposal complies with A1 (c). **Unit 2:** The proposed deck is on the eastern side of the dwelling and does not include permanently fixed screen, as it is located more than 4m from the side and rear boundaries and located more than 6m of the private open space of unit 1 (closest dwelling). Therefore, the proposal complies with A1. **Unit 4 - 12:**

The units are located along the property's western side in a perpendicular section. The decks are above the internal garage facing the property's eastern side. The units provide separation between the units and are more than 3m from the side boundary and more than 4m from the rear boundary. Each of the proposed decks are located within 6m of the adjoining unit's deck (private open space). Each unit has been designed with a solid wall along the southern side of the deck to a height of 1.7m. above the finished floor level. However, the proposal does not include a permanently fixed screen along the northern side of the deck. Therefore, the proposed units 4-12 does not satisfy (c) and relies on performance criteria.
P1 A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of: (a) a dwelling on an adjoining property or its private open space; or (b) another dwelling on the same site or its private open space.
Complies The proposed decks for units 4 - 12 have a finished floor level of more than 1m above existing ground level and are designed appropriately to minimise overlooking the adjoining properties or another dwellings on the same site. The variation has been considered with regard to the above criteria as follows: (a) The only deck that is located within 3m of a side boundary without a privacy screen is Unit 3 along its northern boundary. A condition is recommended to be included on the permit to ensure that a privacy screen to a height of 1.7m is constructed along this side of the deck. (b) The proposed decks (private open space) for units 4 - 12 are located next to each other with a separation of approximately 2.5m between the units, as shown in drawing no. 4/55. These units feature a 1.7-meter high wall above the deck's finished floor level along the southern side, ensuring privacy for deck users and preventing any overlooking into the private open space of neighbouring dwellings. Therefore, the proposed development complies with performance criteria.
A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): (a) the window or glazed door: (i) is to have a setback of not less than 3m from a side boundary; (ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site. (b) the window or glazed door: (i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;

(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.
Complies The proposed windows and glazed doors to habitable rooms of units 1 - 12 have a finished floor level of more than 1m above the existing ground level. However, the proposed setbacks, especially from the edge of the windows and the glazed doors, will have more than 1.5m offset in a horizontal plane from another dwelling. Therefore, the proposed development complies with A2 (b) (i).
P2 A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to: (a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling.
A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.
Complies The proposed development is for the construction of 12 dwellings, including a shared driveway and shared visitor parking spaces. Unit 1 will have two windows along the northern side and one door along the western side of the dwelling facing the shared driveway. However, the habitable rooms of the unit are located more than 2.5m from the shared driveway. Unit 2 has no habitable room windows facing the shared driveway. However, the proposal includes a shared visitor parking space along the southern side of the unit and is separated by a 1.8m high fence and there are no habitable room windows along the southern side of the unit. Unit 3 has no habitable room windows facing the shared driveway. However, the proposal includes a shared visitor parking space along the unit's northwest corner and is separated by a 1.8m high fence, and the non-habitable room window associated with kitchen and dining of unit 3 is more than 1m from the shared parking space. Therefore, it satisfies (b) (i). Units 4-12 have windows and doors to a habitable room facing the shared driveway. However, these habitable rooms are located more than 2.5m from the shared driveway. Therefore, it satisfies (a).

In addition, the proposal includes two more shared visitor car parking spaces along the northeast corner of unit 12 and is separated by a 1.8m high fence and the habitable room windows are located more than 2.5m from the shared parking spaces. Therefore, the proposal complies with acceptable solution (A3).
P3 A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

8.4.7 Frontage fences for all dwellings

The height and transparency of frontage fences: (a) provides adequate privacy and security for residents; (b) allows the potential for mutual passive surveillance between the road and the dwelling; and (c) is reasonably consistent with that on adjoining properties.
A1 No Acceptable Solution
P1 A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.

8.4.8 Waste storage for multiple dwellings

To provide for the storage of waste and recycling bins for multiple dwellings.
Consistent Complies with acceptable solution.
A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m^2 per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.
Complies Each unit is provided with a waste storage area that meets the requirements of A1 (a), other than units 1 - 3, as the waste storage area is located in front of the dwellings. A condition will be placed on the permit requesting amended plans for exclusive use of waste storage area for units 1 -3 not in front of the dwelling. Based on this the proposed development complies with A1 (a).
P1 A multiple dwelling must have storage for waste and recycling bins that is: (a) capable of storing the number of bins required for the site; (b) screened from the frontage and any dwellings; and

(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.

8.5.1 Non-dwelling development

That all non-dwelling development: (a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and (b) does not cause an unreasonable loss of amenity on adjoining residential properties.
A1 A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.
P1 A building that is not a dwelling, excluding for Food Services and local shop, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.
A2 A building that is not a dwelling, excluding outbuildings with a of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).
P2 The siting and scale of a building that is not a dwelling must: (a) not cause an unreasonable loss of amenity, having regard to: (i) reduction in sunlight to a habitable room, excluding a bedroom, of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; and (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.
A3 A building that is not a dwelling, must have:

(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and (b) a site area of which not less than 35% is free from impervious surfaces.
P3 A building that is not a dwelling, must have: (a) site coverage consistent with that existing on established properties in the area; and (b) reasonable space for the planting of gardens and landscaping.
A4 No Acceptable Solution
P4 A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: (a) provide for security and privacy while allowing for passive surveillance of the road; and (b) be compatible with the height and transparency of fences in the street, having regard to: (i) the topography of the site; and (ii) traffic volumes on the adjoining road.
A5 Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; and (b) encroach upon parking areas, driveways or landscaped areas.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards. C2.1.6 To provide for parking precincts and pedestrian priority streets.
Consistent The proposed development is consistent with the code purpose as the proposal provides safe and efficient parking and access. The parking area will meet the appropriate standards and will not adversely impact the amenity of the locality.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use
Consistent Complies with acceptable solution A1.
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.
Complies The proposed development is for 12 multiple dwellings. Units 1 - 3 will have three bedrooms, Unit 4 will have one bedroom and Units 5-12 will have three bedrooms. For any dwelling with more than two bedrooms in the General Residential Zone, Table C2.1 requires two car parking spaces per dwelling and four visitor parking spaces. Therefore, 27 car parking spaces are required overall. The proposed development includes double internal garages for the units and four shared visitor car parking spaces for the units, as shown in drawing no. 4/55. The proposal includes 28 car parking spaces in total. Therefore, the proposed development complies with A1.

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent Complies with performance criteria
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.
Relies on Performance Criteria Table C2.4 requires 1 space for the proposed 28 car parking spaces for the 12 multiple dwellings, a residential use. The proposed development does not include any motorcycle parking spaces. Therefore, the proposed development relies on performance criteria.
P1 Motorcycle parking spaces for all uses 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 topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and

(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Complies The proposed development requires one (1) motorcycle space for the proposed use, and there is no provision for motorcycle parking. The variation has been considered with regard to the above criteria as follows: (a) The subject site will be used primarily for Residential Use and will have twelve (12) dwellings. The need for motorcycle parking is considered unreasonable for the proposed development, however, the subject site will have four visitor parking spaces on site and can accommodate a single motorcycle parking, if required for visitors. (b) Not applicable - the proposal does not include a motorcycle parking on the site, as it is considered unreasonable for the proposed use. (c) Not applicable - there are no existing buildings on the site. (d) There are no constraints imposed by the existing development. (e) The subject site will have twelve (12) multiple dwellings with individual car parking spaces for the units. The units will be potentially owned privately and will have access to an internal garage, which can accommodate both cars and motorcycles. Further, the development includes four shared visitor parking spaces and will be available for motorcycle parking (subject to the unit's owner's discretion). Therefore, the proposal complies with the performance criteria.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent Complies with acceptable solution
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.
Complies The proposed parking, access ways, manoeuvring, and circulation spaces will be sealed with concrete and will be drained into the public stormwater system. This will be ensured by placing a condition on the permit.

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent Complies with acceptable solution
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following:

(i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6*.
Complies The proposed parking areas, manoeuvring space, and the access way have dimensions in accordance with table C2.2 and C2.3. The proposed parking area for the units will be within the proposed internal garage, a relatively flat area with a minimum gradient of 5% and the proposed accessway for the first steep section, especially from the front boundary to the end of the curve will have a gradient of approximately 20% and then reduces to less than 10% as per the submitted TIA, page no. 45. Therefore, the accessway, manoeuvring and circulation space will have a gradient of less than 25%, which is in accordance with Australian Standard AS 2890. The proposed development includes 28 car parking spaces, which will be entered and exited in a forward direction. A Traffic Impact Assessment (TIA) prepared by Traffic & Civil services has been provided, that determines that the proposed development satisfies the Australian Standards AS 2890- Parking facilities, Part 1-6. Therefore, the proposed development satisfies A1.1 (b). Further, the proposed development was referred to the Infrastructure & Assets team, who had no objection and placed conditions on the permit.

C2.6.3 Number of accesses for vehicles

That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.
Consistent Complies with acceptable solution.
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
Complies

The subject site has one access that has frontage to Marion Avenue. Therefore, the proposed development satisfies (a).

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent The proposal meets the performance criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding 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.
Relies on Performance Criteria The proposed development requires 27 on-site car parking spaces for the proposed residential use and therefore, the proposal includes 28 car parking spaces. The proposal includes 12 units with double internal garages, which can accommodate 24 car parking spaces and the remaining four car parking spaces are located along the southern side of unit 2 and to the northern side of unit 3 and 12 with associated access. The proposal includes a 1m wide footpath separated from the shared driveway from the front boundary to the end of southern side boundary, unit 3 and a 1m wide footpath along the western side starting from unit 12 to unit 4, as shown in drawing no. 5/55. However, the proposed footpath does not include a horizontal distance of 2.5m between the edge of the footpath and the access way and therefore does not satisfy A1.1 (a) (i) and relies on performance criteria. The proposal development includes a pedestrians cross accessway adjoining units 4 -12 and outdoor communal recreation space. Therefore, the proposal satisfies (b). The proposed development satisfies (b) and does not satisfy (a). Therefore, the proposal relies on performance criteria.
P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (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.
Complies

The proposed development provides safe and convenient pedestrian access to the buildings. The variation has been considered with regard to the above criteria as follows: The subject site has an irregular shape, and a downward slope from the rear to the frontage. The proposed access way and 1m wide pedestrian access will be constructed for the length of the units and will be designed in accordance with the Australian Standards, which will have a gradient of approximately 20% for the first steep section, especially from the front boundary to the end of the curve and then reduces to 5%. The 1m wide footpath on either side of the driveway will include a handrail to steeper sections of footpath. The subject site will have 12 multiple dwellings, a residential use. The subject site will have 28 on-site car parking spaces. The frequency of vehicle movement within the subject site is expected to be low, approximately 9 vehicle movements per day, per dwelling. The proposed development is for multiple dwellings, a residential use and it will serve wide range of people. The parking spaces are located within the proposed internal garage, excluding the visitor parking spaces. Therefore, an accessible car parking space is not required. There is one footpath crossing, adjoining the outdoor communal recreation space. The proposed development was referred to Infrastructure & Assets who had no objection to the proposed development. The proposal does not include new access ways or parking aisles. The proposed development includes a handrail to steeper sections of the footpath. Therefore, the proposed development complies with P1.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1To protect the safety and efficiency of the road and railway networks; and C3.1.2To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent The proposed development will not have a negative impact on any road or railway network.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

To minimise any adverse effects on the safety and efficiency of the road or rail networkfrom vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Consistent Complies with acceptable solution and performance criteria.
A1.2 For a road, excluding a category 1 road or a limitedaccess road, written consent for a new junction, vehicle crossing, or level crossing to serve the useand development has been issued by the road authority.
Complies The subject site has an existing vehicle crossing to Marion Avenue and the proposal does not include any works within the road reserve and therefore, a written consent sought for the application is not required. Further, the proposal was referred to the Infrastructure & Assets team, who had no object to the application, as the application does not include any works within the road reserve.

A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road.
Relies on Performance Criteria The subject site will have 12 dwellings, which will generate an average of 9 vehicle movements per day for each dwelling via the existing access, which is approximately 108 vehicle movements per day, as set out in table C3.1. Therefore, the proposed development relies on the performance criteria
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Complies The proposed use increase in vehicle movements will be safe and will not unreasonably impact the efficiency of Marion Avenue or the surrounding road network. The proposed development is for the construction of 11 three bedroom dwellings and one single bedroom dwelling, which are expected to generate approximately 9 vehicle movements per day, per dwelling, for 108 vehicle movements per day. This is based on the Road and Traffic Authority (NSW) Guide to Traffic Generating Developments average movements for dwellings. The traffic generated by the use will be motor vehicles, the nature of the traffic generated by the use is expected to be consistent with the traffic on Marion Avenue and has a speed limit of 50km/h, which is expected to be consistent with the safe ingress and egress of traffic to and from the site. A Traffic Impact Assessment (TIA) prepared by Traffic & Civil services has been provided, that the proposed development will have *no adverse effects to traffic safety and efficiency on Marion Avenue.* Further, the proposed development was referred to the Infrastructure & Assets team, who had no objection to the proposal.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.

C7.0 Natural Assets Code

The purpose of the Natural Assets Code is:

C7.1.1To minimise impacts on water quality, natural assets including native riparian vegetation, rivercondition and the natural ecological function of watercourses, wetlands and lakes. C7.1.2To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastalprocesses and the natural ecological function of the coast. C7.1.3To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats dueto sea-level rise. C7.1.4To minimise impacts on identified priority vegetation. C7.1.5To manage impacts on threatened fauna species by minimising clearance of significant habitat.
Consistent The subject site is in the General Residential Zone and has priority vegetation area overlay. However, this code applies only to subdivisions in the General Residential Zone, as set out in clause C7.2.1 (c) (xii). Therefore, no further assessment is required against the code.

C15.0 Landslip Hazard Code

The purpose of the Landslip Hazard Code is: C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity andintended life of use or development on land within a landslip hazard area.
Consistent The subject site is located within medium landslip areas, proposed development is for the construction of twelve (12) dwellings and associated earthworks. The proposed development is exempt under C15.4.1 (d), as this requires authorisation under the *Building Act 2016*.

C16.0 Safeguarding of Airports Code

The purpose of the Safeguarding of Airports Code is: C16.1.1 To safeguard the operation of airports from incompatible use or development. C16.1.2 To provide for use and development that is compatible with the operation of airports in accordancewith the appropriate future airport noise exposure patterns and with safe air navigation for aircraft approaching and departing an airport.
Consistent The proposed development is not more than the AHD height that specified in the relevant obstacle limitation area. The specified Australian Height Datum is 316m and the proposed development will have less than the specified AHD, approximately 55m AHD. Therefore, the proposal is exempt under clause C16.4.1 of the scheme.

:

proposed units
staged strata
for: ECOAST HOMES
lot : 1, no.
Marion Avenue, Newstead

planning

certificate of title - SP 184909/1	
property ID: 3580653	
T.P.S overlays	Natural Asset Code (7)
BAL	Bushfire Prone Area Code (13)
BAL rating	12.5 (units 3, 4 & 5 only)
	Landslip Hazard Code (15) - medium
	Safeguarding Airports Code (16)

areas	land size	4833m2
	floor area - units	1962.51m2
	floor area - porch/patio/deck	320.10m2
	impervious area	1247.02m2
	site cover	37.26% (approx)
	density -per unit	402.75m2

job no.	6940

sheet no.	01	of	55	cover sheet
	02	of	55	survey plan extract
	03	of	55	TSP Overlays
	04	of	55	site plan
	05	of	55	compliance plan
	06	of	55	TasWater details
	07	of	55	earthworks plan
	08	of	55	unit 1 lower floor plan
	09	of	55	unit 1 upper floor plan
	10	of	55	unit 1 elevations
	11	of	55	unit 1 elevations
	12	of	55	unit 2 lower floor plan
	13	of	55	unit 2 upper floor plan
	14	of	55	unit 2 elevations
	15	of	55	unit 2 elevations
	16	of	55	unit 3 lower floor plan
	17	of	55	unit 3 upper floor plan
	18	of	55	unit 3 elevations

sheet no.	19	of	55	unit 3 elevations
	20	of	55	unit 4 garage/lower floor plan
	21	of	55	unit 4 upper floor plan
	22	of	55	unit 4 elevations
	23	of	55	unit 4 elevations
	24	of	55	unit 5 garage/lower floor plan
	25	of	55	unit 5 upper floor plan
	26	of	55	unit 5 elevations
	27	of	55	unit 5 elevations
	28	of	55	unit 6 garage/lower floor plan
	29	of	55	unit 6 upper floor plan
	30	of	55	unit 6 elevations
	31	of	55	unit 6 elevations
	32	of	55	unit 7 garage/lower floor plan
	33	of	55	unit 7 upper floor plan
	34	of	55	unit 7 elevations
	35	of	55	unit 7 elevations
	36	of	55	unit 8 garage/lower floor plan

sheet no.	37	of	55	unit 8 upper floor plan
	38	of	55	unit 8 elevations
	39	of	55	unit 8 elevations
	40	of	55	unit 9 garge/lower floor plan
	41	of	55	unit 9 upper floor plan
	42	of	55	unit 9 elevations
	43	of	55	unit 9 elevations
	44	of	55	unit 10 garage/lower floor plan
	45	of	55	unit 10 upper floor plan
	46	of	55	unit 10 elevations
	47	of	55	unit 10 elevations
	48	of	55	unit 11 garage/lower floor plan
	49	of	55	unit 11 upper floor plan
	50	of	55	unit 11 elevations
	51	of	55	unit 11 elevations
	52	of	55	unit 12 garge/lower floor plan
	53	of	55	unit 12 upper floor plan
	54	of	55	unit 12 elevations
	55	of	55	unit 12 elevations

CLADDING / PRODUCTS OUTSIDE NCC D.T.S. PROVISIONS
all claddings / products used that do not meet NCC D.T.S provisions are to be installed strictly to manufacturers installation requirements including finishing
if ongoing maintenance is required the product maintenance guide is to be handed to the occupants at the time of the occupancy
copy of the relevant warranty / construction manual to be forwarded to the building surveyor prior to commencement of installation
use of different claddings will require amendment of plans / permits

Cladding: James Hardie Easylap Cladding System
Cladding: James Hardie Stria Cladding System

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PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0500/2023
Date advertised: 17/02/2024
Planning Administration
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30 JAN 2024

HIA member

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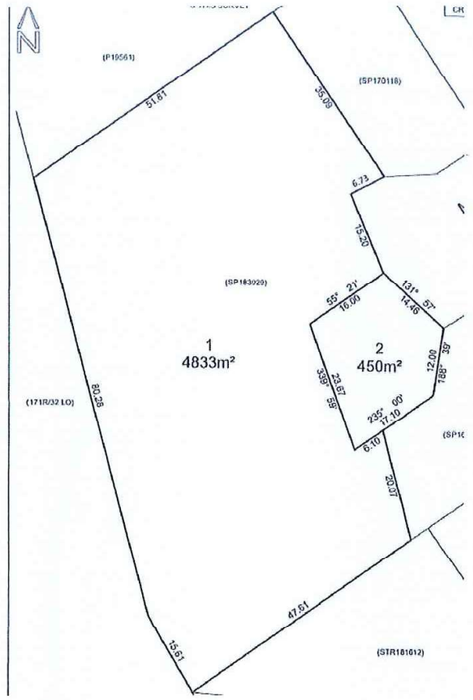

Scale: nts



Scale: 1:500 @ A3

survey extract
this survey extract plan has been prepared
with the most available version of the
title/survey plan at the time of these plans
if in any doubt regarding this extract of survey
or any site setout contact the designer
immediately

survey plan extract

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	02	of	55	print date
date:	February 2023			
scale	nts			
bal	12.5 unit 3, 4 & 5			drawn: JVZ

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20 DEC 2023

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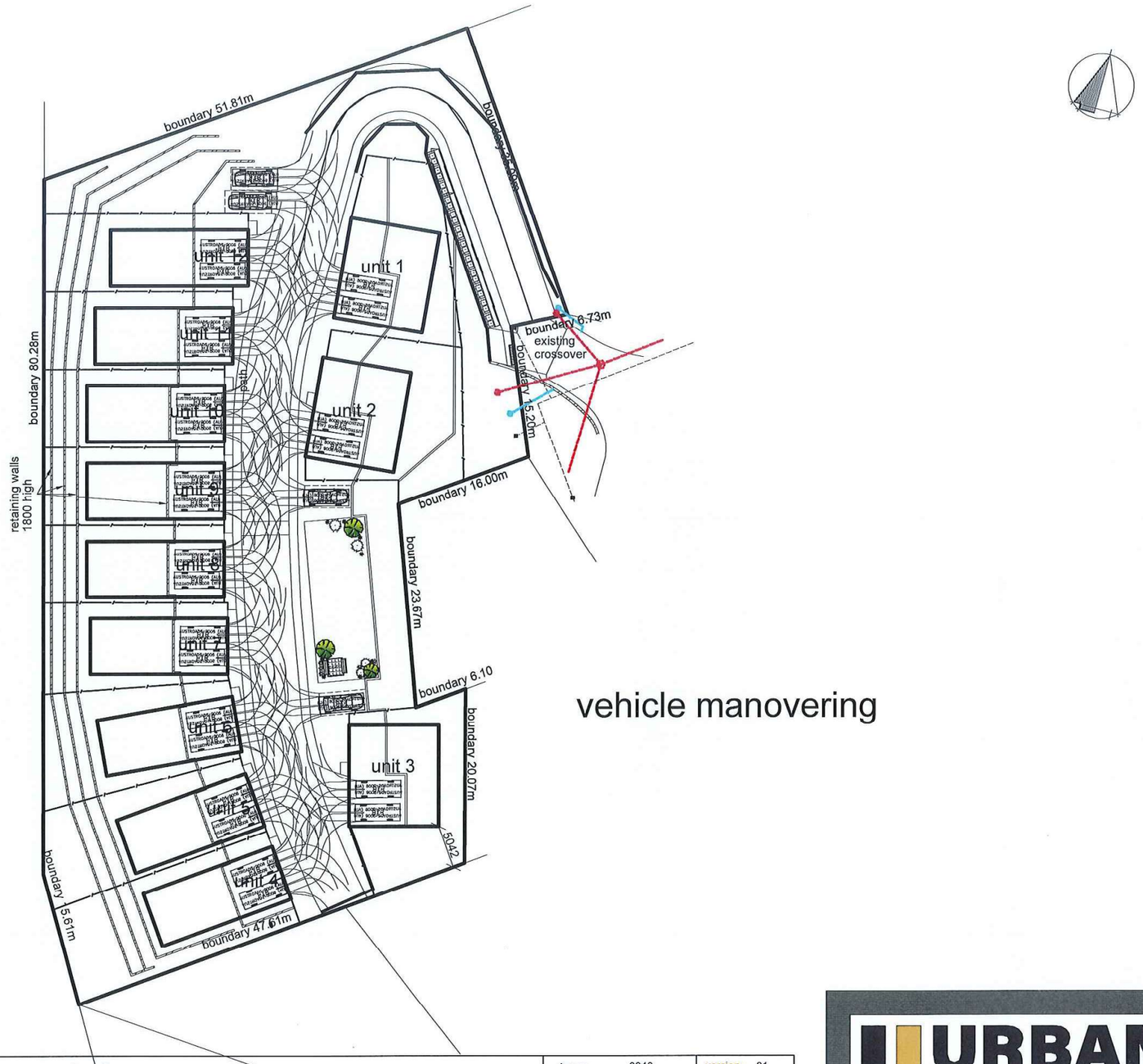

vehicle manovering

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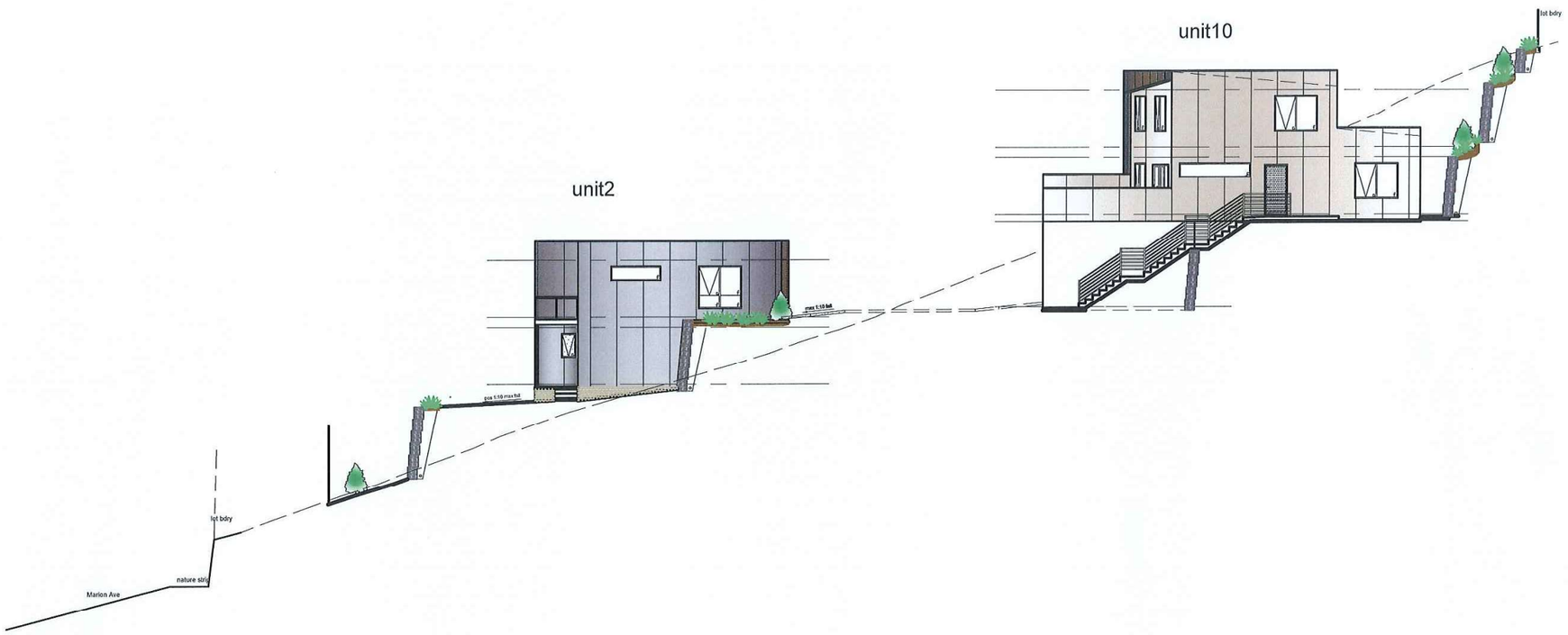

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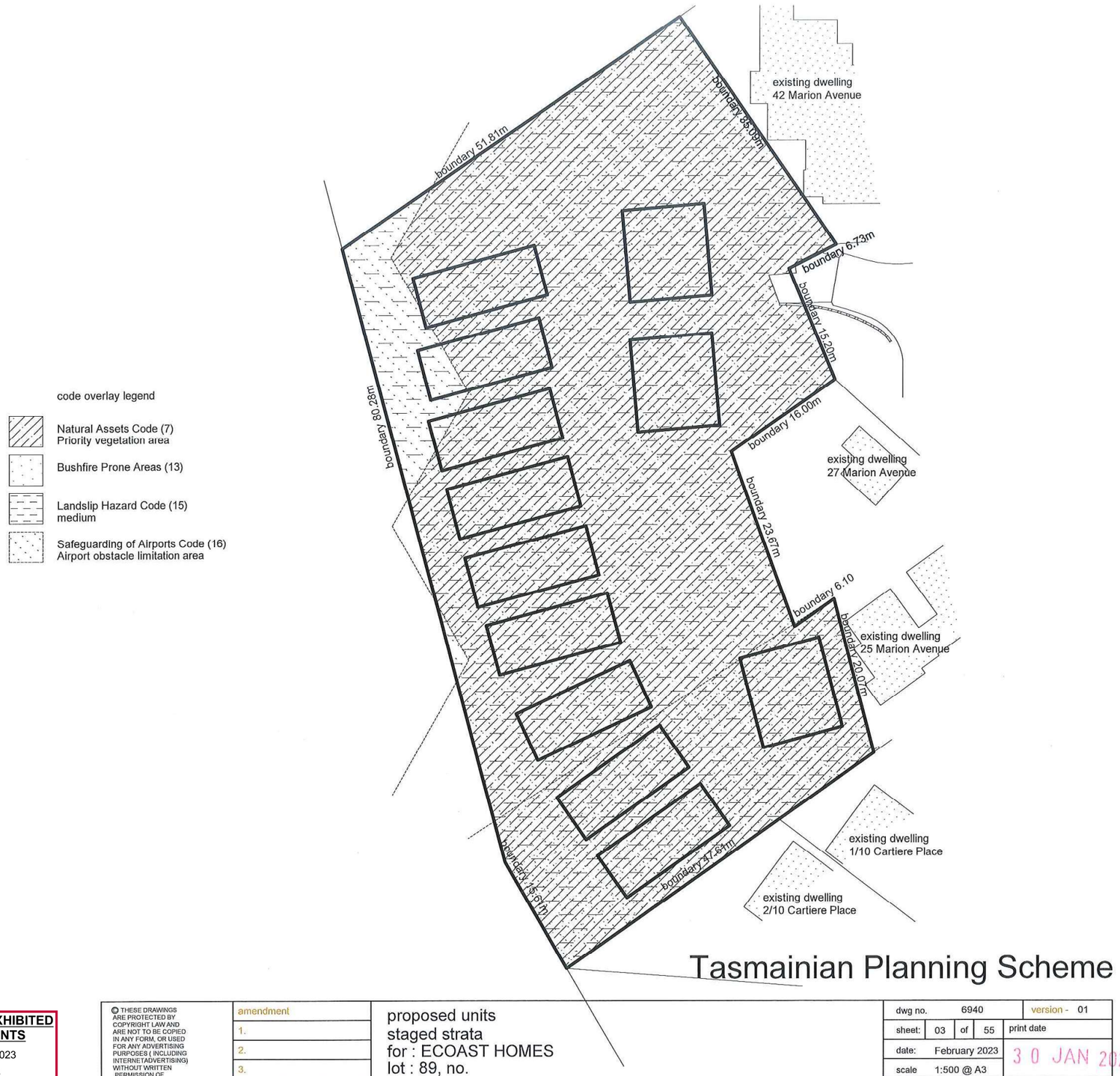

Tasmainian Planning Scheme

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bal	tba			drawn: JVZ

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notes

all site dimensions are to outside cladding unless otherwise noted
confirm all dimensions on site prior to commencement of works
all site preparation is to comply with NCC vol.2 2019

ensure finished floor level is min 150mm above finished ground level
ensure finished floor level of a concrete slab is positioned so that the ORG is 150mm below the lowest plumbing fixture and above the ground
the builder is to provide protection to adjoining properties and buildings in accordance with the building regulations

note, all neighbouring building locations are approx only, if further information is required consult a land surveyor

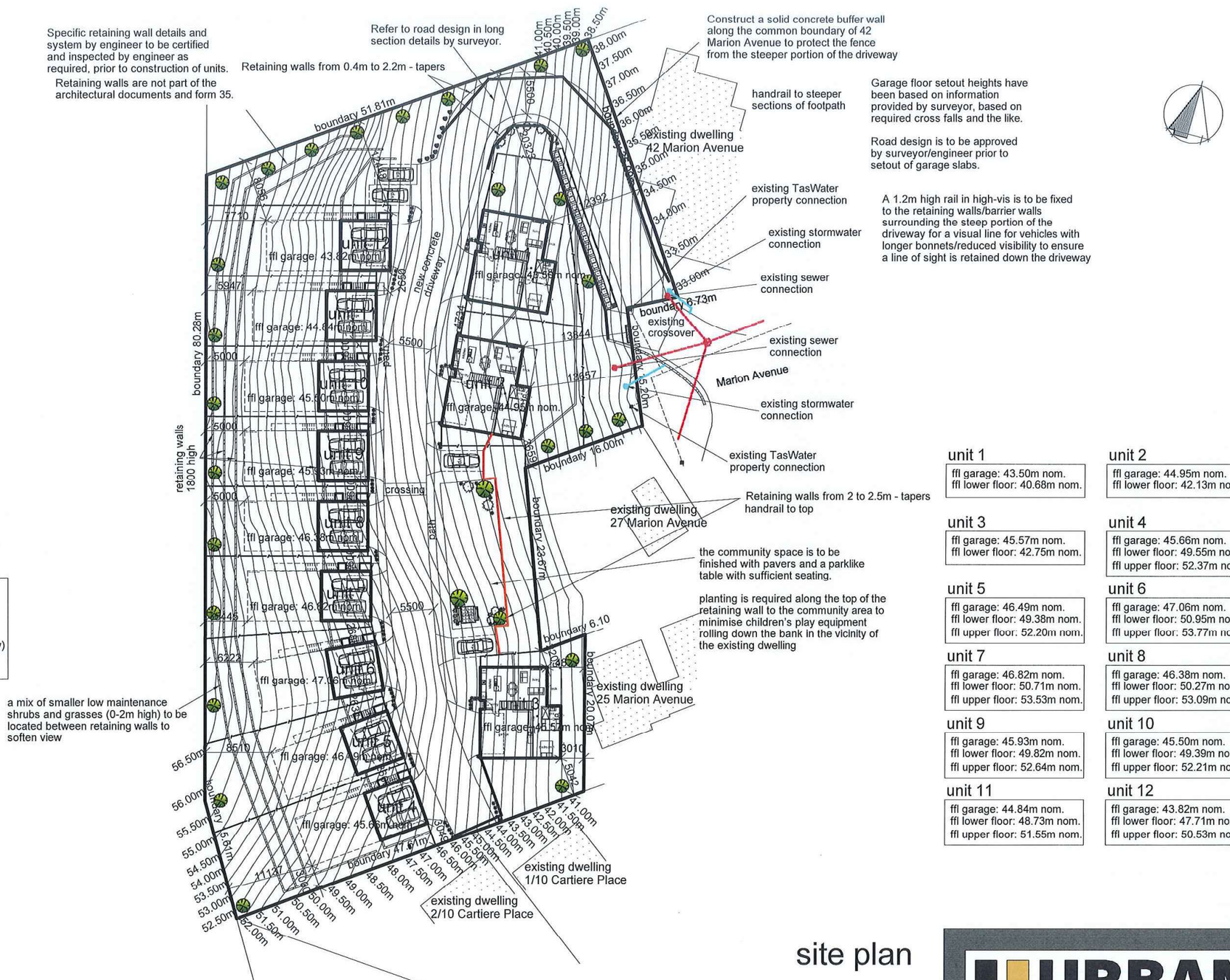
the level information provided on these plans is limited only and only to be used for the purpose intended if further information is required consult surveyor

outdoor clothes drying area to be located adjacent and accessible from laundry

all other matters not specifically mentioned are to comply with the NCC vol.2 2019
- if in doubt ask

site setout
the setout dimensions shown on these drawings are from the building to boundary to the title boundary (not necessarily to fences)
IF ANY DOUBT on boundary dimensions consult a land surveyor

driveway to have maximum 1:10 fall
the driveway / access is to be constructed too meet the requirements of AS2890.1
ensure all stormwater from the driveway is directed to either the stormwater system or adjacent garden beds (not neighbouring property)
the builder is to identify all service locations and protect prior to commencement of works



unit 1	unit 2
ffl garage: 43.50m nom. ffl lower floor: 40.68m nom.	ffl garage: 44.95m nom. ffl lower floor: 42.13m nom.
unit 3	**unit 4**
ffl garage: 45.57m nom. ffl lower floor: 42.75m nom.	ffl garage: 45.66m nom. ffl lower floor: 49.55m nom. ffl upper floor: 52.37m nom.
unit 5	**unit 6**
ffl garage: 46.49m nom. ffl lower floor: 49.38m nom. ffl upper floor: 52.20m nom.	ffl garage: 47.06m nom. ffl lower floor: 50.95m nom. ffl upper floor: 53.77m nom.
unit 7	**unit 8**
ffl garage: 46.82m nom. ffl lower floor: 50.71m nom. ffl upper floor: 53.53m nom.	ffl garage: 46.38m nom. ffl lower floor: 50.27m nom. ffl upper floor: 53.09m nom.
unit 9	**unit 10**
ffl garage: 45.93m nom. ffl lower floor: 49.82m nom. ffl upper floor: 52.64m nom.	ffl garage: 45.50m nom. ffl lower floor: 49.39m nom. ffl upper floor: 52.21m nom.
unit 11	**unit 12**
ffl garage: 44.84m nom. ffl lower floor: 48.73m nom. ffl upper floor: 51.55m nom.	ffl garage: 43.82m nom. ffl lower floor: 47.71m nom. ffl upper floor: 50.53m nom.

site plan

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waste & recycle storage
on conc slab min 1.5m2

sensor lights to be installed
near front door of each dwelling

12 no. mail boxes installed into
brick or similar structure 1.2h
x 2m long (nom) at front of site
with concrete access path
from the driveway
with clearly marked street and
unit numbers

1800h colorbond or timber
fences including access gates

wall mounted clothes line
with concrete path from the
dwelling to the clothes line

concrete/sealed driveway
and visitor parking
fall all driveways/visitor parking
away from the dwellings to
stormwater pits/detention
system as per engineers details

6m x4m, 24m2 p.o.s
1:10 max fall
to LCC 8.4.3

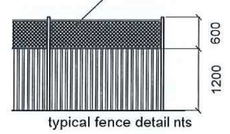
concrete/sealed unit driveway
parking areas and paths
fall all driveways/parking and
paths away from the dwellings
to stormwater pits/detention
system as per engineers details

car space, min 5.4 x 2.6m
to LCC table C2.1
(parking in double garage
or single garage with extra
space for each unit) all
parking spaces are to be
constructed to AS2890 and
drained to stormwater system

visitor car space - x2
min 5.4 x 2.6m
toLCC table C2.1
clearly marked
'visitor space'
all parking spaces are to
constructed to AS2890
and drained to the stormwater
system



front to private open space
lattice screening not less than 30%
transparency to meet requirements
of LCC Tasmanian Planning
Scheme 2021 8.4.3



typical fence detail nts

unit 1
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 83.65m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 2
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 94.10m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 3
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 75.44m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 4
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 67.16m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 5
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 79.64m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 6
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 86.66m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 7
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 71.04m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 8
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 67.39m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 9
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 67.37m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 10
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 67.34m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 11
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 71.02m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

unit 12
TPS - LCC 8.4.3 A1(b)
p.o.s. total = 76.81m2
p.o.s. great than 4m = 24.55m2
p.o.s to have max 1:10 fall

compliance plan

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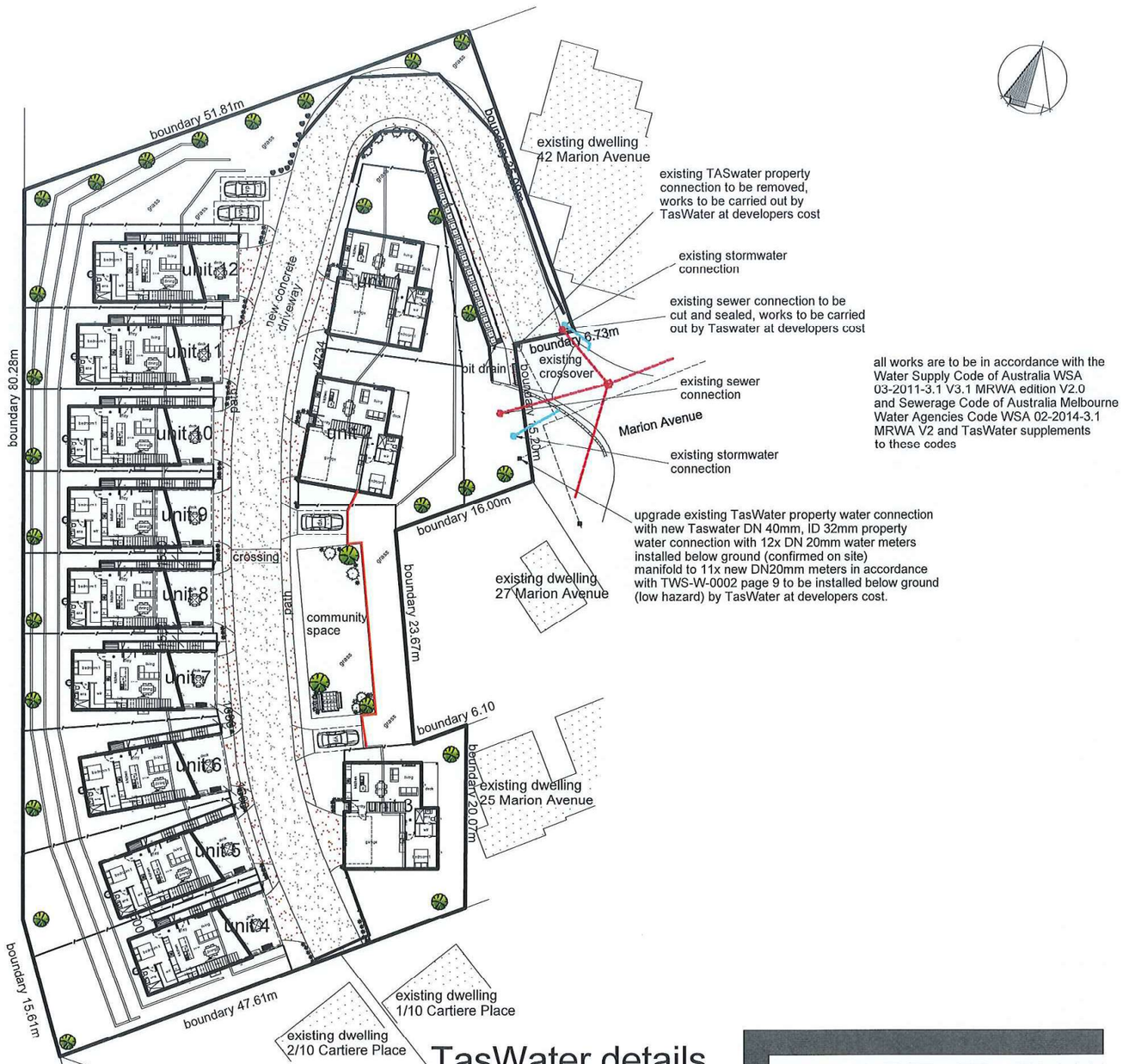

TasWater details

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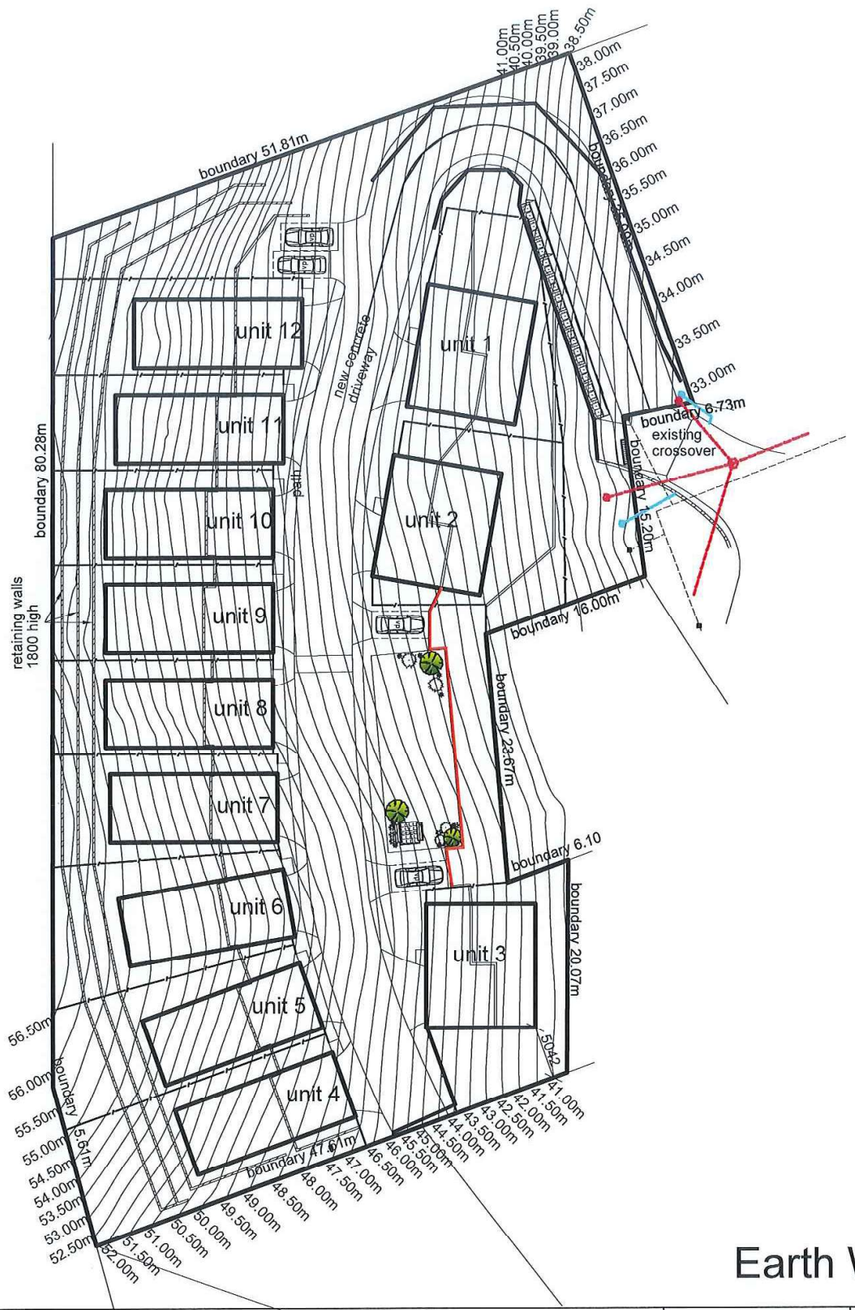

Earth Works

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unit 1

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4
and be fitted with self closing damper (or filter in rangehood)
where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

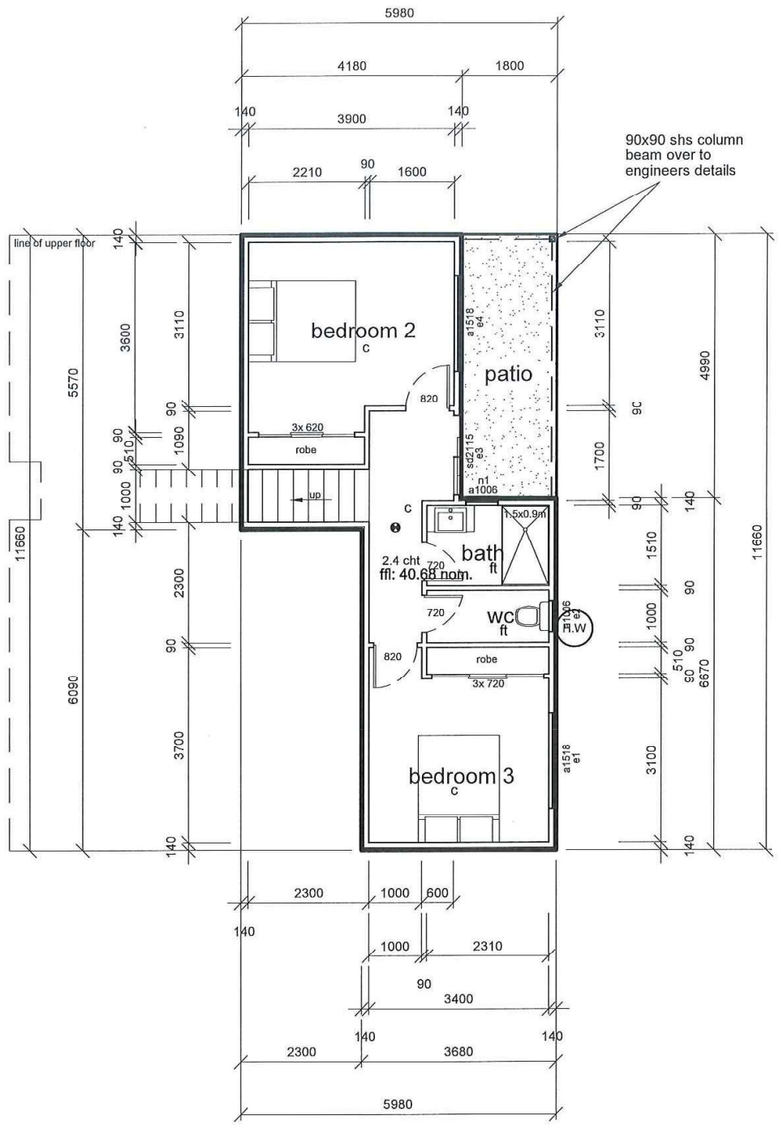
- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction
these plans are to be read in conjunction with ALL other approved documents included in the Certificate of Likely Compliance as issued by the building surveyor

all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy



upper floor area 111.27m2
lower floor area 46.73m2
total area 158.00m2 (17.00sq)
deck area 8.98m2
patio area 8.98m2
porch area 0.66m2

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unit 1

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

these plans are to be used in conjunction with written specifications and the building contract with all products included in the construction determined prior to commencement of construction

Urban Design Solutions are to be notified of any changes prior to commencement of construction
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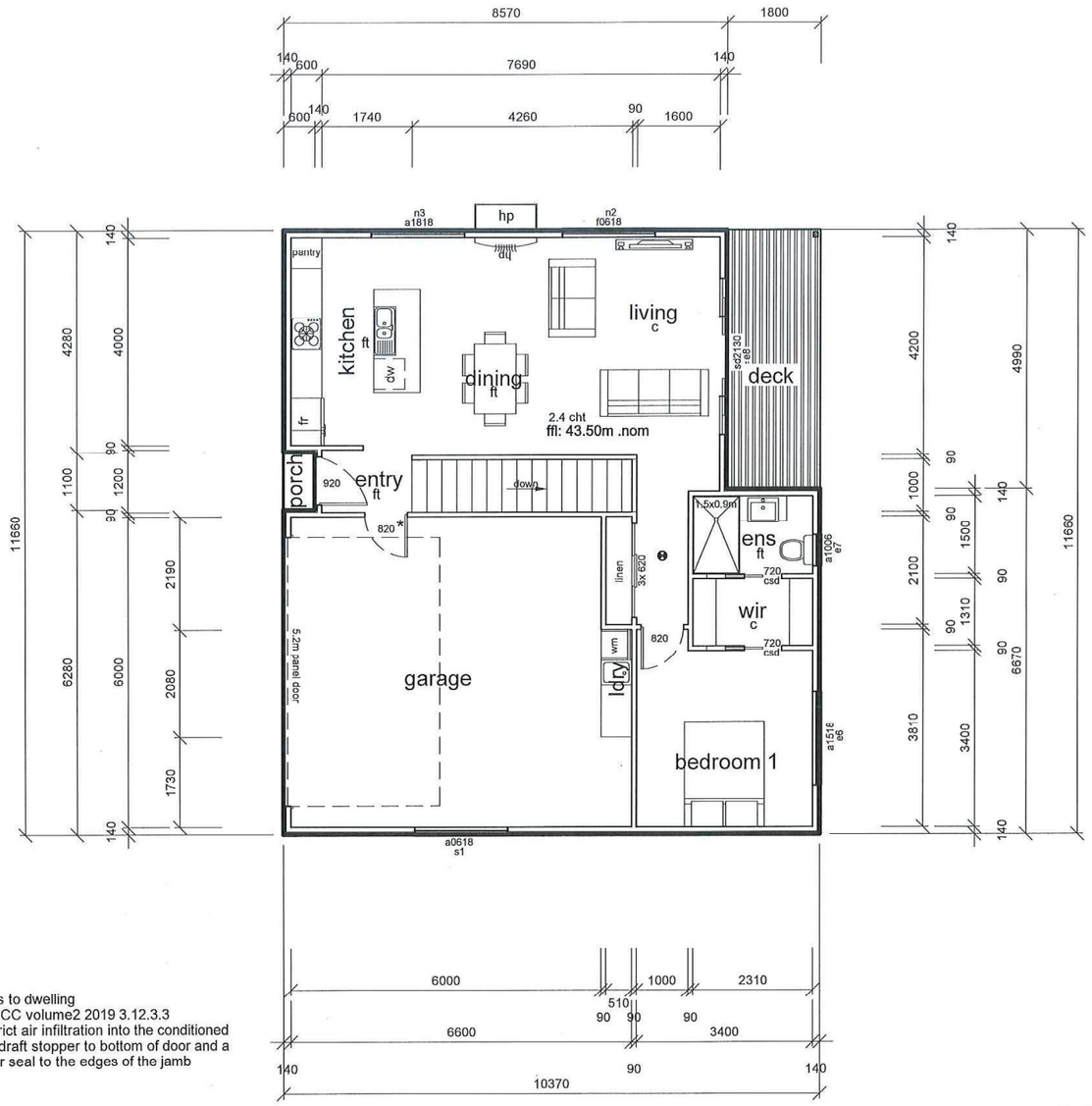
all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy



* garage access to dwelling
seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a a foam /rubber seal to the edges of the jamb

upper floor plan

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lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version -	01
sheet:	09	of	55	print date	
date:	February 2023			30 JAN 2024	
scale	1:100 @ A3				
bal	tba			drawn: JVZ	

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Jason Van Zetten Acr.cc1952x
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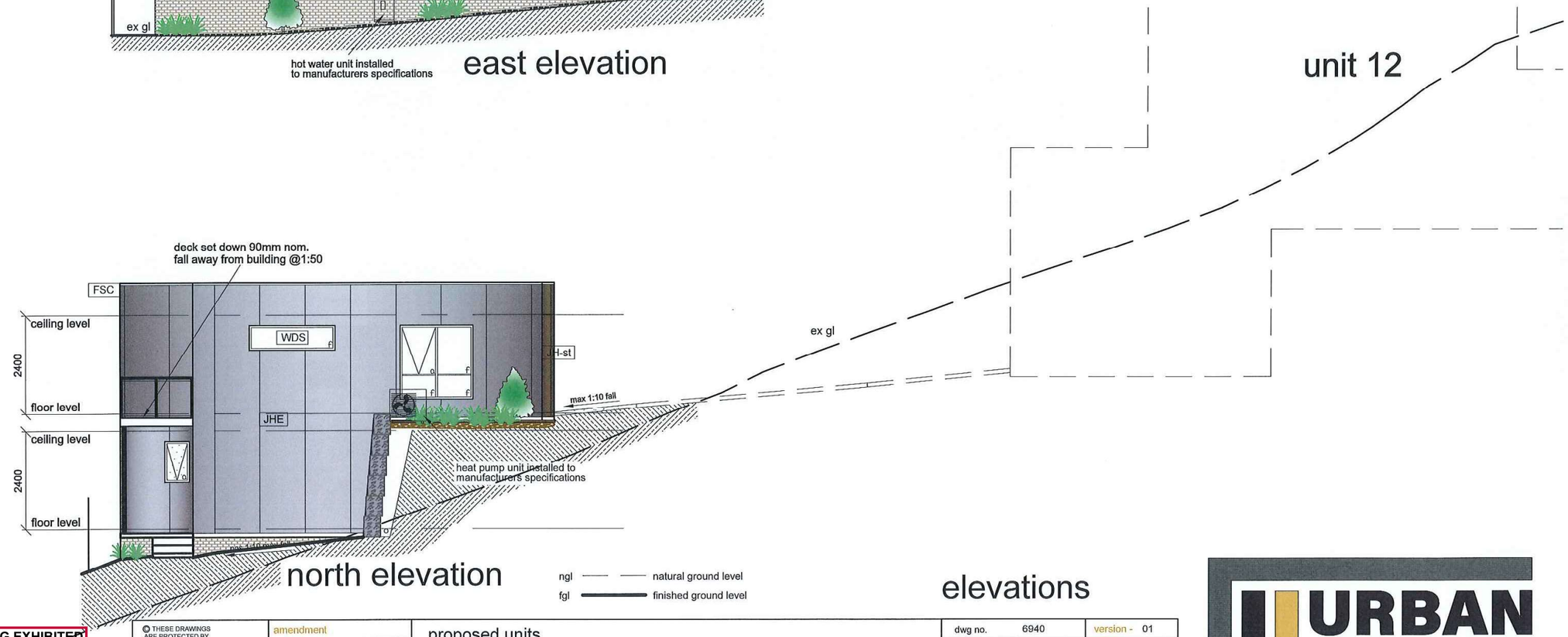
east elevation



north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 1

elevations

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
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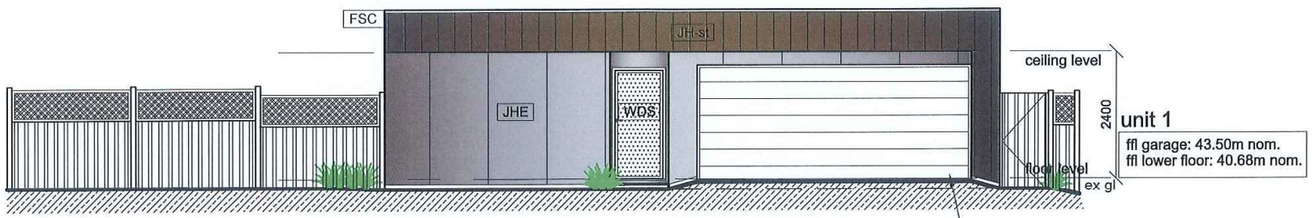

west elevation

2200 x 5200mm panel lift door
selected automatic garage door
to comply with AS4505. beam over to
engineers details centered on wall
from front

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

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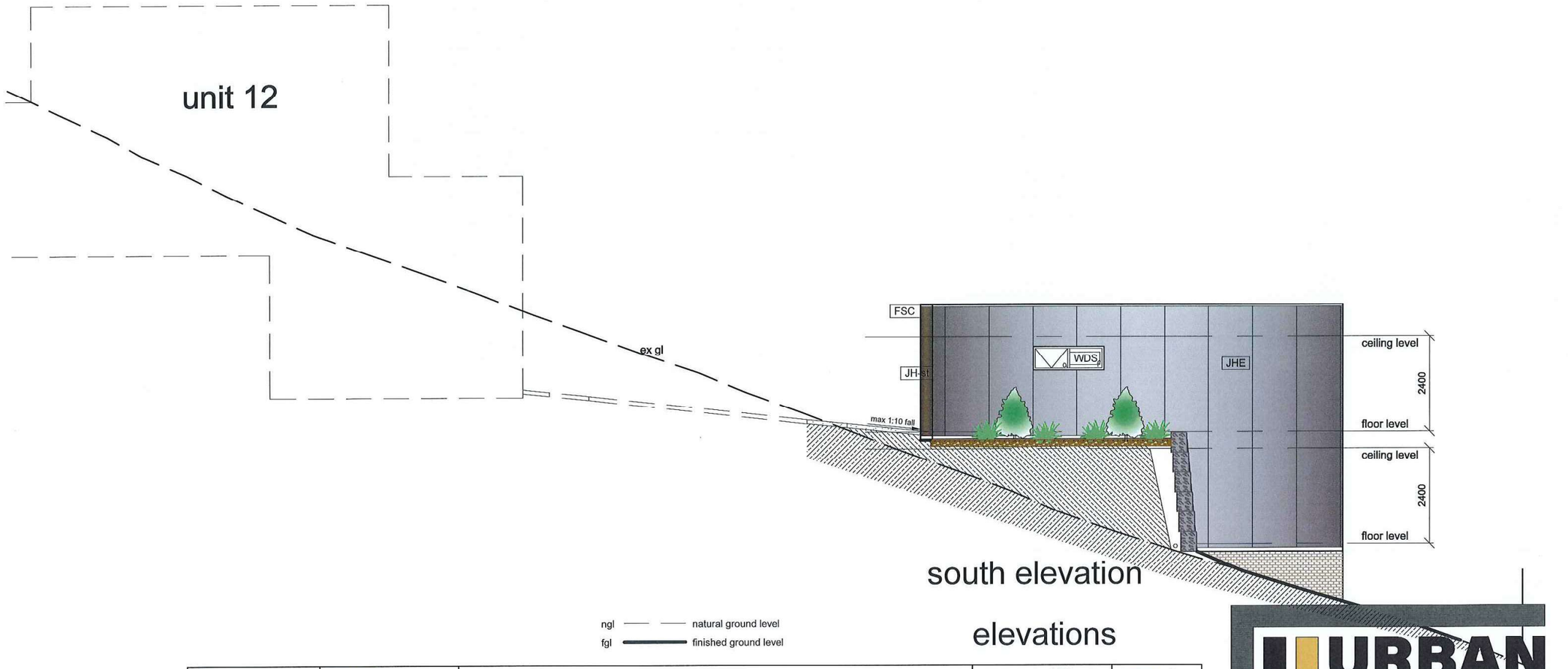
unit 1



south elevation

ngl natural ground level
fgl finished ground level

elevations

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NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4
and be fitted with self closing damper (or filter in rangehood)
where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

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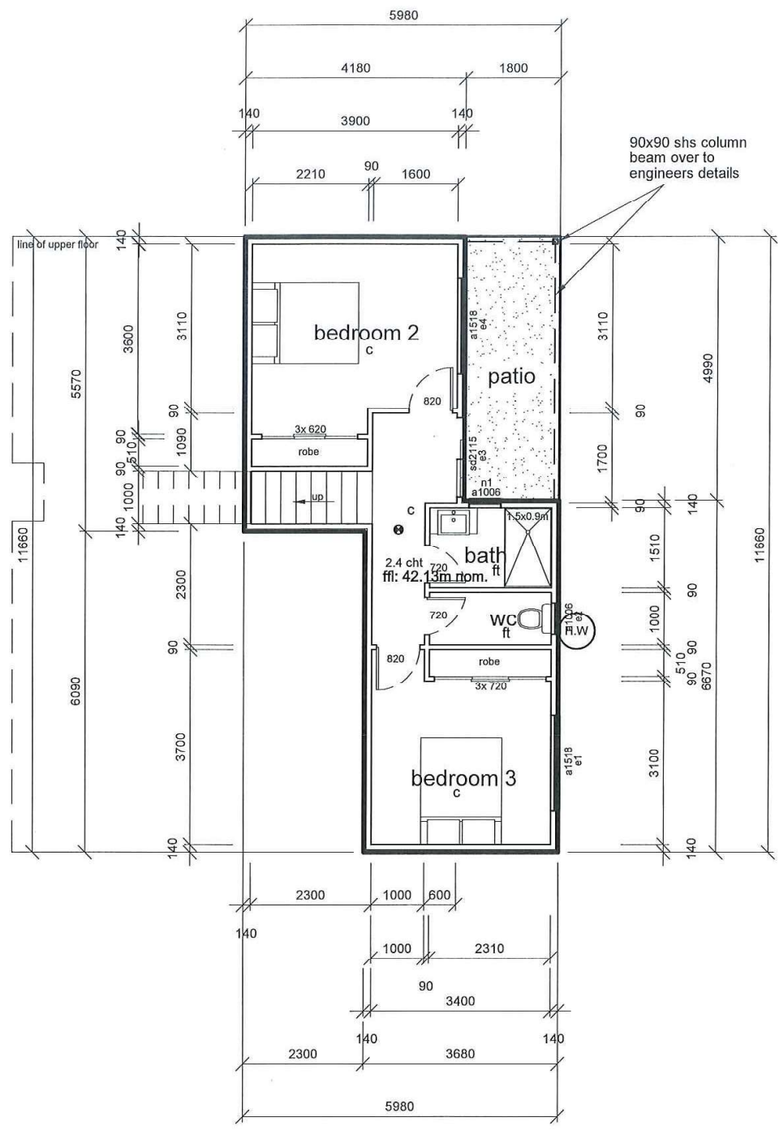
all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

floor finish legend	
conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications



unit 2

upper floor area 111.27m2
lower floor area 46.73m2
total area 158.00m2 (17.00sq)
deck area 8.98m2
patio area 8.98m2
porch area 0.66m2

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for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version -	01
sheet:	12	of	55	print date	
date:	February 2023				
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bal	tba			drawn: JVZ	

30 JAN 2024

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Version: Version Date: 08/03/2024

unit 2

NOTES

confirm all dimensions prior to construction.

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ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

concrete / paved paths to all access points of dwelling
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b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

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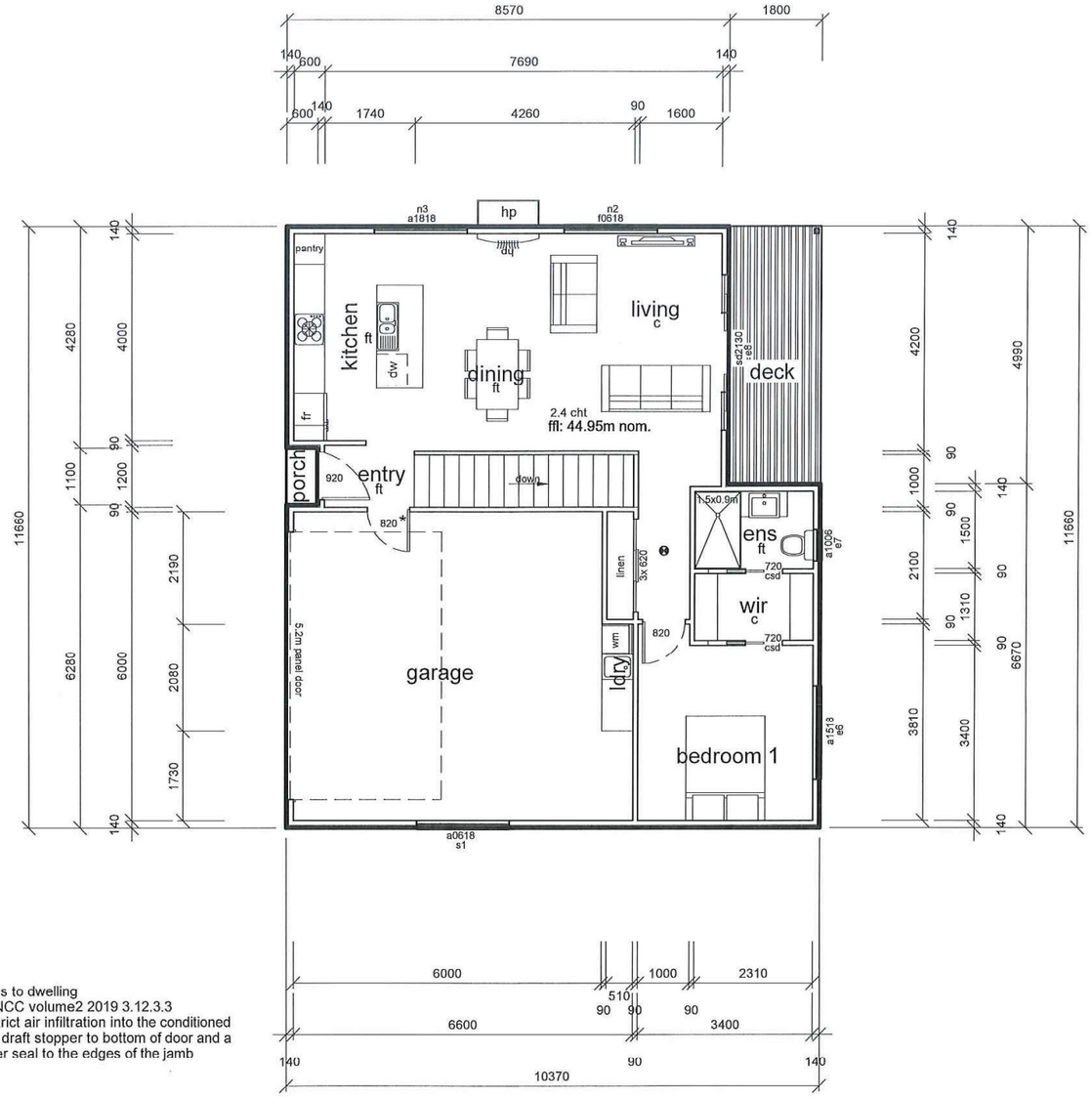

* garage access to dwelling seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a a foam /rubber seal to the edges of the jamb

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

upper floor plan

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lot : 89, no.
Marion Avenue, Newstead

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Version: 1, Version Date: 08/03/2024



east elevation

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

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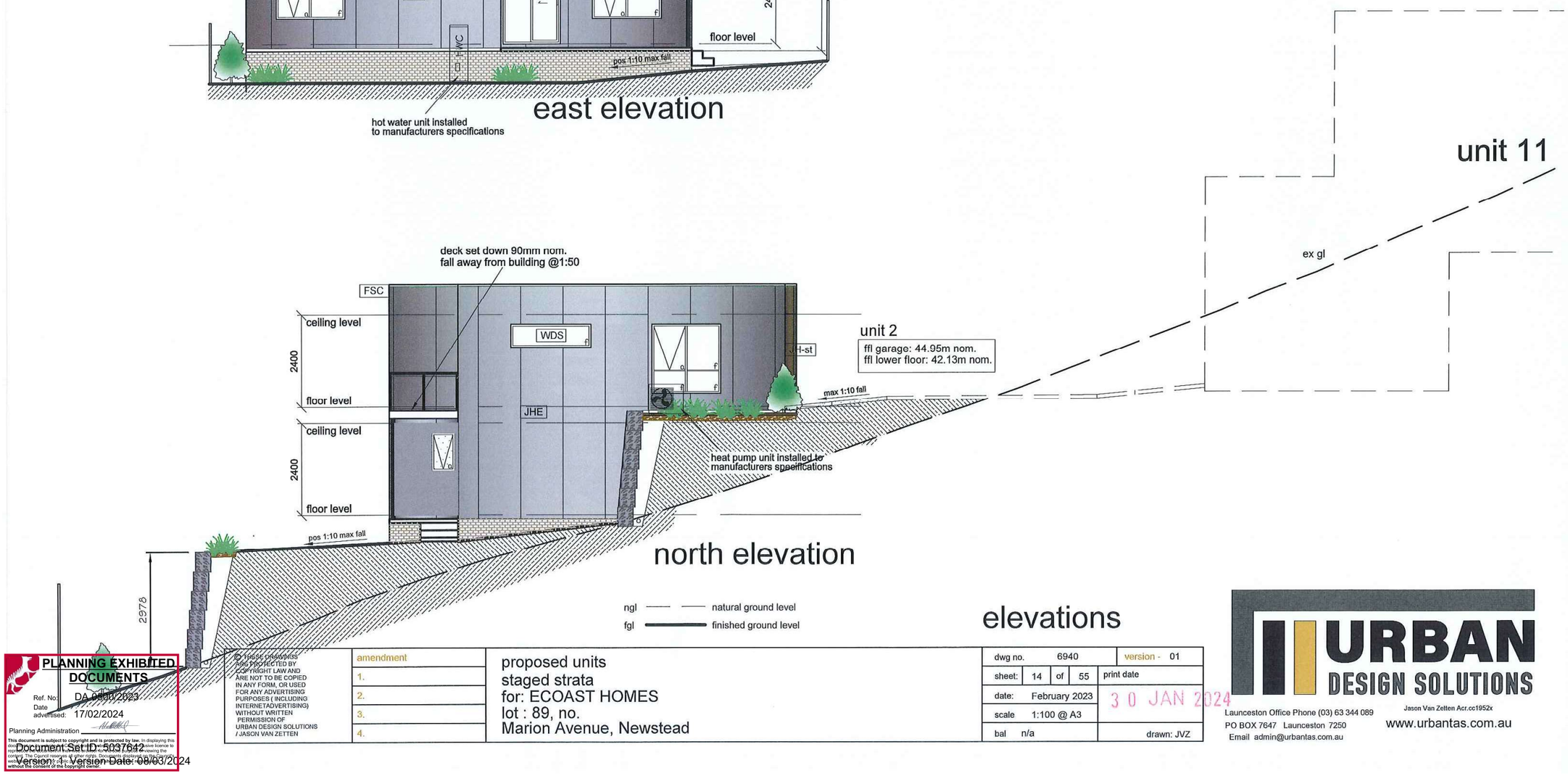
James Hardie easy-lap cladding system



north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
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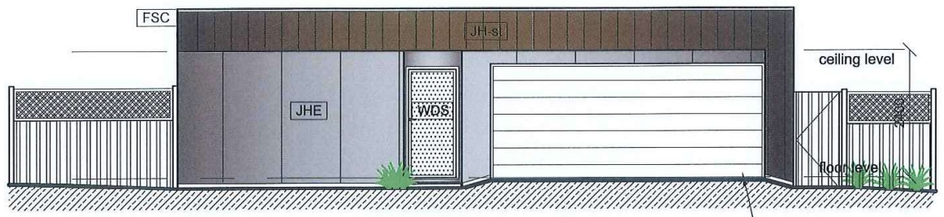

west elevation

2200 x 5200mm panel lift door
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to comply with AS4505. beam over to
engineers details centered on wall
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Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

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JHE
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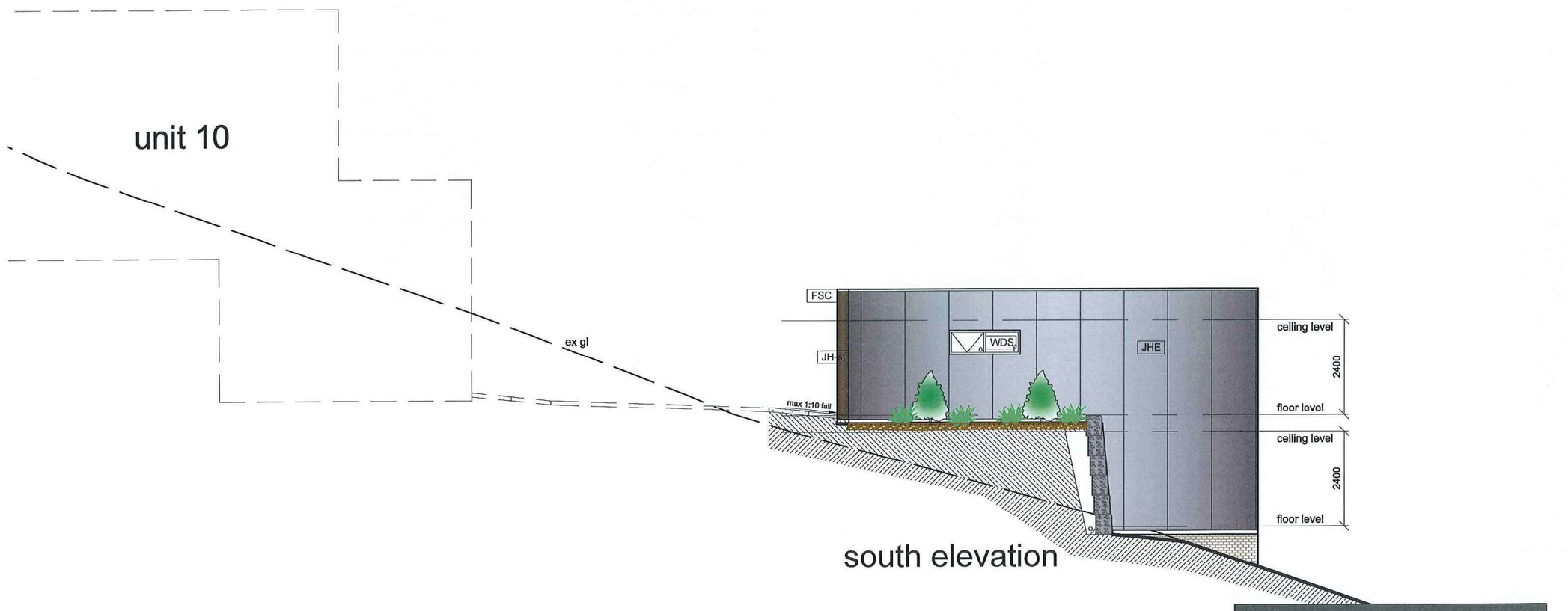
unit 2

unit 10



south elevation

ngl — natural ground level
fgl — finished ground level

elevations

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unit 3

NOTES

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floor finishes
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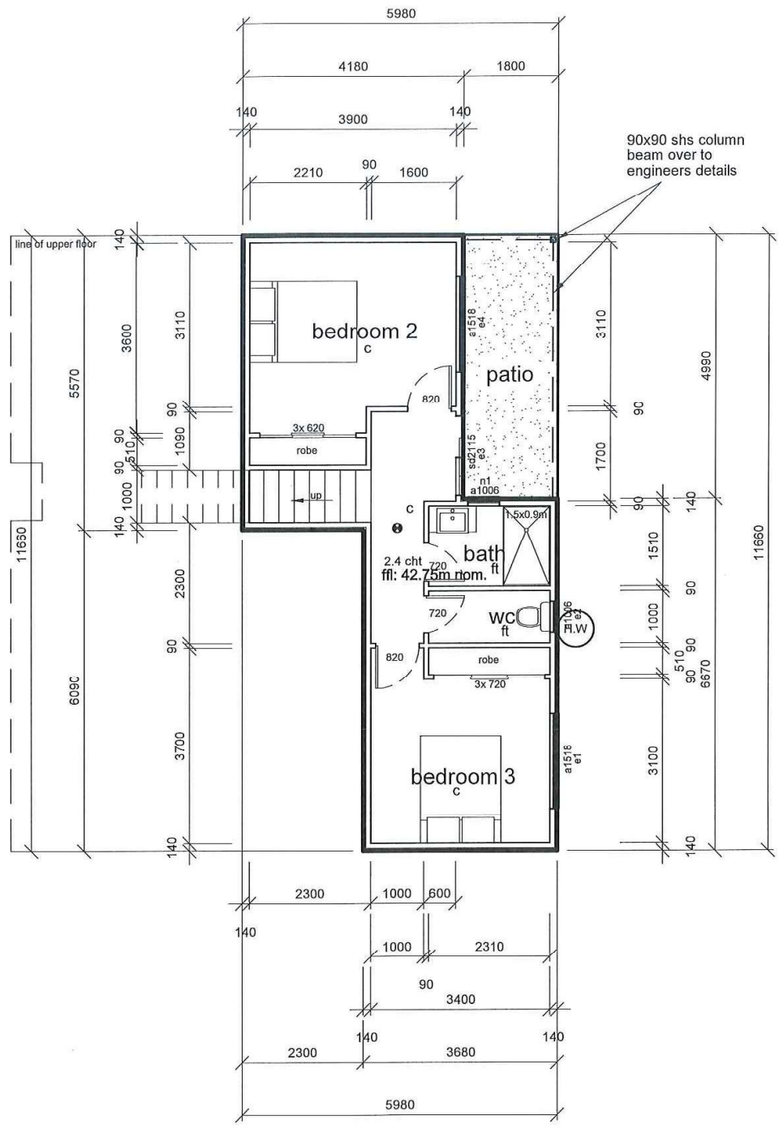

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lower floor area 46.73m2
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patio area 8.98m2
porch area 0.66m2

floor finish legend

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pc	polished concrete
ft	floor tiles
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lower floor plan

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lot : 89, no.
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unit 3

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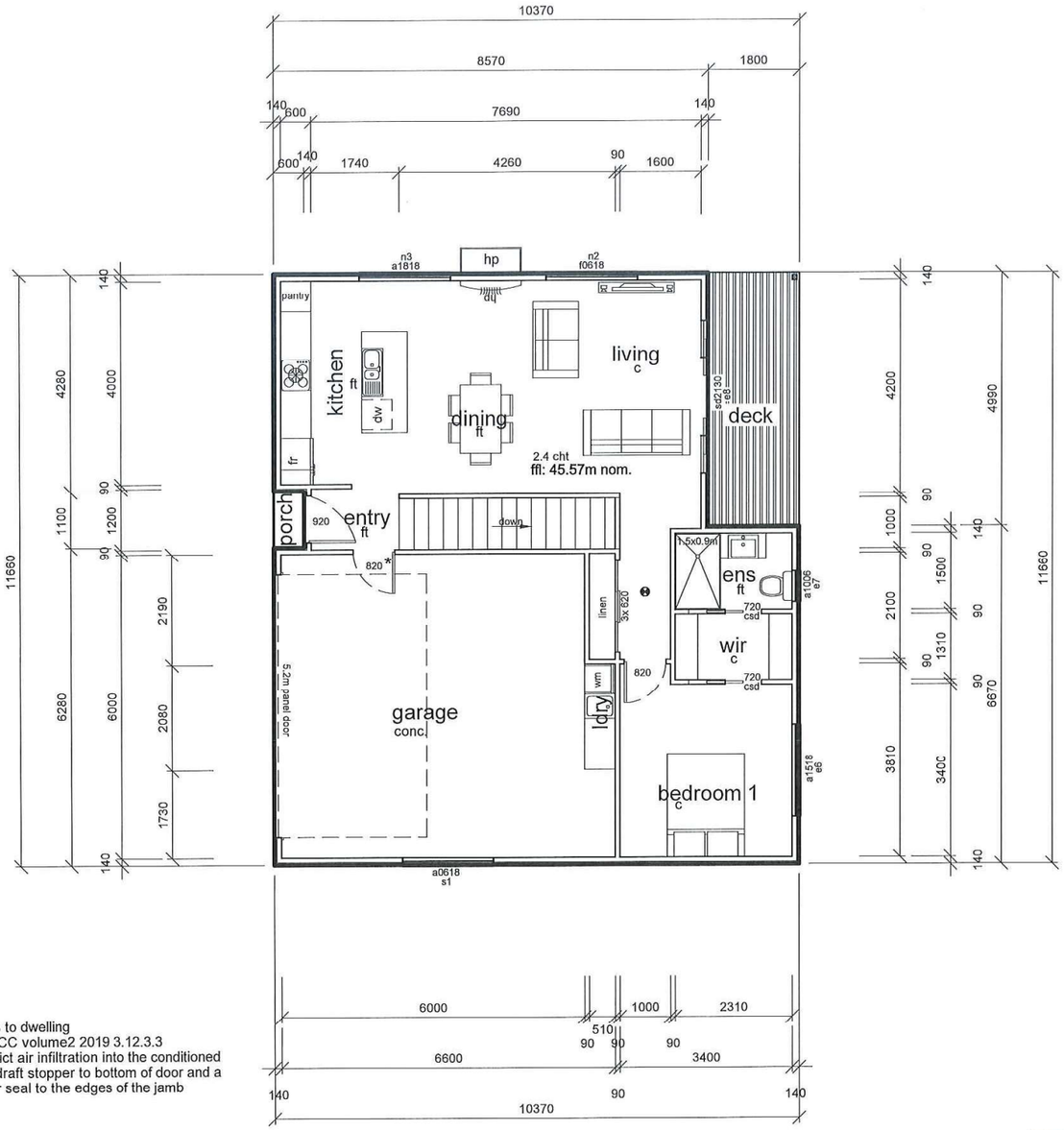

* garage access to dwelling
seal door to NCC volume2 2019 3.12.3.3 sealed to restrict air infiltration into the conditioned space. install draft stopper to bottom of door and a a foam /rubber seal to the edges of the jamb

floor finish legend

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p	paved
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ft	floor tiles
c	carpet
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refer to client for specifications

upper floor plan

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east elevation

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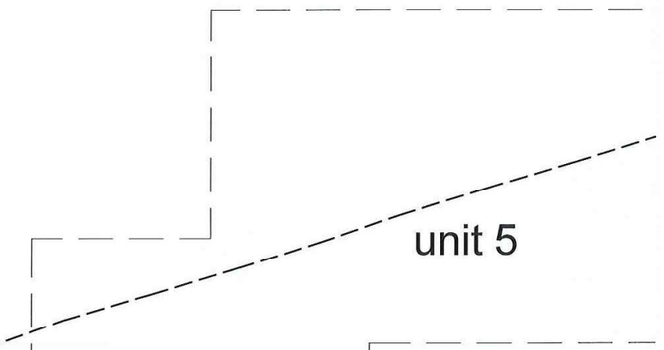

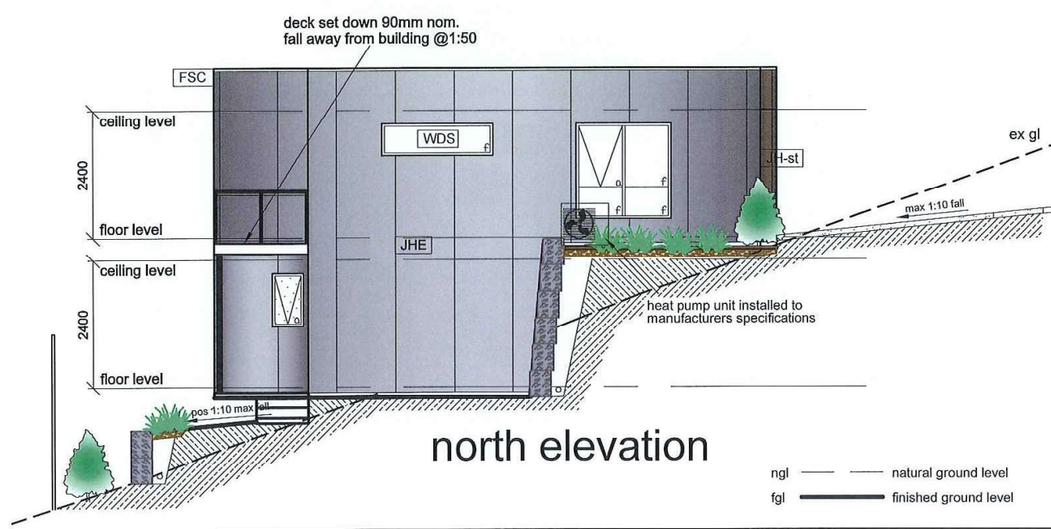

north elevation

ngl — natural ground level
fgl — finished ground level

elevations

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Marion Avenue, Newstead

dwg no.	6940			version -	01
sheet:	18	of	55	print date	
date:	February 2023			06 FEB 2024	
scale	1:100 @ A3				
bal	12.5			drawn: JVZ	

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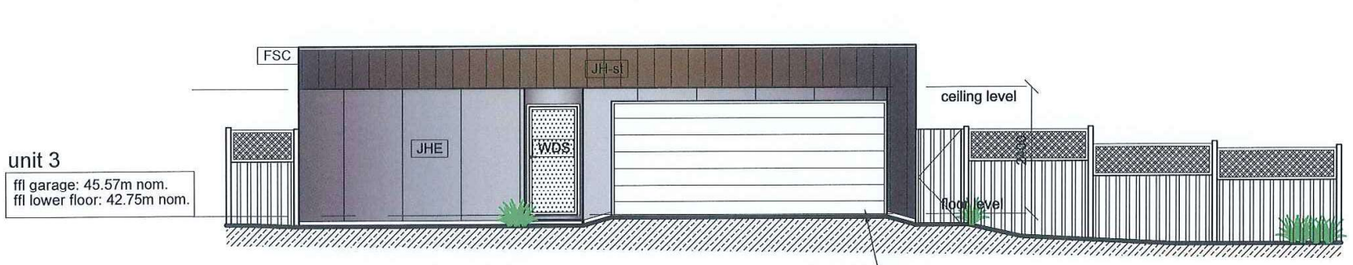


west elevation

2200 x 5200mm panel lift door
selected automatic garage door
to comply with AS4505. beam over to
engineers details centered on wall
from front

FSC
colorbond pre-coated folded metal gutter and fascia trim system

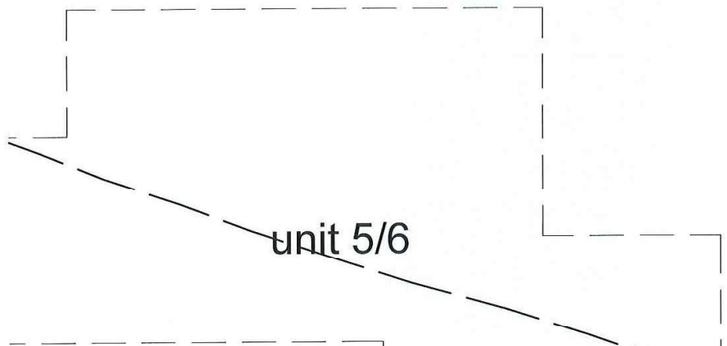
CLRBD
Colorbond 'corrugated' (min 5deg) roof

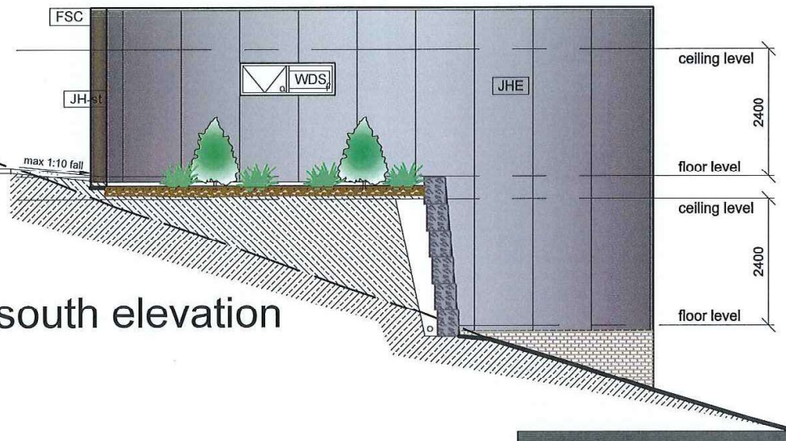
WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 3





south elevation

ngl — — natural ground level
fgl ——— finished ground level

elevations

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	19	of	55	print date
date:	February 2023			06 FEB 2024
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Document Set ID: 5037642
Version: 1, Version Date: 08/03/2024

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

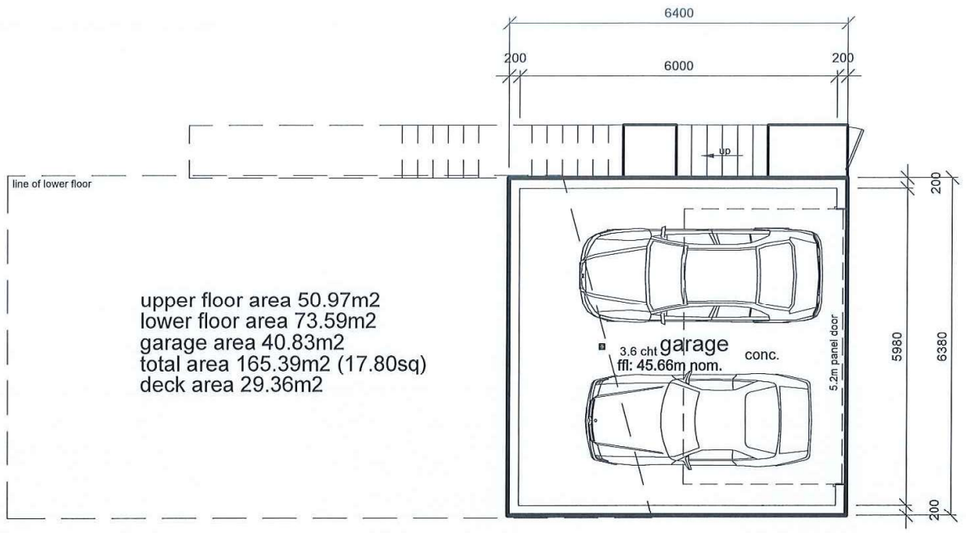
location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

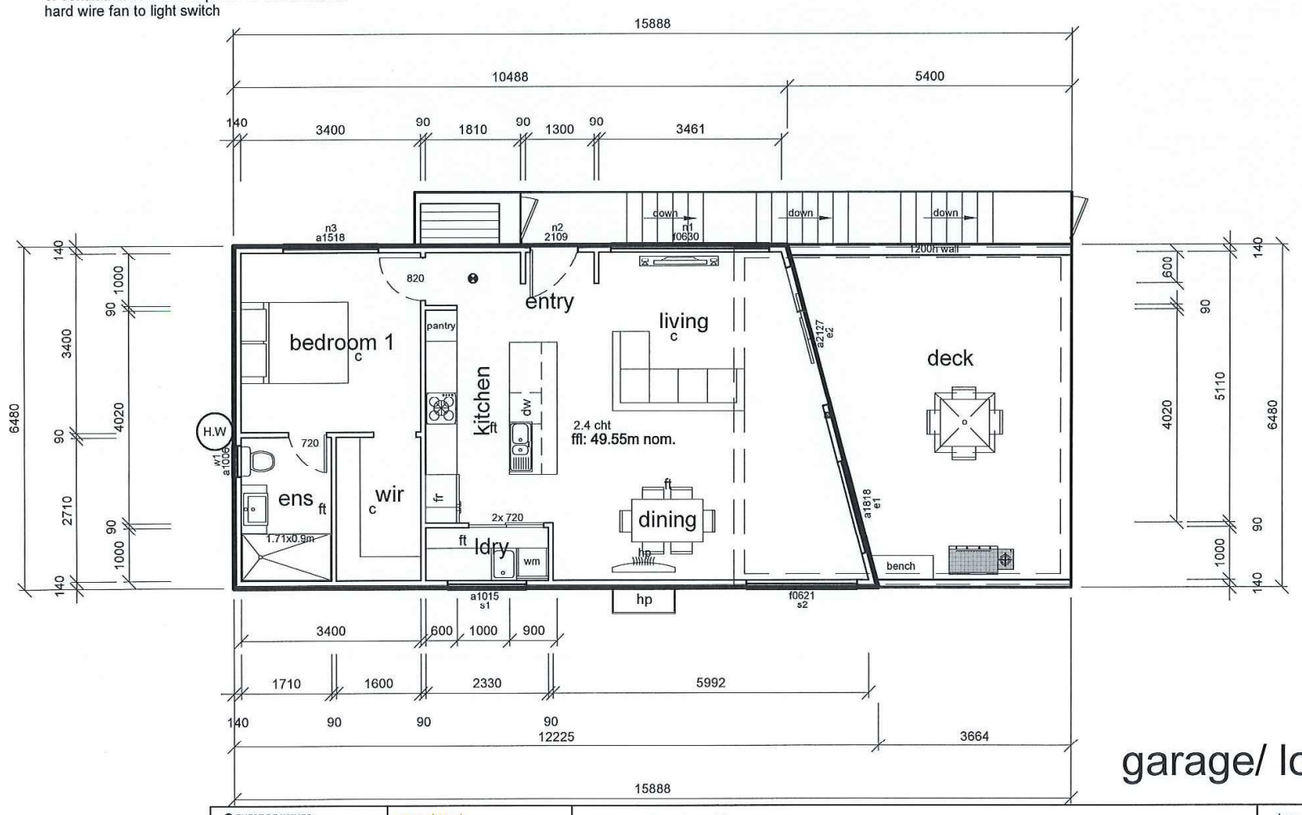
concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4
and be fitted with self closing damper (or filter in rangehood)
where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch





unit 4



floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

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garage/ lower floor plan

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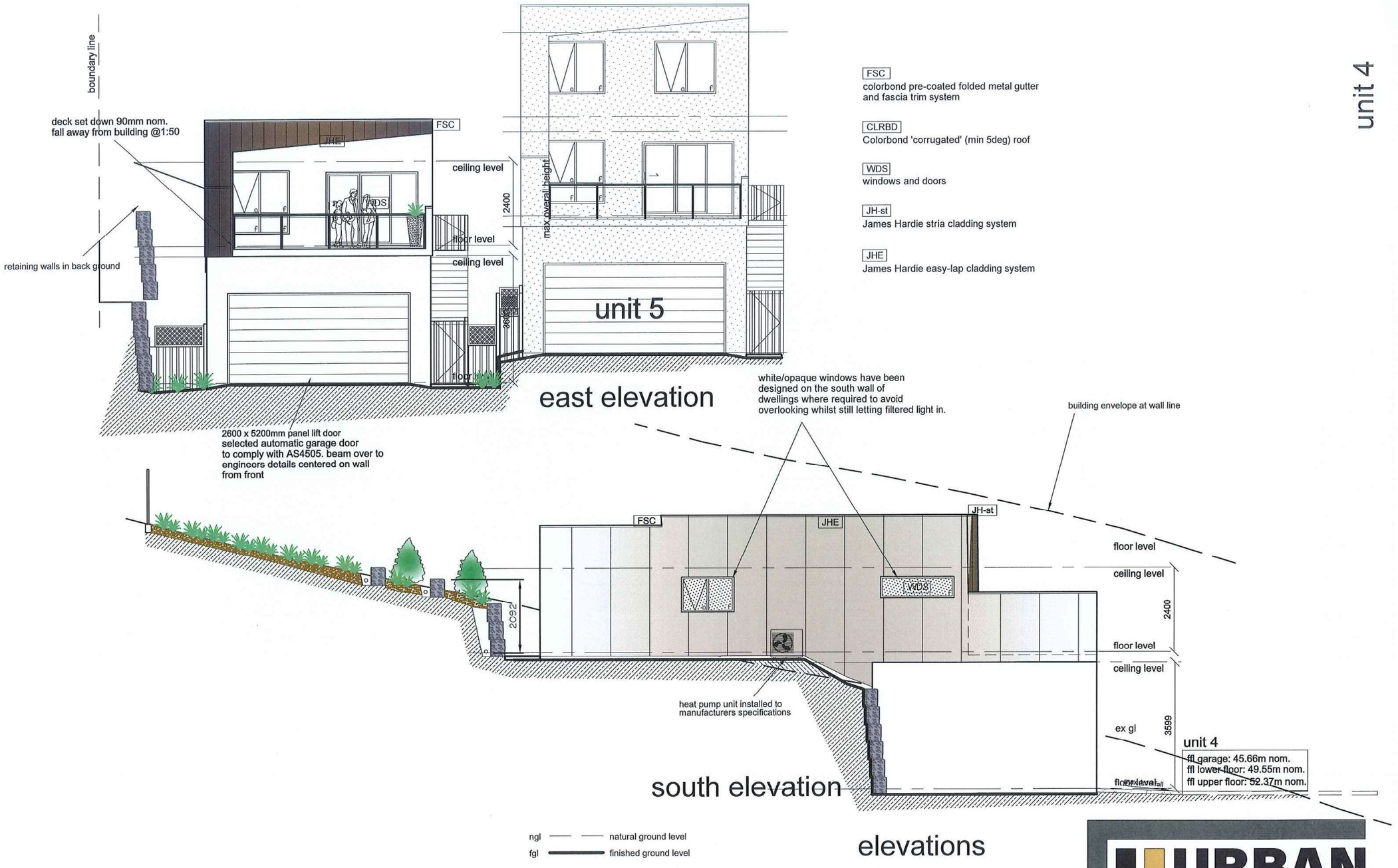

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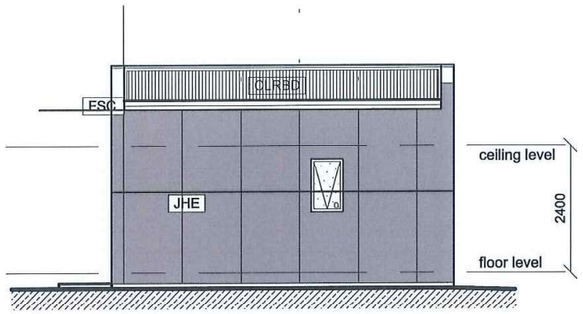

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James Hardie stria cladding system

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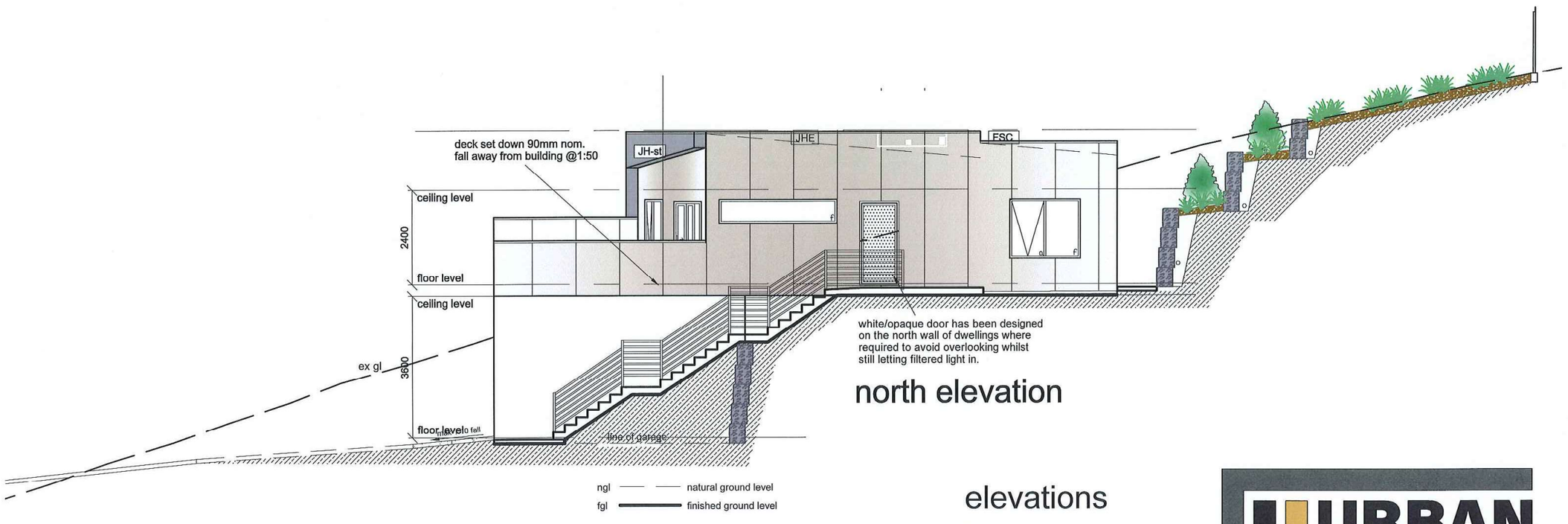

north elevation

ngl natural ground level
fgl finished ground level

elevations

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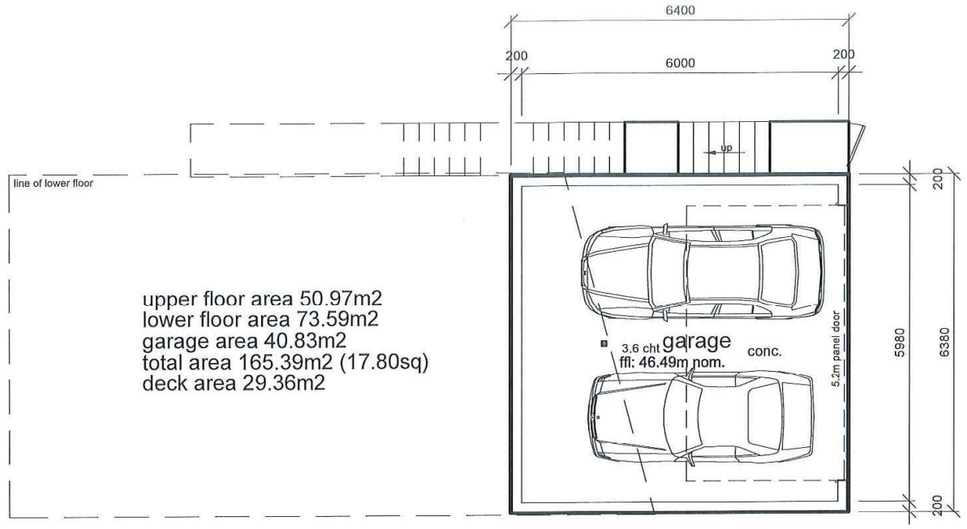
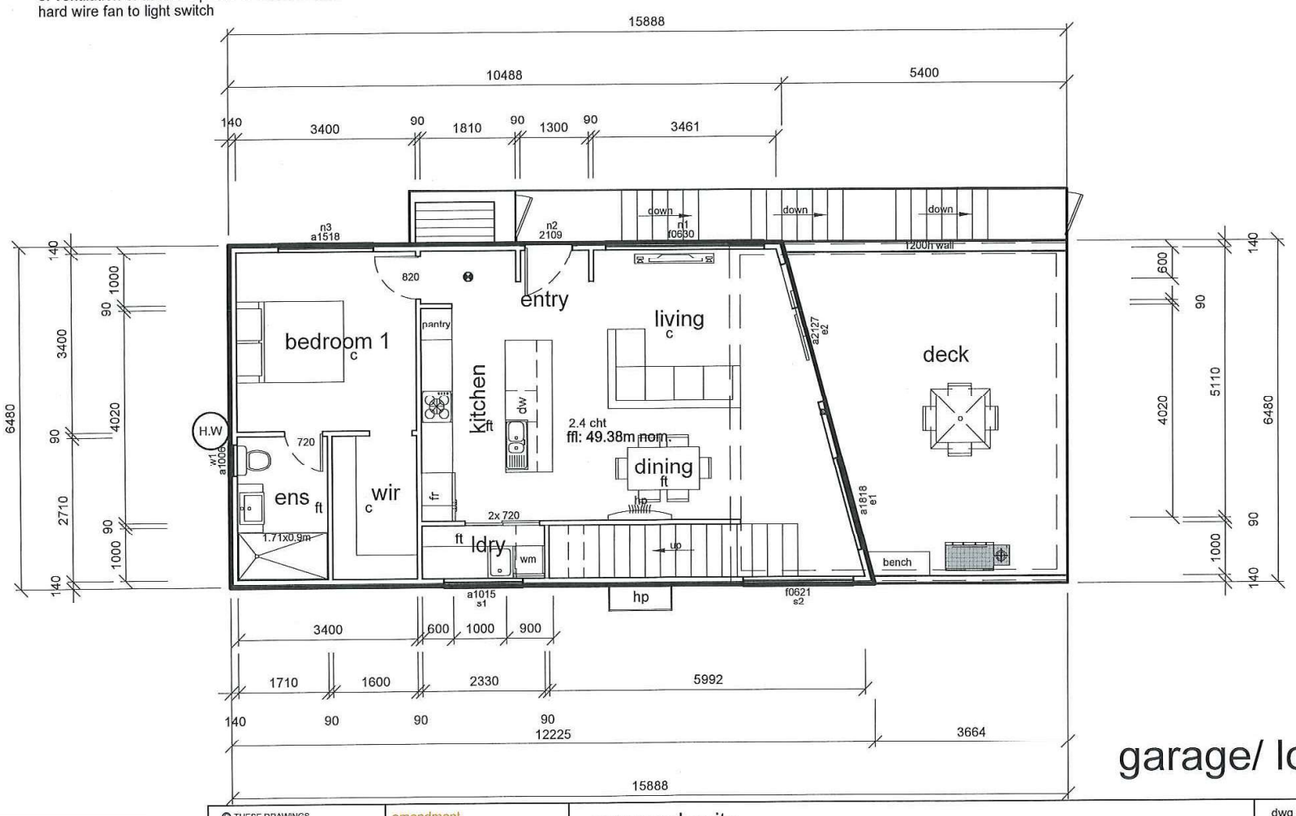


unit 5



floor finish legend

conc.	concrete finish
p	paved
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proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

garage/ lower floor plan

dwg no.	6940			version -	01
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bal	tba			drawn: JVZ	

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unit 5

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floor finish legend	
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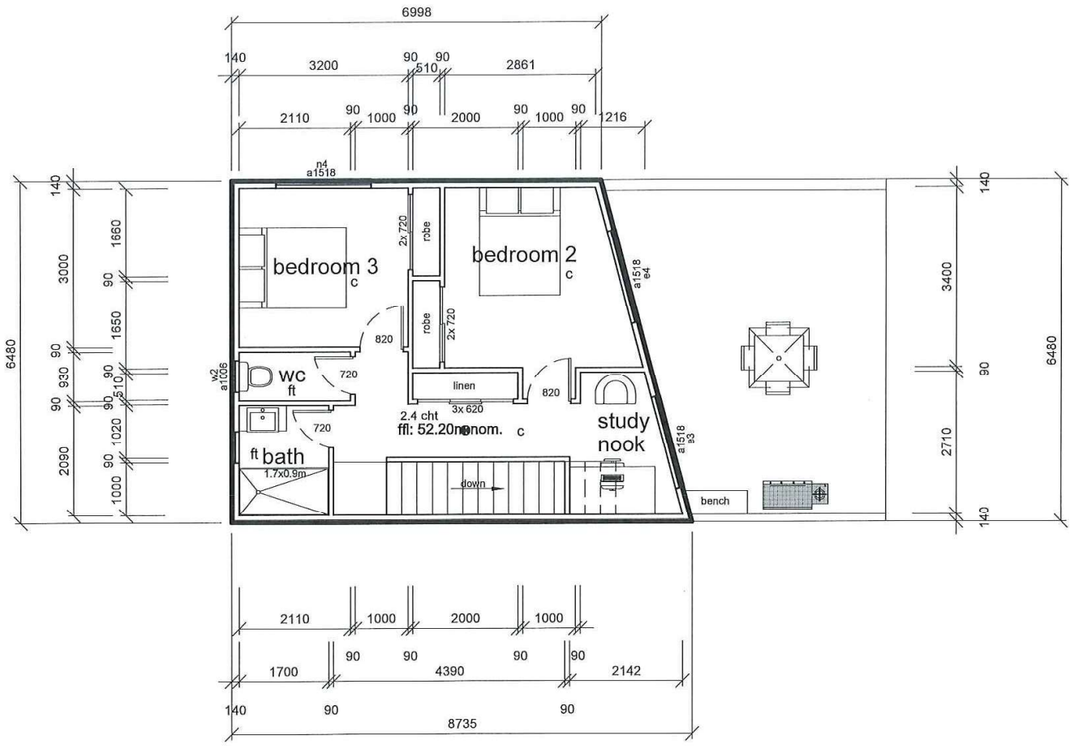

upper floor plan

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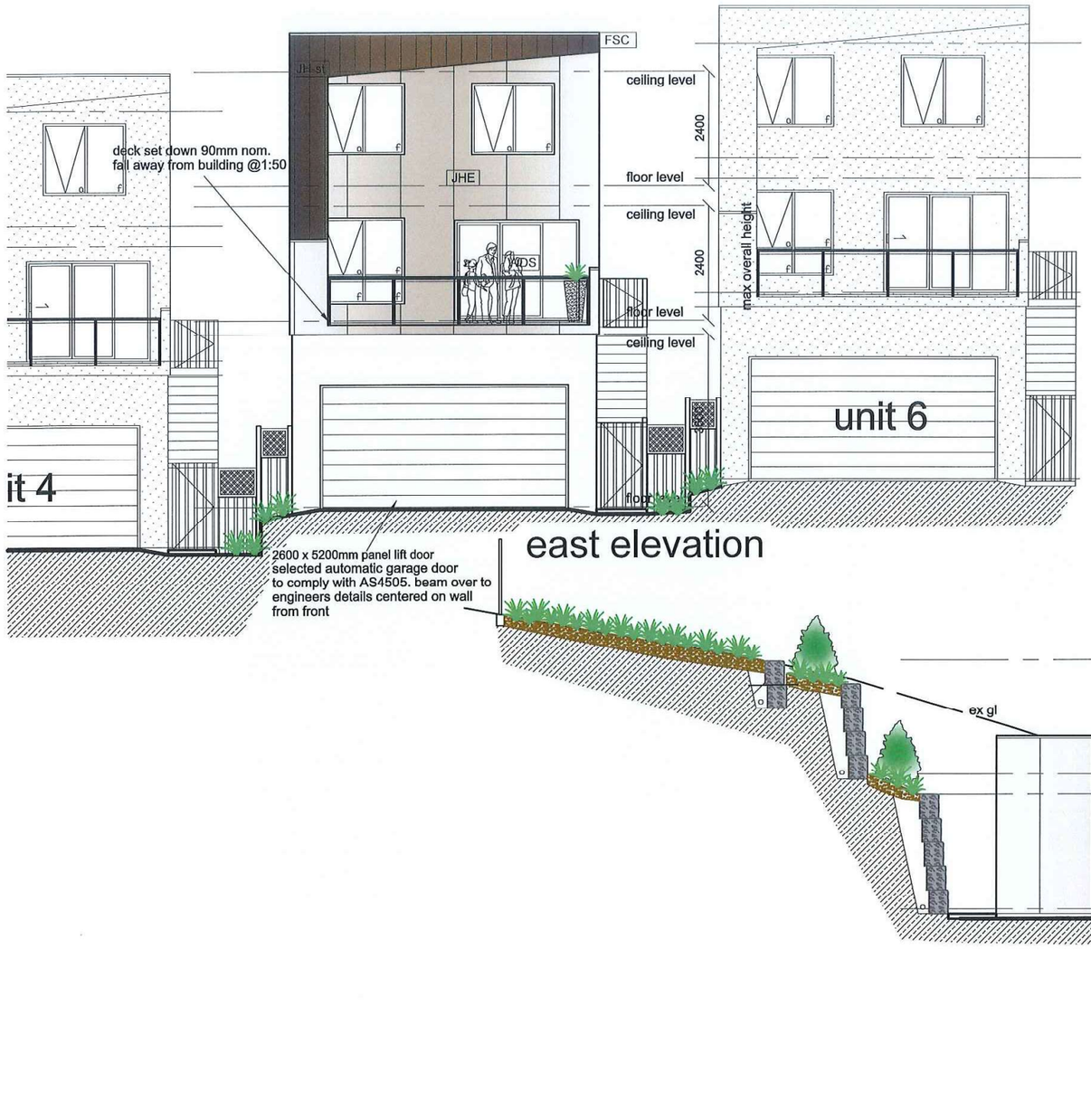

FSC
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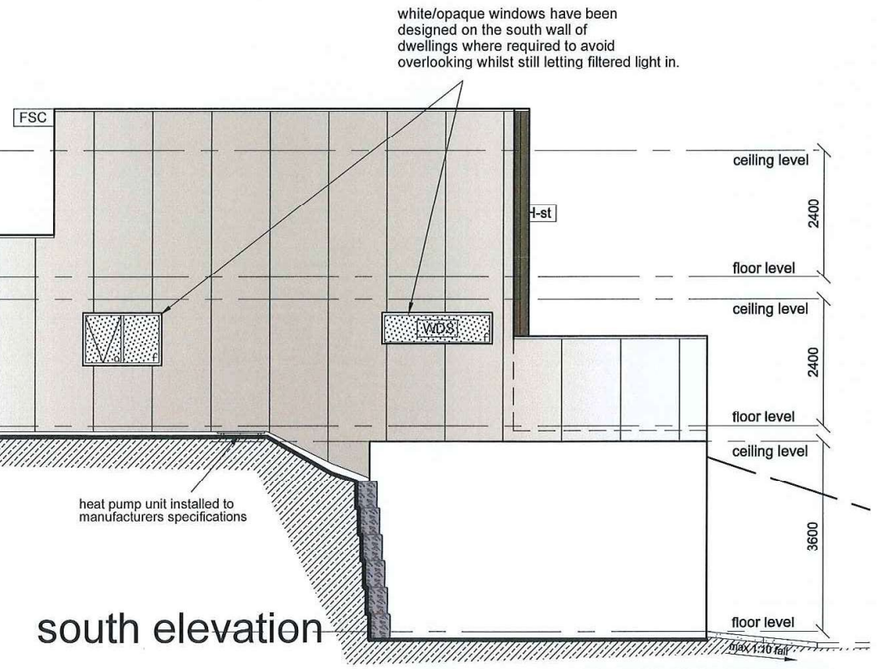

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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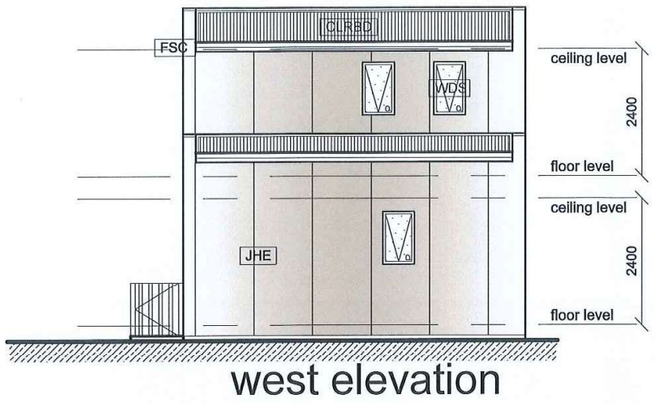

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unit 5



north elevation

elevations

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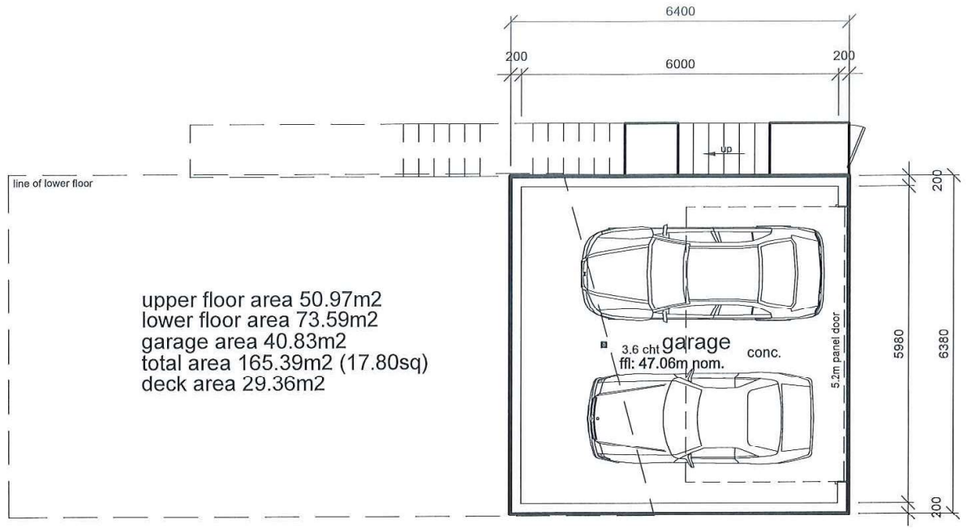
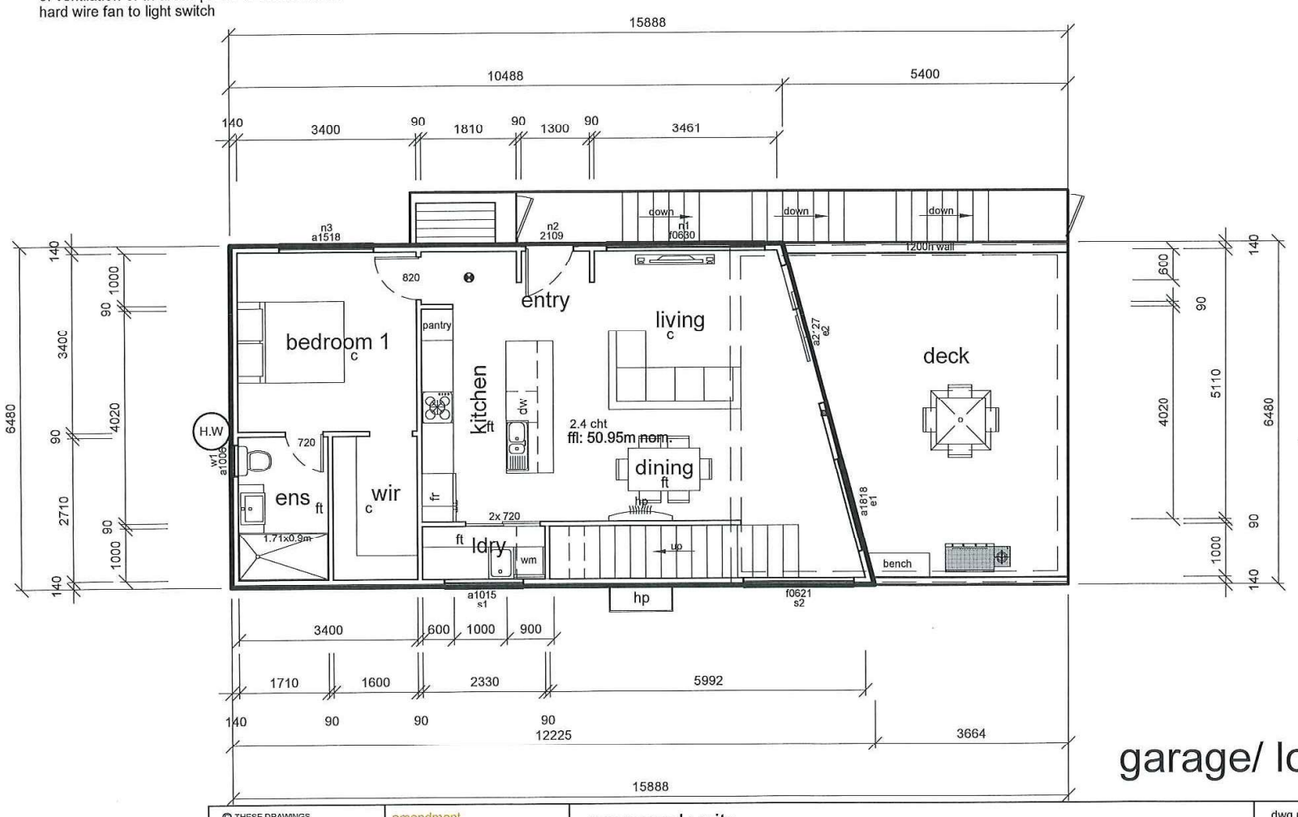


unit 6



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lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	28	of	55	print date
date:	February 2023			30 JAN 2024
scale	1:100 @ A3			
bal	tba			drawn: JVZ

URBAN DESIGN SOLUTIONS
Jason Van Zetten Acr.cc1952x
Launceston Office Phone (03) 63 344 089
PO BOX 7647 Launceston 7250
Email admin@urbantas.com.au
www.urbantas.com.au

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Version: 1, Version Date: 08/03/2024

unit 6

NOTES

confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019
and relevant AUS standards

install hard wired smoke detectors near all sleeping areas
and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be
interconnected

location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building
to requirements of NCC volume2 2019 3.12.3.4
and be fitted with self closing
damper (or filter in rangehood)
where the exhaust fan is the only source
of ventilation or in areas prone to condensation
hard wire fan to light switch

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance
with AS3958. where required waterproofing
to NCC volume2 3.8.1

the products used in the construction are to be suitably
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and specifically fit for purpose

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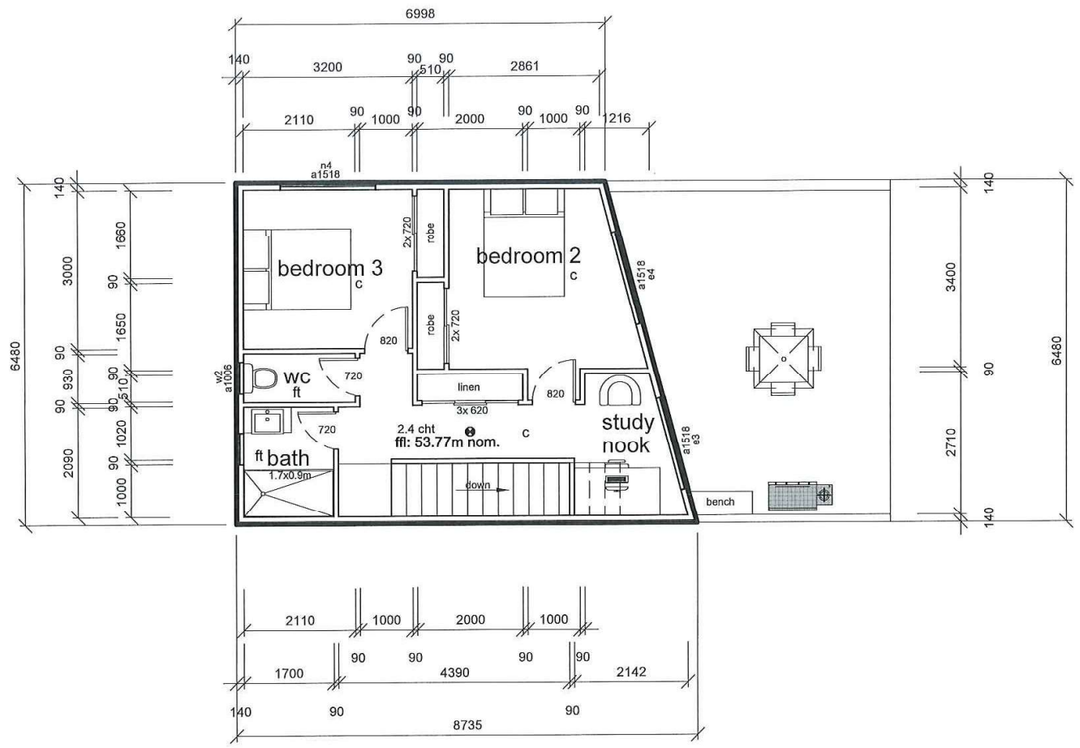

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

upper floor plan

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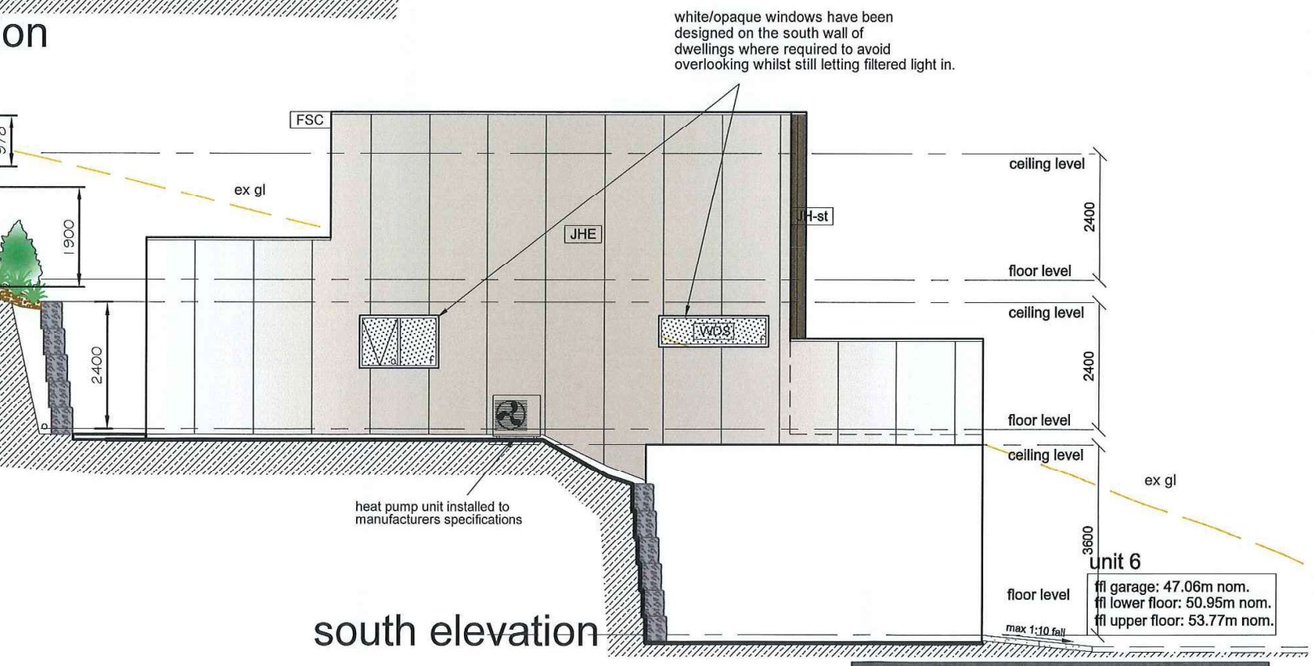

ngl — — natural ground level
fgl ——— finished ground level

elevations

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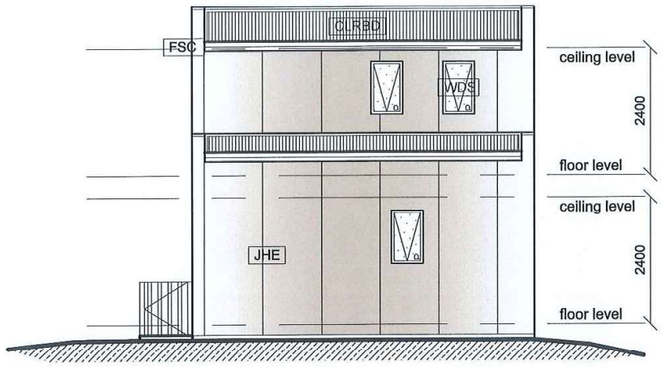


west elevation

FSC
colorbond pre-coated folded metal gutter and fascia trim system

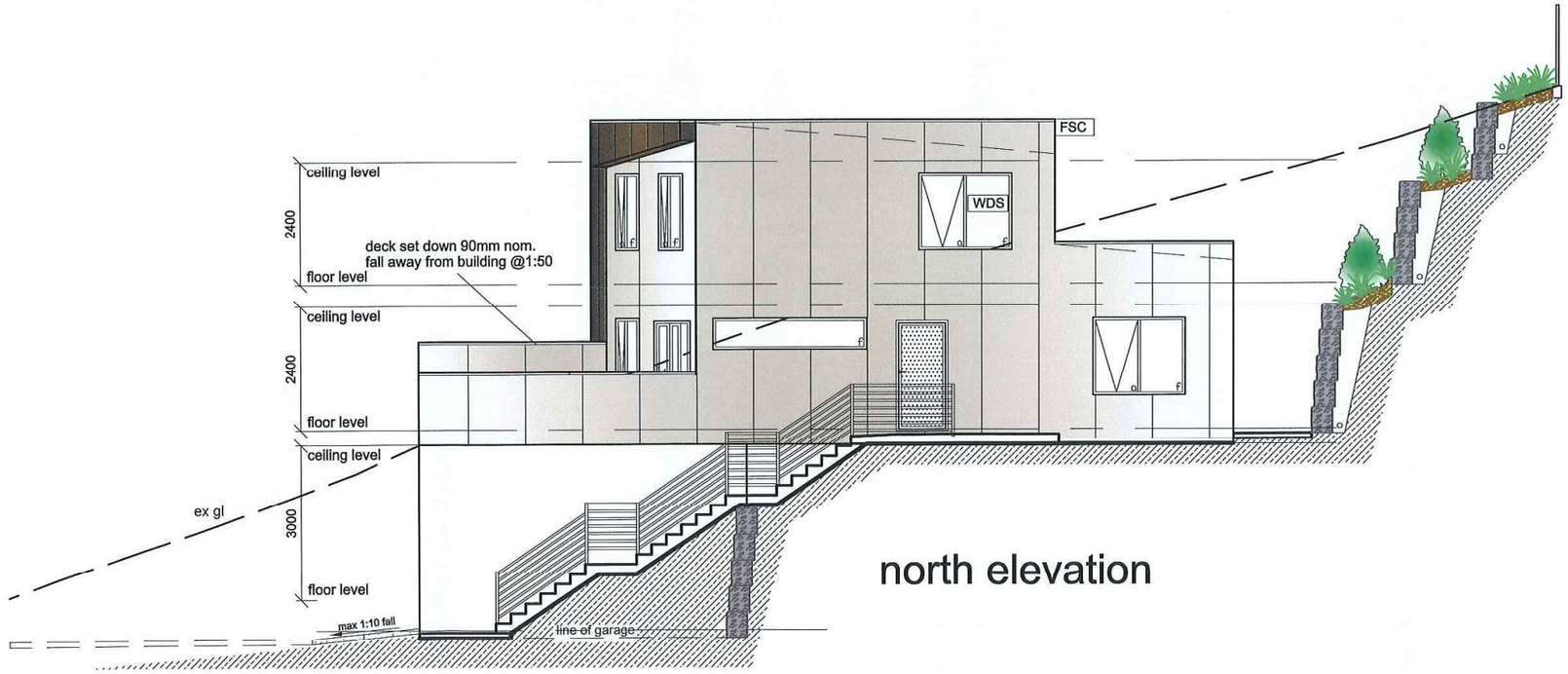
CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 6



north elevation

ngl natural ground level
fgl finished ground level

elevations

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dwg no.	6940			version - 01
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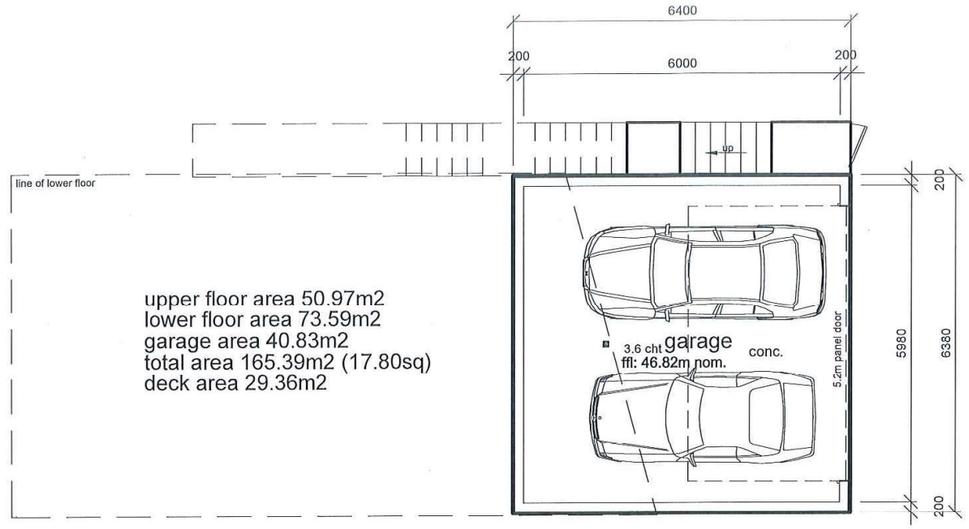
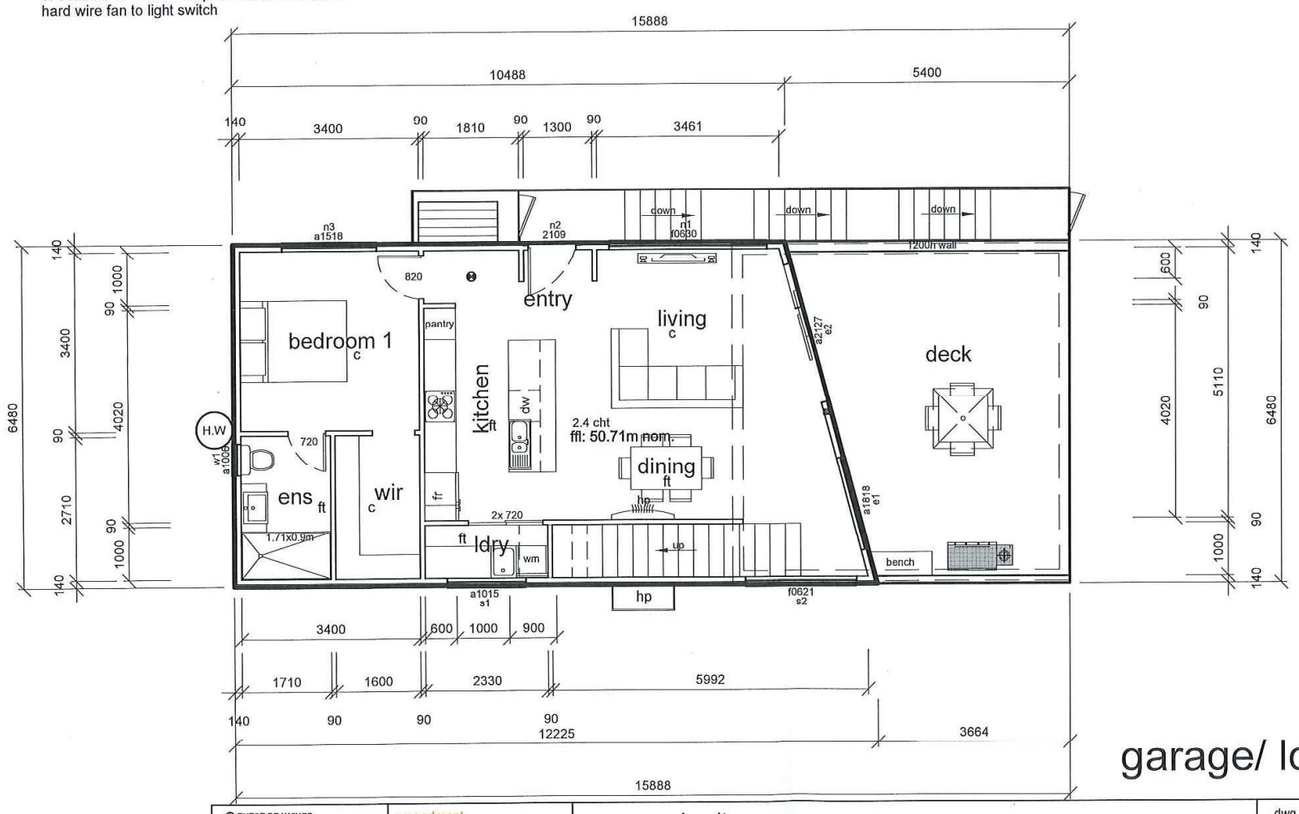




unit 7



floor finish legend	
conc.	concrete finish
p	paved
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unit 7

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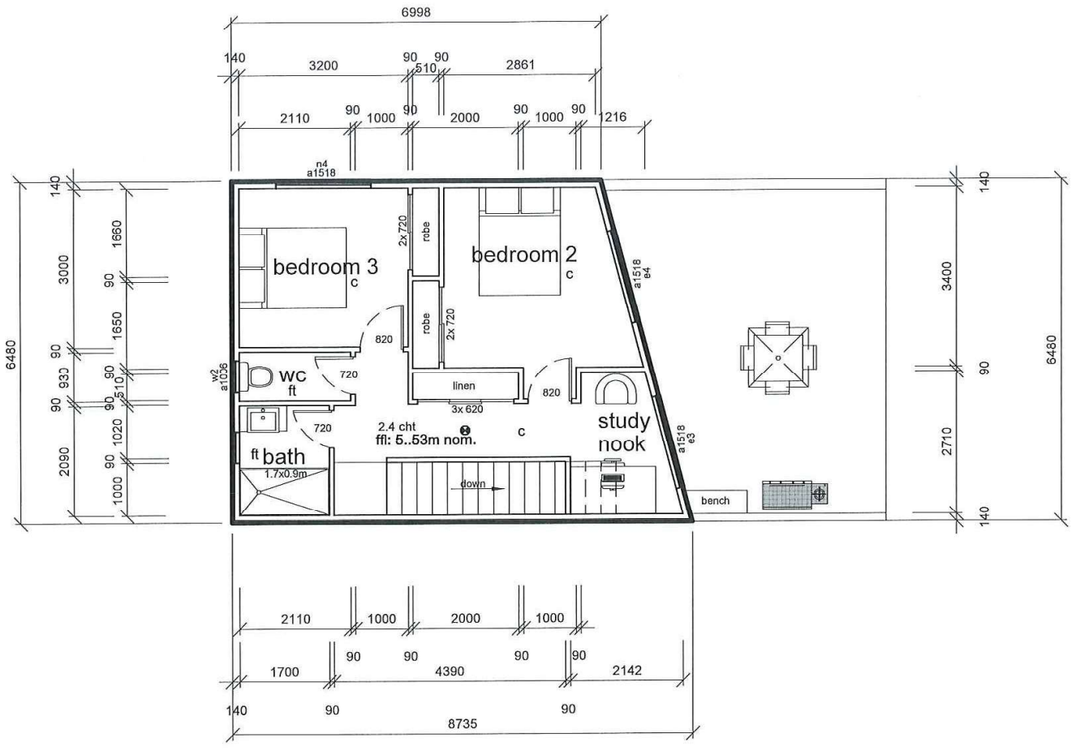

upper floor plan

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

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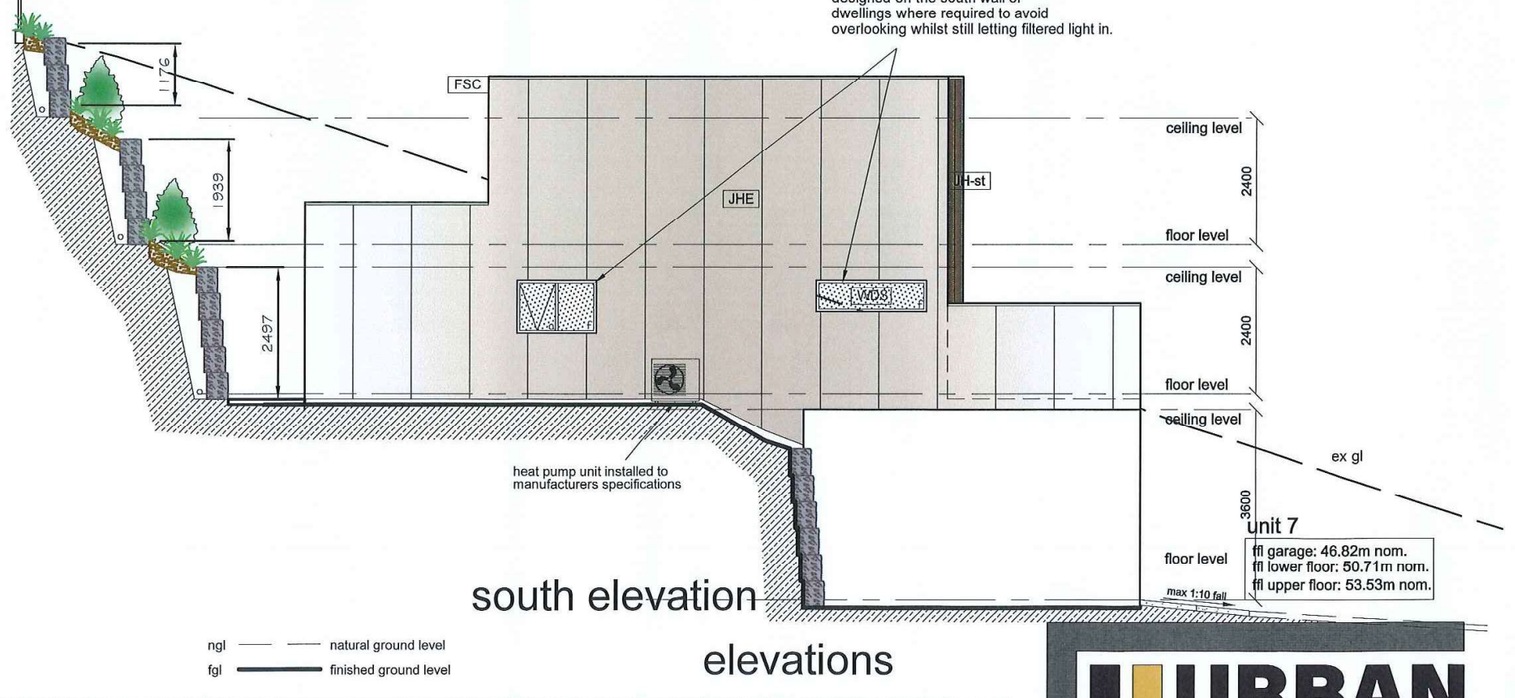
east elevation



south elevation

ngl natural ground level
fgl finished ground level

FSC
colorbond pre-coated folded metal gutter
and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 7

elevations

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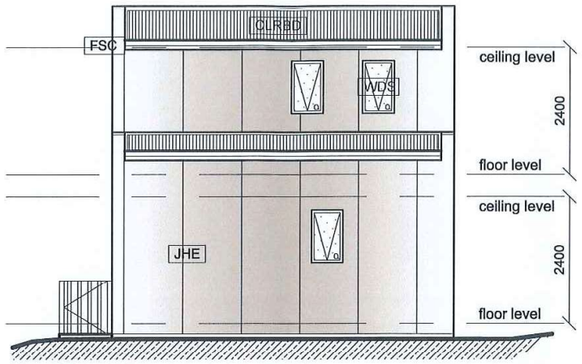

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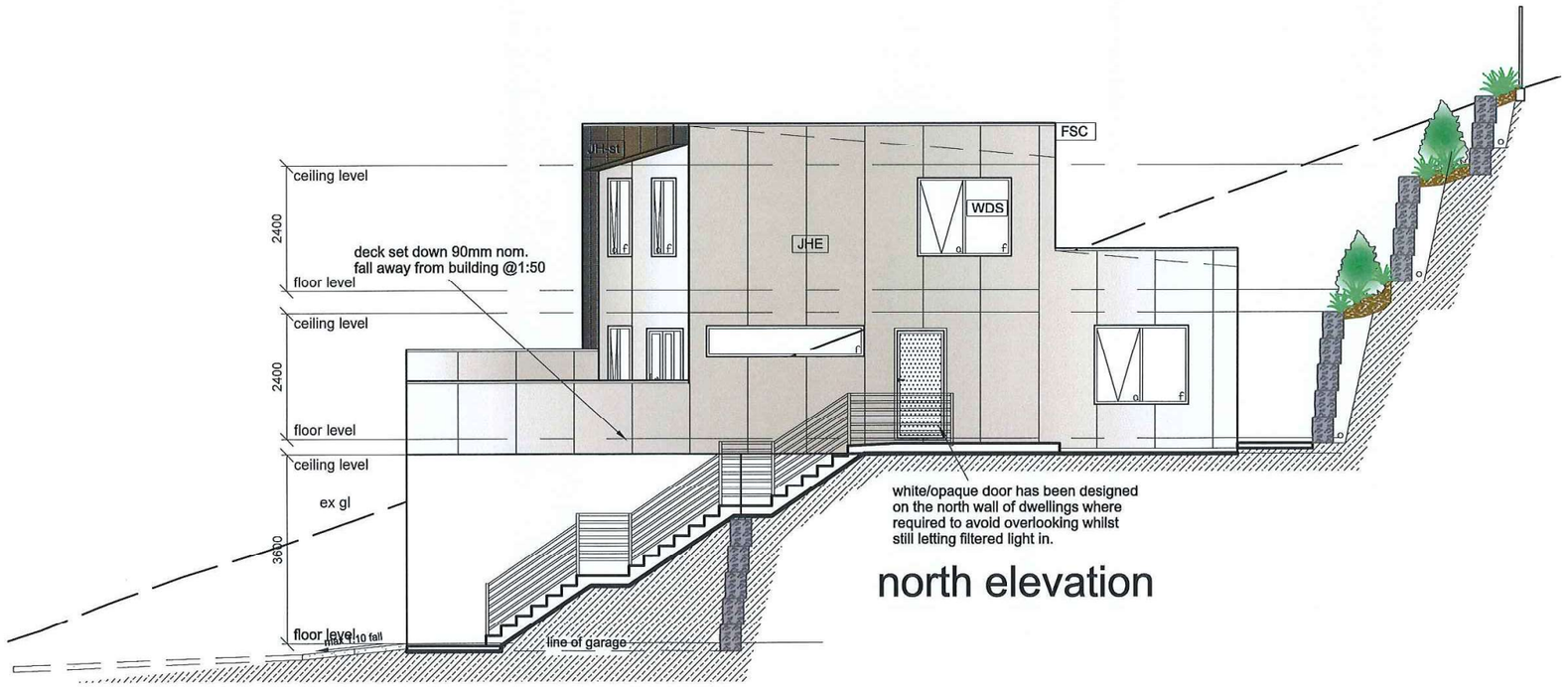

north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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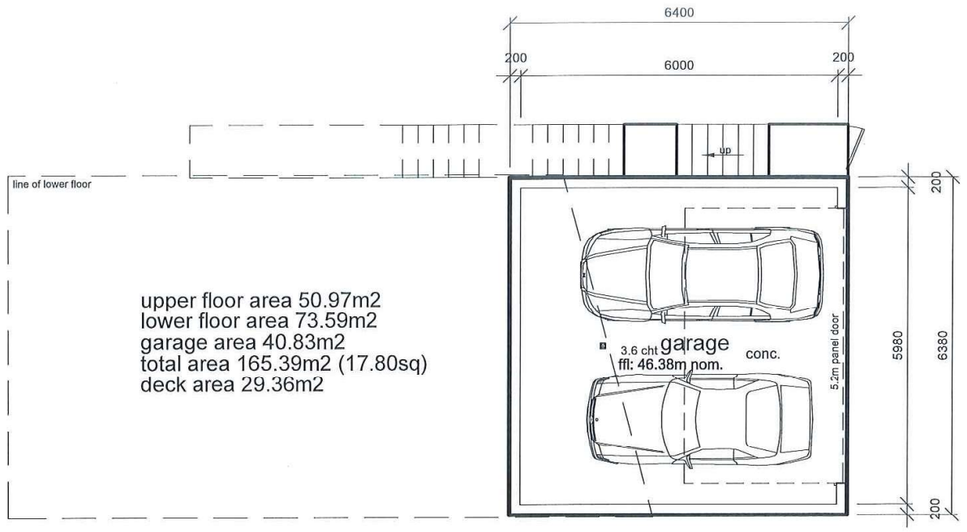
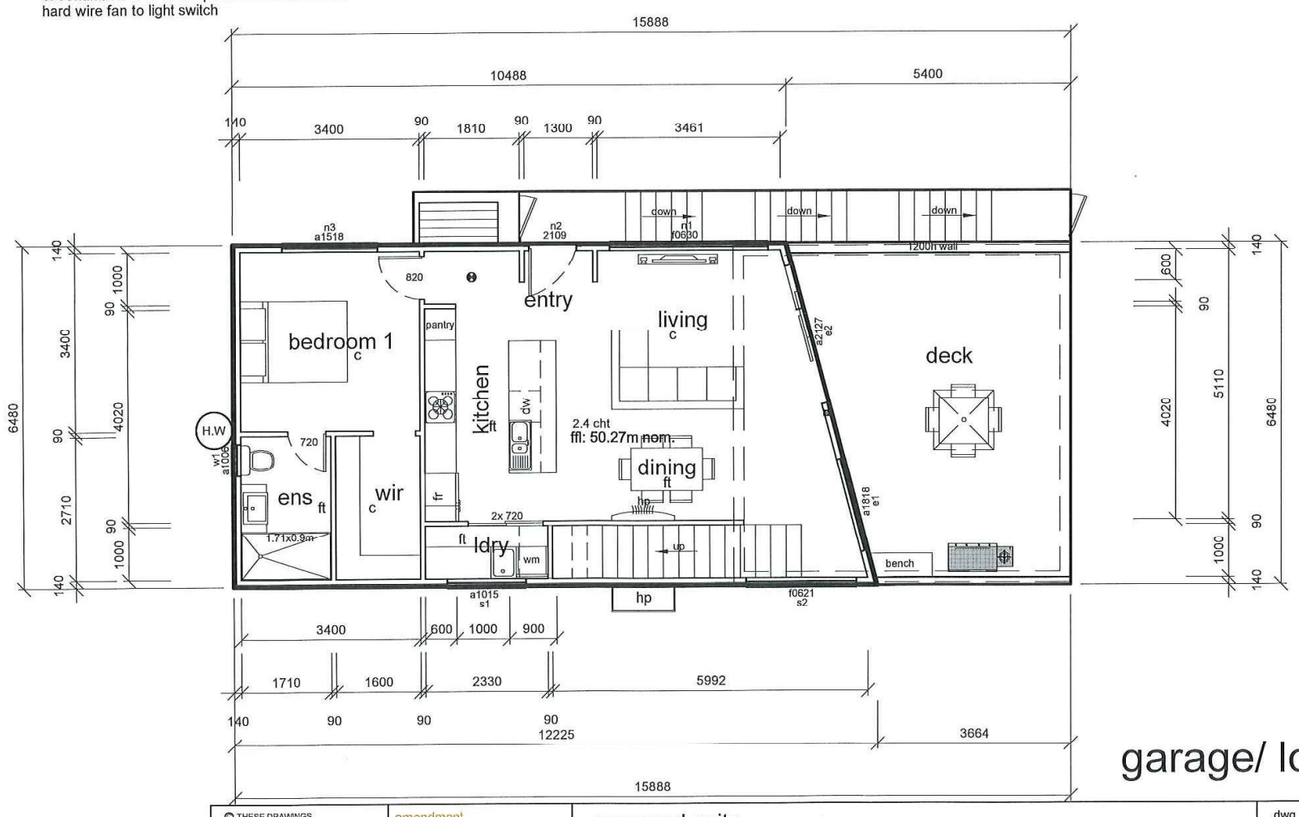




unit 8



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unit 8

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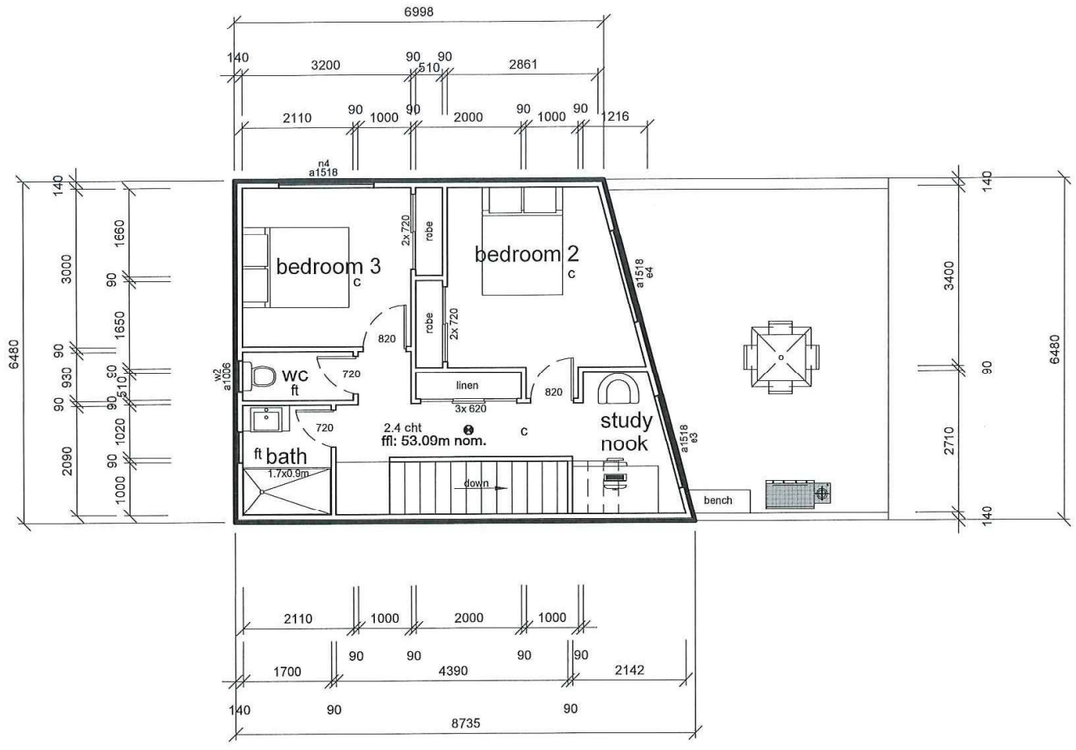

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

upper floor plan

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	37	of	55	print date
date:	February 2023			
scale	1:100 @ A3			30 JAN 2024
bal	tba			drawn: JVZ

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PO BOX 7647 Launceston 7250
Email admin@urbantas.com.au
Jason Van Zetten Acr.cc1952x
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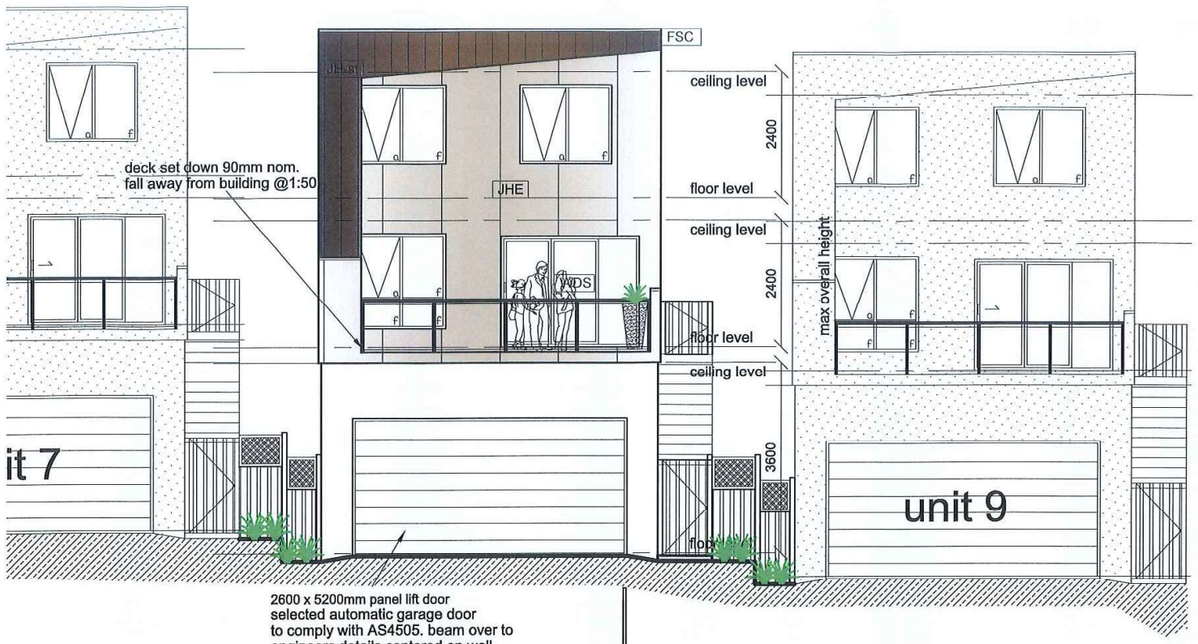
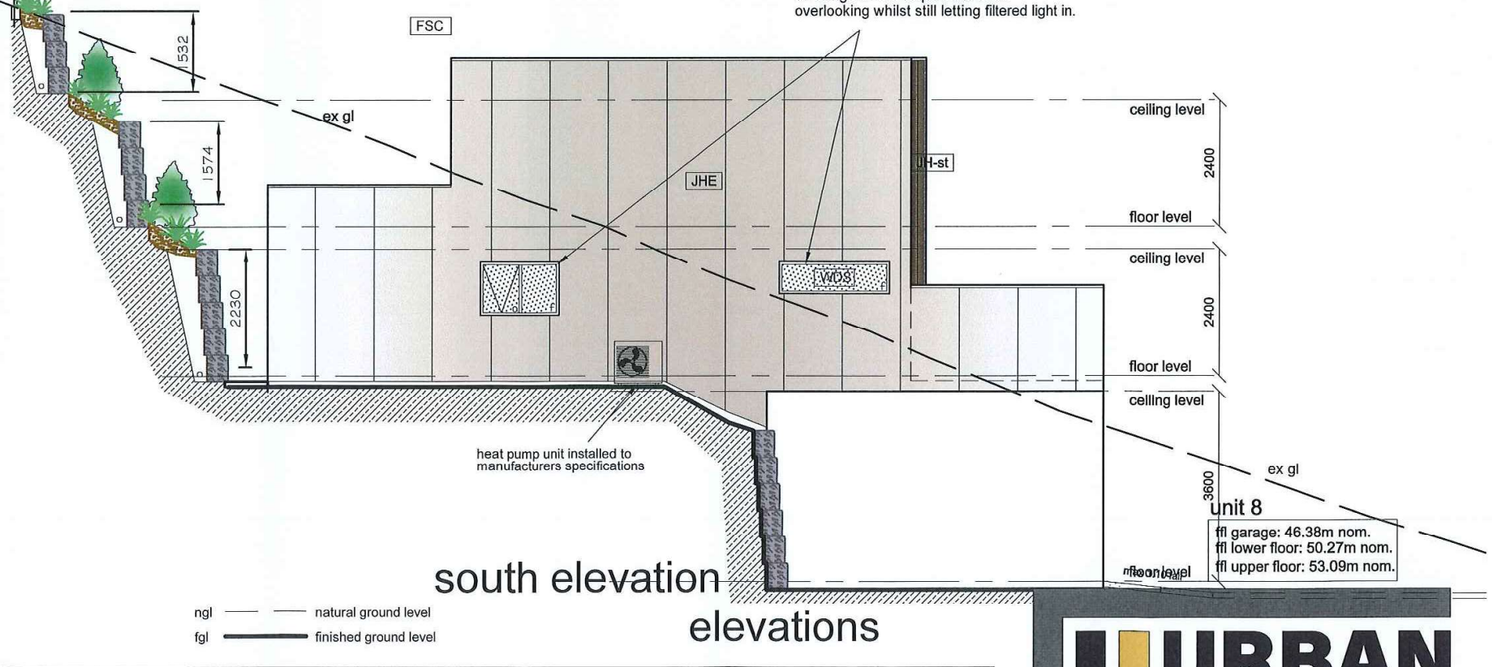


east elevation



south elevation

ngl natural ground level
fgl finished ground level

elevations

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 8

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dwg no.	6940			version -	01
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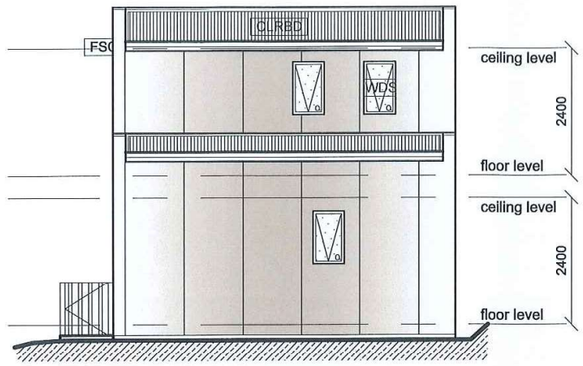

west elevation

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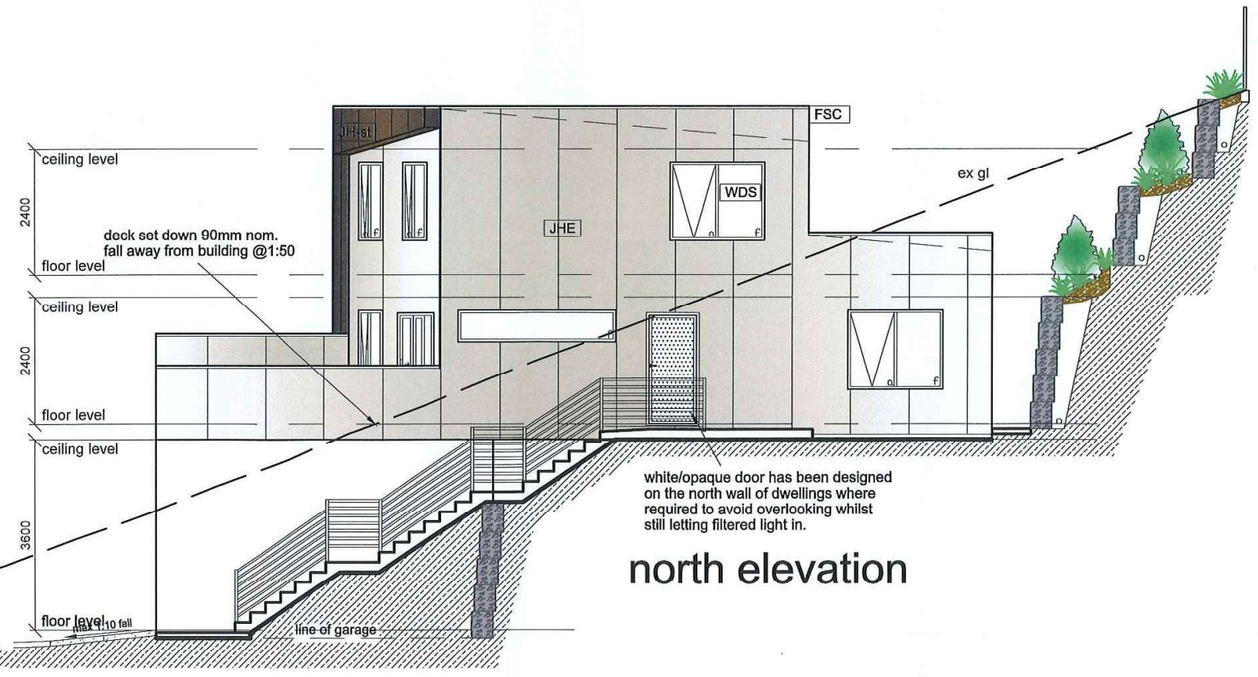

north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder (H.W)

heat pump unit - indoor (hp)

heat pump unit - outdoor [hp]

concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

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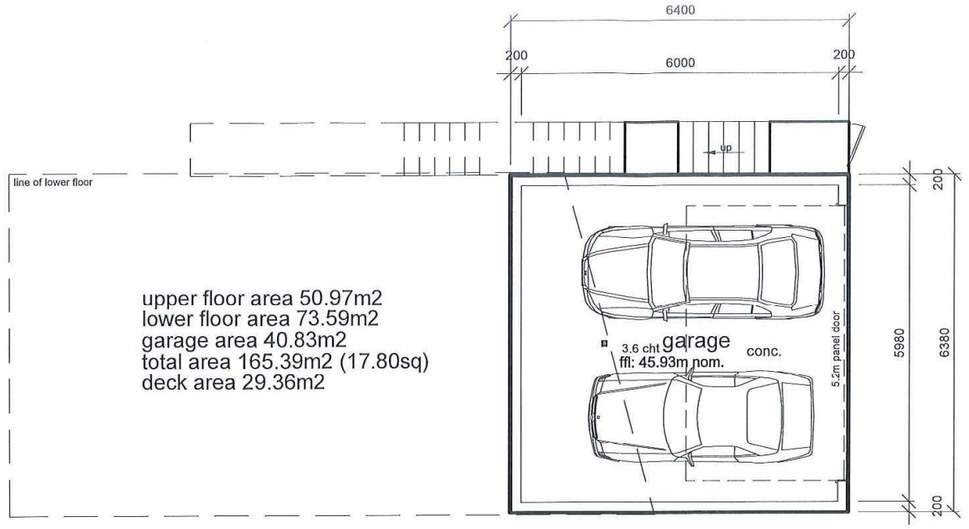
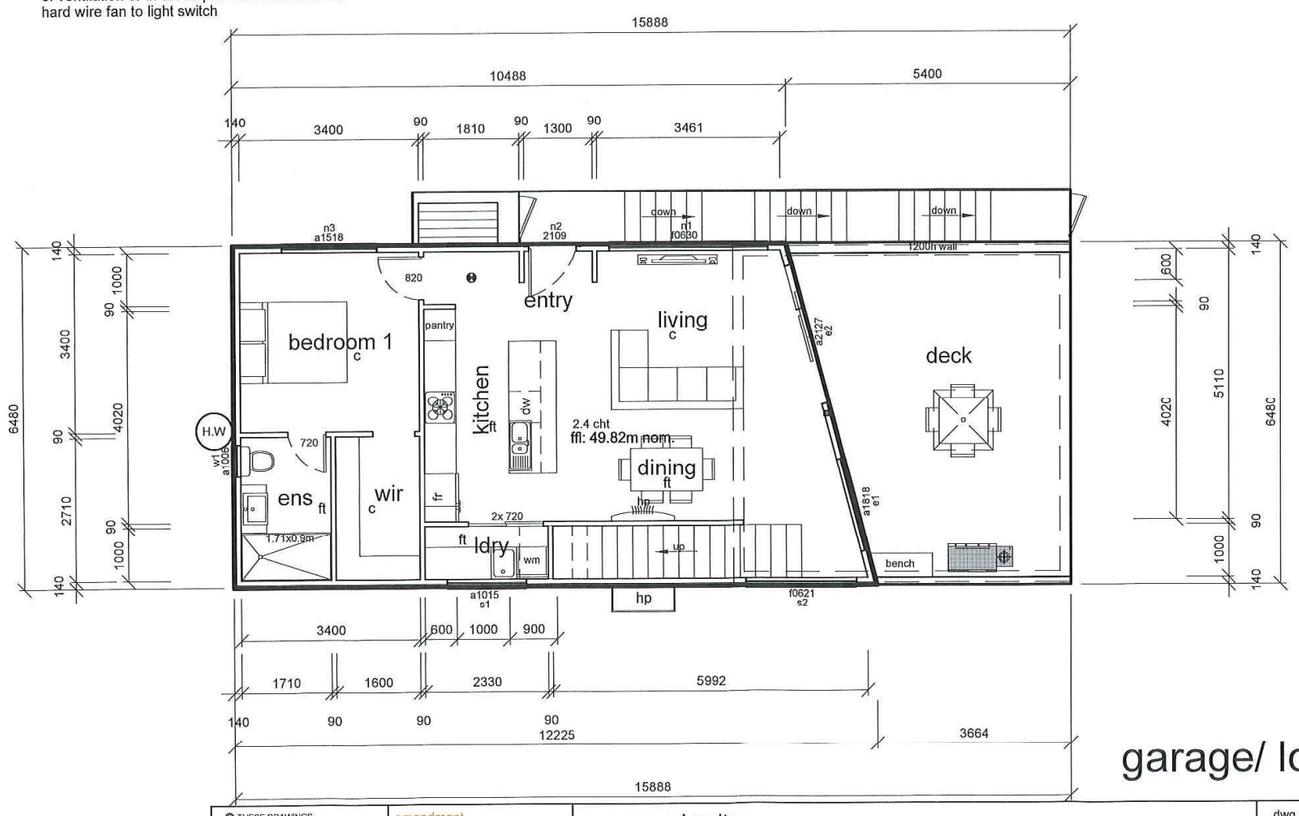
and be fitted with self closing damper (or filter in rangehood)
where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch





unit 9



floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

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garage/ lower floor plan

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proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940	version -	01
sheet:	40 of 55	print date	
date:	February 2023		
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unit 9

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ensure all stormwater is directed away from foundations

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location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

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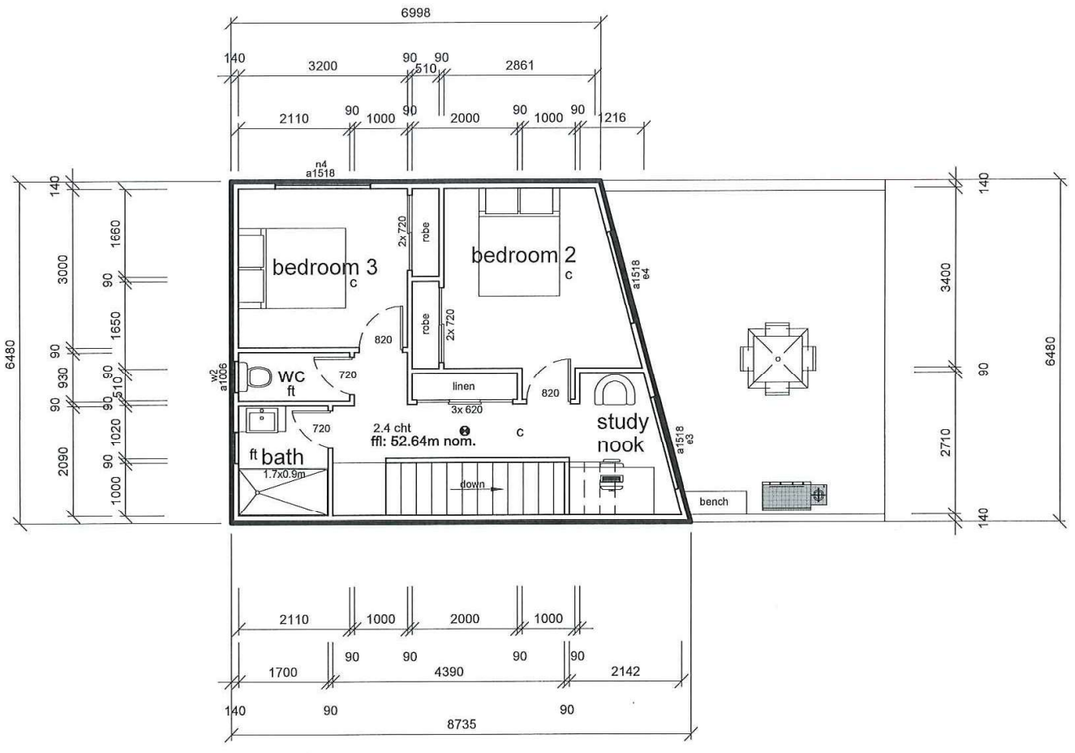

floor finish legend

conc.	concrete finish
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ft	floor tiles
c	carpet
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refer to client for specifications

upper floor plan

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4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	41	of	55	print date
date:	February 2023			30 JAN 2024
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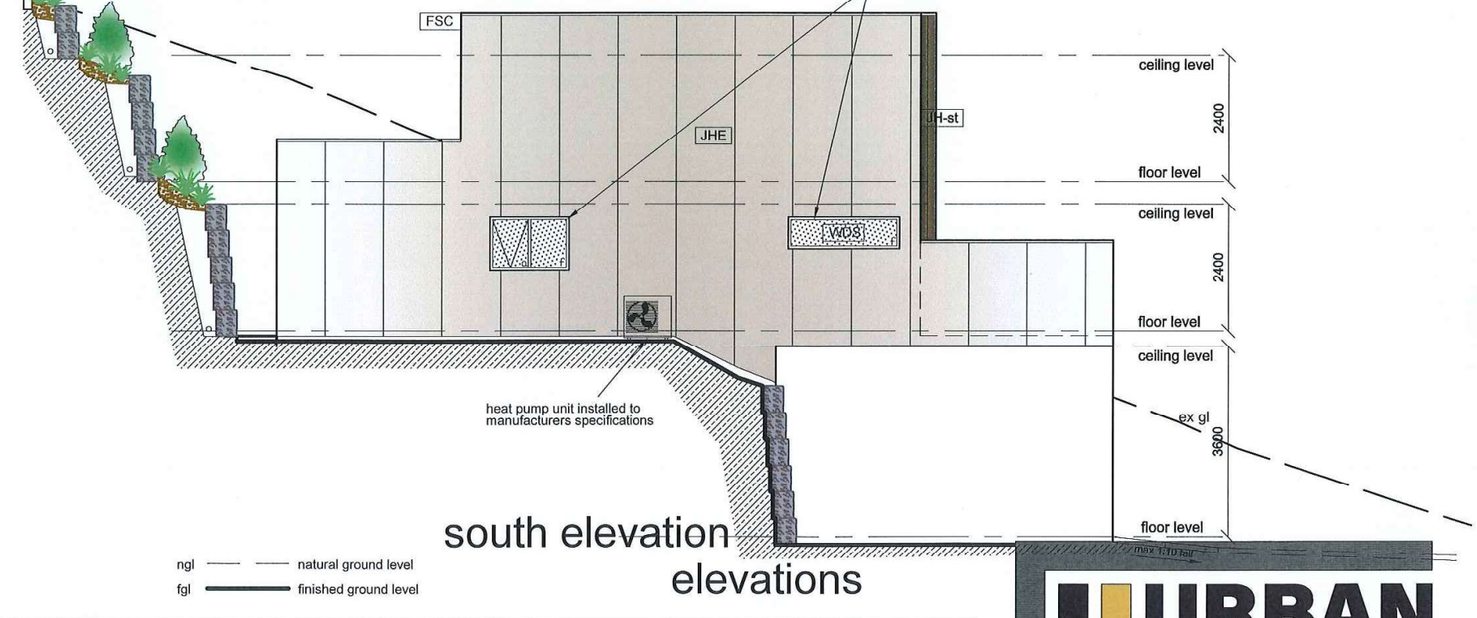
east elevation



south elevation

ngl —— —— natural ground level
fgl ——— finished ground level

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

white/opaque windows have been designed on the south wall of dwellings where required to avoid overlooking whilst still letting filtered light in.

unit 9

elevations

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amendment
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4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
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bal	n/a			drawn: JVZ

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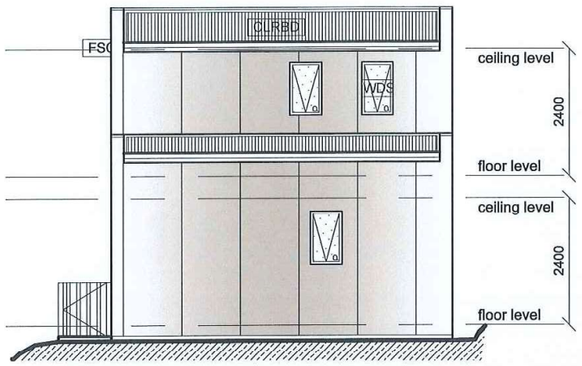

west elevation

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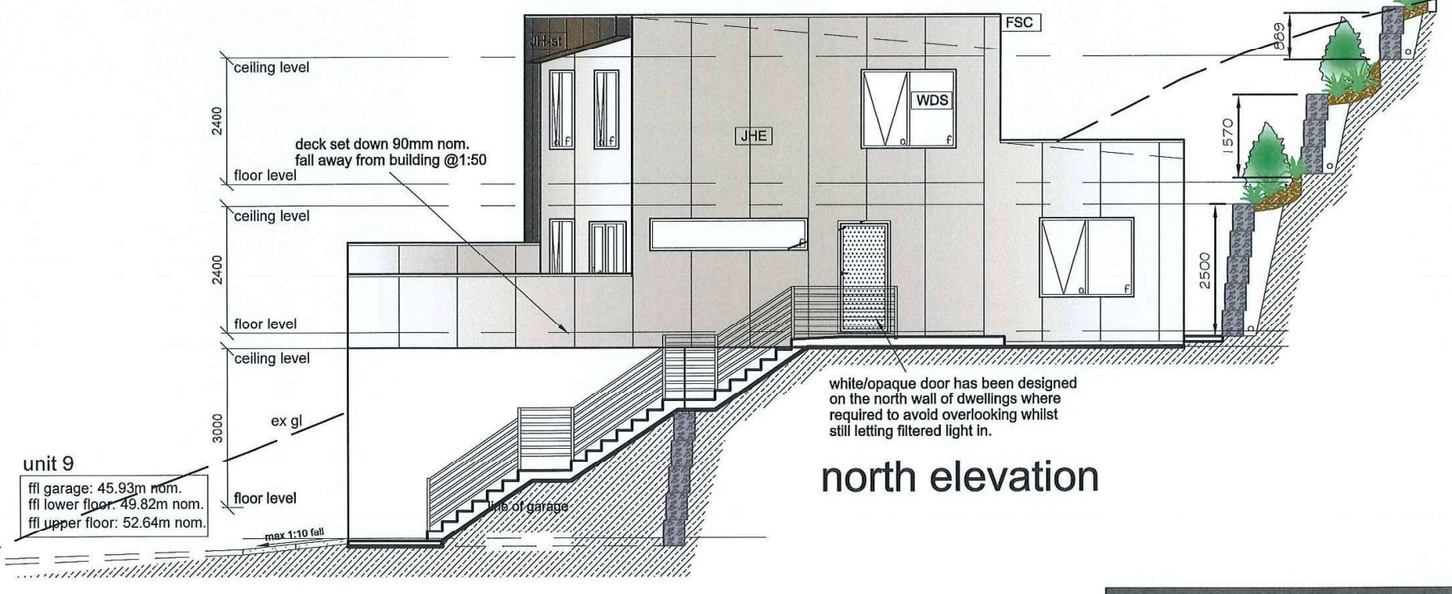
unit 9



north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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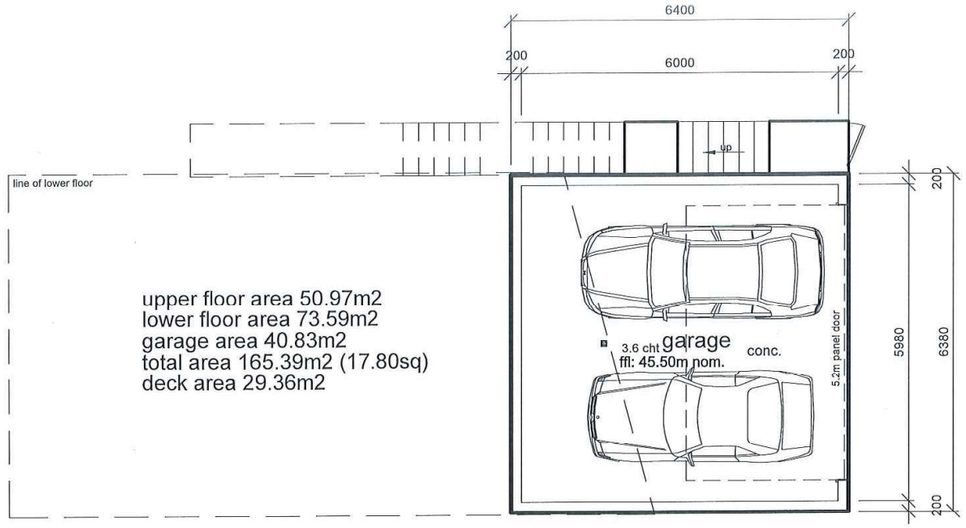
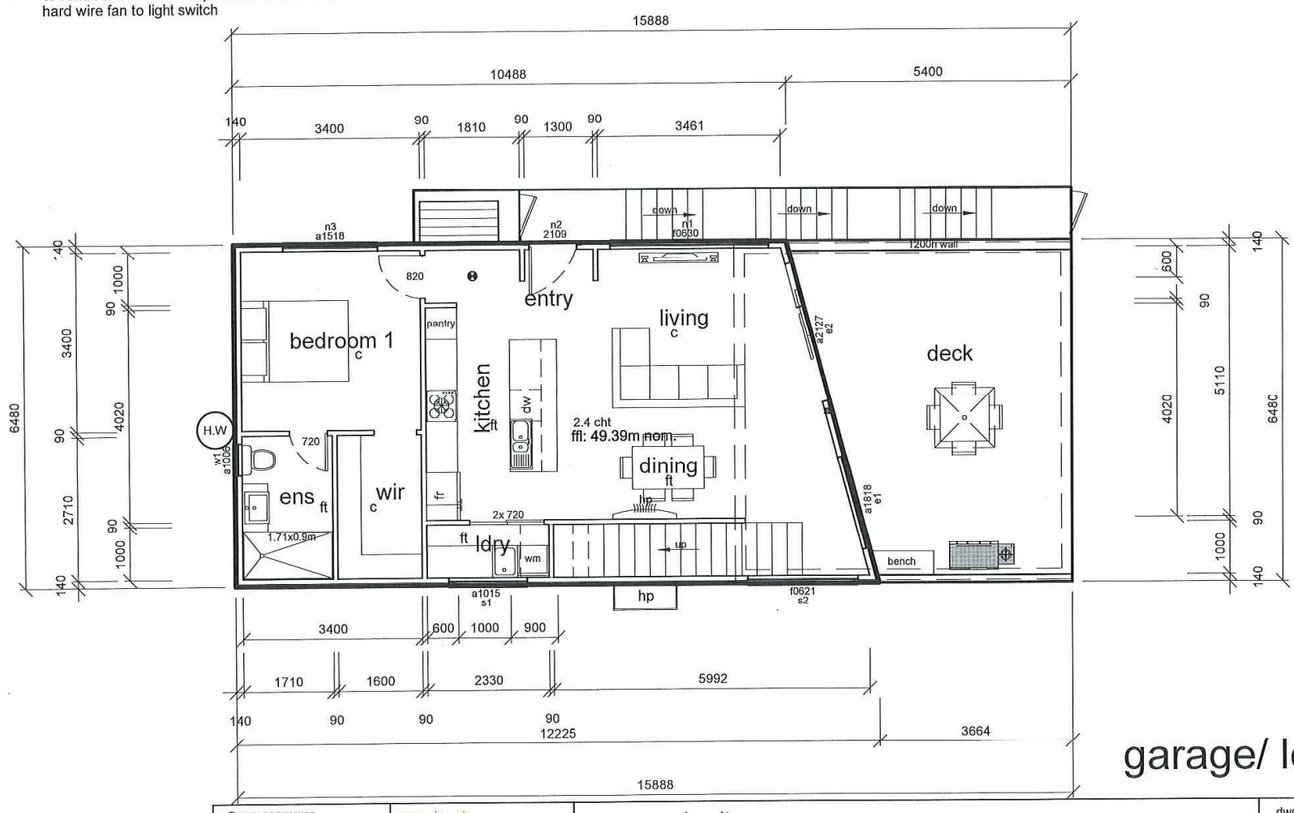




unit 10



floor finish legend

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p	paved
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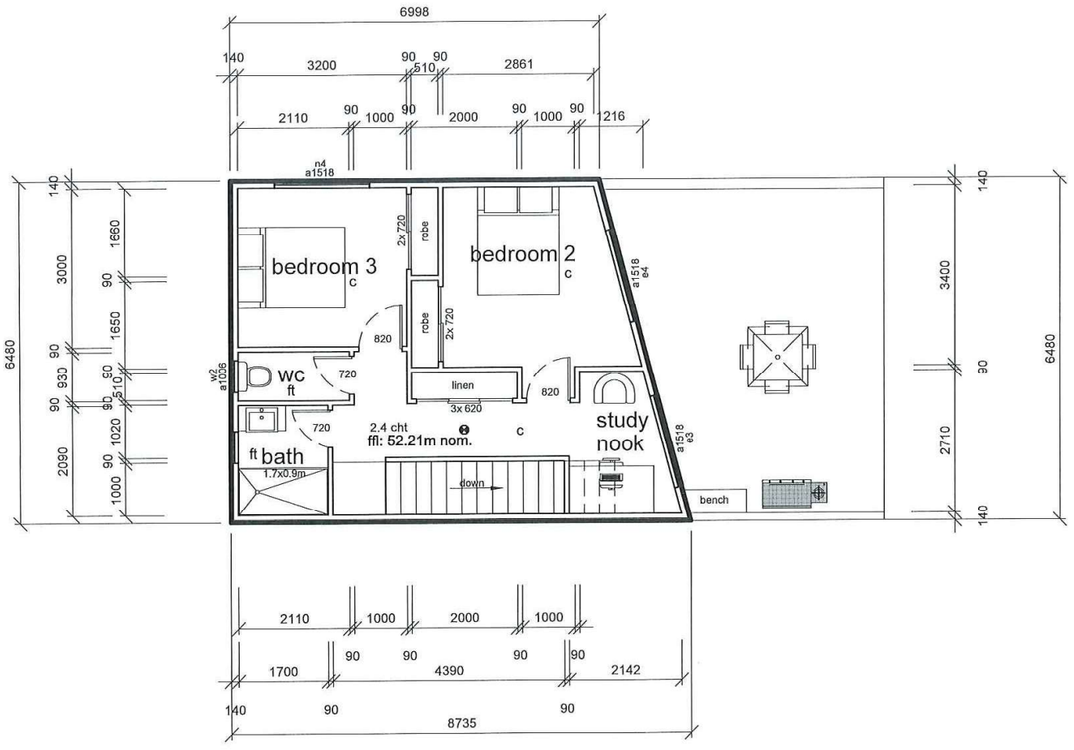

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PO BOX 7647 Launceston 7250
Email admin@urbantas.com.au
Jason Van Zetten Acr.cc1952x
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PLANNING EXHIBITED DOCUMENTS
Ref. No: DA 0500/2023
Date advertised: 17/02/2024
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Document Set ID: 5037642
Version: 41, Version Date: 08/03/2024



east elevation

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

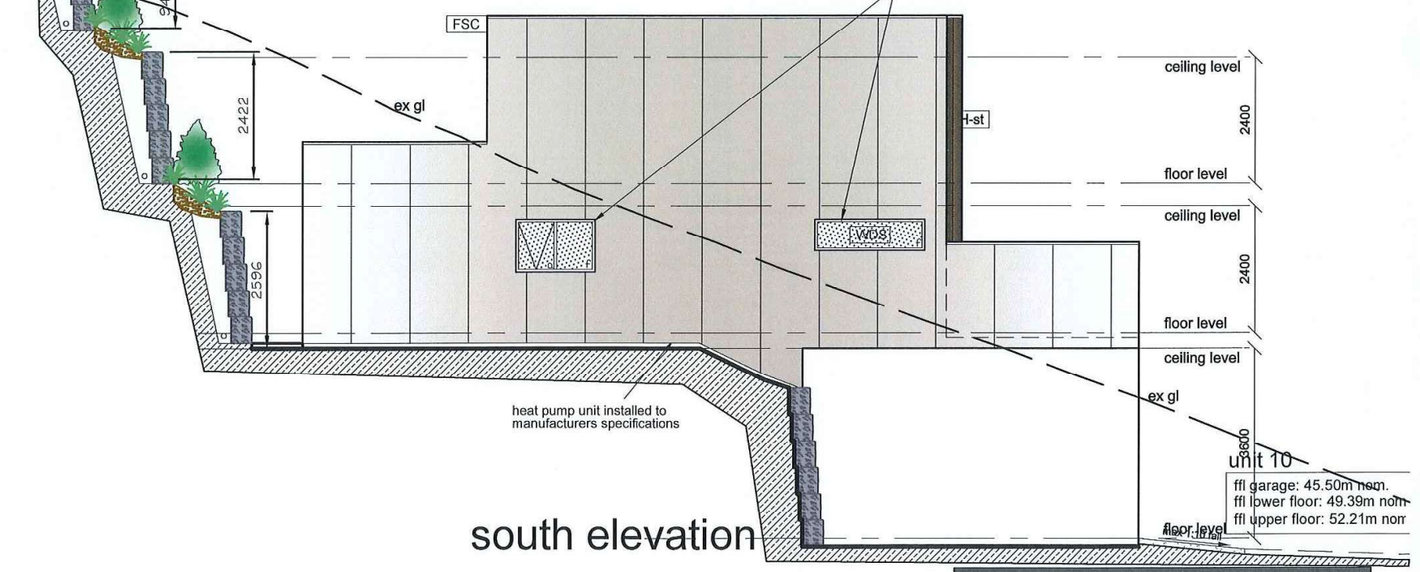
WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 10

white/opaque windows have been designed on the south wall of dwellings where required to avoid overlooking whilst still letting filtered light in.



south elevation

ngl natural ground level
fgl finished ground level

elevations

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	46	of	55	print date
date:	February 2023			30 JAN 2024
scale	1:100 @ A3			
bal	n/a			drawn: JVZ

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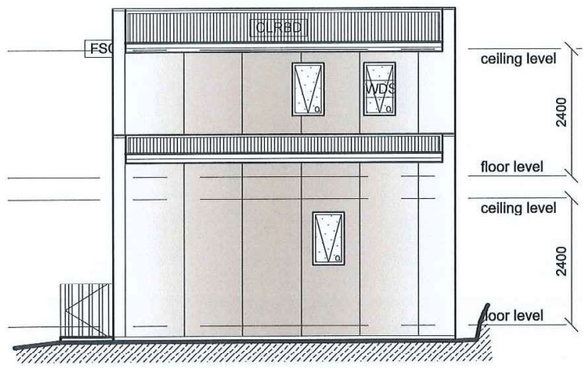

west elevation

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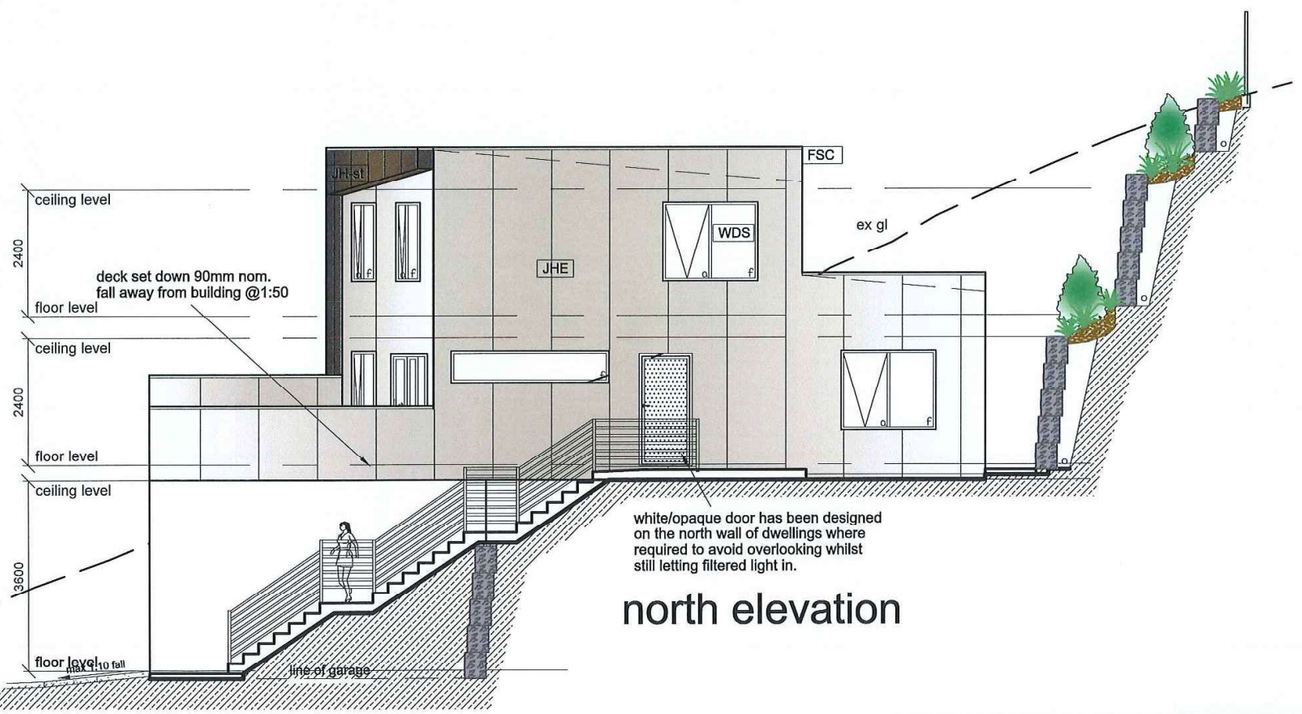

north elevation

unit 2

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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confirm all dimensions prior to construction.

do not scale - if in doubt ask (admin@urbantas.com.au)

ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

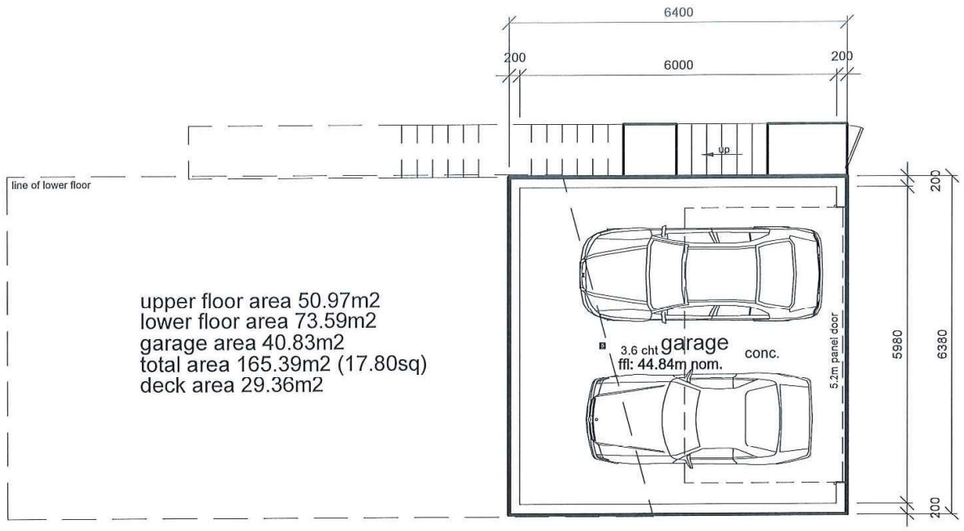
location of hot water cylinder H.W

heat pump unit - indoor hp

heat pump unit - outdoor hp

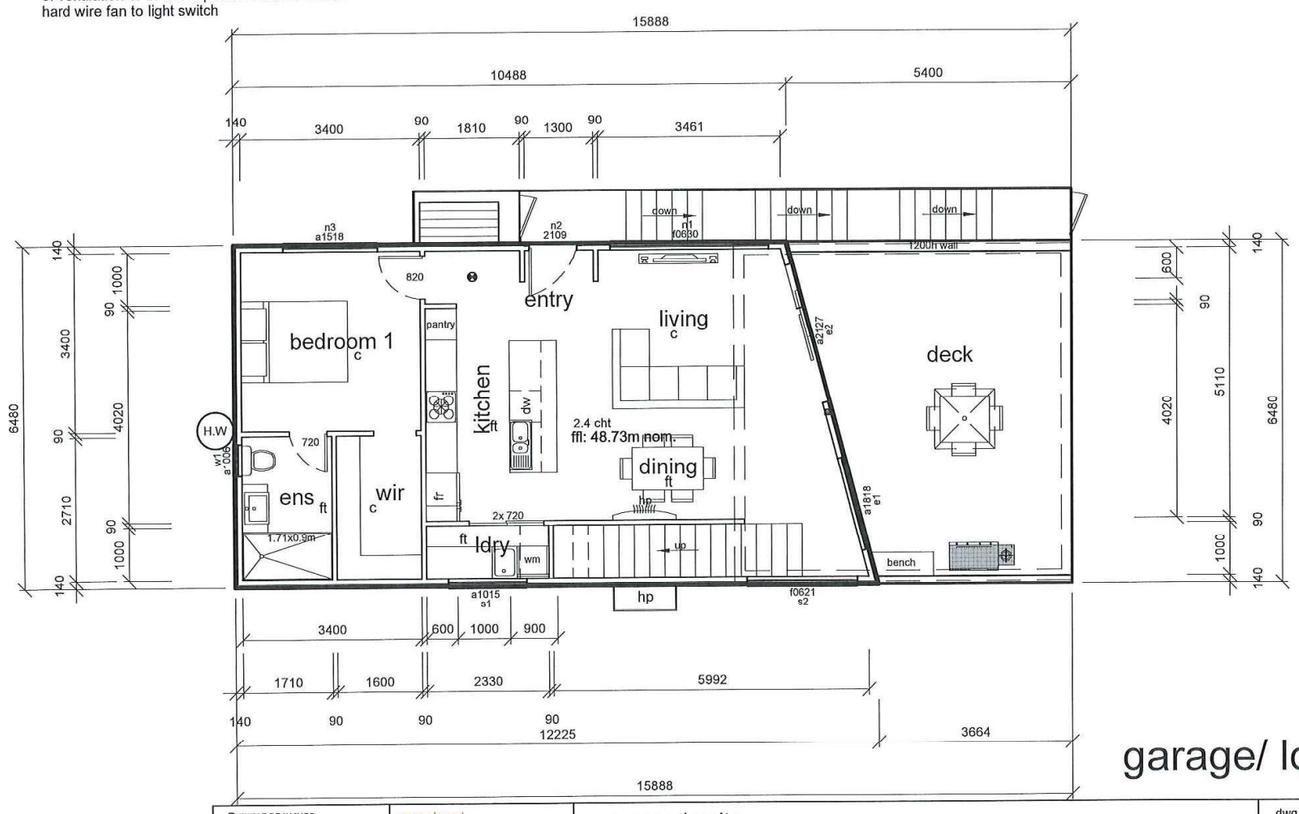
concrete / paved paths to all access points of dwelling
max step ht 190mm. fall away from dwelling at 1;50min
direct all stormwater to s/w pits / drains to s/w system

all exhaust fans are to be ducted to exterior of building to requirements of NCC volume2 2019 3.12.3.4 and be fitted with self closing damper (or filter in rangehood) where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch





unit 11



floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

- tiling is to be carried out in accordance with AS3958. where required waterproofing to NCC volume2 3.8.1

the products used in the construction are to be suitably resistant to the actions that would be encountered and specifically fit for purpose

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Urban Design Solutions are to be notified of any changes prior to commencement of construction
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all associated maintenance manuals and instructions are to be handed to the owner / occupier of the dwelling prior to occupancy

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proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

garage/ lower floor plan

dwg no.	6940			version - 01
sheet:	48	of	55	print date
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scale	1:100 @ A3			
bal	tba			drawn: JVZ

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unit 11

NOTES

confirm all dimensions prior to construction.

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ensure all stormwater is directed away from foundations

all construction to be in accordance wit NCC volume2 2019 and relevant AUS standards

install hard wired smoke detectors near all sleeping areas and on each storey to NCC volume2 2019 3.7.5.2
all smoke alarms must be interconnected

location of hot water cylinder H.W

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where the exhaust fan is the only source of ventilation or in areas prone to condensation
hard wire fan to light switch

b/h - bulk head over
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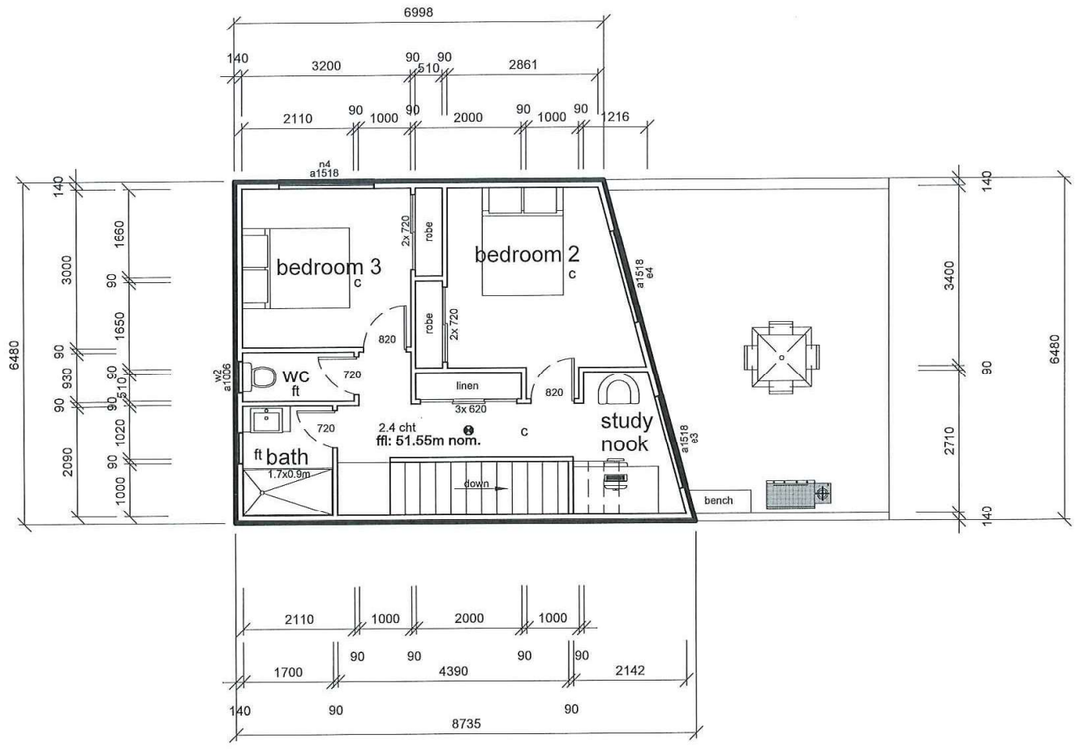

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

upper floor plan

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proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
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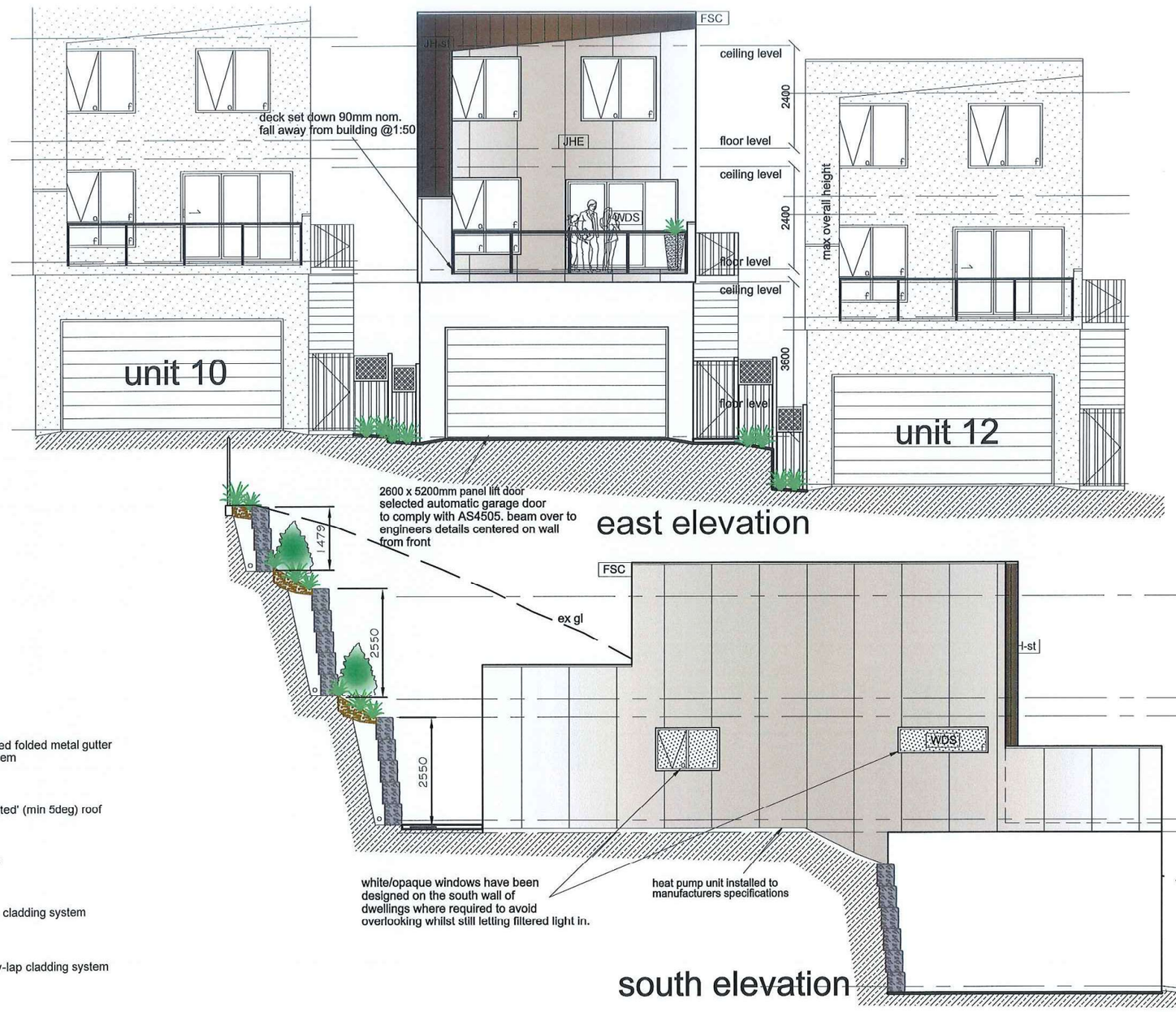

FSC
colorbond pre-coated folded metal gutter and fascia trim system

CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

ngl — natural ground level
fgl — finished ground level

elevations

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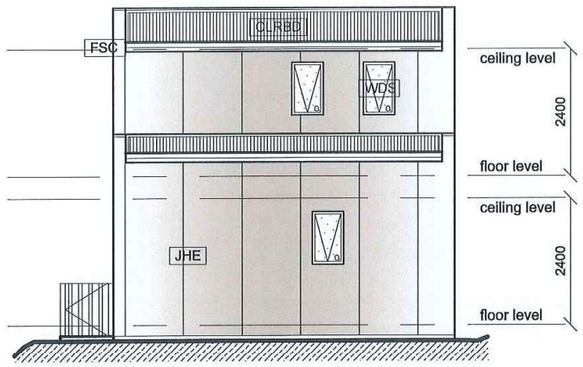
unit 11



west elevation

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CLRBD
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WDS
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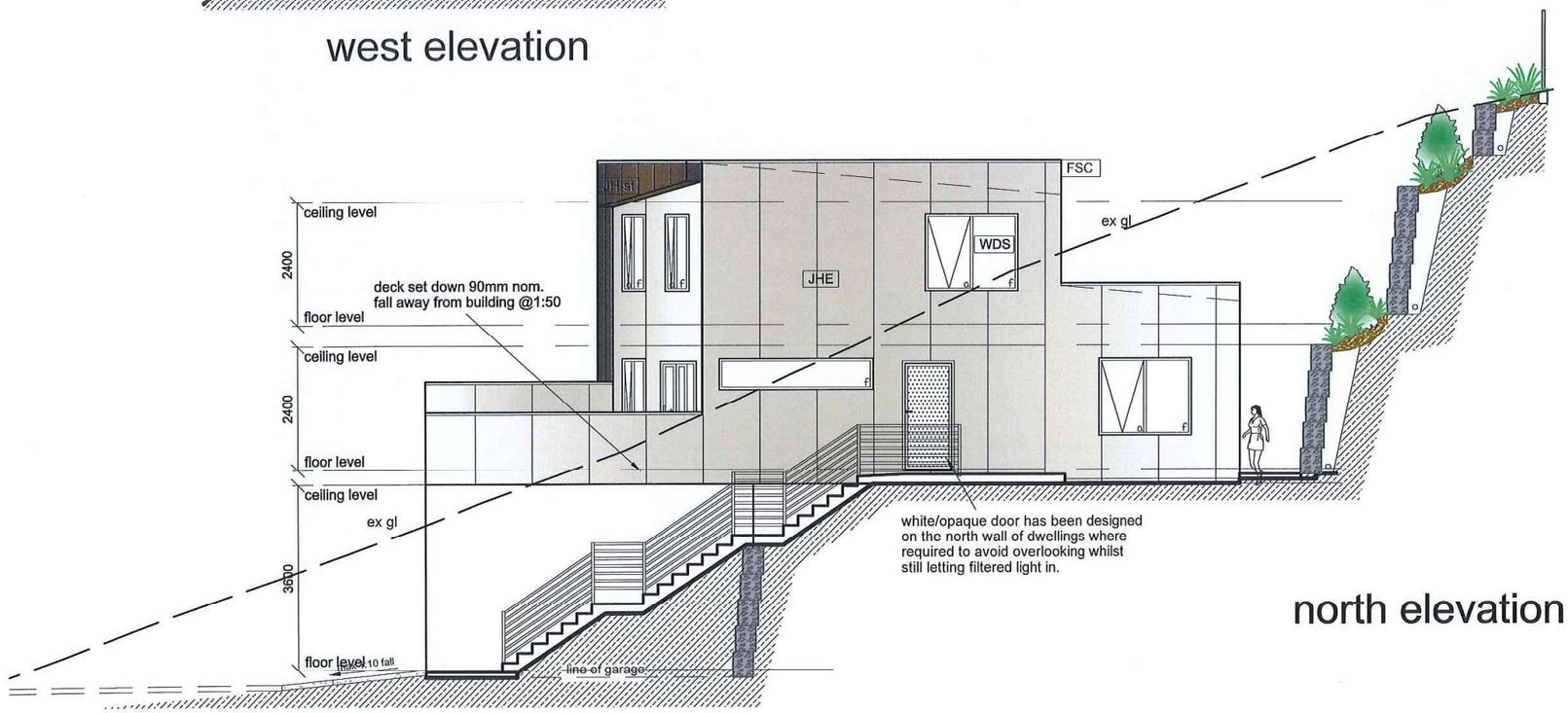

north elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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location of hot water cylinder H.W

heat pump unit - indoor hp

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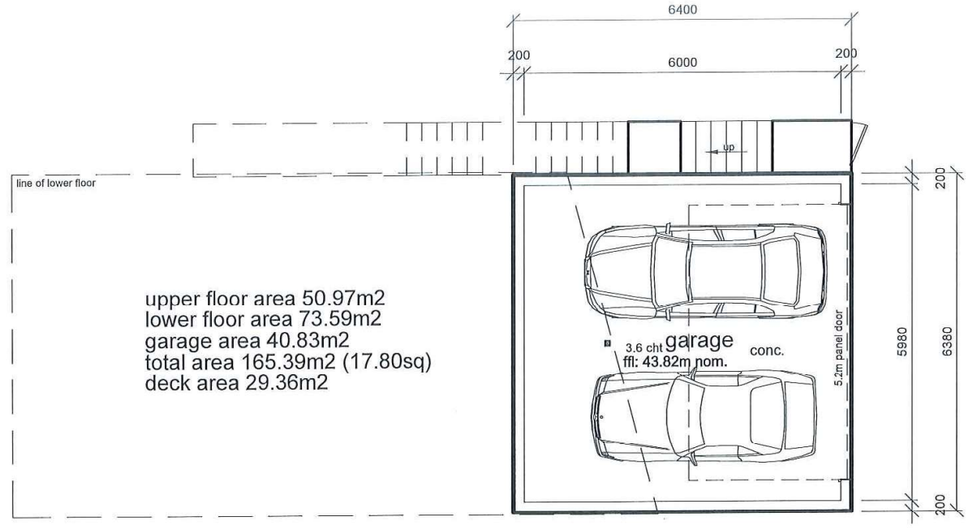
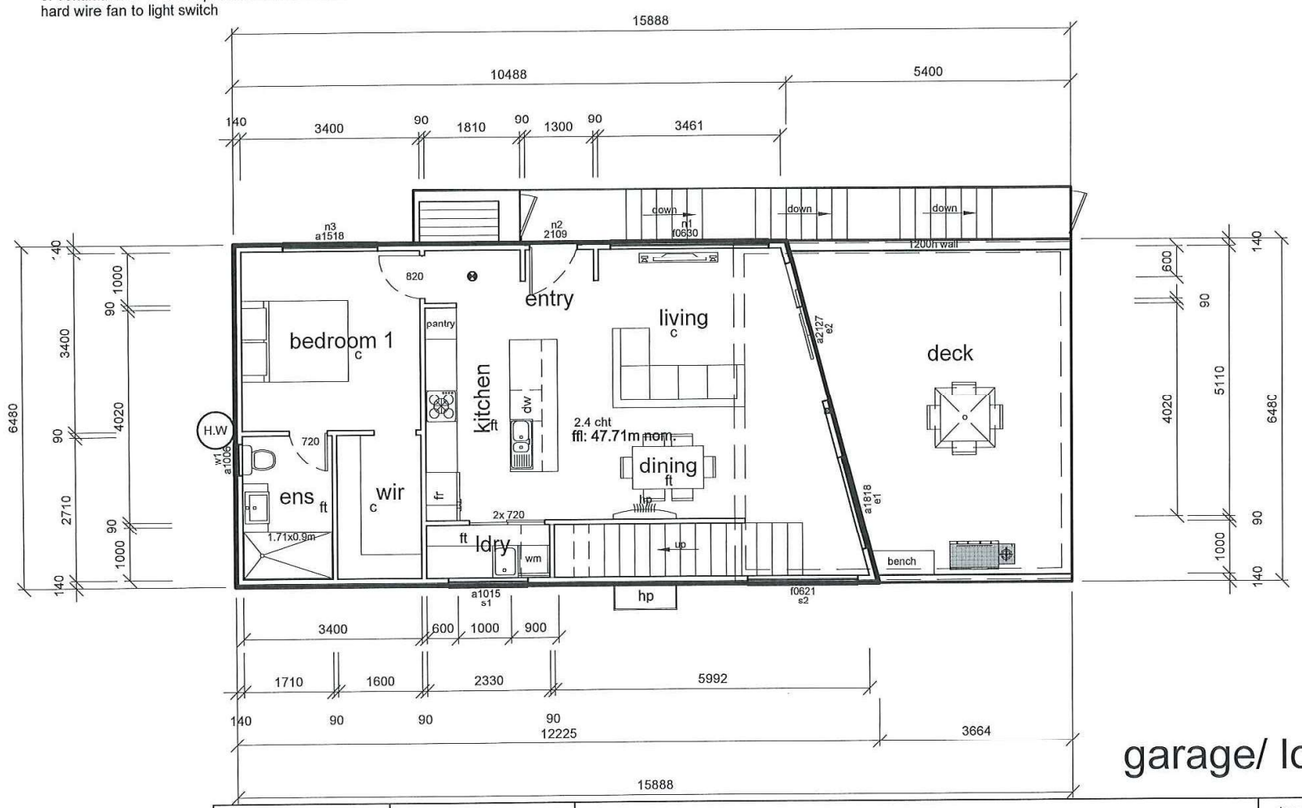


unit 12



garage/ lower floor plan

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

b/h - bulk head over
o/h - over head cupboards

floor finishes
- carpet finish over quality underlay to AS/NZ 2455

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unit 12

NOTES

confirm all dimensions prior to construction.

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all smoke alarms must be interconnected

location of hot water cylinder H.W

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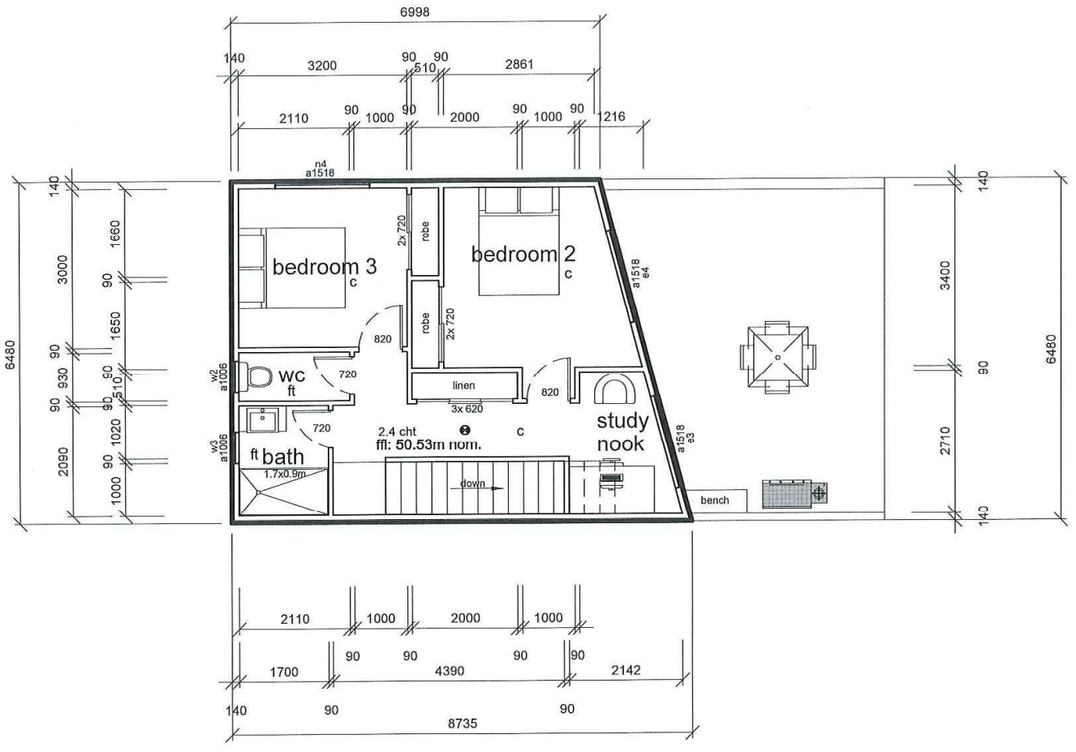

floor finish legend

conc.	concrete finish
p	paved
pc	polished concrete
ft	floor tiles
c	carpet
tf	timber floor finish

refer to client for specifications

upper floor plan

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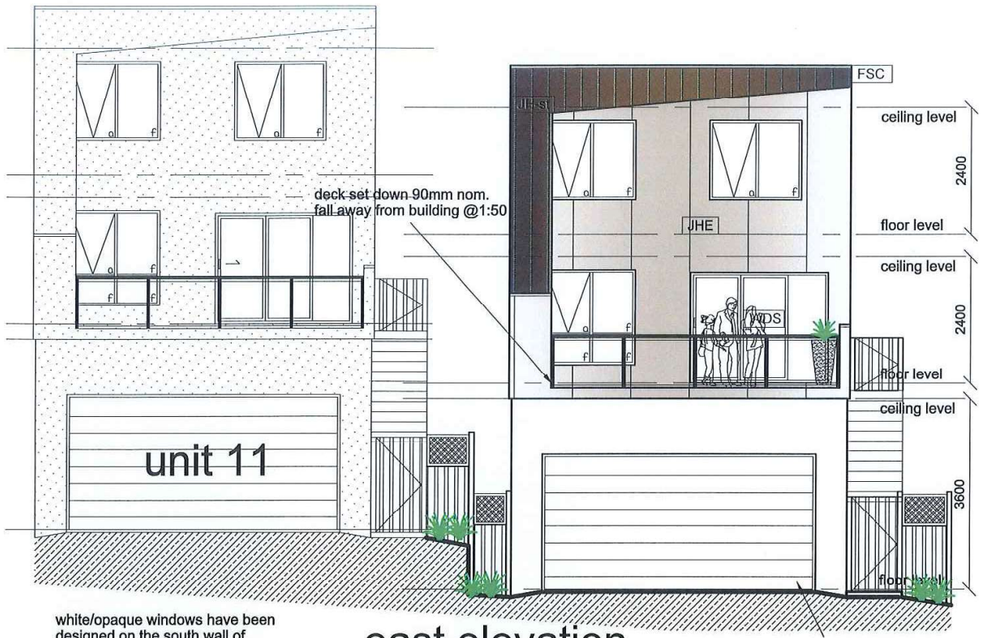
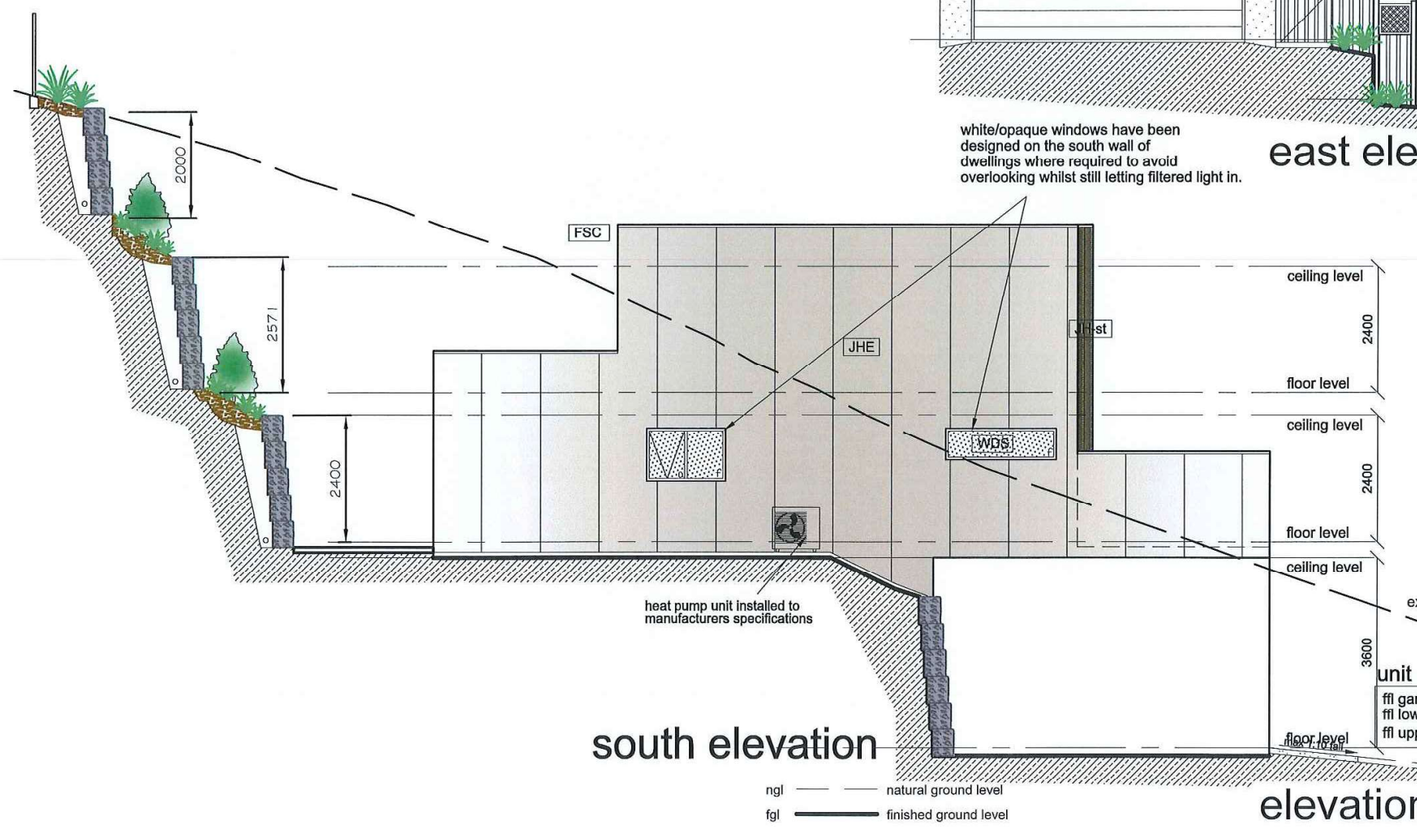


east elevation

white/opaque windows have been designed on the south wall of dwellings where required to avoid overlooking whilst still letting filtered light in.

2600 x 5200mm panel lift door
selected automatic garage door to comply with AS4505. beam over to engineers details centered on wall from front



south elevation

ngl —— —— natural ground level
fgl ——— finished ground level

elevations

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amendment
1.
2.
3.
4.

proposed units
staged strata
for: ECOAST HOMES
lot : 89, no.
Marion Avenue, Newstead

dwg no.	6940			version - 01
sheet:	54	of	55	print date
date:	February 2023			30 JAN 2024
scale	1:100 @ A3			
bal	n/a			drawn: JVZ

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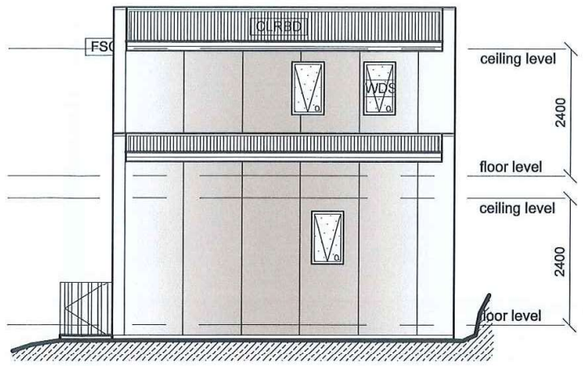


west elevation

FSC
colorbond pre-coated folded metal gutter and fascia trim system

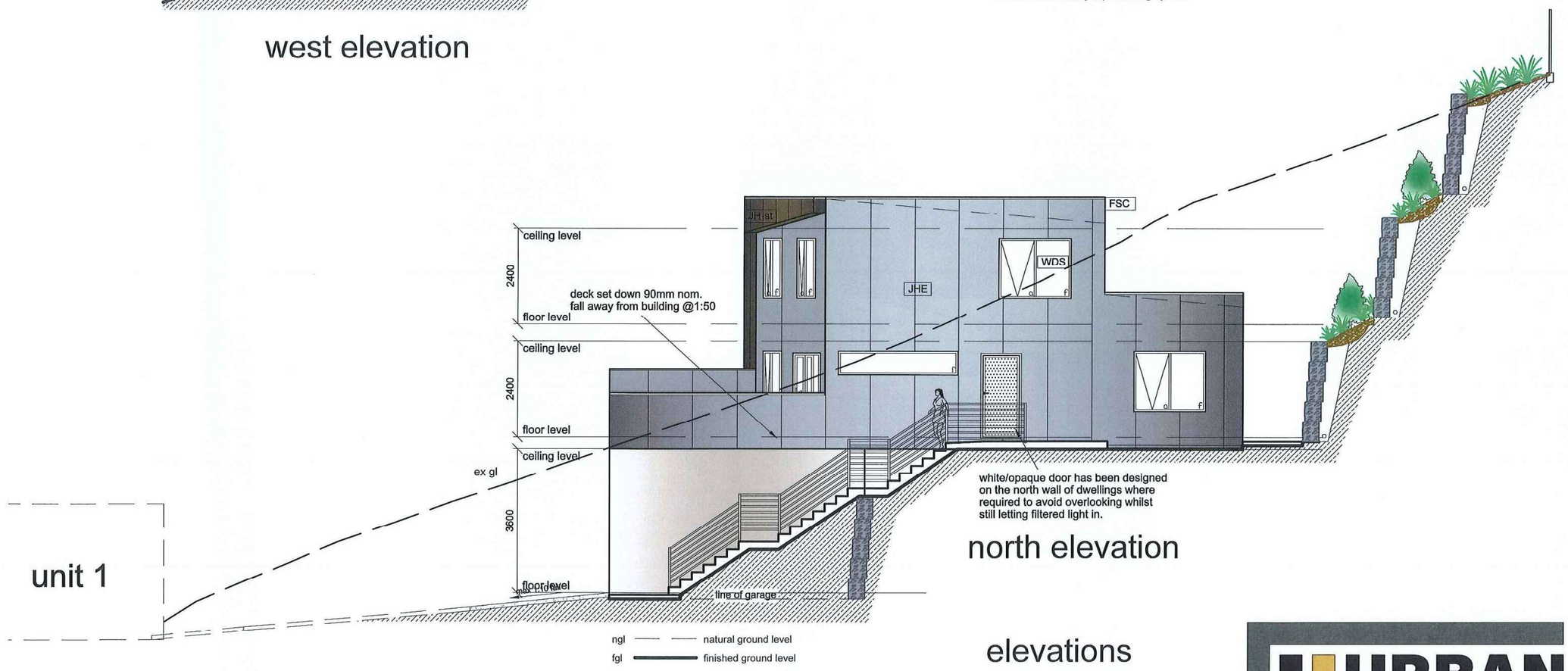
CLRBD
Colorbond 'corrugated' (min 5deg) roof

WDS
windows and doors

JH-st
James Hardie stria cladding system

JHE
James Hardie easy-lap cladding system

unit 12



north elevation

elevations

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TRAFFIC & CIVIL SERVICES



MULTIPLE DWELLING DEVELOPMENT
44 MARION AVENUE, NEWSTEAD

TRAFFIC IMPACT ASSESSMENT
JANUARY 2024

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Multiple Dwelling Development
44 Marion Avenue, Newstead

TRAFFIC IMPACT ASSESSMENT

- Draft
- January 2024

Traffic & Civil Services
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Traffic Impact Assessment

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	11th Jan 2024	R Burk	R Burk	11th Jan 2024	Draft

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Steve Hudson

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Author:	R Burk
Project manager:	
Name of organisation:	Steve Hudson
Name of project:	44 Marion Ave.
Name of document:	44 Marion Ave.
Document version:	Draft
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1. Introduction

1.1 Background

A 12-apartment multiple dwelling development is proposed at 44 Marion Avenue, Newstead.

This report has been prepared to assess the traffic impact of the proposal.

This TIA has been prepared based on Department of State Growth (DSG) guidelines and responds to the Tasmanian Planning Scheme - Launceston Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development that considers:

- Safety and capacity
- Equity and social justice
- Economic efficiency
- The environment and future development.

This TIA considers the impact of the proposal on projected traffic volumes expected by 2034.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Marion Avenue and access to 44 Marion Avenue.

1.4 References

- RTA Guide to Traffic Generating Development 2002
- Tasmanian Planning Scheme - Launceston
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

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1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 36 years professional experience in road and traffic engineering industry
  - Previously Manager Traffic Engineering at the Department of State Growth
  - Previous National committee member of Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987



Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

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1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

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Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

CoL	City of Launceston
SSA	Safe System Assessment

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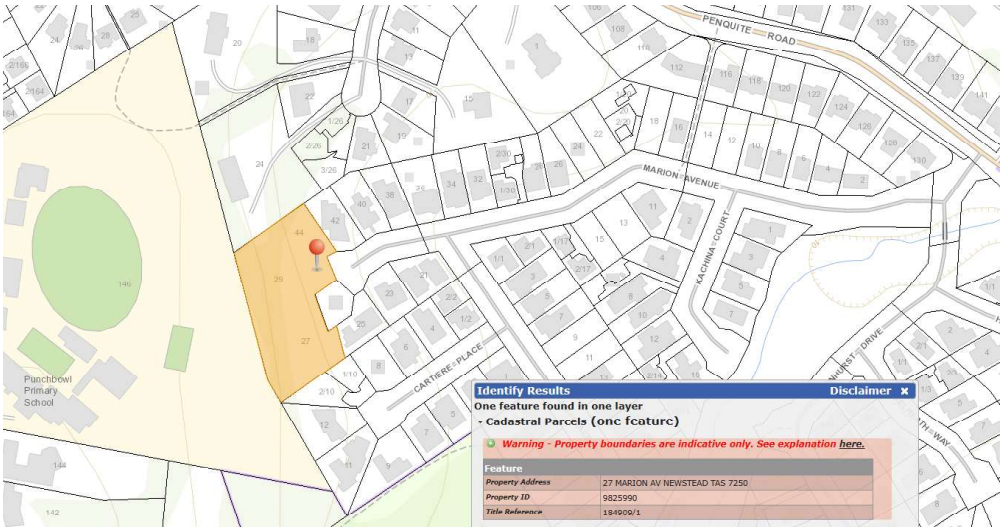
2. Site Description

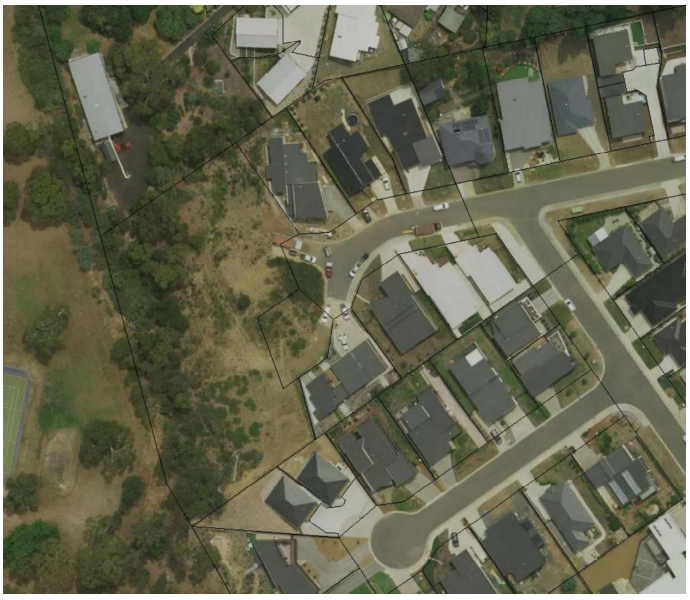
A 12-unit multiple dwelling development is proposed at 44 Marion Avenue, Newstead. The land is steep and cleared. Figures 1 and 2 show the development site.

Figure 1 – Development location and surrounding roads



Source: LISTmap, DPIPWE

Figure 2 – Aerial view of the development site.



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3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal involves 12 residential units at 44 Marion Avenue, Newstead. Figure 3 shows the proposed driveway layout and building footprints, see Appendix A for more detailed site plans.

Figure 3 – Proposed multiple dwelling layout.



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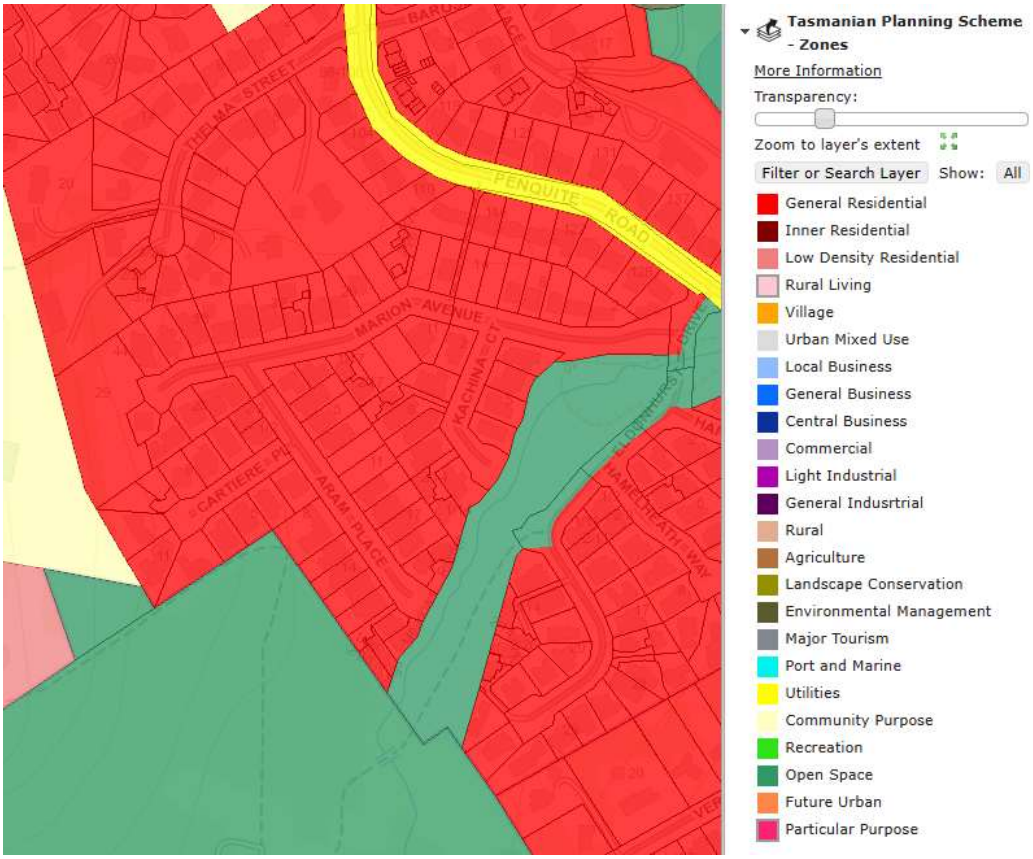
3.2 Council Planning Scheme

The proposed development involves land currently zoned General Residential in accordance with the Tasmanian Planning Scheme – Launceston shown in Figure 4.

Figure 4 – 44 Marion Avenue is zoned General Residential



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

CoL is the authority responsible for the Council Road Network impacted by the proposal.

CoL objectives are to maintain traffic safety and capacity for relevant road users.

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4. Existing Conditions

4.1 Transport Network

The transport network adjacent the proposed development site consists of Penquite Road, Eldonhurst Drive and Marion Avenue which are all Council Roads and not part of the Tasmanian 26m B Double network, see Appendix E.

Penquite Road provides access to local services such as schools, shopping centres and recreational areas.

4.1.1 Penquite Road

Penquite Road is a 2 lane 2way road with a Sub Arterial function in the Council Road Network with an estimated AADT of 12,000 (2018), The speed limit is 60km/h.

The road is in good condition, has street lighting and footpaths both sides of the road. The road is 13.5m wide from face to face of kerb and supports on street parking both sides of the road and delineated with a centreline and edge lines with 3.4m wide traffic lanes.

4.1.2 Penquite Road / Eldonhurst Drive Junction

The Penquite Road / Eldonhurst Drive junction provides access to the Eldonhurst residential enclave. Figure 5 shows the junction layout and turn lane on Penquite Road.

Figure 5 –Aerial view of Penquite Road / Eldonhurst Drive junction.



Source: LISTmap, DPIPWE

4.1.3 Eldonhurst Drive

Eldonhurst Drive is a 2- way road and a residential access function in the Council Road Network with estimated AADT of 1,000 vpd (2024). The General Urban Speed Limit of 50km/h applies, and the road is 8.0m wide and in good condition. Street lighting is provided and there is footpath one side of the road.

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4.1.4 Eldonhurst Drive / Marion Avenue Junction

The Eldonhurst Drive / Marion Avenue junction layout is shown in Figures 6-11.

Figure 6 –Aerial view of Eldonhurst Drive / Marion Avenue junction



Source: LISTmap, DPIPWE

Figure 7 – Looking right along Eldonhurst Drive from Marion Avenue



Sight distance right is 110m with tree removal.

Figure 8 – Looking left along Eldonhurst Drive from Marion Avenue



Sight distance left is 35m.

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Figure 9 – Marion Avenue approach to Eldonhurst Drive



Figure 10 – Eldonhurst Drive Northern approach to Marion Avenue



Figure 11 – Eldonhurst Drive Southern approach to Marion Avenue



4.1.5 Marion Avenue

Marion Avenue is a residential street with street lighting and the General Urban Speed Limit of 50km/h applies. Footpath is located on the Southern side of the road. The road is 8.0 wide from face to face of kerb.

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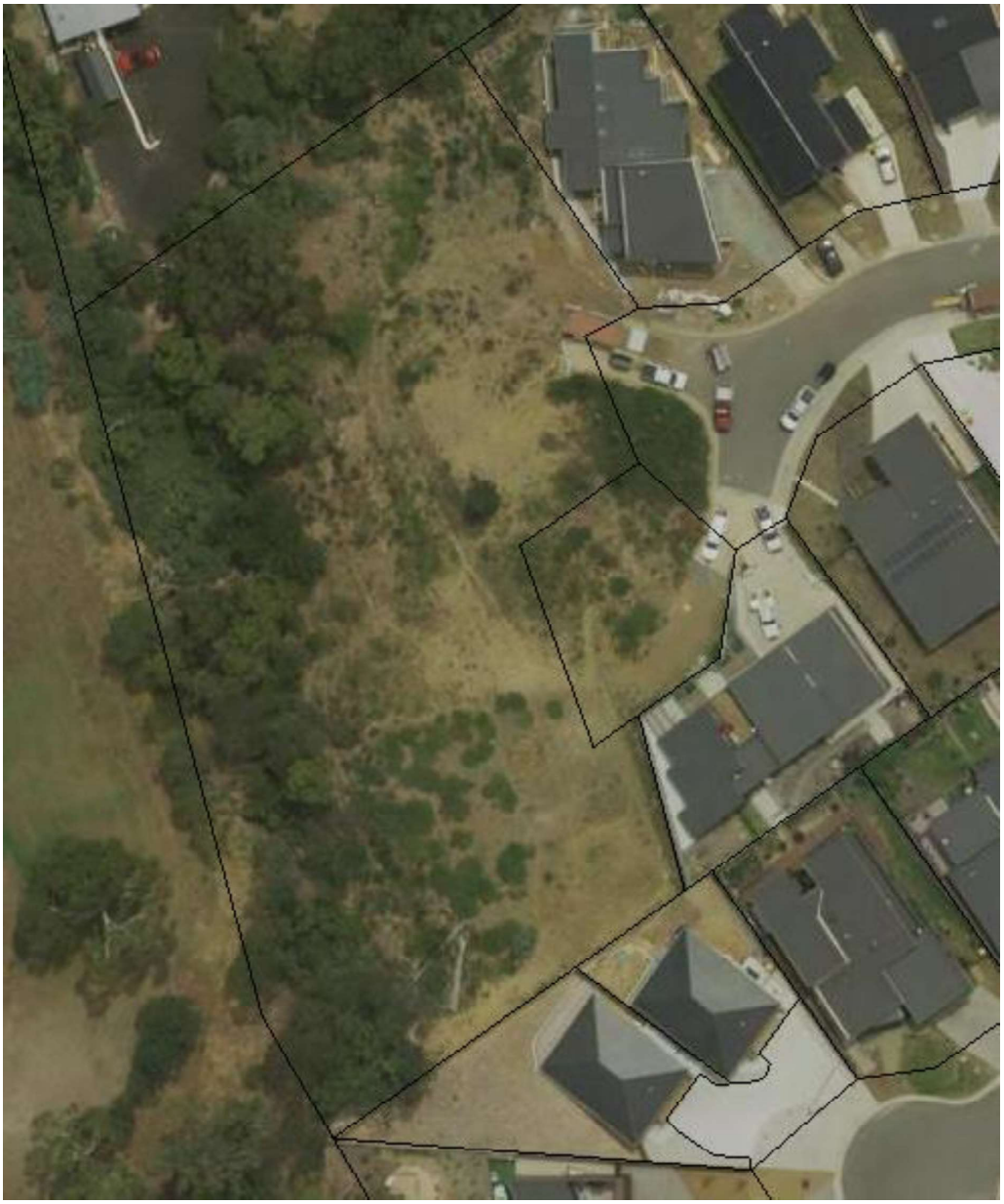
4.1.6 44 Marion Avenue access

The access has a Simple Left and Right layout, see Figures 12-18.

Figure 12 –Aerial view of access to 44 Marion Avenue



Source: LISTmap, DPIPWE

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Figure 13 – Elevation view of access to 44 Marion Avenue



Figure 14 – Looking right along Marion Avenue from #44



Sight distance right is 30m.

Figure 15 – Looking left along Marion Avenue from #44



Sight distance left is 160m.

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Figure 16 – Marion Avenue Eastern approach to #44



Figure 17 – Marion Avenue Southern approach to #44

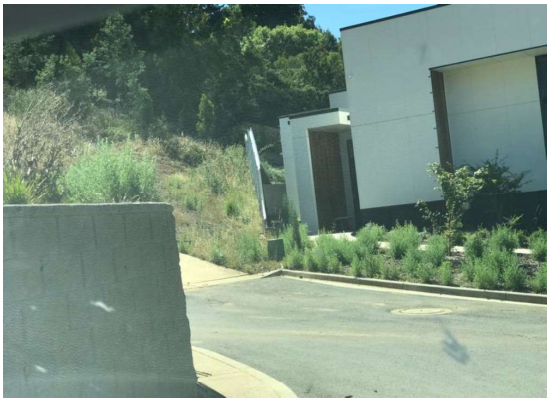

Figure 18 – #44 Marion Avenue approach to Marion Avenue



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4.2 Traffic Activity

4.2.1 Penquite Road (at Eldonhurst Drive)

An annual compound growth rate of 0.5% is assumed as limited development is forecast at Norwood or further south over the next 10 years.

TCS traffic survey data (2018):

- 8-9 am
  - North bound 780 vph.
  - South bound 480 vph .
- 3-4 pm
  - North bound 540 vph.
  - South bound 600 vph.

Projected flows for 2034 are:

- 8-9 am
  - North bound 845vph.
  - South bound 520vph.
- 3-4 pm
  - North bound 585vph.
  - South bound 650vph.

4.2.2 Marion Avenue

Traffic activity is currently estimated at:

- #44 Marion Avenue - 20vpd (2024)
- Eldonhurst Drive – 500 vpd (2024)

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4.3 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes. The 5-year reported crash history records no reported crashes on Marion Avenue as of the 10th Jan 2024 as advised by email by DSG.

4.4 Services

The proposal does not disaffect infrastructure services in Marion Avenue.

There are Metro bus services along Penquite Road.

Street lighting is provided along Marion Avenue.

Street lighting should be provided within the #44 Marion Avenue enclave.

4.5 Road Safety Review

4.5.1 Eldonhurst Drive

It is noted that the box culvert f or the Kings Meadows Rivulet does not have standard barrier fence or gating redirection energy absorbing terminals. This is not an issue attributable to the developer.

Trees growing along the rivulet are beginning to limit sight distance at the Eldonhurst Drive / Marion Avenue junction.

4.5.2 Marion Avenue

From site inspection there do not appear to be any road safety issues with the Marion Avenue approaches to #44 Marion Avenue.

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4.5.3 Safe System Assessment

Marion Avenue approaches to #44 have been assessed in accordance with the Austroads Safe System Assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable road users are considered along with the most common crash types.

Crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

The SSA crash risk score for Marion Avenue and the driveway within 44 Marion Avenue are both assessed as 10/448 which is a very low crash risk score. See Appendix D for the assessment details. Figure 19 indicates the severity of the SSA score.

Figure 19 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score



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5. Traffic Generation and Assignment

This section of the report estimates how traffic generated by the proposal is distributed within the adjacent road network now and ten years future.

5.1 Traffic Growth

An assumed background compound annual traffic growth of 1 % is assumed for Marion Avenue to allow for development of vacant blocks.

5.2 Trip Generation

Traffic generation for medium density residential flat building with 3-bedrooms is 5-6.5 trips /day & 0.5- 0.65 trips /peak hr.

Accordingly, the 12 residential apartment development would generate 69 vpd and 7 vph.

This is consistent with Traffic Generation Rates for Key Land Uses sourced from the RTA Guide to Traffic Generating Developments.

5.3 Trip Assignment

Figure 20 shows projected peak hour traffic activity in 2034.

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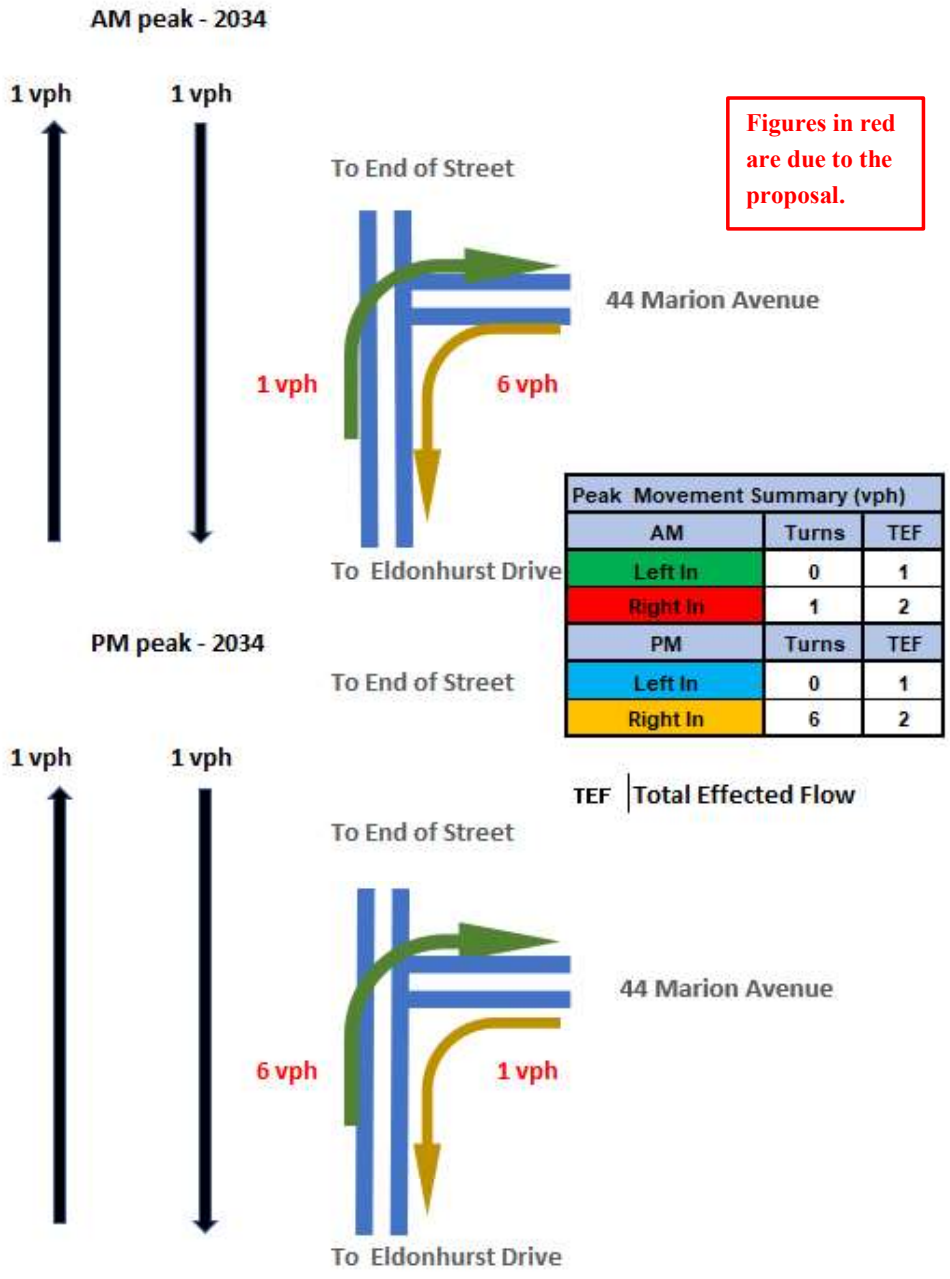
Figure 20 – 2034 traffic activity at Marion Avenue / 44 Marion Avenue junction



Figures in red are due to the proposal.

Peak Movement Summary (vph)		
AM	Turns	TEF
Left In	0	1
Right In	1	2
PM	Turns	TEF
Left In	0	1
Right In	6	2

TEF | Total Effected Flow

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6. Impact on Road Network

6.1 Impact of traffic generated by the proposal

From review of traffic activity, the proposal generates peak hour traffic of some 7 vph which has negligible impact on traffic capacity within the Eldonhurst enclave. The Eldonhurst Drive / Marion Avenue junction is estimated to operate at LOS A. Austroads Level of Service descriptions are attached in Appendix C.

6.2 Junction and access requirements

6.2.1 Sight Distance

Available sight distances are summarised in Figure 21.

Figure 21 – Available sight distance summary

Junction	Speed		Road frontage sight distance			
Major Rd - Minor Rd	Limit (km/h)	Environment (km/h)	Austroads SISD (m)	Available Left(m)	Available Right(m)	AS/NZS 2890.1 SSD (m)
Eldonhurst - Marion	50	50	97	35	110	NA
#44 Marion	50	< 40	97	160	30	<30

Austroads Compliant

Austroads Compliant with tree removal

AS / NZS Compliant

Austroads Non Compliant - Legacy Issue

6.2.2 Signage

There are no signage requirements.

6.2.3 Junction warrants

Junction layouts are based on Austroads Guidelines which take into account the standard of the road, speed limit and through & side road traffic i,.e. Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – 2020.

Figure 22 shows the relevant traffic movement summary and junction warrant.

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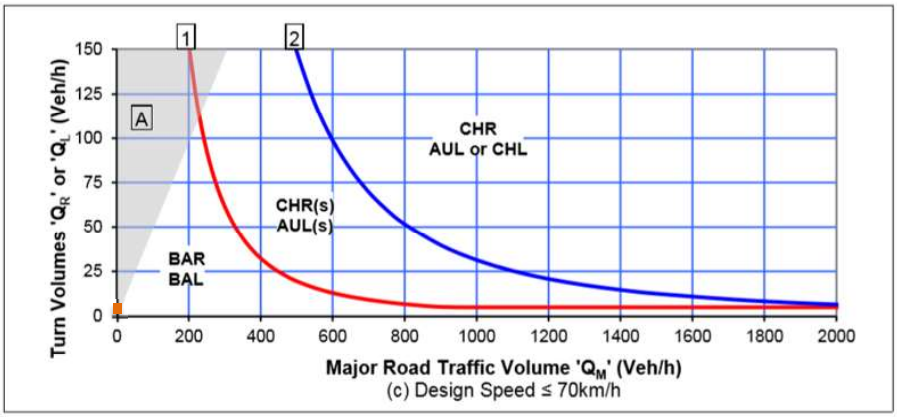
Figure 22 – Austroads junction warrant – 44 Marion Avenue 2034



Source: Austroads GTM Part 6-2020

Peak Movement Summary (vph)		
AM	Turns	TEF
Left In	0	1
Right In	1	2
PM	Turns	TEF
Left In	0	1
Right In	6	2

The projected turning movements shown in Figure 24 indicate that a Simple Right and Left junction layout as proposed is adequate.

6.3 Proposed internal traffic management.

The proposed internal road layout at 44 Marion Avenue satisfies Launceston Interim Planning Scheme requirements of Car Parking and Sustainable Transport Code C2 for 3-bedroom units, see Figure 23. 8.8m Medium Rigid Garbage trucks and access wheelie bins at the entrance to 44 Marion Avenue as shown in the design plans, see Appendix A.

Figure 23 – Code C2 Requirements

44 Marion Ave.	3 bedrom dwellings	Car Parking Spaces			Access Width	
		Proposed		Table C2.1	Proposed	Table C2.2
		Resident	Visitor			
Driveway	12	24	4	28	5.5 m	5.5 m

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6.4 Impacts on road users

6.4.1 Public Transport

No impact.

6.4.2 Delivery Vehicles

No impact.

6.4.3 Pedestrians and Cyclists

No impact.

6.4.4 Motorcyclists

No impact.

6.5 Impact on liveability, safety and amenity of the local area

According to Traffic Engineering and Management – KW Ogden and SY Taylor 1999, Chapter 2.2- Design of New Urban Networks:

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- *A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.*
- *A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.*
- *A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.*
- *A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and*
- *No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.*

By 2034 the estimated traffic on Marion Avenue is 569 vpd so the proposal satisfies all liveability, safety and amenity targets.

6.6 Other impacts

6.6.1 Environmental

No applicable environmental impacts were identified in relation to:

- Noise, vibration or visual impact
- Community severance, pedestrian amenity
- Hazardous loads, air pollution or ecological impacts
- Heritage and Conservation

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7. Tasmanian Planning Scheme - Launceston

7.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers
Acceptable Solution A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- *(a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,*
- *(b) The site is contained within a parking precinct plan and subject to Clause C2.7,*
- *(c) The site is subject to Clause C2.5.5;or*
- *(d) It relates to an intensification of an existing use or development or a change of use where:*
  - *i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or*
  - *ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

N=A+ (C-B)
N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1.

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

Table C2.1 parking requirements for 2 or more-bedroom units are as follows:

Resident parking – 2 spaces per unit, for 12 units 24 spaces are required.
Visitor parking – 1 space per 3 units, for 12 units 4 spaces are required.

The proposal provides 28 parking spaces, see Figure 25. **A1 is satisfied.**

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C2.5.2 Bicycle parking numbers

No requirement.

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

(a) Be no less no less than the number specified in Table C2.4. and
(b) if an existing use or development is extended or intensified , the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.

Table C2.4 has requirement for one motorcycling space where the number of car parking spaces required is 21-40. A total of 28 car parking spaces are proposed so 1 motorcycle parking space is required.

Proposal includes a motorcycling parking space. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1

A loading bay must be provided for uses with a floor area of more than 1,000m2 in a single occupancy.

A1 is not applicable.

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

(a) be constructed with a durable all-weather pavement,
(b) be drained to the public stormwater system, or contain stormwater on the site; and
(c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

Sealed and drained parking spaces and driveway are proposed, see Appendix A.

A1 is satisfied.

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C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1:*Parking, accessways, manoeuvring & circulation spaces must either (a) comply with the following:*

i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6.* The proposed garage parking is flat with maximum grade of 5%.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied

iii. *Have an access width not less than the requirements in Table C2.2.*
Satisfied as the proposal provides an access width of 5.5m, see Figure 25.

iv. *Have car parking space dimensions which satisfy Table C2.3.*
Parking spaces 2.6m * 5.4m compliant with Table C2.3.

v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*
Manoeuvre space of 6.4m is provided compliant with Table C2.3.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level,* Satisfied.

vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

(b) Comply with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.

A1.1 is satisfied.

Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

(a) Be located as close as practical to the main entry point to the building. Satisfied.
(b) be incorporated into the overall car park design. Satisfied.
(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.

Not Applicable.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1

The number of accesses provided for each frontage must:

(a) be no more that 1; or
(b) no more than the existing number of accesses whichever is greater.

A1 is satisfied.

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C2.6.5 Pedestrian access

Acceptable Solution A1.1

Applies to uses that require 10 or more car parking space must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding 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 & line marked at points where pedestrians cross access ways or parking aisles.

28 car spaces are proposed with 1m footpaths both sides of driveway. **A1.1 is not satisfied.**

Performance Criteria P1

Safe and convenient pedestrian access must be provided within parking areas, regarding:

(a) the characteristics of the site.
(b) the nature of the use
(c) the number of parking spaces
(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
(i) any protective devices proposed for pedestrian safety.

The site has insufficient width to provide footpath and 2.5m separation to the driveway. The use is residential in a low-speed environment < 30km/h with adequate off-street parking.

Vehicle activity is low with peak movements estimated at 7 vph at the 44 Marion Avenue access and reducing with distance from the entrance. From Austroads Safe System Assessment crash risk is considered very low:

- Crash exposure is low as traffic activity levels are very low and pedestrian activity in the vicinity of vehicles is low i.e very low crash exposure.
- Crash likelihood is low as Australian Standard off street parking is provided, sight lines are open and pedestrian activity and parking areas are reasonable separate and at low activity levels.
- Crash severity is very low as the vehicle speed environment is low < 30km/h.

As the crash risk from Austroads Safey System Assessment is very low and footpaths are provided both sides of the driveway the proposal is considered safe and fit for purpose.

P1 is satisfied.

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7.2 Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Acceptable Solution A1.1 – *For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:*

(a) A new junction
(b) A new vehicle crossing.
(c) A new level crossing.

Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 – *For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

A1.2 is not satisfied as no written consent has been issued by the road authority, see response to Performance Criteria P1.

Acceptable Solution A1.3 – *For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.*

Not applicable as no rail network is involved.

Acceptable solution A1.4:
Vehicular traffic to and from the site , using and existing vehicle crossing or private level crossing will not increase by more than:

(a) The amounts in Table C3.1
(b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and

From Table C3.1 for vehicle crossings on other roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater. The proposal is estimated to generate 69 vehicle movements per day on Marion Avenue which is an *other road*. **A1.4 is not satisfied.**

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) any increase in traffic caused by the use.

The increase in traffic due to the proposal of 69 vpd is low and easily catered for with the proposed access layout to Marrion Avenue.

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(b) the nature of the traffic generated by the use.

The proposal will generate low speed light vehicular traffic which will have minimal impact on Marion Avenue traffic safety and efficiency.

(c) the nature of the road.

Marion Avenue sustains two-way flow. Estimated AADT is 20vpd at #44 Marion Avenue and 500 vpd approaching Eldonhurst Drive. Peak flow on Marion Avenue is estimated at 50vph. The proposal would add peak hour flow of 7 vph.

The proposal has minimal impact on transport efficiency.

(d) the speed limit and traffic flow of the road.

The traffic conditions on Marion Avenue i.e the speed limit of 50km/h, and estimated AADT of 500 vpd (2024) are consider acceptable for safe and efficient operation of the proposed access tto #44 Marion Avenue and the Eldonhurst Drive / Marion Avenue junction.

(e) any alternative access to a road.

There is no viable alternative access.

(f) the need for the use.

The use is required to meet commuter access and parking need.

(g) any traffic impact assessment; and

This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) any advice received from the rail or road authority.

No advice has been provided by City of Launceston.

In summary the proposal has no adverse effects to traffic safety and efficiency on Marion Avenue. **P1 is satisfied.**

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve a road or railway attenuation area.

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7.3 Other requirements

7.3.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

7.3.2 Street Lighting and Furniture

Street lighting should be provided on the proposed internal driveway.

7.4 Property access standard

In urban residential zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Urban Road Driveways TSD-R09 available online:

https://www.lgat.tas.gov.au/__data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

7.5 Tasmanian Subdivision Guideline Considerations

The proposed driveway to 44 Marion Avenue is some 134m in length with a relatively steep grade section less than 70m in length, see Appendix B. In accordance with the Tasmanian an Subdivision Guidelines for allowable longitudinal grades, the proposed grades are within the range that Council may permit.

7.6 Transport Planning Considerations

No transport planning issues have been identified.

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7.7 Provisions for all road users

7.7.1 Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered and a suitable junction layout is considered suitable in terms of traffic safety and capacity.

7.7.2 Heavy Vehicles including Garbage Collection Tr

Once fully developed the largest vehicles accessing the site will be 8.8m medium rigid trucks e.g., garbage collection trucks and fire trucks.

Wheelie bins are stored at the entrance to 44 Marion Avenue for easy garbage truck access.

7.7.3 Public Transport

Metro bus services operate on Penquite Road within 450m walking distance from the development site.

7.7.4 Vulnerable Road Users

Pedestrians

Currently pedestrians are provided for with footpath along the Southern side of Marion Avenue.
The proposal includes footpath both sides of the internal driveway.

Cyclists

Penquite Road has cycling facilities. The proposal does not affect cyclists.

Motorcyclists

The proposal does not affect motorcyclists.

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8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess a development application for 12-unit multiple dwelling development at 44 Marion Avenue, Newstead.

The assessment has reviewed the existing road conditions and crash history. The existing and proposed access to 44 Marion Avenue is considered safe and the five -year reported crash history for Marion Avenue records no reported crashes.

The traffic activity on Marion Avenue is estimated at some 500vpd (2024) at the approach to Eldonhurst Drive and expected to increase to 569 vpd due to the proposal by 2034. It is estimated that the proposal will generate up to 69 vpd once fully occupied with peak hour traffic of 7 vph. This amount of traffic activity is low and expected to have minimal impact.

Evidence and justification are provided to demonstrate that the proposal satisfies Car Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3 requirements of the Tasmanian Planning Scheme – Launceston.

Recommendations:

- *Council remove tree within Kings Meadows Rivulet limiting sight distance looking right along Eldonhurst Drive from Marion Avenue., see Figures 7.*
- *Provide street lighting on the internal driveway.*

Overall, it has been concluded that the proposed development will not create any traffic issues and traffic will continue to operate safely and efficiently along Marion Avenue and within the driveway at 44 Marion Avenue.

Based on the finding of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

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Appendices

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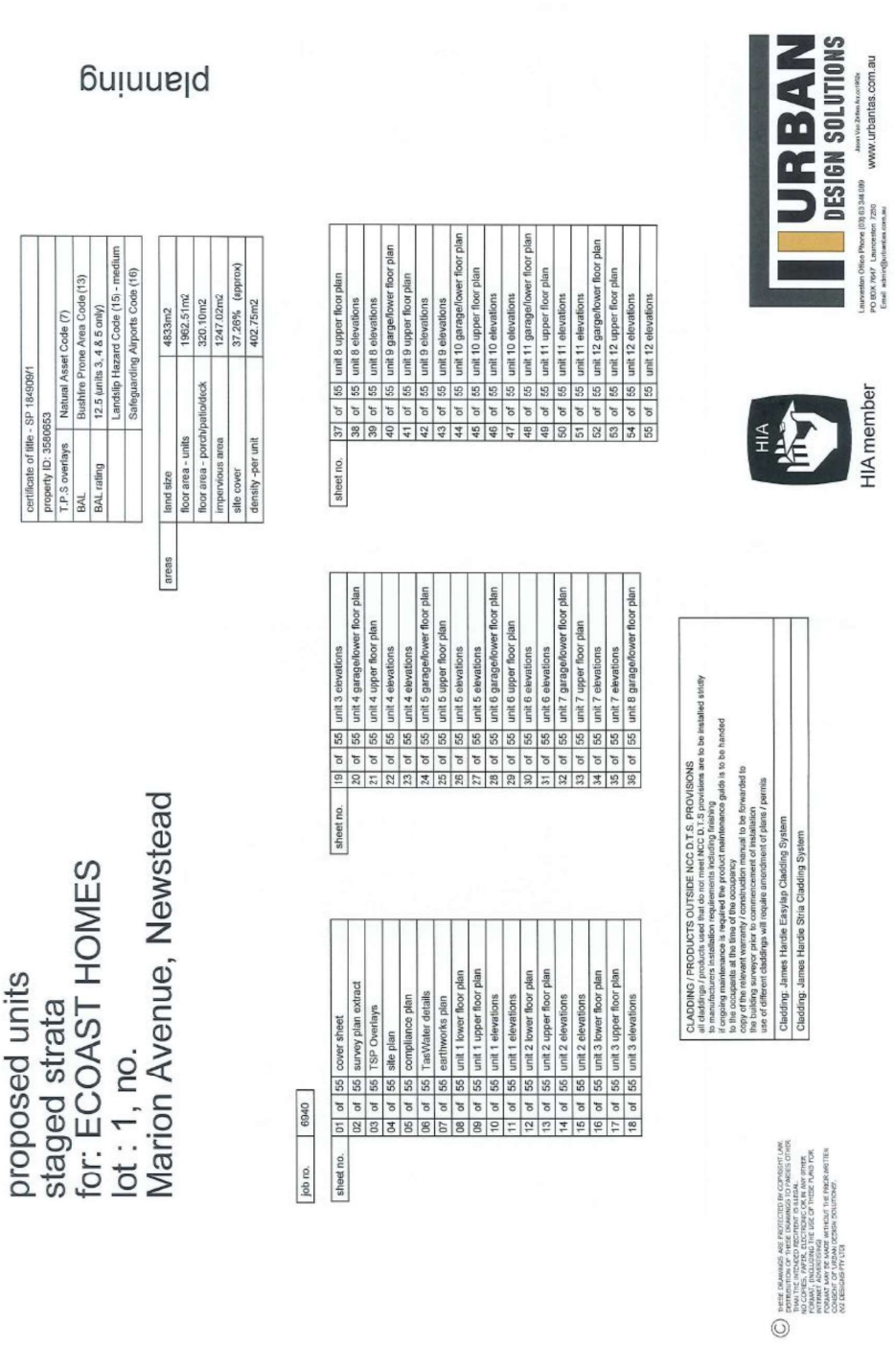
Appendix A – Proposed layout plans



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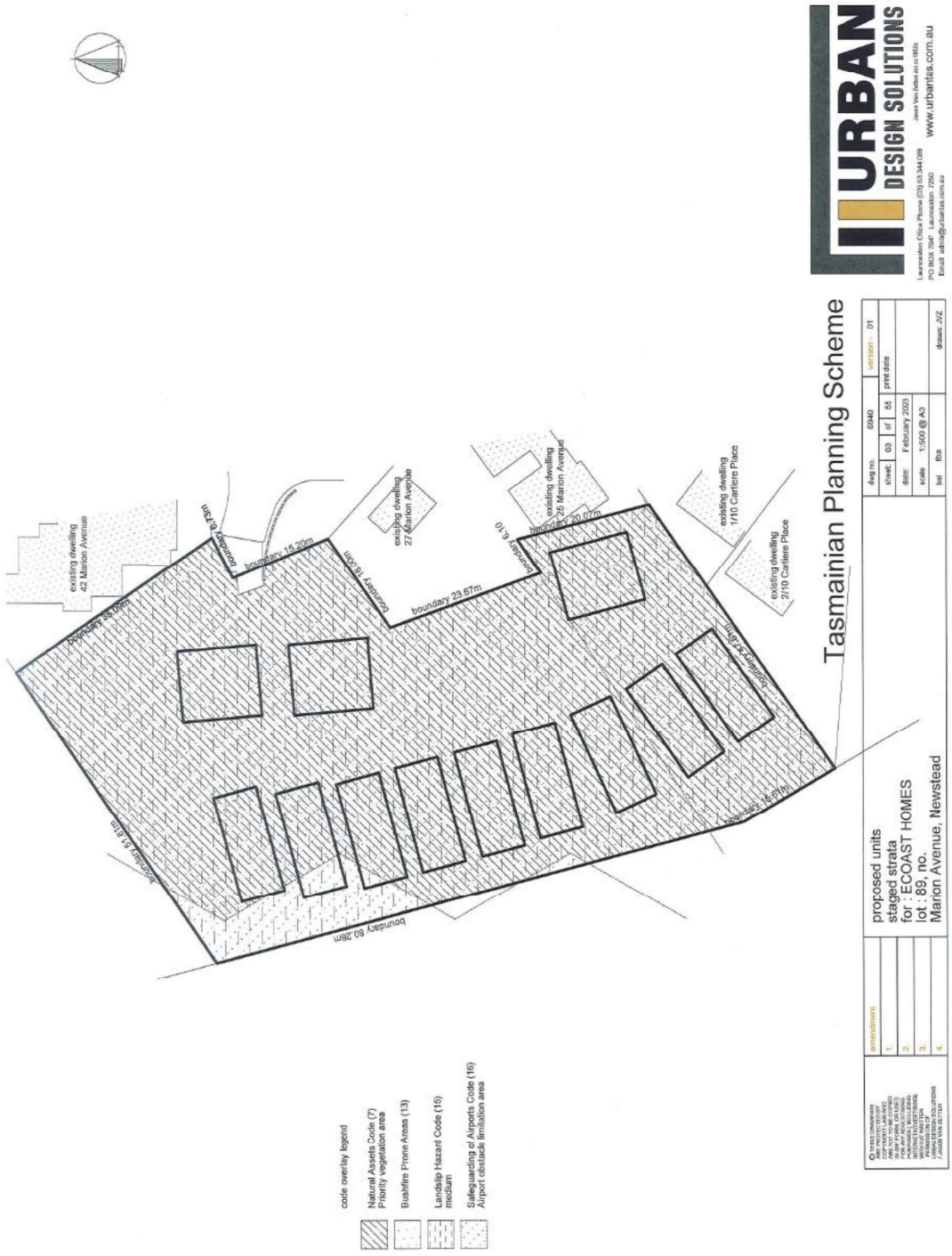

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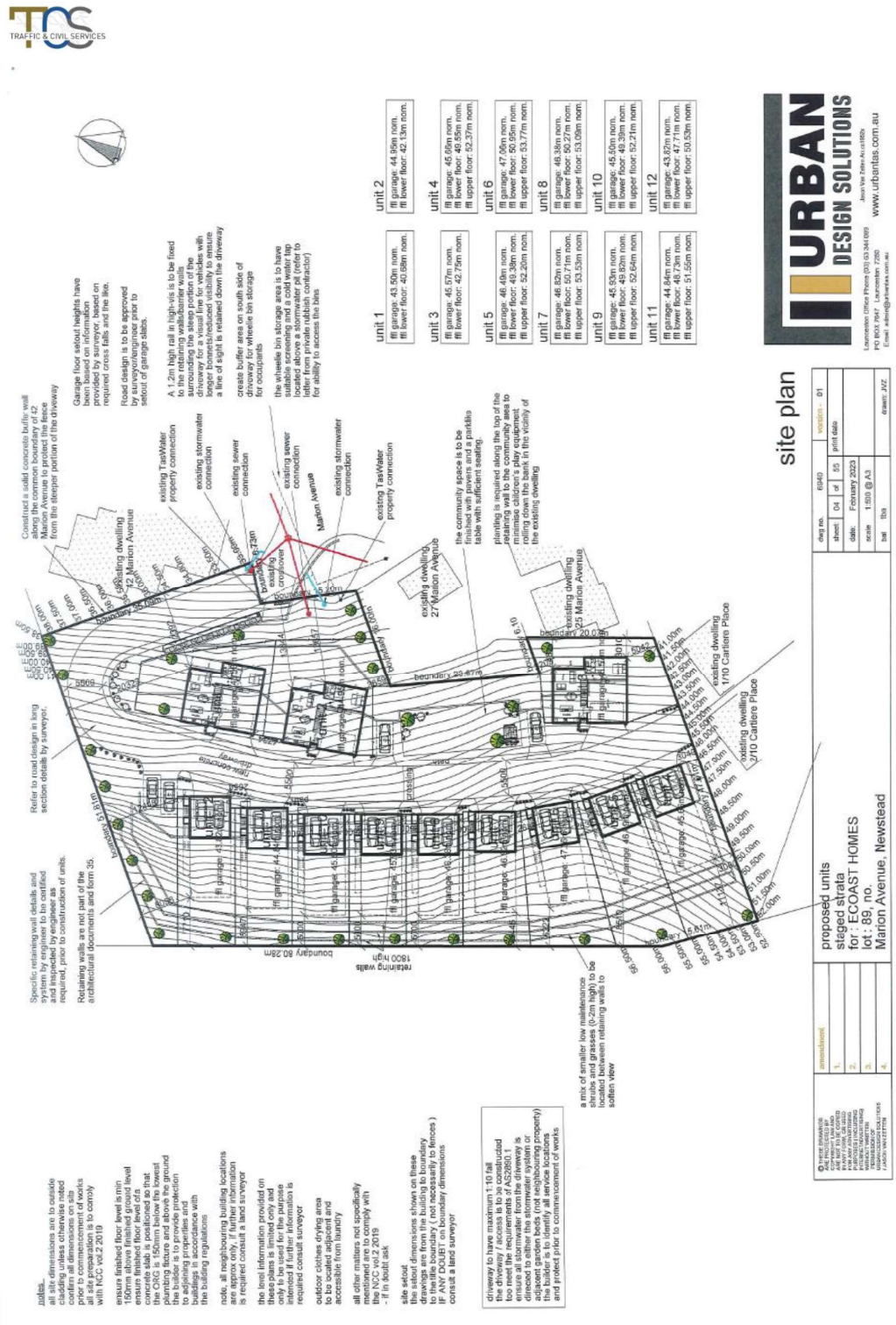

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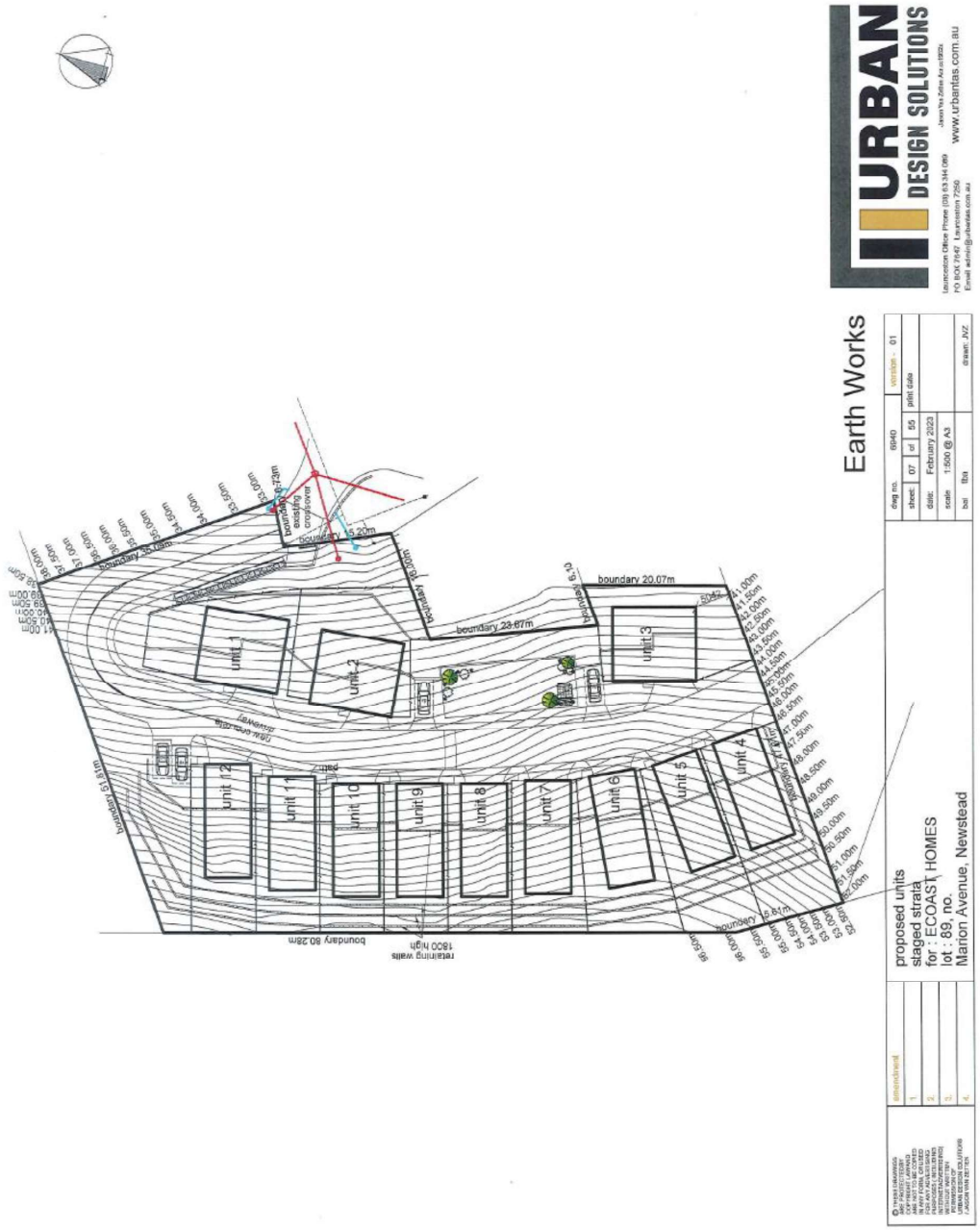

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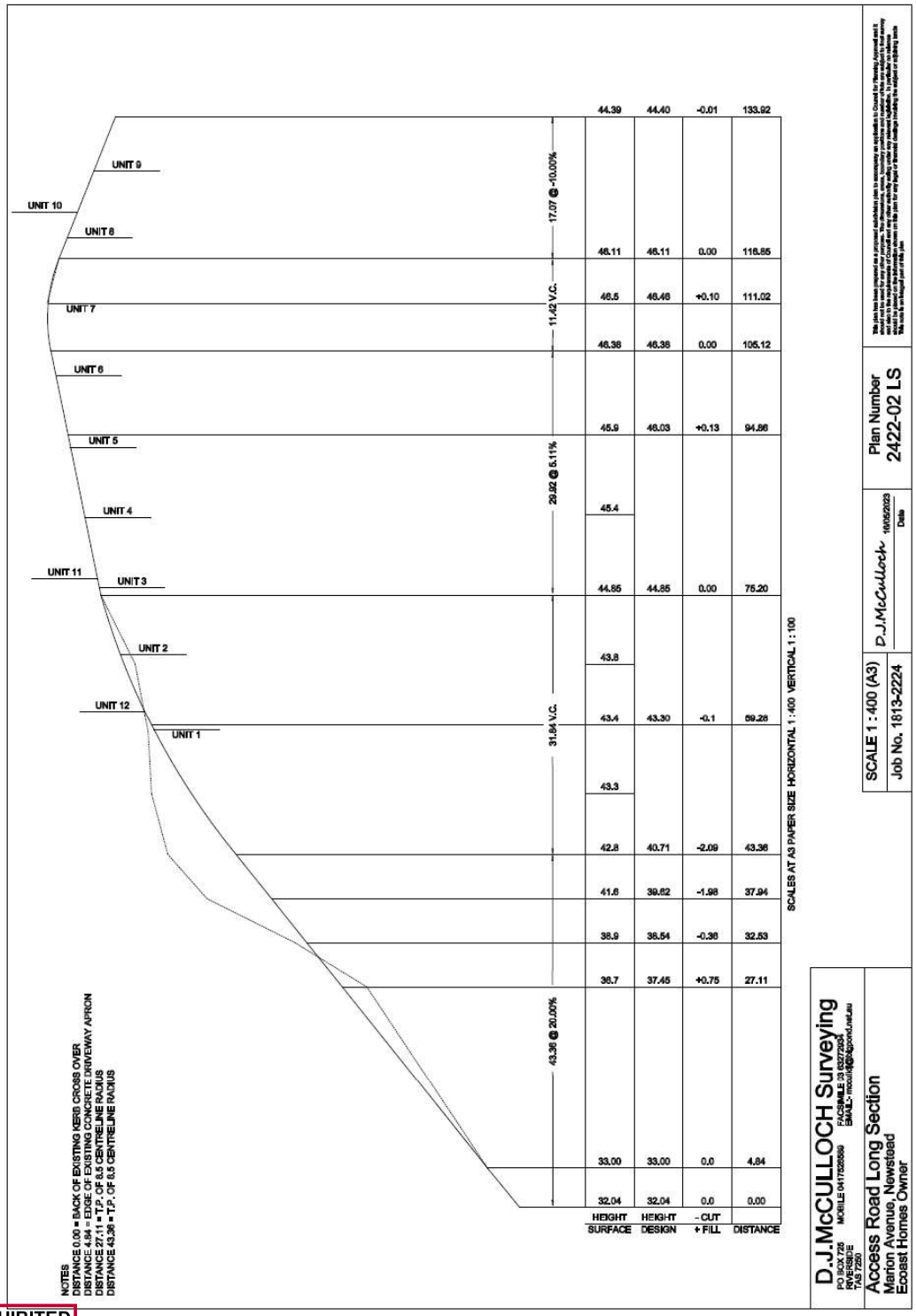

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Appendix B – Tasmanian Subdivision Guidelines

Allowable Longitudinal Grades

11.1 All concrete for construction works shall comply with Council's Standard Drawings and where appropriate shall comply with AS3600 for coastal and salinity affected areas.

11.2 Subject to Clause 14, footpaths and kerb and channel are not required in rural roads.

11.3 Subject to Clause 14, kerb and channel may be substituted with appropriate WSUD systems.

11.4 If kerb and channel access crossings, footpaths and footpath crossings are required then each is to be formed to the following minimum requirements:-

11.4.1 **Kerb and channel**

(i) Kerb and channel is to be formed using a continuous forming machine in accordance with the dimensions shown on the Council's Standard Drawing. Kerb & channel profile 'KC' shall be used unless otherwise specified in **Appendix 2** or otherwise approved by the Council.

(ii) Except as provided in Clause 7, the kerb and channel is to have a longitudinal gradient not flatter than 0.5% (except for instantaneous grade) and not steeper than 14% except that in special circumstances the Council may permit a grade of 20% for short lengths of road up to 70m;

(iii) The aggregate length of road at a grade steeper than 14% is not to exceed;

- a total length of 100m, or
- 20% of the total road length, whichever is the greater.

The proposal consists of the following grades, see following extract from proposed driveway cross section:

- 43.38m @ 20% grade
- 31.84m VC
- 29.92 @ 5.11% grade
- 11.42m VC
- 17.07m @ -10 % grade

The proposed driveway grades are within the range Council may permit.

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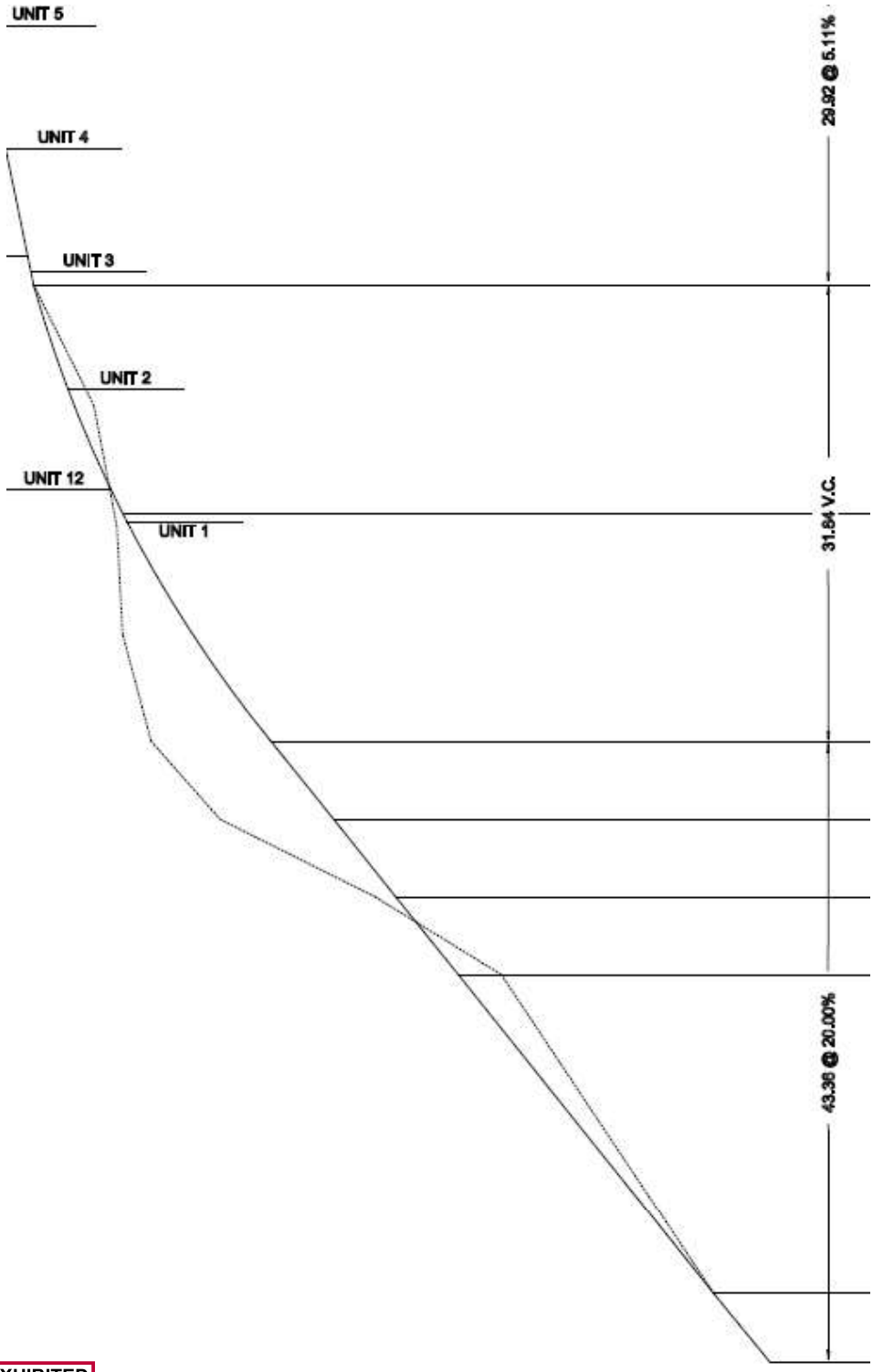

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Appendix C – Austroads Level of Service descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

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Traffic Impact Assessment

Appendix D – Safe System Assessment

Safe System Assessment **Marion Avenue**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 20 - 500 vpd)**	Low traffic volume,no reported crashes	Low traffic volume,no reported crashes	Eldonhurst Drive 1000vpd / Marion Avenue500 vpd and no reported crashes	Access to 44 Marion Avenue	Some pedestrian activity expected.	Cyclist activity plausible.	Low traffic volume,no reported crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	**Justification**	Compliant road standard for an Urban No Through Road	Compliant road standard for an Urban No Through Road	Adequate Simple Junction layout	Compliant road standard for an Urban No Through Road	Fooptath one side of road	Compliant road standard for a No Through Road	Compliant road standard for a No Through Road	
	Score / 4	1	1	1	1	1	1	1	
Severity	**Justification (50km/h speed limit)**	Low speed environment estimated at 40km/h.	Low speed environment estimated at 40km/h.	Low speed environment estimated at 40km/h.	Low speed environment estimated at 40km/h.	Moderate speed environment for pedestrians	Moderate speed environment for cyclists	Moderate speed environment for motor cyclists	
	Score / 4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**10**

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Safe System Assessment **Proposed 44 Marion Avenue Driveway**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 69 vpd)**	Low traffic volume,no reported crashes	Low traffic volume,no reported crashes	Access to 44 Marion Avenue	Garbage Truck access to wheelie bins	Some pedestrian activity expected.	Cyclist activity plausible.	Low traffic volume,no reported crashes	
	Score / 4	1	1	1	1	1	1	1	
Likelihood	**Justification**	Compliant road standard for an Urban No Through Road	Compliant road standard for an Urban No Through Road	Adequate Simple Junction layout	Compliant road standard for an Urban No Through Road	Fooptaths both sides of driveway	Compliant road standard for a No Through Road	Compliant road standard for a No Through Road	
	Score / 4	1	1	1	1	1	1	1	
Severity	**Justification (50km/h speed limit)**	Low speed environment estimated at 30km/h.	Low speed environment estimated at 30km/h.	Low speed environment estimated at 30km/h.	Low speed environment estimated at 30km/h.	Moderate speed environment for pedestrians, 30 km/h	Moderate speed environment for cyclists, 30km/h.	Moderate speed environment for motor cyclists, 30 km/h.	
	Score / 4	1	1	1	1	2	2	2	**Total /448**
Product	**Total Score /64**	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**10**

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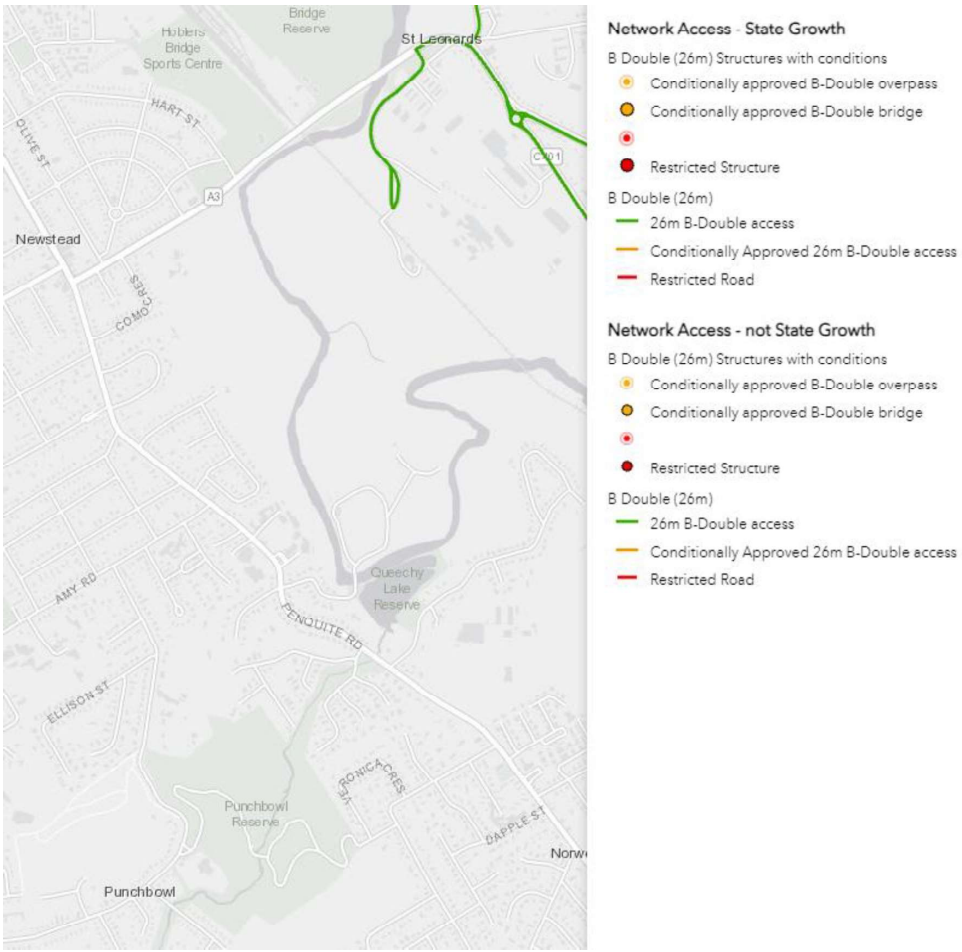
Appendix E – Tas 26m B Double Network



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Version: 1 Version Date: 08/03/2024

10-16 Wellington Street, and 2 Wellington Street, Launceston - Visitor Accommodation, Hotel Industry, and Food services - Partial Demolition of an existing building and construction of a hotel, restaurant, and bar, associated landscaping and car parking, and alterations to the access, including the creation of a new public road over 2 Wellington Street (CT156044/1)

FILE NO: DA0543/2023

AUTHOR: Iain More, (Senior Town Planner - Policy & Projects)

GENERAL MANAGER: Chelsea Van Riet (Community & Place Network)

ATTACHMENT ONE:

PLANNING APPLICATION INFORMATION:

Applicant:	Red Panda Property Group Pty Ltd
Property:	10-16 Wellington Street, Launceston
Zoning:	Urban Mixed Use
Receipt Date:	17/11/2023
Validity Date:	4/01/2024
Further Information Request:	12/01/2024
Further Information Received:	02/02/2024
Deemed Approval:	22/03/2024
Representations:	0

3. PLANNING SCHEME REQUIREMENTS

3.1 Zone Purpose

13.0 Urban Mixed Use Zone

The purpose of the Urban Mixed Use Zone is: 13.0.1 To provide for a mix of residential, retail, community services and commercial activities in urban locations. 13.0.2 To provide for a diverse range of use or development that are of a type and scale that support and do not compromise or distort the role of surrounding activity centres in the activity centre hierarchy.
Consistent The commercial uses proposed are within an urban area providing for a range of uses, meeting the purpose of the code.

13.4.1 Building height

That building height: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Not Consistent The proposed hotel is not considered to be compatible with the streetscape and therefore does not meet the objective of the clause.
A1 Building height must be not more than 10m.
Relies on Performance Criteria The development will have a maximum height of 36.84m above natural ground level, and therefore reliance on the performance criteria is required.

P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) the apparent height when viewed from adjoining road and public places; and (e) any overshadowing of public places.
Does Not Comply The assessment against this clause has been undertaken with the input from Julia Bell, a Director at Urbis who is a recognised expert in the assessment of built form. It is important to define compatible, streetscape, adjacent, and established properties to assist in the assessment of the proposal. Compatible Defined within Tribunal Decision *9 Sandy Bay Road Pty Ltd v Hobart City Council and Ors2 (9 Sandy Bay Road)* and determined that it: *"requires an outcome which is in harmony or broad correspondence with the surrounding area".* Streetscape (Table 3.1 of the scheme) *means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from the property boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site, unless for a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule, where the extent of the streetscape may be determined by the relevant precinct provisions.* Adjacent (Merriam Webster dictionary): *Not distant, having a common border, immediately preceding or following.* Established Properties; *It is considered that the definition of established properties relates to existing developed sites.* The performance criteria is set out below, and a response and assessment of that criteria is provided. P1 Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: The area is can be defined as where the site is most visible. This includes east to Charles Street, south to Frederick Street, West to Margaret Street, Kings Park, Royal Park, and north to the River line. The area incorporates areas of visibility within the public open space and road network, not the impact on private views.

(a) the topography of the site;

Officer response:
The site is generally flat, with AHD levels between 10.090m and 11.160m. The following maps indicate AHD levels throughout the CBD as well as the established area.

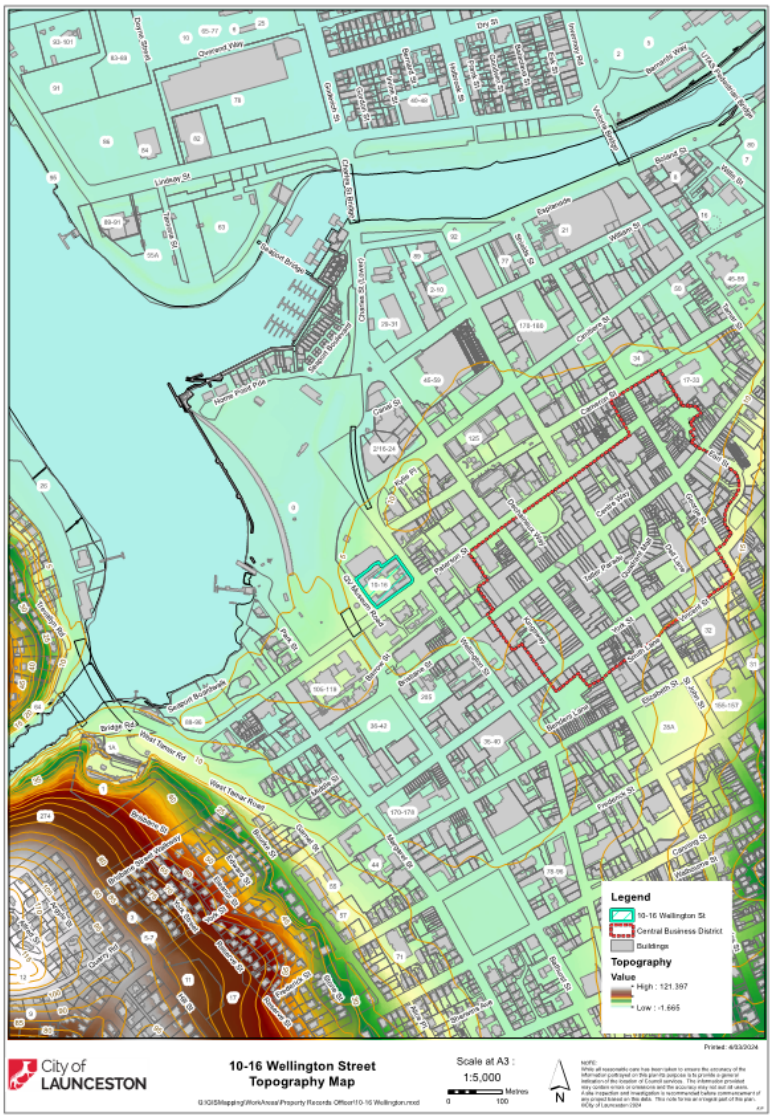

Figure 2 - Surrounding Topography

Whilst the site is flat, it is prominent in terms of its elevations, noting it has an AHD level of approximately 11m. To further illustrate this, within the defined area, the subject site is one of the sites with the highest AHD level.

- Royal Park ranges from 1.5m to 11m;
- The block to the south manages 6.5m to 11.5m;
- Launceston College ranges from 4m to 11.5m;
- The proposed site for the Gorge Hotel ranges from 3m to 5.5m;
- The block to the north east ranges from 9.95m to 11m;

- The city blocks are generally higher in nature averaging between 8m to 11m; and
- The southern blocks are generally lower averaging between 3m to 6m.

The lot rises when viewed from the south west, west, and north west, when viewed form the lower areas. The result is that any development on the site will primarily be visible from these areas, and development needs to be considerate of the impact it would have primarily on the streetscape from Paterson Street, and the character of the parklands.

The proposal is designed as two strong vertical extrusions. The relative slenderness of the two forms combined with the varied setbacks and height difference is supported as an approach as it creates a thoughtful, sculptural quality that works well to minimise visual bulk impacts, particularly from the south and south-east. The simplicity of the massing envelope along with the generous setbacks presents a clear built form composition that retains a full appreciation of the low-scale heritage streetscapes from the public realm, which is supported as compared to an overly stepped built form massing.

Whilst its approach to design is thoughtful and assists in reducing visual bulk, due to the site's relative isolation, high ground levels, and elevated height, it is not considered to be in harmony or broad correspondence with the surrounding area. In fact, the hotel will be highly visible and incompatible with the streetscape and character of the development existing within the Park and along the eastern approach along Paterson Street, due to the proposed height of the building, coupled with the topography of the site.

(b) the height, bulk and form of existing buildings on the site and adjacent properties;

Officer response:
The adjacent property map is listed below:

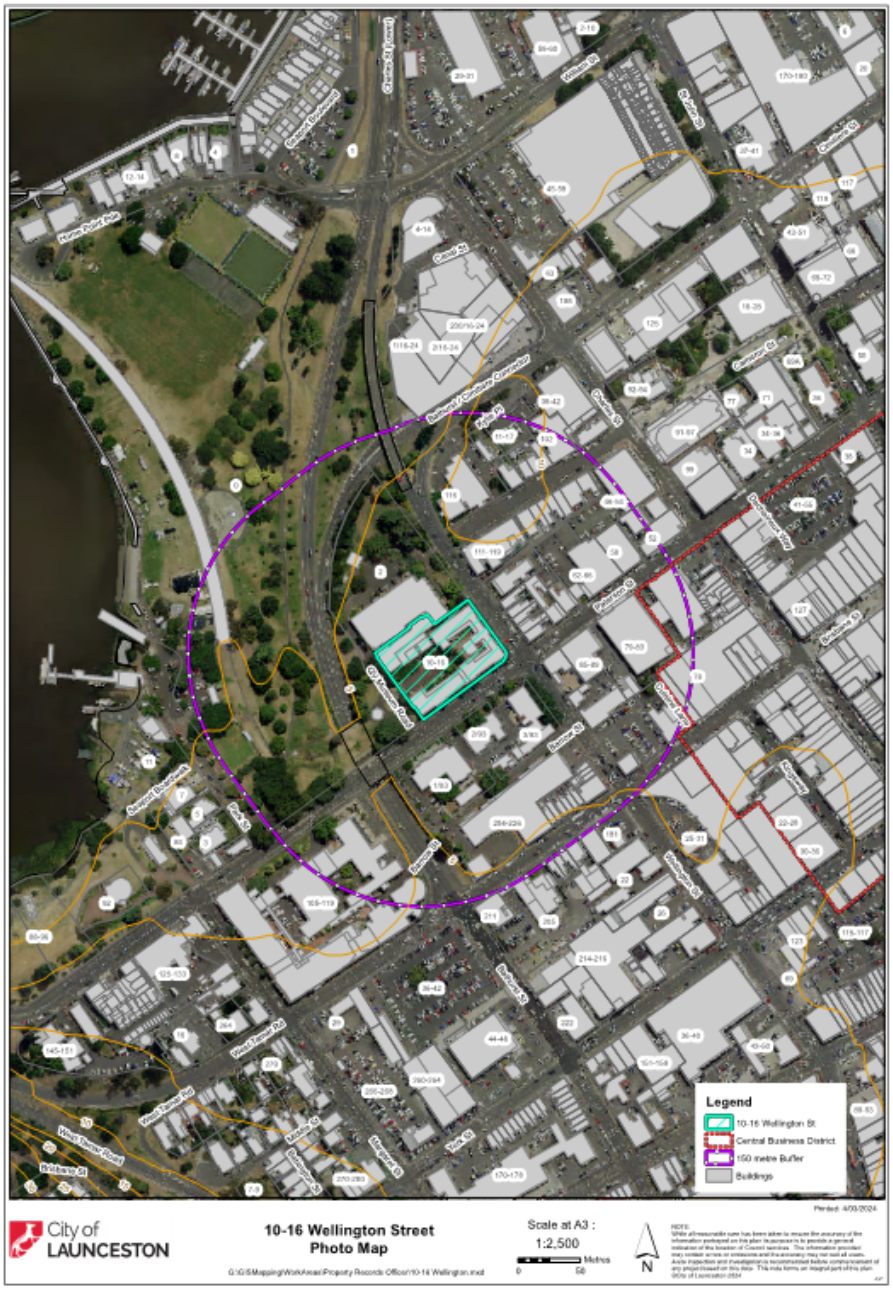

Figure 3 - Adjacent Area

The site is the former location of TasTafe and contains existing buildings and infrastructure. This includes a two storey historic façade that bends the street corners of the site, as well as a two storey area disconnected from the main building. The existing buildings forms a 'U' shape around a central courtyard which contains parking and vegetation. The buildings on site are of historical significance, with the U-shaped building having a height of approximately 11.5m above ground level (23.07m AHD). The rear building of which the northern tower will be located has a height of approximately 13.5m (25.07m AHD). The proposal will result in the largest tower extending 23.37m above the current highest building on the site.

To the west of the site is Royal Park that shares the same AHD level of the site then falls abruptly lower further to the west and north. The park is a highly utilised public area, vegetated and maintained, and contains infrastructure such as the croquet club, skate park, bowls club, and rugby club. The prominent feature of the site in context of this proposal is the Launceston Cenotaph, less than 10m from the new road. The park is not built up in terms of development, but a sprawling area as parklands exist.

To the south is a block with multiple titles in different ownership, previously utilised by TasTafe and the education department. The site is fully developed within multiple buildings ranging from two to three storey, both modern and containing heritage value.

To the north east, east, and south east are two city blocks containing buildings of a historical and non-historical nature, and a range of uses from residential, commercial, business, and offices, as well as the historic fire station. The heights range from single to three-storey.

Directly adjoining the development site is 2 Wellington Street, the home of Royal Park Queen Victoria Museum. The built form of the site includes a large, three storey building of significant heritage value. The proposed hotel directly abuts this site and will sit approximately 20.5m above this building.

Whilst the proposal has made accommodations to be compatible with the streetscape and character of the area taking into account the developed nature of adjacent properties by stepping back from the frontages, there is still incompatibility with existing buildings. The proposal has failed to demonstrate an outcome where its design is relatable to the surrounding context. This is further exacerbated due to the elevated nature of the site.

It can generally be accepted that it's compatible with surrounding properties to the north east and south, however there is an incompatibility with the northern adjoining property and Royal Park. The proposed building will dominate the Queen Victoria Art Gallery at Royal Park building to the north, and will tower over the established low lying park. Whilst there is an emerging trend of development within Launceston that encourages higher development within the context of the city, due to the site's location and height of the proposed building, and taking into consideration the form and bulk of development on adjacent land, it is considered to be incompatible.

(c) the bulk and form of proposed buildings;

Officer response:
The proposal is for an eight (8) and 10-storey hotel building, designed in two extruded elements. The new building is positioned to sit behind the existing Old Tafe Building and part of the Queen Victoria Art Gallery at Royal Park building on the north-west corner of the site. It is setback substantially from each street interface. Each tower element is proposed to rise to a RL of 38.6m AHD and 46.71m AHD (to the top of the roof) respectively. The building would be one of a handful of taller buildings existing or emerging within Launceston and will be prominent due to its ‘island site’ location but also its relative high point as compared to the Gorge Hotel development.

The proposal is designed as two strong vertical extrusions. The relative slenderness of the two forms combined with the varied setbacks and height difference is supported as an approach as it creates a thoughtful, sculptural quality that works well to minimise visual bulk impacts, particularly from the south and south-east. The simplicity of the massing envelope along with the generous setbacks presents a clear built form composition that retains a full appreciation of the low-scale heritage streetscapes from the public realm, which is supported as compared to an overly stepped built form massing.

However, based on the physical and policy context, some key areas of concern.

The proposal will have a height of 47.91m AHD (44.81m to the top of the roof parapet and 36.07m above ground level), which will rise approximately one storey taller than any other development within the Urban Mixed Use Zoned land on the western side of the Launceston CBD. This includes the Gorge Hotel development proposed at 41.6m AHD. Therefore, it will sit taller than any other development within this highly sensitive part of the CBD. The 3D view below demonstrates the height difference between the proposal and Gorge Hotel site, when viewed from Royal Park. The topography of the site is a consideration in the assessment of the proposed height and massing of the building.

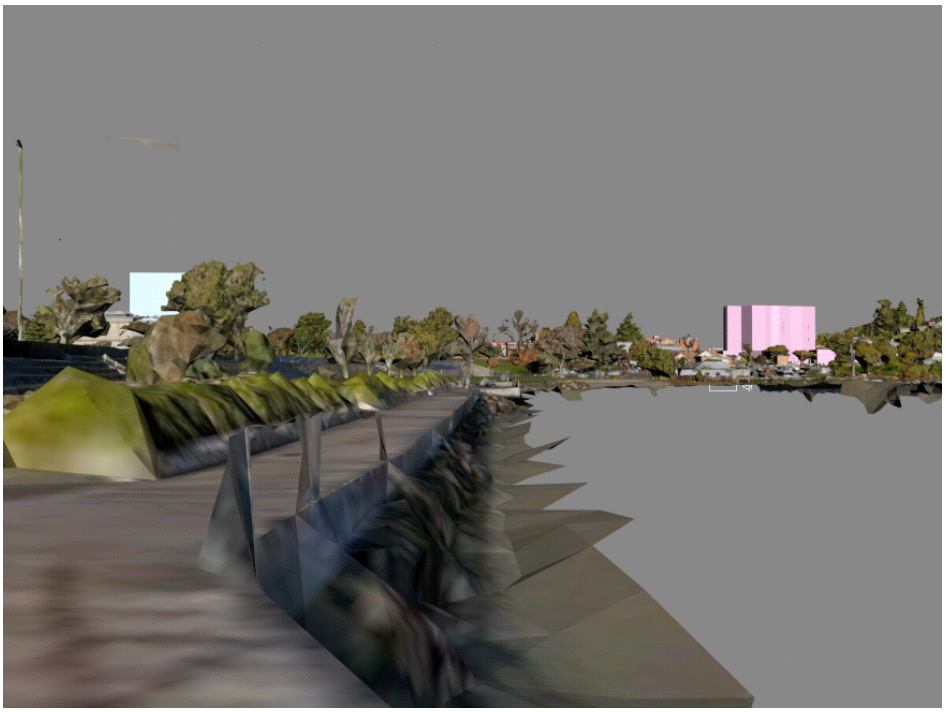

Figure 4 - Proposed Hotel in comparison to the Gorge Hotel from Home Point Parade

The tallest 10 storey element of the development is proposed to rise sheer, set back 2.26m from the northern boundary. Therefore, it will present a six (6) storey wall above the QVMAG building. This is considered to be an abrupt interface response to this highly significant heritage building.

The height and bulk will also be further exacerbated when driving east along Paterson Street towards the city. The towers will dominate not just the view line, but the Cenotaph.

(d) the apparent height when viewed from adjoining road and public places; and

Officer response:
The subject site is located approximately 13.0m west of Kings Park, noting this 13.0m will change to a public road. There is still concern around the apparent height when viewed from Kings Park.

The letter provided by Ireneinc provides justification as to how the proposal meets P1(d). The justification states that due to the setback of the taller elements, as well as the breakdown of mass through the two towners, that the apparent height will not be excessive.

The northern tower is setback 13.35m from the western side boundary, with a maximum height of 46.91m AHD. The southern tower will have a maximum height of 38.61m AHD, and setback 9.41m from the western side boundary.

As stated above, there is a 13.0m existing access which will be changed into a public road between the subject site and Kings Park.

As part of the application documents 3D urban views were provided to assist in the assessment. There are only two views that illustrate the proposals impact from Kings Park, being 'Home Point Parade' and 'Paterson Street' plans.

Whilst an assessment could be made based on these drawings, it is still unclear how the proposal would be compatible with the streetscape and character of development existing on established properties in the area.

The height of the proposal is a significant departure to the existing built form within the area. Royal Park is a large, vegetated area of highly utilised public open space. Due to the sites relatively high AHD level in the context of the area, and in comparison to the Parkland, it is unclear how such a tall development is compatible with the adjoining parkland.

An assessment of the proposals height has been considered from key viewpoints within Royal Park, as well as Paterson Street. To assess the proposal's impact from Royal Park, three (3) key views from Royal Park were considered. These views are demonstrated in Figure 2 below.



Figure 5 - Key Viewpoints

The views are demonstrated below with the modelling introduced to the city model. To produce the 3D visualisations of the proposal the following is noted:

The base model was downloaded from the City of Launceston website. The proposal site and the surrounding development's plans were opened in Rhino3D, scaled, and primitive models of their building forms were drawn. These building forms didn't rest on 'natural ground height' which varies and is inconsistent but a common height datum, ensuring that the heights of all the buildings and the base model have correct vertical scale and placement. The base model was then opened in 3DSMax, with the building forms and their property boundaries imported in. The building forms had their parcels matched to the base model so they have correct lat/longitudinal placement. Various distances were proof-checked for accuracy.

A review of each view demonstrates that the proposal will be highly visible and prominent from the park.



Figure 6 - View from Royal Park

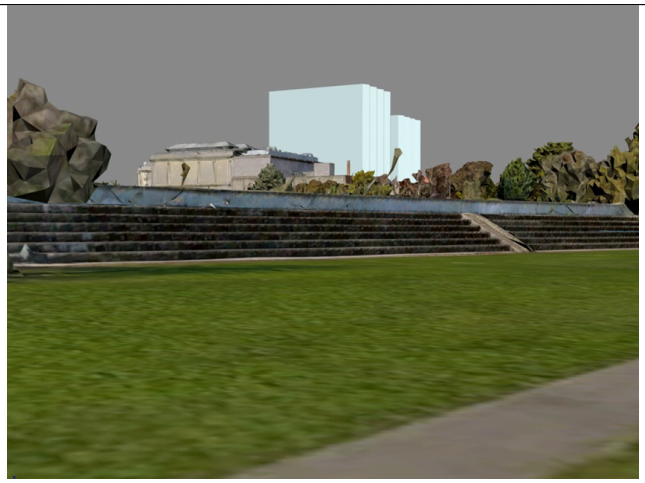

Figure 7 - View from Royal Park

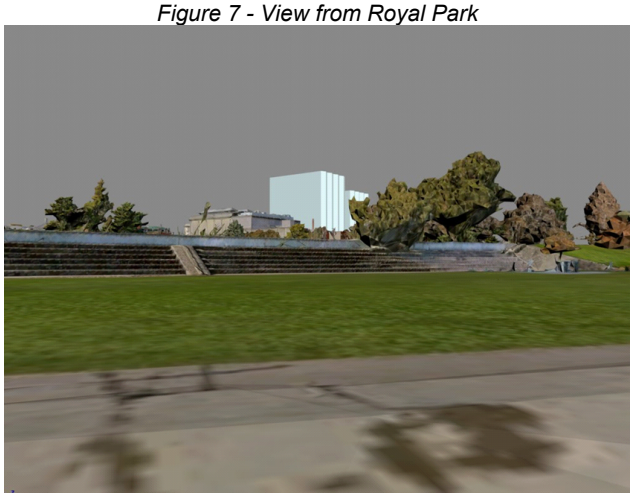

Figure 8 - View from Royal Park

An assessment of the proposal's response to Wellington Street and Paterson Street is also required.

To Wellington Street, aside from some minor anomalies, buildings are generally one (1) to three (3) storeys and built close or on the street edge, assisting to define the public realm and ensuring a comfortable level of enclosure is achieved. Development to the north (QVMAG building) and south are setback and contain large, established trees. Based on this context, Wellington Street is considered to be sensitive from a character perspective and contributory to the broader character of the city.

To Paterson Street, built form is generally more mixed. It contains a variety of low-scale heritage, low-scale institutional buildings and the emergence of taller built form including the nine (9) storey Gorge Hotel development. Buildings are well spaced and the streetscape, encompassing a substantial frontage to Royal Park, and are leafy. To the east of the site, the streetscape character changes to a more consistent, hard-edge built form closer to the Central Business Zone. The Pilgrim Uniting Church spire forms a key punctuation in the skyline.

The proposed development has been clearly sited away from each streetscape. To Wellington Street, building is set back by 44.6m from Wellington Street. This substantial setback ensures that the built form will be broadly concealed from views from the opposite footpath. Furthermore, in oblique views, the tower form is assessed to be recessed when viewed from the streetscape, maintaining a clear distinction between the heritage fabric and the taller addition

Along Paterson Street, the proposed built form is setback 25.5m, noting the built form will be more visible from views from the opposite footpath. Based on the emerging context along Paterson Street that contains a varied streetscape and is approved for another tower form, greater visibility of the hotel form as compared to Wellington Street is considered broadly acceptable. However, the proposed height in its current form is not conducive as an appropriate, comparable, or compatible development noting its impact on the streetscape and view from the Cenotaph area. Due to the elevated nature of the site, such development will not be in broad correspondence with the streetscape, but will overpower it due to its height and bulk.

(e) any overshadowing of public places.

Officer response:
The performance criteria requires that the height must be compatible with the streetscape and character of development having regard to any overshadowing of public places. An assessment against the character of development existing on established properties in the area needs to be addressed.

The subject site is located approximately 12.0m east of the cenotaph monument, located in Royal Park. The shadow diagrams legend indicates that the blue shading is the additional shading from the proposal. The plans provide the impact of overshadowing from the proposal in one hour increments from 7.00am until 12.00pm on the 25th April. Of importance is the 11.00am ANZAC day service. The plans provided show that the Cenotaph, as well as areas west of the Cenotaph will be overshadowed at this time, as demonstrated by the image below:

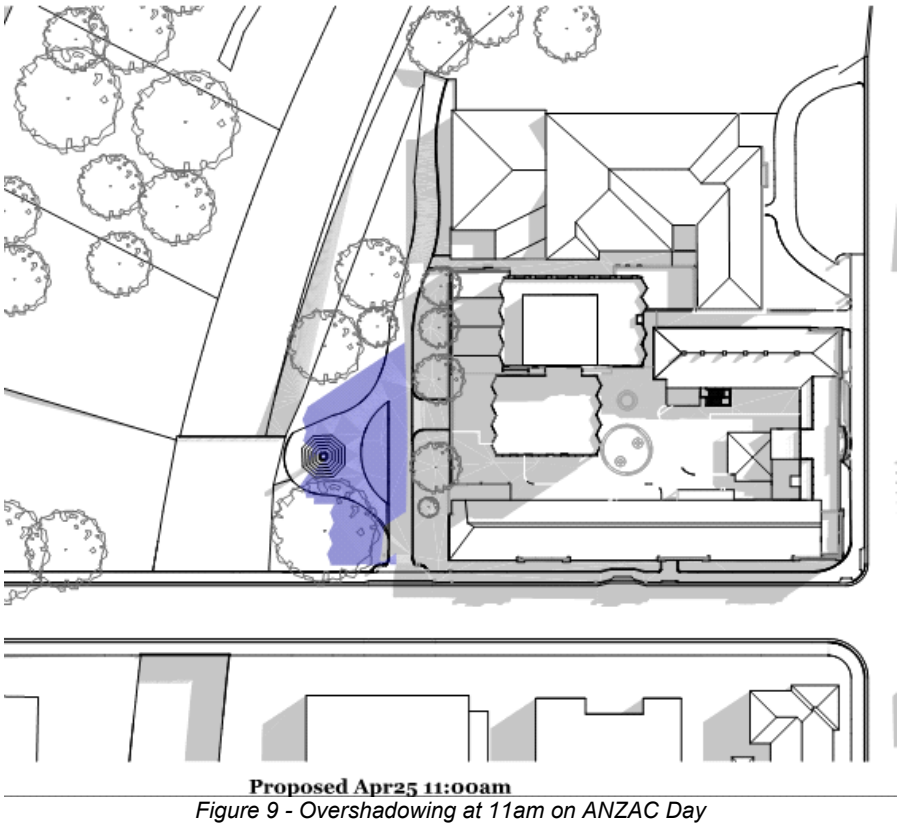

Figure 9 - Overshadowing at 11am on ANZAC Day

The Cenotaph is an established and important monument in the context of development that is existing and established within the area, its history and detail and described below.

The Launceston Cenotaph was commissioned by the War Memorial Committee through a design competition during the early 1920s, to commemorate the fallen soldiers of WWI. There were 26 entries received and judged by Professor Leslie Wilkinson of the School of Architecture at Sydney University, with the winning entrant being prominent Australian Architect, Alfred Harold Masters (b. 1875, d.1951). The Cenotaph was unveiled on Anzac Day 1924.
The bronzed panels were later altered to include soldiers of WWII and subsequent conflicts in which Australians were involved. A wall was installed adjacent to the Cenotaph during the 1990s, commemorating lesser known conflicts, and also includes a memorial to Aboriginal Tasmanians who have fought in war. The site is a place of daily reflection, and is Launceston's focal point for commemoration services, remembering Australian servicepersons who have fought in war.

The Launceston Cenotaph was designed by prominent Australian Architect, Alfred Harold Masters. The design incorporates an octagonal base, with square tapered obelisk made from grey granite. It features bronzed panels commemorating those Australians who have served in war. The architectural style maintains a high degree of creative and technical achievement, reminiscent of the Inter War Classical style with Art Deco elements, particularly in its symmetry and vertical motion.
It is considered a rare and representative example of its type as the focal point for commemoration services within Launceston. The structure highlights key features of

its Inter War Classical and Art Deco architectural style, including monumental or landmark scale and quality, symmetry and vertical motion with use of polished granite.

It maintains landmark qualities, situated in a prominent position within Royal Park. The structure, maintaining a dignified and sacred nature, has stood in this position since 1924, with its setting being of particular historic and aesthetic significance.

The structure highlights key features of its Inter War Classical and Art Deco architectural style, including monumental or landmark scale and quality, symmetry and vertical motion with use of polished granite.

The Cenotaph is Launceston's shrine to those Australians who lost their lives and suffered as a result of war. It is a place of significant social, cultural and spiritual meaning, and is important to the Tasmanian community as a whole, whilst maintaining special associations with veterans and their families, and descendants of those who have fought in war. These special associations are reinforced on days of commemoration including ANZAC Day and Remembrance Day, whilst the site is considered a place for daily reflection.

The Launceston Cenotaph is significant in its association with prominent Australian architect Alfred Harold Masters. The place has further significance representing the Australian servicepersons who have fought in war, whose names are inscribed here, and to the wider Australian veteran community as a place of reflection. The structure and its setting illustrate Australia's historical involvement in war.

The submitted letter prepared by Ireneinc provides a response to Performance Criteria P1(e). The argument made is that the lectern and speakers are located on the southern side of the monument, and dignitaries and public located to the south and southeast, and therefore the shadowing on the Cenotaph will not significantly impact on the significance of the place or its operation for commemoration events.

The criteria requires that the height must be compatible with the character of the public area, having regarding to overshadowing of public places.

The test is then whether or not the height, in terms of overshadowing of the Cenotaph and its surrounds, is compatible. Compatible is defined as:

“requires an outcome which is in harmony or broad correspondence with the surrounding area”.

The argument that the overshadowing is suitable is not accepted.

New development has the potential to adversely and irreversibly impact heritage places though overshadowing. This may be due to the positioning, scale, massing and height of a new structure. In this way, new development may cast shade and visually dominate a heritage place, which may have historically enjoyed uninterrupted views and access to sunlight since point of installation.

In undertaking new development within a heritage landscape, and specifically relating to the overshadowing of a public place as specific consideration is required as part of the clauses criteria, it is best heritage practice to consider the significance of a place. For example, does the significance of the heritage item largely lie within

its social significance as a gathering place or place of remembrance, or are the site's views and settings of high significance. If so, the new development should take into consideration the potential irreversible impact its positioning, scale, massing and height may have on this heritage place. I.e., how and/or will the new development alter a heritage place's historic setting and how our community interact with that place. It is important to retain a heritage item's significance within its historic setting, including the potential for such a site to retain its sunlight. The monument has also been afforded sunlight on its most important of days. Any overshadowing of the Cenotaph is considered to be incompatible with its existing use and established infrastructure. Overshadowing is not in harmony with, nor in broad correspondence with the surrounding area. The Cenotaph and its area are of significant historical importance to the City of Launceston, and tampering with its ability to continue achieving adequate sunlight is paramount. The shadows are caused due to the proposals height and bulk, and as such the proposal is not compatible with the streetscape taking into consideration the overshadowing of this important public space. Overall, the proposed development is too high when considering its location and topography. Its visual impact when viewed from Royal Park and Paterson Street is not considered to be compatible with the streetscape, and its overshadowing of a public place, and in particular the Launceston Cenotaph is not compatible with the existing established development of the area. Accordingly, the proposal does not meet the Performance Criteria.

13.4.2 Setback

That building setback: (a) is compatible with the streetscape; and (b) does not cause an unreasonable loss of amenity to adjoining residential zones.
Consistent
A1 Buildings must have a setback from a frontage of: (a) not less than 3m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.
Complies At its closest point, the building will be setback 33.15m from Wellington Street and 24.2m from Paterson Street.
A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone or Inner Residential Zone.
Complies All air extraction, pumping, refrigeration systems, or compressors, will be located more than 10m from the General Residential Zone and Inner Residential Zone.

13.4.3 Design

That building design and façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.

Consistent
A1 New buildings must be designed to satisfy all of the following: (a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places; (b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof; (c) not include security shutters or grilles over windows or doors on a façade facing a frontage or other public places; and (d) provide external lighting to illuminate external vehicle parking areas and pathways.
Complies The proposed mechanical plant will be located on top of Tower 1, and is proposed to be appropriately screened as not to be seen from the street or other public places. External lighting to illuminate vehicle parking areas and pathways is able to be achieved.
A2 New buildings or alterations to an existing façade must be designed to satisfy all of the following: (a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site; (b) excluding for Residential, if for a ground floor level façade facing a frontage: (i) have not less than 40% of the total surface area consisting of windows or doorways; or (ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%; (c) excluding for Residential, if for a ground floor level façade facing a frontage, must: (i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or (ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and (d) excluding for Residential, provide awnings over a public footpath if existing on the site or on adjoining properties.
Complies Pedestrian access will be via existing entrances on Paterson and Wellington Streets. The hotel lobby entrance will be visible from the Wellington Street entrance. Due to the siting of the new building, being located internally and to the rear of the site, it is not considered that the ground floor level façade is a consideration. No awnings over a public footpath area proposed.

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is: C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development. C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas. C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate. C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area. C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6To provide for parking precincts and pedestrian priority streets.
Consistent Assessment against this code also considers uses approved under DA0180/2023 including residential, food serves, hotel industry and resource processing, and food services. These uses must be assessed as the current proposal alters the approved car parking arrangements of the previous permit. It is considered the purpose of the code has been met as sufficient parking and access arrangements have been made to accommodate the proposal and previous approved uses.

C2.5.1 Car parking numbers

That an appropriate level of car parking spaces are provided to meet the needs of the use.
Consistent A sufficient number of car parking spaces has been provided to meet the needs of the uses, meeting the objective of the clause.
A1 The number of on-site car parking spaces must beno less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for thearea adopted by council, in which case parking provision (spaces or cash-in-lieu)must be in accordance with that plan; (b) the site is contained within a parking precinctplan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than thenumber of car parking spaces specified inTable C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified inTable C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spacesrequired A = Number of existing on site car parkingspaces B = Number of on-site car parking spacesrequired for the existing use or development specified in Table C2.1 C= Number of on-site car parking spacesrequired for the proposed use or development specified in Table C2.1.
Relies on Performance Criteria As previously mentioned, the approved uses under DA0180/2023 also need to be considered as the parking arrangements for those uses would change as a result of this application. <u>DA0180/2023 Consideration</u> Parking requirements for the proposed uses are set out below. It is noted floor area is defined as: *means the gross floor area, excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.*

Residential
Vehicles:
1 space per bedroom or 2 spaces per 3 bedrooms + 1 space for every 5 multiple dwellings

Unit #	Bedrooms	Parks required
1	2	2
2	3	2
3	1	1
4	2	2
5	3	2
6	2	2
7	3	2
8	2	2
9	1	1
10	3	2
11	1	1
12	3	2
13	4	3

Total:
24 spaces + 2 visitor spaces = 26 car parks required for residential use.

Food Services
Restaurant
Vehicles:
1 space per 15m² of floor area (including any outdoor dining areas)

385m² / 15m² = 26

Total: A total of 26 car parking spaces are required.

Café & Specialty food and beverage
Vehicles:
15 for each 100m² of floor area of 1 space per 3 seats, whichever is greater

304m² / 100 x 15 = 45

Total: A total of 45 car parking spaces are required.

Hotel Industry
Vehicle:
1 space per 20m² of floor area available to the public

941m² / 20m² = 47

Total: A total of 47 car parking spaces are required.

Resource Processing
Vehicle:
2 spaces per 3 employees

10 assumed employees = 6 Accordingly, the former permit required a total of 144 car parking spaces for all uses. The previous permit was approved with 32 car parking spaces in total, including an accessible space, with 19 spaces associated with the residential use, and 12 with the food and beverage use. There was a shortfall of parking spaces by 112. DA0543/2023 Consideration **Visitor Accommodation** 1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is greater. 139 beds are proposed over 139 rooms - 139 / 4 = 35 Total: 35 car parking spaces **Hotel Industry** 1 space per 20m² of floor area available to the public 206m² / 20 = 10 Total: 10 car parking spaces **Food services** 1 space per 15m² of floor area (including any outdoor dining areas) 154m² / 15 = 10 Total: 10 car parking spaces The current proposal requires a total of 55 car parking spaces. Overall The former application required 144 car parking spaces and the current proposal requires 90 spaces, for a total of 199 car parking spaces. As 76 spaces are proposed, resulting in a deficit of 123 spaces, reliance on the performance criteria is required.
P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (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) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.
Complies A total of 32 spaces were provided as part of DA0180/2023 which was considered appropriate for those uses. The current uses propose 44 spaces. Minus the 26 spaces required for the residential use, considered under P1.2 of this clause, the current application and previous permit require 173 spaces. The applicant provided a Traffic Impact Assessment to assist in the assessment of the code. The report demonstrated through the use of available data that there is sufficient off-street parking spaces within reasonable walking distance of the site. This included the Myer car park on Paterson Street, 230m to the east, and the Bathurst Street car park, 210m to the south. The public paid parking areas are within a reasonable waking distance and would meet the needs of persons visiting the site that elect to drive. The site being close to the CBD also means there is appropriate and available public transport to enter the site, as well as its walkability from the city. As the spaces on site are dedicated to the residential and food and beverage uses, as well as visitor accommodation uses, there is no ability to share the on-site spaces. Being an established site, and the proposal taking advantage of the infrastructure already existing, the site is constrained in that it is unable to provide any more additional parking spaces. As such the proposal complies with the performance criteria P1.
P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and 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 surrounding area.
Complies A total of 26 spaces are required for the residential use, and only 19 spaces have been provided, a shortfall of seven (7) spaces. Each unit will have access to a single car parking space, whilst six of the units will have two. No visitor spaces are proposed. This is considered reasonable given the mixed type of units available (one (1) bedroom up to four (4) bedroom). It is also notable that the units will be viewed as inner city living, having walkability to the city centre and public transport. This will attract a certain type of occupier that does not need to rely on vehicular transport. The pattern of development within the surrounding area is again considered to be inner city living, when considering residential use only. The majority of such living is located within the CBD, where there are little to no private car parks available, and therefore the proposal is consistent with the character. The proposal complies with P1.2.

C2.5.2 Bicycle parking numbers

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Consistent
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.
Complies The approved uses under DA0180/2023 also need to be considered as the bicycle parking arrangements for those uses would change as a result of this application. DA0180/2023 Consideration **Residential** Bicycle: Not applicable **Food Services** Restaurant Bicycle: 1 space per 75m² floor area 385m² / 75m² = 15 Total: A total of 15 bicycle spaces are required. **Café & Specialty food and beverage** Bicycles: 1 space per 75m² floor area 304m² / 75m² = 4 Total: A total of 4 bicycle spaces are required. **Hotel Industry** Bicycles: 1 space per 100m² of floor area available to the public 941m² / 100m² = 9 Total: A total of 9 bicycle spaces are required. **Resource Processing** Bicycles: 1 space per 5 employees 10 assumed employees = 2 Accordingly, the proposal requires a total of 30 bicycle spaces. The former application proposed 24 bicycle spaces, resulting in a shortfall of six (6) spaces on site. DA0543/2023 Consideration **Visitor Accommodation**

No requirement.

Hotel Industry
1 space per 100m² of floor area available to the public

206m² / 20 = 2

Total: 2 bicycle spaces

Food services
1 space per 75m² floor area

154m² / 15 = 2

Total: 2 car parking spaces

The current proposal requires a total of four (4) car parking spaces.

Overall
The former application required 30 bicycle spaces and the current proposal requires four (4) spaces, for a total of 34 bicycle spaces. A total of 28 spaces are proposed on site. Notwithstanding, there are six (6) available bicycle spaces located within 50m of the site along Paterson Street and Wellington Street, meeting the Acceptable Solution.

C2.5.3 Motorcycle parking numbers

That the appropriate level of motorcycle parking is provided to meet the needs of the use.
Consistent
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.
Complies Table C2.4 requires that for 21-40 car parking spaces provided, one (1) motorcycle space is required, and one (1) space for every additional car parking space required. As the total number of car parking spaces provided is 76, a total of two (2) motorcycle spaces are required. As three (3) spaces have been provided, the proposal meets the performance criteria.

C2.6.1 Construction of parking areas

That parking areas are constructed to an appropriate standard.
Consistent
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent

material to restrict abrasion from traffic and minimise entry of water to the pavement.
Complies All parking, access ways, manoeuvring, and circulation spaces will be paved and sealed and able to drain to the public stormwater system.

C2.6.2 Design and layout of parking areas

That parking areas are designed and laid out to provide convenient, safe and efficient parking.
Consistent
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6*.
Complies All parking, access ways, manoeuvring and circulation spaces have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6, allow for vehicles to enter and exit the site in a forward direction, access widths meeting Table C2.2, parking dimensions meeting table C2.3, a vertical clearance of 2.1m, and will be line marked.
A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*.
Complies All parking spaces provided for use by persons with a disability are located as close as possible to the main entrance, incorporated into the overall car park design, and designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.

C2.6.3 Number of accesses for vehicles

That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

(c) the number of accesses minimise impacts on the streetscape.
Consistent
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.
Complies One vehicular access will be retained.

C2.6.5 Pedestrian access

That pedestrian access within parking areas is provided in a safe and convenient manner.
Consistent Pedestrian access within parking areas will be safe and convenient, meeting the objective of the clause.
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding 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.
Relies on Performance Criteria As a dedicated 1m wide pedestrian footpath have not been proposed, nor have any bollards or guardrails been proposed, reliance on the performance criteria is required.
A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.
Relies on Performance Criteria As there is no dedicated footpath for accessible parking spaces proposed, reliance on the performance criteria is required.
P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (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.
Complies A Transport Impact Assessment was submitted to assist in the assessment of the proposal. The parking areas at ground level are easily identifiable and there is sufficient room to navigate the area to ensure pedestrian safety is considered.

The proposal is unique in that it is proposing three levels of underground parking, accessed via lifts. Users of the visitor accommodation will not utilise the lift, but this would be left to a member of the staff to park visiting vehicles. As such, pedestrian safety is not generally a consideration for that use. All other uses may utilise parking staff for their vehicles, or utilise the lifts and park themselves. Considering the nature of the parking, it is unlikely there will be multiple vehicles utilising the basement parking at the same time, or if they are, it would be limited. Therefore pedestrian safety would be retained, meeting the performance criteria.

C2.6.6 Loading bays

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Consistent
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities,* for the type of vehicles likely to use the site.
Complies The loading bay and access ways will be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.
A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*
Complies All vehicles utilising the site are be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 - 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

C2.6.8 Siting of parking and turning areas

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Consistent
A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.
Complies All parking and vehicle turning areas will be to the rear of the existing building line.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is: C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Consistent

The purpose of the code has been met as the safety and efficiency of the road network will be retained.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Consistent The proposal ensures that any adverse effects on the safety and efficiency of the road network from vehicular traffic generated from the site at an existing vehicle crossing is minimised.
A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.
Relies on Performance Criteria As the proposed uses will result in an increase of more than 40 vehicle movements per day, reliance on the performance criteria is sought.
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Complies The traffic report considers the impact of the vehicle trips generated as part of the use. The creation of the new road will assist in vehicles able to safely and efficiently access Paterson Street, the only vehicular access. The surrounding road network is able to accommodate the increase in traffic, without adversely impacting on the efficiency or safety of the road network. There are no alterative accesses into the site due to it already been developed, with the proposed new road considered to be appropriate to cater for the traffic. Council's infrastructure team who act on behalf of the road authority have considered the traffic report and the proposal and are supportive. The proposal complies with the performance criteria.

Tasmanian Heritage Council

Tasmanian Heritage Council
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Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF:	DA0543/2023
THC WORKS REF:	#8340
REGISTERED PLACE NO:	#11008
FILE NO:	15-05-14 THC
APPLICANT:	Red Panda Property Group Pty Ltd
DATE:	13 March 2023

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place:	Launceston Polytechnic and former Military Barracks and Invalid Depot site, 10-16 Wellington Street, Launceston.
Proposed Works:	Visitor Accommodation - Partial demolition of an existing building, and construction of new multi-storey hotel buildings including bulk excavation for underground carparking. New landscaping.

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 DA0180/2023, advertised on 17/02/2024, subject to the following conditions:

1. **Prior to the commencement of any works involving ground disturbance:**

   (i) A Statement of Archaeological Potential (SoAP) and Archaeological Method Statement (AMS) must be prepared by a qualified professional historical archaeologist; and,

   (ii) The SoAP and AMS must include a method for investigating, recording, sorting, assessing, discarding, curating and interpreting any identified materials; and,

   (iii) The SoAP and AMS must be submitted to and endorsed by Heritage Tasmania's Works Manager; and, once endorsed, the archaeological processes that are recommended in the AMS will form part of this approval and must be implemented; and,

   (iv) A report detailing the findings of the archaeological investigations and making recommendations for public interpretation of the findings must be submitted to the Heritage Council in digital format within 6 months of the completed excavations.

Reason for conditions
To ensure that archaeological features and deposits are properly assessed for their heritage value and, if necessary, are appropriately investigated and managed, consistent with the appropriate outcomes described in Section 7 of the *Works Guidelines.*

Advice
It is recommended that as a next step to realising the public benefits of the archaeological investigations, an Interpretation Plan be prepared by a qualified specialist which sets out a strategy for communicating to the end users of the completed development and the wider public the significance of the place using the archaeological finds and other available material. The Interpretation Plan should be provided to the development design team to respond to in finalising the place's landscaping and interior design, to ensure that heritage interpretation is integrated into the completed design of the development.

Should you require clarification of any matters contained in this notice, please contact Chris Bonner on 1300 850 332.



Brett Torossi
Chair - Tasmanian Heritage Council

10-16 Wellington Street, Launceston – Stage 2

Mixed Use Development

Transport Impact Assessment

29/01/2024 **Ref: 300304307**

PREPARED FOR:
Red Panda Property

PREPARED BY:
Stantec Australia Pty Ltd

Stantec

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	01/03/23	Final	Danielle Cruickshank	Andrew Farran	Andrew Farran	Original Signed
B	30/03/23	Revised final	Danielle Cruickshank	Andrew Farran	Andrew Farran	Original Signed
C	15/11/23	Revised final (RFI response)	Danielle Cruickshank	Andrew Farran	Andrew Farran	
D	29/01/24	Revised final (RFI response)	Danielle Cruickshank	Andrew Farran	Andrew Farran	

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1. Introduction

1.1 Background & Proposal

Planning approval is currently being sought for Stage 2 of a proposed mixed-use precinct on land located at 10-16 Wellington Street, Launceston. It is noted that a separate application has been lodged concurrently for the Stage 1 land uses.

The site is currently occupied by two-storey brick buildings of heritage significance and formally operated as a school campus. The proposed development retains the existing heritage buildings (Stage 1) with new structures to be provided generally in the centre of the site (Stage 2). The Stage 1 development comprises residential and restaurant uses, with hotel and additional restaurant uses proposed as part of Stage 2.

This report relates to Stage 2 of the proposed development, with the land use types and sizes summarised in Table 1-1. A separate transport impact assessment report has been prepared for the Stage 1 application in isolation.

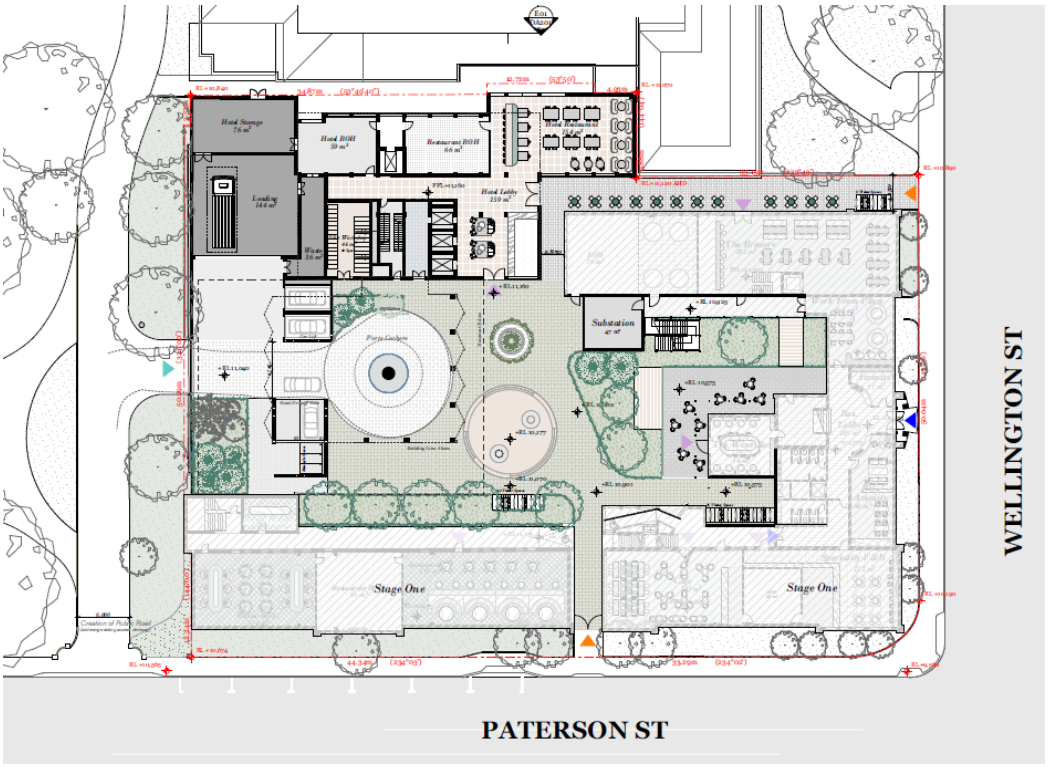
Table 1-1: Development Summary

Land Uses Land Use Classification	Description	Size / No.
Hotel	Hotel rooms and ancillary uses	139 rooms (plus 720sqm of ancillary restaurant, wellness and guest facilities)
Restaurant	Rooftop bar	332sqm

The proposed ground floor plan is provided in Figure 1.1 and shows the following key transport and access features:

- Vehicle access is proposed to be retained (with some modification) via the driveway on the southwestern site boundary and can accommodate up to an 8.8m medium rigid vehicle. This driveway will provide access to the porte-cochere, loading dock and basement car park.
- The basement car park will operate with dual entry/exit car lifts, servicing three basement levels and a total of 74 parking spaces, including 1 disabled space. An additional two spaces will be provided at ground level catering for short-term hotel drop-off/pick-up demands. A total of 76 spaces are proposed and will cater for both the Stage 1 and Stage 2 car parking demands.
- The loading dock will have the ability to accommodate up to an 8.8m medium rigid vehicle, with storage for up to two delivery vehicles.
- Public pedestrian access to the site will be provided at two locations – one on the Wellington Street frontage (northwest corner) and one located centrally on the Paterson Street frontage. There will also be a private pedestrian access for residents located on the Wellington Street frontage. Each of these align with existing pedestrian access points.
- A total of 28 bicycle parking spaces will be provided in a secure storage area adjacent to the hotel lobby. These secure spaces will be available for the use of staff associated with the hotel and food services uses, as well as staff and residents associated with the Stage 1 land uses. Visitor bike parking provided at Stage 1 of the development would also be made available for the use of visitors associated with the Stage 2 land uses.
- Three motorcycle parking spaces will be provided at ground level, next to the hotel drop-off/pick-up spaces.

Figure 1.1: Architectural Plans – Ground Floor



1.2 Purpose & Structure of this Report

The report sets out an assessment of the transport impacts of Stage 2 of the proposed development and how they are being addressed, including consideration of:

- The existing conditions pursuant the transport network in the vicinity of the site and any relevant transport or planning policy relevant to the site.
- The layout and land uses associated with the proposed Stage 2 component of the development.
- The expected trip generation of the proposed development and the proposed transport response to best accommodate these trips on the surrounding transport network.
- The details of the proposed transport response with respect to each relevant transport mode / consideration, such as:
  - Active transport
  - Public transport
  - Freight, loading and waste collection
  - Car parking provision & layout (including access arrangements)
  - Traffic impact.

1.3 References

In preparing this report, reference has been made to the following:

- In person site inspection and desktop site inspection
- Tasmanian Planning Scheme – Launceston
- Traffic Impact Assessment Guidelines, Department of State Growth, August 2020
- plans for the proposed development prepared by DKO Architecture, Project No. 00013015
- Australian Standard / New Zealand Standard, Parking Facilities (AS2890)
- Launceston Transport Strategy 2020-2040
- Central Activities District Parking Implementation Plan, City of Launceston 2021
- Council Further Information Request 'DA0181/2023' dated 19 May 2023
- other documents as nominated.

1.4 Council Further Information Request

The City of Launceston undertook an initial assessment of the application and issued a formal request for further information on 19 May 2023. Accordingly, this report and the architectural plans have been updated to reflect the key transport items. Table 1-2 has been prepared to provide a summary of the responses to each of the relevant items from the RFI, with reference to the section within this report where these responses have been included.

Table 1-2: Response to Council RFI

RFI Ref.	Comment	Response	Section of report
Item 6 (pg. 5)	Tandem parking spaces – operation and allocation	There are 9 sets of tandem parking spaces, totalling 18 spaces. Three sets of tandem spaces (total 6 spaces) will be allocated to the hotel as spaces for valet parking. The remaining six sets of tandem spaces (total 12 spaces) will be allocated to the residential uses consistent with the Stage 1 approval, with each set to be allocated to a single dwelling.	Section 6.4.4
Item 7 (pg. 5)	Basement parking – design and allocation of accessible parking space	Architectural plans have been updated to show location and layout of the accessible parking space. The space will be for the use of staff related to the food and beverage land uses. The space will not be allocated to any specific tenant or user but will be available for eligible users as required.	n/a
Item 8a (pg. 6)	Access to the site during road closures	Road closures associated with cenotaph events will be communicated with users of the on-site car park and will be required to make alternative travel arrangements during these closure periods.	Section 6.5.2
Item 8b (pg. 6)	Updates to traffic volumes	Traffic volumes have been updated as requested.	Section 2.3.1
Item 9a (pg. 9)	Potential for conflict between pedestrians and vehicles	Pedestrian and vehicle conflict will be minimised through the provision of pedestrian access points separate to the vehicle access. There will be no pedestrian access available via the site driveway, which will be for vehicles and heavy vehicles only. Reversing movements by cars and heavy vehicles will be undertaken in the vicinity of the loading and waste area and at the car park lifts and will be clear of pedestrian areas and desire lines.	Section 5.2
Item 9b to 9e (pg. 9)	Swept path assessment – site access road, driveway, porte cochere and car lift	Swept path assessment shows the satisfactory on-site provisions for the various movements.	Appendix A

RFI Ref.	Comment	Response	Section of report
Item 10a to 10f (pg. 10)	Basement car park layout and operation	The car lifts and basement car park will not be available for use by the general public. Access will be restricted to residents, hotel valet staff and other on-site staff associated with the hotel and food and beverage tenants. The proposed layout for the basement car park levels is appropriate for the type of users, number of spaces and anticipated low turnover of spaces.	Section 6.2.1
Item 11a and 11b (pg. 11)	Coach and shuttle bus facilities	There will be no access for larger passenger vehicles, such as coaches and shuttle buses, within the on-site porte cochere. These larger vehicles will be required to use the on-street parking on Paterson Street. This arrangement is consistent with typical provisions for a hotel location within a CBD environment.	n/a
Item 12a (pg. 11)	Naming of sealed driveway on the QVMAG title	The road asset via which the development is seeking to obtain access is currently referred to as the 'site access road' or 'road'. This has been changed throughout the document to be referred to as the 'QVMAG sealed driveway'.	Throughout the document
Item 12b (pg. 11)	Assumed future mode share	Existing mode share for travel via public transport in Launceston is 2%. The subject site located in the CBD is considered to have better public transport accessibility than most areas of Launceston. A target of 20% for hotel guests is deemed appropriate and generally in line with the sustainability goals documented in Council policy.	Section 3.2
Item 13 (pg. 12)	Green travel plan	Terminology updated as requested.	Section 4.3
Item 1 (pg. 13)	Concurrent applications – reference to Stage 1 within Stage 2 report	The traffic report has been updated to assess only the uses being applied for within Stage 2 of the development. Discussion has been included which indicates how the Stage 1 features, such as car parking and bicycle parking, will be reinstated as part of the Stage 2 development.	Throughout the document
Item 2 (pg. 13)	Staged parking and loading	The operation of the Stage 1 land uses and facilities during Stage 2 construction will be addressed within a Construction Traffic Management Plan to be prepared at a later stage of development.	Section 6.4.3
Item 4 (pg 13)	Pedestrian access at Wellington Street	The proposed pedestrian access at the northeast corner of the site is to be located approximately 5m south of the existing art gallery pedestrian access. Any issues associated with the existing operation of the art gallery pedestrian access are not the responsibility of the proposed development. The proposed pedestrian link is deemed appropriate for the site as it improves pedestrian permeability across the site and links to the generous public footpath along Wellington Street. There is a safe crossing point of Wellington Street at the signalised intersection with Paterson Street, approximately 50m south of this pedestrian access, which is within a reasonable walking distance.	n/a
Item 5a and 5b (pg. 14)	Bicycle parking location and allocation	The architectural plans show the location and supply of all on-site bicycle parking. The allocation by use is detailed within the report.	Section 4.2
Item 5c (pg. 14)	Bicycle parking during construction	The provision of bicycle parking to service the Stage 1 land uses during Stage 2 construction will be addressed within a Construction Traffic Management Plan to be prepared at a later stage of development.	Section 4.2

2. Transport Context

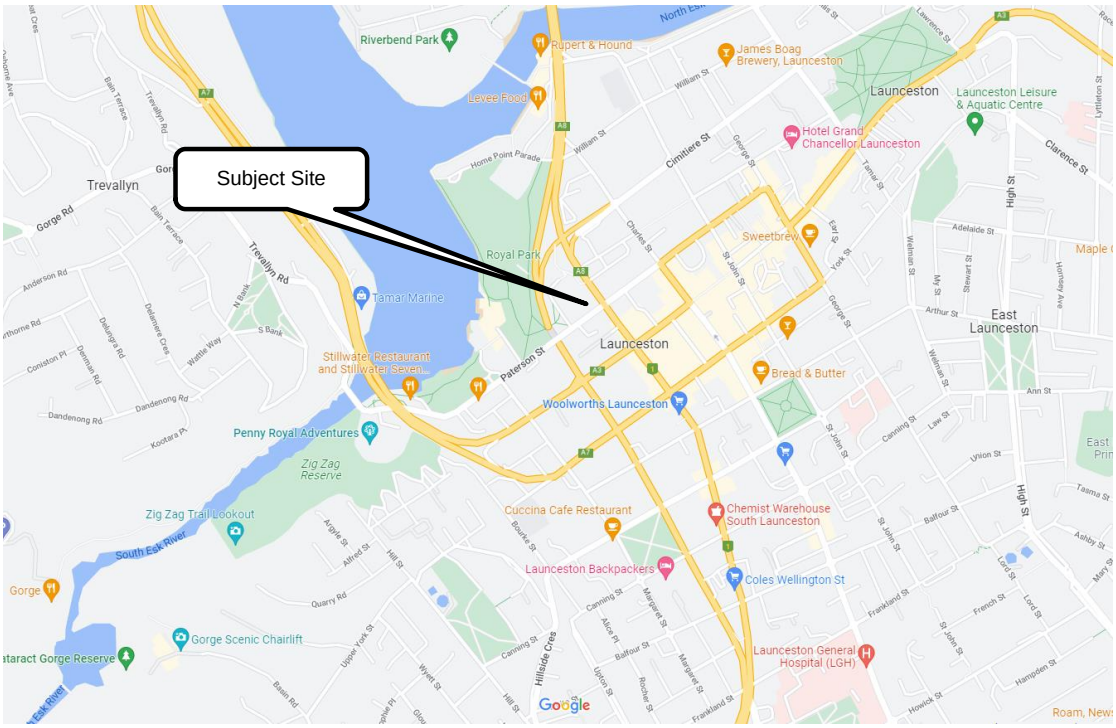
2.1 Existing Conditions

2.1.1 Location

The subject site is located at 10-16 Wellington Street, Launceston. The site of approximately 5,800sqm has frontages of approximately 57m to Wellington Street and 92m to Paterson Street. The surrounding properties include a mix of parks, education and tourist attractions to the north and west and various CBD uses to the south and east. The site is located within Urban Mixed Use Zone 13.

The site location is shown in Figure 2.1.

Figure 2.1: Subject Site Location Map



2.1.2 Transport Network

A summary of the existing transport network and characteristics is detailed in Table 2.1.

Table 2-1: Summary of Existing Transport Network

Mode	Summary of Existing Situation
 Walking	• The site has a walk score of 93 out of 100 or a 'walkers paradise' indicating that the site has excellent pedestrian connectivity (www.walkscore.com). • The site is well-connected to the surrounding areas with sealed footpaths and lighting provided for the local area. The paths on major roads are typical of a CBD (generous width) and provide connections to key nodes (CBD land uses, waterfront, parks, etc.). • Pedestrian crossing facilities are provided on all legs of the signalised intersection of Wellington Street and Paterson Street, at the eastern corner of the site.
 Cycling	• There are on-road bicycle lanes on Paterson Street between Wellington Street and Margaret Street, which continue along Margaret Street to the south. Other on-road cycle lanes are also provided on other key roads within the CBD. • Off-road trails/bike paths are located to the southwest and north of the site, following the waterways. These off-road cycling corridors link up to Mowbray and Invermay to the north, Riverside to the northwest and Ravenswood and Waverley to the east.
 Public Transport	• Launceston Bus Interchange on St John Street is located approximately 10 minutes walking distance to the east of the site, which provides access to more than 30 bus routes. • The Tiger Bus, a free central city district bus service, operates along Paterson Street in close proximity to the site. The nearest bus stop is located adjacent to the southern site corner. The River Explorer route operates from this stop, with five services operating across the weekday between 10:20am and 3:00pm in the northeast-bound direction only. • Other nearby bus stops servicing the wider Launceston bus network include: - Paterson Street/Margaret Street (250m southwest of site) – inbound services - Bridge Road (400m southwest of site) – outbound services.
 Loading	• There are currently no on-site loading facilities. • Loading activity currently occurs via the on-street parking spaces on Paterson Street.
 Private Vehicle	• The site is located on the northwestern edge of the CBD which has an established grid road network. Paterson Street functions as a collector road and runs through the CBD in a southwest-northeast direction. Wellington Street functions as an arterial road and is a continuation of the East Tamar Highway and Midland Highway through Launceston. • The intersection of Paterson Street and Wellington Street experiences some delays during the PM peak on the northwest and southwest intersection approaches (source: Launceston Traffic Review Transport Issues Paper 2012). Based on site observations there is minimal congestion at the intersection outside of parts of the PM peak hour.

2.1.3 Site Characteristics

A summary of the transport characteristics along each of the site frontages is provided below.

- Wellington Street
  - Adjacent to the site, Wellington Street has one-way direction of vehicle travel in a southeast-bound direction configured with three through travel lanes and one right-turn lane, with a speed limit of 60km/h.
  - Wide pedestrian footpaths are provided on both sides of Wellington Street.
  - Signalised pedestrian crossings are provided at the intersection with Paterson Street.
  - Traffic counts indicate that Wellington Street carries approximately 20,000vpd[1].
  - On-street parking is not permitted on the southwest side of the carriageway (adjacent to the site). On the northeast side of the carriageway, time-restricted parking is permitted at all times except for between 4pm and 6pm Monday to Friday.
- Paterson Street
  - Adjacent to the site, Paterson Street is a two-way road with a single travel lane in each direction and a speed limit of 50km/h. A clearway operates in the eastbound direction from 8:00am to 9:30am, where an additional travel lane is able to operate during this period.
  - Outside of the AM peak clearway, time-restricted on-street parking is permitted on the northwest side of the carriageway (adjacent to the site). Time-restricted on-street parking is permitted at all times on the southeast side of the carriageway.
  - One on-street disabled car parking space is provided adjacent to the site.
  - Wide pedestrian footpaths are provided on both sides of Paterson Street.
  - Signalised pedestrian crossings are provided at the intersection with Wellington Street.
  - On-road bicycle lanes are provided in both directions, but in the eastbound direction the lane terminates at the western site boundary.
  - Traffic counts indicate that Paterson Street carries in the order of 10,000 vehicles per day[2].
  - The Tiger Bus, a free central city district bus service, operates along Paterson Street in close proximity to the site. The nearest bus stop is located adjacent to the southern site corner.
- Queen Victoria Museum and Art Gallery (QVMAG) sealed driveway
  - The QVMAG sealed driveway is located on the southwest boundary of the site, providing a narrow 5m-wide two-way carriageway for access to the subject site and the art gallery to the rear of the site.
  - The driveway is contained within the title of the QVMAG and is a private driveway serving that facility. While this driveway is owned and maintained by the City of Launceston, it is not a public road.
  - The driveway does not have a posted speed limit and on-street parking is not permitted.
  - There are no dedicated pedestrian footpaths along the length of the driveway, but instead pedestrians can use the carriageway due to the low speed and volume environment.

Wellington Street, Paterson Street and the QVMAG sealed driveway are shown in Figure 2.2 to Figure 2.4 below.

[1] As confirmed by City of Launceston.
[2] As confirmed by City of Launceston .

Figure 2.2: Wellington Street – Looking Southeast



Figure 2.3: Paterson Street – Looking Northeast



Figure 2.4: QVMAG sealed driveway – Looking Northwest



The available walking, cycling and public transport catchments within 30-minutes of the subject site at five-minute intervals, are provided in Figure 2.5, Figure 2.6 and Figure 2.7. The key findings from the catchment mapping include:

- The St John Street bus interchange in the CBD is within a 10-minute walk of the site
- Much of the CBD and surrounds is within a 20-minute walk, or 10-minute cycle, of the site
- The majority of suburbs across Launceston are located within a 20-minute bus trip from the site, including as far as Riverside to the northwest, Mayfield to the north, Ravenswood to the east, Kingsmeadow to the south and Summerhill to the southwest.

Figure 2.5: Pedestrian 30-minute Catchment Area

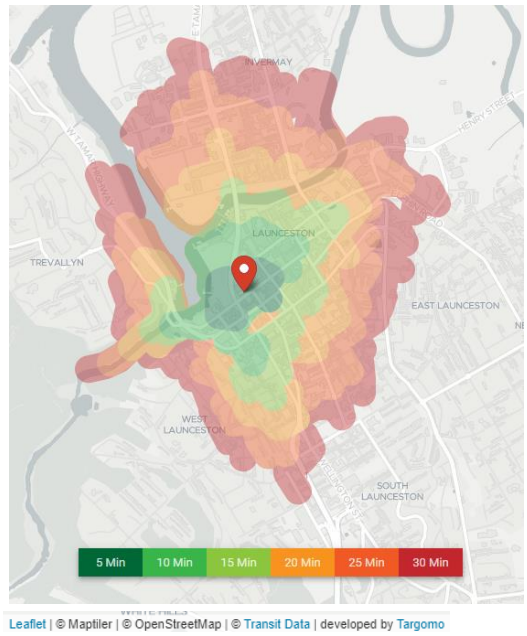


Figure 2.6: Cycling 30-minute Catchment Area

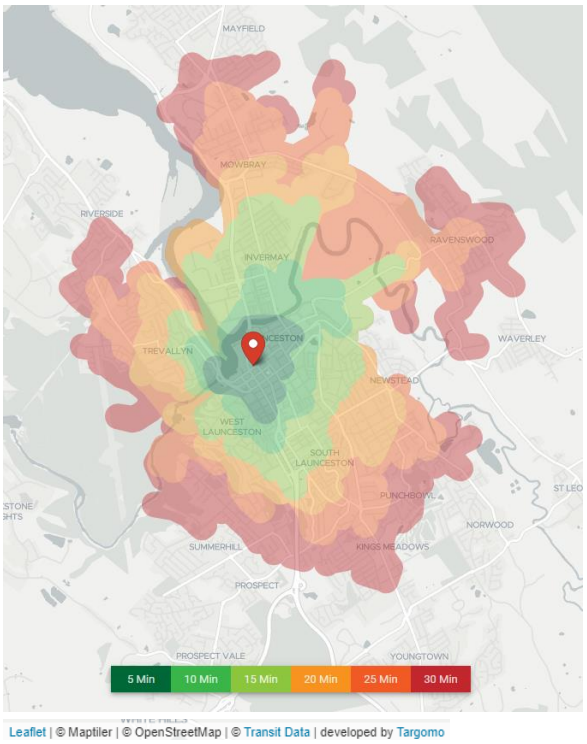
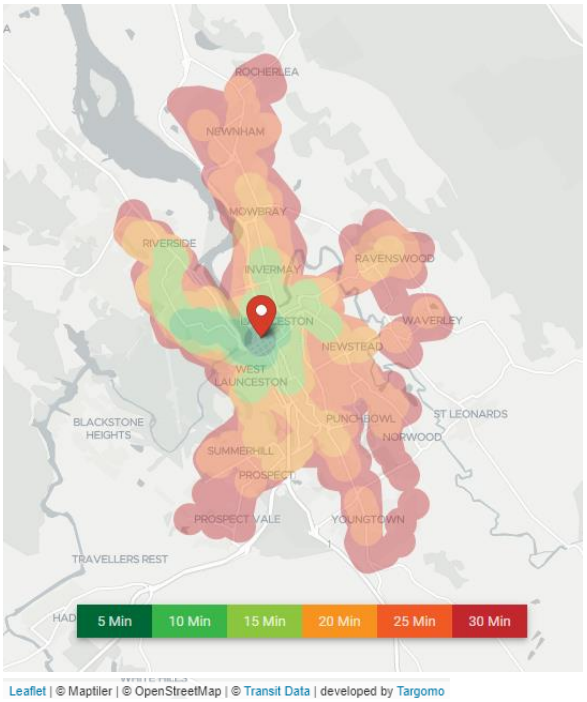


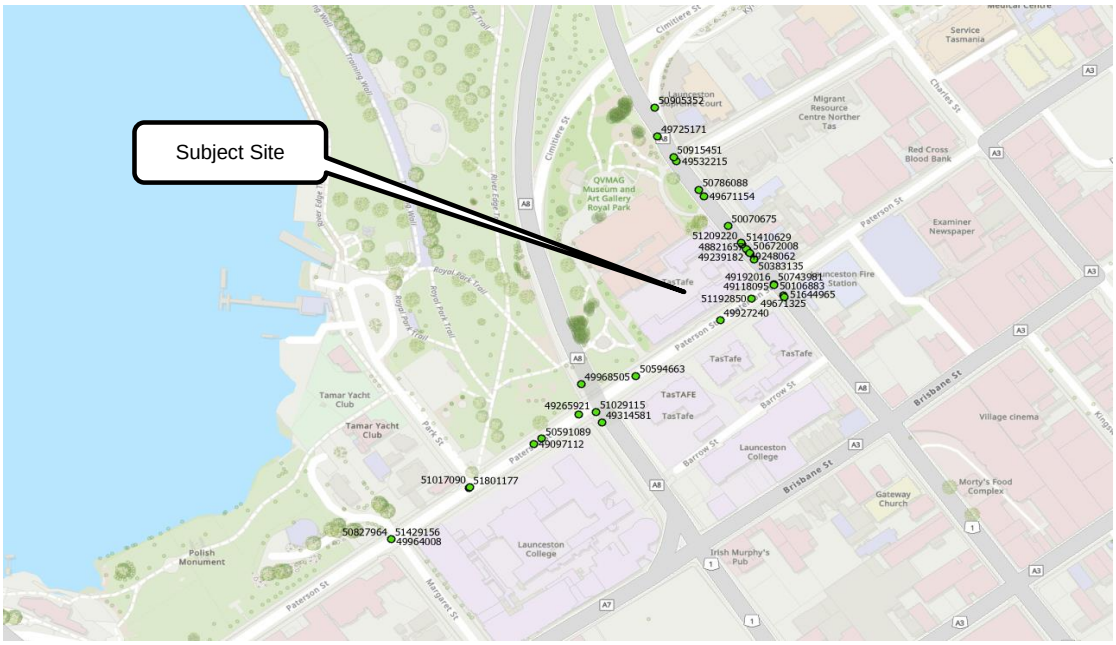
Figure 2.7: Public Transport 30-minute Catchment Area



2.1.4 Safety Review

An analysis of the most recent five-year period of available crash data (Jan 2018 to Dec 2022) identified 49 crashes in the vicinity of the site, as presented in Figure 2.8.

Figure 2.8: Crash Analysis 2018-2022



The majority of the recorded crashes – 37 crashes – resulted in property damage only. Of the remaining 12 crashes:

- two crashes required first aid to be administered
- nine crashes resulted in minor injury
- one crash resulted in a fatality.

The fatal crash occurred at the intersection of Paterson Street and Wellington Street, involving a motorcycle and another vehicle at nighttime.

There were no trends identified amongst the minor injury crashes that indicate any specific safety issues in the vicinity of the site, or any issues associated with the intersection of the QVMAG sealed driveway and Paterson Street.

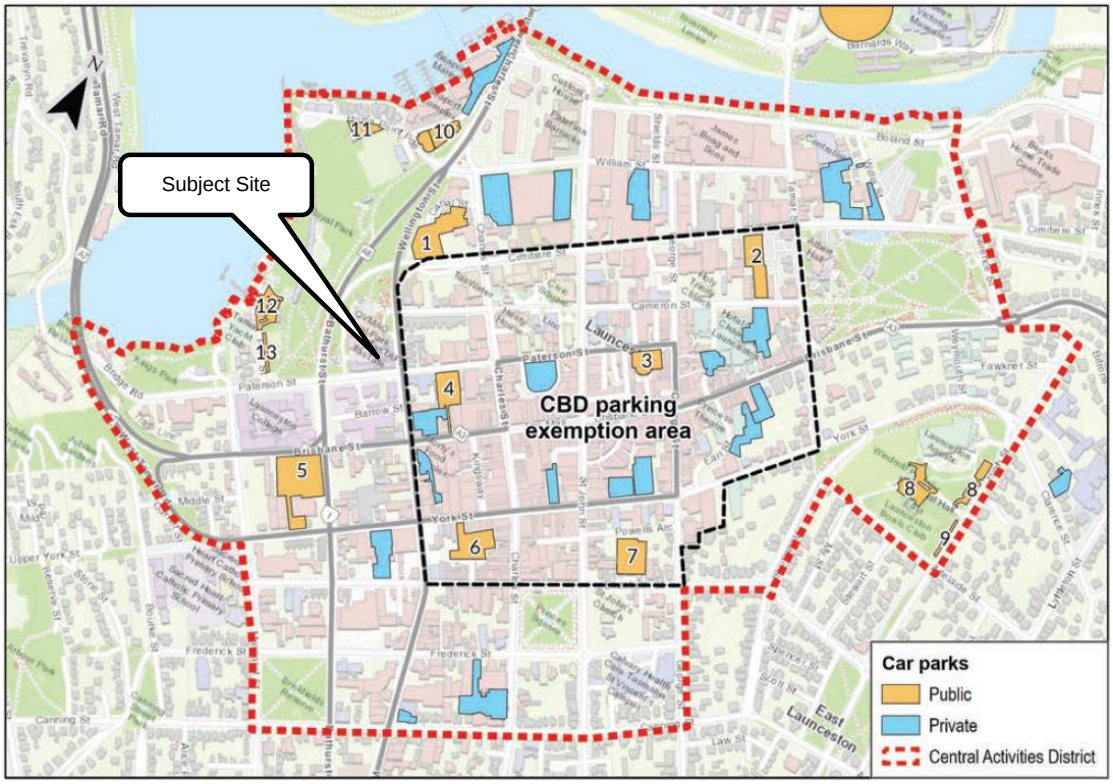
2.2 Relevant Planning Policy

2.2.1 City of Launceston Central Activities District Parking Implementation Plan 2021

The Central Activities District Parking Implementation Plan (CADPIP) is one of the initiatives arising out of the Launceston Transport Strategy 2020-2040 (LTS). It recognises that car travel will remain the dominant form of transport for some time to come but also encourages a shift to more sustainable modes of transport, particularly for commuting.

Council has identified 12 'Action Areas' with a set of short and medium-term actions to address parking challenges in the City Core (as bounded by Paterson Street, Charles Street, George Street and York Street) and the wider Central Activities District (CAD). The subject site is located on the northwest boundary of the City Core, within the CAD, as shown in Figure 2.9.

Figure 2.9: Subject Site Proximity to Launceston CBD Parking Exemption Area



The Tasmanian Planning Scheme – Launceston sets out the minimum parking requirements for different land uses that developers are encouraged to provide for developments in the relevant areas. The Planning Scheme also includes an exclusion area for the Launceston Central Business District (CBD), with the purpose of the exemption area being to reduce the amount of car parking provided on private land in the Launceston CBD (i.e. to reduce vehicle trips into the CBD), and to ensure that car parking provided does not detract from the streetscapes. The details of this Clause are provided in Figure 2.10.

Figure 2.10: Launceston CBD Parking Exemption Area – Planning Scheme Excerpt

Objective: *To limit on-site car parking within the Launceston Central Business District Parking Exemption Area.*	
Acceptable Solutions	**Performance Criteria**
A1 On-site car parking is: (a) not provided; or (b) not increased above existing parking numbers.	**P1** On-site car parking must demonstrate: (a) that it is necessary for the operation of the use; and (b) parking must not exceed the minimum provision required by Table E6.1.

The exemption area approach is consistent with the LTS theme to promote sustainable modes over driving. However, currently the exemption area doesn't cover the whole CAD, and excludes areas such as the western extent to the west of Wellington Street, in which the subject site is located.

With future potential for redevelopment in these surrounding areas, and recognising the close proximity to the CBD and City Core, the CBD parking exemption area is being considered to be extended to cover the whole CAD. In this repsect, the City of Launceston has committed to:

- Consider expanding the exemption area for the whole CAD, to ensure justification is needed to provide on-site parking as part of a development within the CAD (within the next 5 years)
- Consider Planning Scheme updates that minimise the number of standalone off-street car parks within the CAD (within the next 6 to 10 years).

2.2.2 Launceston Transport Strategy 2020-2040

The City of Launceston Transport Strategy 2020-2040 provides a roadmap to achieve the vision of *"Our community will have access to diverse transport choices that connect them to our places. Our focus on partnerships and innovation will promote our community's wellbeing and improve Launceston's liveability".* It integrates with a number of other key planning documents including the Greater Launceston Plan and City Deal Vision to help achieve the overarching goal of making Launceston Australia's most liveable regional city. It also aligns with the Greater Launceston Transport Vision which aims to help Launceston 'achieve its economic, tourism and investment potential while retaining and enhancing the existing character and liveability enjoyed by the community'.

The initiatives to deliver the transport vision that have an impact on the provision of parking as part of new developments include:

L1.2 - Incentivise provision of active and public transport modes in development areas

Provision for parking in new developments or redevelopment sites is often prioritised over other modes, further encouraging people to drive more. By deploying land-use and transport-integration tools, we will help shift demand towards more sustainable active and public transport modes that support our long-term aims.

The City of Launceston will work with the Tasmanian Government to develop a state-wide planning scheme that incentivises developers to include walking, cycling and bus provisions in or near their sites wherever practicable. This will be carefully developed through continued engagement with public and private sector partners.

L2.1 - Develop frameworks for schools and businesses to establish, monitor and implement travel plans

Schools and businesses play a major role in how people commute. Students and workers plan their daily travels around their schedules and the transport options available to them. Often, they drive because they are unaware of the alternatives.

Travel plans are powerful tools to help people plan their regular trips and promote more sustainable transport solutions. Schools and businesses should comprehensively review their staff and students' travel patterns and identify possible changes to increase the attractiveness of sustainable modes.

The City of Launceston will provide resources to enable people to independently establish, monitor and implement their own travel plans. This important step will help shift overall travel behaviour, particularly for students whose habits are still in development.

L2.2 - Develop a Central Activities District Parking Implementation Plan that aligns with the promotion of active and public transport

Parking was designed to encourage more people to drive, but we view driving differently today. Hence, Launceston will need to rethink the ways parking can support the city. We will develop a car-parking implementation plan for the Central Activities District that promotes sustainable modes over driving, while we also consider emerging trends that may disrupt our land and kerbside uses. This includes recognising the role of accessible parking for those whom public transport is not feasible; and the growing demands for cycling, recreational vehicles, ride-sharing services and food delivery.

2.3 Summary

The subject site is located in an area which is highly walkable with good access to bicycle and public transport facilities. Some congestion is experienced during peak operating periods at the intersection of Wellington Street and Paterson Street.

Local policy already supports as low as zero on-site parking for land uses located within the CBD parking exemption area (the opposite side of Wellington Street), which encourages the use of public transport, walking and cycling as modes of transport. Policy also indicates that this parking exemption area could be expanded within the next 5 years, with the same low car parking requirements to potentially apply to the subject site.

In this context, it is evident that the future development of the site will require a multi-modal transport approach which prioritises sustainable travel modes over private vehicle transport, and which avoids the over-provision of on-site parking for private vehicles.

3. Modal Hierarchy & Trip Generation

3.1 Modal Hierarchy

As outlined earlier, a multi-modal transport approach is proposed which prioritises walking, cycling and public transport ahead of cars as a strategic means to limit the sites *"transport footprint"*. This approach requires the adoption of a modal hierarchy in favour of walking, cycling and public transport generally as shown at Figure 3.1. This modal hierarchy is consistent with the policy expectations set out in the Launceston Transport Strategy.

Figure 3.1: Adopted Modal Hierarchy



3.2 Target Mode Shares

Mode share targets have been assumed having regard to the site context (including existing travel behaviour data), adopted car parking rates and modal hierarchy identified above. The assumed future mode shares are shown in Table 3-1.

Table 3-1: Target Mode Share by Use – Weekday Peak Hour (Stage 2 only)

Land Use	Walking	Cycling	Public Transport	Car (Driver)	Car (Passenger)
Hotel	30%	10%	20%	20%	20%
Food & Drink Premises	75%	5%	10%	5%	5%

3.3 Trip Generation

The forecast trip generation for Stage 2 of the proposed development is presented in Table 3-2, with the estimates by mode of transport presented in Figure 3.2 (which have been calculated by applying the post development mode share forecasts to the overall trip generation).

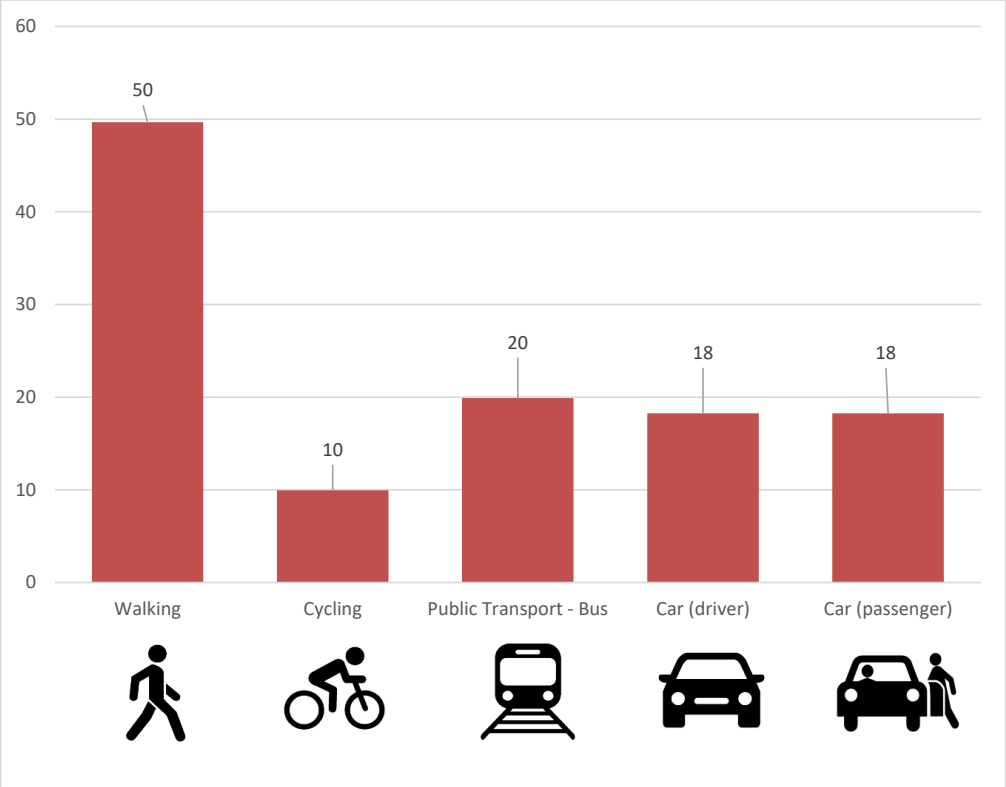
This table and figure indicate that up to approximately 116 person trips can be expected to/from the site during the weekday PM peak hour, including approximately 20 public transport (bus) trips, 50 walking trips, 36 vehicle trips (including 18 passenger trips) and 10 bicycle trips.

Table 3-2: Trip Generated by Use – Weekday PM Peak Hour

Land Use	Size	Trip Generation Rate	Peak Hour Trips
Hotel	139 rooms	0.6 trips per room [1]	83 trips
Food & Drink Premises	332sqm	10 trips per 100sqm GFA[1]	33 trips
Total			**116 trips**

[1] Sourced from the RMS Guide Technical Direction (August 2013) and associated background reports.

Figure 3.2: Estimated Trips Generated by Mode – Weekday PM Peak Hour



4. Sustainable Transport

4.1 Pedestrian Permeability

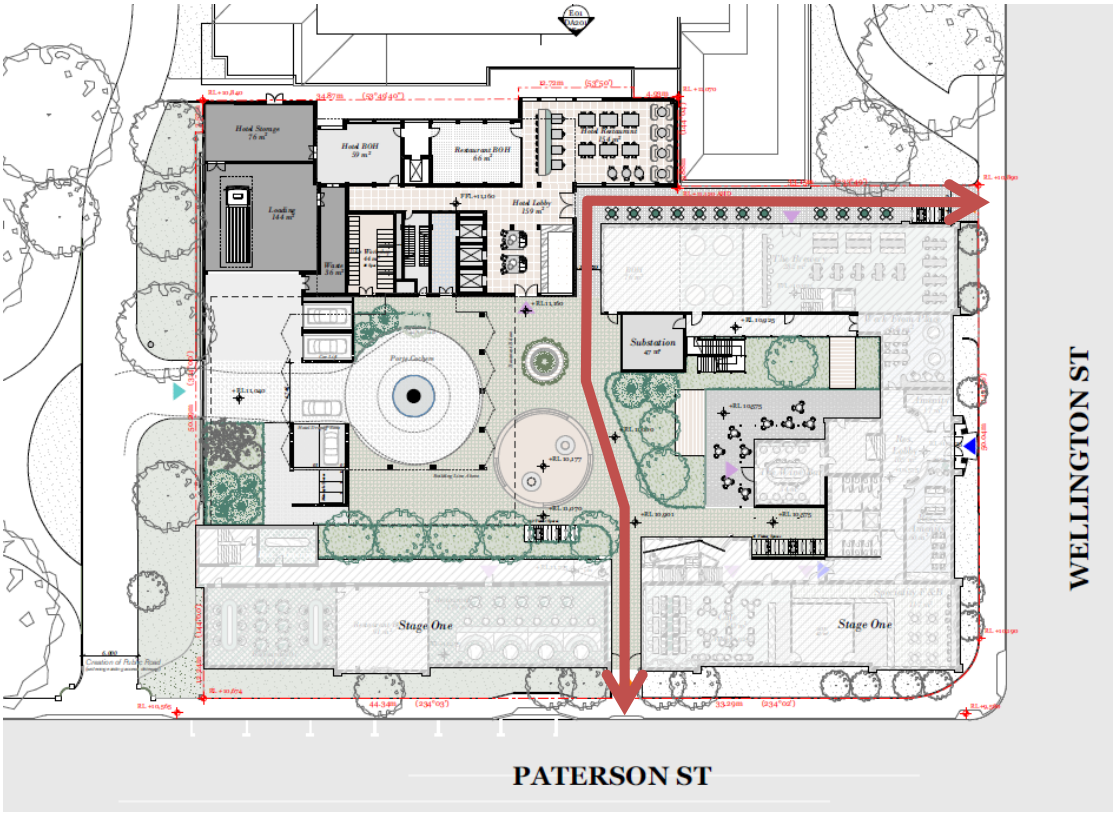
The site has frontages to Wellington Street and Paterson Street, with both roads providing wide pedestrian footpaths abutting the site. In order to protect the pedestrian amenity, vehicle access to the site is provided from the rear of the site via the existing accessway.

Existing pedestrian connections are provided between the site and surrounding points of interest and public transport services. These pathways are generally consistent in width and provide good connection to the surrounding area.

The existing external pedestrian network will be complimented by a new and upgraded internal pedestrian footpath network, linking Paterson Street and Wellington Street along activated and landscaped internal routes.

The future pedestrian permeability through the site is shown in Figure 4.1.

Figure 4.1: Proposed Pedestrian Connections Through the Site on Ground Level



4.2 Bicycle Parking

Statutory requirements for the provision of bicycle parking are set out in Clause C2.5.2 of the State Planning Scheme, with parking rates specified in Table C2.1. The overall objective for bicycle parking provision is reproduced below:

> *"That an appropriate level of bicycle parking spaces are provided to meet the needs of the use."*

An assessment of the statutory parking requirements for the development proposal is set out in Table 4-1.

Table 4-1: Statutory Bicycle Parking Requirements (Stage 1 Land Uses)

Description	Use	Size	Statutory Parking Rate	Statutory Parking Requirement
Visitor Accommodation	Residential Hotel	139 keys	No Requirement	0 spaces
Food Services	Restaurant	332sqm	1 space per 15sqm of floor area	4 spaces
Total				**4 spaces**
Stage 1 development				*27 spaces*
Total Stage 1 and Stage 2				***31 spaces***

In accordance with the modal hierarchy and transport approach adopted for the proposed development, the provision of bicycle parking for the proposed development aspires to align more with best practice than statutory minimum requirements. In this respect, the following minimum bicycle parking facilities for the Stage 2 uses are recommended:

- Hotel: 1 space per 5 staff (3 spaces).
- Food Services: 1.5 x statutory requirement (6 spaces)
- **Total: 9 spaces**

The development proposal includes 28 long-term parking spaces in a secure storage area adjacent to the hotel lobby, to be established as part of Stage 2 of the development. These secure spaces will be available for the use of staff associated with the hotel and food services uses, as well as staff and residents associated with the Stage 1 land uses. Whilst there is no requirement for bicycle parking spaces for hotel guests, the secure storage area could also be made available for the use of hotel guests, or to facilitate a bicycle hire system managed by the hotel. It is intended that this storage area remain secure, so only authorised residents or staff would have access via a key or swipe card system. Hotel guests would be granted access by a hotel staff member.

It is noted that the assessment of Stage 1 of the development identified a bicycle parking requirement of 27 spaces, with a proposed provision of 36 bicycle parking spaces at three locations across the central courtyard, all in the form of bicycle rails. It is intended that visitors to the Stage 2 land uses will also have access to these bicycle rails. Details regarding access and allocation of the bicycle parking spaces will be finalised at a later stage in the development process.

Based on the above, there would be a total provision of 64 bicycle parking spaces across both site development stages.

The provision of bicycle parking above the statutory minimum is considered appropriate having regard for the car parking reduction being sought, the site's CBD location and the intent of the Planning Scheme (which seeks to encourage cycling mode share).

It is recommended that the location and provision of bicycle parking for the Stage 1 uses during construction of Stage 2 be detailed in a Construction Traffic Management Plan (and be maintained on-site), which should form a Condition of any Stage 2 permit.

4.3 Green Travel Plan

In addition to the physical measures incorporated into the design (and identified in this report), it is recommended that the preparation of a Green Travel Plan be included as a condition of permit.

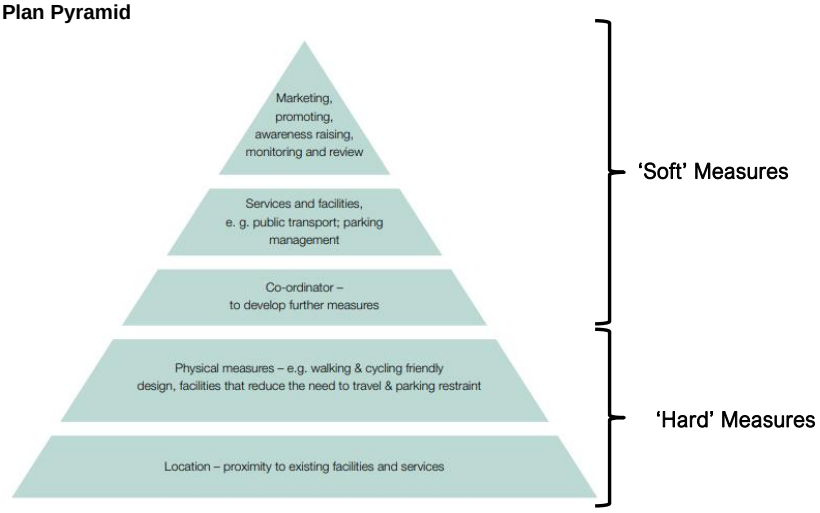
The Green Travel Plan will assist residents and employees make informed decisions about the most efficient and sustainable transport options for travel to/from the site, with the Plan encouraging a reduction in mode share away from car (driver) – consistent with the target mode shares set out earlier in this report. The implementation of travel planning initiatives is consistent with the Launceston Transport Strategy (refer to Section 2.2.2) which includes the following initiative:

"L2.1 - Develop frameworks for schools and businesses to establish, monitor and implement travel plans"

Figure 4.2 below, reproduced from the "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" guideline prepared by the UK Department for Transport (April 2009), illustrates how successful Travel Plans are built and indicates that a mixture of "hard" and "soft" measures is often critical to the success of a strategy in reducing the use of private motor vehicle.

The specific 'soft' measures will be identified at the time of preparing the Plan (and will preferably be revisited once specific office tenants are known).

Figure 4.2: Green Travel Plan Pyramid



Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport UK

5. Loading

5.1 Statutory Requirement

Clause C2.5.4 of the Planning Scheme identifies the following loading objective:

"*That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.".*

Specifically, the Planning Scheme identifies that "a loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy" and therefore the development must provide a minimum one loading bay on-site.

5.2 Proposed Loading Arrangements

The loading area in the northwest corner of the site provides two separate loading bays (3.5m x 8.8m), catering for vehicles up to and including 8.8m Medium Rigid Vehicles. The loading area has been designed so that all vehicles can enter and exit the site in a forward direction. All manoeuvring and reverse movements occur within the site and clear of the porte-cochere where pedestrian demands will be at their highest.

The adequacy of the loading dock design has been checked using AutoTURN (a computer package designed to simulate vehicle swept paths in a CAD environment). The results of this swept path assessment are shown in Appendix A and indicates that appropriate access is provided to each bay.

Loading activities will be encouraged outside of peak traffic activity times to minimise interaction between loading vehicles accessing the site and vehicles accessing the car lift.

The proposed loading area will cater for both Stage 1 and 2 land uses.

5.3 Waste Collection

A waste storeroom is provided on the ground floor adjacent to the loading area. Waste will be collected by private waste collection vehicles up to 8.8m Medium Rigid Vehicles. Waste will be collected outside of peak periods (i.e. early in the morning) to ensure that the capacity of the car lift is not compromised.

6. Car Parking

6.1 Planning Scheme Requirement

Statutory requirements for the provision of car parking are set out in Clause C2.5.1 of the State Planning Scheme, with parking rates specified in Table C2.1. The overall objective for car parking provision is reproduced below:

> *"That an appropriate level of car parking spaces is provided to meet the needs of the use."*

An assessment of the statutory parking requirements for the development proposal is set out in Table 6-1.

Table 6-1: Statutory Car Parking Requirements

Description	Use	Size	Statutory Parking Rate	Statutory Parking Requirement	Proposed On-Site Provision
Visitor Accommodation	Residential Hotel	139 keys	1 space per room	139 spaces	41 spaces [1]
Food Services	Restaurant	332sqm	1 space per 15sqm of floor area	22 spaces	3 spaces
Total				**161 spaces**	**44 spaces**
Stage 1 development				*126 spaces*	*32 spaces*
Total Stage 1 and Stage 2				***287 spaces***	***76 spaces***

[1] Includes 2 spaces allocated for hotel pick-up/drop-off at ground level

The above assessment anticipates the development proposal has a statutory requirement of 161 spaces, for those uses where a parking rate is nominated in the Scheme. It is proposed to provide 44 spaces as part of the proposed development and as such, a permit is being sought to reduce the car parking requirement.

In particular it is noted that the proposed car parking strategy seeks to cater for long-term hotel, residential and employee demands on-site, with short-term visitor and customer demands accommodated off-site.

6.2 Reduced Car Parking Provision

6.2.1 Performance Criteria

Clause C2.5 outlines a number of Performance Criteria which the responsible authority must consider before granting a permit to provide less parking spaces on site than statutorily required. Each of the performance criteria is reproduced in bold below with a response provided thereafter:

"The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

Information on the supply and demand of public on-street and off-street parking in the vicinity of the site has been sourced from the City of Launceston Central Activities District Parking Implementation Plan 2021.

Figure 6.1 shows the location of on-street parking in the vicinity of the site, which includes 1/2P and 3P timed restrictions on Paterson Street and to the west and south of the site, and shorter-term restrictions of 1P or less in the CBD to the east.

Figure 6.2 shows the location of off-street parking in the vicinity of the site, which is all subject to ticketed or metered paid parking. Within 300m of the site, there are in the order of 650 spaces within Council parking stations, plus additional supply

in privately-owned (but publicly available) paid parking stations. Data collected by Council from July 2019 to May/June 2020, as detailed in the CAD Parking Implementation Plan, indicates average weekday off-street parking demands of 76% for the Paterson Street West car park (Location 2 in Figure 6.2) and 15% for the CH Smith car park (Location 1 in Figure 6.2). Whilst in the evening, all CBD car parks were found to have average occupancies of less than 40% after 6pm.

Figure 6.1: On-street parking supply



Figure 6.2: Off-street parking supply



The data suggests that there is ample on and off-street car parking in the surrounding area that is within 300m (i.e. 4 to 5 minute walk) of the site.

(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;

The proposed car parking strategy seeks to cater for long-term parking demands on-site, which includes hotel guests, residents and hotel and restaurant employees. The resident spaces will need to be allocated to a specific dwelling and therefore cannot be shared with other users. The hotel will need to have its own allocation for guests to allow for their use at all times of the day, and also cannot be shared with other users. The remaining allocation would be available for employees of the various food service premises.

The short-term parking demand of visitors and customers is not proposed to be accommodated within the site. The nature of the basement car park facility, which includes access by car lift and some tandem parking spaces, does not make it suitable for casual visitors. As such, it is not possible for parking spaces to be shared across different on-site users.

However, it is noted that customer demands associated with the food services (restaurant) use would typically peak in the evening, with daytime demands typically 25 to 50% of the evening demands. The reduced daytime car parking demand is as a result of reduced patronage during the day compared to evening and that in CBD environments the customer base is typically already in the area during the daytime (i.e. office workers and retail customers already in the precinct).

(c) the availability and frequency of public transport within reasonable walking distance of the site;

As discussed previously, the site is well serviced by buses with the majority of suburbs across Launceston located within a 20-minute trip from the site, including as far as Riverside to the northwest, Mayfield to the north, Ravenswood to the east, Kings Meadows to the south and Summerhill to the southwest.

Access to bus services is via the St John Street bus interchange in the CBD, located within a 10-minute walk of the site.

“Turn up and Go” services are available at the bus interchange for trips to and from Mowbray in the north and Kings Meadows in the south. These operate with peak frequencies of 5 to 10 minutes. Other routes, including services to and from the east and west, operate with frequencies of 30 to 60 minutes.

(d) the availability and frequency of other transport alternatives;

Other transport alternatives include walking and cycling, as well as taxis and private hire vehicles.

The site has a walk score of 93 out of 100 or a ‘walkers paradise’ indicating that the site has excellent pedestrian connectivity (www.walkscore.com). The site is well-connected to the surrounding areas with sealed footpaths and lighting provided for the local area. The paths on major roads are typical of a CBD (generous width) and provide connections to key nodes (CBD land uses, waterfront, parks, etc.).

Cycling facilities consist of on-road bicycle lanes on Paterson Street and other key roads within the CBD, as well as off-road trails/bike paths to the southwest and north of the site, following the waterways. These off-road cycling corridors link up to Mowbray and Invermay to the north, Riverside to the northwest and Ravenswood and Waverley to the east.

The on-site porte-cochere provides a safe and convenient location for drop-off/pick-up activity, suitable for use by taxis and private hire vehicles.

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

The proposed development seeks to repurpose the existing heritage building into a new mixed-use development and as such, there is only a limited footprint to accommodate car parking on the site without compromising heritage values of the building.

(f) the availability, accessibility and safety of on street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

On-street parking is located on both sides of Paterson Street, including along the south-eastern site boundary (outside of morning clearway restrictions). Paterson Street operates with a speed limit of 50km/h and traffic volumes in the order of 10,000 vehicles per day, which is consistent with its classification as a collector road. On-street parking is appropriate for this environment.

Safe pedestrian crossing of Paterson Street is located at the signalised intersection of Paterson Street and Wellington Street on the southeast corner of the site.

(g) the effect on streetscape; and

The existing streetscape is to be maintained as part of the development, with on-site parking to be provided within basement parking levels and not visible to the public.

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development."

For the purposes of estimating approximate car parking rates for other land uses, guidance has been sought from the car parking rates contained in the RMS Guide to Traffic Generating Developments (October 2002) and Stantec's parking generation database. Reference is also made to recently approved rates for similar developments.

Hotel

For a hotel use, the RMS Guide indicates a rate of 0.25 spaces per room. For the proposed development of 139 rooms, this equates to a hotel guest parking demand of 35 spaces.

Other approved car parking rates for regional Victoria include:

- Geelong – 0.17 spaces per room (36-48 Ryrie Street, Geelong)
- Wodonga – 0.4 spaces per room (Junction Place Town Centre)

Surveys contained within Stantec's parking generation database indicate an average car parking demand of 0.38 spaces per room for a hotel use, which is broadly consistent with the recently approved rates listed above.

The proposal to allocate 41 parking spaces at a rate of 0.30 spaces per room, is consistent with the RMS rate and the approved rate at Geelong and is deemed to be appropriate for a city centre/CBD location.

Food Services

The food and beverage uses within the development are expected to benefit from a local customer base from within the CBD and the residents on site and its high level of public transport accessibility. In this respect the food services uses would be expected to generate car parking at a lower rate than the statutory rate. This assessment assumes a peak car parking rate of 5 spaces per 100sqm (reduced by 25% from the statutory rate of 6.7 spaces per 100sqm), which includes 15-20% long-term staff parking demands.

Application of the above rate to the proposed floor area indicates a peak car parking demand of 91 spaces, including approximately 14 to 18 long-term staff spaces.

Summary

A summary of the forecast peak daytime and evening car parking demands are presented in Table 6-2.

Table 6-2: Car Parking Demand Assessment – Proposed Development

Land Use	Size	Peak Car Parking Rate	Temporal Car Parking Demand		Peak Car Parking Demand	
			Daytime	Evening	Daytime	Evening
Long-Term						
Hotel	139 rooms	0.3 spaces per room	100%	100%	41	41
Food Services	332sqm	0.85 spaces per 100sqm [1]	50%	100%	2	3
Sub Total					***43***	***44***
Short-Term						
Hotel	139 rooms	NA	-	-	0	0
Food Services	332sqm	4.15 spaces per 100sqm [1]	50%	100%	7	14
Sub Total					***7***	***14***
Total					***50***	***58***

[1] Based on an overall rate of 5.0 spaces per 100sqm and assuming 15-20% staff demands.

Table 6-2 indicates that the proposed development could be expected to generate a peak evening car parking demand of 58 spaces, including 44 long-term spaces and 14 short-term spaces.

The long-term parking demands would be accommodated on-site, together with the 32 long-term spaces associated with the Stage 1 land uses, for a total on-site supply of 76 spaces.

6.3 Adequacy of Car Parking

Having regard for the above performance criteria, the proposed car parking provision of 44 spaces for Stage 2 uses (76 spaces for the consolidated Stage 1 and Stage 2 uses) is considered appropriate, noting the following key considerations:

- The site is highly accessible by walking and cycling modes.
- The subject site has good access to public transport services.
- The proposal seeks to provide long-term car parking demands associated with the hotel, residential and food service uses on-site, with short-term customer and visitor demands to be accommodated off-site.
- Car parking demand surveys completed as part of the Central Activities District Parking Implementation Plan indicate that there are ample vacancies in the immediate vicinity of the site during the evening when the site uses are expected to peak.
- The accommodation of any short-term car parking demands associated with the food services customers and residential visitors within the surrounding on and off-street car parking supply is appropriate for a CBD environment.
- Bicycle parking is provided in excess of the minimum statutory requirements.

- The adoption of a travel demand management approach which encourages sustainable travel modes by limiting on-site car parking is consistent with contemporary planning practices.
- The reduced car parking provision is entirely consistent with the objectives of the Central Activities District Parking Implementation Plan and Launceston Transport Strategy both which seek to encourage mode share away from private vehicle travel by minimising on-site car parking within the CBD.

Based on the above assessment, the reduced car parking provision for the proposed development is considered an acceptable and appropriate transport planning outcome.

6.4 Other Items

6.4.1 Motorcycle Parking

Statutory requirements for the provision of motorcycle parking are set out in Clause C2.5.3 of the Planning Scheme, with parking rates specified in Table C2.4. The overall objective for motorcycle parking provision is reproduced below:

"That the appropriate level of motorcycle parking is provided to meet the needs of the use."

The motorcycle parking space requirements are based on the number of car parking spaces, as follows:

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

(reproduced from Table C2.4 of the Planning Scheme)

The on-site parking supply of 76 spaces equates to a motorcycle parking space requirement of three spaces. Three motorcycle parking spaces are proposed to be provided on-site adjacent to the hotel pick-up/drop-off spaces, which meets the Planning Scheme requirement.

6.4.2 Parking for People with Disabilities

The Building Code of Australia (BCA) outlines requirements for the provision of car parking for people with disabilities. An assessment of the BCA car parking requirements for the proposed development is set out in Table 6-3.

Table 6-3: BCA Car Parking Requirements for People with Disabilities

Description	BCA Class	BCA Disabled Parking Requirement
Food and beverage	Class 6	1 space for every 50 car parking spaces of part thereof
Residential	Class 2	No spaces required
Hotel	n/a	n/a

With the provision of 3 spaces for food and beverage staff, there is a BCA requirement to provide one accessible car parking space. This requirement is being satisfied with the allocation of one of the basement car parking spaces on Basement 1 as accessible.

There is no requirement to provide accessible parking spaces for the other on-site uses. However, additional accessible car parking spaces may be provided to service any accessible sole-occupancy units (residential or hotel).

6.4.3 Staging

As previously described, the proposed development is the second application for the site, with Stage 1 of the development detailed in a separate application. It is acknowledged that there will be challenges in maintaining the Stage 1 car parking provision during the Stage 2 construction.

It is therefore recommended that during construction of Stage 2 that an agreement be struck with a nearby commercial car park operator to accommodate the Stage 1 car parking temporarily in a location proximate to the site. It is suggested that details of this arrangement be detailed in a Construction Traffic Management Plan which could form a Condition of any future Permit for the Stage 2 application.

The adequacy of the parking supply at the completion of Stage 2 to accommodate the demands for both development stages has been detailed in Section 6.2.

6.4.4 Tandem Parking

A total of 9 pairs of tandem parking spaces are proposed to be allocated as follows:

- 6 pairs of tandem spaces (12 spaces) are to be allocated to the Stage 1 residential uses (i.e. consistent with the Stage 1 approval which includes 6 pairs of residential tandem spaces allocated to 6 individual dwellings).
- 3 pairs of tandem spaces to the hotel use (to be accessed by hotel valet parking staff).

6.5 Design Considerations

6.5.1 Car Park Layout

Statutory requirements for the design and layout of parking areas are set out in Clause C2.6.2 of the Planning Scheme, with the objective that parking areas are designed and laid out to provide convenient, safe and efficient parking.

The proposed parking layout has been designed in accordance with the Planning Scheme, and where appropriate the relevant Australian Standard. A summary of compliance is set out below:

- vehicles can enter and exit the site in a forward direction
- a minimum access width of 5.5m is provided within the site
- parking space dimensions of 5.4m length and 2.6m width with a 6.4m aisle width
- minimum vertical clearance of 2.1m (2.5m above the DDA car parking space and adjacent area)
- motorcycle space dimensions of 2.5m long and 1.2m wide
- accessible car parking space dimensions of 5.4m long and 2.6m wide, with a shared area adjacent that is 5.4m long and 2.4m wide.

The basement car parks each have a blind aisle that is seven spaces in length. AS2890.1 states that at blind aisles, the aisle shall be extended a minimum of 1.0m beyond the last parking space. The proposed development is consistent with this requirement.

AS2890.1 also states that in car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90-degree spaces plus 1.0m, unless provision is made for cars to turn around at the end and drive out forwards. There is no length restriction of blind aisles for private car parks. As such, the requirement is not relevant to the site as the car park is a private car park with access controlled by access into the car lift (restricting access to public visitors).

Notwithstanding, the proposed blind aisle of 7 spaces is considered to meet the intent of this requirement as access to the car park will be for authorised users only, with a very low likelihood of vehicles circulating within the car park without a designated space being available. In the unlikely event that a vehicle does need to turnaround, swept paths have been prepared which indicate that a vehicle is able to turnaround in the proposed layout and re-enter the car lifts in a forward direction.

6.5.2 Vehicle Access

Existing vehicle access to the site is proposed to be maintained as part of the development, with some modifications being incorporated to meet the Australian Standards. This includes increasing the height clearance of the entrance to a minimum of 4.0m to accommodate heavy vehicles.

The access location is consistent with the requirements of the Planning Scheme, which states that where a development site fronts onto more than one road, the access should generally be located on the road which carries less traffic. In the case of the subject site, access is proposed via the QVMAG sealed driveway (which connects to Paterson Street), which carries less traffic than Paterson Street and Wellington Street.

The on-site access driveway has a minimum width of 6.5m which is sufficient to accommodate two-way vehicle movements and the heavy vehicle manoeuvring.

There are no ramps within the site and the gradients on site are appropriate.

The porte-cochere supports vehicle movement in a clockwise direction with swept path assessment (Appendix A) showing there is adequate width to accommodate a B99 design vehicle.

QVMAG Sealed Driveway Operation

The existing QVMAG sealed driveway that links the QVMAG Art Gallery to Paterson Street, and provides access to the subject site, is currently configured with a 5m-wide carriageway supporting two-way traffic movements. The driveway services the QVMAG Art Gallery car park (approx. 23 spaces) and has historically serviced the subject site car park (24 spaces).

In order to be in strict accordance with the dimensional requirements of the Planning Scheme and Council's standards for low volume roads, the driveway should be configured with a minimum pavement width of 6.9m to cater for two-way movements. However, recognising the sensitivity of the site in terms of the proximity to the cenotaph, a pavement width of 6.0m would be considered appropriate. The current carriageway width of 5.0m is less than the compliant width.

As such, it is proposed to widen the carriageway to 6.0m (to be undertaken as part of Stage 1 of the development), with widening to occur to the east to avoid any intrusion adjacent to the cenotaph.

It is acknowledged that current operation of the driveway includes road closures to coincide with significant commemorations held at the cenotaph, immediately west of the site access. This would restrict all access to the car park during these periods. Users of the on-site car park would be informed of any upcoming road closures ahead of time and would be required to make alternative travel arrangements during these closure periods.

7. Traffic Impact

7.1 Traffic Generation

Traffic generation estimates for the proposed development have been sourced from the RMS Guide to Traffic Generating Developments (2002 and 2013) and Stantec's traffic generation database. The estimated peak hour traffic generation for the proposed development, based on a trip rate per on-site parking space, is summarised in Table 7-1.

Table 7-1: Proposed Development Peak Hour Traffic Generation (Stage 2 only)

Use	Size / No. of Spaces	Peak Hour Traffic Generation		Daily Traffic Generation	
		Rate per space	Movements per hour	Rate per space	Movements per day
Movements to and from basement					
Hotel	41 spaces	0.3 movements per space	12 movements per hour	2 movements per space [1]	82 movements per day
Food Services	3 spaces	0.5 movements per space	2 movements per hour	5 movements per space [2]	15 movements per day
Sub Total			14 movements per hour		97 movements per day
Movements to and from Porte-Cochere					
Hotel	139 rooms	0.15 movements per room	21 movements per hour	1 movement per room [3]	139 movements per day
Total (Movements to and from Basement + Porte-Cochere)			**35 movements per hour**		**236 movements per day**

[1] Peak-to-daily ratio of 15%. Equates to one entry movement and one exit movement per space per day.

[2] Peak-to-daily ratio of 10%.

[3] Peak-to-daily ratio of 15%.

Table 7-1 indicates that the proposed development could be expected to generate in the order of 35 movements during a peak hour and 236 movements across a day. This is consistent with the modal trip generation estimates detailed in Section 3, where it was estimated that the Stage 2 uses would generate approximately 36 car trips, based on the target mode share by use outlined in Table 3-1.

Separate to the Stage 2 application, the Stage 1 land uses are forecast to generate 13 vehicle movements in a peak hour and 122 vehicle movements across a day.

7.2 Traffic Assignment & Distribution

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- Configuration of the arterial road network in the immediate vicinity of the site
- Existing operation of intersections providing access between the local and arterial road network
- Surrounding employment centres, retail centres and tourist attractions in relation to the site
- Likely distribution of employee's residences in relation to the site
- Configuration of access points to the site

Having consideration to the above, for the purposes of estimating vehicle movements, the following directional distributions have been assumed:

- Paterson Street (southwest): 30%
- Paterson Street (northeast): 70%

In addition, the assumed directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) is summarised in Table 7-2.

Table 7-2: Proposed Development – Traffic Distribution (Stage 2 only)

Use	AM Peak Hour Distribution		AM Peak Hour Movements		PM Peak Hour Distribution		PM Peak Hour Movements	
	In	Out	In	Out	In	Out	In	Out
Movements to and from Basement								
Hotel	40%	60%	5	7	60%	40%	7	5
Food Services [1]	90%	10%	2	0	50%	50%	1	1
Sub Total			7	7			8	6
Movements to and from Porte-Cochere								
Hotel	50%	50%	10	11	50%	50%	11	10
Total			**17**	**18**			**19**	**16**

[1] The assessment assumes that the AM peak hour traffic generation is 50% of the PM peak hour traffic generation for the Food Services use, noting that a number of the tenancies would not operate in the morning.

Based on the above, Figure 7.1 and Figure 7.2 have been prepared to show the estimated marginal increase in turning movements in the vicinity of the subject property following full site development.

Figure 7.1: AM Peak Hour Site Generated Traffic Volumes

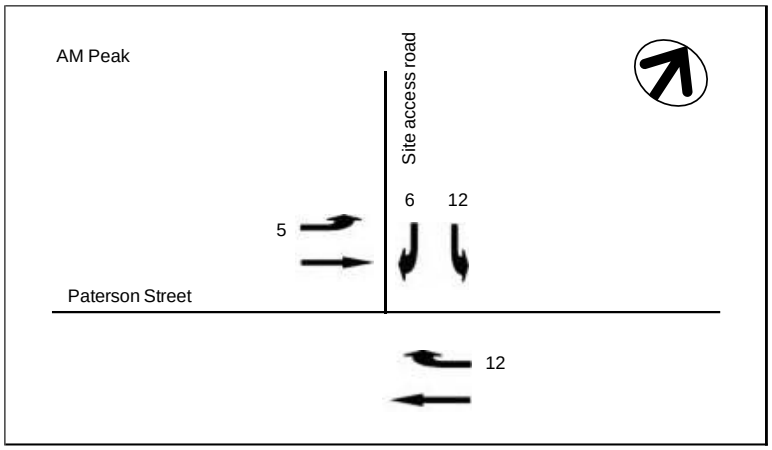
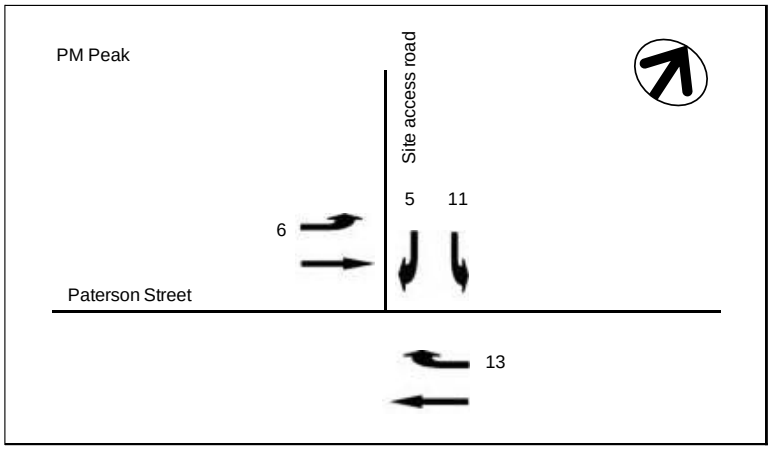


Figure 7.2: PM Peak Hour Site Generated Traffic Volumes



7.3 Traffic Impact

The development is expected to generate approximately one additional movement every 2 minutes to the surrounding road network. The development is expected to generate approximately one vehicle movement every 2.5 minutes to the Wellington Street / Paterson Street intersection, which equates to around one movement every two traffic signal cycles.

When combined with the anticipated generation for Stage 1 of the development, the development is expected to generate approximately one additional movement every 1.5 minutes to the surrounding road network, with approximately one additional vehicle movement every 2 minutes to the Wellington Street / Paterson Street intersection.

This level of traffic generation is not expected to have a noticeable impact on the operation of the Wellington Street / Paterson Street intersection or the surrounding road network.

7.4 Car Lift Operation / Queuing

To ensure access to the car lifts is acceptable from a queuing perspective, an assessment has been undertaken to determine the 98th percentile queue that could be expected with the proposed car lift system.

The calculation of the 98th percentile queue was undertaken using queuing formulae from Austroads Guide to Traffic Management Part 2: Traffic Theory.

The critical peak hour for queueing will be in the PM when most vehicles are arriving. Most of the queueing during the AM peak will relate to users waiting to exit the site and as such, any queueing would be internal to the site.

Based on a derivation of Equation No.4.5 from Table 4.1 of the Austroads Guide to Traffic Management Part 2: Traffic Theory, the formula for calculating a 98th percentile queue is:

queue = logn(percentile)/logn(degree of saturation)-1

The degree of saturation is the number of vehicles using the system divided by the capacity. It is estimated that each car lift operation could take in the order of 90 seconds and thus each car lift will be able to accommodate in the order of 40 movements per hour (40 entry movements and 40 exit movements). This takes into consideration the time taken for the following:

- activation of the car lift
- opening of the car lift door and car manoeuvring time to enter car lift
- closing of the car lift door and car manoeuvring time to exit car lift
- time for the car lift to return to ground level.

Assuming that the development will generate up to 15 vehicle movements (incorporating traffic generation from both Stage 1 and Stage 2) entering the basement car park during peak periods, the overall degree of saturation for the car lift is 0.38.

The 98th percentile equates to an event which occurs 2% of the time. Therefore, the percentile = 0.02.

Accordingly, the 98th percentile queue will be:

queue = logn(0.02)/logn(0.4)-1 = 3.0 vehicles

This queue includes vehicles using the car lift. Therefore, as one vehicle will be in the system, the 98th percentile queue external to the system will be 2.0 vehicles. The analysis also identifies that the average or 50th percentile queue will be less than 1.0 vehicle (i.e. no vehicles waiting to enter the lift).

The proposed plans indicate that there is sufficient queuing space for two vehicles to queue in front of the entry lift prior to having a detrimental impact on the operation of the site.

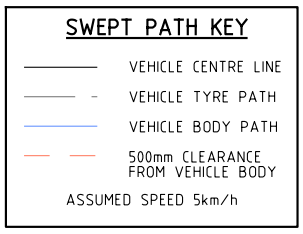
Based on the above, the proposed queueing arrangement meets the requirements of the Austroads Guide and is considered to be acceptable.

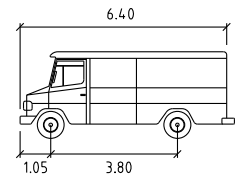
8. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The site is proposed to be developed in two stages, with this Stage 2 application seeking to add hotel and additional restaurant uses on top of the Stage 1 application.
- The subject site is located in an area which is highly walkable with good access to bicycle and public transport facilities.
- The encouragement of the use of public transport, walking and cycling as modes of transport is central to achieving the objectives of the various transport policies relevant to the site. As such, a multi-modal transport approach has been adopted which prioritises sustainable travel modes over private vehicle transport, and which avoids the over-provision of on-site parking for private vehicles.
- Site access is proposed via the QVMAG sealed driveway connecting to Paterson Street, which is consistent with the expectations of the Planning Scheme.
- The reduced car parking provision for the proposed development is considered an acceptable and appropriate transport planning outcome, consistent with the transport planning objectives relevant to the site and its CBD location.
- Bicycle parking is proposed to be provided in excess of the minimum statutory requirements.
- The loading caters for vehicles up to and including 8.8m Medium Rigid Vehicles and has been designed so that all vehicles can enter and exit the site in a forward direction and all manoeuvring and reverse movements occur within the site and clear of the porte-cochere.
- The estimated increase in peak hour (35vph) and daily vehicle movements (236vpd) generated by the proposed development is unlikely to have a noticeable impact on the operation of the surrounding transport network.
- The proposed queueing arrangement at the car lift to the basement car park meets the requirements of the Austroads Guide and is considered to be acceptable.

Appendix A Swept Path Assessments





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Track	: 2.30
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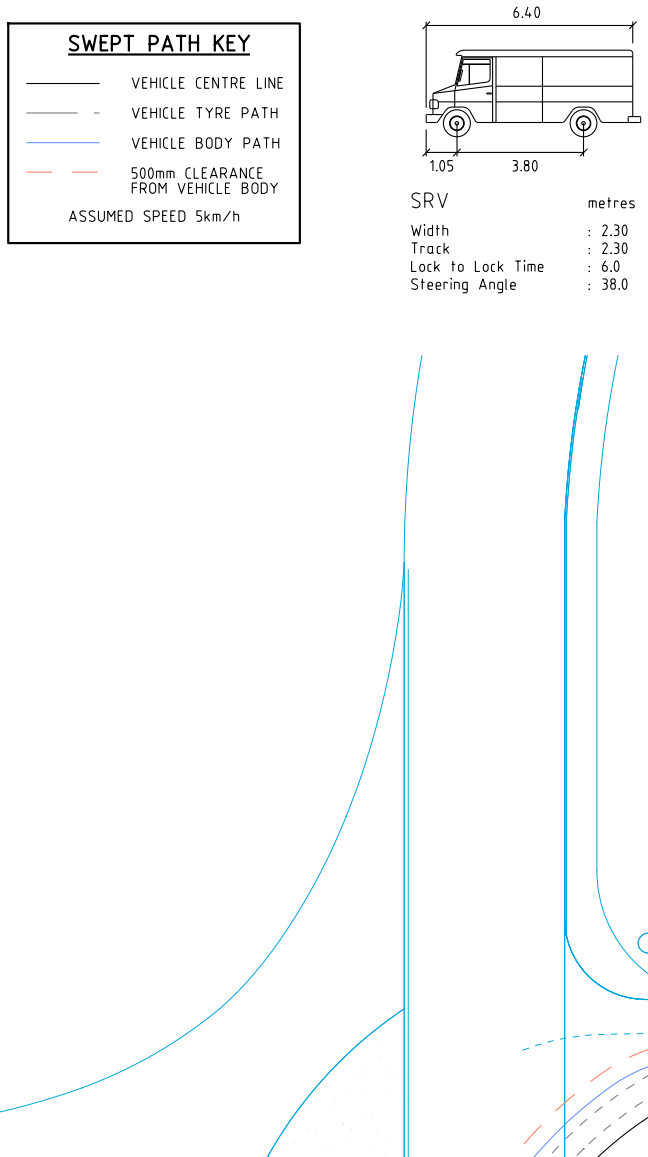
Steering Angle	: 38.0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VEHICLE TYRE PATH
VEHICLE BODY PATH
500mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 5km/h
6.40
1.05
3.80
SRV
metres
Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 38.0
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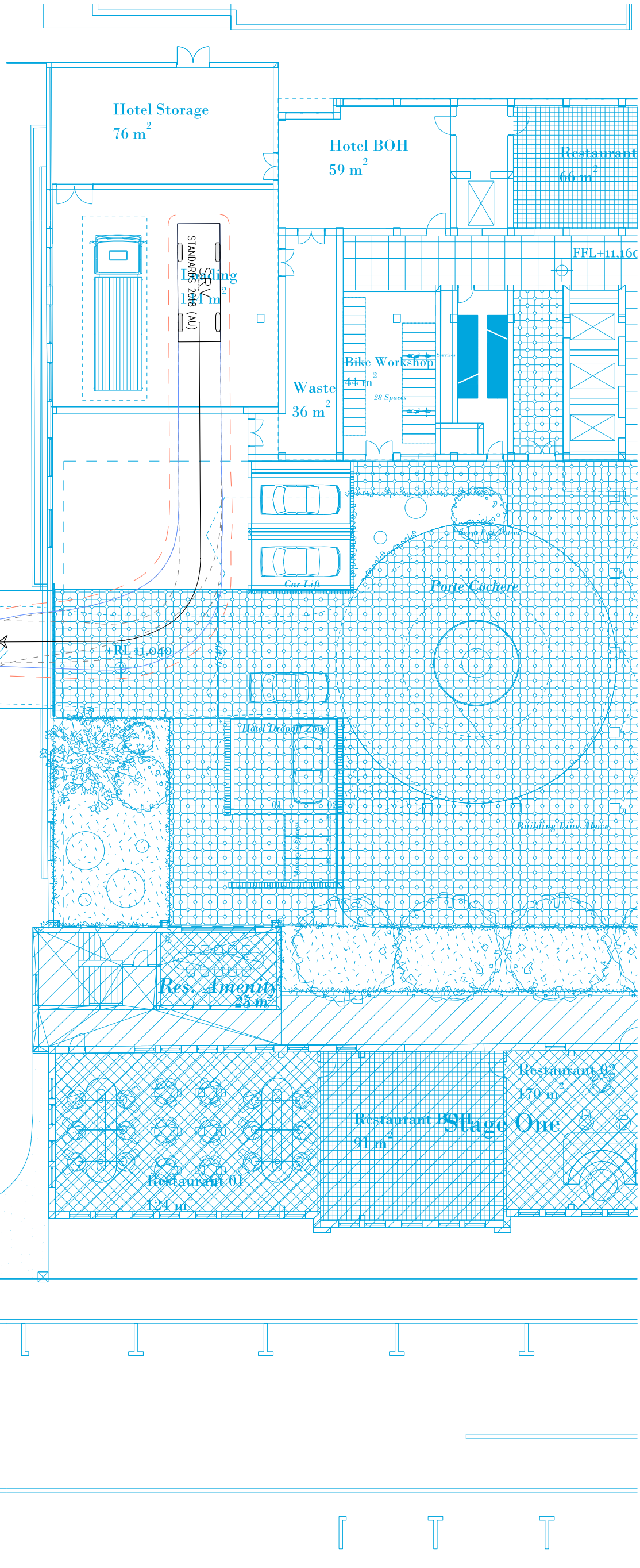
STANDARDS 2018 (AU)
SRV
STANDARDS 2018 (AU)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59 m2
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66 m2
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Loading
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Bike Workshop
44 m2
28 Spaces
Waste
36 m2
Car Lift
Porte Cochere
RL 11,040
Hotel Dropoff Zone
Building Line Above
Res. Amenity
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Restaurant 02
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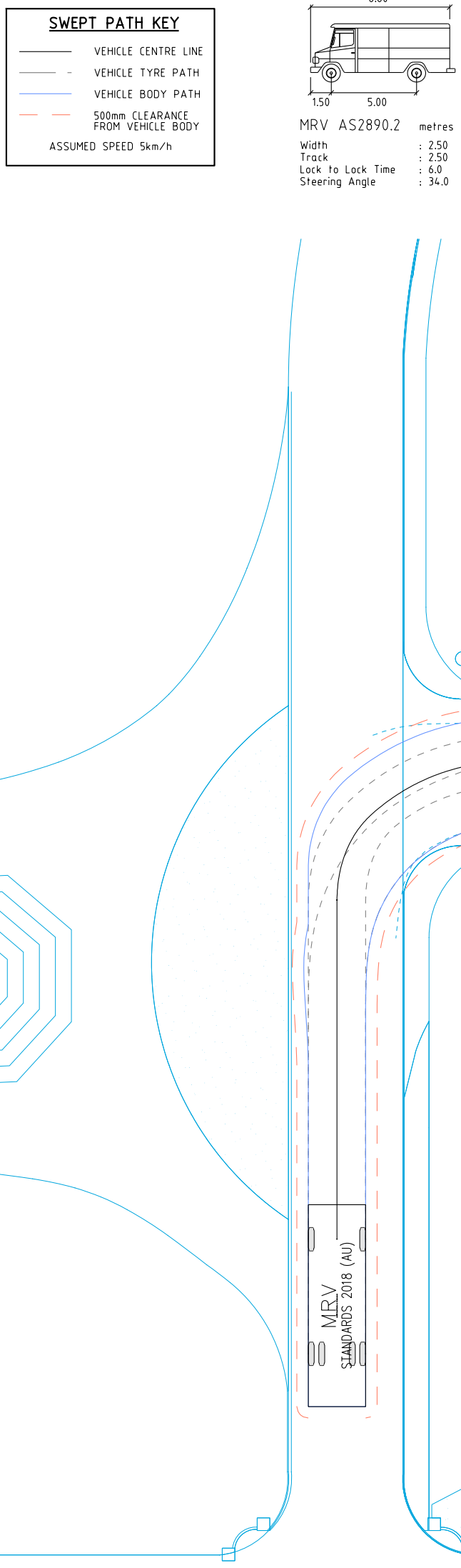
Restaurant 01
124 m2
Restaurant B
91 m2
Stage One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1.50
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MRV AS2890.2 metres
Width : 2.50
Track : 2.50
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Steering Angle : 34.0
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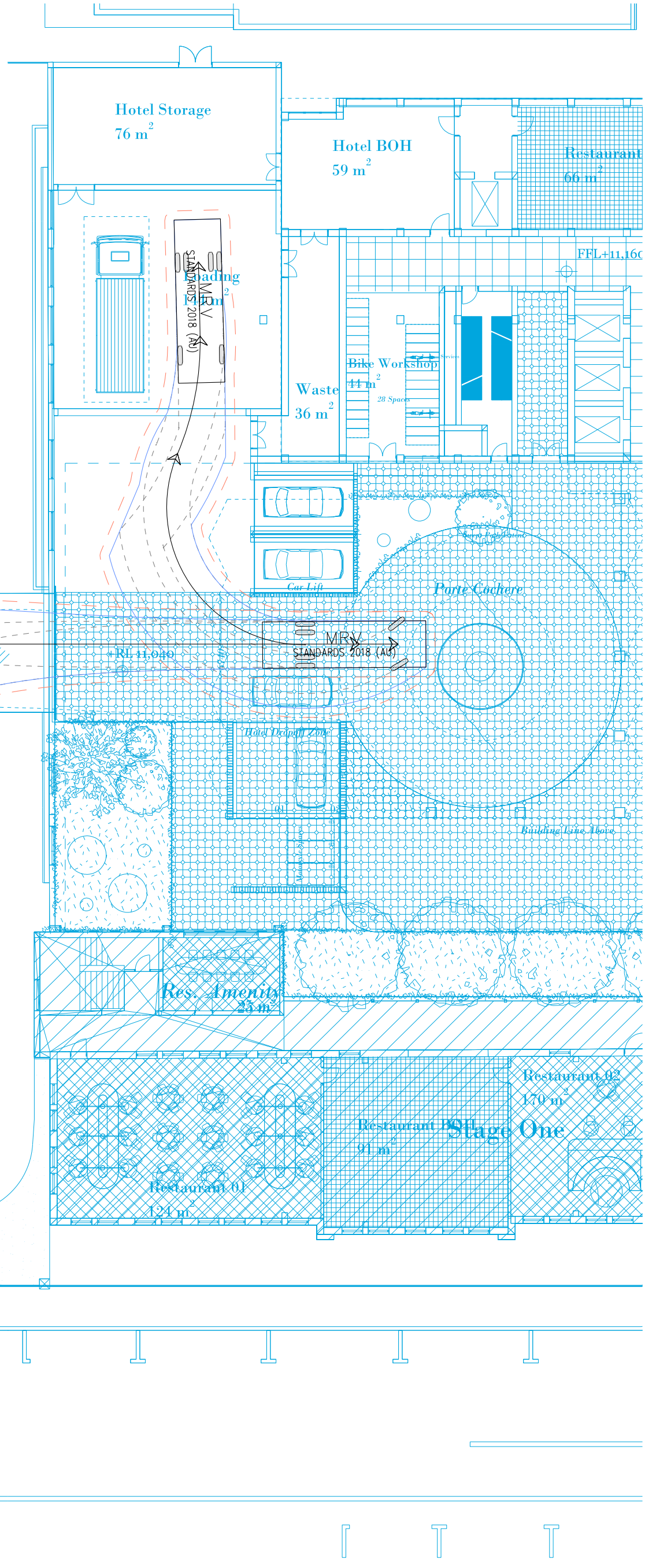
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Waste
36 m2
Event Entertainment
Car Lift
Porte Cochere
RL 41,040
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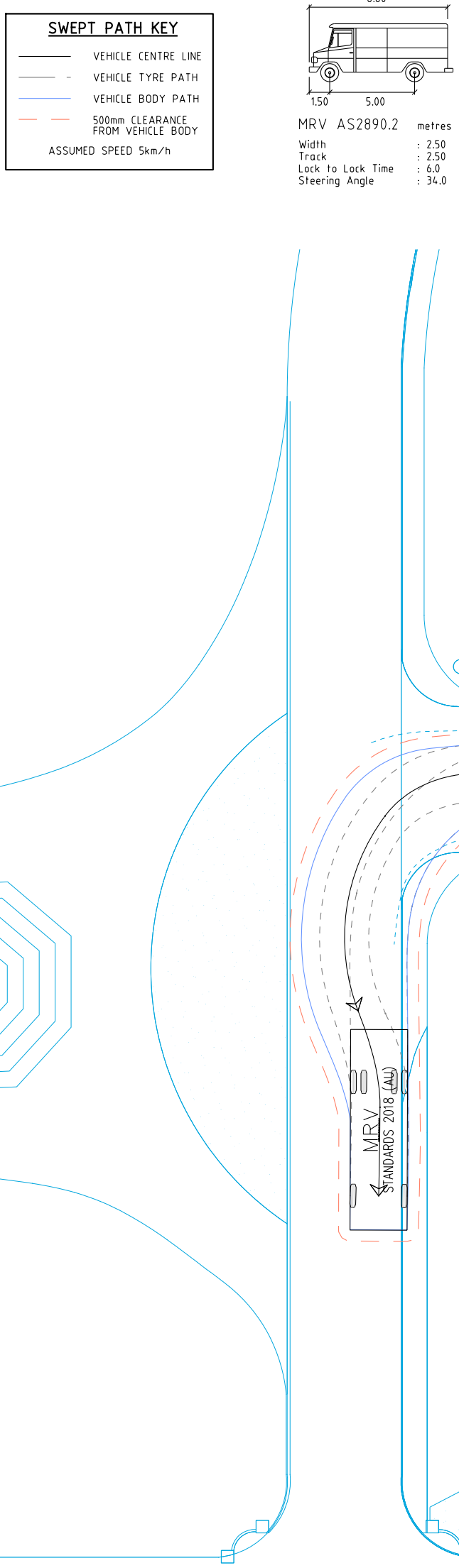
Stage One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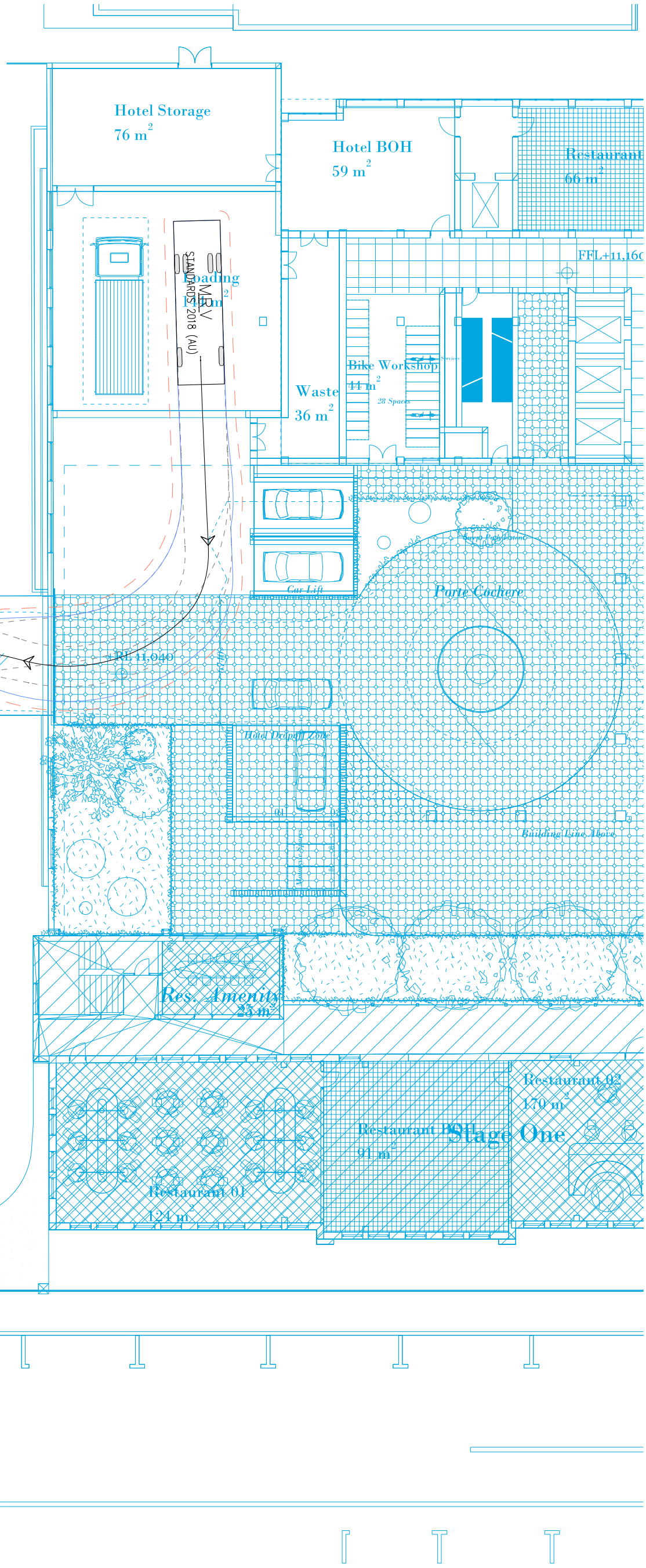
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Services
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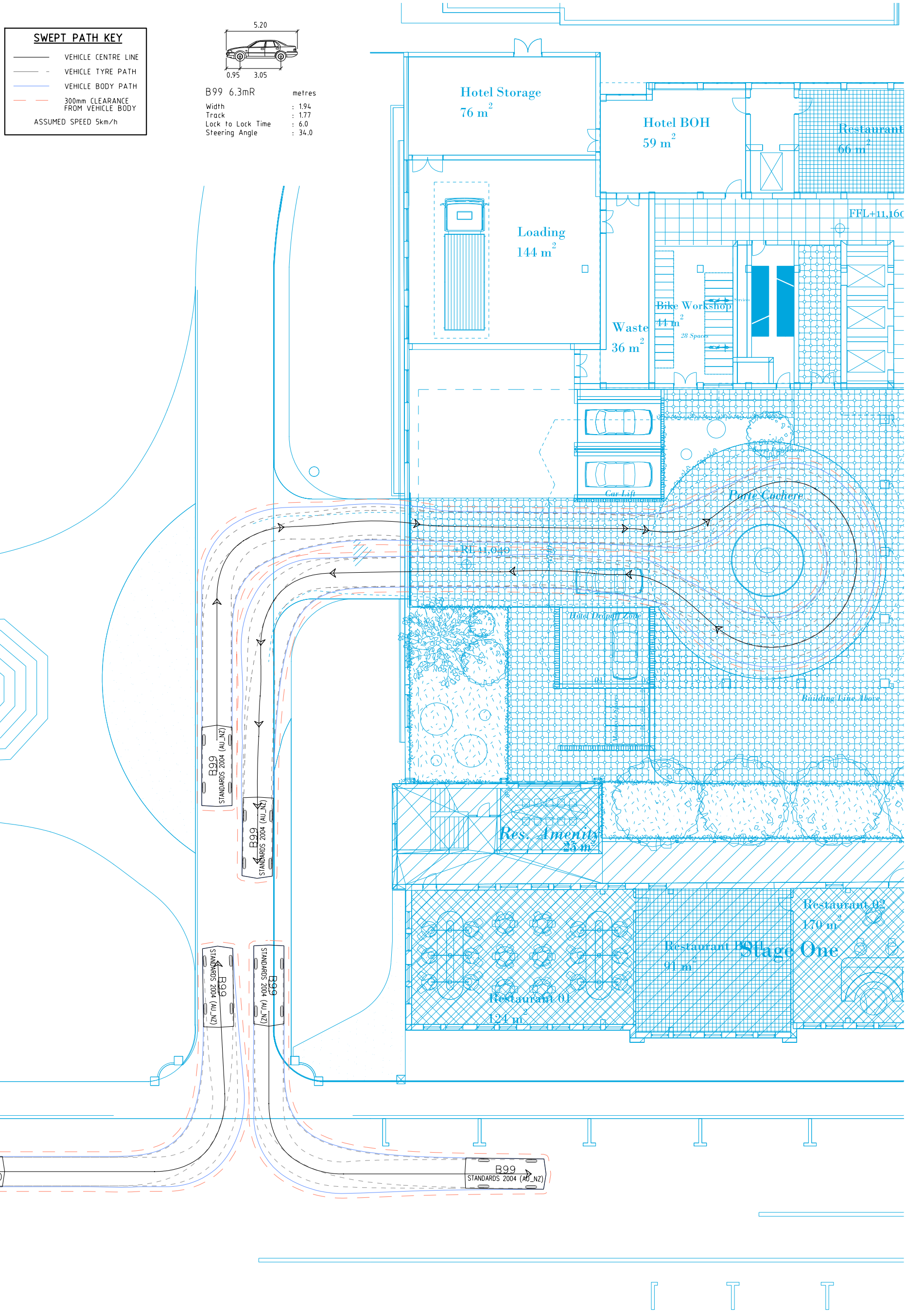
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Track : 1.77
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Steering Angle : 34.0
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Event Pedestrians
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Stage One
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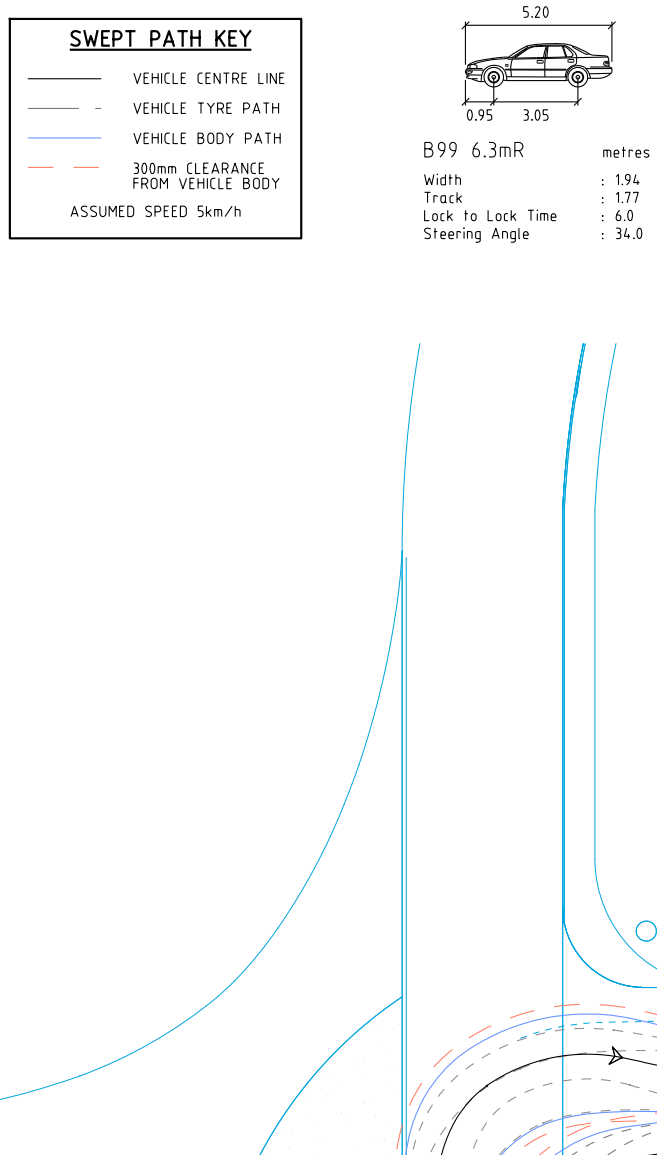
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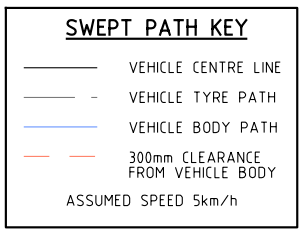

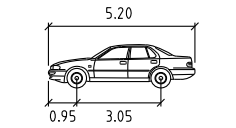

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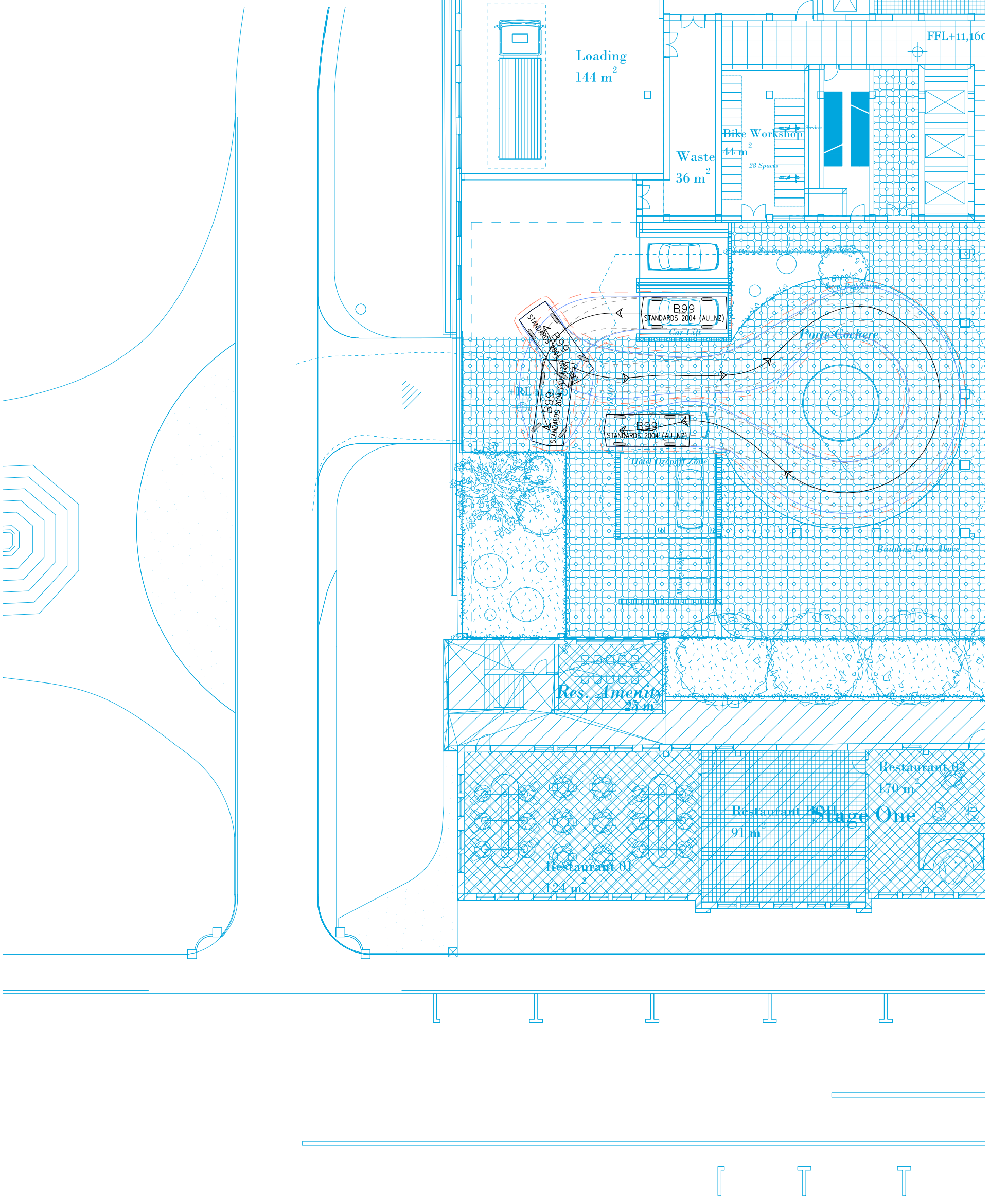

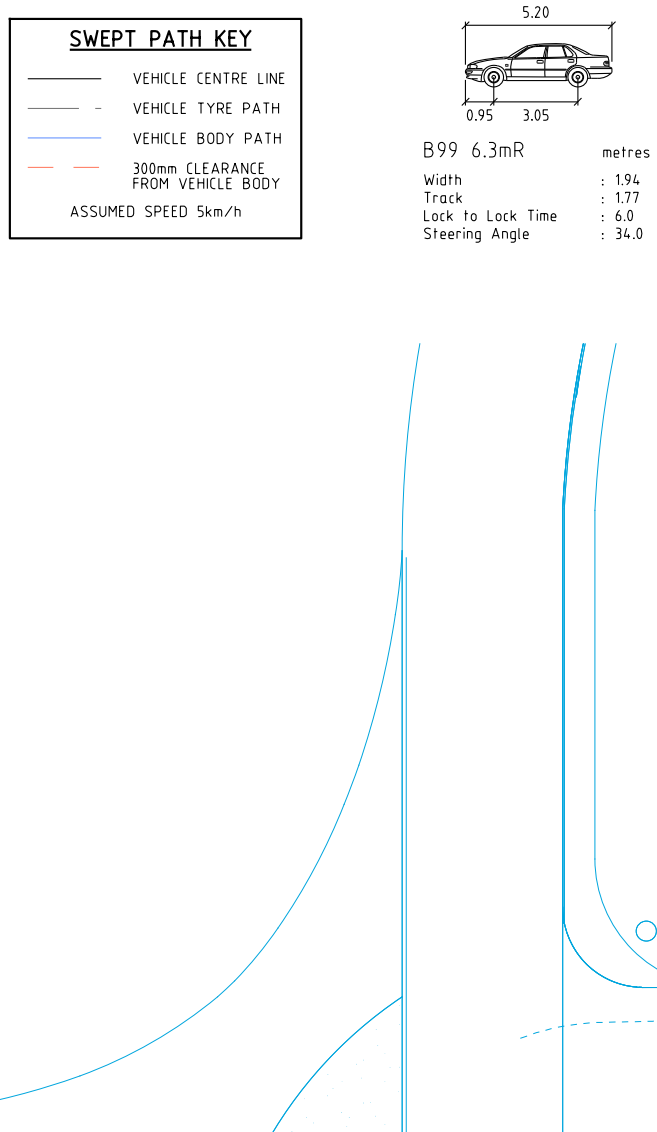
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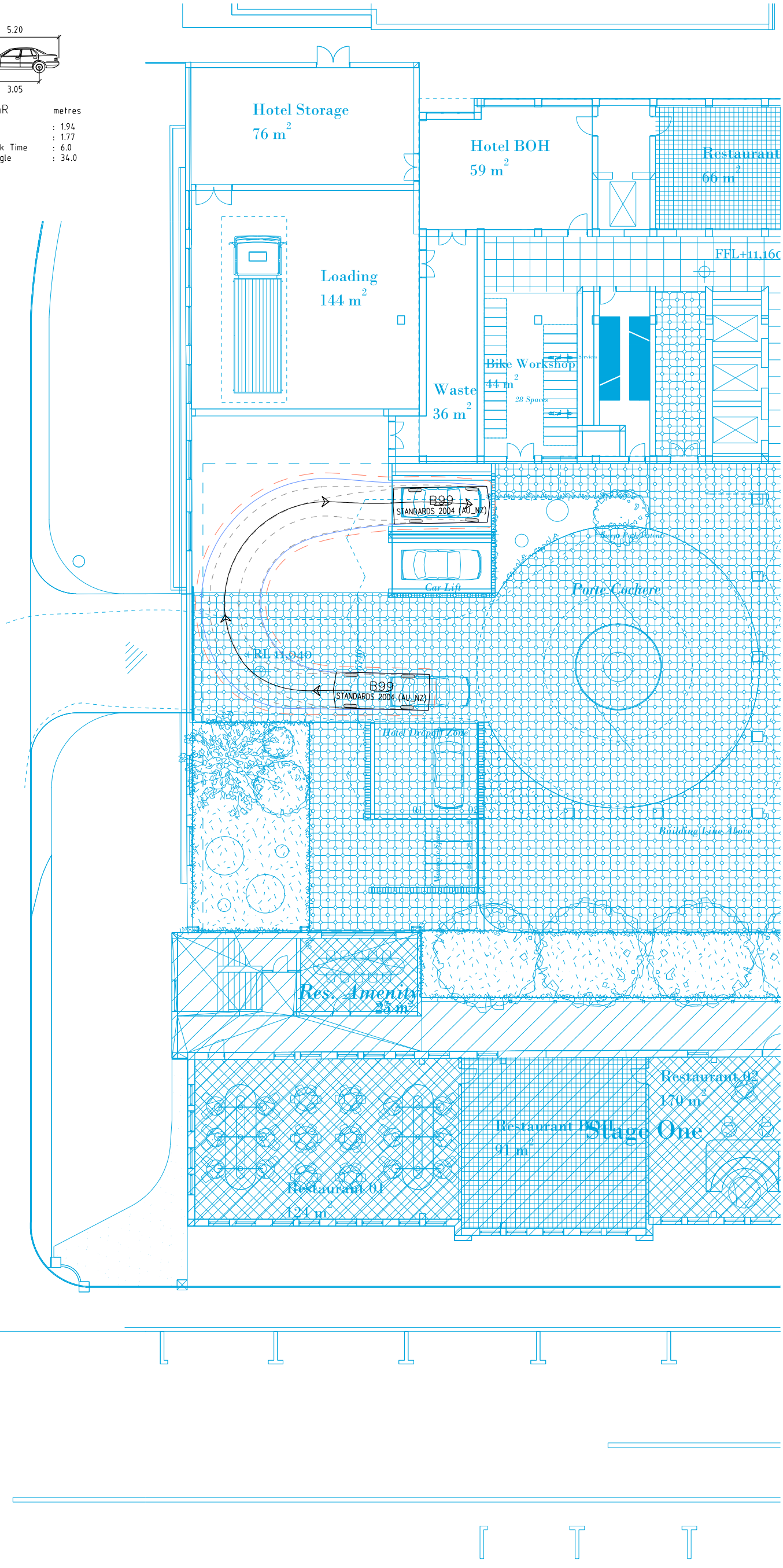
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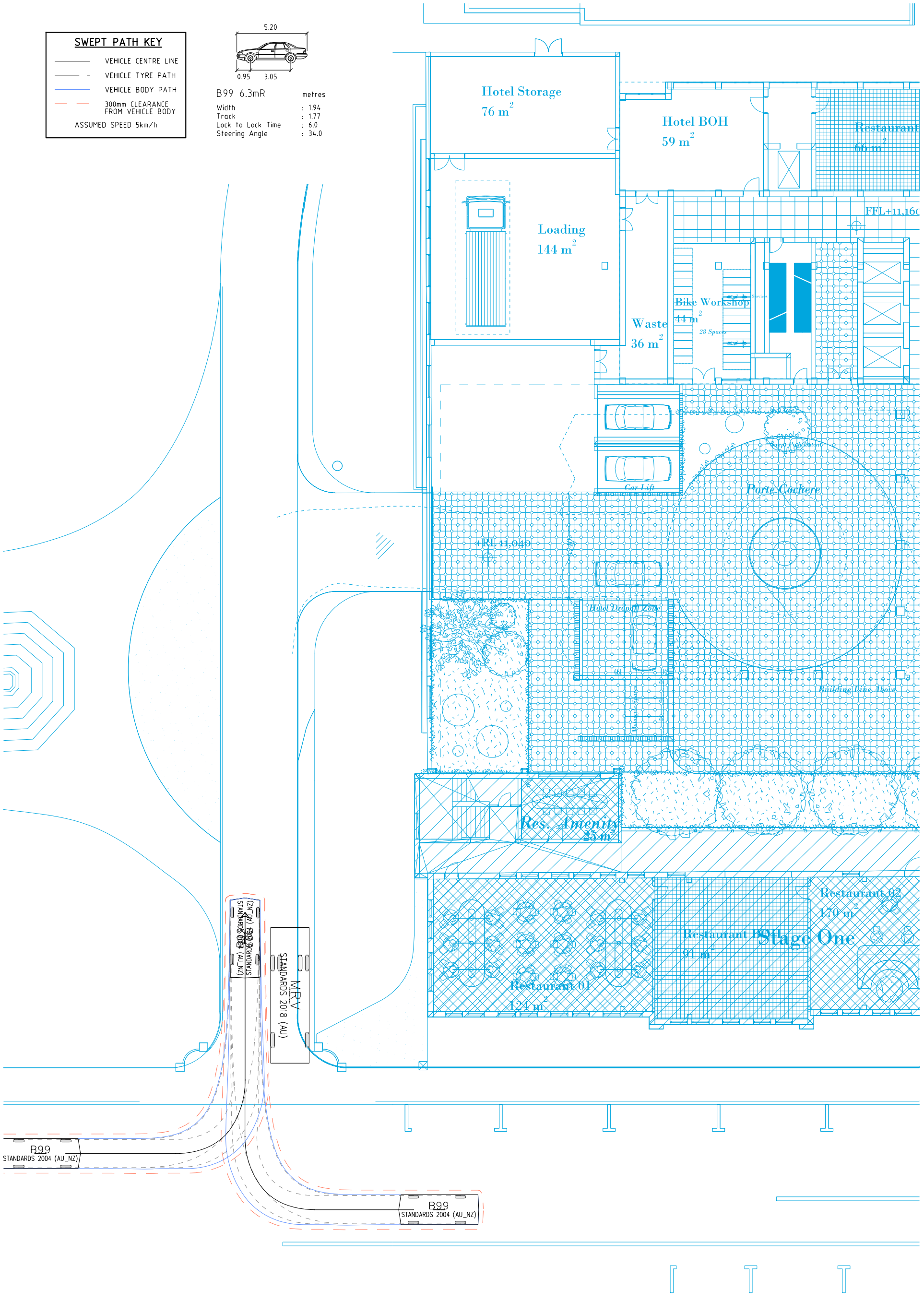
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Bike Workshop
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Porte Cochere
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Hotel Dropoff Zone
Building Line Above
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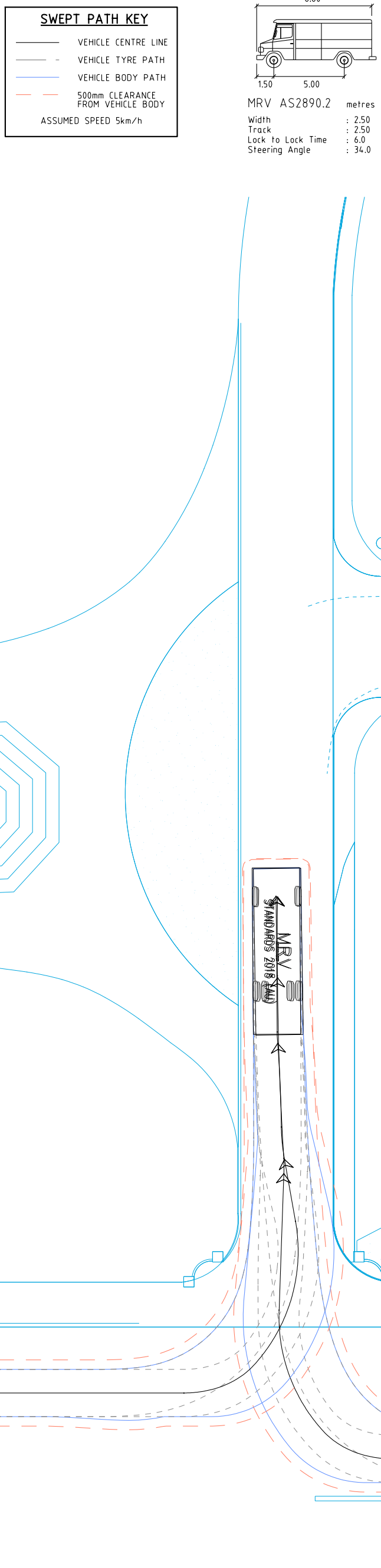
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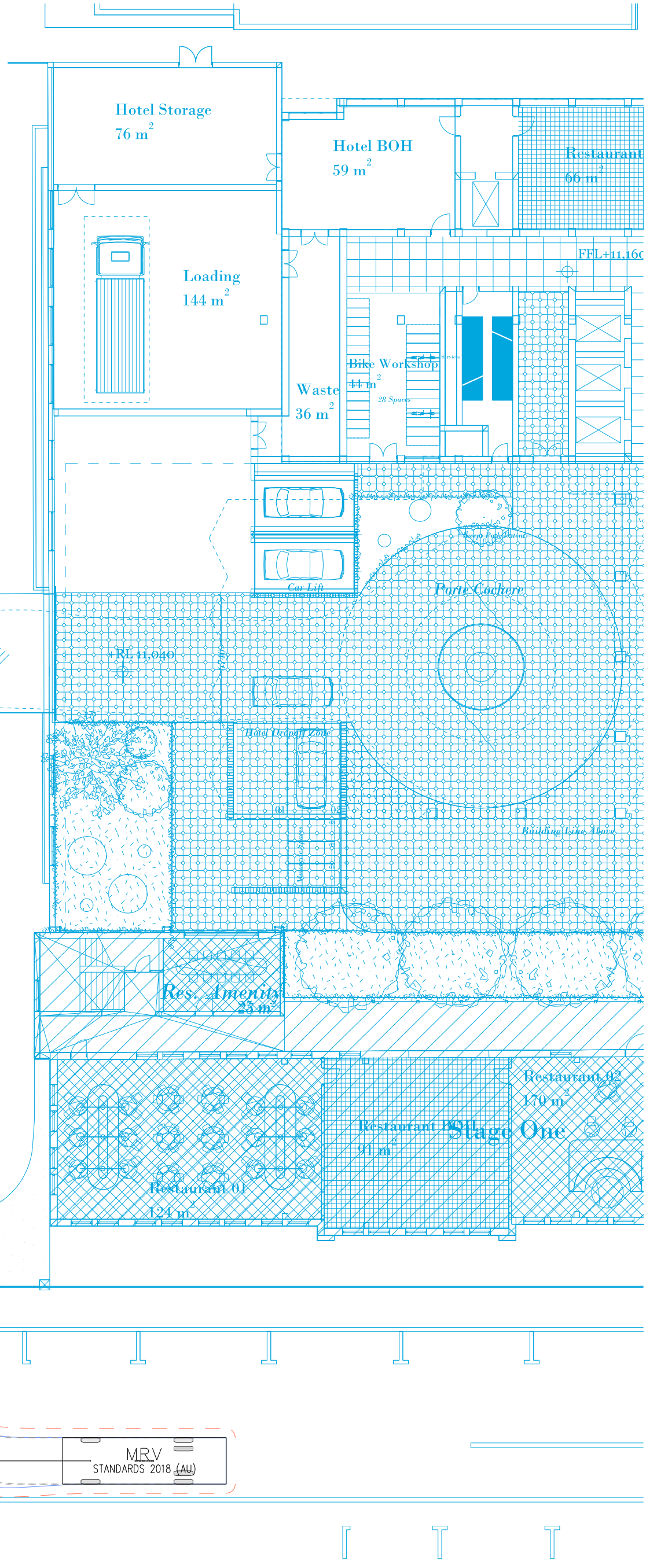
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Loading
144 m2
Bike Workshop
44 m2
28 Spaces
Waste
36 m2
Car Lift
Porte Cochere
+RL 41,040
Hotel Dropoff Zone
Building Line Above
Res. Amenity
25 m2
Restaurant 02
170 m2
Restaurant 01
124 m2
Restaurant 03
91 m2
Stage One

w

Level 25
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Stantec

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ireneinc
PLANNING & URBAN DESIGN



29 January 2024

Mr Iain More
Senior Town Planner
Launceston City Council

Dear Iain

FURTHER INFORMATION - DA0543/2023
10-16 WELLINGTON STREET, LAUNCESTON
INCLUDING ACCESS OVER 2-8 WELLINGTON STREET

Ireneinc Planning & Urban Design have been engaged to assist with the above planning application at Wellington Street, Launceston which is Stage 2 of the proposed redevelopment of the previous TAFE campus which proposes a hotel with associated facilities. The following provides supporting information along with responses to Council requested further information.

VALIDITY INFORMATION

The architectural package describes access over the adjoining Council owned land consistent with the previous approved stage. As the application relies on land owned by Council the consent for making the application was requested based on the revised plans and information provided.

RIGHT-OF-WAY

The proposal retains existing boundary walls which are adjacent to the right-of-way to the QVMAG site and preclude access currently. The new building retains the existing building footprint, including retention of these boundary walls, and therefore does not affect active use of the right-of-way.

PEDESTRIAN ACCESS

The hotel includes a doorway on to the outdoor dining area associated with the Brewery approved as part of the Stage 1 Permit, this access is secondary in design and nature to the main arrival point through the internal courtyard and vehicular access from Paterson Street.

It is understood that Council is concerned about an existing and previous situation of pedestrians crossing Wellington Street mid-block related to QVMAG and presumably also from the previous longtime TAFE activity. While there is potentially the opportunity of others being attracted to this route, it would appear that the potential is far less likely from hotel guests than with users previously associated with the TAFE.

HOTEL STORAGE

The proposed storage room for the hotel which is on the ground floor makes use of part of the existing building which are proposed to be retained and incorporated into the new building, the existing boundary wall and external doors are existing.

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PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN
ABN 78 114 905 074

CLAUSE 13.4.1 BUILDING HEIGHT

The application needs to consider the Performance Criteria of this Standard as follows:

P1

Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:

(a) the topography of the site;

(b) the height, bulk and form of existing buildings on the site and adjacent properties;

(c) the bulk and form of proposed buildings;

(d) the apparent height when viewed from adjoining road and public places; and

(e) any overshadowing of public places.

The application responds to the Performance Criteria as follows:

- Topography of the site

  The site is flat land, with adjoining areas to the north and west sloping downward slightly, in close proximity to the west is the cutting for Bathurst Street/A8 and beyond that further the main areas of Royal Park which slope downwards toward the river.



Figure 1: Location with State aerial, road names and cadastral parcels from www.thelist.tas.gov.au © the State of Tasmania

  Also described in the above is the separation between the majority of Royal Park and the smaller area of parkland which is retained as perimeter landscaped areas to the site and adjoining QVMAG.

- The height, bulk and form of buildings on and adjacent to the site

  The site contains substantial building which form a strong and imposing element at the intersection of Wellington and Paterson Streets. The taller building element proposed are located substantially behind these existing street facades which results in them being read as more recessive elements

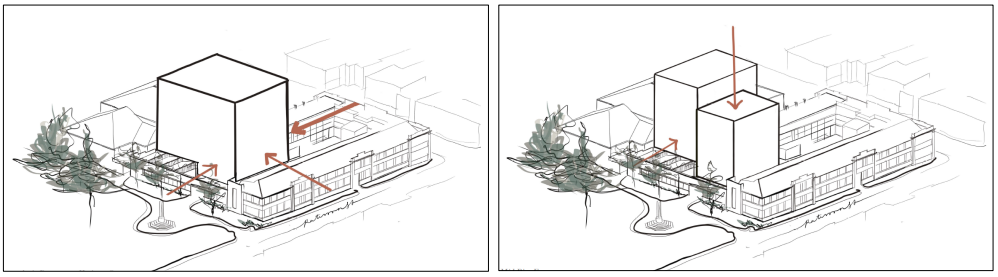
in the street even though they are taller. Likewise, while the area adjacent to the site contains buildings in the 2-3 storey typical height range, these building have a significant scale from their large footprints and relatively long street façades. The setback and relatively smaller footprint of the 2 'tower' elements therefore result in them being of an appropriate scale and form for the area.



- The bulk and form of proposed buildings

  The parts of the proposed development which exceed the 10m acceptable solution height have been located towards the northwest corner of the site to maximise separation from both Wellington and Paterson Streets. Likewise, these elements have also been pushed back from the southwestern boundary facing the small section of Royal Park east of the Bathurst Street alignment.

  The following figures extracted for the site analysis and design response by DKO Architects describes the siting of the taller building elements.



The additional breakdown of the development, to further reduce the bulk and form of the proposed 'tower' element, is also described to the figure above.

The rendered and modelled images provided in the architectural package detail the architectural response further, describing views to the building from surrounding areas, including the following:



Figure 2: Corner of Wellington and Paterson Streets (Source DKO Architects)



Figure 3: Paterson Street view from northeast (DKO Architects)



Figure 4: Paterson Street view from southwest (DKO Architects)

- The apparent height when viewed from adjoining road and public places

  The rendered montages and models, as well as the elevations within the architectural package all describe the height and relationship to adjoining streets and adjacent section of Royal Park. It is considered that the setback to the proposed taller elements of the building as well as the further breakdown of the mass in to the 2 'towers' all result in the apparent height not being excessive from any of these public locations.

- Overshadowing of public places

  The only area of significance that will be overshadowed at some times is the small section of Royal Park directly adjacent to the site, this area would appear to have limit public use outside of it being the existing location of the Launceston Cenotaph.

  The architectural package includes detailed shading diagrams which include both ANZAC Day and Remembrance Day.

  It is understood that the setup for commemoration events at the Cenotaph arrange the lectern and speakers on the southern side of the memorial with dignitaries and public located to the south and southeast, described in the images below.



Figure 5: Images 24-25 April 2023 (Launceston City Council)

The shading diagrams provided confirm that the existing conditions mean that the Cenotaph is in shadow for the ANZAC Day Dawn Service and will therefore not be affected by the application.

For the 11am service on ANZAC Day there will be some additional shading of the area as described in the figures below:

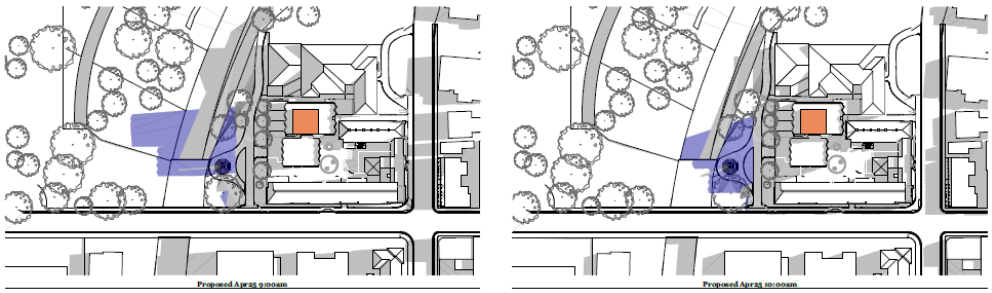


Figure 6: 9am – 10am Shading for 25/4 (DKO)

In the figures above and below the purple areas are the additional areas of shading created by the proposed hotel. The Cenotaph is most affected by additional shading in the window around 10am,

with most of the public and dignitary's area clear of shading for 11am, from which point onwards the Cenotaph will not be shaded.

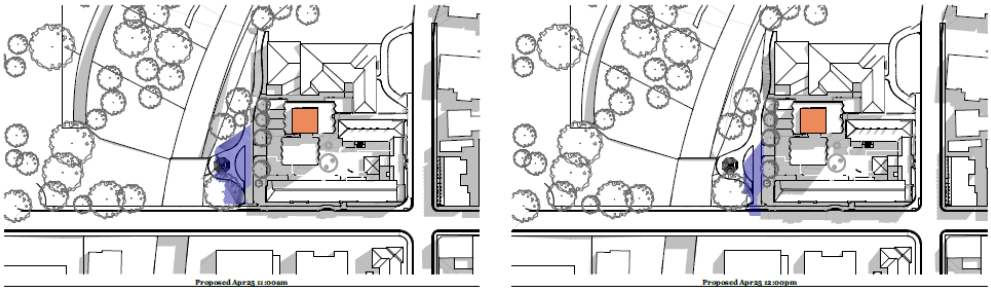


Figure 7: 11am – 12pm Shading for 25/4 (DKO)

The extract from the shading diagrams below confirms the site will not be shaded by the development on 11 November.

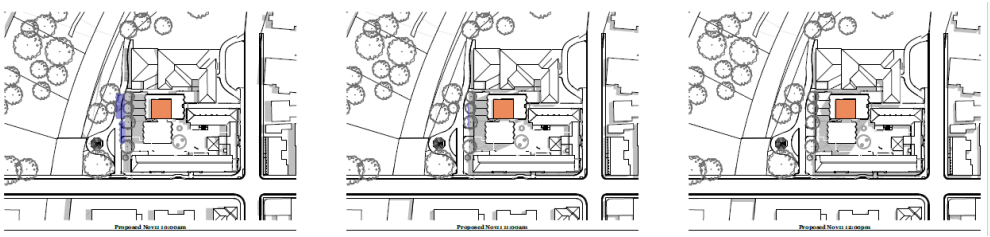


Figure 8: 10am – 12pm Shading for 11/11 (DKO)

Based on the above it is considered that the proposed development including any additional shading of the Cenotaph will not significantly impact of the significance of the place or its operation for commemoration events.

Based on the details provided above it is considered that the building height proposed will be compatible with the streetscape, the character of development on existing properties in the area, and in addition will not significantly affect public opens spaces or their use.

RENDERS

The architectural package includes renders which provide additional detail in relation to shading on elevations along with an indication of the levels of reflectivity and transparency of glazing. Elevations and materials include details to clarify the design intent.

An updated set of 3D urban views has been prepared and are included which incorporate view of the proposal looking South from the intersection of Wellington Street and Cimitiere Street.

Final selection of windows and glazing will be subject to final product selection at the building design and construction stages of the project and therefore information is not currently available relating to manufacturing specifications. If further information in this regard is required a condition could be included on the Permit.

TRAFFIC IMPACT ASSESSMENT

The revised TIA along with updated architectural plans address the following matters:

- Floor plans for all basement car parking levels are included
- Details of operation of tandem parking and accessible parking spaces
- Confirmation of swept paths, including for access related to heavy vehicles, including information of the size of vehicles being provided for
- Location of structural columns and other elements within the basement car parking areas which would affect operation
- Measure to prevent conflict between pedestrians and vehicles in the car park areas
- Provision for tour and shuttle bus facilities
- Modal share proportions, and travel plans
- A description of the arrangements to be put in place during the construction of Stage 2 to ensure that the parking and loading facilities so as to not invalidate the Stage 1 uses
- Reference to bicycle parking arrangements

FURTHER INFORMATION

In relation to the further information requested by Council in the letter dated 12 January 2024, we provide the following:

1. LANDSCAPING

Landscaping details are provided in the attached landscape design package. It is not anticipated that further versions of the landscape package will be completed until later building design stages, subject to planning approval.

2. BAR & RESTAURANT USE

The bar a restaurant uses will serve the hotel guests, but this will not be restricted to be exclusively for guests and will be open to the general public.

3. BIKE STORE

The area has been provided as a bike store for bike storage for residents of the stage 1 apartments, is not intended any commercial use or open to the general public.

4. NEW ROAD

The architectural site plans have been updated to provide an indication of the existing driveway, along with the proposed width/alignment of the revised access road approved in the Stage 1 Permit.

5. SIGNAGE

No signs are proposed as part of this application.

6. URBAN VIEWS

An additional urban view from the intersection of Wellington and Cimitiere Streets has been included, describing the development from this location.

The Home Point Parade location indicator has been updated to avoid confusion.

7. SHADING

The architectural package has been updated to include a set of existing shading diagrams that include indicative shading from existing trees of the cenotaph area as requested.

Please note that the other set of shading diagrams showing the changes to shading created by the proposed building only includes shading from existing and proposed buildings.

8. DESIGN

The architectural plans provide detail of the extent of screening proposed for rooftop plant etc. At this stage no balcony mounted infrastructure such as heat pumps are proposed however a condition could be included on the permit to require any additional plant to be suitably located or screened to Council's satisfaction.

No external parking spaces are proposed other than the 2 drop off spaces and motorbike parking which, will be within the under croft of the buildings and will therefore be lit in accordance with NCC requirements, consistent with other access ways.

Please feel free to contact us to discuss any of the above matters should you wish further information or clarification on 03 6234 9281 or by email at jacqui@ireneinc.com.au.

Yours faithfully



Jacqui Blowfield
SENIOR PLANNER
IRENEINC PLANNING & URBAN DESIGN

DIAL BEFORE YOU DIG www.1100.com.au

LOCATIONS OF EXISTING SERVICES ARE APPROXIMATE ONLY. EXACT LOCATIONS AND DEPTHS ARE TO BE ACCURATELY LOCATED BY BUILDING CONTRACTOR BY CONTACTING THE RELEVANT AUTHORITIES BEFORE COMMENCEMENT OF ANY WORKS.

CONCEPT SERVICES REQUIREMENTS FOR TASWATER RFI 1. e)

SERVICE	LOADINGS	PROPOSED SIZE OF AUTHORITY CONNECTION
STORMWATER	5,377.9M^2 231L/s (Q^{100}) 140L/s (Q^{20})	TO FUTURE CIVIL DESIGN
SEWER	367 FU	150mm @ 1.00% MINIMUM GRADE
WATER	5.98 L/s	65mm MASTER WATER METER WITH HIGH HAZARD BACKFLOW DEVICE (RPZD)
FIRE	40 L/s @ 550kPa	FIRE HYDRANTS = 2x10L/s (20L/s) @ 550kPa FIRE WALL WETTING SPRINKLERS = 20L/s @ 435kPa (TBC WITH FINAL BCA REQUIREMENTS)
FIRE	AS ABOVE	100mm MASTER FIRE BACKFLOW DEVICE AND BOOSTER ASSEMBLY (TBC DURING DESIGN DEVELOPMENT DEPENDING ON SITE COVERAGE AND PROTECTION OF OPENINGS)

CONCEPT SERVICES REQUIREMENTS FOR TASWATER RFI 1.f)

m^2 UNIT	ET RATE TO TASWATER WATER	ET RATE TO TASWATER SEWER	TOTAL EQUIVALENT TENEMENTS
13 UNITS	0.5,0.75,0.8	1	MULTIPLE OCCUPANCY - MEDIUM DENSITY (MIXED +BEDS) = 7,13
1,662	0.037	0.057	EXISTING EDUCATION - COLLEGE (TBC IN STAGE 2) = 0 STUDENTS - THIS WILL CHANGE IN STAGE 2
689	0.005	0.008	MEAL PREPARATION - RESTAURANT/CAFE/F&B = 3.43, 5.512
787	0.03	0.048	BEWERY/PUB = 23.61, 37.776
54	0.03	0.048	ENTERTAINMENT - BAR = 1.62, 2.592
143	0.004	0.006	OFFICE - WORK FROM PLACE = 0.572, 0.858
TOTAL ET'S	36.2020	59.7380	

No. 2-8

No. 10-16 "LAUNCESTON"

STAGE 2

STAGE 1

STAGE 1

Ex. BUILDING (WORKS NOT UNDER THIS SCOPE) TO BE CONFIRMED UNDER STAGE 2

Ex. BUILDING PROPOSED BREWERY/ BAR PROPOSED BREWERY/ BAR

Ex. BUILDING PROPOSED RESTAURANT PROPOSED APARTMENTS

Ex. BUILDING PROPOSED CAFE, F&B, WINE BAR PROPOSED APARTMENTS

EXISTING GAS METER SET IN CAGE TO REMAIN. (BELONGS TO No. 2-8 WELLINGTON STREET PRIVATE GAS SERVICE).

EXISTING DUAL HEAD FIRE HYDRANT (FEED OFF No. 2-8 WELLINGTON STREET PRIVATE WATER SERVICE).

EXISTING INTERNAL FIRE HYDRANT TO BE UPGRADED AS REQUIRED TO CURRENT STANDARDS AND HYDRANT COVERAGE

EXISTING PRIVATE SEWER SERVICES TO REMAIN IN USE WHERE EXISTING BUILDINGS ARE DISCHARGING TO THIS CONNECTION. (TYPICAL)

EXISTING EXTERNAL FIRE HYDRANT TO BE UPGRADED AS REQUIRED TO CURRENT STANDARDS AND HYDRANT COVERAGE

PROPOSED BREWERY TO DISCHARGE VIA NEW COOLING PIT SIZE AND LOCATION AND IF ANY PRE-TREATMENT PLANT IS REQUIRED TO BE CONFIRMED PRIOR TO CONSTRUCTION.

PROPOSED UPGRADES TO PRIVATE STORMWATER BY CIVIL

PROPOSED RESTAURANT/CAFE/F&B TO DISCHARGE VIA NEW GREASE ARRESTORS SIZE AND LOCATION TO BE CONFIRMED PRIOR TO CONSTRUCTION.

PROPOSED SANITARY DRAINAGE SHALL CONNECT INTO EXISTING PRIVATE SEWER ON SITE. (TYPICAL)
ALL NEW DRAINAGE SHALL BE IN ACCORDANCE TO AS3500.2

PROPOSED STORMWATER DRAINAGE SHALL CONNECT INTO EXISTING PRIVATE STORMWATER ON SITE. (TYPICAL)
ALL NEW DRAINAGE SHALL BE IN ACCORDANCE TO AS3500.3

ALL EXISTING PRIVATE COLD WATER SERVICES TO ALL BE DISCONNECTED AND REMOVED FROM SITE BY PRIVATE CONTRACTOR.

ALL FIRE WALLS AND PROTECTION OF BOOSTER ASSEMBLY AND ALARM VALVES TO BE CONFIRMED BY BUILDING SURVEYOR PRIOR TO BUILDING APPROVAL INCLUDING TFS.

PROPOSED:-
- 150mm AUTHORITY FIRE BACKFLOW DEVICE AND METERED BY-PASS
- 65mm AUTHORITY WATER METER AND BACKFLOW DEVICE (RPZD) IN TASWATER CAGE SIZE AND LOCATION TBC DURING DESIGN STAGE.
- 2x100mm FIRE BOOSTERS AND 100mm ALARM VALVE REQUIREMENTS TBC

WORKS BY TASWATER CONTRACTOR AT DEVELOPERS COSTS.

PROPOSED 150mm AUTHORITY WATER CONNECTION TEE AND VALVE BY TASWATER CONTRACTOR AT DEVELOPERS COSTS.

EXISTING SHARED PRIVATE SEWER/STORMWATER SERVICES TO REMAIN IN USE WHERE EXISTING BUILDINGS ARE DISCHARGING TO THIS CONNECTION AND CANNOT BE DISCONNECTED. (TYPICAL)

EXISTING TASWATER FIRE HYDRANT (STREET PLUGS) APPROXIMATE LOCATIONS ONLY TAKEN FROM DBYD. TO BE CONFIRMED BY SURVEYOR (TYPICAL)

FIVE(5) EXISTING SITE WATER CONNECTIONS ARE ALREADY CAPPED OFF AND DISCONNECTED AT THE SITE BOUNDARY. NO WORKS REQUIRED. TASWATER OWN AND MAINTAIN THE STUBS INTO THE SITE.

EXISTING 225mm SITE STORMWATER CONNECTION TO REMAIN IN CURRENT CONDITION UNLESS NOTED OTHERWISE BY CIVIL.

EXISTING 150mm SITE SEWER CONNECTION TO REMAIN IN CURRENT CONDITION.

EXISTING 50mm SITE WATER METER (INGROUND BOX) AND 100mm FIRE TO BE UPGRADED AS REQUIRED PENDING FINAL BUILDING COMPLIANCE REVIEW BY BUILDING SURVEYOR.

EXISTING DN50 PE @ 500kPa AUTHORITY GAS MAIN

EXISTING DN300 CO AUTHORITY SEWER MAIN

EXISTING DN300 AUTHORITY STORMWATER MAIN

EXISTING DN300 VC AUTHORITY SEWER MAIN

EXISTING DN150 CI AUTHORITY WATER MAIN (BULK TRANSFER)

EXISTING DN150 CICL AUTHORITY WATER MAIN

EXISTING DN225 VC AUTHORITY SEWER MAIN

EXISTING DN2" PE @ 500kPa AUTHORITY GAS MAIN

EXISTING DN150 CICL PRIVATE WATER MAIN (No.2 WELLINGTON ST)

EXISTING SHARED COMBINED SEWER/STORMWATER

EXISTING DN150 VC AUTHORITY COMBINED SEWER/STORMWATER MAIN

EXISTING DN50 WATER

EXISTING DN75 WATER

EXISTING DN7 WATER

EXISTING DN63 WATER

EXISTING DN100 FIRE

PROPOSED DN150

PATERSON STREET

WELLINGTON STREET

Key Plan / North Point:

Issue	Date	Description	Int.	App.
P1	23/08/23	PRELIMINARY ISSUE	RP	RP
01	30/08/23	DEVELOPMENT APPLICATION	RP	RP

COORDINATED REFERENCE DRAWINGS

SERVICE	DRAWING NUMBER	ISSUE	DATE
ARCH			
MECH			
STRUCT			
ELEC			
CIVIL			

Line of Vision

SERVICES TO BE INSTALLED BELOW SLAB - OUT OF STRATA

NOTE: SYMBOLS ARE DRAWN IN THE CORRECT POSITION BUT ARE NOT SHOWN TO SCALE. DO NOT SCALE OFF THIS DRAWING.
USE NOTED DIMENSIONS AND ARCHITECTURAL DRAWINGS ONLY

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Phone No. 0481 821 050

Architect:
DKO
90-94 ROKEBY STREET,
COLLINGWOOD VIC 3066
CONTACT: DOMINIC GAETANI
Phone No. 03 8601 6000

Project:
10-16 WELLINGTON STREET
10-16 WELLINGTON STREET,
LAUNCESTON TAS 7250

Drawing Title:
HYDRAULIC SERVICES
CONCEPT SERVING PLAN
SITE PLAN - STAGE 1

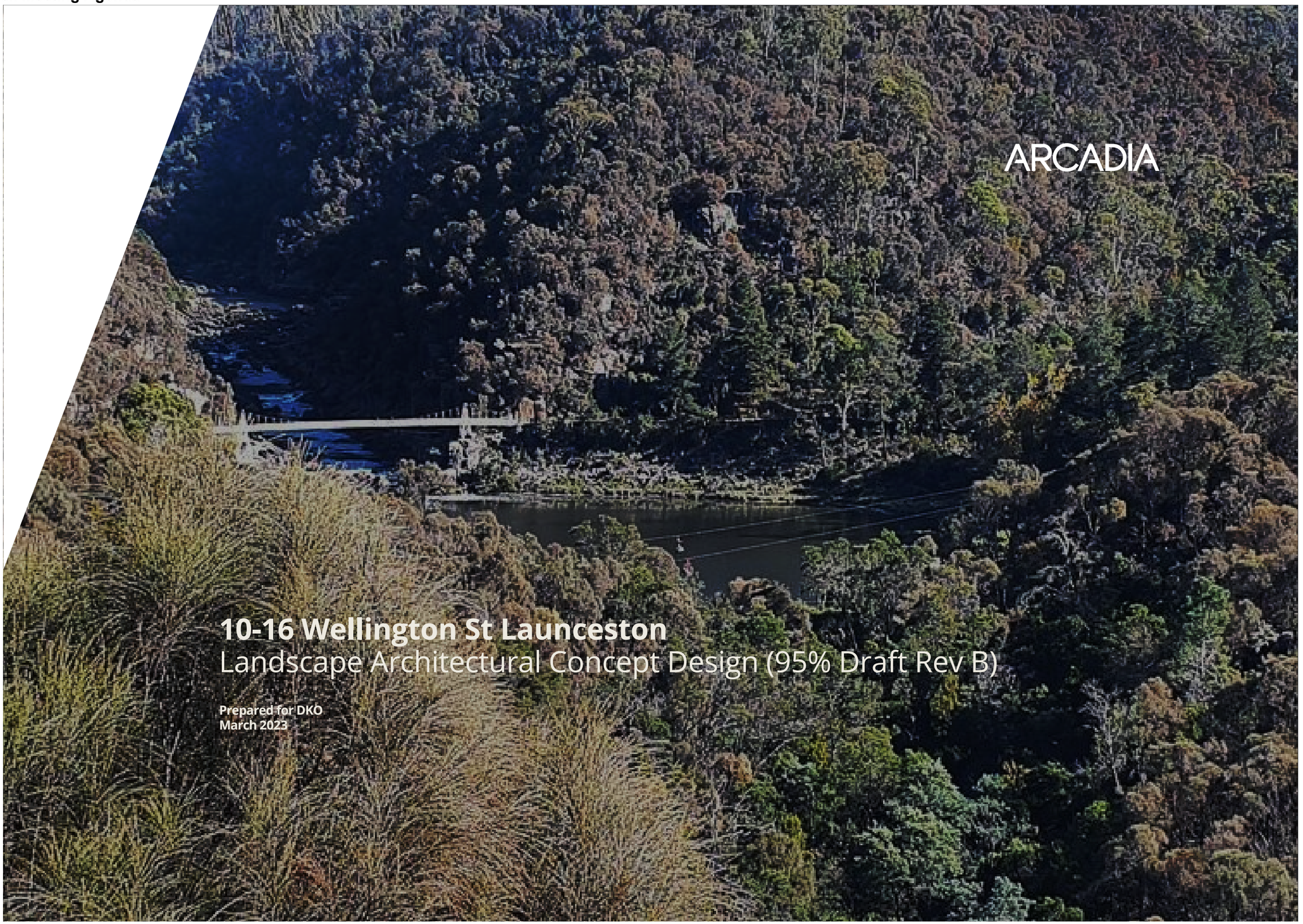
Status: DEVELOPMENT APPLICATION

Project No:	Scale:	No. In Set:
230719	(A1) 1:200	1 OF 1

Dwg No: CP-001 Issue: 01

ORIGINAL SIZE: A1

PLOT DATE & TIME: 30 Aug, 2023 - 3:00pm
PLOTTED BY: Ryan Pallavicini
FILE NAME & PATH: Eureka Designs\Projects\2023\Proj\230719 - 10-16 Wellington Street, Launceston\Drawings\Current Drawings\A1 - 100 dwg


ARCADIA
10-16 Wellington St Launceston
Landscape Architectural Concept Design (95% Draft Rev B)
Prepared for DKO
March 2023

We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

80% Draft Rev A	Issued 22 December 2022	Authorised by Jack Qian
95% Draft Rev B	Issued 01 March 2023	Authorised by Jack Qian

Issue B
Date 01/03/2023
Prepared By
Jack Qian, Susie Liu

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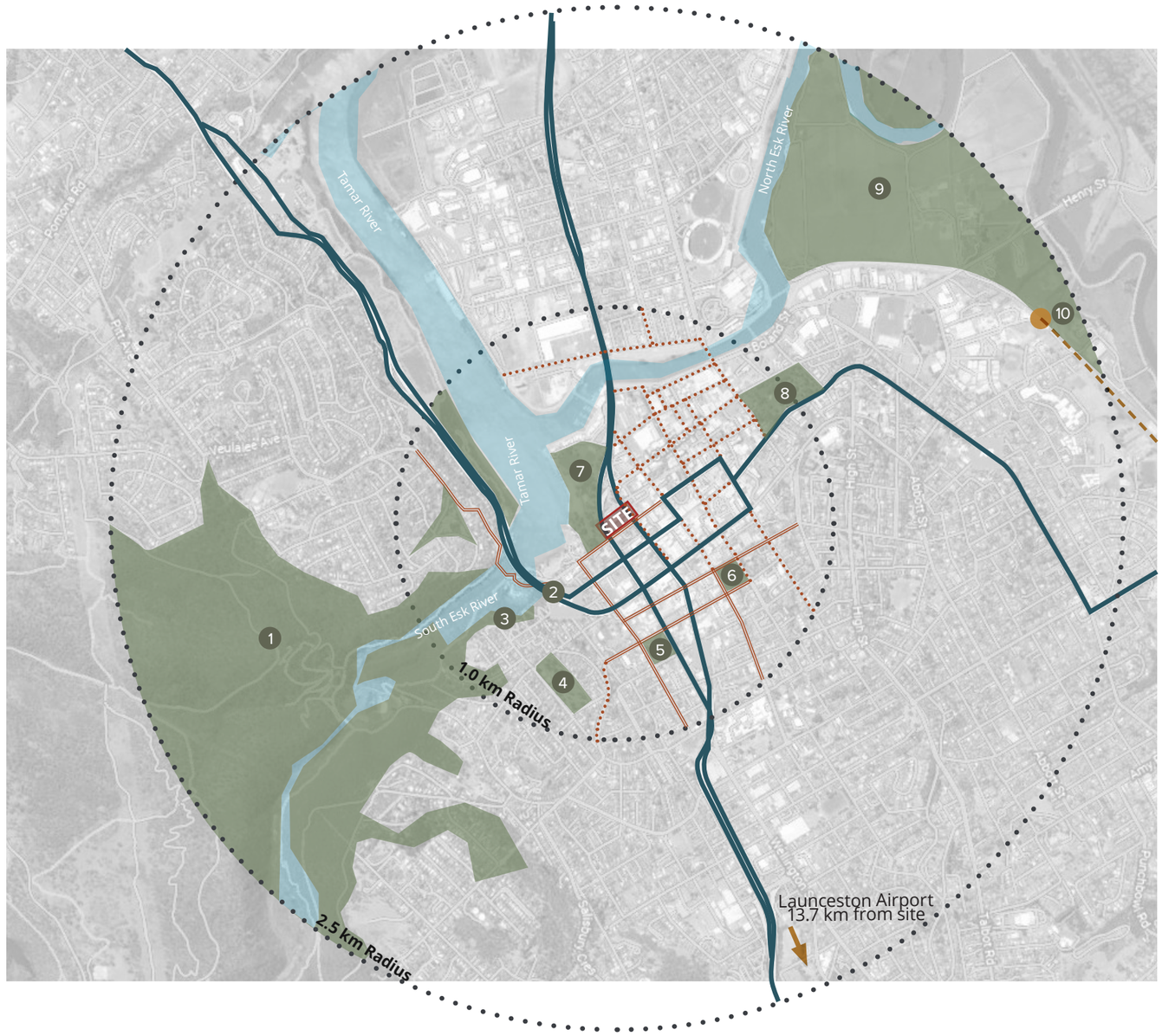
SECTION 01 | SITE APPRECIATION

Introduction

Arcadia Landscape Architecture has been engaged by DKO to prepare the following Design Report for the proposed Landscape Architecture concept of the 10-16 Wellington Project.

The report explores the current role and context of the site, presents the design vision and principles that align with the Greater Launceston Plan and City of Launceston Annual Plan with high level design strategy.

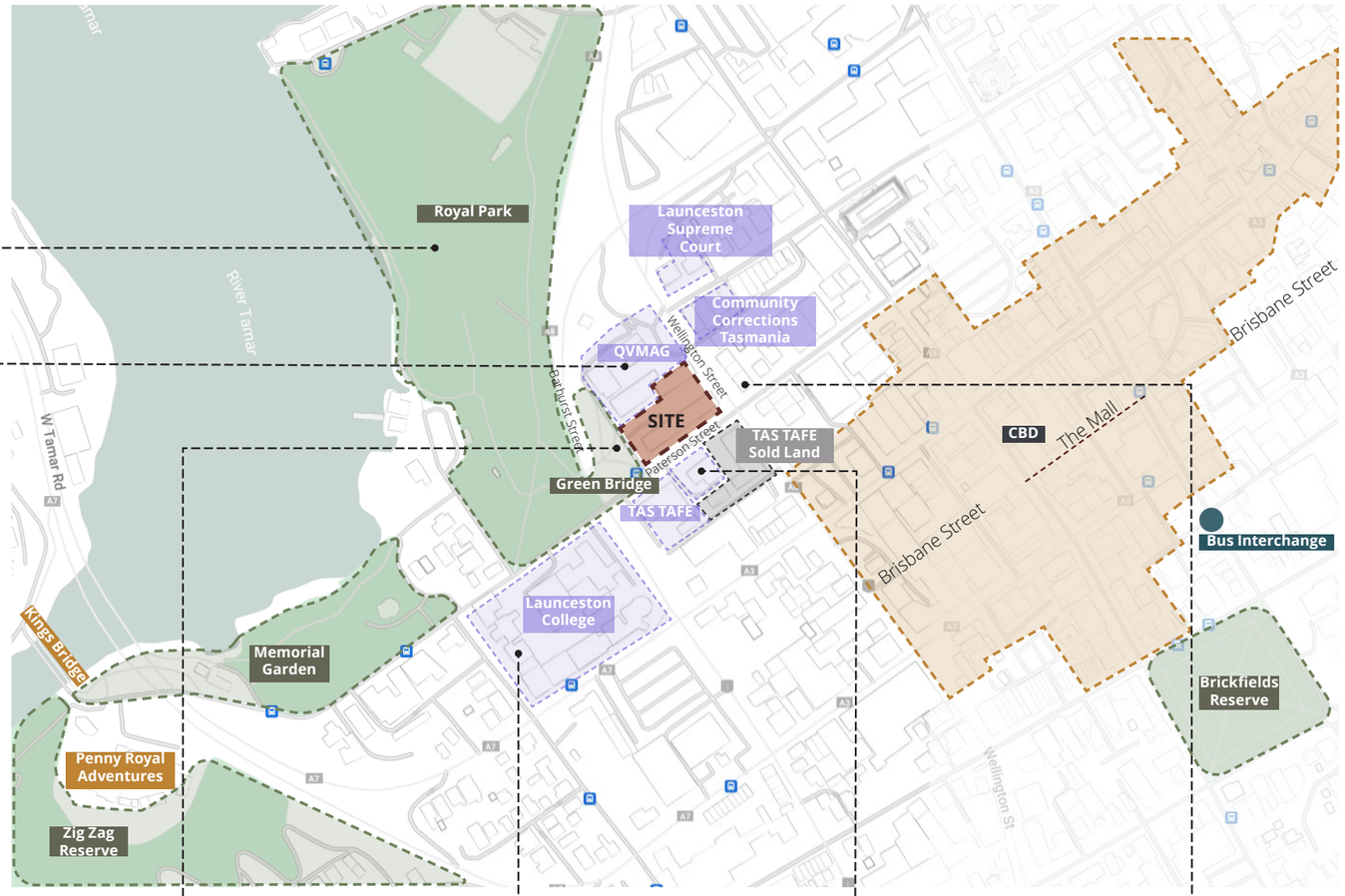


Legend

- Main Road & Highway
- Train Tract
- Cycle Lanes
- Potential Walkways and Cycle Lanes
- 1 Trevallyn State Recreation Area
- 2 Penny Royal Adventures & Zig Zag Reserve
- 3 Cataract Gorge Reserve
- 4 Arbour Park
- 5 Brickfields Reserve
- 6 Prince's Square
- 7 Royal Park
- 8 Lauceston City Park
- 9 Ravenswood
- 10 East Tamar Junction Station

Amenity Analysis

The site is located 300m away from main shopping street Brisbane Street. It's 400m away from the water edge. The courtyard of the current building is facing Launceston Cenotaph, which connects to Royal Park via the green bridge above Bathurst Street(A8 Highway). The Queen Victoria Art Gallery is adjacent to the site and shares a laneway. Cross Paterson Street is Tasmania TAFE's Drysdale Campus, specialising in tourism, hospitality and cookery training.




Royal Park


Queen Victoria Art Gallery


Launceston Cenotaph

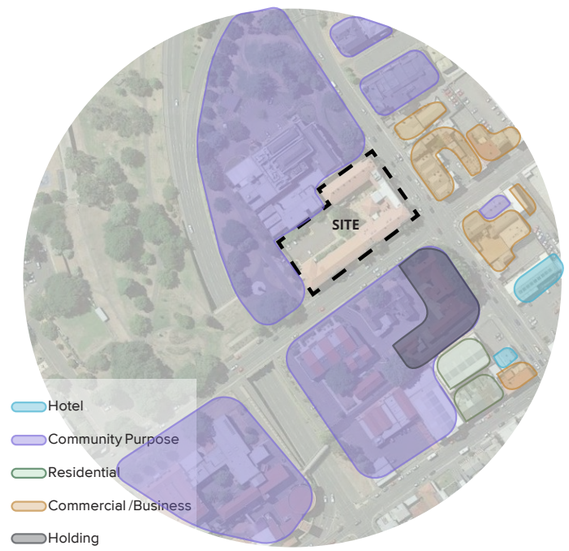

Launceston College


Launceston College STEAM NGN

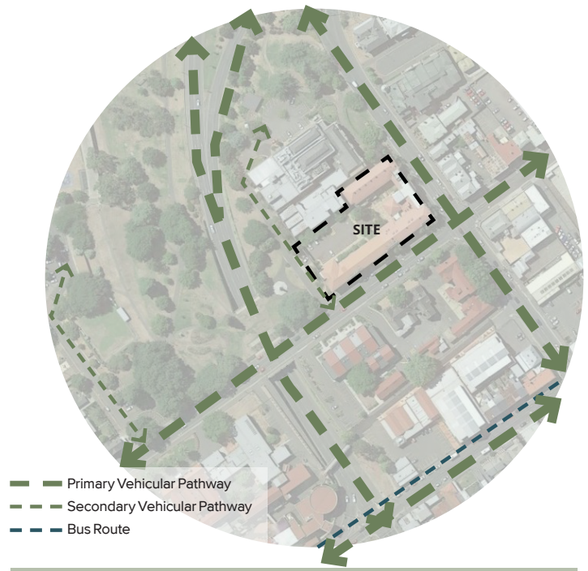

Suns Accounting & Migration Services

Environment and Planning Analysis

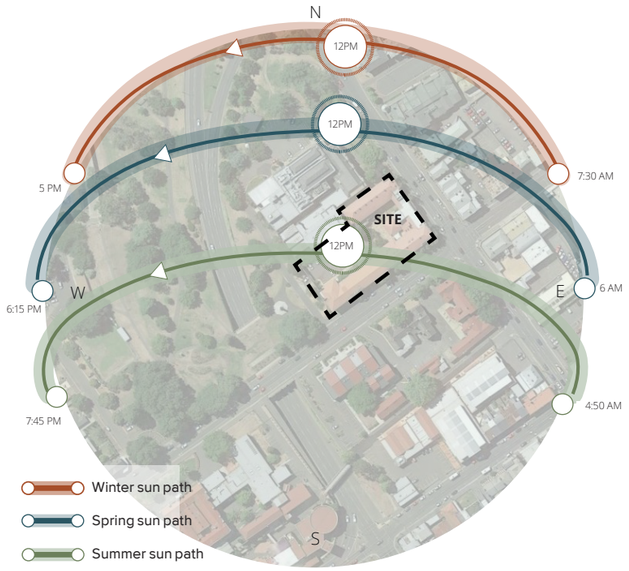
The site is located on the edge of Royal Park, framed by major roads to the East, South and West and surrounded by heritage structures.



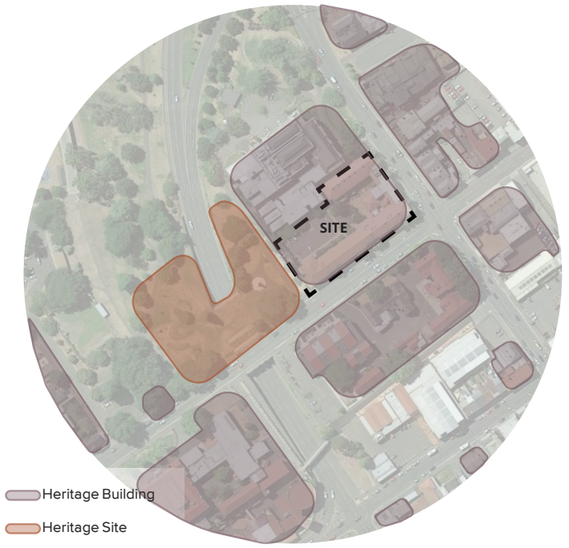
NTS | Surrounding Content



NTS | Vehicular and Pedestrian Access



NTS | Solar Diagram



NTS | Heritage Overlay



NTS | Green Space

Connection to Country

The traditional owners of **Lutruwita**(Tasmania) are **Palawa**. Our site stands on the Stoney Creek nation. The Stoney Creek nation, comprising the Tyerrenotepanner, Leterremairrener and Panninher clans. The site location belongs to the clan of **Leterrermairrener** people.[1]

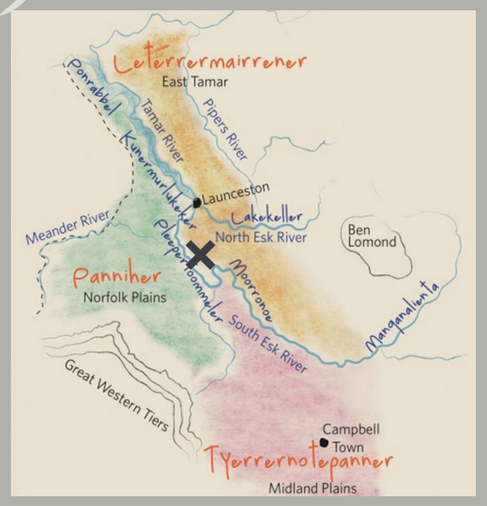
The Launceston Basin is a place where The **Kalamaluka** (Tamer) Valley ends. Where saltwater of **Kunermurlukeker's** (Tamer river)meets freshwater of it's tributaries **Plipatumila** (South Esk river) and **Lakekeller** (North Esk river). Launceston is also where the First People of the Northern Midlands interface with the riverine people of the Tamar. The interface of saltwater and freshwater means that landscape abundance is amplified by the diverse ecology. This lead Launceston to be a densely populated place of First Peoples seasonal habitation.

This was a vast rich wetland abundant in waterfowl and swans, eggs, mussels and oysters. The area had plentiful grasslands and game. In Spring and early Summer it was an important area for first nation groups.

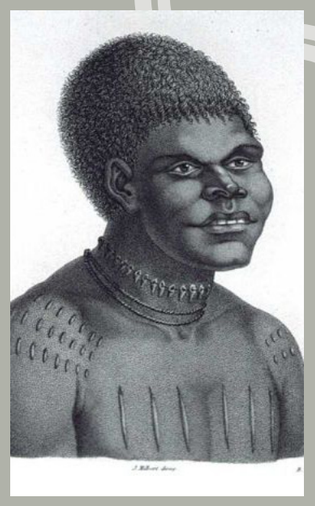
Reference Web Links:
1. *The Launceston Basin*, The First Tasmanians Our Story, https://aboriginallaunceston.com.au/the-launceston-basin/
2.Gough, J 2006, Aboriginal Art, The Companion to the Tasmanian History, https://www.utas.edu.au/library/companion_to_tasmanian_history/A/Aboriginal%20art.htm



Drawn by Robert Hawker Dowling ,*Group of Natives of Tasmania,* 1859



Stoney Creek Nation Map[1]
The First Tasmanians Our Story, *THE ORIGINS OF THE TERM "STONEY CREEK TRIBE"*, 2020



'Bara-Ourou'[2]
Drawn by French visitors in about 1803, wears shell necklaces and traditional cicatrices (Tasmaniana Library, SLT)

Historical Timeline

PRE - EUROPEAN COLONISATION

The central part of Launceston was a major Spring and Autumn hunting ground for the Leterrermairrener people, who were the Traditional Owners.

1806

Launceston is Australia's third oldest European settlement, established in 1806

1823

Military Barracks constructed in Royal Park in 1823

September.

1852

Launceston was proclaimed a municipality by an Act of Parliament on 30 October 1852.

1888

The town was declared a city by an Act of State Parliament in October 1888.

The Launceston Technical School (now College) was established in 1888

Late 1800s

1 The land of Royal Park, which was originally the site of a military barracks was developed as parkland and recreation land.

1901

2 Wellington Square State School opens- it's a Gothic style building

1912

The parkland next to our site was officially named Royal Park in 1912

1922

3 The Launceston Cenotaph was erected in Royal Park in 1922 and remains the focal point for Anzac Day and remembrance ceremonies

1929

Launceston is flooded, the worst floods in Tasmania's history. Royal Park inundated

1980

Route A8, which is beside our site was introduced in 1980.

2011

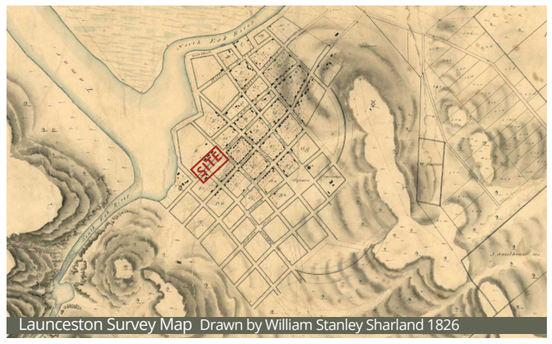
The refurbished Art Gallery opened as a space dedicated to Visual Arts and Design

2021

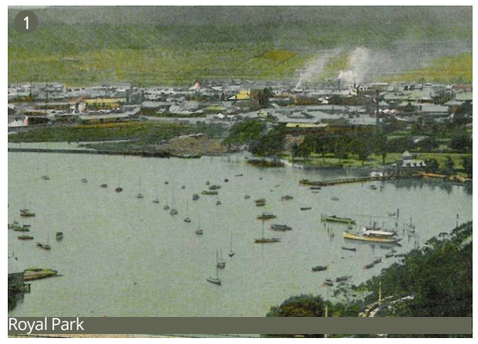
TasTAFE sold the land of our site and their campus on Wellington Square State School. The Land use of 10-16 Wellington Street has changed from community purpose to Urban Mixed use.

TODAY

Launceston today has a population of 71,906.



Launceston Survey Map Drawn by William Stanley Sharland 1826



Royal Park



Wellington Square State School in1940s



Launceston Cenotaph 1920s

Landscape Character

From Jamie Kirkpatric's article '*THE GARDEN THAT BECAME LAUNCESTON'*, it describes a beautiful image of the local ecology of Launceston with First Nation people's living sustainably.

'Birds whirl from black gum, paperbark, reed swamp and still water, their nests protruding from the reeds. Some extend their necks to consume the soft aquatic plants that grow in the turbid waters above the mud. .... People hunt the kangaroos, wallabies, pademelons and wombats who are also attracted to the rich wetlands. ...People harvest tubers of wetland plants, making sure that they ensure that they can do the same in the future. They eat shellfish from the rivers. They burn parts of swamps when dry to help maintain food production. ...'

1. Kirkpatrick, J 2020, *The Garden That Became Launaeston*, The First Tasmanians Our Story, https://aboriginallaunceston.com.au/the-garden-that-became-launceston/



South Esk black gum forest (list of nationally threatened ecological communities)


South Esk river dolerite hill



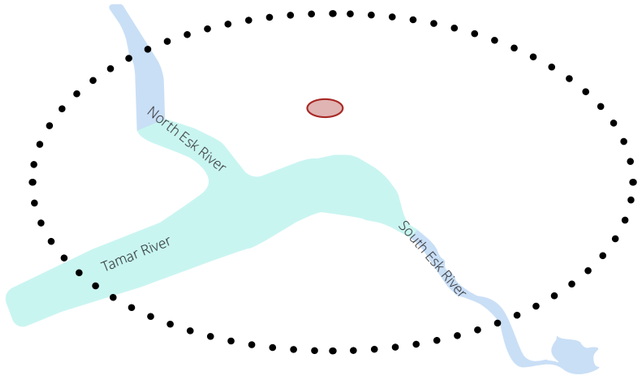
Kanamaluka/Tamar estuary Melaleuca ericifolia wetland forest



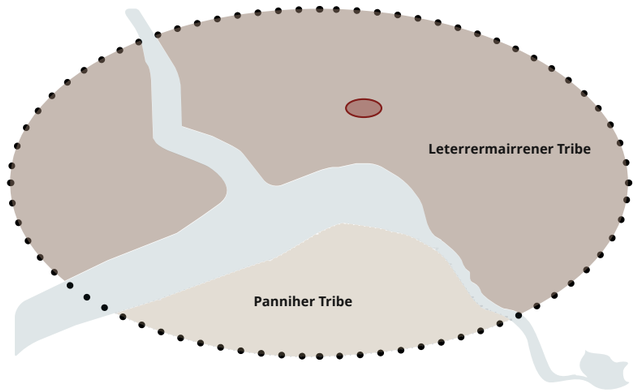
SECTION 02 | DESIGN OUTCOMES

Design Narrative

Based on our research, our Landscape narrative is around the concept of 'The Confluence', the confluence of the salt and fresh water at this location of the Tamar River, as well as the confluence of two ancient indigenous clans zone boundaries in this region.



Confluence of Salt & Fresh Water



Confluence of Ancient Tribes

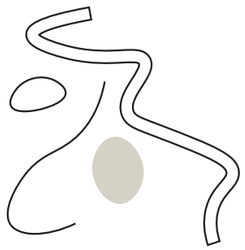


Local Geology

'The Confluence' - Landscape Narrative

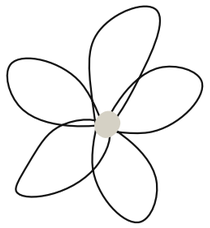
Architecture Narrative

Landscape Architecture
Design Strategies



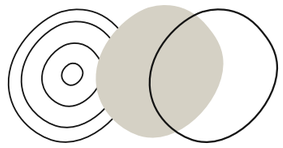
Public Art Strategy

/ Create opportunities to communicate the concept of 'the confluence' and connection to country



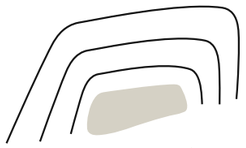
Planting Strategy & Palette

/ Use of predominantly indigenous planting to help local biodiversity as well as reducing maintenance



Material Palette

/ High quality, low maintenance materials inspired by local culture and landscapes



Storytelling

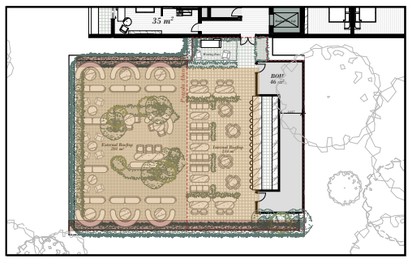
/ Conveying indigenous culture, celebrate historical context and local landscape

Spatial Program Plan

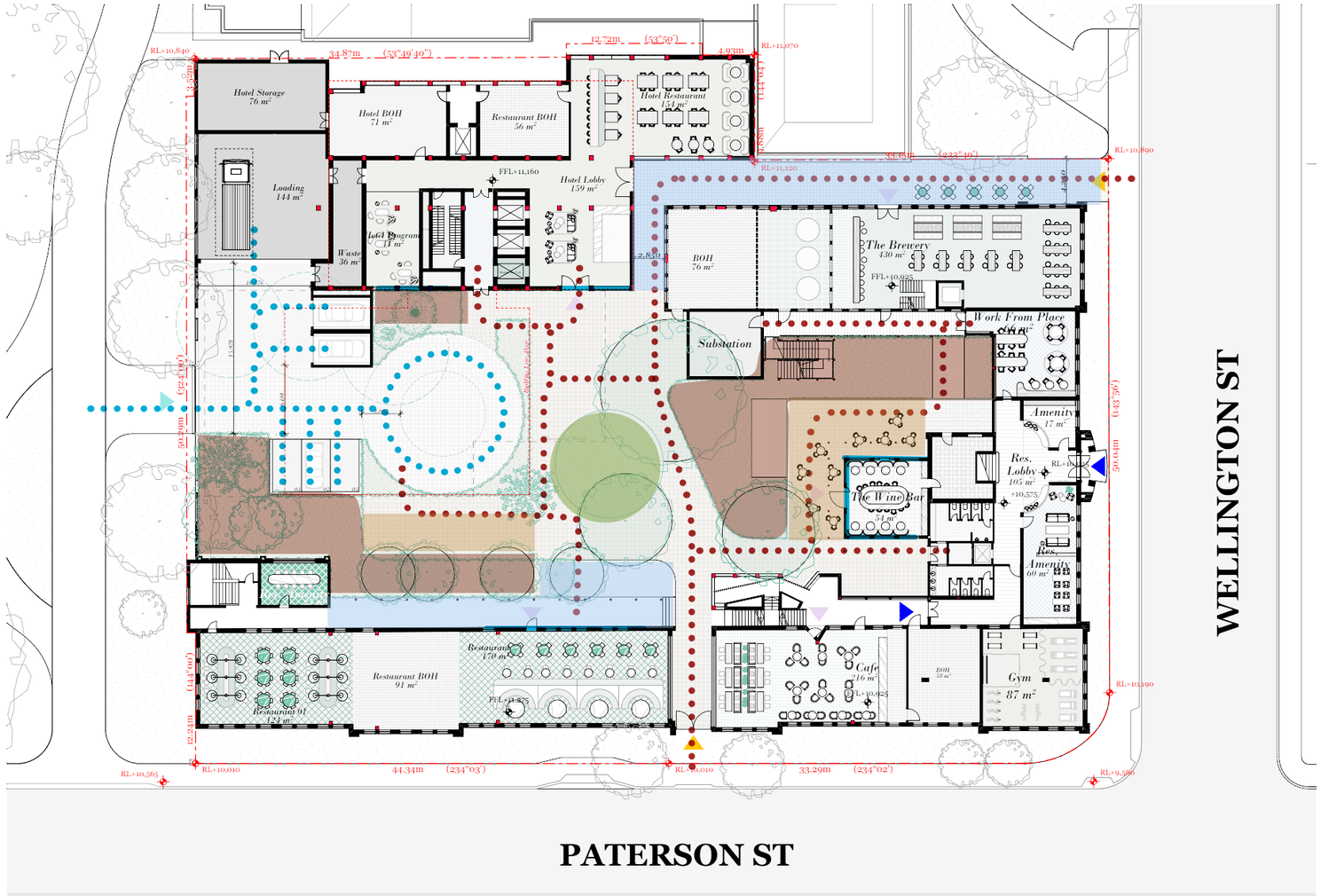
The landscape strategy on the ground floor will aim to create a complimentary functional setout for adjacent programs and optimise access. A series of curated spaces will generate a diverse range of open and intimate areas.
Streetscapes will be mainly of hardy native trees and groundcover consistent with local

Legend

- Communal Lawn
- Native Garden
- Laneways
- Communal Open Space
- Outdoor Dining
- Vehicular Access / Shareway
- Pedestrian Access
- Window with Garden View



Rooftop Level 10

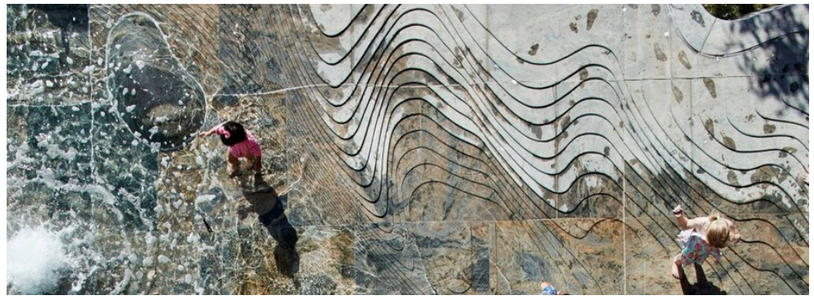


Vision

Ground Floor

The entry experience is an integrated response to create an arrival experience that reflects the local culture, history and landscapes. The landscape is contemporary and creates opportunities to enhance the functionality of on site services, restaurants , visitors and vehicles. Due to the compact nature and rich mix of functions, the landscape response adopts multifunctional roles to create a 'confluence' of experiences and opportunities for visitors to mix and mingle.









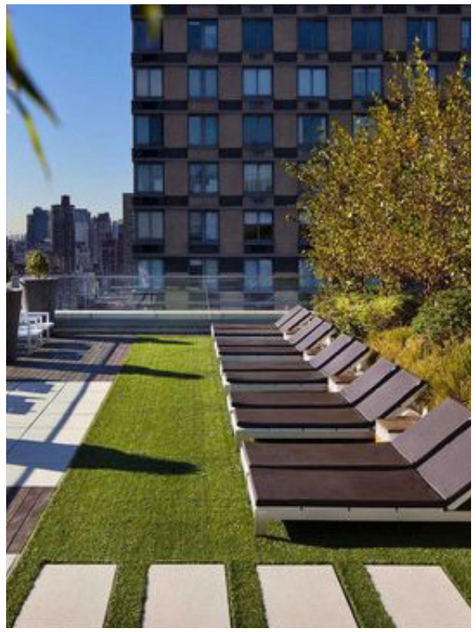
Rooftop Terrace

Enjoying district vistas, the rooftop is an open air multifunctional space for wellness, leisure and quite gatherings.









Landscape Masterplan
Ground Level

Legend

- Lawn
- Native Gardens
- Streetscape Gardens
- Cobble Ripple Paving Setts
- Cobble Ripple Paving Setts Light Brown
- Granite Paver
- Bike Rack
- Tables
- Tactile
- Fire Pits
- Planter Benches
- Benches
- Existing Trees
- Proposed Trees
- Removed Trees
- Public Access - Pedestrains Into Site
- Public Access - Food & Beverage
- Private Access - Residences
- Private Access - Vehicles (Resident Parking)
- 1 Front Entrance
- 2 Trafficable Water Feature
- 3 Pick Up / Drop Off Point
- 4 Gathering Circle with Seating
- 5 Elevated Timber Decking



1:200 @A3 0 1 2 4 6 10m

ARCADIA

Landscape Section
Ground Level



Legend

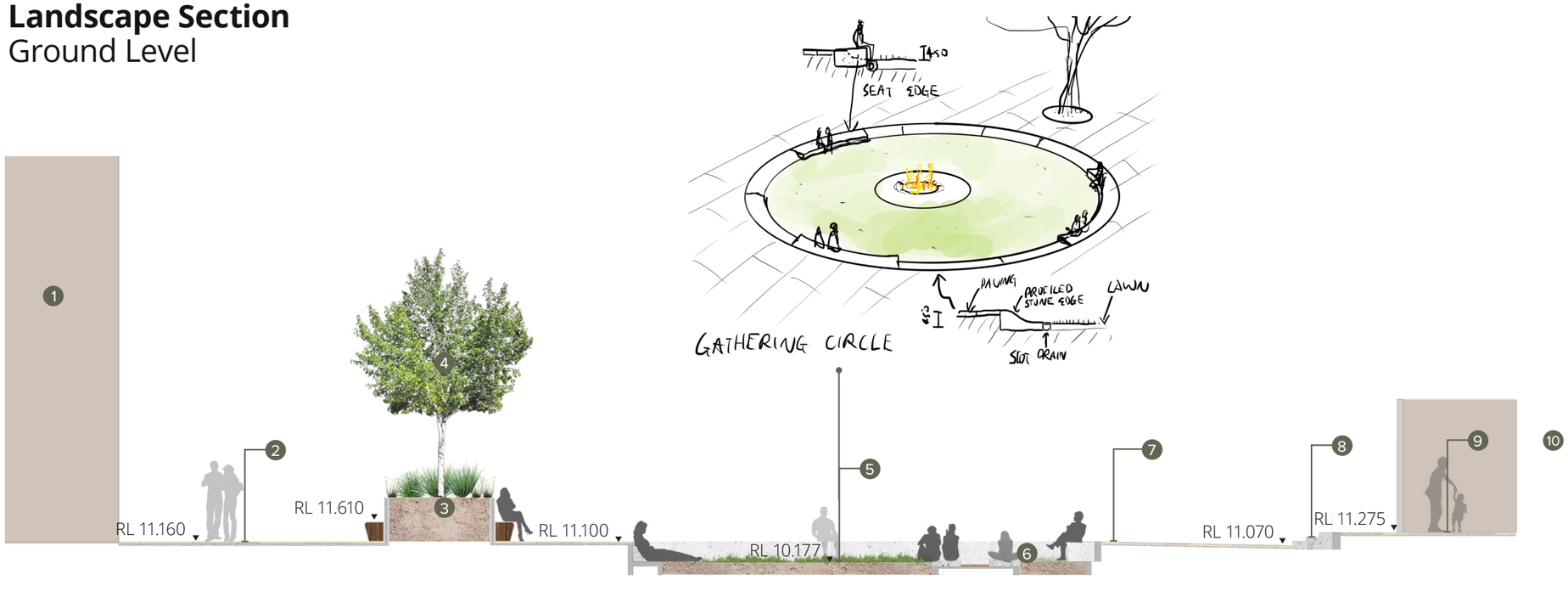
1. Traffic-able Water Feature
2. Hotel Lobby Entrance
3. Raised Planter & Benches
4. Granite Paver
5. Laneway
6. Native Gardens
7. Boulders
8. Proposed Feature Tree
9. Building Above (Refer Architecture)
10. Bench
11. Timber Decking
12. Cobble Ripple Paving Setts Light Brown
13. Hallway Entrance
14. Streetscape Gardens
15. Existing Tree



1:100 @ A3 0 0.5 1 2 3 4m

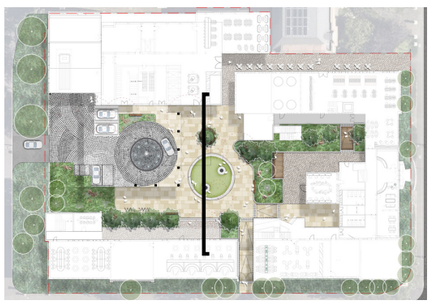
ARCADIA

Landscape Section
Ground Level



Legend

1. Hotel Lobby
2. Granite Paver
3. Raised Planter & Benches
4. Proposed Feature Tree
5. Gathering Lawn
6. Fire Pit
7. Concrete Edge Seating
8. Precaste Stairs with Granite Paver Cladding
9. Cobble Ripple Paving Setts Light Brown
10. Restaurant



1:100 @ A3 0 0.5 1 2 3 4m

ARCADIA

Landscape Masterplan
Level 8

Legend

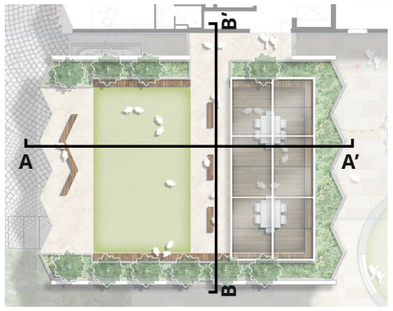
- Native Gardens
- Groundcover Garden
- Granite Unit Paver
- Timber Decking
- Bench
- Proposed Feature Tree
- Outdoor Dining Table
- 1 Pergola with Solar Panel (Refer to Architecture)



1:100 @ A3 0 0.5 1 2 3 4m

ARCADIA

Landscape Section
Level 8



Legend

1. Riased Planter with Rooftop Planting
2. Graint Unit Paver
3. Lawn
4. Proposed Feature Tree
5. Bench
6. Timber Decking
7. Pergola with Solar Panel (Refer to Architecture)
8. Outdoor Seating



Elevation A

Legend

1. Riased Planter with Rooftop Planting
2. Graint Unit Paver
3. Bench
4. Proposed Feature Tree
5. Outdoor Hallway
6. Hotel Rooms



Elevation B

1:100 @ A3 0 0.5 1 2 3 4m

ARCADIA

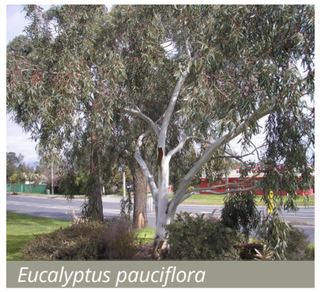


SECTION 03 | SCHEDULES

Planting Palette - Ground Feature

Trees & Large Shrubs


Allocasuarina littoralis


Eucalyptus pauciflora


Elaeocarpus reticulatus


Doryanthes excelsa


Eucalyptus pulverenta ‘Baby Blue’


Xanthorrhea australis

Grasses, Shrubs and Ferns


Fatsia japonica


Poa poiformis ‘Kingsdale’


Blechnum minus


Ligularia reniformis


Lomandra ‘Tanika’


Doodia media ssp. australis


Rhapiolepsis ‘Oriental Pearl’


Dianella tasmanica ‘Wyeena’


Microsorum pustulatum

Groundcovers and Climbers


Brachyscome ‘Break of Day’


Casuarina glauca ‘Cousin It’


Soleirolia soleirolii


Banksia spinulosa ‘Birthday


Chrysocephalum apiculatum


Dichondra ‘Emerald Falls’


Lobelia pedunculata


Viola hederacea

Planting Palette - Ground Streetscapes

Trees


Eucalyptus amygdalina

Ground Covers


Chrysocephalum apiculatum


Dichondra repens


Clematis gentianoides


Leptorhynchos squamatus


Lobelia pedunculata

Grasses


Dianella revoluta


Dichelachne crinita


Lomandra longifolia ‘Tanika’


Linum marginale


Dianella tasmanica ‘Wyeena’


Diplarrena moraea


Lomandra ‘Tropic Cascade’


Poa labillardierei


Rytidosperma caespitosum

Planting Schedule - Ground

Plant Schedule: Ground Level			
CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)
	TREES		
	Allocasuarina littoralis	Black Sheoak	8-12 x 4-7
	Eucalyptus pauciflora	Snow Gum	12 x 5-7
	Elaeocarpus reticulatus	Blueberry Ash	7 x 4
	Banksia integrifolia	Coastal Banksia	4-15 x 1-6
	Dicksonia antarctica	Soft Tree Fern	4.5 x 3.6
	Xanthorrhea australis	Grass Tree	2 x 1.5
	MEDIUM - LARGE SHRUBS		
	Doryanthes excelsa	Gymea Lily	4 x 3
	Eucalyptus pulverenta 'Baby Blue'	Baby Blue Eucalypt	3 x 2
	SHRUBS & ACCENTS		
	Arthropodium cirratum 'Te Puna'	Te Puna New Zealand Flax-lily	0.5 x 0.5
	Correa reflexa 'Dusky Bells'	Native Fuschai	0.5-1 x 1
	Fatsia japonica	Japanes Aralia	1 x 1
	Hosta 'Halcyon'	Halcyon Plaintain lily	0.45 x 0.6
	Ligularia reniformis	Tractor Seat	0.9 x 0.9
	Plectranthus 'Mona Lavender'	Mona Lavender	0.8 x 0.8
	Pittosporum tobira 'Miss Muffet'	Miss Muffet	1 x 1.5
	Rhaphiolepis indica 'Cosmic Pink'	Cosmic Pink	0.8 x 0.8
	Rhapiolepsis 'Oriental Pearl'	Indian Hawthorn	1 x 1
	Stackhousia monogyna	Creamy Candles	0.7 x 0.7
	Stylidium graminifolium	Grass Trigger Plant	0.6 x 0.6
	GRASSES & TUSSOCKS		
	Liriope 'Amethyst'	Amethyst Lilyturf	0.5 x 0.5
	Liriope muscari 'Variegata'	Variegated Turf-lily	0.4 x 0.4
	Dianella caerulea 'Little Jess'	Little Jess Flax Lily	0.6 x 0.6
	Dianella tasmanica 'Wyeena'	Wyeena Flax Lily	0.6 x 0.6
	Poa labillardieri 'Eskdale'	Eskdale Tussock Grass	0.6 x 0.6
	Dianella caerulea 'Little Jess'	Little Jess Flax Lily	0.4 x 0.4
	Dianella tasmanica 'Wyeena'	Wyeena Flax Lily	0.6 x 0.6
	Libertia paniculata	Branching Grass Flag	0.6 x 0.6
	Lomandra 'Tanika'	Mat Rush	0.6 x 0.6
	Rytidosperma caespitosum	Grass Tree	0.4 x 0.4
	Xanthorrhoea bracteata	Grass Tree	0.4 x 0.4
	FERNS		
	Blechnum minus	Silver Lady Fern	0.6 x 0.6
	Microsorum pustulatum	Kangaroo Fern	0.4 x 1.2
	Polystichum proliferum	Mother Shield Fern	0.8 x 0.8
	GROUNDCOVERS & CLIMBERS		
	Banksia spinulosa 'Birthday Candles'	Birthday Candles Banksia	0.3 x 0.6
	Brachyscome 'Break of Day'	Break of Day Rocky Daisy	0.3 x 0.5
	Casuarina glauca 'Cousin It'	Cousin It	0.2 x spreading
	Dichondra 'Emerald Falls'	Emerald Falls Kidney Weed	0.2 x spreading
	Hardenbergia violacea	Purple Coral-pea	0.2 x spreading
	Lobelia pedunculata	Trailing Pratia	0.2 x spreading
	Soleirolia soleirolii	Baby's tears	0.05 x 1
	Viola hederacea	Native Violet	0.2 x 0.5

Plant Schedule: Streetscapes			
CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)
	TREES		
	Acacia melanoxylon	Blackwood	6-20 x 5
	Eucalyptus amygdalina	Black Peppermint	10-30 x 7-10
	SHRUBS, GRASSES & ACCENTS		
	Dianella revoluta	Blue Flax-lilly	0.5 x 0.5
	Dichelachne crinita	Long-hair Plume Grass	1 x 1
	Diplarrena moraea	White Flag Iris	0.5 x 0.5
	Lomandra longifolia 'Tanika'	Tanika Mat Rush	0.6 x 0.6
	Lomandra 'Tropic Cascade'	Topic Cascade Mat Rush	0.8 x 0.8
	Linum marginale	Native Flax	0.5 x 0.5
	Poa labillardierei	Common Tussock Grass	0.7 x 0.7
	Rytidosperma caespitosum	Commony Wallaby-grass	0.4 x 0.4
	GROUNCOVERS & CLIMBERS		
	Brunonia australis	Blue Pin Cushion	0.2 x spreading
	Chrysocephalum apiculatum	Common Everlasting	0.4 x spreading
	Clematis gentianoides	Bushy Clematis	0.2 x spreading
	Dichondra repens	Silver Falls Kidney Weed	0.1 x spreading
	Leptorhynchos squamatus	Scaly Buttons	0.3 x spreading
	Lobelia pedunculata	Trailing Prata	0.2 x spreading

Planting Palette - Rooftop

Trees


Banksia marginata

Grasses, Shrubs and Ferns


Arthropodium cirratum 'Te Puna'


Phormium 'Yellow Wave'


Stackhousia monogyna


Stylidium graminifolium


Sedum 'Autumn Joy'


Limonium perezii

Groundcovers and Climbers


Blechnum minus


Polystichum proliferum


Chrysocephalum apiculatum


Casuarina glauca 'Cousin It'


Soleirolia soleirolii


Microsorum pustulatum


Banksia spinulosa 'Birthday


Dichondra 'Emerald Falls'


Carprobrotus rossii


Viola hederacea

Planting Schedule - Rooftop

Plant Schedule:

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)
	TREES		
	Banksia marginata	Silver Banksia	5 X 2
	SHRUBS, ACCENTS & SUCCULENTS		
	Arthropodium cirratum 'Te Puna'	Te Puna New Zealand Flax-lily	0.5 x 0.5
	Phormium 'Yellow Wave'	Flax Lily Yellow Wave	1.2 x 1.2
	Stackhousia monogyna	Creamy Candles	0.7 x 0.7
	Stylidium graminifolium	Grass Trigger Plant	0.6 x 0.6
	Sedum 'Autumn Joy'	Autumn Joy Stronecrop	0.5 x 0.5
	Limonium perezii	Sea Lavender	0.4 x 0.4
	GRASSES & TUSSOCKS		
	Poa poiformis 'Kingsdale'	Tussock Grass	0.5 x 0.5
	Poa labillardieri 'Eskdale'	Tussock Grass	1 x 0.5
	Liriope 'Amethyst'	Amethyst Lilyturf	0.4 x 0.4
	Liriope muscari 'Variegata'	Variegated Turf-lily	0.4 x 0.4
	Lomandra 'Tanika'	Mat Rush	0.6 x 0.6
	Dianella caerulea 'Little Jess'	Little Jess Flax Lily	0.4 x 0.4
	Dianella tasmanica 'Wyeena'	Wyeena Flax Lily	0.6 x 0.6
	Rytidosperma caespitosum	Common wallaby grass	0.6 x 0.6
	Xanthorrhoea bracteata	Grass Tree	0.4 x 0.4
	FERNS		
	Blechnum minus	Silver Lady Fern	0.6 x 0.6
	Microsorum pustulatum	Kangaroo Fern	0.4 x 1.2
	Polystichum proliferum	Mother Sheild Fern	0.9 x 0.9
	GROUNDCOVERS & CLIMBERS		
	Banksia spinulosa 'Birthday Candles'	Birthday Candles Banksia	0.3 x 0.6
	Chrysocephalum apiculatum	Commone Everlasting	0.4 x 0.6
	Stellaria pungens	Prickly starwort	0.3 x 0.5
	Carprobrotus rossii	Native Pigface	0.2 x spreading
	Casuarina glauca 'Cousin It'	Cousin It	0.2 x spreading
	Dichondra 'Emerald Falls'	Emerald Falls Kidney Weed	0.2 x spreading
	Lobelia pedunculata	Trailing Prata	0.2 x spreading
	Soleirolia soleirolii	Baby's tears	0.05 x 2
	Viola hederacea	Native Violet	0.2 x 0.5
	Thymus serpyllum	Creeping Thyme	0.07 x 0.3

Material and Furniture Palette

SURFACE MATERIALS



Granite Setts (Pedestrian)


Granite Pavers


Granite Setts (Vehicular)


Concrete Steps

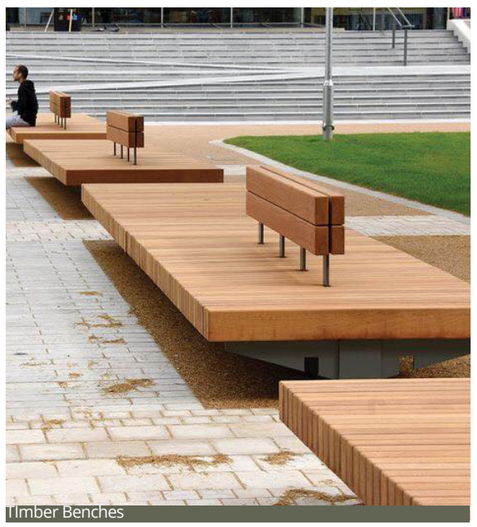

Fireproof composite decking


Concrete Bench & Edge

FURNITURE


Feature Communal Table


Seating Planters


Timber Benches

PLANTING




Native Garden


Lawn

Art & Thematic Overlays (by others)

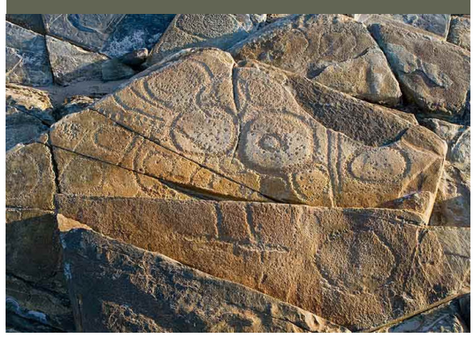
Gnome Theme







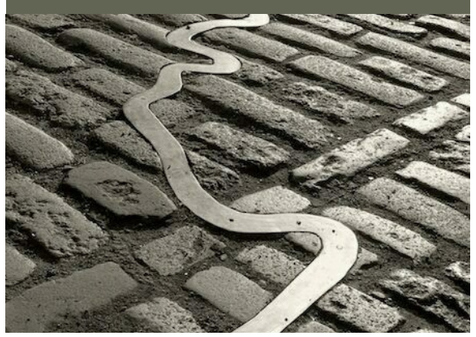
Indigenous Art



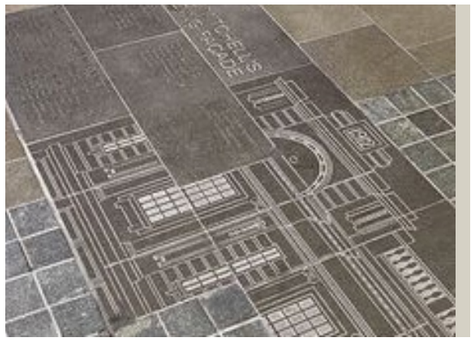




Local Geology & History








DKO
10-16 Wellington St
Launceston
Development Application RFI - Stage Two
29/01/2024

10-16 Wellington Street, Launceston
Contents



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Revision A

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DA005	Site Analysis - Site Views
DA006	Site Analysis - Site Photos
DA007	Site Analysis - Site Photos
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DA611	Urban View 11
DA612	Urban View 12


DKO
Site Analysis

Site Analysis

Site Analysis - Location



1. Cataract Gorge
2. Penny Royal Adventures
3. Stillwater Restaurant
4. Cataract On Paterson
5. Royal Park
6. Seaport
7. Riverbend Park
8. The Mall on Brisbane St
9. James Boag's Brewery
10. Civic Park
11. Museum Quarter
12. York Park

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Project Name	10-16 WELLINGTON ST
Project Number	00013015
Date	29/01/2024
Scale	@A3
Drawing Name	Site Analysis - Location
Drawing Number	**DA003**
Revision	

Site Analysis

Site Analysis - Paterson Street



1. Kings Park
2. Launceston College
3. Royal Park
4. Queen Victoria Art Gallery
5. Brisbane Street Mall
6. Civic Square

Hospitality

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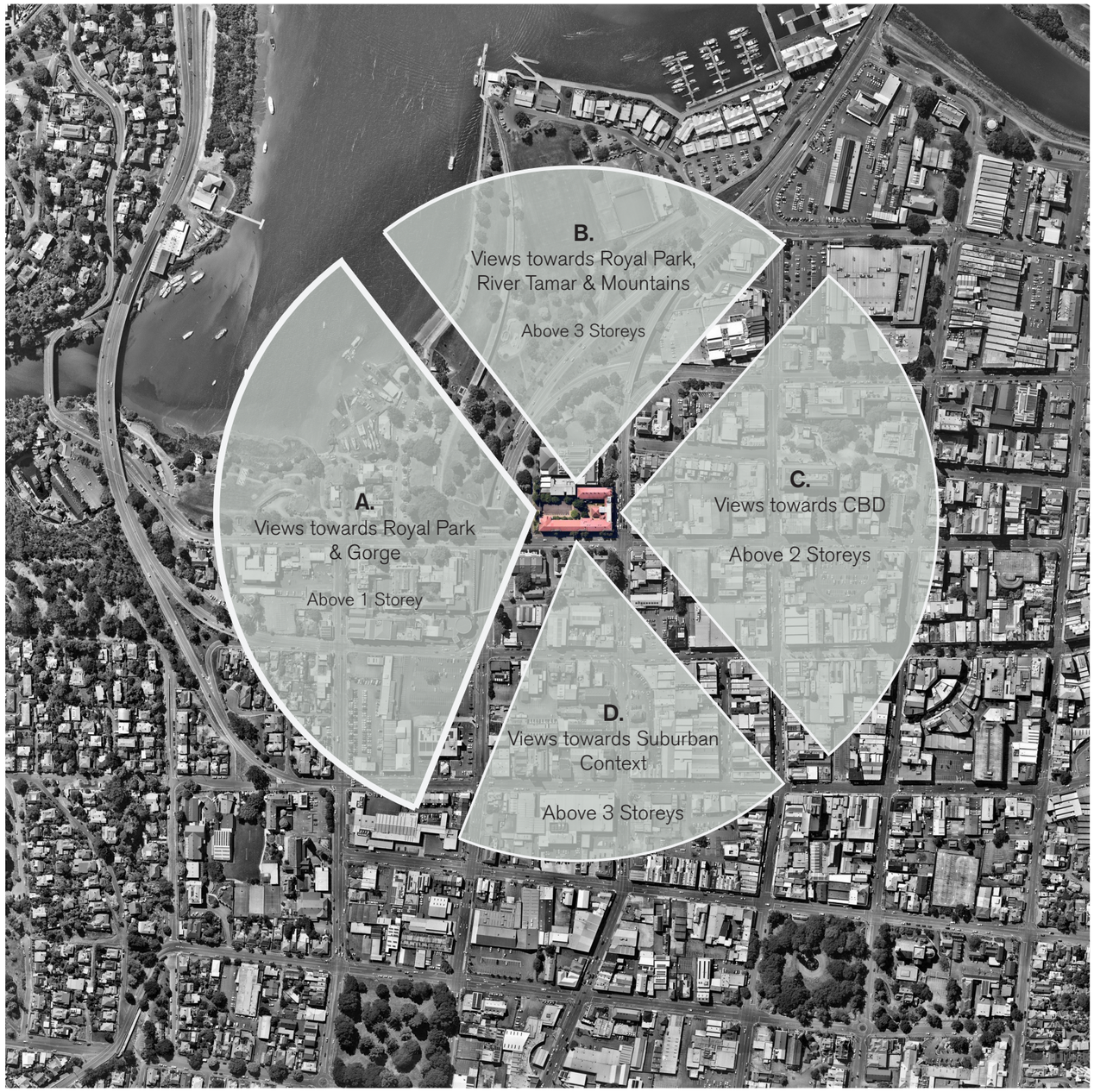
Project Name	10-16 WELLINGTON ST
Project Number	00013015
Date	29/01/2024
Scale	@A3
Drawing Name	Site Analysis - Paterson Street
Drawing Number	**DA004**
Revision	

Site Analysis

Site Analysis - Site Views



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Project Name	10-16 WELLINGTON ST
Project Number	00013015
Date	29/01/2024
Scale	@A3
Drawing Name	Site Analysis - Site Views
Drawing Number	**DA005**
Revision	

Site Analysis

Site Analysis - Site Photos





Wellington Street Interface

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Site Analysis

Site Analysis - Site Photos





Paterson Street Interface

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Site Analysis

Site Analysis - Site Photos





West Interface

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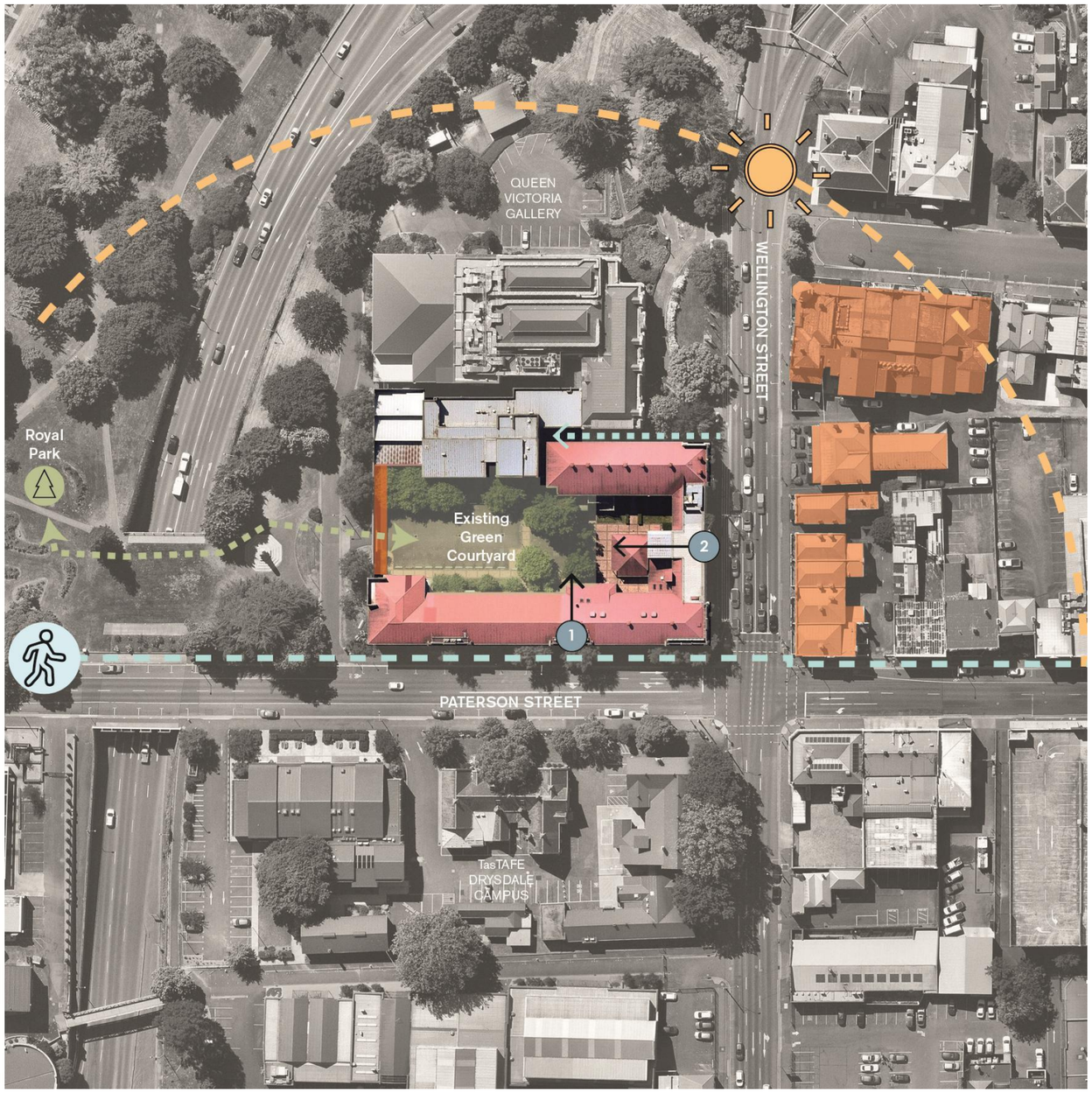
Site Analysis

Site Analysis - Site Opportunites



1 Existing Entrance Points

Heritage Buildings

Laneway Opportunity

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Site Analysis

Site Analysis - Site Constraints



Future Development

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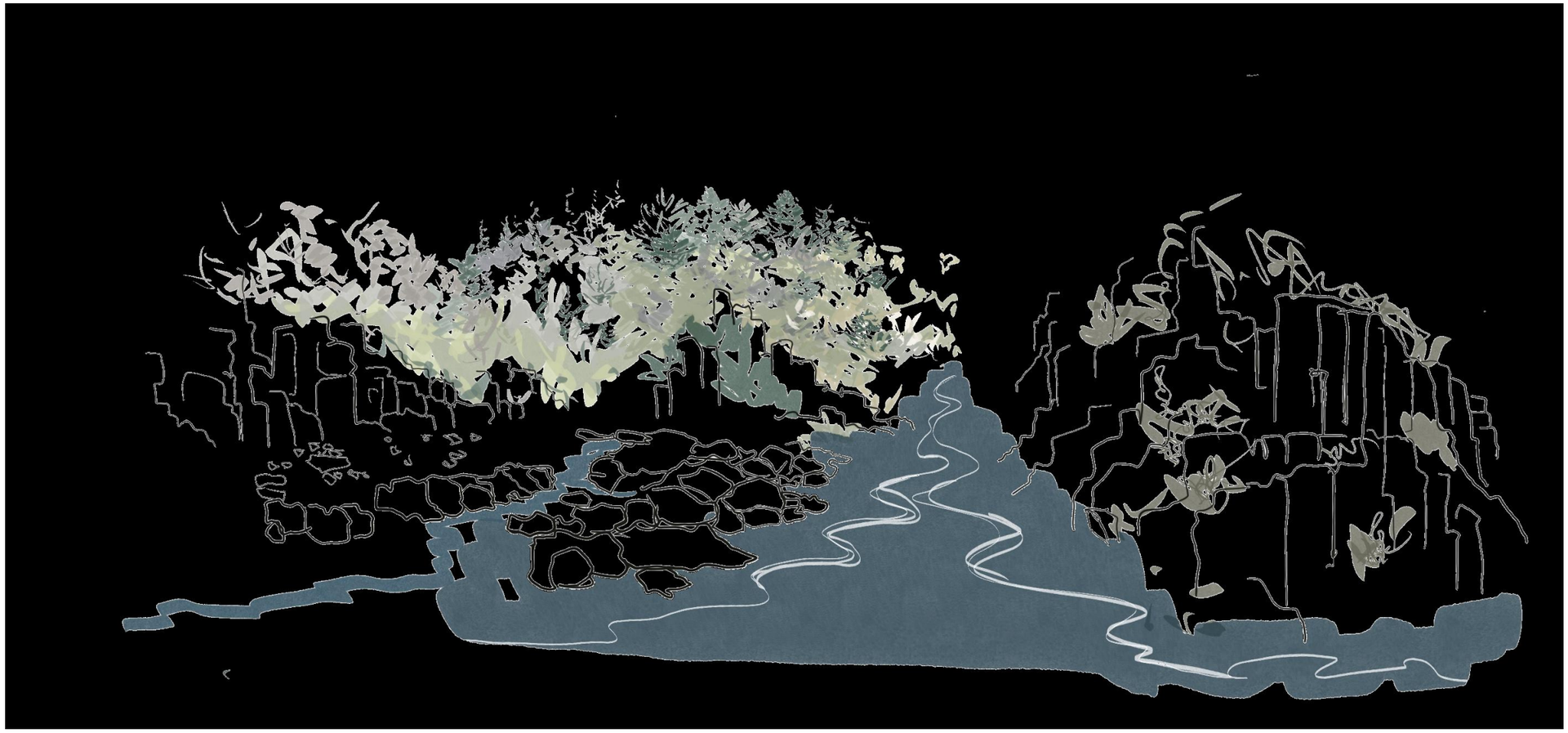
DKO
Design Response

Design Response
The Architectural Concept

Architectural form that reflects the Cataract Gorge

The architectural response seeks to create a connection to the surrounding context by reflecting the layered and sculptural qualities found in the gorge into the built form.

Elements such as the waterline found imprinted on the rock face are translated into an articulation of form and materiality to create a contextually responsive architecture.



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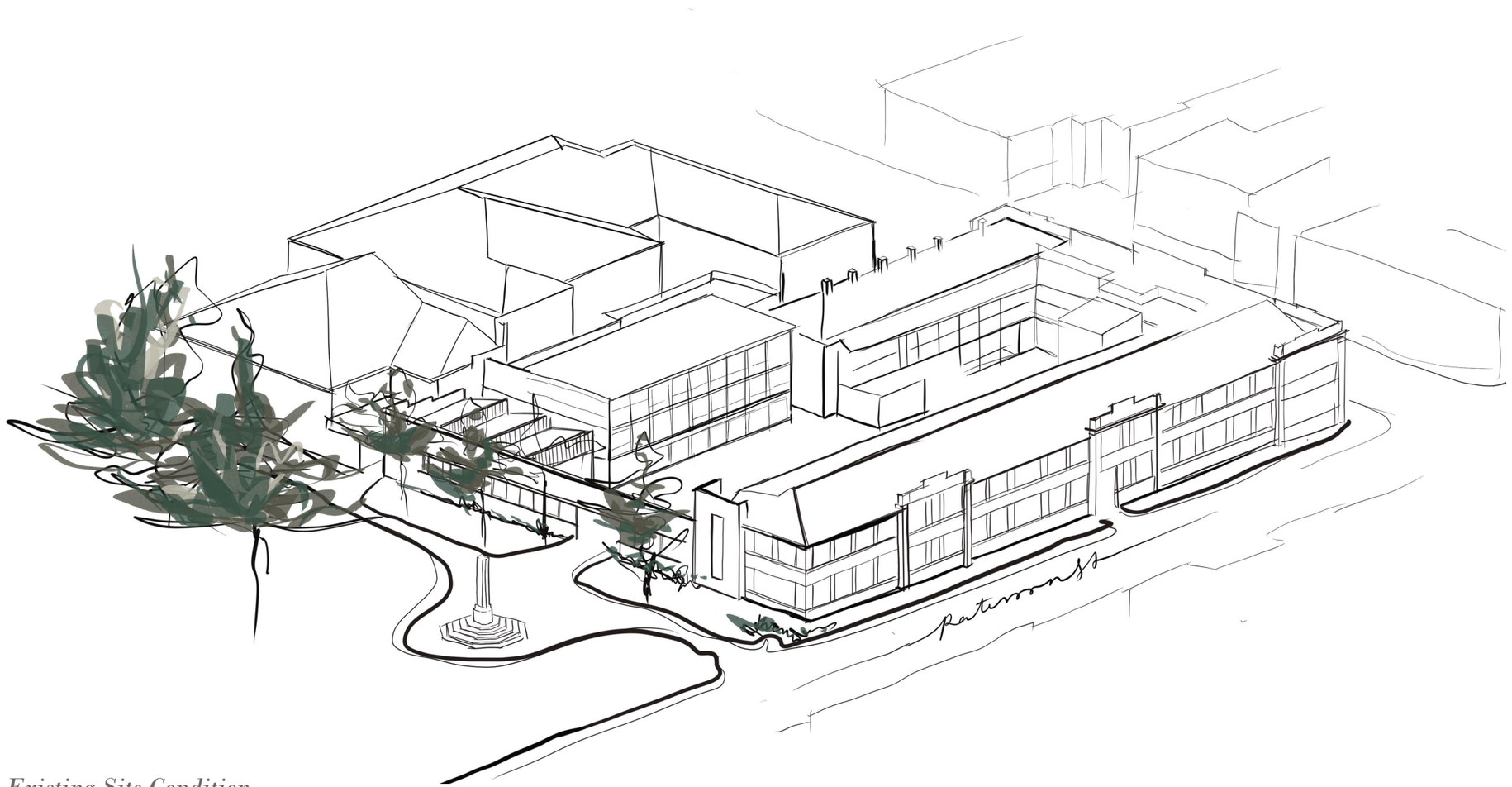
Design Response
Form Diagrams



1. The Existing Site Condition

The existing brick buildings are retained and enhanced with a variety of programme
The heritage building establishes a connective tissue around the precinct

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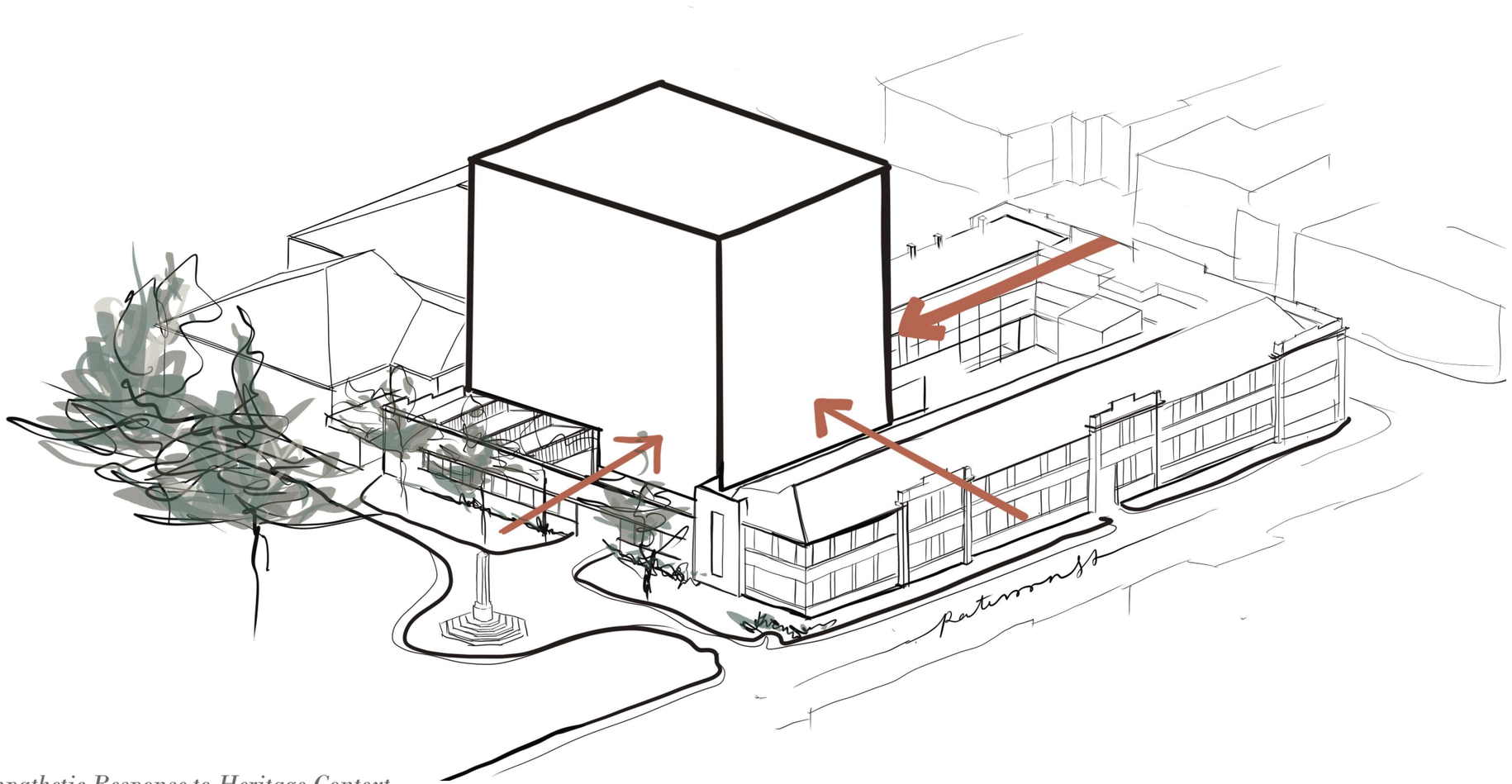
Design Response
Form Diagrams



2. Sympathetic Response to Heritage Context

The hotel form is recessed from the street interface, placed within, retaining and accentuating the importance of the existing heritage buildings as a prominent feature of its streetscape

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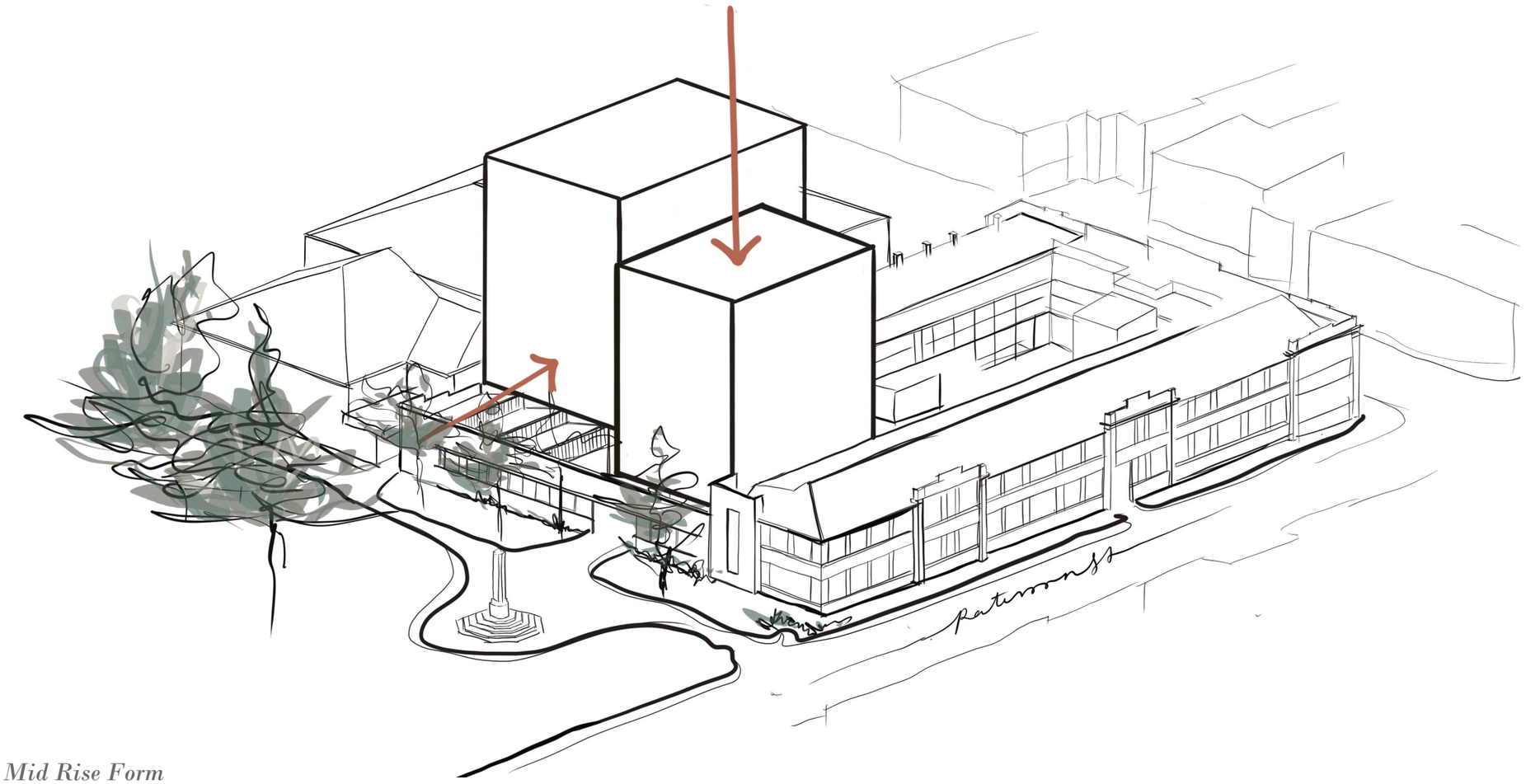
Design Response
Form Diagrams



3. A Mid Rise Form

The form is borken into two forms creating a variation in hieght and is further accentuated by pushing one form futher forward than another,

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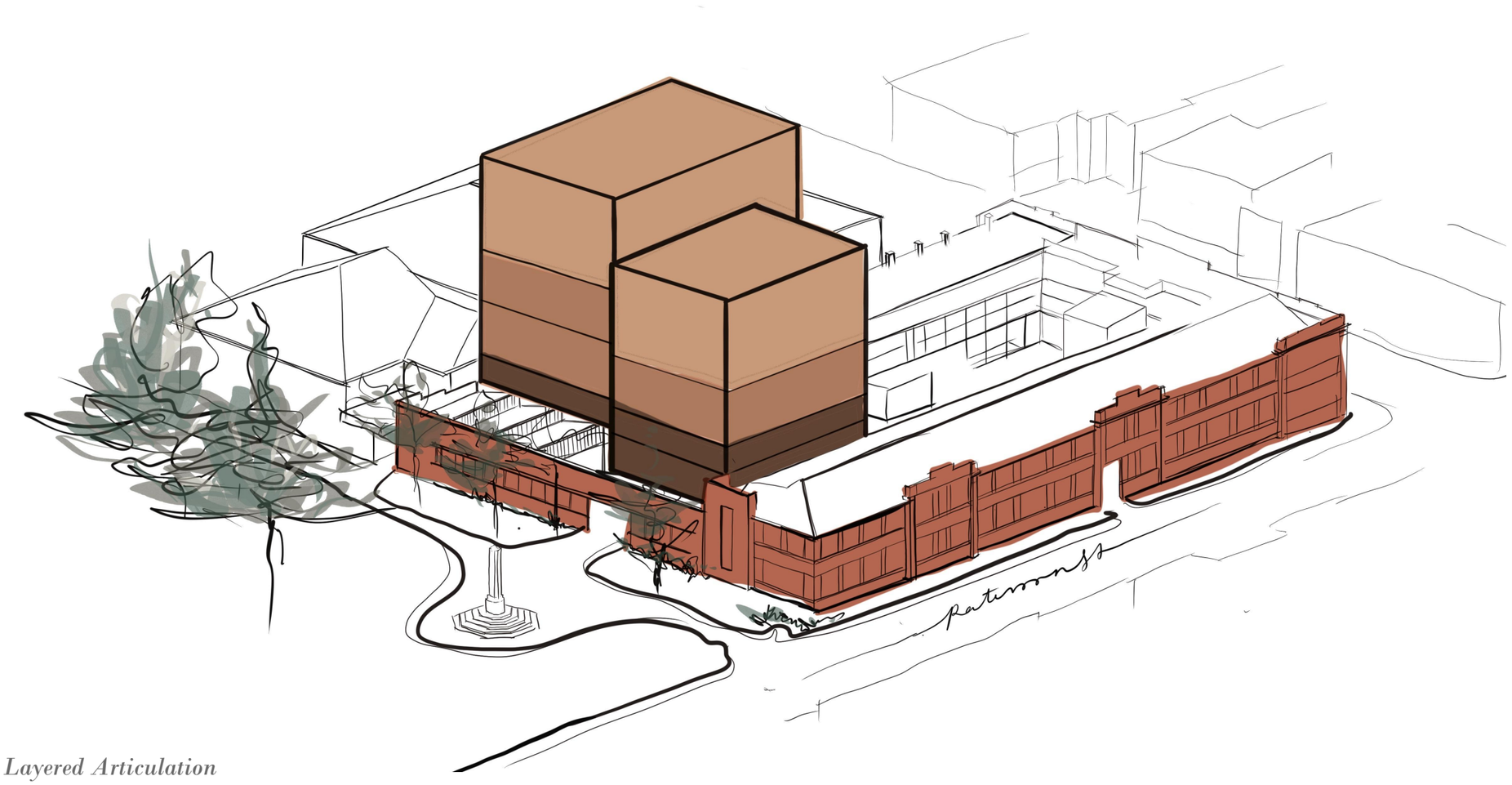
Design Response
Form Diagrams



4. A Layered Articulation

The scale of the form is broken down with hortizontal articulation that references the gorge and buildis upon the existing building

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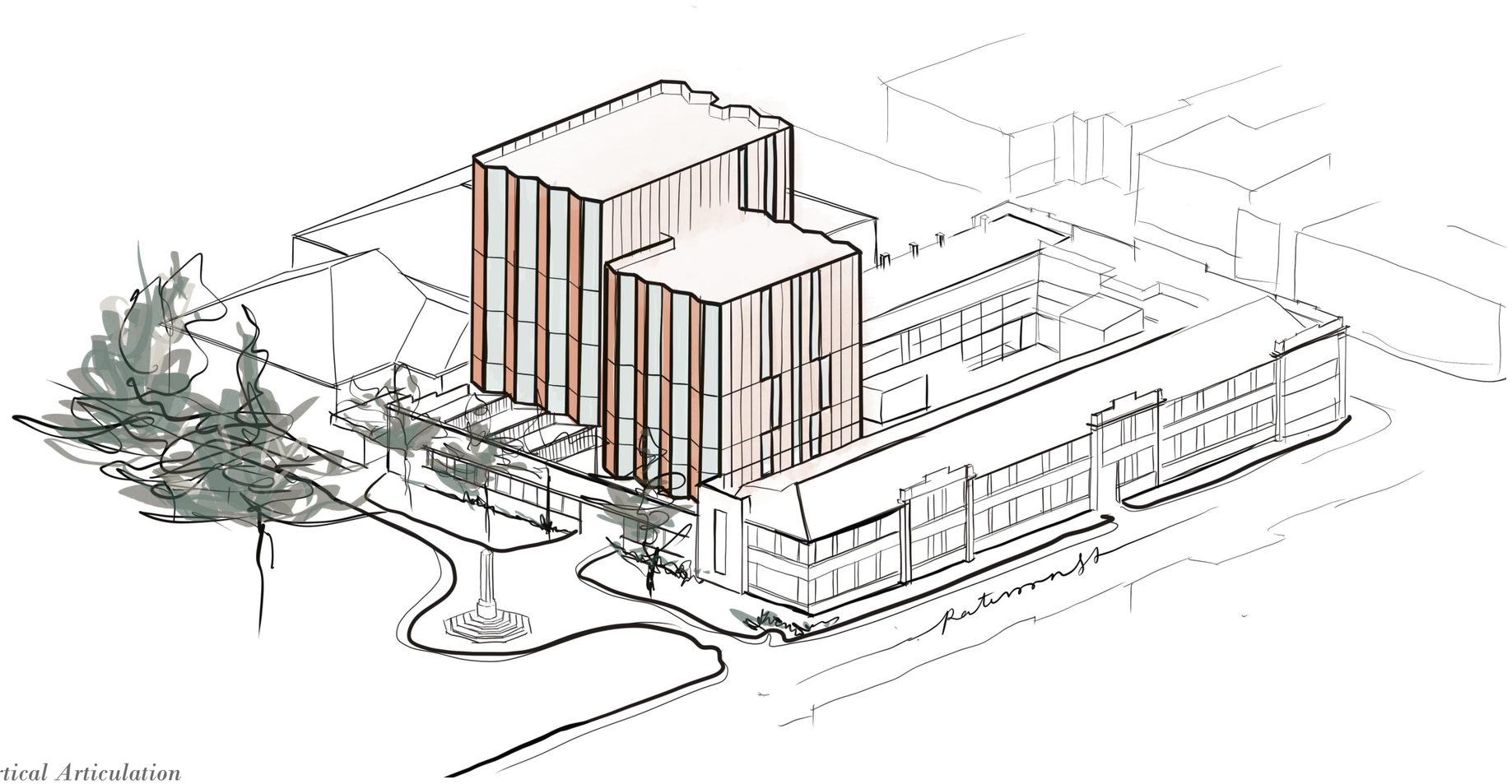
Design Response
Form Diagrams



5. Vertical Articulation

The veritcal articulation is pulled into angled detailing that further reduces the scale and references the sculptural qualities found in the gorge.

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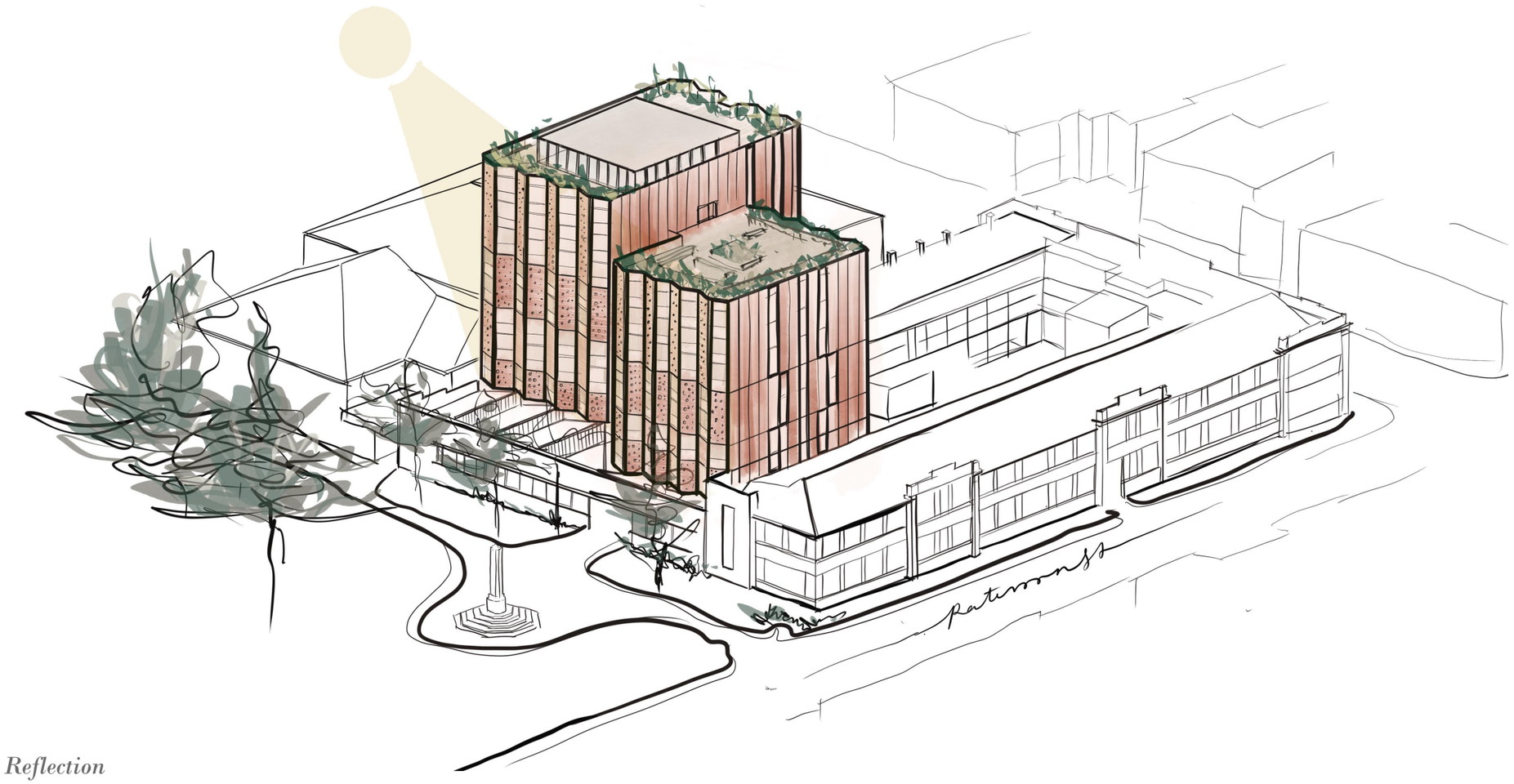
Design Response
Form Diagrams



6. A Reflection

The angled facade articulation that orientates the balconies to the view of the gorge and provides sun shading along its western facade

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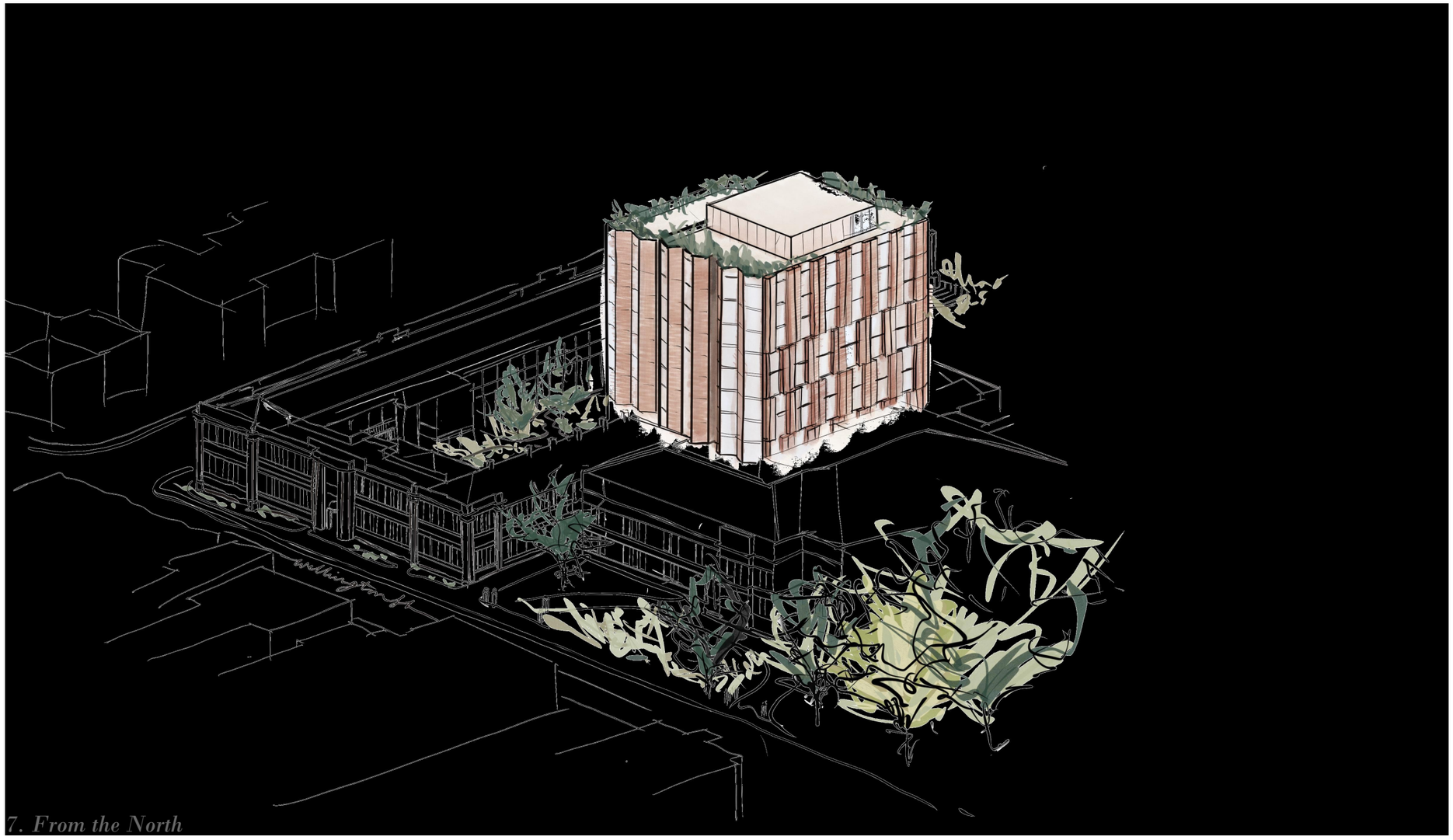
Design Response
Form Diagrams



7. From the North

The articulation of the northern facade into a varied facade with thicker angled panels provides shading to the north whilst also maximising the views to the landscape

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Design Response
Perspective Render View from the Cenotaph



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*Photomontage depicting architectural design and material intent

Perspective Render | DA109
29/01/2024 |

Design Response

Perspective Render View from Wellington Street Laneway



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Perspective Render | DA110

29/01/2024 |

Design Response

Perspective Render View from Corner of Paterson & Wellington Street



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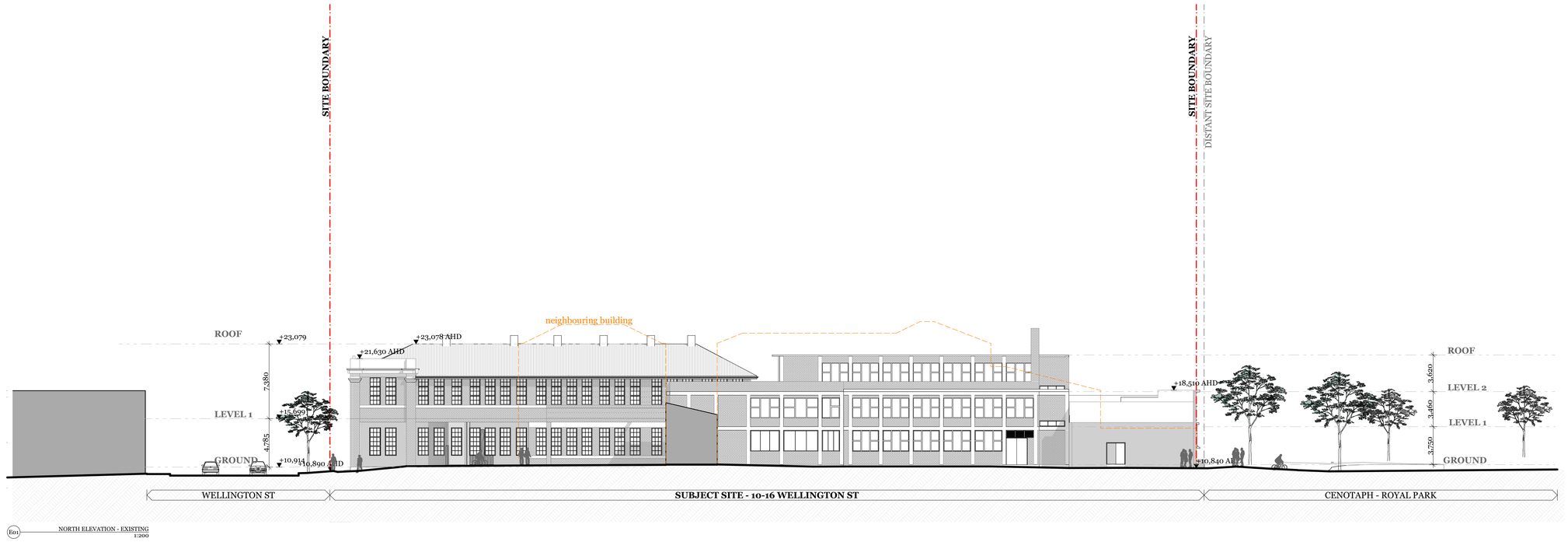
**Photomontage depicting architectural design and material intent*

Perspective Render | DA111
29/01/2024 |


DKO
Architectural Drawings

Elevations
Existing North Elevation



E01 NORTH ELEVATION - EXISTING
1:200

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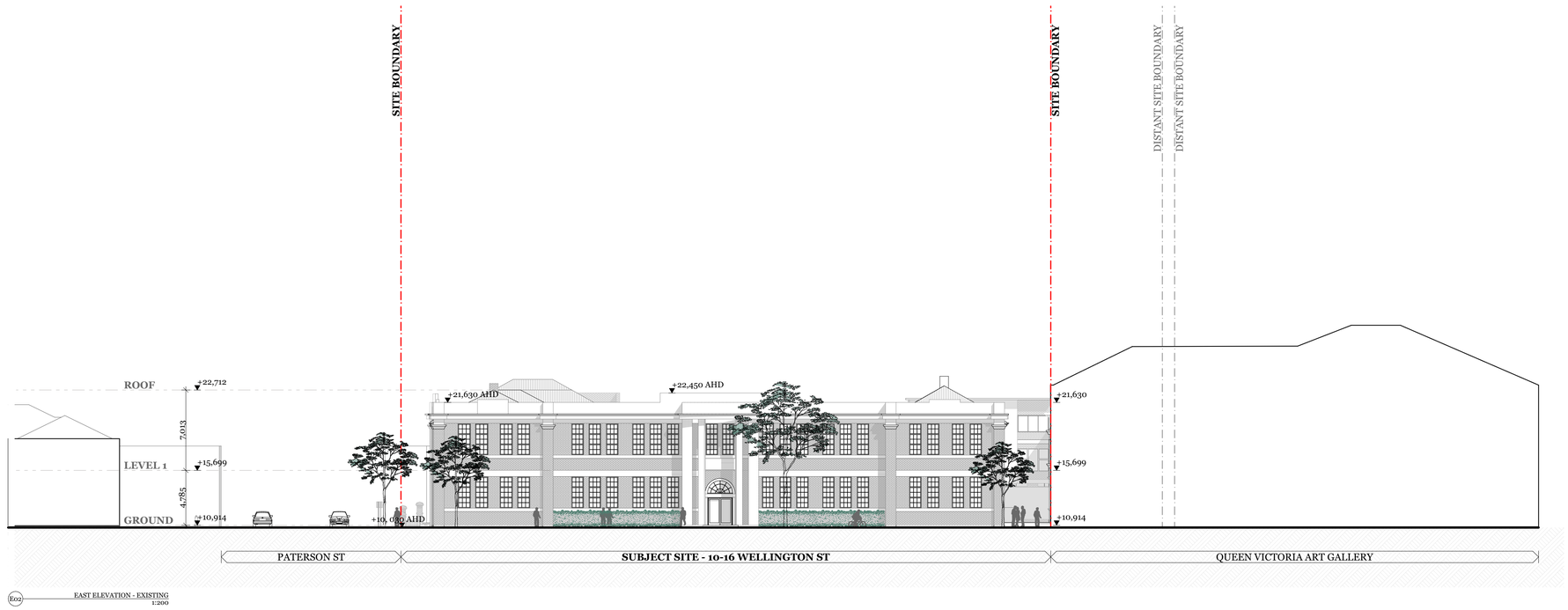
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Existing North Elevation
Scale	@A1
Date	29/01/2024
Drawing Number	DA201
Revision	C

Elevations
Existing East Elevation



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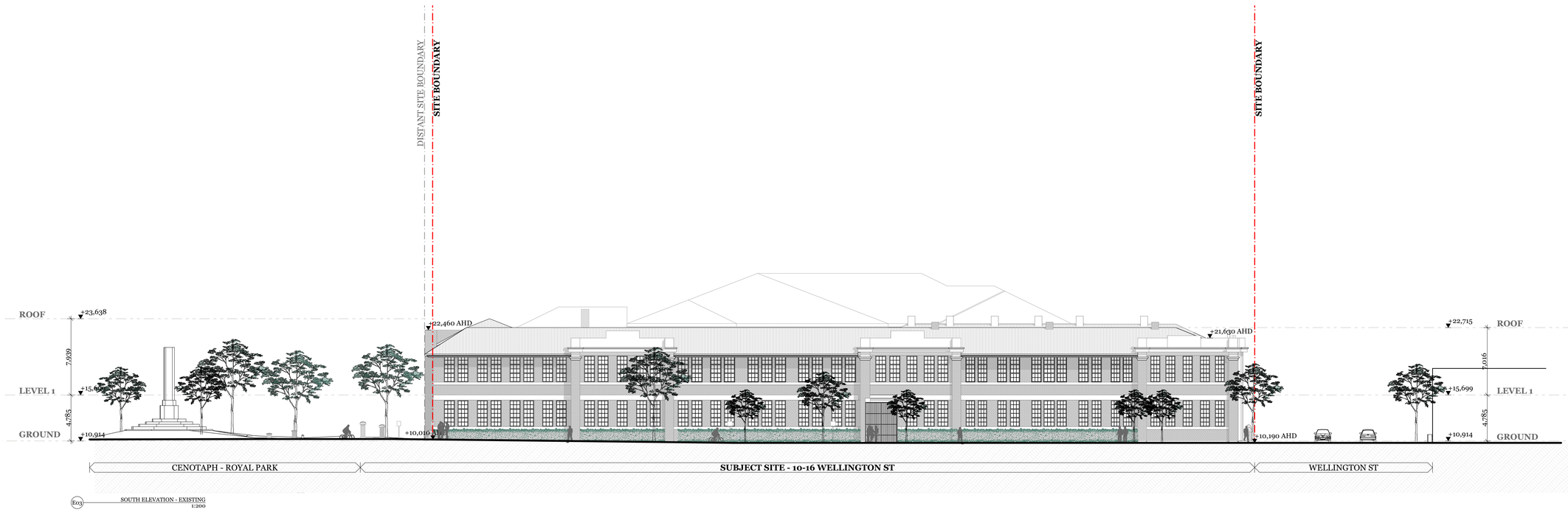
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Existing East Elevation
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA202
		Revision	C

Elevations
Existing South Elevation



E03 SOUTH ELEVATION - EXISTING
1:200

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Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Existing South Elevation
Scale	@A1
Date	29/01/2024
Drawing Number	DA203
Revision	C

Elevations
Existing West Elevation



E0.4 WEST ELEVATION - EXISTING
1:200

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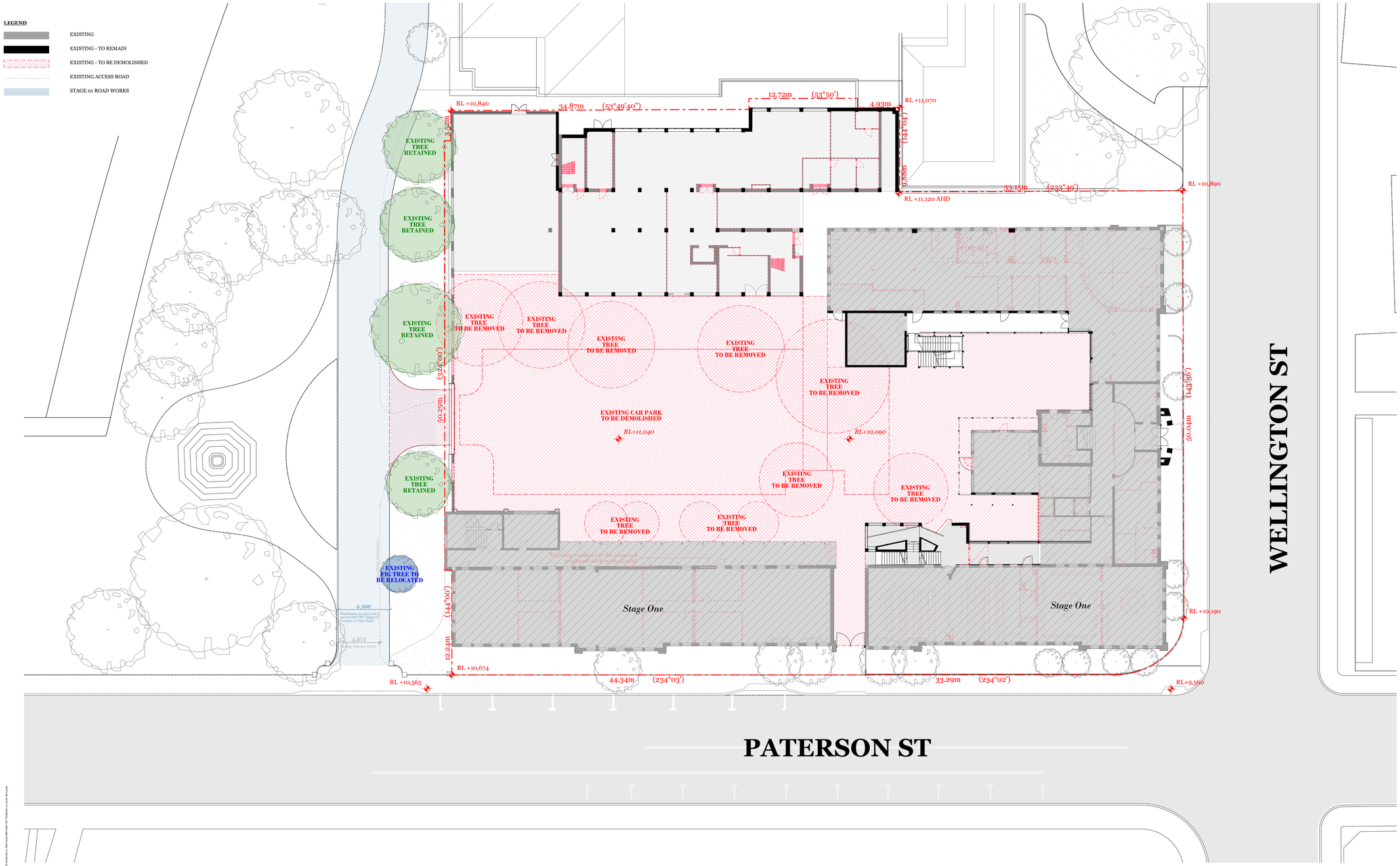
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Existing West Elevation
Scale	@A1
Date	29/01/2024
Drawing Number	DA204
Revision	C

Plans
Demo Plan

LEGEND

- EXISTING
- EXISTING - TO REMAIN
- EXISTING - TO BE DEMOLISHED
- EXISTING ACCESS ROAD
- STAGE 01 ROAD WORKS



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Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Demo Plan
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA205
Revision	C

Plans
Ground Floor Plan

ENTRANCES / ACCESS TYPES

- PUBLIC ACCESS - PEDESTRIANS INTO SITE
- PUBLIC ACCESS - FOOD & BEVERAGE, FUNCTION SPACES, RETAIL, HOTEL
- PRIVATE ACCESS - RESIDENCES (AND ASSOCIATED PRIVATE AMENITIES)
- PRIVATE ACCESS - VEHICLES (RESIDENT PARKING)



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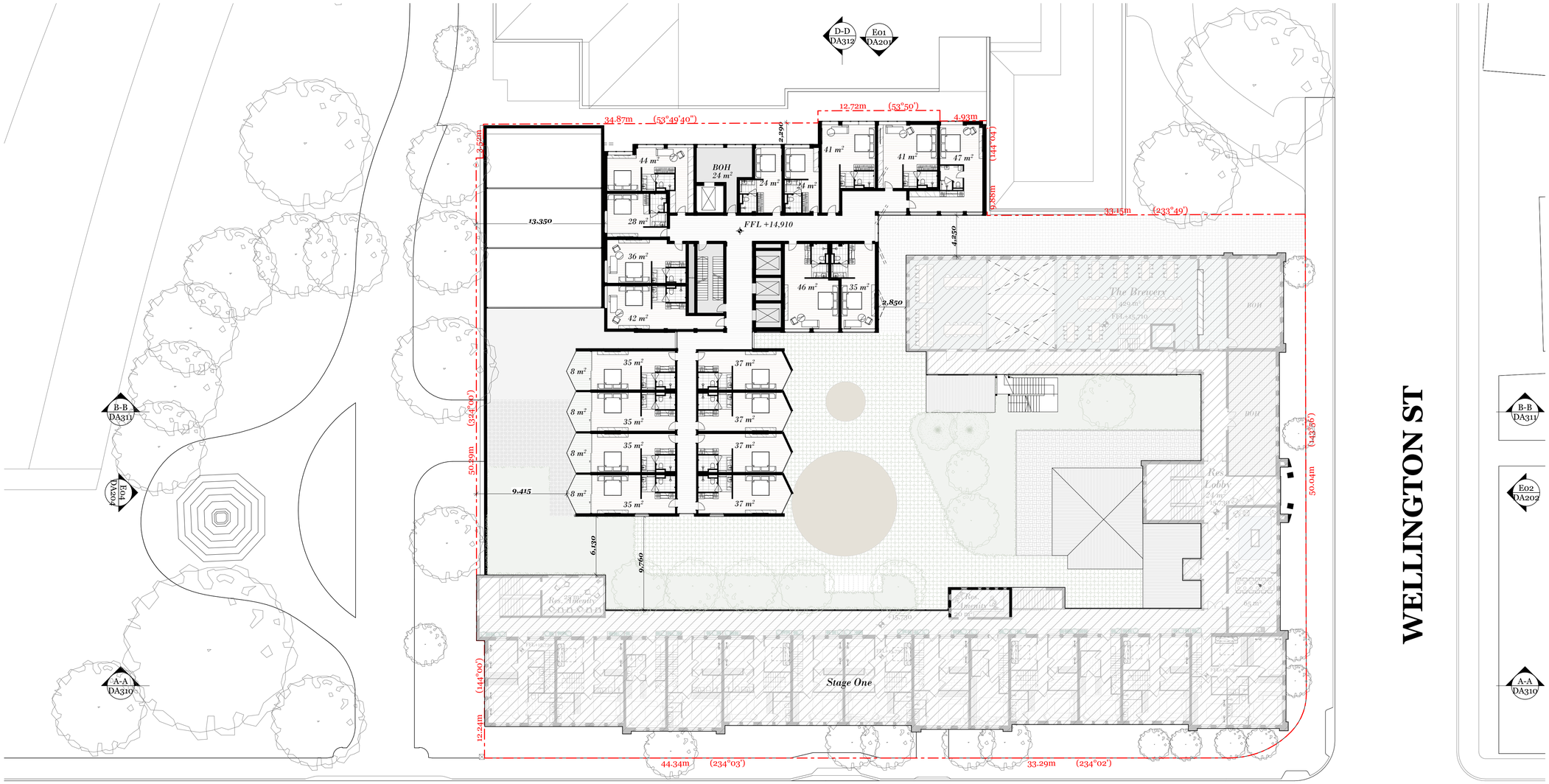
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Ground Floor Plan
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA206
Revision	C

Plans
Level 1 Plan



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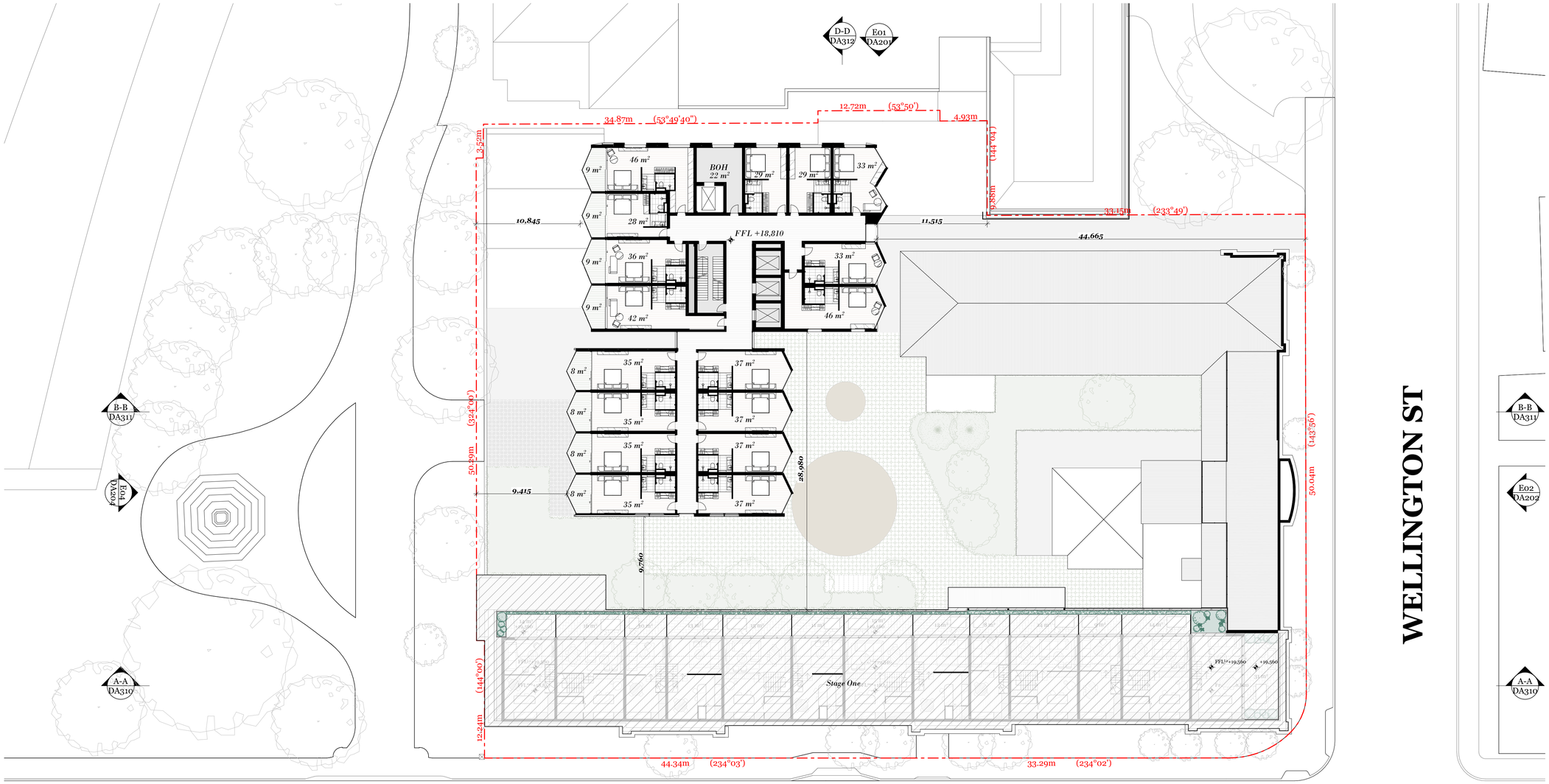
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Level 1 Plan
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA207
Revision	C

Plans
Level 2 Plan



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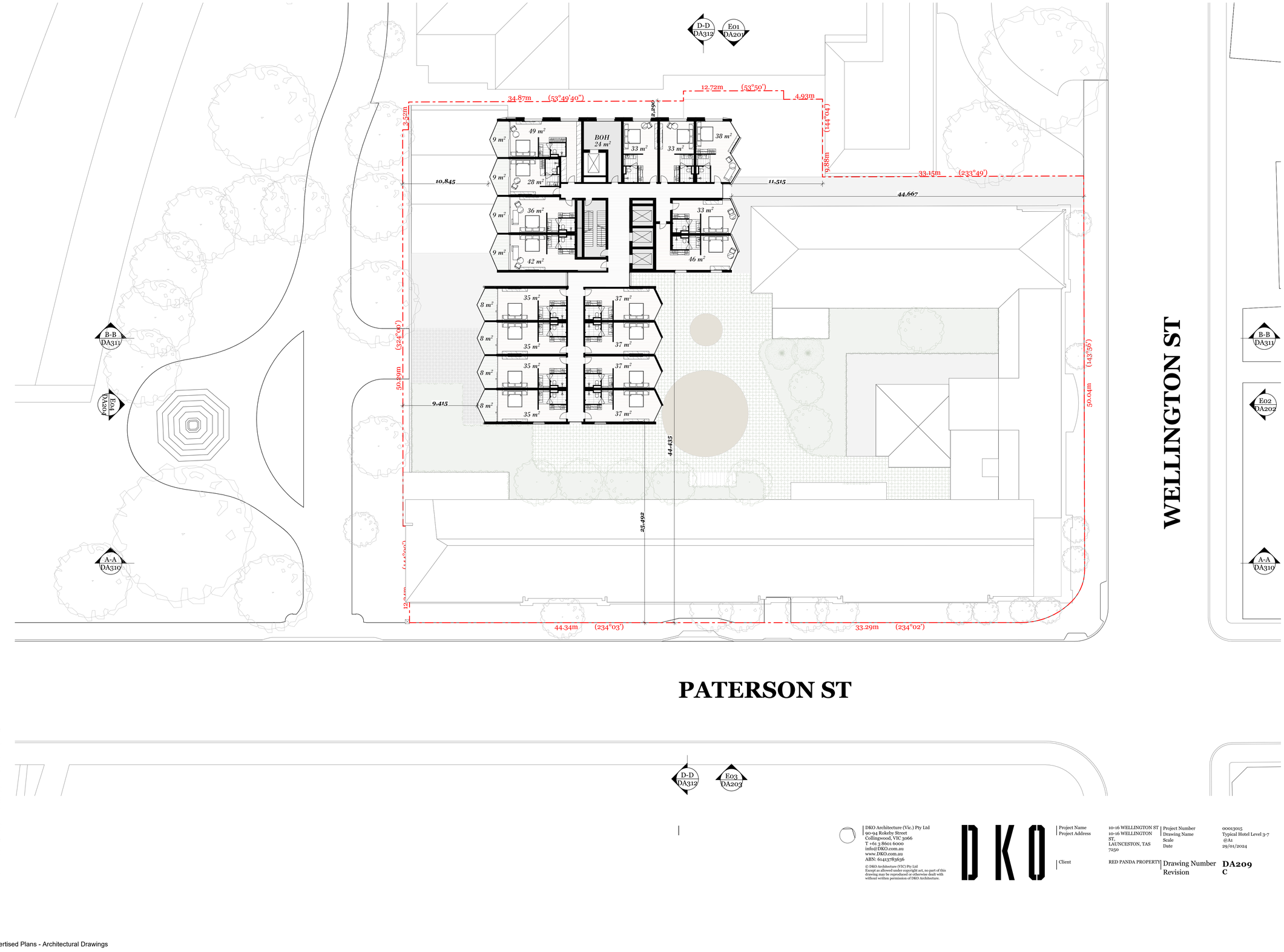
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Level 2 Plan
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA208
Revision	C

Plans
Typical Hotel Level 3-7



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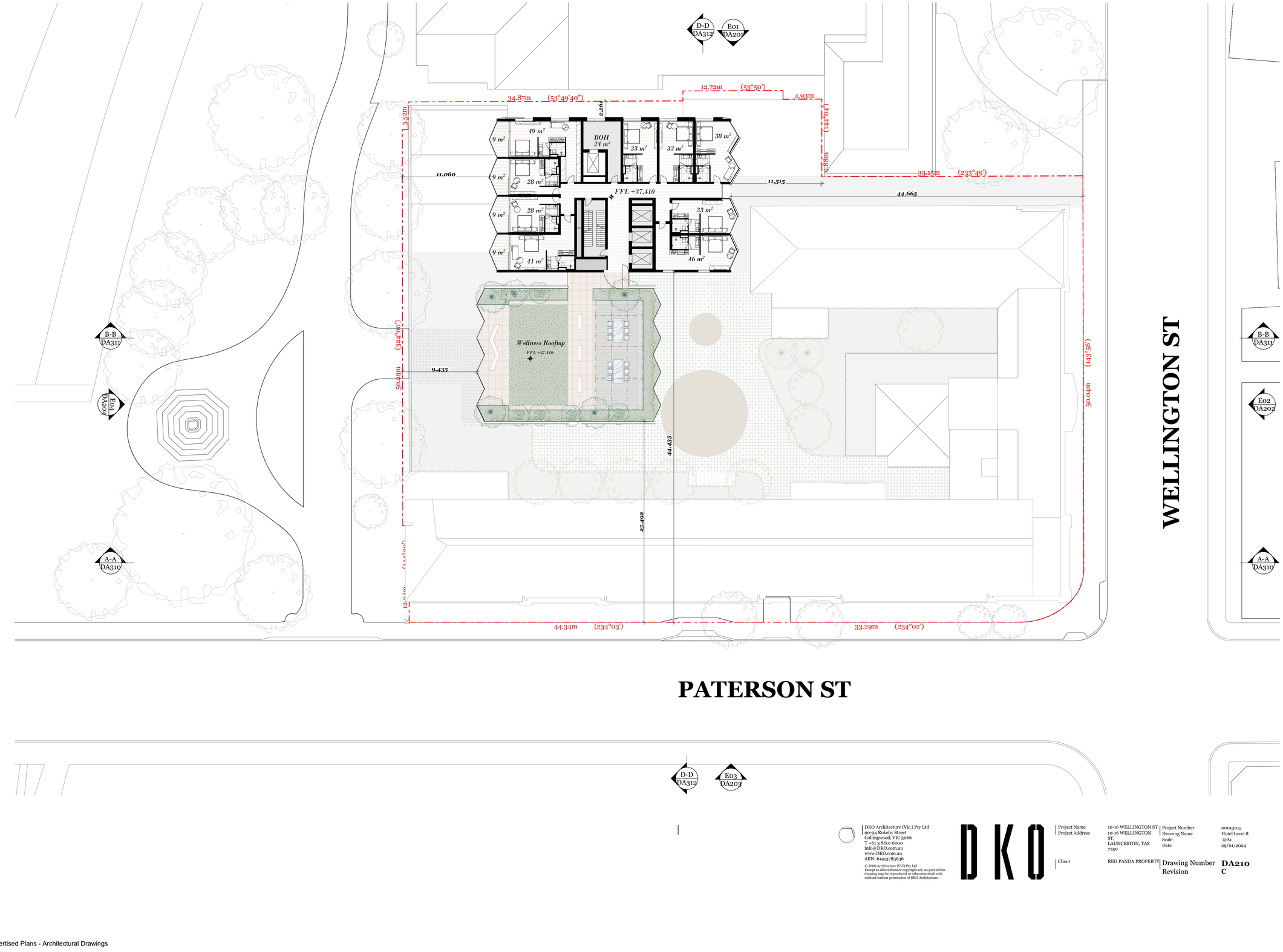
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Typical Hotel Level 3-7
Scale	@A1
Date	29/01/2024
Drawing Number	DA209
Revision	C

Plans
Hotel Level 8



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ARCHICAD 26 Release 6 (3003) Build Number: 5 — C:\Users\Public\Documents\DKO\Projects\Active Projects\10-16 Wellington St\Archicad\10-16 Wellington St.pln

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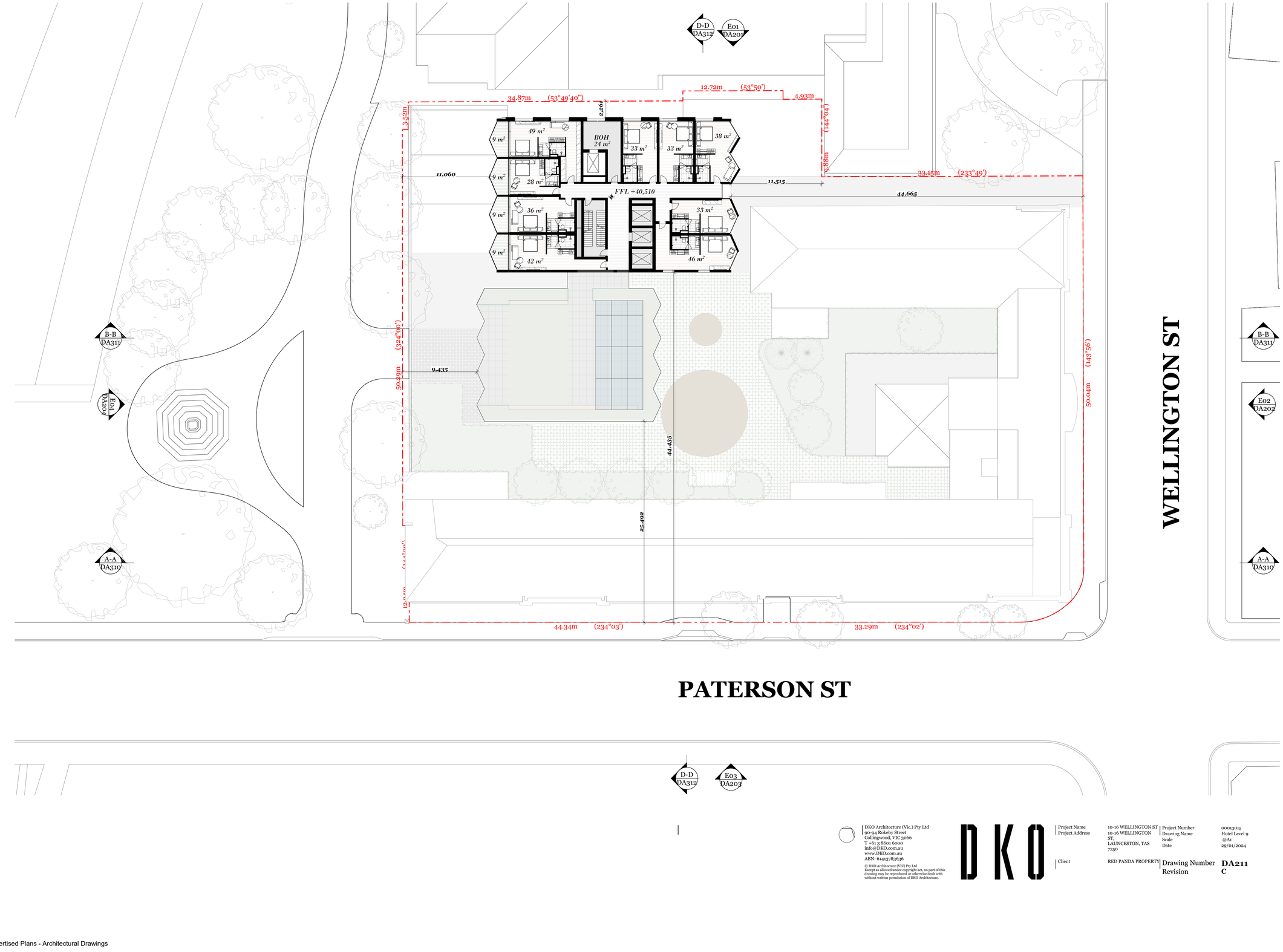
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Hotel Level 8
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA210
		Revision	C

Plans
Hotel Level 9



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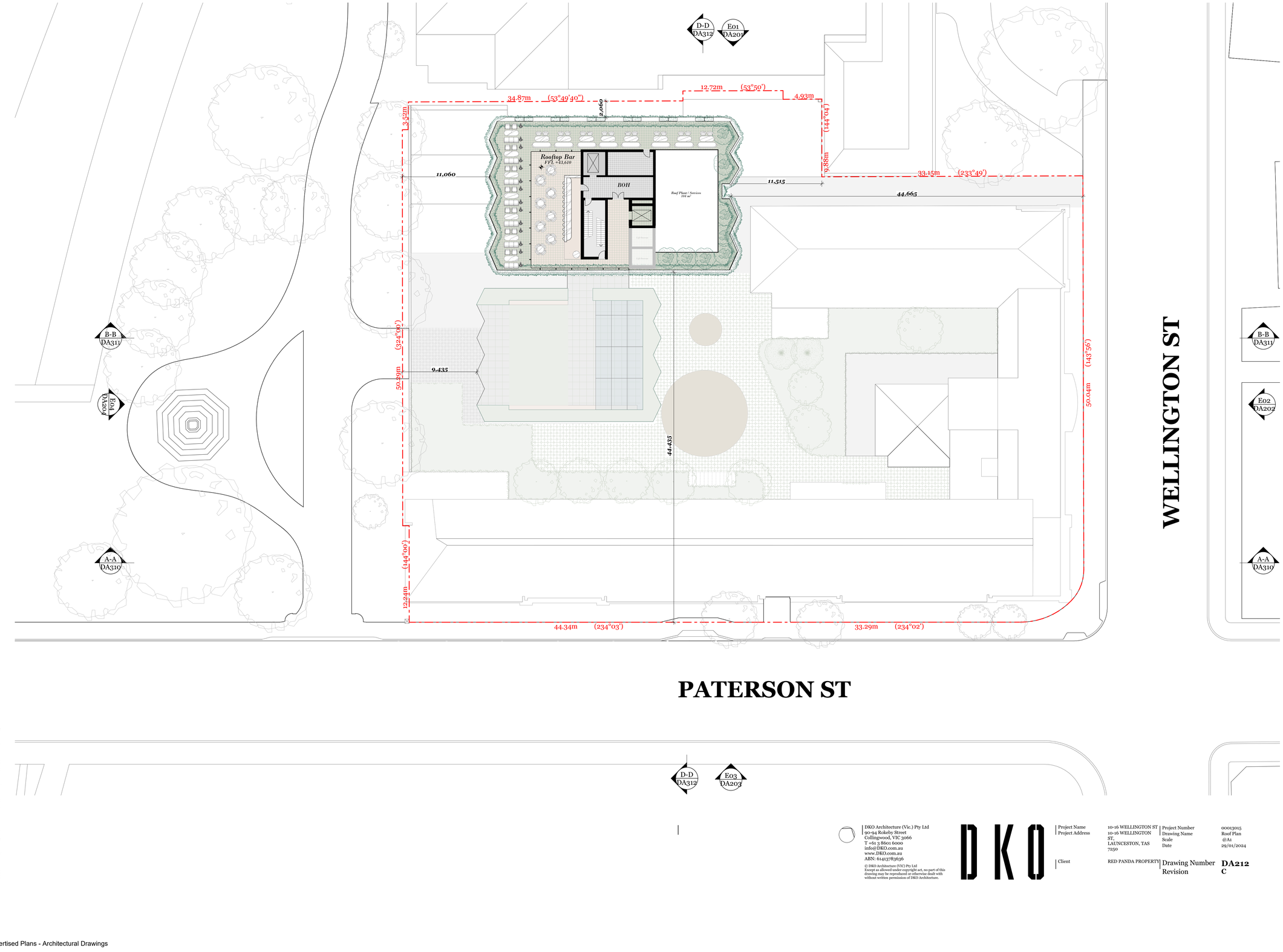
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Hotel Level 9
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA211
		Revision	C

Plans
Roof Plan



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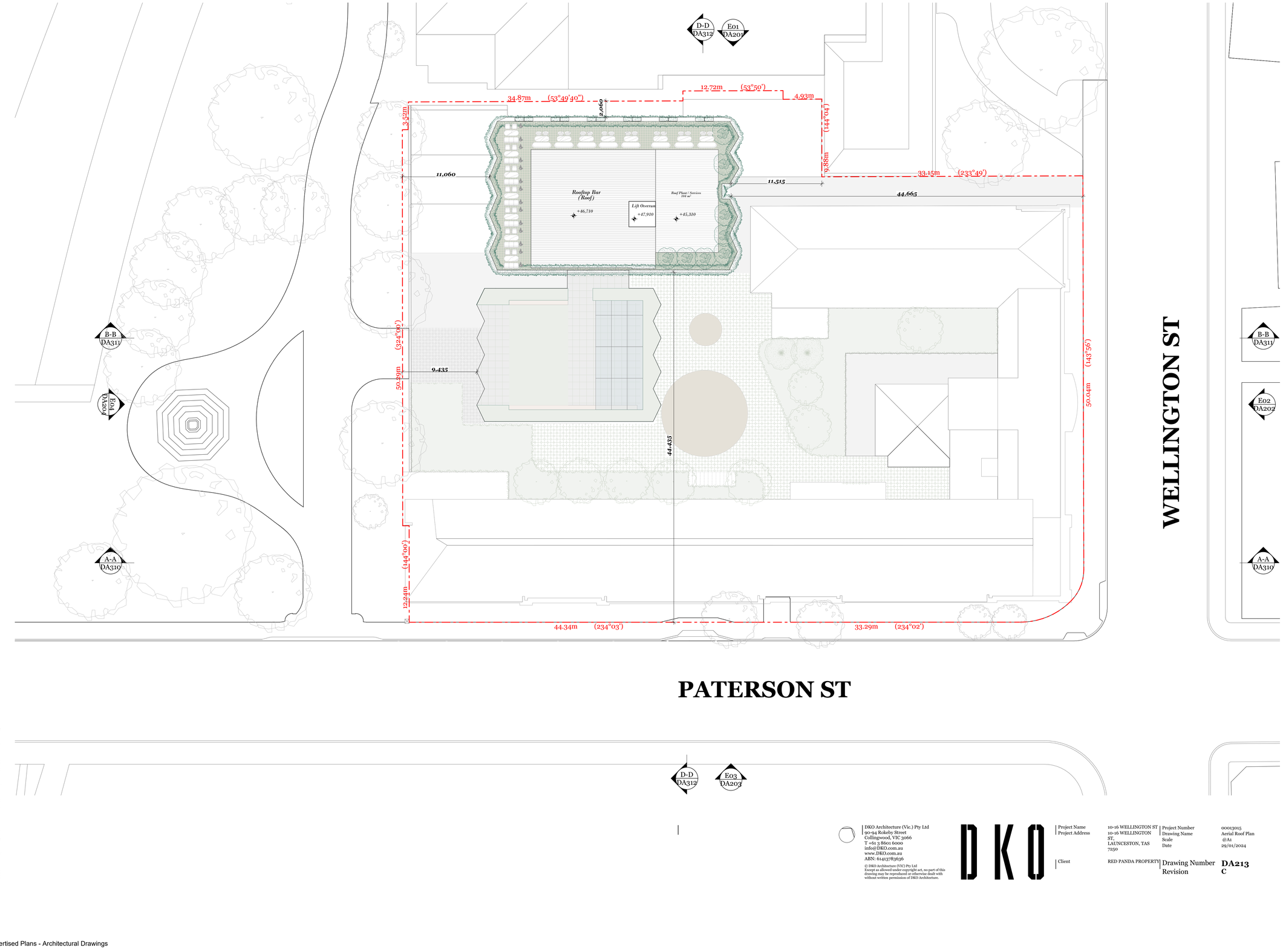
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Roof Plan
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA212
		Revision	C

Plans
Aerial Roof Plan



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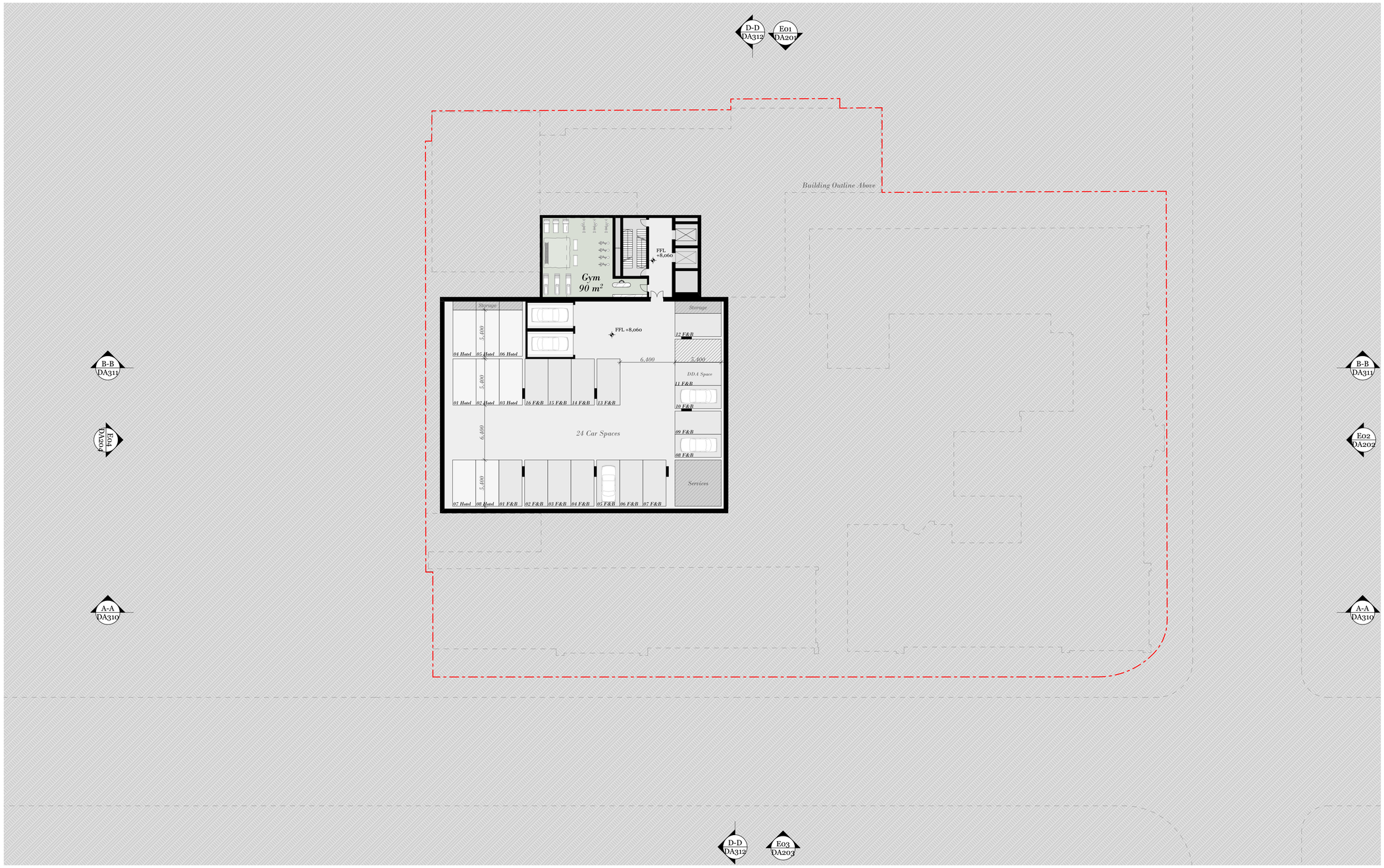
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Aerial Roof Plan
Scale	@A1
Date	29/01/2024
Drawing Number	DA213
Revision	C

Plans
Basement Plan Level 1



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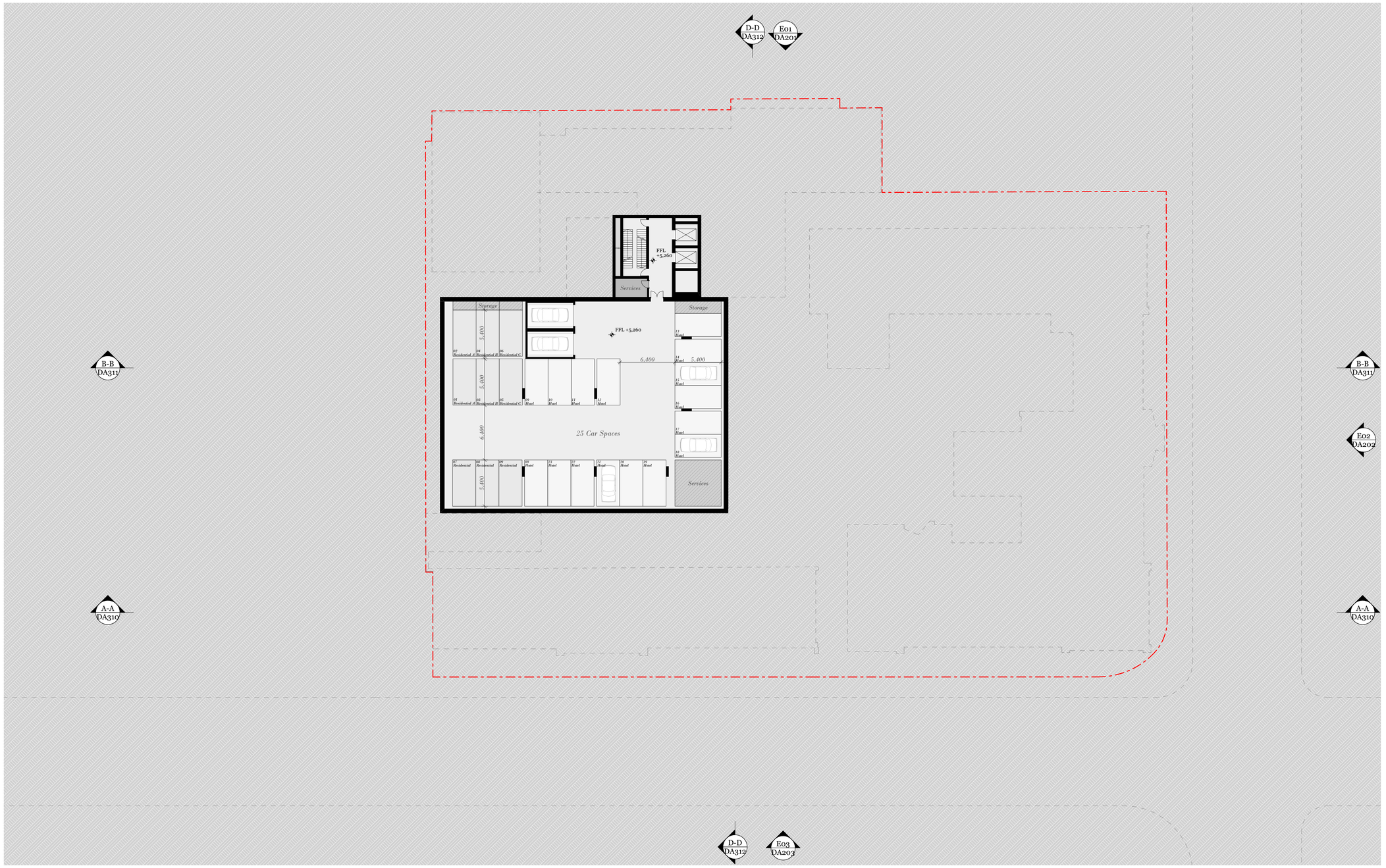
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Basement Plan Level 1
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA214
Revision	C

Plans
Typical Basement Plan Level 02



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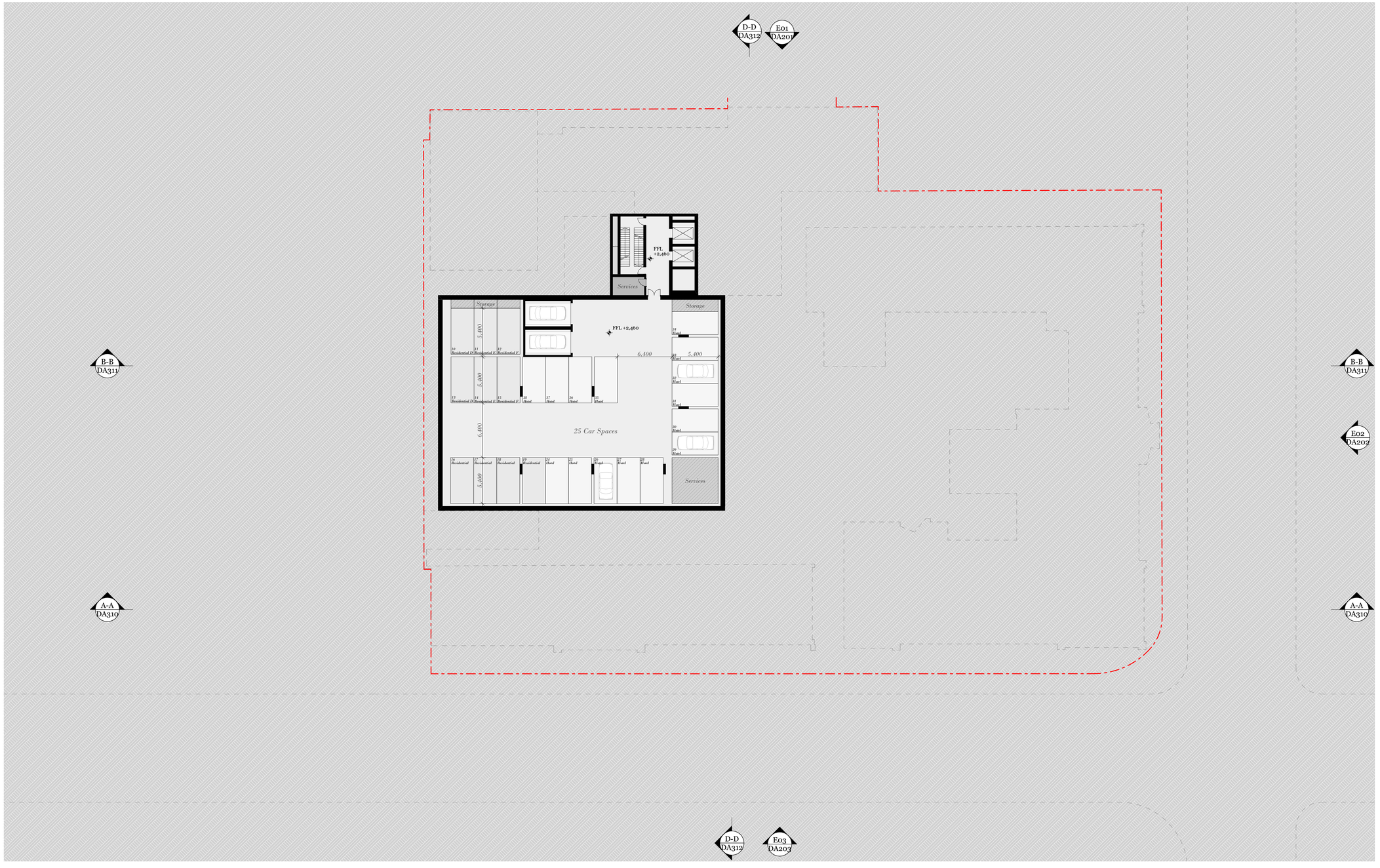
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Typical Basement Plan Level
Scale	1:200@A1
Date	29/01/2024
Drawing Number	DA215
Revision	C

Plans
Typical Basement Plan Level 03



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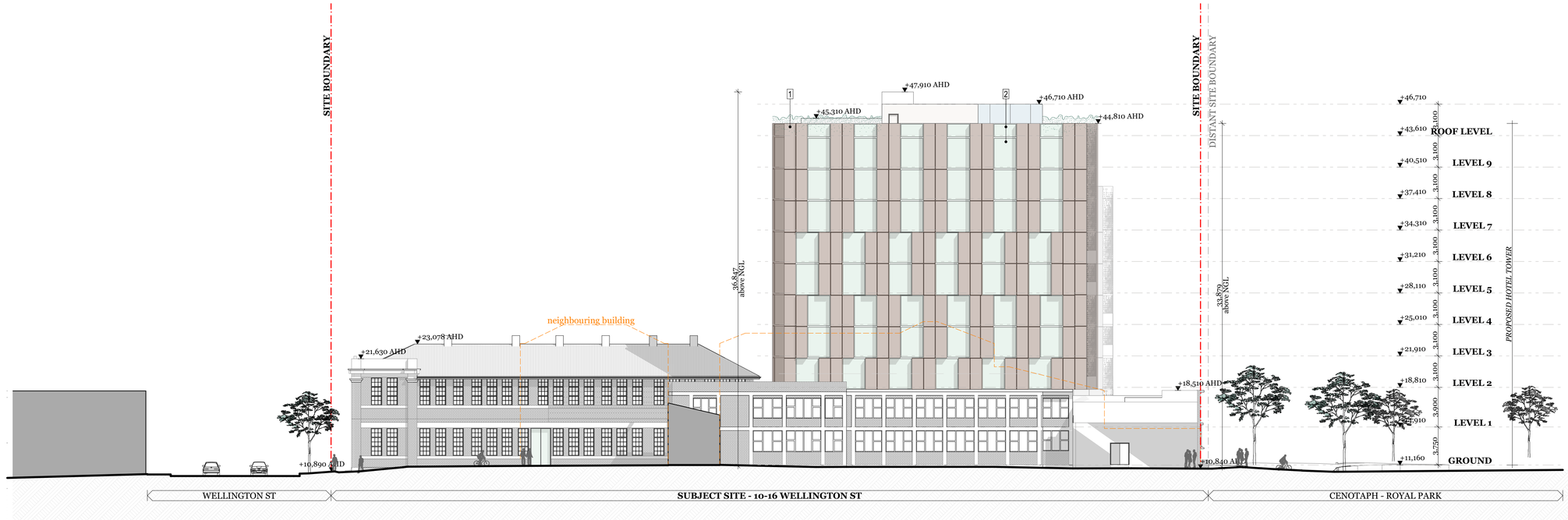
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Typical Basement Plan Level
		Scale	1:200@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA216
		Revision	C



Elevations and Sections

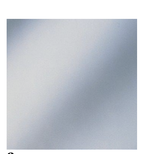
Elevations
North Elevation



E01 NORTH ELEVATION
1:200

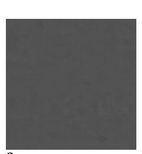


1
STAINED CONCRETE

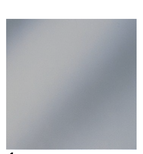


2
TINTED LIGHT GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 61 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*

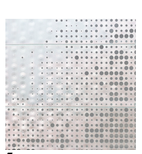


3
DARK CONCRETE



4
TINTED DARK GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 32 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*



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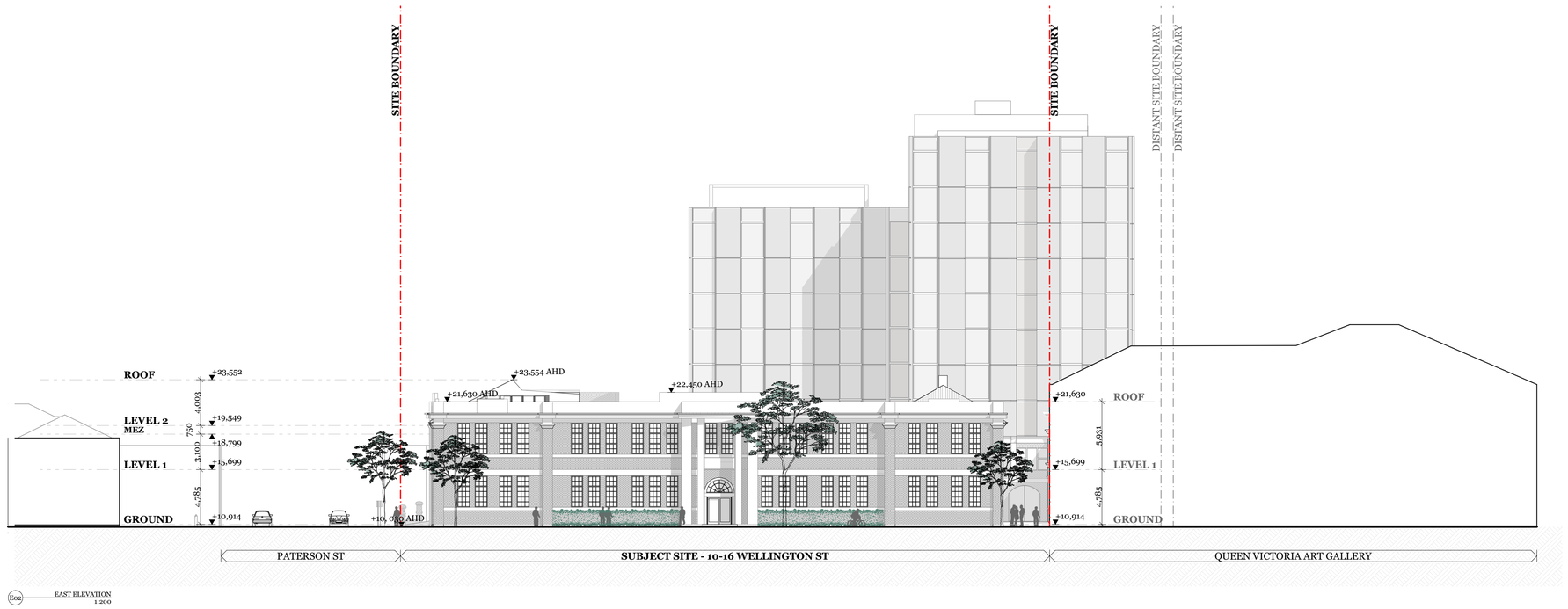
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	North Elevation
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA301
		Revision	A C

Elevations
East Elevation



E02 EAST ELEVATION
1:200



1
STAINED CONCRETE



2
TINTED LIGHT GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 61 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*

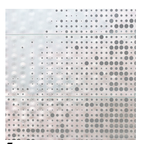


3
DARK CONCRETE



4
TINTED DARK GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 32 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*



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Project Name: 10-16 WELLINGTON ST
Project Address: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250

Client: RED PANDA PROPERTY

Project Number: 00013015
Drawing Name: East Elevation
Scale: @A1
Date: 29/01/2024

Drawing Number: DA302
Revision: A C

Visualisation
East Streetscape - 3d Perspective



*Photomontage depicting architectural design and material intent

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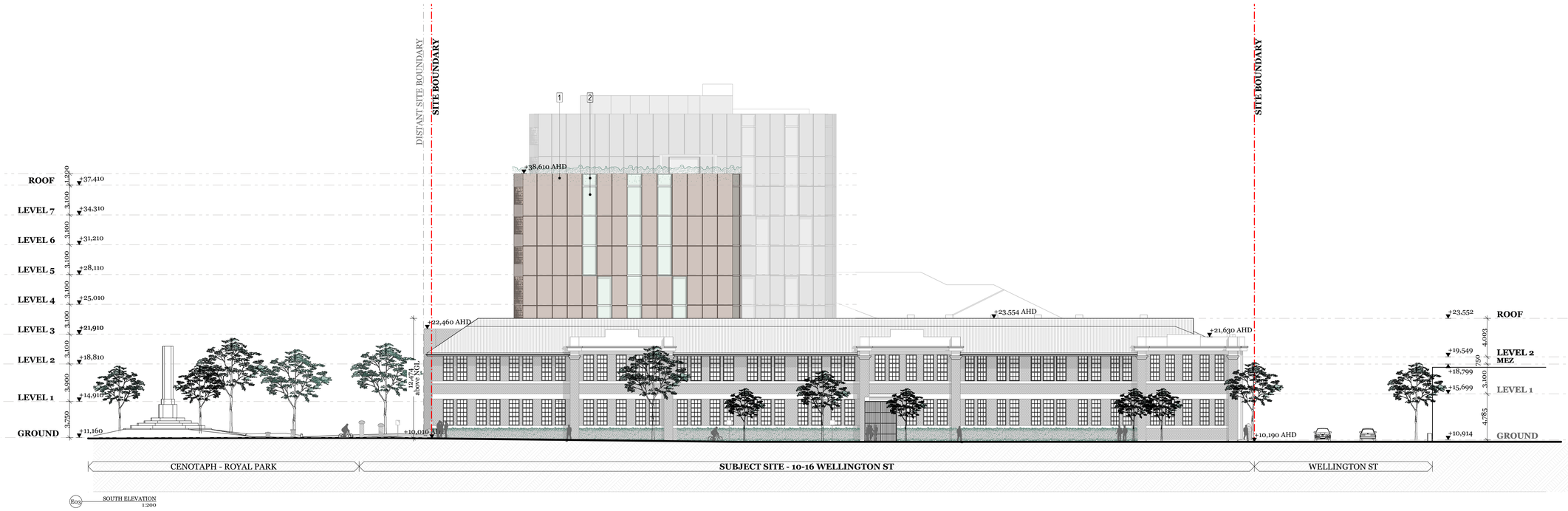
Project Name: 10-16 WELLINGTON ST
Project Address: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client: RED PANDA PROPERTY

Project Number: 0001S015
Drawing Name: East Streetscape - 3d Perspec
Scale: @A1
Date: 29/01/2024
Drawing Number: DA303
Revision: C

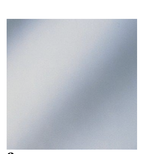
Elevations
South Elevation



E03 SOUTH ELEVATION
1:200

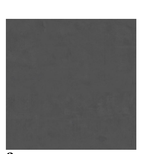


1
STAINED CONCRETE

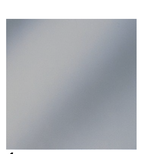


2
TINTED LIGHT GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 61 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*

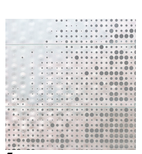


3
DARK CONCRETE



4
TINTED DARK GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 32 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*



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Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	South Elevation
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA304
		Revision	C

Visualisation
South Streetscape - 3d Perspective



*Photomontage depicting architectural design and material intent

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Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	South Streetscape - 3d Persp
Scale	@A1
Date	29/01/2024
Drawing Number	DA305
Revision	C

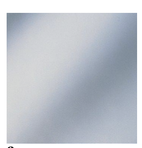
Elevations
West Elevation



E04 WEST ELEVATION
1:200



1
STAINED CONCRETE



2
TINTED LIGHT GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 61 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*

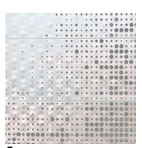


3
DARK CONCRETE



4
TINTED DARK GREY GLASS w/ BLACK METAL FRAME

Double Glazed Units
LRV (Reflectivity): 15-20%max
*VLT (Transparency): 32 **
**Glass specification is subject to ESD requirements, consultant advice and is subject to change*



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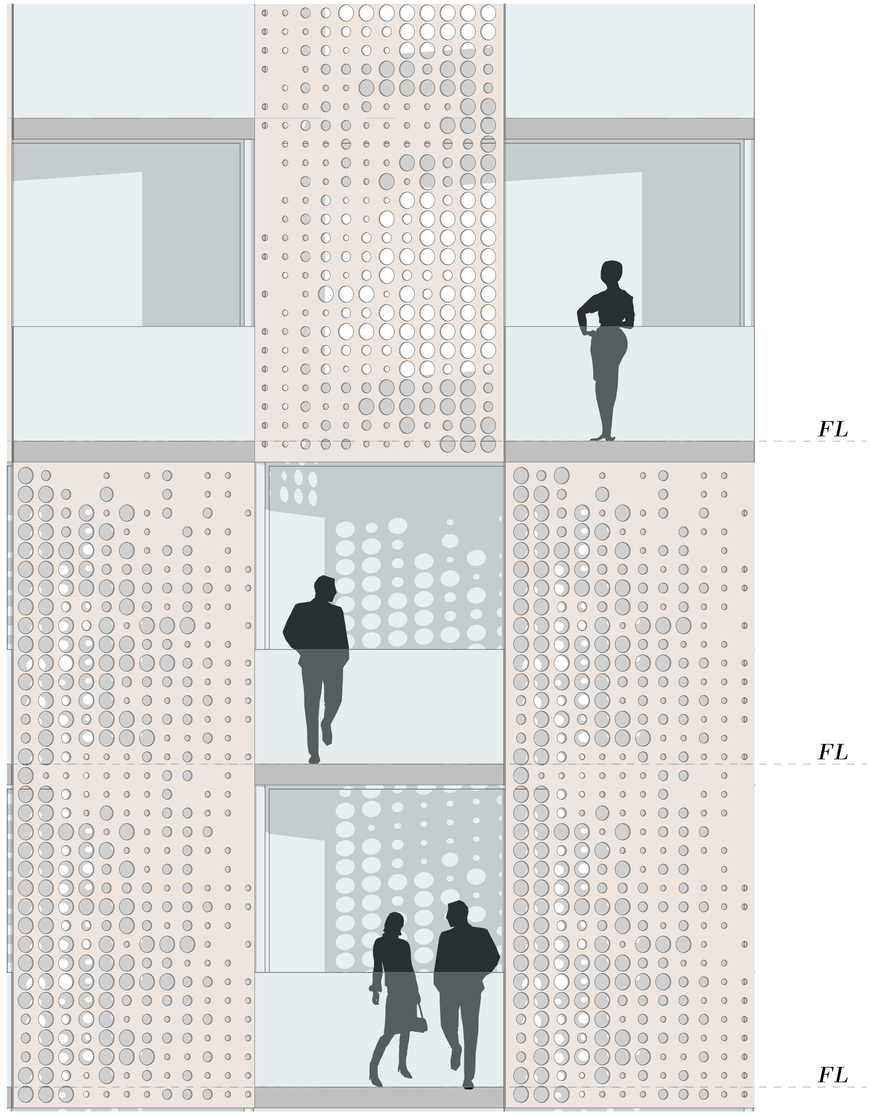
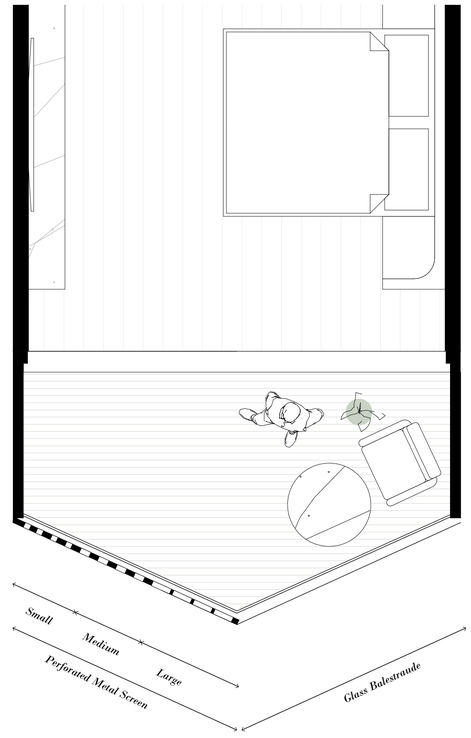
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	West Elevation
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA306
		Revision	C

Elevations
West Elevation Facade Detail





7. The Western Facade Detail

The perforated metal screen adopts an arrangment that varies in size creating a transitional effect from solid to transparent. It allows filtered light into the balconies of the hotel room and glimpses out to the gorge view. The peforated metal screen seeks to provide relief from the western sun.

The angled gesture of the balcony prioritises the view towards the gorge whist also offering a solar response to the western facade.

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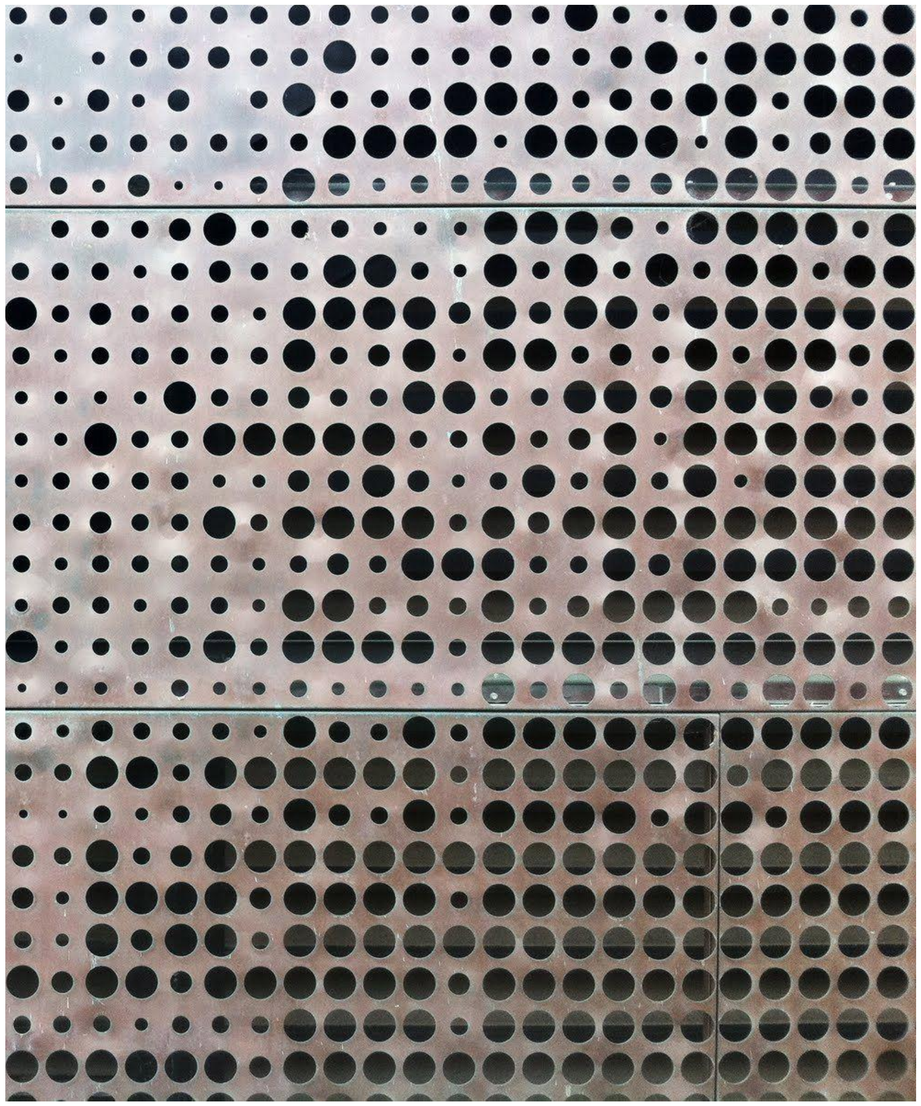
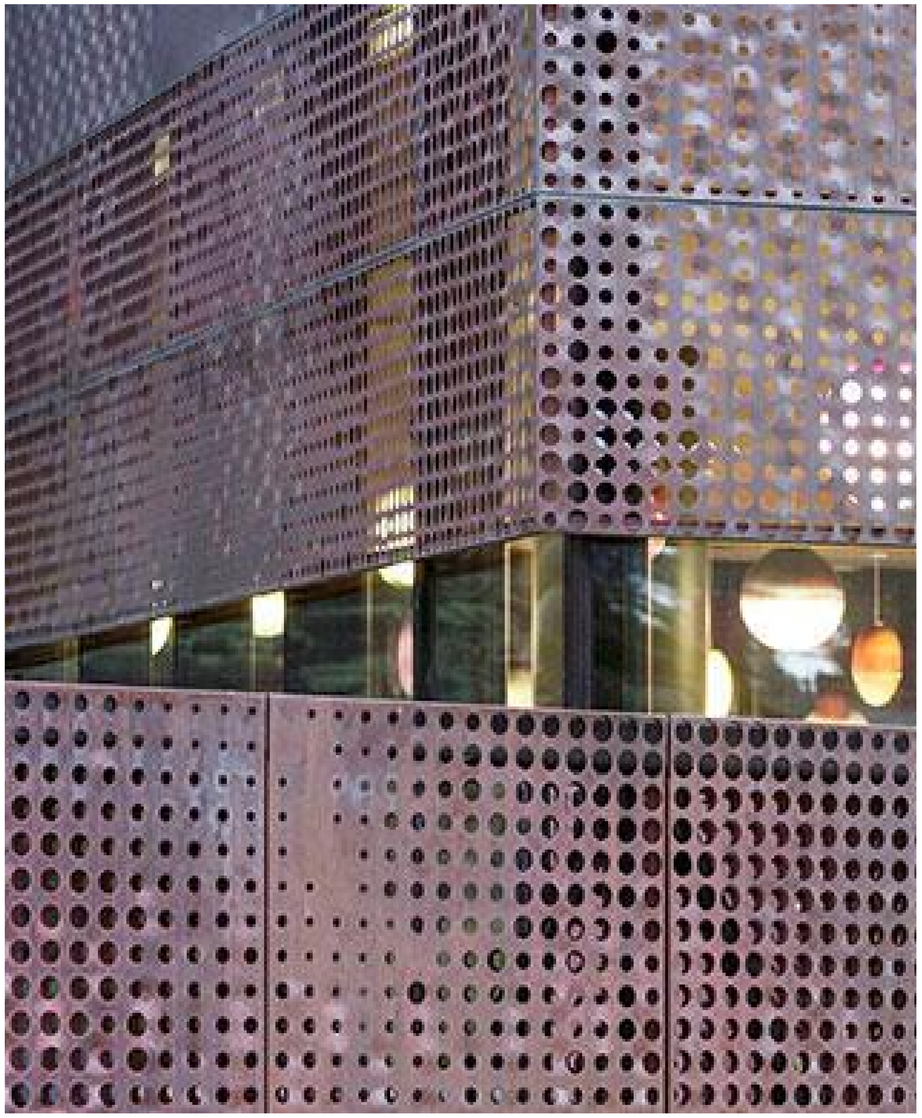
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	West Elevation Facade Detail
Scale	@A1
Date	29/01/2024
Drawing Number	DA307
Revision	C

Elevations
West Elevation Facade Detail





The transitional effect of the perforations play with the solidity of the facade

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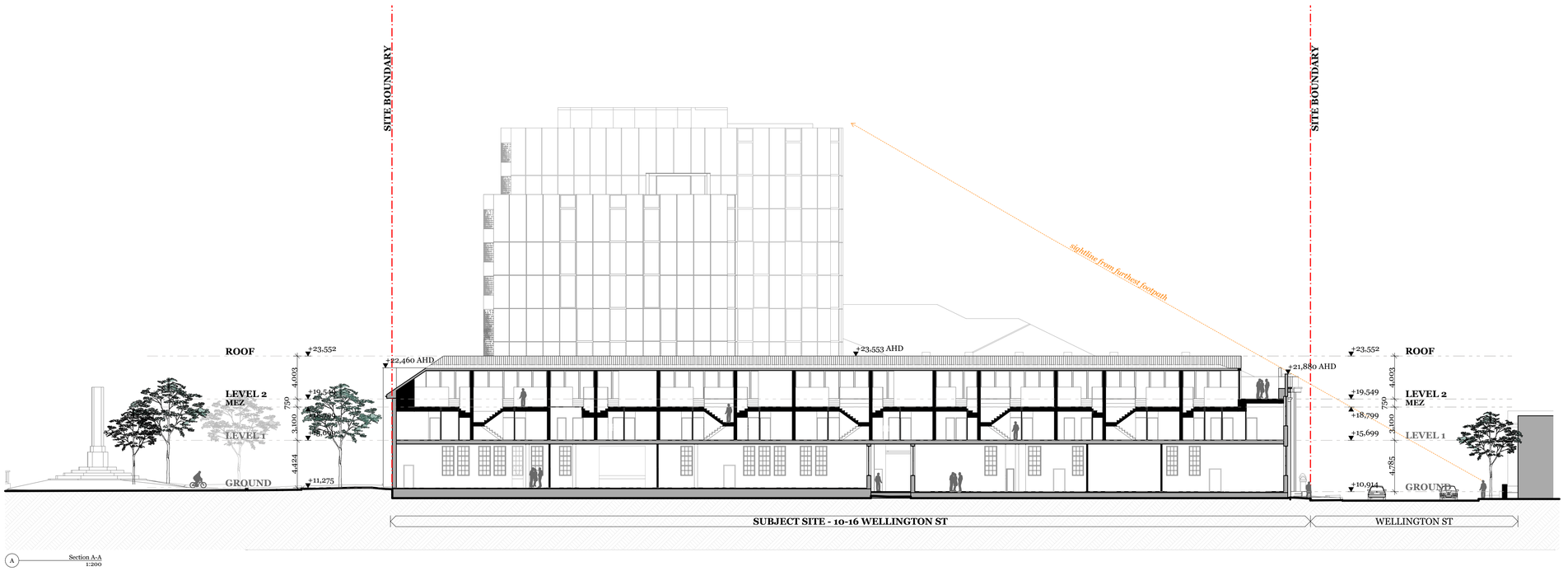
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	West Elevation Facade Detail
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	**DA308**
		Revision	**C**

Site Sections
Typical Site Section A



A Section A-A
1:200

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Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Typical Site Section A
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA310
		Revision	C

Site Sections

Typical Site Section B



B Section B-B
1:200

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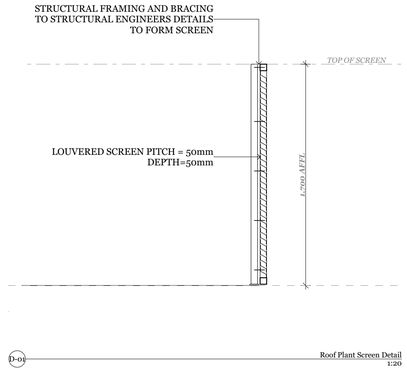
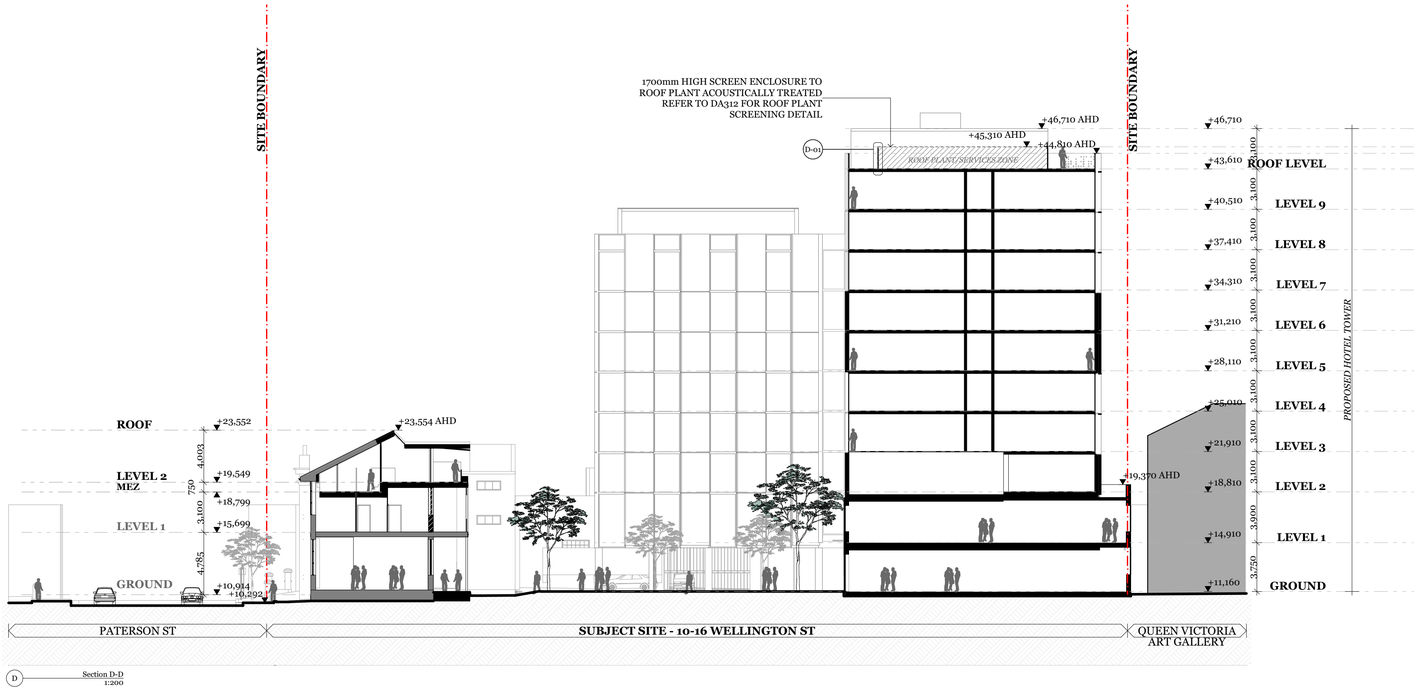
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Typical Site Section B
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA311
		Revision	C

Site Sections
Typical Site Section D



Roof Plant Screen Detail
1:20



D Section D-D
1:200

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Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Typical Site Section D
Scale	@A1
Date	29/01/2024
Drawing Number	DA312
Revision	C

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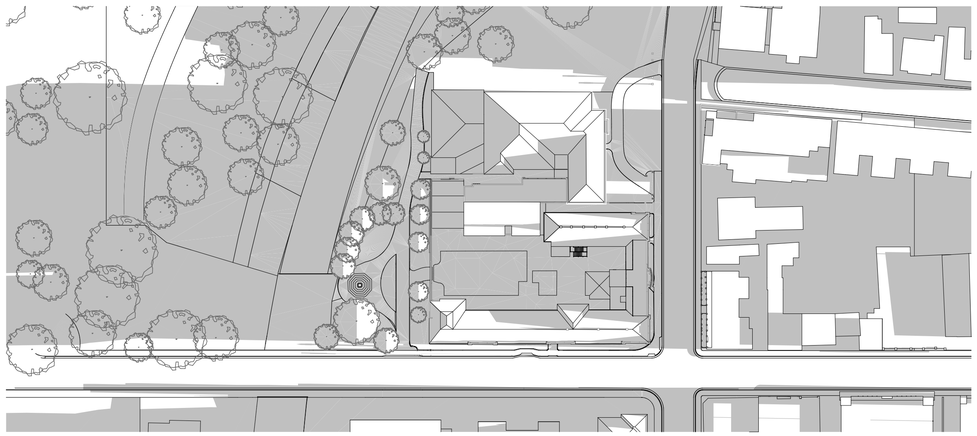
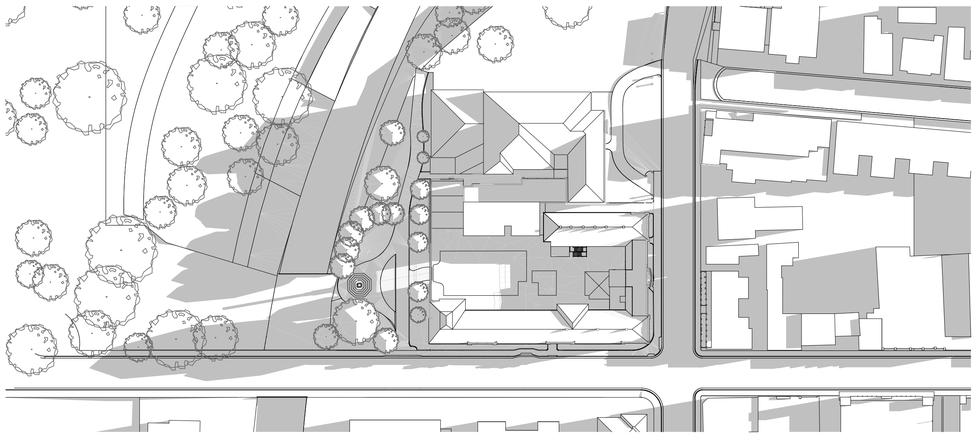
Shadow Diagrams

Existing Shadows
Existing Shadow June 21

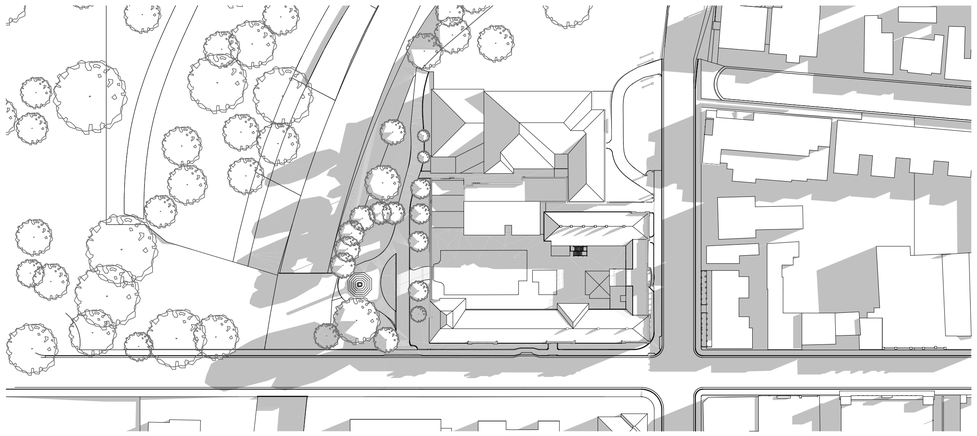
*Existing shadows including existing trees



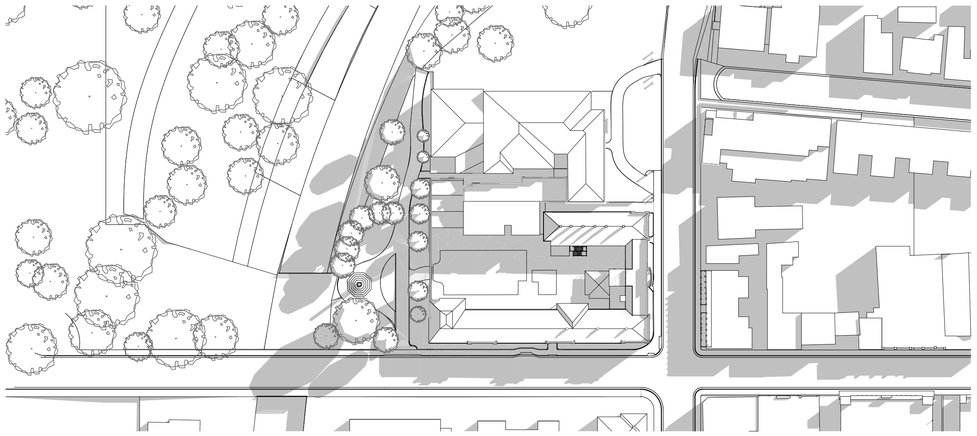
Existing Jun21 8:00am



Existing Jun21 9:00am



Existing Jun21 10:00am



Existing Jun21 11:00am

Note:
Information on the surrounding trees have been derived from aerial imagery to offer an indicative shadow analysis.
From the imagery, a collection of established trees including desidious, evergreen, pine and birch trees surround the TAFE and cenotaph.
Being established trees, an approximate height of 12m which is a simiar height to the existing TAFE building has been modelled.
Further information would be required to accurately observe the shadow impact.

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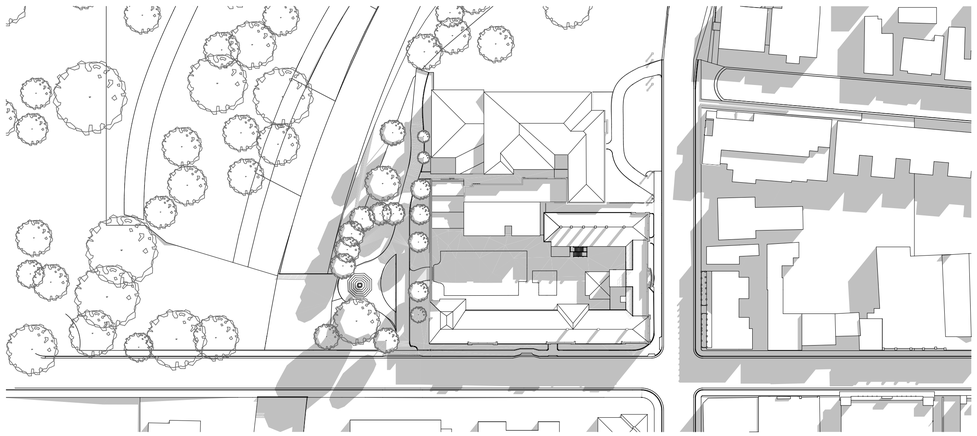
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Existing Shadow June 21
Scale	@A1
Date	29/01/2024
Drawing Number	DA401
Revision	C

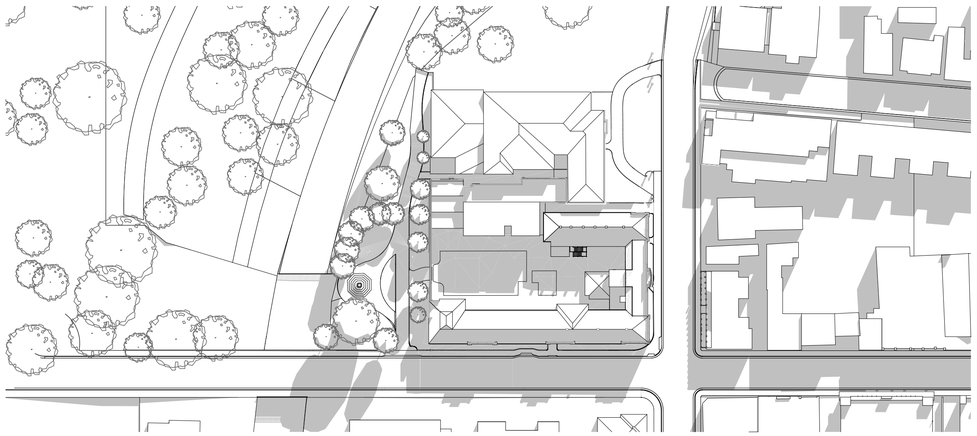
Printed on 29/01/2024 1:57 PM
Plotted by: Mahesh Kumar Mahajan Pt... | Job: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250 | Model File: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250 Mahesh Kumar Mahajan.rvt

Existing Shadows
Existing Shadow June 21

*Existing shadows including existing trees



Existing Jun21 12:00pm



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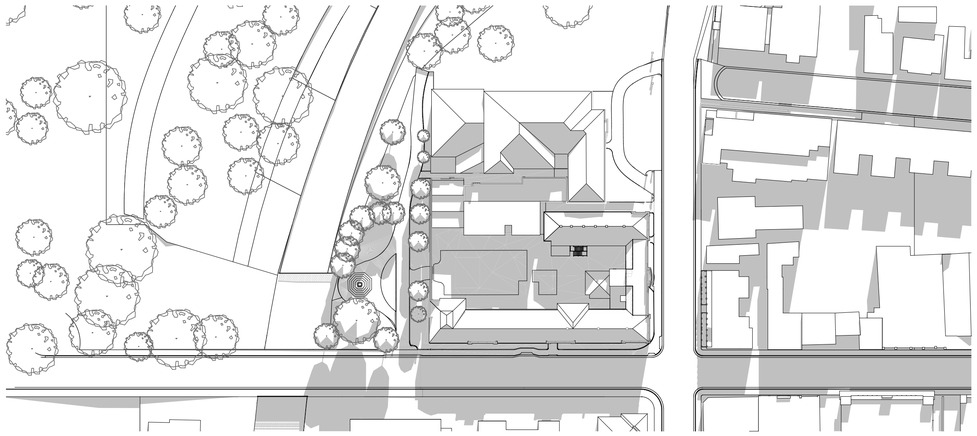

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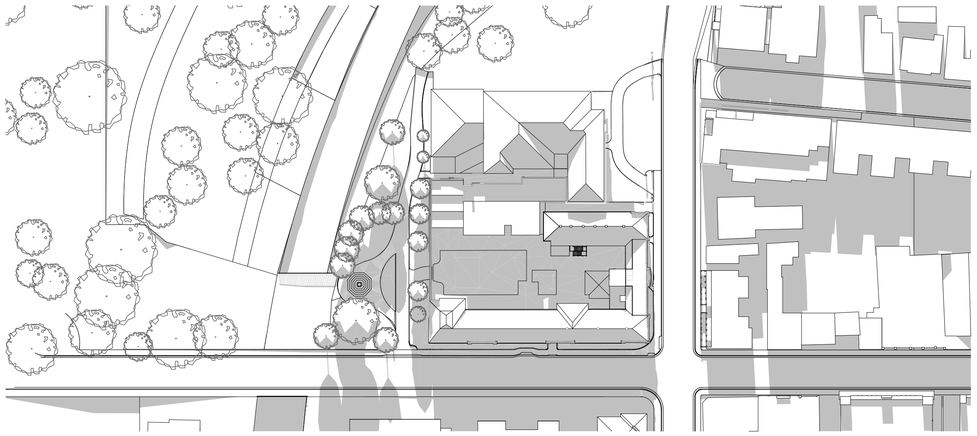

Existing Jun21 3:00pm

Note:
Information on the surrounding trees have been derived from aerial imagery to offer an indicative shadow analysis.
From the imagery, a collection of established trees including desidious, evergreen, pine and birch trees surround the TAFE and cenotaph.
Being established trees, an approximate height of 12m which is a simiar height to the existing TAFE building has been modelled.
Further information would be required to accurately observe the shadow impact.

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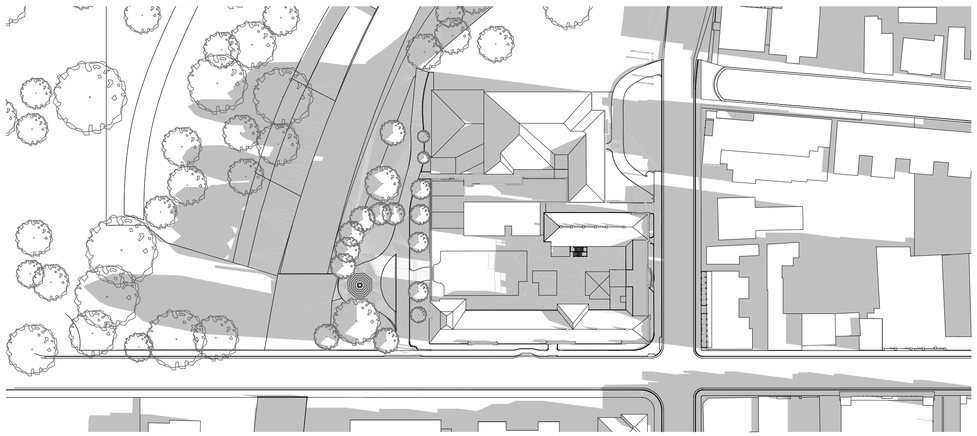
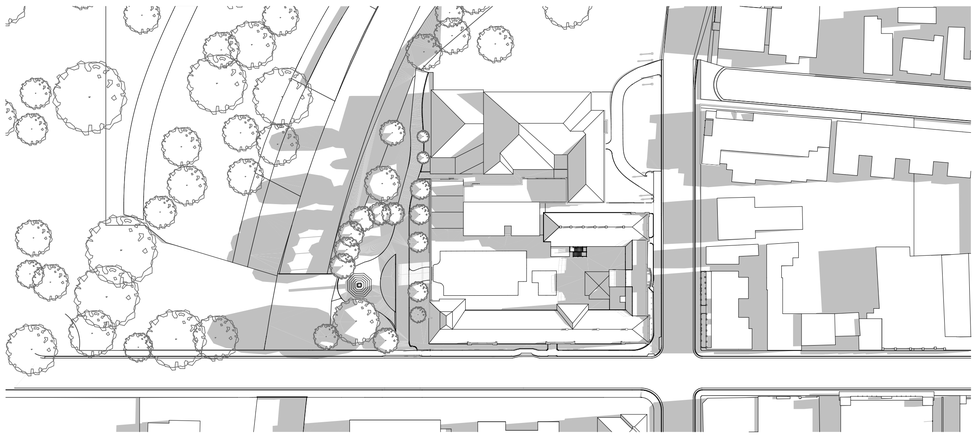
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Existing Shadow June 21
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA402
		Revision	C

Existing Shadows
Existing Shadow April 25

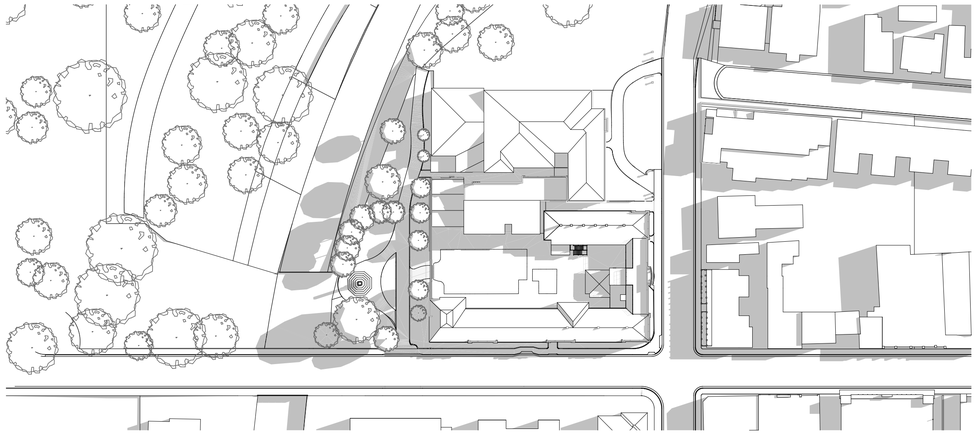
*Existing shadows including existing trees



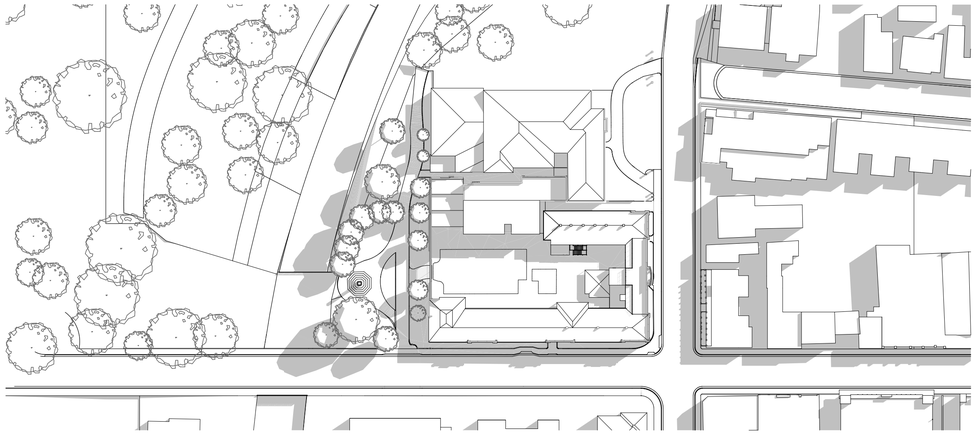
Existing Apr25 8:00am



Existing Apr25 9:00am



Existing Apr25 10:00am



Existing Apr25 11:00am

Note:
Information on the surrounding trees have been derived from aerial imagery to offer an indicative shadow analysis.
From the imagery, a collection of established trees including desidious, evergreen, pine and birch trees surround the TAFE and cenotaph.
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Further information would be required to accurately observe the shadow impact.

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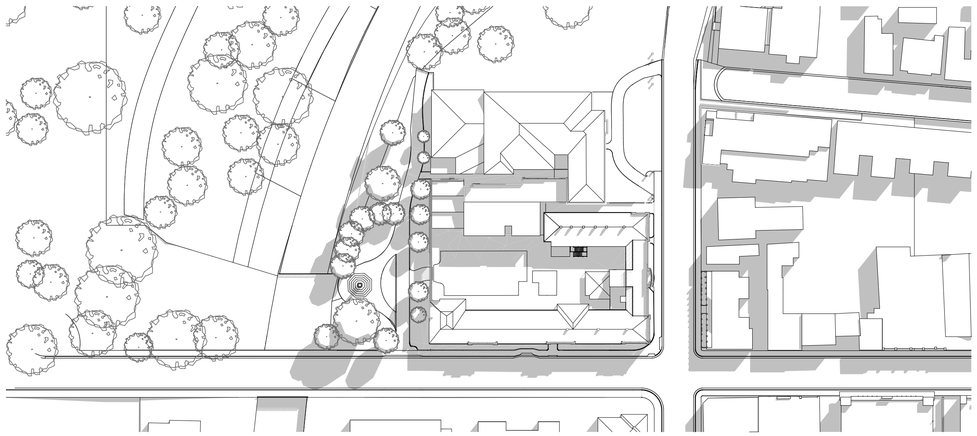
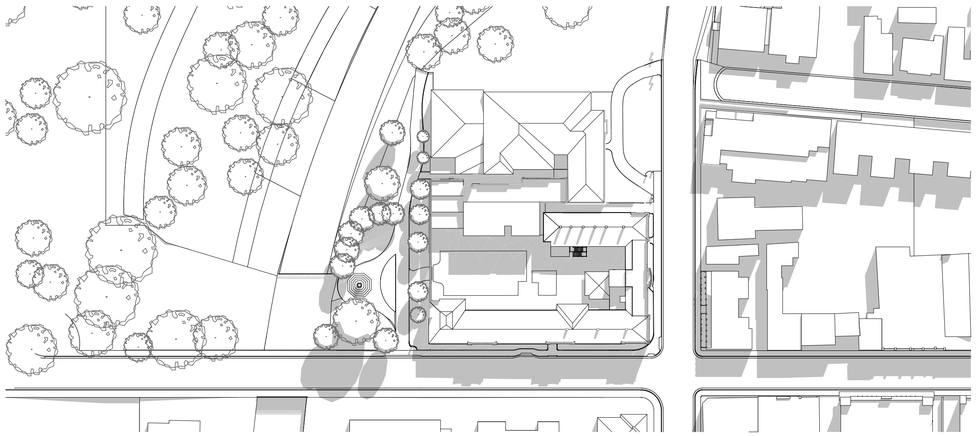
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Existing Shadow April 25
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA403
		Revision	C

Existing Shadows
Existing Shadow April 25

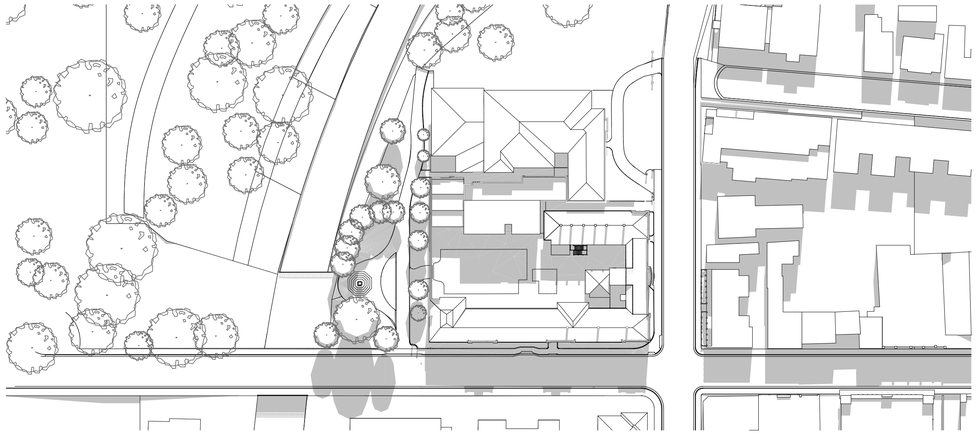
*Existing shadows including existing trees



Existing Apr25 12:00pm



Existing Apr25 1:00pm



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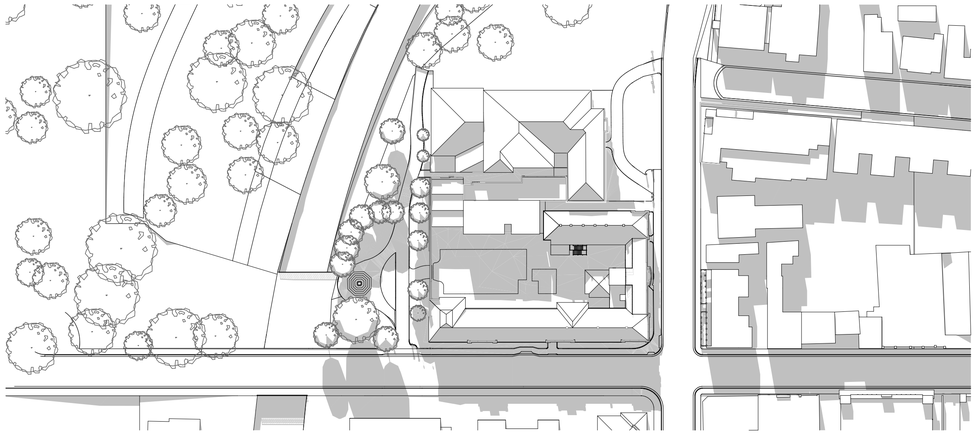

Existing Apr25 3:00pm

Note:
Information on the surrounding trees have been derived from aerial imagery to offer an indicative shadow analysis.
From the imagery, a collection of established trees including desidious, evergreen, pine and birch trees surround the TAFE and cenotaph.
Being established trees, an approximate height of 12m which is a simiar height to the existing TAFE building has been modelled.
Further information would be required to accurately observe the shadow impact.

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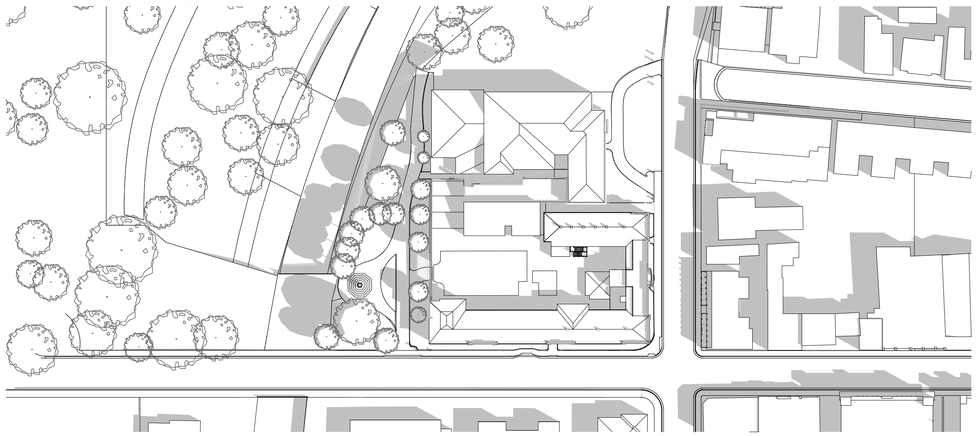
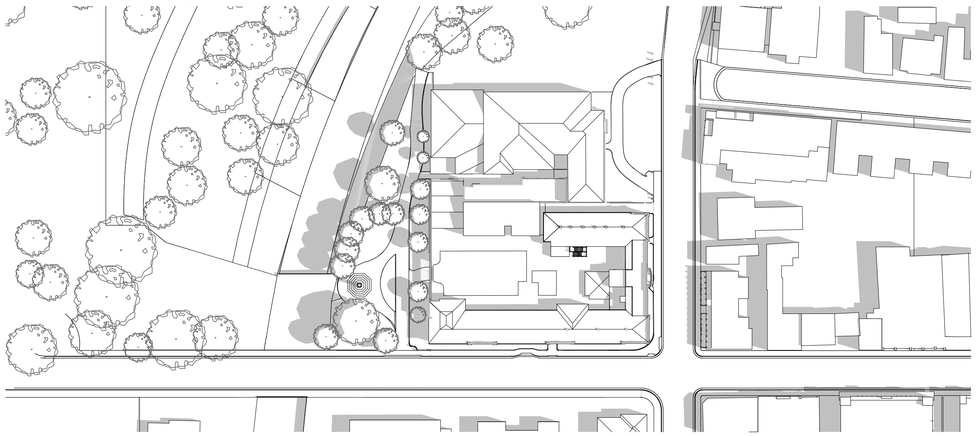
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Existing Shadow April 25
Scale	@A1
Date	29/01/2024
Drawing Number	DA404
Revision	C

Existing Shadows
Existing Shadow November 11

*Existing shadows including existing trees



Existing Nov11 8:00am



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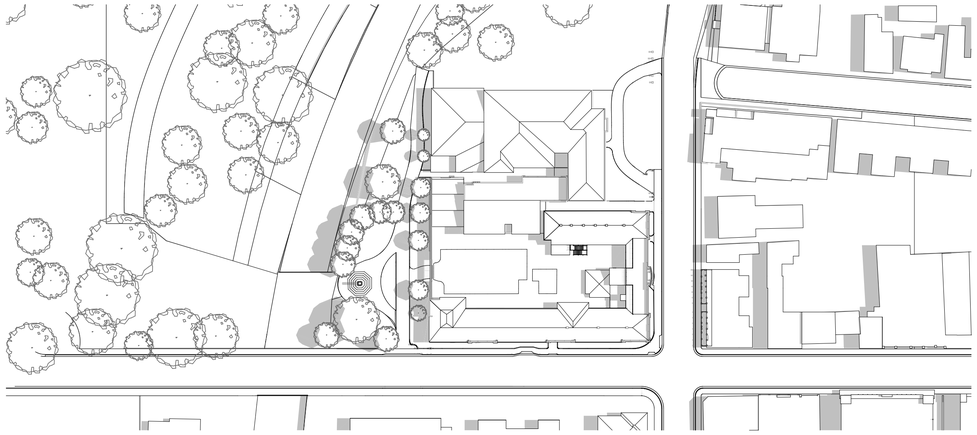

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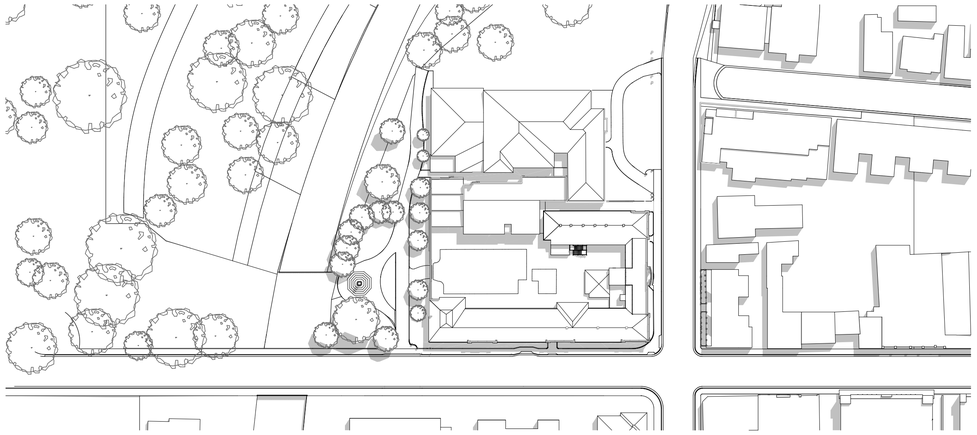

Existing Nov11 12:00pm

Note:
Information on the surrounding trees have been derived from aerial imagery to offer an indicative shadow analysis.
From the imagery, a collection of established trees including desidious, evergreen, pine and birch trees surround the TAFE and cenotaph.
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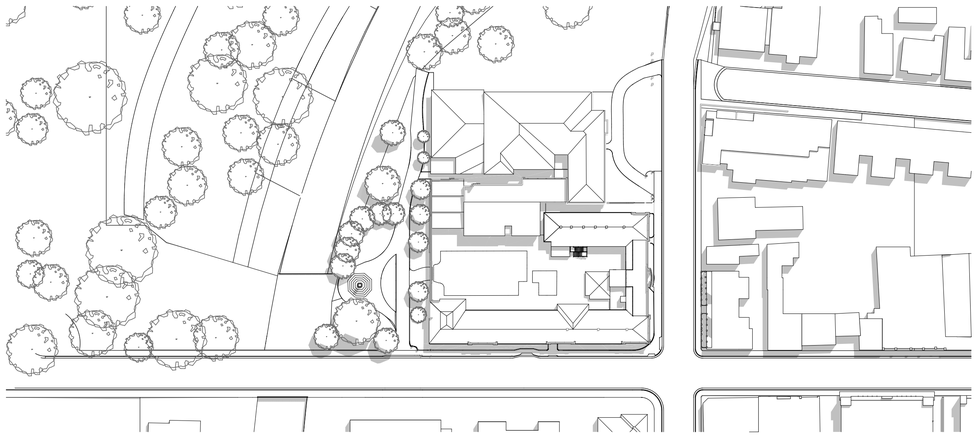
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Existing Shadow November 1
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA405
		Revision	C

Existing Shadows
Existing Shadow November 11

*Existing shadows including existing trees



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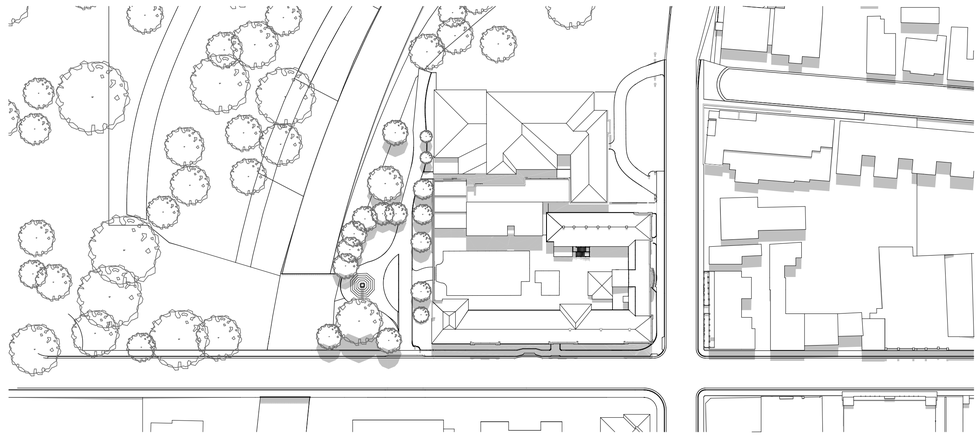
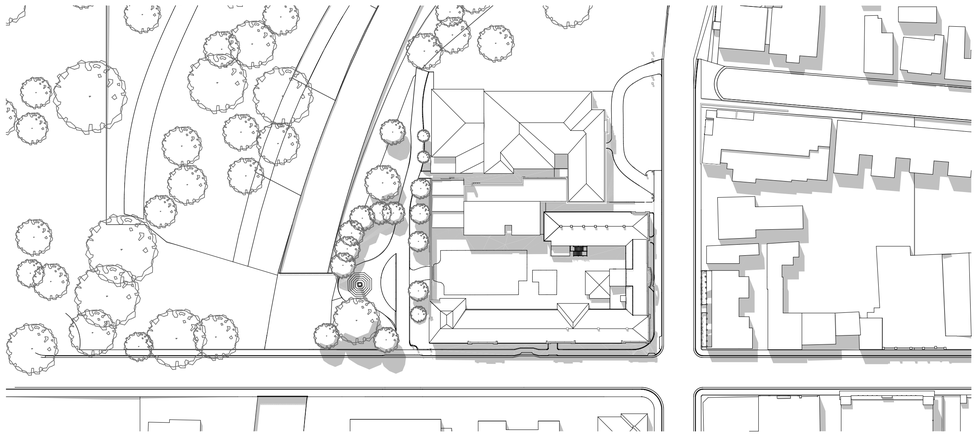
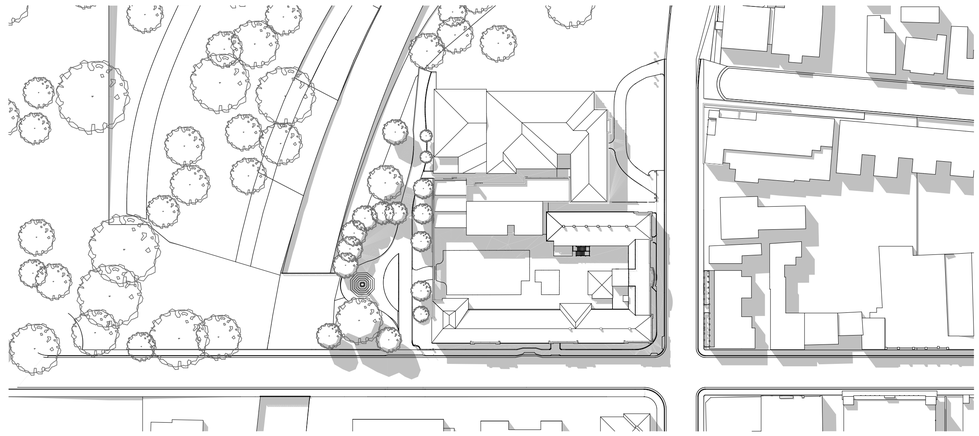


Existing Nov11 1:00pm



Existing Nov11 2:00pm



Existing Nov11 3:00pm

Note:
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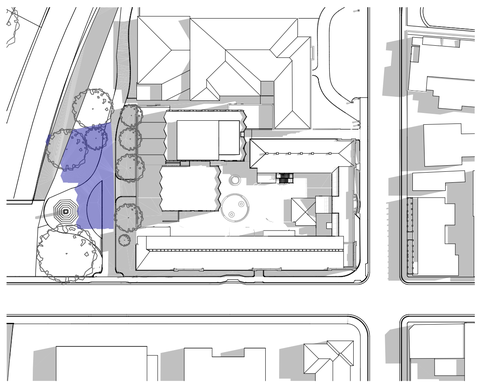
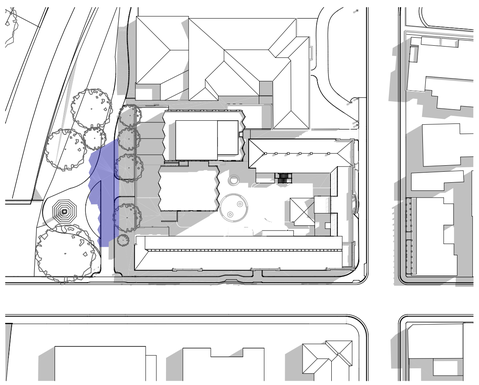
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Existing Shadow November 1
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA406
		Revision	C

Proposed Proposition Shadows
Proposed Shadow Sep 21

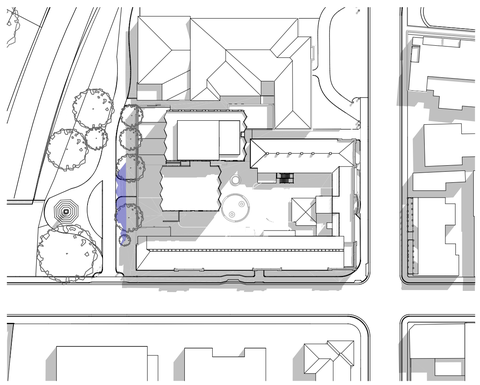
*Proposed shadows depict built form only



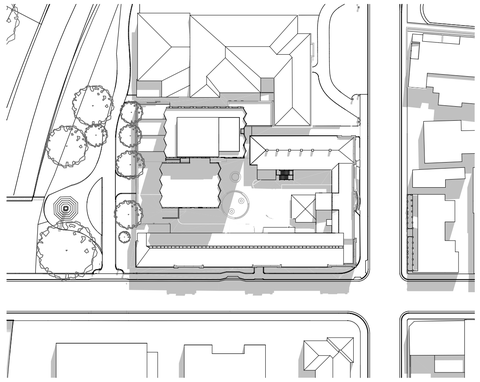
Proposed Sep21 10:00am



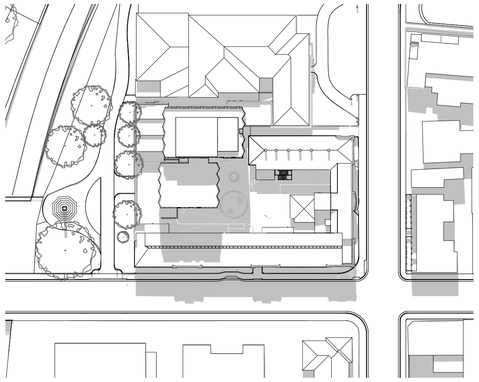
Proposed Sep21 11:00am



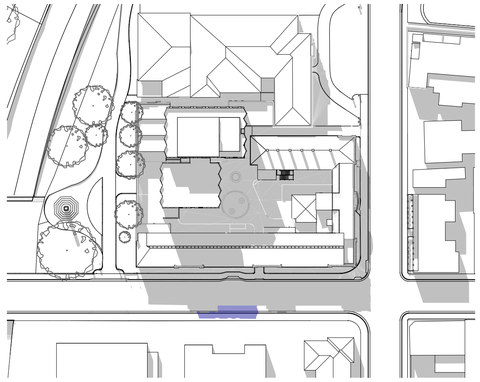
Proposed Sep21 12:00pm



Proposed Sep21 13:00pm



Proposed Sep21 14:00pm



Proposed Sep21 15:00pm

LEGEND

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DKO

Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadow Sep 21
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA407
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Jun 21

*Proposed shadows depict built form only



Proposed Jun21 7:00am



Proposed Jun21 8:00am

LEGEND

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Project Name: 10-16 WELLINGTON ST
Project Address: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250

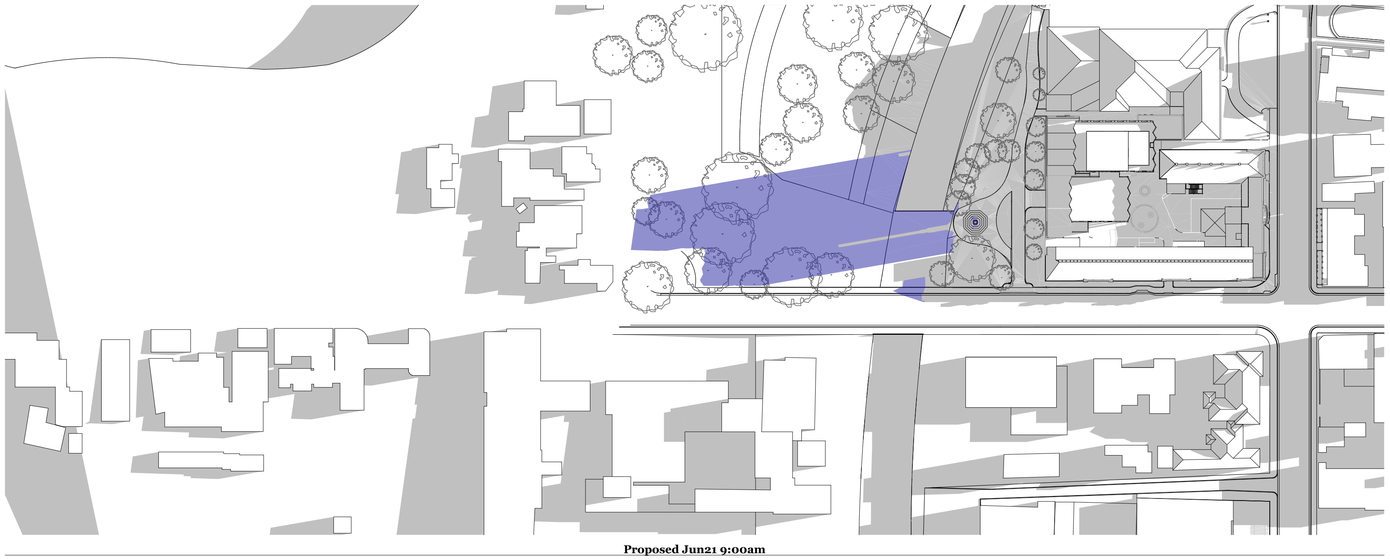
Client: RED PANDA PROPERTY

Project Number: 00013015
Drawing Name: Proposed Shadows Jun 21
Scale: @A1
Date: 29/01/2024

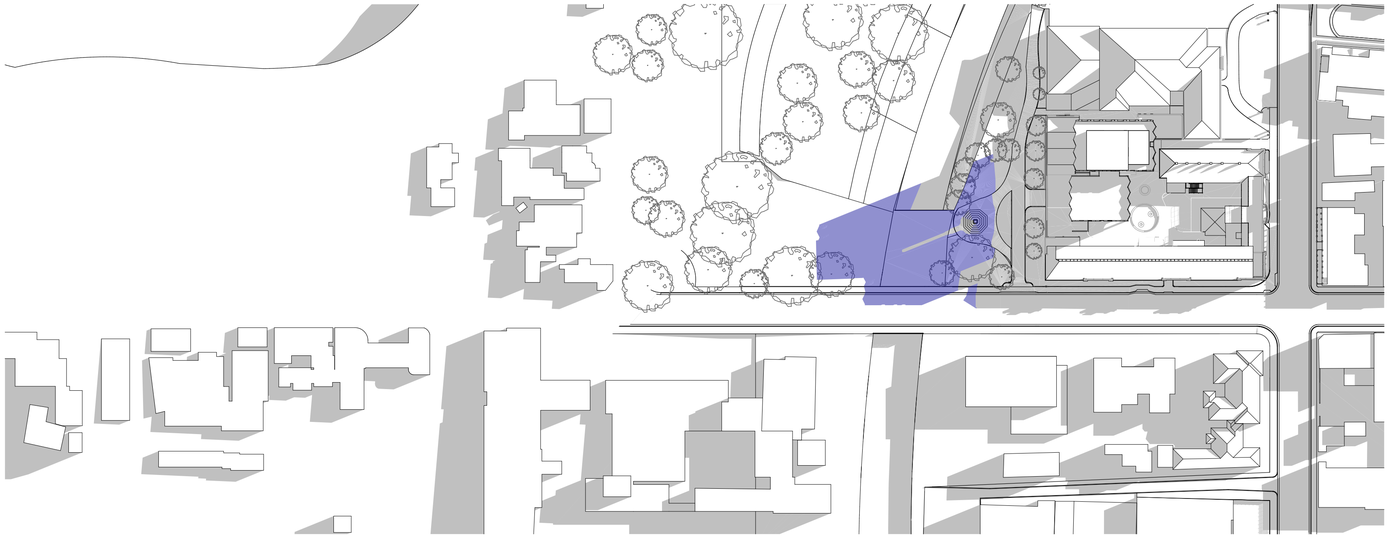
Drawing Number: DA408
Revision: C

Proposed Proposition Shadows
Proposed Shadows Jun 21

*Proposed shadows depict built form only



Proposed Jun21 9:00am



Proposed Jun21 10:00am

LEGEND

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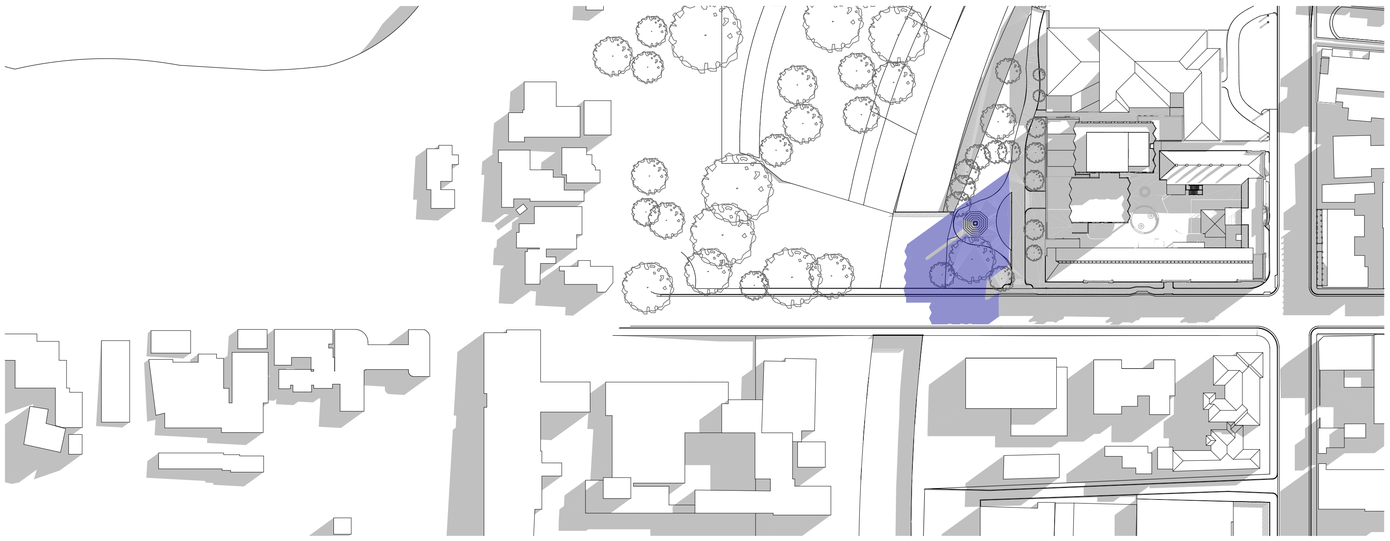
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadows Jun 21
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA409
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Jun 21

*Proposed shadows depict built form only



Proposed Jun21 11:00am



Proposed Jun21 12:00pm

LEGEND

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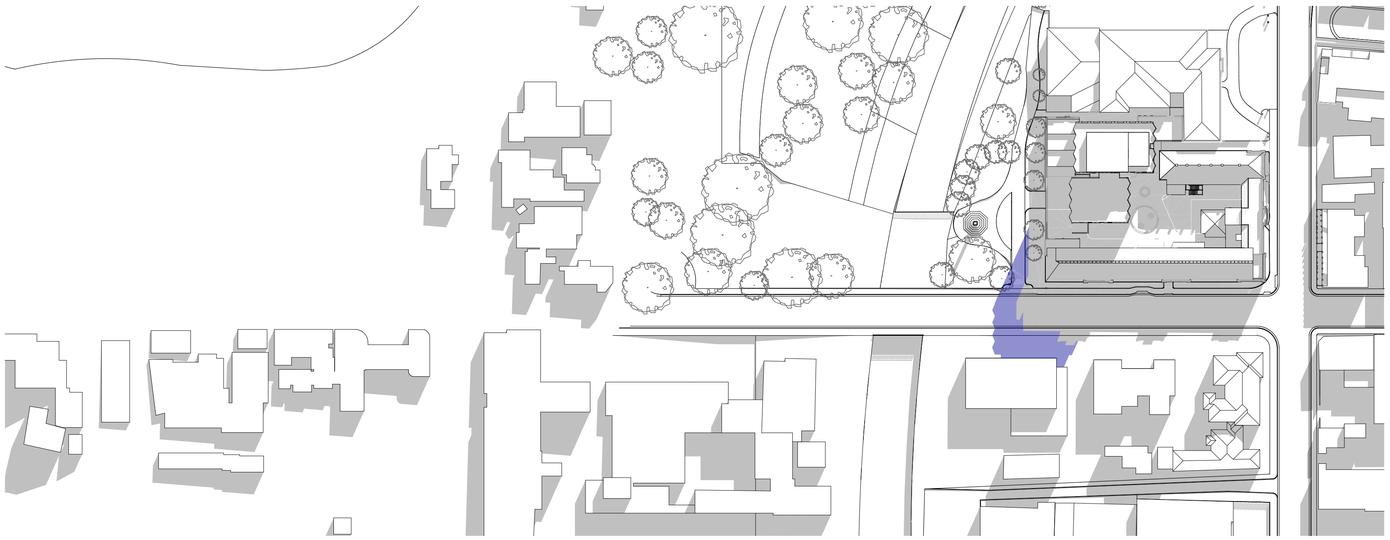
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Proposed Shadows Jun 21
Scale	@A1
Date	29/01/2024
Drawing Number	DA410
Revision	C

Proposed Proposition Shadows
Proposed Shadows Jun 21

*Proposed shadows depict built form only



Proposed Jun21 1:00pm



Proposed Jun21 2:00pm

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Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadows Jun 21
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA411
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Jun 21

*Proposed shadows depict built form only



Proposed Jun21 3:00pm

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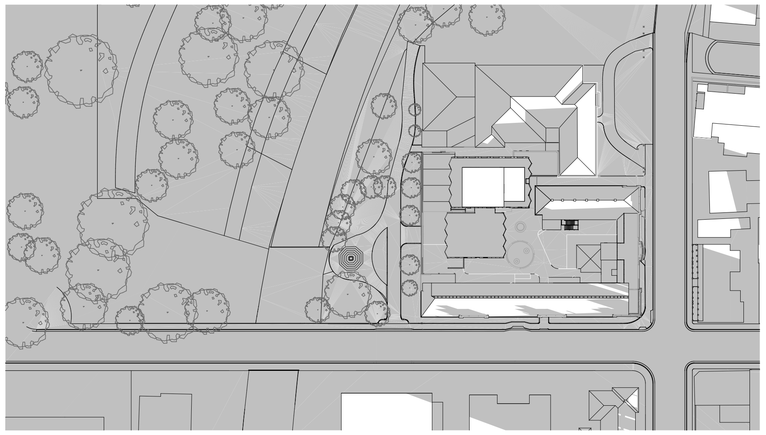
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadows Jun 21
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA412
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Apr 25

*Proposed shadows depict built form only



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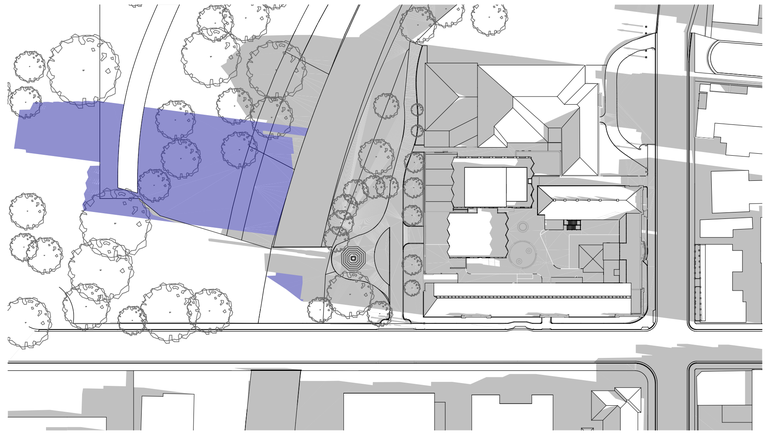

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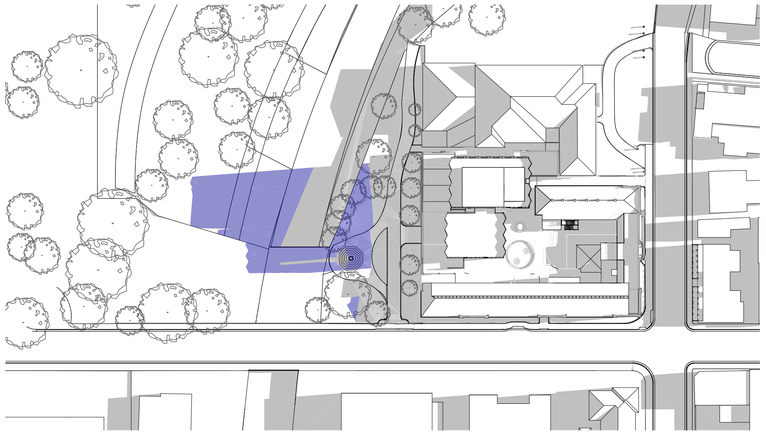

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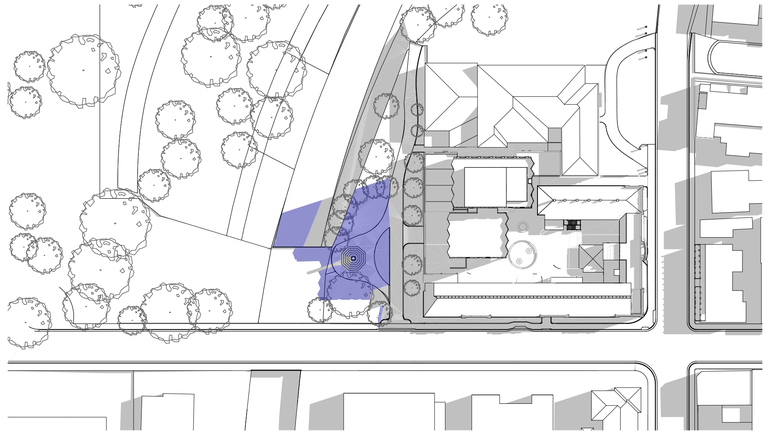

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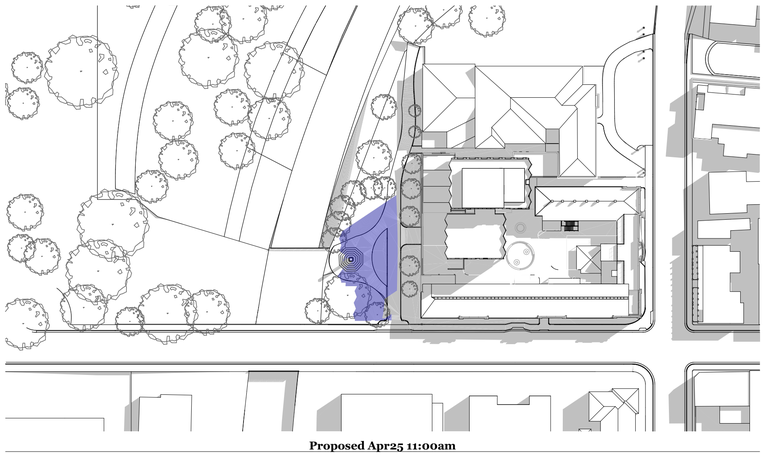

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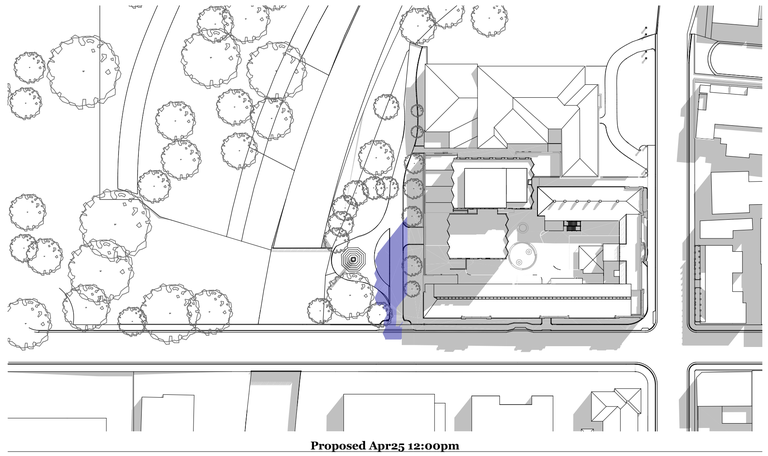

Proposed Apr25 12:00pm

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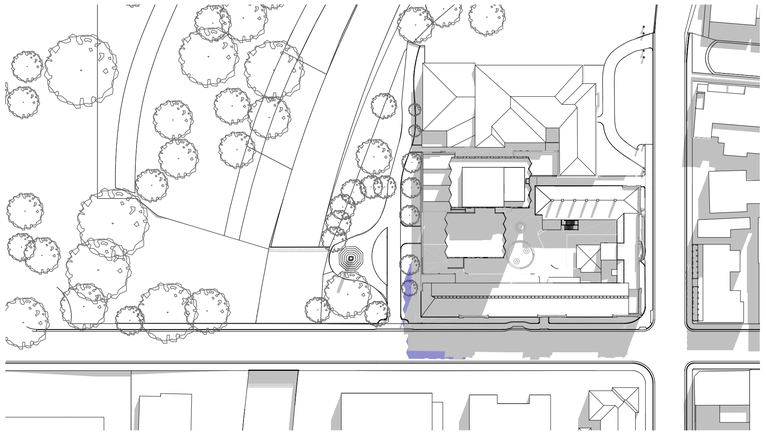
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadows Apr 25
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA413
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Apr 25

*Proposed shadows depict built form only



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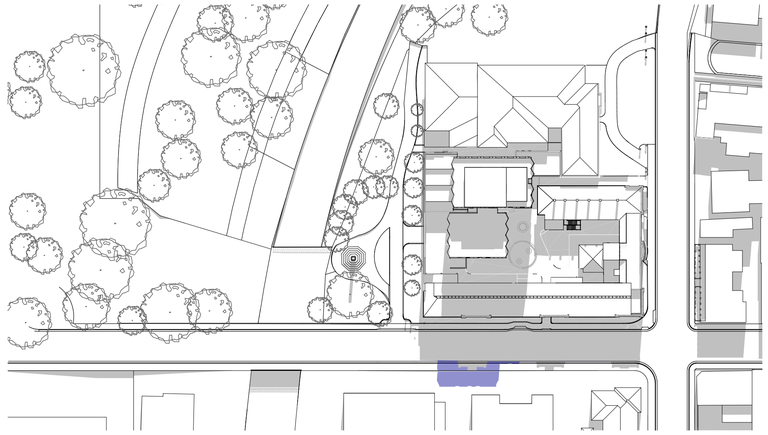

Proposed Apr25 2:00pm



Proposed Apr25 3:00pm

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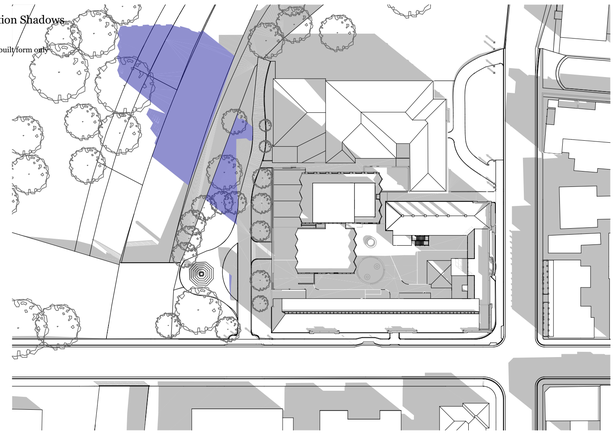
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Proposed Shadows Apr 25
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA414
		Revision	C

Proposed Proposition Shadows
Proposed Shadows Nov 11

*Proposed shadows depict built form only



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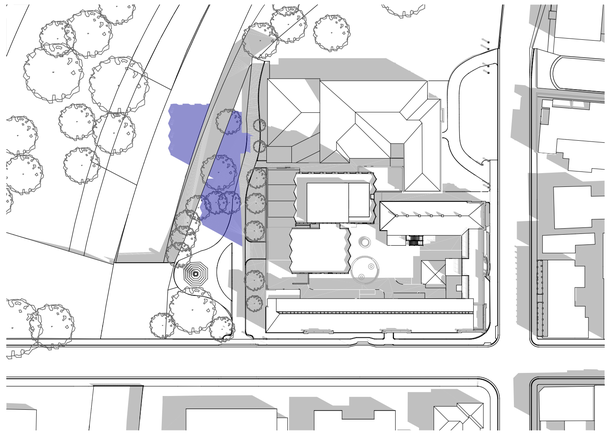

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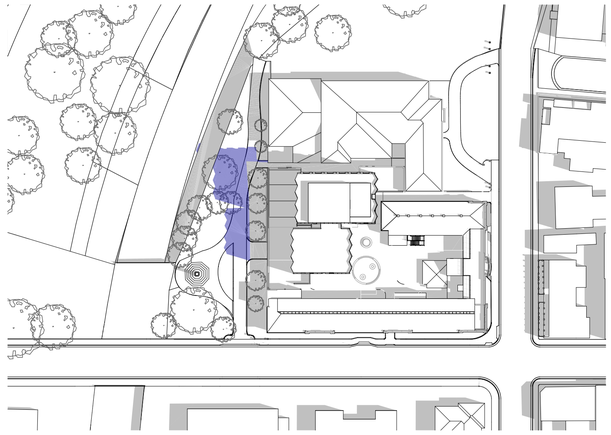

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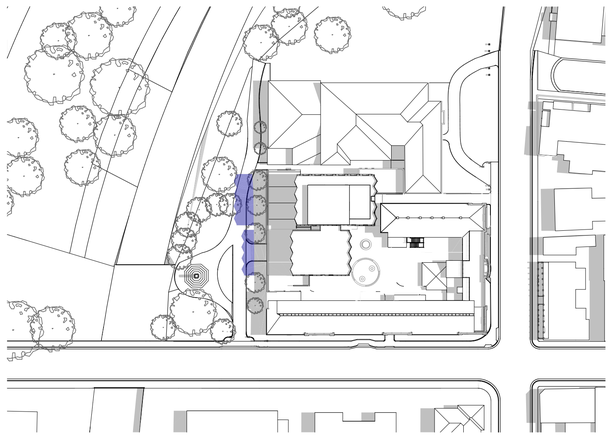

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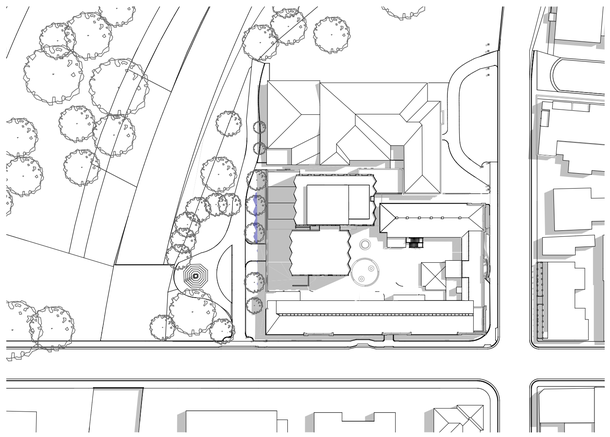

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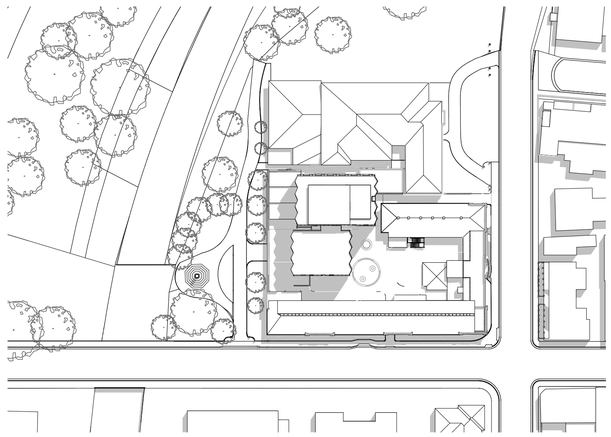
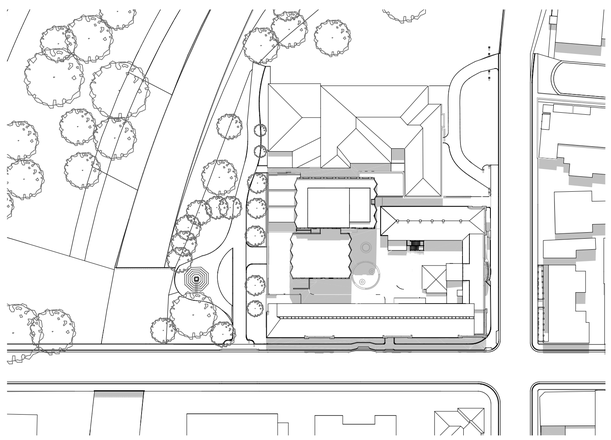
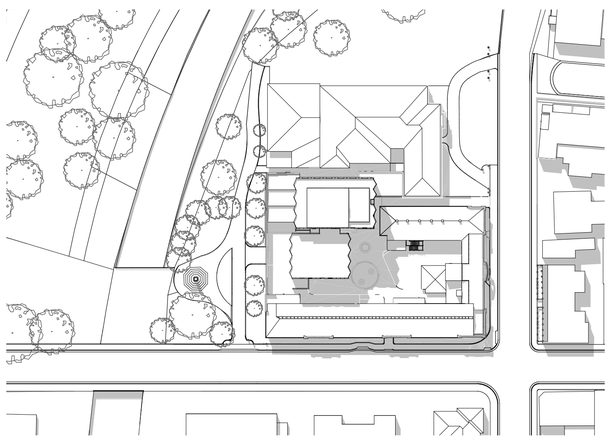


Proposed Nov11 12:00pm



Proposed Nov11 1:00pm



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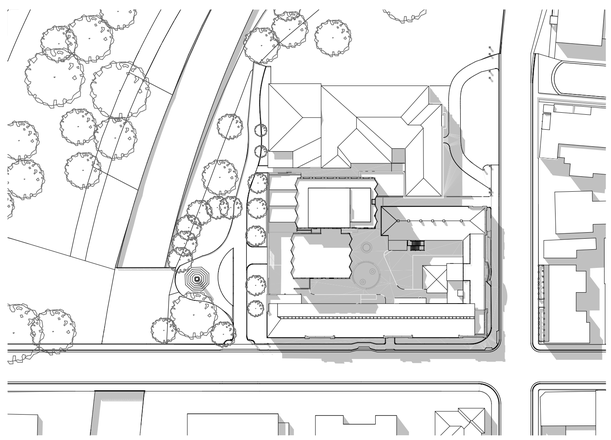

Proposed Nov11 3:00pm

LEGEND

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Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Proposed Shadows Nov 11
Scale	@A1
Date	29/01/2024
Drawing Number	DA415
Revision	C

DKO

Development Summary

Appendix
Development Summary

10-16 Wellington St, Launceston, TAS

28/02/2023

Development Summary - Town Planning - Stage Two

	CARPARK		F&B	FUNCTION	COMM.	CIRC./SERVICES	RESIDENTIAL AMENITY	HOTEL				AREA	
	AREA	NO.	AREA			AREA	AREA	NLA	GFA	KEY	BALC.	NSA/NLA (EXCL. BALCONIES)	GFA
	sqm	no.	sqm			sqm	sqm	sqm	sqm	no.	sqm	sqm	sqm
Basment 03	847	25				98							945
Basment 02	847	25				98							945
Basment 01	847	24			90	98							1035
Ground						330		0	929	0		0	1259
Level 1								696	1057	19	32	696	1057
Level 2								600	934	17	68	600	934
Level 3								626	933	17	68	626	933
Level 4								626	933	17	68	626	933
Level 5								626	933	17	68	626	933
Level 6								626	933	17	68	626	933
Level 7								626	933	17	68	626	933
Level 8					407			329	559	9	32	329	966
Level 9								338	559	9	32	338	559
Rooftop			332			189							
TOTAL	**2541**	**74**	**332**	**0**	**407**	**519**	**0**	**5093**	**8703**	**139**	**504**	**5093**	**9440**

Notes:

Balconies not included in GFA

Basement retaining walls included in GFA

Hotel GFA is NLA + Corridor & Core and External Walls

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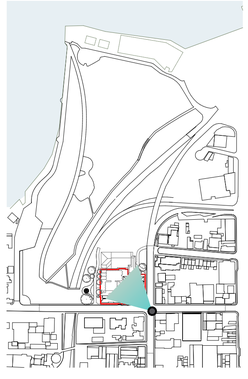
Project Name: 10-16 WELLINGTON ST
Project Address: 10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client: RED PANDA PROPERTY

Project Number: 00013015
Drawing Name: Development Summary
Scale: @A1
Date: 29/01/2024
Drawing Number: DA501
Revision: C


DKO
Urban Views

Visualisation
Urban View 01





The Corner of Wellington & Paterson Street

**Photomontage for urban view analysis; representative of architectural design & material intent*

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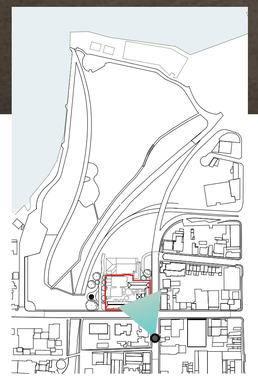
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Urban View 01
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA601
		Revision	C

Visualisation
Urban View 02





Wellington Street Streetscape

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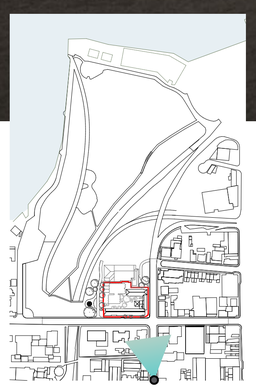
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 02
Scale	@A1
Date	29/01/2024
Drawing Number	DA602
Revision	C

Visualisation
Urban View 03





Wellington Street Streetscape

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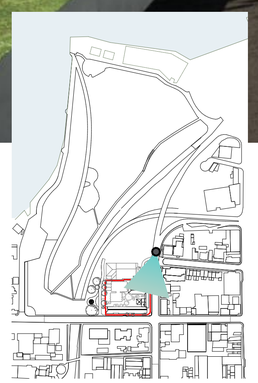
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Urban View 03
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA603
		Revision	C

Visualisation
Urban View 04





Wellington Street Streetscape

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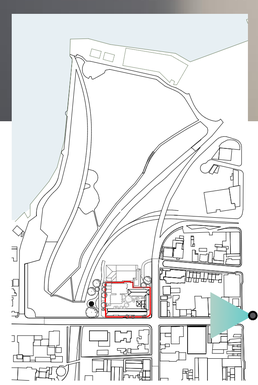
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 04
Scale	@A1
Date	29/01/2024
Drawing Number	DA604
Revision	C

Visualisation
Urban View 05





Paterson Street Streetscape

**Photomontage for urban view analysis; representative of architectural design & material intent*

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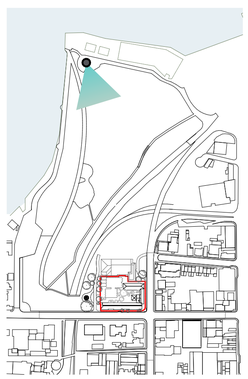
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 05
Scale	@A1
Date	29/01/2024
Drawing Number	DA605
Revision	C

Visualisation
Urban View 06





Home Point Parade

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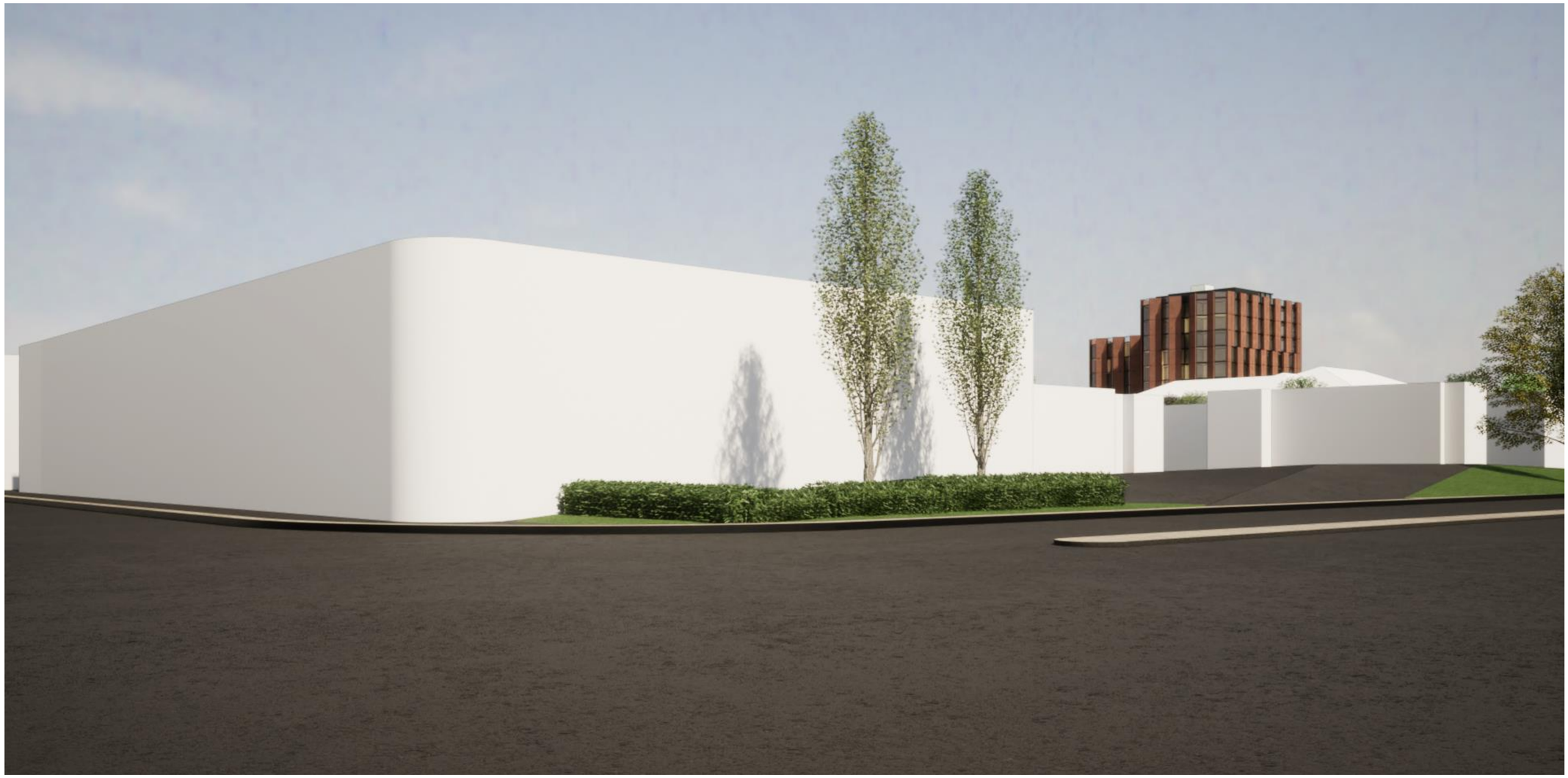
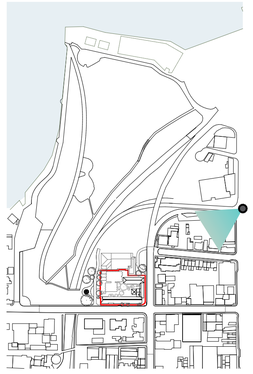
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Urban View 06
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA606
		Revision	C

Visualisation
Urban View 07





Corner of Cimitiere Street

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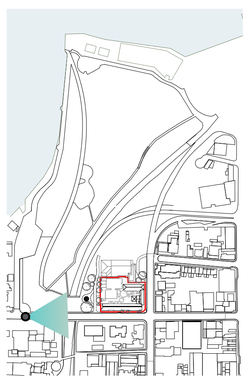
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 07
Scale	@A1
Date	29/01/2024
Drawing Number	DA607
Revision	C

Visualisation
Urban View 08





Paterson Street

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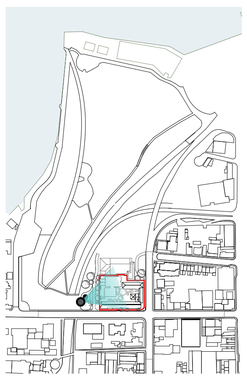
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 08
Scale	@A1
Date	29/01/2024
Drawing Number	DA608
Revision	A C

Visualisation
Urban View 09





Cenotaph View

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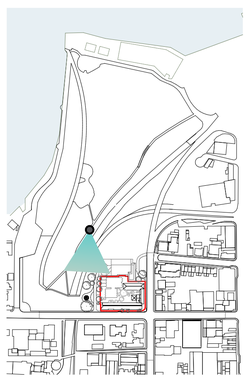
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 09
Scale	@A1
Date	29/01/2024
Drawing Number	DA609
Revision	A C

Visualisation
Urban View 10





View within Royal Park

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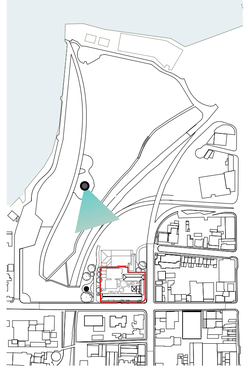
Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Urban View 10
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA610
		Revision	A C

Visualisation
Urban View 11





View within Royal Park

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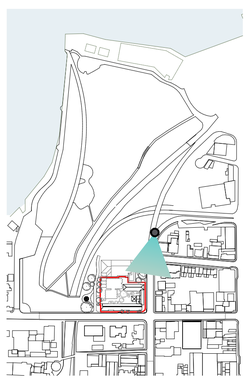
Project Name	10-16 WELLINGTON ST
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250
Client	RED PANDA PROPERTY
Project Number	00013015
Drawing Name	Urban View 11
Scale	@A1
Date	29/01/2024
Drawing Number	DA611
Revision	A C

Visualisation
Urban View 12





Intersection of Wellington and Cimitiere Street

**Photomontage for urban view analysis; representative of architectural design & material intent*

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Project Name	10-16 WELLINGTON ST	Project Number	00013015
Project Address	10-16 WELLINGTON ST, LAUNCESTON, TAS 7250	Drawing Name	Urban View 12
		Scale	@A1
		Date	29/01/2024
Client	RED PANDA PROPERTY	Drawing Number	DA612
		Revision	A C

City of Launceston - Capital Expenditure Report

Summary by Network

For the Period to : 31 January 2024

PROJECT DESCRIPTION	Funds	Actual Expenditure				Projected Expenditure			Variance	
	TOTAL ESTIMATE	W.I.P. JULY 1	ACCRUED ORDERS	YTD EXPEND.	TOTAL ACTUAL EXPEND.	COMMITTED COSTS	ACTUAL PLUS COMMITTED	PERCENT OF BUDGET	COMPLETED PROJECTS	POSSIBLE INCOMPLETE PROJECTS
	$	$	$	$	$	$	$	%	$	$
GRAND SUMMARY										
NETWORK										
Office of the Chief Executive	-	-	-	2,400	**2,400**	-	**2,400**	0%	**(2,400)**	**(2,400)**
Organisational Services	**2,231,538**	32,750	391	274,574	**307,716**	580,299	**888,015**	40%	**(18,585)**	**(18,585)**
Creative Arts & Cultural Services	**3,657,861**	1,159,070	0	325,763	**1,484,833**	42,817	**1,527,650**	42%	**(3,027)**	**(3,027)**
Community and Place	**3,342,161**	181,732	-	683,477	**865,209**	92,580	**957,789**	29%	**(15,492)**	**(15,492)**
Infrastructure and Assets	**68,303,606**	8,412,103	41,778	8,390,187	**16,844,068**	10,216,461	**27,060,530**	40%	**(1,608)**	**(1,608)**
Land Sales (see analysis below)	**6,000,000**	91,369	-	-	**91,369**	-	**91,369**	0%	**-**	**-**
GRAND TOTAL	**83,535,166**	**9,877,023**	**42,170**	**9,676,402**	**19,595,594**	**10,932,157**	**30,527,752**	**37%**	**(41,111)**	**(41,111)**
Analysis of Land Sales for 2023/2024										
Paterson Street (24127.0002)	**6,000,000**	91,369	-	-	**91,369**	-	**91,369**			
Total Land Sales	**6,000,000**	**91,369**	**-**	**-**	**91,369**	**-**	**91,369**		**-**	

City of Launceston - Capital Expenditure Report

Summary by Network

For the Period to : 31 January 2024

A. Available Funds Summary		**B. Expenditure Summary**	
Set out below is a reconciliation of the available funds.		Total funds (includes grants pending)	83,535,166
Gross carryovers from 2022/2023	40,226,971	Expenditure	
Flood Levee funding brought to account	-	Work in Progress	9,877,023
Original capex 2023/2024	19,223,000	YTD expenditure	9,718,571
Budget night adjustments	-	Actual expenditure	**19,595,594**
Council adjustments & transfers YTD	5,503,791	Committed expenditure	10,932,157
External funds	18,581,404	Total actual & committed expenditure	**30,527,752**
Total Approved Budget	**83,535,166**		
External grant funds invoiced YTD	2,662,412	Total expenditure % of the total funds	37%
External grant funds pending YTD	15,918,992		
	18,581,404		
Gross carryover 30 June 2023	40,226,971		
Less work in progress 30 June 2023	9,877,023		
Net carryover 1 July 2023	30,349,948		

CPD Exception Listing as at 31-Jan-2024

Budget Performance Traffic Lights (Report Calculated)

- Budget comparison to Forecast to Completion 0%-<2% variation
- Budget comparison to Forecast to Completion 2%-<5% variation
- Budget comparison to Forecast to Completion >5% variation

Schedule Performance Traffic Lights (Project Manager Determines)

- 0%-15% over schedule
- 15%-30% over schedule
- >30% over schedule

Network: Office Of The Chief Executive

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001591	CEO IT Minor Capital Expenditure 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	59%		-	2,400	2,400	(2,400)		2,400	31/01/2024	Annual IT Minor Equipment Purchases.

Count of Exception Projects for Office Of The Chief Executive Network: 1

Network: Community And Place

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001400	CV Machinery & Equipment Shed	Gibbons, Eve	No	Est: 1/07/2022 Revised: 1/01/2023 Actual: 1/08/2023	Est: 31/05/2023 Revised: 6/11/2023 Actual: 6/11/2023	Delivery Closure	100%		65,000	60,739	68,307	(3,307)		68,307	18/12/2023	Shed has been built and project completed.
PRJ-00001555	Seaport Precinct Upgrades	Hutt, Kevin	No	Est: 1/01/2023 Revised: 28/08/2023 Actual:	Est: 17/06/2024 Revised: 17/06/2025 Actual:	Project Planning	6%		120,000	9,258	20,000	100,000		120,000	31/01/2024	Project " four avenue banners " currently being worked on together with the painting upgrade work to the existing concrete levee wall and gate entrance wrap detail into Seaport precinct. The banner signs are to now be re-considered as the Levee team now deem it too close the Levee. Budget to be sourced from LCH Brisbane street project.
PRJ-00001275	LA Plant & Equipment Renewal 23/24	Norris, Matthew	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery	30%		71,495	23,274	71,495	-		71,495	31/01/2024	Pumptech have supplied and fitted one leisure pool circulation pump. The second is due by the end of next month.
PRJ-00001588	CPN IT Minor Capital Expenditure 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	59%		-	5,149	5,149	(5,149)		5,149	31/01/2024	Annual IT Minor Equipment Purchases.
PRJ-00001605	Inveresk Precinct Path/Surface Repairs	Dale, Justin	No	Est: 1/11/2023 Revised: 1/11/2023 Actual:	Est: 31/03/2024 Revised: 31/03/2024 Actual:	Project Planning	0%		-	7,486	7,486	(7,486)		7,486	27/10/2023	Project created to allow preliminary works to be undertaken to rectify a paved surface located at the Inveresk Precinct. Budget source to be identified and transferred when full costs are known.

Count of Exception Projects for Community And Place Network: 5

Network: Corporate Accounts

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001077	Paterson Street Central Redevelopment	Browne, Nick	No	Est: 26/06/2020 Revised: 23/12/2019 Actual:	Est: 30/06/2021 Revised: 30/06/2024 Actual:	Delivery	50%		6,000,000	91,369	6,000,000	-		6,000,000	18/12/2023	Project not progressing at this stage. Alternative model is being explored.

Count of Exception Projects for Corporate Accounts Network: 1

Network: Creative Arts And Cultural Services

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001442	QVMAG Firearms Safes	Addison, Jon	No	Est: 1/07/2022 Revised: Actual:	Est: 30/06/2023 Revised: 22/12/2023 Actual:	Project Planning	85%		7,500	5,273	7,500	-		7,500	30/10/2023	Two Lokaway safes purchased. Seeking quotes for internal fit-out so this project can be completed. $2,200 remains for this work.
PRJ-00001492	QVMAG Entomology Survey & Visiting Scientists	Fitzgerald, Shane	No	Est: 1/07/2022 Revised: Actual:	Est: 30/06/2023 Revised: 30/06/2024 Actual:	Project Planning	12%		25,000	9,728	25,000	-		25,000	30/10/2023	Remaining $15,000 "Terrestrial invertebrate surveys of Tas NW islands" component of grant: Waiting on recruitment of Curator role before works are expected to progress.
PRJ-00001571	QVMAG Collection Purchases 23/24	Fitzgerald, Shane	No	Est: 1/06/2023 Revised: Actual:	Est: 30/06/2024 Revised: Actual:	Project Planning	50%		60,409	67,318	67,318	(6,909)		67,318	30/10/2023	Annual Collection Purchases

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001578	QVMAG Gallery LED Spot Lights 23/24	Butler, Alisanne	No	Est: 1/06/2022 Revised: Actual:	Est: 30/06/2023 Revised: 31/05/2024 Actual:	Delivery	80%		148,624	102,275	148,624	-		148,624	30/10/2023	Royal Park galleries 1 & 2, lighting to be installed in May 2024.
PRJ-00001592	CCN IT Minor Capital Expenditure 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	59%		-	3,026	3,026	(3,026)		3,026	31/01/2024	Annual IT Minor Equipment Purchases.

Count of Exception Projects for Creative Arts And Cultural Services Network: 5

Network: Infrastructure And Assets

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00000111	LWC Western Extension Temp Capping	Eberhardt, Rachael	No	Est: 1/07/2016 Revised: 1/07/2018 Actual:	Est: 30/06/2022 Revised: 29/06/2025 Actual:	Project Planning	30%		412,303	171,903	200,000	212,303		412,303	29/01/2024	Plumbing work to connect leak to leachate system complete. GHD have been engaged to design temporary cap. Project essential for compliance with EPN and TasWater.
PRJ-00000160	Alexandra Suspension Bridge 1722	Heathcote, Karen	YES	Est: 1/07/2017 Revised: 9/09/2024 Actual:	Est: 30/06/2022 Revised: 24/03/2025 Actual:	Delivery	35%		1,537,022	132,520	500,000	1,037,022		1,600,000	25/01/2024	Stage 2 - paused due to need to keep bridge open while emergency capital projects take place in the gorge. Forecast to recommence in Sept 2024. Cost on completion encompasses estimate for project uplift based on CPI and wider inflationary pressures.
PRJ-00000209	LWC Russells Plains Clay Pit Rehab	Murray, David	YES	Est: 1/07/2017 Revised: 1/08/2018 Actual:	Est: 30/06/2021 Revised: 28/06/2024 Actual:	Tender Process	40%		2,800,000	142,361	2,800,000	-		2,800,000	29/01/2024	Gradco engaged and establish on site 31 Jan. Construction works is estimated to be completed by April 2024. Car bodies and sediment ponds have been organised for clean-up.
PRJ-00000226	Prospect Flood Alleviation	Bonney, Philip	YES	Est: 1/07/2017 Revised: 1/07/2020 Actual:	Est: 30/05/2023 Revised: 31/01/2025 Actual:	Project Planning	12%		1,550,000	137,651	200,000	1,350,000		1,550,000	24/01/2024	Concept design completed (GHD). Meeting with 181 Westbury Rd property owners completed - awaiting formal feedback prior proceeding with detailed design.
PRJ-00000575	Newnham Creek Stabilisation/Remediation	Airey, Kris	YES	Est: 1/07/2018 Revised: 1/07/2018 Actual:	Est: 30/06/2021 Revised: 1/05/2024 Actual:	Delivery	80%		982,982	710,627	1,050,000	(67,018)		1,050,000	29/01/2024	Contractors have made good progress after returning from Christmas holidays. It looks on track for the construction to be finished by Easter. Then there will only be planting to be done in the Autumn.
PRJ-00000370	Royal Park Sports field Change Rooms	Clark, Benjamin	No	Est: 1/07/2019 Revised: 1/07/2023 Actual:	Est: 30/06/2022 Revised: 30/06/2024 Actual:	Project Planning	2%		110,000	7,000	110,000	-		110,000	25/01/2024	Work with BAM to progress with improvement of finishes utilising existing allocated $100k for delivery in FY23/24.
PRJ-00000672	Gorge Cliffgrounds SPS Renewal	Holloway, Joseph	YES	Est: 1/07/2019 Revised: 1/07/2020 Actual:	Est: 30/06/2021 Revised: 22/02/2024 Actual:	Delivery	40%		950,000	553,991	930,000	20,000		930,000	23/08/2023	Currently delayed by critical path items. The current bearing slab for the wet well is not suitable and the retaining wall is failing. Design near completion for variation works. Timeline of works now past Christmas.
PRJ-00000746	Queechy Lake Bird Hide	Hutt, Kevin	No	Est: 8/05/2023 Revised: 1/08/2019 Actual:	Est: 10/06/2024 Revised: 10/06/2024 Actual:	Project Planning	16%		70,000	6,614	100,000	(30,000)		100,000	31/01/2024	Investigating building code requirements re access ramp, outcomes will inform timing and scope of works. TBC - concept design to be amended to now NOT include accessible ramp, which will not be constructed prior to Bird Hide construction. Initial costing suggest that the structural founding / piling solutions will be more detailed and expensive than budgeted for. Additional funding to be sourced.
PRJ-00001054	Punchbowl Reserve Play Space	Clark, Benjamin	No	Est: 1/10/2023 Revised: 1/10/2023 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Delivery	10%		310,000	488	310,000	-		310,000	25/01/2024	Landscape architect engaged and design commenced.
PRJ-00001062	BAS Buildings Electrical Switchboard	Spillane, Martin	No	Est: 1/07/2020 Revised: 8/02/2021 Actual:	Est: 30/06/2021 Revised: 28/09/2023 Actual:	Delivery	100%		187,000	202,615	205,089	(18,089)		205,089	31/01/2024	Project complete.
PRJ-00001130	Launceston Bus Interchange Development	Murray, David	No	Est: 24/07/2020 Revised: 1/07/2020 Actual:	Est: 24/07/2023 Revised: 30/06/2024 Actual:	Project Planning	1%		-	40,515	40,515	(40,515)		40,515	30/08/2021	Planning on the Paterson Street Central redevelopment/Launceston Bus Interchange located behind Myer have began with a consultant engaged to assist with design work.
PRJ-00001143	CBD Two Way Traffic	Browne, Nick	No	Est: 1/07/2020 Revised: 1/07/2020 Actual:	Est: 30/06/2022 Revised: 30/06/2025 Actual:	Delivery	20%		200,000	138,287	138,287	61,713		350,000	24/01/2024	Project to be carried over to FY25. Intent to proceed to consultant to design traffic signal infrastructure in H2 FY24.
PRJ-00001181	South Prospect - Link Road & Stormwater Mgmt	Coombes, Rosanna	No	Est: 1/07/2020 Revised: Actual:	Est: 30/06/2021 Revised: 30/06/2024 Actual:	Project Planning	50%		300,000	159,159	300,000	-		300,000	27/11/2023	Design of link road and stormwater management to support South Prospect development. Project ongoing
PRJ-00000362	QVMAG FIP Upgrade	Seymour, Liam	No	Est: 1/11/2020 Revised: 1/11/2020 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Delivery	40%		222,490	50,122	222,490	-		222,490	23/01/2024	P&S design to be done
PRJ-00001196	Home Point Pontoon 2304	Jordan, Matthew	No	Est: 1/07/2021 Revised: 30/03/2023 Actual: 1/07/2021	Est: 30/06/2022 Revised: 29/02/2024 Actual: 30/06/2022	Tender Process	15%		200,000	24,609	300,000	(100,000)		300,000	9/01/2024	Tender Process final stage. Post tender negotiation with the only single tenderer identified over (Auspan scoped) expected budget. An additional 100k will need to be allocated for this renewal project. Need to manage impact to commercial business - boat operator.

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001200	Recreation & Parks Design Program 21/22 + 22/23	Clarke, Trevor	No	Est: 1/07/2021 Revised: 30/08/2021 Actual: 1/07/2021	Est: 30/06/2022 Revised: 28/06/2024 Actual: 30/06/2022	Delivery	10%		**136,202**	**84,185**	**136,202**	-		**136,202**	28/06/2023	YMCA - transfer these costs to Ops. Heritage Forest - transfer costs & funds to water team (waiting on costing #). Carry forward full remaining budget for NTCA master planning works - it will be needed to undertake the building design works. Still need to get additional funding from Michael Stretton for the NTCA project.
PRJ-00001217	CBD Road Upgrade Design Works	Pugh, Kathryn	No	Est: 1/07/2021 Revised: 1/07/2021 Actual:	Est: 16/12/2022 Revised: 24/12/2024 Actual:	Delivery	5%		**250,000**	**65,426**	**125,000**	**125,000**		**250,000**	24/01/2024	Will be carried over to next FY. Project needs reconciling with other CBD Traffic / LCH Projects. WSP engaged to work with CoL to develop and urban design framework
PRJ-00001226	First Basin Pool Refurbishment	Van Rooyen, David	No	Est: 1/07/2021 Revised: 4/11/2023 Actual:	Est: 30/06/2022 Revised: 31/05/2024 Actual:	Project Planning	45%		**110,357**	**45,812**	**110,357**	-		**110,357**	18/12/2023	Pool refurbishment work complete - Basin Pool Fence renewal DA has been submitted, Final Construction Drawings received. Fence Project has been put on hold and a capital bid will be done for the extra funds. Funds will be spent on temporary repairs to the current fence.
PRJ-00001231	St Leonards Road Stormwater Pipe	Smith, Sonia	No	Est: 30/09/2022 Revised: 1/03/2022 Actual:	Est: 31/12/2022 Revised: 30/06/2025 Actual:	Project Planning	0%		**12,650**	**1,000**	**1,000**	**11,650**		**12,650**	24/12/2024	Possible that works will be completed by developer 2H FY24. Developer contribution, no Council resources consumed.
PRJ-00001232	Rowan/Tudor Avenue Stormwater Main	Lynch, Derek	No	Est: 1/07/2021 Revised: 1/03/2023 Actual:	Est: 30/06/2022 Revised: 29/11/2024 Actual:	Delivery Closure	100%		**117,963**	**120,406**	**120,406**	**(2,443)**		**120,406**	18/12/2023	Works completed including re-instatement
PRJ-00001322	Tennis Centre Upgrade Project Management	Hutt, Kevin	No	Est: 4/04/2022 Revised: 1/07/2021 Actual:	Est: 20/12/2024 Revised: 20/12/2024 Actual:	Tender Process	12%		-	**110,002**	**120,000**	**(120,000)**		**200,000**	31/01/2024	Grant Deed with Tennis Australia identifies that Project Management cost associated with CP24056 cannot be costed against the main project. As these costs still need to be recognised against the assets created, this separate project has been created in 2019/2020 FY.
PRJ-00001324	Birch Avenue & Churchill Park Facilities	Bonney, Philip	No	Est: 1/09/2021 Revised: 1/09/2021 Actual:	Est: 30/06/2023 Revised: 31/03/2024 Actual:	Delivery	85%		**4,250,000**	**3,172,135**	**4,250,000**	-		**4,250,000**	18/02/2024	New lighting completed (both sites). Birch - pitch 2 drainage and new junior pitch completed. New change room building - Birch Av works nearing completion - some delays experienced and completion expected in Feb 2024. Exploring possible additional toilets at Churchill park with remaining funds. An extension to the grant required to do so.
PRJ-00001404	Parks Pump Station Renewals 22/23	Clarke, Trevor	No	Est: 1/07/2022 Revised: 31/08/2022 Actual:	Est: 30/06/2023 Revised: 29/02/2024 Actual:	Project Planning	5%		**100,000**	**9,635**	**100,000**	-		**100,000**	1/08/2023	Rare drafting RFQ for Churchill Park SPS works
PRJ-00001405	Gorge Cliffgrounds Service Road Renewal	Van Rooyen, David	No	Est: 1/07/2022 Revised: 1/11/2022 Actual:	Est: 31/12/2022 Revised: 29/03/2025 Actual:	Project Planning	0%		**100,000**	-	-	**100,000**		**100,000**	25/10/2023	Alexander Bridge works have been delayed till Summer 24/25, this work will be done when bridge works are complete.
PRJ-00001406	Tenzing Park - Public Open Space	Hutt, Kevin	No	Est: 1/09/2022 Revised: 26/07/2022 Actual:	Est: 20/12/2023 Revised: 20/12/2023 Actual:	Delivery	100%		**210,000**	**202,769**	**218,000**	**(8,000)**		**218,000**	31/01/2024	All play equipment has been ordered and construction to commence on site beginning of Oct 2023.
PRJ-00001410	Forster Street Bike Path	Coates, Nigel	No	Est: 1/02/2024 Revised: 1/03/2024 Actual:	Est: 14/06/2024 Revised: 28/06/2024 Actual:	Project Planning	5%		-	-	**260,000**	**(260,000)**		**260,000**	25/01/2024	Awaiting signed Grant Deed. Design being finalised.
PRJ-00001475	Flood Intelligence System 22/23	Deegan, Erica	No	Est: 1/07/2021 Revised: 1/07/2022 Actual:	Est: 30/06/2023 Revised: 30/06/2025 Actual:	Project Planning	10%		**244,885**	**62,989**	**200,000**	**44,885**		**444,885**	24/10/2023	CCTV cameras installed at UTAS. Licence for Silos back with team for final review for submission to Silos. Waiting on DSG approval for West Tamar Hwy Cam. Draft report received for catchment response. Considering next steps. Funding - CoL have been successful in obtaining grant funding to progress our flood intelligence project over a two year period (FY24 & FY25). This will include $200,500 from the federal government which has not yet been allocated. The project team is currently scoping the expanded project.
PRJ-00001490	Golconda Road Land Acquisition	Swan, Joanne	No	Est: 1/07/2022 Revised: 1/07/2022 Actual:	Est: 31/12/2022 Revised: 30/09/2023 Actual:	Delivery	50%		-	**23,760**	**40,000**	**(40,000)**		**40,000**	20/03/2023	We are expecting to pay around $40k in legal fees and land acquisition costs in relation to the Golconda Road Upgrade project. Due to internal staff leave, project has pushed out.
PRJ-00001552	Lilydale Community Playground	Clark, Benjamin	No	Est: 1/02/2023 Revised: 23/02/2023 Actual: 23/03/2023	Est: 30/06/2023 Revised: 30/09/2023 Actual: 30/09/2023	Delivery Closure	100%		**65,000**	**73,153**	**73,153**	**(8,153)**		**73,153**	28/08/2023	Playground installed. Landscaping works complete.
PRJ-00001561	Lindsay Street Land Acquisition	Swan, Joanne	No	Est: 1/04/2023 Revised: 1/05/2023 Actual:	Est: 30/06/2023 Revised: 30/06/2024 Actual:	Project Planning	0%		-	-	**35,000**	**(35,000)**		**35,000**	13/04/2023	Settlement of additional land to widen Doyne Street Invermay.
PRJ-00001548	Parks Electrical & Lighting Program 23/24	Farquhar-Still, Geoffrey	No	Est: 19/06/2023 Revised: 1/07/2023 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Project Planning	10%		**195,007**	**16,292**	**244,643**	**(49,636)**		**244,643**	23/11/2023	Mance engaged to upgrade lighting control in civic square. Waiting for Hobart based programmers to come through. Internal PC has been set up. Seeking alternative quotes for catenary lighting, promised this afternoon. Price received for replacement of conduits in Princes square
PRJ-00001383	Invermay Rd/Lindsay St Traffic Signals	Browne, Nick	No	Est: 1/07/2023 Revised: 25/07/2023 Actual:	Est: 30/06/2025 Revised: 30/06/2025 Actual:	Project Planning	40%		**200,000**	**28,700**	**200,000**	-		**200,000**	4/12/2023	Civil design 95% complete. Consultant brief being prepared for completion of traffic signal design. Expected to engage in January 2024 with completion before EOFY.
PRJ-00001507	Town Clock Automation	Freestone, Nigel	No	Est: 2/01/2024 Revised: 2/01/2024 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Project Planning	10%		**65,000**	-	**77,000**	**(12,000)**		**77,000**	28/11/2023	Planned start date of January with finish date of March

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001514	Trevallyn Rd Kings Bridge Retaining Wall	Tanchik, Steven	YES	Est: 1/07/2023 Revised: 25/07/2023 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Project Planning	0%		250,000	8,986	250,000	-		250,000	25/07/2023	Yet to commence
PRJ-00001519	Resheeting Program 23/24	Swan, Joanne	No	Est: 1/07/2023 Revised: 1/07/2023 Actual:	Est: 30/06/2024 Revised: 30/06/2024 Actual:	Project Planning	0%		500,000	389,753	700,000	(200,000)		700,000	25/07/2023	Likely overspend based on rising costs, future budgets accommodate this increase.
PRJ-00001576	Workers Memorial Garden Upgrade Prj Mgmt	Pugh, Kathryn	No	Est: 30/06/2023 Revised: 1/07/2023 Actual:	Est: 30/06/2024 Revised: 28/06/2024 Actual:	Project Planning	6%		25,000	7,394	520,000	(495,000)		520,000	31/08/2023	Finalising Fed Gov grant deed $290k - lodged awaiting notification. Finalising other funding arrangements: State Gov. $150k, Unions $30k. Timing of works TBC.
PRJ-00001577	Road Safety Centre Stabilisation Stg 3/4	Heathcote, Karen	No	Est: 1/06/2023 Revised: 11/03/2024 Actual:	Est: 29/02/2024 Revised: 19/10/2024 Actual:	Tender Process	5%		1,188,492	559,165	1,100,000	88,492		2,286,750	25/01/2024	Approval to appoint contractor has been obtained. Value management contract negotiations are in progress. Construction will not commence until LRCI funding approval has been received.
PRJ-00001590	IAN IT Minor Capital Expenditure 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	59%		-	10,020	10,020	(10,020)		10,020	31/01/2024	Annual IT Minor Equipment Purchases.
PRJ-00001596	Princess Theatre Equipment Renewal	Robinson, Dan	No	Est: 2/08/2023 Revised: Actual:	Est: 3/10/2023 Revised: Actual:	Project Planning	100%		-	4,773	4,773	(4,773)		4,773	29/01/2024	Equipment supplied works completed - DR
PRJ-00001597	Brooklyn Rd Renewal	Heathcote, Karen	No	Est: 10/08/2023 Revised: 15/01/2024 Actual:	Est: 30/06/2024 Revised: 25/03/2024 Actual:	Delivery	15%		450,000	27,220	450,000	-		450,000	25/01/2024	Contract is executed. - works scheduled commencement date yet to be confirmed, likely second week of February. Cost on completion forecast remains at full budget allowance and will be assessed as the project progresses and realistic determination on need for contingency can be made.
PRJ-00001603	York Street West Toilet Tiling	North, Cameron	No	Est: 1/12/2023 Revised: Actual:	Est: 31/01/2024 Revised: Actual:	Project Planning	10%		-	-	-	-		-	29/01/2024	2 x quotes received -waiting on commencement date.
PRJ-00001604	Lamont House Renewal & Change of Use	Strickland, Georgia	No	Est: 1/01/2024 Revised: Actual:	Est: 30/06/2025 Revised: Actual:	Project Planning	0%		150,000	500	100,000	50,000		400,000	31/01/2024	Temporary Fencing has been purchased to secure house from the rest of the site. Waiting on fee letter to commence exploratory works to produce accurate budget for project
PRJ-00001728	Launceston Waste Centre - Cribb Room & Amenities	Strickland, Georgia	No	Est: 2/01/2024 Revised: 30/11/2023 Actual:	Est: 30/06/2025 Revised: 30/06/2025 Actual:	Project Planning	0%		50,000	-	-	50,000		250,000	31/01/2024	CMK engaged to provide concept drawings for further budget bid

Count of Exception Projects for Infrastructure And Assets Network: 43

Network: Organisational Services

Project I.D.	Project Name	Project Manager	Acceler-ated?	Start Date	End Date	CPD Stage	Percent Complete	Schedule Perform.	Budget	Actual	Final Forecast to End Fin Year	Variance to Approved Capex	Budget Perform.	Forecast to Completion	Status Date	Comments
PRJ-00001587	IT Equipment Purchases Suspense 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	50%		-	11,815	-	-		-	31/12/2023	Annual IT Purchases Suspense Project. Purchases are reallocated during the year.
PRJ-00001589	OSN IT Minor Capital Expenditure 23/24	Gray, Matt	No	Est: 1/07/2023 Revised: 1/07/2023 Actual: 1/07/2023	Est: 30/06/2024 Revised: 30/06/2024 Actual: 30/06/2024	Delivery Closure	59%		-	-	391	(391)		391	31/01/2024	Annual IT Minor Equipment Purchases.

Count of Exception Projects for Organisational Services Network: 2