
SITE PLAN LEGEND
NEW 12m x 14m COLORBOND CLAD METAL FRAMED STORAGE SHED. 4.5m HIGH.
EXISTING BUILDINGS RETAINED AND REFURBISHED.
NEW BUILDINGS, ALTERATIONS AND ADDITIONS.
EXISTING CARAVAN, CAMP AND VAN SITES
NEW CABINS 60m2 2 BED CABINS. REFER TO DRAWING A04 FOR DETAILS.
EXISTING CABINS RETAINED AND REFURBISHED.
NEW & EXISTING RELOCATED 1 - 2 BED CABINS
NEW LANDSCAPING REFER TO LANDSCAPE MASTERPLAN.
LOCATIONS OF OLD DISTILLATE STORGE TANKS PREVIOUSLY REMOVED
VACANT LOT
FUTURE BIG 4 DEVELOPMENT
GREEN SPACE WALKING TRAILS
LAUNDRY / AMENITIES
EXISTING SEWER DUMP POINT
1m HIGH RETAINING WALL
STAGE 1 4 CABINS 65m2
NEW STORMWATER HEAD WALL
EXISTING SWALE DRAIN
EXISTING SITES
18 EXISTING CABINS
8 BUDGET CABINS
CENTRAL GREEN & PLAY SPACE
JUMPING PILLOW
CAMP KITCHEN NEW TOILET
EXISTING ROADS
BBQ
PARKING
24 SPACES
LAY-BY
RECEPTION
MANAGERS OFFICE AND DWELLING
PLAYGROUND SOFTFALL
MSB
EX WC
NEW SHED 170m2
SERVICE ACCESS
SIGN
PARK ENTRANCE GLEN DHU STREET
50m HIGH WAY BUFFER
6m SETBACK
5m SETBACK
10.5m SETBACK
NEW CABINS UP SLOPE
ROAD RESERVE
TO HOBART, DEVPNPORT & BURNIE
SOUTHERN OUTLET
TO LAUNCESTON
SITE PLAN STAGE 1
SCALE 1:750
North

BIG4 HOLIDAY PARKS

PLANS TO BUILD
L .M.DELL ACC. No. CC5932 G
Level 1, 10-14 Paterson street, Launceston
Tas 7250. P.O Box 378
Tel - 633 89914 - Mob - 0400 655 771
Email - leigh@planstobuild.com.au

rev.	Amendment	Date
7	EX WC RETAINED IN STAGE 1	28.08.15
6	SITE MEASUREMENTS ADDED	25.08.15
5	JUMPING PILLOW LOCATION ALTERTED	14.08.15
4	DA APPROVAL	03.08.15

BIG4 LAUNCESTON HOLIDAY PARK

PROJECT NUMBER:	CLIMATE ZONE:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
157030	7	SCALE @ A1	28/08/2015	A03 3 of 4	REV: 7

EXISTING SITE SURVEY
SCALE 1:750
North
0mm 7500 15000 22500 30000 37500

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rev.	Amendment	Date
3	DA APPROVAL	15.07.15
2	PRE PLANNING ISSUE	05.05.15
1	PRELIMINARY ISSUE	28.04.15

BIG4 LAUNCESTON HOLIDAY PARK

PROJECT NUMBER:	CLIMATE ZONE:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
157030	7	SCALE @ A1	17/07/2015	A01 1of 4	REV: 3

PLANNING EXHIBITED DOCUMENTS
Ref No DA 0353/2015
Date advertised 02/09/2015
Planning Administration


DEMOLITION PLAN LEGEND
EXISTING BUILDINGS RETAINED AND REFURBISHED.
EXISTING CABINS RETAINED AND REFURBISHED.
EXISTING CARAVAN, CAMP AND VAN SITES
ITEMS TO BE DEMOLISED SHOWN DOTTED GENERALLY.
MAJOR TREES TO BE REMOVED SHOWN SHADED GENERALLY.
EXISTING TREES & SHRUBS REFER TO LANDSCAPE MASTERPLAN.
EXISTING ADJOINING PROPERTY
THE CROWN
EXISTING ADJOINING PROPERTY
CT/-132553/2
EXISTING ADJOINING PROPERTY
CT/-109160/1
EXISTING ADJOINING PROPERTY
CT/-164161/104
EXISTING ADJOINING PROPERTIES
RESIDENTIAL
EXISTING VACANT SITE
CT/-128159/1
TITLE BOUNDARY
EXISTING SLECTED TREES, SHRUBS CLEARED & ROCKS REMOVED TO ALLOW FOR NEW ROAD INFRASTRUCTURE.
EXISTING TREES TO BE DEMOLISHED TO EXTENT SHOWN SHADED -EXISTING GUM TREES -EXISTING PINE TREES
EXTENT OF RETROSPECTIVE TREE REMOVAL APPLICATION SHOWN IN RED HATCH.
EXISTING ROAD AND SURFACE LEVLES MODIFIED TO SUIT NEW CABINS.
EXISTING TREES TO BE DEMOLISHED TO EXTENT SHOWN SHADED -EXISTING GUM TREES -EXISTING POPLAR TREES
EXTENT OF RETROSPECTIVE TREE REMOVAL APPLICATION SHOWN IN RED HATCH.
EXISTING GRAVEL ROAD
EX LAUNDRY & WC
EXISTING ROADWAY
EXISTING CARAVAN PARK
EXISTING CABIN REMOVED AND RELOCATED
EXISTING CARPARK MODIFED
EXISTING AMENITIES BUILDING RETAINED IN STAGE 1
EXISTING ROADWAY
EX RECEPTION & MANAGERS RESIDENCE
4No EXISTING CABINS REMOVED AND RELOCATED.
EXISTING STORAGE SHEDS & CONTAINERS TO BE REMOVED TO EXTENT SHOWN DOTTED.
MSB
SOUTHERN OUTLET
TO HOBART, DEVPNPORT & BURNIE
TO LAUNCESTON
SITE DEMOLITION PLAN
SCALE 1:750
0mm 7500 15000 22500 30000 37500
North

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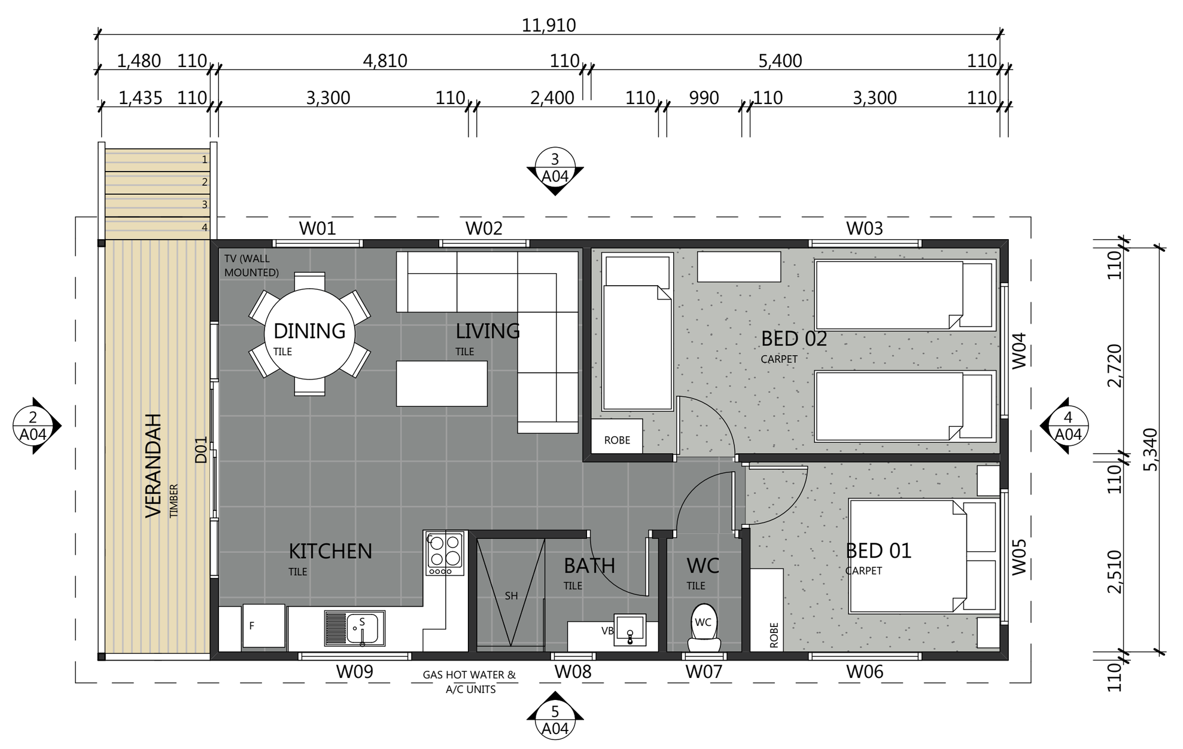
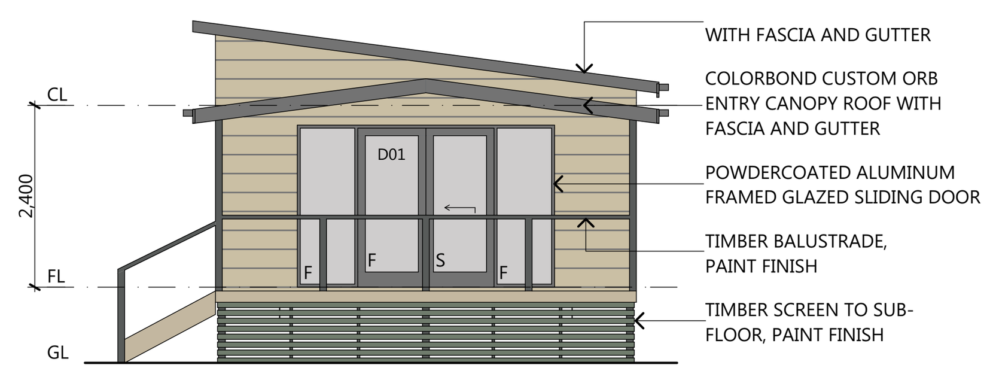
rev.	Amendment	Date
6	DA APPROVAL	28.08.15
5	DA APPROVAL	14.08.15
4	DA APPROVAL	03.08.15
3	DA APPROVAL	15.07.15
2	PRE PLANNING ISSUE	05.05.15

BIG4 LAUNCESTON HOLIDAY PARK

PROJECT NUMBER:	CLIMATE ZONE:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
157030	7	SCALE @ A1	28/08/2015	A02	REV: 6



1 NEW 2 BED CABIN FLOOR PLAN
SCALE 1:100
0mm 1000 2000 3000 4000 5000



2 NEW 2 BED CABIN ELEVATION 1
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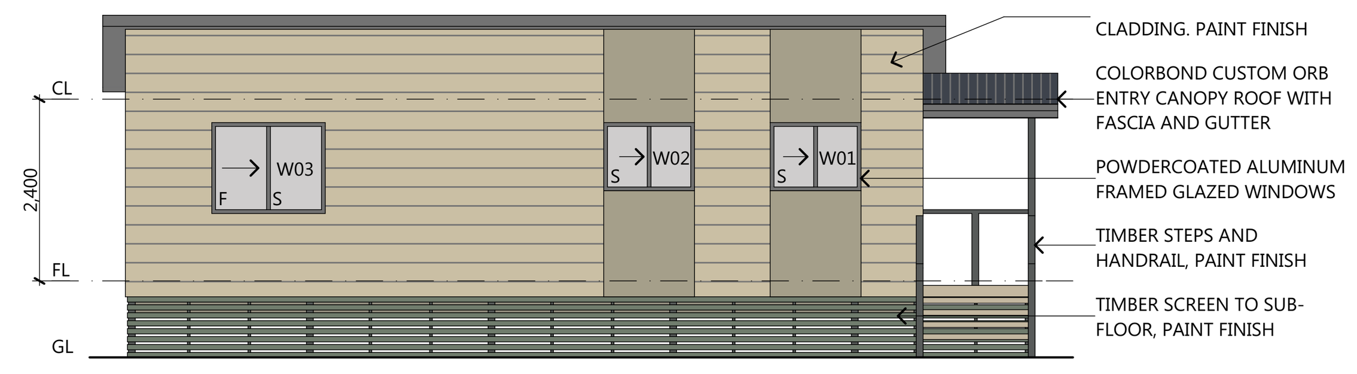

3 NEW 2 BED CABIN ELEVATION 2
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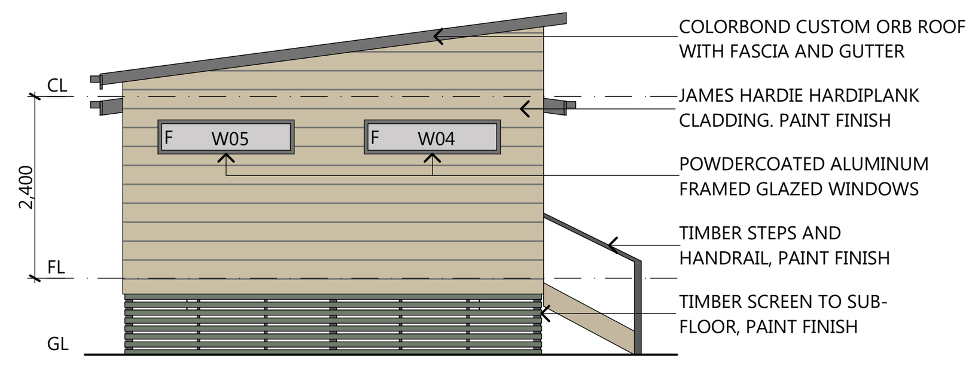

4 NEW 2 BED CABIN ELEVATION 3
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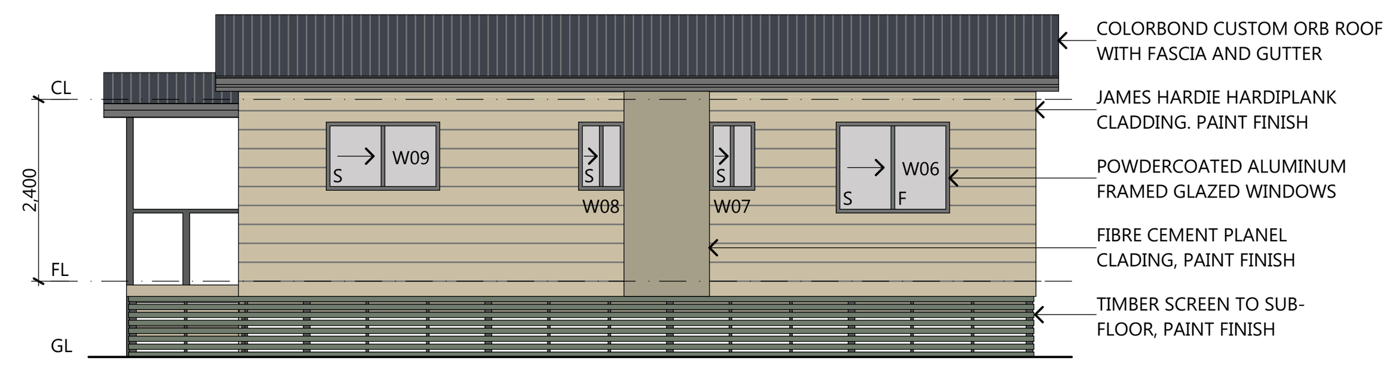

5 NEW 2 BED CABIN ELEVATION 4
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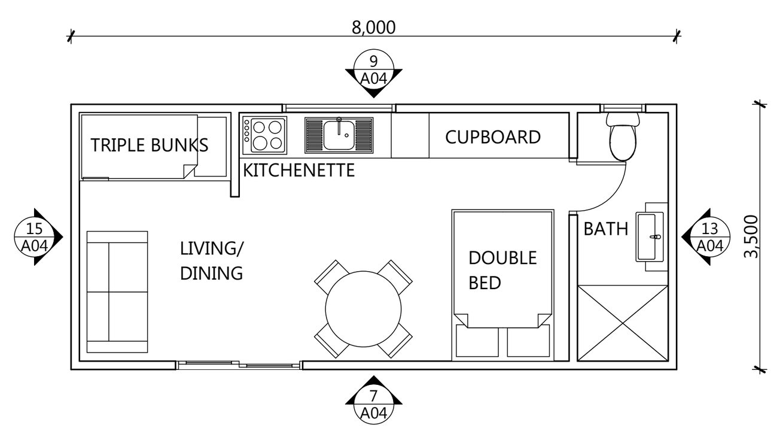
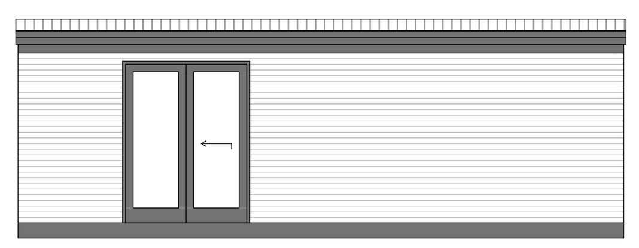
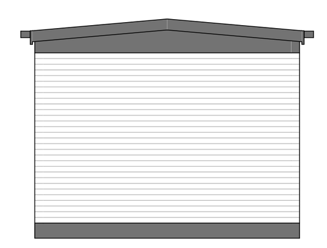


6 EXISTING 1 BED CABIN FLOOR PLAN- A
SCALE 1:100
0mm 1000 2000 3000 4000 5000

EXISTING CABINS REFURBISHED



7 EXISTING CABIN - A - ELEVATION 1
SCALE 1:100
0mm 1000 2000 3000 4000 5000



8 EXISTING CABIN -A - ELEVATION 2
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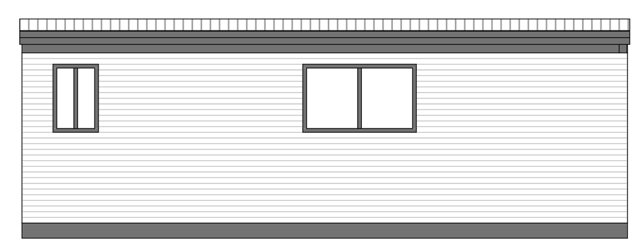

9 EXISTING CABIN -A - ELEVATION 3
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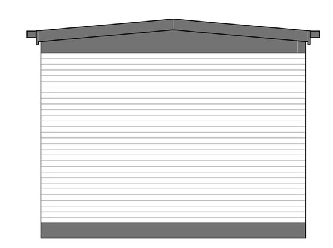

10 EXISTING CABIN - A - ELEVATION 4
SCALE 1:100
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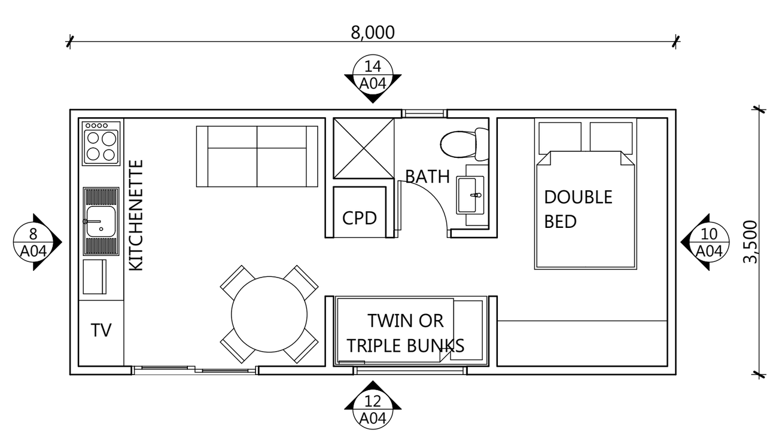
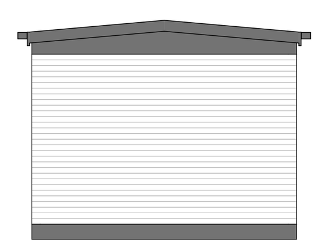


11 EXISTING 1 BED CABIN FLOOR PLAN -B
SCALE 1:100
0mm 1000 2000 3000 4000 5000

EXISTING CABINS REFURBISHED

12 EXISTING CABIN - B - ELEVATION 1
SCALE 1:100
0mm 1000 2000 3000 4000 5000



13 EXISTING CABIN - B - ELEVATION 2
SCALE 1:100
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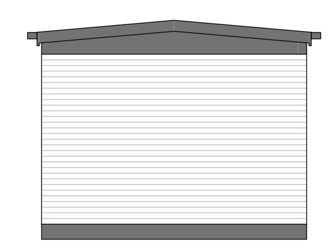
14 EXISTING CABIN - B - ELEVATION 3
SCALE 1:100
0mm 1000 2000 3000 4000 5000



15 EXISTING CABIN - B - ELEVATION 4
SCALE 1:100
0mm 1000 2000 3000 4000 5000

SIGN A
EXISTING ENTRY POLE MOUNTED SIGN RETAINED
MAX 3m HIGH

SIGN B
EXISTING SIGN MOUNTED TO NEW PYLON WITH GROUND MOUNTED FLOOD LIGHTING
MAX 6m HIGH

BIG4 HOLIDAY PARKS

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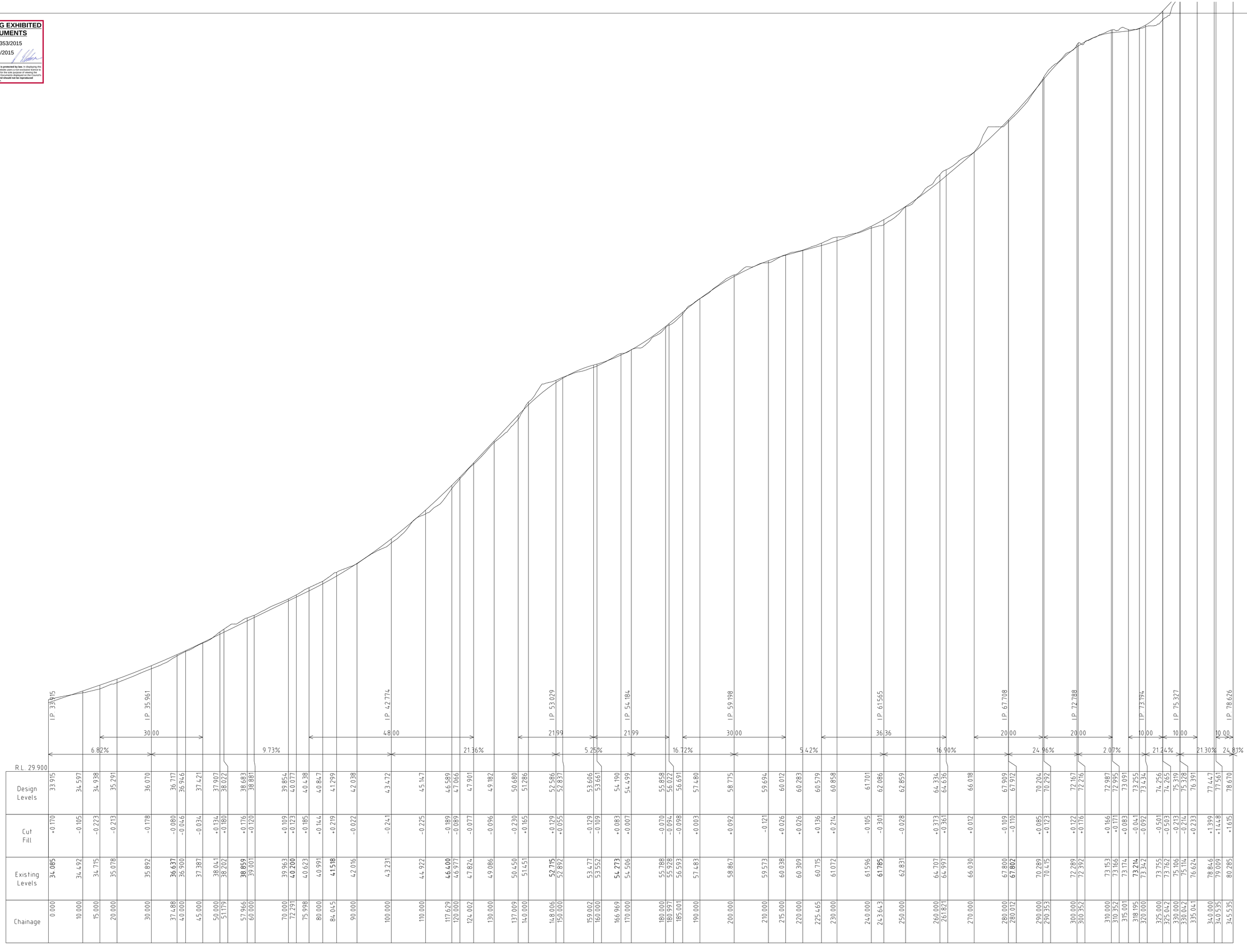
rev.	Amendment	Date
3	DA APPROVAL	15.07.15
2	PRE PLANNING ISSUE	05.05.15
1	PRELIMINARY ISSUE	28.04.15

BIG4 LAUNCESTON HOLIDAY PARK	PROJECT NUMBER:	CLIMATE ZONE:	SCALE: IF IN DOUBT ASK	PRINT DATE:	DRAWING No:	ISSUE: APPROVAL
	157030	7	SCALE @ A1	17/07/2015	A04 4 of 4	REV: 3



R.L. 29.900

Chainage	Existing Levels	Cut Fill	Design Levels
0.000	34.085	+0.170	33.915
10.000	34.492	-0.105	34.597
15.000	34.715	-0.223	34.938
20.000	35.078	-0.213	35.291
30.000	35.892	-0.178	36.070
37.488	36.637	-0.080	36.717
40.000	36.900	-0.046	36.946
45.000	37.387	-0.034	37.421
50.000	38.041	+0.134	37.907
51.179	38.202	+0.180	38.022
57.966	38.859	+0.176	38.683
60.000	39.001	+0.120	38.881
70.000	39.963	+0.109	39.854
72.291	40.200	+0.123	40.077
75.998	40.623	+0.185	40.438
80.000	40.991	+0.144	40.847
84.045	41.518	+0.219	41.299
90.000	42.016	-0.022	42.038
100.000	43.231	-0.241	43.472
110.000	44.922	-0.225	45.147
117.629	46.400	-0.189	46.589
120.000	46.977	-0.089	47.066
124.002	47.824	-0.077	47.901
130.000	49.086	-0.096	49.182
137.009	50.450	-0.230	50.680
140.000	51.451	+0.165	51.286
148.006	52.715	+0.129	52.586
150.000	52.892	+0.055	52.837
159.002	53.477	-0.129	53.606
160.000	53.552	-0.109	53.661
166.969	54.273	+0.083	54.190
170.000	54.506	+0.007	54.499
180.000	55.788	-0.070	55.858
180.997	55.928	-0.094	56.022
185.001	56.593	-0.098	56.691
190.000	57.483	+0.003	57.480
200.000	58.867	+0.092	58.775
210.000	59.573	-0.121	59.694
215.000	60.038	+0.026	60.012
220.000	60.309	+0.026	60.283
225.465	60.715	+0.136	60.579
230.000	61.072	+0.214	60.858
240.000	61.596	-0.105	61.701
243.643	61.785	-0.301	62.086
250.000	62.831	-0.028	62.859
260.000	64.707	+0.373	64.334
261.821	64.997	+0.361	64.636
270.000	66.030	+0.012	66.018
280.000	67.800	-0.109	67.909
280.012	67.802	-0.110	67.912
290.000	70.289	+0.085	70.204
290.353	70.415	-0.123	70.292
300.000	72.289	+0.122	72.167
300.352	72.392	+0.176	72.216
310.000	73.153	+0.166	72.987
310.352	73.166	+0.171	72.995
315.001	73.174	+0.083	73.091
318.195	73.214	-0.041	73.255
320.000	73.342	-0.092	73.434
325.000	73.755	-0.501	74.256
325.042	73.762	-0.503	74.265
330.000	75.106	-0.213	75.319
330.042	75.114	-0.214	75.328
335.041	76.624	+0.233	76.391
340.000	78.846	+1.399	77.447
340.535	79.009	+1.448	77.561
345.535	80.285	+1.615	78.670

No	Revision	Drawn	Date

Cad File No: Z:\DE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD 24215 - C.dwg
Plot Date: 03 July 2015 - 3:04 PM

PRELIMINARY

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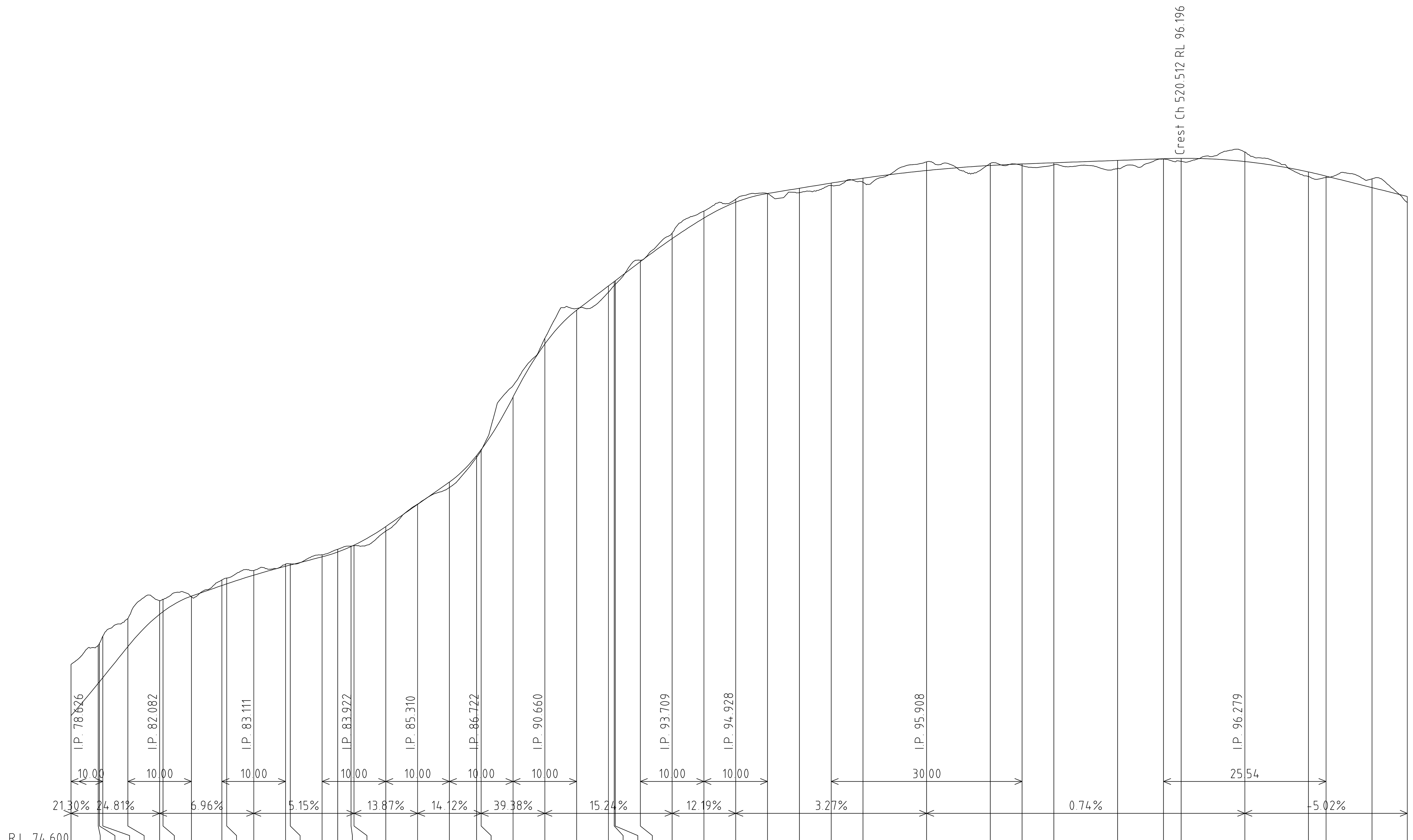
Scale		Sht/Grid Cert. No.	/
Drawn		Designed	R. JESSON
Approved	R. JESSON		
Accreditation No.	CC5848B		
Date			
Signature			

Client: BIG 4 HOLIDAY PARK
Project: LAUNCESTON
Title: CIVIL
CL1 LONG. SECTION 1 OF 2

Original Size: A1 | Job No: 24215 | Drawing No: C02 | Revision: A



Chainage	Design Levels	Cut Fill	Existing Levels
345.535	78.670	+1.615	80.285
349.821	79.690	+1.198	80.888
350.000	79.734	+1.212	80.946
350.534	79.866	+1.303	81.169
354.463	80.841	+0.882	81.723
359.463	81.859	+0.428	82.287
360.000	81.941	+0.388	82.329
364.462	82.430	-0.025	82.405
369.252	82.763	+0.175	82.938
370.000	82.815	+0.183	82.998
374.251	83.089	+0.146	83.235
379.251	83.369	+0.072	83.441
380.000	83.407	+0.042	83.449
385.001	83.665	+0.065	83.730
387.446	83.817	+0.085	83.902
389.547	83.989	+0.011	84.000
390.000	84.031	-0.017	84.014
395.000	84.616	-0.144	84.472
400.000	85.313	+0.008	85.321
405.000	86.016	-0.172	85.844
409.262	86.847	-0.057	86.790
410.000	87.038	-0.032	87.006
415.000	88.691	+0.356	89.047
420.000	90.358	+0.182	90.540
425.000	91.422	+0.054	91.476
430.000	92.184	-0.198	91.986
430.909	92.323	-0.123	92.200
431.073	92.348	-0.116	92.232
435.001	92.946	+0.043	92.989
440.000	93.670	+0.176	93.846
445.000	94.318	+0.221	94.539
450.000	94.816	+0.098	94.914
455.000	95.091	-0.006	95.085
460.000	95.254	-0.139	95.115
465.001	95.418	-0.084	95.334
470.000	95.571	-0.130	95.441
480.000	95.814	+0.270	96.084
490.000	95.972	+0.063	96.035
495.000	96.019	-0.053	95.966
500.000	96.056	-0.062	95.994
510.000	96.130	-0.255	95.875
517.228	96.184	-0.010	96.174
520.000	96.196	-0.090	96.106
530.000	96.095	+0.299	96.394
540.000	95.768	-0.143	95.625
542.772	95.638	-0.048	95.590
550.000	95.275	+0.277	95.552
555.546	94.997	-0.197	94.800

No	Revision	Drawn	Date

PRELIMINARY

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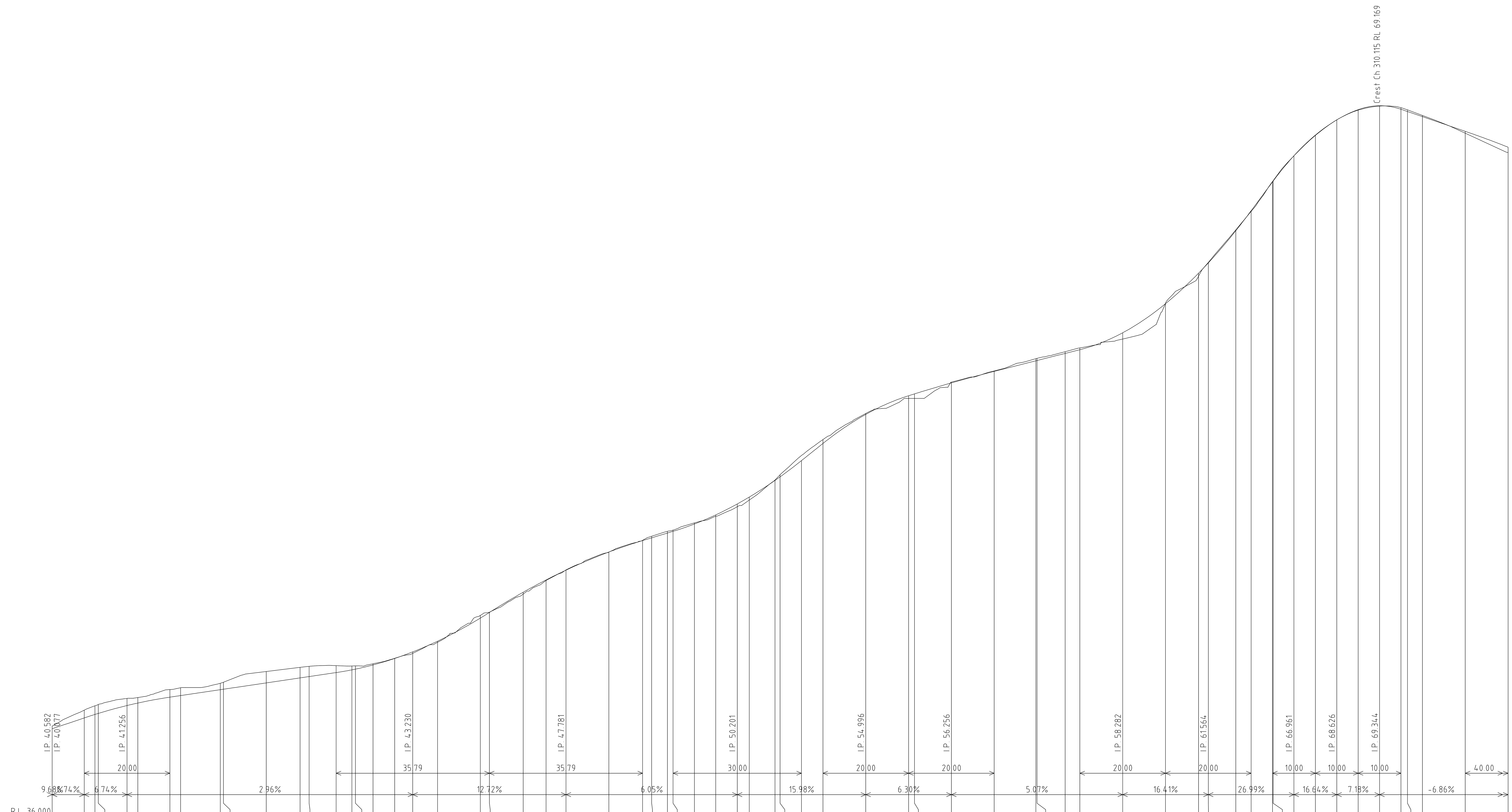
DO NOT SCALE

Scale
Stuctural Cert. No. /
Drawn
Designed R. JESSON
Approved R. JESSON
Accreditation No. CC5848I
Date
Signature

Client **BIG 4 HOLIDAY PARK**
Project **LAUNCESTON**
Title **CIVIL**
CL1 LONG. SECTION 2 OF 2
Original Size **A1** Job No: **24215** Drawing No: **C03** Revision: **A**

Cad File No: Z:\EE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD\ 24215 - C.dwg Plot Date: 03 July, 2015 - 3:04 PM



Chainage	Design Levels	Cut Fill	Existing Levels
0.000	40.077	+0.123	40.200
7.491	40.582	+0.363	40.945
10.000	40.745	+0.403	41.148
10.777	40.793	+0.415	41.208
17.491	41.162	+0.330	41.492
20.000	41.277	+0.259	41.536
27.491	41.552	+0.355	41.907
30.000	41.626	+0.366	41.992
39.254	41.900	+0.300	42.200
40.000	41.922	+0.327	42.249
50.000	42.218	+0.533	42.751
57.892	42.451	+0.493	42.944
60.000	42.513	+0.480	42.993
66.320	42.700	+0.323	43.023
70.000	42.828	+0.178	43.006
70.825	42.861	+0.150	43.011
74.925	43.056	+0.055	43.111
80.000	43.360	+0.006	43.366
84.213	43.666	-0.068	43.598
90.000	44.165	-0.054	44.111
100.000	45.243	+0.128	45.371
102.106	45.505	+0.014	45.519
110.000	46.451	-0.085	46.366
115.347	47.026	-0.026	47.000
120.000	47.483	+0.012	47.495
130.000	48.328	-0.005	48.323
137.893	48.864	+0.014	48.878
140.000	48.991	+0.075	49.066
143.685	49.214	+0.082	49.296
145.001	49.294	+0.061	49.355
150.000	49.638	+0.051	49.689
154.965	50.061	-0.064	49.997
160.000	50.574	-0.129	50.445
162.792	50.894	-0.140	50.754
168.800	51.671	+0.019	51.690
170.000	51.841	+0.095	51.936
175.000	52.598	+0.240	52.838
180.000	53.397	+0.182	53.579
190.000	54.754	+0.043	54.797
200.000	55.626	-0.126	55.500
201.386	55.713	-0.212	55.501
210.000	56.225	+0.036	56.261
220.000	56.763	+0.022	56.785
229.724	57.255	+0.101	57.356
230.000	57.269	+0.102	57.371
236.565	57.602	+0.081	57.683
240.000	57.776	+0.083	57.859
250.000	58.566	-0.292	58.274
260.000	59.923	+0.020	59.943
267.724	61.349	-0.138	61.211
270.000	61.829	+0.022	61.851
276.433	63.334	+0.038	63.372
280.000	64.263	-0.029	64.234
285.001	65.612	+0.017	65.629
285.141	65.650	+0.017	65.667
290.000	66.832	-0.001	66.831
295.000	67.794	-0.012	67.782
300.000	68.507	+0.004	68.511
305.000	68.985	-0.023	68.962
310.000	69.168	-0.016	69.152
315.000	69.001	+0.075	69.076
316.510	68.897	+0.079	68.976
320.000	68.658	+0.057	68.715
330.000	67.972	-0.088	67.884
340.000	67.232	-0.249	66.983

No	Revision	Drawn	Date

Cad File No.: Z:\EE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD\24215 - C.dwg Plot Date: 03 July, 2015 - 3:54 PM

PRELIMINARY

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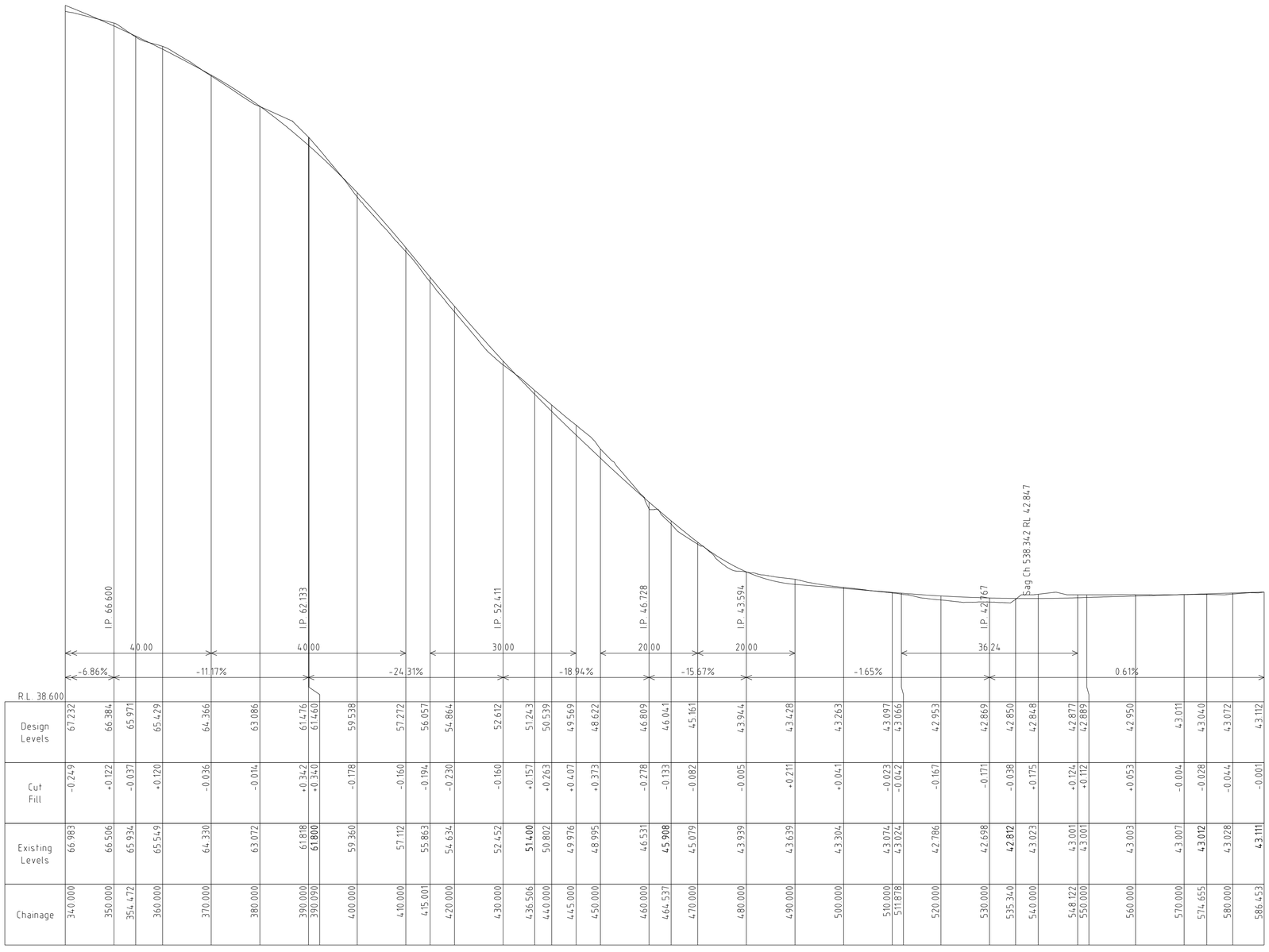
DO NOT SCALE

Scale | Stuctural Cert. No. /
Drawn | Designed R. JESSON
Approved R. JESSON
Accreditation No. CC5848I
Date
Signature

Client **BIG 4 HOLIDAY PARK**
Project **LAUNCESTON**
Title **CIVIL**
CL2 LONG. SECTION 1 OF 2
Original Size **A1** | Job No: **24215** | Drawing No: **C04** | Revision: **A**



R.L. 38.600

Design Levels	67.232	66.384	65.971	65.429	64.366	63.086	61.476	61.460	59.538	57.272	56.057	54.864	52.612	51.243	50.539	49.569	48.622	46.809	46.041	45.161	43.944	43.428	43.263	43.097	43.066	42.953	42.869	42.850	42.848	42.877	42.889	42.950	43.011	43.040	43.072	43.112
Cut Fill	-0.249	+0.122	-0.037	+0.120	-0.036	-0.014	+0.342	+0.340	-0.178	-0.160	-0.194	-0.230	-0.160	+0.157	+0.263	+0.407	+0.373	-0.278	-0.133	-0.082	-0.005	+0.211	+0.041	-0.023	-0.042	-0.167	-0.171	-0.038	+0.175	+0.124	+0.112	+0.053	-0.004	-0.028	-0.044	-0.001
Existing Levels	66.983	66.506	65.934	65.549	64.330	63.072	61.818	61.800	59.360	57.112	55.863	54.634	52.452	51.400	50.802	49.976	48.995	46.531	45.908	45.079	43.939	43.639	43.304	43.074	43.024	42.786	42.698	42.812	43.023	43.001	43.001	43.003	43.007	43.012	43.028	43.111
Chainage	340.000	350.000	354.472	360.000	370.000	380.000	390.000	390.090	400.000	410.000	415.001	420.000	430.000	436.506	440.000	445.000	450.000	460.000	464.537	470.000	480.000	490.000	500.000	510.000	511.878	520.000	530.000	535.340	540.000	548.122	550.000	560.000	570.000	574.655	580.000	586.453

No	Revision	Drawn	Date

Cad File No: Z:\EE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD 24215 - C.dwg

Plot Date: 03 July 2015 - 3:04 PM

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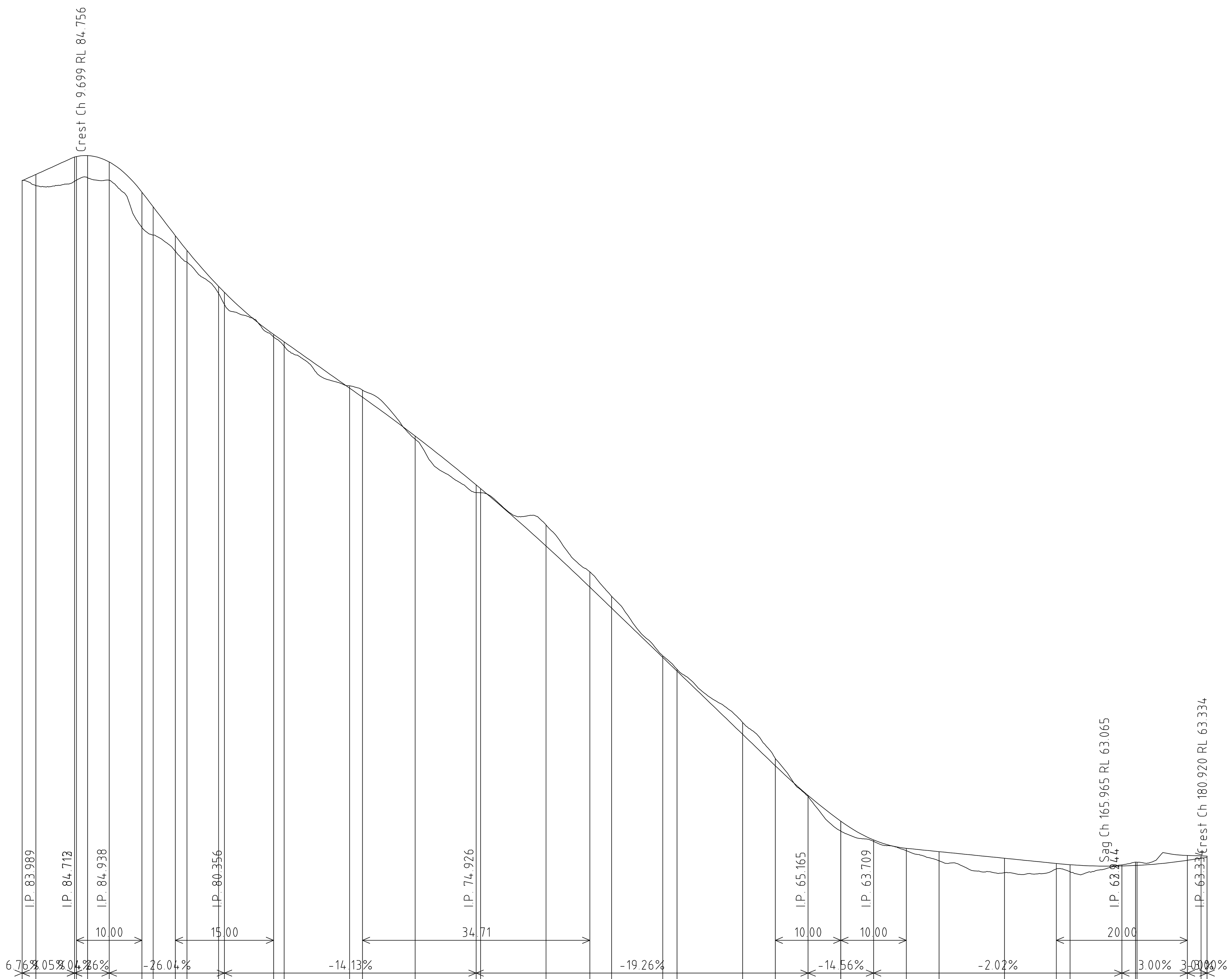
Scale		Stuctural Cert. No.	/
Drawn		Designed	R. JESSON
Approved	R. JESSON		
Accredetation No.	CC5848I		
Date			
Signature			

Client: **BIG 4 HOLIDAY PARK**
Project: **LAUNCESTON**
Title: **CIVIL**
CL2 LONG. SECTION 2 OF 2

Original Size: **A1** Job No: **24215** Drawing No: **C05** Revision: **A**



Chainage	Design Levels	Cut Fill	Existing Levels
0.000	83.989	+0.011	84.000
2.098	84.179	-0.344	83.835
7.993	84.712		
8.295	84.726	-0.722	84.004
10.000	84.754	-0.676	84.078
13.295	84.560	-0.556	84.004
18.295	83.636	-1.077	82.559
20.000	83.192	-0.862	82.330
23.392	82.309	-0.472	81.837
25.174	81.858	-0.357	81.501
30.000	80.762	-0.218	80.544
30.892	80.579	-0.369	80.210
38.392	79.296	-0.085	79.211
40.000	79.069	-0.132	78.937
50.000	77.656	+0.072	77.728
51.961	77.379	+0.218	77.597
60.000	76.195	-0.097	76.098
69.316	74.703	-0.235	74.468
70.000	74.589	-0.125	74.464
80.000	72.835	+0.644	73.479
86.670	71.584	+0.463	72.047
90.000	70.943	+0.359	71.302
97.824	69.436	+0.049	69.485
100.000	69.017	+0.056	69.073
110.000	67.091	+0.359	67.450
115.001	66.128	+0.224	66.352
120.000	65.224	-0.030	65.194
125.000	64.437	-0.303	64.134
125.001	64.437	-0.303	64.134
130.000	63.866	-0.045	63.821
135.000	63.609	-0.073	63.536
140.000	63.508	-0.279	63.229
150.000	63.306	-0.437	62.869
157.919	63.146	-0.164	62.982
160.000	63.109	-0.215	62.894
167.919	63.069	+0.034	63.103
170.000	63.085	+0.102	63.187
170.226	63.087	+0.098	63.185
177.919	63.244	+0.149	63.393
180.000	63.306	+0.072	63.378
180.920	63.334	+0.038	63.372

No	Revision	Drawn	Date

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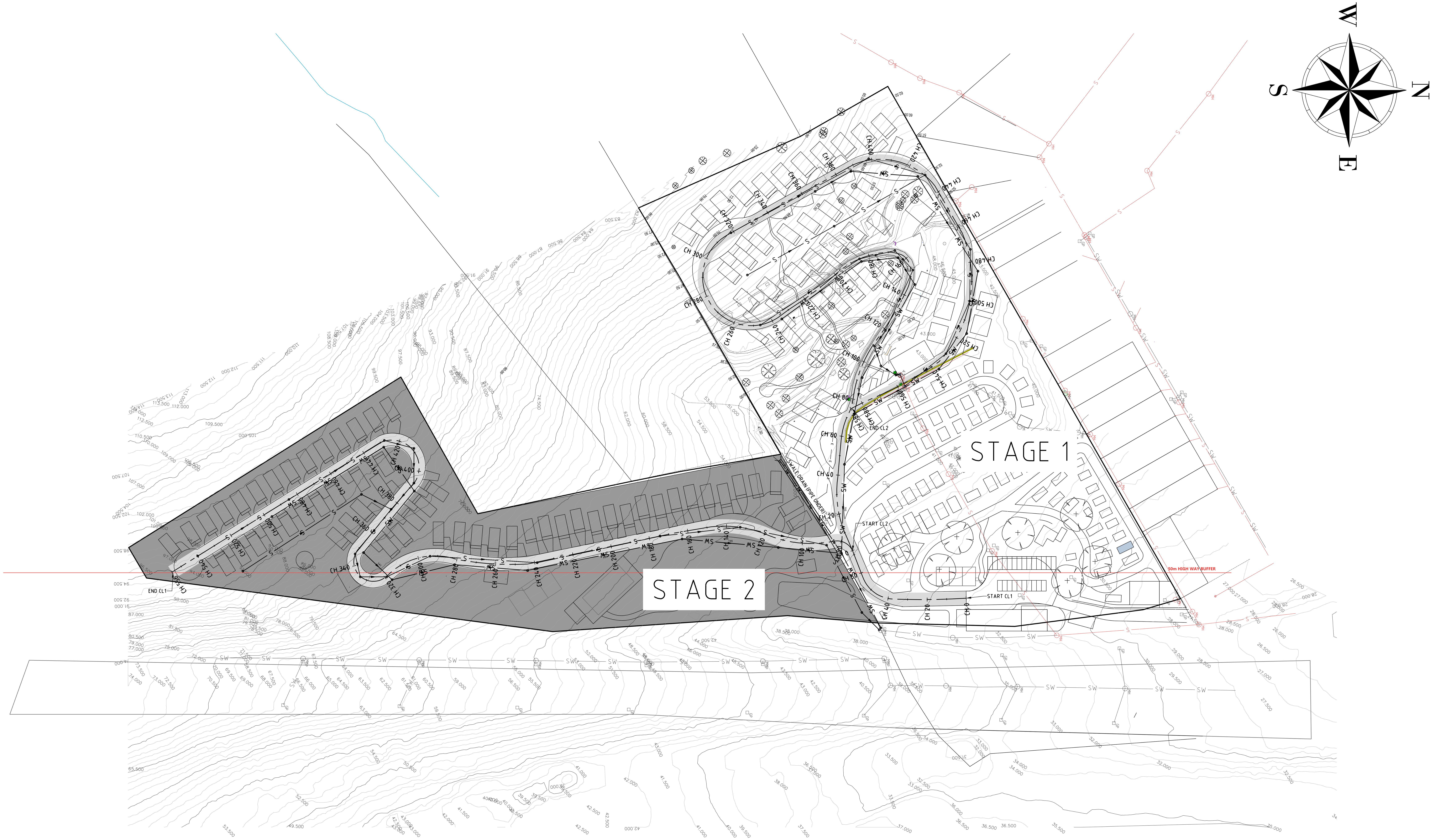
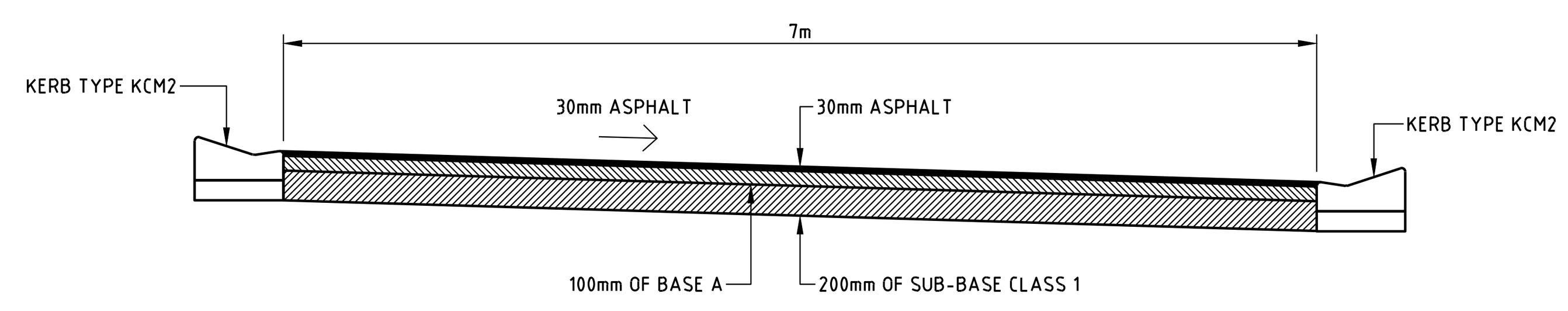
Drawn
Designed R. JESSON
Approved R. JESSON
Accreditation No. CC5848I
Date
Signature

Client **BIG 4 HOLIDAY PARK**
Project **LAUNCESTON**
Title **CIVIL**
CL3 LONG. SECTION
Original Size **A1** | **Job No: 24215** | **Drawing No: C06** | **Revision: A**

Cad File No: Z:\EE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD\ 24215 - C.dwg   Plot Date: 03 July, 2015 - 3:04 PM





TYPICAL ROAD CROSS SECTION

SCALE 1:50

No	Revision	Drawn	Date

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Scale		Stuctural Cert. No.	/
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Approved	R. JESSON		
Accreditation No.	CC5848I		
Date			
Signature			

Client / Project: **BIG 4 HOLIDAY PARK LAUNCESTON**

Title: **CIVIL MASTER PLAN**

Original Size: **A1** | Job No: **24215** | Drawing No: **C01** | Revision: **A**

Cad File No: Z:\EE Jobs\2015 Jobs\24215 - Big 4 Holiday Park - Launceston\CAD\ 24215 - C.dwg   Plot Date: 15 July, 2015 - 12:17 PM


Oak Trees at strategic points for seasonal change.

Gardens with Tasmanian and Australian native plants.


Hedging for privacy and screening where required.


Informal garden seating.


Bird attracting gardens.


Small street trees for amenity.


Nine hole mini golf course.

LANDSCAPE INTENT

Launceston BIG 4 will become the number one holiday park in Tasmania. As tourists descend into Launceston along the southern outlet, the appearance of the park will ignite excitement, fun and a place to rest and unwind after a good day exploring the Launceston region.

With contemporary style lightweight cabins nestled into the hillside, and grassed caravan and RV pads to more levelled areas, the landscape will be dominated by local and Australian native planting to provide a visual transition into the wooded landscape behind. A few strategically placed Oak Trees will provide seasonal change in areas where their true habit can grow and expand.

Rear boundary will be secured with 1.8m high chain-mesh fencing and emergency access gates. To soften the fencing, low native plant gardens will provide a backdrop to the cabins and create a visual transition with the adjoining bush land, but planting will comply with bush fire safety regulations.

The boundary along the southern outlet will also be secured with 1.8m high chain-mesh fencing and emergency access gates, but will feature extensive native gardens with low to medium height shrubs and clear trunk native trees to add to the aesthetics of the hillside landscape, and for the enjoyment of the parks visitors and local fauna.

FEATURES

1 Park entry consisting of identity signage and colourful formal style gardens that create a vibrant and friendly welcome.

2 Existing car park and gardens to be retained and refurbished by trimming vegetation and additional colourful formal style planting.

3 Proposed shop and cafe with large timber deck under the shade of the existing Oak tree.

4 Existing reception and office building to be retained and refurbished.

5 Redefined pull-in / register parking bay.

6 Existing parking area to be re-designed to cater for more vehicles.

7 Proposed location for new park maintenance and storage shed.

8 Existing camp kitchen and amenities building to be retained and refurbished.

9 Open green space between car parking area and camping sites.

10 Temporary giant jumping pillow and play area to replace existing amenities building.

11 Existing barbecue and picnic facilities building to be retained and refurbished.

12 Existing RV, caravan and camping sites to be retained and refurbished.

13 Proposed amenities building for additional camping areas.

14 Pedestrian access pathways connecting the activity areas and reception with the hillside accommodation.

15 Hillside cabins with low native gardens to soften the built forms against the bush land backdrop.

16 Cantilevered car park deck to reduce retaining wall requirements.

17 Upper cabin car parks cut into the hill side and retained.

18 Low native gardens with a clear mowable grassed buffer between the gardens and the perimeter fence to comply with bush fire regulations.

19 Open grassed swale to accommodate severe storm events allowing overland stormwater flows from up-slope catchments to safely flow through the site and into Council pits within the Southern Outlet road reserve.

20 Proposed camp kitchen and picnic facility building overlooking an open grassed area and the playground.

21 Pedal car track with enclosed fencing and low native gardens.

22 Adventure playground with play structures, basket swings, climbing cube, discovery play, shade structures and planting.

23 Native garden discovery walk with interpretation panels providing information on Tasmanian flora and fauna.

24 Nine hole mini golf course integrated with native gardens and bubbling stone lined stream.

25 Themed waterfall with stone boulders and waterhole providing the source for the stream that meanders down through the mini golf course.

26 Native plant 'view' gardens highlighting some of Tasmania's indigenous plant species.

27 Seating shelter for the permanent giant jumping pillow play area.

28 Giant jumping pillow with pool style safety fencing and retaining walls to ensure a leveled play area to looks out over Launceston.

29 Family cabins with views out towards Launceston.

30 Indoor pool and spa building with decking overlooking the native gardens and activity area.

31 Grassed terrace area for open-air movie nights.

32 Pedestrian access path connecting to upper family cabins to the giant jumping pillow, pool and spa and activity area.

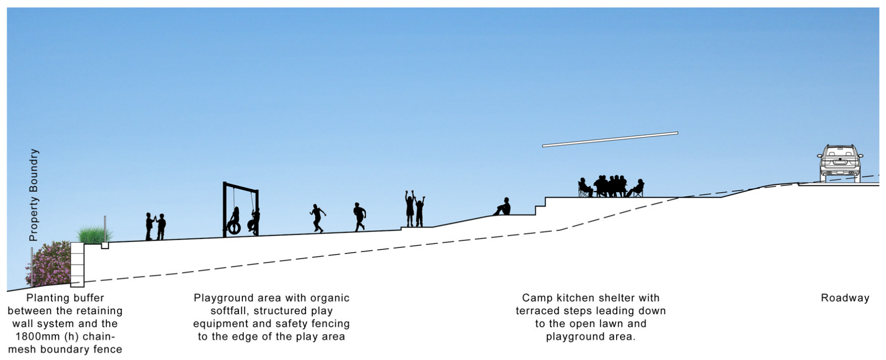

Big 4 trademark giant jumping pillow.


Outdoor game activities.

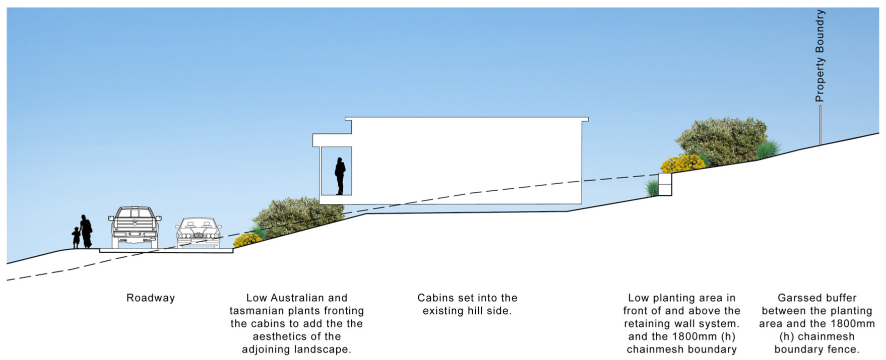

Pop-up movie screen for open-air cinema nights.


Pedal cart track.


Structured playground facilities.



SECTION A-A



SECTION B-B

PDS
PLANNING
DEVELOPMENT
SERVICES

Planning Submission

Big 4 Launceston Holiday Park

Visitor Accommodation - Stage 1

Level 1, 10-14 Paterson Street
Launceston, TAS, 7250
www.planningds.com

PDS
PLANNING
DEVELOPMENT
SERVICES

Contents

Level 1, 10-14 Paterson Street
Launceston, TAS, 7250
www.planningds.com

1. Executive Summary

1.1 Proposal Overview

This submission is prepared in support of a proposal to expand and refurbish the Launceston Holiday Park, formerly known as Treasure Island Caravan Park, located at 86 Glen Dhu Street, South Launceston. This application is for stage 1 of the redevelopment of the park.

The subject site is zoned Low Density and within the Scenic Management Area, Western Hills Precinct.

The new owners of the site are part of the Big 4 chain and successfully run large caravan parks throughout Australia. They have recognised the opportunity in Tasmania and particularly Launceston to increase the standard and amount of family friendly accommodation.

This application is made under Section 57 of the *Land Use Planning and Approvals Act 1993*, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the provisions of the Launceston Interim Planning Scheme 2015 and the objectives of the *Land Use Planning and Approvals Act 1993*.

1.2 Proposal Compliance Assessment

Element	**Compliance requirement**
Use	
Visitor Accommodation	Discretionary
Development Standards	
12.4.4 Development for discretionary uses	Meets P1
Codes	
E1.0 Bushfire Code	Relies on PC
E4.0 Road and Railway Code	Meets all relevant AS
E6.0 Car Parking and Sustainable Transport Code	Meets all relevant AS
E7.0 Scenic Management Code	E7.6.2 Scenic management areas P1 & P2
E18 Signs Code	Pole Sign

2. Subject Land and Locality

2.1 Subject Land Description

The subject site is contained within Certificate of Title 128581 Folio 1 and Certificate of Title 128159 Folio 1.This proposed works are to be carried out on CT128581/1.The registered owner is Southern Ventures Pty Ltd. Copies of the titles are contained in Appendix A.

2.2 Locality Description

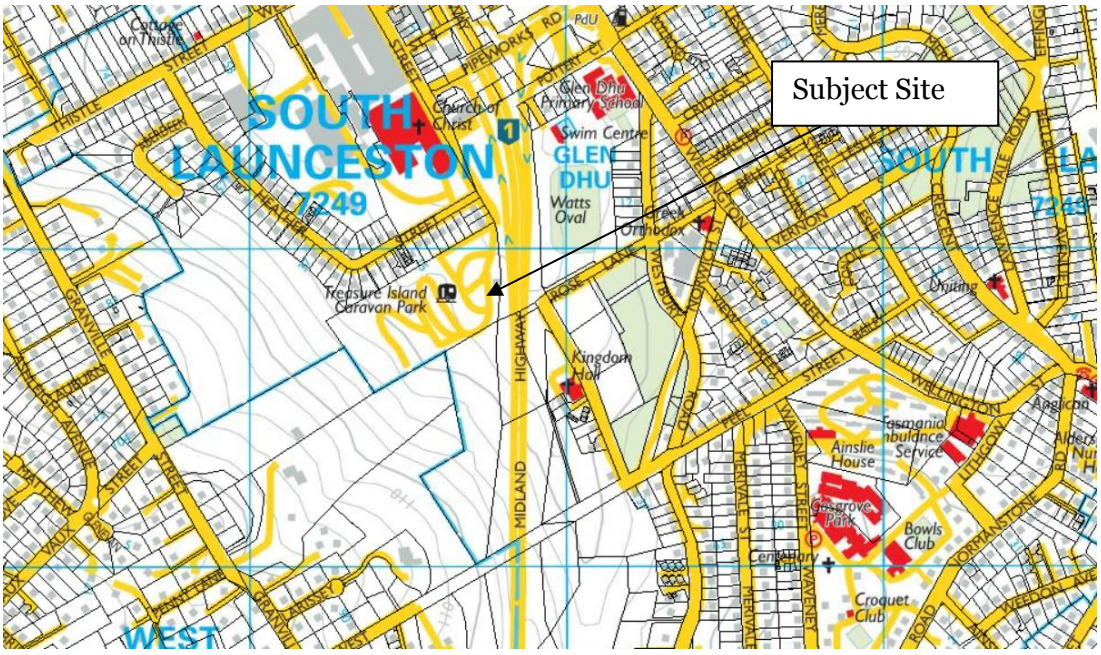


Figure 1: Locality Map

2.2 Heritage

The site is not identified to be of heritage significance.

2.3Flora and Fauna

It is proposed to remove a number of large trees as they were deemed by the owners to be unsafe.

3. Proposal

3.1 Development Proposal

The proposal consists of the following features:

Stage 1 relates to CT128581/1:

- Relocation of five existing cabins;
- 5 new & 3 refurbished single room cabins Type A and B ;
- 4 new two bedroom cabins;
- Construction of new laundry, adjacent to Managers Residence
- Play equipment, BBQ area, camp kitchen and landscaping;
- Storage shed;
- Internal civil works, including, car parking, road layout and drainage and services;
- Tree removal (retrospective); and
- Signage

It is intended to lodge a further development application in relation to CT128159/1, to cover the following stages:

Stage 2:

- 35 Cabins;
- Demolition of toilet block;
- 9 Caravan sites; and
- Landscaping

Stage 3:

- 19 Cabins;
- New camp kitchen are play area (jumping pillow); and
- Landscaping

Stage 4:

- Approximately 34 Cabins;
- Pool and Water Plan; and
- Landscaping

Refer to plans attached with this planning submission (Appendix B) for further details.

4. Planning Assessment

4.1 Launceston Interim Planning Scheme 2015 Zone Provisions

The subject site is zoned Low Density and is included within the Scenic Management Area – Western Hills Precinct, of the Launceston Interim Planning Scheme 2015.

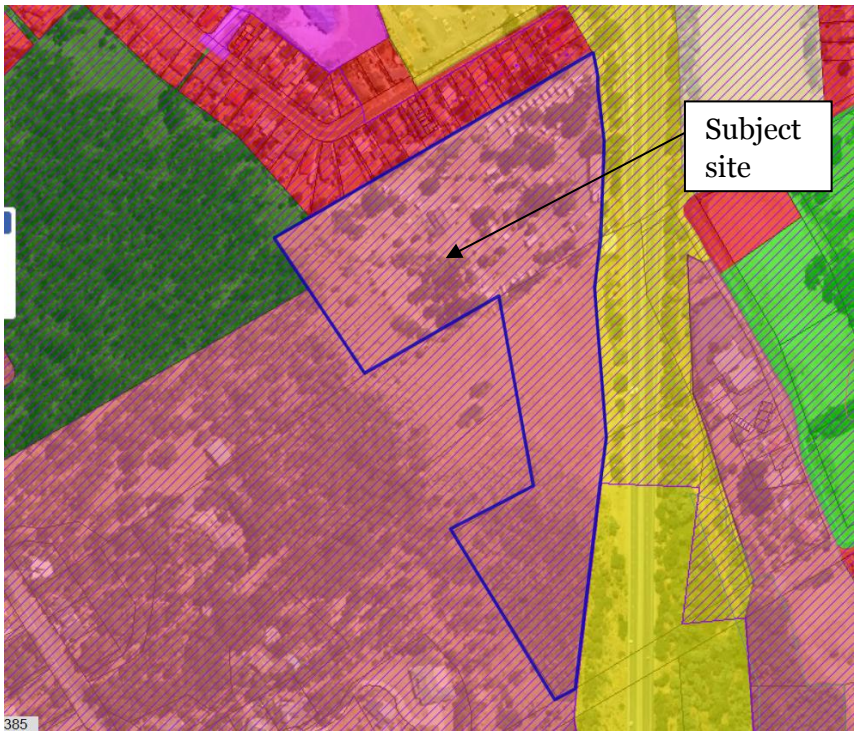


Figure 2: Zoning Map

(Pink =Low Density)

12.1.1 Zone Purpose Statements

12.1.1.1

To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.

12.1.1.2

To provide for non-residential uses that are compatible with residential amenity.

12.1.1.3

To provide for development that is compatible with the natural character of the surrounding area.

Proposal Response

Visitor accommodation of this type is compatible with residential amenity.

12.1.2 Local Area Objectives

There are no local area objectives

12.1.3 Desired Future Character Statements

There are no desired future character statements

12.2 Use Table

Visitor Accommodation is a discretionary use within the Low Density Residential Zone.

12.3 Use Standards

Clauses 12.3.1 to 12.3.5 apply to visitor accommodation.

12.3.1 Hours of operation

This standard applies to the use classes specified in Table 12.3.

Objective: To ensure that non-residential uses do not cause unreasonable loss of amenity to nearby sensitive uses	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	P1 Commercial vehicles must not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the extent and timing of traffic generation; (b) the hours of delivery and dispatch of goods and materials; and (c) the existing levels of amenity.

Proposal Response

Visitor Accommodation is specified in Table 12.3. No commercial vehicles are operated by the Caravan Park. Delivery vehicles and the like will frequent the site between Mondays and Fridays 7am to 6pm.

12.3.2 Mechanical plant and equipment

This standard applies to the use classes specified in Table 12.3.

Objective: To ensure that the use of mechanical plant and equipment does not cause an unreasonable loss of amenity to sensitive uses.	
Acceptable Solutions	Performance Criteria

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

Proposal Response
Of the units that are on the boundary only domestic scale heat pump units are proposed. Accordingly no adverse impact will be generated. In addition to this all units are setback more than 7m, resulting in a better outcome that if adjacent to a single dwelling.

12.3.3 Light spill and illumination
This standard applies to the use classes specified in Table 12.3.

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

Proposal Response
The subject site adjoins the General Residential Zone to the north. All direct light sources will be contained within the boundaries of the site.

12.3.4 External storage of goods
This standard applies to the use classes specified in Table 12.3.

Objective: To ensure that external storage of goods, materials and waste does not detract from the amenity of the area.	
Acceptable Solutions	Performance Criteria

A1 Storage of goods and materials, other than for retail sale, or waste must not be visible from any road or public open space adjoining the site.	P1 Storage of goods and materials, other than for retail sale, or waste must be located or screened to minimise its impact on views into the site from any roads or public open space adjoining the site, having regard to: (a) the nature of the use; (b) the type of goods, materials or waste proposed to be stored; (c) the topography of the site; (d) the landscaping of the site; and (e) any screening proposed.

Proposal Response
No external storage of waste will occur.

12.3.5 Commercial vehicle parking
This standard applies to the use classes specified in Table 12.3.

Objective: To ensure that parking of commercial vehicles does not detract from the amenity of the area.	
Acceptable Solutions	Performance Criteria
A1 Commercial vehicles must be parked within the boundary of the site.	P1 Parking of commercial vehicles must not detract from the amenity of the area, having regard to: (a) the number and type of vehicles; (b) the frequency and length of stay; (c) the location of offsite parking; and (d) the availability of offsite parking in the area.

Proposal Response
No commercial vehicles are operated by caravan park. Visiting commercial vehicles for deliveries and the like can park onsite.

12.4 Development Standards
Clauses 12.4.1 to 12.4.3 apply to Residential use class , and are therefore not relevant to visitor accommodation. Clause 12.4.4 applies to all discretionary use classes, other than Residential use class that is a single dwelling and is therefore relevant.

12.4.1 Site Coverage
This standard applies to the use classes specified in Table 12.4.

Objective: To ensure that site coverage: (a) is compatible with the character of the surrounding area; (b) provides sufficient area for private open space and landscaping; and (c) assists with the management of stormwater runoff.	
Acceptable Solutions	Performance Criteria

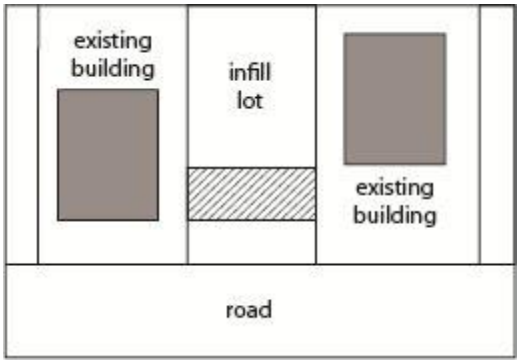
A1.1 Site coverage must be no greater than 50%; and A1.2 No less than 25% of the site must be free from impervious surfaces.	P1 Site coverage must have regard to: (a) the topography of the site; (b) the capacity of the site to absorb runoff; (c) the size and shape of the site; (d) the existing buildings and any constraints imposed by existing development; (e) the provision for landscaping and private open space; (f) the need to remove vegetation; (g) the site coverage of adjacent lots; and (h) the character of the surrounding area.

Proposal Response
This clause is not applicable to visitor accommodation.

12.4.2 Building height, setback and siting
This standard applies to the use classes specified in Table 12.4.

Objective:
To ensure that building bulk and form, and siting:
(a) is compatible with the streetscape and character of the surrounding area; and
(b) protects the amenity of adjoining lots.

Acceptable Solutions	Performance Criteria
A1 Building height, other than for outbuildings, must be no greater than 8m.	P1 Building height must be compatible with the streetscape and character of the surrounding area, having regard to: (a) the topography of the site; (b) the height of buildings on the site, adjoining lots and adjacent lots; (c) the bulk and form of existing and proposed buildings; (d) the apparent height when viewed from roads and public places; and (e) any overshadowing of adjoining lots or public places.

A2.1 Setback from a primary frontage must be no less than: (a) 8m; or (b) for infill lots, within the range of the setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 12.4.2 below; and  Figure 12.4.2 – Primary Frontage Setback for Infill Lots A2.2 Setback from a frontage other than a primary frontage must be no less than 3m.	P2 Buildings must be sited to be compatible with the streetscape and character of the surrounding area, having regard to: (a) the topography of the site; (b) the setbacks of surrounding building; (c) the height, bulk and form of existing and proposed buildings; (d) the appearance when viewed from roads and public places; (e) the retention of vegetation; (f) the existing or proposed landscaping; and (g) the safety of road users.
A3.1 Setback from a side boundary must be no less than 3m plus 0.5m for every metre of building height over 3m, or part thereof. A3.2 Setback from a rear boundary must be no less than 5m.	P3 Buildings must be sited such that there is no unreasonable loss of amenity to the occupiers of adjoining lots, having regard to: (a) the topography of the site; (b) the size, shape, and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height bulk and form of existing and proposed buildings; (e) the existing buildings and private open space areas on the site; (f) the privacy to private open space and windows of habitable rooms on adjoining lots; (g) sunlight to private open space and windows of habitable rooms on adjoining lots; (h) any existing screening or the ability to implement screening; and (i) the character of the surrounding area.

Proposal Response

This clause is not relevant to visitor accommodation, however for sake of comparison to a residential development the AS have been answered.

A1 – The height of the 1 bedroom cabins will be 3m. The height of the 2 bedroom cabins will be 4.5m.

A2 - No change is proposed to the primary setback

A3 – the setback from the side boundaries is 7m. .

12.4.3 Outbuildings and other structures
This standard applies to the use classes specified in Table 12.4.

Objective: To ensure that: (a) outbuildings do not detract from the character of the surrounding area; (b) dwellings remain the dominant built form within an area; and (c) earthworks and the construction or installation of retaining walls are appropriate to the site and respect the amenity of adjoining sites.	
Acceptable Solutions	Performance Criteria
A1.1 The combined gross floor area of outbuildings must not exceed 81m2; and (a) have a wall height no greater than 3.5m; and (b) have a building height no greater than 4.5m; and A1.2 Outbuildings must be setback from the primary road frontage no less than the setback of the dwelling.	P1 Outbuildings must not detract from the character of the surrounding area or the amenity of adjoining sites, having regard to: (a) visual impact on the streetscape; (b) any adverse impacts on native vegetation; (c) any overshadowing of adjoining sites; (d) the size and location of outbuildings on adjoining sites and in the surrounding area; and (e) must have a combined gross floor area that does not exceed 100m^2; and (f) must have wall height not greater than 4m; and (g) must have a building height not greater than 5m.

A2 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must: (a) be located no less than 1.5m from each lot boundary; (b) be no higher than 1m (including the height of any batters) above existing ground level; (c) not require cut or fill more than 1m below or above existing ground level; (d) not concentrate the flow of surface water onto an adjoining lot; and (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.	P2 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to: (a) the topography of the site; (b) the appearance, scale and extent of the works; (c) overlooking and overshadowing of adjoining lots; (d) the type of construction of the works; (e) the need for the works; (f) any impact on adjoining structures; (g) the management of groundwater and stormwater; and (h) the potential for loss of topsoil or soil erosion.

Proposal Response
This clause does not apply to visitor accommodation.

12.4.4 Development for discretionary uses
This standard applies to the use classes specified in Table 12.4.

Objective: To ensure that discretionary uses are compatible with the form and scale of residential development and do not adversely impact on the amenity of nearby sensitive uses.	
Acceptable Solutions	Performance Criteria

A1 No acceptable solution	P1 Development must be compatible with the form and scale of residential development and not unreasonably impact on the amenity of nearby sensitive uses, having regard to: (a) the setback of the building to a frontage; (b) the streetscape; (c) the topography of the site; (d) the building height, which must not be greater than 8.0m; (e) the bulk and form of the building; (f) height, bulk and form of buildings on the site, adjoining lots and adjacent lots; (g) setbacks to side and rear boundaries; (h) solar access and privacy of habitable room windows and private open spaces of adjoining dwellings; (i) the degree of overshadowing and overlooking of adjoining lots; (j) mutual passive surveillance between the road and the building; (k) any existing and proposed landscaping; (l) the visual impact of the building when viewed from adjoining or immediately opposite lots; (m) the location and impacts of traffic circulation and parking; and (n) the character of the surrounding area.

Proposal Response
The proposal relies upon the Performance Criteria.

The proposed storage shed is to be setback 6m from the frontage (Glen Dhu Street). The shed will be surrounded by screening trees to maintain the park like entrance to the site.

All buildings are single storey and residential is scale and form. Extensive landscaping is proposed to maintain the low density park feel of the site and to provide some level of privacy between site within the park.

A degree of separation has been maintained from the residential development adjoining the site to the North. All proposed buildings are setback a minimum of 6m from the boundary. Landscaping is proposed on this boundary to provide visual separation and to ensure the privacy of the residences.

No overshadowing of adjoining properties will take place

12.4.5 Lot size and dimensions
Not applicable, no subdivision is proposed.

12.4.6 Frontage and access
Not applicable, no subdivision is proposed.

12.4.7 Discharge of stormwater
Not applicable, no subdivision is proposed.

12.4.8 Water and sewerage services
Not applicable, no subdivision is proposed.

12.4.9 Integrated urban landscapes
Not applicable, no subdivision is proposed.

12.4.10 Walking and cycling network
Not applicable, no subdivision is proposed.

4.2 Launceston Interim Planning Scheme 2015 Codes

E1 Bushfire Prone Areas Code – This code is applicable. The proposal relies upon Performance Criteria. Please find a report demonstrating how the proposal meets the performance criteria, located in Appendix C.

E2.0 Potentially Contaminated Land Code – Not applicable.

E3.0 Landslip Code – Not applicable, the subject site is not mapped as landslip area on the planning scheme maps nor potentially subject to a landslip hazard.

E4.0 Road and Railway Code

E4.5.1 Existing Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, into a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	P1 Not relied upon
A2	P2 Not relied upon

The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per hay, whichever is greater.	
A3 The annual average daily traffic (AADT) of vehicle movement, to and from a site using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is greater.	**P3** Not relied upon

Proposal Response

A1 - Not applicable, the site does not have access to a category 1 or category 2 road.

A2 – Not applicable, the site does not have access to a road with a speed limit of more than 60km/h.

A3 – The proposal meets the Acceptable Solution, an investigation into AADT has been undertaken by GHD. In summary the report concludes that stage 1 will result in an additional 27 traffic movement per day.

E4.5.2 Existing Level Crossing – Not relevant.

E4.6.1 Development adjacent to roads and railways

Objective: To ensure that development adjacent to category 1 or category 2 roads or the rail network: **(a)** ensures the safe and efficient operation of roads and the rail network; **(b)** allows for future road and rail widening, realignment and upgrading; and **(c)** is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.	
Acceptable Solutions	**Performance Criteria**

A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: **(a)** new buildings; **(b)** other road or earth works; and **(c)** building envelopes on new lots. A1.2 Buildings must be: **(a)** located within a row of existing buildings and setback no closer than the immediately adjacent building; or **(b)** an extension which extends no closer than: **(i)** the existing building; or **(ii)** an immediately adjacent building.	P1 The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to: **(a)** the proposed setback; **(b)** the existing setback of buildings on the site; **(c)** the frequency of use of the rail network; **(d)** the speed limit and traffic volume of the road; **(e)** any noise, vibration, light and air emissions from the rail network or road; **(f)** the nature of the road; **(g)** the nature of the development; **(h)** the need for the development; **(i)** any traffic impact assessment; **(j)** any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and **(k)** any written advice received from the rail or road authority.

Proposal Response

The proposal is within 50m of a Category 1 Road – the Midlands Highway. Please refer to drawing A04, which shows the 50m buffer. Part of one existing cabin and part of one proposed cabin is within this 50m setback. It is also proposed to construct a storage shed within this area.

The existing manager's residence sits on the boundary with the highway and houses located at 82 & 84 Glen Dhu Street and 1 Heather Street are built closer to the highway than the proposed new cabin, it is therefore deemed that the building is behind a row of existing buildings and is not set closer than the adjacent buildings. The proposal meets Acceptable solution.

E4.6.2 Road Accesses and Junctions – Not relevant as no new access or junction is proposed as part of this application.

E4.6.3 New Level Crossings – Not relevant as no new level crossing is proposed.

E4.6.4 Sight Distance and Accesses, Junctions and Level Crossings – Not applicable as no change is proposed to the existing accesses.

E5.0 Flood Prone Areas Code – Not applicable.

E6.0 Car Parking and Sustainable Transport Code

Table E6.1 Requires Visitor Accommodation to provide, 1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater. There is no requirement for bicycle parking.

It is proposed that stage 1 would comprise of new 12 cabins (16 Beds) which are new or refurbished making the total number of cabins and caravan spaces 84. Each new site is provided with its own car parking space. The existing caravan and van spaces provide for inside parking within the allotted area. A central car parking area containing 24 spaces provides parking for the 18 existing cabins. The parking is considered sufficient and not excessive.

For further assessment of car parking, please refer to GHD's report contained in Appendix D

E7.0 Scenic Management Code

E7.6.2 Scenic management areas

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

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

A2 No vegetation is to be removed.	P2 Development that involves only the clearance or removal of vegetation must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the physical characteristics of the site; (c) the location of existing buildings; (d) the type and condition of the existing vegetation; (e) any proposed revegetation; and (f) the options for management of the vegetation.
A3 Subdivision is in accordance with a specific area plan.	P3 Subdivision must have regard to: (a) the scenic management precinct existing character statement and management objectives in clause E7.6.3; (b) the size, shape and orientation of the lot; (c) the density of potential development on lots created; (d) the need for the clearance or retention of vegetation; (e) the need to retain existing vegetation; (f) the requirements for any hazard management; (g) the need for infrastructure services; (h) the specific requirements of the subdivision; (i) the extent of works required for roads or to gain access to sites, including any cut and fill; (j) the physical characteristics of the site and locality; (k) the existing landscape character; (l) the scenic qualities of the site; and (m) any agreement under s.71 of the Act affecting the land.

E7.6.3.3 - 3 Western Hillside Precinct

Existing character statement - description and significance

The Western Hillside Precinct includes the dominant hill face that forms the principal western backdrop from the southern approach along the Midlands Highway to the central Launceston area.

Its northern section is characterised by residential development of mixed character amongst a vegetated setting and interspersed with bands of vegetation and a treed skyline.

The southern section of the Precinct consists of a band of native vegetation on the western side, incorporating the Kate Reed Reserve, and cleared agricultural land to the east allowing views to be seen of the mountain regions to the east of the city. This part of the Precinct also incorporates the newly developing residential area around Southgate Drive.

The Precinct generally contributes to the middle ground and skyline views within the city.

It is significant for its key scenic contribution to providing primarily the treed and rural vistas character to the southern approach into Launceston and the central Launceston area.

Management Objectives

(a) Development within the Precinct must minimise its visual intrusion on the hillside by its location, form, scale, exterior materials, colours and landscaping particularly when viewed from major public vantage points. Visually dominating or obtrusive development, particularly along the skyline, should be avoided. Middle ground sites must be respectful of the pattern of development in the immediate area.

(b) Maintain and improve vegetation, particularly trees, within the skyline area of the Precinct. Species selected must be consistent with the dominant character of the immediate setting.

(c) Trees are to be encouraged throughout the Precinct. Species selected should have a height and form that will contribute to the canopy cover within the area, whilst also being consistent with the dominant character of trees, where there is an established character. Where the area is located within or near a reserve, local native species should prevail.

(d) Increased residential density is encouraged, but only where development does not adversely interrupt the existing or historic pattern of development, and ability of the site to maintain significant vegetation. The favoured form of this type of development is one building, with shared driveways and gardens to maximise the open space available for vegetation.

(e) Subdivisions are to address bushfire safety and vegetation management requirements to achieve visually unobtrusive development with sufficient vegetation coverage to retain the Precinct's character, or allow for the replacement vegetation to meet the character of the Precinct.

(f) In the southern part of the Precinct, encourage only sympathetic development that will retain the rural character of the Precinct.

Proposal Response

The proposal relies upon P1 and P2 of Clause 7.6.2, as some trees have been removed from the site, as detailed on the site plan. The trees included native and exotic trees, being species of gum and pine. The trees were removed for safety reasons. To compensate for the loss of the trees extensive landscaping is now proposed. Please refer to the Landscaping plan prepared by Lange Design located in Appendix E.

It is noted that the development takes place in the context of the existing caravan park. The proposed development occurs below which will be readily visible from other parts of the city, save from the Midlands Highway. The development will not impact on any skyline views or break existing lines of vegetation. It is considered that the proposal does not impact on the significant elements of the precinct.

Landscaping on the boundary and material choices for the cabins will minimise any visual impact to the highway.

E8.0 Biodiversity Code - Not applicable, the subject site is within the Low Density Zone and this application is not for a subdivision.

E9.0 Water Quality Code – Not applicable.

E10.0 Recreation and Open Space Code – Not applicable, the proposal is not for a subdivision.

E11.0 Environmental Impacts and Attenuation Code – Not applicable

E12.0 Airports Impact Management Code – Not applicable.

E13.0 Local Historical Heritage Code – Not applicable.

E14.0 Coastal Code – Not applicable.

E15.0 Telecommunications Code – Not applicable.

E16.0 Invermay/Inveresk flood inundation area code - Not applicable.

E17.0 Cataract Gorge Management Area Code – Not applicable.

E18.0 Signs Code

The existing pole sign at the entrance will be retained (referred to as Sign A on the site plan),

It is proposed to erect one new sign adjacent to the managers residence facing the Midlands Highway (referred to Sign B on the site plan).

Sign B is proposed to be a pole sign with an overall height of 6m and a face 2.44m x 3.6m

E18.5.2 Design and Siting of signage

Objective **To:** **a) Provide for appropriate signage and to ensure the visual scale and impact of signage is managed; and** **b) Ensure that the design and siting of signs achieves the purpose of this code.**	
Acceptable Solutions	**Performance Criteria**
A1 A Sign must: a) Be located within the applicable zone for the relevant sign type set out in Table 1 of E18.6; and **b)** Meet the requirements for the relevant sign type set out in Table 1 of E18.6	**P1** A sign must: a) Be located within an applicable zone for the relevant sign type as set out in Table 1 of E18.6; and b) Be appropriate to the natural and built environment of the locality, having regard to: i) Domination of the streetscape or premises on which it is located; ii) The size and dimensions of the sing; iii) The repetition of messages or information; iv) The number and density of signs; v) The obstruction of movement of vehicles and pedestrians.
A2 A sign must be a minimum distance of 2m from the boundary of any lot in the General Residential, Inner Residential, Low Density Residential, Rural Living, Environmental Living or Village Zones.	**P2** Not relied upon.
A3 A building or tenancy must have: a) A maximum of one of each sign type per building or tenancy, unless otherwise stated in Table 1 of E18.6; and **b)** No more than 3 individual signs in total.	**P3** Visual clutter must be reduced where multiple sings of the same type are proposed, having regard to: a)the number of sings with fewer, more effective signs; and b) replacement of existing signs with fewer, more effective signs; and c) duplication of messages or information on the same frontage.
A4 A sign must not be illuminated	**P4** Not relied upon.

Proposal Response

A1 –The subject site is within the Low Density Zone, which makes the prospect of signage difficult.

P1 –The proposed signage is appropriate and will not diminish the amenity of the surrounding area, whilst assisting visitors to find the holiday park.

A2 – The proposal is more than 2m from the boundary of any other zone.

A3 – The site will have two pole signs, it therefore relies upon the performance criteria.

P3 – The overall signage scheme for the site is modest and does not create visual clutter. The sign orientated towards the Midlands Highway will assist tourists to find the site.

A4 – The window signs are not illuminated.

E19.0 Development Plan Code – Not applicable.

5. Conclusion

This submission is prepared in support of a proposal for stage 1 of the expansion of the Launceston Holiday Park.

The proposal complies with the development standards prescribed by the Scheme, and can be approved under the Launceston Interim Planning Scheme 2015. This application is therefore made pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993*. It is therefore recommended that the proposal be considered for planning approval.

Appendix A: Certificate of Title

PDS
PLANNING
DEVELOPMENT
SERVICES

Appendix B: Plans prepared by Plans to Build

Level 1, 10-14 Paterson Street
Launceston, TAS, 7250
www.planningds.com

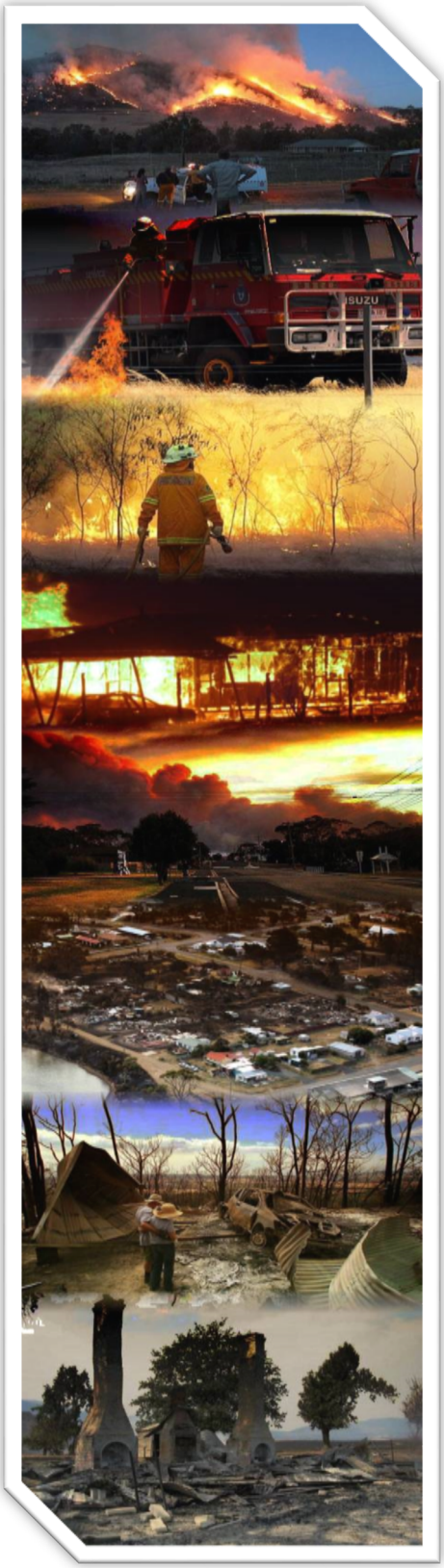
Appendix C: Bushfire Assessment: Castellan Consulting

Appendix D: Traffic Assessment prepared by GHD

Appendix E: Landscape Plan prepared by Lange Design

castellan consulting

Bushfire Protection Report



Big 4 Holiday Park

86 Glen Dhu Street

SOUTH LAUNCESTON

Report No: 15054

Revision: 0

Date: 01/07/2015

GPO Box 2030 Hobart TAS 7001
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Prepared for (Client)

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Assessed & Prepared by

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CASTELLAN CONSULTING
Central Mail: GPO Box 2030 HOBART TAS 7001
Launceston Office: 18 Mulgrave Street SOUTH LAUNCESTON TAS 7249

Revision No	Date	Content

Scope & Limitations

Scope - This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with the *Bushfire-Prone Areas Code* issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, *AS 3959-2009, Construction of buildings in bushfire-prone areas.*

Limitations - The site assessment has been undertaken and report provided on the understanding that;-

1. The report only deals with the potential bushfire risk. All other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.
4. TasWater Corporation indicates flow rates and water pressure from existing fire hydrants may fail to comply with minimum specified requirements. It cannot be assumed that access to existing Water Corporation infrastructure and hydrants will meet the standards.
5. Although water supply as specified above may be in compliance with the requirements of the Building Code of Australia and Australian Standards the supply flows and pressures may not be attainable under heavy demand.
6. No assurance is given or inferred for the health, safety or amenity of the general public, individuals or future occupants in the event of a Bushfire.
7. No warranty is offered or inferred for any buildings constructed within the subdivision in the event of a bushfire.

No action or reliance is to be place on this report; other than for which it was commissioned.

Table of Contents

1. Executive Summary

The Bushfire Protection Report has been prepared to demonstrate compliance for the submission of a Planning Permit Application under the *Land Use Planning Approvals Act* 1993; *Planning Directive No. 5 Bushfire-Prone Areas Code* and/or a Building Permit Application under the *Building Act 2000 & Regulations 2004.*

A Bushfire Attack Level (BAL) is established taking into account the type and density of vegetation within 100m of the proposed building site and the slope of the land; using the simplified method specified in *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas*. The established Bushfire Attack Level (BAL) has a direct reference to the construction methods and techniques to be implemented for the construction of buildings, road access and water supply on the site. Further it provides specified distances for vegetation Hazard Management Areas to be established around the buildings and maintained for perpetuity.

The proposal is to construct 4 new accommodation cabins on the southern boundary of the Big 4 Holiday Park. The park is located on the southern edge of the established residential area of Glen Dhu in South Launceston. The site is bounded by the Southern Outlet (highway) and existing residential area to the East with established residential areas of West Launceston and Summerhill to the West & South respectively, and provides a mix of caravan, cabin and camping accommodation and amenity buildings.

The bushfire classifiable vegetation impacting on the development is located the hill behind the Western & Southern boundaries of the property and the existing residential areas of West Launceston & Summerhill

Subject to the **conditions** listed below being implemented in the design and construction of the development; the proposal will achieve the objectives of the Bushfire-Prone Areas Code, and satisfy the requirements of the Tasmanian Building Regulations and Building Code of Australia.

1. **HAZARD MANAGEMENT AREA: -** The establishment and ongoing maintenance of vegetation management areas for **BAL 12.5** in accordance with AS3959 as specified and shown on the Bushfire Hazard Management Plan (attached);
2. **BUILDING CONSTRUCTION REQUIREMENTS: -** All buildings are constructed in accordance with Australian Standard 3959-2009 for the Bushfire Attack Level (BAL) specified in recommendation 1 (above).
3. **PRIVATE ACCESS ROAD: -** Private access roads are to be constructed from the entrance to the property crossover with the public road through to the building and water storage area on the site. Private access roads are to be generally designed, constructed and maintained to a standard not less than a Modified 4C Access Road as specified in Australian Road Research Boards "Unsealed Roads Manual – Guidelines to Good Practice", 3rd Edition, March 2009 and include:
    - Surface to be all weather hardstand to support heavy laden vehicles
    - Roadway to have a minimum 4m wide carriageway with 2m shoulders each side.
    - Single lane roads with less than 6m carriageway must have passing lanes minimum 20m long no more than 100m apart.
    - Roadway must encircling the building or be provided with a hammerhead "T" or "Y" turning head 4m wide and 8m long, or a trafficable circular turning area with a minimum radius of 10m.
    - Culverts, bridges and like must be designed for a minimum vehicle load of 20 tonnes.

- Vegetation must be cleared for a height of 4m above the carriageway, and 2m each side of the carriageway.

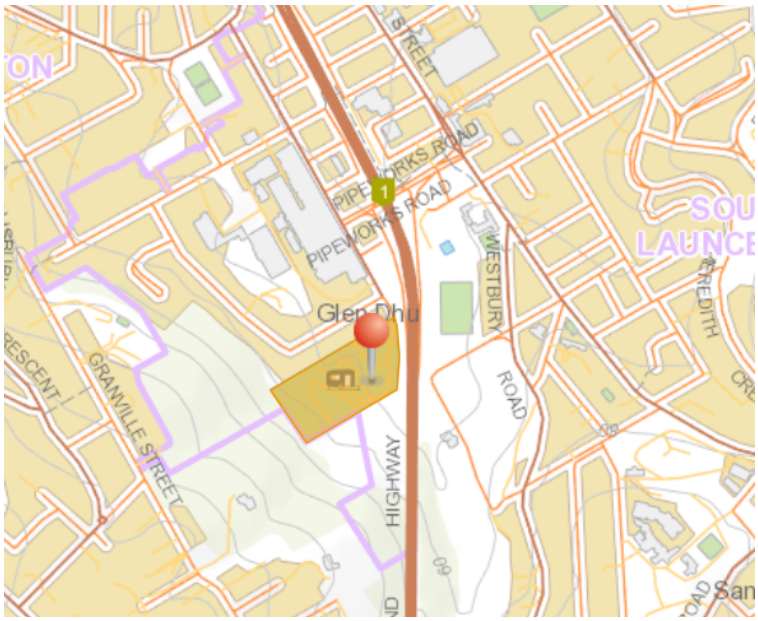
4. **FIRE FIGHTING WATER SUPPLY: -**
   FIRE HYDRANTS: -. Existing fire hydrants are located within 120 metres of the building location. In accordance with the Building Code of Australia (BCA) Clause 3.7.4.2 & Tas G5.4 of the Tasmanian Appendix.
5. **BUSHFIRE PROTECTION MEASURES: -** To reduce the risk of bushfire attack continual maintenance of bushfire protection measures including building maintenance, managed vegetation areas, water supply and road construction is undertaken by successive owners for perpetuity in accordance with the Bushfire Hazard Management Plan (attached).
6. **OWNERS RESPONSIBILITIES: -** Owners are obligated to maintain the Bushfire Hazard Management Plan and specified protection measures and ensure a copy of the Bushfire Hazard Management Plan is provided to ALL current and successive owners to make them aware of their continuing obligations to maintain the plan and protection measures in to the future.

2. Introduction

Bushfire is a continual part of the Tasmanian environment, members of the community living in and around an area of bushfire risk need to be prepared for the inevitable. Good planning, preparation and maintenance will minimise the threat.

A bushfire protection assessment is to be undertaken for the submission of a Planning Permit Application under the *Land Use Planning Approvals Act* 1993; *Planning Directive No. 5 Bushfire-Prone Areas Code* and/or a Building Permit Application under the *Building Act 2000 & Regulations 2004.*

3. Existing Property Details

Site Aerial Photo:	
Property address:	Big 4 Holiday Park, 86 Glen Dhu Street SOUTH LAUNCESTON
Certificate of Title:	128581/1
Council Planning Scheme:	Launceston Interim Planning Scheme 2015
Site Context:	The site is located on the southern edge of the established residential area of Glen Dhu in South Launceston. The site is bounded by the Southern Outlet (highway) and existing residential area to the East with established residential areas of West Launceston and Summerhill to the South. There is a steep area of vegetation between the Western & Southern boundaries of the property and the existing residential areas of West Launceston & Summerhill. The Big 4 Holiday Park provides for overnight tourist cabin, caravan & camping accommodation.
Road access	Access to the property is off the sealed council road at the end of Glen Dhu Street. Internally the property has an established road network providing access to the existing cabins and camp sites.
Water supply	Reticulated TasWater supply is provided to and within the site, there are fire hose reels installed in and around the camping areas however access to fire hydrants and groundball hydrants was not identified.

4. Proposed Development

Description / Type of work:	4 new tourist cabins
BCA classification:	Class 3 – Boarding/accommodation house/ tourist accommodation

6. Site Vegetation Analysis & Bushfire Characteristics

Analysis of vegetation impacting the property within 100m of the proposed building site has been completed; Analysis includes;

- The type and density of vegetation on the site,
- Relationship of that vegetation to the slope and topography of the land
- Orientation and predominant fire risk
- Other features attributing to bushfire risk.

The vegetation identified below was current at the time of the site inspection

North / Northeast Aspect

Predominant Vegetation Classification	Managed Land	
Effective Slope (degrees)	>0 - 5°	
Distance to classified Vegetation	>100m	
Exclusions	e f	
BAL value (FDI 50)	BAL – Low	
Vegetation Description	0 – >100m	Managed Land

East / Southeast Aspect

Predominant Vegetation Classification	Managed Land	
Effective Slope (degrees)	>0 - 5°	
Distance to classified Vegetation	>100m	
Exclusions	e f	
BAL value (FDI 50)	BAL – Low	
Vegetation Description	0 – 80m 80 – >100m	Subject Property – Managed Land Southern Outlet Highway

South / Southwest Aspect

Predominant Vegetation Classification	Group G – Grassland	
Effective Slope (degrees)	Up / 0°	
Distance to classified Vegetation	m	
Exclusions	f	
BAL value (FDI 50)	BAL – 12.5	
Vegetation Description	0 – 5m 5 – 30m 30 – >100m	Subject Property – Managed Land Adjoining Property – Managed Land Adjoining Property – Grassland

West / Northwest Aspect

Predominant Vegetation Classification	Managed Land	
Effective Slope (degrees)	Up / 0°	
Distance to classified Vegetation	>80m	
Exclusions	e f	
BAL value (FDI 50)	BAL – Low	
Vegetation Description	0 – 80m 80 – >100m	Subject property – Managed Land Subject Property - Grassland

EXCLUSIONS:

(a) Vegetation of any type that is more than 100 m from the site.

(b) Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified.

(c) Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site, or each other.

(d) Strips of vegetation less than 20 m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.

(e) Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.

(f) Low threat vegetation, including grassland managed in a minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTE: Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to a nominal height of 100 mm).

6. Existing Vegetation - Bushfire Attack Level (BAL)

The current Bushfire Attack Level for existing vegetation is based on the highest nominated BAL from the 4 Aspects. Existing vegetation has been determined as **BAL 12.5**

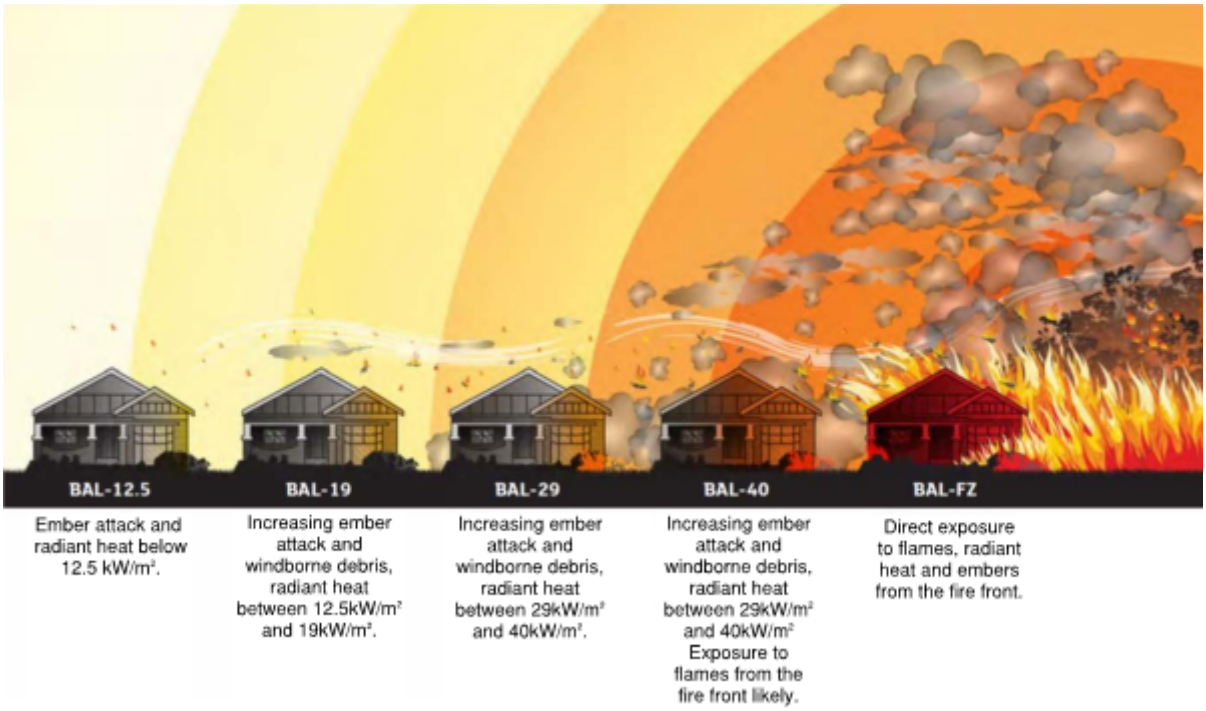


Illustration of the different Bushfire Attack Level/s (BAL)
Source: Planning for Bushfire Victoria Country Fire Authority 2012

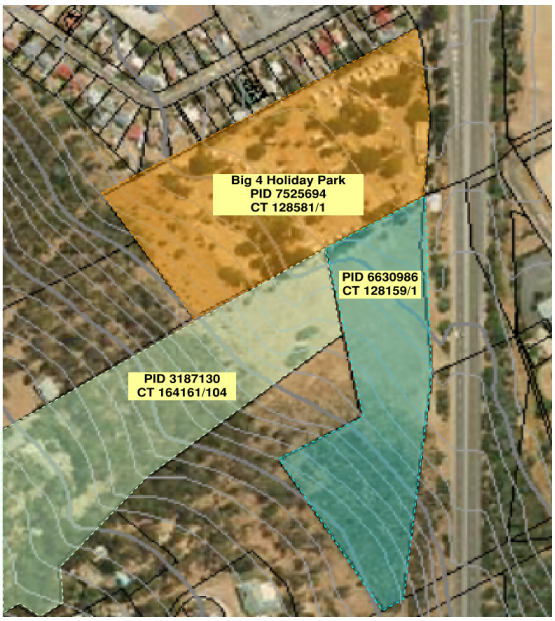
7. Bushfire Attack Level (BAL) - Established Hazard Management Areas

The Hazard Management Area is to be established between the bushfire-prone vegetation and the building façade. The distances are determined from Table 2.4.4 *of Australian Standard 3959-2009. Construction of Buildings in Bushfire-prone Areas.* Where possible the provision of a Hazard Management Area with increased separation distance between the buildings facades and the classified vegetation will decrease the BAL rating of the existing vegetation resulting in greater level of protection as specified below.

Distance from Predominant vegetation for BAL 12.5	**North/North-East**	**East/South-East**	**South/South-West**	**West /North-West**
	>50	>50	14- <50	>50
	metres	metres	metres	metres

8. Hazard Management Areas Extending On To Adjoining Lots

There are 2 adjoining lots with classifiable vegetation which impact on the proposed location of the 4 accommodation cabins as show in the Aerial photo below. However the impacting vegetation is at a distance from the boundaries of the property greater than the specified 14 metres to achieve BAL 12.5.



- PID 6630986 is owned by the big 4 Holiday Park and is subject to a stage 2 development of the cabin park. The land within 30 metres of the proposed location of the 4 cabins is in a managed state with grass grazed at less than 100mm.
- PID 3187130 is in a separate ownership. The vegetation in the northern corner is “Low Threat” as defined in AS3959 and is in a managed state. The area is part of a natural water course and evidence of shallow areas of surface rock and rock outcrops are present. Due to the topography and geology of the land existing grass vegetation is “Low Threat” with very little evidence of growth and significantly less than 100mm in height.

As demonstrated above the classifiable vegetation on the adjoining lands and within the specified 14 metre “Hazard Management Area” of the new cabins is already “Low Threat” vegetation due to topography and geology.

There is no requirement for additional measures or the provision of part 5 agreements to satisfy Clause E1.6.5.1 A2 of the Bushfire Prone Areas Code as the land has been classified “Low Threat”. Refer to the attached Bushfire Hazard Management Plan for further details.

9. Road Access

Private roadways are to be constructed to provide vehicle access to and from the site to assist fire fighting and emergency service personnel to defend the building or evacuate occupants, and provide access at all times to the water supply.

Road Access Photo:

Comments

Access to the property is off the sealed council road at the end of Glen Dhu Street. Internally the property has an established road network providing access to the existing cabins and camp sites.

10. Water Supply

Access must be provided at all times to a sufficient supply for fire fighters and residents to defend buildings on the site. The exterior elements of a building in a designated Bushfire prone area must be within reach of a 120m long hose (lay) connected to-

(i) A fire hydrant with a minimum flow rate of 600L per minute and pressure of 200kpa; or

(ii) A stored water supply in a water tank, swimming pool, dam or lake available for fire fighting at all times which has the capacity of at least 10,000L for each separate building.

Fire fighting Water Supply Photo:

Comments

TasWater records indicate Fire Plugs are present on the site, Fire Plugs are to be located and properly marked for identification and tested to ensure water is available.

11. Out Buildings

All out buildings must be separated from the main building by a distance of 6m or must be contained within the Hazard Management Area and constructed to the same construction requirements as the main building in accordance with AS3959.

12. Vulnerable Use

Table E 1 specifies Tourist "Visitor" accommodation a vulnerable use, however Visitor Accommodation is excluded from achieving the Acceptable Solutions and/or Performance Criteria Standards for vulnerable use under clause E1.5.1.1

Clause E1.6.5.1 Vulnerable Uses: Provision of hazard management areas for habitable buildings, has been achieved with the establishment of a Bushfire Hazard Management plan certified by an accredited Person having a management zone greater than or equal to the separation distances for BAL12.5.

13. Hazardous Use

Not Applicable

14. Bushfire Protection Requirements

The following bushfire protection measures are to be incorporated into any Bushfire Hazard Management Plan and subsequently the design and construction of any buildings on the site

7. **HAZARD MANAGEMENT AREA: -** The establishment and ongoing maintenance of vegetation management areas for **BAL 12.5** in accordance with AS3959 as specified and shown on the Bushfire Hazard Management Plan (attached);
8. **BUILDING CONSTRUCTION REQUIREMENTS: -** All buildings are constructed in accordance with Australian Standard 3959-2009 for the Bushfire Attack Level (BAL) specified in recommendation 1 (above).
9. **PRIVATE ACCESS ROAD: -** Private access roads are to be constructed from the entrance to the property crossover with the public road through to the building and water storage area on the site. Private access roads are to be generally designed, constructed and maintained to a standard not less than a Modified 4C Access Road as specified in Australian Road Research Boards "Unsealed Roads Manual – Guidelines to Good Practice", 3rd Edition, March 2009 and include:
    - Surface to be all weather hardstand to support heavy laden vehicles
    - Roadway to have a minimum 4m wide carriageway with 2m shoulders each side.
    - Single lane roads with less than 6m carriageway must have passing lanes minimum 20m long no more than 100m apart.
    - Roadway must encircling the building or be provided with a hammerhead "T" or "Y" turning head 4m wide and 8m long, or a trafficable circular turning area with a minimum radius of 10m.
    - Culverts, bridges and like must be designed for a minimum vehicle load of 20 tonnes.
    - Vegetation must be cleared for a height of 4m above the carriageway, and 2m each side of the carriageway.

10. **FIRE FIGHTING WATER SUPPLY: -**
    FIRE HYDRANTS: -. Existing fire hydrants are located within 120 metres of the building location. In accordance with the Building Code of Australia (BCA) Clause 3.7.4.2 & Tas G5.4 of the Tasmanian Appendix.
11. **BUSHFIRE PROTECTION MEASURES: -** To reduce the risk of bushfire attack continual maintenance of bushfire protection measures including building maintenance, managed vegetation areas, water supply and road construction is undertaken by successive owners for perpetuity in accordance with the Bushfire Hazard Management Plan (attached).
12. **OWNERS RESPONSIBILITIES: -** Owners are obligated to maintain the Bushfire Hazard Management Plan and specified protection measures and ensure a copy of the Bushfire Hazard Management Plan is provided to ALL current and successive owners to make them aware of their continuing obligations to maintain the plan and protection measures in to the future.

15. References

- Tasmanian Planning Commission 2012, *Bushfire – Prone Areas Code,* Tasmania.
- Australian Standards, *AS 3959-2009, Construction of buildings in bushfire-prone areas*. Standards Australia Sydney NSW.
- Resource Management & Conservation Division of the Department Primary Industry & Water September 2006, *TASVEG, Tasmanian Vegetation Map.* Tasmania
- Tasmanian Government, *Land Information System Tasmania,* www.thelist.tas.gov.au

16. Code E1 – Bushfire Prone Area Code – Certification

Code E1 – Bushfire-prone Areas Code

Certificate under s51(2)(d) *Land Use Planning and Approvals Act 1993*

Office Use
Date Received
Permit Application No
PID

1. Land to which certificate applies

Name of planning scheme or instrument: **Launceston Interim Planning Scheme 2015**

Use or Development Site Street Address	**Certificate of Title / PID**
86 Glen Dhu Street SOUITH LAUNCESTON	128581/1 & 128159/1

Land that is not the Use or Development Site relied upon for bushfire hazard management or protection Street Address	**Certificate of Title / PID**

2. Proposed Use or Development *(provide a description in the space below)*

Description **4 New Accommodation Units**

- ✓ Vulnerable Use
- ☐ Hazardous Use
- ☐ Subdivision
- ☐ New Habitable Building on a lot on a plan of subdivision approved in accordance with Bushfire-prone Areas Code.
- ☐ New habitable on a lot on a pre-existing plan of subdivision
- ☐ Extension to an existing habitable building
- ☐ Habitable Building for a Vulnerable Use

3. Documents relied upon

Document or certificate description:

☐	***Documents, Plans and/or Specifications***					
	Title:		*Version:*	*Author:*	*Date:*	
☐	***Bushfire Report***					
	Title:	**Bushfire Protection Report No 15054**	*Version:* ***0***	*Author:* **Gabriel Barnes**	*Date:*	***01/07/2015***
☐	***Bushfire Hazard Management Plan***					
	Title:	**Bushfire Hazard Management Plan**	*Version:* ***0***	*Author:* **Gabriel Barnes**	*Date:*	***01/07/2015***
☐	***Other documents***					
	Title:		*Version:*	*Author:*	*Date:*	

4. Nature of Certificate

Applicable Standard	Assessment Criteria	Compliance Test: Insufficient Increase in Risk	Compliance Test: Certified Bushfire Hazard Management Plan (BHMP)	Reference to Bushfire Risk Assessment or Certified Bushfire Hazard Management Plan (BHMP)
E1.5.1 - *Vulnerable Use*				
E1.5.1.1 – location on bushfire-prone land	**A2**	Not Applicable	Tolerable level of risk and provision for evacuation ❑	**Visitor accommodation is excluded from this clause**
E1.6.3 - *Habitable Building* (pre-existing lot)				
E1.6.3.1 - Hazard Management Area	**A1**	No specific measure for hazard management ❑	Provision for hazard management is consistent with objective; or ✓	
			Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective ❑	**Not Applicable Refer to Clause E1.6.5**
E1.6.3.2 - Private Access	**A1**	No specific private access measure for fire fighting ❑	Private access is consistent with objective ✓	**Existing Access is to be upgraded to satisfy E1.6.3.2 A3**
	A2	Not applicable ✓	Private access to static water supply is consistent with objective ❑	**Not Applicable Ground Ball hydrants available**
E1.6.3.3 - Water Supply	**A1**	No specific water supply measure for fight fighting ❑	Water supply is consistent with objective ✓	**Ground Ball Hydrants available**
E1.6.5 – *Habitable Building for Vulnerable Use*				
E1.6.5.1 – hazard management	**A1**	No specific measure for hazard management ❑	Bushfire hazard management consistent with objective; or ✓ Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	**Bushfire Hazard Management Plan certified by an accredited Person having a management zone greater than or equal to the separation distances for BAL12.5.**

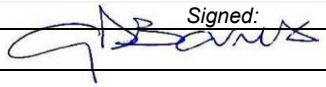
5. Bushfire Hazard Practitioner – Accredited Person

From:	Gabriel Barnes, Castellan Consulting		
Business Name:	GPO Box 2030	Phone No:	0438 134 073
Business Address:	HOBART TAS 7001	Fax No:	
		Email address:	gabriel.barnes@castellan.com.au
Fire Service Act 1979 Accreditation No:	BFP–101	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I, Gabriel Barnes certify that in accordance with the authority given under the Part 4A of the Fire Service Act 1979 –

The Bushfire Hazard Management Plan/s identified in Section 4 of this certificate is/are in accordance with the Chief Officer's requirements and can deliver an outcome for the use or development described that is consistent with the objective and the relevant compliance test for each of the applicable standards identified in Section 4 of this Certificate

	Signed:	Date:	Certificate No.
Certifier:		08/07/2015	15054

Appendix A – Certificate of Specialist or Other Person – Form55

CERTIFICATE OF SPECIALIST OR OTHER PERSON (BUILDING WORK)

Regulation 13

To: **Leigh Dell obo Owner's**
C- Plans to Build
PO Box 378
LAUNCESTON 7250

Owner / Agent
Address
Suburb/postcode

Form 55

/Certifier details:

From: Gabriel Barnes, Castellan Consulting
Business Name: GPO Box 2030
Business Address: HOBART TAS 7001

Phone No: 0438 134 073
Fax No:

Accreditation No: CC1569I; BFP–101 *(if applicable)*

Email address: Gabriel.barnes@castellan.com.au

Or qualifications and Insurance details: Accredited to report on bushfire hazards under Part IVA of the *Fire Service Act 1979*

(description from Column 3 of Schedule 1 of the Director of Building Control's Determination)

Speciality area of expertise: Analysis of hazards in bushfire prone areas

(description from Column 4 of Schedule 1 of the Director of Building Control's Determination)

Details of work:

Address: Big 4 Holiday Park
86 Glen Dhu Street
SOUTH LAUNCESTON

Lot No: 1

Certificate of title No 128581/1

The work related to this certificate: Bushfire Assessment Level & Bushfire Hazard Management Plan for:

- 4 Accommodation Cabins

(description of the work or part work being certified)

Certificate details:

Certificate type: Bushfire Hazard

(description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to an application for a new building permit. *OR* ✓

This certificate is in relation to any stage of building work before completion. ❑

In issuing this certificate the following matters are relevant –

Documents:	Bushfire Attack Level Assessment & Report Bushfire Hazard Management Plan
Relevant calculations:	N/A
References:	*Planning Directive No 5, Bushfire-Prone Areas Code* *Australian Standard 3959 - 2009*

Substance of Certificate: (what it is that is being certified)

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959
2. Bushfire Hazard Management Plan.

Scope and/or Limitations

Scope

This report and certification was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with *Planning Directive No 5, Bushfire-Prone Areas Code* issued by the Tasmanian Planning Commission, the *Building Act 2000 & Regulations 2004, Building Code of Australia* and *Australian Standard 3959-2009, Construction of buildings in bushfire-prone areas.*

Limitations

The assessment has been undertaken and report provided on the understanding that;-

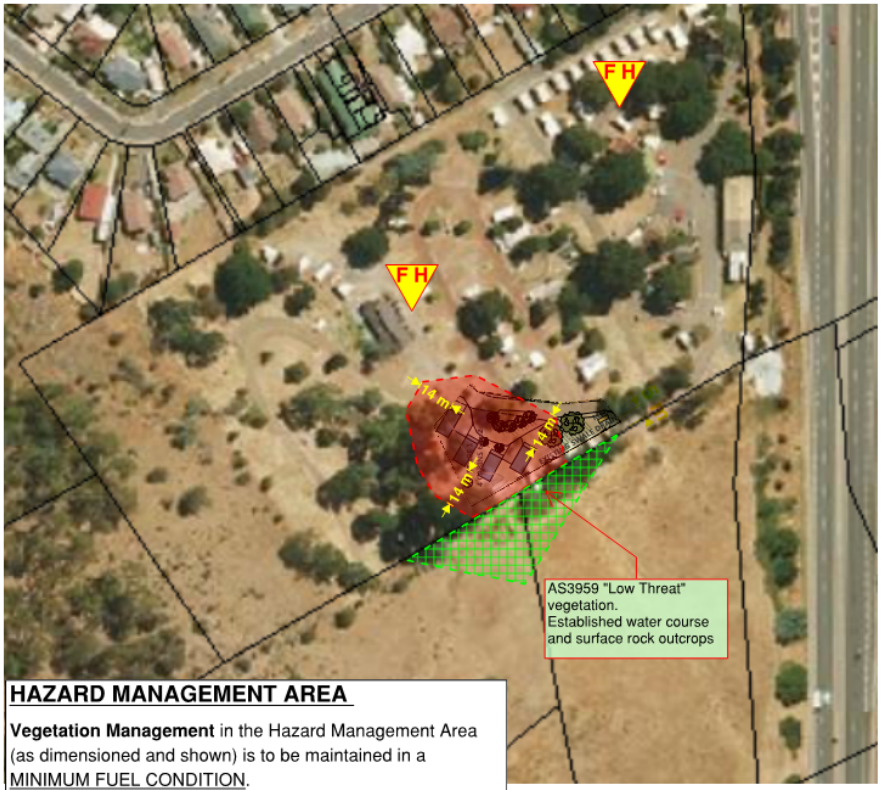
1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this certificate.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.
4. No assurance is given or inferred for the health, safety or amenity of the general public, individuals or occupants in the event of a Bushfire.
5. No warranty is offered or inferred for any buildings constructed on the property in the event of a bushfire.

No action or reliance is to be place on this certificate or report; other than for which it was commissioned.

I certify the matters described in this certificate.

Certifier:	*Signed:*	*Date:*	*Certificate No.*
		08/07/2015	15054

Appendix C – Bushfire Hazard Management Plan



HAZARD MANAGEMENT AREA

Vegetation Management in the Hazard Management Area (as dimensioned and shown) is to be maintained in a MINIMUM FUEL CONDITION.

Maintenance Schedule

- Removal of fallen limbs, leaf & bark litter
- Cut grass and lawns short (less than 100mm) and maintain
- Remove pine bark and other flammable garden mulch.
- Complete under-brushing and thin out the understorey.
- Prune low hanging tree branches to 1.5 metres above ground to ensure separation of canopy from ground litter.
- Prune larger trees to establish and maintain horizontal and vertical canopy separation of 3 metres.
- Minimise storage of petroleum fuels.
- Maintain road access to the dwelling and water storage area in accordance with a modified 4C Access Road.
- Remove fallen limbs, leaf & bark litter from roofs, gutters and around the building.

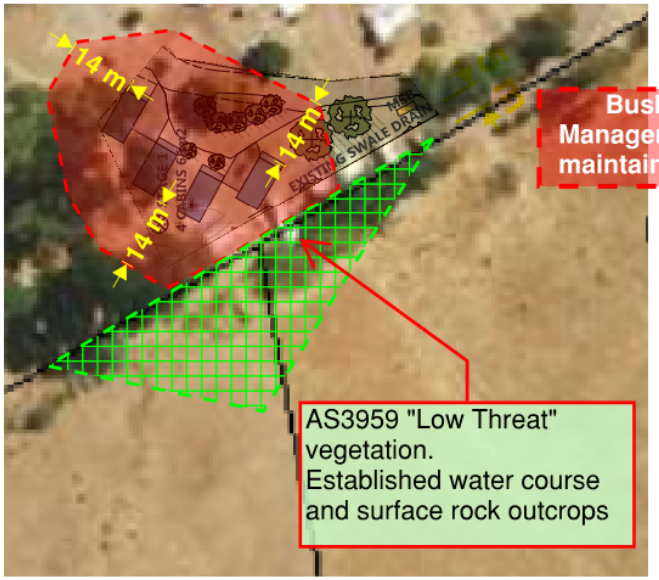
FIRE FIGHTING WATER SUPPLY

For Subdivision & NEW Building Work:-

Fire Hydrants- Existing fire hydrants are positioned within 120 metres hose lay of the building location. Hydrants are required to deliver a minimum flow rate of 10 litres a second (600L per minute) and pressure of 200kpa.

Legend

- Bushfire Hazard Vegetation Management Area
- FT 10,000 litre Static Fire Fighting Water Supply Tank
- New Access & Internal Road
- Existing Fire Hydrant Plug
- Existing "Low Threat" Managed Vegetation



Bushfire Hazard Management Area to be maintained as specified

Bushfire Protection Measures -

To reduce the risk of bushfire attack continual maintenance of bushfire protection measures including building maintenance, managed vegetation areas, water supply and road construction IS to be undertaken by successive owners for perpetuity.

BUILDING CONSTRUCTION

Buildings in Bushfire Prone Areas to be built in accordance with the Building Code of Australia and Australian Standard AS3959

Bushfire Attack Level - BAL 12.5

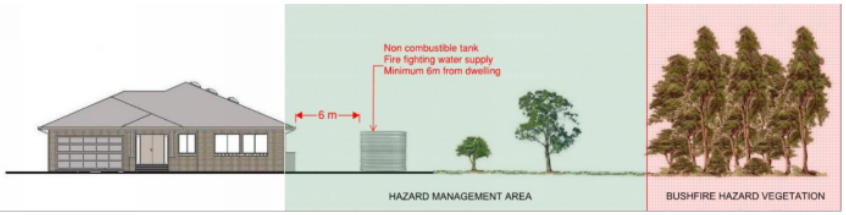
BUSHFIRE HAZARD MANAGEMENT PLAN

Address:	28 Fleetwood Drive PORT SORELL
Date:	02/10/2014
Version:	0
Bushfire Hazard Practitioner:	Gabriel Barnes BFP-101 Scope 1, 2, 3A, 3B, 3C

castellan consulting
Fire Engineering, Building Surveying, Access Consulting & Bushfire Protection
HOBART LAUNCESTON BURNIE
GPO Box 2030 Hobart TAS 7001
admin@castellan.com.au
Phone 03 6231 2360

Mapping
Data source & aerial mapping courtesy of LIST Map - www.thelist.tas.gov.au/app/content/home

Disclaimer
Castellan Consulting accepts no responsibility for the accuracy and completeness of 3rd party mapping information, or any decisions and actions undertaken on the basis of that information. Every effort is made to ensure the information is correct at time of publication, however individual circumstances do change.



HAZARD MANAGEMENT AREA

The Hazard Management Area (defendable space) is provided between the vegetation and the buildings subject to bushfire risk. The space provides for management of vegetation and reduction in fuel loads in an attempt to;

- Prevent flame impingement on the building;
- Provide a defendable space for property protection;
- Reduce fire spread;
- Deflect and filter embers;
- Provide shelter from radiant heat; and
- Reduce wind speed.

The Bushfire-Prone Areas Code, requires a hazard management area to be established and maintained between the bushfire prone vegetation and the building at a distance equal to, or greater than the separation distance specified for the Bushfire attack levels (BAL) in AS 3959-2009 Construction of Buildings in Bushfire Prone Areas.

Refer to the Bushfire Hazard Management Plan for specific details on the Hazard Management Area as it relates to the buildings on the site.

All vegetation will burn under the influence of bushfire; shrub layers need to be modified to remove tall continuous walls of vegetation and establish clear separation between the ground and the bottom of the tree canopy. Further minimisation of flammable ground litter such as leafs, twigs, bark, ferns and debris will further reduce fuel load with potential to burn or contribute to the growth of a bushfire.

Fuels within the Hazard Management Area can be controlled by:

Manual Fuel Removal: - Ground fuels such as fallen leaves, twigs (less than 6 mm in diameter) and bark should be removed on a regular basis. This is fuel that burns quickly and increases the intensity of any fi'3fre. Fine fuels can be removed by hand or with tools such as rakes, hoes and shovels.

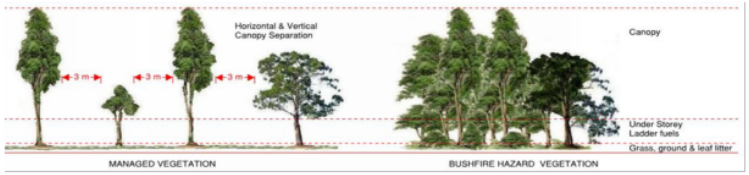
Mowing &/or Continual Grazing - Grass needs to be kept short (less than 50mm) and, where possible, green.

Removal or Pruning - The control of existing trees, shrubs and understorey vegetation involves selective fuel reduction through removal, thinning and pruning;

- Remove noxious and environmental weeds,
- Remove those species with the greater flammability such as those with rough, fakey or stringy bark,
- Remove or thin understorey plants, trees and shrubs less than three metres in height,
- No tress or shrubs within 10 metres of the building
- Prune or remove trees to separate continuous tree canopy. Separate tree crowns by **3 to 5 metres**;
- Prune low branches **two (2) metres** from the ground to prevent a ground fi'3fre from spreading into trees;
- Remove tree canopies overhang the building, general rule of thumb remove any tree near the building for a distance the same as the tree is high at maturity.
- Native trees and shrubs should be retained as clumps or islands and should be maintained so as not to cover more than 20% of the area.

ON-GOING SITE MANAGEMENT & MAINTENANCE

On-going maintenance is required to the buildings and landscaping within the hazard management area to ensure the continued performance of the bushfire mitigation measures which have been designed into the development for occupant and community protection.



Specified Hazard Management Areas as specified in the BHMP are only a minimum distance required; Owners are encouraged to establish a greater management area where land area and opportunity permits

LANDSCAPING

Your buildings and garden can blend with the natural environment and be landscaped to minimise the impact of re at the same time. The gardens and landscaping are integral parts of the Bushfire Hazard Management Area.

When designing include features such as fire resistant plants, radiant heat barriers and windbreaks, also
Ensure vegetation does not provide a continuous path to the building;

1. Ensure that shrubs and other plants do not directly abut the building;
2. Plant vegetation in clumps rather than continuous rows;
3. Locate vegetation far enough away from the building so that plants will not ignite the building by direct flame contact or radiant heat emission;
4. Plant and maintain short green grass around the house as this will slow the fire and reduce intensity;
5. Construct non-flammable pathways directly around the building;
6. Use low-flammability plants and non-flammable ground mulch such as pebbles and crush tile or brick; and
7. Avoid erecting brush type fencing and planting “pencil pine” type trees, as these are highly flammable.

MAINTENANCE

1. Keep wood heaps or other flammable storage at least 20 metres from the building.
2. Solid non-combustible fencing such as steel can provide a fire and heat radiation shield
3. Metal fly-wire screens to windows prevent sparks and embers from entering the building.
4. ALL gaps are sealed up or protected with ember proof mesh including under floor spaces, roof space, under eaves, external vents, skylights, chimneys and wall cladding.
5. Remove ladder fuels from the under storey of trees to a height of 1.5 metres. Prune canopies horizontally and vertically to provide a minimum 3 metre canopy separation between crowns.
6. Rake up and remove fallen limbs, leaf & bark litter and vegetation debris.
7. Cut grass and maintain to less than 10 cm
8. Keep garden beds well away from buildings Use non-combustible garden mulches including rock or stones, establish plantings of low flammability shrub species
9. Keep roof gutters clear of leaf litter, bark and similar debris, remove and maintain, install gutter guards to assist.
10. Flammable fuels such as gas bottles should be located on the opposite side of the house to the likely direction of a bushfire.
11. Outbuildings to be at least 6m from the main building
12. Ensure hoses provide coverage to the whole site. Use metal hose fittings
13. Flammable liquid fuels and the like to be stored in minimum volumes well away from the building
14. Water supply for fire fighting purposes non-combustible water tank of 10,000 litre minimum dedicated fire fighting is to be full and pumps and pipes serviced and maintained.

BUSHFIRE HAZARD MANAGEMENT PLAN
General Notes:

castellan consulting
Fire Engineering, Building Surveying, Access Consulting & Bushfire Protection
HOBART LAUNCESTON BURNIE
GPO Box 2030 Hobart TAS 7001
admin@castellan.com.au
Phone 03 6231 2360

VEHICULAR ACCESS

Roads are to be constructed to provide vehicle access to the site to assist fire fighting and emergency personnel to defend the building or evacuate occupants; and provide access at all times to the water supply for fire fighting purposes on the building site.

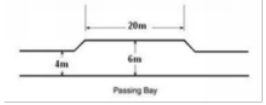
Private access roads are to be constructed from the entrance to the property cross over with the public road through to the building and water storage area on the site. Private access roads are to be designed, constructed and maintained to a standard not less than a Modified 4C Access Road.

The 4C Access Road is an all-weather road which as classified by and complies with Australian Road Research Boards "*Unsealed Roads Manual Guidelines to Good Practice", 3rd Edition, March 2009*

Substantially a single lane two-way road generally dry weather formed (natural materials) track/road with operating speeds standard of <20-40 km/h depending on terrain with a minimum carriageway width is 4 metres.

With the following modified requirements;

(i) Single lane private access roads less than 6m carriageway width must have 20m long passing bays of 6m carriageway width not more than 100m apart.

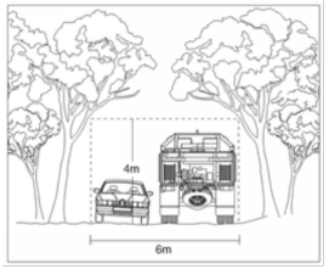


(ii) A private access road longer than 100m must be provided with a driveway encircling the building, or hammerhead "T or "Y" turning head 4m wide and 8m long, or a traffic-able circular turning area of 10m radius.

(iii) Culverts and bridges must be designed for a minimum vehicle load of 20 tonnes.

(iv) Vegetation must be cleared for a height of 4m, above the carriageway, and

(v) 2m each side of the carriageway.



SPECIFICATIONS	Note				Comments
Terrain	1	Flat	Rolling	Mountain	
Operating Speed km/h		60	40	20	Based on 85th percentile speed
Cross-section Elements					
Number of traffic lanes		1	1	1	Unsealed lanes
Minimum cross fall unsealed road		5	5	5	Minimum 4% to drain rainfall off tracks
Minimum superelevation %	2	6	8	10	
Minimum traffic lane width m	3	3	3	3	
Minimum shoulder width m		1.5	1	0.5	
Minimum carriageway width (lanes+shoulder) m		5	5	4	
Minimum formation width (including verges)	4	9	7	6	
Horizontal Geometry					
Minimum radius curve m	5	170			
Minimum stopping sight distance m	6	90			
Minimum meeting sight distance m	7	180			
Vertical Geometry					
Maximum vertical grade %	8	6	8	12	For tracks avoid steep grades to reduce soil erosion
Minimum crest vertical curve K values	9	19	8	2	
Minimum sag vertical curve K values	10	6	3	2	

WATER SUPPLY

A building that is constructed in a designated bushfire prone area must provide access at all times to a sufficient supply of water for fire fighting purposes on the building site.

The exterior elements of a building in a designated bushfire prone area must be within reach of a 120m long hose (lay) connected to-
(i) A fire hydrant with a minimum flow rate of 600L per minute and pressure of 200kpa; or
(ii) A stored water supply in a water tank, swimming pool, dam or lake available for fire fighting at all times which has the capacity of at least 10,000L for each separate building

Reticulated Water Supply
Where a reticulated water supply via connection to the Local Water Authority system is available the system is to be designed and fire hydrant ground plugs installed in accordance with AS2419.2. Fire plugs to be positioned and or located so the maximum distance from the fire plug to the building is less than 120 metres and has a minimum flow rate of 10 litres / second at 200 kPa pressure.

On-Site Dedicated Fire Fighting Water Supply
A water tank of at least 10,000 litres and above ground pipes and fittings used for a stored water supply must be made of non-rusting ,non-combustible, non-heat-deforming materials and must be situated more than 6m from a building.

The water tank must have an opening in the top of not less that 250mm diameter or be fitted with a 65mm outlet and DIN or NEN Standard compliant forged Storz 65mm adaptor fitted with a standard (delivery) washer rated to 1800 kPa working pressure and 2400 kPa burst pressure.

Colorbond non-combustible steel tank

Protect above ground pipes and pumps

Poly Tanks NOT SUITABLE in bushfire areas

STORZ 65mm adaptor

Road Construction Specification Notes:
1 Flat rolling or mountainous terrain.
2 The maximum superelevation value will need to take into account use of the road by high loaded heavy vehicles, speed and curve radii.
3 In case where there are high percentage of heavy vehicles (.20%) minimum land width can be increased by 0.5m.
4 Allows for 1m verge/table drain width. This must be reviewed based on actual locations where for drainage reasons greater width may be required.
5 Values rounded up for minimum radius curves widening on the inside of a curve may be necessary to accommodate longer vehicles.
6 Based on reaction time of 2 seconds and surface coefficients relating to unsealed surfaces and values rounded up. Values based on flat grades allowances to be made for up and down grades.
7 This is mainly a requirement for single lane two-way roads. Values rounded up.
8 In some cases higher grades up to 20% can be allowed for short sections (about 150m). Keep grades on unsealed roads lower due to raveling and scouring of surfaces.
9 Calculation of these values is to be based on information contained in Austroads (2003) The length of the vertical curve (L) is based on the product of K multiplied by the algebraic difference in grades percentage A (i.e. L = K x A).
10 Sag values are based on comfort control criteria.

BUSHFIRE HAZARD MANAGEMENT PLAN
General Notes:

castellan consulting
Fire Engineering, Building Surveying, Access Consulting & Bushfire Protection
HOBART LAUNCESTON BURNIE
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Planning Development Services

Big 4 Holiday Park

Traffic Impact Assessment

July 2015

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1. Introduction

1.1 Background

GHD were engaged by Planning Development Services to undertake a Traffic Impact Assessment (TIA) for a proposed expansion of the Big 4 Holiday Park at Glen Dhu Street, South Launceston. The site will be developed in 4 stages. Only the first stage (Stage 1) is to be developed as part of the initial Development Application however this TIA considers the impacts of the full development.

1.2 Project Scope

The project scope was as follows:

- Collection and review of recent crash data and traffic volume data sourced from Launceston City Council (LCC) and the Department of State Growth;
- Review the requirements of the *Launceston Interim Planning Scheme 2015* as they relate to the proposed development;
- Assessment of the traffic generating potential of the proposed development based on the specific characteristics of the proposal;
- Assessment of car parking provision with regard to Planning Scheme requirements;
- Estimation of likely car parking demand, as the basis for assessing the adequacy of the available car parking area;
- Preparation of a Traffic Impact Assessment report outlining the findings of the above investigations and providing recommendations to overcome any issues that may arise.

1.3 Subject Site

The subject site, shown in Figure 1, is located at 86 – 94 Glen Dhu Street, South Launceston, directly adjacent to the Southern Outlet. Access to the site is on Glen Dhu Street. The site is currently zoned Low Density Residential.

Figure 1 Subject Site

Base image source: LISTMap, DPIPWE

1.4 Information and Data Sources

The following organisations were contacted during the preparation of this report:

- *Department of State Growth* – Crash and Traffic Data;
- *City of Launceston* – Traffic Data, road network information, Planning Scheme; and
- *PDS Planning Development Services* – General Project Information.

1.5 Planning Scheme

The Project is to be assessed under *the Launceston Interim Planning Scheme 2015*, which will be referred to as the Planning Scheme throughout this report.

2. Existing Conditions

2.1 Transport Network

For the purpose of this assessment, the transport network consists of Glen Dhu Street, Pipeworks Road and the Southern Outlet.

2.1.1 Glen Dhu Street

Glen Dhu Street is a local street connecting between Connaught Crescent and Heather Street, servicing a mix of residential and light industrial uses. It also provides access to the Door of Hope Christian Church building which includes a number of commercial and other uses.

Parallel on-street parking is provided on the west side of the road (alongside the Door of Hope building) and 90 degree reverse parking is provided on the east side of the road. Council have indicated that parking associated with the Door of Hope is a current issue on Glen Dhu Street. A Metro bus stop is located just north of the Heather Street junction.

Glen Dhu Street currently carries around 1,850 vehicles per day with two-way peak volumes reaching 180 vehicles per hour on a typical weekday. The daily traffic profile is presented in Figure 2.

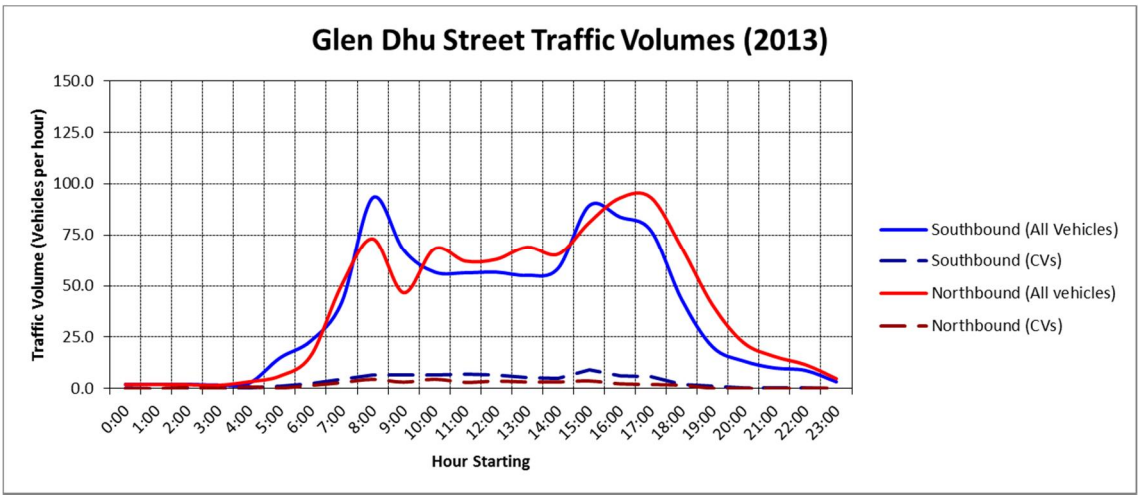

Figure 2 Glen Dhu Street Traffic Volumes (2013)

Data source: City of Launceston

The view along Glen Dhu Street, which shows the parking arrangements, is presented in Figure 3.

Figure 3 Glen Dhu Street

2.1.2 Pipeworks Road

Pipeworks Road provides a connection between Wellington Street and Glen Dhu Street with an overpass at Southern Outlet. Ramps are also provided between Pipeworks Road and Southern Outlet on the Midland Highway side only.

The intersections of Pipeworks Road with both Wellington Street and the Southern Outlet off-ramp are signal controlled. Access to the Southern Outlet on-ramp is provided via channelised left and right turn lanes.

SCATS traffic data obtained from the Department of State Growth indicates that Pipeworks Road currently carries around 4,550 vehicles per day at the Glen Dhu Street end with two-way peak volumes reaching around 465 vehicles per hour. The daily traffic profile is presented in Figure 4.

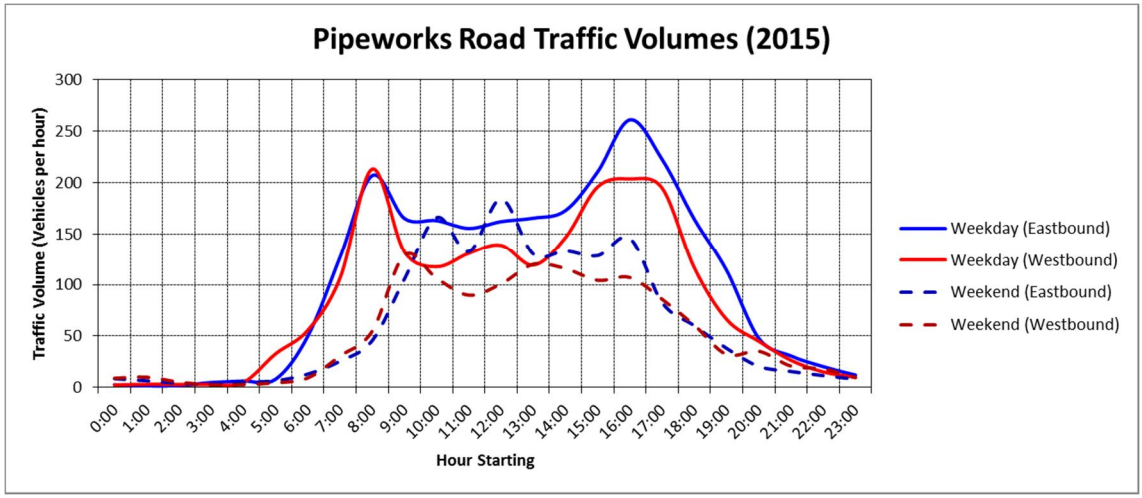

Figure 4 Pipeworks Road Traffic Volumes (2015)

Data source: Department of State Growth

2.1.3 Heather Street

Heather Street is a low volume, residential street connecting to Glen Dhu Street just north of the subject site access.

2.1.4 Southern Outlet

The Southern Outlet is classified as a *Category 1 – Trunk Road* under the Department of State Growth's Tasmanian State Road Hierarchy. The function of Category 1 roads is as follows:

> *Trunk Roads are the State's major highways and are crucial to the effective functioning of Tasmanian industry, commerce and the community. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.*
>
> *Trunk Roads facilitate:*
>
> – *inter-regional freight movement;*
> – *inter-regional passenger vehicle movement; and*
> – *business interaction.*
>
> *The Trunk Roads connect the largest population centres, major sea and air ports, and key industrial locations.*

Southern Outlet has four lanes in the vicinity of the site with on and off ramps to Pipeworks Road. Recent traffic data suggests that Southern Outlet carries in the order of around 24,200 vehicles per day with two-way peak volumes reaching around 2,030 vehicles per hour. The daily traffic profile is presented in Figure 5.

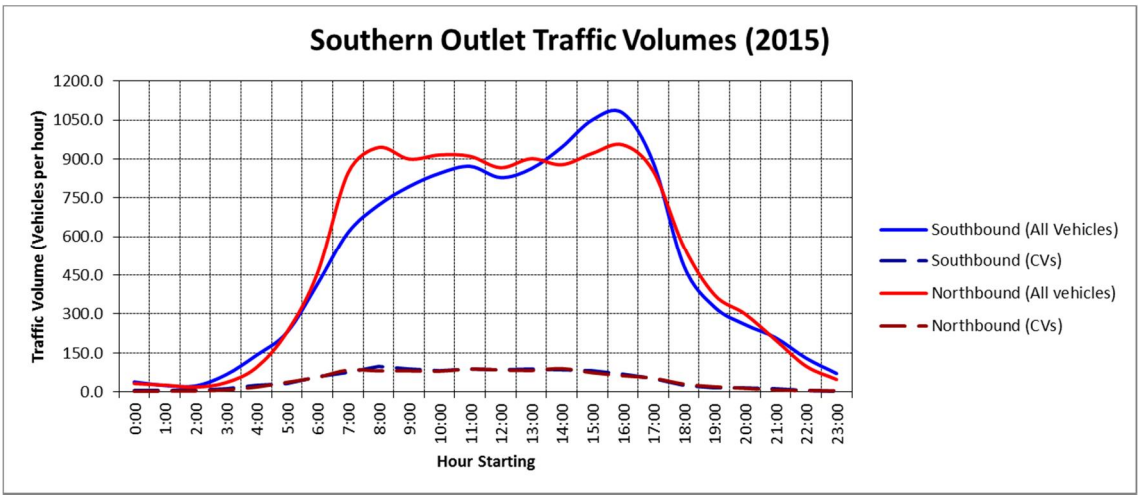

Figure 5 Southern Outlet Traffic Volumes (2015)

Data source: Department of State Growth

2.1.5 Pipeworks Road / Wellington Street Intersection

The intersection of Pipeworks Road and Wellington Street is signalised, with a left turn slip lane on the eastbound Pipeworks Road approach. Channelised right turn lanes and diamond phases are provided on the Wellington Street approaches.

During the model development process, as part of the Launceston Traffic Study, GHD undertook turning movement surveys at the intersection on 13 February 2013. The survey results are as follows:

Table 1 Pipeworks Road / Wellignton Street Turn Counts

Approach	Turning movements (Total & HVs)					
	Left		Through		Right	
AM Peak (8:15 – 9:15)						
Wellington Street (NB)	123	3	819	47	10	0
Pipeworks Road (WB)	7	0	14	1	11	1
Wellington Street (SB)	11	1	715	35	119	1
Pipeworks Road (EB)	136	4	11	0	167	1
PM Peak (16:30 – 17:30)						
Wellington Street (NB)	123	1	787	20	5	0
Pipeworks Road (WB)	10	0	12	0	11	0
Wellington Street (SB)	12	0	1,173	22	131	0
Pipeworks Road (EB)	72	1	9	0	191	3

2.2 Pedestrians and Cyclists

A wide footpath is provided on the west side of Glen Dhu Street connecting to footpaths on Heather Street. A footpath is also provided along the east side of Glen Dhu Street beginning approximately 130 metres north of the subject site access. A median refuge island allows for staged crossings of Pipeworks Road along the Glen Dhu Street alignment. A footpath is also provided along the north side of Pipeworks Road which provides a connection to footpaths on Wellington Street.

No specific bicycle facilities (bicycle lanes etc.) are provided on either of these roads.

2.3 Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5 year time period (1 July 2010 to 30 June 2015) for the full lengths of Glen Dhu Street and Pipeworks Road. The results are summarised in Table 2.

Table 2 Crash Summary

Location	Number of crashes		Dominant Crash Type(s)
	Total	Casualty	
Glen Dhu Street Midblock	6		Parked/parking (4), on path (2)
Connaught Crescent/Glen Dhu Street	2	1	Right turning (2)
Glen Dhu Street/Heather Street	1		Right turning (1)
Glen Dhu Street/Keane Street West	1		Cross traffic (1)
Glen Dhu Street/ Pipeworks Road	4		Cross traffic (4)
Glen Dhu Street/Thistle Street West	3		Left turning (1), Rear end (1), U turn (1)
Pipeworks Road/ Wellington Street	3	1	Rear end (2), Right turning (1)
Pipeworks Road/Midland Hwy	4	3	Loss of control (2), Right turning (1), Rear end (1)
Pipeworks Road Midblock	4	1	Rear end (2), Loss of control (2)
Grand Total	**28**	**6**	

Of the 6 crashes which occurred mid-block on Glen Dhu Street, none were between Heather Street and the Holiday Park entrance. There was 1 crash recorded at the intersection of Glen Dhu Street with Heather Street.

Based on the crash history, there are no specific crash trends developing that might be exacerbated by the additional traffic generated by the proposed development.

3. Proposed Development

3.1 Proposed Big 4 Holiday Park Expansion

The proposed development is for a significant expansion of the existing Big 4 Holiday Park. The current site provides a range of casual accommodation including self-contained cabins, and powered caravan and tent sites, with associated facilities such as amenity blocks, BBQs and playground. The proposal would increase the total number of cabins and sites at the Park from 65 to 180 over 4 stages as summarised in Table 3.

Table 3 Development Staging Plan

Development Stage	Inclusions
Stage 1	12 new cabins
Stage 2	35 new cabins and 9 new caravan sites
Stage 3	23 new cabins
Stage 4	36 new cabins

A site plan of the proposed development is shown in Figure 6.

Figure 6 Proposed Development Site Plan

Image source: Plans to Build

Only the first stage (Stage 1) is to be developed as part of the initial Development Application, however the traffic impacts of the full development are considered in this report.

3.2 Site Access and Parking

No changes to site access are proposed as part of this development; access to the site is located at the southern end of Glen Dhu Street. The internal road network will consist of several "loops" which provide access to individual sites. A turning circle will be located at the southern end of the Park to be developed as part of Stage 4.

A boom gate will control access to the internal road network, ensuring only guests' vehicles access to the Park, and a visitor car park containing around 24 parking spaces will be provided near reception.

3.3 Traffic Generation

Traffic Generation rates have been sourced from the RMS NSW publication, *Guide to Traffic Generating Developments,* 2002. While the Guide does not specifically provide rates for "caravan parks", it is considered that the traffic generation rate that is provided for "Motels" is an appropriate approximation. The adopted traffic generation is as follows:

- Daily trips per unit 3 vehicles per day
- Evening peak hour trips per unit 0.4 vehicles per hour

Typical occupancy rates have been sourced from the Australian Bureau of Statistics as follows:

- Seasonal peak 75%
- Off peak 45%

Based on the above rates, the anticipated traffic generation of the proposed development is summarised in Table 4.

Table 4 Summary of Traffic Generation

Development Stage	Number of Additional Cabins/Caravan Sites	Seasonal Peak Traffic Generation		Off-Peak Traffic Generation	
		Daily Trips	Peak Hour	Daily Trips	Peak Hour
Stage 1	12	27	4	16	2
Stage 2	44	99	13	59	8
Stage 3	23	52	7	31	4
Stage 4	36	81	11	49	6
Total	***115***	***259***	***35***	***155***	***20***

Based on the above, the proposed development is likely to generate up to 259 vehicle trips per day during the seasonal peak period with up to 155 additional trips per day during the off-peak. Peak traffic volumes might increase by up to 35 vehicles per hour.

3.4 Traffic Distribution

A large proportion of traffic would use Pipeworks Road to access the external road network with vehicles heading to and from the Midland Highway or using the Wellington Street intersection. Some traffic would continue along Glen Dhu Street to connect to Launceston via Connaught Crescent. In determining the impacts of the proposal on the surrounding road network, the following has been assumed:

- Midland Highway 40%
- Connaught Crescent 30%
- Wellington Street 30% (with 50% left/right split)

4. Traffic Impacts

4.1 Access Impacts

The proposed development will be accessed via the existing driveway on Glen Dhu Street. It will result in up to an additional 35 vehicles per hour using the access during peak times. Given the existing low traffic volumes on Glen Dhu Street, this increase in traffic is unlikely to cause any significant capacity issues either at the access or at the junction with Heather Street.

A lay-by area will be provided outside the reception building which will sure vehicles do not park across the access when checking in or out. It is noted that the site will require access by larger vehicles (garbage trucks) and light vehicles towing caravans. Access for these vehicles is discussed in Section 4.4 of this report.

4.2 Surrounding Road Network Impacts

4.2.1 Traffic Efficiency

The proposed development will increase the two-way peak hour traffic volumes on Glen Dhu Street and Pipeworks Road during the seasonal peak period as summarised in Table 5. Note that the increase in traffic during the off-peak would be significantly less.

Table 5 Change in Peak Hour Traffic Volumes

Location	Existing (veh/hr)	New Volume (veh/hr) Compared to Existing			
		Stage 1	Stage 2	Stage 3	Stage 4
Glen Dhu St (south)	177	181 (+2.3%)	194 (+9.6%)	201 (+13.6%)	212 (+19.8%)
Glen Dhu St (north)	177	178 (+0.6%)	182 (+2.8%)	184 (+4.0%)	188 (+6.2%)
Pipeworks Rd (west)	465	468 (+0.6%)	477 (+2.6%)	482 (+3.7%)	490 (+5.4%)
Pipeworks Rd (east)	557	558 (+0.2%)	562 (+0.9%)	564 (+1.3%)	568 (+2.0%)
Midland Highway	2,030	2,032 (+0.1%)	2,037 (+0.3%)	2,040 (+0.5%)	2,044 (+0.7%)

Based on the traffic volume summary on Table 5, the increase in traffic volume would be negligible in the context of existing traffic network. The largest constraint would be at the junction of Pipeworks Road and Wellington Street, where traffic volumes using Pipeworks Road might increase by up to 10 vehicles per hour (2.0%).

4.2.2 Impacts on Midland Highway

The subject site is located along the edge of the Southern Outlet (Midland Highway), which is classified as a Category 1 State Road. From Clause E4.6.1-A1.1 of the Planning Scheme: *"Except as provided in A1.2, the following development must be located at least 50 m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60 km/h: a) new buildings; b) other road or earth works; and c) building envelopes on new lots."*

Stage 1 of the proposed development would comply with the Acceptable Solution of this clause as it would involve only an extension to the existing reception building, which is allowed under solution A1.2. However, future Stages 3 and 4 would involve civil works within 50 metres of the Midland Highway and therefore must demonstrate that there would be no impact on the operation of the road.

The following is relevant:

- The proposal is for an expansion of an existing operation, which is currently located within 50 metres of the highway;
- The proposed development is not accessed directly from the highway, rather access to and from the highway is via existing off ramps and local streets. No construction activity would occur within the Southern outlet road reserve;

- Near the subject site, the Midland Highway is straight and does not require complicated navigation tasks; and
- Peak hour traffic volumes on the Midland Highway would increase by around 14 vehicles per hour (0.7%) as a result of the proposal which represents one additional vehicle every 4 minutes or so.

On the basis of the above, the proposed development is unlikely to have a significant impact on the safety or efficient operation of the Midland Highway.

4.2.3 Road Safety

No significant adverse road safety impacts are foreseen for the project. This is based on the following:

- The surrounding road network is capable of absorbing the anticipated traffic generation of the proposal with no significant loss in performance; and
- The crash history does not suggest that there are any specific road safety deficiencies in the surrounding road network that might be exacerbated by the proposal.

4.2.4 Pedestrians Access

Pedestrian access to the site is currently poor as there is no footpath provided between the site and Glen Dhu Street. It is recommended that a new footpath be constructed along the site access to comply with Clause E6.6.3-A1.1 of the Planning Scheme.

4.3 Parking Assessment

4.3.1 Car Parking Supply

Clause E6.5.1 of the Planning Scheme states that: *"The number of car parking spaces must … not be less than 90% of the requirements of Table E6.1 … or not exceed the requirements of Table E6.1 by more than 2 spaces or 5% whichever is the greater…"* From Table E6.1 of the Planning Scheme, the parking requirement for visitor accommodation is *"1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater".*

The proposed development will provide a total of 180 cabins and caravan sites, each of which will include a parking space. In addition to this, some small parking areas are proposed in areas throughout the Park (including the pool and other facilities) and 24 parking spaces are proposed for the visitor car park.

The proposal would therefore provide parking in excess of 5% over the requirements of Table E6.1 and would not comply with the acceptable solution of the Planning Scheme. The oversupply of parking is considered appropriate however given the likely nature of visitor parking and in the context of existing parking supply issues on Glen Dhu Street at certain times.

4.3.2 Special Parking Requirements

Parking for Persons with a Disability

Clause E6.5.1-A2 of the Planning Scheme states that: *"The number of accessible car parking spaces for use by persons with a disability for uses that require 6 or more parking spaces must be in accordance with Part D3 of the National Construction Code 2014, as amended from time to time."*

From the National Construction Code, the proposed development would be classified as a Class 1b use which includes: *"4 or more single dwellings located on one allotment and used for short-*

term holiday accommodation." Therefore, the number of accessible[1] car parking spaces required is calculated by multiplying the total number of car parking spaces by the percentage of accessible sole-occupancy units to the total number of sole-occupancy units.

In the context of the proposed development, and given the parking requirements of Table E1 of the Planning Scheme, this means that each disability accessible site should provide its own disability accessible parking. The visitor car park would also be required to contain some accessible parking. While the number of accessible units is not known, it would be appropriate to provide 2 accessible parking spaces within the visitor car park to comply with Australian Standard AS2890.6 and connected to the building entrance by means of a footpath and/or zebra crossing.

Bicycle Parking

Clause E6.5.2 of the Planning Scheme state that "*The number of bicycle parking spaces must be provided on either the site or within 50m of the site in accordance with the requirements of Table E6.1".* Table E6.1 states that there is no specific requirement for the provision of bicycle parking spaces for visitor accommodation. Although no bicycle parking is proposed, there is expected to be space surrounding each cabin or caravan space to accommodate guest bicycle parking if required.

Motorcycle Parking

Clause E6.5.4 A1 states that "*uses that require greater than 20 car parking spaces …must provide one motorcycle parking space on site with one additional motorcycle parking space on site for each additional 20 car parking spaces required."*

Given that a parking space provided for each cabin, the guests could arrive either by car or motorcycle, and so dedicated motorcycle parking is not considered to be required.

Taxi Drop-off and Pickup

Clause 6.5.3 A1 of the Planning Scheme states that *"uses that require greater than 50 car spaces by Table E6.1 must provide one parking space for a taxi on site, with one additional taxi parking space provided for each additional 50 car parking spaces required."* While no dedicated taxi rank is provided, there is sufficient area outside reception for taxis to drop-off and pick up, as well as the visitor parking spaces.

4.3.3 Car park and Access Design

Clause E6.6.2 of the Planning Scheme states that: *"Car parking, access ways, manoeuvring and circulation spaces must … have parking space dimensions in accordance with the requirements in Table E6.3 … [and] have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table E6.3."*

An extract from Table E6.3 of the Planning Scheme is provided in Table 6 compared to the requirements of Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking,* 2004, in Table 7.

[1] Accessible means having features to enable use by people with a disability

Table 6 Dimensions of Car Parking Spaces (Planning Scheme)

Angle of Car Spaces to Manoeuvring Space	Combined Access and Manoeuvring Width	Car Park Widths	Car Park Length
90 degrees	6.4 m	2.6 m	5.4 m
90 degrees	5.8 m	2.8 m	5.4 m
90 degrees	5.2 m	3.0 m	5.4 m
90 degrees	4.8 m	3.2 m	5.4 m

Table 7 Australian Standards Requirements (90 degree angle parking)

User Class	Car Parking Aisle Width	Car Park Widths	Car Park Length
2	5.8 m	2.5 m	5.4 m

The Planning Scheme allows a deviation from the Australian Standards whereby a narrower manoeuvring width can be provided if car parking spaces are widened. Detailed plans of the car parking and manoeuvring areas have not been prepared at this stage. However it is understood that there is sufficient space to accommodate the required facilities in accordance with the requirements of the Planning Scheme.

4.4 Heavy Vehicle Access

The proposed development will require regular access by medium rigid trucks (garbage trucks) and vehicles towing caravans. All internal roads, including turning areas, must be designed to accommodate the swept paths of the above vehicles.

The internal road network layout allows for one-way loops to be constructed, rather than two-way roads, if required by the turning paths.

5. Conclusions

This report has assessed the traffic impacts of a proposed expansion of the Big 4 Holiday Park on Glen Dhu Street, Launceston. Only Stage 1 is to be developed as part of the initial Development Application, however this traffic impact assessment also considers the impacts of the full development (4 stages). The key findings are as follows:

- The full development is likely to generate up to an additional 255 vehicle movements per day (two-way), with up to 35 vehicle movements per hour, during the seasonal peak period.
  - Stage 1 will generate around 27 vehicle movements per day (two-way) with 4 vehicle movements per hour.
- Peak hour traffic volumes on Glen Dhu Street near the site will increase by up to 20% as a result of the full development, however given the existing low traffic volumes on this road, the impacts are considered negligible.
- Peak hour traffic volumes will increase by around 1.8% on Pipeworks Road near the Wellington Street junction and by around 0.7% on Midland Highway travelling up and down the Southern Outlet.
  - Stage 1 will only increase peak hour volumes by around 0.2% on Pipeworks Road near the Wellington Street junction and by around 0.1% on Midland Highway travelling up and down the Southern Outlet.
- It is recommended that a new footpath be constructed alongside the existing access to comply with Clause E6.6.3-A1.1 of the Planning Scheme.
- It is recommended that two accessible parking spaces be provided within the visitor car park to comply with the requirements of Australian Standard AS2890.6 and the Planning Scheme.
- The proposal does not propose to provide either bicycle or motorcycle parking.

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

GHD

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