

# AGENDA

### **SPECIAL CITY PLANNING COMMITTEE MEETING** (OPEN PORTION OF THE MEETING)

## MONDAY, 7 MARCH 2016 AT <u>4.25 PM</u>

#### THE MISSION

Our mission is to ensure good governance of our capital City.

#### THE VALUES

The Council is:	
about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

#### SPECIAL CITY PLANNING COMMITTEE AGENDA (OPEN PORTION OF THE MEETING) 7/3/2016

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#### BUSINESS LISTED ON THE AGENDA IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT UNLESS THE COMMITTEE BY SIMPLE MAJORITY DETERMINES OTHERWISE

I, Nicholas David Heath, General Manager of the Hobart City Council, hereby certify that:

- In accordance with Section 65 of the Local Government Act 1993, the reports in this agenda have been prepared by persons who have the qualifications or the experience necessary to give such advice, information or recommendations included therein.
- 2. No interests have been notified, pursuant to Section 55(1) of the Local Government Act 1993, other than those that have been advised to the Council.

9]. Dead N.D. HEATH

GENERAL MANAGER

## SPECIAL CITY PLANNING COMMITTEE AGENDA (OPEN)

Committee Members Briscoe (Chairman) Ruzicka Burnet Denison <u>Aldermen</u> Lord Mayor Hickey Deputy Lord Mayor Christie Zucco Sexton Cocker Thomas Cooper Reynolds

Special City Planning Committee (Open Portion of the Meeting) - Monday, 7 March 2016 at 4.25 pm in the Lady Osborne Room.

**PRESENT:** 

**APOLOGIES:** 

**LEAVE OF ABSENCE**: Alderman E R Ruzicka.

# **CO-OPTION OF COMMITTEE MEMBERS IN THE EVENT OF A VACANCY**

Where a vacancy may exist from time to time on the Committee, the Local Government Act 1993 provides that the Council Committees may fill such a vacancy.

#### SPECIAL CITY PLANNING COMMITTEE AGENDA (OPEN PORTION OF THE MEETING) 7/3/2016

#### 1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

In accordance with Part 2 Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the chairman of a meeting is to request Aldermen to indicate whether they have, or are likely to have, a pecuniary interest in any item on the agenda.

In addition, in accordance with the Council's resolution of 14 April 2008, Aldermen are requested to indicate any conflicts of interest in accordance with the Aldermanic Code of Conduct adopted by the Council on 27 August 2007.

Accordingly, Aldermen are requested to advise of pecuniary or conflicts of interest they may have in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015.

#### 2. COMMITTEE ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2 Regulation 25 of the Local Government (Meeting Procedures) Regulations 2015, the intention of the Committee to act as a planning authority pursuant to the Land Use Planning and Approvals Act 1993 is to be noted.

In accordance with Regulation 25, the Committee will act as a planning authority in respect to those matters appearing under this heading on the agenda, inclusive of any supplementary items.

The Committee is reminded that in order to comply with Regulation 25(2), the General Manager is to ensure that the reasons for a decision by a Council or Council Committee acting as a planning authority are recorded in the minutes.

#### 2.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

#### 2.1.1 51 SANDY BAY ROAD, SANDY BAY - DEMOLITION AND 21 MULTIPLE DWELLINGS - PLN-15-01514-01 – FILE REF: 7659940 & P/51-53/820 88x's (Council)

Supporting information is also available in relation to this item - refer to item 6.1.1 of the Supporting Assessment Information of 29 February 2016.

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4 March 2016

#### MEMORANDUM: LORD MAYOR DEPUTY LORD MAYOR ALDERMEN

#### 51 SANDY BAY ROAD - DEMOLITION AND 21 MULTIPLE DWELLINGS APPLICATION NO: PLN-15-01514-01

Aldermen will recall that the meeting of 29 February 2016, the City Planning Committee resolved as follows in relation to the above-mentioned planning application:

That the matter be deferred to a special meeting of the City Planning Committee so that further discussions between the applicant and the representors regarding the representor's concerns may be facilitated.

At the time of drafting this memorandum, no discussions have taken place between the applicant and representors.

The planning report presented to the City Planning Committee at the meeting of 29 February 2016 is attached for consideration (refer **Attachment A**).

(Rohan Probert) ACTING MANAGER DEVELOPMENT APPRAISAL

Copies for Circulation:

Attachment A: Planning report presented to the City Planning Committee at the meeting of 29 February 2016 (item 6.1.1).



#### APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Page 7 Attachment A

Type of Report	Council
Committee:	29 February 2016
Council:	7 March 2016
Expiry Date:	17 February 2016 (extension of time granted until 11 March 2016)
Application No:	PLN-15-01514-01
Address:	51 Sandy Bay Road, Sandy Bay
Applicant:	Ireneinc (on behalf of Alirenste Pty Ltd), 49 Tasma Street, North Hobart
Proposal:	Demolition and 21 Multiple Dwellings
Representations:	19 (Nineteen)
Performance criteria:	Development standards, Historic Heritage Code, Road and Railway Assets Code, Parking and Access Code

#### 1. Executive Summary

- 1.1. Planning approval is sought for demolition and 21 multiple dwellings. More specifically the proposal is for:
  - Full demolition of the existing dwelling on the site.
  - A single building containing 21 one-bedroom dwellings over three floors.
  - 27 car parking spaces over two levels.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
  - 1.2.1. Development standards height and residential amenity.
  - 1.2.2. Road and Railway Assets Code increase in vehicle movements.
  - 1.2.3. Parking and Access Code provision of parking spaces.
  - 1.2.4. Historic Heritage Code heritage listed place and place of archaeological potential.
- 1.3. Nineteen (19) representations objecting to the proposal were received within the statutory advertising period 20 January to 5 February 2016.
- 1.4. The proposal is recommended for approval subject to conditions.
- 1.5. The final decision is delegated to the Council.

#### 2. Site Detail

- 2.1. The site is a large 1557m<sup>2</sup> internal lot on the north western side of Sandy Bay Road, approximately halfway between its intersections with Hampden Road and St Georges Terrace.
- 2.2. The site is bounded to the south east by 53 Sandy Bay Road, also known as 'Gattonside' which provides boutique visitor accommodation. To the site's south-west is a strata title lot comprising six dwellings at 1-6/55 Sandy Bay Road). To the site's north-west is another strata title lot comprising six dwellings at 1-6/10 Ellerslie Road. The site's north eastern boundary adjoins 49 Sandy Bay Road which is in use as offices, and 8 Ellerslie Road which is a residential dwelling.
- 2.3. More broadly the surrounding area is comprised of a mix of uses, and is within close proximity to the Hobart CBD, and the Salamanca and Sandy Bay precincts.



Fig. 1: A locational plan with the site bordered in blue.



Fig. 2: A site plan with the subject site bordered in blue.



Fig. 3: The existing red brick dwelling on the site, which will be demolished.



Fig. 4: 'Gattonside', the accommodation premises in front of the subject site.

#### 3. Proposal

- 3.1. Planning approval is sought for demolition and 21 multiple dwellings. More specifically the proposal is for:
  - Full demolition of the existing dwelling on the site.
  - A single building containing 21 one-bedroom dwellings over three floors.
  - 27 car parking spaces over two levels.



Fig. 4: Proposed site plan.



Fig. 5: A section of the proposed development, showing parking on the bottom two levels and residential accommodation in the three levels above that.



Fig. 6: The north east elevation of the proposed development, with 53 Sandy Bay Road ('Gattonside') on the left hand side of the plan and the dwellings at 10 Ellerslie Road on the right hand side of the plan.



Fig. 7: The south west elevation of the proposed development, with 53 Sandy Bay Road ('Gattonside') on the right hand side of the plan and the dwellings at 10 Ellerslie Road on the left hand side of the plan.



Fig. 8: An artist's impression of the development when viewed from its driveway.



Fig. 9: An artist's impression of the development when viewed from its Sandy Bay Road, with 'Gattonside' in the foreground.

#### 4. Background

4.1. None.

#### 5. Concerns raised by representors

5.1. The following table outlines the issues raised by representors. All concerns raised with respect to the discretions invoked by the proposal will be addressed in Section 6 of this report.

#### **Built Form**

- The building is above the permitted height of 10m.
- The building is much higher than neighbouring dwellings to the south and south west.
- The building is too bulky.
- The building takes up too much of the site.
- The proposal is for too many dwellings.
- The performance criterion in the planning scheme relating to height requires the proposed building to be compatible with the scale of nearby buildings, and allow for a transition in height "where appropriate". If we consider that the meaning of 'compatible' is the ability to exist together without conflict, it is necessary to consider the impact the building will have on the amenity of adjoining dwellings and whether this is reasonable.

In this instance, the development will by virtue of its height and width result in significant deprivation of sunlight to dwellings and private open spaces at 55 Sandy Bay Road and there has been no evidence provided to indicate otherwise. As such, the application does not adequately justify that the building is 'compatible' with the scale of nearby buildings or would provide for an 'appropriate' transition in height for this site.

- There is insufficient information and analysis in relation to other buildings surrounding the proposed development. For example, a proper analysis should include 6 and 8 Ellerslie Road, as well as 45 and 49 Sandy Bay Road. It is our understanding that a proper analysis of those properties would show that the proposed development is not compatible with those low-rise, single dwelling buildings.
- The proposal for 21 dwellings is an over development of the property in that several of the dwellings do not receive adequate sunlight to living rooms. The proposal is therefore inconsistent with A1 and P1 of clause 15.4.8. The very basic sun tables provided with the application are not adequate to assess the amount of sunlight available to each dwelling.
- This proposed building at double the height, will dwarf our residence, situated immediately next door. Reference in the planning submission is made only to the taller neighbouring buildings (those in Ellerslie Road, which are behind the site of the proposed development). However, it fails to make any mention of the height disparity against the building located closest to the proposed development.
- There is an unnecessary second level of 'underground' car parking in the plan, which may serve to give the 'penthouse' floor of the development an enhanced view over the building in front. Removal of this car park floor and use of the existing driveway would provide sufficient additional parking without the need to create a second level of parking. Removal of this level would potentially reduce the overall height of the proposed development to something which may be more proportionate, and have less visual impact and reduced deleterious effect including shadowing.
- The building will present a blank, grey wall on the SW side of the building, with no effort to create a 'visual break' and no aesthetic appeal. The finish and the grey colour are out of keeping with surrounding buildings.
- It is not clear what material is to be used to cover the stairwell on the south west elevation.

- The proposal represents an over development of the site with 21 units, some of which go down to 41.910m2 in size. This will provide lack of amenity for the future residents and results in a building which has considerable mass and bulk and detracts from the amenity of residents in adjoining properties.
- In keeping with the overdevelopment, many of the outdoor living areas do not comply with the requirement of a minimum of 10m2. This also results in a loss of amenity.
- The comparison in the plans of the proposed development compared to 10 Ellerslie Road and Gattonside is insufficient to demonstrate compliance with clause 15.4.1 of the planning scheme because nearby and adjacent buildings must be taken into account. No proper analysis of nearby or adjacent buildings has been done. The proposal is not compatible with nearby buildings in Ellerslie Road.
- The siting of the building is too close to the properties on Ellerslie Road.

#### **Residential Amenity**

- The building will result in overlooking of neighbours to the south and south west.
- Overviewing from the upper floor dwellings and their decks of the south and south west neighbours is of particular concern.
- Impact on neighbours' privacy from the stairs on the south and south west elevation is of concern.
- The building will result in overshadowing of the neighbours to the south and south west.
- The building will result in a loss of direct sunlight to neighbours to the south and south west.
- The building will impact on neighbours' views.
- The noise from the future occupants will be detrimental to neighbours' residential amenity.
- External lights may impact on neighbours' residential amenity.
- The building will be overbearing for neighbours.

- The existing established vegetation along the southern boundary of 51 Sandy Bay Road currently provides for visual screening and privacy for residents of both 51 and 55 Sandy Bay Road. Given the scale and proximity of the proposed apartment building, retaining this existing vegetation is of particular importance for residents of 55 Sandy Bay Road. The proposed Demolition Plan shows four existing trees notated 'to be retained' along the southern boundary, although they are not shown on the proposed Site Plan. It is requested that Council require as a permit condition that all existing trees along the southern boundary are retained. Furthermore, to ensure that excavation works do not impact the tree's health through root damage it is requested that the condition require that the developer provide an arborist report that identifies the root zone that must be protected during construction.
- On the issue of shadow projections, our property will lose 100% of the available direct sunlight through the winter months should this building proceed. We will lose sunlight to our living areas, bedrooms and outdoor courtyards for much of the year, and at the very time of the year that it provides the most benefit. There will be additional costs incurred as the low winter sun does provide heating at this time of the year.
- There will be a considerable loss of privacy for residents of 10 Ellerslie Road and 55 Sandy Bay Road with direct overlooking from the proposed apartments into rear yards, living areas and bedrooms. In respect of 10 Ellerslie Road dwellings, the proposed balconies come within 8m of these dwellings and their balconies compromising privacy and resulting in loss of amenity. The normal minimum distance between apartments should not be less than 12m.
- No landscaping plan is provided which will show planting to mitigate the loss of privacy for adjoining residents.

#### **Character of the Area**

- The size of the building is not in keeping with other buildings in the area.
- There is homogeneity to the existing grouping of buildings in the area; they are bonded by the fellow feelings of the residents who live in them. The proposed building cannot, by its nature, integrate with the existing grouping. It will be quite different and remain quite different, regardless of any future changes or the passage of time. We ask that the Council does not sacrifice the values that the owners have established over time in favour of the unforeseeable uncertainties of the future.
- The density of the development is out of keeping with the surrounding area.

-		
Traffic		
•	The proposal will exacerbate the existing traffic problems in this area of Sandy Bay Road.	
•	The introduction of 21 residents cars, plus the additional traffic that will occur as a result of the development will impact traffic flow considerably, and may lead to more congestion and the potential for rear-end accidents.	
Heritage		
•	The building is out of keeping with Gattonside; a heritage listed building.	
•	High density dwellings are not in keeping with properties in the vicinity nor with properties in historic Battery Point. As you know, Gattonside has been designed by notable colonial architect Henry Hunter and this property is of national historical significance. To position 21 high-density dwellings aside this magnificent property is to disregard the heritage values of the area	
O	ther	
•	The proposal may require digging and blasting which may impact on neighbouring buildings.	
•	More plans should have been submitted with the development application to enable a full assessment of the proposal, including a north east/south west cross section and shadow diagrams.	
•	Loss of vegetation will have a negative impact on the site, neighbours and surrounding area.	
•	Security lights flashing at night may cause an annoyance to neighbours.	
•	A project of this scale will likely involve a particularly lengthy construction phase and is located in the immediate vicinity of medium/high density residential uses and visitor accommodation. Given the local site context and the likely duration of construction, it is requested that Council condition the permit to require that reasonable reductions to noise are made where possible. It is suggested that this condition require that a noise management protocol be provided that details measures to mitigate and manage noise during the construction phase. It is suggested that this include a limitation on construction hours so that no machinery is operated onsite before 9:00AM daily.	

- It is acknowledged that the Urban Mixed Use Zone provisions of the *Hobart Interim Planning Scheme 2015* do not provide quantifiable standards for assessment of overshadowing on existing dwellings. Whilst outside of the scope of this application to resolve this issue, it is observed that this is a significant omission in the Planning Scheme and one that may result in significant ongoing loss of amenity to residents within the Zone as a result of future developments. Council ought to consider this issue carefully, as the absence of any protection for residential amenity in such areas will likely gradually undermine the liveability and appeal of inner areas and therefore run counter to broad objectives of the Planning Scheme, which seek to encourage a sustainable and compact settlement.
- The characteristics of the Urban Mixed Use Zone, Zone Purpose Statement 15.1.1.6 indicates that developments will be "responsive to the character of streetscapes, historic areas and buildings and which do not compromise the amenity of surrounding residential areas." This development is not in any way sensitive to the history of the area, and detracts significantly from the heritage building it overlooks. But more importantly, in all of the ways we have mentioned in this letter of objection, it heavily compromises the amenity of the residential area immediately adjacent.
- Zone Purpose Statement 15.1.1.7 states the development will be of "a scale appropriate to the site and area". This development is not appropriate in scale to the surrounding area.
- Zone Purpose Statement 15.1.1.8 refers to "building facades that contribute positively to the streetscape" yet this proposed development offers us a view of a 11.4 metre high grey concrete wall.
- The planning submission (page 10) claims to offer "a density that is consistent with existing development within the surrounding area". We can find no other residential building in the immediate area of such high density, finding it offers 21 very small one bedroom apartments with no actual kitchen provision other than a bench along one wall.
- The cross section shown on drawing 1346\_08 shows considerable elevation of the 10 Ellerslie Road apartments. The height shown should be confirmed as it appears to be inflated.
- While I strongly object to the current proposal, I would be receptive to a development which was no higher than the peak of the existing roofline of Gattonside (not including chimneys) and was also within height standards and neighbours' amenity.

#### 6. Assessment

The Hobart Interim Planning Scheme 2015 is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with <u>either</u> an acceptable solution <u>or</u> a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates <u>only</u> to the performance criteria relied on.

- 6.1. The site is located within the Urban Mixed Use zone of the *Hobart Interim Planning Scheme 2015*.
- 6.2. The existing and proposed use is residential, which is permitted in the zone. It is noted that clause 8.10 provides as follows:

In determining an application for a permit for a <u>discretionary use</u> the planning authority must, in addition to the matters referred to in subclause 8.10.1, have regard to the purpose of the applicable zone but only insofar as the purpose is relevant to the particular discretion being exercised.

- 6.3. This clause means that the zone purpose cannot be taken into consideration except when a discretionary use is proposed. A discretionary use is not proposed in this application, therefore the zone purpose must not be considered.
- 6.4. The proposal has been assessed against:
  - 6.4.1. Part D-15 Urban mixed use zone
  - 6.4.2. E5.0 Road and railway assets code
  - 6.4.3. E6.0 Parking and access code
  - 6.4.4. E7.0 Stormwater management code
  - 6.4.5. E13.0 Historic heritage code
  - 6.4.6. E24.0 Significant trees code
- 6.5. The proposal relies on the following performance criteria to comply with the applicable standards:
  - 6.5.1. Building Height Clause 15.4.1 P1
  - 6.5.2. Residential Amenity 15.4.8 P1 and P3
  - 6.5.3. Historic heritage code clause E13.7.1 P1, E13.7.2 P1, P2 and P3, and E13.10.1 P1
  - 6.5.4. Road and railway assets code clause E5.5.1 P3
  - 6.5.5. Parking and access code clause E6.6.1 P1

- 6.6. Each performance criterion is dealt with separately below.
- 6.7. Building Height Clause 15.4.1 P1





Fig. 10: Showing the maximum height of 12.1m above natural ground level.

- 6.7.2. The acceptable solution at clause 15.4.1 A1 sets a permitted height of 10m.
- 6.7.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.7.4. The performance criterion at clause 15.4.1 P1 provides that a height exceeding 10m is acceptable if it meets the following:

Building height must satisfy all of the following:

- (a) be consistent with any Desired Future Character Statements provided for the area;
- (b) be <u>compatible</u> with the <u>scale</u> of <u>nearby</u> buildings;
- (c) not unreasonably overshadow adjacent public space;
- (d) allow for a transition in height between adjoining buildings, where appropriate;

6.7.5. It is noted that the objective for the building height standard at clause 15.4.1 is as follows:

To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in the General Residential Zone or Inner Residential Zone.

- 6.7.6. Most of the proposed building will not be visible from the street. The proposal will also have no impact on the residential amenity of any land within the General Residential zone or the Inner Residential zone. There is no General Residential zoned land within 1km of the subject site, and the nearest Inner Residential zoned land is on the other side of Sandy Bay Road. Importantly all adjoining and nearby residential properties are within the Urban Mixed use zone.
- 6.7.7. With respect to subclause (a) there is no Desired Future Character Statement.
- 6.7.8. With respect to subclause (b) it contains three key words (underlined) which are not defined in the planning scheme but require elaboration. It is considered that the word 'compatible' means 'in harmony with', or 'consistent with'. The provision requires compatibility with 'scale'. Scale is taken to mean size. Those elements that relate to size include primarily height, width and depth. It is considered incongruous to require proposed building height to be consistent with anything other than the building height of other buildings it would not make sense to compare the proposed building's height to the width of an existing building. Therefore 'scale' must mean height in this context. It is considered that the word 'nearby' means close to the site, regardless of title boundaries. Reworded for clarity the provision could be taken to mean:

Building height must be consistent with the height of buildings which are close to the site, including any buildings which are close to the site but not on an adjoining lot.

- 6.7.9. So far as nearby buildings are concerned, in the context of the site they are considered to be 10 and 12 Ellerslie Road, and 53, 55A and 55 Sandy Bay Road.
- 6.7.10. Images 5, 6, 7 and 9 show that the proposed building height is compatible with its neighbours to the north west (10 Ellerslie Road) and south east (53 Sandy Bay Road). It is considered that the proposed building sits well below the north western neighbouring buildings and is respectful to the height of the heritage listed building at 53 Sandy Bay Road. It is noted that the Cultural Heritage Officer has indicated support for the proposal, refer below to paragraph 6.9.
- 6.7.11. Although not shown on the plans, the building at 12 Ellerslie Road sits similarly above the subject site, like 10 Ellerslie Road. The proposed building is also considered to be compatible with the height of this building.

6.7.12. With respect to the neighbours to the south west at 55 Sandy Bay Road, the proposed building's bottom two levels are set back 4m from the shared boundary with this neighbour, and the third level is setback 7m from the boundary. The height of the building varies between 9m at the western corner, to 11m in the middle of the elevation and back down to 10m at the southern corner:



Fig. 11: Showing the height of the building at 4m setback from the south western boundary, which is shared with 55 Sandy Bay Road.

- 6.7.13. The height of the third storey element is 12m, but this is 7m setback from the boundary.
- 6.7.14. In terms of setbacks between the existing building at 55 Sandy Bay Road and the proposed building, the lower two floors are over 7m from these dwellings, and the third level is setback over 10m from them.
- 6.7.15. It is noted that there are no setback requirements for the Mixed Use zone. It would be compliant with the zone standards to have a 10m high building wall built right on the shared boundary with 55 Sandy Bay Road. It is considered that the proposal in fact provides quite reasonable setbacks from the boundary (4m and 7m) and building (7m and 10m) in order to be compatible with this neighbour's building height.

- 6.7.16. In terms of comparative building height, at the proposed building's western corner, only the third level will sit higher than the adjacent dwellings at 55 Sandy Bay Road, by about 3m. However, as the land slopes down towards Sandy Bay Road, the dwellings at 55 Sandy Bay Road step down in height, and at the proposed building's southern corner the top of the second floor will sit approximately 4m above the neighbouring dwellings, and the third floor another 2.7m higher.
- 6.7.17. It is considered that a 7m setback to allow for a 4m height difference and a 10m setback to allow for a 6.7m height difference is sufficient to enable the heights between these two buildings to be compatible.
- 6.7.18. In terms of 55A Sandy Bay Road, this is a three storey modern apartment building that is higher than Gattonside, and set further away from the subject site. Given the proposal is considered to be compatible with Gattonside, it is also considered that the proposal is compatible with the building height of 55A Sandy Bay Road.
- 6.7.19. With respect to subclause (c) the site does not adjoin a public open space.
- 6.7.20. With respect to subclause (d) this provision refers to 'adjoining' buildings. The dictionary definition of adjoining is 'to be in connection or contact with; abut on'. The proposed building will not be connected to another building, in contact with another building or abut on another building.
- 6.7.21. The proposal complies with the performance criterion.
- 6.8. Residential Amenity 15.4.8 P1 and P3
  - 6.8.1. No dwellings are proposed that have a window to a habitable room (that is not a bedroom) which faces between 30° east or west of north. In addition, proposed dwellings 5, 11, 12, 14, 18 and 19 have an area of private open space that is less than 10m<sup>2</sup>.
  - 6.8.2. The acceptable solutions at clause 15.4.8 A1 and A3 require a dwelling to have a habitable room (other than a bedroom) with a window that faces between 30° east or west of north, and that each dwelling has an area of private open space that is at least 10m<sup>2</sup>.
  - 6.8.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.8.4. The performance criteria at clause 15.4.8 P1 and P3 provides the following:

P1

A dwelling must be sited and designed to optimise sunlight to at least one habitable room (other than a bedroom). P3

Outdoor living space must be provided for a dwelling with dimensions sufficient for the projected requirements of the occupants.

- 6.8.5. With respect to P1 the following is noted:
  - The building is oriented to face north-west, north-east, south-east and south-west making it hard to get windows with the permitted orientation.
  - Dwellings 1, 2, 3, 9, 10, 16 and 17 are all facing 40 degrees north of west or 50 degrees west of north.
  - Units 4, 5, 6, 11, 12, 13, 18 and 19 are facing 55 degrees north of east or 35 degrees east of north.
  - Units 8, 15 and 21 have windows which face both south east and south west.
  - Units 7, 14 and 20 have windows facing only south east at 129 degrees east of north, or 39 degrees south of east.
- 6.8.6. The diagram below shows the arc of the sun during summer and winter, with the permitted 30° orientation as set out in clause 15.4.8 A1 also shown.



Fig. 12: Shows in orange the winter arc extending to 57 degrees east and west of north, in blue the summer arc extending 112 degrees east of north and 123 degrees west of north, and in green the permitted 30° orientation as set out in clause 15.4.8 A1.

- 6.8.7. Based on the above diagram, dwellings 1, 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 16, 17, 18 and 19 will all get direct winter sunlight. This is considered sufficient to satisfy the performance criterion for these dwellings.
- 6.8.8. Units 8, 15 and 21 have windows which face both south east and south west and this is considered sufficient to satisfy the performance criterion for these dwellings.
- 6.8.9. Dwellings 7, 14 and 20 only have south east facing windows. This was raised with the applicant through the request for further information process prior to the application being placed on public advertising. The applicant modified the proposal's design by adding skylights to dwelling 20 (skylights to dwelling 21 were also included, and the windows to dwellings 8 and 15 relocated and increased in size). While the changes do not guarantee that these dwellings will receive direct sunlight it is considered that the performance criterion does not require this. The performance criterion requires that a dwelling be 'sited and designed to optimise sunlight' to a habitable room. Given the site's orientation, the composition of the proposed development as 21 single bedroom dwellings, the fact that over 70% of the dwellings will get direct sunlight, and that the remaining 30% will get good natural light, the proposal is considered to comply with the performance criterion.
- 6.8.10. With respect to P3, the non compliant dwellings have private open spaces between 7m<sup>2</sup> and 9m<sup>2</sup>. While this is small, the dwellings are single bedroom, likely accommodating one or two occupants at a maximum. The size proposed is considered to be sufficient to meet the requirements of this number of occupants.
- 6.8.11. The proposal complies with the performance criterion.
- 6.9. Historic heritage code clause E13.7.1 P1, E13.7.2 P1, P2 and P3, and E13.10.1 P1.
  - 6.9.1. The proposal includes demolition and other building and works to a site that is a heritage listed place and is a place of archaeological potential.
  - 6.9.2. There is no acceptable solution for demolition and works to a site that is heritage listed and identified as a place of archaeological potential.
  - 6.9.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.9.4. The performance criteria provides as follows:

E13.7.1 P1 (demolition)

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (b) there are no prudent and feasible alternatives;
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;
- (d) significant fabric is documented before demolition.

E13.7.2 P1, P2 and P3 (building and works other than demolition)

P1

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

#### P2

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;
- (b) setback from frontage;
- (c) siting with respect to buildings, structures and listed elements;
- (d) using less dominant materials and colours.

P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

E13.10.1 P1 (archaeology)

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

- (a) the nature of the archaeological evidence, either known or predicted;
- (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;
- (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;

- (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;
- (e) measures proposed to preserve significant archaeological evidence 'in situ'.
- 6.9.5. Assessment against the above performance criterion has been completed by the Council's Cultural Heritage Officer who has provided the following executive summary:

Although finely balanced, the proposal would not detract from the characteristics or setting of this Heritage Listed place subject to conditions aimed at mitigating the visual impact of the proposed new development in compliance with Clauses E13.7.1 and E13.7.2 of the *Hobart Interim Planning Scheme 2015*.

- 6.9.6. The officer's full report is provided at Attachment D. The officer's conditions have been included in section 9 Recommendations below.
- 6.9.7. The proposal complies with the performance criteria.
- 6.10. Road and railway assets code clause E5.5.1 P3
  - 6.10.1. The proposal will result in an increase in traffic movements to and from the site of more than 20%, to 84 movements per day or 9 movements per hour.
  - 6.10.2. The acceptable solution at clause E5.5.1 A3 sets out that vehicle movements should not increase by more than 40 vehicle movements per day or 20%, whichever is the greater.
  - 6.10.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.10.4. The performance criteria at clause E5.5.1 P3 provides as follows:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) the increase in traffic caused by the use;
- (b) the nature of the traffic generated by the use;
- (c) the nature and efficiency of the access or the junction;
- (d) the nature and category of the road;
- (e) the speed limit and traffic flow of the road;
- (f) any alternative access to a road;
- (g) the need for the use;
- (h) any traffic impact assessment; and
- *(i)* any written advice received from the road authority.

6.10.5. The application documents included a planning report and a Traffic Impact Assessment (TIA) which both concluded that the increase in traffic movements was acceptable. The TIA concludes that:

...no additional traffic management measures need to be introduced along Sandy Bay Road in the area of the development site and there is no justification to consider introducing any turning movement controls...

...the design meets the requirement of AS 2890 – Part 1 and Part 6 and therefore the Planning Scheme.

...the proposed residential apartment development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues.

- 6.10.6. The proposal has been assessed by the Council's Development Engineer and Manager Traffic Engineering. Both officers are supportive of the proposal.
- 6.10.7. The proposal complies with the performance criterion.
- 6.11. Parking and access code clause E6.6.1 P1
  - 6.11.1. The proposal includes 27 onsite parking spaces.
  - 6.11.2. The acceptable solution at clause E6.6.1 A1 requires 28 onsite parking spaces.
  - 6.11.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.11.4. The performance criterion at clause E6.6.1 P1 provides as follows:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) car parking demand;
- (b) the availability of on-street and public car parking in the locality;
- (c) the availability and frequency of public transport within a 400m walking distance of the site;
- (d) the availability and likely use of other modes of transport;
- *(e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;
- (g) any car parking deficiency or surplus associated with the existing use of the land;

- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;
- (k) any relevant parking plan for the area adopted by Council;
- (I) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
- (*m*) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.
- 6.11.5. The site is close to Hobart's CBD, the Salamanca precinct and the Sandy Bay Precinct. It is also close to public open spaces like St David's Park. The site is well serviced by public transport. As a consequence of its central location the site lends itself to walking and cycling. As such, reliance on cars may reasonably be expected to be less for this proposal. The proposal provides one space less than the permitted standard, and this shortfall is considered to be acceptable.
- 6.11.6. The conclusions of the submitted TIA at paragraph 6.9.5 above is noted, as is the support for the proposal from the Council's Development Engineer and Manager Traffic Engineering.
- 6.11.7. The proposal complies with the performance criterion.

#### 7. Discussion

- 7.1. The proposal is for demolition of the existing dwelling on the site and the construction of a single building which will contain 21 multiple dwellings. The proposal also includes 27 onsite parking spaces.
- 7.2. The application received 19 objections. The concerns raised related primarily to the impact of the proposal on the residential amenity of nearby dwellings. The site and surrounding neighbours are located within the Urban Mixed Use zone. This zone does not afford a high level of protection for the residential amenity of neighbours to a development site; it does not require consideration of loss of sunlight, and it does not set restrictions for building setback, site coverage or dwelling density. The one performance criterion which does refer to neighbouring buildings (building height), requires that the proposed building be compatible with the height of nearby buildings, and is contained in a standard which has the objective of protecting residential amenity of land zoned General or Inner Residential only. As such, the preceding assessment shows that the proposal is compliant with the building height performance criterion.

- 7.3. The objectors also raised concerns with respect to the character of the area, traffic, and heritage matters. The proposal has been assessed and supported by the Council's Manager Traffic Engineering, Cultural Heritage Officer and Development Engineering Officer. Conditions have been recommended by the various officers.
- 7.4. One objector suggested that a condition be imposed retaining vegetation on the site's south western boundary. Removal of vegetation is planning exempt unless it is on the significant tree register (refer to clauses 6.3 and E13.4 of the planning scheme). None of the trees on the south western boundary are on that register. Given their removal is planning exempt it is not considered reasonable to require their retention via condition.
- 7.5. A suggestion was also made in the objections that a condition be imposed to restrict the hours of operation for construction. This is not usually a condition imposed on a residential scale development. The hours of construction are considered to be adequately covered by the *Environmental Management and Pollution Control Act 1993* and its regulations. Duplicating the requirements of that legislation in a permit condition is not considered necessary.
- 7.6. The proposal is recommended for approval.

#### 8. Conclusion

8.1. The proposed demolition and 21 multiple dwellings at 51 Sandy Bay Road, Sandy Bay satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015,* and as such is recommended for approval.

#### 9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a demolition and 21 multiple dwellings at 51 Sandy Bay Road, Sandy Bay for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

#### GENERAL

GEN The use and/or development must be substantially in accordance with the documents and drawings that comprise the Planning Application No. PLN-15-01514-01 outlined in attachment A to this permit except where modified below.

Reason for condition

To clarify the scope of the permit.

#### TASWATER

TW The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2015/02000-HCCdated 18 December 2015 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

#### HERITAGE

HER s1 The external appearance of the building in terms of detailing, articulation of facing materials and palette of exterior colours must acknowledge and respond to those of 'Gattonside'.

Plans must be submitted and approved prior to the commencement of work. The plans must:

 show suitable detailing, expression of windows, banding, articulation within the elevational treatment and the exact shade and colour of the exterior cladding to satisfy the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

Advice: Once the plans has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 27 The mature tree within 'Gattonside' marked 'Exist Tree' in submitted plan 1346-02 Demolition Plan standing next to the vehicular access must be protected throughout excavation and post construction.

> A report must be submitted for approval prior to the commencement of work. The report must:

- be prepared by a suitable qualified person; and
- show all tree protection zones and relevant measures specified under Section 3 Determining the Protection Zones of the Selected Trees, Section 4 Tree Protection Measures and Section 5 Monitoring and Certification of AS4970-2009 Protection of trees on development sites, around 'Exist Tree' in submitted plan 1346-02 Demolition Plan.

## All work required by this condition must be undertaken in accordance with the report.

Advice: Once the report has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

Reason for condition

To ensure that significant trees are not unnecessarily destroyed and are managed in a way that maintains their health and appearance so that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 30 The site must be landscaped to ensure the new building forms a suitable visual context in which 'Gattonside' is viewed within one year of completion.

A landscaping plan must be submitted and approved, prior to the commencement of work on the site. The landscape plan must:

 show species of trees and shrubs proposed, and locations, and other finishes, and structures, for outdoors areas.

All work required by this condition must be undertaken in accordance with the plan.

Advice: Once the plan has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

#### ENGINEERING

ENG1 The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works. A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strip, including if any, pre existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENGsw2 A pre and post CCTV video of all existing and proposed Council stormwater mains passing through the site, including any pipes to be relocated, must be undertaken and submitted to Council prior to the commencement of work and on completion of all work.

> The pre and post construction CCTV will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council pre construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost

ENGsw3 The proposed structures, including building, foundations, overhangs and retaining walls must be designed to ensure the protection and access to Council's storm water mains.

A detailed design must be submitted and approved prior to construction. The detailed design must:

- a) Document the actual surveyed distances from any structure to the nearest external surface of the pipe measured both horizontally and vertically; and for all structures within 1m:
  - (i) Demonstrate how the design will provide access to and ensure the protection of Council's stormwater mains.

All work required by this condition must be undertaken in accordance with the approved design.

Advice: Once the detailed design drawings has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

ENGsw7 The new stormwater connection must be constructed and existing abandon connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed design drawings must be submitted and approved, prior to commencement of work. The detailed design drawings must include:

- (a) the location of the proposed connection; and
- (b) the size of the connection appropriate to satisfy the needs of the development.

## All work required by this condition must be undertaken in accordance with the approved detailed design drawings.

Advice: Once the detailed design drawing has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Unit to initiate an application for service connection.

Reason for condition

To ensure the site is drained adequately

ENGsw8 The proposed alterations to the existing and proposed Council stormwater main(s) must be designed and constructed prior to the commencement of the use.

Engineered drawings must be submitted and approved, prior to commencement of work. The engineered drawings must:

- (a) be certified by a qualified and experienced civil engineer.
- (b) show both plan and long-section of the proposed new alignment of the stormwater main.
- (c) include, but not be limited to, connections, flows, velocities, clearances, cover, gradients, sizing, material, pipe class, easements and inspection openings.
- (d) clearly distinguish between public and private, and proposed and existing.

(e) include a construction methodology to enable continued drainage from the upstream connected properties.

All work required by this condition must be undertaken in accordance with the approved engineered drawings.

Advice: Once the engineered drawings has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Unit to obtain a Permit to Construct Public Infrastructure.

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENGsw10 Stormwater pre- treatment for stormwater discharges from the development must be installed prior to commencement of use.

A stormwater management report and design must be submitted and approved, prior to commencement of work on the site. The stormwater management report and design must:

- (a) be prepared by a suitably qualified person;
- (b) detail design of the proposed treatment train, including estimations of contaminant removal (including the carpark); and
- (c) outline the operational and maintenance measures to check and ensure the ongoing effective operation of all systems (including both the treatment system and the detention system) ie. including but not limited to: inspection frequency; cleanout procedures; a description and sketch of how the installed system operates; details of life of asset and replacement requirement.

# All work required by this condition must be undertaken in accordance with the approved stormwater management report and design.

Advice: Once the stormwater management report and design has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

#### Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State Legislation.

ENV2 Sediment and erosion control measures in accordance with an approved soil and water management plan (SWMP) must be installed, prior to the disturbance of the site and maintained until such time as all disturbed areas have been stabilised using vegetation and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted and approved, prior to the commencement of work. The SWMP must:

(a) Be prepared in accordance with Soil and Water Management on Building and Construction Sites fact sheets (2008), Derwent Estuary Program, available from <u>http://www.hobartcity.com.au/Development/Engineering\_Standa</u> <u>rds\_and\_Guidelines</u>.

## All work required by this condition must be undertaken in accordance with the approved SWMP.

Advice: Once the SWMP has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State Legislation.

Part 5 1 The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to stormwater management prior to the commencement of work.

All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.

The owner must comply with the Part 5 Agreement which will be placed on the property title.

Note: Further information with respect to the preparation of a part 5 agreement can be found <u>http://www.hobartcity.com.au/Development/Planning/Part\_5\_agreements</u>

Reason for condition

To ensure that the proposed stormwater treatment and detention system are properly operated and maintained over the life of the development.
ENG 8 All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavements markers in accordance to Australian/NZS Standard, Parking facilities Part 1: Offstreet car parking AS/NZS 2890.1, prior to the commencement of the use.

Reason for condition

In the interests of vehicle user safety and the amenity of the development.

ENGSP1 All visitor and turning spaces must be delineated by means of white or yellow lines and pavement marked or sign posted accordingly, prior to the commencement of the use.

Reason for condition

In the interests of vehicle user safety and the amenity of the development.

#### ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit <u>www.hobartcity.com.au</u> for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council:

 If a condition endorsement is required by a planning condition above, please forward documentation required to satisfy the condition to <u>rfi-information@hobartcity.com.au</u>, clearly identifying the planning permit number, address and the condition to which the documentation relates.

Once approved, the Council will respond to you via email that the condition/s has been endorsed (satisfied). Detailed instructions can be found at: <u>www.hobartcity.com.au/Development/Planning/How\_to\_obtain\_a\_con</u> dition\_endorsement

 Building permit in accordance with the Building Act 2000; www.hobartcity.com.au/Development/Building  Plumbing permit under the Tasmanian Plumbing Regulations 2014; <u>www.hobartcity.com.au/Development/Plumbing</u>

(Ben Ikin) DEVELOPMENT APPRAISAL PLANNER

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

(Rohan Probert) SENIOR STATUTORY PLANNER

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 22 February 2016

Attachment(s):-

Attachment A – Documents and Drawings List

- Attachment B TasWater form Reference No. TWDA 2015/02000-HCC
- Attachment C Architectural Plans and Planning Report

Attachment D – Cultural Heritage Officer's report

Supporting Document(s):-

Attachment 1 – Traffic Impact Assessment, Milan Prodanovic

## ATTACHMENT A

### Documents and Drawings that comprise Planning Application Number - PLN-15-01514-01

### **DEVELOPMENT ADDRESS:**

51 Sandy Bay Road, SANDY BAY

## LIST OF DOCUMENTATION:

Description	Drawing	Date of
	Number/Revision/Author/Date,	Lodgement to
	Report Author/Date, Etc	Council
Application Form	15-01514	09 December 2015
Title	160940/1	09 December 2015
Planning report, 32 pages	Author: Jen Welch, Ireneinc Date: 09 December 2015	09 December 2015
Statement of historical archaeological potential for 51 Sandy Bay Road, 21 pages	Author: Brad Williams, Praxis Environment Date: September 2015	09 December 2015
Traffic impact assessment, 37 pages	Author: Milan Prodanovic Date: October 2015	09 December 2015
Concept services cover letter, 11 pages	Author: Jessie Wang, Gandy and Roberts Date: 02 December 2015	09 December 2015
Concept servicing plan – drawing index and notes	Project No: 15.0422 Drawing No: H001 Revision No: P3 Drawn by: J.Wang Date of Drawing: 04 December 2015	09 December 2015
Concept hydraulic site services plan	Project No: 15.0422 Drawing No: H010 Revision No: P3 Drawn by: J.Wang Date of Drawing: 04 December 2015	09 December 2015
Architectural plans – cover page	Project No: 1346 Drawing No: 01 Revision No: 01 Drawn by: LW Date of Drawing: 09 December 2015	09 December 2015
Site and demolition plan	Project No: 1346 Drawing No: 02 Revision No: 02 Drawn by: LW Date of Drawing: 22 December 2015	22 December 2015

Level C1 plan	Project No: 1346 Drawing No: 03 Revision No: 03 Drawn by: LW Date of Drawing: 06 January 2016	12 January 2016
Level C2 plan	Project No: 1346 Drawing No: 04 Revision No: 03 Drawn by: LW Date of Drawing: 06 January 2016	12 January 2016
Level A1 plan (for window detail)	Project No: 1346 Drawing No: 05 Revision No: 02 Drawn by: LW Date of Drawing: 22 December 2015	22 December 2015
Level A1 plan (for stormwater detail)	Project No: 1346 Drawing No: 05 Revision No: 03 Drawn by: LW Date of Drawing: 06 January 2016	12 January 2016
Level A2 plan	Project No: 1346 Drawing No: 06 Revision No: 02 Drawn by: LW Date of Drawing: 22 December 2015	22 December 2015
Level A3 plan	Project No: 1346 Drawing No: 07 Revision No: 01 Drawn by: LW Date of Drawing: 04 December 2015	09 December 2015
Section	Project No: 1346 Drawing No: 08 Revision No: # Drawn by: LW Date of Drawing: 04 December 2015	09 December 2015
North east and south east proposed elevations	Project No: 1346 Drawing No: 09 Revision No: 02 Drawn by: LW Date of Drawing: 22 December 2015	22 December 2015
North west and south west proposed elevations	Project No: 1346 Drawing No: 10 Revision No: # Drawn by: LW Date of Drawing: 04 December 2015	09 December 2015

Artist impressions	Project No: 1346 Drawing No: 11 Revision No: # Drawn by: LW Date of Drawing: 04 December 2015	09 December 2015
Email from Tim Lucas regarding sun access to apartments 7, 8, 14, 15, 290 and 21. 1 page.	Author: Tim Lucas, Sultan Holdings Date: 22 December 2015	22 December 2015
Sun study matrix. 1 page.	-	22 December 2015



## **Submission to Planning Authority Notice**

Council Planning Permit No.	PLN-15-01514		Council notice date	15/12/2015	
<b>TasWater details</b>					
TasWater Reference No.	TWDA 2015/0200	D-HCC		Date of response	18/12/2015
TasWater Contact	David Boyle		Phone No.	No. 6345 6323	
Response issued t	to				
Council name	HOBART CITY COUNCIL				
Contact details	hcc@hobartcity.com.au				
Development det	ails				
Address	51 SANDY BAY RD, SANDY BAY			Property ID (PID)	3077177
Description of development	21 unit development				
Schedule of draw	ings/documents				
Prepa	red by	Drawing/document No.		Revision No.	Date of Issue
Jaws Architect		1346 02, 03, 04, 09		01	4/12/2015
Gandy & Roberts		15.0422 H010		Р3	4/12/2015
		-			
				·	•

#### Conditions

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

#### **CONNECTIONS & METERING**

- 1. A suitably sized water supply with metered connection / sewerage system and connection for this 21 apartments development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
- 3. Prior to commencing construction a water meter must be installed to the satisfaction of TasWater.

#### **56W CONSENT**

- 4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.
- 5. Footings of proposed buildings located over or within 2.0m from TasWater pipes must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. Plans submitted with the application for Certificate for Certifiable Work (Building) and/or (Plumbing) must include a cross sectional view through the footings which clearly shows;



- a. Existing pipe depth and proposed finished surface levels over the pipe;
- b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- c. A note on the plan indicating how the pipe location and depth were ascertained.

#### DEVELOPMENT ASSESSMENT FEES

- 6. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice as follows:
  - a. \$629.00 for development assessment.

#### Advice

For information on TasWater development standards, please visit <a href="http://www.taswater.com.au/Development/Development-Standards">http://www.taswater.com.au/Development/Development-Standards</a>

For information regarding headworks, further assessment fees and other miscellaneous fees, please visit <u>http://www.taswater.com.au/Development/Fees---Charges</u>

For application forms please visit http://www.taswater.com.au/Development/Forms

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

TasWater have a small number of townships that are on Boil Water and Do Not Consume Alerts. Please visit <u>http://www.taswater.com.au/News/Outages---Alerts</u> for a current list of these areas. Declaration

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

Authorised by

Jason Taylor Development Assessment Manager

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

Special CPC Agenda 7/3/2016





# **51 SANDY BAY ROAD APARTMENTS**



**PLANNING PERMIT ISSUE** 

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51 SANDY BAY ROAD APARTMENTS 51 Sandy Bay Road Battery Point, TAS, 7004

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PROJECT

## Page 44 ATTACHMENT C

## DEVELOPMENT APPLICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015 Planning Authority: Hobart City Council

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## DRAWING SCHEDULE

1346_01	Drawing Shedule
1346_02	Site Plan & Demolition Plan
1346_03	Level C1 Plan
1346_04	Level C2 Plan
1346_05	Level A1 Plan
1346_06	Level A2 Plan
1346_07	Level A3 Plan
1346_08	Section
1346_09	Elevations 01
1346_10	Elevations 02
1346_11	Illustration

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SCALE	1:1, 1:7.81 @ A1			
DATE	DECEMBER 2015	PLOT DATE	9/12/2015	
DRAWN	LW	ACCREDITED DESIGNER	Neal Mackintosh	
CHECKED	NM	ACCREDITATION NUMBER	CC1027V	
CAD REF	151027_1346_51 Sandy Bar Road Apartments_DA.pln			



DRAWING NO 1346\_1346\_01 REV 01 OF 12 DRAWINGS

DRAWING



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SECTION SCALE 1:100 @A1)

**PLANNING PERMIT ISSUE** 

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PROJECT 51 SANDY BAY ROAD APARTMENTS 51 Sandy Bay Road Battery Point,TAS,7004

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## Page 46

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SCALE	1:100 @ A1			DRAWING			
DATE	SEPTEMBER 2015	PLOT DATE	4/12/2015	Section	on		
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SCHEDULE OF MATERIAL FINISHES

- MRS
   METAL ROOF SHEET, GREY.

   PC
   PRECAST CONCRETE WALL, GREY PAINT FINISH.

   RW
   RETAINING WALL & CONCRETE BLOCKWORK WALL .

   GL
   CLEAR GLAZING IN ALUMINIUM FRAMED WINDOW & DOOR SUITES.

   BAL
   CLEAR GLAZED BALUSTRADE.

   BAL-S
   STEEL WIRE BALUSTRADE.

   T
   CLEAR FINISH NATURAL WOOD COMPOSITE WALL LININGS, SCREENS AND BATTENS.

   TIL
   TILED BALCONY OR TERRACE.

+41,700 5 Level A3

+38,700 4 Level A2

+35,700 3 Level A1

+33,100 2 Level C2

+30,500 1 Level C1

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USTRALIA 7004				
CALE	1:100 @ A1			
ATE	SEPTEMBER 2015	PLOT DATE	4/12/2015	
RAWN	LW	ACCREDITED DESIGNER	NM	
HECKED	NM	ACCREDITATION NUMBER	Architect Name	
AD REF	151027_1346_51 Sandy Bar Road Apartments_DA.pln			



DRAWING NO 1346\_1346\_10 REV # OF ## DRAWINGS

DRAWING





(ARTIST IMPRESSION)









VIEW FROM SOUTH WEST

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51 SANDY BAY ROAD APARTMENTS 51 Sandy Bay Road Battery Point, TAS, 7004

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PROJECT

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REVISIONS: REV # DATE: (Description)





OF 12 DRAWINGS



Special CPC Agenda 7/3/2016



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## **PLANNING PERMIT ISSUE**

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51 SANDY BAY ROAD APARTMENTS 51 Sandy Bay Road Battery Point, TAS, 7004

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PROJECT

(02)(01)44,930 **RL ROOF** EXIST ADJACENT BUILDING (10 Ellerslie Road) BAL PC EXIST ADJACENT BUILDING BEYOND (55 Sandy Bay road) GL BAL BAL PROPOSED TREES PC GL EXIST BOUNDAR NORTH-EASTELEVATION  $\bigcirc$ EXIST ADJACENT BUILDING BEYOND (10 Ellerslie Road) MRS GL GL GL GL BAL BAL BAL PC BAL BAL \_\_\_\_\_\_ NEW BOUNDARY FENCE BEYOND PC BAL BAL 3,000 approx loaction of

Item No. 2.1.1





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CAD REF

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DRAWING NO 1346\_1346\_03 REV 03 OF 12 DRAWINGS





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ed on the 09 December 2015 ng Authority: Hobart City Council



## 51 SANDY BAY ROAD, BATTERY POINT

ireneinc & smithstreetstudio PLANNING & URBAN DESIGN

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

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## 51 SANDY BAY ROAD, BATTERY POINT

Planning Submission to Hobart City Council Development Application for 21 dwellings

Last Updated - 9 December 2015 Author - Jen Welch Reviewed - Irene Duckett

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**ireneinc** planning

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## 1. INTRODUCTION

Ireneinc Planning have been engaged by Alirenste Pty Ltd to prepare an application for development of the land at 51 Sandy Bay Road, Battery Point. This report provides an assessment of the proposal against the provisions of *Interim Hobart Planning Scheme 2015* (effective date: 7 December 2015).

The application consists of the following documents:

- Certificates of Title (Appendix A);
- Application Form;
- Traffic Impact Assessment, by Milan Prodanovic;
- Statement of Historical Archaeological Potential, by Praxis Environment;
- Architectural Drawings, by JAWS Architects; and
- Concept Hydraulic Services Plan, by Gandy and Roberts.

#### 1.1 THE SITE AND SURROUNDS



Figure 1: Development Site (source: The LIST)

The subject site is the parcel of land identified as 51 Sandy Bay Road, Battery Point, CT160940/1. The site is an internal lot, which is subject to a 3m easement for drainage. There is an existing two storey dwelling on the property with an area of informal parking at the frontage of the



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building. The site has a gradual fall from east to west. Vehicle and pedestrian addess is from the cile existing sealed access from the frontage onto Sandy Bay Road.



#### Figure 2: Existing dwelling

The subject lot was formed through subdivision of the rear yard of the substantial two-storey heritage building to the east at 53 Sandy Bay Road, which is a listed heritage place. The place is known as 'Gattonside' and is used as visitor accommodation.



Figure 3: Access to the site with Gattonside (left) and 45-49 Sandy Bay Road (right)

On the northern boundary the property at 45-59 Sandy Bay Road is a commercial premises. IT he building is a contemporary style, constructed to two storeys to the property boundaries, and has been sealed for parking along the frontage and at the rear where not occupied by the building. The north west of the subject site shares a boundary with the rear yard of 8 Ellerslie, which is occupied by a dwelling that is located closer to its frontage away from the development site. Properties along the western and southern boundaries have been substantially developed for contemporary multiple dwellings. Up the hill and along the western edge of the site, the units at 10 Ellerslie are up to four storeys in height, to the south at 55 Sandy Bay Road they two storeys along the boundary.



Figure 4: Rear of Gattonside



Figure 5: Access to the development site with buildings fronting Ellerslie Street behind

6





Figure 6: Neighbouring dwellings to the south



Figure 7: 10 Ellerslie Road seen from the southern part of the development site

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Figure 8: 12 Ellerslie Road as seen from the site

#### 1.2 PROPOSED DEVELOPMENT

The proposed development consists of demolition of the existing building and construction of 21 one-bedroom apartments with resident and visitor parking underneath for 27 parking spaces. Parking has been provided for a motorbike and for bicycles. The building is to be constructed of precast concrete with a paint finish and timber features. Open space has been provided for all dwellings, either at ground level or within balconies.

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## 2. PLANNING SCHEME PROVISIONS

The proposed site falls within the provisions of the *Hobart Interim Planning Scheme 2015* (HIPS 2015, effective date: 7 December 2015). The relevant provisions are addressed below.

#### 2.1 DEMOLITION

The proposal will require demolition of the existing dwelling on the property. This work is capable of being approved as part of the overall redevelopment of the site in accordance with 9.4.1 of the Scheme.

#### 2.2 ZONING

The site is located in the Urban Mixed Use Zone as shown in the figure below. Neighbouring properties are likewise located within the zone. The frontages along Sandy Bay Road are within the Utilities Zone. The site is not mapped on the LIST as subject to any overlays.



Figure 9: Zoning plan (Source: The LIST)

#### 2.3 URBAN MIXED USE ZONE

The zone purpose for the Urban Mixed Use Zone is as follows:

#### 15.1.1 Zone Purpose Statements

15.1.1.1 To provide for integration of residential, retail, community services and commercial activities in urban locations.

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15.1.1.2 To encourage use and development at street level that generates activity and planning Authority: Hobart City Council pedestrian movement through the area.

15.1.1.3 To provide for design that maximises the amenity at street level including considerations of microclimate, lighting, safety, and pedestrian connectivity.

15.1.1.4 To ensure that commercial use are consistent with the activity centre hierarchy.

15.1.1.5 To ensure development is accessible by public transport, walking and cycling.

15.1.1.6 To provide for a diversity of uses at densities responsive to the character of streetscapes, historic areas and buildings and which do not compromise the amenity of surrounding residential areas.

15.1.1.7 To encourage the retention of existing residential uses and the greater use of underutilised sites as well as the reuse and adaptation of existing buildings for uses with a scale appropriate to the site and area.

15.1.1.8 To ensure that the proportions, materials, openings and decoration of building facades contribute positively to the streetscape and reinforce the built environment of the area in which the site is situated.

15.1.1.9 To maintain an appropriate level of amenity for residential uses without unreasonable restriction or constraint on the nature and hours of commercial activities.

15.1.1.10 To ensure that retail shopping strips do not develop along major arterial roads within the zone.

The proposal provides for a density that is consistent with existing development within the surrounding area. Due to the proportions and location of the lot the proposed development will have limited impact on the streetscape and character of the area. The site is well located to maximise alternative transportation types and includes bike storage for residents.

#### 2.3.1 USE TABLE

The proposal would fall within the Residential use Class, as multiple dwellings which is a permitted use class in the zone in accordance with 15.2 Use Table.

#### 2.3.2 DEVELOPMENT STANDARDS

The proposed development will need to respond to those provisions relating to 15.4 Development Standards. The following provides detail of the development in response to these development Standards.

15.4.1 Building height

#### Objective:

To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in the General Residential Zone or Inner Residential Zone.

Acceptable solution	Proposed
<b>A1</b> Building height must be no more than: 10m	The building height exceeds 10m. The proposal is required to be assessed in response to P1.
<b>P1</b> Building height must satisfy all of the following:	a) There is no Desired Future Character Statement for the area.
(a) be consistent with any Desired Future Character Statements provided for the area;	b) The building height is similar to that of neighbouring development including the existing Gattonside building at 53 Sandy Bay

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<ul> <li>(b) be compatible with the scale of nearby buildings;</li> <li>(c) not unreasonably overshadow adjacent public space;</li> <li>(d) allow for a transition in height between adjoining buildings, where appropriate;</li> </ul>	<ul> <li>Road, which is approximately 11m, and the development to the rear at 10 Ellerslie Street, which is approximately 13.8m.</li> <li>c) The proposal does not adjoin any public space.</li> <li>d) The building height is consistent with the incrementally increasing building height moving up the slopes of Barracks Hill.</li> <li>The proposal complies with the Performance criteria.</li> </ul>
<b>A2</b> Building height within 10m of a Residential Zone	The development site is not within 10m of a residential zone; this provision does not apply.

#### 15.4.2 Setback

#### Objective:

To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of landing a residential zone.

Acceptable solution	Proposed
<ul> <li>A1 Building setback from frontage must be parallel to the frontage and must be no more than:</li> <li>1m from the median street setback of all existing buildings on the same side of the street within 100m of the site.</li> </ul>	The proposed building is setback from the frontage in excess of neighbouring development as it is situated on an internal lot. Complying with the setback provisions would not be appropriate or practical. The proposal is required to be assessed in response to P1.
<ul> <li>P1 Building setback from frontage must satisfy all of the following:</li> <li>(a) be consistent with any Desired Future Character Statements provided for the area;</li> <li>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</li> <li>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</li> <li>(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;</li> <li>(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.</li> </ul>	<ul> <li>a) There is no Desired Future Character Statement for the area.</li> <li>b-e) The proposal is set back behind existing building and does not interrupt the established building line. The proposed dwellings and existing surrounding buildings provide passive surveillance of the access to the proposal.</li> <li>The proposal complies with the Performance criteria.</li> </ul>
<b>A2</b> Building setback from the General Residential or Inner Residential Zone	The development site does not adjoin either of the zones; this provision does not apply.

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15.4.3 - Design

Planning Authority: Hobart City Council

To ensure that building design for non-residential uses contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.

Acceptable solution	Proposed
A1 Building design for non-residential use	This does not apply
A2 Walls of a building facing the General Residential Zone or Inner Residential Zone must be coloured using colours with a light reflectance value not greater than 40 percent.	This does not apply

15.4.4 Passive Surveillance

#### Objective:

**Objective:** 

To ensure that building design for non-residential uses provides for the safety of the public.

Acceptable solution	Proposed
A1 Building design for non-residential uses	This does not apply.

15.4.5 Landscaping

#### Objective:

To ensure that a safe and attractive landscaping treatment enhances the appearance of the site and if relevant provides a visual break from land in a residential zone.

Acceptable solution	Proposed
<ul> <li>A1 Landscaping along the frontage of a site is not required if all of the following apply:</li> <li>(a) the building extends across the width of the frontage, (except for vehicular access ways);</li> <li>(b) the building has a setback from the frontage of no more than 1 m.</li> </ul>	As the lot is an internal lot the frontage is used for access across its entirety so there is no opportunity for additional landscaping. The proposed development does not alter the existing landscaping condition at the frontage of the site.
<b>P1</b> Landscaping must be provided to satisfy all of the following:	
(a) enhance the appearance of the development;	
(b) provide a range of plant height and forms to create diversity, interest and amenity;	
(c) not create concealed entrapment spaces;	
(d) be consistent with any Desired Future Character Statements provided for the area.	
A2 Along a boundary with the	The development site does not adjoin either of

General Residential Zone or Inner Residential the zones; this provision does not apply. Zone...

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15.4.6 Outdoor Storage Areas	This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
Objective:	Planning Authority: Hobart City Council

To ensure that outdoor storage areas for non-residential use do not detract from the appearance of the site or the locality.

Accept	table solution			Proposed
A1 resider	Outdoor storage areas ntial uses	for	non-	This does not apply.

#### 15.4.7 Fencing

#### Objective:

To ensure that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.

Acceptable solution	Proposed
A1 Fencing must comply with all of the following:	No fencing is proposed along the frontage of the development. This does not apply.
(a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage;	
(b) fences along a frontage must be at least 50% transparent above a height of 1.2 m;	
(c) height of fences along a common boundary with land in the General Residential Zone or Inner Residential Zone must be no more than 2.1 m and must not contain barbed wire.	

#### 15.4.8 Residential Amenity

#### Objective:

To ensure that buildings for residential use provide reasonable levels of residential amenity and safety.

Acceptable solution	Proposed
A1 A dwelling must have at least one habitable room window (other than a bedroom) facing between 30 degrees west of north and 30 degrees east of north.	The alignment of the building is orientated at 39 deg and 53 deg so that none of the windows on the building comply with the Acceptable Solution.
<b>P1</b> A dwelling must be sited and designed to optimize sunlight to at least one habitable room (other than a bedroom).	The proposal is required to be assessed in response to P1.
	All apartments have been designed to maximise sunlight to habitable rooms, particularly to living spaces.
	The proposal complies with the Performance Criteria.
A2 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 by complying with any of the following:	All habitable room windows minimise overlooking by complying with A2 (a) as the side boundary setbacks exceed 3m.
	The proposal complies with the Acceptable Solution.

(a) have a side boundary setback no less	DOCUMENT
than 3 m; (b) be offset no less than 1.5 m from the windows of habitable rooms on adjacent lots where on the same horizontal lane;	This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
<ul><li>(c) have a window seal height no less than</li><li>1.5 m.</li></ul>	Planning Authority: Hobart City Council
A3 Outdoor living space must be provided for a dwelling that complies with all of the	Apartment 5, 14, 11, 18 & 19 all have less than 10m <sup>2</sup> of area.
following: (a) be no less than 10 m <sup>2</sup> ; (b) baye a width no less than 2 m	The proposal is required to be assessed in response to the Performance Criteria.
<b>P3</b> Outdoor living space must be provided for a dwelling with dimensions sufficient for the projected requirements of the occupants.	The apartments are all provided with an outdoor living space that is directly accessible from the living space. The apartments are all single bedroom and would be likely to be occupied by a single resident or couple, as such the area of outdoor space is considered appropriate for the likely residents.
A4 Habitable rooms of dwellings adjacent to streets carrying more than 6000 vehicle per day must be designed to achieve internal noise levels no more than 45 dBa in accordance with relevant Australian Standards for acoustics control, (including AS3671 - Road Traffic, and AS2107 - Habitable Rooms).	Sandy Bay Road carries in excess of 6,000 vehicles per day. It is not known whether internal noise levels will meet the relevant Australian Standards. However, the dwellings are located in excess of 50m from the road and have a building between them and the road. This layout is anticipated to reduce internal noise to a reasonable level. The proposal meets
<b>P4</b> Habitable rooms of dwellings adjacent to streets carrying more than 6000 vehicle per day must be designed, through site layout and building design, to provide internal noise levels that accord a reasonable level of residential amenity for the occupants.	the Performance Criteria.

#### 2.4 POTENTIALLY CONTAMINATED LAND CODE

The site is currently used for Residential Activity, the accompanying Statement of Archaeological Potential outlines the known history of the site and does not describe any potentially contaminating activities.

#### 2.5 ROAD AND RAILWAY ASSETS CODE

As the proposal will result in intensification of an existing access it is required to be assessed in relation to this code.

The following relevant provisions from E5.5 Use Standards have been assessed.

E5.5.1 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 solution

Proposed

A3 The annual average daily traffic (AADT) of The proposed use and development will result vehicle movements, to and from a site, using in an increase of traffic of greater than 20%. an existing access or junction, in an area The proposal is required to be assessed in

subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

**P3** Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the increase in traffic caused by the use;

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

(c) the nature and efficiency of the access or the junction;

(d) the nature and category of the road;

(e) the speed limit and traffic flow of the road;

(f) any alternative access to a road;

(g) the need for the use;

(h) any traffic impact assessment; and

(i) any written advice received from the road authority.

response to P3.

The accompanying TIA finds that the proposal will generate approximately 84 vehicle movements a day or 9 vehicles/hour during peak traffic periods. The assessment concludes that no additional traffic management measures need to be introduced along Sandy Bay Road for the proposed development (section 6.1).

The proposal is considered to meet the Performance Criteria.

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Planning Authority: Hobart City Council

The relevant provisions from E5.6 Development Standards have been addressed below.

E5.6.2 Road accesses and junctions

**Objective**:

To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

Acceptable solution	Proposed
<b>A1</b> No new access or junctions to roads in an area subject to a speed limit of more than 60km/h/	The proposal uses an existing access point. The proposal meets the Acceptable Solution.
A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	The proposed development includes only one access point that includes entry and exit. The proposal meets the Acceptable Solution.

E5.6.4 Sight distance at accesses, junctions and level crossings

#### **Objective:**

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.

Acceptable solution	Proposed
<ul> <li>A1 Sight distances at:</li> <li>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</li> <li>(b) rail level crossings</li> </ul>	Section 6.2 of the accompanying TIA assesses that the proposed development complies with the Sight Distance requirements in accordance with the Acceptable Solution.

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This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015

#### 2.6 PARKING AND ACCESS CODE

The following is an assessment of the proposed development in response to the provisions of E6.0 ouncil Parking and Access Code.

E6.6.1 Number of Car Parking Spaces

#### Objective:

To ensure that:

(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.

- (b) a use or development does not detract from the amenity of users or the locality by:
  - (i) preventing regular parking overspill;
  - (ii) minimising the impact of car parking on heritage and local character.

Acceptable solution	Proposed
<ul> <li>A1 The number of on-site car parking spaces must be:</li> <li>(a) no less than and no greater than the number specified in Table E6.1;</li> <li>except if:</li> </ul>	For residential use (Multiple Dwelling containing 1 bedroom or studio) = 1 space per dwelling plus 1 dedicated visitor parking space per 4 dwellings - rounded up to the nearest whole number = 21 + 5.25 = 27 car spaces are required
(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;	27 parking spaces have been provided in accordance with the Acceptable Solution.
(ii)the site is subject to clauses E6.6.5, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme.	

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

**Objective:** 

To ensure that a use or development provides sufficient accessible car parking for people with a disability.

Acceptable solution	Proposed
<ul> <li>A1 Car parking spaces provided for people with a disability must:</li> <li>(a) satisfy the relevant provisions of the Building Code of Australia;</li> <li>(b) be incorporated into the overall car park design;</li> <li>(c) be located as close as practicable to the building entrance.</li> </ul>	The development as it stands does not contain any car parking for people with a disability. This is consistent with the requirements of the BCA. The proposal meets the Acceptable Solution.

E6.6.3 Number of Motorcycle Parking Spaces

#### Objective:

To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

Acceptable solution	Proposed
A1 The number of on-site motorcycle parking	As the 27 car parking spaces have been
spaces provided must be at a rate of 1 space to	provided 1 motorcycle parking space is
each 20 car parking spaces after the first 19 car	required. A space has been provided on Level

	DEVELOPMENT APPLICATION
parking spaces except if bulky goods sales,	C1 in accordance with the Acceptable Solution.
(rounded to the nearest whole number).	This document is one of the documents
Where an existing use or development is	relevant to the application for a planning
extended of intensified, the additional number	permit No.PLN-15-01514-01 and was
calculated on the amount of extension or	received on the 09 December 2015
intensification, provided the existing number	
of motorcycle parking spaces is not reduced.	Planning Authority: Hobart City Council
, , , , , , , , , , , , , , , , , , ,	

E6.6.4 Number of Bicycle Parking Spaces

#### Objective:

To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.

Acceptable solution	Proposed
<b>A1</b> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	There is no requirement for on-site bicycle parking for the residential use. This does not apply.

The following is an assessment of the proposal in relation to the relevant provisions of E6.7 Development Standards.

E6.7.1 Number of Vehicular Accesses

#### Objective:

To ensure that:

(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:

(i) the number of vehicle access points; and

(ii) loss of on-street car parking spaces;

(b vehicle access points do not unreasonably detract from the amenity of adjoining land uses;

(c) vehicle access points do not have a dominating impact on local streetscape and character.

Acceptable solution	Proposed
A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	The proposal utilises the one existing access, the proposal complies with the Acceptable Solution.

#### E6.7.2 Design of Vehicular Accesses

#### Objective:

To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

Acceptable solution	Proposed
<ul> <li>A1 Design of vehicle access points must comply with all of the following:</li> <li>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and</li> </ul>	The accompanying TIA finds that the existing access which is to be retained complies with the Acceptable Solution (section 6.3 - Access Driveway).
	DEVELOPMENT APPLICATION DOCUMENT
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constructed to comply with section 3 - "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
(b) in the case of commercial vehicle access;	Planning Authority: Hobart City Council

#### E6.7.3 Vehicular Passing Areas Along an Access

#### Objective:

To ensure that:

(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;

(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

Acceptable solution	Proposed
A1 Vehicular passing areas must:	Vehicle passing is required for the access. The driveway exceeds 5 5m in width in order to
(a) be provided if any of the following applies to an access:	provide sufficient passing for the length of the
(i) it serves more than 5 car parking spaces; (ii) is more than 30 m long;	Acceptable Solution.
(iii) it meets a road serving more than 6000 vehicles per day;	
(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;	
(c) have the first passing area constructed at the kerb;	
(d) be at intervals of no more than 30 m along the access.	

#### E6.7.4 On-Site Turning

#### Objective:

To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

Acceptable solution	Proposed
A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:	On site turning is required as part of the development. A turning space has been provided on Level C1 in accordance with the Acceptable Solution.
(a) it serves no more than two dwelling units;	
(b) it meets a road carrying less than 6000 vehicles per day.	

E6.7.5 Layout of Parking Areas

Objective:

To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

#### Acceptable solution

A1 The layout of car parking spaces, access Parking spaces comply with Australian

Proposed

aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules	Standards as discussed in the accompanying TIA, Section 6.3 - Parking bays, and Ramp
Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off- street car parking and must have sufficient headroom to comply with clause 5.3	The proposal complies with the Acceptable Solution. This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
"Headroom" of the same Standard.	Planning Authority: Hobart City Council

E6.7.6 Surface Treatment of Parking Areas

#### Objective:

To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

Acceptable solution	Proposed
<ul> <li>A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</li> <li>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</li> </ul>	Parking areas will be sealed and drained to council's satisfaction. The proposed development is capable of complying with the Acceptable Solution.
(b) drained to an approved stormwater system,	
unless the road from which access is provided to the property is unsealed.	

#### E6.7.7 Lighting of Parking Areas

#### **Objective**:

To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:

- (a) enables easy and efficient use;
- (b) promotes the safety of users;
- (c) minimises opportunities for crime or anti-social behaviour; and
- (d) prevents unreasonable light overspill impacts.

Acceptable solution	Proposed
A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Lighting will be provided for parking areas in accordance with Australian Standards to comply with Acceptable Solution. It is requested that this be made a condition of the permit.

#### E6.7.8 Landscaping of Parking Areas

#### Objective:

To ensure that large parking and circulation areas are landscaped to:

- (a) relieve the visual impact on the streetscape of large expanses of hard surfaces;
- (b) screen the boundary of car parking areas to soften the amenity impact on neighbouring

pecial CP	C Agenda 7/3/2016 Item No. 2.1	.1	This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
prope (c) (d)	rties; contribute to the creation of vibrant and reduce opportunities for crime or anti-so	l liveable place ocial behaviour	Planning Authority: Hobart City Council s; by maintaining clear sightlines.
Accep	Acceptable solution Proposed		
Al Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		The proposal the building of diminish the However, the (213m <sup>2</sup> on 1 requiring a Landscaping provided on shown on Lev	I is for parking containted within not open car park areas that would e visual qualities of the area. e total area of car park is $706m^2$ evel C1 + $943m^2$ on Level C2) landscaped area of $35.3m^2$ . with an area of $63m^2$ has been the eastern side of the building as rel C2.
		The proposa Solution.	l complies with the Acceptable

E6.7.9 Design of Motorcycle Parking Areas

#### Objective:

To ensure that motorcycle parking areas are located, designed and constructed to enable safe, easy and efficient use.

Acceptable solution	Proposed
<ul><li>A1 The design of motorcycle parking areas must comply with all of the following:</li><li>(a) be located, designed and constructed to</li></ul>	The proposal complies with the Australian Standards and is located internally within the building.
comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	The proposal complies with the Acceptable Solution.
(b) be located within 30 m of the main entrance to the building.	

There is no requirement for bicycle parking for Residential Use therefore the provisions of E6.7.10 Design of Bicycle Parking Facilities and E6.7.11 - Bicycle End Trip Facilities, do not apply.

E6.7.12 -	Siting	of Car	Parking
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#### **Objective**:

To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

Acceptable solution	Proposed
A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	The manoeuvring for the parking areas on Level C1 is located behind the building line, which would be defined by the retaining walls surrounding the parking areas. The proposal complies with the Acceptable Solution.

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The proposed development is for residential use and therefore does not require facilities for Commercial Vehicles; therefore *E6.7.13 - Facilities for Commercial Vehicles* does not apply to this development. It is anticipated that rubbish collection will be via Council's roadside collection service.

E6.7.14 - Access to a Road

#### **Objective**:

To ensure that access to the road network is provided appropriately

Acceptable solution	Proposed	
A1 Access to a road must be in accordance with	The works will not result in any substantial	
the requirements of the road authority.	change to the existing access.	

#### 2.7 STORMWATER MANAGEMENT CODE

The following is an assessment of the proposal in relation to the relevant provisions of E7.0 Stormwater Code.

E7.7.1 Stormwater Drainage Disposal

#### **Objective**:

To ensure that stormwater quality and quantity is managed appropriately.

Acceptable solution	Proposed
<b>A1</b> Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Stormwater will be in accordance with the accompanying Stormwater Concept Plan, which connects to the public stomwater infrastructure. The proposal complies with the Acceptable Solution.
<ul> <li>A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</li> <li>(a) the size of new impervious area is more than 600 m2;</li> <li>(b) new car parking is provided for more than 6 cars;</li> <li>(c) a subdivision is for more than 5 lots.</li> <li>P2 A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.</li> </ul>	The accompanying Conceptual Stormwater Design includes a Water Sensitive Urban Design System for the development. Although this does not meet the specified quality and quantity targets the system is considered the most appropriate and feasible as there is very low water quality risks. The proposal is considered to meet the acceptable solution.
<ul> <li>A3 A minor stormwater drainage system must be designed to comply with all of the following:</li> <li>(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;</li> </ul>	As detailed in the accompanying Concept Services Plan the proposal has been designed to meet the Acceptable Solution.

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(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

Planning Authority: Hobart City Council

#### 2.8 HISTORIC HERITAGE CODE

The site is located within the boundary of Places of Archaeological Potential under the HIPS 2015. The following addresses the relevant provisions:

E13.10.1 Building, Works and Demolition

#### **Objective**:

To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

Acceptable solution	Proposed
<b>A1</b> Building and works do not involve excavation or ground disturbance.	The proposal will require excavation and ground disturbance. The development is required to be assessed in relation to the P1.
<ul> <li>P1 Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:</li> <li>(a) the nature of the archaeological evidence, either known or predicted;</li> <li>(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;</li> <li>(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;</li> <li>(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;</li> <li>(e) measures proposed to preserve significant archaeological evidence 'in situ'.</li> </ul>	The accompanying archaeological statement finds that the site may have potentially had minor infrastructure located on it, however it would be unlikely to yield any valuable information about the past due to the impacts of the construction of the 1950s house on the site. As such is stated 'that the subject site has no historical archaeological potential'. Accordingly, no further investigation or controls in relation to demolition are required. Therefore criteria b-e are not applicable. The proposal complies with the Performance Criteria.

#### 2.9 SIGNS CODE

No signage is proposed as part of this application.

#### 2.10 SIGNIFICANT TREES CODE

This code applies to the following listed trees, which are within proximity to the proposed development.

STREET NO	STREET	REF NO	BOTANICAL NAME	COMMON NAME	NO OF TREES
51-53	Sandy Bay Road	S7	Quercus robur	English Oak	2
51-53	Sandy Bay Road	S8	Arbutus unedo	Irish Strawberry Tree	1

51-53 Sandy Bay Road S9 Magnolia grandiflora	Magnolia	2
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The location of the listed trees is included in the appendix to this report; only the two listed oak trees are located within proximity to the development site. It is not anticipated that the proposed development will result in any lopping, pruning, removal or destruction of these trees.

DEVELOPMENT APPLICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015

Planning Authority: Hobart City Council

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Planning Authority: Hobart City Council

# 3. CONCLUSION

The proposed development is for 21 new dwellings on the 51 Sandy Bay Road, Battery Point. The activities are for a permitted use within the Urban Mixed Use Zone in which it is located.

The proposal is required to be assessed under the Performance Criteria development standards for building height, setback, landscaping and residential amenity. The height is considered appropriate with respect to the surrounding development. As the development is located on an internal lot the form of the site precludes the ability to comply with the Acceptable Solution for setback and landscaping, and the proposal will not alter the existing development response to these provisions. The orientation of the building and open spaces have been designed to ensure that all dwellings have appropriate residential amenity.

As the site is located on Sandy Bay Road, which carries a substantial amount of traffic, a TIA accompanies the application to satisfy the Road and Railway Assets Code. The TIA finds that the existing access is appropriate for the proposed development without any further traffic management measures to be introduced along Sandy Bay Road. The proposal has also been assessed in the TIA in relation to the Parking and Access Code, and is found to be capable of meeting the Acceptable Solution for all provisions.

Council's discretion is further required in relation to Archaeological Potential, however an assessment of the site has found that it has no archaeological potential and as such no further investigations or controls in relation to the proposed works is required.

The development and use is considered to be in accordance with the purpose and standards of the zone and satisfies the various applicable codes.

#### DEVELOPMPager80 ICATION DOCUMENT

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Planning Authority: Hobart City Council

**APPENDIX A - TITLES** 

#### DEVELOPMPAGER8LICATION DOCUMENT

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Planning Authority: Hobart City Council

**APPENDIX B - SIGNIFICANT TREES** 

Special	CPC Agenda 7/3/2016 Item No. 2.1.1	DEVELOPM Page 82-ICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No PL N-15-01514-01 and was
Referenc	e: <b>S</b> 9	received on the 09 December 2015
Address	Gattonside 53 Sandy Bay Road Battery Point	Planning Authority: Hobart City Council
Name of Tree/s	Magnolia grandiflora (magnolia) x 2	
	(nagnolias)	
Reasons for Significance	<ul> <li>CATEGORY 3. TREES THAT ARE VERY OLD OR VENER</li> <li>Reasons: the magnolias are both very well established (approximately 100-120 years old)</li> </ul>	ABLE. and of a considerable age
	CATEGORY 6. TREES THAT HAVE LOCAL SIGNIFICAN	ICE.

• Reasons: both trees are a visible and important aspect of the property as a whole, and contribute significantly to the local area.

DEVELOPMPager83.ICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was



Special	CPC Agenda 7/3/2016 Item No. 2.1.1	DEVELOPM Page 84 ICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015
Referenc	e: \$8	
Address	Gattonside 53 Sandy Bay Road Battery Point	Planning Authority: Hobart City Council
Name of Tree/s	Arbutus unedo (irish strawberry tree)	
	(Strawberry tree (taller tree))	
Reasons for Significance	CATEGORY 2. TREES OF OUTSTANDING DIMENSION CIRCUMEERENCE OR CANOPY SPREAD	IS IN HEIGHT, TRUNK
~	• Reasons: the tree is of an outstanding height for its s	species.
	CATEGORY 3. TREES THAT ARE VERY OLD OR VEN	ERABLE.

• Reasons: The tree is of an old age, and must have been planted early in the development of the garden.

DEVELOPMPager85.ICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015



Specia	CPC Agenda 7/3/2016	Item No. 2.1.1		
			This document is one of the documents relevant to the application for a planning permit No.PLN-15-01514-01 and was received on the 09 December 2015	
Referen	ce: \$7			
Address	Gattonside 53 Sandy Bay Road Battery Point		Planning Authority: Hobart City Council	
Name of Tree/s	Quercus robur (english oak) x 2			
	(English oak tro	ee fronting Sandy Bay Road)		
	(English	oak to side of building		
Reasons for	Oak to front of the property:			
Significance	CATEGORY 6. TREES THAT HAVE LOCAL SIGNIFICANCE.			
	• Reasons: the oak to the streetscape as it has hig	e front of the property forms a sight visibility due to its location of	ignificant component of the n a busy arterial road.	
	Oak to side of the building:			
	CATEGORY 1. TREES OF O	UTSTANDING AESTHETIC	SIGNIFICANCE	
	• Reasons: this tree is lan property.	rge and magnificent, and adds v	astly to the aesthetics of the	

**CATEGORY 2.** TREES OF OUTSTANDING DIMENSIONS IN HEIGHT, TRUNK CIRCUMFERENCE OR CANOPY SPREAD.

• Reasons: the tree is large and imposing.

#### CATEGORY 3. TREES THAT ARE VERY OLD OR VENERABLE.

• Reasons: The tree is of an old age, and must have been planted early in the development of the garden.

**CATEGORY 5**. TREES THAT ARE RECOGNISED AS A SIGNIFICANT COMPONENT OF A NATURAL LANDSCAPE, HISTORIC SITE, TOWN, PARK OR GARDEN.

• Reasons: The tree is considered to be a highly significant component of the historic setting.

#### CATEGORY 6. TREES THAT HAVE LOCAL SIGNIFICANCE.

• Reasons: the tree is large and attractive and is closely associated with a historical building. It is significant in its local context.



ATTACHMENT D



# HERITAGE ASSESSMENT

AFFLICATION NO
ADDRESS:
DESCRIPTION:
PLANNER:

PLN-15-01514-01 51 Sandy Bay Road Demolition/multiple dwellings Ben Ikin

HIPS 2015 DISCRETIONS		
E13.0 Heritage Place:	$\boxtimes$	
E13.0 Heritage Precinct:		
E13.0 Cultural Landscape Precinct:		N/A
E13.0 Place of Archaeological Potential		N/A
E17.0 Signs Code:		
E24.0 Significant Tree:	$\boxtimes$	
Part F. Specific Area Plans:		N/A

### PRE-ADVERTISING HERITAGE ADVICE/ RFI

Assessment	Method:
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Performance Criteria

ls	Additional	Info	Required?
•••			

No Further Information Required

Initial Response to Planner undertaken by:	Nick Booth	Date:	23-Dec-15
Additional Information Satisfied confirmed by:	N/A	Date:	

# EXECUTIVE SUMMARY

Although finely balanced, the proposal would not detract from the characteristics or setting of this Heritage Listed place subject to conditions aimed at mitigating the visual impact of the proposed new development in compliance with Clauses E.13.7.1 & 2 of the HIPS.

# HERITAGE ASSESSMENT



*i)* View from Sandy Bay Road.



*ii) Existing building proposed for demolition.* 

The proposal relates to a sloped plot at 51 Sandy Bay Road, currently occupied by a detached residential property set back from the roadside and behind No.53 Sandy Bay Road, a substantial and imposing Manor style Townhouse better known as 'Gattonside'. The building forms part of a diverse group of primarily multiple occupation residential and office development from the later part of the 20<sup>th</sup> Century and early 21<sup>st</sup> Century which in turn face onto the busy arterial Sandy Bay Road.

Permission is sought for the demolition of the existing building and the erection of a three storey above two car parking levels style development producing 21 Self Contained flats. Access to the site would be via an existing vehicular access lane to Sandy Bay Road.

The site is Heritage Listed by virtue of it previously forming part of the formal garden of 'Gattonside'. This imposing Town House, currently utilised for Hotel accommodation, is both Heritage Listed and appears in the Tasmanian Heritage Register. Although the parcel of land that now forms No.51 Sandy Bay Road was formally sub-divided into a separate entity from No.53, the site is still recognised under the Heritage Listing as part of the wider 'Gattonside" site. As such Heritage considerations must be applied with regard to the potential impact upon the entire Listed site, that is, including No.53 Sandy Bay Road. The site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential has been prepared by Praxis Environmental has been submitted as part of the proposal.

Under the terms of the Hobart Interim Planning Scheme (HIPS), the impact of the proposal from a heritage perspective can be broken down into 3 principal considerations; The acceptability of demolition of the existing building given its Heritage Listing; the acceptability of the proposed development in ensuring that it is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and lastly the acceptability of the development upon the sites potential to produce archeological information.

#### Acceptability of Demolition

The building currently on the site is a two storey brick built residential property dating from the late 1950's. Fairly typical of the period in terms of its architectural style, the building is relatively modest in both form and detailing. It is noted that the area in which it stands was not previously occupied, originally used for agricultural uses and later as part of the grounds of 'Gattonside'. As such is not a replacement of an earlier or notable structure. Importantly, it is of little intrinsic cultural or architectural worth in of itself other than its ability to sit comfortably within the site and demonstrate a well documented form of residential development of the period. As such, it is therefore considered that the demolition of the building would not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place as required under E.13.7.10f HIPS.

#### Acceptability of the Proposed Development

The proposed development would be located behind the existing line of development and thus whilst the development would be visible from the public realm from Sandy Bay Road, it would be largely obscured by the massing of 'Gattonside'. The proposed building would be orientated and run parallel to 'Gattonside'. However, it would be notably longer in length then the Heritage Listed building and would therefore extend beyond each end of 'Gattonside', effectively forming the background context to which the older property would be viewed.

As existing, 'Gattonside' is largely viewed within a garden context. Set back from the roadside, the building has a notable formal garden to the front containing several large mature trees. To the rear, relatively recent residential development is clearly visible in an elevated position. However, additional well established trees and shrubs within the rear parts of the site, along with the relative distances involved, create a clear sense of separation between 'Gattonside' and the surrounding townscape, allowing it to clearly read as a building of some considerable importance.

The proposed development, from a simple massing perspective, would clearly bring the built form closer to 'Gattonside' whilst also significantly changing the context in which the Heritage building would be viewed. This would be further emphasized by the loss of the mature planting within the rear parts of the site. It is noted that a reasonable degree of separation would still be maintained. Importantly, despite its relative height in comparison to 'Gattonside' due to the relative height of the Heritage Building, the upper floors of the proposal would only be marginally visible, limiting its 'framing' impact to just the elements that extend beyond the ends of the existing building. Nevertheless, it is considered that the context in which the Heritage Listed Place is experienced would be notably altered and that its sense of standing 'apart' from the surrounding townscape clearly compromised. Thus it is therefore considered that the degree to which the proposed building can be accommodated in relation to its impact upon 'Gattonside' thus depends upon the ability to mitigate this potential detrimental impact.



iii) Artist impression.

With regard to the proposed building, it is noted that the general architectural style of the proposal is clearly modern, with extensive use of flat concrete finishes and glazing. It is considered that the use of a modern architectural form and associated materials is entirely appropriate in this instance. However, the use of large flat surfaces to the elevations is considered to result in a rather overly austere

appearance. It is considered that the ability of the building to sit comfortably as the context in which 'Gattonside' would be viewed is largely dependent in how it would both recognize and respond to certain architectural and facing material cues from the Heritage Building. The introduction of small elements of articulation, such as banding or expression of window frames, along with appropriate colouration of the proposed facing materials for example, would significantly help in breaking up the large areas of flat elevations. As such, it is considered that in the event of permission being recommended, a condition requiring the submission of revised plans showing such detailing should form part of the final approval.



iv) Artist impression.

As previously mentioned, a notable characteristic of the site relates to its impressive front garden and the large mature trees which stand within it. These trees make a considerable visual contribution to not only the context in which the building is viewed, but also to the wider townscape. Importantly, the trees would further screen and soften the visual impact of the proposed development. One such tree in particular stands immediately next to the vehicular access currently serving the rear plot and which would form the main access to the proposed new development. It is therefore considered reasonable to condition for the suitable protection of this tree both with regard to the operation of the final development and during the construction period itself.

Lastly, although some areas of planting and landscaping are shown on the submitted proposals, these are largely indicative only. Given the degree to which the large amount of mature planting will be lost as a result of the development and the beneficial impact these existing trees and shrubs have in softening the context in which 'Gattonside' is viewed, it is considered reasonable to seek considerable soft landscaping in association with the proposal by way of condition.

#### Impact upon the Archeological potential of the site

This site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential has been prepared by Praxis Environmental has been submitted as part of the application. The report has been prepared utilizing a desk top study process by a recognised and suitably qualified practitioner. Thorough its assessment of the site, the report concludes that as the site remained largely undeveloped away from sites of activity, and has since been highly disturbed by the 1950's development, the site therefore has a low potential of containing European archaeological features or deposits. It is considered that the above represents a reasonable conclusion in this instance.

It is therefore considered that although finely balanced, the proposal would not detract from the characteristics or setting of this Heritage Listed place to an extent to warrant refusal in this instance and would thus comply with Clauses E.13.7.1 & 2 of the HIPS subject to the following conditions.

#### **Suggested Conditions**

HER s1 The external appearance of the building in terms of detailing, articulation of facing materials and palette of exterior colours must acknowledge and respond to those of 'Gattonside'.

Plans must be submitted and approved prior to the commencement of work. The plans must;

 show suitable detailing, expression of windows, banding, articulation within the elevational treatment and the exact shade and colour of the exterior cladding to satisfy the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

Advice: Once the plans has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

#### Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 27 The mature tree within 'Gattonside' marked 'Exist Tree' in submitted plan 1346-02 Demolition Plan standing next to the vehicular access must be protected throughout excavation and post construction.

A report must be submitted for approval prior to the commencement of work. The report must;

- be prepared by a suitable qualified person;
- show all tree protection zones and relevant measures specified under Section 3 Determining the Protection Zones of the Selected Trees, Section 4 Tree Protection Measures and Section 5 Monitoring and Certification of AS4970-2009 Protection of trees on development sites, around 'Exist Tree' in submitted plan 1346-02 Demolition Plan.

All work required by this condition must be undertaken in accordance with the report.

Advice: Once the report has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

#### Reason for condition

To ensure that significant trees are not unnecessarily destroyed and are managed in a way that maintains their health and appearance so that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 30 The site must be landscaped to ensure the new building forms a suitable visual context in which 'Gattonside' is viewed within one year of completion.

A landscaping plan must be submitted and approved, prior to the commencement of work on the site. The landscape plan must:

• show species of trees and shrubs proposed, and locations, and other finishes, and structures, for outdoors areas

All work required by this condition must be undertaken in accordance with the plan.

Advice: Once the plan has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

Nick Booth Heritage Officer 18 February 2015

#### 2. COMMITTEE ACTING AS PLANNING AUTHORITY

### 2.2 APPLICATIONS UNDER THE CITY OF HOBART PLANNING SCHEME 1982

### 2.2.1 25 COPLEY ROAD AND 22 CUTHBERTSON PLACE, LENAH VALLEY – SUBDIVISION (13 LOTS) – PLN-15-00371-01 – FILE REF: 7408105 & P/25/471 65x's (Council)

Supporting information is available in relation to this item - refer to item 6.2.1 of the Supporting Assessment Information of 29 February 2016.



AS/NZS

ISO 14001

P7408105/02 JH:EB (o:\council & committee meetings reports\cpc reports\2016 meetings\7 march - special\copley rd subdivision - memo re refusal.docx)

4 March, 2016

### MEMORANDUM: CITY PLANNING COMMITTEE

# 25 COPLEY ROAD AND 22 CUTHBERTSON PLACE SUBDIVISION (13 LOTS) – PLN 15-00371-01 SUPPLEMENTARY INFORMATION ON RECOMMENDATION FOR REFUSAL

Planning approval is sought for a subdivision creating 13 lots plus a balance lot, with a cul-de-sac road off Cuthbertson Place which is proposed to become a Council-owned public road.

The public road would be accessed from 22 Cuthbertson Place, which has a frontage width of 10 metres, however due to the geometry of the site the effective width of the highway reservation is approximately 8 metres which then widens out to 15 metres within the remainder of the proposed subdivision. Details of the proposed public road, extracted from the applicant's Traffic Impact Assessment are included in **Attachment %** 

The planning application is recommended for refusal as the proposed public highway reservation width of 8 metres near the frontage of 22 Cuthbertson Place, does not meet Council's standard minimum width of 15 metres for a road reservation.

The LGAT (IPWEA) Tasmanian Standard Drawings specify a 15 metre wide highway reservation for a cul-de-sac with a length of less than 150 metres and/or 15 tenements. This requirement increases to 18 metres for a cul-de-sac or a local through road with a length greater than 150 metres, then to minimum width of 20 metres for a collector road. It is noted that the length of the proposed cul-de-sac is in excess of 150 metres and thus the requirement under the Standard Drawings in this instance would be an 18 metre wide reservation.

This application proposes an 8 metre wide road reservation with a 6 metre wide usable road and 1.5 metre wide footpath on one side of the road. By comparison, a 15 metre wide highway reservation enables a 6.9 metre wide usable road, 1.5 metre wide footpath on one side and nature strip area.

There is a level of discretion that can be applied to the road reservation width, however in this instance the proposed 8 metre wide highway reservation for the 13 lots plus a balance lot, is viewed as being unacceptable given it is only a little over

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half of the minimum required in the LGAT standard drawings. It also risks setting a precedent for Council's standards to be severely compromised in future subdivisions.

A highway reservation width of 15 metres is required to allow for underground and overhead services to be placed in the nature strip or footpath. It also gives capacity for future works in the highway reservation and space for a range of potential future utility service providers. The 15 metre width provides a level of "future proofing" to developments around the City.

It is recommended that the application be refused based upon and with reference to Council's responsibilities under the *Local Government (Building & Miscellaneous Provisions) Act 1993*.

#### Local Government (Building and Miscellaneous Provisions) Act 1993

It is recommended that Council does not approve the planning application by refusing to approve the plan of subdivision under section 85 of the *Local Government (Building and Miscellaneous Provisions) Act 1993.* 

This section of the Act states:

"The council may refuse to approve a plan of subdivision if it is of the opinion

- (a) that the road will not suit the public convenience or will not give satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is: or .....
- (c) that the site or layout will make unduly expensive the arrangements for supply of water and electricity, connection to drain and sewers and the construction or maintenance of streets; or
- (d) that the layout should be altered to ... omit: (i) blind roads..."

With reference to section 85 (a) of the Act, the proposed road will not give satisfactory inter-communication to the subdivision and the municipal area, as the highway reservation width of 8 metres near the frontage of 22 Cuthbertson Place will preclude any future road widening works or installation of additional utility services within the highway reservation, without undertaking extraordinary actions, such as acquisition of adjoining property.

This proposed subdivision of 13 lots is considered to be low density residential, with one dwelling per 1,500 square metres. There is the possibility that each lot could contain more than one dwelling depending on how future proposed developments are assessed through the performance criteria of the planning scheme or through strata applications. While the balance lot is proposed as environmental living, it potentially could be further divided into two lots. The planning application shows two accesses proposed to the balance lot, one 15 metres wide and the other 8 metres wide.

This proposed subdivision has the potential to form a connection to another subdivision on abutting, but as yet, undeveloped land and thereby result in higher traffic flows than that expected to be generated by the proposed 13 lot sub-division.

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Limiting the highway reservation width reduces the City's capacity to provide for the needs of the area in the future. These needs could include such items as a footpath on the both sides of the road, bike lanes, streetscape improvements, drainage upgrades/improvements, traffic management works and installation of additional services by other utilities.

With reference to section 85 (c) of the Act, the 8 metre wide highway reservation will make unduly expensive the arrangements for supply of water and electricity, connection to drain and sewer and the construction or maintenance of streets.

The strong preference is to locate services within the footpath itself or the adjoining nature strip. The services are then accessible without the need to close the road and works can be undertaken on services at lesser cost without the need for expensive reinstatement of road pavement and resultant wear on the road surface.

The required road reservation width of 15 metres also enables maintenance of minimum separation distances (vertical and horizontal) that are required between the various underground services. The trenching and reinstatement for installation of services installed within the road pavement often result in reduced asset lives and higher maintenance costs due to water ingress and the road requiring to be resultance earlier than its standard life at significant cost to the City.

To comply with each infrastructure provider's requirements and standards for this scenario the following would need to be considered, which would increase the cost of construction and on-going maintenance of all services within the highway reservation:

- Set up infrastructure with the correct alignment at the existing cul-de-sac as to pass through the 8 metre wide section, which is effectively a choke point. This will mean new access chambers and rework to the existing services, along with additional access chambers and changes of direction are required to enable services to be appropriately aligned through the choke point.
- Infrastructure owners may require conduit protection, additional marking and/or slab protection above their service infrastructure.
- Additional traffic management will be required and additional workplace health and safety issues will arise in construction and maintenance of the infrastructure that in the road pavement rather than adjacent footpaths or verges.

With reference to section 85 (c) of the Act, a blind road is interpreted as being a road which has poor sight lines. The proposed usable road width of 6 metres is on a bend with a 1.5 metre wide footpath. The road width is less than Council's standard of 6.9 metres and is expected to result in the need for a no standing zone on the inside of the bend in this section of road.

### **Tasmanian Planning Commission Recommendations**

The bulk of the land that is subject to the proposed subdivision was previously rezoned under Amendment 1/2013 from the former Rural C Zone Precinct 40, to Residential 2 Zone Precinct 22A. The rezoning took effect on 28 May 2014. The

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rezoning via a planning scheme amendment was appealed and a final decision was made by the Tasmanian Planning Commission.

The Tasmanian Planning Commission gave particular consideration of the existing frontage of 22 Cuthbertson Place, concluding that. 'While the lot at 22 Cuthbertson Place does not have sufficient frontage to construct a public road as access to the balance of the site (25 Copley Road), there are alternatives for providing access to the site which would enable its successful use and development for residential purposes. The final development outcome may depend, among other things, upon cooperation with surrounding land owners and the staging of development.'

The proposed access is contrary to the findings of the Tasmanian Planning Commission at the time of the rezoning, which concluded that the access from 22 Cuthbertson Place was too narrow for the construction of a connecting public road and that the rezoning to residential land was supported based on the demonstration that alternative access could be achieved to allow residential development.

The Tasmanian Planning commission concluded that the existing access from 22 Cuthbertson Place would only be suitable for a strata development.

The Commission does not consider that the inability to develop the land by subdivision, when there are alternative options that would be permitted under the planning scheme, should prevent the rezoning and this is the basis on which the rezoning was approved. A shared driveway across 22 Cuthbertson Place has been shown to be a viable means of access for residential development of the site based on strata title arrangement.

Based on the information provided above, it is recommended that Council does not approve this planning application.

(Emily Burch) ROAD SERVICES ENGINEER

(Mark Painter) DIRECTOR CITY INFRASTRUCTURE

- Attachment 1
- Details of the proposed public road, extracted from the applicant's Traffic Impact Assessment











# Page 100 DEVELOPMENT APPLICATION DOCUM This drawing is strictly copyright and shall not respond, lent or used for any purpose without the written narmission of Sunden & Gee"

This document is one of the documents relevant to the application for a planning









OPTION 1

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PROPOSED ACCERS AREANGEMENTS OPTION 2 - PREFERED



### APPLICATION UNDER CITY OF HOBART PLANNING SCHEME 1982

Type of Report	Council
Committee:	29 February 2016
Council:	7 March 2016
Expiry Date:	14 March 2016
Application No:	D@B!%) !\$\$' +%\$%
Address:	&) '7 cd`YmFcUX'UbX'&&`7 ih\VYfhgcb'D`UW¥/ž@/bU\'JU`Ym
Applicant:	Ireneinc Planning on behalf of Barry Marsh and Wendy Cornelius
	49 Tasma Street, North Hobart
Proposal:	GiVX]j]g]cb`f1% `@chgŁ
Representations:	Seven (7)
Discretion:	Subdivision; Land Clearing

#### 1. Executive Summary

- 1.1. Planning approval is sought for a subdivision creating 13 lots plus a balance lot.
- 1.2. The 13 lot subdivision will be accessed via an 8m wide highway reservation at the end of the Cuthbertson Place cul-de-sac.
- 1.3. The land subject to the subdivision proposal was rezoned in 2014 to Residential 2 zone under the *City Of Hobart Planning Scheme 1982.*
- 1.4. Two discretions were invoked:
  - 1.4.1. Subdivision
  - 1.4.2. Land Clearance
- 1.5. Seven (7) representations objecting to the proposal were received within the statutory advertising period 12 January 2016 27 January 2016.
- 1.6. The proposal is recommended for refusal.
- 1.7. The final decision has been delegated to the Council.

#### 2. Site Detail

The subject site is located on the ridgeline that runs between the small valleys in which Pottery Road to the west and Giblin Street to the east are located. The area on which the substantive part of the subdivision (i.e. the proposed 13 lots) is located is at the northern portion of the parent lot, oriented and sloping to the north. The 'balance' of the site (i.e. the area to the south of the proposed 13 lots) is more elevated and includes the flatter prominent point of the ridge.

The western end of the area proposed to become 13 lots is sparsely vegetated. The density of vegetation increases toward the east. The increase in vegetation density coincides with an increase in grade of the site toward the Giblin Street "valley". The site is currently undeveloped.

The existing 22 Cuthbertson Place title is also part of the proposal and is one of a number of titles that surround a cul-de-sac. A road is proposed through the lot to serve the subdivision.



Figure 1- site locality 22 Cuthbertson Place and 25 Copley Road (pink area is the location of the proposed 13 lots)

#### 3. Proposal

- 3.1. The proposal is for a 13 lot subdivision plus balance lot. An access road from Cuthbertson Place is proposed through the vacant lot at 22 Cuthbertson Place.
- 3.2. The proposed lots would range in size from 1010sqm to 3270sqm in area. The associated road would take the form of a single cul-de-sac.



Figure 2 - proposed subdivision



Figure 3 - proposed road layout

Author: Leanne Lassig

#### 4. Background

- 4.1. A concurrent planning application for a similar proposal has also been lodged (PLN-15-00372). That proposal differs from the one that is the subject of this assessment insofar as it would also include 20 Cuthbertson Place with an enhanced access to that street. That application is currently stalled due to a request for additional information.
- 4.2. The bulk of the land that is subject to the proposed subdivision was previously rezoned under Amendment 1/2013 from the former Rural C Zone Precinct 40, to Residential 2 Zone Precinct 22A. The rezoning took effect on 28 May 2014.
- 4.3. The application that is the subject of this assessment (PLN-15-00371) was lodged on 27 March 2015 and became valid (after fees were paid) on 1 April 2015. It therefore predates the introduction of the *Hobart Interim Planning Scheme 2015*, which came into effect on 20 May 2015. The assessment of the application is therefore required to be carried out against the provisions of the planning scheme prevailing on the date the application became valid, that being the *City of Hobart Planning Scheme 1982*.

#### 5. Concerns raised by representors

5.1. The following table outlines the issues raised by representors. All concerns raised with respect to the discretions invoked by the proposal will be addressed in Section 6 of this report.

•	A safe and viable access has not been demonstrated.
•	At no time during the design phase of this development have I been truly consulted in how this would affect my premises except to be told that changes will have to be made to my property entrance and driveway, the loss of my privacy, the noise created by minimum 110 vehicle movements a day, no less than 5m from my bedrooms and lounge rooms, and that is not taking into consideration the noise pollution and home access during the construction phase.
•	Not opposed to the theory of a residential subdivision but am opposed to the access off 22 Cuthbertson Place.
•	The proposed footpath will also be less than 5m from my bedroom and lounge room in places, allowing the public to walk past and see directly into those rooms 24/7.
•	Although our opposition to the original rezoning to residential was overruled, Council advised us that detailed plans of the proposed access would need to form part of any development application which alleviated many of our concerns. This application has not provided the details.
•	If the development goes ahead, who maintains ownership of the remainder of the land at 22 Cuthbertson Place? I assume this land could become public land and also allow the public to use this land and again affect my privacy/safety which at the time of purchase was a building block for a single family home, not a public park, and also bring with it increased risk of intruders with easier access to the property.

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•	<ul> <li>My major objections are based on the following points:</li> <li>Safety concerns with the proposed roadway and driveway access to houses.</li> <li>Security and amenity concerns with proposed driveway.</li> <li>Amenity concerns with the loss of cul-de-sac.</li> <li>Safety concerns with the surrounding road network.</li> </ul>
•	If the development proceeds, I would also have visual disturbance at night from vehicle lights and noise. I have assessed this impact on my property by demonstrating the impact of vehicles heading out of the development with their headlights shining significantly into 2 of my bedrooms, the main family bathroom and the main lounge room (photos supplied).
• • •	Purchased property because it was a quiet cul-de-sac. To open up a cul-de-sac is wrong and will bring a loss of amenity to cul- de-sac residents through increased traffic noise and altered character. To open up the cul-de-sac will mean people living at the end will be now be on a road leading through the cul-de-sac. When buying in the cul-de-sac people had a reasonable expectation to live in a quiet street.
•	I would also like to make Council aware that the on street parking in Cuthbertson Place 100 m each side of our small cul-de-sac becomes quite congested after work and not during the day when the traffic assessment was pictorially presented in the submission. Visibility and the need to weave in and out of the parked vehicles is a constant issue. There was also no evidence provided to say this is used frequently as a turning area for all the residents south of the cul-de-sac.
•	The safety of the residents in the cul-de-sac when reversing from their driveways will be put at risk with the extra traffic and lack of sight lines.
•	Noise throughout construction.
•	The application fails to show how the road will integrate with the existing road and has not demonstrated how the road and access would be safe for the existing house.
•	My advice has been to object on the grounds that until the design and planning has been submitted, giving residents a reasonable perspective of what to expect of the finished cul-de sac and road connection, it is unreasonable to agree to the development proceeding. In summing up, it would be only fair to suggest that all of these considerations must be addressed and consultation with the residents in respect of engineering and design of the cul-de-sac would go a long way into solving these issues.
•	The access is contrary to the findings of the Tasmanian Planning Commission at the time of rezoning, in which the traffic report concluded the access was too narrow to accommodate construction of a continuation of the public road from Cuthbertson Place cul-de-sac even when calling on the discretion in Council's standard road requirements.
•	Main areas of concern are that the application does not demonstrate a viable and safe road access to the development site is achievable from 22 Cuthbertson Place and the consequential loss of amenity to existing residents.

•	The impost of rectifying poor or short sighted planning in the first instance or of subsidising new development that erodes the amenity of the existing residents of Cuthbertson Place should and must not come at our expense.
•	The application does not provide technical drawings or a detailed traffic engineer report demonstrating safe access without impacting on the current residents of the cul -de -sac.
•	Consideration of the gradient of the transition from the cul-de-sac does not seem to have been considered.
•	The narrow road would not accommodate parking on both sides of the street. Passing resulting in weaving of traffic would create another element of risk. Also turning is limited with this road width.
•	Garage collection is already a problem in the cul de sac.
•	The current small group of residents in the cul-de-sac work cooperatively to make the limitations of the street work for them. This would not happen with poor street design and another 20 residents.
•	Low volume of traffic in the current location was primary consideration when purchasing the property. The proposed higher volume of traffic will have a negative impact on residential amenity.
•	Loss of privacy and headlight impact on the property, as vehicle will now head straight towards the house.
•	Loss of street parking not addressed in report.
•	Lack of detailed design for the access roadway.
•	E9.8 of the planning scheme requires consideration of connecting pedestrian and cycle ways. This has not been considered even though the northern adjoining lot is zoned residential.
•	The findings of the rezoning decision found that 22 Cuthbertson Place did not provide adequate access, nor was it able to accommodate a connecting public road and that the rezoning was based on provision of alternative accesses - Tasmanian Planning Commission findings page 9,10 and 12.
•	The application does not provide full details of the access to the proposed subdivision.
•	Flies in the face of the findings of the Tasmanian Planning Commission hearing in which it was found that the access off Cuthbertson Place was too narrow to accommodate construction of a continuation to a public road.
•	Documentation supplied is inconsistent and ambiguous.
•	Sight line and access to the existing properties is already difficult due to the slope of the land and the narrow street. There would be increased safety concerns if more traffic.
•	Loss of amenity in the quiet cul-de-sac.
•	Turnaround and parking concerns.
•	Concern over stormwater which flows over adjoining property.
•	Development must ensure overflow water does not increase run off to adjoining properties.
## 6. Assessment

- 6.1. The area to be subdivided into 13 lots is located within the Residential 2 zone Precinct 22A and 22 of the *City of Hobart Planning Scheme 1982.*
- 6.2. The development has been assessed against:
  - 6.2.1. Principle 6 Subdivision
  - 6.2.2. Principle 14 Traffic, access and parking
  - 6.2.3. Principle 22 Site Suitability (Geotechnical)
  - 6.2.4. Local Government Building And Miscellaneous Provisions Act 1993 (LGBMPA)
  - 6.2.5. Schedule K Rescode of the City of Hobart Planning Scheme 1982
  - 6.2.6. Schedule I Land clearance of the *City of Hobart Planning Scheme* 1982
- 6.3. Principle 6 of the City of Hobart Planning Scheme 1982 provides as follows:

Within the Residential and Rural Zones, the subdivision of land, other than minor boundary adjustments, **shall not be permitted** unless it is in conformity with the desired future character of its Precinct and it can be demonstrated that such subdivision will either:

- (a) lead to an increase in population density whose needs can be met by existing community and physical services without deleterious effect on the environment; or
- (b) ensure the orderly, proper and incremental expansion of the existing residential area of the City, and provide adequate physical and community service facilities and amenities for such an extension.
- 6.3.1. With respect to Principle 6, it is considered that the proposal fails to satisfy subsections (a) and (b).
- 6.3.2. The development of the area for residential use is not contended, as the land has been zoned for residential use and as such has been deemed suitable for such use subject to appropriate development.
- 6.3.3. The issue lies with the proposed subdivision design and layout which fails to provide adequate road access to the subdivision from Cuthbertson Place.
- 6.3.4. The proposed subdivision proposes only an 8m wide highway reservation from Cuthbertson Place which is 7m less than the highway reservation width required under the Council's standards. As such, the proposed road will not suit the public convenience nor will it provide satisfactory inter-communication to the inhabitants both of the subdivision and the area (see paragraph 6.6 below for a more detailed assessment.)

- 6.3.5. The inability of the proposed subdivision design to provide adequate physical and community service facilities and amenities means the proposed subdivision is contrary to Principle 6 of the *City of Hobart Planning Scheme 1982*.
- 6.4. Principle 14 of the *City of Hobart Planning Scheme 1982* provides as follows:

TRAFFIC, ACCESS AND PARKING

Development will only be permitted provided it will facilitate the mutual compatibility of public and private transport and it can demonstrate that it will not create traffic flows and movements that are detrimental to safety or amenity, and can make adequate provision for the direction, access, turning and parking of all vehicular traffic, as well as provision for pedestrian movement, in accordance with Council requirements.

- 6.4.1. The application was assessed by the Council's City Infrastructure Division with respect to the road, access and stormwater proposed as part of the subdivision.
- 6.4.2. The proposed subdivision relies on an 8m wide highway reservation from Cuthbertson Place, which is 7m narrower than the 15m wide highway reservation required under the LGAT-IPWEA Tasmanian Standard Drawings, which provide the guide for the Council's standards. The applicant has not demonstrated that the proposed 8m wide highway reservation is of a size which would not create traffic flows and movements that are detrimental to safety and amenity, or made adequate provision for the direction, access, turning and parking of all vehicular traffic in accordance with Council requirements. (see Road and Environmental Engineering Unit comments in paragraph 6.14 below.)
- 6.5. Principle 22 Site Suitability (Geotechnical)
  - 6.5.1. The application and supporting documents have been assessed by the Council's Environmental Development Planner and is considered acceptable subject to conditions to be imposed on a planning permit.
- 6.6. Roads

The following comments have been provided by the Councils Road and Environmental Engineering Unit

The proposed 8m wide highway reservation and 6m wide road do not met Council's standards, being a 15m wide highway reservation and 6.9m wide road. The 8m wide highway reservation is substantially inadequate. The requirement for a 15m wide highway reservation is to allow for future widening of the road, footpath or nature strip; to allow services (NBN, gas, stormwater etc) to be placed within the nature strip or footpath to prevent costly construction and maintenance; and for future services to be placed within the highway reservation. [An] 8m wide road reservation does not encompass this.

As this proposed subdivision could form a connection to another subdivision on land which has not [yet] been developed to the north or to future developments to the south, the proposed 8m wide highway reservation will not give satisfactory inter-communication, allowing for future works to occur to widen the road or services to be placed within the highway reservation.

The proposed road width of 6m is on a bend with a 1.5m wide footpath. The road width is less than Council's minimum standard of 6.9m and will likely mean loss of parking on the bend.

Under section 85 [subsections (a), (c) and (d)] of the Local Government (Building and Miscellaneous Provisions) Act 1993, I would recommend to Council that they refuse the plan of subdivision as:

- (a) The road will not suit the public convenience [and] will not give satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is
- (c) The site or layout will make unduly expensive the arrangements for supply of water and electricity, connection to drain and sewers and the construction or maintenance of streets
- (d) The layout should be altered to omit blind roads.
- 6.7. Stormwater public infrastructure

The Council's Stormwater and Waterways Engineer has assessed the application. Subject to approval of detailed design of the detention system, the location of services and cost contributions for treatment which can be addressed at the pre-construction stage, the proposed development can be supported in principle.

6.8. Open space

No public open space has been proposed. An open space contribution has been considered appropriate by the Council's Open Space Group.

- 6.9. The following discretions are invoked by the proposal:
  - 6.9.1. Discretion Table

		CHPS requirement	Proposed development
Discretion 1	Subdivision	Schedule K Rescode AS1.3: frontage width and inscribed circle (gradient under 20%): 18 metres.	Lot 9: 11 metres.
Discretion 2	Subdivision	Schedule K Rescode AS1.3: frontage width and inscribed circle (gradient over 20%): 25 metres.	Lots 5, 6, 7, 8: 6.1, 10.0, 6.5 and 6.0 metres respectively.
Discretion 3	Land Clearance	Schedule I: vegetation clearance - 500sqm.	Vegetation clearance 31,000sqm (3.1HA) approx.

- 6.10. Discretion 1 Lot frontage and inscribed circle for lot 9.
  - 6.10.1. Lot 9 is located on the southern side of the cul-de-sac and has a gradient of less than 20% with an 11m frontage.

See discussion under paragraphs 6.11.2-6.11.6 below.

- 6.11. Discretion 2 Lot frontage and inscribed circle for Lots 5, 6, 7 and 8.
  - 6.11.1. Lots 5, 6, 7 and 8 are located at on the northern and eastern side of the cul-de-sac and have a gradient greater than 20% with frontages of 6.1, 10.0, 6.5 and 6.0 metres respectively.
  - 6.11.2. All lots with frontages and inscribed circles less than those prescribed in AS1.3 must be assessed against performance criteria 1.4 which states;

PC1.4

Lots shall have the appropriate area, dimensions, and frontage for the siting and construction of a dwelling and ancillary outbuildings, the provision of private open space, convenient vehicle access and parking subject to the following absolute minimum standards:

- 1) Lots with a gradient less than 20% shall have:-
  - (a) an area not less than 300sqm
  - (b) a minimum frontage of 3.6m in accordance with Clause B.8.3(i)
- 2) Lots with a gradient of 20% or greater shall have:-
  - (a) an area not less than 500sqm

(b)a minimum frontage of 3.6m in accordance with Clause B.8.3(i)

Council may require building envelopes to be shown on the subdivision plan which define the limits for the siting, and wall and roof height of any dwelling and/or building.

- 6.11.3. The proposed lots at the end of the cul-de-sac have subminimum lot frontage and inscribed circles, due to the number of proposed lots and size of the proposed road and turning area at the end of the cul-de-sac.
- 6.11.4. The proposed 6m 11m lot frontages would provide adequate driveway access to the lots.
- 6.11.5. The proposed lots are large lots ranging in size from 993sqm 3282sqm. These lots are of appropriate size and dimensions to allow for the siting and construction of a dwelling and ancillary outbuildings, the provision of private open space, vehicle access and parking onto the lots.
- 6.11.6. The proposed subdivision satisfies performance criteria 1.4.
- 6.12. Discretion 3 Schedule I land clearance
  - 6.12.1. The Council's Environmental Development Planner has assessed the application against Schedule I of the City of Hobart Planning Scheme 1982.
  - 6.12.2. The proposed clearance of land is considered acceptable subject to conditions imposed on the planning permit.
- 6.13. Discretion 5 Local Government (Building and Miscellaneous Provisions) Act 1993.

Section 81(2) provides that an application for subdivision is to be discretionary 'unless the relevant planning scheme or interim order provides otherwise'. The *City of Hobart Planning Scheme 1982* does provide otherwise, however those circumstances don't apply to this planning application. The proposal is therefore discretionary pursuant to this section of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

Section 85 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* outlines when the Council may refuse an application for subdivision.

Section 85(a), which relates specifically to roads, states:

The Council may refuse to approve a plan of subdivision if it is of the opinion that the roads will not suit the public convenience, or will not give satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is.

- 6.13.1. The application has been assessed by the Council's Road Service Engineer and Manager Surveying Services. Both officers recommend refusal of the application for its non-compliance with section 85(a) of the Local Government (Building and Miscellaneous Provisions) Act 1993.
- 6.13.2. The proposed substandard 8m wide highway reservation is significantly less than what is required by the Council's standards, standards used throughout the state, for highway reservation widths, resulting in it being unable to provide for the provision and maintenance of services for the newly created lots and potential future lots on nearby land.
- 6.13.3. The highway reservation is not of a size that would cater for the ongoing growth and development in the area, particularly with respect to potential growth in the general residential zone to the north. As such, it would inhibit rather than promote and facilitate inter-communication to the inhabitants both of the subdivision and the municipal area in which it is.
- 6.13.4. Furthermore, the narrow access to the subdivision restricts potential development within the balance lot, which has two access points off the proposed narrow subdivision road (see section 6.6 above for Road and Environmental Engineering Unit comments).

## 7. Discussion

- 7.1. This application for subdivision is one of two proposals currently submitted with the Council for the site.
- 7.2. This application includes the retention of a large balance lot which will have two access points off the newly created road and one access off Copley Road.
- 7.3. Any future development of the balance lot could therefore further increase the use of the proposed new road.
- 7.4. The proposed subdivision has the potential to connect to future subdivision of the general residential zoned land to the north and as such, the significantly substandard size of the proposed highway reservation would limit and impede future growth and connectivity.

- 7.5. Therefore it is considered that the proposed subdivision with an 8m wide highway reservation fails to adequately cater for the existing safety and amenity of the area and future needs and growth within the area.
- 7.6. The repercussions for the Council of approving a significantly substandard access arrangement will be seen in potential ongoing cost to Council for upgrading and maintenance of services.
- 7.7. The substandard highway reservation has the potential to result in unsafe access within the street through the blind bend.
- 7.8. The proposed access is contrary to the findings of the Tasmanian Planning Commission at the time of the rezoning of the land, which concluded that the access from 22 Cuthbertson Place was too narrow for the construction of a connecting public road and that the rezoning to residential land was supported based on the demonstration that alternative access could be achieved to allow residential development.
- 7.9. The proposed 8m wide highway reservation as access to the proposed subdivision, is contrary to the requirements of Section 85 of the *Local Government (Building and Miscellaneous Provisions) Act 1993.*
- 7.10. Due to the limitations that the proposed substandard highway reservation would impose on any future growth and connectivity in the area, the proposed subdivision with an 8m wide access from 22 Curthbertson Place should be refused.

## 8. Conclusion

8.1. The proposed subdivision at 22 Cuthbertson Place and 25 Copley Road does not satisfy the relevant provisions of the *City of Hobart Planning Scheme 1982 and the Local Government (Building and Miscellaneous Provisions) Act 1993,* and as such is recommend for refusal

## 9. Recommendations

- That: A. Pursuant to the *City of Hobart Planning Scheme 1982*, the Council refuse the application for a Subdivision (13 Lots) at 25 Copley Road and 22 Cuthbertson Place, Lenah Valley for the following reasons:
  - 1. The proposal is inconsistent with Principle 6 of the *City of Hobart Planning Scheme 1982* in that it will not lead to an increase in population density whose needs can be met by existing community and physical services without deleterious effect on the environment, and in that it will not ensure the orderly, proper and incremental expansion of the existing residential area of the City, and provide adequate physical and community service facilities and amenities for much an extension.

- 2. The proposal is inconsistent with Principle 14 of the *City of Hobart Planning Scheme 1982* in that the applicant has not demonstrated that the proposed 8m wide highway reservation would avoid creating traffic flows and movements that are detrimental to safety and amenity, or that it would make adequate provision for the direction, access, turning and parking of all vehicular traffic in accordance with Council requirements.
- 3. Given the above, refusal is warranted under section 85 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, in that the proposed access highway reservation is not of sufficient size to provide, nor will it give, satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is.

(Leanne Lassig) DEVELOPMENT APPRAISAL PLANNER

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

(Rohan Probert) SENIOR STATUTORY PLANNER

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 17 February 2016

Attachment(s) Attachment A – Documents and Drawings List Attachment B – TasWater form Reference No. TWDA 2015/00867-HCC Attachment C –Drawings Attachment D – Planning Report – Ireneinc Planning

Supporting Document(s) Attachment 1 – Flora Survey – North Barker Ecosystems Services Attachment 2 – Bushfire Hazard Management Plan and Report

- Ireneinc Planning Attachment 3 – Traffic Impact Assessment – Milan Prodanovic
- Attachment 4 Engineering Services Report Sugden and
  - Gee
- Attachment 5 Geotechnical Assessment Geo-Environmental solutions dated July 2011

Author: Leanne Lassig



## **Documents and Drawings that comprise Planning Application Number -** PLN-15-00371-01

## **DEVELOPMENT ADDRESS:**

25 Copley Road & 22 Cuthbertson Place, LENAH VALLEY

## LIST OF DOCUMENTATION:

Description	Drawing	Date of Lodgement
	Number/Revision/Author/Date, Report Author/Date, Etc.	to Council
Application Form	Report Authon/Date, Etc	27/3/2015
Titles		30/3/2015
Bushfire Hazard Management	Ireneinc	10/9/2015
Plan	27/8/2015	10/0/2010
	J Blowfield	
Flora survey	Northbarker 29/7/2013.	30/3/2015
Plan of subdivision	T.N. Woolford & Assoc.	30/3/2015
	March 2015	
	Drawn: IDS/TNW	
	Dwg No: C5033-1	
Planning Report	Ireneinc: S Vikstrom/T Nichols	30/3/2015
	27/3/2015	
Proposed road and	Project No: SG1427	15/12/2015
stormwater plan	Drawing No: C101 Option A	
	Revision No: H	
	Drawn by: CF	
	Date of Drawing: 5/3/2015	
Drawing register	Project No: SG1427	26/10/2015
	Drawing No: N101	
	Revision No: C	
	Drawn by: CF	
	Date of Drawing: 5/3/2015	00/40/0045
Stormwater catchment areas	Project No: SG1427	26/10/2015
sketch	Drawing No: SK-1	
	Revision No. B	
	Diawii by. CF Data of Drawing: 25/4/2015	
Engineering Services Pepert	Suddon and Goo	26/10/2015
	16/10/2015	20/10/2015
	10/10/2013	
Traffic Impact Assessment	Milan Prodanovic	15/12/2015
	December 2015	
Proposed road cross sections	Project No: SG1427	15/12/2015
	Drawing No: C102 Option A	
	Revision No: -A	
	Drawn by: CF	
	Date of Drawing: 25/4/2015	

Proposed road long section	Project No: SG1427 Drawing No: C103 Revision No: B Drawn by: CF Date of Drawing: 25/4/2015	15/12/2015
Proposed entry road	Project No: SG1427 Drawing No: C107 Option A Revision No: A Drawn by: CF Date of Drawing: 10 July 2015	15/12/2015
Geotechnical report	GES Geo-Environmental Solutions July 2011	22/5/2015
Email regarding Geotechnical report	From Tim Nichols, applicant, 22/5/2015	22/5/2015
Proposed stormwater line 1 long section	Project No: SG1427 Drawing No: C104 Revision No: A Drawn by: CF Date of Drawing: 25/4/2015	10/9/2015
Proposed stormwater line 2 long section	Project No: SG1427 Drawing No: C105 Revision No: A Drawn by: CF Date of Drawing: 25/4/2015	10/9/2015
Proposed driveways long sections	Project No: SG1427 Drawing No: C106 Revision No: A Drawn by: CF Date of Drawing: 14/6/2015	10/9/2015



## **Submission to Planning Authority Notice**

Council Planning Permit No.	PLN-15-00371-01			Council notice date	2/06/2015
<b>TasWater details</b>					
TasWater Reference No.	TWDA 2015/00867-HCC			Date of response	16/09/2015
TasWater Contact	Phil Papps Phone No.		. (03) 6237 8246		
Response issued t	to				
Council name	HOBART CITY COUNCIL				
Contact details	Development@ho	bartcity.com.au			
Development det	ails				
Address	25 COPLEY RD, LEI	NAH VALLEY		Property ID (PID)	7408105
Description of development	13 Lot & balance S	Subdivision (inc. 22	2 Cuthbertson	PI)	
Schedule of drawings/documents					
Prepa	red by	Drawing/doo	cument No.	Revision No.	Date of Issue
Sugden & Gee		Sewer and water	<sup>-</sup> plan / H101	C	05/03/2015

## Conditions

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

## **CONNECTIONS, METERING & BACKFLOW**

- 1. A suitably sized water supply with metered connections / sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- 2. Any live connections to TasWater's existing infrastructure must be carried out by TasWater at the developer's cost.

### **ASSET CREATION & INFRASTRUCTURE WORKS**

- 3. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
- 4. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater formal Engineering Design Approval. The application for Engineering Design Approval must include engineering design plans prepared by a registered professional engineer/suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
- 5. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- 6. In addition to any other conditions in this permit, all works must be constructed under the supervision of a qualified engineer in accordance with TasWater's requirements.
- 7. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan/ H101", are be at the expense of the developer and performed by a contractor approved by TasWater, to the satisfaction of TasWater.



- 8. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 9. At practical completion of the infrastructure water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month maintenance period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. The maintenance period will be deemed to be complete on issue of a "Certificate of Final Acceptance" from TasWater. To obtain a Certificate of Practical Completion:
  - a) Written confirmation from a qualified engineer certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
  - b) A request for a joint on-site inspection with TasWater's authorised representative must be made.
  - c) Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
  - d) As Constructed Drawings must be prepared by a qualified Surveyor to TasWater's satisfaction and forwarded to TasWater.
- 10. Upon completion, to TasWater's satisfaction, of the defects liability period the newly constructed infrastructure will be transferred to TasWater and the developer must request TasWater to issue a "Certificate of Final Acceptance".
- 11. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

## FINAL PLANS, EASEMENTS & ENDORSEMENTS

- 12. Prior to the Sealing of the Final Plan of Survey, the developer must obtain a Consent to Register a Legal Document from TasWater and the certificate must be submitted to the Council as evidence of compliance with these conditions when application for sealing is made.
- 13. Pipeline easements must be created over existing/proposed sewerage/water pipelines on TasWater's standard pipeline easement conditions. Pipeline easement width, location of easements relative to pipes, and terms and conditions must be to TasWater's satisfaction.
- 14. The Plan of Subdivision Council Endorsement Page is to note, pursuant to Section 83 of the Local Government (Building and Miscellaneous Provisions) Act 1993, that TasWater's gravity sewerage system can only partially control Lots 1,2,6,7 & 8 on the plan.

## **DEVELOPMENT ASSESSMENT FEES**

- 15. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater for this proposal of:
  - a. \$975.00 for development assessment; and
  - b. \$216.00 for Consent to Register a Legal Document as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of:



- a. The Submission to Planning Authority Notice for the development assessment fee; and
- b. The Consent to Register a Legal Document for the Legal Document until the date they are paid to TasWater; and payment is required within 30 days from the date of the invoice.
- 16. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

#### Advice

For information on TasWater development standards, please visit <u>http://www.taswater.com.au/Development/Development-Standards</u>

For information regarding further assessment fees and other miscellaneous fees, please visit <u>http://www.taswater.com.au/Development/Fees---Charges</u>

For application forms please visit <u>http://www.taswater.com.au/Development/Forms</u>

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

### Declaration

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

Authorised by

Jason Taylor Development Assessment Manager

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



Item No. 2.2.1

# PROPOSED SUBDIVISI COPLEY ROAD, LENAH VAI

#### GENERAL

- DO NOT SCALE FROM THESE DRAWINGS, USE WRITTEN DIMENSIONS ONLY
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND OTHER SERVICES PLANS AND SPECIFICATIONS.
- STRUCTURAL PLANS AND SPECIFICATIONS. ANY ADDITIONAL INSTRUCTIONS/INFORMATION SUPPLIED DURING THE
- ANY ADDITIONAL INSTRUCTIONS/INFORMATION SUPPLIED DURING THE COURSE OF CONSTRUCTION. RELEVANT GEOTECHNICAL REPORT. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (A.H.D.). THE CONTRACTOR IS TO ENSURE THAT ALL FOOTPATHS, KERBS, ROAD PAVEMENT, NATURE STRIPS, STREET FURNITURE AND SERVICES DAMAGED DURING CONSTRUCTION ACTIVITIES ARE MADE GOOD TO THE SATISFACTION OF THE CONVINCE DEODESCHAT THE THE COUNCIL REPRESENTATIVE. THE CONTRACTOR IS TO COMPLY WITH THE EPA AND COUNCIL REQUIREMENTS

- THE CONTRACTOR IS TO COMPLY WITH THE EPA AND COUNCIL REQUIREMENTS FOR NOISE AND AIRBORNE POLLUTION PRIOR TO THE COMMENCEMENT OF WORKS THE CONTRACTOR IS TO ENSURE THAT ALL REQUIRED PERMITS ARE ISSUED BY THE RELEVANT AUTHORITIES. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS, AND IN COMPLIANCE WITH THE BUILDING CODE OF AUSTRALIAN COUNCIL STANDARDS AND LOCAL LAWS. OUSTRALIAN COUNCIL STANDARDS AND LOCALL LAWS. ON CONTAMINATED FILL IST DE EMPORTED ONTO THIS SITE. THE CONTRACTOR IS TO ENSURE THAT A LICENSED SURVEYOR IS ENGAGED TO POSITION WORKS AND PROVIDE AS CONSTRUCTED PLANS. IN CONTAMINATED FILL IST DE EMPORTED ONTO THIS SITE. THE CONTRACTOR IS TO ENSURE THAT POLLUTION CONTROL MEASURES ARE IN PLACF DURING CONSTRUCTION AND THAT THEY COMPLY WITH FPA BEST
- 8.
- PLACE DURING CONSTRUCTION AND THAT THEY COMPLY WITH EPA BES
- PLACE DURING CONSTRUCTION AND THAT THEY COMPLY WITH EPA BEST PRACTICE GUIDELINES. 11. STRUCTURAL FILL MUST BE PLACED IN ACCORDANCE WITH NOTES AND AS3798.2007. 12. THE CONTRACTOR IS TO NOTIFY THE DIRECTOR OF ENGINEERING AT COUNCIL OF HAULAGE ROUTES AND SEEK APPROVALS AS REQUIRED. 13. THE CONTRACTOR IS TO ENSURE THAT ALL MAINTENANCE DEPOSITS AND BONDS ARE PAID TO THE RELEVANT AUTHORITIES AS REQUIRED. 14. ALL CONSTRUCTION WORK IS TO BE LIMITED TO AUTHORITY APPROVED WIDEWED HOURS

- WORKING HOURS. 15. ANY ROAD/PART ROAD CLOSURES ARE TO BE APPROVED BY COUNCIL PRIOR TO WORKS COMMENCING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUPPLY COUNCIL WITH ANY DOCUMENTATION, SUCH AS TRAFFIC MANAGEMENT PLANS,
- CUUNCIL WITH ANY DUCUMENTATION, SUCH AS TRAFTIC TRANSFERRET EXAMPLE AS REQUIRED. 16. ALL TESTING TO BE AS DIRECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER AND COSTS TO BE INCLUDED IN TENDER, INCLUDING THE SERVICE OF AN APPROVED GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER WILL BE REQUIRED TO ISSUE A COMPLIANCE CERTIFICATE CONFIRMING THAT THE WORKS HAVE BEEN COMPACTED TO THE STANDARD SPECIFIED.

ALLOW FOR THE FOLLOWING COMPACTION TESTS IN TENDER (AS A MINIMUM)

- SUBGRADE (CUT OR FILL) 1 TEST PER 600 SQ M PER LAYER. CRUSHED ROCK COURSES 1 TEST PER 400 SQ M PER LAYER. ASPHALT AS PER VIC ROAD STANDARD REQUIREMENTS. TRENCH BEDDING AND BACKFILL 1 TEST PER 30 M PER LAYER.

- 17. PROVIDE CLAY 'PLUG' TO ALL SERVICE TRENCHES WHERE ANY PIPE, DUCT OR CABLE ENTERS THE BUILDING TO PREVENT INGRESS OF WATER UNDER BUILDING

#### STORMWATER DRAINAGE

- ALL DRAINAGE PIPES ARE TO BE R.C. CLASS '2', F.R.C. OR S.G.U.P.V.C. UNLESS NOTED OTHERWISE ON PLAN. ALL R.C. AND F.R.C. PIPES ARE TO BE RUBBER RING JOINTED (RR.J.)
- ALL PITS ARE TO BE CONSTRUCTED TO THE LOCAL COUNCIL STANDARDS AND ALL COVERS ARE TO BE IN ACCORDANCE WITH AS3996-2006. PITS BETWEEN 1.0m AND 1.5m DEEP ARE TO BE FITTED WITH STEP IRONS. PITS IN EXCESS OF 1.5m DEEP ARE TO BE FITTED WITH LUGS FOR STEP LADDER. CONCRETE FOR ALL
- TSM DEEP ARE TO BE FITTED WITH LODS FOR STEP LADDER. CONCRETE FOR ALL PITS TO BE AT LEAST GRADE F'C = 25MP. ALL LEVELS AND DIMENSIONS ARE TO BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS AND ANY DISCREPANCIES ARE TO BE REFERRED TO THE ENGINEER FOR A DECISION. THE CONTRACTOR IS TO VERIFY THE LOCATION AND LEVEL OF SERVICES PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THESE SERVICES. ALL CLEARANCES BETWEEN SERVICES ARE TO BE MET IN ACCORDANCE WITH ASSG00 37003 SECTION 727. AS3500.3:2003 SECTION 7.2.7. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF
- 5 ALL SERVICES PRIOR TO COMMENCEMENT OF WORKS. THE CONTRACTOR IS TO COMMENCEMENT OF WORKS. PRIOR TO ANY EXCAVATION WORKS IN THE VICINITY OF THE IDENTIFIED 6.
- ANY EXCAVATED TRENCHES IN EXCESS OF 15M IN DEPTH ARE TO BE ADEQUATELY SHORED TO PREVENT COLLAPSE DURING WORKS. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL APPROVED DURING AND COMPUTED COLLARSES PLANS AND STANDARD DRAWINGS. THE CONTRACTOR IS TO OBTAIN ALL NECESSARY INSPECTIONS AND
- APPROVALS FROM THE CITY ENGINEER AND ALL OTHER RELEVANT AUTHORITIES.
- 10 UN 0 TRENCH BACKEILL SHOULD BE COMPACTED TO NOT LESS THAN 95% OF U.N.O. TRENCH BACKFILL SHOULD BE COMPACTED TO NOT LESS THAN 95% OF THE DRY DENSITY RATIO FOR STANDARD COMPACTION (COHESIVE SOILS) OR 70% OF THE MINIMUM DENSITY INDEX FOR STANDARD COMPACTION (COHESIONLESS SOIL), IN ACCORDANCE WITH A S3798.2007. REFER TO SECTION DETAILS FOR DRAINAGE TRENCHES BACKFILL DETAILS.
   WHEN USING PRECAST OR PREFABRICATED UNITS, THE CONTRACTOR IS TO SEEK THE ENGINEERS APPROVAL BEFORE INSTALLATION.
   WHEN REMOVING ANY REDUNDANT IPPES AND PITS, THE CONTRACTOR MUST BACKFILL IN ACCORDANCE WITH TRENCH BACKFILL NOTES ABOVE DOWING CONTRACTOR IS TO DOWING A SAME OF CORD ACCENT ON CONTRACTOR MUST BACKFILL IN ACCORDANCE WITH TRENCH BACKFILL NOTES ABOVE

- CONTRACTOR IS TO PROVIDE A SAMPLE OF GRATES TO BE PLACED ON OR ADJACENT TO PATHS FOR APPROVAL BY THE ARCHITECT PRIOR TO
- COUNCIL IS TO BE GIVEN 24 HOUR NOTICE PRIOR TO INSPECTIONS OF THE RECOMPLETENCE FOLLOWING ITEMS: B. BREAK IN AND PIPE TO PIT CONNECTION, PRIOR TO BACKFILL.
- b. COMPLETION OF WORKS.
   15. ALL PLUMBING AND DRAINAGE WORK IS TO BE COMPLETED IN ACCORDANCE WITH A\$3500:2003 AND ANY OTHER RELEVANT CODES OF PRACTICE FOR
- SERVICES AND ASSOCIATED WORKS. 16. ALL STEEL MEMBERS INCLUDING GRATES AND LINTELS ARE TO BE HOT DIPPED
- 17. ALL MINIMUM PIPE GRADES ARE TO BE IN ACCORDANCE WITH AS3500

## SUBGRADE PREPARATION AND EARTHWORKS - PAVEMENTS

- REFER SOIL REPORT BY

- ER SOIL REPORT BY: UNDER ALL PAYEMENT AREAS, STRIP ALL TOPSOIL AND PREPARE FOR PAVEMENT AS PER DETAIL. CUT AND FILL AS REQUIRED TO PRODUCE FINISHED SURFACE LEVEL AS SPECIFIED LESS PAVEMENT THICKNESS AS SHOWN ON DRAWINGS. COMPACT CUT SURFACE TO 98% STANDARD MAXIMUM DRY DENSITY (SMDD). THE MOISTURE CONTENT OF THE SUBGRAGE OR FILL SHOULD BE WITHIN 85%-TI5% OF THE STANDARD OPTIMUM MOISTURE CONTENT AT THE TIME OF COMPACTION. COMPACTION.
- PRIOR TO PLACEMENT OF FILL OR PAVEMENT REMOVE AND REPLACE SOFT OF PRIOR TO PLACEMENT OF FILL OR PAYEMENT REMOVE AND REPLACE SOFT OR UNISTABLE SUBGRADE WITH CLEAN WELL GRADEL APPROVED MATERIAL TO 98% SMDD. PROOF ROLL SUBGRADE SURFACE WITH A DUAL WHEELED PNEUMATIC TYRED VEHICLE (MIN. 9.4 TONNE LOADED AXLE) AND MAKE GOOD TO ANY SOFT SPOTS. EXCAVATED AND PREPARED SURFACES UNDER ALL PAVEMENTS SHALL BE SPRAYED WITH AN APPROVED WEED KILLER. CARE MUST BE TAKEN TO AVOID CONTAMINATIG CADDEN BEES AND LAVIA APERS.
- CONTAMINATING GARDEN BEDS AND LAWN AREAS. FILLING SHALL BE CLEAN WELL GRADED GRANULAR MATERIAL COMPACTED TO 95% MMDD IN MAX 200mm LOOSE THICKNESS LAYERS, OR APPROVED IMPORTED
- 95% MHDD IN MAX 200mm LOSET THICKNESS LAYERS, OR APPROVED IMPORTED CLAY FILL COMPACTED TO 95% SMDD IN 150mm LAYERS. CUT OR BACKFILL AREA BEHIND KERBING TO TOP OF KERB AND GRADE TO 11N 4 MAX SLOPE TO MATCH EXISTING SUBFACE LEVELS. CONTRACTOR IS TO SUPPLY A RATE TO DEAL WITH SOFT SPOTS, THE RATE IS TO INCLUDE EXCAVATION AND REMOVAL OF SPOIL OFF SITE; RATE IS TO BE CALCULATED PER CUBIC METRE OF BACKFILL. 98%SMDD IS APPROXIMATEV EQUIVALENT TO 95%MMDD OR 75% MINIMUM DENSITY INDEX AS NOTED IN TABLE 5.1 OF AS3798-2007.

#### AG DRAINS

- 1. AG DRAINS (SUBSOIL DRAINS) ARE TO BE INSTALLED IN ACCORDANCE WITH A\$3500.
- MIN GRADE OF AG-DRAINS IS TO BE 1:200. AG-DRAINS ARE TO BE FITTED WITH 150 DIA INSPECTION OPENINGS (LO.) AT
- AG-DRAINS ARE TO BE FITTED WITH 150 DIA INSPECTION OPENINGS (I.O.) AT THEIR TOPMOST ENDS, AT CHANGES OF FLOW DIRECTIONS AND AT A MAXIMUM HORIZONTAL DISTANCE OF 4.5m. INSPECTION OPENINGS ARE TO EXTEND VERTICALLY TO THE TOP OF A PAVED AREA OR WITHIN 300m FROM THE SURFACE IN UNPAVED AREA SAND TERMINATED WITH A SCREW CAP LEGIBLY MARKED 'SW'. ADEQUATE CAST IRON PROTECTION COVERS ARE TO BE USED WHEN POSITIONED WITHIN TRAFFIC LANES OR PAVEMENT WITH VEHICLE ACCESS. THE CONTRACTOR IS TO ALLOW FOR ALL AG-DRAINS AS REQUIRED AT THE DEAD OF DETAINING WAIL SAND FORG DE ELEVENE FAVEMENTS.
- THE CONTRACTORY TO ALCOMPTON ALC AND ADDING ASTREAMED AT THE ARCAN OF RETAINING WALLS AND EDGE OF FLEXIBLE PAVEMENTS. ALL AG-DRAINS ARE TO BE WRAPPED IN GEOTEXTILE MATERIAL <u>OR</u> THE ENTIRE BEDDING MATERIAL IS TO BE WRAPPED WITH GEOTEXTILE FABRIC OVERLAPPING NOT LESS THAN 300mm.
- UNLESS NOTED OTHERWISE THE EMBEDMENT MATERIAL IS TO BE 10mm NOM A CLEAN SCREENINGS FOR THE FULL DEPTH OF THE EMBERMENT TRENCH EXCEPT FOR TOPSOIL REQUIREMENTS AS PER LANDSCAPING SPECIFICATIONS

#### AUXILIARY WORKS

- THE CONTRACTOR IS TO SEEK COUNCIL REQUIREMENTS FOR 'NOTICES OF 1
- THE CONTRACTOR IS TO SEEK COUNCIL REQUIREMENTS FOR 'NOTICES OF WORKS' WITHIN A PUBLIC ROAD RESERVE. NO ROADWORKS ARE TO COMMENCE UNTIL ALL TEMPORARY SIGNS AND ASSOCIATED ITEMS ARE IN PLACE AS APPROVED. ALL DISTURED AREAS ARE TO BE REINSTATED AND SHAPED AS DIRECTED. ALL GRASSED AREAS SHALL BE TOP DRESSED WITH A MINIMUM DEPTH OF 75mm OF APPROVED TOPSOL, RAKED AND SECOL. ALL ROADSIDE AREAS SHALL BE MAINTAINED FOR A MINIMUM OF THREE MONTHS OR UNTIL, THEY ARE RE-ESTABLISHED TO COUNCIL SATISFACTION. MAINTENANCE WORDS SHALL INCLURE PUBLISHED TO.

- 5. MAINTENANCE WORKS SHALL INCLUDE BUT NOT BE LIMITED TO: TOPPING UP WITH SOIL WHERE SUBSIDED.
- RE-SEEDING AS REQUIRED.
- RE-SEEDING AS REGUIRED. MOWING AND GENERAL LANDSCAPE MAINTEMANCE. ALL LINEMARKING TO BE IN ACCORDANCE WITH COUNCIL GUIDELINES. REINSTATE ANY PATHS, KERBS, PAVEMENTS, BATTERS AND RETAINING WALLS DAMAGED DURING THE COURSE OF THE WORKS TO THE SATISFACTION OF THE CLIENT REPRESENTATIVE.

#### HEALTH AND SAFETY

- IT IS THE RESPONSIBILITY OF THE BUILDER TO ENSURE ALL WORKS ARE CARRIED OUT IN A SAFE MANNER. THE WORKS SHALL COMPLY WITH APPLICABLE HEALTH AND SAFETY LEGISLATION INCLUDING CODES OF PRACTICE, AUSTRALIAN STANDARDS, GUIDANCE NOTES AND WORKSAFE REQUIREMENTS.
- THE BUILDER SHALL ENSURE A RISK ASSESSMENT HAS BEEN CARRIED OUT AND THE BUILDER SHALL ENSURE A RISK ASSESSMENT HAS BEEN CARMED UUT AND DOCUMENTED FOR ALL ACTIVITIES PERFORMED ON THE SITE. SAFE WORK PROCEDURES MUST BE DOCUMENTED AS REQUIRED BY LEGISLATION AND RELEVANT AUTHORITIES. THE BUILDER MAY NEED TO ENGAGE SUITABLY EXPERIENCED CONSULTANTS TO PREPARE A SAFE WORK PROCEDURE IF THE BUILDER IS INEXPRETRICED IN THIS FIELD OR IF THEY ARE NOT SATISFIED WITH THE METHOD PROPOSED BY THE CONTRACTOR.

#### SITE MAINTENANCE

- 1. PROVIDE A DRAINAGE SYSTEM AS SOON AS THE FOOTINGS ARE CONSTRUCTED. T MUST PREVENT PONDING AGAINST, NEAR OR BENEATH THE FOOTINGS IN
- IT MUST PREVENT PONDING AGAINST, NEAR OR BENEATH THE FOOTINGS IN ORDER TO MAINTAIN A STABLE MOISTURE CONTENT WITHIN THE FOUDDATION. GRADING THE SURFACES (I IN 20 FOR AT LEAST 2.0 METRES) AWAY FROM FOOTINGS AND THEIR EXCAVATIONS TO COLLECTION POINTS WILL BE NECESSARY DURING CONSTRUCTION IN WET WEATHER PAVE OR GRADE THE FINISHED SURFACES AWAY FROM THE BUILDING AT SLOPES OF 14.0. THE ONGDING BUILDING MAINTENANCE SHOULD ENSURE THE EFFICIENT COLLECTION AND THE CHANNELING OF RUN-OFF AWAY FROM THE BUILDING LEADING EDGES OF PAVING CAST AGAINST THE BUILDING AND POPUVIDING AN INTEPEARCE BETWEEN LANGCARD ADPEAR AND THE BUILDING AND 2. PROVIDING AN INTERFACE BETWEEN LANDSCAPED AREAS AND THE BUILDING
- PROVIDING AN INTERFACE BETWEEN LANDSCAPED AREAS AND THE BUILDING ARE RECOMMENDED TO HAVE (LAST LIPS WHICH PRETRATE AT LEAST 400mm INTO THE SOIL AS A CUT OFF FOR UNDER PAVEMENT SEEPAGE. PLUMBING TRENCHES SHOULD BE SLOPED AWAY FROM THE BUILDINGS. THE FIRST 1.5m OF TRENCH FROM THE BUILDING SHOULD BE BACKFILLED WITH TAMPED CLAY TO FORM A CUT-OFF AGAINST SEEPAGE VIA TRENCHES THAT LEAD UNDER THE BUILDING. SUBSURFACE DRAINS NEAR FOOTINGS SHOULD BE AVOIDED. IF THEY ARE NECESSARY, THE TRENCHES MUST BE CAPABLE OF PROVIDING DRAINAGE IF BUOKBAGE OFCIDES.
- BLOCKAGE OCCURS.
- PLUMBING PROBLEMS THAT COULD CAUSE CHANGES TO FOUNDATION'S
- MOISTURE CONTENT SHOLLD BE RECTIFIED IMMEDIATELY. THE PLANTING OF TREES CLOSE TO THE BUILDING SHOULD BE AVOIDED. MINIMUM DISTANCE AWAY SHOULD BE EQUAL TO THREE QUARTERS OF THEIR

#### SEDIMENT AND EROSION CONTROL

#### GENERAL NOTES

- SOIL CONTROL MEASURES MUST BE ADOPTED AT ALL TIMES TO THE SATISFACTION OF COUNCILS DESIGN ENGINEER AND THE FACILITIES MANAGER DURING THE DURATION OF THE CONTRACT. SITE CONTROLS AND EROSION MINIMISATION TECHNIQUES ARE TO BE IN ACCORDANCE WITH THE INSTITUTE OF ENGINEERS AUSTRALIA PUBLICATION 'SOIL EROSION AND SEDIMENT CONTROL', EPA GUIDELINES AND OTHER CONTRACT

- SEDIMENT CUNTRICE, F2A GUIDELINES AND OTHER CUNTRACT DOCUMENTATION INCLUIDING THIS PLAN. SITE ESTABLISHMENT AND STRIPPING TOPSOIL: STOCKPILE SOILIN ALLOCATED LOCATION AND PROVIDE SILT CONTROL BARRIERS IF STOCKPILE IS LEFT OVERNIGHT. WASH DOWN ANY VEHICLES LEAVING SITE AFTER TREADING ON SOIL. PLACE (RUSHED ROKK TO A DEPTH OF ISSIM MINIMUM TO ALL VEHICLE ACCESS AREAS OVER AN APPROVED WOVEN GEOTEXTILE FABRIC (DUX WISS OR POILWAL FINT)
- W155 OR EQUIVALENT). GRADE ALL SOIL AREAS AWAY FROM MAIN CONSTRUCTION AREA AND TOWARDS DRAINAGE POINTS
- PLACE FILTER MATERIAL SUCH AS HAY BALES OR SILT FENCES AROUND
- PLACE FILTER MATERIAL SUCH AS HAY BALES OR SILT FENCES AROUND DRAINAGE POINTS.
   INSTALL ON-SITE WASTE RECEPTORS (e.g. MINI-SKIPS, BINS, WIND PROOF LITTER RECEPTORS). CONSTRUCTION OF DRAINAGE SYSTEM: CARRY OUT WORKS IN DRY WEATHER. DO NOT LEAVE TRENCHES OPEN FOR A LONG PERIOD OF TIME. BUILD DRAINAGE SYSTEM COMMENCING FROM DOWN STREAM. PLACE FILTER MATERIAL IN EXISTING PIT DOWN STREAM.

- PLACE HILER MALERIAL IN EXIS INIX PIT DUWN SHEAM, UNTIL ALL DRAINAGE ISIN PLACE AND THEN INSTALL SILT CONTROL DEVICES AT EACH NEW PIT. CONSTRUCTION OF MAIN WORKS. ENSURE THAT SOLL IS KEPT MOIST TO MINIMISE AIR POLLUTION. DD NOT LEAVE SOLL EXPOSED FOR LONG PERIODS OF TIME. ENSURE FALLS OF CUT OR TILL ARE AWAY FROM MAIN WORKING AREA. INSTALL ROOF DOWNPIPES AS SOON AS PRACTICABLE IF NECESSARY UNES TEMPORO DAY CONNECTIONS TO ENSURE CADMULTER DOGE NOT.

- USE TEMPORARY CONNECTIONS TO ENSURE STORMWATER DOES NOT DISCHARGE OVER LOOSE SOIL. LANDSCAPING:
- PLACE VEGETATION SUITABLE TO MINIMISE LOOSE SOIL CONDITIONS REFER TO THE APPROVED LANDSCAPING PLAN FOR ADDITIONAL INFORMATION.

SEDIMENT FENCES; SEDIMENT FENCES ARE TO BE PLACED AS REQUIRED. THEY CONSIST OF GEOTEXTILE FILTER FABRIC STAPLED ONTO 40mm SQUARE HARDWOOD STAKES OR WIRE TIED TO STEEL POSTS. THE FILTER

SUDARE HARUWOUD STARES OF WIRE THED TO STEEL POSTS. THE FILTER FABRIC MUST BE BURIED TOOMM MIN INTO THE GROUND AND STAND UP TO A HEIGHT OF 700mm. POSTS ARE TO BE SPACED AT 2.0m CENTRES AND DRIVEN 600mm INTO THE GROUND. WHEN STOCKPILING GRANULAR MATERIALS INCLUDING TOP SOILS, A SEDIMENT FENCE SHOULD BE ERECTED AT THE PERIMETER OF THE STOCKPILE IF LEFT OVERNIGHT.

PROTECTION OF DRAINAGE POINTS, ALL DRAINAGE POINTS, WHETHER TEMPORARY OR PERMANENT, SHALL BE PROTECTED FROM POLLUTED WATERS. THE PRINCIPAL CONTRACTOR MAY USE STRAM BALES HELD IN PLACE BY AT LEAST WO DRIVEN PICKETS OR SEDIMENT FENCES TO FULLY

GENERAL BUILDING OPERATIONS: BUILDING OPERATIONS SUCH AS WASHING

GENERAL DOILDING UPERATIONS; BOILDING UPERATIONS SOCH TAS WASHING OF TOOLS AND PAINTING EQUIPMENT, CUTTING MASONRY OR THE USE OF ANY OTHER WATER COOLED CUTTING EQUIPMENT SHOULD BE CARRIED OUT IN A CONTROLLED AREA, WHERE POSSIBLE ON A NATURAL FILTERED AREA SUCH AS A GRASSED TRENCH, OR IN THE VICINITY OF A SEDIMENT SETTLING

ACL VENICLE CHIEFLEAT POINTS ARE TO BE TRAFTED WITH CROSHED ROCK OVER AN APPROVED WOVEN GEOTEXTILE FABRIC (DUX WISS OR EQUIVALENT), WELL COMPACTED AND ADJACENT TO THE EXIT DRIVE THE PRINCIPAL CONTRACTOR IS TO PROVIDE SUITABLE WASHING FACILITIES FOR

CLEANING OF ALL VEHICLES PRIOR TO THEM EXITING THE SITE SO AS TO PREVENT ANY OFFACE FUNCTION OF THE SUBSTANCE FALLING OR PRUNNING OFFA VEHICLE ON THE ROAD PAVEMENT OR INTO ANY DRAIN. THE CONDITION OF THE SITE ACCESS/CERESS IS TO BE CONTINUOUSLY MONITORED AND CLEANED DOWN AS NECESSARY DURING THE COURSE OF THE CONTRACT TO MAINTAIN CLEAN FOOTPATHS AND ROADWAYS

ADDITIONAL NOTES FOR SEDIMENT AND EROSION CONTROL 1. THE CONTRACTOR IS RESPONSIBLE FOR THE ESTABLISHMENT AND

MAINTENANCE OF ALL FROSION AND SEDIMENT CONTROL MEASURES TO SUCH THAIN ENANCE OF ALLE ENGINE AND SEMIFICIT CONTROL THE SOME 5 TO SOUTH TIME THAT THE PROJECT IS COMPLETED AND OFFICIALLY HANDED OVER TO THE CLIENT. THIS MAY INCLUDE THE PROVISION OF TEMPORARY DRAINAGE AND WATER QUALITY MANAGEMENT DEVICES.

DO NOT STRIP OR EXCAVATE SITE UNTIL BUILDING WORKS ARE READY TO

COUNCIL APPROVED DRAWINGS AND DOCUMENTATION. ESTABLISH ALL REQUIRED ENTRY/EXIT POINTS AND TREAT THESE AREAS AS

STACK SOILS IN PRE-DEFINED EROSION CONTROL AREAS. WHEN LEFT OVER

ACCIDENTAL SPILLS OF SOIL OR OTHER MATERIALS ONTO THE ROAD OR INTO THE GUTTER OR DRAINS SHOULD BE REMOVED PRIOR TO STORMS AND AT LEAST UPON COMPLETION OF THE DAY'S WORK. MATERIALS SHOULD BE SWEPT OFF THE ROAD AND NOT WASHED DOWN THE GUTTER.

EROSION CONTROL DEVICES SHOULD BE INSPECTED REGULARLY AND AFTER

EVENT STURM EVENT. CONCRETE WASTE WASHED FROM TRUCKS AND MIXERS SHOULD BE CONTAINED ON-SITE AND NOT DISPOSED OF, DOWN A DRAIN OR IN ANY OTHER WAY WHICH MAY BE CONSIDERED HARMFUL TO THE ENVIRONMENT.

3. OBTAIN ALL NECESSARY PERMITS, LICENCES AND APPROVALS, REFER TO

ALL VEHICLE ENTRY/EXIT POINTS ARE TO BE TREATED WITH CRUSHED

TREATMENT DEVICES

SURROUND THE DRAINAGE POINT

PROCEED.

5

DESCRIBED ABOVE.

EVERY STORM EVENT

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#### DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents elevant to the application for a planning ermit No.PLN-15-00371-01 and was eceived on the 26 October 2015

Planning Authority: Hobart City Council

DF	AWING REGISTER	REV.	DATE
N101	GENERAL NOTES & DRAWING REGISTER	C	14/08/15
C101	ROAD & STORMWATER PLAN OPTION A	F	09/09/15
C101	ROAD & STORMWATER PLAN OPTION B	F	09/09/15
C102	PROPOSED ROAD CROSS SECTIONS OPTION A	-	14/08/15
C102	PROPOSED ROAD CROSS SECTIONS OPTION B	-	14/08/15
C103	PROPOSED ROAD LONG SECTION	-	14/08/15
C104	PROPOSED STORMWATER LINE 1 LONG SECTION	A	14/08/15
C105	PROPOSED STORMWATER LINE 2 LONG SECTION	Α	14/08/15
C106	PROPOSED DRIVEWAYS LONG SECTIONS	A	09/09/15
C107	PROPOSED ENTRY ROAD OPTION A	-	14/08/15
C107	PROPOSED ENTRY ROAD OPTION B	-	14/08/15
H101	SEWER AND WATER PLAN OPTION A	C	14/08/15
H101	SEWER AND WATER PLAN OPTION B	В	14/08/15
SK1	STORMWATER CATCHMENT AREAS SKETCH	В	14/08/15







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1/	RACTERIS	TICS					
ļ	TRAVEL DISTANCE	AVERAGE SLOPE	RUNOFF	OVERLAND FLOW TIME	RECCURENCE INTERVAL	RAINFALL	TOTAL CATCHMENT DISCHARGE FLOW
	L	Sc	C	to	(ARI)	lc.	Qc
	(m)	(%)		(min) to = 92.7L/(A <sup>01</sup> So <sup>05</sup> )		(mm/hr)	(m3/s) $Q_c = CIA_c/0.36$
			-	[Bransby Williams formula NAASRA (1986)]		1.1	[Rational formula NAASRA (1986)]
i)	250	7.000	0.4	12.0	1	31.00	0.050
					2	42.80	0.068
					5	64.00	0.102
					10	80.00	0.128
					20	101.00	0.162
					50	132.00	0.211
I					100	160	0.256
_			-				

## LOT 1 DRIVEWAY LONG SECTION SCALE : 1250

1.5m @			LOT	
2.0% FOOTPA	тн			
DATUM RL197				
	-5.70%		-9.89%	
VERTICAL ALIGNMENT	1.56mL	~	4.53mL	~
HORIZONTAL CURVE DATA				
EXISTING SURFACE	\$24	5		906
	202.6	202.4		202.0
and there a				
	0.074	0.016		1007
	'			0
	220	197		ę
	202.	202.		202.
CHAINAGE	8	œ		5
	6	1.5		6.1

Special CPC Agenda 7/3/2016

582

-5.11%

LOT 5 DRIVEWAY LONG SECTION SCALE : 1250

-13.62% 4.37mL

LOT 10 DRIVEWAY LONG SECTION SCALE : 1250

1.5m @\_\_\_\_\_ 2.0% FOOTPAT

601

150

20.00%

-EXISTING SURFACE

3.08mL

1.5m @ 2.0% FOOTPAT

DATUM RL204

VERTICAL ALIGNMENT

EXISTING SURFACE

DESIGN CENTRELINE

DATUM RL204

VERTICAL ALIGNMENT

EXISTING SURFACE

DESIGN CENTRELINE

LEVEL

CUT (-)/FILL

LEVEL

CHAINAGE

HORIZONTAL CURVE DATA

LEVEL

CUT (-)/FILL

LEVEL

CHAINAGE

HORIZONTAL CURVE DATA



•	÷	m		\$
LOT 6 DRIVEWA	Y LONG	SECT	ION	
scale : 1250 1.5m @ 2.0% FOOTPA <sup>-</sup>	ΓH		LOT BOUNDARY	
DATUM RL198				
VERTICAL ALIGNMENT	-5.70% 1.56mL	~	-17.36% 4.34mL	
HORIZONTAL CURVE DATA				
EXISTING SURFACE	203.900	203.835		203.655
CUT (-)/FILL	0.610	0.586		0.012
DESIGN CENTRELINE LEVEL	204.510	204.421		203.667
CHAINAGE	0.00	156		5.90

15m @ 2.0% FOOTPAT CAVATED TO MATCH SURFACE LEVEL (TYP)	Ή			
DATUM RL201				
VERTICAL ALIGNMENT	- 8.30% 	10.98%	19.85% 2.99mL	-
HORIZONTAL CURVE DATA				
EXISTING SURFACE	214.550	214.612	214.720	214.780
CUT (-)/FILL	-0.311	-0.351		-0.110
DESIGN CENTRELINE LEVEL	214.239	214.261	214.350	214.670
CHAINAGE	8	55	8	90

TO BE EXC NATURAL

1.5m (0 2.0% FOOTF

LOT 11 DRIVEWAY LONG SECTION SCALE : 1250

DATUM RL201	+			_		
		8.30%	10.98%		19.85%	~
		1.55mL	1.51mL		2.99mL	
HORIZONTAL CURVE DATA						
EXISTING SURFACE						
LEVEL	976:90		971.10	762.70		07.638
	~	Ċ	*	2		2
CUT (-)/FILL	307	3	ŝ	362		108
	9		ŕ	9		ę
DESIGN CENTRELINE	-	-	2	20		
LEVEL	206.64		1.007	206.9		207.53
CHAINAGE	8		s	8		96
	ē		9	mi		ē

LOT 3 DRIVEWAY LONG SECTION SCALE : 1250

2.0% FOOTPAT	н						
		_		_	r	his elev ern ece	d /a hit iv
DATUM RL201						Pla	nr
VERTICAL ALIGNMENT	-	-5.70% 1.56mL	- <u>17.8</u> -17.8	mL	-19.33% 2.98mL		
HORIZONTAL CURVE DATA							
EXISTING SURFACE LEVEL	206.479		CCC:00.7	206.230		206.114	
CUT (-)/FILL	0.567		479/0	0.460		-0.00	
DESIGN CENTRELINE LEVEL	207.046	-	/ 66.907	206.690		206.114	
CHAINAGE	0.00	1	ŝ	3.06		70.9	

LOT 8 DRIVEWAY LON SCALE : 1250	<u>G SECTION</u>		
DEVELOPMENT A DOCUME	PPLICATION1.5m @ 2.0% FOOTPAT	н	
document is one of ant to the applicatio it No.PLN-15-0037 ved on the 10 Sept	the documents on for a planning 1-01 and was ember 2015.		
ning Authority: Hol	Dart City Council		
	VERTICAL ALIGNMENT	-5.11% -55mL	~
	HORIZONTAL CURVE DATA		
	EXISTING SURFACE	210.111	210.016
	CUT (-)/FILL	6.323	0.339
	DESIGN CENTRELINE LEVEL	210.434	210.355
	CHAINAGE	8	5

## LOT 7 DRIVEWAY LONG SECTION SCALE : 1250

1.5m @

61

19.77% 2.83mL

<u>1.5m @</u> 2.0% FOOTPA	ТН		LOT BOUNDA			Ŧ
DATUM RL199						
VERTICAL ALIGNMENT		.60%	< 11.00% > 1.52mL >		9.77% 2.83mL	*
HORIZONTAL CURVE DATA						
EXISTING SURFACE	214.838	340.212		215.246		215.639
CUT (-)/FILL	-0.372	6270-		-0.466		-0.301
DESIGN CENTRELINE LEVEL	214.466	214, 606		214.780		215.338
CHAINAGE	0.00	154		3.07		5.90

LOT12 DRIVEWAY LONG SECTION SCALE : 1/250

1.5m @ 2.0% FOOTPATH





## LOT 13 DRIVEWAY LONG SECTION SCALE : 1250

R

\_\_\_\_

Item No. 2.2.1

1.5m @ 2.0% FOOTPATH

LEVEL

DATUM RL199

VERTICAL ALIGNMENT

EXISTING SURFACE

DESIGN CENTRELINE

LEVEL

CUT (-)/FILL

LEVEL

CHAINAGE

HORIZONTAL CURVE DATA







STORMWATER LINE 2 LONG SECTION

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DEVELOPMENT APPLICATION DOCUMENT

his document is one of the documents elevant to the application for a planning ermit No.PLN-15-00371-01 and was eceived on the 10 September 2015.

Planning Authority: Hobart City Council

DATUM DESIGN LEVEL EXISTI LEVEL	1 211 I SURFACE NG SURFACE	.030 214.030	.03/ 154 154 166 163 213.901 166 213.751		3498 212.996	.20%		14, 830 214, 012 14, 834 214, 162 14, 843 214, 162	15.052				This rele perr rece
OFFSE <sup>-</sup>	Г	-12.404 21	-11.600 214 -10.100 214 -9.490 214	2 7 00000 7	0.000			9.000 9.040 9.050 2	12.14.3				
					CUL-DE-SAC SCALE : 1500	CROSS SECTION 1						ROAD	CUL-DE-
DATUM RL146													
DATUM RL146 VERTICAL ALIGNMENT	8.68%		20.00mL		< 4.30% 17.00m	7.82% 50.00m		><-	10.94% 22.64 m		14.02% 27.34 m		3.25
DATUM RL146 VERTICAL ALIGNMENT HORIZONTAL CURVE DATA	8.68%	.00 R	20.00mL	00.00 R -80.00 R	< 4.30% 17.00m	7.82% 50.00m			10.94% 22.64m		14.02% 27.34m		3.2
DATUM RL146 VERTICAL ALIGNMENT HORIZONTAL CURVE DATA EXISTING SURFACE LEVEL	<u>8.68%</u> <u>200.</u>	00 R	20.00mL	201837 202.304, 200.06 201.09 202.304, 200.00 202.304, 200.00 202.304, 200.00 202.304, 200.00 201.00 200 200 200.00 200.00 200 200 2000 200 2	4.30% 17.00m	7.82% 50.00m	205.637	206.560	10.94% 22.64m	209.037	14.02% 27.34m	212.880	<u> </u>
DATUM RL146 VERTICAL ALIGNMENT HORIZONTAL CURVE DATA EXISTING SURFACE LEVEL CUT (-)/FILL	<u>8.68%</u> <u>200.</u>	-0.01	-0.162 200.00m -11 -10 -10 -10 -10 -10 -10 -10 -10 -10	-0.185 -0.304 -0.202 304 -0.202 304	-0000 -0000 -0000	7.82% 50.00m	0.141 205.637	0.000 206.560	10.94% 22.64m 1877.00 1210	0.000 209.037	14.02% 27.34m 600 017 850 0	-0.432 212.880	24
DATUM RL146 VERTICAL ALIGNMENT HORIZONTAL CURVE DATA EXISTING SURFACE LEVEL CUT (-)/FILL DESIGN CENTRELINE LEVEL		198.186 -0.04.3 198.230 00 R A 0.04.0 0.04.3 0.00 00	799.021 -0.162 200.082 -10 -0.162 200.082 -10 -0.162 200.085 -10 -0.162	201.983 -0.125 201.930 201.983 -0.125 201.837 201.983 -0.125 201.837 201.983 -0.125 201.902 201.983 -0.125 201.902 201.994 -0.125 201.902 201.904 -0.125 201.902 -0.125 201.902 -0.125 2000 -0.125 20000 -0.125 2000 -0.125 2000 -0.125 2000 -0.125 20000000	202.714 0.000 202.774 0.000 20	7.82% 50.00m 641.402 50.00m	205.777 0.141 205.637	206.560 0.000 206.560 X -	10.94% 22.64m 10.94% 22.64m	209.037 0.000 209.037	14.02% 27.34m 600 012 850 0	212.448 -0.432 212.880	<u> </u>

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## MENT APPLICATION OCUMENT

t is one of the documents application for a planning N-15-00371-01 and was the 15 December 2015

rity: Hobart City Council

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	Suga	den	
	CLIENT BARRY MARSH	& WENDY CORNE	LIUS
	DRAWING PROPOSED ROAD	LONG SECTION	
	SCALE	SHEET	DATE
	AS SHOWN	C103	25 APRIL 2015
	DESIGNED		DRAWN
S ARE	PG		CF
NTEE	PROJECT NO.		AMEND. B
πn.	ISU1477- 25 COP	LEY ROAD	LONG SECTION AMENDED

WARNING-WARNING-BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THE EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

				DEVELOPMENT APPLICATION DOCUMENT
				This document is one of the documen relevant to the application for a planni permit No.PLN-15-00371-01 and was received on the 15 December 2015
				Planning Authority: Hobart City Counci
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## Page 129

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Item No. 2.2.1



## Attachment D

![](_page_131_Picture_3.jpeg)

## 25 COPLEY ROAD, LENAH VALLEY

ireneinc & smithstreetstudio PLANNING & URBAN DESIGN

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

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

## 25 COPLEY ROAD, LENAH VALLEY

Subdivision Development Application - Planning Report

DEVELOPMEN Page 134 TION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

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This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

## 1. INTRODUCTION

Ireneinc Planning has been engaged by the land owners to prepare a report to accompany an application for subdivision of land at 25 Copley Road and land at 22 Cuthbertson Place, Lenah Valley, in relation to a recent rezoning to Residential 2 and inclusion of Precinct 22A into the City of Hobart Planning Scheme 1982.

This report forms part of a development application for development in accordance with the requirements of the Hobart Planning Scheme 1982 (the Scheme).

The application seeks approval for subdividing the property into two separate lots.

The documents submitted as part of the application including this report are:

- Council application form;
- The title (included as Appendix A);
- Proposal plan;
- Geotechnical Assessment Report; and
- Bushfire Hazard Management Report and Plan (to be provided under separate cover).

## 1.1 THE SITE

The site is comprised of a 10.56ha title, CT30380/4 (25 Copley Road) and a 1267m2 lot, CT40622/16 (22 Cuthbertson Place) with a combined area of 11.83ha.

The land at 25 Copley Road which is within the Residential 2 Zone and the Precinct 22A is approximately 2.97ha. However, the subject land is approximately 3.1ha including the land at 22 Cuthbertson Place. In this report the subject land will mean that part of 25 Copley Road that is zoned Residential 2 together with 22 Cuthbertson Place as demonstrated in the figure below. When it is referred to as 25 Copley Road it will generally imply the 7.59ha part of the parent title.

![](_page_136_Picture_0.jpeg)

Figure 1: Location plan (Source: LIST)

![](_page_136_Figure_2.jpeg)

Figure 2: Zoning (Source: LIST - Adapted)

The subject land at 25 Copley Road and at 22 Cuthbertson Place is vacant. 25 Copley Road is partly covered with standing vegetation and partly cleared. 22 Cuthbertson Place is fully cleared.

DEVELOPMEN

DOCTHE LITE at 22 Cuthbertson Place is subject to a Hydro Electric Commission wayleave easement This document is which covers half of the property. Additionally, there is a 4m wide right of drainage easement relevant to the appalong the rean boundary.

permit No. PLN-15-00371-01 and was received on the 30 March 2015 has a 10m wide street frontage and the internal lot at 25 Copley Road (the whole title) has frontage via a right of way rather than through a fee simple strip of land.

Planning Authority: Hobart City Council 1.1.1 VEGETATION

> Figure 5 below describes the mapped TAS VEG communities, none of the communities mapped are threatened communities.

![](_page_137_Figure_7.jpeg)

Figure 3: TAS VEG 3.0 Mapping - Vegetation Communities (Source: LIST, adapted)

The property is partially cleared as can be seen in the aerial photograph on the previous page. A Flora & Fauna Survey was undertaken by North Barker Ecosystem Services in late July 2013 in order to identify any significant values, the report accompanies this report.

## 1.1.2 TOPOGRAPHY

The majority of the subject land is at a slope of 1:5 or less, with a steeper slope of 1:3 or more at the far east of the land along the eastern boundary, and also a small area of the land along the southern boundary.

![](_page_138_Figure_2.jpeg)

Figure 4: Topography (Source: LIST)

#### 1.1.3 SERVICES

Southern Water, now Tas Water, has previously given advice to ensure that a subdivision at the subject land can be serviced and connected to water and sewer at either Copley Road or Cuthbertson Place.

#### 1.1.4 HERITAGE

None of the properties are listed on the Tasmanian Heritage Register, neither are they listed or adjacent to listed properties or in or adjacent to Heritage Areas in the City of Hobart Planning Scheme 1982. No registered Aboriginal heritage sites are present at the site.

### 1.2 THE SURROUNDING AREA

25 Copley Road adjoins a similar sized parcel to the east which is an ex-quarry owned by the Hobart Council which then adjoins Hobart Council property including the Knocklofty bushland reserve.

To the north a large (approximately 6.5ha) less developed parcel is located, it is in private ownership and known as 22 Jabez Crescent. The property is partly cleared and contains a single residence.

The neighbouring properties to the west are privately owned, medium density, suburban residential allotments at Cuthbertson Place. The undeveloped land at the rear of these properties is a reflection of the existing HEC wayleave easement.

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

![](_page_139_Picture_2.jpeg)

Figure 5: Cuthbertson Place cul-de-sac (Source: LIST)

To the southwest and south of the whole title at 25 Copley Road larger privately owned bushland properties are located.

DEVELOPMENT APPLICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

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Planning Authority: Hobart City Council

## 2. PROPOSED DEVELOPMENT

This application proposed is for the subdivision of 25 Copley Road in to 15 separate titles; 13 new lots, the balance lot, and a road reserve. The proposed road reserve comprises the land at 22 Cuthbertson Place in its entirety and part of 25 Copley Road. Lots 1-13 range in size from  $1,010 - 3,270m^{2}$ , and the Balance Lot is proposed to retain 7.59ha and contain the existing dwelling.

The increased density proposed will contributes to in-fill development within existing residential land consistent with Council's strategic planning direction. Additionally the increased level of fuel management provided through additional development will not only benefit the proposed lots but will contribute to fire hazard mitigation in the immediate surrounding residential area.

Access to all lots will be from the proposed road reserve. For details of the proposed road reserve, see Engineer's drawings SG1427 C101, H101, and N101.

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

## 3. PLANNING SCHEME PROVISIONS

The subject site falls within the City of Hobart Planning Scheme 1982's jurisdiction (this report is based on the Scheme as current on 27<sup>th</sup> March 2015).

3.1 ZONING, USE AND DEVELOPMENT CONTROLS

## 3.1.1 ZONING

The site is located in the Residential 2 Zone, and Precinct 22A.

## 3.1.2 ZONE OBJECTIVES AND PRECINCT DESIRED FUTURE CHARACTER STATEMENT

The relevant Zone objective and Precinct Desired Future Character Statement are:

## 5.8 THE RESIDENTIAL 2 ZONE

The Objective of the Residential 2 Zone is to sustain and enhance the character and amenity of areas of predominantly detached houses, with limited development of complementary dwelling-types and minimum intrusion or further development of non-residential uses not necessary to serve local residents.

## Lenah Valley Heights Precinct No. 22A

5.8.2 The Precinct should continue to evolve with predominantly detached houses designed to take advantage of the bush setting and views. The development of more than one house per lot will only be permitted where specific provision has been made at the subdivision stage. Local shopping and services will only be appropriate to complement those which already exist.

## 3.2 RESCODE

The following tables respond to the Provisions of the Scheme where relevant.

## 3.2.1 K.3.1 RESIDENTIAL DENSITY

The following table responds to the provisions of K.3.1 Residential Density:

Intent: To achieve a number and size of dwelling units in an area that are compatible with the existing built and natural environment.

ACCEPTABLE SOLUTION	PROPOSAL RESPONSE				
A51.3	All lots are greater than $1000m^2$ , and the				
New lots shall have:-	with AS1.3 (1).				
<ul> <li>(1) an area not less than that required for the first new dwelling as outlined within Table 1 except in Precincts 22A, 36, 37C &amp; 37D where the minimum lot size is 1000m2 provided that the average* lot</li> </ul>	Lots 1-4 & 10-13 have a gradient of less than 20%, and are provided with sufficient frontage and width to accommodate the required inscribed circles in compliance with AS1.3 (2).				
	Lot 9 has a gradient of less than 20% and is				

size is not less than 1500m2;

- (2) a minimum frontage and inscribed circle of:
  - (a) 18m for the Residential 2 Zone where the land has a gradient less than 20% and 25m where the land has a gradient 20% or greater...
- (1) in respect to clause 5.8.2, Precincts 22 and 22A an application for development for subdivision shall show on the subdivision plan building envelopes which define the limits for siting and wall and roof height of any dwelling and/or building if more than one dwelling is to be developed.

\* Note - the average lot size shall be based on the area or areas contained within the parent allotment or allotments as at 26 April 2005. In Precinct 22A, the average lot size is based on the area of the allotments contained within the Residential 2 Zone.

PC1.4

Lots shall have the appropriate area, dimensions, and frontage for the siting and construction of a dwelling and ancillary outbuildings, the provision of private open space, convenient vehicle access and parking subject to the following absolute minimum standards:

- (1) Lots with a gradient less than 20% shall have:-
  - (a) an area not less than 300m2;
  - (b) a minimum frontage of 3.6m in accordance with Clause B.8.3(i)
- (2) Lots with a gradient of 20% or greater shall have:-
  - (a) an area not less than 500m2;
  - (b) a minimum frontage of 3.6m in accordance with Clause B.8.3(i)

Council may require building envelopes to be shown on the subdivision plan which define the limits for the siting, and wall and roof height of any dwelling and/or building. provided with sufficient width to accommodate the required inscribed circles in compliance with AS1.3 (2). However discretion is required for the frontage which is 11m, and has been assessed against the Performance Criteria below.

Lots 5-8 have a gradient of greater than 20%, and require a discretion in terms of both the frontage and inscribed circle required in AS1.3 (2). The frontages of lots 5-8 are as follows:

- Lot 5 6.1m
- Lot 6 10m
- Lot 7 6.5m
- Lot 8 6m

Lots 5-9 are assessed against the Performance Criteria below.

Lots 5-9 have the appropriate area, dimensions, and frontage for the siting and construction of a dwelling and ancillary outbuildings, the provision of private open space, convenient vehicle access and parking. These lots all have an area in excess the  $300/500m^2$  as required by PC1.4 (1/2a) with the minimum area  $1010m^2$ , and a greater frontage than the 3.6m in accordance with Clause B.8.3(i).

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

## 3.2.2 K.3.3 PARKING AND ACCESS

Intent: To ensure adequate provision of secure and accessible on-site parking for residents and visitors without unreasonably diminishing the residential amenity of the area.

ACCEPTABLE SOLUTION							PROPOSAL RESPONSE				
A\$3.5							The acce	esses as	proposed ar	e understood	to
Access	points	are	to	be	designed	in	comply	with	Austroads	guidelines	in

accordance with Austroads guidelines (1988) or any guidelines substituted therefore.	compliance with this Acceptable Solution.		
<ul> <li>AS3.6.</li> <li>On-site turning should be provided within 10m of a carpark so that egress is carried out in a forward direction either where:</li> <li>(a) four or more car spaces are served by the one communal lane; or</li> <li>(b) carparking spaces are served by a communal lane that is greater than 30m in length from a public carriageway; or</li> <li>(c) dwellings have sole vehicle access to a major arterial road.</li> </ul>	Each access will comply with AS3.6. DEVELOPMENT APPLICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015. Planning Authority: Hobart City Council		
AS3.8 Carriageways & turning areas shall have a gradient less than 20% and 10% respectively. Where gradients exceed this, they shall be assessed in accordance with the Performance Criteria of this element.	Gradients of carriageways and turning areas will be in compliance with AS3.8.		
AS3.9 Sight lines of public footpaths shall be maintained when entering a public street from a communal lane in accordance with Figures 10 & 11.	No communal lanes are proposed.		

## 3.3 CLEARANCE OF LAND SCHEDULE

The provisions of this Schedule apply in accordance with the following:

#### **I.2 APPROVAL REQUIRED**

The Council has a discretion to refuse or permit the removal or destruction of vegetation and associated disturbance of soil in any zone where it involves:-

(a) an area of land greater than 500m<sup>2</sup> on any one lot within 2 consecutive years; or

(b) an area of land less than 50  $0m^2$  containing vegetation which has been required to be retained as a condition of

(i) a current planning permit; or

(ii) a planning permit that has substantially commenced or has already been implemented: or

(c) any Significant Tree or vegetation community of conservation significance listed in Appendix 1 to this Schedule.

The vegetation community present adjacent to the subject land and mapped within parts of the subject land is (DPU) *"Eucalyptus pulcella* forest and woodland", this community is not listed with Appendix 1. It is likely that the majority of this vegetation on the subject land will be impacted either directly through the provision of road and infrastructure, or indirectly through the establishment of future residential areas.

As vegetation clearance may exceed 500m2 the relevant provisions of the Schedule are considered below:

### I.4 ASSESSMENT CRITERIA

Council, in considering applications for the destruction or removal of soil or vegetation not exempt under Clause I.3 above, shall take into account:-
	(a) the nature and extent of the vegetation to be destroyed or removed;	It is likely that the majority of the vegetation on the subject land will be impacted either directly through the provision of road and infrastructure, or indirectly through the establishment of future residential areas.		
	(b) the proposed means of destruction or removal of vegetation;	To be confirmed at detail design stage.		
	(c) possible soil erosion, land instability or drainage channels and the proposed measures to mitigate adverse effects;	Council can impose appropriate conditions if required.		
_	(d) the protection of watercourses and water quality including the impact of land clearing on critical riparian areas for protecting water catchments, watershed recharge areas, springs, wetlands, flood plains, and estuaries;	No watercourses are located on or adjacent to the site.		
_	(e) the protection of the amenity value of the vegetation and the general area and its cultural landscape and heritage significance;	The subject land has recently been rezoned Residential 2, and it is understood that the impact of clearance of vegetation is a necessary part of development for subdivision.		
(f) the protection of biodiversity, including species, genetic and ecosystem diversity, rare, vulnerable or endangered species, habitat and wildlife corridors;		Flora & Fauna Survey was undertaken in late July 2013 in order to identify any significant values, and the resultant report accompanies this report. In summary, no values of significance were identified.		
DOCI This document is o relevant to the app permit No. PLN-15 received on the 30 Planning Authority:	JMENT ne of the documents lication for a planning -00371-01 and was March 2015. Hobart City Council	One threatened species, the Tall Wallaby Grass, was thought to have moderate chance of occurrence and that a 'permit to take' from DPIPWE will be required in relation to any potential impact. To determine the absence or presence of the species it was recommended that a summer survey should be undertaken. However, it was concluded that given the level of occurrence of the species in the vicinity any locations on site would not likely be of significance.		
		The understanding is that the general poor condition of the tall wallaby grass habitat on site and the context, that tall wallaby grass is very well catered for in nearby reserves such as the Knocklofty reserve, a potential refusal of a 'permit to take' is unlikely.		
	(g) any hazards the vegetation poses to health, welfare and safety of persons and property, including the risks from fire.	The majority of the vegetation on the subject land is likely to be cleared for the residential development, and the proposed lots are sufficient in area to provide building locations which can manage the risk of bushfire.		



This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

## 4. CONCLUSION

The proposal requires consideration of discretion in relation to Use and Heritage.

#### FRONTAGE & INSCRIBED CIRCLE

Lots 5-8 (frontages & inscribed circles) and lot 9 (frontage only) are less than the required 18m of AS1.3 (2b) and require a discretion. These lots however, have the appropriate area, dimensions, and frontage for the siting and construction of a dwelling and ancillary outbuildings, the provision of private open space, convenient vehicle access and parking. These lots all have an area in excess the  $300/500m^2$  as required by PC1.4 (1/2a) with the minimum area  $1010m^2$ , and a greater frontage than the 3.6m in accordance with Clause B.8.3(i).

#### CLEARING OF LAND

The proposal involves the clearing of more than 500m<sup>2</sup> of vegetation, and hence requires discretion. The clearing of this vegetation is related to the provision of infrastructure and road, and also the establishment of future residential areas. This is a commonplace part of the development of residential land within residential zoned land. There is not considered to be any values of significance in terms of the vegetation present on site, and no watercourses on or adjacent to the site. In terms of the method of vegetation removal and management of potential effect, it is understood that this can be confirmed at the detail design stage and managed through appropriate conditions if required.

# DEVELOPINE PAPELICATION

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

**APPENDIX A - TITLES** 





## E ecial CPC Agenda RESULT OF SEARCH ION

RECORDER OF TITLES Ne of the documents

permit No. PLN-15-00371-01 and v received on the 30 March 2015.

Planning Authority: Hobart City Council



SEARCH OF TORRENS TITLE

VOLUME 30380	FOLIO 4		
EDITION	DATE OF ISSUE		
2	02-Nov-1995		

SEARCH DATE : 18-Mar-2013 SEARCH TIME : 04.55 PM

#### DESCRIPTION OF LAND

City of HOBART Lot 4 on Sealed Plan 30380 (Formerly Lots 1, 2 & 3 on Sealed Plan No. 30380) Derivation : Part of 47A-1R-0Ps. Gtd. to L. Roope. Prior CT 4381/70

#### SCHEDULE 1

B589039 & B124947 TRANSFER to BARRY RONALD MARSH (MF:2001/361)

#### SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP 30380 EASEMENTS in Schedule of Easements SP 30380 FENCING COVENANT in Schedule of Easements SP 30380 COUNCIL NOTIFICATION under Section 468(12) of the Local Government Act 1962 B816666 Benefiting easement: water supply pipeline rights over the land marked `RIGHT OF WAY 3.60 WIDE' on SP 30380 Registered 01-Nov-1995 at noon (MF:2360/302) B589040 MORTGAGE to Westpac Banking Corporation Registered 04-Aug-1992 at 12.03 PM (MF:2001/358)

#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ecial CPC Agenda SC/PHEDULIEnOFO. EASEMENTS

**RECORDER OF TITLES** 

Issued Pursuant to the Land Titles Act 1980



ATION:

DOCUMENT

This document is one of the documents

relevant to the application for a planning permit No. PLN-15-00371-01 and was

Planning Authority: Hobart City Council

received on the 30 March 2015.

PLAN NO.



#### SCHEDULE OF EASEMENTS

Note:-The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested

#### EASEMENTS AND PROFITS

Each lot on the plan is together with:----

- (1) such rights of drainage over the drainage easements shewn on the plan (if any as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:---

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

No profits prendre are created to benefit or burden any of the

lots shown on the plan

#### EASEMENTS

#### ogether with a right of carriageway over the Right

#### "Privato" (3,60 motros wide)

Lot 1 is together with a right of carriageway over the Right of Way 3.60 wide (Private) shown on the plan determinable upon the registered proprietors of Folio of the Register Volume 3461 Folio 17 and his successors in title delivering a written notice to the Transferees and/or their successors in title advising that the site of the right of carriageway other than its position on the common boundaries of the lands particularised within folio of the Register Volume 3461 Folio 17 and the said lot been varied and that an easement for a right of carriageway over that varied site may be registered after the release of the principal easement. de

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RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

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30,30

#### DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

FENCING COVENANT

The Owner or Owners of Lots 2 and 3 the plan covenant with the Vendors <u>CYRIL KEITH EISZELE</u> and <u>VALENTINE ROY SMITH</u> that the Vendors shall not be required to fence.

Search Date: 18 Mar 2013 Search Time: 04:58 PM Volume Nut Department of Primary Industries, Parks, Water and Environment

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## ecia CPC Agenda SC/HEOULErOFO EASEMENTS



Issued Pursuant to the Land Titles Act 1980

**RECORDER OF TITLES** 

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DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

SIGNED by CYRIL KEITH EISZELE and VALENTINE ROY SMITH as Personal Representatives of the estate of ARCHIBALD RHEUBEN **EISZELE** the Beneficial Owner of the land in Conveyance Registered No. 23/2914 in the presence of:-

SIGNED by BARRY RONALD MARSH and LORRAINE MARSH the Registered Proprietors of the land in Certificate of Title Volume 4116 Folio 49 in the presence of:-

Chlask

6 A'Eisgele

1 Marto

W. B. B. runst J.N. MARSH C.D. 1 Sugar 112 POTTERY ROAD LENAH VALLEY. De patroes 7008. TAS . RETIRED BANK OFFICER. This is the schedule of easements attached to the plan of BARRY RONALD MARSH

t KONALD MAKDH (Insert Subdivider's Full Name) LORRAINE MARSH & ARCHIBALD RHEUBEN EISZELE affecting land in CT. 4116-49 & CONV. 23-2914 (Insert Title Reference) 3 ST OCTOBER 1986 Sealed by HOBART CITY COUNCIL Solicitor's Reference Clash Cown Clerk

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VALUER GENERAL, TASMANIA

Issued pursuant to the Valuation of Land Act 2001



#### Property ID: 7408105

#### Municipality: HOBAREVELOPMENT APPLICATION DOCUMENT

This document is one of the documents

relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

Property Address: 25 COPLEY RD LENAH VALLEY TAS 7008

Rate Payers: MARSH, BARRY RONALD Postal Address: 112 POTTERY RD LENAH VALLEY TAS 7008

Title Owners: 30380/4 : BARRY RONALD MARSH

Improvements: HOUSE Construction Year 1988 of Main Building: Land Area: 10.56 hectares Building Size: 101.0 square metres Bedrooms: Roof Material: Galvanised Iron Wall Material: Vertical Board LPI References: FYR20

#### Last Sales

#### Contract Date Sale Price

#### Last Valuations

Inspection Date Levels At		Land	Capital	A.A.V.	Reason
05/08/2009	01/10/2008	\$320,000	\$470,000	\$18,800	H072172 - Amend values on Objection allowed
21/04/2009	01/10/2008	\$420,000	\$560,000	\$22,400	REVALUATION

This data is derived from the Valuation List prepared by the Valuer General under the provisions of the Valuation of Land Act 2001. These values relate to the level of values prevailing at the dates of valuation shown.

While all reasonable care has been taken in collecting and recording the information shown above, this Department assumes no liability resulting from any errors or omissions in this information or from its use in any way.

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SEARCH DATE: 21/03/2013 SEARCH TIME: 02:01 PM

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TACHAP HUXICIPAL CODE NO. 21	LAST YASHAP UPI NO. 7655	LAST SURVEY PLAN NO.	
ALL EXISTING SURVEY	y humbers to be cruss i	referenced on this plan	

Search Date: 18 Mar 2013

Search Time: 05:00 PM

Volume Number: 40622

Department of Primary Industries, Parks, Water and Environment

Secial CPC Agenda R/E/SUILT OF SEARCH

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980

#### SEARCH OF TORRENS TITLE

VOLUME	FOLIO		
40622	16		
EDITION	DATE OF ISSUE		
2	07-Oct-1994		

SEARCH DATE : 18-Mar-2013 SEARCH TIME : 05.00 PM DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

#### DESCRIPTION OF LAND

City of HOBART Lot 16 on Sealed Plan 40622 Derivation : Part of 66 Acres Located to J Orchard Prior CT 4585/30

#### SCHEDULE 1

B792291 TRANSFER to WENDY JOY CORNELIUS Registered 07-Oct-1994 at noon (MF:2251/243)

#### SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP 40622 EASEMENTS in Schedule of Easements SP 40622 COVENANTS in Schedule of Easements SP 40622 FENCING PROVISION in Schedule of Easements B792292 MORTGAGE to Westpac Banking Corporation Registered 07-Oct-1994 at 12.01 PM (MF:2251/244)

#### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Cial CPC Agenda SCHEOULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



PLAN NO.

DOCUMENT

This document is one of the documents

relevant to the application for a planning permit No. PLN-15-00371-01 and was

Planning Authority: Hobart City Council

received on the 30 March 2015.



#### SCHEDULE OF EASEMENTS

Nore:--The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

#### EASEMENTS AND PROFITS

Each lot on the plan is together with:----

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

#### H.E.C. WAYLEAVE EASEMENT

Lots 12, 15, 16 and 17 are each <u>SUBJECT TO</u> a Wayleave Easement in favour of the Hydro-Electric Commission over such portion of the H.E.C. Wayleave Easement shown on the plan passing through such Lot.

#### EASEMENTS

Lots 12, 15, 16 and 17 are each <u>SUBJECT TO</u> a right of drainage as appurtenant to the Balance over the land marked "DRAINAGE EASEMENTS 4.00 wide and 2.00 wide" on the Plan.

#### COVENANTS

The owner of each Lot on the Plan covenants with <u>KATHRYN ANN LYNE</u> and <u>NICHOLAS GRIGGS</u> and the owners for the time being of every other Lot shown on the Plan to the intent that the burden of this Covenant may run with and bind the covenantor's Lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other Lot shown on the Plan and with the residue of the land comprised in Certificate of Title Volume 4550 Folio 14 and each and every part thereof to observe the following stipulation:-

1. Not to erect fences on those boundaries with street frontage except where such fence is of an ornamental nature and not more than 0.6 metres high.

#### FENCING PROVISION

In respect of each Lot shown on the Plan the Vendors - <u>KATHRYN ANN LYNE</u> and <u>NICHOLAS GRIGGS</u> as Vendors shall not be required to fence.

ecia CPC Agenda SC/HEOULE OF EASEMENTS



Issued Pursuant to the Land Titles Act 1980

40622



DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

INTERPRETATION

In this Schedule:-

Planning Authority: Hobart City Council

"the Balance" means the balance of the land comprised in Certificate of Title Volume 4550 Folio 14 at the date of acceptance of the Plan after excluding thereout the Lots shown on the Plan.

SIGNED by one of the registered proprietors of the land comprised in Folio of the Register Volume 4550 Folio 14 namely <u>KATHERYN ANN LYNE</u> by her Attorney <u>NICHOLAS GRIGOS</u> under Power of Attorney Reg. No. 62/8228 who declares that he has received no notice of revocation of the said Power in the presence of:

Africa;

13 . M. Casta 2 Consuger French Curstine tring - Scenary .

SIGNED by the said NICHOLAS GRIGGS being the registered proprietor of the land comprised in Certificate of Title Volume 4550 Folio 14 in the presence of:

1: E A water 2 Andyro how. Enstant tring. · Southany

www.thelist.tas.gov.au



Issued Pursuant to the Land Titles Act 1980

**RECORDER OF TITLES** 

Page 158 Tasmania Explore the possibilities



40622+

#### DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

This is the schedule of easements attached to the plan ofN.	GKIGGS & K.A. LYNL (Insert Subdivider's Full Name)
· · · · · · · · · · · · · · · · · · ·	affecting land in
CT 4368 / 60	
(Insert Title Reference)	
Sealed by HOBARI CITY COUNCIL	on 11th JULY, 1989
Solicitor's Reference	Council Com/Town Clerk

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### Special CPC Agenda 7/3/2016 Item No. 2.2.1 **PROPERTY INFORMATION SHEET**

VALUER GENERAL, TASMANIA

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Issued pursuant to the Valuation of Land Act 2001



#### **Property ID:** 7640561

#### **Municipality: HOBART**

Property Address: 22 CUTHBERTSON PL LENAH VALLEY TAS 7008

Rate Payers: CORNELIUS, WENDY JOY Postal Address: PO BOX 16 NEW TOWN TAS 7008

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00371-01 and was received on the 30 March 2015.

Planning Authority: Hobart City Council

Title Owners: 40622/16 : WENDY JOY CORNELIUS

Improvements: VL **Construction Year** of Main Building: Land Area: 0.1267 hectares **Building Size:** 

**Bedrooms: Roof Material:** Wall Material: LPI References: FYR36

#### Last Sales

#### **Contract Date** Sale Price 26/08/1994 \$32,500

#### Last Valuations

Inspection Date Levels At		Land	Capital	A.A.V.	Reason
01/03/2009	01/10/2008	\$160,000	\$160,000	\$6,400	REVALUATION
08/08/2001	01/07/2001	\$27,000	\$27,000	\$1,080	Revaluation

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