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Planning Submission

Inner Residential, demolition of existing building, construction of a single dwelling and visitor accommodation.

12 Thomas Street, Launceston

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1. Executive Summary

1.1 Proposal Overview

Planning Development Services (PDS) has been engaged by the owner of 12 Thomas Street Launceston ("*subject site*"), Mr Gerald White to make a planning application to Launceston City Council for the construction of a two storey new building.

Within the building there will be two residential units divided by a separating wall. Unit 1 will be used for visitor accommodation (generally a Class 1b building – BCA 2016) whereas Unit 2 will be used as a single dwelling (Class 1a). The design pursues the "tiny house" movement. The construction of the new building will occur following the demolition of existing dwelling and outbuildings.

The subject site is zoned Inner Residential and is located on a single title being CT21038/1. The property is neither listed as a heritage item on the Launceston Interim Planning Scheme 2015 nor with the Tasmanian Heritage Council.

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. proposal has been prepared in accordance with the provisions of the Launceston Interim Planning Scheme 2015.

1.2 Proposal Compliance Assessment

Element	**Compliance**
Use	
Unit 2 - Residential use	Residential uses of a single dwelling in the Inner Residential Zone do not require planning prior permit.
Unit 1 - Visitor Accommodation	Visitor accommodation in the Inner Residential Zone is a discretionary use and require planning permission.
Use & Development Standards	
Inner Residential Zone	*11.4.2 Site coverage and rear setback for single dwellings* – P2 *11.4.3 Building envelop for all single dwellings* – P1 *11.4.22 Earthworks and retaining walls* – P1 *11.4.23 Development for discretionary uses* – P1
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2. Subject Land and Locality

2.1 Subject Land Description

The subject site is contained within Certificate of Title 21038 on Folio 1. The registered owner is Mr Gerald White. A copy of the titles are contained in Appendix A.

The lot has an area of 243.31m^2.

2.2 Locality Description

Thomas Street is located at the southern edge of the Inner Residential Zone, bordering the General Residential Zone that lies beyond Frankland Street. The neighbourhood character is considered one of transition from smaller allotments, higher density to large properties with low to medium density development.

The subject site is located on the southwestern side of a narrow residential street. Thomas Street is best described as a laneway in a roadway technical context. It is located in a residential block bounded by St John Street and Edmund Street.

Immediate neighbouring properties consist mostly of small cottage weatherboard dwellings built in the late 1800's. The southwestern side of Thomas Street is characterised by typical "laneway" streetscape with zero setback outbuildings (garages and sheds), punctuated by six foot fences. Number 12 Thomas Street is unusual in that it is actually a dwelling with frontage to Thomas Street.

The north eastern side of Thomas Street is a different streetscape. This side consists of two storey dwellings with frontage to the street, and the quirky row of modernist townhouses with dormer windows featuring attic living spaces. This side of Thomas Street is bookended by two weatherboard dwellings common in the immediate neighbourhood. Numerous buildings (on the north eastern side) in the street are built to the front boundary.

As a whole, Thomas Street is described as an inner urban environment with an eclectic mix of building types, architectural styles, different building materials, bulk, mass and scale.

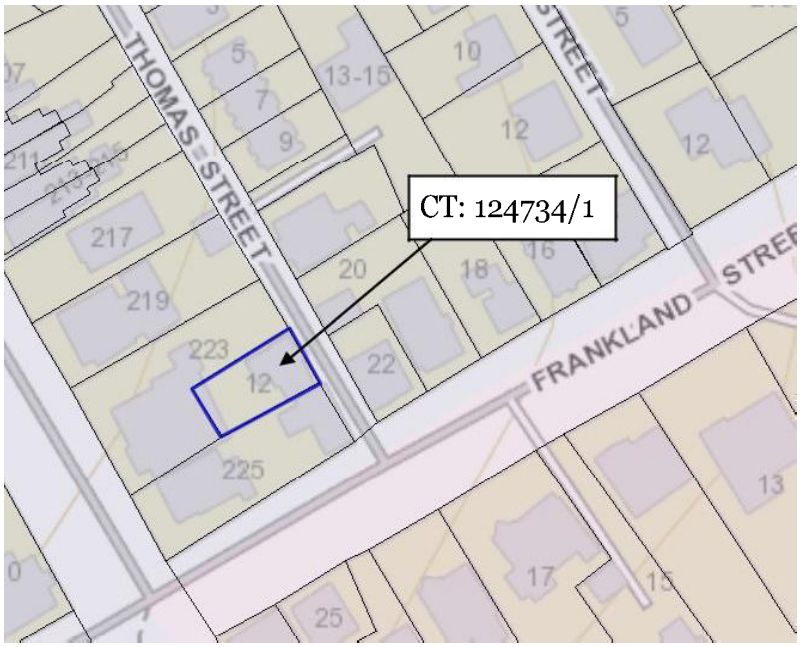


Figure 1: Locality Map

2.3 Access and Movement

There are currently no crossover points to the subject site. The proposal would create crossovers off Thomas Street for the establishment of two separate driveways. Each driveway will provide off street parking to the individual unit.

2.4 Heritage

The subject site is not listed on the Tasmanian Heritage Register or given as a heritage item within the Launceston Interim Planning Scheme 2015.

2.5 Flora and Fauna

There is no identified native flora and fauna on site that warrants a comprehensive environmental impact assessment / study / review. Five established non-native trees will be removed as part of the demolition process to prepare site for construction.

Given that the site is 243.31m2 in area, there is limited opportunity to retain those non-native deciduous trees. It is expected that upon completion of the development, landscaping will apply to re-establish greenery across the site.

2.6 Services

The subject site is connected to a reticulated water, sewerage, and stormwater system. The site is also connected to power and communications systems.

3. Proposal

3.1 Development Proposal

The proposal consists of the following features:

- Unit 1 (visitor accommodation) two-storeys with a total floor area of 90.67m^2. It is proposed that the unit will be used for short-term accommodation purposes.
- Unit 2 (single dwelling – permanent residence) two storeys with a total floor area of 95.51m^2

The units will be divided by a separating wall achieving minimum fire resistance level of 60/60/60. Each unit will be individually connected to utilities and other public infrastructure.

4. Planning Assessment

4.1 Launceston Interim Planning Scheme 2015 Zone Provisions

The subject site is zoned Inner Residential within the Launceston Interim Planning Scheme 2015. The site sits outside of any overlay areas.

Figure 2: Zoning Map

(Deep Red = Inner Residential, Red = General Residential)

11.0 Inner Residential Zone

11.1.1 Zone Purpose

11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.
11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
11.1.1.3 To allow increased residential densities where it does not significantly affect the existing residential amenity, ensure appropriate location of parking, and maintain vehicle and pedestrian traffic safety.
11.1.1.4 To maintain and develop residential uses and ensure that non-residential uses do not displace or dominate residential uses.
11.1.1.5 To provide for development that provides a high standard of amenity and contributes to the streetscape.

Proposal Response
From the whole of street perspective, the development presents itself as a consolidated residential building without outward appearance of either being identifiable as short term accommodation or permanent residences. This discreet design feature allows the building to integrate into its established urban environment without significant impact on the neighbourhood character.

The design of building is consistent with the bulk, scale and mass of buildings found on Thomas Street, and contributes positively to the streetscape. The two storey built form in particular draws cues from existing residences along Thomas Street. In addition, the design responds to the small lot size by enabling the inhabitants a high standard of amenity and privacy.

The creation of two new car parks and driveways does not affect vehicle and pedestrian traffic safety. The south western side of Thomas Street is dominated by garages, outbuildings and fences. Given that there is no vehicular access to dwellings on St John Street, it is expected that those garages fronting Thomas Street will be frequently used by residents. The reversing out of two additional cars onto Thomas Street is not peculiar to this site, and certainly not going to detrimentally impact on traffic safety for the street.

It is considered that the proposed development satisfactorily meets the objectives intended for Inner Residential Zone.

11.1.2 Local Area Objectives
There are no local area objectives.

11.1.3 Desired Future Character Statements

There are no desired future character statements.

In the absence of such statement, it is noted that this development is consistent with the urban design form for the immediate neighbourhood. In an essence, the development itself is respectful of the established neighbourhood character that it draws the design from the existing buildings, and the constraints imposed by a smaller site area.

11.3 Use Standards

The existing residential dwelling will be demolished and replaced with a new consolidated building containing two units.

The single 2-storey building will contain two residential uses, a visitor accommodation (Unit 1) and single dwelling (Unit 2).

As per the Inner Residential Zone, single dwellings are a no permit required use, whereas visitor accommodation uses are discretionary

The development proposal responds to the zone purpose of the Inner Residential Zone and adopts uses which are acceptable. None of the use standards apply to the proposed residential dwelling.

The standards do apply to non-residential uses, such as visitor accommodation.

11.3.1 Hours of Operation

Objectives: 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 6pm 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:

No commercial vehicles will be used in relation to Unit 1 functioning as visitor accommodation.

11.3.2 Mechanical plant and equipment

Objectives:
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. 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:

A1 – All plant such as air conditioners applicable to Unit 1 will adopt residential standards for emissions. The Building Code of Australia provides performance requirements, and reference to Australian Standards specific to mechanical ventilation, noise insulation between Class 1 a and Class 1 b (short term accommodation).

On that basis, it is expected that prior to issuing of building permit, the necessary consideration will be made and checked prior to releasing occupancy permit for the dwellings.

Given the nature of the short term accommodation, and the size of unit being less than 100m2 in total floor space, it is unlikely that such development will necessitate larger commercial sized ventilation systems. Often the short term single occupancy apartment types utilised a system not different to permanent dwellings.

11.3.3 Light spill and illumination

Objectives:
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, Low Density Residential, Urban Mixed Use and Village zones; and (b) contain direct light from external light sources within the boundaries of the site.	P1 Floodlighting or other external lighting used on the site must not cause an unreasonable loss of amenity to nearby sensitive uses, having regard to: (a) the number of light sources and their intensity; (b) the proximity of the proposed light sources to nearby sensitive uses; (c) the topography of the site; (d) the landscaping of the site; (e) the degree of screening between the light source and the sensitive uses; and (f) existing light sources nearby.

Proposal Response:

A1 – Not applicable. No permanent of fixed flood lighting applies to Unit 1. All light emitted from Unit 1 will be contained within the boundaries of the site

11.3.4 External storage of goods

Objectives:
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:

A1 – Not applicable. Unit 1 will be supplied with a standard household waste collection bin set. There is no requirement to provide external storage. Previous submitted design proposal to Council suggests external bin storage space forward of Unit 1, the entire space has now being deleted. Unit 1 now sits forward on the site boundary line.

11.3.5 Commercial vehicle parking

Objectives: 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:

A1 – Not applicable. No commercial car parking applies to Unit 1.

11.4 Development Standards

11.4.1 Setbacks from a frontage for single dwellings

Objectives: To ensure that the setback from frontages: (a) assist in the establishment of the streetscape character; (b) enhance residential amenity; (c) provide a transition space between the road and private dwelling allowing mutual passive surveillance for community safety; and (d) respond to slope and other physical characteristics of a lot and assist in attenuation of traffic noise.	
Acceptable Solutions	**Performance Criteria**
A1 Unless within a building area shown on a plan of subdivision, the wall of a single dwelling (excluding minor protrusions) must have a setback from a frontage that is: (a) no less than 4.5m from a primary frontage; and (b) no less than 3m to a frontage other than a primary frontage; or (c) a distance which is no more or less than the maximum and minimum setbacks of the dwellings on immediately adjoining lots; or (d) no less than the existing dwelling setback if less than 4.5m.	P1 The setback from frontage must: (a) provide transitional space between the road and private dwelling allowing mutual passive surveillance; (b) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; (c) provide measures to ensure that noise generated by traffic will not adversely impact on residential amenity and vehicular egress provides for the safe use of the road; and (d) have regard to streetscape qualities or assist the integration of new development into the streetscape.

Proposal Response:
A1 – The positioning of the building on the small site is deliberate to ensure that there is physical separation between the building and existing residences on its adjoining boundaries. It is noted that the dwelling on 223 St John Street has its rear wall on the boundary. This positioning maintains the residential amenity of adjoining sites. In doing so, the front of the building sits hard on the boundary with Thomas Street.

A1 (c) states that the setback from a frontage is of a distance no more or less than those of dwellings on immediately adjoining lots. A streetscape analysis of the south western side of Thomas Street identified a continual pattern of garage roller doors, outbuildings, fences, and gates on fence, bookended by a English / Fleming bond brick wall return to the mixed construction hall fronting Frankland Street. The Bethlehem Lutheran Church (CT30/9604) on the corner of St John Street and Frankland Street is also built hard edge on the front boundary separated by footpath to the road pavement.

Closer inspection of the surrounding areas identified similar patterns of housing developments that are built to the boundary, which is atypical of inner city Launceston and the quintessential urban character for many older settlements found in Tasmania, and Australia.

The existing weatherboard cottage as it stands on 12 Thomas Street is built to the front boundary, so is the cottage diagonally opposite. Maintaining the zero front setback to the street seeks neither to change the inner urban appeal, nor to introduce a streetscape that is inconsistent with the immediate neighbourhood.

It is considered that the proposal meets the development standards for front setback.

11.4.2 Site coverage and rear setback for single dwellings

Objectives: To ensure that the location and extent of building site coverage: (a) facilitates the provision of open space, gardens and other outside areas on the site that contribute to residential amenity; (b) assists with the management of stormwater; (c) provides for setback from the rear boundary; and (d) has regard to streetscape qualities.

Acceptable Solutions	**Performance Criteria**
A1 A site coverage of no more than 50% excluding building eaves and access strips where less than 7.5m wide.	P1 Site coverage must: (a) provide for useful areas of open space for gardens and outdoor recreation purposes; (b) allow areas to be retained for the absorption of rainwater into the ground; and (c) have regard to streetscape qualities.
A2 A rear setback of no less than 4m, unless the lot is an internal lot.	P2 The location of buildings in relation to the rear boundary must: (a) allow for adequate visual separation between neighbouring dwellings; (b) maximise solar access to habitable rooms; and (c) facilitate provision of private open space.

Proposal Response:

A1 – There is a total site area of 243.3m^2. The building overall has a rooved area of 104.9m^2, and therefore a total site coverage area of 43%.

The portion of the building which is to be used for a single dwelling has a site coverage area of 21.3% of the total site. The visitor accommodation portion of the building also has a site coverage area of 21.3%.

A2 – The proposal relies on P2.

P2 – The proposed building is setback 1.1m from the rear boundary. The distance creates the necessary visual separation as intended in the planning scheme. It is noted though there is no overlooking between buildings. The blank face of proposed building is directly opposite a single storey high brick wall. The windows to the upper floor have been oriented to face north / north-east. The distance of 2.3m from those windows meant that overlooking into adjoining private open space is negligible. Generally, it is accepted planning practice to provide privacy to more than 30% of adjoining neighbor POS, or least the distance of a standard 1.7m sill height window – equates to 1.7m setback distance.

Similarly, there is no overlooking to the south, as windows to toilets and bathrooms are not issue – non habitable spaces.

The revised design of the building meant that adequate solar access to adjoining habitable rooms are protected, as demonstrated by shadow diagrams (see Appendix B).

The private open spaces of adjoining properties have not been compromised by the proposed new building. The useable private open spaces are retained.

11.4.3 Building envelop for all single dwellings

Objectives: To ensure that the siting and scale of single dwellings: (a) allows for flexibility in design to meet contemporary dwelling requirements; (b) protects the residential amenity of neighbours through minimising visual bulk and overshadowing; and (c) has regard to streetscape qualities.

Acceptable Solutions	**Performance Criteria**

A1 All single dwellings (excluding minor protrusions extending less than 1.5m) must be contained within either of the following building envelopes: (a) determined by a setback of no less than 3m from side boundaries and no less than 4m from the rear boundary and a building height of no more than 5.5m; or (b) determined by projecting at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and at a distance of 4m from the rear boundary to a building height of no more than 8.5m above natural ground level (see Figures 11.4.3 A and 11.4.3 B); and walls are setback: (i) no less than 1.5m from a side boundary; or (ii) less than 1.5m, provided the wall is built against an existing boundary wall or the wall or walls have a total length of no greater than 9m or one third of the boundary with the adjacent property, whichever is the lesser.	P1 The siting and scale of single dwellings must be designed to: (a) ensure there is no unreasonable loss of amenity on adjoining lots by: (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above; (ii) overlooking and loss of privacy; and (iii) visual impacts when viewed from adjoining lots: and (b) take into account steep slopes and other topographical constraints; and (c) have regard to streetscape qualities.
A2 For internal lots, all single dwellings must be contained within a building envelope (excluding minor protrusions extending less than 1.5m) determined by a setback of no less than 3m from all boundaries, excluding the access strip, and a building height no greater than 5.5m.	P2 The siting and scale of single dwellings on internal lots must be designed to: (a) ensure there is no unreasonable loss of amenity on adjoining lots by: (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing where greater than above; (ii) overlooking and loss of privacy; and (iii) visual impacts when viewed from adjoining lots; and (b) take into account steep slopes and other topographical constraints.

Proposal Response:

A1 – The proposal relies on P1.

P1 –Thomas Street contains a mixture of buildings of varying heights, designs, materials and aesthetic qualities. The bulk and scale of the proposal is not inconsistent with the street, and it responds appropriately to the lot size and aspect. The lot area is small.

Building envelopes are intended to protect the amenity of the neighbourhood by ensuring that there is no overdevelopment on residential sites. This can be achieved by limiting the height of buildings, and minimizing amenity impact from overshadowing.

Drawing A22201-Da01 demonstrates compliance with the acceptable solution, when viewing the building from the street and from the backyard towards the street. Drawing A2201-DA02 in contrast shows the length of the building exceeding the acceptable building envelope. Whilst this may be the case, the objectives of the scheme relating to building envelopes have been achieved, and the overall height of the building is within the maximum limit contained in the zone. The achievement is made through a building that is designed to be consistent with the bulk, scale and mass of existing structures along Thomas Street. Intentional raising the height to minimize length of building does not lend to better design outcomes, rather an awkward attempt to fit a box into the building envelope.

Overshadowing drawings A7000 and A7001 (DA04) supplied to Council highlight the extent of shadow cast, and otherwise compliance with the performance criteria. Given the topographical constraints, the shadow casts are considered to be reasonable as more than 3 hours of sunlight are available to adjoining properties, in winter and summer solstice periods.

It is contended that the proposed development satisfies standard 11.4.3 of the planning scheme.

A2 – Not applicable.

11.4.4 Frontage setback and width of garages and car ports for single dwellings

Objectives:
To ensure that the location and size of garages or carports:
(a) do not dominate the façade of the dwelling or dominate the streetscape;
(b) do not restrict mutual passive surveillance of the road and dwelling; and
(c) provides for safe vehicular access to and egress from the site.

Acceptable Solutions	**Performance Criteria**
A1 Garages or carports within 12m of the frontage whether free-standing or part of the dwelling: (a) must have a total width of openings facing the primary frontage of no greater than 6m or half the width of the frontage, whichever is the lesser; and (b) must have: (i) a setback from frontage measured to the door, post or supporting column no less than required for a single dwelling in 11.4.1 A1; or (ii) a setback from the primary frontage no less than 0.5m if the ground slopes up or down for	P1 The siting and design of garages and carports must: (a) complement the character of the dwelling; (b) not dominate the frontage of the lot through location and visual bulk; (c) retain mutual passive surveillance between dwelling and road; (d) provide for safe vehicular movements between road and site; and (e) have regard to streetscape qualities.

10m from the frontage at more than 1:5.

Proposal Response:

A1 – No garages or carports are proposed to be constructed. Vehicles for the single dwelling and visitor accommodation will be parked onsite in a car park bay/ driveway.

11.4.5 Privacy for single dwellings:

Objectives:
To ensure that the location and design of windows of habitable rooms, balconies, decks, roof gardens, parking spaces and carports maintain residential amenity by minimising the potential for overlooking between neighbours.

Acceptable Solutions	**Performance Criteria**
A1 Balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) that have a finished surface or floor level greater than 1m above natural ground level must have a side setback of no less than 3m and a rear setback of no less than 4m.	P1 The potential for direct overlooking from balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) with a finished surface or floor level more than 1m above natural ground level on one lot to the habitable rooms and balconies, decks and roof gardens on adjacent lots must be avoided or minimised through their separation or offset or by use of solid or translucent screening.
A2 Windows of habitable rooms which have a floor level greater than 1m above natural ground level must: (a) have a side setback of no less than 3m; or (b) be offset no less than 1.5m from the windows of habitable rooms on adjacent lots where on the same horizontal plane; or (c) have a window sill height of no less than 1.7m.	P2 The potential for direct overlooking from windows of habitable rooms with a finished surface or floor level more than 1m above natural ground level on one lot to the windows of habitable rooms, balconies, decks and roof gardens on adjacent lots must be avoided or minimised through their separation and offset or by use of solid or translucent screening.

Proposal Response:

A1 – Not applicable to the development.

A2 – The orientation of windows satisfactorily meets the acceptable solutions as prescribed under standard 11.4.5 of the planning scheme.

11.4.56 Frontage fences for single dwellings:

Objectives:
To ensure that the height and design of frontage fences:
(a) provides adequate privacy and security for residents while allowing for mutual passive surveillance of the road and dwelling; and
(b) enhances streetscapes.

Acceptable Solutions	Performance Criteria
A1 The building height of fences on and within 4.5m of a frontage must be no greater than: (a) 1.2m if solid; or (b) 1.8m provided that the part of the fence above 1.2m has openings which provide a minimum 50% transparency.	P1 Fences on and within 4.5m of a frontage must be designed to: (a) take account of steep slope or other topographical constraints; (b) provide for security and privacy of residents while allowing for mutual passive surveillance of the road; (c) take account of the prevailing height, design and character of neighbouring fences; (d) attenuate noise from high volume traffic; and (e) have regard to streetscape qualities.

Proposal Response:

Not applicable.

No fences are proposed along Thomas Street.

Existing timber paling fence on either side of the new building will be modified after construction to suit new landscaping works.

11.4.21 Outbuildings and swimming pools – Not applicable.

11.4.22 Earthworks and retaining walls

Objectives:
To ensure that earthworks and retaining walls are appropriate to the site and respect the amenity of adjoining lots.

Acceptable Solutions	Performance Criteria
A1 Earthworks and retaining walls requiring cut or fill more than 600mm below or above existing ground level must: (a) be located no less than 900mm from each lot boundary; (b) be no higher than 1m (including the height of any batters) above existing ground level; (c) not require cut or fill more than 1m below or above existing ground level; (d) not concentrate the flow of surface water onto an adjoining lot; and (e) be located no less than 1m from any registered easement, sewer main or water main or stormwater drain.	P1 Earthworks and retaining walls must be designed and located so as not to have an unreasonable impact on the amenity of adjoining lots, having regard to: (a) the topography of the site; (b) the appearance, scale and extent of the works; (c) overlooking and overshadowing of adjoining lots; (d) the type of construction of the works; (e) the need for the works; (f) any impact on adjoining structures; (g) the management of groundwater and stormwater; and (h) the potential for loss of topsoil or soil erosion.

Proposal Response:

A1 – The proposal relies on P1.

P1 – The construction of retaining walls alongside the northern and southern boundaries of the site is necessary for the creation of driveways and car parking. The subject site slopes downwards towards the northwest corner of the lot.

The appearance of the retaining walls from the street are minimal and simply give the appearance of a parking bay, which is not inconsistent with other accesses to buildings within the street.

The retaining walls do not result in overshadowing of adjoining lots. The retaining wall alongside the southern boundary sits against the closed brick wall of the Bethlehem Lutheran Church. The retaining wall which sits against the northern boundary does not overlook any habitable building.

The retaining walls will be built to a standard to manage groundwater and stormwater, and ensure that risks are mitigated for damage to adjoining lots.

11.4.23 Development for discretionary uses

Objectives:
To ensure that development for discretionary uses is sympathetic to the form and scale of residential development and does 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) the 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:

P1 –The proposed building consists of one unit to be used as permanent dwelling and a unit to be used for visitor accommodation.

Visitor accommodation is a discretionary use in the zone.

As has been outlined in previous clauses:

- The front setback is consistent with the existing building and other buildings in the street;

- The building design is responsive to the streetscape.

- The building has been designed to respond to the site's topographic constraints, and slope of land falling westwards from Thomas Street.
- The building measures well within the 8m height limit.

- The bulk and form of the building is consistent with other buildings along Thomas Street.

- Side and rear setback distances are consistent with other buildings in the immediate neighbourhood.

- Maintenance of privacy and sunlight has been considered through the location of windows which predominately face north and do not overlook habitable rooms of adjoining properties.

- The parking arrangement allows vehicles to be parked off-street without impacting on traffic safety along Thomas Street.

11.4.24 Lot size and dimensions - Not applicable to the proposed development.

11.4.25 Frontage and access - Not applicable to the proposed development.

11.4.26 Discharge of stormwater - Not applicable to the proposed development.

11.4.27 Water and sewerage services - Not applicable to the proposed development.

11.4.28 Lot diversity - Not applicable to the proposed development.

11.4.29 Solar orientation of lots - Not applicable to the proposed development.

4.2 Launceston Interim Planning Scheme 2015 Codes

E1 Bushfire Prone Areas Code – Not applicable.

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 –

E4.6.2 Road Accesses and Junctions:

Objectives: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.	
Acceptable Solutions	**Performance Criteria**

A1 No new access or junction to roads in and area subject to a speed limit of more than 60km/h	P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: **(a)** the nature and frequency of the traffic generated by the use; **(b)** the nature of the road; **(c)** the speed limit and traffic flow of the road; **(d)** any alternative access; **(e)** the need for the access or junction; **(f)** any traffic impact assessment; and **(g)** any written advice received from the road authority.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: **(a)** the nature and frequency of the traffic generated by the use; **(b)** the nature of the road; **(c)** the speed limit and traffic flow of the road; **(d)** any alternative access to a road; **(e)** the need for the access or junction; **(f)** any traffic impact assessment; and **(g)** any written advice received from the road authority.

Proposal Response:

A1 – Not applicable

A2 – The proposal relies on P2.

P2 – Thomas Street has a speed limit of less than 60km/h.

Currently, there are no accesses to the subject site for vehicles. The proposal is for a single access to service the permanent single dwelling, whilst the other will service the visitor accommodation.

Traffic movements from either residential unit will be consistent with vehicle movements which occur from a typical residential dwelling. The south western side of Thomas Street is predominantly garages and outbuildings having direct access to the road. Given the siting of those structures, the majority of vehicles will be reversing into Thomas Street. The same would apply to those dwellings on the northeastern side. There is no issue with the tenants wanting to reverse into the parking space either.

E5.0 Flood Prone Areas Code – Not applicable.

E6.0 Parking and Sustainable Transport Code –

The parking arrangements at the proposed building comply with the Code. The single dwelling contains two bedrooms and as per the Code requires two spaces for a car park; this is achieved in the design.

Visitor accommodation as per the Code requires one space; this is achieved in the design.

Car parking areas will be constructed to the required standard.

E7.0 Scenic Management Code – Not applicable.

E8.0 Biodiversity Code – Not applicable.

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 – Not applicable.

E19.0 Development Plan Code – Not applicable.

4.3 Conclusion

This submission is prepared to demonstrate merits for supporting approval for construction a single building at 12 Thomas Street, Launceston. As evidenced in the submission, the design of the development is responsive to the site and surrounding properties. It is of a reasonable bulk, scale and mass that do not detrimentally impact on the site's amenity.

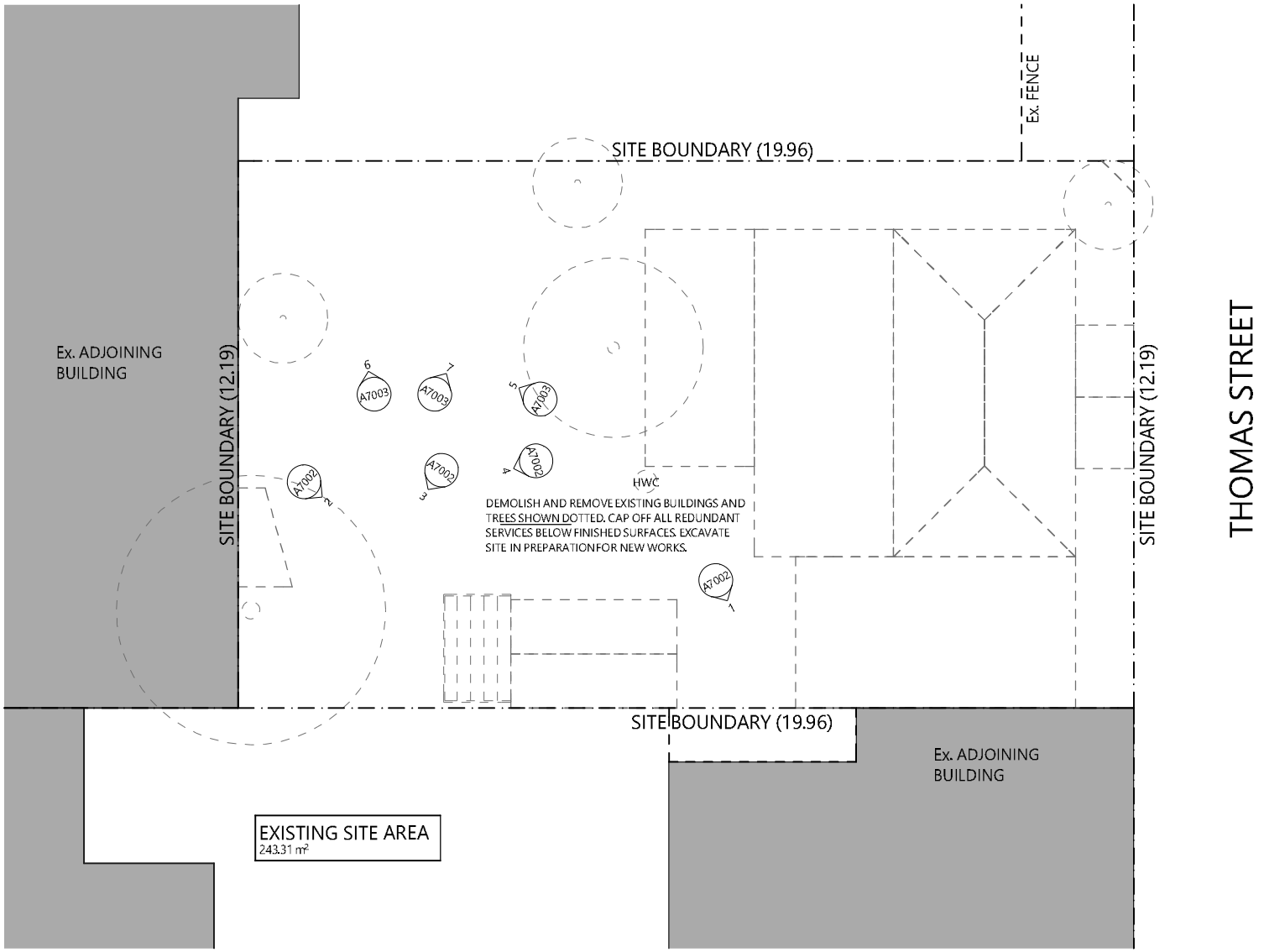
Overall, the proposal satisfies the objectives of the planning scheme, applicable development standards and codes prescribed, and can be approved under the Launceston Interim Planning Scheme 2015.

This application is therefore made pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

Appendix A: Certificate of Title

Appendix B: Plans, prepared by Artas

REVISION				
Rev	Description	Date	Int.	App
DA01	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	29/04/2016	BT	SC
DA02	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	27/06/2016	BT	SC



North

SITE DEMOLITION PLAN
SCALE 1:100

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A1100-DA02

ARTAS ARCHITECTS

REVISION				
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DA01	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	29/04/2016	BT	SC
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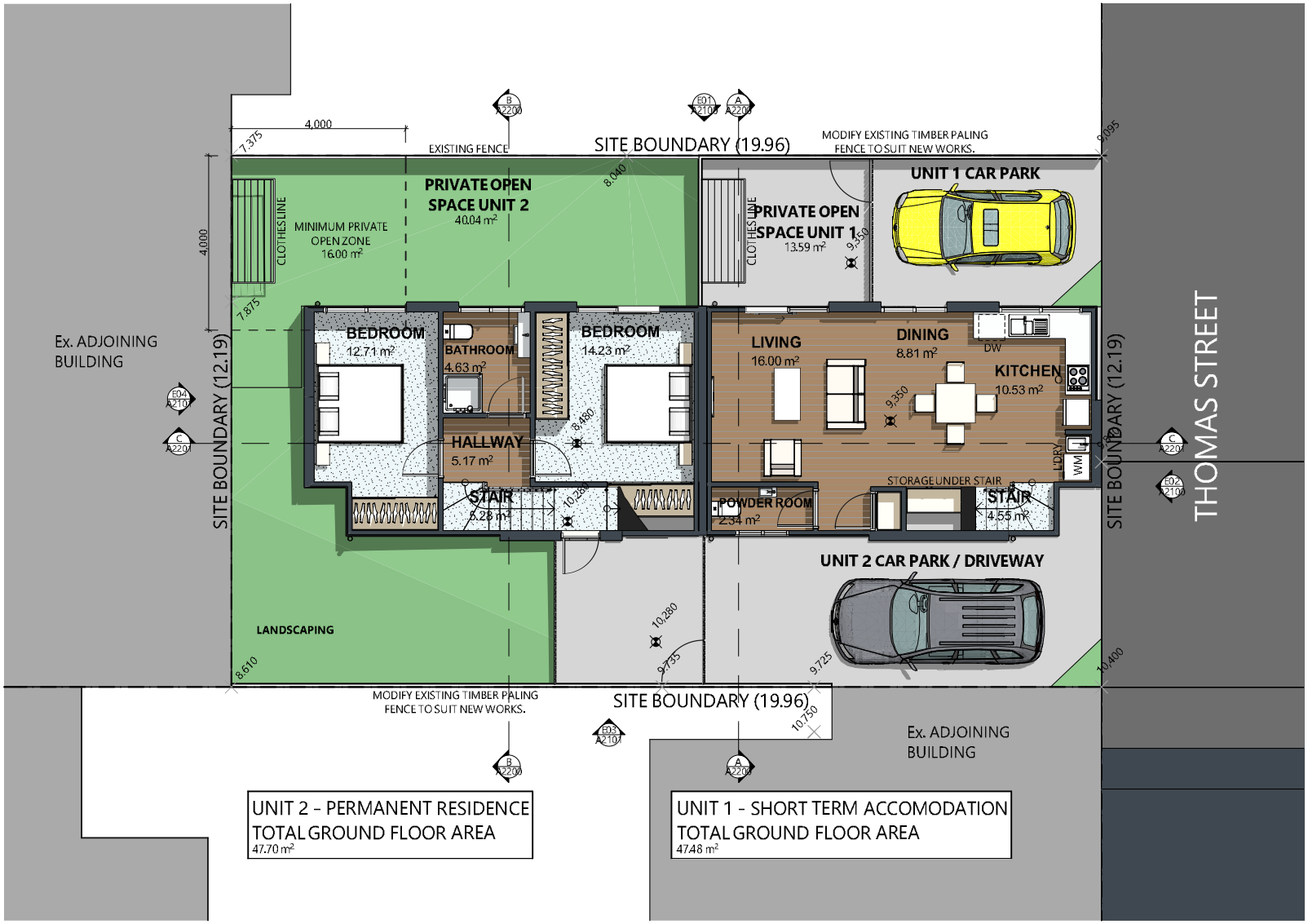

North

GROUND FLOOR PLAN
SCALE 1:100

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

APPROVAL
151130

SHEET SIZE: A3 (LANDSCAPE)

A1200-DA03

ARTAS ARCHITECTS

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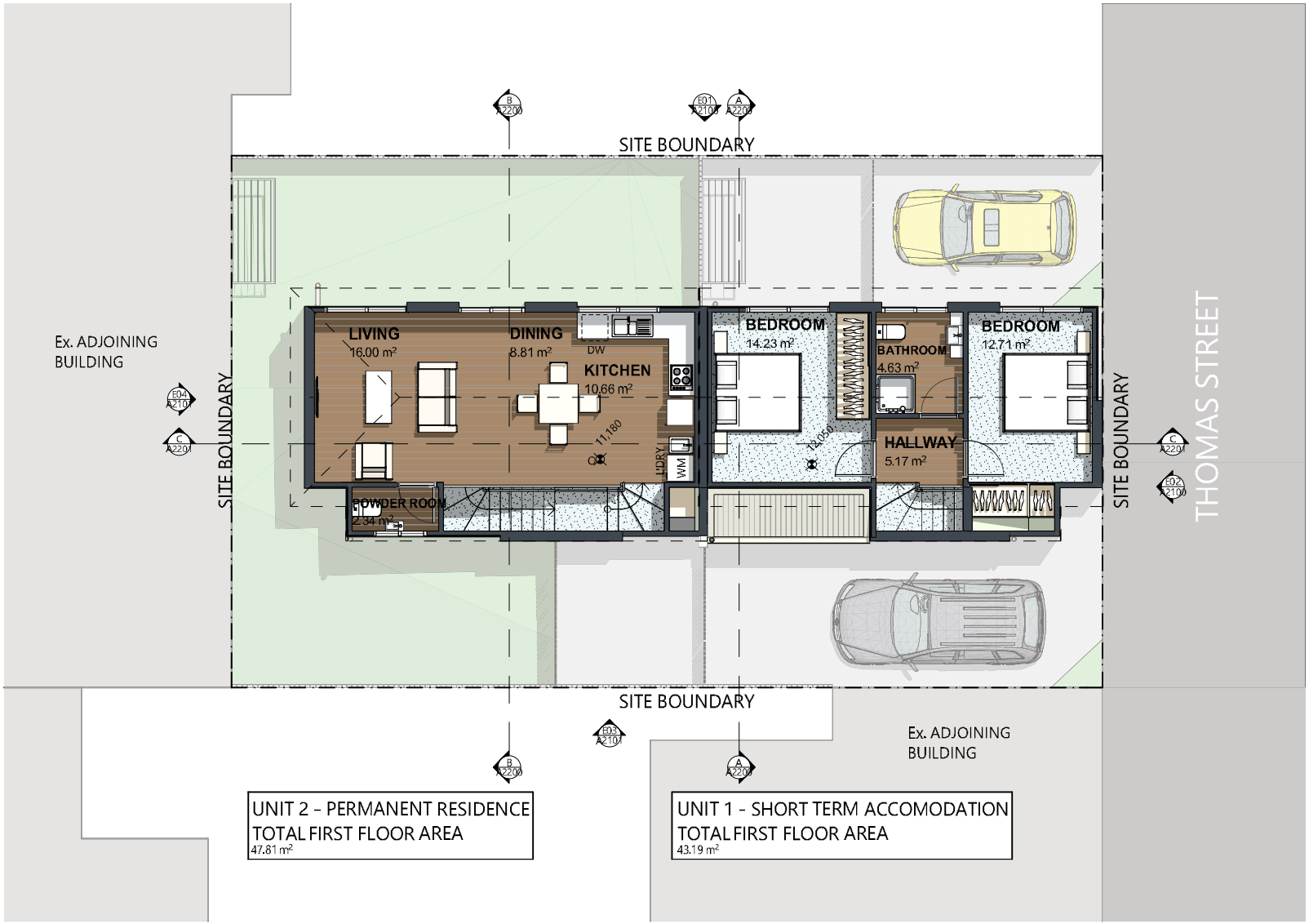
DA03	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	5/07/2016	BT	SC



North

FIRST FLOOR PLAN
SCALE 1:100

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A1201-DA03

ARTAS ARCHITECTS

REVISION				
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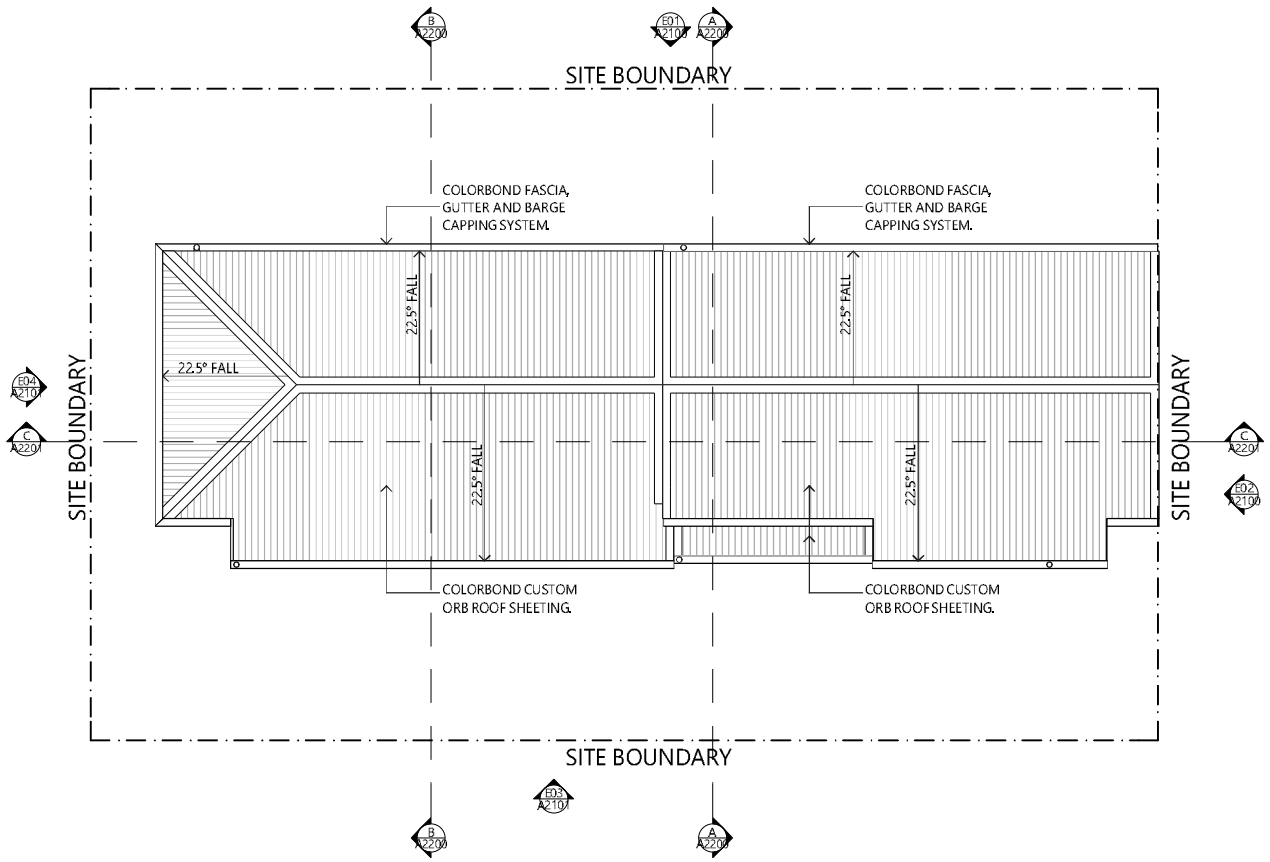

North

ROOF PLAN
SCALE 1:100

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A1900-DA03

ARTAS ARCHITECTS

E01 – NORTH ELEVATION

SCALE 1:100

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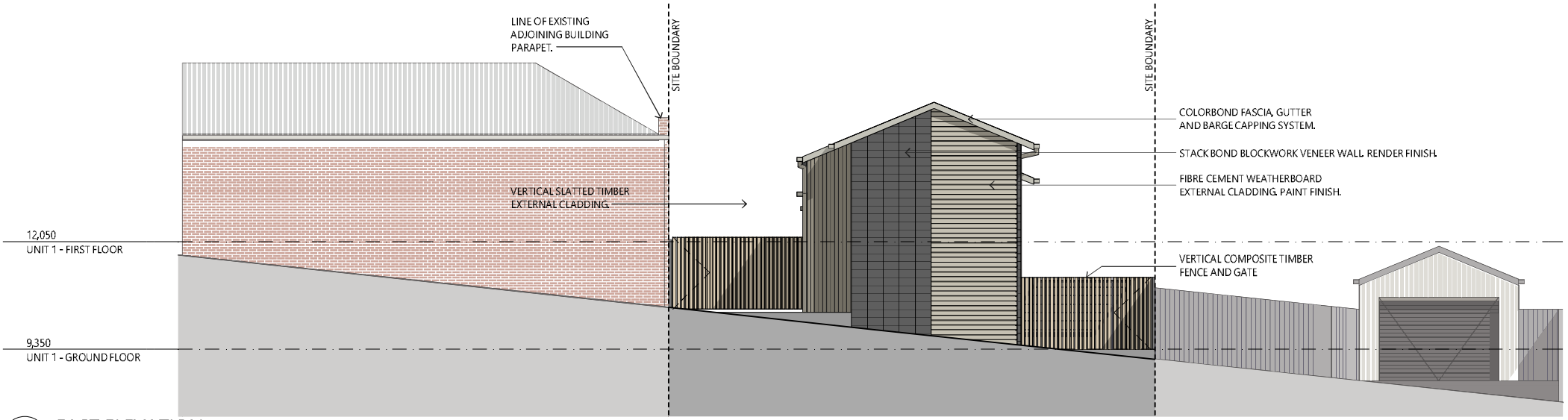

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REVISION				
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DA03	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	5/07/2016	BT	SC
DA04	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	8/07/2016	BT	SC

12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

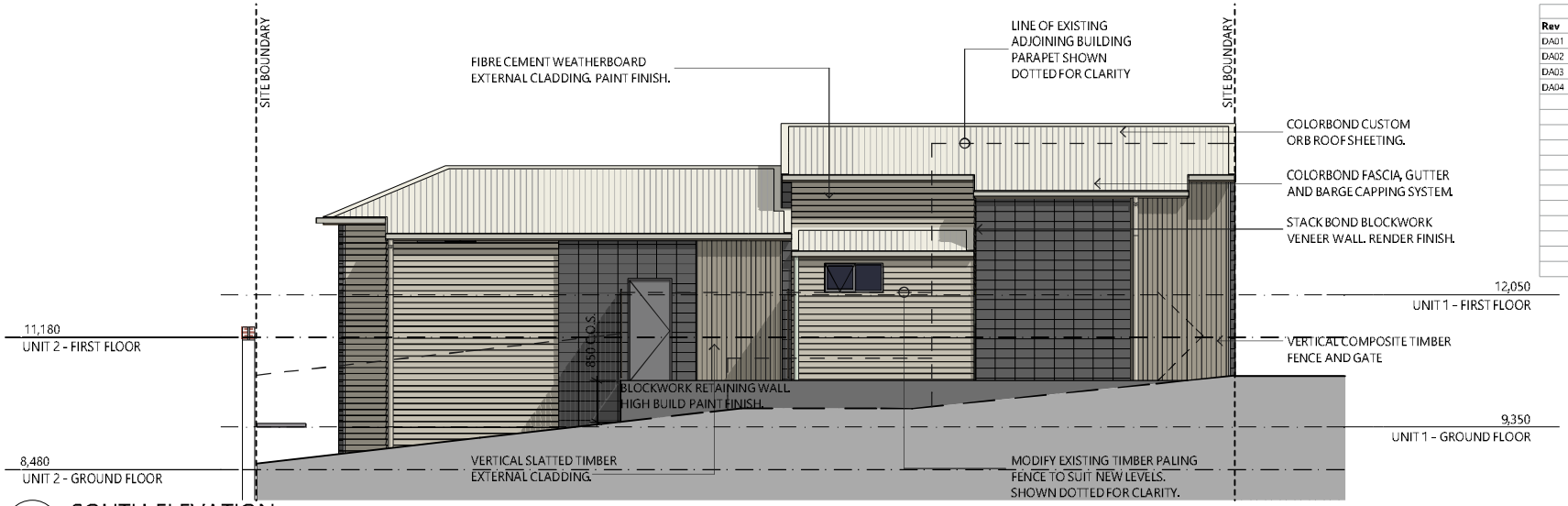
PLANNING PERMITTED DOCUMENTS

APPROVAL
151130

SHEET SIZE: A3 (LANDSCAPE)

A2100-DA04

ARTAS ARCHITECTS



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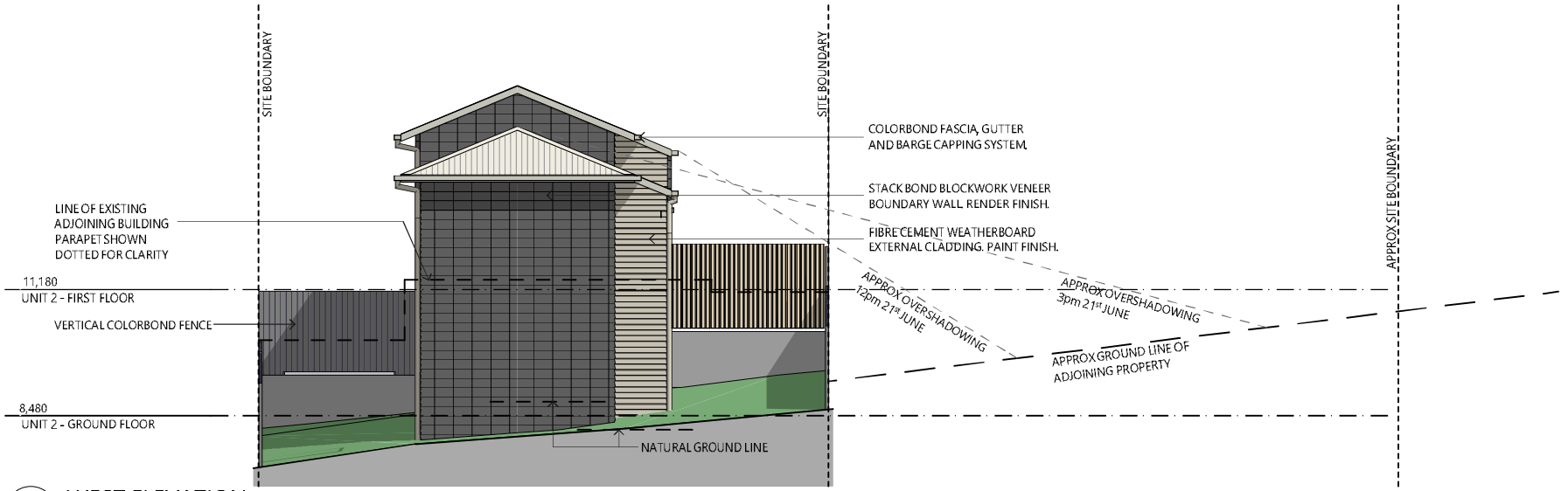

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A2101-DA04

ARTAS ARCHITECTS

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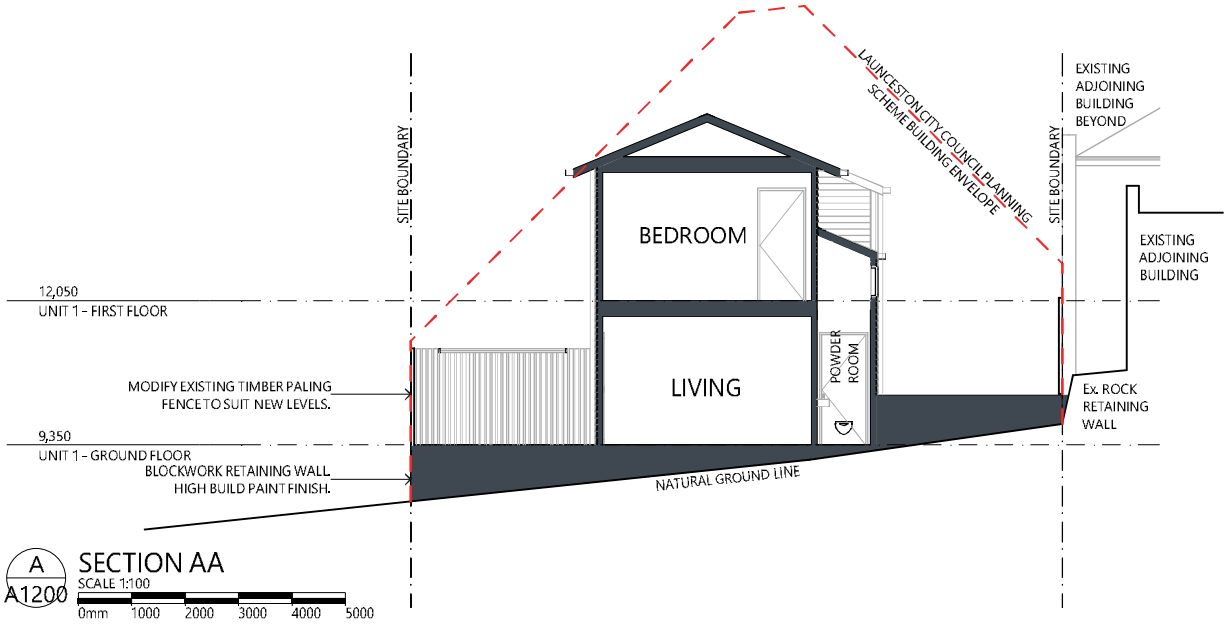

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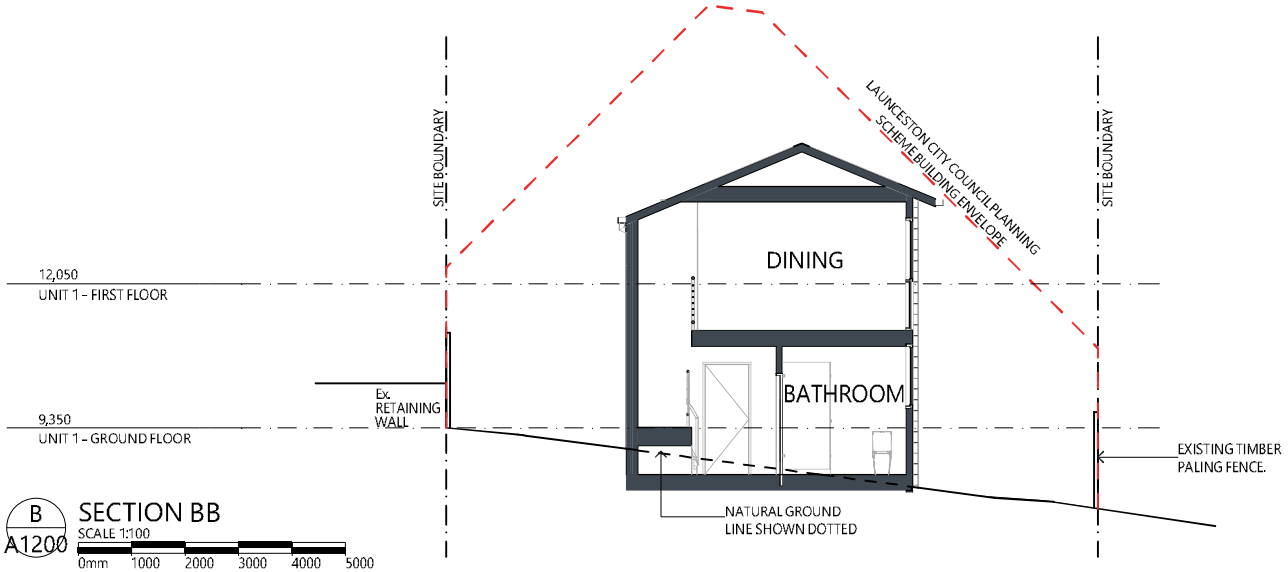

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A2200-DA02

ARTAS ARCHITECTS

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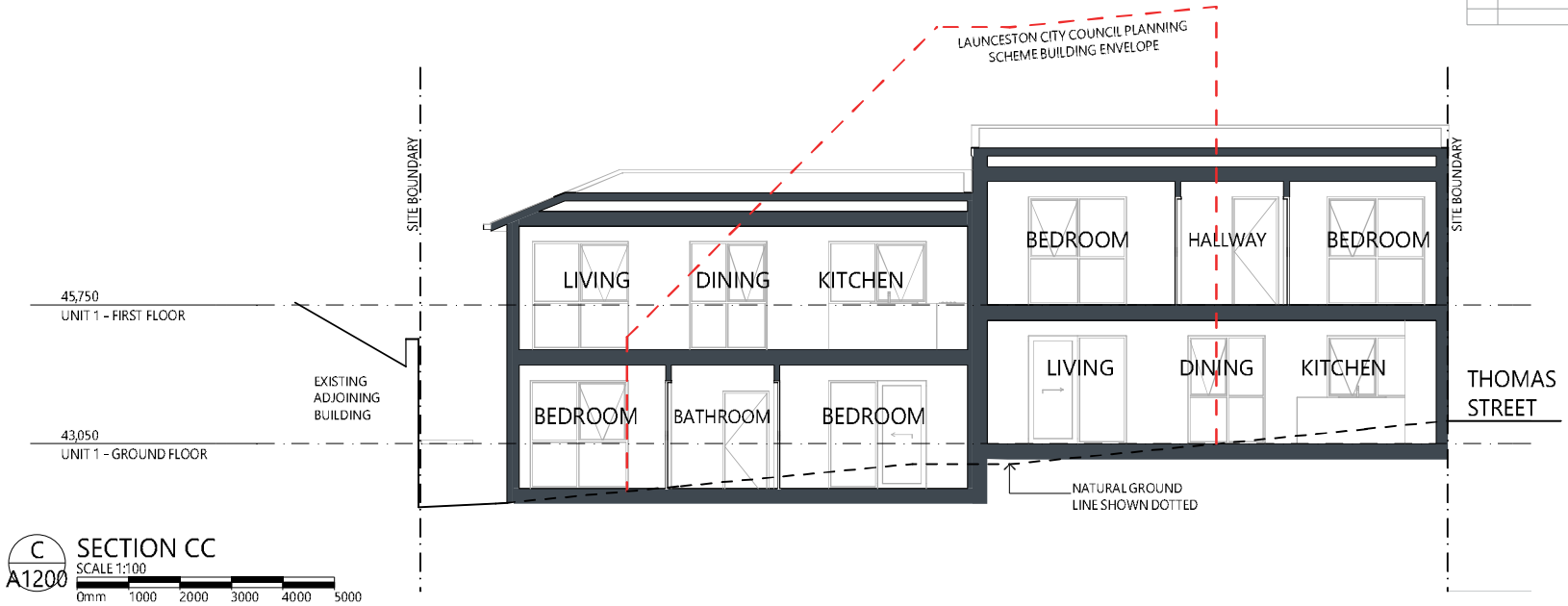

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A2201-DA02

ARTAS ARCHITECTS

PHOTO 5

PHOTO 6

REVISION				
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DA01	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	27/06/2016	BT	SC

PHOTO 7

12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

APPROVAL
151130

A7003-DA01

SHEET SIZE: A3 (LANDSCAPE)

ARTAS ARCHITECTS

PHOTO 1

PHOTO 2

REVISION				
Rev	Description	Date	Int.	App
DA01	DRAWING ISSUED FOR DEVELOPMENT APPLICATION	27/06/2016	BT	SC

PHOTO 3

PHOTO 4

12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

APPROVAL
151130

A7002-DA01

SHEET SIZE: A3 (LANDSCAPE)

ARTAS ARCHITECTS

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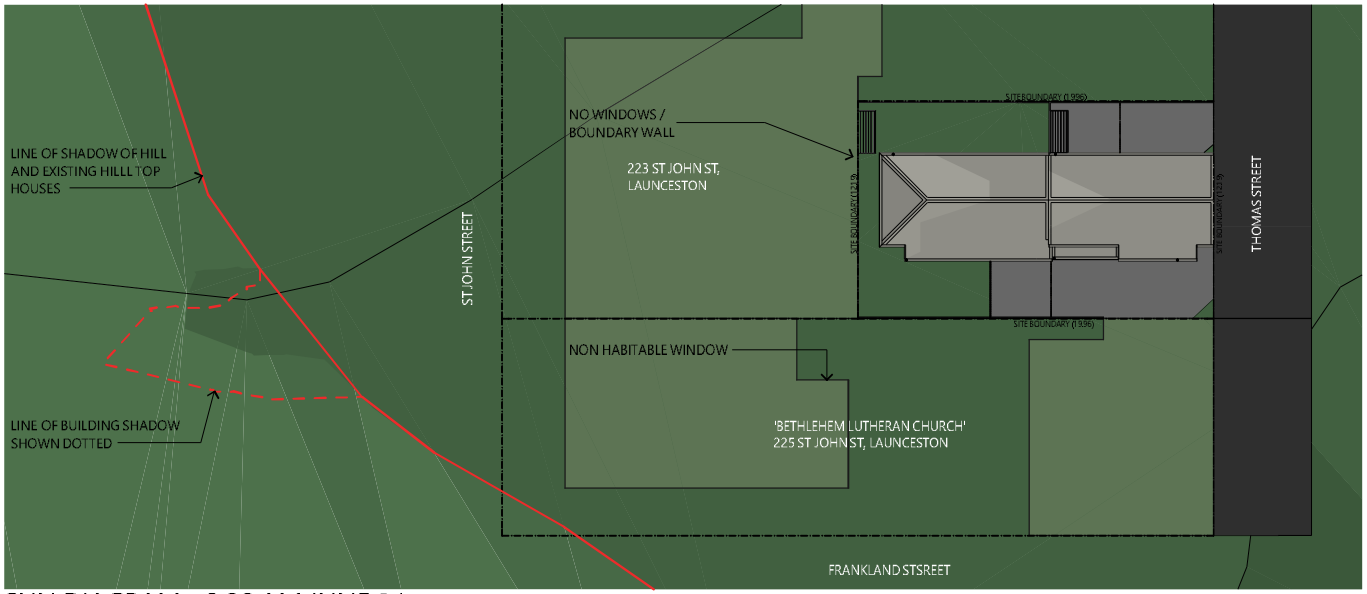

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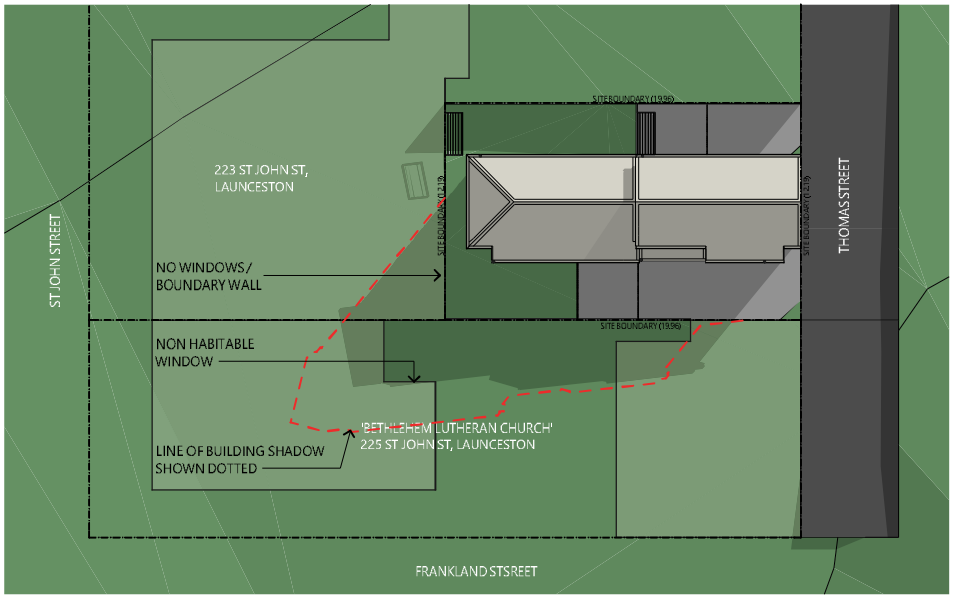

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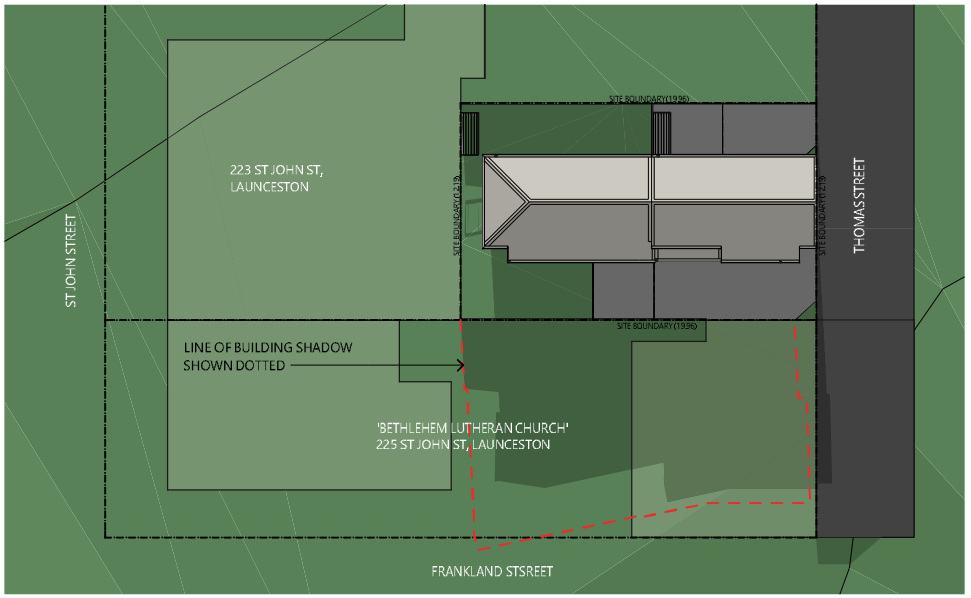

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12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

ARTAS ARCHITECTS

APPROVAL
151130

SHEET SIZE: A3 (LANDSCAPE)

A7001-DA03

REVISION				
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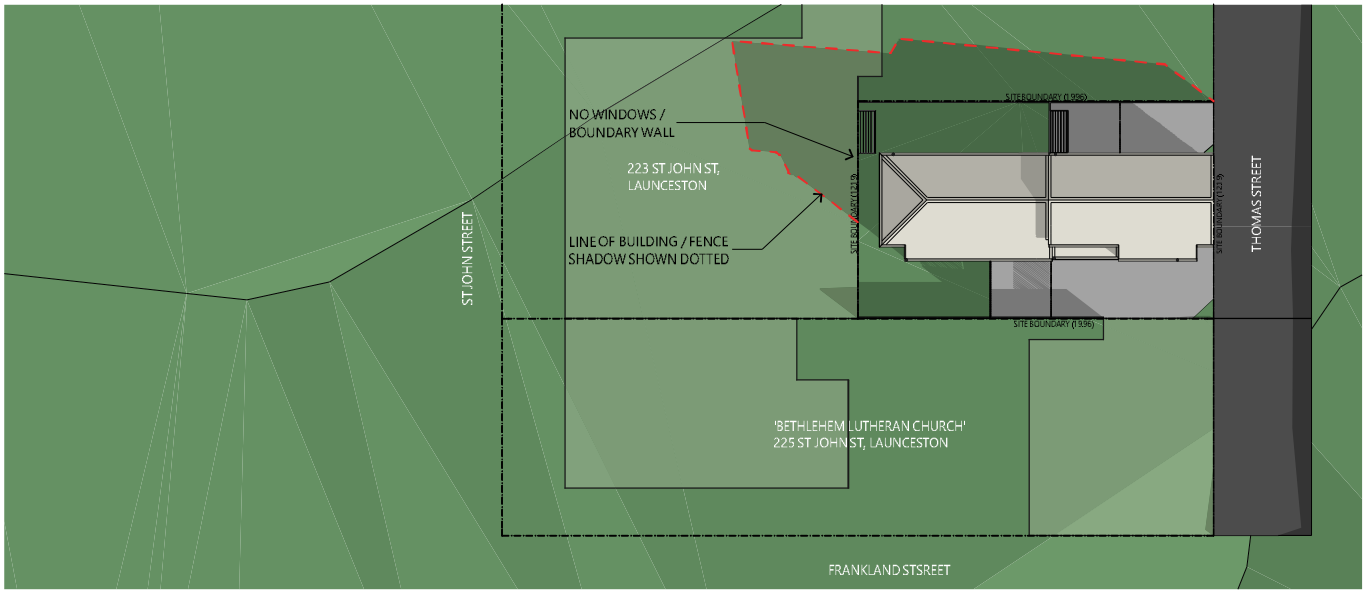

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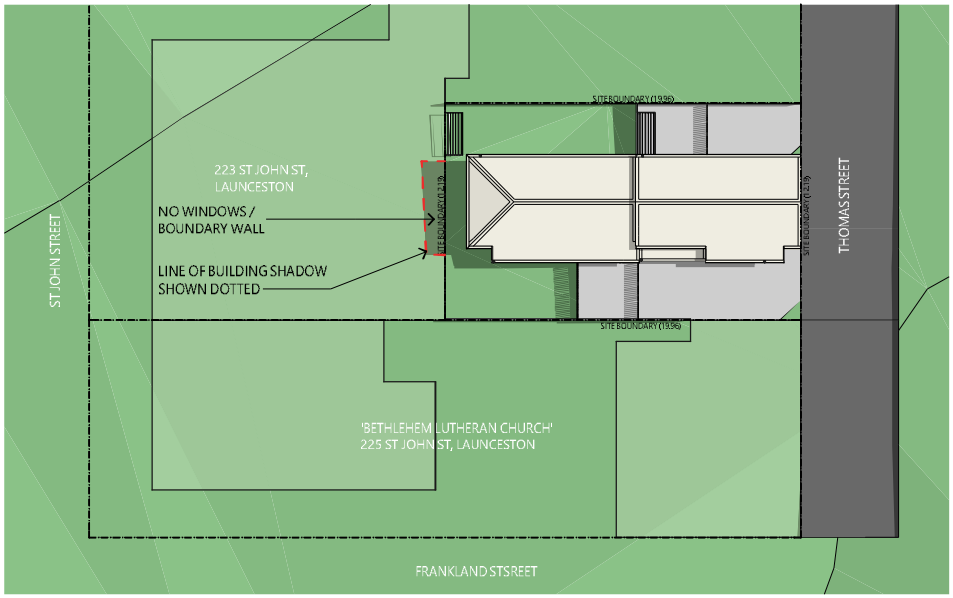

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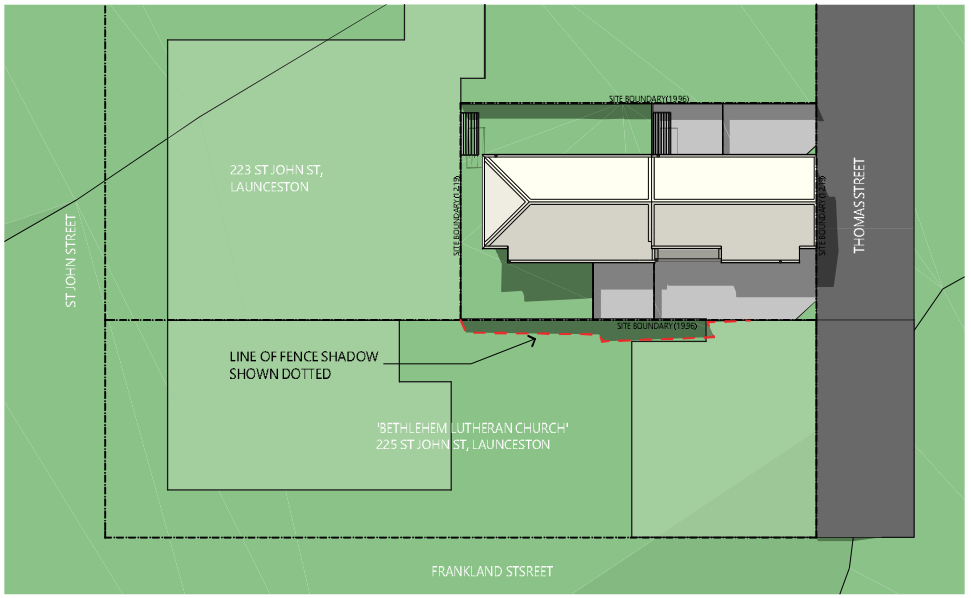

SUN DIAGRAM - 3:00 PM DECEMBER 21

12 THOMAS STREET - 2 x 2 BED UNIT DEVELOPMENT

GERALD & SALLY WHITE

PLANNING PERMITTED DOCUMENTS

APPROVAL
151130
SHEET SIZE: A3 (LANDSCAPE)

A7000-DA04

ARTAS ARCHITECTS