



CITY OF HOBART

AGENDA

CITY PLANNING COMMITTEE MEETING (OPEN PORTION OF THE MEETING)

TUESDAY, 15 MARCH 2016

AT 5.00 PM

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.

HOBART 2025 VISION

In 2025 Hobart will be a city that:

- Offers opportunities for all ages and a city for life
 - Is recognised for its natural beauty and quality of environment
 - Is well governed at a regional and community level
 - Achieves good quality development and urban management
 - Is highly accessible through efficient transport options
 - Builds strong and healthy communities through diversity, participation and empathy
 - Is dynamic, vibrant and culturally expressive
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**CITY PLANNING COMMITTEE AGENDA
(OPEN PORTION OF THE MEETING)
15/3/2016**

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13. CLOSED PORTION OF THE CITY PLANNING COMMITTEE MEETING

**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:

1. 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.



N.D. HEATH
GENERAL MANAGER

CITY PLANNING COMMITTEE AGENDA (OPEN)

Committee Members

Briscoe (Chairman)

Ruzicka

Burnet

Denison

Aldermen

Lord Mayor Hickey

Deputy Lord Mayor Christie

Zucco

Sexton

Cocker

Thomas

Cooper

Reynolds

**City Planning Committee (Open Portion of the Meeting)
- Tuesday, 15 March 2016 at 5.00 pm in the Lady
Osborne Room.**

PRESENT:

APOLOGIES:

Alderman E R Ruzicka.

LEAVE OF ABSENCE:

Alderman H C Burnet.

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.

- 1. MINUTES OF THE OPEN PORTION OF THE MEETING OF THE CITY PLANNING COMMITTEE HELD ON MONDAY, 29 FEBRUARY 2016 AND A SPECIAL MEETING OF THE CITY PLANNING COMMITTEE HELD ON MONDAY 7 MARCH 2016**
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**CITY PLANNING COMMITTEE AGENDA
(OPEN PORTION OF THE MEETING)
15/3/2016**

2. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Part 2 Regulation 8 (6) of the Local Government (Meeting Procedures) Regulations 2015, the Committee, by simple majority may approve the consideration of a matter not appearing on the agenda, where the General Manager has reported:

- (a) the reason it was not possible to include the matter on the agenda, and
- (b) that the matter is urgent, and
- (c) that advice has been provided under Section 65 of the Local Government Act 1993.

RECOMMENDATION

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the provisions of the Local Government (Meeting Procedures) Regulations 2015.

3. 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.

4. TRANSFER OF AGENDA ITEMS

Are there any items which the meeting believes should be transferred from this agenda to the closed agenda or from the closed agenda to the open agenda, in accordance with the procedures allowed under Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015?

5. PLANNING AUTHORITY ITEMS – CONSIDERATION OF ITEMS WITH DEPUTATIONS

In accordance with the requirements of Part 2 Regulation 8 (3) of the Local Government (Meeting Procedures) Regulations 2015, the General Manager is to arrange the agenda so that the planning authority items are sequential.

In accordance with Part 2 Regulation 8 (4) of the Local Government (Meeting Procedures) Regulations 2015, the Committee by simple majority may change the order of any of the items listed on the agenda, but in the case of planning items they must still be considered sequentially – in other words they still have to be dealt with as a single group on the agenda.

Where deputations are to be received in respect to planning items, past practice has been to move consideration of these items to the beginning of the meeting.

RECOMMENDATION

That in accordance with Regulation 8 (4) of the Local Government (Meeting Procedures) Regulations 2015, the Committee resolve to deal with any items which have deputations by members of the public regarding any planning matter listed on the agenda, to be taken out of sequence in order to deal with deputations at the beginning of the meeting.

6. 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.

6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

6.1.1 5 BAKER STREET, NEW TOWN - PARTIAL DEMOLITION, ADDITIONAL DWELLING AND CAR PARKING - PLN-15-01541-01 - FILE REF: 5483451 & P/5/338 30x's (Council)



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report	Committee
Committee:	15 March 2016
Council:	21 March 2016
Expiry Date:	27 March 2016
Application No:	PLN-15-01541-01
Address:	5 Baker Street, New Town
Applicant:	Matthew Carter, Wilson Homes, 250 Murray Street, Hobart
Proposal:	Partial Demolition, Additional Dwelling and Car Parking
Representations:	Four (4)
Performance criteria:	Development standards, historic heritage code, parking and access

1. Executive Summary

- 1.1. Planning approval is sought for partial demolition, an additional dwelling and vehicular access and parking, and one car parking space for the existing dwelling on the 663m² lot (CT22518/17), 5 Baker Street, including:
 - Demolition of the existing brick shed and tree removal;
 - Additional two storey dwelling with three bedrooms and an upper level deck at the rear of the lot;
 - Vehicular access and a new crossover to two car parking spaces from Gant Street for the additional dwelling, , one internal space and one external space located between the Gant Street frontage and the proposed dwelling;
 - Vehicular access and a new crossover to one car parking space for the existing dwelling excavated between the existing dwelling and the Baker Street frontage;
 - The proposed dwelling would be partially clad in weatherboard, rendered cement sheeting and render.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. General residential zone development standards – building envelope, privacy from deck and windows, and waste storage.
 - 1.2.2. Parking and access code – number of car parking spaces and vehicular access.

- 1.2.3. Historic heritage code - Baker Street Heritage Precinct (NT14) - demolition and development.
- 1.3. Four (4) representations objecting to the proposal were received within the statutory advertising period 10 to 24 February 2016.
- 1.4. The proposal is recommended for refusal.
- 1.5. The final decision is delegated to the Council.

2. Site Detail

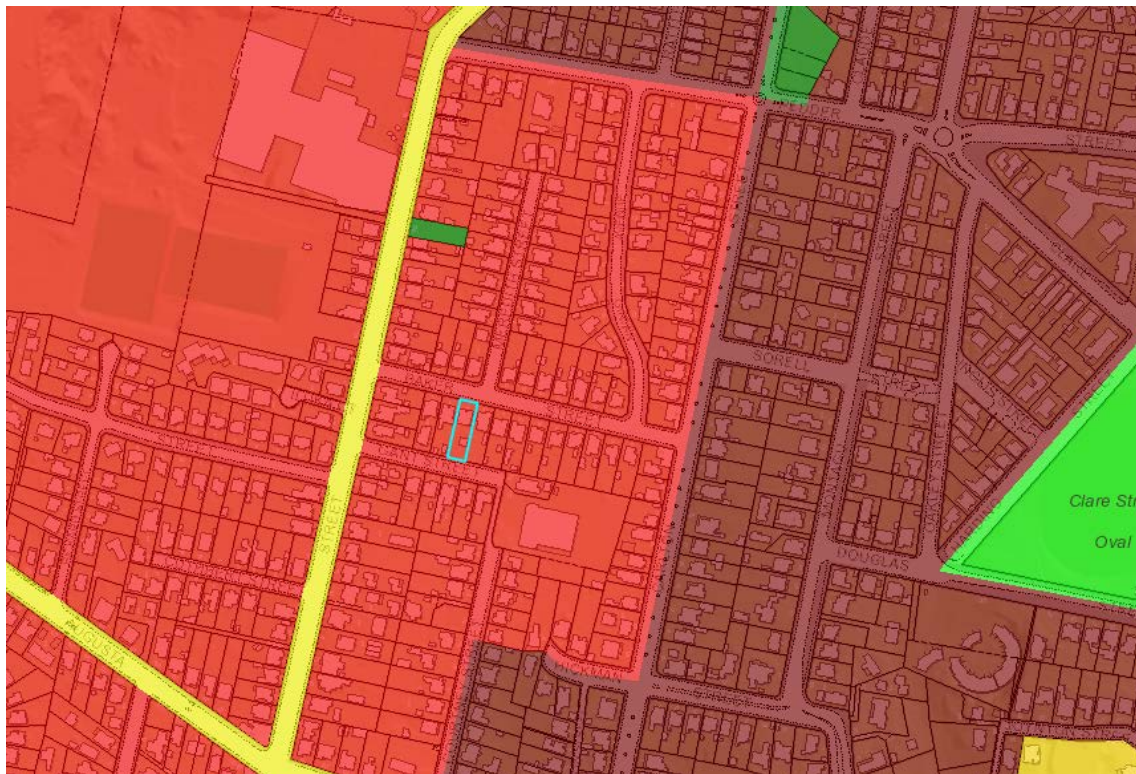


Image 1. 5 Baker Street in context of *Hobart Interim Planning Scheme 2015* zoning.



Image 2. 5 Baker Street showing Gant Street frontage. Dekho 2013 (with 1m contours, sloping down towards Baker Street).



Image 3. 5 Baker Street. Dekho 2013.



Image 4. 5 Baker Street frontage (image taken 2 March 2016)

3. Proposal

- 3.1. Planning approval is sought for partial demolition, an additional dwelling and vehicular access and parking, and one car parking space for existing dwelling on the 663m² lot CT22518/17, 5 Baker Street, including:
- Demolition of the existing brick shed and tree removal;
 - Additional two storey dwelling with three bedrooms and an upper level deck at the rear of the lot;
 - Vehicular access and a new crossover to two car parking spaces from Gant Street for the additional dwelling, , one internal space and one external space located between the Gant Street frontage and the proposed dwelling;
 - Vehicular access and a new crossover to one car parking space for the existing dwelling excavated between the existing dwelling and the Baker Street frontage;
 - The proposed dwelling would be partially clad in weatherboard, rendered cement sheeting and render.

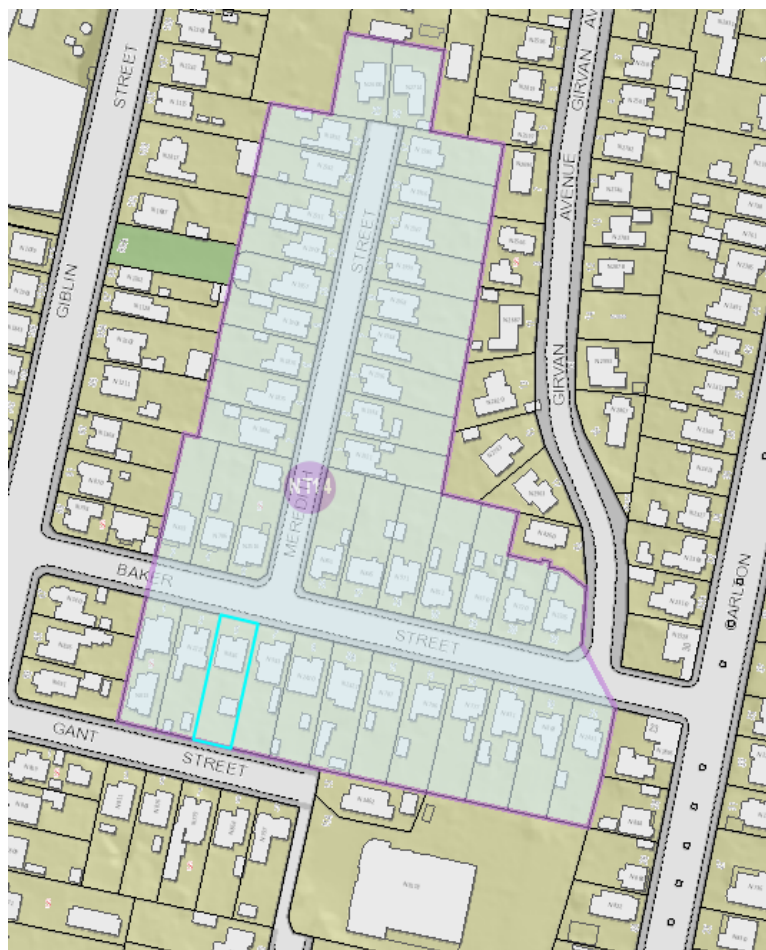


Image 5. 5 Baker Street is in the Baker Street Heritage Precinct (NT14) of the Hobart Interim Planning Scheme 2015.

4. Background

- 4.1 The originally submitted plans included two proposed car parking spaces in front of the existing dwelling on Baker Street. After consultation between the Council's Cultural Heritage Officer and the applicant, indicating that two spaces were not likely to be supportable under the heritage provisions of the planning scheme, amended plans were submitted proposing one car parking space.

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.

Streetscape and scale issues
<ul style="list-style-type: none"> • Height and design does not integrate / is not in keeping with the character and streetscape of Gant Street, which is predominantly single storey structures, single dwellings per lot, weatherboard cottages, with generous backyards, dated from 1925 onwards. Gant Street is a quiet suburban street.
<ul style="list-style-type: none"> • Visually unacceptable – removes views to the river and hills from adjacent dwellings; reduces value of property.
<ul style="list-style-type: none"> • Height, bulk and design will have detrimental impact on streetscape

and residential ambience of Gant Street.
<ul style="list-style-type: none"> Bought property for appeal of lovely heritage street. Dwelling would be at odds with established houses on both streets due to size, height, design, roofline and mixed cladding; the houses on the site would occupy small areas of land. House is inappropriate.
<ul style="list-style-type: none"> The essence of good urban design is to accommodate the contemporary without comprising that which exists, and in doing so maintain the qualities of the area that people value.
<ul style="list-style-type: none"> Impact on Gant Street – two storey, three bedroom house with access from Gant Street, on a very small area of land, very close to the street frontage.
<ul style="list-style-type: none"> Visual impact – all houses in Baker and Gant Streets sit comfortably on their parcel of land; the proposed development does not. Large house, which looks larger because of roofline. Scale out of proportion to all other houses in both streets. Little space left for landscaping to soften appearance.
Traffic issues
<ul style="list-style-type: none"> Further increasing traffic flow in Gant Street, which has already increased due to the St Giles development. Increased difficulty finding parking spaces in Gant Street; already affected by staff and visitors to the St Giles Centre.
<ul style="list-style-type: none"> Line of sight and parking – the nearby St Giles centre clients and visitors park in Gant Street during the week. Line of sight for backing out of driveways adjacent to subject lot compromised; suggests will be the same for proposed Gant Street driveway use.
Privacy and overshadowing issues
<ul style="list-style-type: none"> Concerned about maximum extent of overview / over-looking of immediate neighbours from the second storey main living areas and deck.
<ul style="list-style-type: none"> Would impact on privacy of across the road dwelling – view into living areas. Also impact on privacy of other surrounding residences.
<ul style="list-style-type: none"> Development would overshadow streetscape. Height and size of building will cause overshadowing of adjacent property.
<ul style="list-style-type: none"> Privacy - two storey building is intimidating, and will impact on the privacy of adjacent highly personally valued garden. Proposed second storey full length windows and glass doors ... occupiers will overlook living areas and outdoor living space, impacting on adjacent dwelling's private sunny courtyard. Occupants of proposed dwelling have virtually one choice for outdoor living – the deck overlooking adjacent property. New large trees on boundary for privacy would be out of scale with garden.
Heritage issues
<ul style="list-style-type: none"> Proposal does not comply with the requirements of the Baker Street Heritage Precinct, specifically Clauses 3 and 4. The proposed dwelling does not contribute to a high degree of integrity or consistency in an area predominantly containing single storey dwellings. It does not contribute to a strong and consistent streetscape reflecting the existing pattern of suburbanisation.

General planning comment / issues
<ul style="list-style-type: none"> Appears proposed dwelling complies with quantitative standards of scheme albeit to maximum extent possible; unfortunate result. Support the Council's objectives to encourage urban infill but this proposal lacks foresight.

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 either an acceptable solution or 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 only to the performance criteria relied on.

6.1. The site is located within the general residential zone of the *Hobart Interim Planning Scheme 2015*.

6.2. The proposal is for a second dwelling at 5 Baker Street. Residential use is permitted.

6.3. The proposal has been assessed against;

6.3.1. D10.0 General residential zone

6.3.2. E6.0 Parking and access code

6.3.3. E7.0 Stormwater management code

6.3.4. E13.0 Historic heritage code

6.4. The proposal relies on the following performance criteria to comply with the applicable standards;

6.4.1. Building envelope - D10.4.2 (does not comply with A3);

6.4.2. Privacy – D10.4.6 P1 (does not comply with A1 (a));

6.4.3. Privacy – D10.4.6 P2 (does not comply with A2(a)(i));

6.4.4. Waste storage – D10.4.8 P1 (does not comply with A1(a));

6.4.5. Number of Car Parking Spaces - E6.6.1 (and Table E6.1) P1;

6.4.6. Design of Vehicular Accesses – E6.7.2 P1;

6.4.7. Demolition in heritage precinct - E13.8.1 P1, no acceptable solution;

6.4.8. Buildings and works other than demolition in heritage precinct–
E13.8.2 P1, P2 (no acceptable solutions) and P5.

6.5. Each performance criterion is dealt with separately below.

6.6. D 10.4.2 P3 - Setbacks and building envelope for all dwellings:

- 6.6.1. The western wall of the proposed dwelling would be approximately 6 metres in height from natural ground level and approximately 2.2 metres from the western boundary, as shown on sheets 01/03 and 03/03 (submitted 5 February 2016).
- 6.6.2. A portion of this western elevation of the proposed dwelling would not fit within the building envelope as prescribed by 10.4.2 A3.
- 6.6.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.6.4. D10.4.2 P3 states:

The siting and scale of a dwelling must:

- (a) *not cause unreasonable loss of amenity by:*
 - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
 - (ii) *overshadowing the private open space of a dwelling on an adjoining lot; or*
 - (iii) *overshadowing of an adjoining vacant lot; or*
 - (iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*
- (b) *provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.*

- 6.6.5. The scale, bulk and proportions of the proposed dwelling would create an unreasonable impact when viewed from the adjoining lot to the west. Although the dwelling is demonstrated as fitting just within the envelope on the eastern side, the building would also appear uncharacteristically bulky from that adjoining lot. The proposal would be a significant departure from the prevailing dwelling separation on adjoining lots and the surrounding area. There is an additional dwelling on the lot at 1 Baker Street, also accessed from Gant Street, as is proposed under this application. However, that dwelling is single storey and is of similar form and bulk to the existing dwellings in the area.

- 6.6.6. The proposal does not comply with the performance criterion.

- 6.7. D10.4.6 P1 - Privacy for all dwellings (decks):

- 6.7.1. The upper storey deck on the northern elevation of the proposed dwelling would be within 3m of the side boundary with 7 Baker Street to the east; the setback as shown on sheet 01/03 (submitted 5 February 2016) is 2.5m.

6.7.2. The acceptable solution D10.4.6 A1 (a) requires a deck with a floor level more than 1 metre above natural ground level within 3 metres of a side boundary to have a permanently fixed screen to a height of at least 1.7 metres above the finished surface or floor level, with a uniform transparency of no more than 25%.

6.7.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4. D10.4.6 P1 states:

A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1 m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:

(a) a dwelling on an adjoining lot or its private open space; or

(b) another dwelling on the same site or its private open space; or

(c) an adjoining vacant residential lot.

6.7.5. The proposed deck has no screening proposed. Particularly with the removal of the tree on the subject lot to the north east, the privacy of the adjoining dwelling living rooms and private open space would be unacceptably compromised.

6.7.6. The proposal does not comply with the performance criterion.

6.8. D10.4.6 P2 - Privacy for all dwellings (windows):

6.8.1. The western elevation of the proposed dwelling (as per Plan 03/03 submitted 5 February 2016) shows three 1.6 metre high windows from the living area on the upper storey, two approximately 2.5 metres wide and one 1.5 metre wide, with sills 0.6 metres from floor level. This elevation of the dwelling is designed to be approximately 2.2 metres from the side boundary with 3 Baker Street.

6.8.2. D10.4.6 A2 requires that windows to a habitable room that has a floor level more than 1m above the natural ground level are to have a setback of at least 3m from a side boundary, unless they are sufficiently offset, have a sill height or obscure glazing to 1.7m above floor level, or permanently fixed external screens in accordance with D10.4.6 A2(b). The proposed windows are within 3 metres of the side boundary and do not have any of the features listed within D10.4.6 A2(b).

6.8.3. The proposal does not comply with the acceptable solution D10.4.6 A2 (a)(i); therefore assessment against the performance criterion is relied on.

6.8.4. D10.4.6 P2 states:

A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:

... (b) the private open space of another dwelling; ...

6.8.5. The windows on the western elevation would create an unacceptable level of intrusion into the private open space of the dwelling at 3 Baker Street.



Image 6. View to the north from the footpath at the Gant Street frontage of 5 Baker Street, looking towards rear yard and private open space of 3 Baker Street. (Image taken 2 March 2016)



Image 7. View to the north east along Gant Street, with the rear of 3 Baker Street in the foreground, with 5 Baker Street further along street. (Google maps image)

6.8.6. The proposal does not comply with the performance criterion.

6.8 D10.4.8 P1 - Waste storage for multiple dwellings:

6.8.1 No waste storage facilities have been proposed.

6.8.2 Acceptable solution 10.4.8 A1 requires that multiple dwellings must have a storage area, for waste and recycling bins, that has an area of at least 1.5 m² per dwelling.

6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.8.4 10.4.8 P1 performance criterion states in part:

A multiple dwelling development must provide storage, for waste and recycling bins, that is:

- (a) capable of storing the number of bins required for the site; and*
- (b) screened from the frontage and dwellings; ...*

6.8.5 No waste storage area has been proposed.

6.8.6 The proposal does not comply with the performance criterion.

6.9 E6.6.1 P1 - Number of car parking spaces

- 6.9.1 Three car parking spaces have been proposed, one on the Baker Street frontage to serve the existing dwelling (where none currently exist), and 2 from the Gant Street frontage – one internal garage and one external space between the proposed dwelling and the Gant Street frontage. As assessed below under 6.10, the external car parking space proposed from Gant Street is not supported; effectively one space is proposed for each dwelling.
- 6.9.2 Acceptable solution E6.6.1 A1 requires the number of on-site car parking spaces to be no less than and no greater than the number specified in Table E6.1, which requires multiple dwellings containing 2 or more bedrooms to provide 2 car parking spaces for each dwelling, and one dedicated visitor parking space per 4 dwellings (rounded up to the nearest whole number). Therefore 5 car parking spaces would be required to satisfy the acceptable solution.
- 6.9.3 The proposal does not comply with the acceptable solution as only three car parking spaces are proposed and only two are considered supportable (see section 6.10 below); therefore assessment against the performance criterion is relied on.
- 6.9.4 E6.6.1 P1 performance criterion states in part:

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;*
- (k) any relevant parking plan for the area adopted by Council;*
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*

6.9.5 Although on-street car parking demand is reasonably high on Baker Street, as there are many dwellings with only one or no car parking on site, there is adequate on-street parking to serve the general needs of the residents. The area is not in a commuter parking area and has no other imposed demand for spaces. Although the Gant Street on-street parking spaces are evidently in higher demand from the staff and visitors to the St Giles facility at the end of the street, the addition of one dwelling with one onsite parking space would not be unreasonable.

6.9.6 The proposal complies with the performance criterion.

6.10 E6.7.2 P1 - Design of Vehicular Accesses

6.10.1 Three car parking spaces have been proposed, one on the Baker Street frontage to serve the existing dwelling (where none currently exist), and two from the Gant Street frontage – one internal garage and one external space between the proposed dwelling and the Gant Street frontage.

6.10.2 Acceptable solution E6.7.2 A1 requires design of vehicle access points to comply with relevant Australian Standards.

6.10.3 The proposal does not comply with the acceptable solution as access to the external Gant Street space would not comply with those standards; therefore assessment against the performance criterion is relied on.

6.10.4 E6.7.2 P1 performance criterion states in part:

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

- (a) *avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) *avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) *suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) *ease of accessibility and recognition for users.*

6.10.5 The Council's Development Engineer has concluded that parking space 3 (the external parking space between the proposed dwelling and the Gant Street frontage of the site) has inadequate sight distance and that, as such, its access as proposed does not comply with the Australian Standard AS/NZS 2890.1:2004. The officer indicates that space 3 cannot be supported and as such recommends this element of the proposal not be approved.

6.10.6 The proposal does not comply with the performance criterion.

6.11 E13.8.1 P1 - Demolition in a Heritage Precinct

6.11.1 5 Baker Street forms part of the Baker Street Heritage Precinct (NT14). Demolition of several sheds on the 5 Baker Street lot is proposed.

6.11.2 There is no acceptable solution for this standard; therefore assessment against the performance criterion is relied on.

6.11.3 Performance criterion E13.8.1 P1 states in part:

Demolition must not result in the loss of any of the following:

- (a) *buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) *fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; ...*

6.11.4 The demolition would not result in the loss of any of the above.

6.11.5 The proposal complies with the performance criterion.

6.12 E13.8.2 - Buildings and Works other than Demolition in a Heritage Precinct

6.12.1 5 Baker Street forms part of the Baker Street Heritage Precinct (NT14). Development of a second dwelling, two vehicular accesses and car parking spaces is proposed.

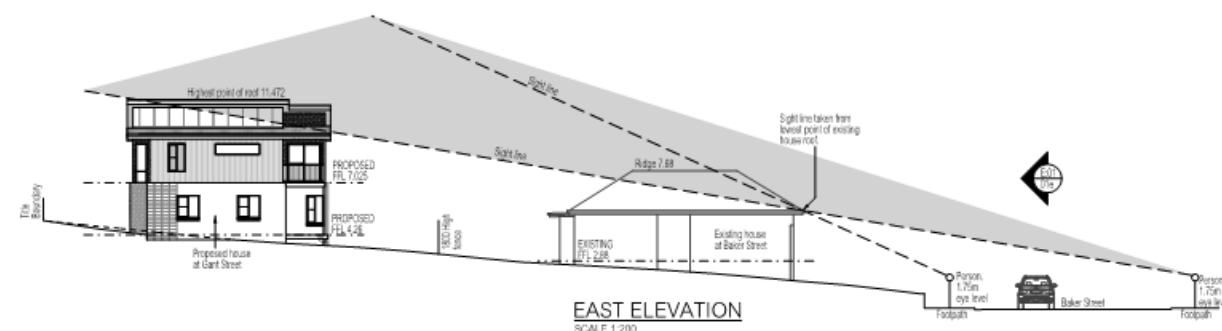


Image 8. Excerpt from plan o1e/03 submitted (5 February 2016).



Image 9. Excerpt from plan o1e/03 (submitted 5 February 2016).



Image 10. Looking south west towards 5 Baker Street (Image taken 2 March 2016).

6.12.2 There are no acceptable solutions for A1 and A2 of this standard, and A5 requires that areas of landscaping between a dwelling and the street must be retained. The proposed vehicular access and car parking space from Baker Street would not satisfy A5 therefore assessment against the performance criterion is relied on for A1, A2 and A5, which state as follows.

6.12.3 Performance criterion E13.8.2 P1 states:

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

Performance criterion E13.8.2 P2 states:

Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

Performance criterion E13.8.2 P5 states:

The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

6.12.4 Table E13.2 provides the following Statement of Historic Cultural Heritage Significance for the Baker Street Heritage Precinct (NT14):

This precinct is significant for reasons including:

- 1. It reflects the links between the development and extension of public transport lines and land sales, house building and the historical patterns of suburban growth.*
- 2. The houses are a cohesive collection of buildings in two distinct Interwar architectural styles, one earlier than the other.*
- 3. The buildings have a high degree of integrity and consistency, many in original condition with strong consistent character in terms of size, height, materials, setback, bulk, garden setting and fencing.*
- 4. There is a strong and consistent streetscape with a high degree of integrity reflecting a pattern of suburbanisation.*

6.12.5 The Council's Cultural Heritage Officer supports the proposed dwelling, commenting that the proposal would be located to a moderately elevated position relative to the parent building and would therefore be visible to a degree from within the Heritage Precinct. However, it is considered that although two storey in height, the building would be substantially hidden by the bulk of the parent building, and be sufficiently set back to appear as a separate piece of townscape orientated onto Gant Street and thus visually unconnected or associated with the townscape of the Precinct. Therefore, although clearly modern, it is considered that it would not appear overly jarring or create a sense of cluttered or ill-mannered development to a degree that it would detract from the coherency of the Heritage precinct ... within the context of the local townscape. Details of building colour would be required if the proposed was recommended for approval.

6.12.6 The Council's Cultural Heritage Officer has supported the proposed car parking access and space from Baker Street commenting that it is noted that 5 Baker Street represents one of several properties within the street scene that do not have front or side parking provision. These properties are slightly elevated within the street and traditionally had rear parking accessed from Gant Street. As such, the retention of the front garden as an uncluttered and parking free space would normally be seen as preferable. However, it is acknowledged that the vast majority of the properties within Baker Street have front accessed parking, including a considerable number that clearly did not have any parking originally allocated within the front yard.

As such, it is considered that the refusal of this element of the proposal would be inappropriate given the lack of a coherent character that in actual fact appears to favour the provision of parking within the front yard.

6.12.7 The proposal complies with the performance criterion E13.8.2 P1, P2 and P5.

7 Discussion

7.12 The proposed partial demolition, additional dwelling and vehicular access and parking, and one car parking space for existing dwelling at 5 Baker Street is considered not in conformity with the acceptable solutions and relevant performance criteria of the *Hobart Interim Planning Scheme 2015* to be supported.

7.13 The dwelling would be of inappropriate scale for the area, introduce unacceptable impacts on the privacy of the occupants of adjacent dwellings, and the design of the access to the external car parking space is not acceptable.

8 Conclusion

The proposed partial demolition, additional dwelling and car parking at 5 Baker Street does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9 Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for partial demolition, additional dwelling and car parking at 5 Baker Street, New Town for the following reasons:

1. The proposal does not meet either the acceptable solution (10.4.2 A3) or the performance criteria (10.4.2 P3) of the *Hobart Interim Planning Scheme 2015* in respect to the building envelope and therefore will have unreasonable impact on the adjoining properties.

2. The proposal does not meet either the acceptable solution (10.4.6 A1) or the performance criteria (10.4.6 P1) *Hobart Interim Planning Scheme 2015* in respect to the privacy from decks and therefore will have unreasonable impact on the adjoining properties.
3. The proposal does not meet either the acceptable solution (10.4.6 A2) or the performance criteria (10.4.6 P2) *Hobart Interim Planning Scheme 2015* in respect to the privacy from windows and therefore will have unreasonable impact on the adjoining properties.
4. The proposal does not meet either the acceptable solution (10.4.8 A1) or the performance criteria (10.4.8 P1) *Hobart Interim Planning Scheme 2015* in respect to waste storage for multiple dwellings.
5. The proposal does not meet either the acceptable solution (E6.7.2 A1) or the performance criteria (E6.7.2 P1) *Hobart Interim Planning Scheme 2015* in respect to the vehicle access points and therefore is not safe and efficient.



(Michelle Foale)

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: 3 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – Documents and Drawings

Attachment A**Documents and Drawings that comprise
Planning Application Number - PLN-15-01541-01****DEVELOPMENT ADDRESS: 5 Baker Street, NEW TOWN****LIST OF DOCUMENTATION:**

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		17 Dec 2015
Title	22518/17	17 Dec 2015
Site Plan	Project No: WH9285 Drawing No: 01/03 Revision No: D 4 Feb 2016 Drawn by: LP Date of Drawing: 19 Nov 2015	5 Feb 2016
Driveway Line of Sight Plan	Project No: WH9285 Drawing No: 01a/03 Revision No: D 4 Feb 2016 Drawn by: CK Date of Drawing: 15 Jan 2016	5 Feb 2016
Driveway Construction Details	Project No: WH9285 Drawing No: 01b/03 Revision No: D 4 Feb 2016 Drawn by: CK Date of Drawing: 15 Jan 2016	5 Feb 2016
Vehicle Manoeuvring(sic) Plan	Project No: WH9285 Drawing No: 01c/03 Revision No: D 4 Feb 2016 Drawn by: CK Date of Drawing: 15 Jan 2016	5 Feb 2016
Concept Stormwater Plan	Project No: WH9285 Drawing No: 01d/03 Revision No: D 4 Feb 2016 Drawn by: CK Date of Drawing: 15 Jan 2016	5 Feb 2016
Baker Street Elevation	Project No: WH9285 Drawing No: 01e/03 Revision No: D 4 Feb 2016 Drawn by: CK Date of Drawing: 15 Jan 2016	5 Feb 2016
Ground Floor Plan	Project No: WH9285 Drawing No: 02/03 Revision No: B 22 Dec 2015 Drawn by: LP Date of Drawing: 19 Nov 2015	5 Feb 2016
First Floor Plan	Project No: WH9285 Drawing No: 02a/03 Revision No: B 22 Dec 2015	22 January 2016

	Drawn by: LP Date of Drawing: 19 Nov 2015	
Elevations	Project No: WH9285 Drawing No: 03/03 Revision No: B 22 Dec 2015 Drawn by: LP Date of Drawing: 19 Nov 2015	22 January 2016

PLEASE NOTE:
- Development on Baker street side is within an "Electricity Transmission Infrastructure Protection" area. BEWARE power cabling is laid within the street.

Note:-

Boundaries shown hereon are a preliminary re-definition of the land for planning purposes only and should not be considered as an authoritative re-definition of the correct boundary location.

Before commencement of any building work boundaries shown hereon should be verified by a full cadastral re-definition of the land.

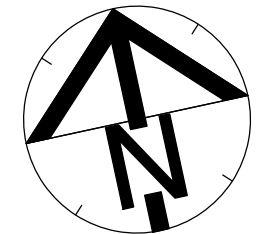
James McEldowney Surveying accepts no responsibility for the improper use of boundary information shown on this plan.

Do not remove this note from this or subsequent plans until the boundaries shown have been verified.

DEVELOPMENT APPLICATION DOCUMENT

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

Planning Authority: Hobart City Council



PROPOSED NEW RESIDENCE

GROUND FFL: 4.26
FIRST FFL: 7.025

EXPLANATORY NOTES: HOBART CITY COUNCIL INTERIM PLANNING SCHEME		
10.4.1- Residential density for multiple dwellings		
A1	(a)	Site Density: Min. 325m ² per unit 674m ² / 2 (units) = 337m ² provided
10.4.3 - Site coverage and private open space for all dwellings		
A1	(a)	Site Coverage: Max. 50% of Site = 337m ² Existing house = 119.12m ² Proposed house = 87.16m ² Total proposed site coverage: 206.28m ² (30.60%)
	(c)	Impervious Surfaces: Min. 25% of Site to be free of impervious surfaces = 168.50m ² Proposed area free of impervious surfaces: 373.55m ² (55.42%)

D	Changes as per cover sheet	04 Feb. 16	CK
C	Changes as per cover sheet	15 Jan, 16	CK
B	Changes as per cover sheet	22 Dec. 15	LP
A	Changes as per cover sheet	10 Dec. 15	LP
No.	Amendment	Date	Init.

NOTES

- Builder to verify all dimensions and levels on site prior to commencement of work
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- Do not scale from these drawings.

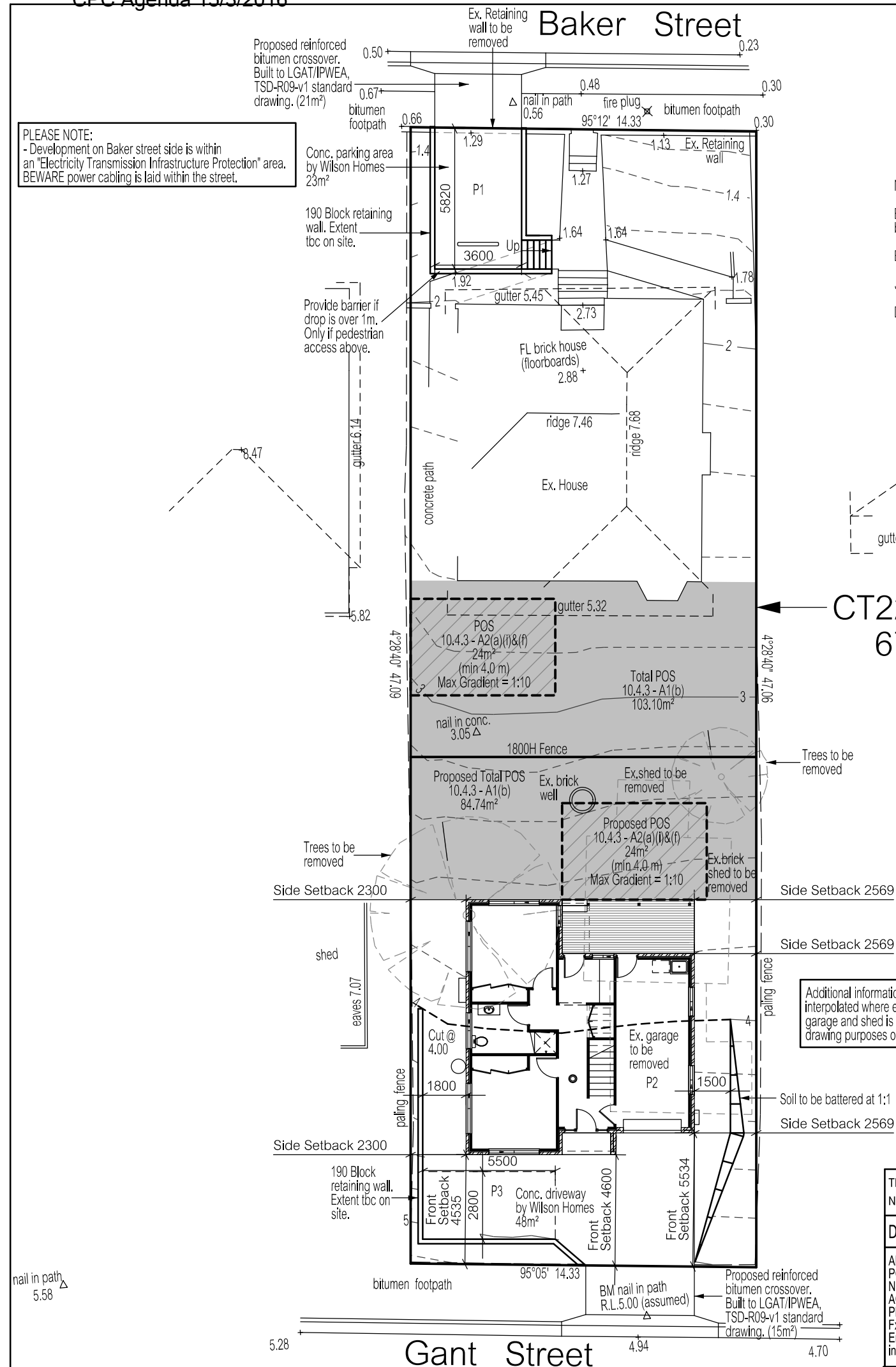
SITE PLAN

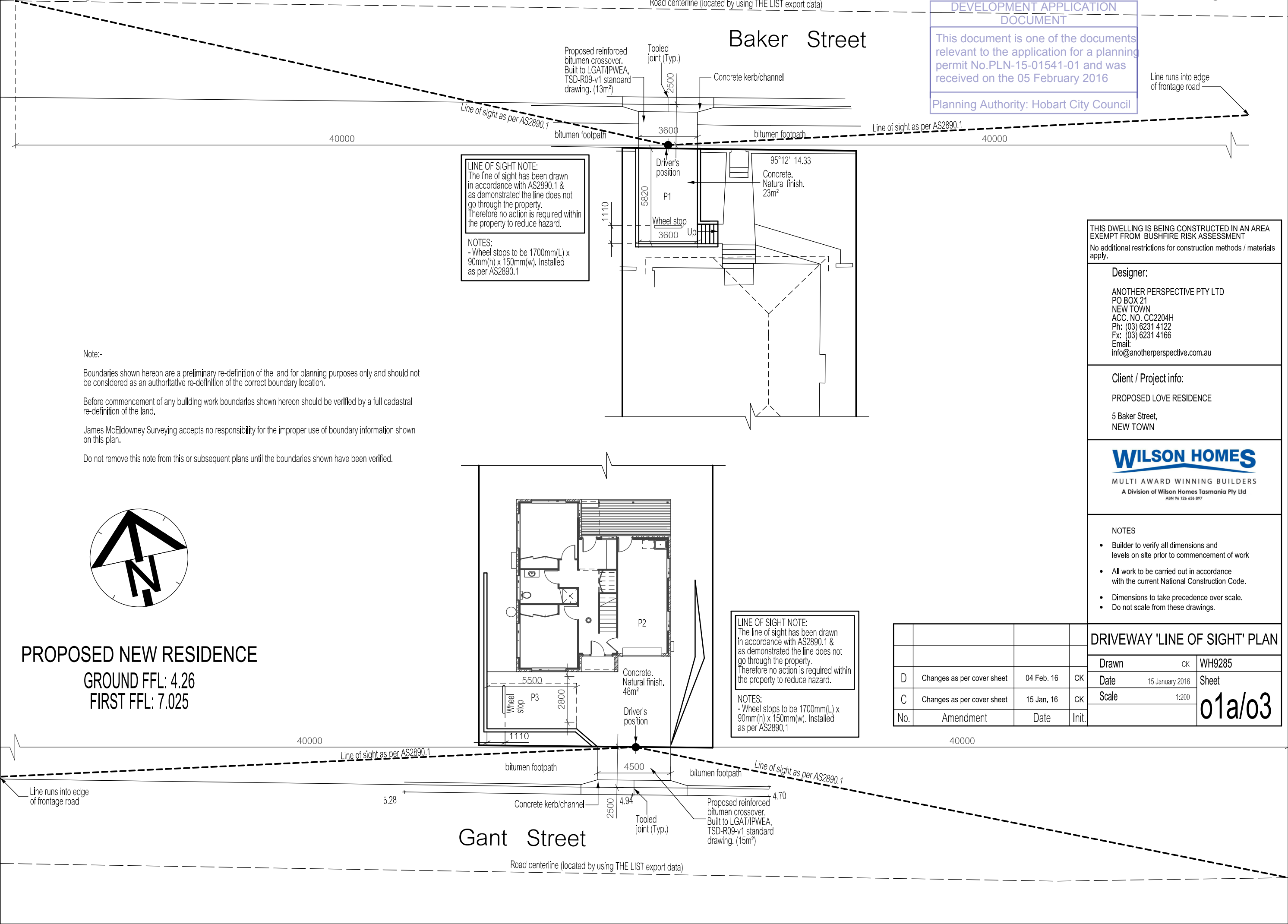
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Date	19 November 2015	Sheet
Scale	1:200	01/03
WILSON HOMES © 2015		

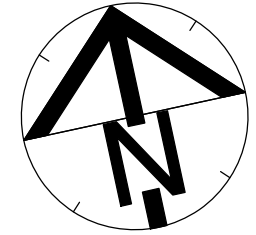
THIS DWELLING IS BEING CONSTRUCTED IN AN AREA EXEMPT FROM BUSHFIRE RISK ASSESSMENT

No additional restrictions for construction methods / materials apply.

Designer:	Client / Project info:
ANOTHER PERSPECTIVE PTY LTD PO BOX 21 NEW TOWN ACC. NO. CC2204H Ph: (03) 6231 4122 Fx: (03) 6231 4166 Email: info@anotherperspective.com.au	PROPOSED LOVE RESIDENCE 5 Baker Street, NEW TOWN







PROPOSED
NEW RESIDENCE
GROUND FFL: 4.26
FIRST FFL: 7.025

Planning Authority: Hobart City Council

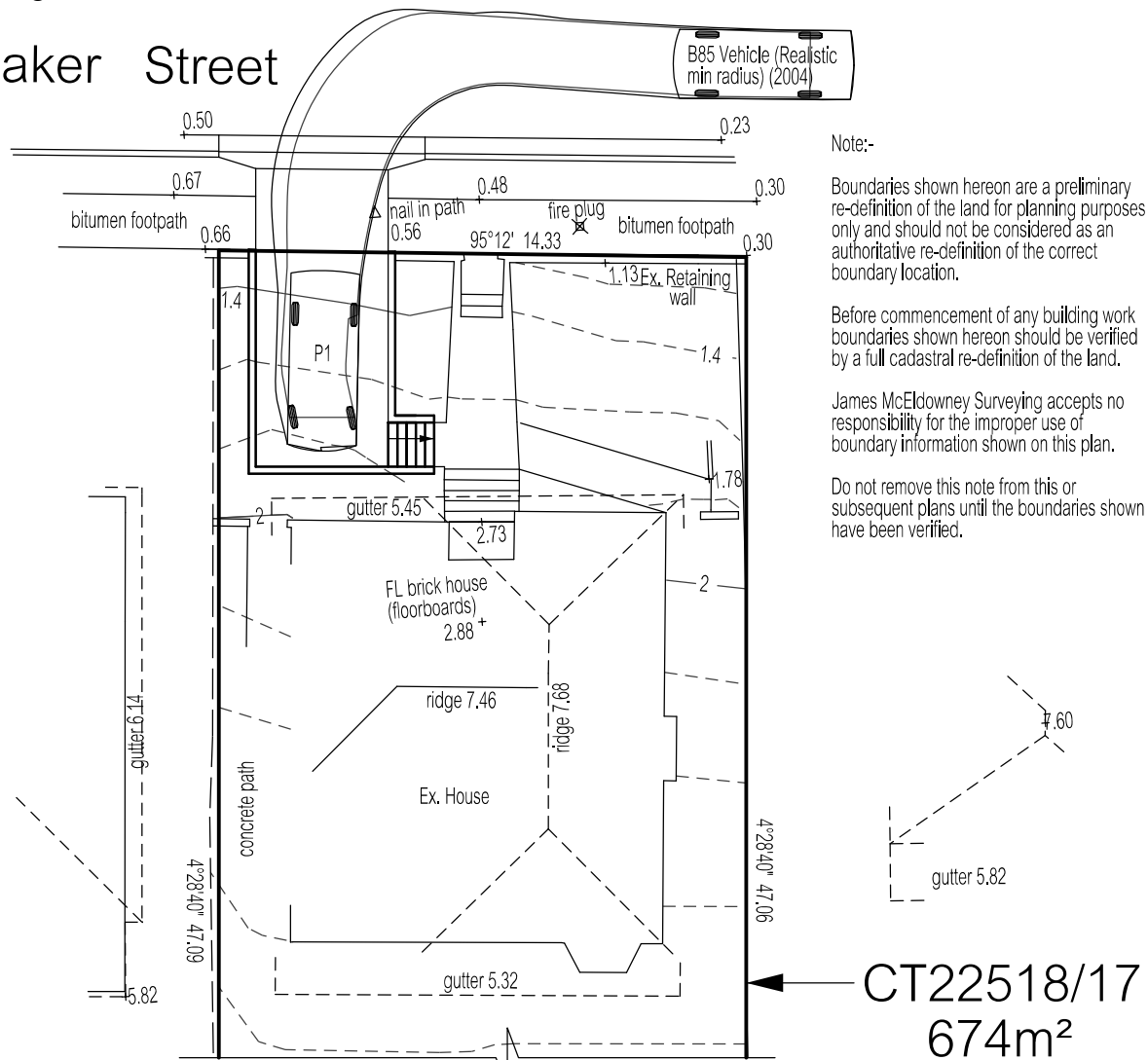
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C	Changes as per cover sheet	15 Jan. 16	CK
No.	Amendment	Date	Init.

DRIVEWAY CONSTRUCTION DETAILS

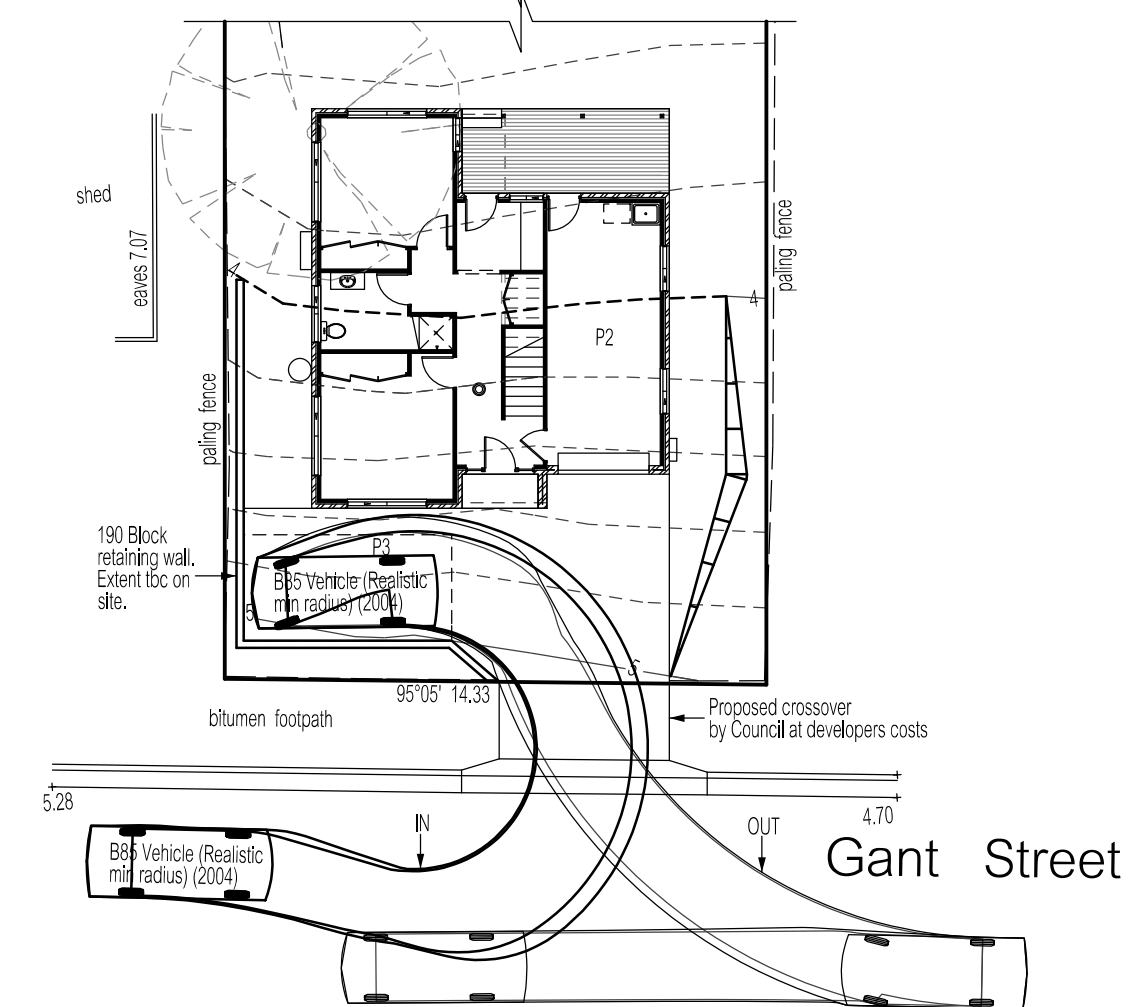
Drawn	CK	WH9285
Date	15 January 2016	Sheet
Scale	1:200, 1:50	o1b/o3
WILSON HOMES © 2015		

WILSON HOMES
MULTI AWARD WINNING BUILDERS
A Division of Wilson Homes Tasmania Pty Ltd
ABN 96 126 636 897

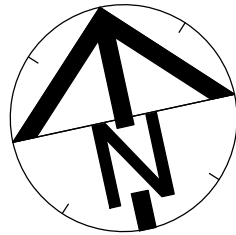
Baker Street



CT22518/17
674m²



Gant Street



PROPOSED NEW RESIDENCE
GROUND FFL: 4.26
FIRST FFL: 7.025

DEVELOPMENT APPLICATION
DOCUMENT

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Planning Authority: Hobart City Council

B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.750m

* Manoeuvring has been achieved
using 'autotrack v.12' Manoeuvring
software.

THIS DWELLING IS BEING CONSTRUCTED IN AN AREA EXEMPT FROM BUSHFIRE RISK ASSESSMENT
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PROPOSED LOVE RESIDENCE
5 Baker Street,
NEW TOWN



D	Changes as per cover sheet	04 Feb. 16	CK
C	Changes as per cover sheet	15 Jan. 16	CK
No.	Amendment	Date	Init.

- NOTES
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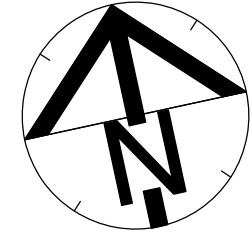
VEHICLE MANOEUVRING PLAN			
Drawn	CK	WH9285	
Date	15 January 2016	Sheet	
Scale	1:200	01c/o3	
WILSON HOMES © 2015			

Existing stormwater street outlet. Approx. location. Assumed for neighbour. To be determined on site if apron interferes.

Existing stormwater street outlet to be removed. Approx. location.

Baker Street

Proposed street connection. To be designed by Engineer.



PROPOSED NEW RESIDENCE

GROUND FFL: 4.26

FIRST FFL: 7.025

DEVELOPMENT APPLICATION DOCUMENT

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Planning Authority: Hobart City Council

Note:-

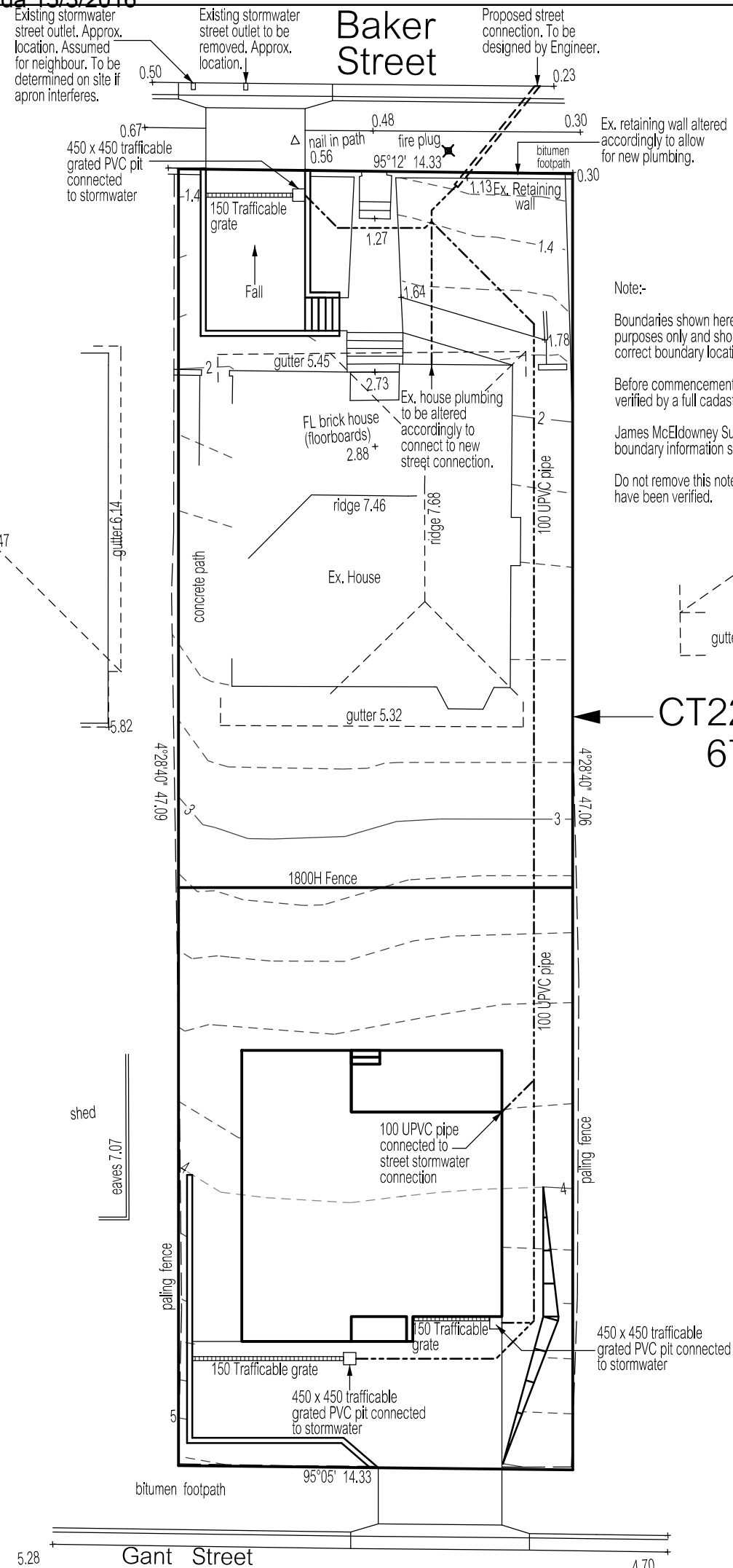
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CT22518/17
674m²



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5 Baker Street,
NEW TOWN

WILSON HOMES
MULTI AWARD WINNING BUILDERS
A Division of Wilson Homes Tasmania Pty Ltd
ABN 76 126 636 897

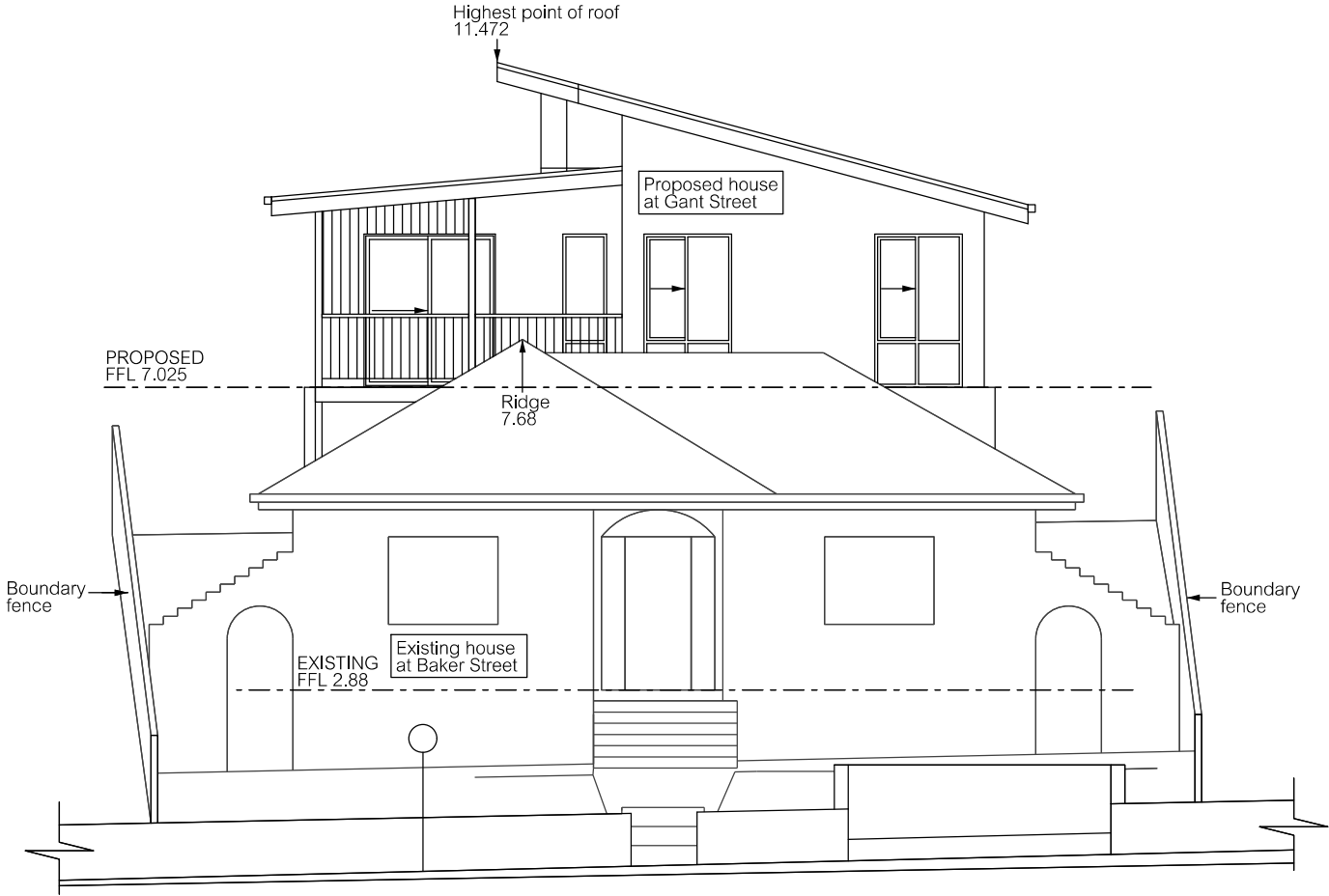
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C	Changes as per cover sheet	15 Jan. 16	CK
No.	Amendment	Date	Init.

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CONCEPT STORMWATER PLAN

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Date	15 January 2016	Sheet
Scale	1:200	
WILSON HOMES © 2015		o1d/o3

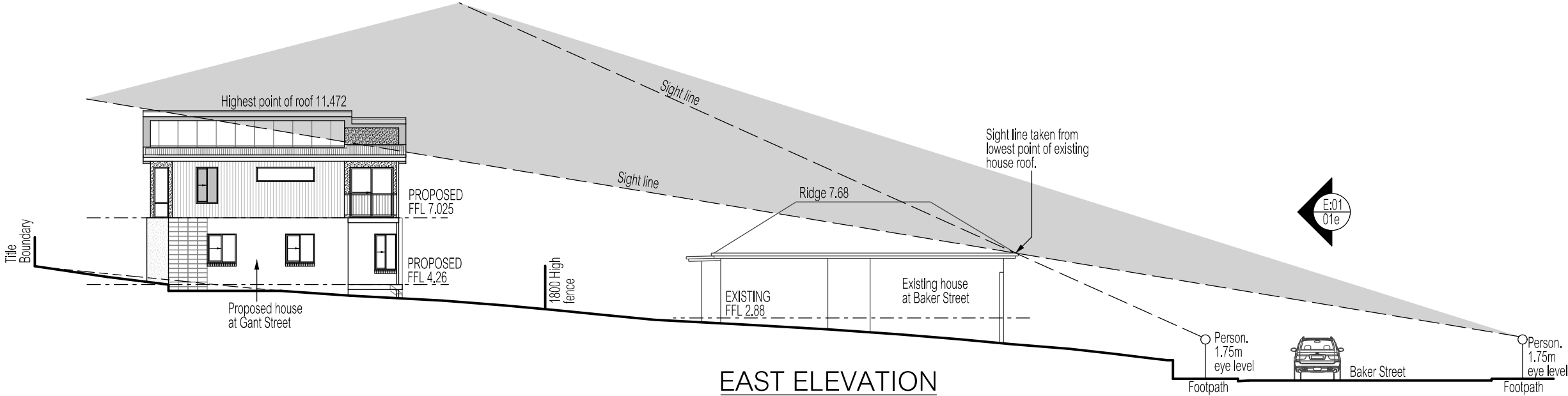


DEVELOPMENT APPLICATION
DOCUMENT

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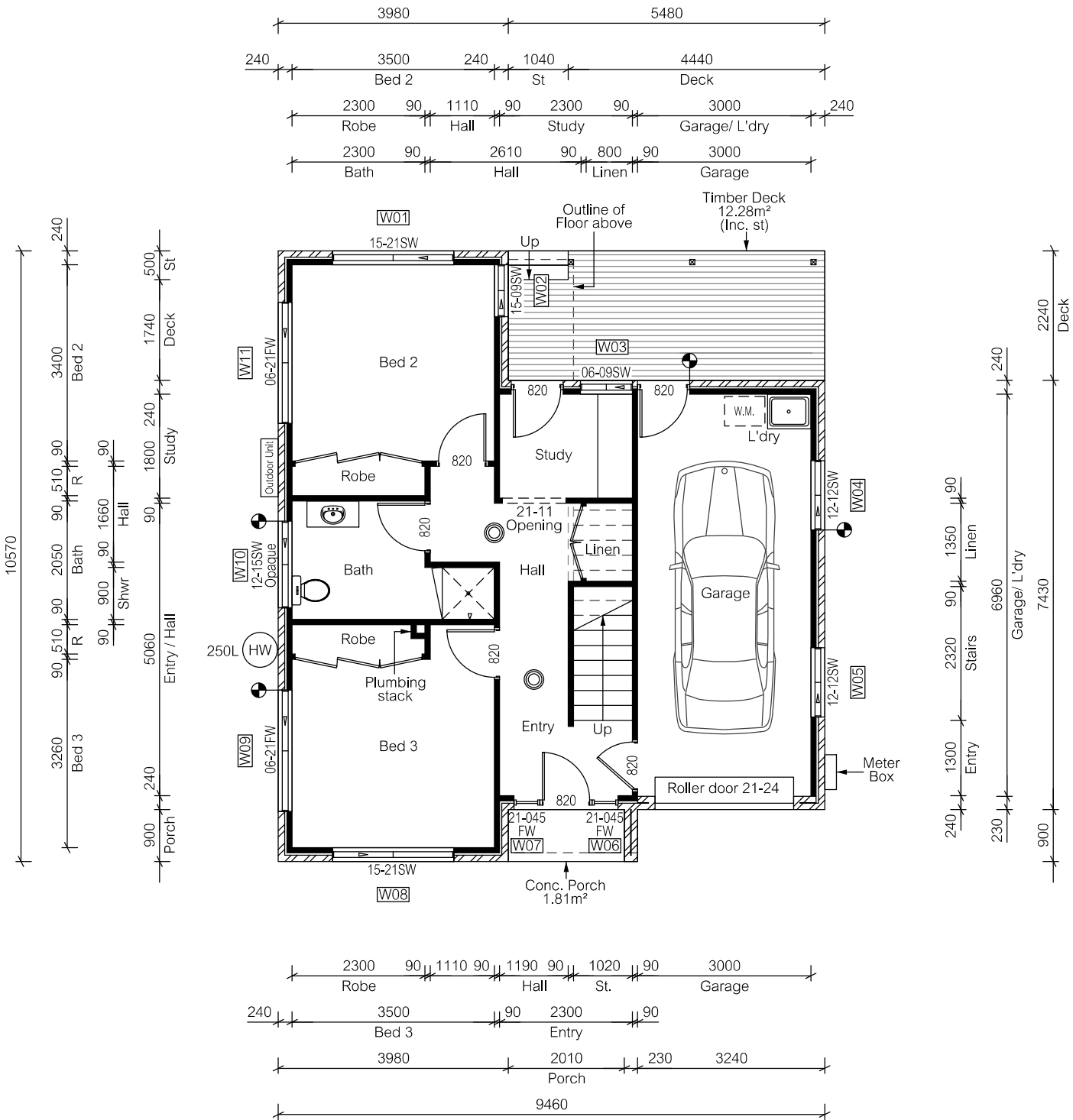
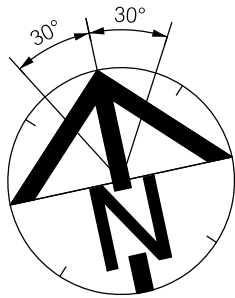
Planning Authority: Hobart City Council

ELEVATION: 01
SCALE 1:100



EAST ELEVATION
SCALE 1:200

THIS DWELLING IS BEING CONSTRUCTED IN AN AREA EXEMPT FROM BUSHFIRE RISK ASSESSMENT No additional restrictions for construction methods / materials apply.													
<div>NOTES</div> <ul style="list-style-type: none">Builder to verify all dimensions and levels on site prior to commencement of workAll work to be carried out in accordance with the current National Construction Code.Dimensions to take precedence over scale.Do not scale from these drawings.	<div>ALL window sizes to be checked and/or confirmed on site prior to ordering glazing units.</div>					Designer:	Client / Project info:	<div><div>WILSON HOMES</div><div>MULTI AWARD WINNING BUILDERS</div><div>A Division of Wilson Homes Tasmania Pty Ltd</div><div>ABN 76 126 636 877</div></div>	BAKER STREET ELEVATION				
						ANOTHER PERSPECTIVE PTY LTD PO BOX 21 NEW TOWN ACC. NO. CC2204H Ph: (03) 6231 4122 Fx: (03) 6231 4166 Email: info@anotherperspective.com.au	PROPOSED LOVE RESIDENCE						
		D	Changes as per cover sheet	04 Feb. 16	CK	5 Baker Street, NEW TOWN							
		C	Changes as per cover sheet	15 Jan. 16	CK								
		No.	Amendment	Date	Init.								
								<div>Drawn</div> <div>CK</div>	<div>WH9285</div>				
								<div>Date</div> <div>15 January 2016</div>	<div>Sheet</div>				
								<div>Scale</div> <div>1:100, 1:200</div>	01e/o3				
								<div>WILSON HOMES © 2015</div>					

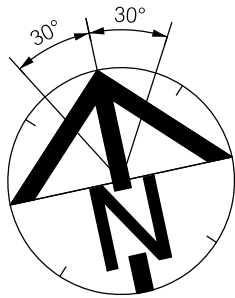


DEVELOPMENT APPLICATION
DOCUMENT

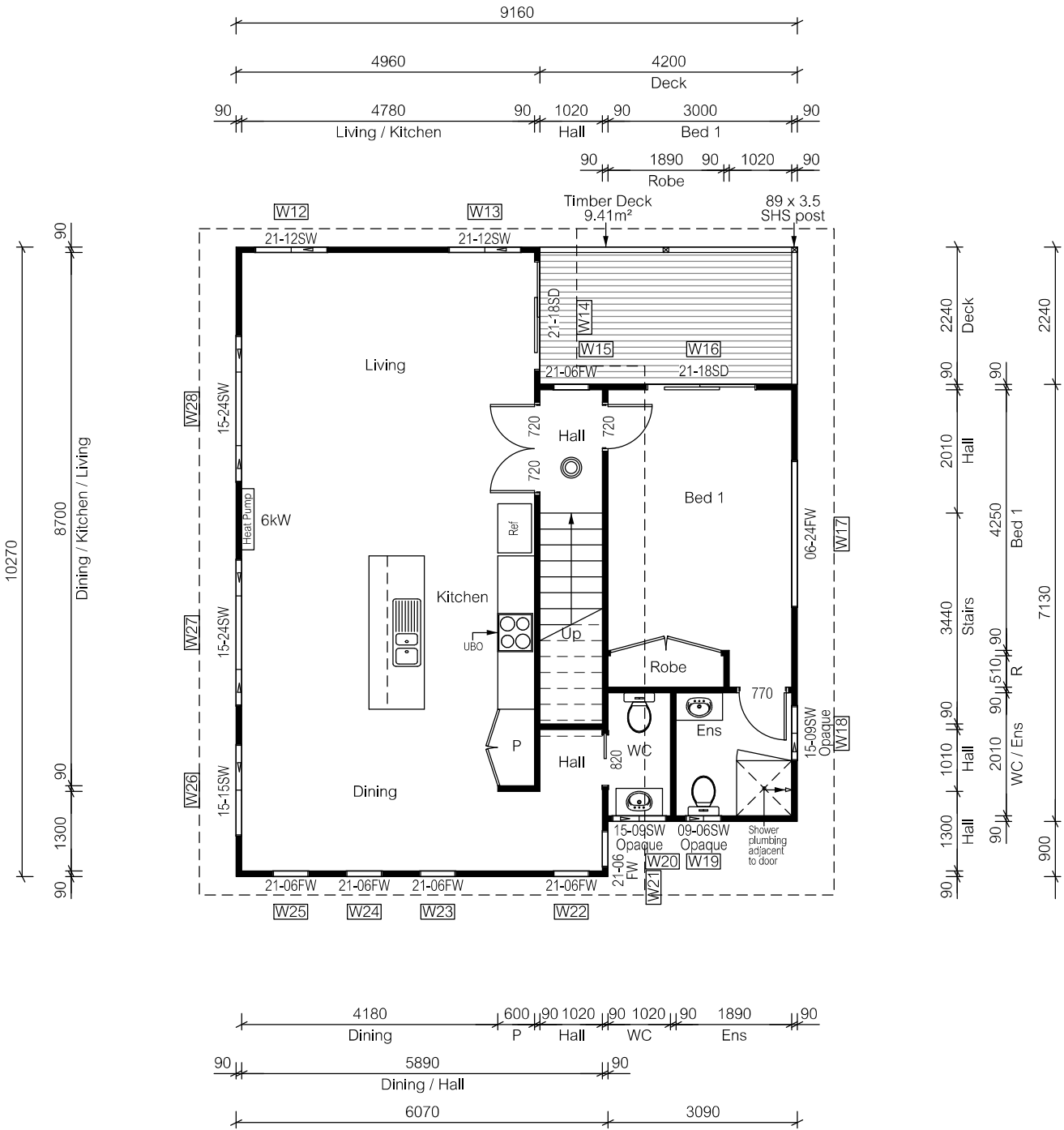
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PD4.1 clause 10.4.4
W14 & W15 satisfy A1.

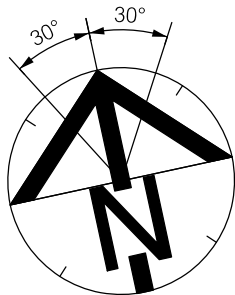


DEVELOPMENT APPLICATION
DOCUMENT

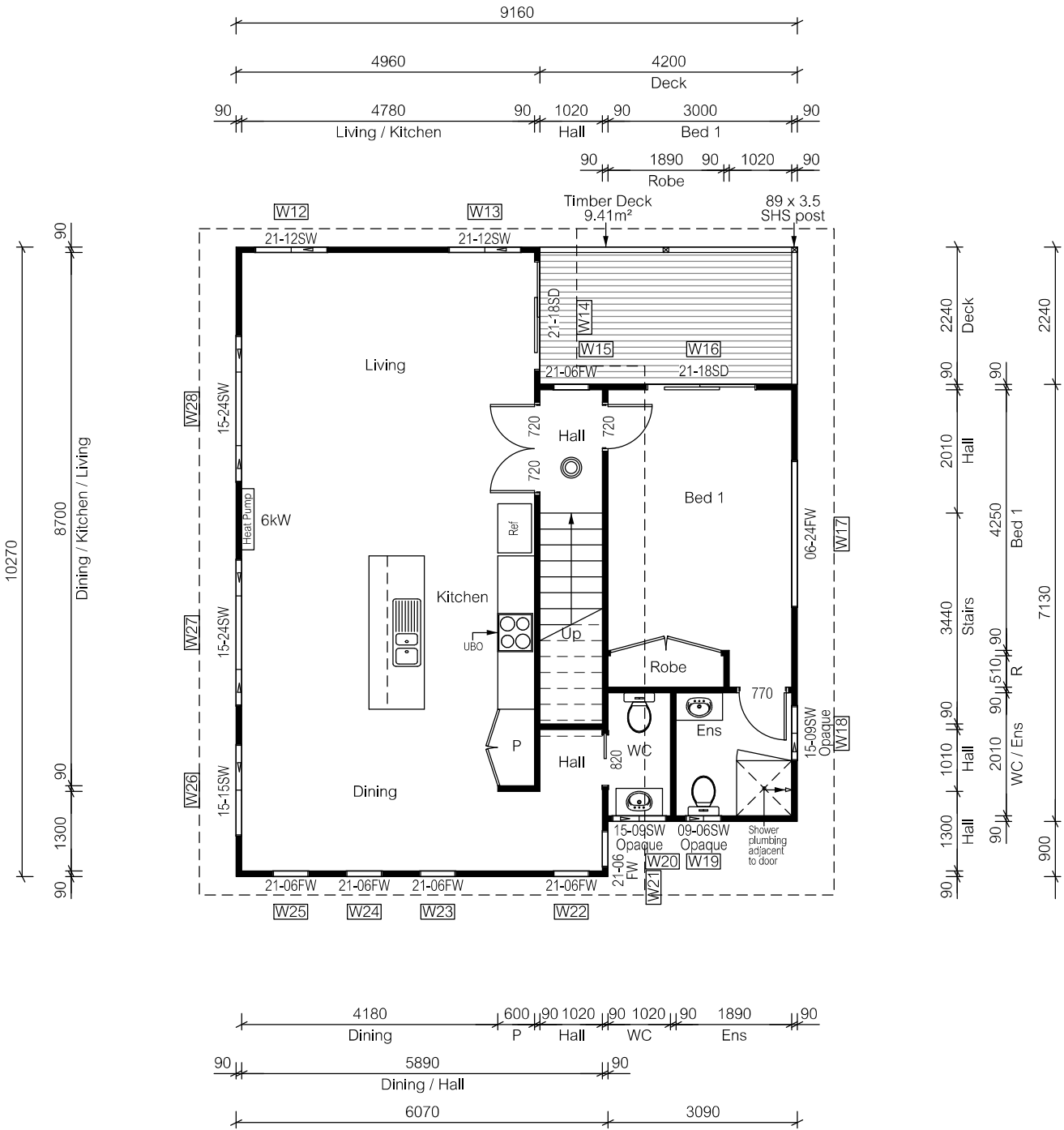
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Planning Authority: Hobart City Council

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<div>NOTES</div> <ul style="list-style-type: none">Builder to verify all dimensions and levels on site prior to commencement of workAll work to be carried out in accordance with the current National Construction Code.Dimensions to take precedence over scale.Do not scale from these drawings.	<div>FLOOR AREA = 81.88 sqm</div> <div> Articulation joints</div> <div> Smoke Alarm (interconnected where more than 1)</div>	<div>ALL window sizes to be checked and/or confirmed on site prior to ordering glazing units.</div>					Designer:	Client / Project info:		<div><div>WILSON HOMES</div><div>MULTI AWARD WINNING BUILDERS</div><div>A Division of Wilson Homes Tasmania Pty Ltd</div><div>ABN 76 126 636 877</div></div>	FIRST FLOOR PLAN		
							ANOTHER PERSPECTIVE PTY LTD PO BOX 21 NEW TOWN ACC. NO. CC2204H Ph: (03) 6231 4122 Fx: (03) 6231 4166 Email: info@anotherperspective.com.au	PROPOSED LOVE RESIDENCE 5 Baker Street, NEW TOWN			DrawnLP	WH9285	
			B	Changes as per cover sheet	22 Dec. 15	LP			Date		19 November 2015	Sheet	
			A	Changes as per cover sheet	10 Dec. 15	LP			Scale		1:100	o2a/o3	
			No.	Amendment	Date	Init.			WILSON HOMES © 2015				



PD4.1 clause 10.4.4
W14 & W15 satisfy A1.



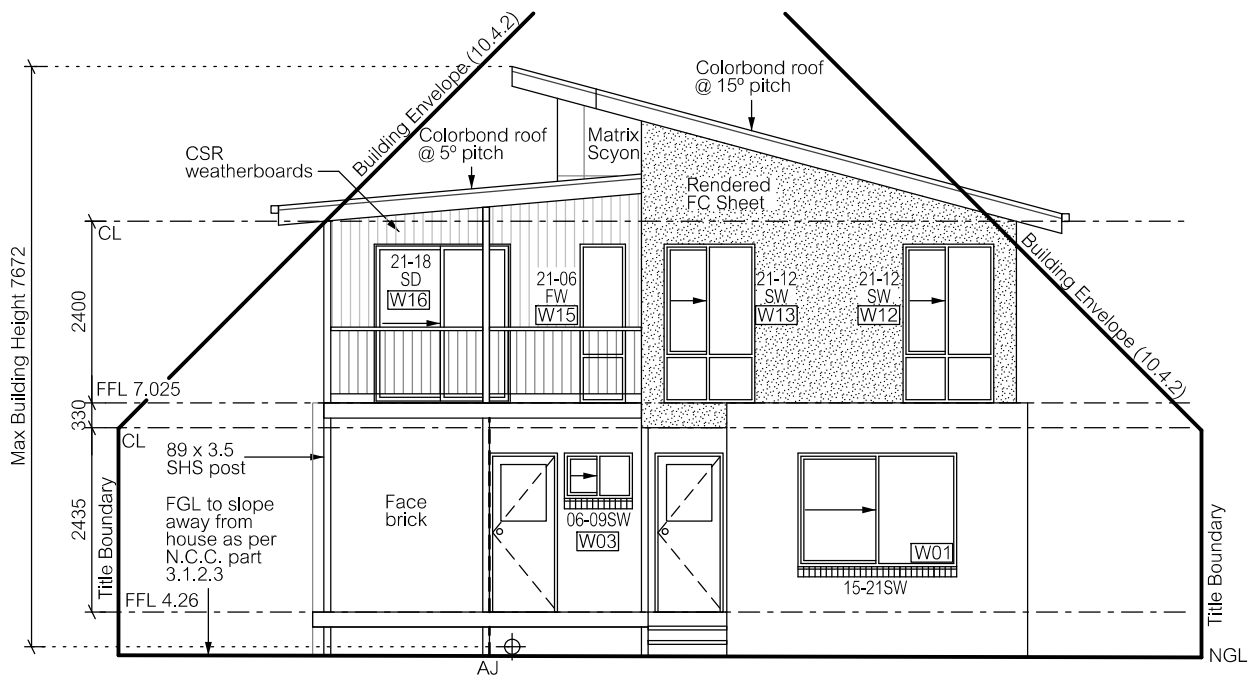
DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents
relevant to the application for a planning
permit No.PLN-15-01541-01 and was
received on the 22 January 2016

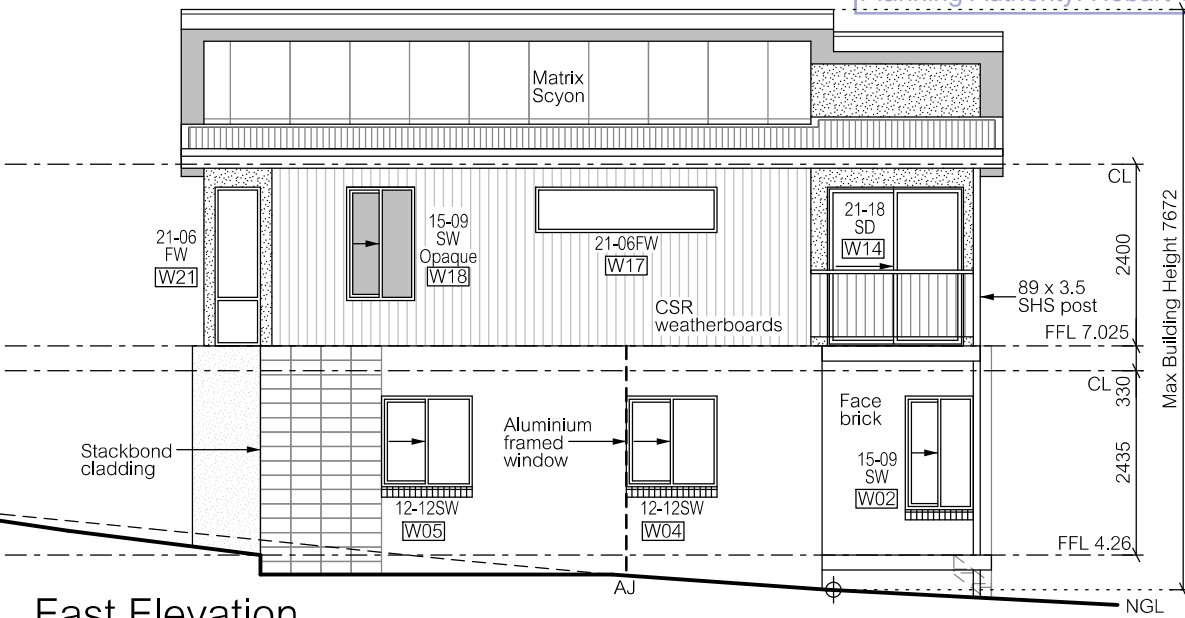
Planning Authority: Hobart City Council

THIS DWELLING IS BEING CONSTRUCTED IN AN AREA EXEMPT FROM BUSHFIRE RISK ASSESSMENT No additional restrictions for construction methods / materials apply.															
<div>NOTES</div> <ul style="list-style-type: none">Builder to verify all dimensions and levels on site prior to commencement of workAll work to be carried out in accordance with the current National Construction Code.Dimensions to take precedence over scale.Do not scale from these drawings.	<div>FLOOR AREA = 81.88 sqm</div>						Designer:		Client / Project info:		<div><div>WILSON HOMES</div><div>MULTI AWARD WINNING BUILDERS</div><div>A Division of Wilson Homes Tasmania Pty Ltd</div><div>ABN 76 126 636 877</div></div>		FIRST FLOOR PLAN		
	<div>Articulation joints</div>						ANOTHER PERSPECTIVE PTY LTD PO BOX 21 NEW TOWN ACC. NO. CC2204H Ph: (03) 6231 4122 Fx: (03) 6231 4166 Email: info@anotherperspective.com.au		PROPOSED LOVE RESIDENCE				Drawn LP	WH9285	
	<div>Smoke Alarm (interconnected where more than 1)</div>		B		Changes as per cover sheet	22 Dec. 15	LP			5 Baker Street, NEW TOWN			Date 19 November 2015	Sheet	
			A		Changes as per cover sheet	10 Dec. 15	LP						Scale 1:100	o2a/o3	
			No.		Amendment	Date	Init.						WILSON HOMES © 2015		

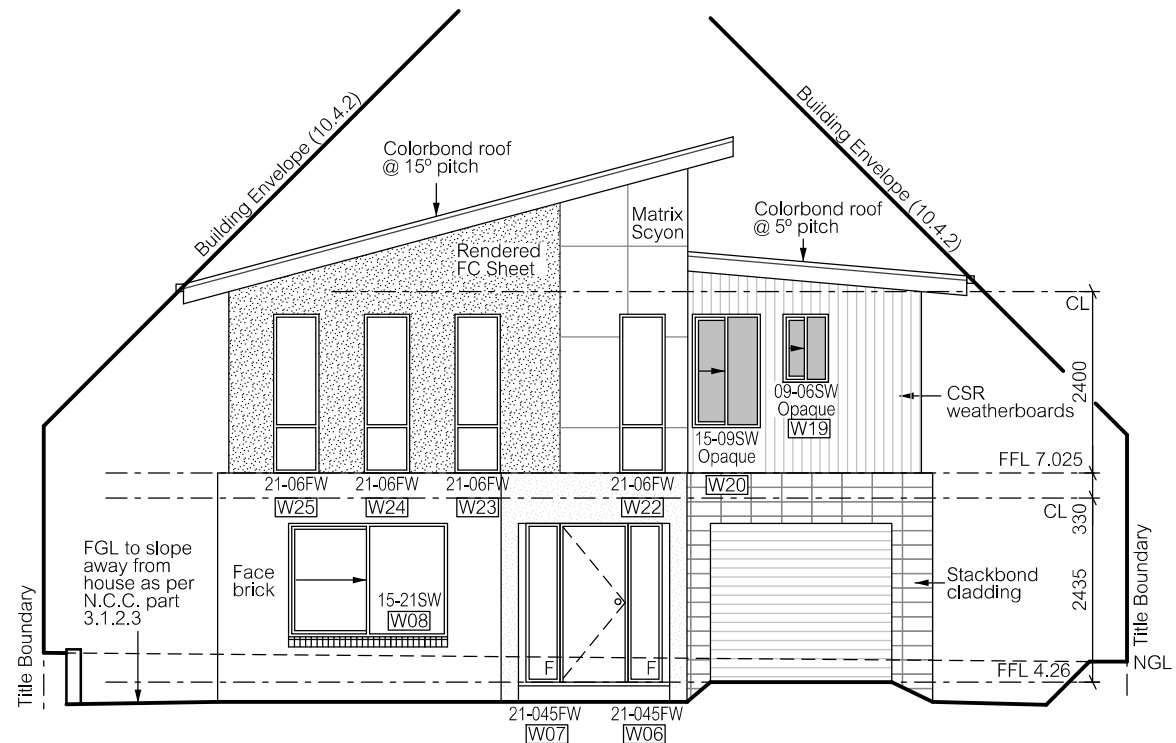
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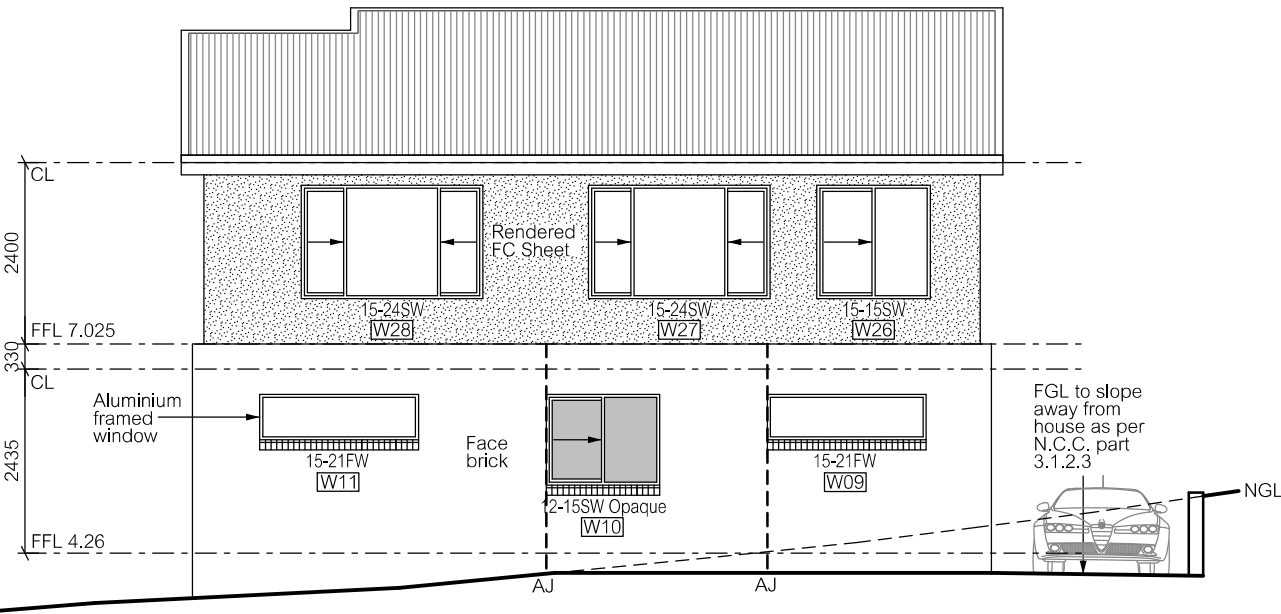
North Elevation



East Elevation



South Elevation



West Elevation

THIS DWELLING IS BEING CONSTRUCTED IN AN AREA EXEMPT FROM BUSHFIRE RISK ASSESSMENT

No additional restrictions for construction methods / materials apply.

NOTES

- Builder to verify all dimensions and levels on site prior to commencement of work
- All work to be carried out in accordance with the current National Construction Code.
- Dimensions to take precedence over scale.
- Do not scale from these drawings.

ALL window sizes to be checked and/or confirmed on site prior to ordering glazing units.

No.	Amendment	Date	Init.
B	Changes as per cover sheet	22 Dec. 15	LP
A	Changes as per cover sheet	10 Dec. 15	LP

Designer:

ANOTHER PERSPECTIVE PTY LTD
PO BOX 21
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ACC. NO. CC2204H
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Client / Project info:

PROPOSED LOVE RESIDENCE

5 Baker Street,
NEW TOWN

WILSON HOMES

MULTI AWARD WINNING BUILDERS

A Division of Wilson Homes Tasmania Pty Ltd
ABN 76 126 636 897

ELEVATIONS		
Drawn	LP	WH9285
Date	19 November 2015	Sheet
Scale	1:100	03/03
WILSON HOMES © 2015		

6. COMMITTEE ACTING AS PLANNING AUTHORITY

6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

6.1.2 168 WARWICK STREET, HOBART - DEMOLITION AND 5 MULTIPLE DWELLINGS - (RE-ADVERTISED - ADMINISTRATIVE ERROR) - PLN-15-01342-01 - FILE REF: 5561720 & P/168/902 59x's (Council)

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report	Council
Committee:	15 March 2016
Council:	21 March 2016
Expiry Date:	17 March 2016 (extension of time granted until 28 April 2016)
Application No:	PLN-15-01342-01
Address:	168 Warwick Street, Hobart
Applicant:	Gary Reed, 9 Warwick Street, Hobart
Proposal:	Demolition and 5 Multiple Dwellings - (Re-advertised-Administrative Error)
Representations:	26
Performance criteria:	Development Standards; Parking and Access.

1. Executive Summary

- 1.1. Planning approval is sought for five dwellings on the site.
 - An existing dilapidated dwelling is to be demolished.
 - Access to the development is to be confined to Warwick Street.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Development Standards – Density; Sunlight and Overshadowing.
 - 1.2.2. Parking and Access – Design of Vehicular Access; Vehicular passing bays along an access.
- 1.3. Twenty-six (26) representations objecting to the proposal were received within the statutory advertising period.
- 1.4. The proposal is recommended for approval subject to conditions.
- 1.5. The final decision is delegated to the Council.

2. Site Detail



Image 1: Aerial view of the subject property and surrounds.



Image 2: Aerial view of the subject property and surrounds.

- 2.1. 168 Warwick Street, West Hobart (Images 1 and 2) is made up of two titles, totalling an area of 3,237sq.m (one 2,999sq.m and one 238sq.m). The larger lot has a traditional internal arrangement, with a narrow access strip to Warwick Street (Image 3), while the smaller lot has a narrow frontage to the narrow Henry Street, West Hobart (Image 4). A single storey house (Image 5) dating from around 1900 is located closer to the Warwick Street end of the site where the access strip meets the body of the lot. This house is surrounded by established trees and garden, which have previously been maintained in the north-western (Warwick Street) half of the site. The south-eastern half of the site is open and grassed (Images 6 to 11). Overall, the site slopes reasonably steeply (approximately 15 to 18%) upwards from Warwick Street to Henry Street, West Hobart.



Image 3: The site's narrow access strip onto Warwick Street.



Image 4: The site's narrow frontage at the end of Henry Street.



Image 5: The existing house on the site, proposed to be demolished.



Image 6: Panoramic view from the top (south-eastern end – Henry Street) of the site.



Image 7: View of the site from the edge of the existing house, upwards to the south-east.



Image 8: View towards the Henry Street frontage at the top end of the site.

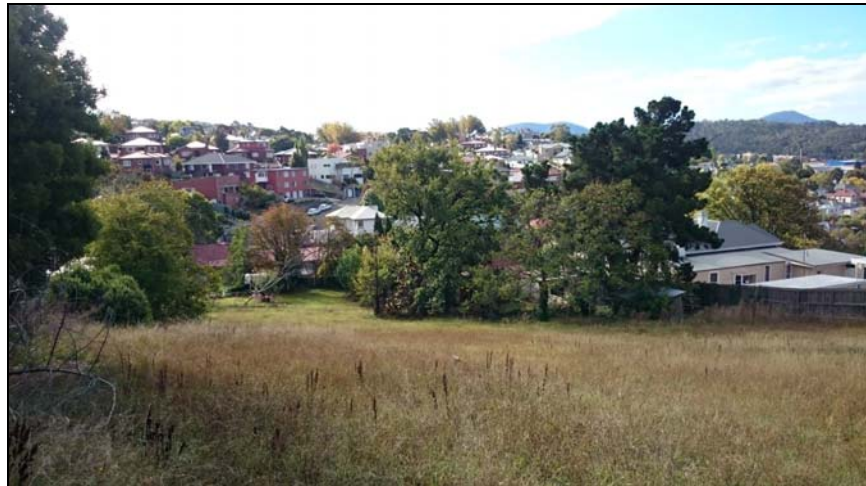


Image 9: View to the north towards the existing house and established trees at the Warwick Street end of the site.



Image 10: Looking to the west across the top end of the site from the Henry Street frontage.

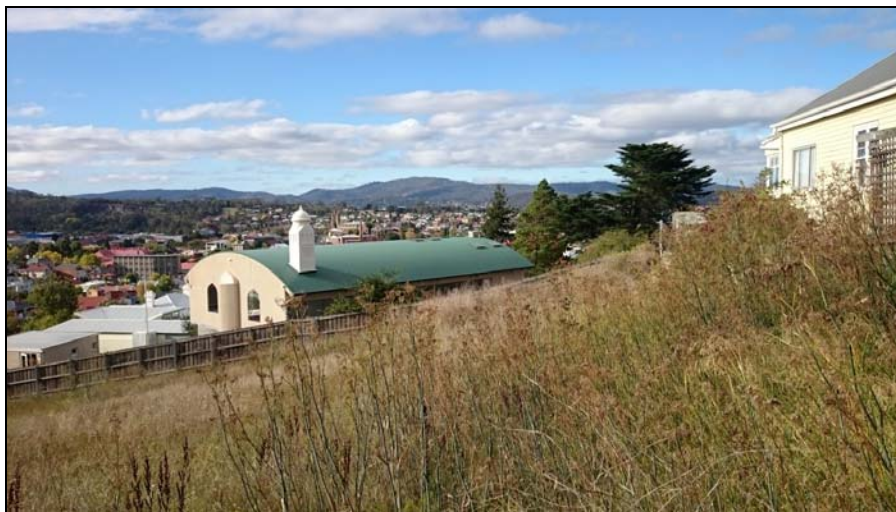


Image 11: View to the north-east along the Henry Street boundary at the top of the site. The Hobart Mosque is the building in the centre of the image.

The surrounding locality consists primarily of residential properties. Adjacent to the north-east is the mosque and offices of the Islamic Centre of Tasmania. A number of schools are located nearby to the south-east.

3. Proposal

- 3.1. The proposal seeks approval for five dwellings set along the south-western side boundary of the site.
- 3.2. The dwellings all share the same design and are two storeys with skillion roofs. Upper and ground level decks are proposed. Each includes four double bedrooms with ensuite, and two further toilets. The proposed floor area is approximately 265sq.m for each dwelling including garage.
- 3.3. Walls are proposed to be rendered and roofs clad with colorbond.
- 3.4. The dwellings would be partially cut in to the sloping site.

- 3.5. Each dwelling has its principle area of private open space at ground level. Retaining walls are proposed in and around the dwellings and private open space areas to account for the slope of the site and to allow for gentler, more usable grades. Retaining walls are also proposed inside the south-western (side) and south-eastern (rear) boundary lines.
- 3.6. Landscaping has been shown throughout the site. Existing trees at the north-western boundary and on the north-eastern boundary are proposed to be retained.
- 3.7. Access and egress to the development is to be from Warwick Street only. The frontage to Henry Street is not proposed to be used.
- 3.8. A narrow driveway along the access handle from Warwick Street leads to an enlarged internal driveway, turning and manoeuvring area. All access, turning and manoeuvring areas are proposed to be concreted.
- 3.9. Each dwelling includes two garaged parking spaces and a single external visitor space, totalling 15 spaces overall.

4. Background

- 4.1. Two applications by a different applicant for multiple dwellings were submitted for the site earlier in 2015. Both were subject to the standards of the *City of Hobart Planning Scheme 1982*. These applications were for thirteen dwellings (recommended for refusal but deferred before being determined and subsequently withdrawn) and ten dwellings (recommended for approval but deferred and withdrawn before being considered by Committee/Council). Both applications were met with considerable concern from the local community. Both included access from Henry Street.

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.

<ul style="list-style-type: none"> Concerns of access to/from the development from Henry Street and therefore impact on local traffic, community safety, parking and access. Plan does not state no access <i>from</i> Henry Street – the developer obviously plans to use Henry Street as an entrance and exit and as a through road to Warwick Street.
<ul style="list-style-type: none"> Access not compliant with Scheme standards.
<ul style="list-style-type: none"> The development is too dense and an overdevelopment of the site; Dwellings should be scaled down; there is limited private open space; buildings too close to boundaries; shadowing of neighbouring dwellings not adequately shown.
<ul style="list-style-type: none"> The development is out of character with the area.

• Waste disposal not compliant and a garbage truck could not access the property. Placement of bins on roadside not feasible.
• Noise impacts and loss of amenity to surrounding properties. Privacy impacts.
• Potential for negative interactions between occupants and adjacent uses.
• The size and layout of the dwellings suggests they could be divided further into additional units or used as accommodation. Four double bedrooms each with ensuite and two further toilets seems excessive and the development provides for too many residents.
• The gate at Henry Street provides less than the legal limit for emergency vehicle access.
• The traffic report is inadequate.
• There is insufficient parking at present and in the plan.
• The boundary on Henry Street should be fenced.
• The block should be subdivided into two for a single house on each, one with access from Henry Street and one with access from Warwick Street with no through access.
• Plans lack detail.
• No dedicated pedestrian access.
• Proposed services and access are inadequate.
• The installation of a bio-retention basin requires unrealistic levels of maintenance over a long period.
• No detail on mailboxes.

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 either an acceptable solution or 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 only to the performance criteria relied on.

6.1. The site is located within the Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.2. The proposal is for a residential use which is a permitted use in the zone.

6.3. The proposal has been assessed against;

- 6.3.1. Part D-11 Inner Residential Zone
- 6.3.2. E6.0 Parking and access code
- 6.3.3. E7.0 Stormwater management code

6.4. The proposal relies on the following performance criteria to comply with the applicable standards;

- 6.4.1. Residential density for multiple dwellings – Part D 11.4.1 P1
- 6.4.2. Sunlight and overshadowing – Part D 11.4.4 P1; P3
- 6.4.3. Design of Vehicular Access – Part E 6.7.2 P1
- 6.4.4. Vehicle passing areas along and access – Part E 6.7.3 P1

6.5. Each performance criterion is dealt with separately below.

6.6. Residential density for multiple dwellings – Part D 11.4.1

6.6.1. Five dwellings on the 3234sq.m site are proposed.

6.6.2. The acceptable solution for residential density in multiple dwelling developments in the Inner Residential Zone is a site area per dwelling of not less than 200sq.m and not more than 400sq.m.

6.6.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.6.4. Part D 11.4.1 P1 states:

Site area per dwelling may be:

(a) less than 200m² if any of the following applies:

- (i) the development contributes to a range of dwelling types and sizes appropriate to the locality;*
- (ii) the development provides for a specific accommodation need, such as aged care, special needs or student accommodation;*

(b) more than 400m² if any of the following applies:

- (i) site constraints preclude development at a higher density;*
- (ii) the development is designed or located to make provision for future development with a site area per dwelling of 400m² or less.*

6.6.5. A density of five dwellings on the site equates to 646.8sq.m per dwelling. As such the proposal does not meet the acceptable solution and, according to the zone standards, is not dense enough.

The subject site is considered constrained in terms of access with its narrow access 'handle' to Warwick Street and minimal frontage to Henry Street. The proposal discounts any access to or from Henry Street. With such a constrained access width, to develop at a higher density with a greater parking requirement could become problematic. The site is also moderately sloped and as such additional space is required to ensure adequate vehicle access and manoeuvring within the site.

Being at too low a density is an unusual consideration, particularly in terms of previous Hobart planning schemes, and the minimum and maximum standards are a product of the latest Hobart Interim Planning Scheme 2015. Incidentally, previous applications for residential development upon the subject site have been at least twice the density proposed in this application. Objectors to those proposals were concerned about the high density of development. With the low density of the current proposal, objectors continue to raise concerns about the 'high density' of the development, without perhaps being aware of the current density standards.

Although not compliant with the acceptable density standards for being too low, it is clear that there would be concerns from the general public about greater and even perhaps compliant numbers of dwellings on the subject site. In this case, however, given the constraints of the site, a lower density of development is considered appropriate.

6.6.6. The proposal complies with the performance criterion.

6.7. Sunlight and overshadowing – Habitable room window orientation: Part D 11.4.4 P1

6.7.1. Each unit is oriented on a north-east/south-west alignment. Habitable room windows are oriented approximately 45° east and west of north.

6.7.2. The acceptable solution for habitable room window orientation is for such windows to face between 30° east and west of north (Part D 11.4.4 A1).

6.7.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4. Part D 11.4.4 P1 states:

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

6.7.5. Each dwelling includes substantial upper level windows for large living and dining areas. Lower level bedroom windows are oriented 45° to the west of north. Particularly with the upper level windows, sunlight capture would be entirely reasonable. Notably, windows extend to the northern corner of the upper level of each dwelling. Whilst the orientation of both windows is not compliant, the overall glazed area provides an unhindered northerly outlook and therefore sunlight capture is optimised. It could even be argued that although this element of glazing includes a right-angle, it does technically face north.

6.7.6. The proposal complies with the performance criterion.

- 6.8. Sunlight and overshadowing – shadowing of private open space: Part D 11.4.4 P3.
- 6.8.1. Each dwelling would abut the ground level private open space of the next and as such those to the north/north-west of others would at times overshadow these adjacent areas.
- 6.8.2. The acceptable solution for shadowing of private open space within a multiple dwelling development is either a minimum separation of 3m horizontally from the northern edge and height/form confined to a line projecting to a vertical height of 3m and then at an angle of 45° to the horizontal (Part D 11.4.4 A3).
- 6.8.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4. Part D 11.4.4 P3 states:
- A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of 11.4.3.*
- 6.8.5. The principle ground level private open space areas in the proposal would all receive at least some reasonable level of sunlight around the middle of the shortest day of the year. Dwelling 1's open space would be least impacted as it is located at the north-western end of the site. Although the ground level private open space of the remaining dwellings would at times be overshadowed by other dwellings on the site, it is considered that these spaces would still have the potential to receive sufficient levels of sunlight for the majority of the year. In conjunction with the upper level decks attached to each dwelling the proposed private open space areas applicable to each dwelling would provide for comfortable year round use.
- 6.8.6. The proposal complies with the performance criterion.
- 6.9. Parking and Access – design of vehicular access: Part E 6.7.2 P1
- 6.9.1. The proposal utilises a narrow internal access handle extending from Warwick Street for access and egress. This access handle is 3.7m wide.
- 6.9.2. The acceptable solution for vehicular access requires compliance 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 (Part E 6.7.2 A1)
- 6.9.3. The width of the driveway access does not meet the acceptable solution; therefore assessment against the performance criterion is relied on.

6.9.4. Part E 6.7.2 P1 states:

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

6.9.5. The proposed access arrangement has been endorsed by a suitably qualified traffic engineer as part of the application submission. This aspect of the development has been considered in detail by the Council's Development, Road and Traffic Engineers who, in also considering the representations citing traffic and access problems, have endorsed the proposal.

6.9.6. The proposal complies with the performance criterion.

6.10. Parking and Access – vehicle passing areas: Part E 6.7.3 P1

6.10.1. The proposal utilises the narrow internal access handle extending from Warwick Street for access and egress. A passing bay is proposed at the entrance to the body of the lot, some 38.5m inwards from the Warwick Street frontage.

6.10.2. The acceptable solution for vehicle access is that passing areas must be provided where more than 5 parking spaces are served; where the access is more than 30m long; or where the access meets a road serving more than 6000 vehicles per day (Part E 6.7.3 A1).

6.10.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.10.4. Part E 6.7.3 P1 states:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*

- (c) *suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) *ease of accessibility and recognition for users.*

6.10.5. The proposal has been supported by a driveway assessment by a suitably qualified traffic engineer. The acceptability of the proposed access arrangement and location of passing bays has been a key consideration in the engineering assessment of the proposal. The proposed driveway has been assessed and endorsed by the Council's Development Engineer in collaboration with the Council's Road and Traffic Engineers after taking into account the traffic concerns raised by a number of the representors.

6.10.6. The proposal complies with the performance criterion.

7. Discussion

- 7.1. The proposed development is largely compliant with relevant Scheme standards. Where discretions are triggered, there is reasonable justification for non-compliance.
- 7.2. Although non-compliant with density standards, this is due to there not being enough dwellings to comply with the acceptable standard, not because too many are proposed. This counteracts the claims of objectors that the development is too dense and an overdevelopment of the site. The Planning Scheme standards do not support this argument. Interestingly a number of the same objectors raised the same overdevelopment argument for previous applications for thirteen and ten dwellings. Aside from there being even fewer dwellings proposed for the site, which may be even more non-compliant with the standards, it is unclear what community expectations are in this case.
- 7.3. There are no discretions triggered by the application that relate to direct affects upon adjacent properties surrounding the site. The proposal complies with building envelope standards including height and setback, and decks and windows are setback sufficiently from property boundaries so as to not trigger any privacy discretions.
- 7.4. Concerns regarding traffic impact as raised by representors are not shared by the Council's Road and Traffic Engineers. Access to the site, whilst substandard, has been deemed to be acceptable from a Council Engineering perspective.
- 7.5. Concerns raised by representors with regard to the potential for access to and from Henry Street are largely baseless as the proposal clearly states 'No Access to Henry Street' on the site plan. Nevertheless to ensure this does not occur, a condition to confirm that no vehicles are to enter or exit the site at this point should be included in any permit granted for the development.

8. Conclusion

- 8.1. The proposed demolition and 5 multiple dwellings at 168 Warwick Street 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 five multiple dwellings - (Re-advertised-Administrative Error) at 168 Warwick Street, Hobart 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-15-01342-01 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 2015/01783-HCC dated 16 November 2016 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

PLANNING

PLNs1 **The development must not allow for vehicles to enter or exit the site from Henry Street.**

Reason for condition

To preserve the current traffic arrangement within Henry Street.

ENVIRONMENTAL

ENV2 Sediment and erosion control measures 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 Soil and Water Management Plan (SWMP) must be submitted and approved, prior to the commencement of work. The SWMP must:

Be prepared in accordance with Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available from http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

Once approved the plan will form part of this permit and must be complied with.

Advice: Once the soil and water management plan (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, and Council land that could be caused by erosion and runoff from the development, and to comply with relevant State Legislation.

ENGINEERING

ENG1a The cost of any alterations to the Council's or third-party infrastructure, including the site's service connection points, incurred as a result of the proposed development works must be met by 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.

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.

ENG 3 The driveway, car parking and manoeuvring area, must be constructed in accordance with certified driveway design drawings, prior to the first occupation.

The driveway car parking and manoeuvring area, design must be submitted to the Council, prior to the issuing of any permit under the *Building Act 2000*.

The driveway car parking and manoeuvring area, design must:

- Be prepared and certified by a suitably qualified engineer that the design is in accordance with the Australian standards AS/NZS 2890.1 or that the design provides for a safe and efficient access.**

Upon completion of the driveway car parking and manoeuvring area, documents signed by a suitably qualified engineer, certifying the driveway has been constructed in accordance with the certified design drawings must be lodged with the Council.

Reason for condition

To ensure the safety of users of the driveway/parking

ENG 4 The driveway, turning and car parking area approved by this permit must be constructed to a sealed standard and surface drained prior to the first occupation or the commencement of use.

Reason for condition

To ensure safe access is provided for the use.

- ENGr8 **Any excavation and/or earth-retaining structures (ie embankments, cuttings, retaining walls) within or supporting the highway reservation must not undermine the stability and integrity of the highway reservation.**

Detailed design drawings and structural certificates of the retaining wall supporting the Henry Street highway reservation must be submitted and approved, prior to the commencement of work. The detailed design drawing must:

- **Be prepared by a suitable qualified person and experienced engineer;**
- **Not undermine the stability of the highway reservation**
- **be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works**
- **Take into account any additional surcharge loadings as required by relevant Australian Standards.**
- **take into account and reference accordingly any Geotechnical findings**
- **detail any mitigation measures required**
- **The structure certificated should note accordingly the above**

All work required by this condition must be undertaken in accordance with the approved design drawing and structural certificates

Advice: Once the design drawing 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 the stability and-integrity of the Council's highway reservation is not compromised by the development

- 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 the retaining wall adjacent to the Henry Street highway reservation 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

http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that Council is indemnified against any costs or claims arising from the proposed excavation, construction and on-going maintenance adjacent to the Henry Street highway reservation are retained and to ensure that structural support to the highway reservation is maintained.

ENGsw7 Any new stormwater connection required must be constructed and existing connections to be abandoned must be sealed by the Council at the owner's expense, prior to the first occupation or issue of a Certificate of Completion (whichever occurs first).

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

- a) the location of the proposed connection and all existing connections, including one to drain the driveway at the Warwick St frontage; and**
- b) the size of the connection appropriate to satisfy the needs of the development; and**
- c) a longsection of the proposed connection clearly showing all potential clashes; and**
- d) material of the connection; and**
- e) clearly distinguishing public vs private**

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

Advice: Once the detailed design drawings have 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 Project and Development Inspector to initiate an application for service connection.

Reason for condition

To ensure the site is drained adequately

ENGsw8 The new stormwater system (including a defined overland flow path) must be designed and constructed prior to the commencement of the use.

Engineering drawings must be submitted and approved, prior to commencement of work. The engineering drawings must:

- a) be certified by a qualified and experienced Civil Engineer.**
- b) show in both plan and long-section the proposed stormwater main and overland flow path through the site, including, but not limited to, direction of fall of the hardstand, calculations, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.**
- c) Include a construction program and method for the proposed diversion of the stormwater main to maintain provision of services. Any affected third-party properties must be reconnected to the diverted main at the developer's cost.**
- d) Include a detailed cost breakdown of the main replacement. Council will contribute to the cost of the new main upstream of the proposed connection point (at the body of the Lot). The final cost apportionment between Council and the developer must be agreed upon prior to the commencement of works.**

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 or issue of a Certificate of Completion (whichever occurs first).

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 engineer;**
- b) include detailed design of the proposed treatment train, including estimations of contaminant removal and a maintenance plan;**

- c) **outline the operational and maintenance measures to check and ensure the ongoing effective operation of all systems to satisfy the above requirement, ie. including but not limited to: inspection frequency; cleanout procedures; as installed design detail/diagrams; 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 and maintained 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.

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 www.hobartcity.com.au 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 rfi-information@hobartcity.com.au, 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 [www.hobartcity.com.au/Development/Planning/How to obtain a condition endorsement](http://www.hobartcity.com.au/Development/Planning/How_to_obtain_a_condition_endorsement)

- Building permit in accordance with the *Building Act 2000*; www.hobartcity.com.au/Development/Building
- Plumbing permit under the *Tasmanian Plumbing Regulations 2014*; www.hobartcity.com.au/Development/Plumbing
- Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve)

http://www.hobartcity.com.au/Transport/Lighting_Roads_Footpaths_and_Street_Cleaning/Roads_and_Footpaths

- Permit to construct Council infrastructure with a 12 month maintenance period (please contact the Council City Infrastructure Divisions to initiate the permit process)

Works must be contained wholly within the property boundary. If works cannot be contained within the property boundary the approval of the Director City Infrastructure is required prior to the issue of a building permit – detailed plans indicating the extent of works outside the property boundary will be required.

Any damage to council's infrastructure must be reported to Council's compliance area. Please note the developer is liable for any damage to property or person due to unsafe and/or damaged infrastructure within or over the road reservation and the developer should review their insurance.

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Telephone 1100, Dial Before You Dig, or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.



(Cameron Sherriff)

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: 3 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – TasWater form Reference No. TWDA 2015/01783-HCC
Attachment C – Plans
Attachment D – Geotechnical Report
Attachment E – Driveway/Access Assessment
Attachment F – Bioretention system information.

Attachment A**Documents and Drawings that comprise
Planning Application Number - PLN-15-01342-01****DEVELOPMENT ADDRESS: 168 Warwick Street, HOBART****LIST OF DOCUMENTATION:**

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		05 November 2015
Title	CT 116126/4	05 November 2015
Geotechnical Report	Author: Geo-Environmental Solutions Date: December 2014	05 November 2015
Driveway/Access Assessment	Author: Midson Traffic Date: 7 October 2015	05 November 2015
Site Plan	Project No: 15.066 Drawing No: SK.01 Drawn by: Gary Reed building design Date of Drawing: July 2015	30 December 2015
Lower Floor Plan	Project No: 15.066 Drawing No: SK.02 Drawn by: Gary Reed building design Date of Drawing: July 2015	16 December 2015
Upper Floor Plan	Project No: 15.066 Drawing No: SK.03 Drawn by: gary reed building design Date of Drawing: July 2015	16 December 2015
Unit 1 Elevations	Project No: 15.066 Drawing No: SK.4 Drawn by: Gary Reed building design Date of Drawing: July 2015	05 November 2015
Unit 2 Elevations	Project No: 15.066 Drawing No: SK.5 Drawn by: Gary Reed building design Date of Drawing: July 2015	16 December 2015
Unit 3 Elevations	Project No: 15.066 Drawing No: SK.6 Drawn by: Gary Reed building design Date of Drawing: July 2015	05 November 2015

Unit 4 Elevations	Project No: 15.066 Drawing No: SK.7 Drawn by: Gary Reed building design Date of Drawing: July 2015	16 December 2015
Unit 5 Elevations	Project No: 15.066 Drawing No: SK.8 Drawn by: Gary Reed building design Date of Drawing: July 2015	16 December 2015
Shadow Diagrams 21 March	Project No: 15.066 Drawing No: SD.01 Drawn by: gary reed building design Date of Drawing: December 2015	16 December 2015
Shadow Diagrams 21 June	Project No: 15.066 Drawing No: SD.02 Drawn by: Gary Reed building design Date of Drawing: December 2015	16 December 2015
Shadow Diagrams 21 September	Project No: 15.066 Drawing No: SD.03 Drawn by: Gary Reed building design Date of Drawing: December 2015	16 December 2015
Shadow Diagrams 21 December	Project No: 15.066 Drawing No: SD.04 Drawn by: Gary Reed building design Date of Drawing: December 2015	16 December 2015
Driveway Sections	Project No: 15.066 Drawing No: SK.09 Drawn by: Gary Reed building design Date of Drawing: July 2015	29 December 2015
Driveway Sections 2	Project No: 15.066 Drawing No: SK.10 Drawn by: Gary Reed building design Date of Drawing: Jan 2016	11 January 2016
Email – Bioretention System	Author: Gary Reed	13 January 2016
Bioretention System Details and Calculations		13 January 2016

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-15-01342	Council notice date	10/11/2015
TasWater details			
TasWater Reference No.	TWDA 2015/01783-HCC	Date of response	16/11/2015
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	hcc@hobartcity.com.au		
Development details			
Address	168 WARWICK ST, WEST HOBART	Property ID (PID)	5561720
Description of development	5 unit development		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Gary Reed Design	Site Plan / SK.01	--	July 2015
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>DEMOLITION</p> <ol style="list-style-type: none"> Prior to demolition works existing TasWater connections must be temporarily capped on the property side to ensure contaminants do not enter TasWater's infrastructure. <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> A suitably sized metered water property connection must be provided just inside the property boundary at the road frontage to service the domestic and fire (if applicable) demands in accordance to TasWater standards. A single shared sewerage property connection must be utilised to service the development in accordance with TasWater standards. 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. <p>BOUNDARY TRAP AREA</p> <ol style="list-style-type: none"> The proposed development is within a boundary trap area and the developer must provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap must be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$327.00 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of 			



the Submission to Planning Authority Notice for the development assessment fee until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

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

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

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.

Advice to Planning Authority (Council) and developer on fire coverage

TasWater cannot guarantee the location of fire hydrants in Warwick Street meets TasFire requirements with respect to practical fire hose length for the proposed development.

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

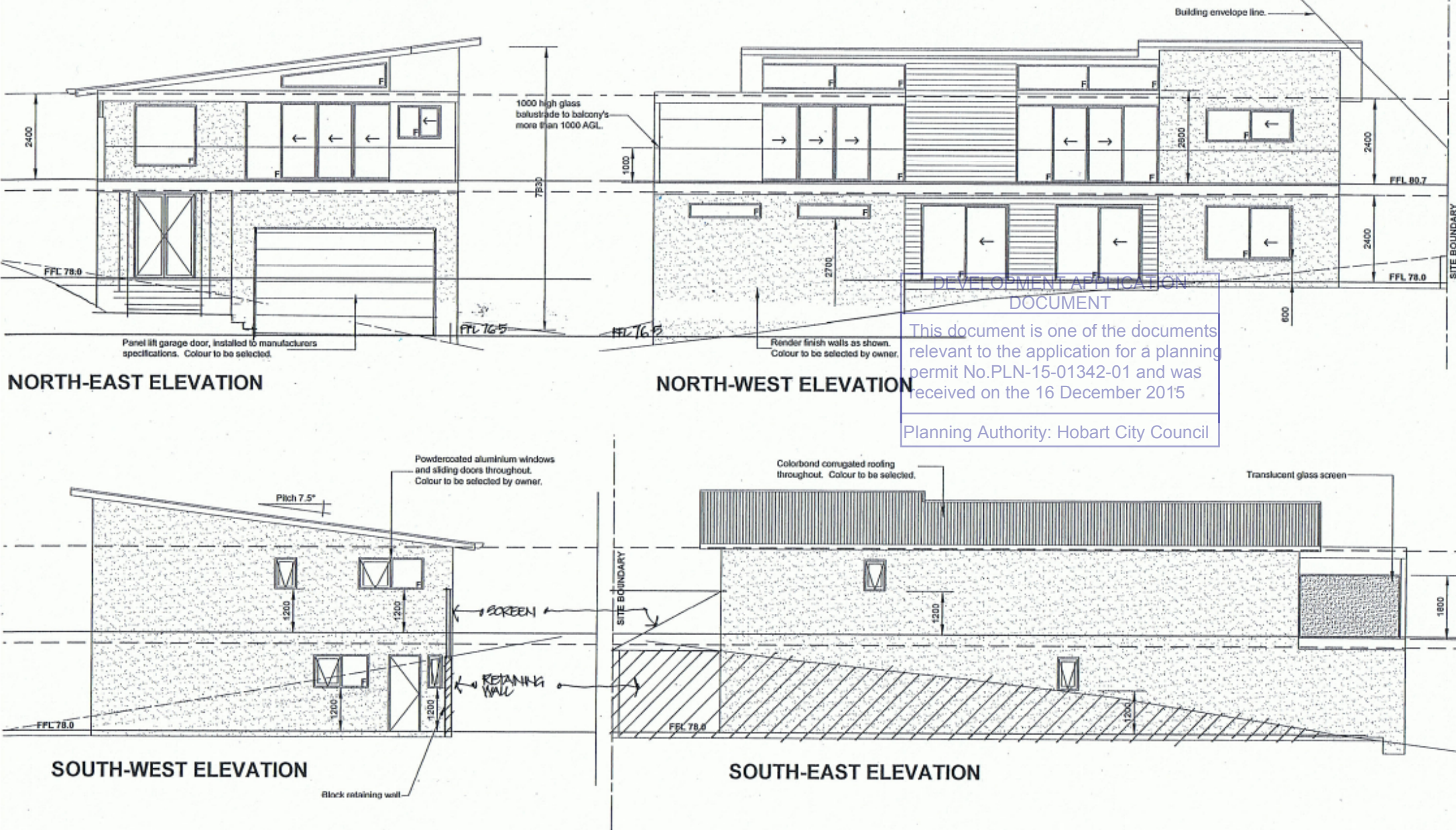
TasWater Contact Details

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

Planning Authority: Hobart City Council



DRAWING NO: SK.01 OF 08



gary reed building design

residential, commercial and industrial building design,
plumbing and drainage design, construction management,
housing energy rating, thermal performance efficiency
accreditation no. CC841f

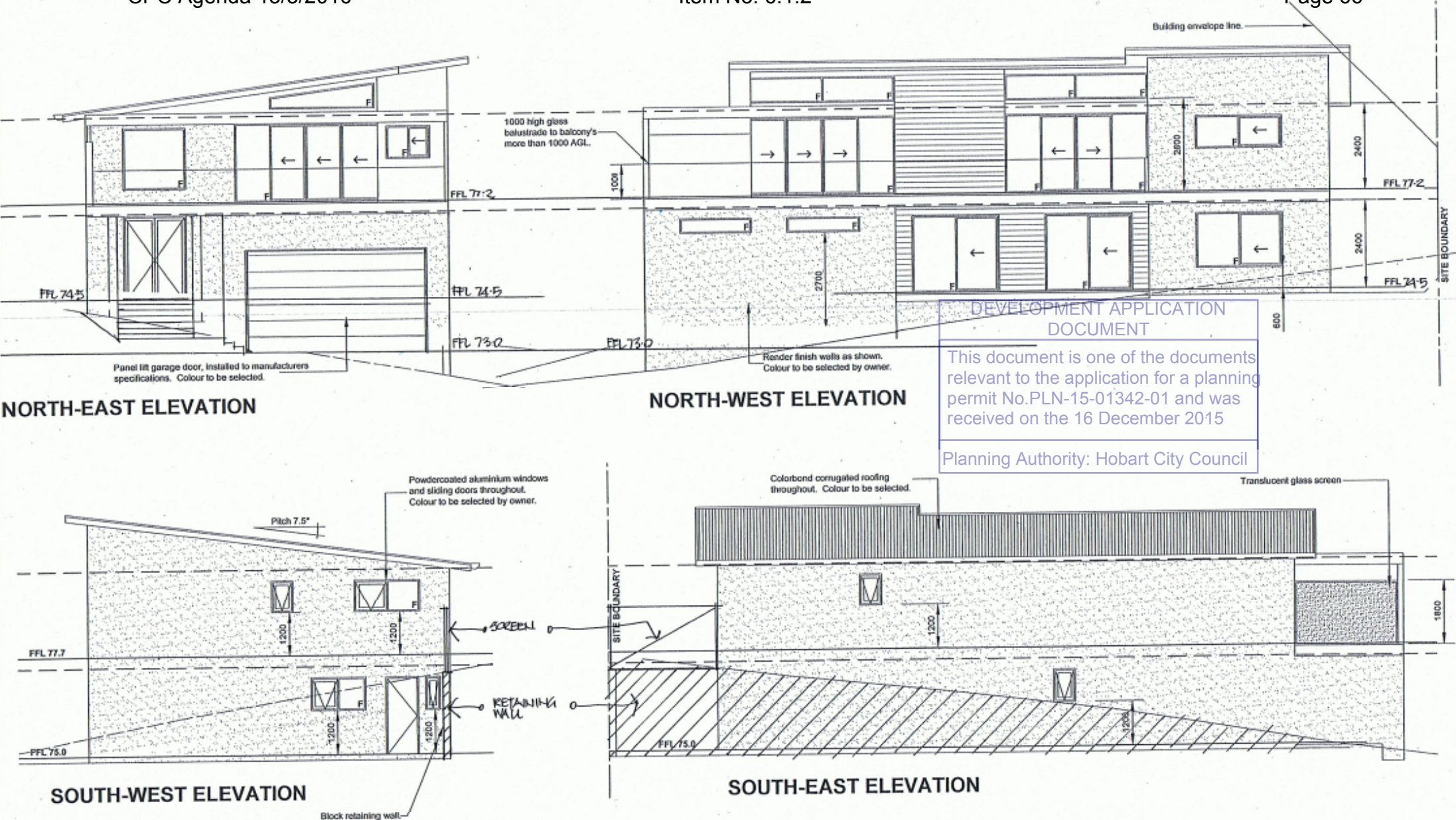
9 warwick street hobart
tasmania 7000
abn 74399247462
phone 62319544
fax 62316950
mob 0418526785
greedesign@bigpond.com

KHANI UNITS
168 WARWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

UNIT 5
Elevations

DRAWING NO: **SK.8** OF 8



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housing energy rating, thermal performance efficiency
accreditation no. CCB41f

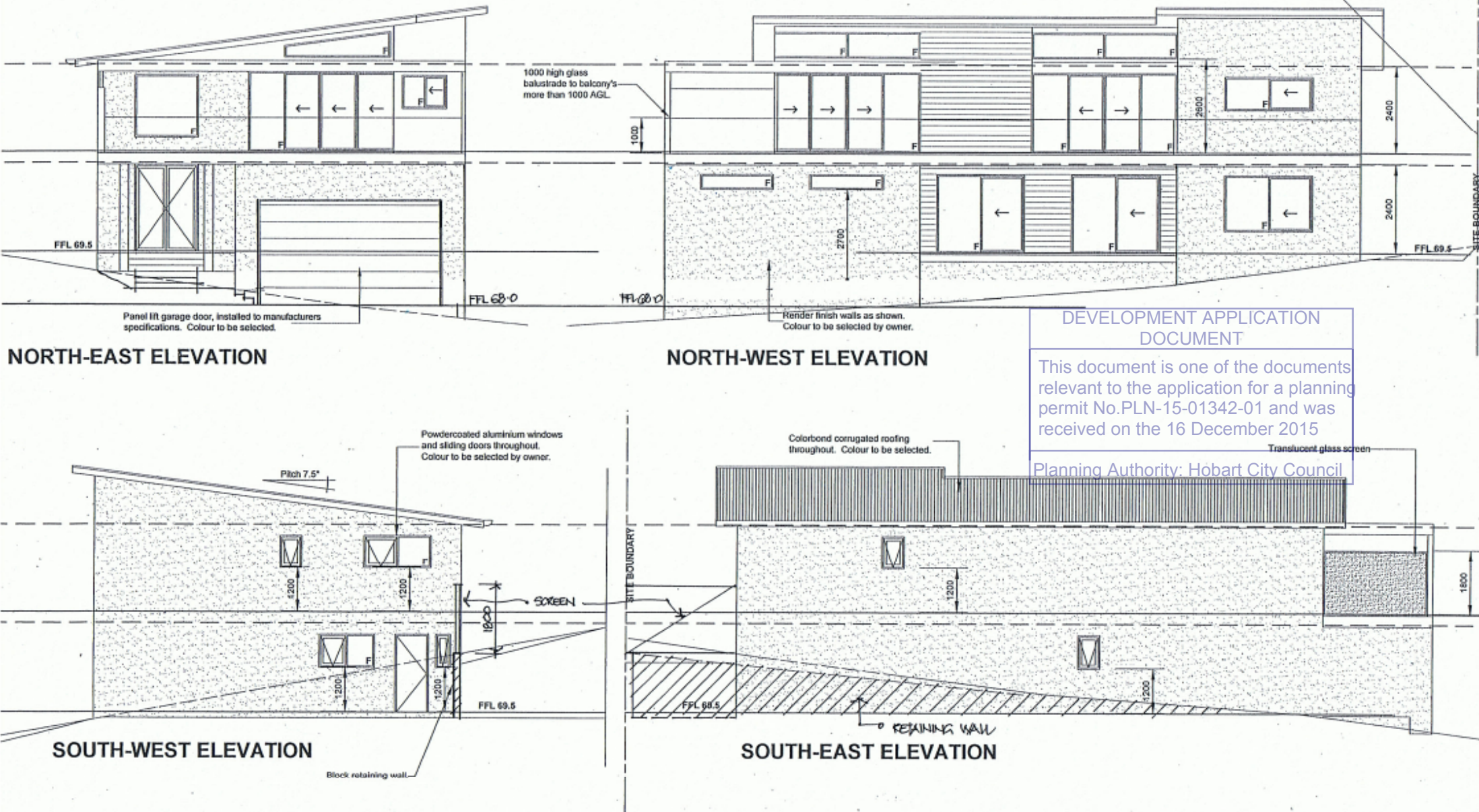
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UNIT 4
Elevations

DRAWING NO: **SK.7** OF 8



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housing energy rating, thermal performance efficiency
accreditation no. CC841f

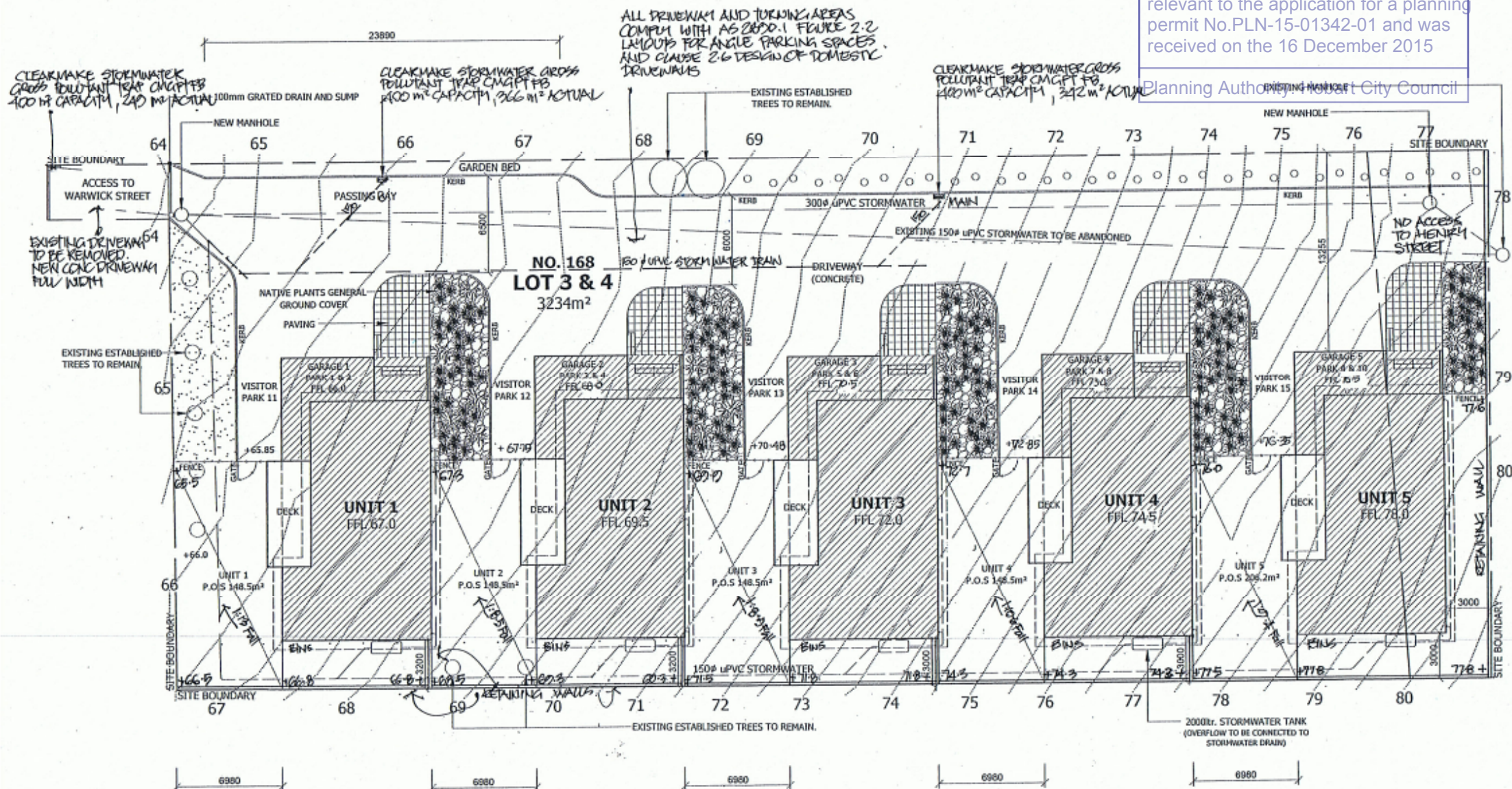
9 warwick street hobart
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168 WARWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

UNIT 2
Elevations

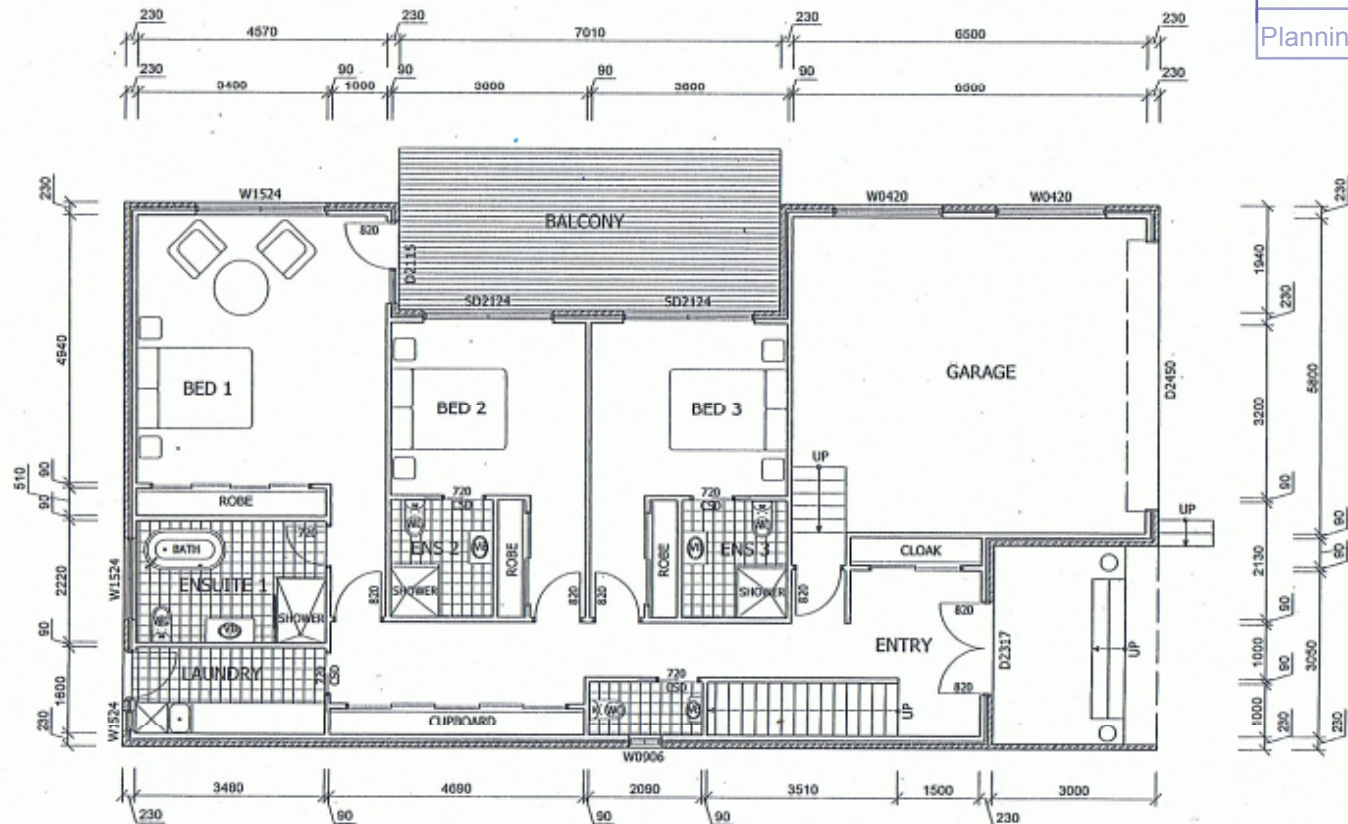
DRAWING NO: **SK.5** OF 8



DRAWING NO: SK.01 OF 08

This document is one of the documents relevant to the application for a planning permit No. PLN-15-01342-01 and was received on the 16 December 2015

Planning Authority: Hobart City Council



LOWER FLOOR AREA: 165.2m²
LOWER BALCONY: 13.6m²

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accreditation no. CC841f

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KHANI UNITS
168 WAWICK STREET
HOBART TAS

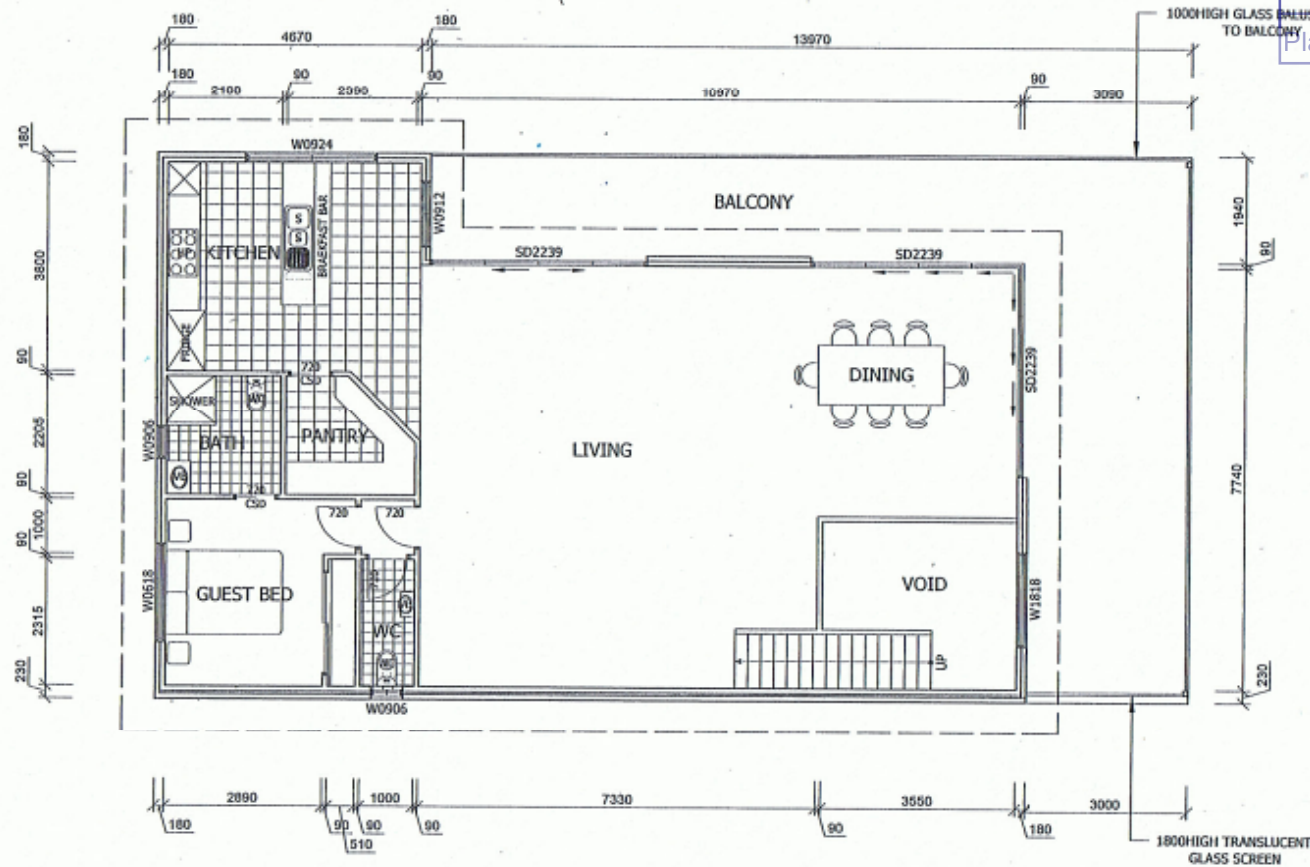
Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

Lower Floor Plan
TYP

DRAWING NO: SK.02 OF 08

This document is one of the documents relevant to the application for a planning permit No. PLN-15-01342-01 and was received on the 16 December 2015

Planning Authority: Hobart City Council



UPPER FLOOR AREA: 129.0m²
UPPER BALCONY: 60.3m²

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KHANI UNITS
168 WAWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

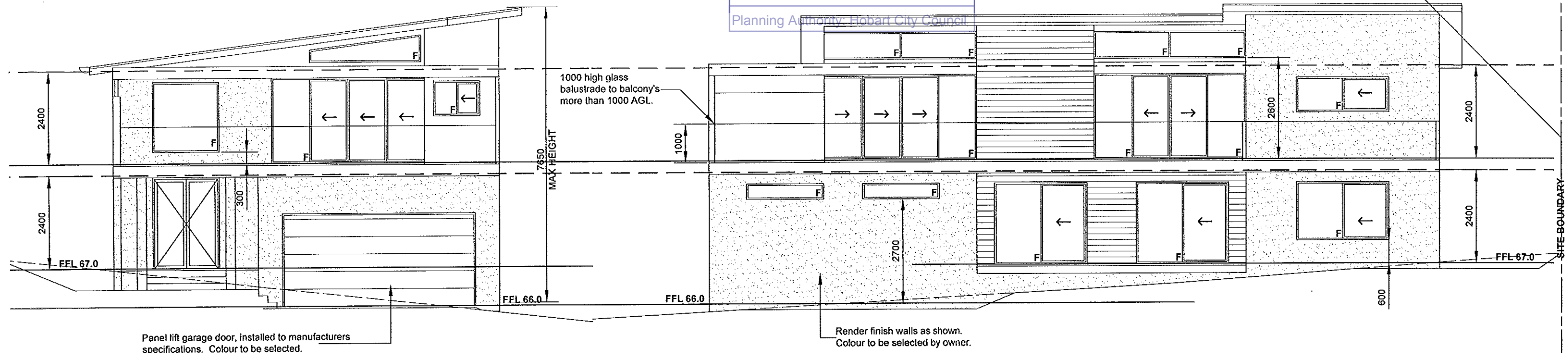
Upper Floor Plan
TYP

DRAWING NO: **SK.03** OF 08

PERMIT APPLICATION DOCUMENT

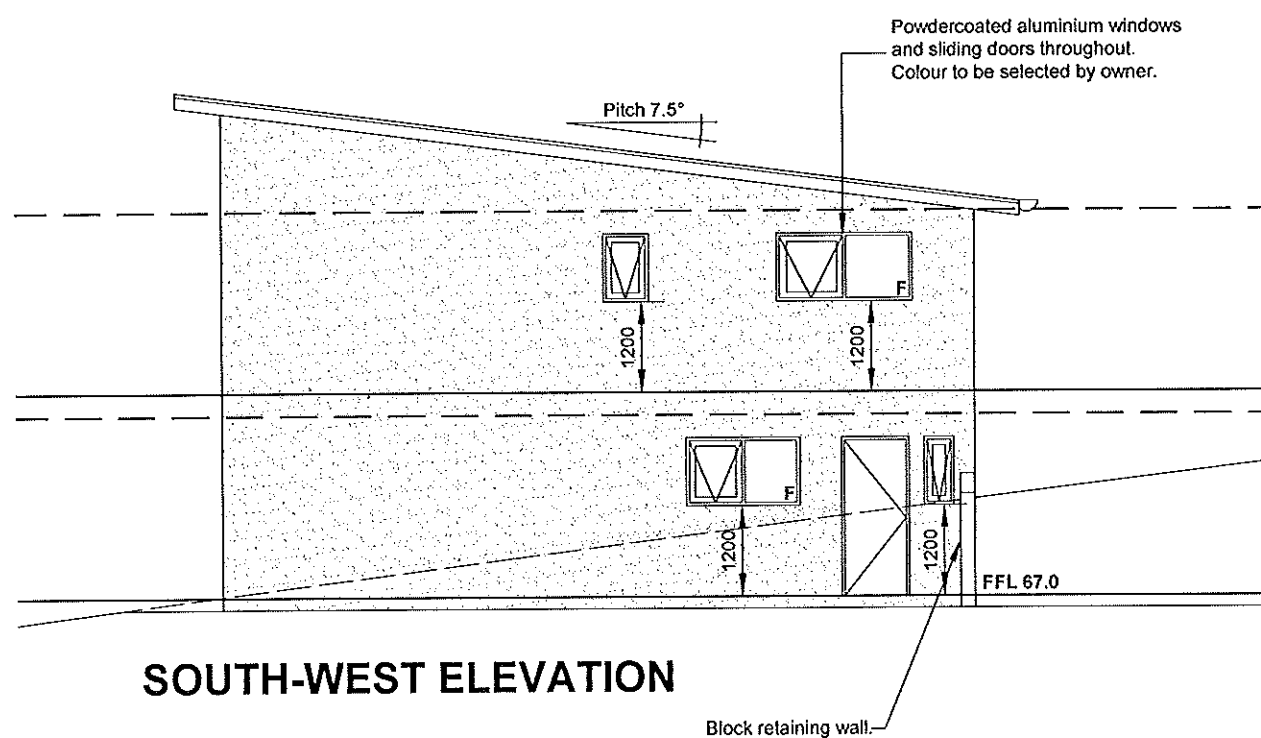
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Planning Authority: Hobart City Council

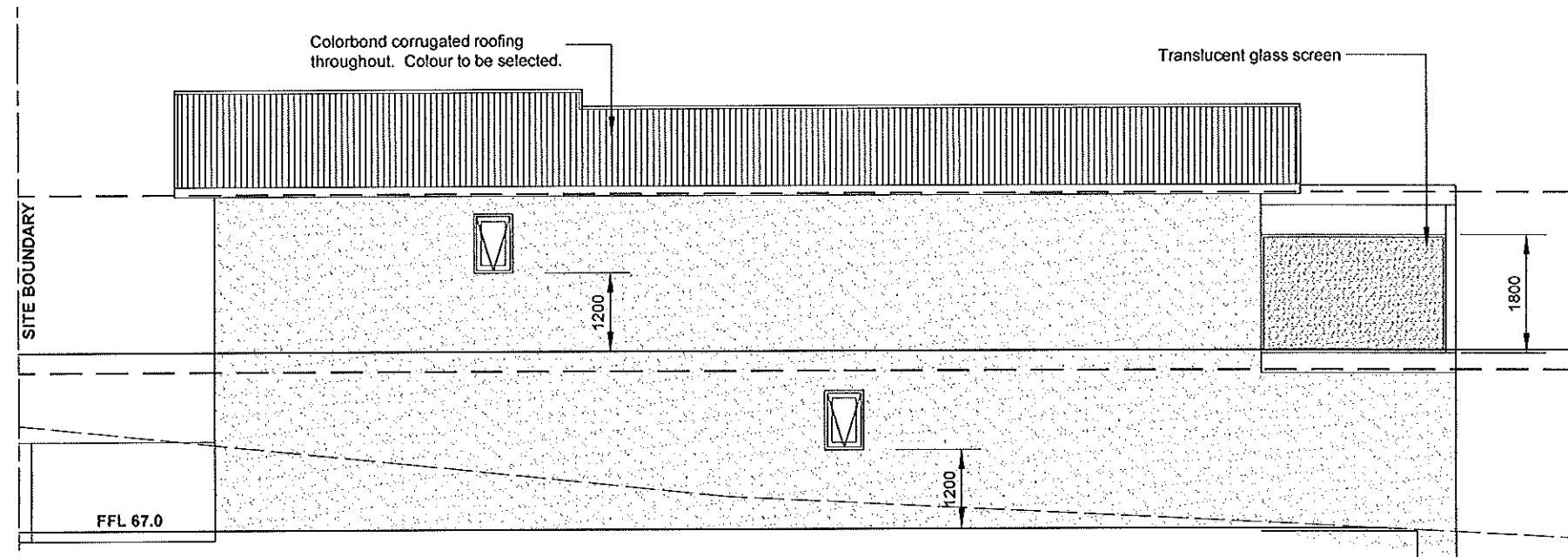


NORTH-EAST ELEVATION

NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION



SOUTH-EAST ELEVATION

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KHANI UNITS
168 WARWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

UNIT 1
Elevations

DRAWING NO: **SK.4** OF 8

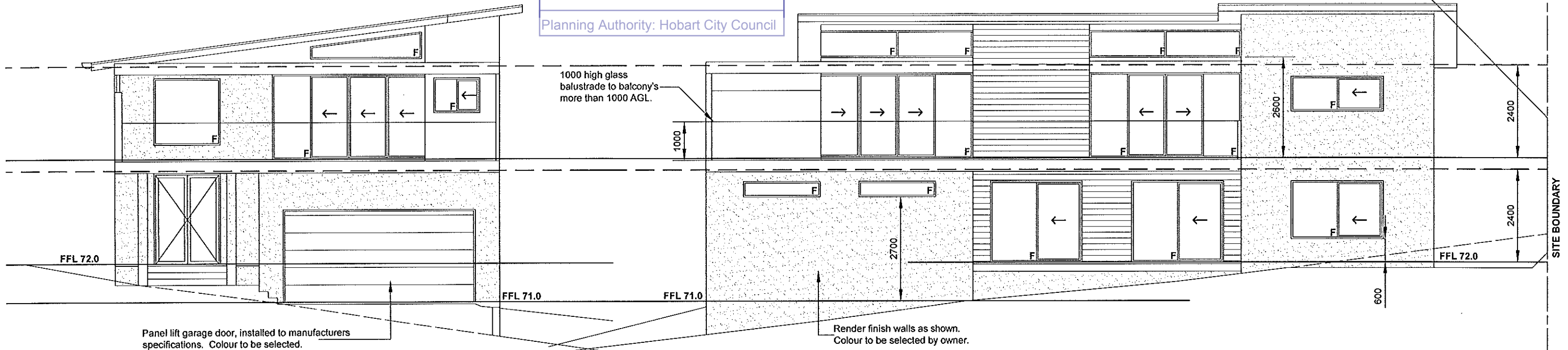
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Planning Authority: Hobart City Council

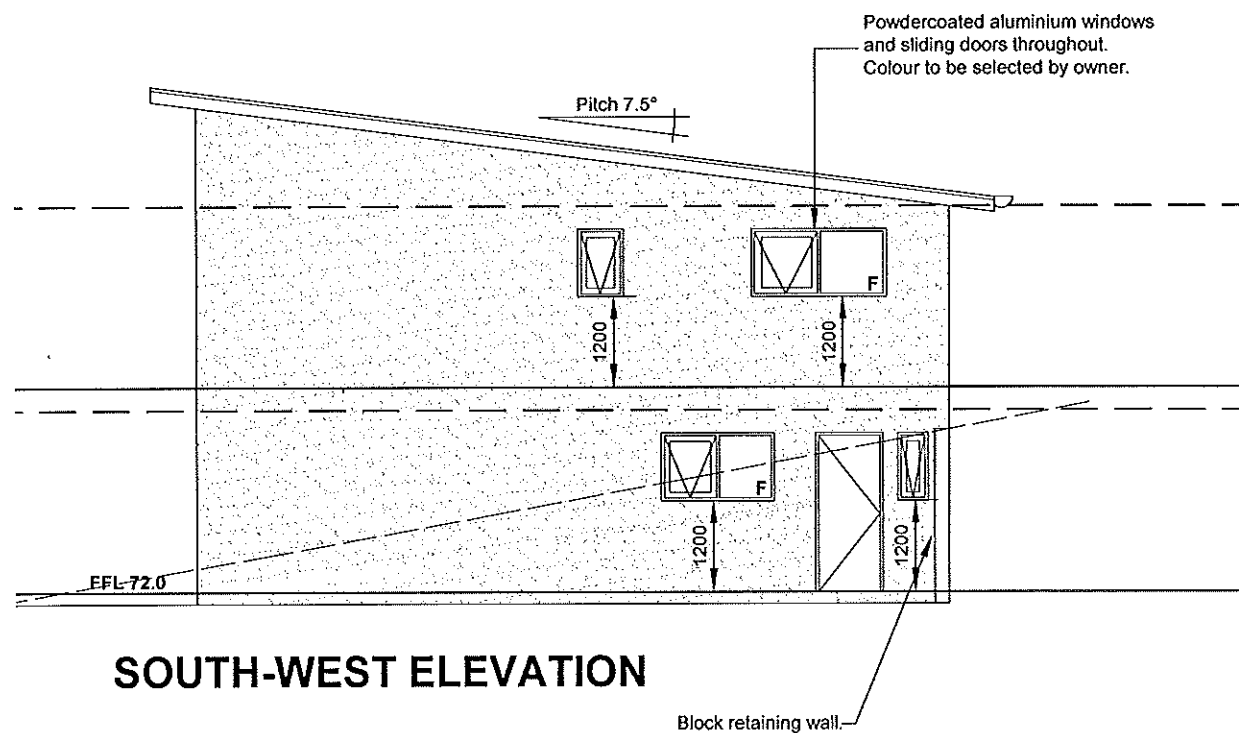
Building envelope line.

SITE BOUNDARY

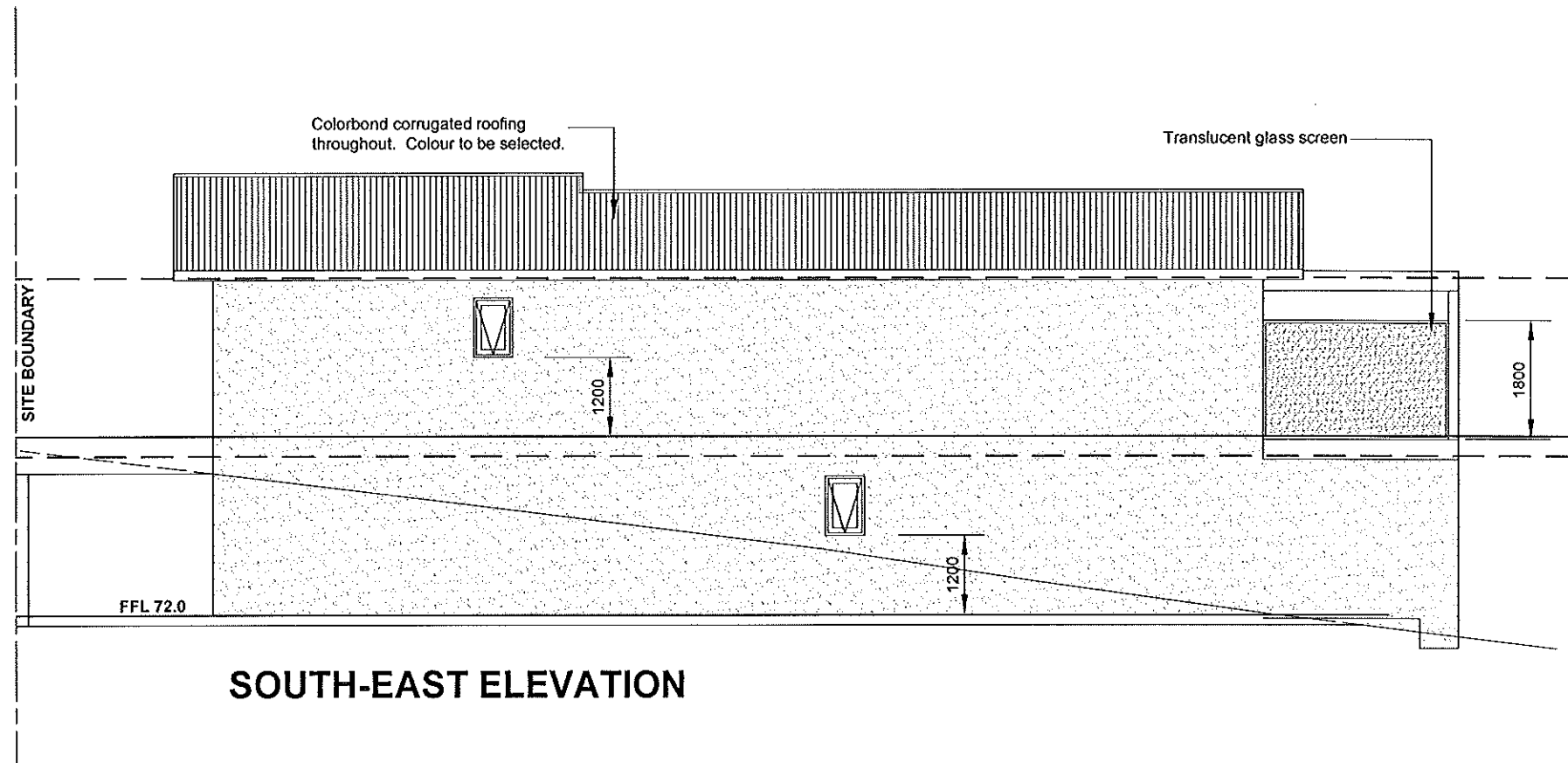


NORTH-EAST ELEVATION

NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION



SOUTH-EAST ELEVATION

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KHANI UNITS
168 WARWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

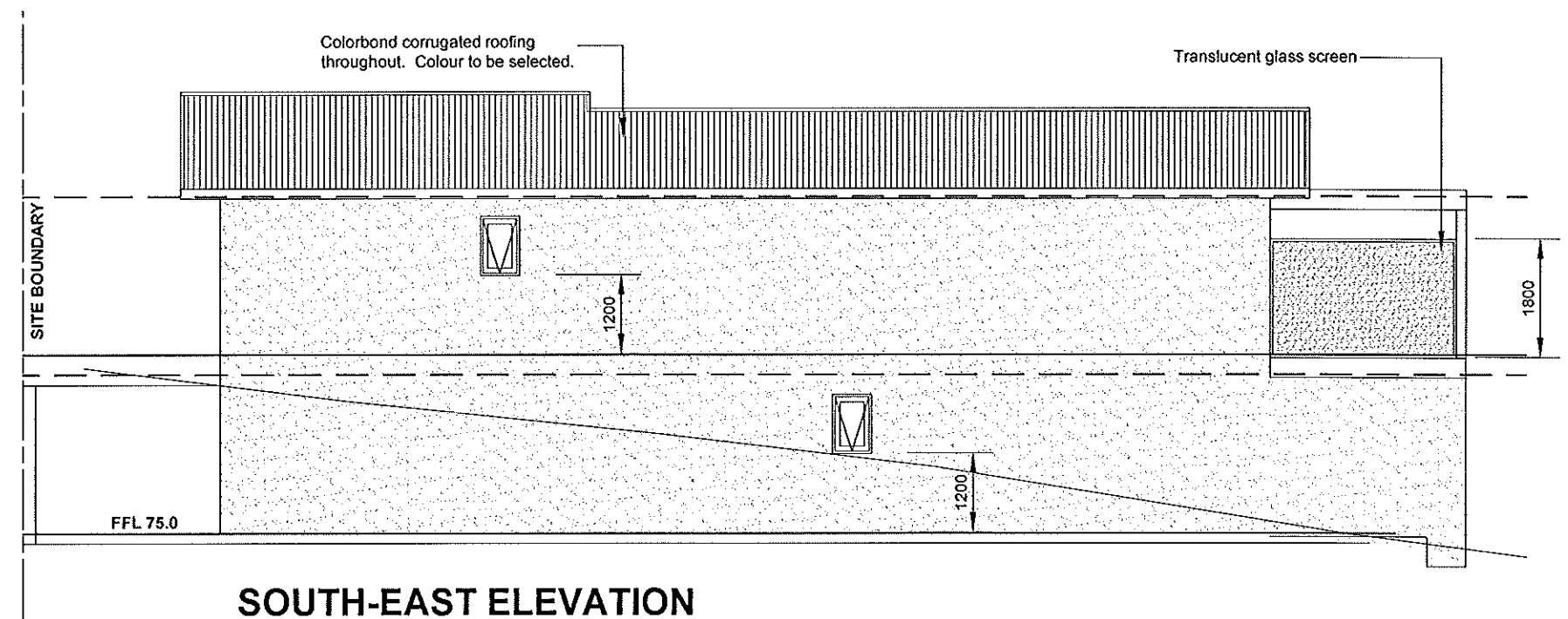
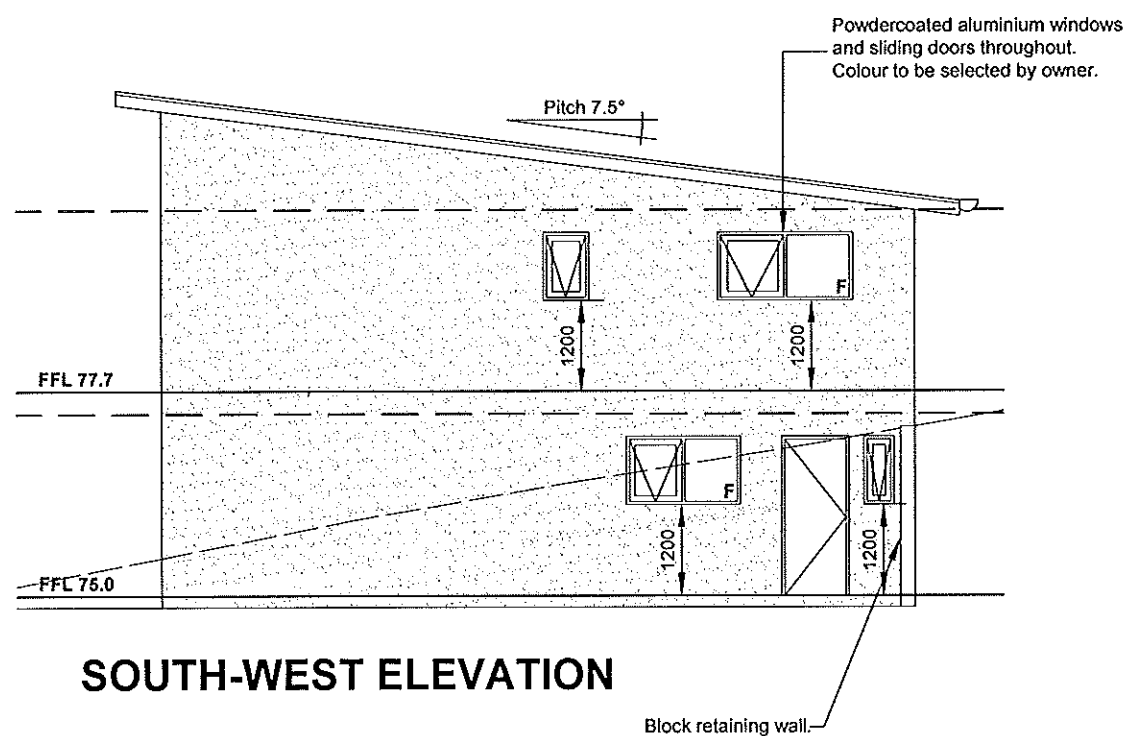
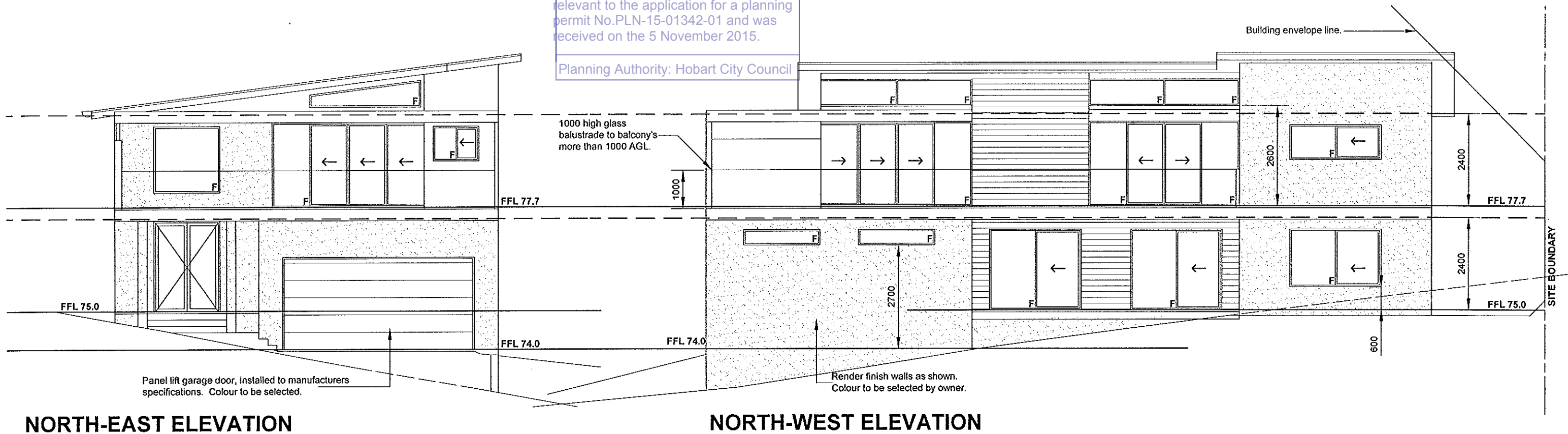
UNIT 3
Elevations

DRAWING NO: **SK.6** OF 8

DEVELOPMENT APPLICATION
DOCUMENT

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Planning Authority: Hobart City Council



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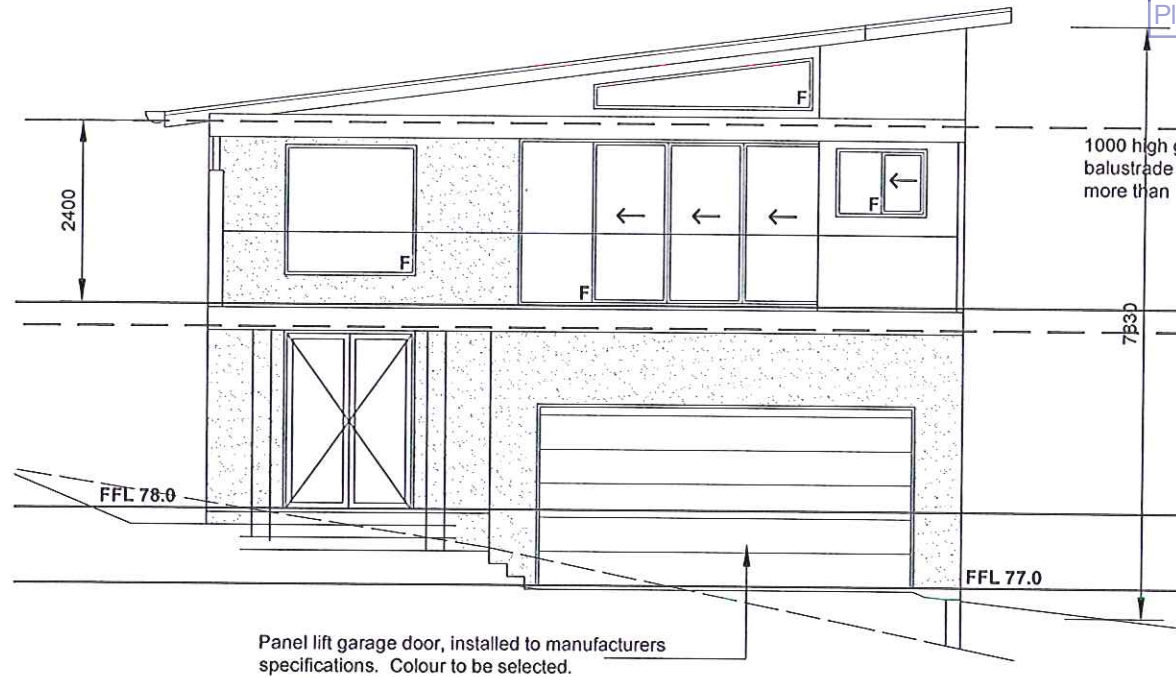
Drawn: K Phillips Date: July 2015 Scale: 1:100 at A3 Project No: 15.066

UNIT 4
Elevations

DRAWING NO: **SK.7** OF 8

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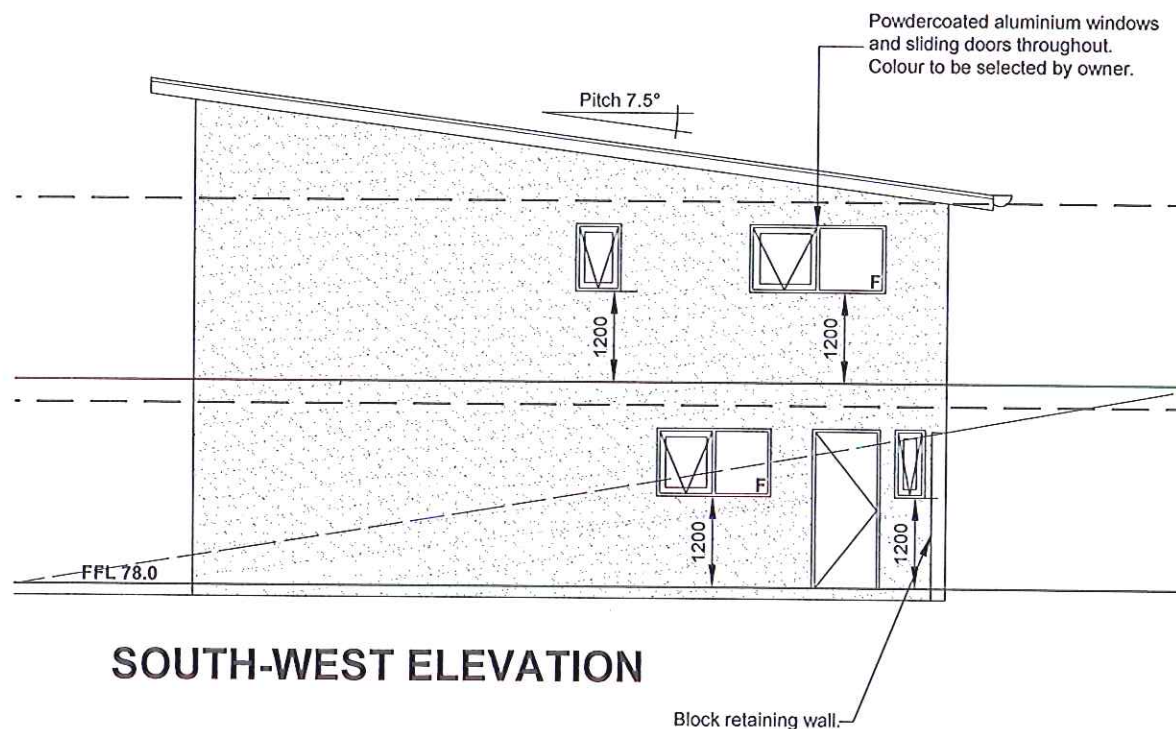
Planning Authority: Hobart City Council



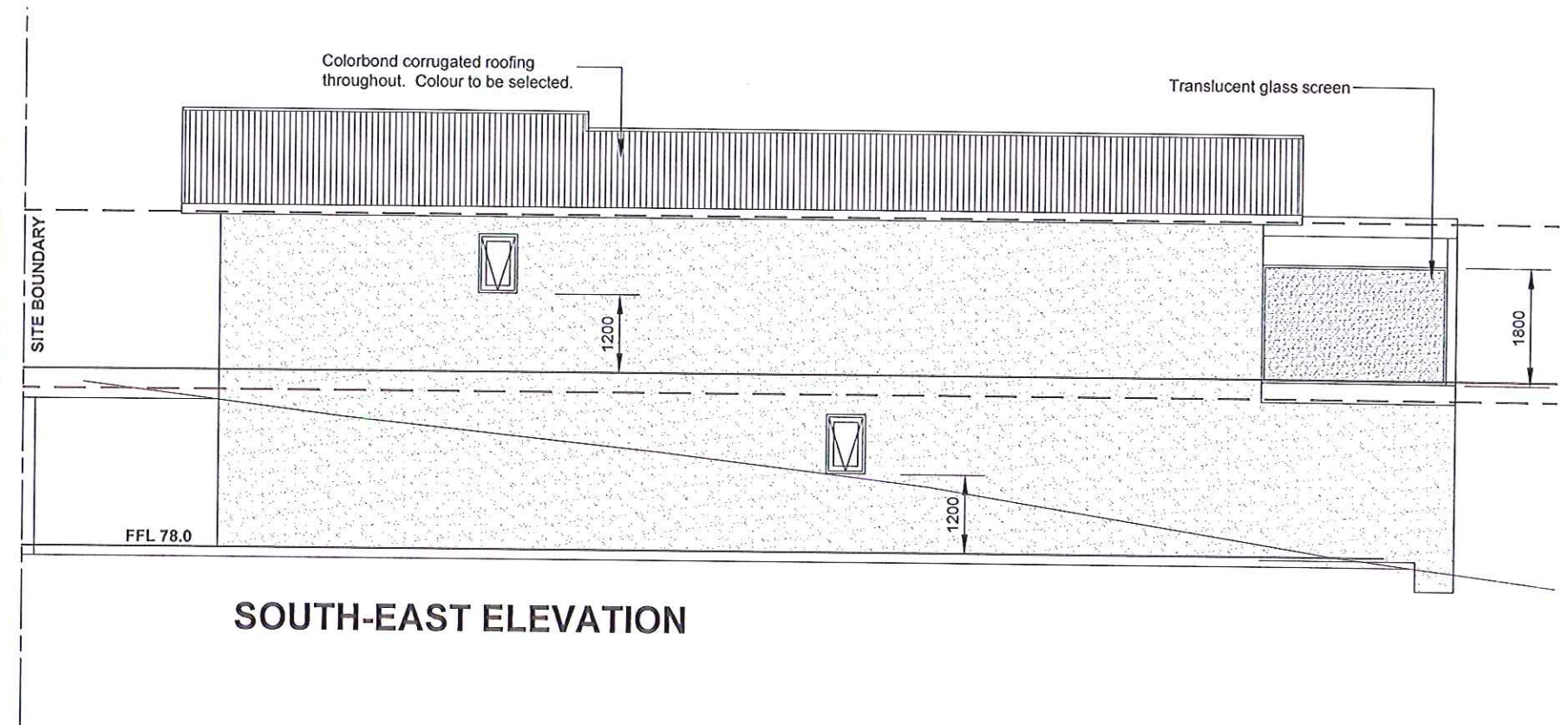
NORTH-EAST ELEVATION



NORTH-WEST ELEVATION



SOUTH-WEST ELEVATION



SOUTH-EAST ELEVATION

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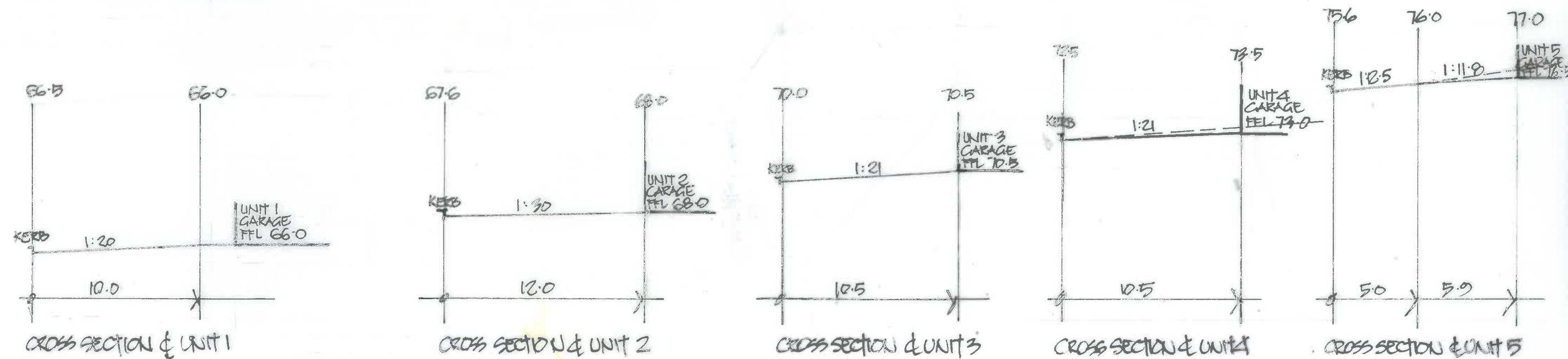
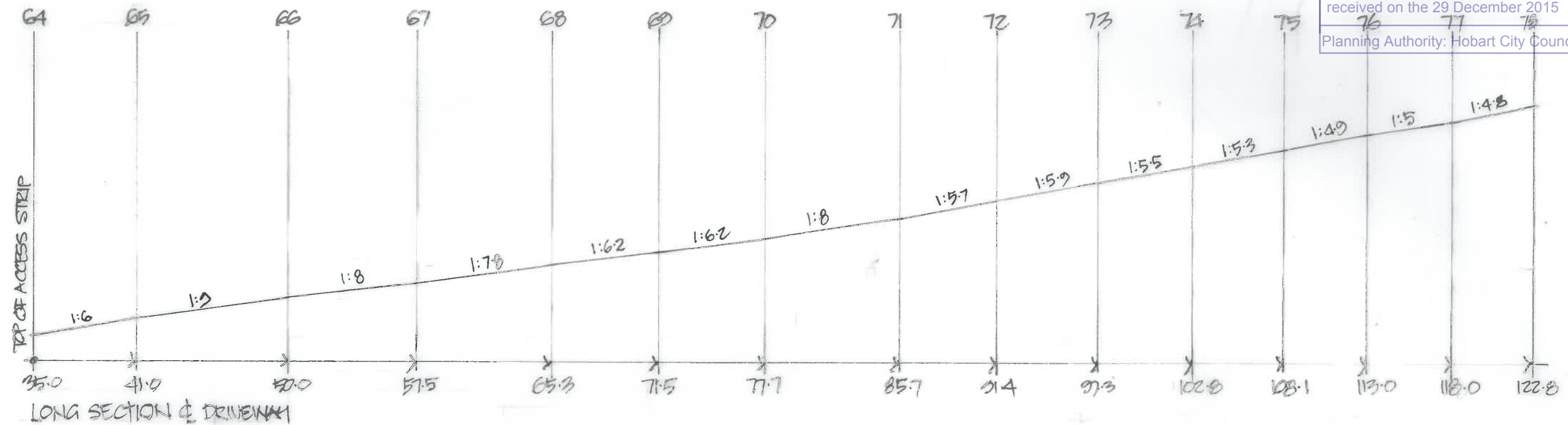
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UNIT 5
Elevations

DRAWING NO: **SK.8** OF 8

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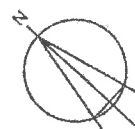
Planning Authority: Hobart City Council



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KHANI UNITS
168 WAWICK STREET
HOBART TAS

Drawn: K Phillips Date: July 2015 Scale: 1:250 at A3

Project No: 15.066

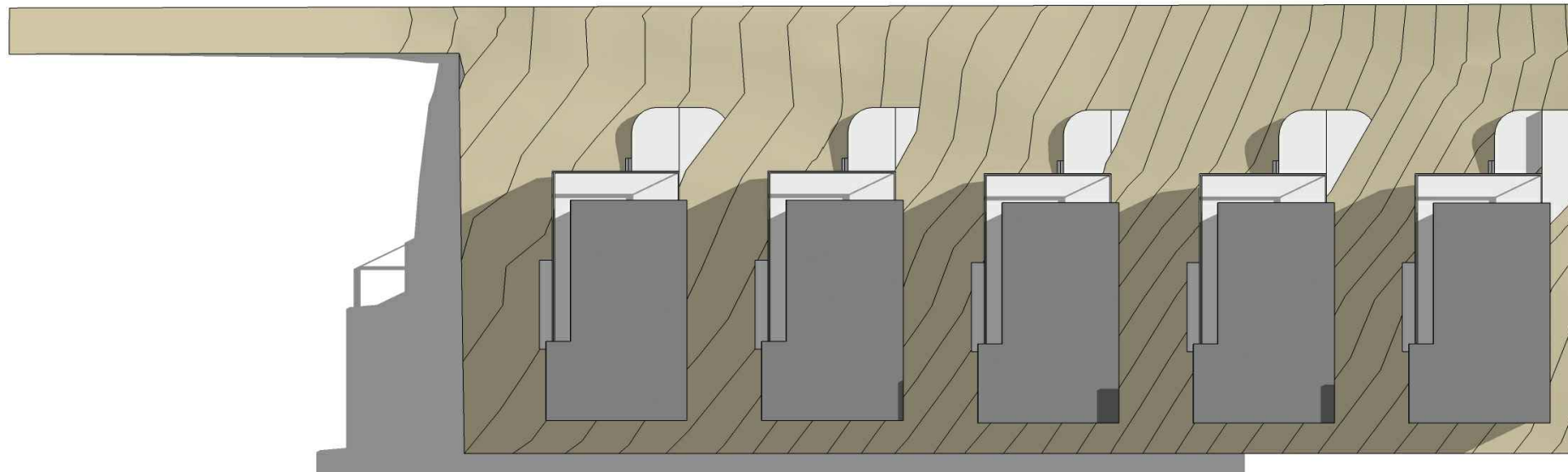
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DRAWING NO: **SK.09** OF 09

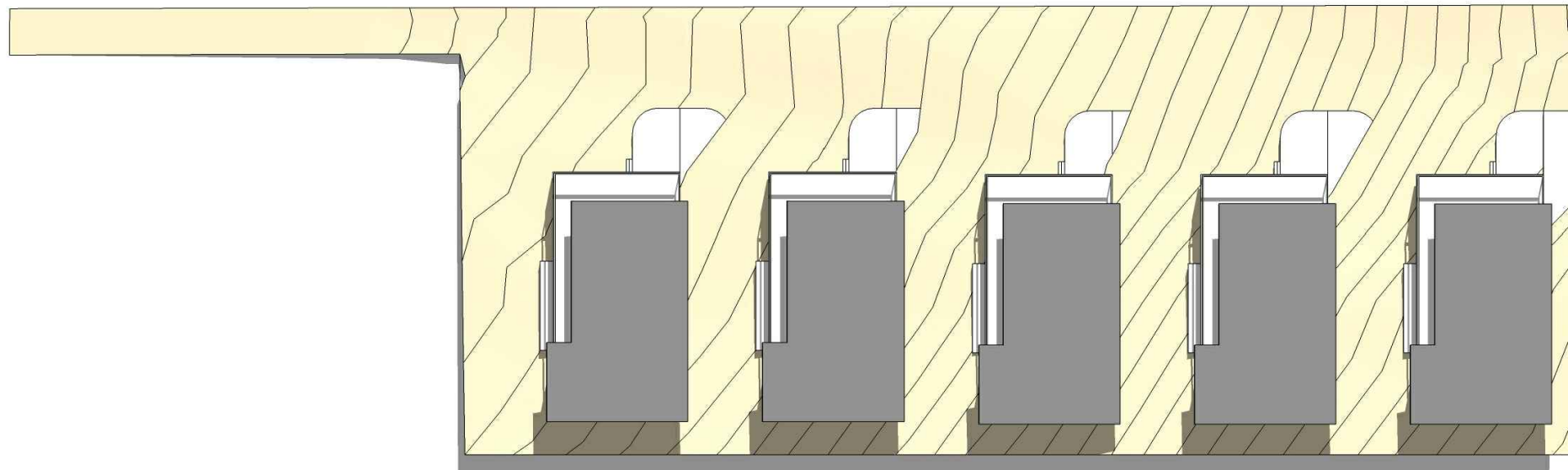
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Planning Authority: Hobart City Council

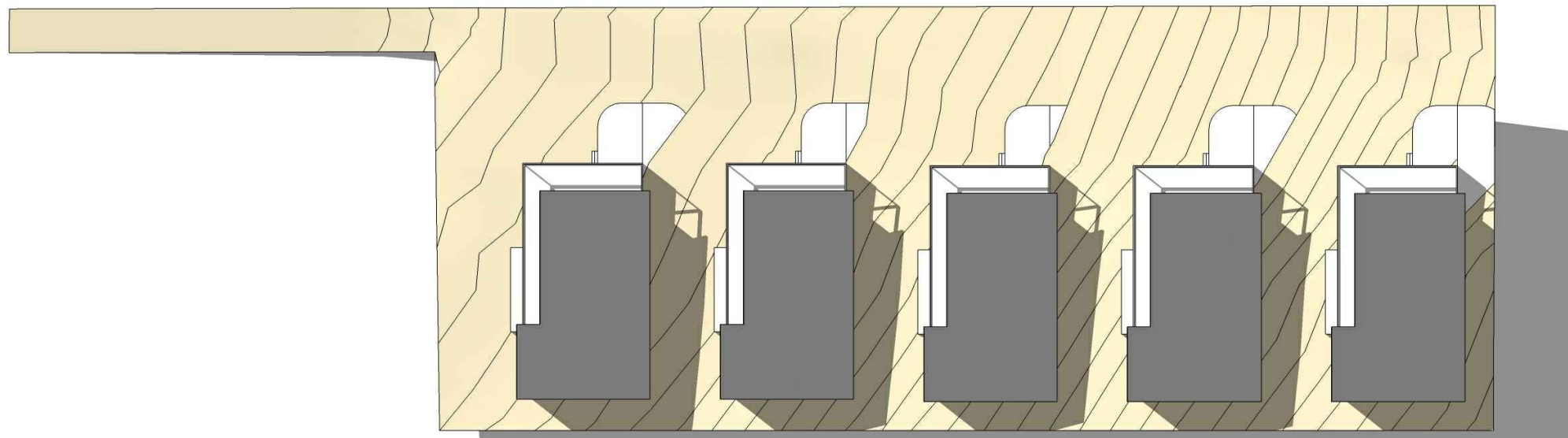
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21.03. 12:00 PM



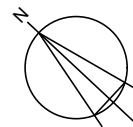
21.03. 03:00 PM



gary reed building design

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accreditation no. CC841f

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greedesign@bigpond.com



KHANI UNITS
168 WARWICK STREET
HOBART TAS

Drawn: L Mrosek Date: December 2015 Scale: NTS at A3

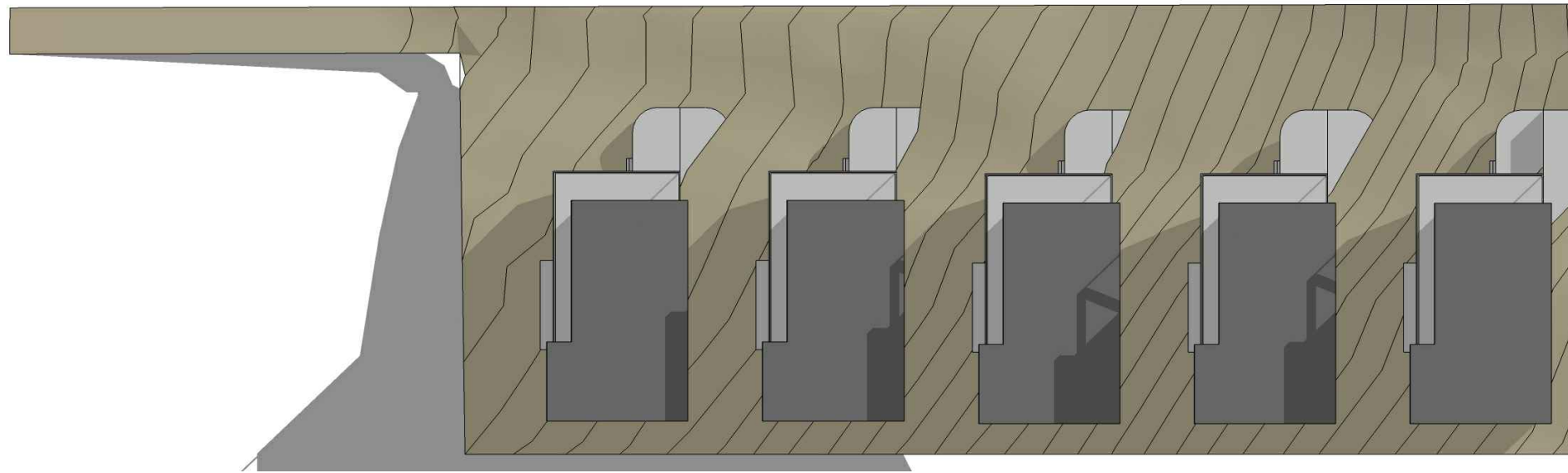
Project No: 15.066

Shadow Diagrams
21. March

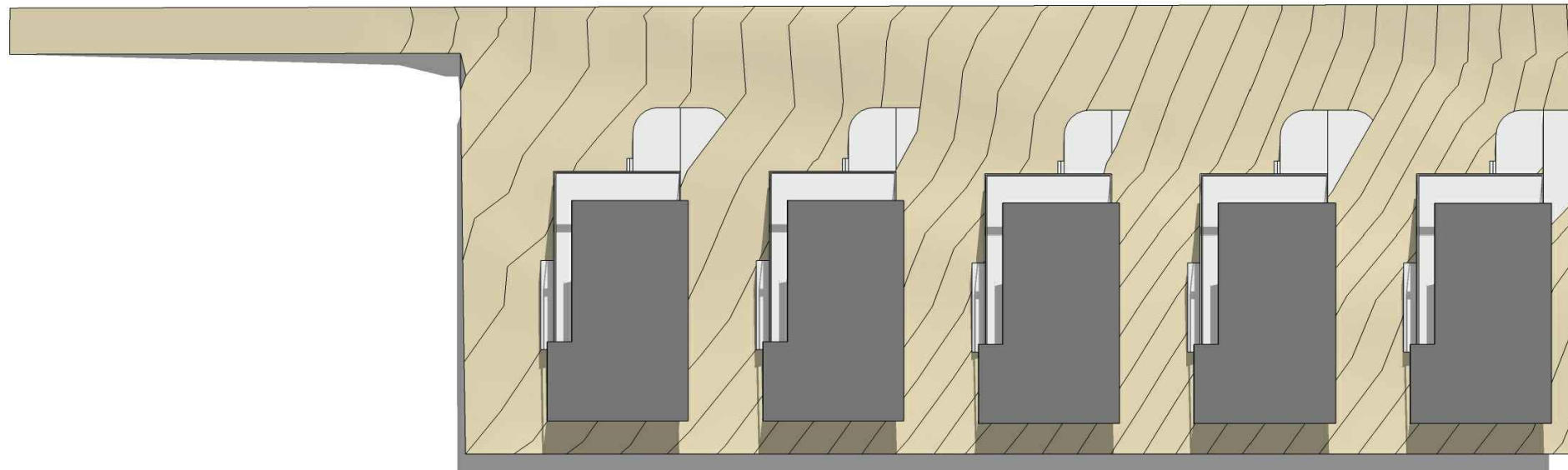
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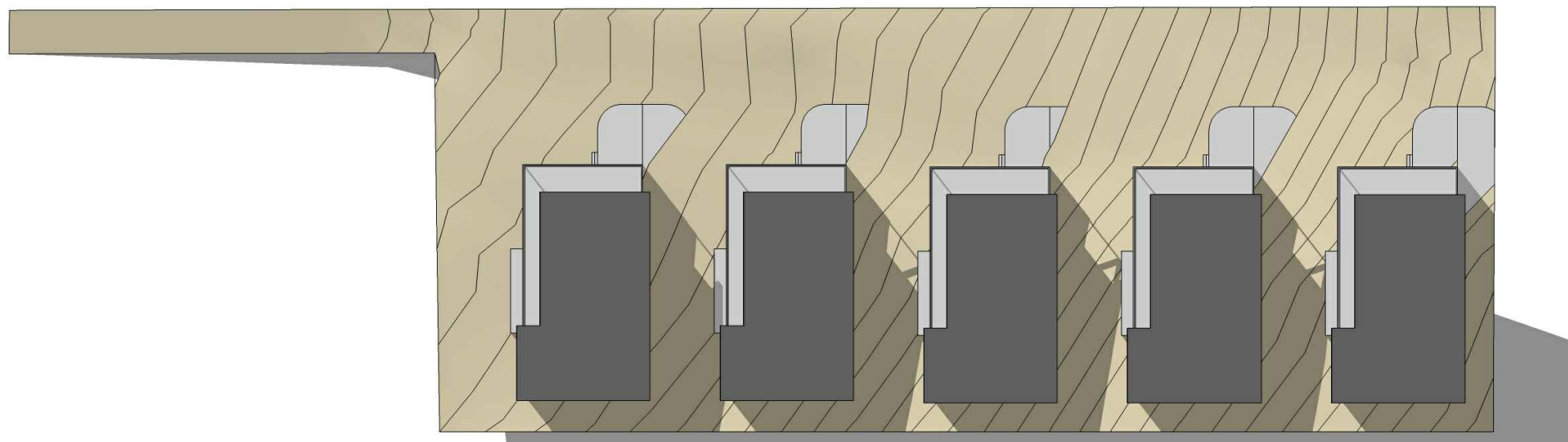
Planning Authority: Hobart City Council



21.06. 09:00 AM



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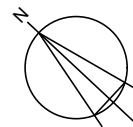


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gary reed building design

residential, commercial and industrial building design,
plumbing and drainage design, construction management,
housing energy rating, thermal performance efficiency
accreditation no. CC841f

9 warwick street hobart tasmania 7000
abn 74399247462
phone 62319544
fax 62316950
mob 0418526785
greedesign@bigpond.com



KHANI UNITS
168 WARWICK STREET
HOBART TAS

Drawn: L Mrosek Date: December 2015 Scale: NTS at A3

Project No: 15.066

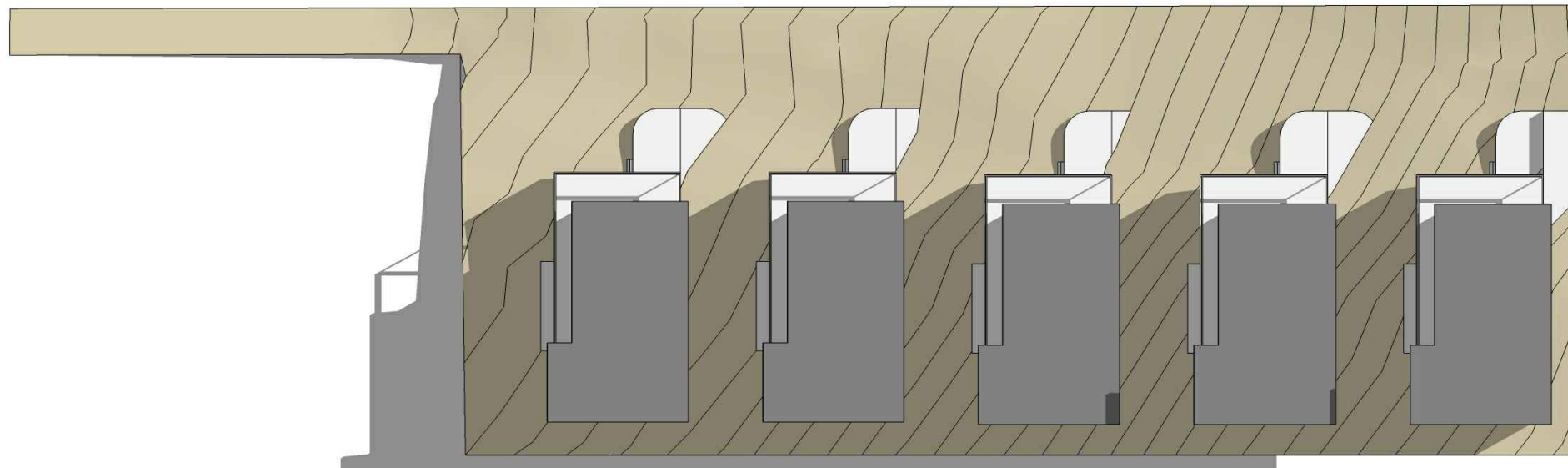
Shadow Diagrams
21. June

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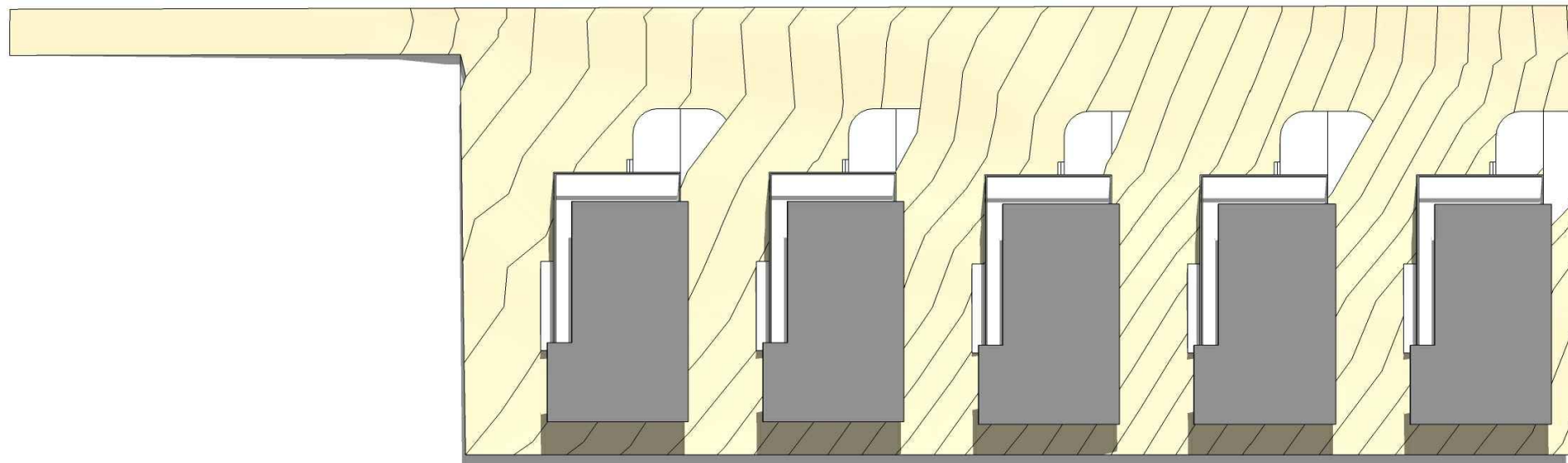
This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 16 December 2015

Planning Authority: Hobart City Council

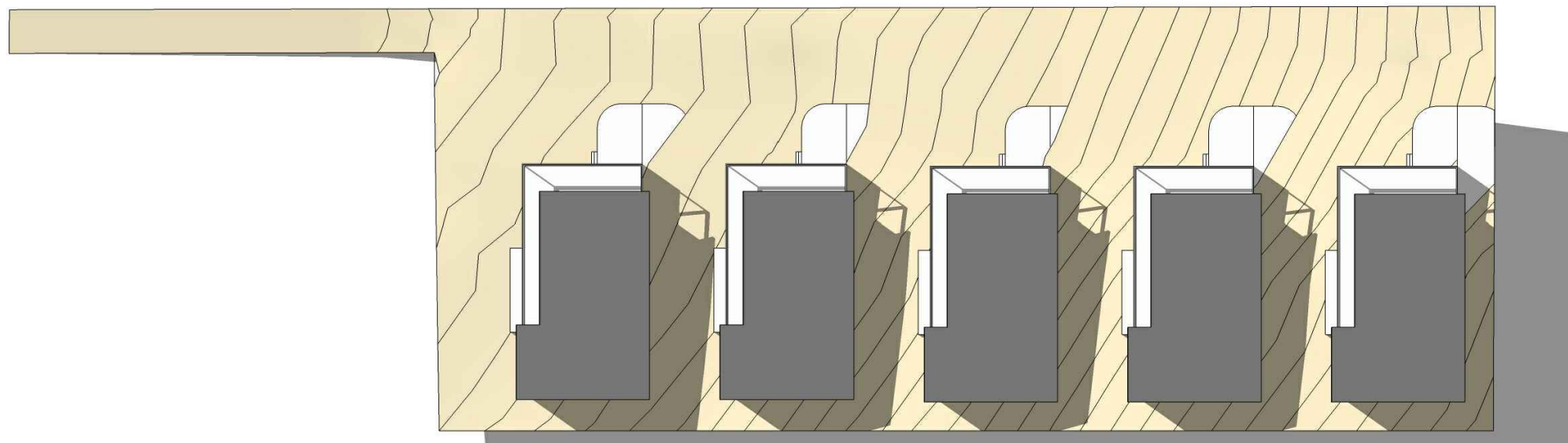
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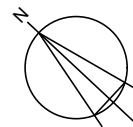
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168 WARWICK STREET
HOBART TAS

Drawn: L Mrosek Date: December 2015 Scale: NTS at A3

Project No: 15.066

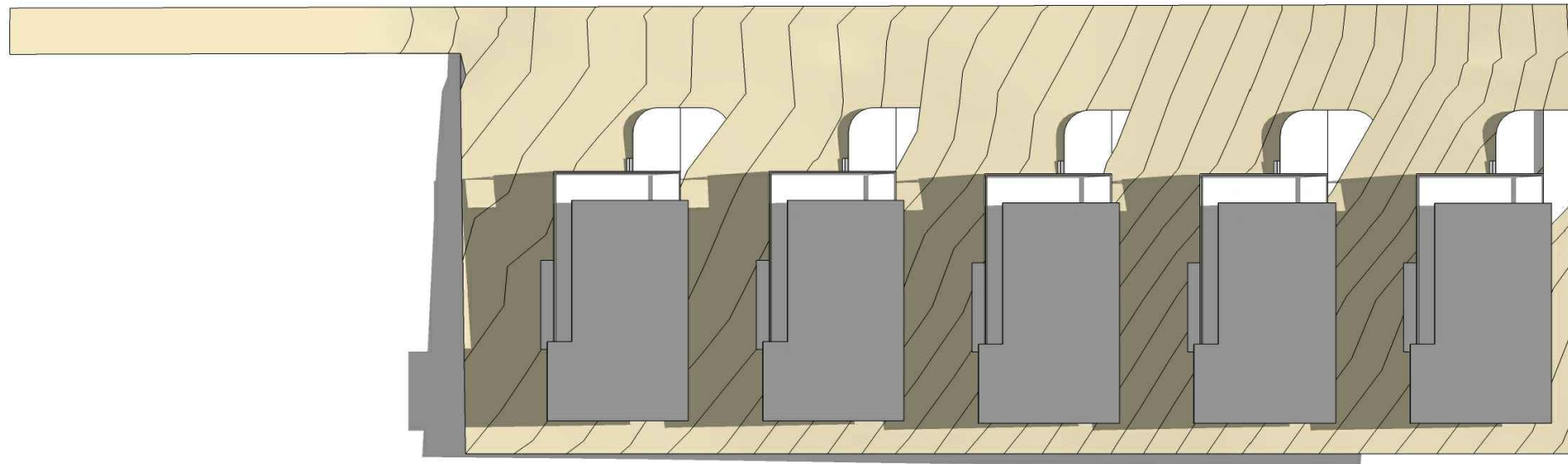
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21. September

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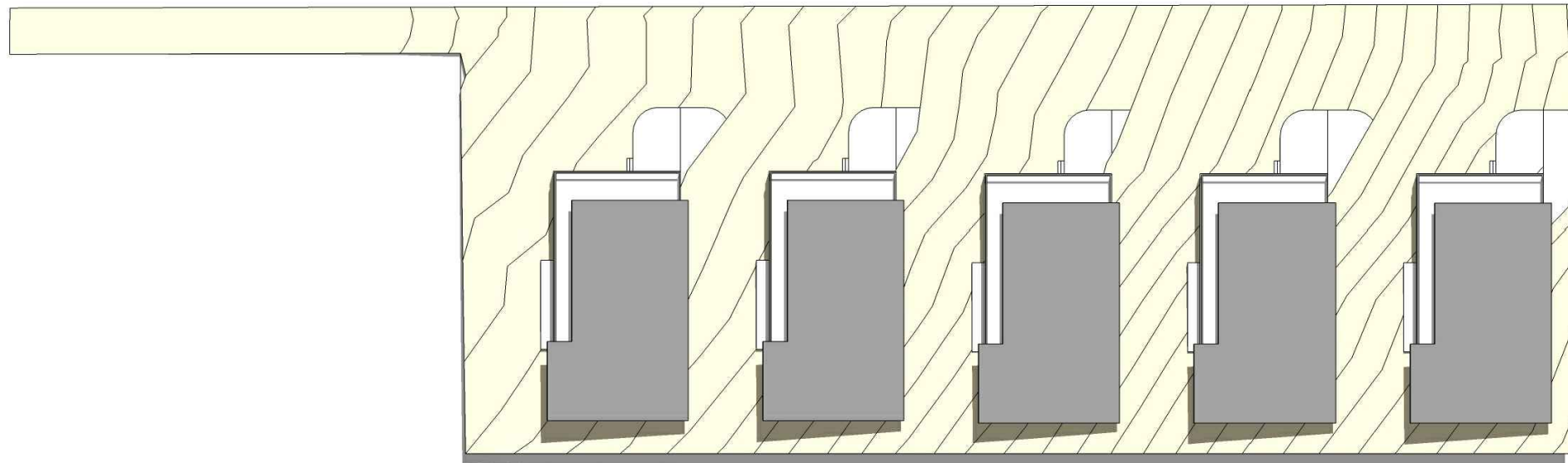
This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 16 December 2015

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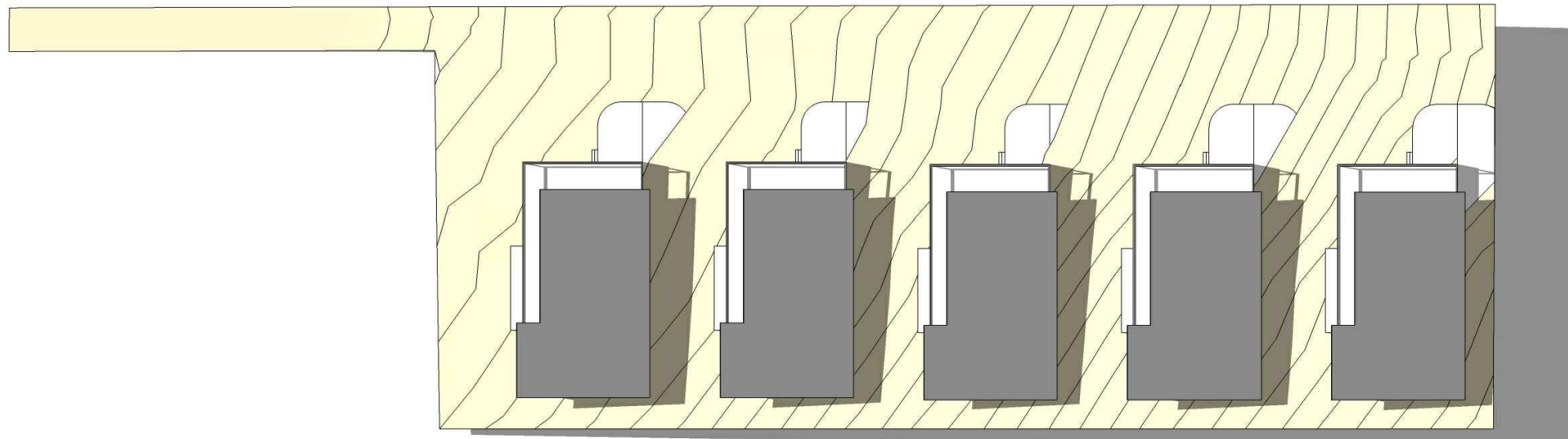
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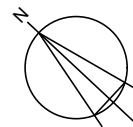
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gary reed building design

residential, commercial and industrial building design,
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168 WARWICK STREET
HOBART TAS

Drawn: L Mrosek Date: December 2015 Scale: NTS at A3

Project No: 15.066

Shadow Diagrams
21. December

DRAWING NO: **SD.04** OF 04

AS2870-2011 SITE ASSESSMENT**168 Warwick St****West Hobart****December 2014**DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 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-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Introduction

Client: Sahm Khani
Date of inspection: 11/09/2014
Location: 168 Warwick St, West Hobart
Land description: Approx 3000m² residential lot
Building type: Unit development
Investigation: 5t excavator
Inspected by: JP Cumming

Background information

Map: Mineral Resources Tasmania, Hobart sheet 1:25 000
Rock type: Tertiary boulder beds with subsurface dolerite
Soil depth: Approx. 2.0+m
Landslide zoning: This area has no known active landslides, however it has been identified as being susceptible (low risk) to landslide by Mineral Resources Tasmania (MRT).
Local meteorology: Annual rainfall approx 550 mm
Local services: Reticulated services on site.

Site conditions

Slope and aspect: ~15-25% north facing slope
Site drainage: Good fall, imperfect subsoil drainage
Vegetation: Mixed turf
Weather conditions: Overcast, approx 2 mm rainfall received in preceding 7 days.
Ground surface: Dry sandy loam surface conditions

Investigation

A number of excavations were completed to identify the distribution of, and variation in soil materials on the site. Four representative excavations at the approximate location indicated in figure 1 were chosen for testing and classification according to AS2870-2011 (see profile summary 1).

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Profile summary 1 and 2

Hole 1 Depth (m)	Hole 2 Depth (m)	Horizon	Description
0.00 – 0.30	0.00 – 0.30	A1	Dark Brown Clayey SAND (SC) , 10% clay, weak polyhedral structure, dry medium dense consistency, common roots, few gravels, disturbed appearance, gradual boundary to
0.30 – 0.60	0.30 – 0.60	B2	Brown CLAY (CH) , approx 5% fine gravels, moderate angular blocky structure, slightly moist hard consistency, high plasticity, gradual boundary to
0.60 – 2.0+	0.60 – 2.0+	BC	Brownish Yellow SAND / Clayey GRAVEL (SP/GC) , ~5% clay, massive structure, slightly moist very dense consistency, lower boundary undefined

Profile summary 3 and 4

Hole 3 Depth (m)	Hole 4 Depth (m)	Horizon	Description
0.00 – 0.30	0.00 – 0.30	A1	Dark Brown Clayey SAND (SC) , 10% clay, weak polyhedral structure, dry medium dense consistency, common roots, few gravels, disturbed appearance, gradual boundary to
0.30 – 0.80	0.30 – 0.90	B2	Brown CLAY (CH) , trace sub-rounded mudstone gravels, moderate angular blocky structure, slightly moist hard consistency, high plasticity, few slickensides, gradual boundary to
0.80 – 2.0+	0.90 – 2.0+	BC	Brownish Yellow SAND / Clayey GRAVEL (SP/GC) , ~5% clay, massive structure, slightly moist very dense consistency, lower boundary undefined

Soil profile notes

The soils found on the site are developing from shallow Tertiary deposits overlying residual dolerite, and as a result feature characteristic brown plastic clay soils, with dolerite rocks and gravels. The clay horizons will exhibit significant ground surface movement and the soil is likely to be variable in depth with pieces of fresh dolerite to be expected throughout the soil profile.

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Site Classification

According to AS2870-2011 (construction) the natural soil is classified as **Class H-1**, that is highly reactive clay. Note based upon the slope angle and weathered gravels below the clay re-classification would be appropriate if site cutting for construction is undertaken.

Wind Classification

The AS 4055-2006 *Wind load for Housing* classification of the site is:

Region:	A
Terrain category:	TC3
Shielding Classification:	FS
Topographic Classification:	T2
Wind Classification:	N2
Design Wind Gust Speed ($V_{h,u}$)	40 m/sec

Slope stability

No apparent issues, however clay soils can experience significant ground surface movement with soil moisture variation. Therefore, I recommend attention be paid to drainage to avoid water accumulation adjacent to the footings – please refer to CSIRO BTF-18 information sheet enclosed.

The site is also in an area mapped as a low hazard based upon the slope angle and mapped geological materials (Tertiary deposits overlying dolerite). Based upon the test pits completed and inspection of the site the risk of instability is rated as very low to low for construction on the residual underlying weathered dolerite on the site.

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Construction recommendations

The natural soil is classified as **Class H-1** which is highly reactive clay. Consideration should also be given to drainage and landscaping control on site during and after construction. Given the plastic clays overlying assumed weathered gravels/rock it is recommended foundations be placed into the underlying weathered material where possible.

I also recommend that during construction that I and/or the design engineer be notified of any major variation to the foundation conditions as predicted in this report.



Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD
Environmental and Engineering Soil Scientist

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Figure 1. Site plan –



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Planning Authority: Hobart City Council

Appendix 1 – Site Photos



Photo 1 - looking upslope from the centre of the site



Photo 2 – Typical excavation on site showing plastic clay overlying weathered dolerite



traffic engineering transport planning road safety

www.midsontraffic.com.au

Attachment EDEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 5 November 2015.

Planning Authority: Hobart City Council

Keith Midson
Midson Traffic Pty Ltd
18 Earl Street
Sandy Bay TAS 7005
0437 366 040

7 October 2015

Mr Gary Reed
Gary Reed Design
Via email

Dear Gary,

Khani – 168 Warwick Street, Driveway Assessment

Further to our recent discussions, I am pleased to provide a traffic engineering assessment of the proposed driveway at the abovementioned address.

The site is an internal block accessed via a driveway fronting Warwick Street in West Hobart. The site is shown in Figure 2. The driveway is shown in Figure 1.

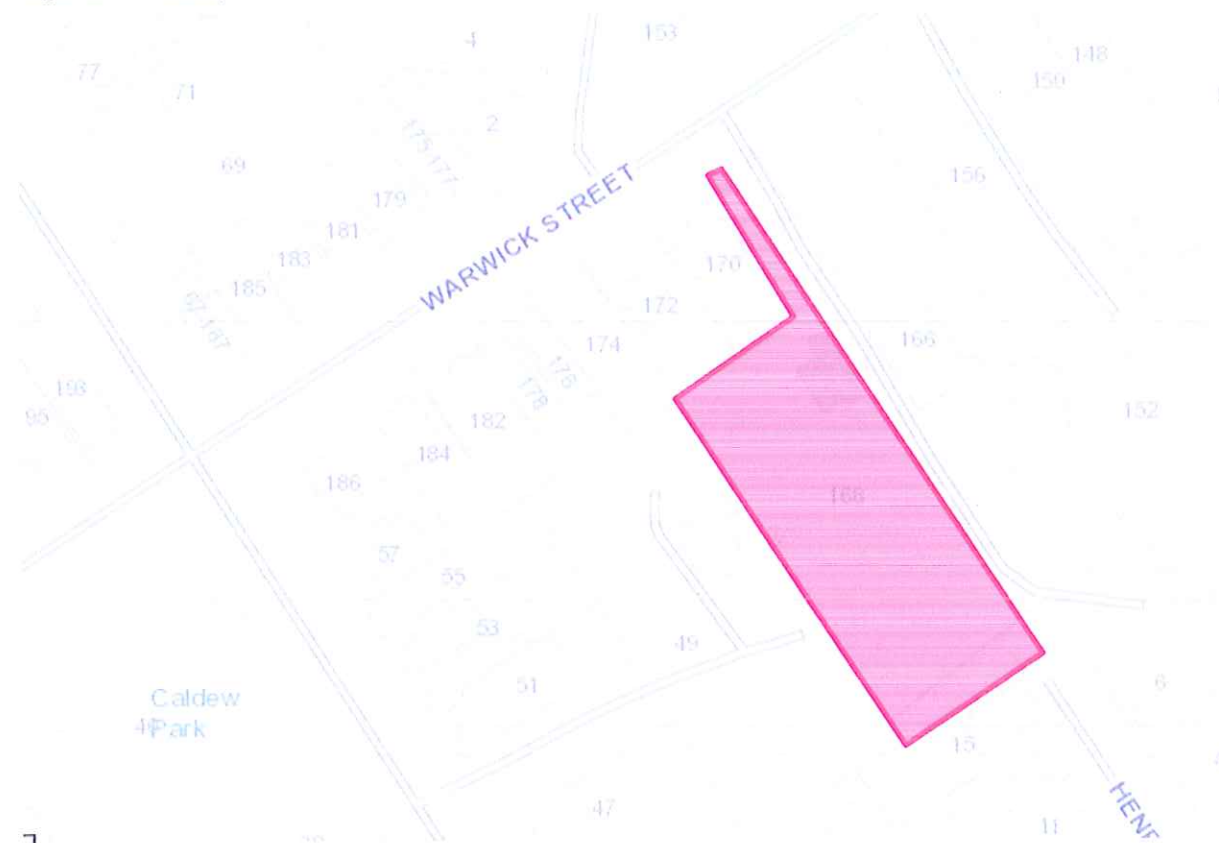
Figure 1 Driveway Access



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Planning Authority: Hobart City Council

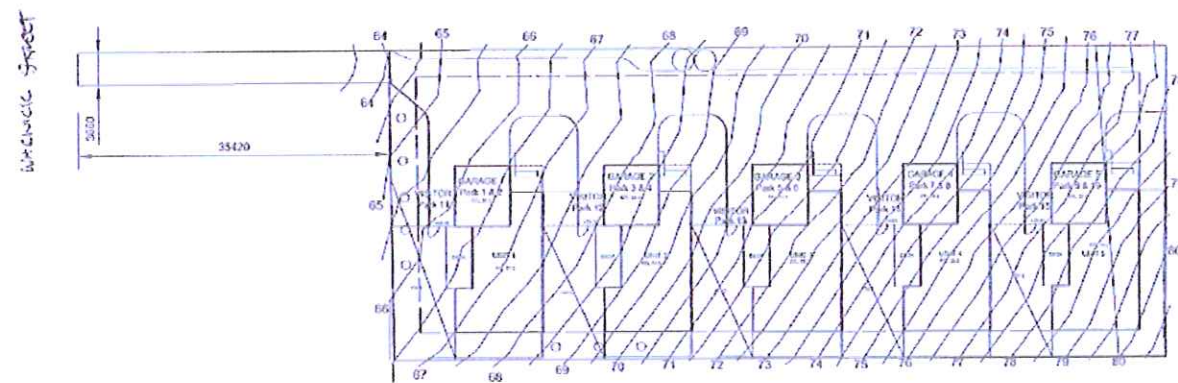
Figure 2 Subject Site



The proposed development is for five multiple dwellings accessed by a single driveway from Warwick Street. The driveway is 35 metres in length, with a width of approximately 3.6 metres. The width is physically constrained by adjacent property boundaries.

The development plan is shown in Figure 3.

Figure 3 Proposed Development



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Planning Authority: Hobart City Council

The site was assessed against the requirements of the Australian Standards, AS2890.1, *Parking Facilities, Off-Street Parking*, 2004. In general terms, access to the development is classified as follows:

- User Class 1A – 'Residential, domestic and employee parking'.
- Frontage Road Type – 'local'
- Number of parking spaces – 15 spaces (10 resident spaces + 5 visitor spaces).
- Access Facility Category – '1' (AS2890.1: Table 3.1)
- Entry width requirement – 3.0m to 5.5m (combined entry/ exit width).

The proposed development conforms to these requirements of the Australian Standards. Section 3.2.2 of AS2890.1 states: "*where the circulation roadway leading from a Category 1 access driveway is 30m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5m. On long driveways, passing opportunities should be provided at least every 30 m*".

In this case, the driveway does not connect to an arterial or sub-arterial road, therefore the initial 6 metres of the driveway is not required to be 5.5 metres wide. .

The proposed development is likely to generate approximately 4 trips per hour during peak periods¹. This generation is well below the "*30 or more movements*" recommended in the Australian Standards for a minimum width of 5.5 metres. The width of 3.0 metres is therefore considered adequate for the level of traffic utilising the driveway.

The length of the driveway exceeds 30 metres and there is no ability to provide passing opportunities due to the property boundary constraints. This length would normally require a passing bay to be provided, but this is not possible for this development. The following points are noted:

- The traffic generation is very low, at 4 vehicle trips per hour during peak times (as noted above). The nature of the development will also result in a very directional flow during peak periods – ie. traffic will have a dominant outward flow during the morning peak, and inward flow during the afternoon peak. The risk of conflict within the driveway is therefore minimal based on traffic generation alone.
- Visibility is available along the full length of the driveway for both entering and exiting traffic.

¹ Based on RMS NSW publication 'Guide to Traffic Generating Developments', updated surveys, 2013: residential weekday evening peak hour vehicle trips = 0.78 per dwelling.

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Planning Authority: Hobart City Council

- The length of the driveway exceeds the recommended maximum length by 5 metres, or 16.7%. The width of the access aisle within the subdivision site is sufficient for two vehicles to pass if necessary.
- The driveway is located immediately adjacent to a neighbouring driveway to the north of the site. This results in no parking occurring on the southbound approach to the driveway on Warwick Street. An entering vehicle from this approach is therefore able to stop and give way to an exiting vehicle without interfering with through traffic in Warwick Street.
- Vehicles entering the driveway from the development can safely reverse into the parking area to give way to a vehicle entering from Warwick Street if necessary.

On this basis, the driveway is deemed to provide a safe and acceptable access to the development.

It is also noted that access to the site is shared with pedestrians. The available width of 3.6 metres is sufficient for shared use with pedestrians. Due to the length of the driveway however it is recommended that a line be painted along the full length to provide a 0.6 metre buffer for pedestrians to move into to enable a vehicle to pass if necessary.

Please contact me on 0437 366 040 if you require any further information.

Regards,



Keith Midson BE MTraffic MTransport FIEAust CPEng

DIRECTOR
Midson Traffic Pty Ltd

Chapter 5 | Bioretention Basins

Attachment F

- prescribe soil media layer characteristics (filter, transition and drainage layers)
- underdrain design and capacity check
- check requirement for bioretention lining
- ▶ Recommended plant species and planting densities
- ▶ Provision for maintenance

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 13 January 2016

Planning Authority: Hobart City Council

5.2 Verifying size for treatment

The curves below show the pollutant removal performance expected for bioretention basins with varying depths of ponding. The curves are based on the performance of the system at the reference site and were derived using the Model for Urban Stormwater improvement Conceptualisation (MUSIC). To estimate an equivalent performance at other locations in Tasmania, the hydrologic design region relationships should be used, refer to Chapter 2. In preference to using the curves, local data should be used to model the specific treatment performance of the system.

The curves were derived assuming the systems receive direct runoff (i.e. no pretreatment) and have the following characteristics:

- ▶ Hydraulic conductivity of 36mm/hr
- ▶ Filtration media depth of 600 mm
- ▶ Particle size of 0.45 mm

These curves can be used to check the expected performance of the bioretention system for removal of TSS, TP and TN.

BIO-RETENTION BASIN PROPOSED IS $1.8 \times 8 \text{ m} = 14.4 \text{ m}^2$
 CATCHMENT AREA DIVERTED TO BIORETENTION = 708 m^2
 $= 2.0\%$

Chapter 5 | Bioretention Basins

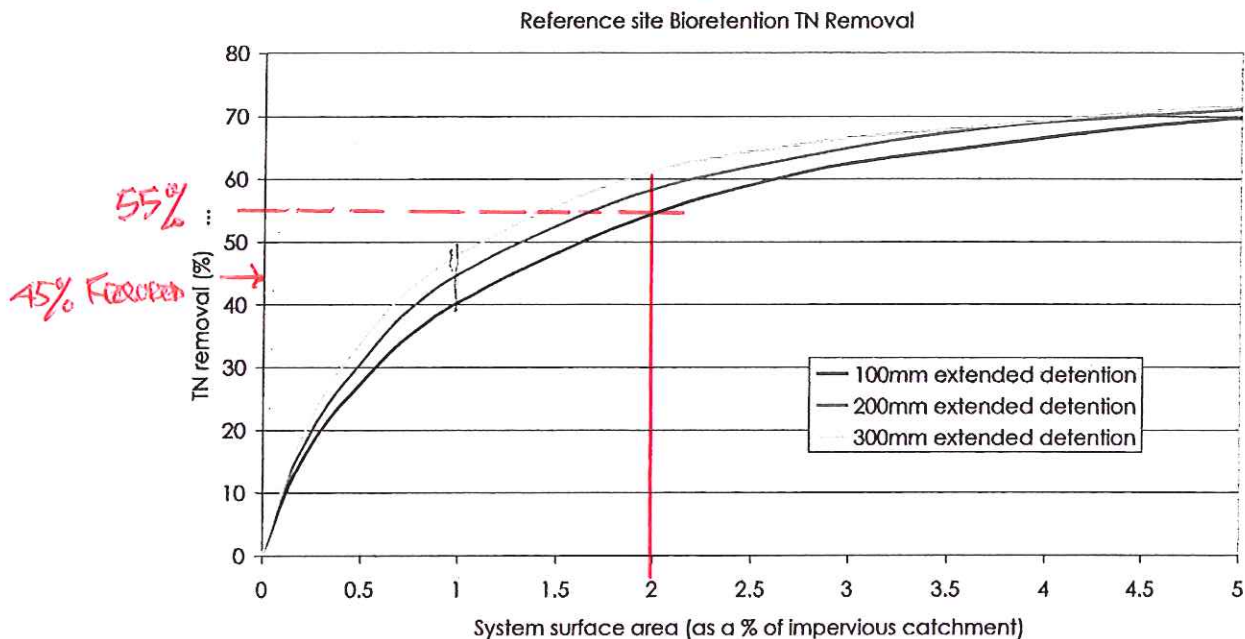


Figure 5.5. TN removal in bioretention systems with varying extended detention

5.3 Design procedure: bioretention basins

The following sections detail the design steps required for bioretention basins.

5.3.1 Estimating design flows

Three design flows are required for bioretention basins:

- ▶ minor flood rates (typically 5-year ARI) to size the overflows to allow minor floods to be safely conveyed and not increase any flooding risk compared to conventional stormwater systems
- ▶ major flood rates (typically 100 year ARI) to check that flow velocities are not too large in the bioretention system, which could potentially scour pollutants or damage vegetation
- ▶ maximum infiltration rate through the filtration media to allow for the underdrainage to be sized, such that the underdrains will allow the filter media to freely drain.

5.3.1.1 Minor and major flood estimation

A range of hydrologic methods can be applied to estimate design flows. With typical catchment areas being relatively small, the Rational Method Design Procedure is considered to be a suitable method for estimating design flows. More detailed flow analysis is required for larger catchment-scale systems.

5.3.1.2 Maximum infiltration rate

The maximum infiltration rate represents the design flow for the underdrainage system (i.e. the slotted pipes at the base of the filter media). The capacity of the underdrains needs to be

Chapter 5 | Bioretention Basins

Planning Authority: Hobart City Council

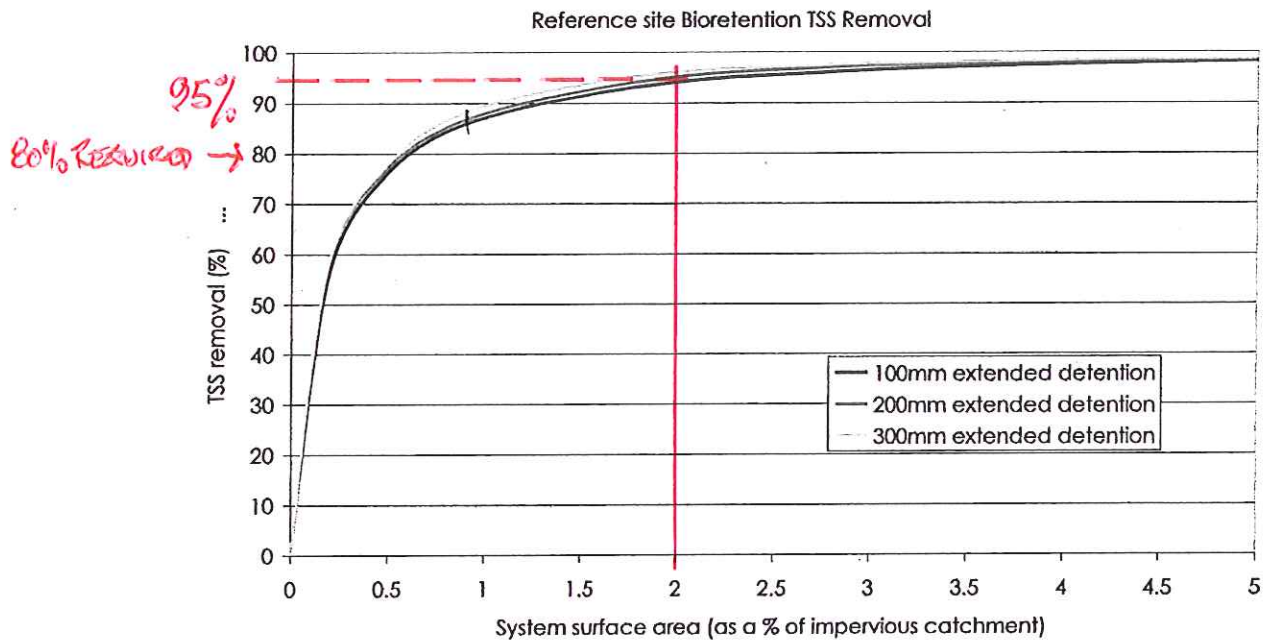


Figure 5.3. TSS removal in bioretention systems with varying extended detention

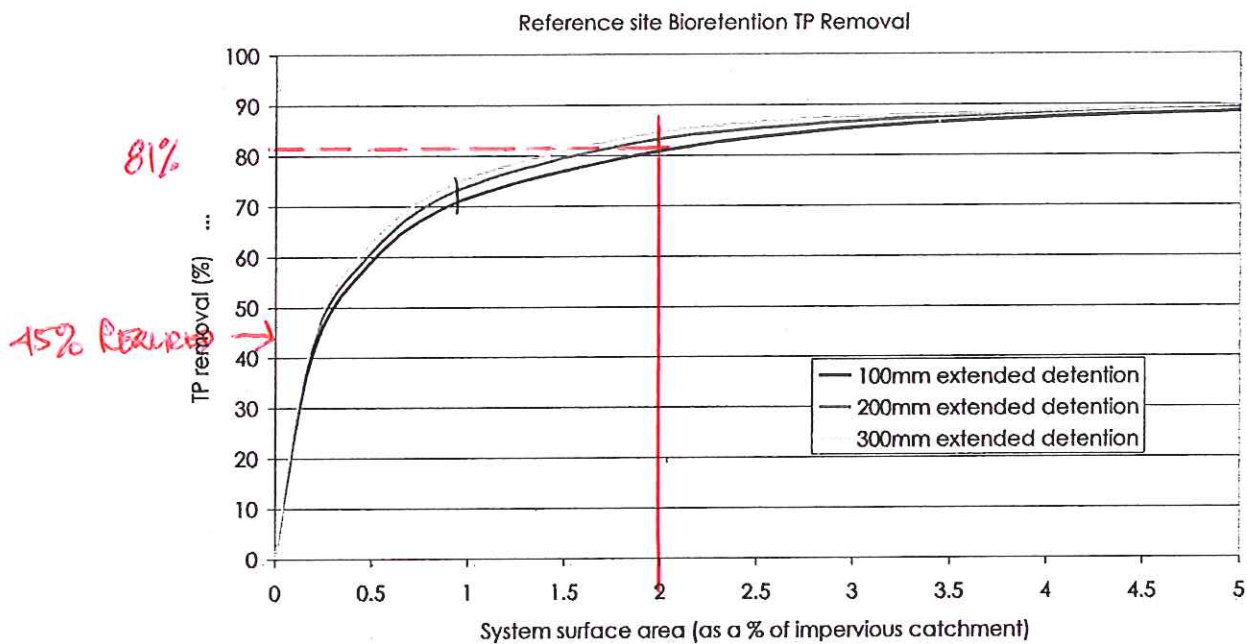


Figure 5.4. TP removal in bioretention systems with varying extended detention

FACT SHEET

PRODUCT

STORMWATER MANAGEMENT GROSS POLLUTANT TRAPS

PURPOSE

A Clearmake gross pollutant trap (GPT) treats rain and storm water runoff from hardstand or car park areas. The GPT protects the storm water system and the surrounding environment from contaminants such as silt, hydrocarbons and other debris on the hardstand or car park. A Clearmake GPT is a cost effective alternative to the larger concrete GPTs which are more expensive to purchase and more time consuming to install. Clearmake GPTs are compliant with local Council and DEHP requirements.

APPLICATIONS

- Storm water treatment for hardstand and car park areas.
- Commonly used in townhouse and medium density housing applications, as well as small to medium commercial projects.

SPECIFICATIONS

Construction

- Clearmake GPTs are a robust roto moulded plastic underground tank incorporating a silt tray with galvanised grate. Risers are available for the GPT to enable it to be installed at a variety of depths from the surface. The riser allows multiple inlets to be installed or for adjustment of drainage levels.

Treatment Rate

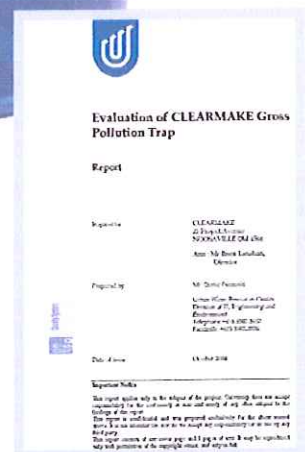
- The generous 500L tank treats a 400m² hardstand (or up to 6L per second flow).

DEVELOPMENT APPLICATION DOCUMENT

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Planning Authority: Hobart City Council

Clearmake®
WATER TREATMENT & RECYCLING SOLUTIONS



WHAT ELSE SHOULD I KNOW?

The **Urban Water Resources Centre** of SA has prepared an independent performance evaluation of the Clearmake GPT, under controlled laboratory conditions. The program assessed:

- hydraulic capacity
- collection and retention of sediment
- collection and retention of "free" oils
- effectiveness of unit during low flow and high flow regimes.

For a complete copy of the report, log on to www.clearmake.com.au

DEVELOPMENT APPLICATION DOCUMENT
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Planning Authority: Hobart City Council

TO ORDER

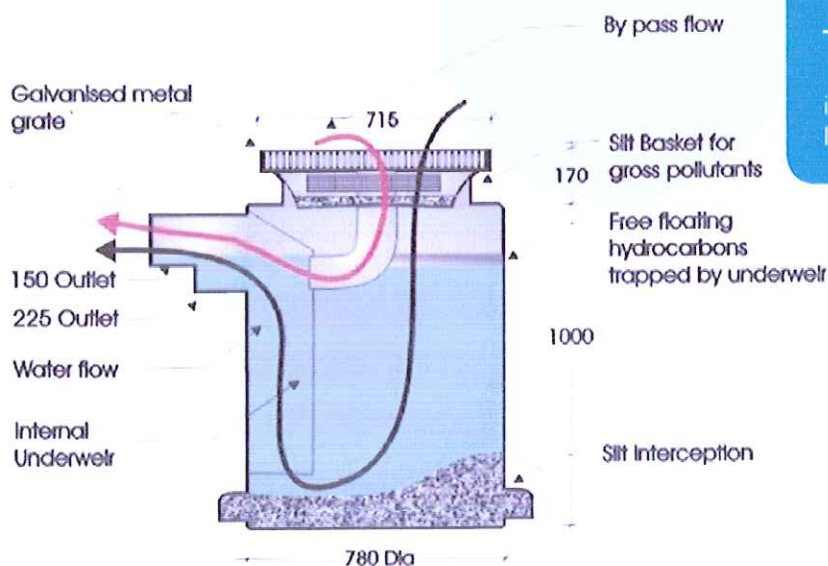
Clearmake **GPT's** can be purchased on their own or with accessories to support an easy (and effective) install, such as a **riser**, or a **vehicle grate**. Specifications and product codes for ordering are outlined below. You can place an order or request a quote by any of the following methods.



1. Email sales@clearmake.com.au
2. Submit a **Quote Request** or **Order Form** online at clearmake.com.au
3. Call **1800 700 267**

GROSS POLLUTANT TRAPS

Part Number	Description
CM-GPT-FB-NG	GPT – 500L poly tank, no grate – treats 400m2 hard stand area
CM-GPT-FB	GPT – 500L poly tank, B Class light vehicle grate – treats 400m2 hard stand area
CM-GPT-FB-DHINGE	GPT – 500L poly tank, D Class heavy duty grate – treats 400m2 hard stand area
CM-GPT-FB-RISER	GPT – B Class with Riser – Adds 286mm to height
CM-GPT-FB-RISER-DHINGE	GPT – D Class with Riser – Adds 286mm to height
TP-GPTS-NO BAFFLE	GPT – B class light vehicle grate with no baffles



VEHICLE GRATES

	Typical Use	Load Limit (tonnes)
A Class	pedestrian only	1
B Class	light vehicle	8
D Class*	heavy vehicle	21

* D Class Grates are hinged and special installation procedures are required. Instructions available from Clearmake.

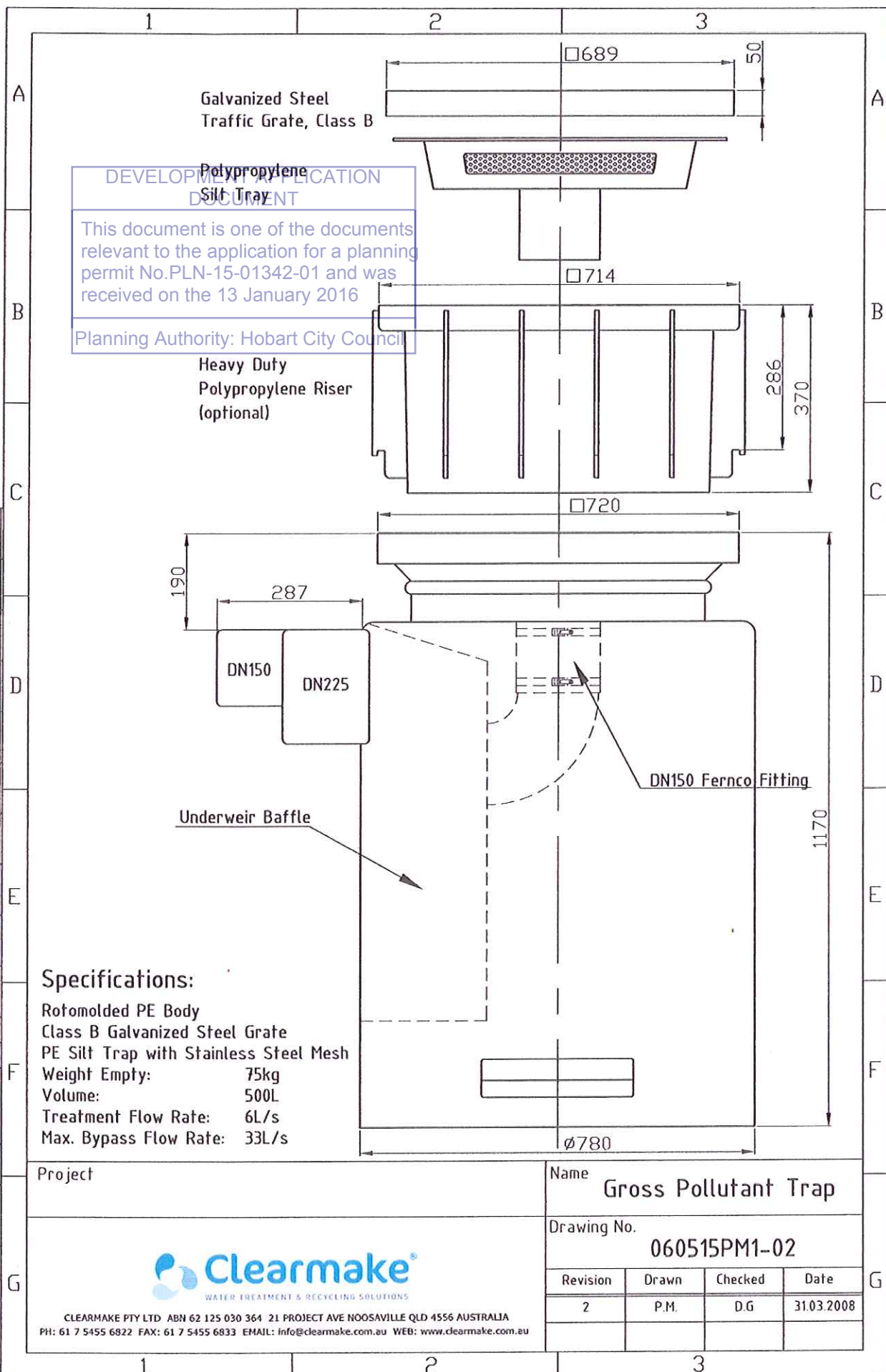
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Loring, Jacqui

From: Gary Reed [greedesign@bigpond.com]
Sent: Wednesday, 13 January 2016 11:59 AM
To: rfi-information; lkin, Ben
Subject: Fw: 168 Warwick Street, Hobart- Demolition and 5 new Dwellings PLN-15-01324-01
Attachments: 20160113104038432.pdf

Att: Sarah Ziemeister,

Hi Sarah ,

Please see attached documentation concerning the expected performance of the proposed Bio-retention system proposed at the above address.

You will see on the graphs, extracted from Chapter 5 Bio-retention Basins, that the proposed Basin is expected to achieve better than the required results. It should be noted that these graphs assume no pre- treatment however the system shown is pre-treating through the Clearmake Gross Pollutant Traps. I have attached the fact sheet for these traps for your information.

Cheers,

Gary Reed

PLANNING APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01342-01 and was received on the 13 January 2016

Planning Authority: Hobart City Council

6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING
SCHEME 2015**

- 6.1.3 95 HAMPDEN ROAD, ADJACENT STOWELL AVENUE
ROAD RESERVATION, BATTERY POINT - SUBDIVISION
(ONE ADDITIONAL LOT) AND ASSOCIATED HYDRAULIC
INFRASTRUCTURE (RE-ADVERTISED – ADMINISTRATIVE
ERROR) - PLN-15-00367-01 - FILE REF: 5576930 & P/95/550
51x's
(Council)**

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report	Council
Committee:	15 March 2016
Council:	23 March 2016
Expiry Date:	28 March 2016
Application No:	PLN-15-00367-01
Address:	95 Hampden Road, Adjacent Stowell Avenue Road Reservation, Battery Point
Applicant:	Leary & Cox, 132 Davey Street, Hobart
Proposal:	Subdivision (One Additional Lot) and Associated Hydraulic Infrastructure (Re-advertised – Administrative Error)
Representations:	Three (3)
Performance criteria:	Development standards, development standards for subdivision, parking and access code, historic heritage code

1. Executive Summary

- 1.1. Planning approval is sought for the subdivision of 95 Hampden Road into two lots. A new sewer line is proposed within the Council's Stowell Avenue road reserve.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Development standards
 - 1.2.2. Development standards for subdivision
 - 1.2.3. Parking and access code
 - 1.2.4. Historic heritage code
- 1.3. Three (3) representations objecting to the proposal were received within the statutory advertising period.
- 1.4. The proposal is recommended for approval subject to conditions.
- 1.5. The final decision is delegated to the Council

2. Site Detail



Fig. 1. Subject property



Fig. 2. Subject property (Hampden Road frontage)



Fig. 3. Subject property (Stowell Avenue frontage)



Fig. 4. Subject property (Stowell Avenue frontage), showing existing garage and cross-over



Fig. 5. View of the rear of 95 Hampden Road



Fig. 6. View of the rear of 95 Hampden Road. The adjacent car park is part of the title for 1 Stowell

Avenue. This property is used as visitor accommodation (Montacute Boutique Bunkhouse).



Fig. 7. View of the rear of 95 Hampden Road.



Fig. 8. View along the opposite side of Stowell Avenue. Parking is restricted to 2P (resident vehicles excepted). When this photo was taken, there were 4 to 5 vacant parking spaces.



Fig. 9. View along the opposite side of Stowell Avenue. Parking is restricted to 2P (resident vehicles excepted).

- 2.1 The site is located on the corner of Hampden Road and Stowell Avenue, with the long boundary on the Stowell Avenue side.
- 2.2 The existing buildings are located towards the front of the site and comprise a two storey building with single storey extensions at the rear. The ground floor of the building is being used as “Bahr’s Chocolate and Milk Bar”, which is a small lolly shop and milk bar. The rear ground and first floor is used as a residential dwelling.

3. Proposal

- 3.1. The proposal is to subdivide 95 Hampden Road into two lots.
- 3.2. Lot 1 will front onto both Hampden Road and Stowell Avenue, will contain an existing two-storey building, and will be 314m² in area.
- 3.3. Lot 2 will front onto Stowell Avenue, contains a small shed but is otherwise vacant, and is 266m² in area.
- 3.4. A new sewer main will be located within the Stowell Avenue road reserve, and will connect into the existing sewer main in Hampden Road.

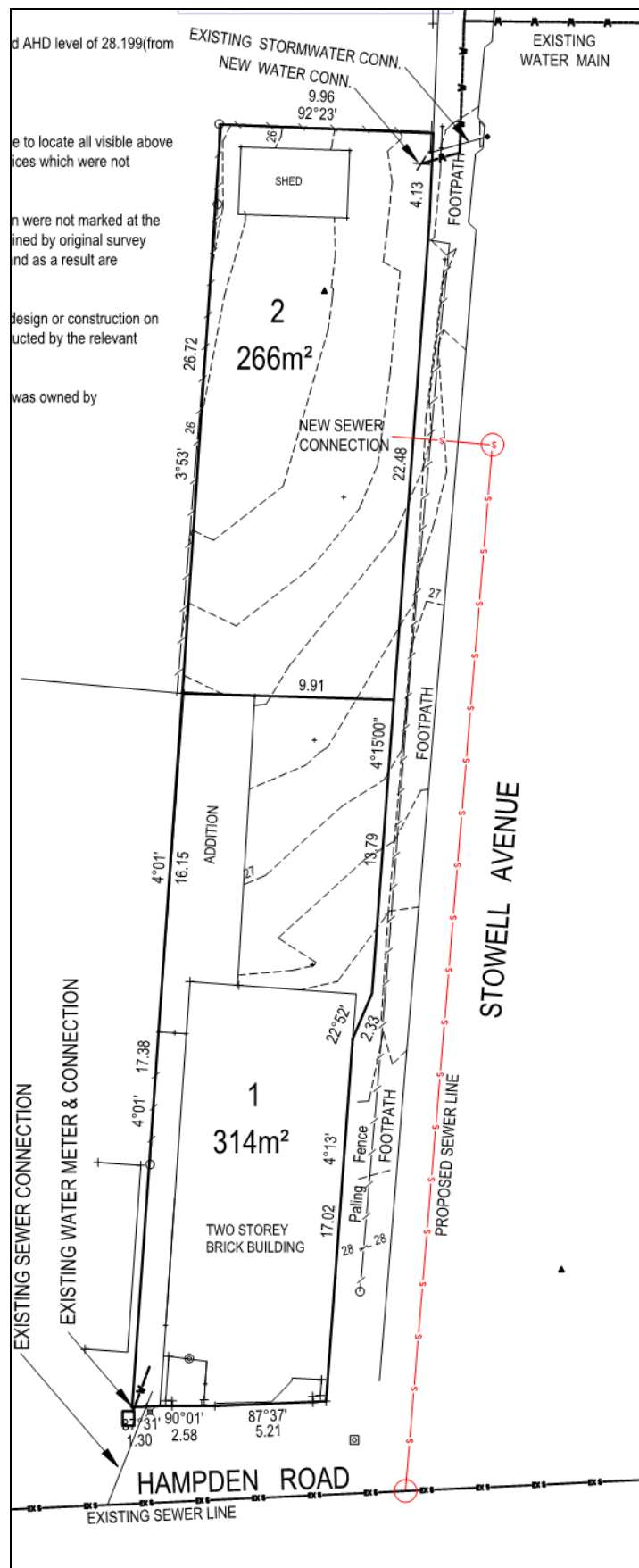


Fig. 10. Subdivision plan

4. Background

- 4.1. Two additional dwellings at the rear of the lot were refused by the Council under application number PLN-03-01080.
- 4.2. A single dwelling was approved at the rear of the lot by the Council under application number PLN-03-02085 but this dwelling was not constructed and so the permit has lapsed.
- 4.3. A similar subdivision to the one currently submitted was approved under delegated authority under application number PLN-04-00660, but the permit has lapsed.
- 4.4. An application for partial demolition, extensions, alterations, parking, fencing and change of use to food services and single dwelling (relating to Lot 1) has been recommended for refusal by the Tasmanian Heritage Council (PLN-15-01082), but has not yet been determined by the Council (it was deferred by the applicant).
- 4.5. Six boundary adjustments and four subdivisions have been approved in the area covered by heritage precinct Battery Point 1 since 2002. A summary of the application number, address and approved lot sizes are as follows:

Subdivisions:

21 Quayle Street (PLN-02-00852 - subdivision) – 777m² and 336m²
95 Hampden Road (PLN-04-00660) – 340m² & 278m²
86 Hampden Road (PLN-12-00034) – 601m² & 380m²
34 Hampden Road (PLN-15-00266) – 1080m² & 298m²

Boundary adjustments:

1 & 3 De Witt (PLN-02-00805) – 505m² & 327m²
3 & 5 Marine Terrace (PLN-03-02159) – 362m² and 348m²
19-21 Waterloo Crescent (PLN-06-00033) – 1090m² and 400m²
17 Secheron and 9 Mona Street (PLN-06-00332) – 1221m² and 812m²
3 & 5 Marine Terrace (PLN-06-00389) – 358m² and 346m²
60 & 62 St Georges Terrace (PLN-11-00823) – 301m² and 234m²

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.

• The survey does not accurately represent the existing title boundaries as disclosed in the title documents for the property.
• The proposal occupies public land.
• Non-compliance with the planning scheme.
• Non-compliance with relevant zoning.
• Loss of amenity through impacts on heritage, increased noise, increased ambient light and visual impacts.
• The subdivision will increase volume and movement of traffic. Parking is problematic currently and this will increase.
• Property values will decrease.
• The application proposes raising the ground level on Lot 2 which will affect the amenity of nearby properties.
• A modern building is not empathetic to others in the area.
• Noise and impacts on nearby houses will increase.

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 either an acceptable solution or 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 only to the performance criteria relied on.

- 6.1. The site is located within the inner residential zone of the *Hobart Interim Planning Scheme 2015*.

- 6.2. The application does not involve a change of use.

- 6.3. The proposal has been assessed against:

- | | | |
|--------|-----------|----------------------------|
| 6.3.1. | Part D-11 | Inner residential zone |
| 6.3.2. | E6.0 | Parking and access code |
| 6.3.3. | E7.0 | Stormwater management code |
| 6.3.4. | E13.0 | Historic heritage code |

- 6.4. The proposal relies on the following performance criteria to comply with the applicable standards;

- | | |
|--------|--|
| 6.4.1. | Lot design – Part D 11.5.1 P2, P3 and P5 |
| 6.4.2. | Development standards – Part D 11.4.3 P1 |
| 6.4.3. | Development standards for subdivision – Part D |
| 6.4.4. | Parking and access – Part E |

6.4.5. Heritage – Part E

6.5. Each performance criterion is dealt with separately below.

6.6. Lot Design (building area) – Part D 11.5.1 P2

6.6.1. The subdivision proposes two new lots. The balance lot contains the existing two-storey building. The new lot (Lot 2) is 266m² in area and vacant apart from a shed in the north-west corner.

6.6.2. There is no acceptable solution clause 11.5.1 A2 and so the proposal must meet the corresponding performance criterion, clause 11.5.1 P2.

6.6.3. The performance criterion clause 11.5.1 P2 is as follows:

The design of each lot must contain a building area able to satisfy all of the following:

(a) be reasonably capable of accommodating residential use and development at a density of no lower than one dwelling unit per 250m² of site area;

(b) meets any applicable standards in codes in this planning scheme;

(c) enables future development to achieve reasonable solar access, given the slope and aspect of the land and the intention for density of development higher than that for the General Residential Zone.

6.6.4. The new Lot 1 meets the minimum lot area of 250m² in the inner residential zone. It is rectangular in shape, approximately 9.9m wide and 22.5m long. It meets (a) because it is reasonably capable of accommodating a residential use and development at a density of no lower than one dwelling unit per 250m² of site area. It meets (b) because it meets the applicable codes in the scheme. It meets (c) because a dwelling could be placed on the lot which has windows and a garden which achieve good solar access. The nominal building envelope is 11.5m from the northern boundary and so windows along this elevation would receive good amounts of sunlight as required under (c). Windows along this side would also meet the sunlight provisions of the inner residential zone standard (clause 11.4.4 A1) which requires at least one habitable room window facing between 30 degrees west and 30 degrees east of north. Windows could also easily be located along the east facing boundary with Stowell Avenue and receive morning sunshine.

6.6.5. The proposal complies with the performance criterion.

6.7. Lot Design (frontage) – Part D 11.5.1 P3

6.7.1. The subdivision proposes two new lots. Lot 1 has a frontage of 9.09m to Hampden Road and 33.14m to Stowell Avenue. Lot 2 has a frontage of 26.6m to Stowell Avenue.

6.7.2. There is no acceptable solution clause 11.5.1 A3 and so the proposal must meet the corresponding performance criterion, clause 11.5.1 P3.

6.7.3. The performance criterion clause 11.5.1 P3 is as follows:

The frontage of each lot must satisfy all of the following:

(a) provides opportunity for practical and safe vehicular and pedestrian access;

(b) is no less than 6 m except if an internal lot.

6.7.4. Both lots have a frontage of more than 6.0m.

6.7.5. The proposal complies with the performance criterion.

6.8. Lot Design (arrangement and provision of lots) – Part D 11.5.1 P5

6.8.1. The subdivision proposes two lots. The balance lot contains the existing two-storey building. The new lot (Lot 2) is 266m² in area and vacant apart from a shed in the north-west corner.

6.8.2. There is no acceptable solution clause 11.5.1 A5 and so the proposal must meet the corresponding performance criterion clause 11.5.1 P5.

6.8.3. The performance criterion clause 11.5.1 P5 states:

Arrangement and provision of lots must satisfy all of the following;

(a) have regard to providing a higher net density of dwellings along;

(i) public transport corridors;

*(ii) adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;
and*

(iii) within 200 m of business zones and local shops.

(b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;

(c) staging, if any, provides for the efficient and ordered provision of new infrastructure;

(d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;

(e) is consistent with any applicable Local Area Objectives or Desired Future.

6.8.4. This clause is more relevant to the layout and density of larger scale subdivisions; however it must also be applied to the subject proposal. The proposal meets (a) as the new lot can achieve a density of one dwelling per 250m². It meets (b) because the new lot does not compromise the future subdivision of the entirety of the parent lot at the density envisaged for the zone. It meets (c) because no staging is proposed. It meets (d) because passive surveillance between the future dwelling on the lot and the street can easily be achieved. It meets (e) because there are no local area objectives or desired future character statements for the inner residential zone.

6.8.5. The proposal complies with the performance criterion.

6.9. Development standards – site coverage: Part 11.4.3 P1

6.9.1. The balance lot (Lot 1) is 314m² and contains an existing two storey building (shop and dwelling). At the rear is a workroom and store associated with the existing uses on the site.

6.9.2. The acceptable solution clause 11.4.3 A1 provides for a permitted site coverage of 50% and impervious surfaces of at least 25%.

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 relevant performance criterion, clause 11.4.3 P1 is as follows:

Dwellings must have:

(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:

(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and

(ii) operational needs, such as clothes drying and storage;

unless the projected requirements of the occupants are considered to be satisfied by public open space in close proximity; and

(b) reasonable space for the planting of gardens and landscaping.

6.9.5. The dwelling currently does not have an area of private open space which complies with clause 11.4.3 A2. To access the grassed area at the rear of the lot they have to go through their ground floor kitchen/laundry, through the workroom/store, across the concrete area then onto the grass. Alternatively, they can go through the front entry then walk down Stowell Avenue to the grassed area. The difficulty of access means that the grassed area is unlikely to be frequently used by occupants of the dwelling. PLN-15-01082 has proposed an upper level deck for the flat with a clothes drying area. This will improve their access to open space; however this application has not yet been determined by Council, and so cannot be considered as part of this assessment. The clothes line for the dwelling is currently on the concrete area, and this will continue to serve the dwelling until other arrangements are made (like the proposed deck). The projected requirements of the occupants are considered to be satisfied by public open space nearby (the site is walking distance to Arthurs Circus, Princes park, AJ White Park and Salamanca Place).

6.9.6. The proposal complies with the performance criterion.

6.10. Parking and access: Part E 6.6.1 P1

6.10.1. The site has one cross-over and a garage, which is located at the rear of the site, and will form part of Lot 2. This car parking will no longer be accessible to Lot 1 (shop and dwelling). The location of this cross-over is not proposed to change and no new crossovers are proposed.

6.10.2. The acceptable solution, clause E.6.6.1 states that onsite parking should be no more and no less than the requirement under table E6.1. In the residential zones, the parking requirement for general retail and hire (shop) with a floor area up to 100m² is no parking spaces (clause E.6.6.10 A1). The shop meets this requirement and so does not need to provide any parking. The onsite parking requirement for a dwelling with two or more bedrooms is two spaces. The application proposes the existing parking space to be allocated to Lot 2 and no parking spaces allocated to Lot 1. The balance lot (Lot 1) does not comply with acceptable solution E.6.6.1 as it does not provide two parking spaces for the existing dwelling.

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, clause E.6.6.1 P1 is 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;*
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and*
- (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.*

6.10.5. The requirement under the parking and access code for two onsite parking spaces in heritage precinct Battery Point 1 conflicts with the historic heritage code, clause E.13.8.4, which states that the maximum number of parking spaces in heritage precinct Battery Point 1 is one space per dwelling. Under the heritage code, no parking spaces would comply with the acceptable solution. The planning scheme does not advise how this conflict should be resolved; that is, which code over-rides the other.

6.10.6. The provision of no parking spaces for the dwelling on Lot 1 is considered to meet performance criteria clause E.6.6.1 P1 in that: the lot is a 130m walk to Sandy Bay Road, where there is a frequent public bus service; the site is in easy walking distance to the CBD, and the Sandy Bay shops; and the street network in the area can accommodate additional parking. Coupled with this, the historic heritage code states that one or no parking for a dwelling is acceptable in the heritage precinct Battery Point 1. This provision is more specific to the heritage Precinct Battery Point 1 than the parking code provision.

6.10.7. The proposal complies with the performance criterion.

6.11. Heritage: Part E 13.7.3 P1

6.11.1. Subdivision is proposed to a listed place.

6.11.2. There is no acceptable solution.

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, clause E.13.7.3 P1 is as follows:

A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:

- (a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;*
- (b) ensuring a sympathetic pattern of subdivision; and*
- (c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.*

6.11.5. The Council's Cultural Heritage Officer has advised that the historic cultural significance of the site is protected. There are not significant heritage outbuildings or garden plantings, and the curtilage is similar to many adjacent properties in the area. The subdivision is consistent with the existing pattern of subdivision and land development. Apart from 95 Hampden Road, the nearest heritage listed property on an adjoining lot is 97 Hampden Road. Whilst future development of the site will be subject to assessment under the provisions of the planning scheme, the subdivision in itself provides a lot size, pattern and configuration that could easily result in a dwelling design that does not affect the nearest titles containing heritage values (95 and 97 Hampden Road).

6.11.6. The proposal complies with the performance criterion.

6.12. Heritage: Part E 13.8.3 P1 & P3

6.12.1. Subdivision is proposed in heritage precinct Battery Point 1.

6.12.2. The acceptable solution, clause E.13.8.3 A4 is that any new lot in heritage precinct Battery Point 1 should be not less than 400m² for a lot with an existing dwelling (Lot 1) and 300m² for a vacant lot (Lot 2).

6.12.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.12.4. The performance criteria, clauses E.13.8.3 P1 and P4 are as follows:

P1: Subdivision must not result in any of the following:

- (a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;*
- (b) a pattern of subdivision unsympathetic to the historic cultural*

heritage significance of the precinct;

(c) potential for a confused understanding of the development of the precinct;

(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.

P4: Any new lot created in Heritage Precinct BP1 must not detract from the pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site.

6.12.5. The Council's Cultural Heritage Officer has advised that the subdivision meets the above clauses. The proposed rear boundary of Lot 1 will align with that of the neighbouring properties at 97, 99 and 101 Hampden Road, with the new lots being consistent with the pattern of development and subdivision in the area. The subdivision is not detrimental to the historic cultural significance of the precinct nor would it create a confused understanding of the development of the precinct. The resultant subdivision will remain a narrow lot, which is a feature of the area.

6.12.6. Battery Point has a mix of property sizes from large historic properties to small cottages on small lots such as in Arthur Circus and Sloane Street. The pattern of subdivision is varied and as a result shows successive subdivision patterns as described in the Statements of Significance for heritage precinct Battery Point 1 (in particular point 2), which is as follows:

This precinct is significant for reasons including:

- 1. The wide variety of architectural styles and historic features ranging from entire streets of 19th century Colonial Georgian cottages, to Victorian, Edwardian and Pre and Post War examples of single and attached houses that are of historic and architectural merit, many of which demonstrate housing prior to mass car ownership.*
- 2. It is primarily a residential area with a mix of large substantial homes and smaller workers cottages on separate lots, gardens, an unstructured street layout, and lot sizes that show successive re-subdivision into narrow lots that demonstrate early settlement patterns of Hobart.*
- 3. The original and/or significant external detailing, finishes and materials demonstrating a high degree of integrity with a homogenous historic character.*

6.12.7. The proposal complies with the performance criteria.

6.13. Heritage: Part E 13.8.4 P6

6.13.1. The building on Lot 1 has a site coverage of approximately 64%.

6.13.2. The acceptable solution, clause E.13.8.4 A6 is that the site coverage for a two-storey building should be 40%.

6.13.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.13.4. The performance criteria, clauses E.13.8.3 P1 and P4 are as follows:

The building must not detract from the pattern of development that is a characteristic of the cultural heritage significance of the Precinct in the vicinity of the site

6.13.5. The Council's Cultural Heritage Officer has advised that the subdivision meets this clause. The site coverage of the remaining building on Lot 1 does not detract from the pattern of development that is a characteristic of the cultural heritage significance of the precinct in the vicinity of the site. The adjacent properties 97, 99 and 101 Hampden Road are all two-storeys and the new rear boundary will be in line with theirs. 97, 99 and 101 Hampden Road also have site coverage above 40%.

6.13.6. The proposal complies with the performance criteria.

7. Discussion

7.1. The Tasmanian Heritage Council has issued a notice of heritage decision, approving the development.

7.2. TasWater has issued a submission to planning authority notice, approving the development.

7.3. Clause 9.7 of the Hobart Interim Planning Scheme 2015 states that all development involving a plan of subdivision is discretionary under the scheme.

7.4. Both lots meet the minimum and maximum lot size for new lots in the inner residential zone. Under table 11.1, the minimum lot size is 250m² and the maximum lot size (not including the balance lot) is 400m².

7.5. Both lots have a frontage greater than 6.0m and so meet the minimum frontage requirements in the inner residential zone.

7.6. The new rear lot contains a building area able to accommodate a residential use at a density of no lower than one per 250m² and allows future development to achieve reasonable solar access as required under 11.5.1 P2. A dwelling could be designed for the lot which has habitable room windows facing both north and east. Windows could also potentially be placed on the western elevation; however these may be discretionary under the privacy standard.

- 7.7. The proposal meets the servicing standards (clause 11.5.4) as each lot will be connected to a reticulated potable water supply and reticulated sewerage system and to a stormwater system which services the building area by gravity (building area is defined as the area on a plan of subdivision where all buildings will be located).
- 7.8. The property is heritage listed in the planning scheme, located within heritage precinct Battery Point 1 and is listed with the Tasmanian Heritage Council. The Council's Cultural Heritage Officer has advised that the provisions of the historic heritage code are met, and the proposal can be supported. The Tasmanian Heritage Council has issued a Notice of Decision approving the proposal.
- 7.9. Three representations were lodged during the statutory advertising period. Their concerns relating to discretions under the planning scheme are addressed in 6.0 Assessment above.
- 7.10. One of the main grounds of objection was that the survey does not accurately represent the existing title boundaries as disclosed in the title documents to the property. This has not been addressed in 6.0 Assessment, as it does not relate to a discretion under the planning scheme. The representor has submitted a very detailed and well researched explanation as to why they believe that the applicant's survey information is inaccurate. This ground of objection is five pages long, goes into the history of the ownership and titles to the land, and so is difficult to summarise. The basis of the objection is that the title boundary shown on the proposal plans is inaccurate, misrepresents the size and location of the lots, appropriates part of Council/Crown land into the title and should be refused because the application extends over land owned by the Hobart City Council or the Crown.
- 7.11. The plan of subdivision prepared by Leary and Cox has a note on the plan which reads:
- "The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by original survey dimensions only and not by field survey and as a result are considered approximate only."
- 7.12. The certificate of title plan shows a 10.19m wide lot boundary with Hampden Road and a 59.89m long lot boundary with Stowell Avenue. The Stowell Avenue boundary line is straight. The rear boundary is 9.75m long and is at an angle. The certificate of title plan has a qualification which is "sketch by way of illustration only".
- 7.13. The plan of subdivision prepared by Leary and Cox shows a 9.09m wide lot boundary with Hampden Road and a 59.75m long boundary with Stowell Avenue. The rear boundary is 9.96m long and is straight. The front boundary with Hampden Road on the Leary and Cox plan is 1.1m shorter than the boundary shown on the certificate of title, and the boundary with Stowell Avenue is 0.14m shorter. The boundary with Stowell Avenue is shown as crooked on the Leary and Cox plan where it is straight on the title plan, and

the rear boundary is longer and straight on the Leary and Cox plan where it is at an angle on the title plan.

7.14. It is important to note two things. Firstly, the final plan of subdivision must be substantially in accordance with the plans approved at planning stage; otherwise an amendment or new planning application will be required. Secondly, it is important to note the method by which surveyors prepare a plan for assessment under the planning scheme.

7.15. The Council's Registered Land Surveyor has provided advice regarding the second point, and this follows below.

7.15.1. The plan of subdivision prepared by Leary and Cox for planning assessment has the note on the plan face:

"The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by original survey dimensions only and not by field survey and as a result are considered approximate only."

7.15.2. This Leary and Cox plan is not attempting to show the final definition of the lot boundaries for the subdivision. It is a proposal plan only and the final boundary locations, dimensions and lot areas will be subject to the final survey by Leary and Cox. This will be undertaken once a planning permit has been issued by Council. This is the case with almost all plans of subdivision submitted to Council as part of a subdivision application, and is reflected in the planning permit condition that requires a use and development to be substantially in accordance with the documents and drawings that comprise the planning application, i.e. the final plan of survey does not have to exactly match the plan of subdivision prepared for the development application.

7.15.3. The final boundaries will not be defined until a Registered Land Surveyor or someone under his or her direct supervision has undertaken the survey to define the boundaries and mark them on site. The final plan of survey will reflect these boundaries. Even then, the boundaries shown on the final plan of survey are subject to scrutiny by the Land Titles Office when the sealed final plan and Survey Notes has been lodged at the Lands Titles Office for examination. If the Lands Titles Office do not agree with the Surveyor's establishment of the boundaries the Lands Titles Office may requisition the Surveyor to amend the boundaries.

7.15.4. The re-establishment of cadastral boundaries is not always straightforward and is determined from the best evidence that the nature of the case admits. The actual location of the boundaries is not determined by a Registered Surveyor until all of the evidence has been collected and examined. A decision is then made regarding the boundary locations that accord with the guiding principle that most effect is given to that evidence about which there is least likelihood of a mistake having originally been, or now being made. Where there is conflicting evidence as to the location of a boundary Courts have established precedents regarding the order of priority generally assigned to such evidence:

- 1) Natural boundaries
- 2) Monuments creating the boundary
- 3) Long undisputed occupation
- 4) Abuttals
- 5) Measurement

7.15.5. In the case of this subdivision, the underlying title for 95 Hampden Road, CT 1193294/1 is a "Sketch By Way of Illustration Only" Title. This title has been prepared by the Land Titles Office to convert a General Law Conveyance to a Torrens Title. Generally a "Sketch" Title means that the ownership in the title is guaranteed as being correct however the boundary dimensions are not as they have not been derived from a registered survey. The boundary measurements on a "Sketch" Title need to be interpreted in conjunction with occupation (fences) or other boundary evidence that exists on the ground, other registered surveys in the area, the underlying conveyance and any other relevant evidence.

7.15.6. From the note on Leary and Cox's plan that states that "The title boundaries.... are considered approximate only", this has not yet been fully undertaken. The final location of the boundaries for the proposed subdivision (should it be approved) will not be determined until Leary and Cox have undertaken their final survey and the final plan of survey has been lodged with and approved by the Recorder of Titles.

7.16. In summary, the Leary and Cox plans submitted at planning stage are an approximation only. The heavy black line is the land surveyor's approximation of the location of the title boundary. The land outside it is Council road reserve or neighbouring properties. Because the applicant is not proposing it, they have not applied for planning approval for an adhesion of any land owned by a third party as part of the application, have not notified any other person of their intention to lodge a planning application involving their land, or obtained the consent of the General Manager Hobart City Council for the adhesion of Council owned land (General Manager consent has only been granted to the sewer main works in the road reservation). The subdivision plans at final plan stage must be substantially in accordance with the planning permit. This allows for a degree of difference in the plans.

- 7.17. Given that the title plans are “sketch by way of illustration only”, a degree of difference is likely to occur. So long as the final plan is substantially in accordance with the planning permit (a two lot subdivision, lots are approximately 314m² and 266m², the title boundaries are not shown encroaching onto land owned by another party), and all conditions of subdivision are met, then the final plan can be issued. The boundaries shown on the final plan of survey are subject to scrutiny by the Land Titles Office when the sealed final plan and Survey Notes has been lodged at the Lands Titles Office for examination. If the Lands Titles Office do not agree with the Surveyor's establishment of the boundaries the Lands Titles Office may requisition the Surveyor to amend the boundaries.

8. Conclusion

- 8.1. The proposed subdivision (one additional lot) and associated hydraulic infrastructure (Re-advertised – Administrative Error) at 95 Hampden Road, Adjacent Stowell Avenue Road Reservation, Battery Point 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 subdivision (one additional lot) and associated hydraulic infrastructure (Re-advertised – Administrative Error) at 95 Hampden Road, Adjacent Stowell Avenue Road Reservation, Battery Point 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-15-00367-01 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 2015/00509-HCC dated 27 January 2016 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

TASMANIAN HERITAGE COUNCIL

THC The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, Works Application No. 4718 dated 6 February 2016, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

SURVEY

SURV 1 The applicant is to submit to the Council a copy of the Surveyor's survey notes at the time of lodging the final plan.

Reason for condition

To enable the Council to accurately update cadastral layers on the corporate Geographic Information System.

SURV 2 The final plan and schedule of easements must be submitted for approval by the Council in accordance with section 89 of the Local Government (Building & Miscellaneous Provisions) Act 1993.

Reason for condition

To ensure that the subdivision/boundary adjustment is carried out in accordance with the Councils requirements under the provisions of Part 3 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.

SURV 12 Lot 2 on the final plan is to be notated in accordance with the provisions of section 83(5)(a)(ii) of the *Local Government (Building & Miscellaneous Provisions) Act 1993*, to the effect that the Hobart City Council cannot provide a means of gravity reticulated stormwater disposal below the level of the invert of the stormwater connection at the body of the Lot.

The final plan must be submitted for approval by Council. The final plan must be notated to the satisfaction of Council.

Any specified reduced level that may be required is to be provided by the owner's Registered Land Surveyor who must supply the invert level (on State Datum) of the stormwater connection constructed to serve Lot 2.

Reason for condition

To ensure that the restriction in the Council's ability to provide a means of

gravity reticulated stormwater disposal is noted on the final plan.

OPEN SPACE

- OPS 1 The owner must pay a cash contribution to the Council for contribution to public open space, prior to sealing of the final plan.**

The open space contribution is equal to 5% of the undeveloped value of Lot 2 comprised in the final plan, in lieu of the provision of public open space within the subdivision.

Advice: The value is to be determined by a registered valuer commissioned by the Council at the developer's cost. The attached request must be completed to enable the valuation to be undertaken.

Reason for condition

Approval of the subdivision will create further demand upon Hobart's Public Open Space System. The funds obtained will be used for future expenditure on the purchase or improvement of land for public open space in Hobart.

ENVIRONMENTAL

- ENV1 Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to any disturbance of the site. Sediment controls must be maintained until all areas of disturbance have been stabilized or revegetated.**

Advice: For further guidance in preparing Soil and Water Management Plans in accordance with Fact Sheet 3 Derwent Estuary Program go to www.hobartcity.com.au development engineering standards and guidelines.

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.

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.

ENG 14 Services to each lot must be designed and installed to meet the needs of future development, prior to the sealing of the final plan.

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

- a. Be generally in accordance with LGAT- IPWEA – Tasmanian Standard Drawings and subdivision guidelines 2013 or relevant standard.**
- b. Be prepared by a suitably qualified engineer.**

Note: The standards are available at:

[http://www.hobartcity.com.au/Development/Engineering Standards and Guidelines](http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines)

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

Advice: Once the construction drawings have been approved Council will issue a condition endorsement.

It is noted that stormwater connections will be required to service each lot

Reason for condition

To ensure that the subdivision of land provides adequate services to meet the projected needs of future 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 www.hobartcity.com.au 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 rfi-information@hobartcity.com.au, 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

www.hobartcity.com.au/Development/Planning/How_to_obtain_a_condition_endorsement

- Building permit in accordance with the *Building Act 2000*;
www.hobartcity.com.au/Development/Building
- Plumbing permit under the *Tasmanian Plumbing Regulations 2014*;
www.hobartcity.com.au/Development/Plumbing
- Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve)
http://www.hobartcity.com.au/Transport/Lighting_Roads_Footpaths_and_Street_Cleaning/Roads_and_Footpaths
- Temporary parking permits for construction vehicles i.e. residential or meter parking/loading zones.
http://www.hobartcity.com.au/Transport/Permits/Parking_Permits
- New service connection (please contact the Council City Infrastructure Divisions to initiate the application process).
- Subdivision
http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

- Dial before you dig
www.dialbeforeyoudig.com.au



(Liz Wilson)

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: 1 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – TasWater form Reference No. 2015
Attachment C – Tasmanian Heritage Council's Notice of Heritage
Decision, Works Application No. 4718
Attachment D – Documents and Drawings

Attachment A**Documents and Drawings that comprise
Planning Application Number - PLN-15-00367-01****DEVELOPMENT ADDRESS: 95 Hampden Road, BATTERY POINT****LIST OF DOCUMENTATION:**

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application form		24/11/15
Title & title declaration	Lot 1 on Plan 113294	27/3/15
Correspondence	Author: N Leary	21/7/15
Subdivision plan	Project No: 8869 Drawing No: Sheet 1 of 1 Revision No: Drawn by: Leary & Cox Date of Drawing: 3/6/15	14/1/16
Site plan (architectural)	Project No: Drawing No: 01 Revision No: 00 Drawn by: David Wakefield & Assoc Date of Drawing: 30/6/15	19/7/15
Concept stormwater plan (including nominal building envelope)	Project No: Drawing No: 02 Revision No: 00 Drawn by: David Wakefield & Assoc Date of Drawing: 30/6/15	19/7/15
Typical stormwater sections	Project No: Drawing No: 03 Revision No: 00 Drawn by: David Wakefield & Assoc Date of Drawing: 30/6/15	19/7/15
Drawing index & notes	Project No: 15.0364 Drawing No: C001 Revision No: P1 Drawn by: Gandy & Roberts Date of Drawing: 3/11/15	4/11/15
Sewer services plan	Project No: 15.0364 Drawing No: C010 Revision No: P1 Drawn by: Gandy & Roberts Date of Drawing: 3/11/15	4/11/15
Cover letter	Author: Leary & Cox	27/3/15

Submission to Planning Authority Notice

Council Planning Permit No.	PLN 15-00367-01	Council notice date	9/04/2015
TasWater details			
TasWater Reference No.	TWDA 2015/00509-HCC	Date of response	27/01/2016
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	hcc@hobartcity.com.au		
Development details			
Address	95 HAMPDEN RD, BATTERY POINT	Property ID (PID)	5576930
Description of development	Subdivision (one lot & balance)		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Leary & Cox	Concept Servicing Plan / 8869 / 1	--	03/06/2015
Gandy & Roberts	Preliminary Sewer Services / 15.0364 / C010	P1	03/11/2015
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 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 removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified water property service connections must be carried out by TasWater at the developer's cost. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 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 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 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 and preliminary sewer services plans listed in the above schedule of drawings/documents are to be at the expense of the developer and performed by a 			



contractor approved by TasWater, to the satisfaction of TasWater.

8. After testing 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.
12. Ground levels over the TasWater assets /easements must not be altered without the written approval of TasWater.

FINAL PLANS

13. 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.

DEVELOPMENT ASSESSMENT FEES

14. 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. \$240.00 for development assessment; and
 - b. \$130.00 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.



Advice

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

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

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.

Declaration

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

Authorised by

A handwritten signature in black ink, appearing to read "J. Taylor".

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



Tasmanian Heritage Council

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

PLANNING APPN REF:	PLN-15-000367
THC APPLICATION NO:	4718
PLACE ID:	1789
THC FILE:	09-86-21THC
APPLICANT:	Leary and Cox (N Leary)
DATE OF DECISION:	6 February 2016

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: 95 Hampden Road, Battery Point.
Proposed Works: Subdivision to create an additional lot.

Under section 39(6)(a) of the *Historic Cultural Heritage Act 1995* (the Act), the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-15-000367, advertised on 05/02/2016.

Advice

The applicant should note that all of the areas affected by the subdivision will remain entered in the Tasmanian Heritage Register as part of the original entry for the site, and that heritage works to the new lots shall require heritage approval pursuant to Part 6 of the *Historic Cultural Heritage Act 1995*. The applicant/owner may request a review and amendment to the place's entry in the THR once the new property title/s are sealed.

Please ensure the details of this notice, including advice, are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

Please contact Deirdre Macdonald on 6165 3712 or 1300 850 332 if you require clarification of any matters contained in this notice.

A handwritten signature in purple ink, appearing to read 'Ian Boersma'.

Ian Boersma

Works Manager – Heritage Tasmania

Under delegation of the Tasmanian Heritage Council

95 HAMPDEN ROAD SUBDIVISION

95 HAMPDEN ROAD

BATTERY POINT

DRAWING INDEX

C001 DRAWING INDEX AND NOTES

C010 SEWER SERVICES

CIVIL/HYDRAULIC NOTES

GENERAL

1.

These drawings shall be read in conjunction with all other contract drawings and specifications. Any discrepancies shall be referred to Gandy & Roberts for clarification.
2.

Setting out dimensions and levels shown on the drawings shall be verified by the Contractor prior to commencement.
3.

Dimensions shall not be obtained by scaling these drawings.
4.

During construction the Contractor shall maintain excavations and structures in a stable condition and ensure that no part is overstressed under construction activities.
5.

The contractor is responsible for the creation and maintenance of temporary site accesses. Strengthening of design pavements to carry construction vehicles (in excess of the design allowance) shall be at the contractor's expense.
6.

Location and verification of existing services is the contractor's responsibility. Refer any services discovered onsite which are not shown on the drawings, or are in a different location to that shown to Gandy & Roberts. Seek confirmation from Gandy & Roberts that redundant services are able to be sealed and abandoned prior to doing so.
7.

Protect all existing services and other infrastructure from damage during construction. Should damage occur, advise Gandy & Roberts immediately along with details of proposed remedial action. The cost of remedial work (including redesign if required) shall be borne by the contractor.
8.

The contractor is responsible for undertaking whatever dilapidation surveys of existing buildings/infrastructure they consider necessary prior to construction commencing, and consultation with adjoining land owners to minimise disruption to services/access etc. during construction.
9.

All surplus construction materials (including excess cut and fill material) shall be removed from the site (unless instructed otherwise) at completion.
10.

Survey information has been supplied by Leary & Cox Pty Ltd for the purposes of preparing the design drawings. All other survey required to setout and construct the works shall be provided by the contractor.
11.

All works are to be undertaken by the contractor and his subcontractors unless noted otherwise on the drawings.
12.

Proposed changes to the design of any part of the works shall be submitted to Gandy & Roberts for review. The contractor shall bear all costs associated with the design change.
13.

On completion, the contractor is to supply as-constructed drawings (prepared by a licensed surveyor in accordance with AS1100.401) and full service manual in both hard copy (3 sets) and electronic (.pdf and .dwg) formats.
14.

The contractor is to allow for all testing of raw materials and constructed works that is required to demonstrate compliance with the nominated Australian Standards, specifications, and standard drawings.

□□M□□R□□□□□□

The Contractor is required to carry out all temporary works necessary to enable completion of the structure (including the engagement of suitably qualified designers and is responsible for all associated costs), this includes (but is not limited to) the following:

- Precast panel propping
- Formwork
- Scaffolding
- Shoring
- Back propping of suspended slabs

□□□R□□□□□

1.

Prior to construction commencing, the Contractor is responsible for ensuring that a valid building and engineering permit is in place for the work & that the relevant authorities are notified and allowed to inspect at the nominated hold points.
2.

Unless nominated otherwise, the following inspection regime is to be adopted:

•

Road formations:

Inspection of subgrade, subbase and base lifts, kerbing and seal undertaken by Gandy & Roberts;

•

Stormwater:

Inspection of stormwater infrastructure to be owned by the local council undertaken by the local council;

•

Sewer and water:

Sewer and water infrastructure to be owned by TasWater inspected and self certified by civil contractor or their subcontractor;

•

As-built services surveys

Water, sewer, stormwater surveys undertaken by contractor's licensed surveyor (depth of water reticulation recorded prior to backfilling);

•

Installation of other in-ground services

Power, communications, gas etc. undertaken by the relevant managing authority.
3.

A minimum of 24 hours notice is required for Gandy and Roberts to attend the site. Do not rely upon facsimile or email to communicate requests - make contact with our office to confirm attendance.
4.


Inspection of road formations may involve proof rolling with a test vehicle. Confirm with Gandy & Roberts and ensure a suitable vehicle is available at the time of inspection.
5.

Photographic documentation is not an adequate basis to proceed beyond a hold point unless approved by Gandy and Roberts.

WORK HEALTH AND SAFETY

- HS1.

The main contractor and all sub contractors shall comply with the State *Work Health and Safety Act, Regulations*, and all relevant codes of practice.
- HS2.

The Gandy and Roberts Design Safety Report 15.0364 revision A forms an integral part of this documentation. This report identifies safety risks and proposes control measures to be followed by the contractor and the building operator. Controls and hazards requiring more explanation than in the safety report are highlighted in our drawings with an exclamation mark in the triangle symbol shown: 
- HS3.

Should the main contractor or sub contractors identify omissions or errors in the report related to the scope of Gandy and Robert's work on the project, or have safer ways of working, they should contact Gandy and Roberts prior to construction.
- HS4.

Should the main contractor propose an alternative design, they need to present these with appropriate safety risk planning to Gandy and Roberts for review.

EARTHWORKS

- E1.

All earthworks shall be in accordance with AS3798 "Guidelines on earthworks for commercial and residential developments" with testing methods in accordance with AS1289 "Methods of testing soils for engineering purposes".
- E2.

All existing topsoil, vegetation and debris under the building and paved areas shall be stripped to a minimum of 300mm unless noted otherwise. Top soil to be stockpiled as directed, and vegetation and debris removed from site unless noted otherwise. Tree stumps shall be grubbed and holes filled with approved compacted fill.
- E3.

For excavation purposes, rock is defined as hard or strongly cemented beds or masses which cannot be ripped at a production rate exceeding 3 m³ per hour using a standard 20 tonne excavator attached with a rock breaker.
- E4.

Any interface between cut and fill shall be no steeper than 1V:3H. Cut horizontal benches for any fill placed on ground steeper than 1V:3H.
- E5.

All excavations shall be inspected by the Engineer and/or the Local Authority before proceeding any further. Inspection and testing shall occur after each lift during filling. Testing (in accordance with Table 8.1 of AS3798.1) shall be arranged by the contractor such that results are available at time of inspection.
- E6.

Subgrade shall be compacted to achieve 98% standard density ratio for cohesive soil, and 75% density index for cohesionless soil. Prior to filling, subgrade is to be proof roll tested. All proof roll testing is to be witnessed by the Engineer. The test shall consist of witnessing soil deflection from the tyre of a single rear axle truck driven at walking speed with a minimum 8 tonne rear axle load and a tyre pressure of 550 kPa. The allowable deflection of subgrade shall not be more than is just visible to an observer standing still as the test vehicle passes, and no visible movement is allowed for sub-base and base tests. Other vehicles that may be allowed by the Engineer are a 12 tonne static roller with 6 tonne/m load, or 20 tonne plant with 450 kPa tyres and greater than 0.035 m² contact area per tyre.
- E7.

Fill shall be placed in horizontal layers of 200 to 300 mm deep loose measurement, unless testing can demonstrate to the Engineer that compaction is adequate within larger lifts. Compact each layer of fill within 1% of its optimum moisture content. Maximum particle size is two thirds depth of each lift. Each layer is to be proof roll tested, using nuclear density testing as directed to achieve 98% standard density ratio. For material 60 mm and courser, in-lieu of density testing a test by deflection to done using spot level difference at representative locations before and after rolling three times with 12 tonne roller, with acceptable differences being less than 2 mm.
- E8.

Cohesionless (granular) fill to be used unless otherwise approved by the Engineer. Cohesionless (granular) fill to have less than 15% passing the 75 micron sieve, with grading curves submitted for approval. Cohesionless fill shall be compacted to the requirements of Table 5.1 of AS3798. Cohesive fill shall have a minimum 4 day soaked CBR of 5% and a maximum CBR swell of 1%. Minimum standard density ratios for cohesive material shall be as per Table 5.1 of AS3798. Reactive clay shall have a maximum standard density ratio of 100%. Landscaping zones should be compacted to standard density ratio of 85% unless noted otherwise.

ROADWORKS

- R1.

All works to be in accordance with Local Government Association Tasmania - IPWEA standard drawings.
- R2.

It is assumed roads accessing the development site are adequate to take the design traffic load during the design life of 40 years.
- R3.

Pavement depth shall be as shown on the typical cross section but shall be subject to CBR testing of subgrade or proof rolling, with final depth shall be confirmed by the Engineer.
- R4.

Kerb and channel shall be formed on a minimum of 100mm sub-base (see note R7) which shall extend a minimum 150 mm beyond the back of the kerb.
- R5.

Subsoil drains shall be formed as shown on the drawings and in accordance with AS/NZS3500.
- R7.

All radii are to the back of kerb.
- R8.

The road profile and cross-fall shall be finished to the satisfaction of the Engineer and shall be to line and level indicated on the drawings, free of any local high or low areas which may hold water.
- R9.

All gravel to comply with the following DIER specifications:

Base course:

R40 class A - 19 mm Fine Crushed Rock (FCR)

Sub-base course:

Sub-base 1 - 40 mm FCR
- R10.

Sub-base shall have a minimum modified density ratio of 95% and base to have a minimum modified density ratio of 98%, with nuclear density test results available at proof roll inspection. Tests to be taken at a frequency based on AS3798 (typically the greater of four tests per inspection or one test per 1000 m³).
- R11.

Proof roll shall be with a Truck using a single rear axle, tyres at 550 kPa, and the load over rear axle shall be 8 tonnes.
- R12.

All landscaped areas affected by the works are to be reinstated to match existing. Refer Landscape Architect for specific requirements.
- R13.

Concrete footpaths and driveways are to be constructed to the Municipal Standard drawings unless noted otherwise.

STORMWATER

- SW1.

All works to be in accordance with Local Government Association Tasmania - IPWEA standard drawings.
- SW2.

All materials and workmanship shall be in accordance with the local authority's specifications, standard drawings, by-laws and AS/NZS3500.
- SW3.

Pipe and channel infrastructure has been designed to convey 20 year average recurrence interval (ARI) storms, with overland flow paths provided for 100 year ARI storms. It is assumed that water flowing onto the development site is contained within Local Authority infrastructure for 20 year ARI storms and the road reserve for 100 year ARI storms. For storms up to 24 hours duration, an allowance of 25% extra rainfall intensity has been made due to protected future climate change in Tasmania (above the 30-years-to-1983 intensities compared to projected ones in approximately 2080).
- SW4.

Stormwater trenches, pipe bedding and back filling to comply with the Concrete Pipe Association of Australia installation requirements for type HS2 support.
- SW5.

Below ground pipework and fittings to be PVC-U SWHD, joints shall be of solvent cement type or flexible joints made with approved rubber rings.
- SW6.

Minimum grade of paved areas and pipework shall be 1 in 100. Paved areas ideally shaped to drain to grated pits and trenches without ponding (acceptable limit is 3 mm under a 2 m straight edge).
- SW7.

Surface water drains, catchpits/grated pits, and junction boxes shall be constructed as detailed or as specified by the manufacturer. Grated pits to have 150 mm sumps. Pits and lids to be Class A in non-trafficked areas, and pre-cast concrete Class C elsewhere. Convey trench water into pits/manholes through weep holes on upstream side using 2 m of DN100 ag-drain with filter sock.
- SW8.

Install all agricultural drains to the requirements of AS/NZS3500 and part 3.1.2. of the BCA.
- SW9.

All hydraulic connections and tapings to be clear of driveways and trafficked areas.
- SW10.

Where both stormwater and sewer lines are along rear and side boundaries they shall be located to fit inside a 3.0 m easement unless noted otherwise. A single line shall fit within a 2.0 m easement.
- SW11.

All manholes to be located clear of future fencelines.
- SW12.

Property connections to be clear of driveways and clear of future fencelines.

SEWER

- S1.

All works in accordance with the Sewerage Code of Australia W.S.A. 02-2002-2.3 M.R.W.A. Edition - Version 1 and TasWater's Supplement (Draft 05 issued May 2013).
- S2.

Property connections to be DN100 PVC-U with a minimum grade of 1 in 60. (Refer above code WSAA SEW-1106). To be located clear of trafficked areas, driveways and fences.
- S3.

Where both stormwater and sewer lines are along a rear or side boundary they shall be located in an easement that wholly contains both services. Refer TasWaters Supplement Clause 4.2.5. and Clause 4.4.5.2 for clearances to other services.
- S4.

All manholes to be located clear of future fence lines with end of lines to be 1.2 m past the boundary for any future extension. Refer Clause 4.3.6.

WATER

- W1.

All works in accordance with the Water Supply Code of Australia W.S.A. 03-2011-3.1 M.R.W.A. Edition - Version 2 and TasWater's Supplement (Draft 03 issued May 2013)
- W2.

Single house connections to be DN25 HDPE class 16 to TasWater's standard drawing TW-SD-W-20 series with meter, backflow device and box to each lot. Located 500 mm inside boundary and 500 mm from edge of driveway on middle side of lot.
- W3.

All water mains to be tested and witnessed by the relevant water corporation inspector to static pressure plus 50% prior to backfilling.
- W4.

All hydraulic connections and taping to be clear of driveways and trafficked areas.
- W5.

For minimum cover over pipes refer to Clause 7.4.2 of the above Supplement.
- W6.

All trenches under trafficked areas to be back filled with approved compacted FCR including future driveway extensions.
- W7.

Flushing of mains to be carried out in accordance with the manufacturer's recommendations.
- W8.

Electromagnetic tracker tape to be placed in all water main trenches above the pipe.
- W9.

Taping and takeoffs to be separated by at least 1000 mm.
- W10.

Water mains to be bedded on 80 mm approved 7 mm clean metal.
- W11.

Concrete anchor blocks to be provided at all sudden changes of direction, both vertically and horizontally at tees and end of lines. Refer to above code drawings MRWA-W-2058 and MRWA-W-205C.
- W12.

Road crossings:

DN100 PVC-U conduits for all HDPE.

DICL with PE wrapping sleeve as per City West Water approved products catalogue.
- W13.

For valve and hydrant surface box markings refer to Clause 8.10.3 of the above Supplement. Hydrant road markings to comply with the Institute of Municipal Engineering Australia Tasmania Division document titled Fire Hydrant Guidelines - refer section 8. All valves and hydrants to be resilient seated powder coated class 16 and all components to be DN100.

CONCRETE

- C1.

All workmanship and materials shall be in accordance with AS3600.
- C2.

Concrete grades (UNO on drawings) :

ELEMENT	Grade
General	N25
Footings	N20
Blinding	N15
Pavement	N25
- C3.

Concrete shall not be poured when the site temperatures are below 5°C.
- C4.

Concrete shall be cured by continuous wetting (water spray, ponding or irrigated hessian) or application of an impermeable membrane (secured plastic or curing compound) for an appropriate period of time (not less than 3 days). In hot dry and windy weather spray the surface with aliphatic alcohol while concrete is plastic, water cure for at least 24 hours then cover with impermeable membrane (or continue to water cure) for a further 2 days.
- C5.

Construction joints shall be properly formed and used only where shown or specifically approved by the Engineer. Sawm joints shall be cut one third of the way through a slab, through the top mesh for 100 mm slabs and in thicker slabs the mesh shall be placed to avoid being cut. Unless noted elsewhere, sawn joints shall be at 6 m centres at points of changes in geometry and construction joints at 24 m, with jointed areas to have a plan aspect ratio no slendener than 1:2.
- C6.

Cover to reinforcement shall be 40 mm for slabs and 50 mm for footings.
- C7.

Reinforcement shall be deformed, 500 MPa yield strength, normal (N) ductility in accordance with AS/NZS4671 for bars and low (L) ductility for mesh.
- C8.

Formwork shall be designed and constructed in accordance with AS3610, and is the responsibility of the contractor.
- C9.

All steel items to be cast into the concrete surface shall be hot dip galvanised.

MASONRY

- M1.

All workmanship and material shall be in accordance with AS 3700-2001.
- M2.

Blockwork strength - Grade 12.
- M3.

Mortar mix shall be Class M3 - 1 : 1 : 6 Cement : Lime : Sand.
- M4.

Cavities and cores to be grout filled shall be kept clear of mortar droppings, or blockouts provided to allow cleaning out at base.
- M5.

Grout used to fill reinforced masonry shall be N20 grade with sufficient slump to adequately fill the blockwork units.
- M6.

Cover to reinforcement to be 15mm to inside of masonry units (20mm for exposure classification B1).
- M7.

Refer to the Architectural drawings for details of control joints in masonry walls. If none are shown, provide joints at 8.0m centres. Control joints shall be 10mm wide, free of mortar, and sealed with an appropriate flexible sealant.
- M8.

Unless otherwise specified, provide galvanised brick ties at 600mm vertical centres across all control joints and tie masonry walls to steel, concrete or reinforced masonry beams and columns at 600mm centres horizontally and vertically respectively.
- M9.

Masonry anchors in hollow masonry to be chemical anchors with sieve insert.

RETAINING WALLS

- RW1.

Retaining walls shall be constructed in accordance with AS4678-2002.
- RW2.

Backfill to walls shall be an approved granular material (clay shall not be used). A 300mm wide free draining drainage layer shall be provided behind the wall.
- RW3.

Provide a suitable waterproofing system to the rear of the wall, unless confirmed otherwise.
- RW4.


The wall shall be drained with 100mm slotted PVC pipe installed at 1% fall (minimum) and be connected to the stormwater disposal system (or weepholes installed at the base where appropriate).
- RW5.


The Contractor shall maintain excavated batters at a stable slope and provide shoring to steeper excavations until construction and backfilling of the wall is complete.
- RW6.


Retaining walls that rely on other structural elements for stability shall be provided with temporary support until after these elements have been constructed.
- RW7.


The Contractor shall allow a suitable curing period prior to backfilling. Backfilling shall be performed in a controlled manner which will not impose excessive stress on the wall.


LEGEND


- 


Existing surface level (surveyed)
- 

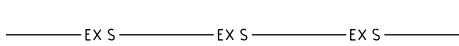
Existing surface level (interpolated)
- 

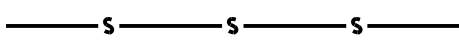
Proposed bulk earthworks level
- 

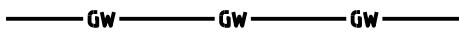
Proposed finished surface level
- 


Existing water supply external to building
- 

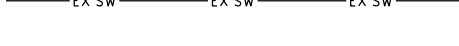
Proposed water supply external to building
- 


Existing fire supply
- 


Proposed fire supply
- 

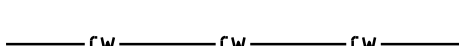
Existing sewer drain
- 

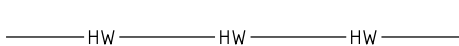
Proposed sewer drain
- 

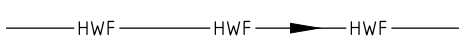
Proposed sewer drain (greasy waste)
- 

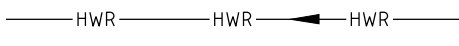
Proposed sewer drain (trade waste)
- 

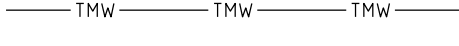
Existing stormwater drain
- 

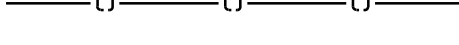
Proposed stormwater drain
- 

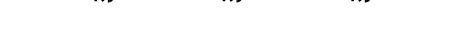
Proposed stormwater (larger)
- 


Proposed DN100 ag. drain and geofabric sock
- 


Proposed cold water supply internal to building
- 


Proposed hot water supply
- 


Proposed hot water supply (flow)
- 

Proposed hot water supply (return)
- 

Proposed tempered water supply
- 

Proposed concrete construction joint
- 

Proposed concrete key joint
- 

Proposed concrete sawn joint
- 

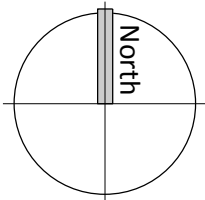
Proposed sediment fence



LOCALITY PLAN

SCALE 1:1000

P1	PRELIMINARY	CT	03-11-15				
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



GANDY AND

ROBERTS

CONSULTING

ENGINEERS

159 DAVEY ST, HOBART

TASMANIA, AUSTRALIA 7000

www.gandyandroberts.com.au

mail@gandyandroberts.com.au

ph 03 6223 8877 fx 03 6223 7183

95 HAMPDEN ROAD SUBDIVISION

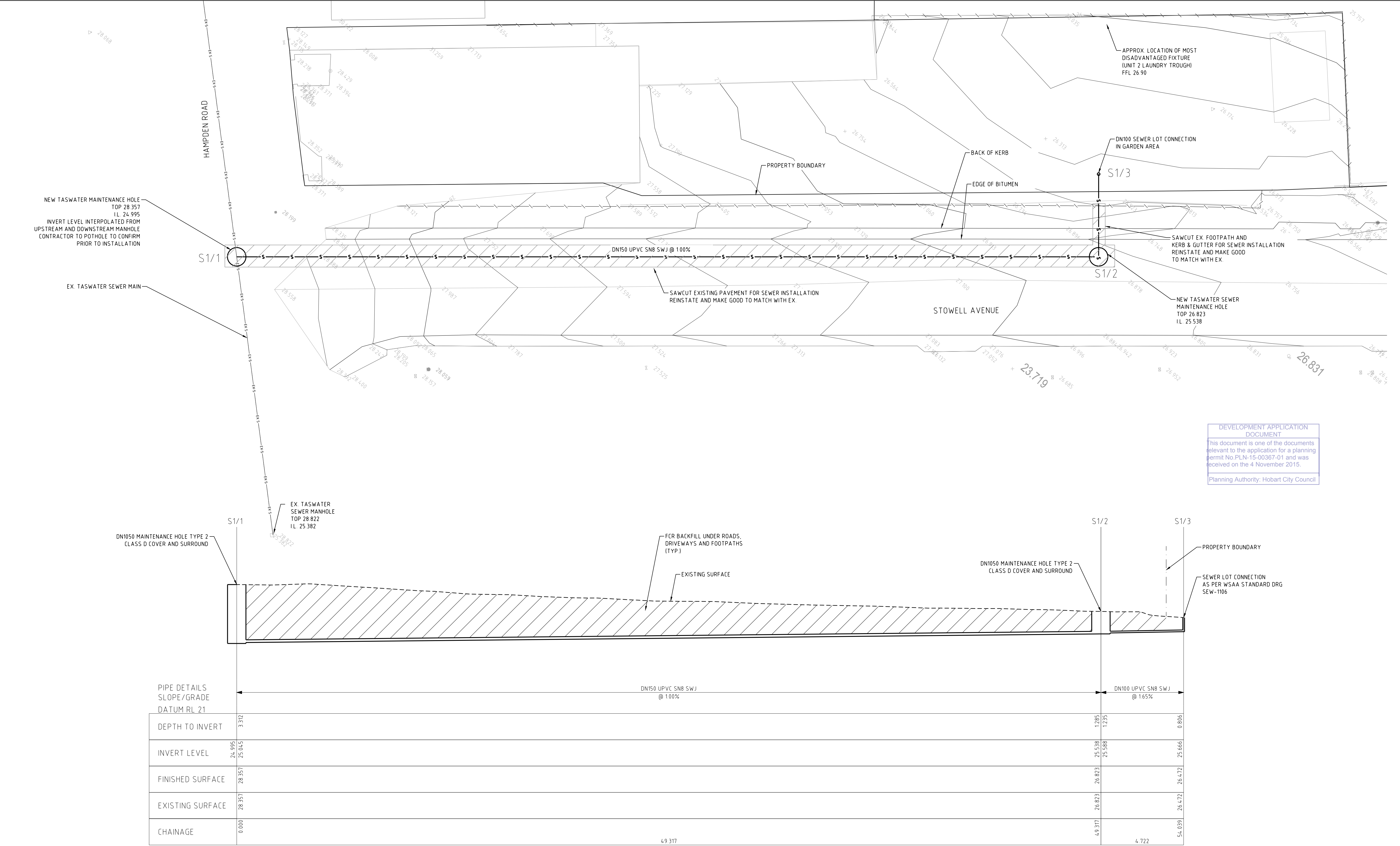
95 HAMPDEN ROAD

BATTERY POINT

DRAWING TITLE

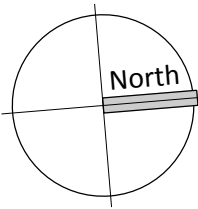
DRAWING INDEX AND NOTES

050mmSCALE			1:???? @ A1		
DESIGNED	DRAWN	CHECKED			
J.WANG	J.WANG	C.TERRY			
PROJECT	DRAWING	REVISION			
15.0364	C001	P1			



SEWER LONGITUDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100

P1	PRELIMINARY	CT	03-11-15				
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



**GANDY AND
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95 HAMPDEN ROAD SUBDIVISION
BATTERY POINT
DRAWING TITLE
SEWER SERVICES

0 50mm		SCALE 1:100 @ A1
DESIGNED J.WANG	DRAWN J.WANG	CHECKED C.TERRY
PROJECT 15.0364	DRAWING C010	REVISION P1

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00367-01 and was received on the 14 January 2016
Planning Authority: Hobart City Council



LEARY & COX
132 Davey Street, HOBART TAS 7000
P 03 6220 0299 F 03 6220 0290
E nleary@learyandcox.com

Project Name and Address
RESIDENTIAL DEVELOPMENT
95 HAMPDEN ROAD
BATTERY POINT

Drawing Title
Owner
P SHARP & G HURD

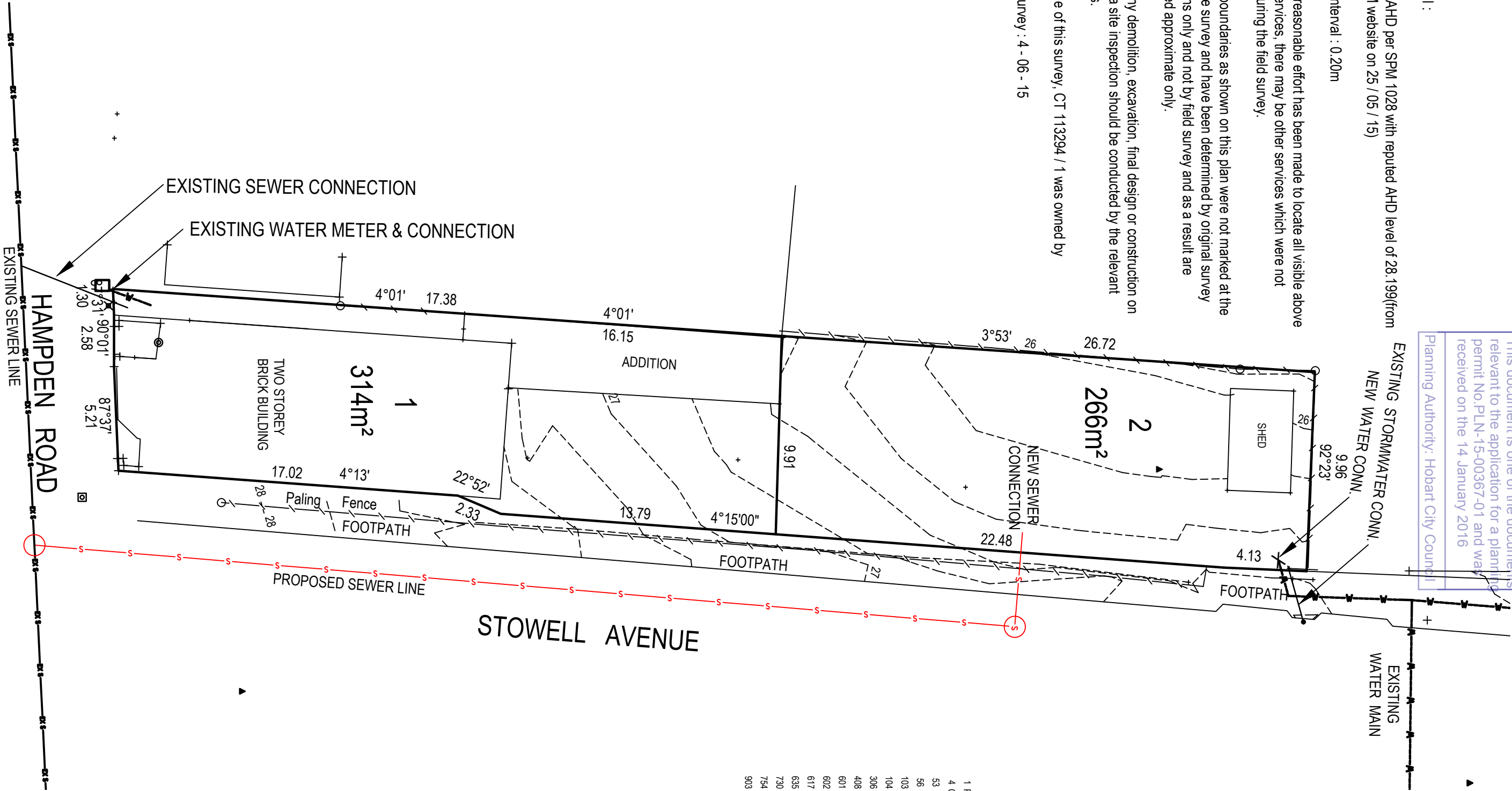
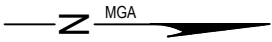
Contour Interval	0.200	FILE No.	8869
Date	3 - 06 - 15	SHEET	1 of 1
Scale	1:200	Size	A3
		DATUM	Wht. AHD
		DRAWN	NL

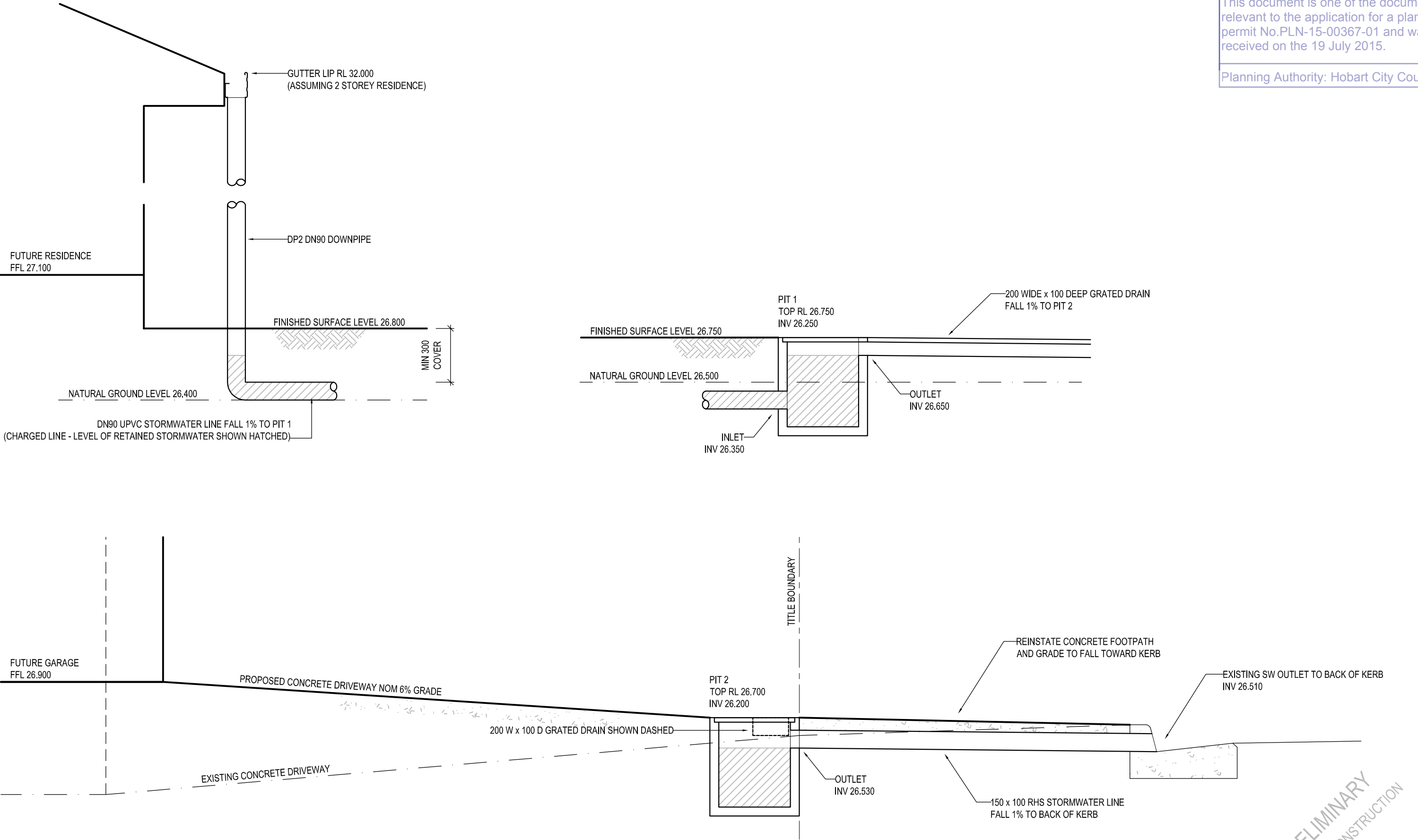
LEGEND OF FEATURES

1 PERM SURVEY MARK	▲
4 CONTROL TRAVERSE	—
53 LOT BOUNDARY	—
56 BOUNDARY PRELIMINARY	---
103 BANK BOTTOM	—
104 NATURAL SURFACE	—
306 DRAINAGE PIPE	—
408 KERB BACK	—
601 HOUSE	—
602 MINOR BUILDING	—
617 WALL	—
635 FINISHED FLOOR LEVEL	●
730 FUEL PIPE	+
754 METER WATER	×
903 FENCE	—

NOTES:
DATUM
Horizontal :
Vertical : AHD per SPM 1028 with reputed AHD level of 28.199(from SURCOM website on 25 / 05 / 15)
Contour interval : 0.20m
While all reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the field survey.
The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by original survey dimensions only and not by field survey and as a result are considered approximate only.
Prior to any demolition, excavation, final design or construction on this site, a site inspection should be conducted by the relevant engineers.

At the time of this survey, CT 113294 / 1 was owned by
Date of Survey : 4 - 06 - 15











AMENDMENT SCHEDULE		
DATE	REV No	DETAILS
30.06.15	00	Subdivision Application

DWA David Wakefield And Associates 122 murray street po box 4564 bathurst street, hobart 7000 tel : 03 62 348777	PROPOSED RESIDENTIAL DEVELOPMENT P. SHARP & G. HURD 95 HAMPDEN ROAD, BATTERY POINT		Drawing Title: TYPICAL STORMWATER SECTIONS		Revision No.: 00	Designer:	Scale:	Drawing No.: 03
					Date: 30.06.15	X. Wakefield CC1660	1:20 (A3)	Dwgs in Set: 03

PRELIMINARY
NOT FOR CONSTRUCTION



- | | |
|---|--|
|  | PROPOSED CONCRETE DRIVEWAY |
|  | CORE FILLED BLOCK RETAINING WALL TO FUTURE ENGINEER'S DETAIL |
|  | EXISTING PALING FENCE NOM 1800 HIGH |
|  | NOMINAL BUILDING ENVELOPE FOR FUTURE RESIDENCE |
|  | PROPOSED STORMWATER LINE |
|  | FINISHED SURFACE LEVEL |
| DP | PROPOSED DN90 DOWNPIPE (LOCATION TO BE CONFIRMED) |
| GD | TRAFFICABLE GRATED DRAIN NOM 200 WIDE x 100 DEEP |
| PIT | TRAFFICABLE GRATED PIT NOM 400 x 400 x 500 DEEP WITH SILT TRAP |

AMENDMENT SCHEDULE		
DATE	REV No	DETAILS
30.06.15	00	Subdivision Application

DWA David Wakefield And Associates
122 murray street
po box 4564 bathurst street, hebart 7000
tel : 03 62 348777

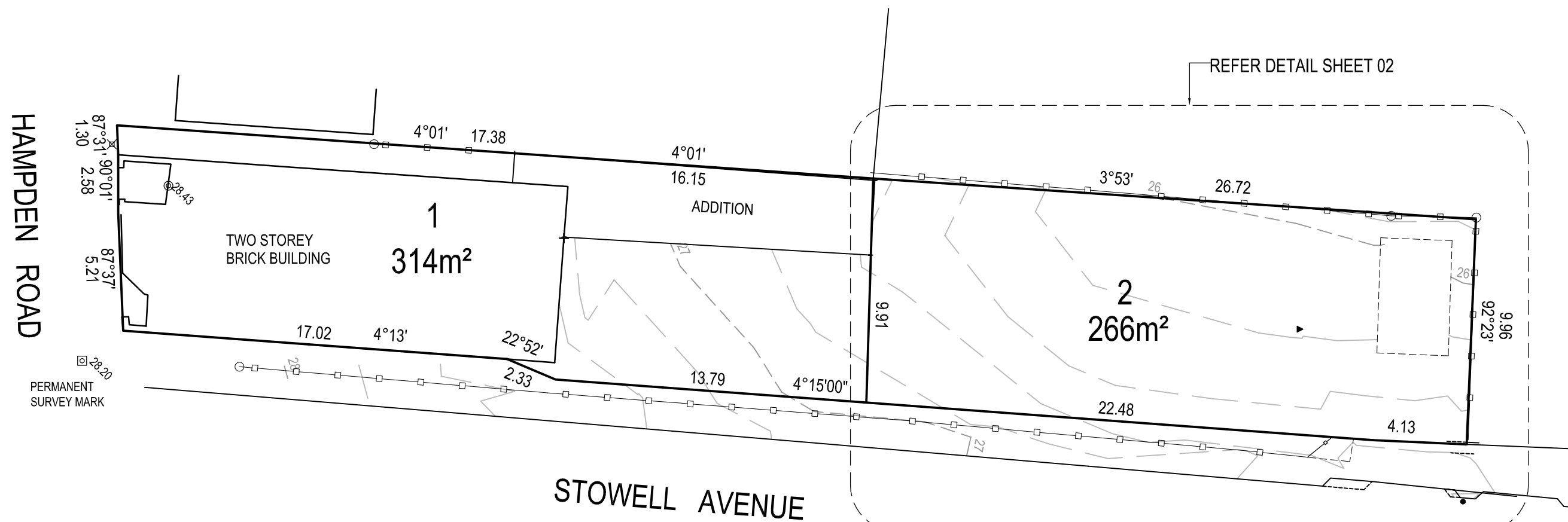
Drawing Title:

CONCEPT STORMWATER PLAN

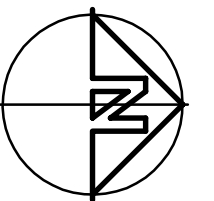
Drawing No.:	02
Dwgs in Set:	03

This document is one of the documents relevant to the application for a planning permit No.PLN-15-00367-01 and was received on the 19 July 2015.

Planning Authority: Hobart City Council



PRELIMINARY
NOT FOR CONSTRUCTION



AMENDMENT SCHEDULE		
DATE	REV No	DETAILS
30.06.15	00	Subdivision Application

DWA David Wakefield And Associates
122 murray street
po box 4564 bathurst street, hobart 7000
tel : 03 62 348777

PROPOSED RESIDENTIAL DEVELOPMENT
P. SHARP & G. HURD
95 HAMPDEN ROAD, BATTERY POINT

Drawing Title:
SITE PLAN

Revision No.: 00
Date: 30.06.15

Designer:
X. Wakefield CC1660

Scale:
1:200 (A3)

Drawing No.: 01
Dwgs in Set: 03

Loring, Jacqui

From: Wilson, Elizabeth
Sent: Tuesday, 21 July 2015 9:20 AM
To: rfi-information
Subject: FW: 95 HAMPDEN ROAD - Subdivision. APP NO: PLN - 15 - 00367 - 01

<p>DEVELOPMENT APPLICATION DOCUMENT</p>
--

<p>This document is one of the documents relevant to the application for a planning permit No.PLN-15-00367-01 and was received on the 21 July 2015.</p>

<p>Planning Authority: Hobart City Council</p>
--

PLN-15-00367

Liz Wilson | Development Appraisal Planner | City Planning
 6238 2820 |

From: Noel Leary [<mailto:nleary@learyandcox.com>]
Sent: Monday, 20 July 2015 2:21 PM
To: Wilson, Elizabeth
Subject: Re: 95 HAMPDEN ROAD - Subdivision. APP NO: PLN - 15 - 00367 - 01

Dear Liz,

There appears to be a misunderstanding in relation to this issue as the indicative design drawings by DWA were only to indicate that it was possible for a dwelling & garage to be built on Lot & be able to dispose of the stormwater into the existing kerb. There was no intention to obtain approval for the buildings shown on the plans.

The plans provide the minimum height of a floor level for any building on the Lot which is RL 27.10.

On Mon, Jul 20, 2015 at 11:45 AM, Wilson, Elizabeth <wilsone@hobartcity.com.au> wrote:

Dear Noel,

The attached plans show work which requires planning approval, and which were not on the original plans submitted under PLN-15-00367. This new work includes a new garage, retaining wall & paling fence, demolition of the shed, demolition of the brick wall, demolition/re-alignment of the existing paling fence and widening the vehicle crossing.

As the plans now show work which is substantially different to that which was originally applied for, you will need to either withdraw the current application and resubmit a new planning application (Council can then assess the new work as part of the development) *or* take these elements off the proposal plans and resubmit plans which just show the original subdivision proposal plus the information required by TasWater and the stormwater engineers.

Please be advised that if you chose to proceed with a new planning application, it will be assessed under the Hobart Interim Planning Scheme 2015 and not the Battery Point Planning Scheme 1979 and further information will be required by Council.

Kind regards, Liz

Loring, Jacqui

From: Wilson, Elizabeth
Sent: Tuesday, 21 July 2015 9:19 AM
To: rfi-information
Subject: FW: 95 HAMPDEN ROAD - Subdivision. APP NO: PLN - 15 - 00367 - 01

PLN-15-00367

Liz Wilson | Development Appraisal Planner | City Planning
6238 2820 |

**DEVELOPMENT APPLICATION
DOCUMENT**

This document is one of the documents relevant to the application for a planning permit No.PLN-15-00367-01 and was received on the 21 July 2015.

From: Noel Leary [<mailto:nleary@learyandcox.com>]
Sent: Monday, 20 July 2015 6:44 PM
To: Wilson, Elizabeth
Subject: Re: 95 HAMPDEN ROAD - Subdivision. APP NO: PLN - 15 - 00367 - 01

Planning Authority: Hobart City Council

Dear Liz,

We confirm that we are not applying for approval for any of the following items:

- The retaining wall with paling fence on top
- Demolition of the shed
- Demolition of the brick wall
- Demolition and realignment of the existing paling fence
- Widening of the vehicle cross-over

Regards

Noel Leary**B.Surv**nleary@learyandcox.com

132 Davey Street

HOBART TAS 7000

PH 6220 0299

FX 6220 0290

Mob 0418 129 303

This communication and any files transmitted with it are intended for the named addressee, are confidential in nature and may contain legally privileged information. The copying or distribution of this communication or any information it contains, by anyone other than the addressee or the person responsible for delivering this communication to the intended addressee, is prohibited.

If you receive this communication in error, please advise us by reply email or telephone on [+61 3 6238 2711](tel:+61362382711), then delete the communication. You will be reimbursed for reasonable costs incurred in notifying us.

Please consider the environment - Do you really need to print this email?

DEVELOPMENT APPLICATION
DOCUMENT

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Planning Authority: Hobart City Council

--

Regards,

Noel Leary

B.Surv

nleary@learyandcox.com



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Planning Authority: Hobart City Council

--

Regards,

Noel Leary

B.Surv

nleary@learyandcox.com



132 Davey Street
HOBART TAS 7000
PH 6220 0299
FX 6220 0290
Mob 0418 129 303

This document is one of the documents relevant to the application for a planning permit No.PLN-15-00367-01 and was received on the 21 July 2015.

Planning Authority: Hobart City Council

Liz Wilson | Development Appraisal Planner | City Planning

6238 2820 |

From: Noel Leary [mailto:nleary@learyandcox.com]

Sent: Sunday, 19 July 2015 5:46 PM

To: rfi-information

Cc: Wilson, Elizabeth

Subject: 95 HAMPDEN ROAD - Subdivision. APP NO: PLN - 15 - 00367 - 01

Dear Liz,

Attached please find copy of plans prepared by architects DWA indicating how the proposed new Lot 2 can be serviced for Stormwater.

A covenant would be included to the effect that any buildings on Lot 2 will have a minimum floor level of 27.100.

Please note the architects have discussed these designs with Linda from Council's engineering department.

Please advise if any further information is required in relation to this application.

--

Regards,

Noel Leary

B.Surv

nleary@learyandcox.com

This document is one of the documents relevant to the application for a planning permit No.PLN-15-00367-01 and was received on the 21 July 2015.

Planning Authority: Hobart City Council

132 Davey Street

HOBART TAS 7000

PH 6220 0299

FX 6220 0290

Mob 0418 129 303

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Please consider the environment - Do you really need to print this email?

--

Regards,

Noel Leary

B.Surv

nleary@learyandcox.com

132 Davey Street

HOBART TAS 7000

PH 6220 0299

FX 6220 0290

Mob 0418 129 303



CERTIFICATE OF TITLE DECLARATION

Application address: 95 HAMPDEN ROAD

Application number:

I hereby declare that the Certificate of Title submitted with the above application on 27/3/15 is a current copy of the Title. I declare no changes have occurred to the Title since the search date.

Signed: 

Name: N.D. LEARY

Date: 27/3/15

Please note: Submission of this form is only acceptable if the copy of the title provided lists the name of the current owner.

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00367-01 and was received on the [27/03/2015].

Planning Authority: Hobart City Council



CERTIFICATE OF TITLE DECLARATION

Application address: 95 HAMPDEN ROAD

Application number:

I hereby declare that the Certificate of Title submitted with the above application on 27/3/15 is a current copy of the Title. I declare no changes have occurred to the Title since the search date.

Signed: 

Name: N.D. LEARY

Date: 27/3/15

Please note: Submission of this form is only acceptable if the copy of the title provided lists the name of the current owner.

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00367-01 and was received on the [27/03/2015].

Planning Authority: Hobart City Council

CPC Agenda 15/3/2016 Item No. 6.1.3 Page 148

the List... RESULT OF SEARCH
RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
113294	1
EDITION	DATE OF ISSUE
2	23-Feb-1995

SEARCH DATE : 06-Mar-2015
SEARCH TIME : 10.49 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 113294
Being the land described in Conveyance 55/6851
Derivation : Part of 8 acres 1 rood 9 perches granted to John Montagu
Derived from A15271

SCHEDULE 1

KARIMEH MADRAJAT and HUSSEIN MADRAJAT

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-15-00367-01 and was received on the 27/03/2015

www.thelist.tas.gov.au

Planning Authority: Hobart City Council

Department of Primary Industries, Parks, Water and Environment

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

FILE NUMBER A.15271		CONVERSION PLAN		REGISTERED NUMBER P113294
GRANTEE PART OF BAIR-9P. GTD. TO JOHN MONTAGU		LOCATION CITY OF HOBART (SEC. W3)	APPROVED - 6 OCT 1994 <i>Michael Smith</i> Recorder of Titles	
		CONVERTED FROM 55/6851		
		NOT TO SCALE	LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 21	LAST UPI No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	DRAWN MC	

SKETCH BY WAY OF ILLUSTRATION ONLY
"EXCEPTED LANDS"

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents
relevant to the application for a planning
permit No. PLN-15-00367-01 and was
received on the 127/03/2015
www.thelist.tas.gov.au



27 March 2015

Ref No 8869

The General Manager
Hobart City Council
Att Liz Wilson
GPO Box 503E
HOBART TAS 7001

Dear Liz

RE: PLN – 04 – 00660 - 01

**PROPOSED BOUNDARY ADJUSTMENT SUBDIVISION
95 HAMPDEN ROAD – K & H MADRAJAT (OWNERS)**

I refer to the abovementioned subdivision approval that expired in 2006. The property has been sold and as the new owners wish to proceed with the subdivision we now submit the same application for Council approval.

The current owners are agreeable for the application to be in their name.

The application is the same as previously submitted and I do not believe there has been any changes to the planning scheme.

A separate title is to be created containing the existing house and shop (Lot 1) with the balance being a vacant lot (Lot 2)

All services are available and there was an engineering design approved by Council for the sewer extension in Stowell Avenue (Approval No. A – 384 – 305).

If any further explanation or clarification is required please do not hesitate to contact me at this office.

Yours faithfully

LEARY & COX

Per:

NOEL LEARY

ENCLS:

Plan of Subdivision & Copies, Application Form, Titles & Title Declaration

COPY TO: K & H Madrajat, 95 Hampden Ave, Battery Point, TAS 7004
Peter Sharp, Greg Hurd & Alex Bobbi (email)

6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING
SCHEME 2015**

**6.1.4 22 LIVERPOOL CRESCENT, WEST HOBART - STUDIO,
WORKSHOP, GARAGE AND DRIVEWAY MODIFICATIONS
- PLN-15-01406-01 - FILE REF: 5666709 & P/22-30/626
54x's
(Council)**

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report	Council
Committee:	15 March 2016
Council:	21 March 2016
Expiry Date:	3 March 2016 (extension of time granted until 13 April 2016)
Application No:	PLN-15-01406-01
Address:	22 Liverpool Crescent, West Hobart
Applicant:	Mark Delaney, 22 Liverpool Crescent, West Hobart
Proposal:	Studio, Workshop, Garage and Driveway Modifications
Representations:	Three (3)
Performance criteria:	Development standards, parking and access code

1. Executive Summary

- 1.1. Planning approval is sought for a Studio, Workshop, Garage and Driveway Modifications at 22 Liverpool Crescent, West Hobart.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Development standards – building envelope, site coverage, privacy.
 - 1.2.2. Parking and Access Code - parking numbers.
- 1.3. Three (3) representations objecting to the proposal were received within the statutory advertising period (11 February 2016 – 25 February 2016).
- 1.4. The proposal is recommended for approval subject to conditions.
- 1.5. The final decision is delegated to either the City Planning Committee or the Council in the event that the City Planning Committee disagrees with the Officer's recommendation.

2. Site Detail



Fig. 1 Subject site marked in blue noting surrounding locality.

- 2.1. The subject site is situated on the northern (upper) side of Liverpool Crescent and supports a substantial slope in the land from north to south. The existing dwelling (not shown in available aerial photography) is located within the upper half of the site, away from the street frontage.



Fig. 2 Oblique view of subject - please note that there is an existing dwelling on the subject site which is not shown in any of the aerial photography.



Fig. 3 View of existing property and dwelling from Liverpool Crescent, noting adjacent development.



Fig. 4 Area of driveway and ground which will be modified.



Fig. 5 View of eastern boundary with 20 Liverpool Crescent towards Liverpool Crescent from within existing side setback.



Fig. 6 View of dwelling at 20 Liverpool Crescent from within the subject site.

3. Proposal

- 3.1. It is proposed to modify the existing driveway and construct a new external parking space and a double garage with a green roofed terrace above.
- 3.2. Some excavation of the land will occur around the front facade of the existing dwelling and consequently a new entrance pathway and steps are proposed.
- 3.3. An ancillary building containing a workshop on the upper level and studio on the lower level is proposed towards the front of the site. The workshop space is for the personal use of the occupants and the studio below, which includes an ensuite and room for a small kitchenette, will be used as an ancillary dwelling for the owners' son.
- 3.4. Internal alterations and modifications to a window opening within the front facade of the existing house are also proposed. These alterations alone would not require planning approval.

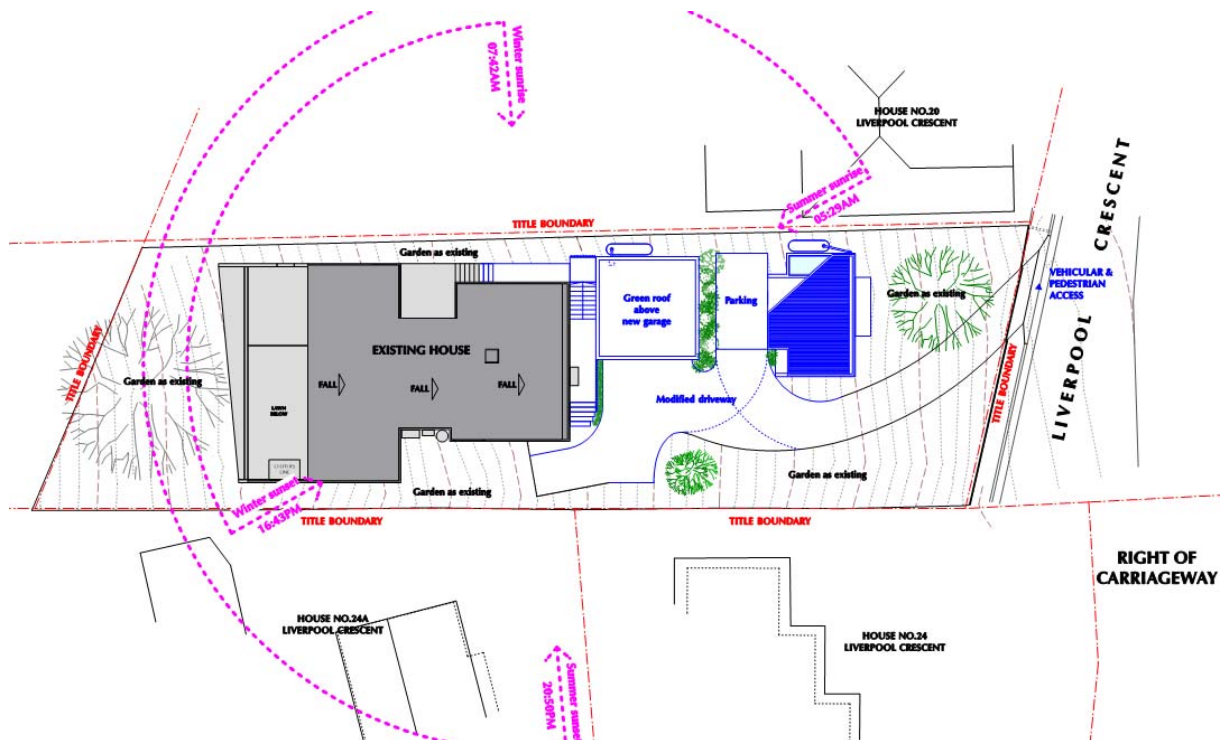


Fig. 7 Proposed Site Plan

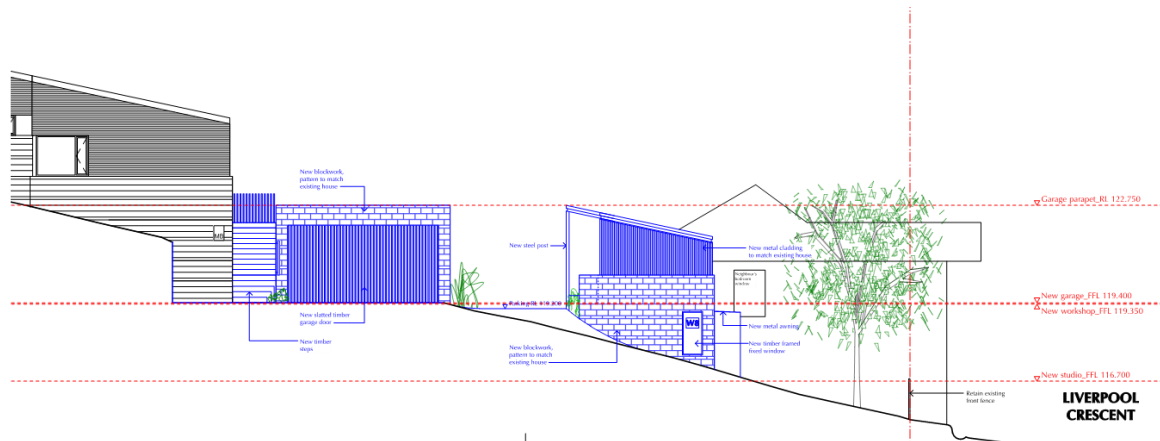


Fig. 8 Proposed Elevation as viewed from the driveway looking east and noting the cut in the land.

4. Background

4.1. The existing house was approved under planning application PLN-12-00910.

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.

<i>Parking</i>
<ul style="list-style-type: none"> The street cannot cope with any more traffic. There is no parking for additional vehicles. There is no legal street parking outside 22 Liverpool Crescent. Visitors park in no parking zones which creates additional safety problems.
<i>Use of Studio and Workshop</i>
<ul style="list-style-type: none"> Concerns that the studio and workshop will be used to run a business out of once approved. As the proposed structure is not attached to the house there is potential for it to be rented out as a separate unit. The studio/workshop could become a separate strata unit by installing internal stairs and metering water and electricity separately from the existing house.
<i>Privacy and Amenity</i>
<ul style="list-style-type: none"> The proposal will block light from entering into a window of the neighbouring dwelling at 20 Liverpool Crescent. The turf roof on the garage – this would make an outside entertaining area that invades the privacy of everyone's homes in the area. Request that the garage roof either be made of a material unsuitable for recreational use or be screened to 1.7m to maintain the privacy of 20 Liverpool Crescent. Request that all windows looking into 20 Liverpool Crescent be required to be translucent to maintain a level of privacy.

<i>Design and Character</i>
<ul style="list-style-type: none"> Concerns that the height of the building exceeds regulations. The site coverage is 27% which is more than the current regulation of 25%.

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 either an acceptable solution or 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 only to the performance criteria relied on.

6.1. The site is located within the low density residential zone of the *Hobart Interim Planning Scheme 2015*.

6.2. The use as a single dwelling is not proposed to change.

6.3. The proposal has been assessed against:

- 6.3.1. Part D-12 Low density residential zone
- 6.3.2. E1.0 Bushfire-prone areas code
- 6.3.3. E6.0 Parking and access code
- 6.3.4. E7.0 Stormwater management code

6.4. The proposal relies on the following performance criteria to comply with the applicable standards:

- 6.4.1. Building Envelope – Part D 12.4.2 P3
- 6.4.2. Site Coverage – Part D 12.4.3 P1
- 6.4.3. Privacy – Part D 12.4.6 P1
- 6.4.4. Parking Numbers – Part E 6.6.1 P1

6.5. Each performance criterion is dealt with separately below.

6.6. Building Envelope – Part D 12.4.2 P3

6.6.1. A very minor intrusion beyond the building envelope is proposed.

6.6.2. The acceptable solution at Part D 12.4.2 A3 requires that buildings are contained completely within a prescribed building envelope, with the exception of outbuildings with a building height of no more than 2.4m and protrusions such as eaves which extend not more than 0.6m beyond the building envelope.

6.6.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.6.4. The performance criterion is as follows:

The siting and scale of a dwelling must:

- (a) *not cause unreasonable loss of amenity by:*
 - (i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
 - (ii) *overshadowing the private open space of a dwelling on an adjoining lot; or*
 - (iii) *overshadowing of an adjoining vacant lot; or*
 - (iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*
- (b) *provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.*

6.6.5. The natural ground level slopes substantially from north to south. The image below shows the building envelope at the lowest section of the studio/workshop in green and the building envelope at the upper section of the studio/workshop in magenta.

As demonstrated, there is a very minor intrusion beyond the building envelope where the natural ground level is lowest. This intrusion becomes less and less as the land increases in height and the studio/workshop is wholly within the building envelope at the upper section.

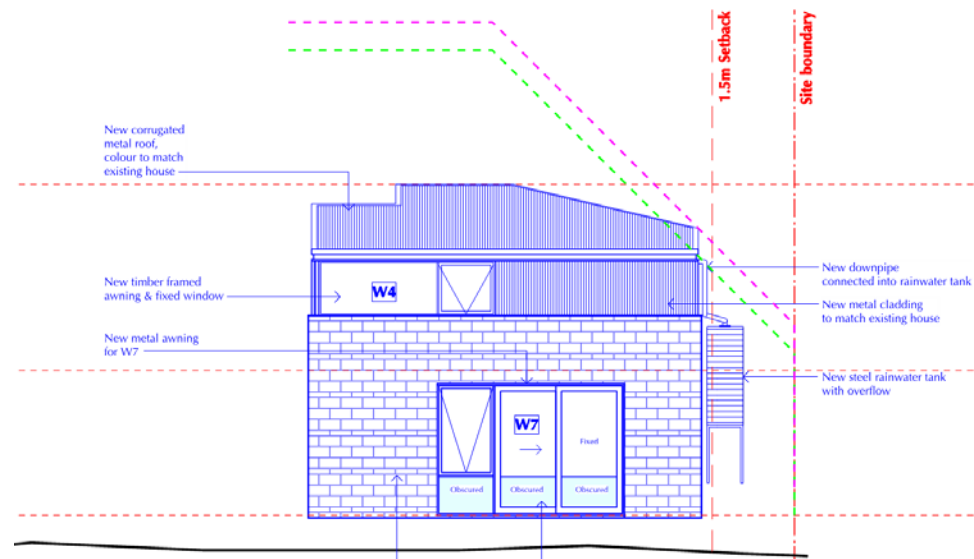


Fig. 9 Proposed South Elevation of Studio/Workshop.

Despite this minor protrusion, the studio/workshop remains well below the maximum height of 8.5m which is allowable in the zone.

The studio/workshop is adjacent to a bedroom window of the neighbouring dwelling to the east. Clause a (i) of performance criteria 12.4.2 P3 is therefore not triggered. However, if this window was adjacent to a habitable room which was not a bedroom, it would not be considered to cause an unreasonable loss of amenity given that the portion of the studio/workshop that extends beyond the building envelope is so minor.

Similarly, the visual impacts caused by the apparent scale, bulk or proportions when viewed from an adjacent lot are not considered to cause an unreasonable loss of amenity given the minor nature of the discretion.

The minimum setback of the building is 1.5m which is compatible with the setbacks in the surrounding area and compliant with the acceptable solutions of the *Hobart Interim Planning Scheme 2015*.

The impact of the building envelope encroachment itself is negligible. If the building were made to comply with the acceptable solution, the impact of that 'compliant' building would essentially remain the same.

6.6.6. The proposal complies with the performance criterion.

6.7. Site Coverage – Part D 12.4.3 P1

6.7.1. Site coverage of approximately 27.9m² is proposed.

6.7.2. The acceptable solution for site coverage in the Low Density Residential zone is 25% (Part D12.4.3 A1).

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 is as follows:

Dwellings must have:

- (a) *private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:*
 - (i) *outdoor recreational space consistent with the projected requirements of the occupants; and*
 - (ii) *operational needs, such as clothes drying and storage; and*
- (b) *have reasonable space for the planting of gardens and landscaping.*
- (c) *not be out of character with the pattern of development in the surrounding area; and*
- (d) *not result in an unreasonable loss of natural or landscape values.*

- 6.7.5. The works are proposed forward of the existing dwelling, there will be no changes to the existing private open space and clothes drying area to the rear of the property.

New landscaping and planting is proposed and a large portion of the existing garden, including the large tree within the front setback, is proposed to remain unchanged.

The surrounding patterns of development include properties to the east and north (rear) of the subject site that follow a more traditional layout with dwellings situated to the front of the properties. The dwellings to the west of the subject site do not conform to this pattern and are result of a subdivision approved in 2005 (PLN-05-01222). See Figure 2 above.

The existing layout of the site, with the dwelling situated towards the rear of the property and an expansive front setback, is not considered consistent with the surrounding pattern of development. The proposed buildings within the front area of the site are considered to be more consistent with the character of the pattern of development in the surrounding area.

- 6.7.6. The proposal complies with the performance criterion.

6.8. Privacy – Part D 12.4.6 P1

- 6.8.1. A green roof is proposed above the new garage. The applicant has confirmed that there was a drafting error on this drawing - a note states that the parapet wall around the edge of the roof is to be 1m high where it should say 600mm high. The rooftop slab RL was also stated as the same RL as the top of the parapet wall (RL 122.75) where it should be 600mm below (RL 122.15). While those two notes were written incorrectly, the height given for the top of the parapet wall remains unchanged and the elevations were drawn correctly to reflect this height. These inconsistencies were inadvertently overlooked prior to advertising commencing. Given that the RL of the parapet is shown correctly and the discrepancy in the RL of the roof slab is relatively minor and lower than shown on the advertised plans, it is considered that readvertising the proposal is not necessary provided that a condition clarifying the correct roof slab is imposed.

- 6.8.2. Although the applicant has since clarified that the garage roof is not to be used as any form of private open space, given the inconsistencies in the drawing discussed above, a precautionary approach has been taken by assessing its potential use as a roof terrace.

- 6.8.3. Part D 12.4.6 requires that roof terraces have permanent screening to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25% along the sides within 3m of a side boundary.

6.8.4. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.8.5. The performance criterion is as follows:

A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1 m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining lot or its private open space; or*
- (b) another dwelling on the same site or its private open space; or*
- (c) an adjoining vacant residential lot.*

6.8.6. The green roof terrace, which is fully enclosed by a 600mm high parapet wall, has some potential to be used as an outdoor recreation area which would intrude on the privacy of the neighbouring property by allowing direct views from the rooftop to the private open space of 20 Liverpool Crescent. The architect has stated that the rooftop is not to be used as an outdoor recreation area and is proposed only for the provision of low maintenance greenery. Additionally, the 600mm parapet wall is unlikely to be compliant with the standards of the BCA needed to support the rooftop being used by people as private open space. However, given that the issue of reduced privacy from the garage roof was raised during the representation period, it is recommended that a condition be included on any permit issued which clarifies that the garage rooftop is not to be used for any form of outdoor recreation or as private open space, other than the required maintenance of the green roof. .

6.8.7. Subject to such a condition, the proposal is considered to comply with the performance criterion.

6.9. Parking Numbers – Part E 6.6.1 P1

6.9.1. A total of three (3) parking spaces are proposed, consisting of a double garage and an external, uncovered car space.

6.9.2. The acceptable solution at Part E 6.6.1 A1 requires the number of on-site parking spaces be no more and no less than two (2).

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 criterion is 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;*
- (l) *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.*

- 6.9.5. The proposal is for the provision of one (1) too many spaces than allowed under the acceptable solution rather than too few and thus many of the provisions above are not relevant.

With regard to the relevant provisions, Liverpool Crescent provides very few on-street parking spaces and this has been raised as a concern by residents during this application process as well as more generally in the form of past complaints regarding parking to the Council.

In this instance, the provision of three (3) spaces rather two (2) is considered a better planning outcome for the area given the restricted availability of on-street parking along Liverpool Crescent.

The tree within the front setback of the site is not required to be removed for the provision of the parking spaces and the tree is proposed to be retained.

- 6.9.6. The proposal complies with the performance criterion.

7. Discussion

- 7.1. The application was referred to the Council's Environmental Development Planner for assessment under the Bushfire Management Code.

The Environmental Development Planner noticed that the Bushfire Hazard Assessment Report refers to the development as "garage and shed", however the Approved Form of a Bushfire Hazard Management Plan assesses the development as a Habitable Building (pre-existing lot).

No conditions are recommended, however advice is recommended to clarify that the Bushfire Hazard Management Plan is partly for a habitable room not a shed.

- 7.2. The application was referred to the Council's Development Engineering Officer for assessment under the Parking and Access Code and the Stormwater Management Code. Engineering conditions are included in Section 9 of this report.

- 7.3. In terms of the representors concerns regarding on-site parking, the proposal provides more than the required number of on-site parking spaces and more than the existing number of on-site parking spaces.

Concerns regarding illegal parking in Liverpool Crescent by the general public have been passed on to the Council's Senior Engineer – Roads and Traffic and are not considered to this application specifically.

The use of the studio/workshop is for the personal use of residents of the property. In terms of use alone, the Hobart Interim Planning Scheme 2015 does not require a permit for an ancillary dwelling or workshop space and the ancillary building is treated as part of the existing use of the property.

8. Conclusion

- 8.1. Subject to conditions, the proposed Studio, Workshop, Garage and Driveway Modifications at 22 Liverpool Crescent 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 House extension/addition at 22 Liverpool Crescent, West Hobart 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-15-01406-01 outlined in attachment A to this permit except where modified below.**

Reason for condition

To clarify the scope of the permit.

ENVIRONMENTAL

- ENV1 **Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to any disturbance of the site. Sediment controls must be maintained until all areas of disturbance have been stabilized or revegetated.**

Advice: For further guidance in preparing Soil and Water Management Plans – in accordance with Fact Sheet 3 Derwent Estuary Program go to www.hobartcity.com.au development engineering standards and guidelines.

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.

PLANNING

- PLNs1 **The green roof above the garage must not be used or occupied as private open space or any other form of outdoor recreation area, other than for the required maintenance of the green roof.**

Reason for condition

To provide reasonable opportunity for privacy for dwellings.

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.

ENG 2 Vehicle crash barriers compliant with the Australian/New Zealand Standard AS / NZS 1170.1 must be installed prior to the first occupation.

A certified design/ report prepared by a suitably qualified Engineer, to satisfy the above requirements, must be provided to the Council prior to the commencement of work.

All works, required by this condition must be undertaken in accordance with certified design/report. Upon completion the barriers must be inspected by a qualified engineer and a certification submitted to the Council, confirming that the installed barriers comply with the above requirement.

Reason for condition

To ensure that the safety of users of the driveway/parking and compliance with the standard.

ENG 4 The driveway and car parking area approved by this permit must be constructed to a sealed standard and surface drained prior to the first occupation.

Reason for condition

To ensure safe access is provided for the use.

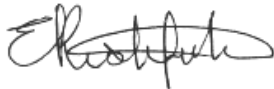
ADVICE

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 www.hobartcity.com.au 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.

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

Note for clarity: Regarding the submitted Bushfire Hazard Assessment Report (Job Code 12E73-7, dated January 2016 by BFP-130) – although the assessment itself is for a habitable room, the summary refers to a garage and shed at 22 Liverpool Crescent where the development does include a habitable room.



(Ella Rushforth)

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: 2 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – Architectural Drawings
Attachment C – Civil Drawings
Attachment D – Bushfire Hazard Assessment Report
Attachment E – Bushfire Hazard Management Plan

ATTACHMENT A

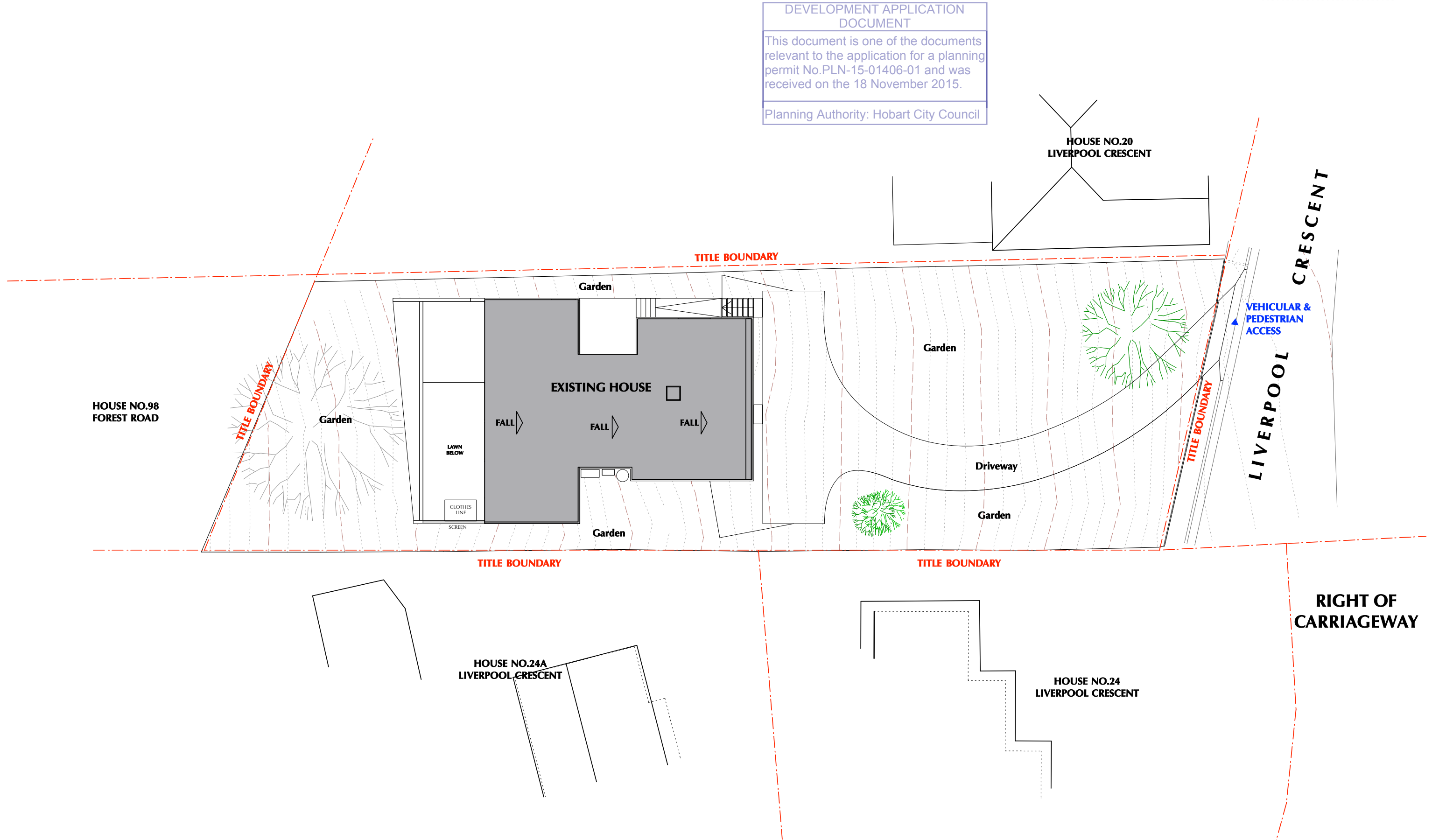
**Documents and Drawings that comprise
Planning Application Number - PLN-15-01406-01**

DEVELOPMENT ADDRESS: 22 Liverpool Crescent, WEST HOBART

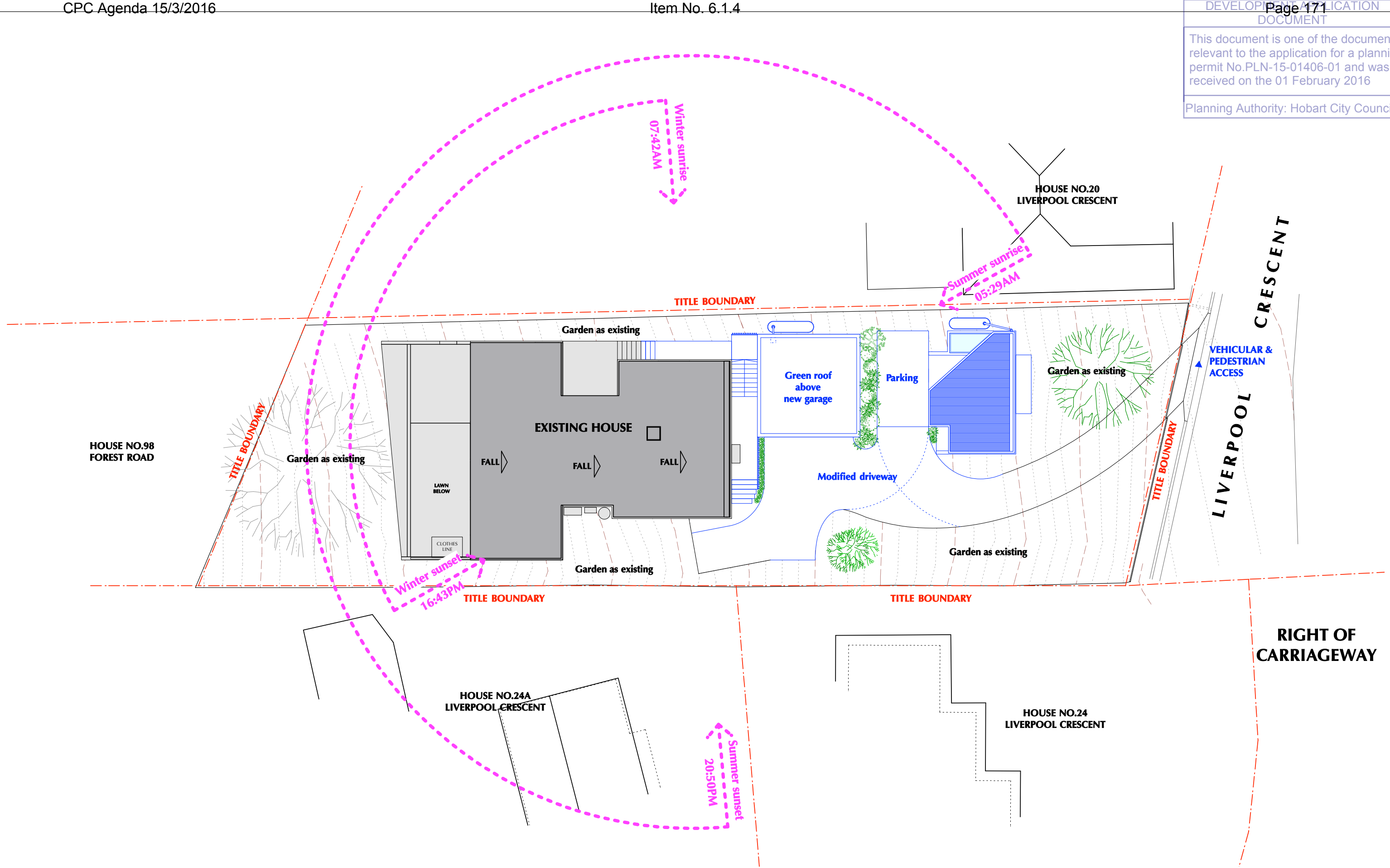
LIST OF DOCUMENTATION:

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		18.11.2015
Title		18.11.2015
Existing Site Plan	Drawing No: EX100 Revision No: A Drawn by: CS Date of Drawing: 13.11.2015	18.11.2015
Proposed Site Plan	Drawing No: PP200 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Studio Plan	Drawing No: PP201 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Garage & Workshop Plans	Drawing No: PP202 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Roof Plans	Drawing No: PP203 Revision No: C Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Southwest Elevation	Drawing No: PP204 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Northeast Elevation	Drawing No: PP205 Revision No: C Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Sections AA & BB	Drawing No: PP206 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Proposed Section CC	Drawing No: PP207 Revision No: B Drawn by: CS Date of Drawing: 27.11.2015	1.2.2016

Proposed Stormwater Management Plan	Drawing No: PP208 Revision No: B Drawn by: CS Date of Drawing: 1.2.2016	1.2.2016
Civil Drawings: Index Notes & Overall Plan	Project No: 12E73-7 Sheet No: C01 Revision No: C Drawn by: NM Date of Drawing: 7.1.2016	5.2.2016
Civil Drawings: Driveway Plan	Project No: 12E73-7 Sheet No: C02 Revision No: C Drawn by: NM Date of Drawing: 7.1.2016	5.2.2016
Civil Drawings: Design Turnpaths	Project No: 12E73-7 Sheet No: C03 Revision No: A Drawn by: NM Date of Drawing: 7.1.2016	5.2.2016
Bushfire Hazard Assessment Report	Consultant: Aldanmark Report by: Samuel Walters Job Code: 12E73-7 Date of Report: January 2016	1.2.2016
Bushfire Hazard Management Plan	Bushfire Hazard Practitioner: Samuel Walters Signed: 27.1.2016	1.2.2016



REV:	DATE:	DESCRIPTION:	<div><div>NORTH</div><div></div><div><div>2m10m20m</div></div></div>			<div><div>Genevieve Lilley Architects Pty Ltd</div><div>HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com</div></div>					
A	13/11/2015	Planning permit application									
			<div><div>Job:</div><div>MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000</div></div> <div><div>Drawing Title:</div><div>Existing Site Plan</div></div>								
			<div><div>Scale:</div><div>1:200 @ A3</div></div>	<div><div>Date:</div><div>13/11/2015</div></div>	<div><div>Drawn:</div><div>CS</div></div>	<div><div>Checked:</div><div>GL</div></div>	<div><div>Drawing No:</div><div>EX100</div></div>	<div><div>Rev:</div><div>A</div></div>			

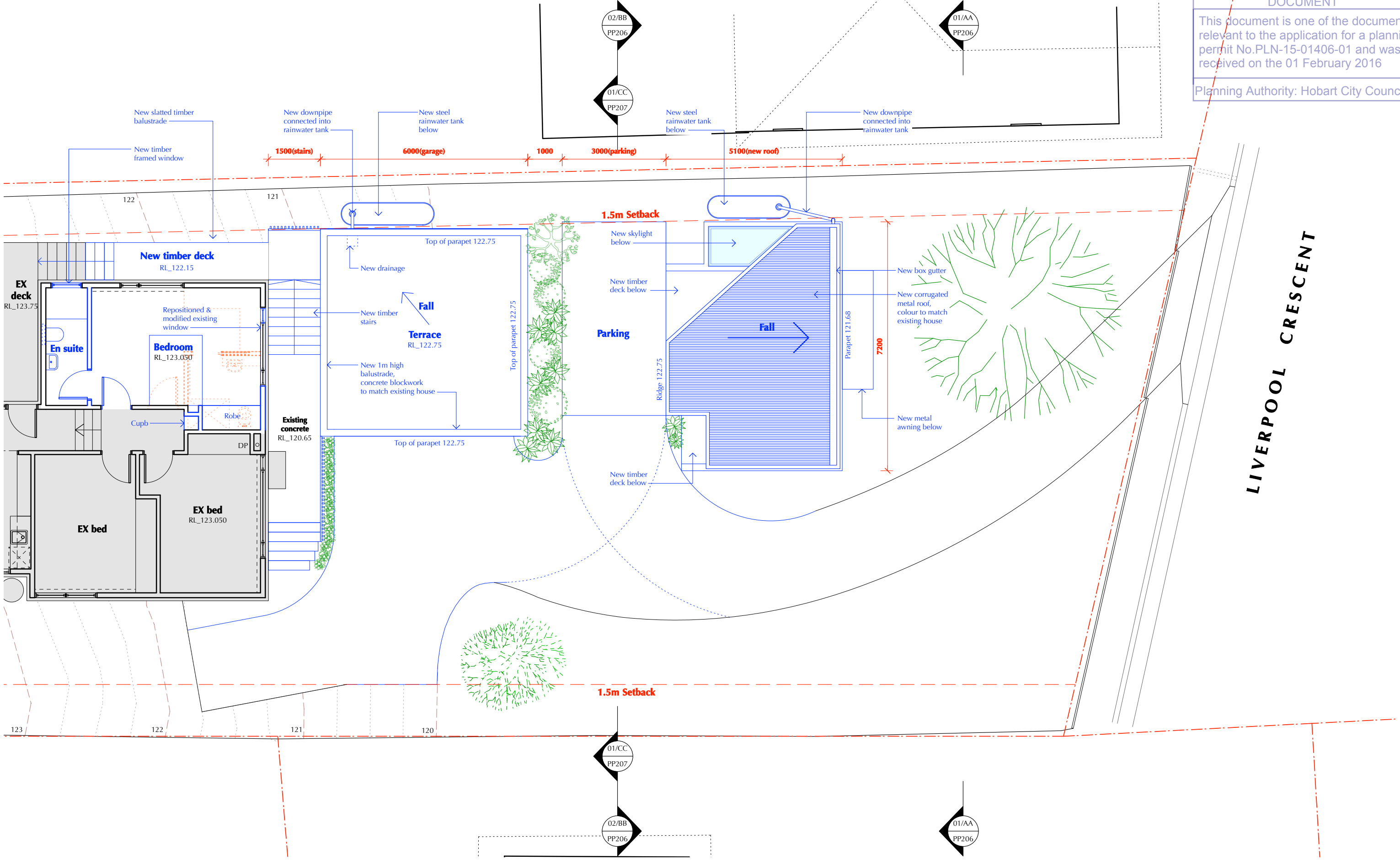


REV:	DATE:	DESCRIPTION:	NORTH				Genevieve Lilley Architects Pty Ltd			
B	01/02/2016	Modifications to studio/work building position					HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com			
A	13/11/2015	Planning permit application					Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000			
							Drawing Title: Proposed Site Plan			
							Scale:	Date:	Drawn:	Checked:
							1:200 @ A3	01/02/2016	CS	GL
							Drawing No:		Rev:	
							PP200		B	

DEVELOPMENT APPLICATION DOCUMENT

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Planning Authority: Hobart City Council



REV:	DATE:	DESCRIPTION:
C	01/02/2016	Modifications to studio/work building position
B	27/11/2015	Modifications to existing main bed & en suite
A	13/11/2015	Planning permit application

COLOUR LEGEND

- DEMOLITION
- EXISTING
- NEW WORK

1m 5m 10m

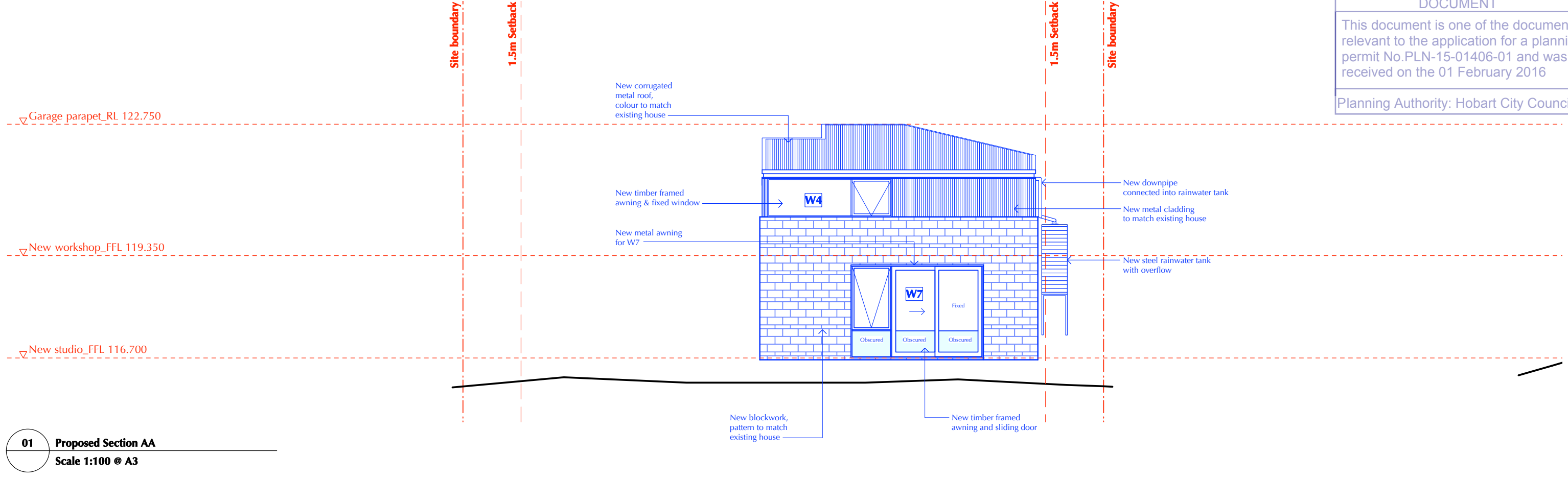
NORTH

Genevieve Lilley Architects Pty Ltd
HOBART PO box 4525 Hobart TAS 7000 **SYDNEY** PO box 348 Paddington NSW 2021 **M** 0400 936 758 **E** gl@genevieveililley.com

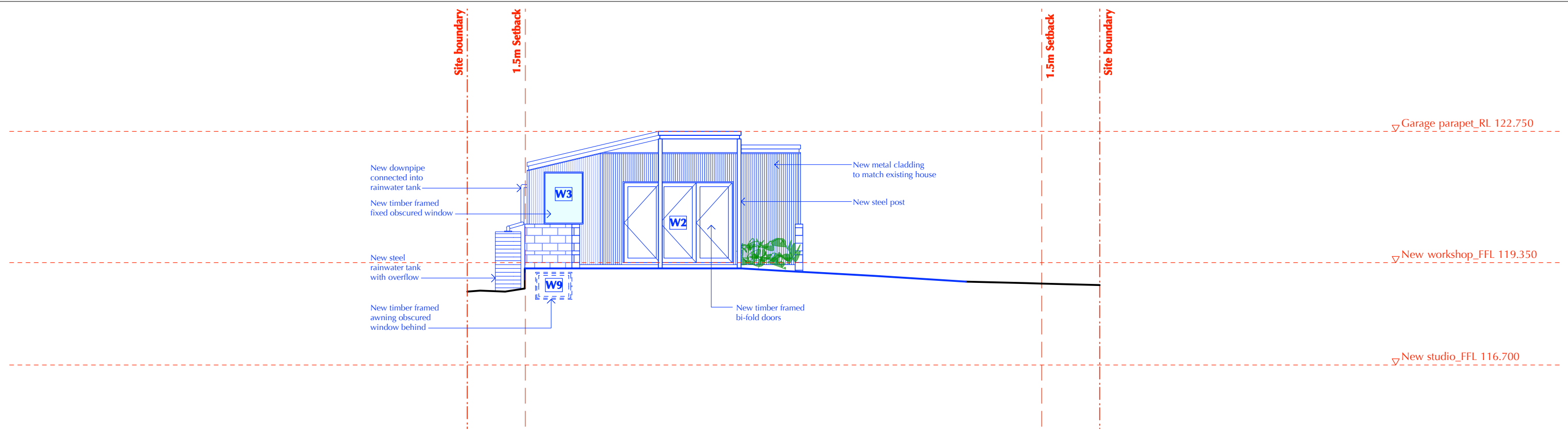
Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000

Drawing Title: Proposed Roof Plans

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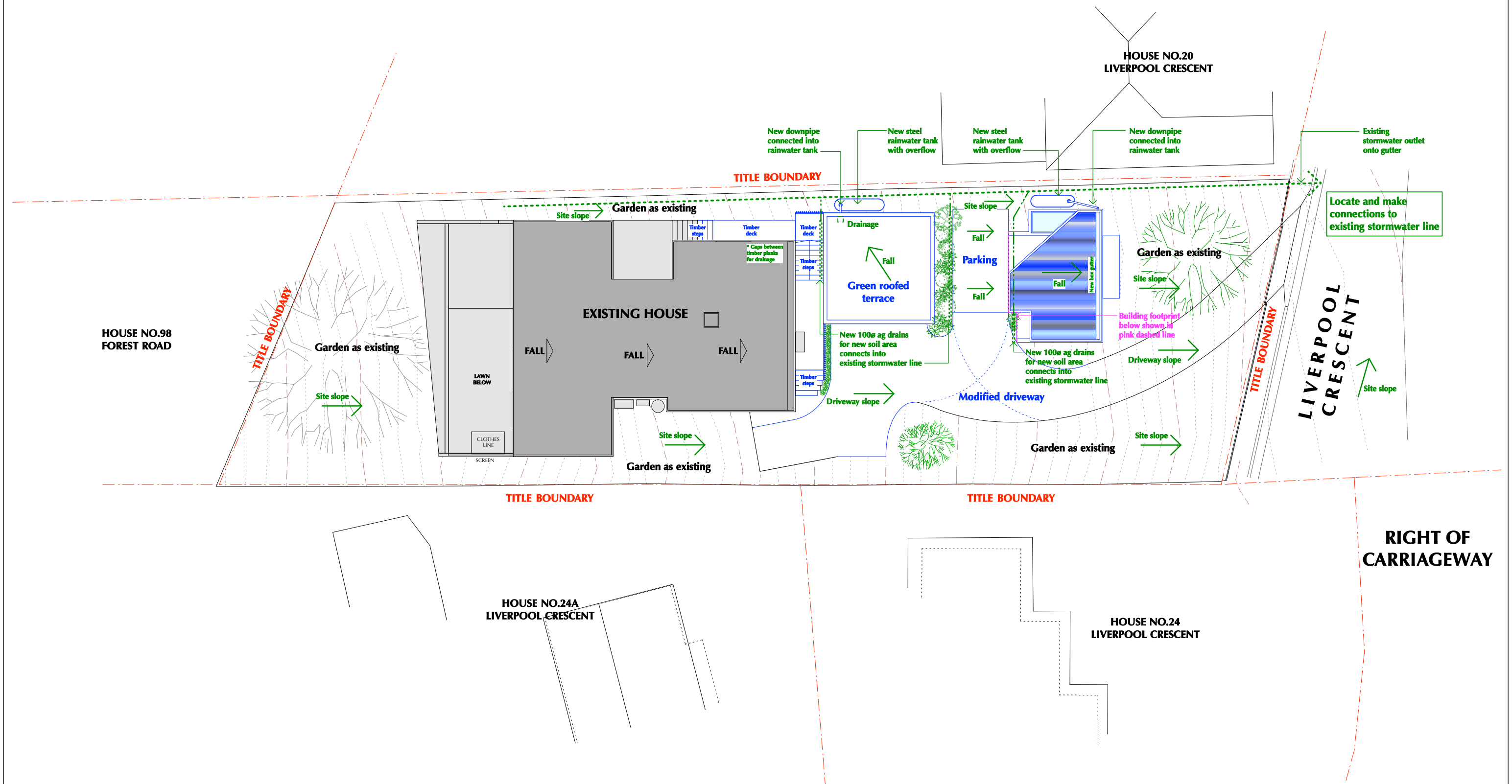


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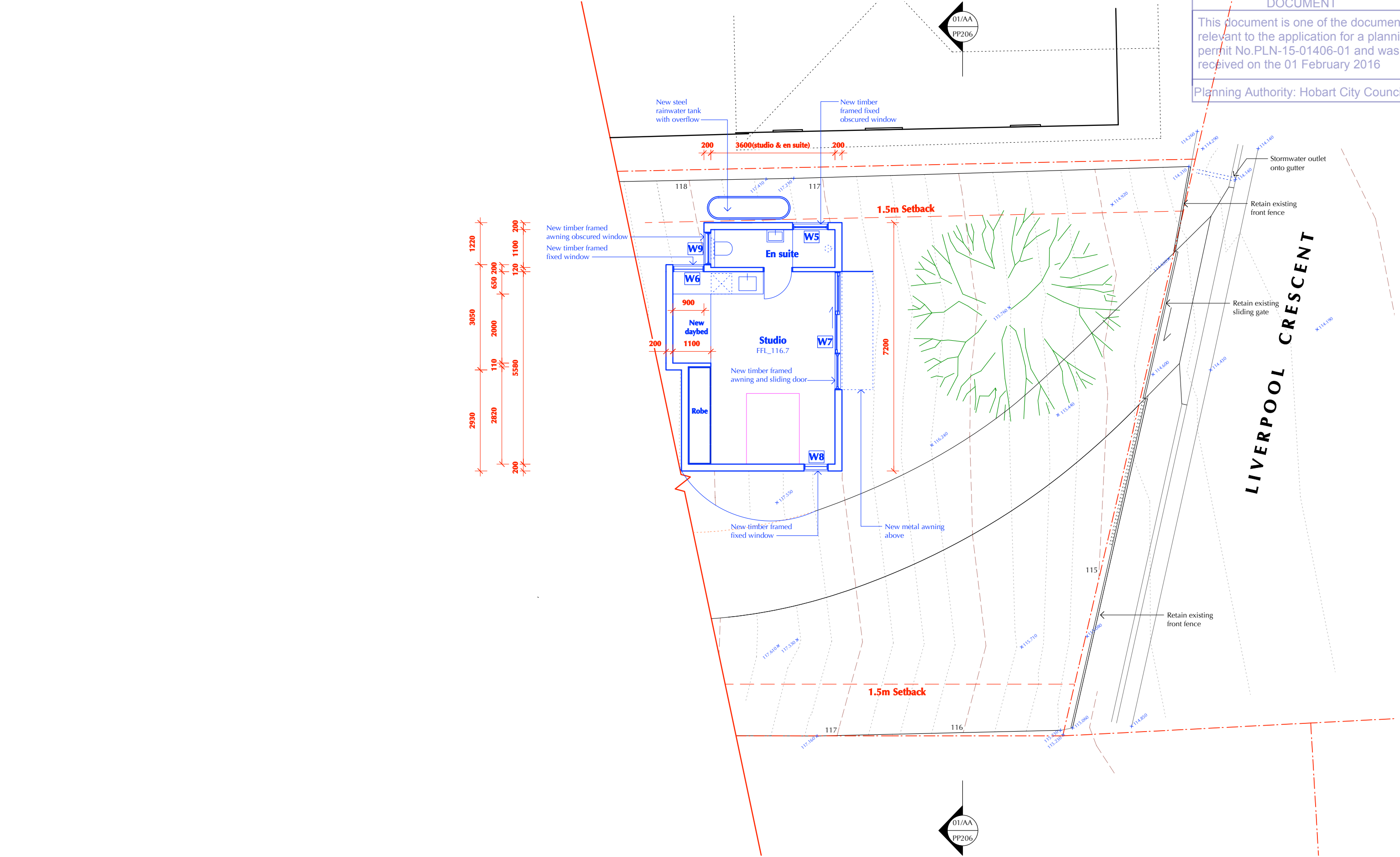


02 Proposed Section BB
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B	01/02/2016	Modifications to studio/work building position	-----	DEMOLITION		HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com					
A	13/11/2015	Planning permit application	—	EXISTING		Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000					
			—	NEW WORK		Drawing Title: Proposed Sections AA & BB					
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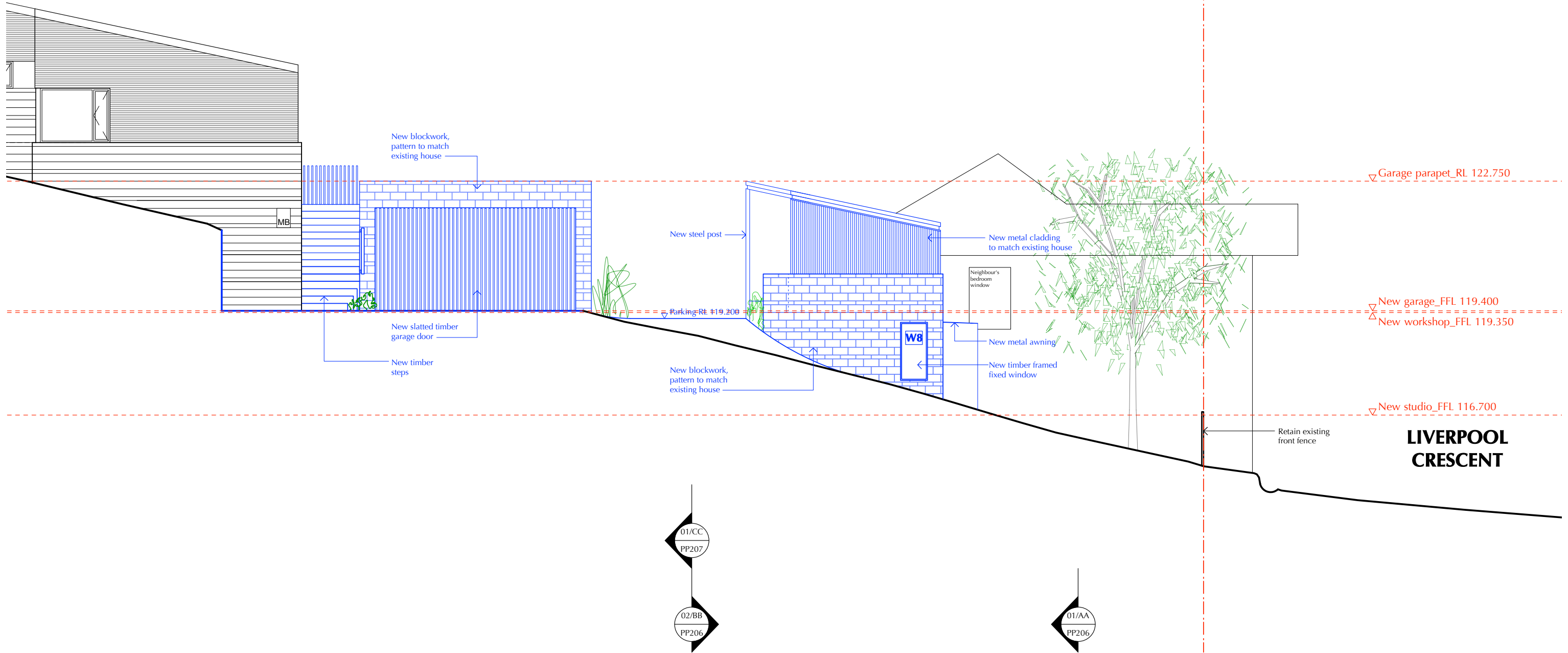
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HOBART PO box 4525 Hobart TAS 7000SYDNEY PO box 348 Paddington NSW 2021M 0400 936 758E gl@genevievelilley.com														
Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000														
Drawing Title: Proposed Stormwater Management Plan														
Scale:		Date:				Drawn:		Checked:		Drawing No:		Rev:		
1:200 @ A3		01/02/2016				CS		GL		PP208		B		



REV:	DATE:	DESCRIPTION:	COLOUR LEGEND	NORTH			Genevieve Lilley Architects Pty Ltd			
B	01/02/2016	Modifications to studio/work building position	--- DEMOLITION				HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com			
A	13/11/2015	Planning permit application	— EXISTING				Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000			
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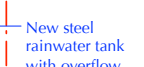
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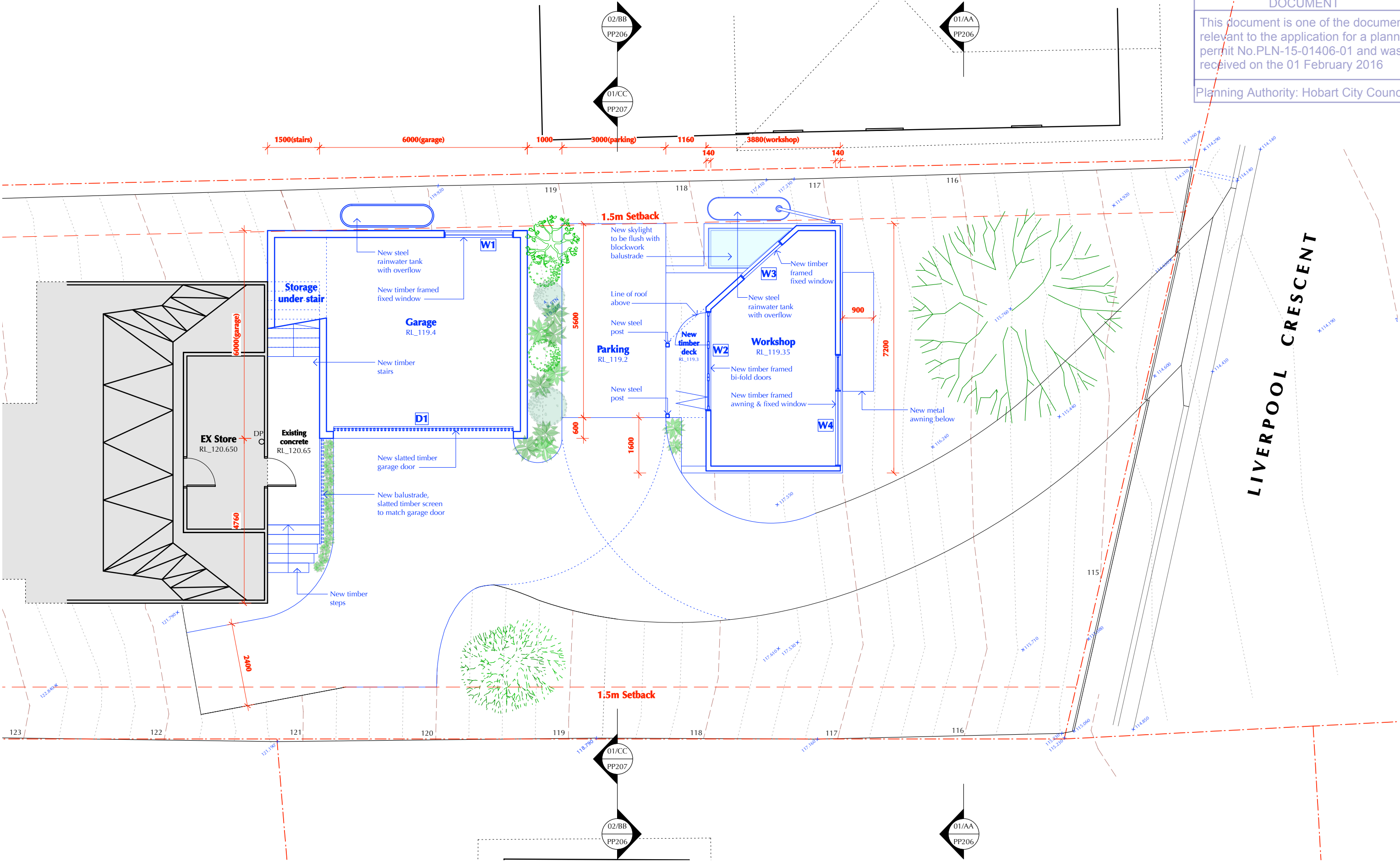


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B	01/02/2016	Modifications to studio/work building position	-----	DEMOLITION	—	HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com					
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Planning Authority: Hobart City Council



Rev:
B

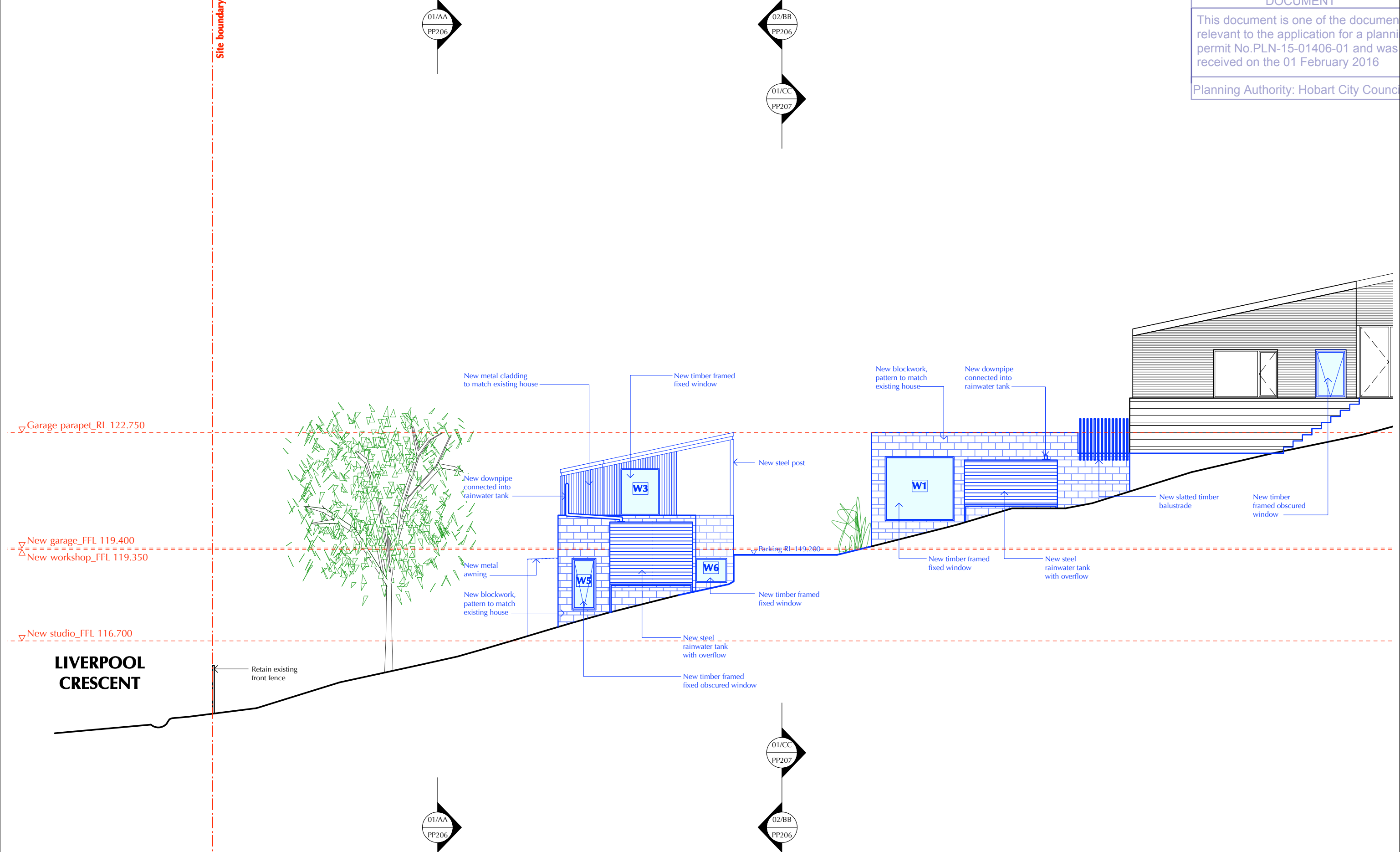


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A	13/11/2015	Planning permit application	EXISTING		Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000					
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DEVELOPMENT APPLICATION DOCUMENT

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C	01/02/2016	Modifications to studio/work building position	-----	DEMOLITION		HOBART PO box 4525 Hobart TAS 7000 SYDNEY PO box 348 Paddington NSW 2021 M 0400 936 758 E gl@genevievelilley.com					
B	27/11/2015	Modifications to existing main bed & en suite	—	EXISTING		Job: MCD Alterations and Additions at 22 Liverpool Crescent West Hobart TAS 7000					
A	13/11/2015	Planning permit application	—	NEW WORK		Drawing Title: Proposed Northeast Elevation					
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						1:100 @ A3	01/02/2016	CS	GL	PP205	C

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.

2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER IS TO BE CARRIED OUT IN ACCORDANCE WITH THE WSA PARTS 02 & 03 (WATER AND SEWERAGE CODES OF AUSTRALIA) AND TO THE SATISFACTION OF TASWATER.

3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.

4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.

5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.

6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE TASMANIAN PLUMBING CODE.

7. INSTALL ALL AG DRAINS TO THE REQUIREMENTS OF AS3500 AND PART 3.1.2 OF THE BCA

8. PAVEMENT AND HARDSURF AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.

9. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.

10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SNA, PIPES UNDER TRAFFICABLE AREAS TO BE S84 U.N.O.

11. MINIMUM GRADES FOR DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1.65% FOR SEWER U.N.O.

12. MINIMUM COVER FOR DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.

13. WATER PIPES TO BE MIN. DN20 POLY PN16 AND FITTINGS TO BE MIN. CLASS 16 U.N.O.

14. WATER CONNECTIONS SHALL BE COMPLIED WITH METEGERE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TW-SD-W-20.

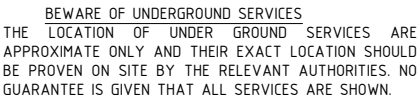
15. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL.

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

Planning Authority: Hobart City Council

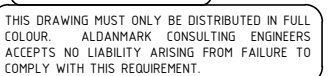
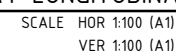


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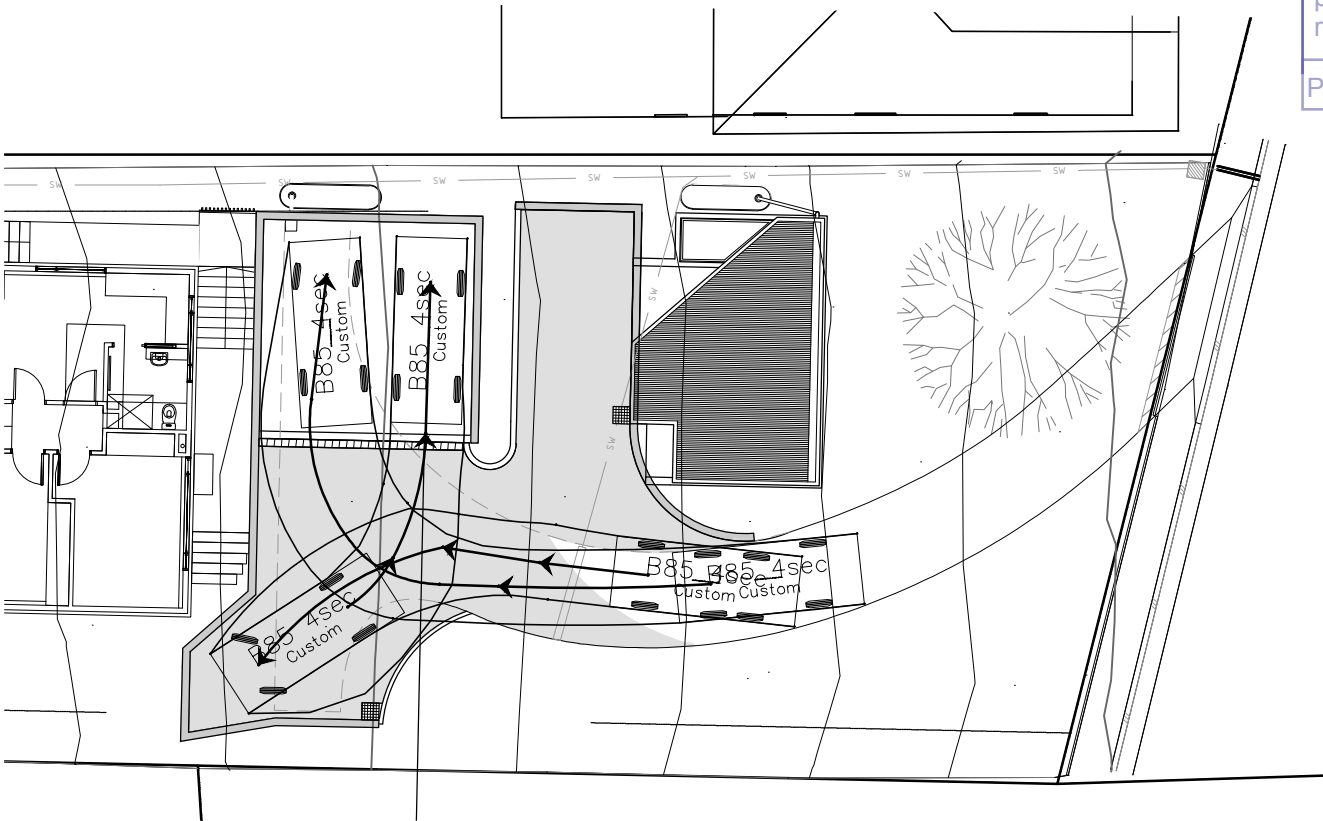
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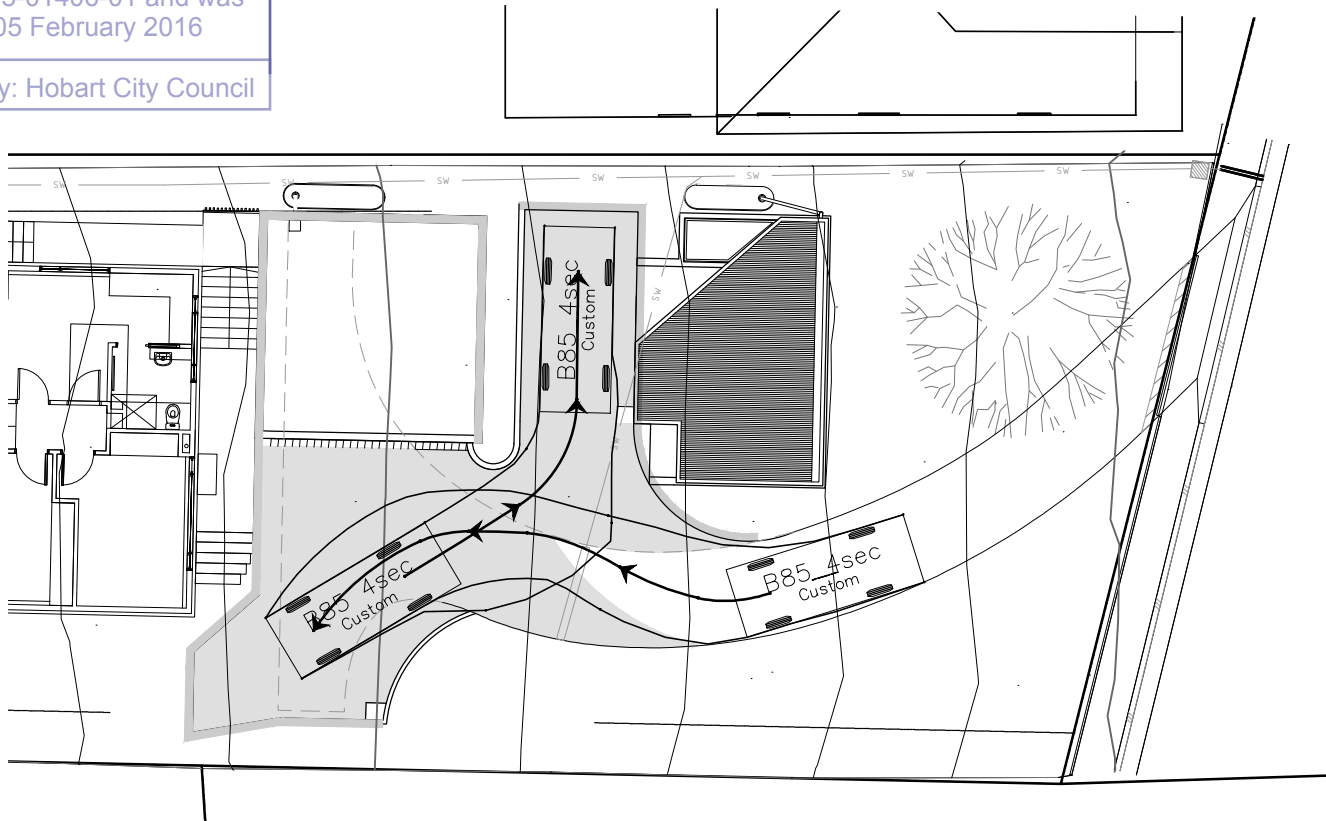
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PROJECT No. 12E73-7		SHEET No. C02	REV No. C

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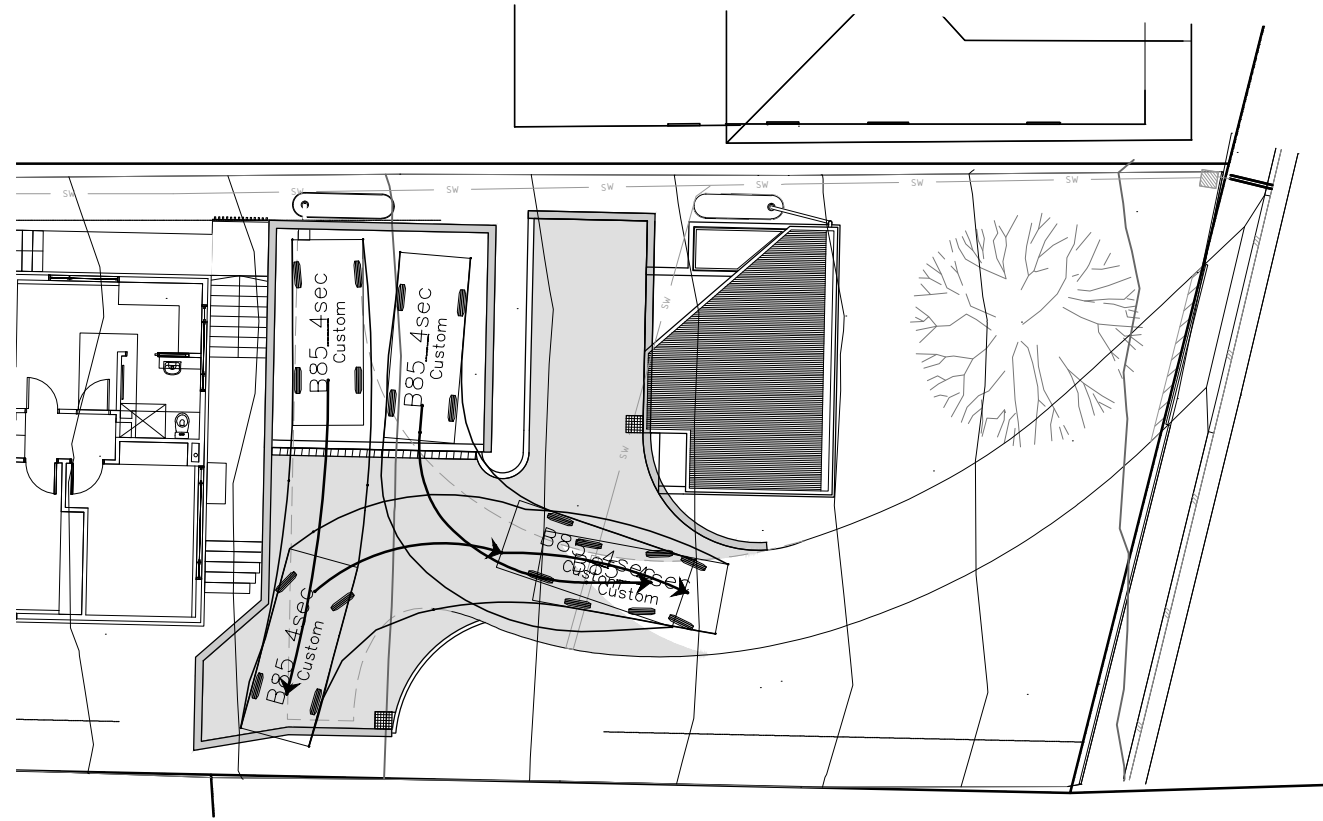
Planning Authority: Hobart City Council



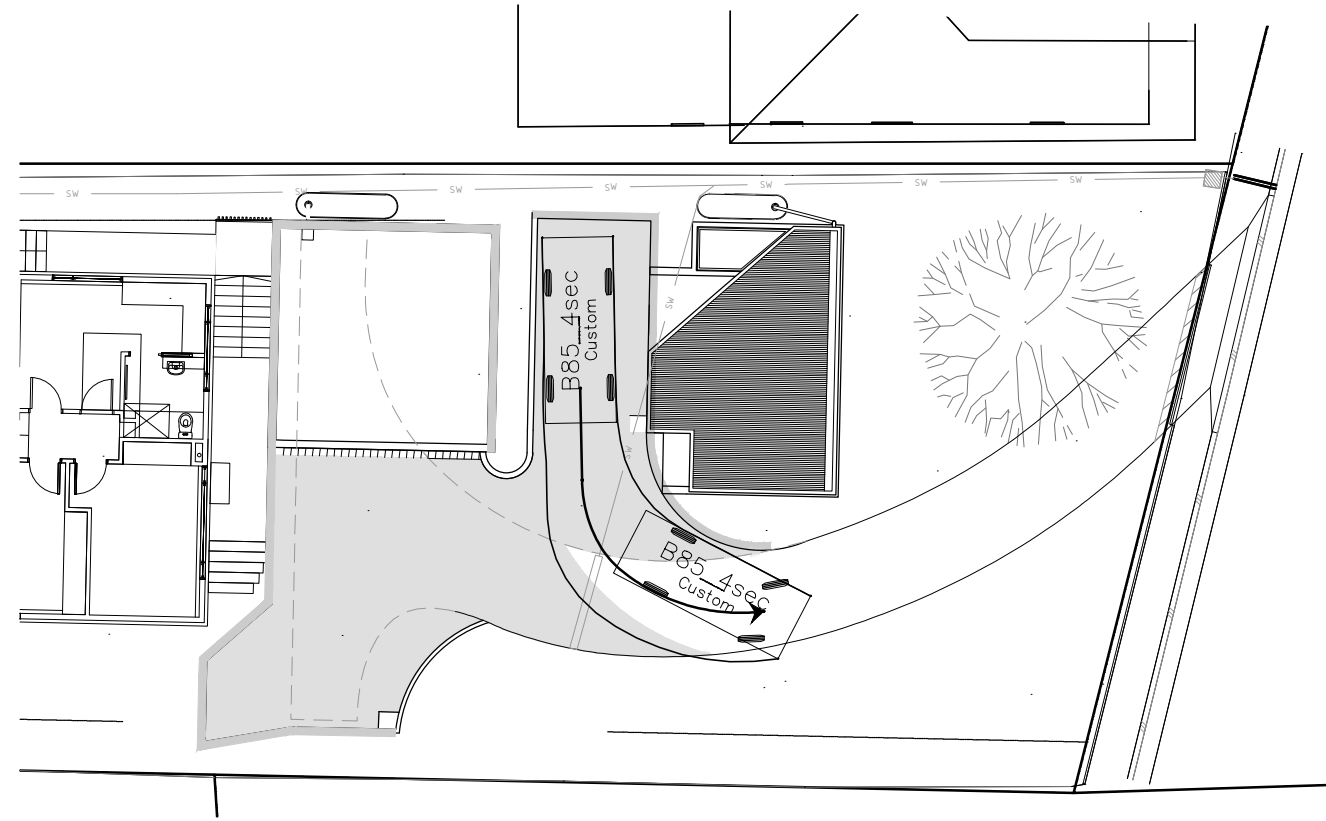
ENTERING GARAGE
SCALE 1:100 (A1)



ENTERING PARKING BAY
SCALE 1:100 (A1)



EXITING GARAGE
SCALE 1:100 (A1)



EXITING PARKING BAY
SCALE 1:100 (A1)

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

REV.	DESCRIPTION	DATE	REV.	DESCRIPTION	DATE
A	APPROVAL	05/02/2016			



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CLIENT: M. DELANEY & C.FURLER
ADDRESS: 22 LIVERPOOL CRESCENT
WEST HOBART

SHEET: DESIGN TURNPATHS
PROJECT: PROPOSED ADDITIONS
ISSUE: APPROVAL

DRAWN: NM
APPROVED: DG
SCALE: 1:100
SIZE: A1
DATE: 05/02/2016
PROJECT No. 12E73-7
SHEET No. C03
REV No. A

DEVELOPMENT APPLICATION
DOCUMENT

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Planning Authority: Hobart City Council

Attachment D**BUSHFIRE HAZARD ASSESSMENT REPORT**

PROPOSED GARAGE AND SHED
22 LIVERPOOL CRESCENT,
WEST HOBART

Dated January 2016

Report by Samuel Walters BFP-130

Job Code: 12E73-7

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Planning Authority: Hobart City Council

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APPENDICES

Appendix A – Site Photographs

Appendix B – Site Plan and Architectural Plans

22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01406-01 and was received on the 01 February 2016

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1. Report Summary

This report provides a Bushfire Attack Level (BAL) assessment for a new garage and shed within a bushfire prone area. Our findings conclude that the potential bushfire hazard for the proposal is acceptable providing the recommendations and findings of this report are followed and implemented in accordance with Australian Standard 3959 2009.

There is an existing dwelling on the site. An achieved separation distance of 80m exists from the southern side of the proposed shed to the nearest forest bushfire prone vegetation that poses the greatest bushfire threat to the development. This vegetation consists of remnant and regenerating forest that occupies the hillside between Liverpool Crescent and the Hobart Rivulet. Either side of this forest to the north and south is developed land. To the west, north, and east within 100m of the site is managed residential zoned land. A BAL-12.5 classification has been assessed for all faces of the proposed garage and shed.

As the proposal stands, all aspects of site access, water supply, and hazard management comply with E1.6.3.1 of *E1.0 Bushfire-Prone Areas Code*, 2013. More specifically:

- Achieved separation distance from down-slope forest is 80m, hence sufficient to satisfy minimum separation distances to allow a BAL-12.5 building solution. The makeup of these separation distances consist of managed urban and exotic vegetation and sealed roads/pathways. The site is therefore exempt from the need of providing a hazard management area in accordance with E1.6.3.1 A1(a),
- Driveway access is within 30m of furthest part of building and complies with E1.6.3.2 A1(c) of *E1.0 Bushfire-Prone Areas Code* 2013,
- Water supply being a fire hydrant within 120m hose lay of the entire proposed building, complies with E1.6.3.3 A1(c) of *E1.0 Bushfire-Prone Areas Code* 2013.

2. Introduction

2.1. The Proposal

The proposal involves constructing a new garage and shed.

2.2. Scope of Survey

Aldanmark Pty Ltd. was engaged by Genevieve Lilley Architects (as agent) to undertake a bushfire hazard assessment of the proposal. It was concluded the site should be exempt from the *E1.0 Bushfire-Prone Areas Code*, 2013 and a BAL assessment report for building approval be written to determine construction requirements to comply with Australian Standard 3959 – *Construction of Buildings in Bushfire Prone Areas 2009* and a Fire Danger Index (FDI) of 50. The area assessed includes a radius of 150m from the proposed residence.

2.3. Property Information

Address: 22 Liverpool Crescent, West Hobart

Zoning: Low Density Residential

Municipality: Hobart

Planning Scheme: Hobart Interim Planning Scheme 2015

3. Site Conditions and Observations

3.1. Site Description

Site is located on the up-slope northern side of Liverpool Crescent, West Hobart. Site access is via a sealed cross-over and driveway directly off Liverpool Crescent. Site slopes range between 10-13 degrees with a south easterly aspect. Elevation AHD is approximately 120m. Located within an established suburb with several dwellings on lots surrounding. Vegetation to the west, north, and east is urban managed gardens/grassland with bushfire prone forest to the south.



Figure 1: contoured listmap. www.thelist.tas.gov.au Site in blue outline. The listmap has not yet been updated to show the completion of the dwelling on the subject property.

3.2. Surrounding Area

According to TasVeg3.0 the property is situated within a large area of urban and exotic vegetation (FUR). The bushfire prone vegetation to the south has been classified as dry eucalyptus *obliqua* dry forest (DOB). This section of forest is both remnant and regenerating and by and large has remained untouched in recent history.

The development of residential land is well established with this area having been present for well over 50 years with exotic and native species in managed garden scenarios.

See Figure 2 for the TasVeg3.0 map showing (FUR) exotic and urban vegetation to the west, north and east as well as *Eucalyptus obliqua* (DOB) forest approximately 80m to the south.

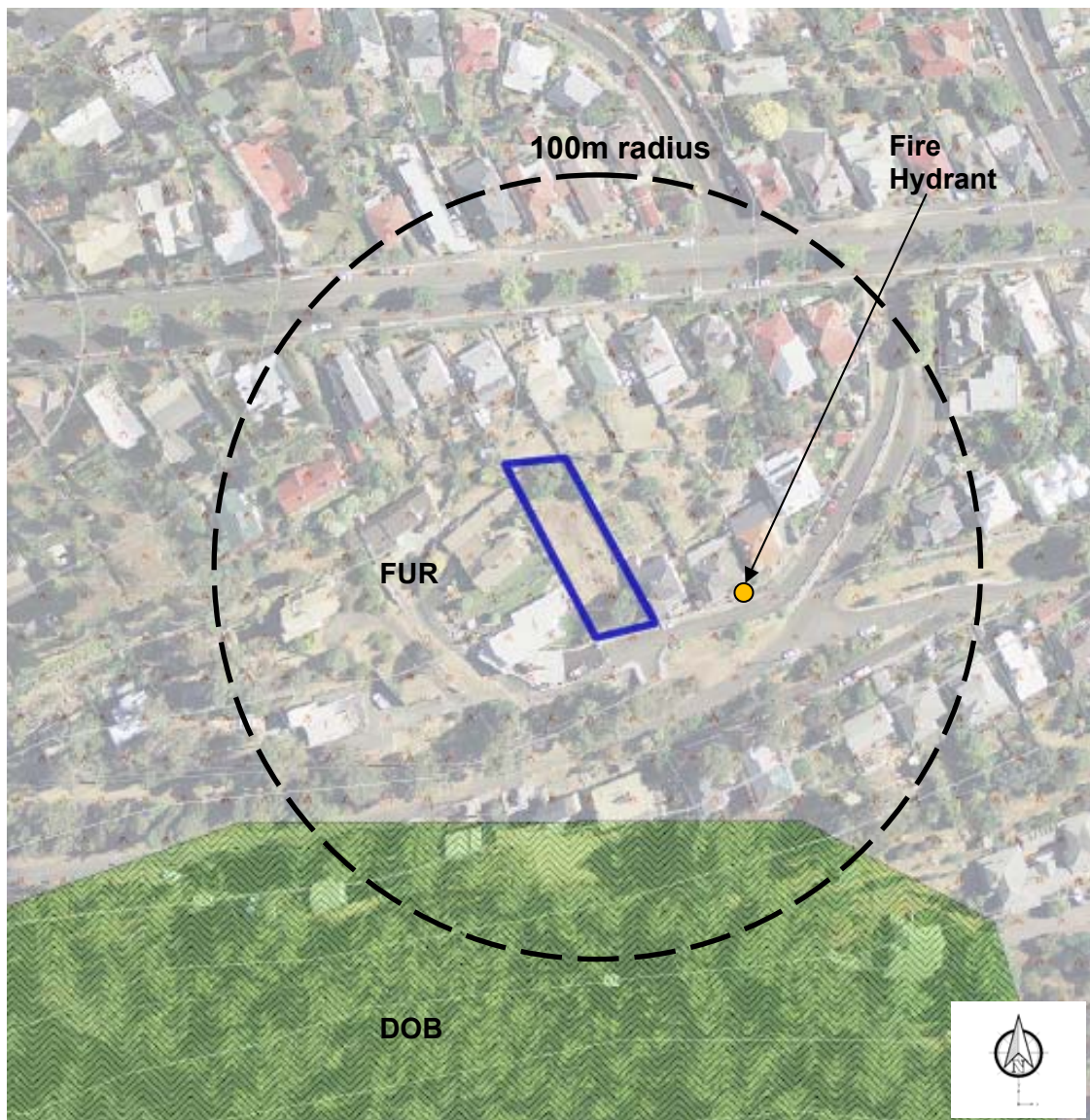


Figure 2: contoured TasVeg3.0 listmap www.thelist.tas.gov.au with site in blue outline. The listmap has not yet been updated to show the completion of the dwelling on the subject property.

3.3. Additional Information

Property has access to mains water supply. Fire hydrant is accessible within 120m hose length to all areas of the proposed works.

Construction not expected to be staged.

4. Bushfire Attack Level Assessment

4.1. Vegetation

Immediately surrounding within 100m on the western, northern, and eastern aspects is managed vegetation consisting of private gardens/grassland.

The forested area to the south east is made up of mostly of typical dry eucalypt species and undergrowth. The following table gives the predominant vegetation types for ground cover, middle growth and canopy for the bushfire prone area, down-slope of the proposal:

Table 1: Predominant up-slope bushfire-prone forest vegetation to the south

Vegetation Height	Species
Canopy	<i>Eucalyptus obliqua</i> (Stringy Bark)
Middle Growth	<i>Acacia dealbata</i> (Silver Wattle) <i>Exocarpos cupressiformis</i> (Native Cherry)
Ground Cover	<i>Assorted Poa's and Perennial Ryegrass/Cocksfoot</i> <i>Lomandra longfolia</i> (Sagg)

Down-slope bushfire-prone vegetation to the south has been classified as A. Forest, whilst all up- and across-slope land to the west, north, and east is considered managed vegetation in accordance with clause 2.2.3.2 in AS3959 2009.

See photographs in appendix A for an indication of the surrounding vegetation.

4.2. Slope

Majority of land below the forest bushfire-prone vegetation falls between 15-20 degrees sloping toward a south east aspect and is down-slope of the subject property.

4.3. Distances

Refer to Table 2 indicating the minimum defendable space distances required to meet BAL-12.5 and the achieved distances from the nearest bushfire prone vegetation of greatest threat.

Table 2: Defendable Space Table

	West	North	East	South
Vegetation Type	Managed [AS3959 clause 2.2.3.2(f)]	Managed [AS3959 clause 2.2.3.2(f)]	Managed [AS3959 clause 2.2.3.2(f)]	A. Forest
Location relative to site boundary	Up-slope / across	Up-slope / across	Up-slope / across	Down-slope 15-20°
Minimum Defendable Space Required to achieve BAL-12.5	N/A	≥32m	N/A	≥67m
Defendable Space Achieved	220m	≥500m	≥500m	80m

A separation distance of 80m exists to the down-slope forest vegetation to the south, this falls between >67m and <100m from Table 2.4.4 in AS3959 2009 for 15-20° down-slope forest vegetation. It is important that separation distances are well maintained and managed with low fuel levels. This includes the maintenance of vegetation contained on the subject property.

4.4. BAL

Based on all the assessed variables, separation distances, using a FDI of 50, all in relation to the greatest bushfire threat being the down-slope forest, the BAL rating for this site is 12.5 for all faces of the proposed buildings according to table 2.4.4 of AS3959 2009. Table 3.1 of AS3959 Amendment 3, 2009 describes BAL-12.5:

Bushfire Attack Level (BAL)	Heat flux exposure thresholds for classified vegetation within 100m of site	Predicted bushfire attack and levels of exposure	Construction Sections
BAL - 12.5	$\leq 12.5 \text{ kW/m}^2$	Ember attack	3 & 5

5. Construction Requirements

The building must comply with construction standards as detailed by AS3959 Amendment 3, 2009 section 3 and Clauses 5.2 to 5.8.

6. Access and Water

6.1. Site Access

The property is accessed via a driveway directly off Liverpool Crescent. This driveway is approximately 25-30m long and ceases at the existing dwelling and proposed garage.

6.2. Water Supply

Mains water supply to the site with a fire hydrant accessible within a 120m hose length that can access all areas of the proposal.

7. Regulations

Regulations governing construction in bushfire prone areas encompass all documents relating to planning, design and implementation. These documents include:

- Tasmania Building Act 2000
- Tasmania Building Regulations 2004
- Tasmanian Planning Commission E1.0 Bushfire-Prone Areas Code (2013)
- BCA – 2015
- AS3959 (2009) (Amendment 3) – Construction of buildings in bushfire prone areas
- The ABCB Performance Standard for Private Bushfire Shelters Part 1

22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

DEVELOPMENT APPLICATION
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Planning Authority: Hobart City Council

8. Report Limitations

This report aims to provide practical and sound advice/strategies in accordance with AS3959 2009 and Tasmanian Planning Commission E1.0 Bushfire-Prone Areas Code 2013 relevant to the site assessed. We rely on information provided to us by clients and agents on behalf of clients. The land assessed has been defined in this report and applies only to this area. It is outside the scope of our accreditation to provide performance solutions. Only an accredited bushfire management consultant or the Tasmania Fire Service can issue such advice.

Recommendations in this report are stated in order to provide clarity of circumstances and to assist in planning and on-going management of the site and surrounding area. Any proposed future building(s) or changes in vegetation that may impact this site from a bushfire hazard perspective have not been considered in this report. No responsibility is taken for any loss as a result of actions taken which may be contrary to AS3959 2009 or the Bushfire Code. All findings and conclusions in this report are based on these. Of particular note and importance from AS3959 are as follows:

Primarily concerned with improving the ability of buildings in designated bushfire-prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well to the building itself.

Furthermore, compliance with AS3959 does not guarantee that no loss will occur to life or property as a result of bushfire, as stated in AS3959:

It should be borne in mind that the measures contained in this Standard cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire, and extreme weather conditions.

Monitoring current TFS advice is imperative and landowners should be aware in Catastrophic Fire Danger Rating conditions *even very well-prepared buildings may not be safe. Residents in bushland areas should not plan to defend any building, regardless of any preparations they have made.*

It is the intention that based on the implementation of sound bushfire prevention measures in conjunction with on-going maintenance and keeping informed of possible fire threats that loss of property and/or life may be reduced.

9. Recommendations

We recommend any landscaping use plants of low flammability ratings as listed in the Tasmania Fire Service booklet *Fire Resisting Garden Plants for the urban fringe and rural areas*, 2006. Vegetation should not be planted in close proximity to the proposed building or existing dwelling.

Ground and mid-level growth on the property must be maintained in a managed low fuel state. Plantings and landscaping should be planned to satisfy this.

Construction requirements must comply as detailed by AS3959 Amendment 3 2009, construction section 3, Clause 5.2 to 5.8.

22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

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10. Conclusion

We conclude the BAL for this proposed development has been assessed as BAL-12.5 for all faces of each proposed building. Therefore all construction must adhere to sections 3 and 5 of AS3959 2009 and we recommend vegetation be well maintained with fire resisting species used. The site has been assessed in accordance with AS3959, Amendment 3, 2009.



Samuel Walters BAgr Sc. BFP-130
Aldanmark P/L Consulting Engineers

22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

DEVELOPMENT APPLICATION
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Planning Authority: Hobart City Council

11. References

- AS3959-2009 *Construction of Buildings in Bushfire Prone Areas*, Standards Australia, Sydney.
- Wiltshire.R and Jordan,G. *Treeflip*, School of Plant Science, University of Tasmania, 2009.
- Wiltshire.R and Potts,B. *Eucaflip*, School of Plant Science, University of Tasmania, 2007.
- E1.0 Bushfire-Prone Areas Code, Tasmanian Planning Commission, 2013.
- From Forest to Fjaeldmark, *Descriptions of Tasmania's Vegetation*. Department of Primary Industries, Water and Environment, 2005.
- Hobart Interim Planning Scheme 2015.
- www.thelist.tas.gov.au
- Chladil, M and Sheridan, J. *Fire Resisting Garden Plants for the urban fringe and rural areas*. Tasmania Fire Service, 2006.
- TasVeg3.0 Tasmanian Vegetation Monitoring and Mapping Program, Biodiversity Conservation Branch, DPIPWE, 2013.
- Bushfire Planning Group, *Guidelines for Development in Bushfire Prone Areas of Tasmania*, Tasmania Fire Service, Hobart, 2005.
- Building Code of Australia-2015.

22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

DEVELOPMENT APPLICATION
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Planning Authority: Hobart City Council

Appendix A

Site photographs

Photograph 1 – looking south east from garage site.



Photograph 2 – Looking east from garage site.



22 Liverpool Crescent, West Hobart
Bushfire Hazard Assessment Report

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Photograph 3 – Looking west from garage site.



Photograph 4 – Looking south from down-slope of property toward forest.



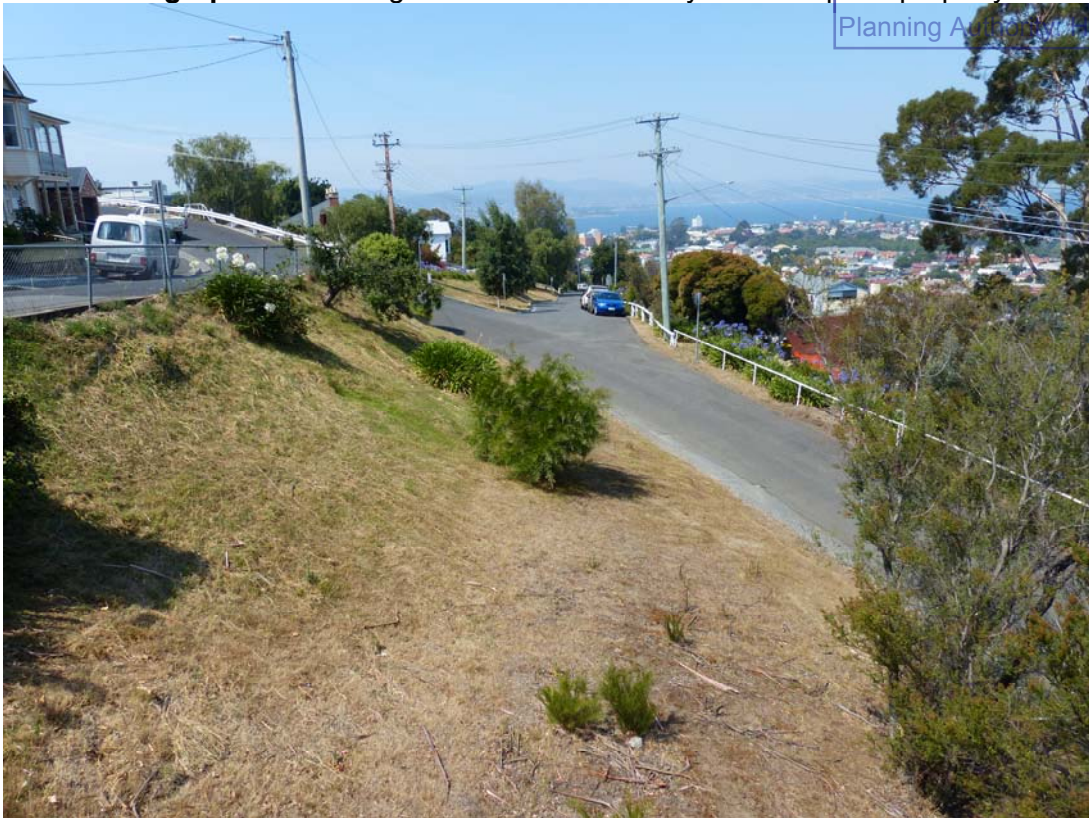
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Planning Applications, Hobart City Council

Photograph 5 – Looking east from immediately down-slope of property.



Photograph 6 – Looking west from fire plug toward property approx. 35m away.



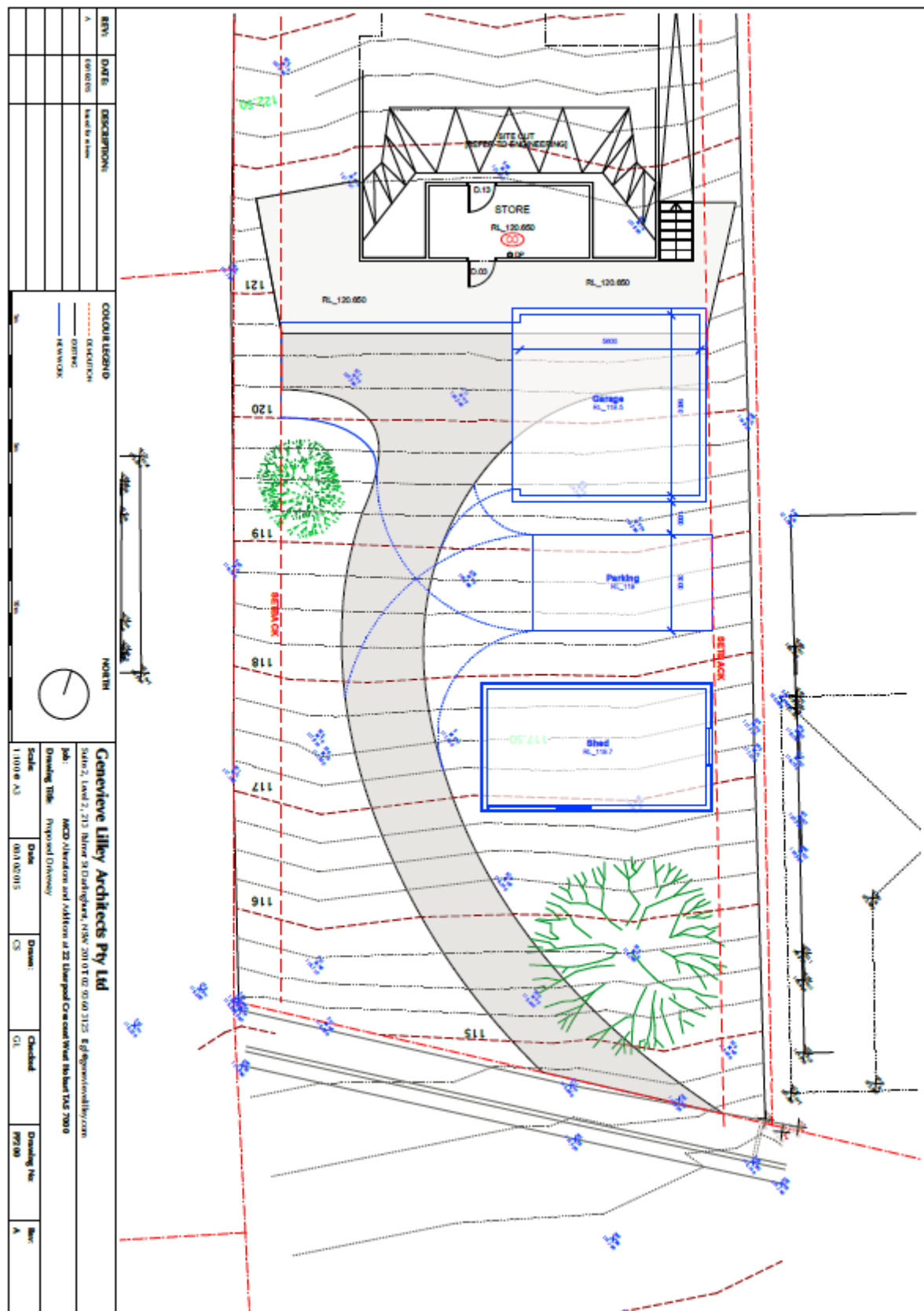
22 Liverpool Crescent, West Hobart
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Planning Authority: Hobart City Council

Appendix B Site Plan and Architectural Plans





Tasmania Fire Service


Attachment E

Approved Form of a Bushfire Hazard Management Plan

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Planning Authority: Hobart City Council

Chief Officer's requirements for a Bushfire Hazard Management Plan for compliance or exemption			
Version:	1	Issue Date:	7 February 2014
Purpose	<p>To provide an approved form for a Bushfire Hazard Management Plan in accordance with:</p> <p>Section 60A of the <i>Fire Service Act 1979</i> -</p> <p>bushfire hazard management plan means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer.</p> <p>Section 3 <i>Land Use Planning and Approvals Act 1993</i></p> <p>bushfire hazard management plan means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer;</p> <p>Chief Officer means the person appointed as Chief Officer under section 10 of the <i>Fire Service Act 1979</i>;</p>		
Declaration	<p>A Bushfire Hazard Management Plan (BHMP) is in a form approved by the Chief Officer if:</p> <ol style="list-style-type: none"> 1. The BHMP is consistent with a Bushfire Report that has been prepared taking into consideration such of the matters identified in Schedule 1 as are applicable to the purpose of the BHMP; and 2. The BHMP contains a map, plan or schedule identifying the specific measures required to provide a tolerable level of risk from bushfire for the purpose or activity described in the BHMP having regard to the considerations in Schedule 2; and 3. The BHMP is consistent with all applicable Bushfire Hazard Management Advisory Notes issued by the Chief Officer. 		
	 <p>Mike Brown AFSM Chief Officer Tasmania Fire Service</p>		

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Planning Authority: Hobart City Council

Schedule 1 - Bushfire Report

A Bushfire Report is an investigation and assessment of bushfire risk to establish the level of bushfire threat, vulnerability, options for mitigation measures, and the residual risk if such measures are applied on the land for the purpose or activity described in the assessment.

A Bushfire Report must include:

- a) A description of the characteristics of the land and of adjacent land;
- b) A description of the use or development that may be threatened by a bushfire on the site or on adjacent land; and
- c) Whether the use or development on the site is likely to cause or contribute to the occurrence or intensification of bushfire on the site or on adjacent land; and
- d) Whether the use or development on the site, and any associated use or development, can achieve and maintain a tolerable level of residual risk for the occupants and assets on the site and on adjacent land having regard for –
 - i. The nature, intensity and duration of the use;
 - ii. The type, form and duration of any development;
 - iii. A Bushfire Attack Level assessment to define the exposure to a use or development; and
 - iv. The nature of any bushfire hazard mitigation measures required on the site and/or on adjacent land.

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Planning Authority: Hobart City Council

Schedule 2 - Bushfire Hazard Management Plan

A BHMP is a document containing a map, plan or specification and must:-

- a) Identify the site to which the BHMP applies by address, Property Identifier (PID), and reference to a Certificate of Title under the *Land Titles Act 1980*;
- b) Identify the certifying Bushfire Hazard Practitioner, Accreditation Number, and Scope of Accreditation.
- c) Identify the proposed activity to which the BHMP applies by reference to any plans, specifications or other documents that are applicable for the purpose of describing the proposed use or development;
- d) Indicate the bushfire hazard management and protection measures required to be implemented by the Bushfire Report;
- e) If intended to be applied for the purpose of satisfying a regulatory requirement, identify the regulation by its statutory citation and indicate the applicable provisions for which the BHMP applies; and
- f) Have, as a schedule, the Bushfire Report that details specific bushfire hazard management and bushfire mitigation measures required to achieve a tolerable level of residual risk for the proposed activity and any building or development on the site, including:
 - i) Measures to achieve compliance with any mandatory land use planning requirement in a planning process required under the *Land Use Planning and Approvals Act 1993 (Attachment 1)*;
 - ii) Measures to achieve compliance with any mandatory outcome for a building or work undertaken in accordance with the *Building Act 2000* and the Building Regulations 2004 (Form 55).

DEVELOPMENT APPLICATION
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Office Use
Planning Authority: Hobart City Council

Date Received

Permit Application No

PID

Attachment 1: Certificate of Compliance to the Bushfire-prone Area Code under Planning Directive No 5

Code E1 – Bushfire-prone Areas Code

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

1. Land to which certificate applies¹

Name of planning scheme or instrument: Hobart Interim Planning Scheme 2015.(The Scheme)

Use or Development Site Street Address 22 Liverpool Crescent, West Hobart	Certificate of Title / PID 3155518
Land that is not the Use or Development Site relied upon for bushfire hazard management or protection Street Address	Certificate of Title / PID

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

Proposed garage and shed

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

¹ If the certificate relates to bushfire management or protection measures that rely on land that is not in the same lot as the site for the use or development described, the details of all of the applicable land must be provided.

3. Documents relied upon²

<i>Document or certificate description:</i>	
<input type="checkbox"/>	<p>Description of Use or Development³ (Proposal or Land Use Permit Application)</p> <p>Documents, Plans and/or Specifications</p> <p><i>Title: Site: Proposed Garage and workshop, 22 Liverpool Crescent, West Hobart</i></p> <p><i>Author: Genevieve Lilley Architects</i></p> <p><i>Date: 08/10/2015</i></p>
<input type="checkbox"/>	<p>Bushfire Report⁴</p> <p><i>Title: Bushfire Hazard Assessment Report for proposed garage and shed at 22 Liverpool Crescent, West Hobart</i></p> <p><i>Author: Samuel Walters, Aldanmark Consulting Engineers</i></p> <p><i>Date: January 2016</i></p>
<input type="checkbox"/>	<p>Bushfire Hazard Management Plan⁵</p> <p><i>Title:</i></p> <p><i>Author:</i></p> <p><i>Date:</i></p>
<input type="checkbox"/>	<p>Other documents</p> <p><i>Title: Hobart Interim Planning Scheme 2015</i></p> <p><i>Author: Hobart City Council</i></p> <p><i>Date: 2015</i></p>

DEVELOPMENT APPLICATION
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² List each document that is provided or relied upon to describe the use or development, or to assess and manage risk from bushfire, including its title, author, date, and version.

³ Identify the use or development to which the certificate applies by reference to the documents, plans, and specifications to be provided with the permit application to describe the form and location of the proposed use or development. For habitable buildings, a reference to a nominated plan indicating location within the site and the form of development is required.

⁴ If there is more than one Bushfire Report, each document must be identified by reference to its title, author, date and version.

⁵ If there is more than one Bushfire Hazard Management Plan, each document must be identified by reference to its title, author, date and version

4. Nature of Certificate⁶

Applicable Standard	Assessment Criteria	Compliance Test: Certificate of Insufficient Increase in Risk	Compliance Test: Certified Bushfire Hazard Management Plan	Reference to applicable Bushfire Risk Assessment or Bushfire Hazard Management Plan ⁷
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<input type="checkbox"/>	E1.4 – Use or development exempt from this code				
<input type="checkbox"/>	E1.4. (identify which exemption applies)		No specific measures required because the use or development is consistent with the objective for each of the applicable standards identified in this Certificate	<input type="checkbox"/> Not Applicable	

<input type="checkbox"/>	E1.5.1 - Vulnerable Use				
	<i>E1.5.1.1 – location on bushfire-prone land</i>	A2	Not Applicable	Tolerable level of risk and provision for evacuation	<input type="checkbox"/>

<input type="checkbox"/>	E1.5.2 - Hazardous Use				
	<i>E1.5.2.1 – location on bushfire-prone land</i>	A2	Not Applicable	Tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire	<input type="checkbox"/>

<input type="checkbox"/>	E1.6.1 - Subdivision				
	<i>E1.6.1.1 - Hazard Management Area</i>	A1	No specific measure for hazard management	<input type="checkbox"/> Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959	<input type="checkbox"/>
	<i>E1.6.1.2 - Public Access</i>	A1	No specific public access measure for fire fighting	<input type="checkbox"/> Layout of roads and access is consistent with objective	<input type="checkbox"/>
	<i>E1.6.1.3 - Water Supply</i>	A1 Reticulated water	No specific water supply for fight fighting	<input type="checkbox"/> Not Applicable	

⁶ The certificate must indicate by placing a ✓ in the corresponding ☐ for each applicable standard and the corresponding compliance test within each standard that is relied upon to demonstrate compliance to Code E1

⁷ Identify the Bushfire Risk Assessment report or Bushfire Hazard Management Plan that is relied upon to satisfy the compliance test

		supply					
		A2 Non-reticulated water supply	No specific water supply measure for fight fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>	

<input type="checkbox"/>	E1.6.2 - Habitable Building on lot on a plan of subdivision approved in accordance with Code						
	<i>E1.6.2.1 - Hazard Management Area</i>	A1	No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	
	<i>E1.6.2.2 - Private Access</i>	A1	No specific private access for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input type="checkbox"/>	
		A2	Not Applicable		Private access to static water supply is consistent with objective	<input type="checkbox"/>	
	<i>E1.6.2.3 - Water Supply</i>	A1	No specific water supply measure for fight fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>	

<input type="checkbox"/>	E1.6.3 - Habitable Building (pre-existing lot)						
	<i>E1.6.3.1 - Hazard Management Area</i>	A1	No specific measure for hazard management	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or	<input type="checkbox"/>	Exempt under E1.6.3.1 A1(a)
					Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/> <input type="checkbox"/>	Compliant with separation distances required to meet minimum BAL-12.5 for all faces of each building.
	<i>E1.6.3.2 - Private Access</i>	A1	No specific private access measure for fire fighting	<input type="checkbox"/>	Private access is consistent with objective	<input type="checkbox"/>	Compliant with E1.6.3.2 A1(c)
		A2	Not applicable		Private access to static water supply is consistent with objective	<input type="checkbox"/>	
	<i>E1.6.3.3 - Water Supply</i>	A1	No specific water supply measure for fight fighting	<input type="checkbox"/>	Water supply is consistent with objective	<input type="checkbox"/>	Compliant with E1.6.3.3 A1(c)

<input type="checkbox"/>	E1.6.4 - Extension to Habitable Building						
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	E1.6.4.1 – hazard management	A1	No specific hazard management measure	<input type="checkbox"/>	Provision for hazard management is consistent with objective; or	<input type="checkbox"/>	
					Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/> <input type="checkbox"/>	

<input type="checkbox"/>	E1.6.5 – Habitable Building for Vulnerable Use						
	E1.6.5.1 – hazard management	A1	No specific measure for hazard management	<input type="checkbox"/>	Bushfire hazard management consistent with objective; or Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	<input type="checkbox"/>	

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Planning Authority: Hobart City Council

5. Bushfire Hazard Practitioner – Accredited Person

Name	Samuel Walters	Phone No:	62 348 666
Address:	Level 9, 65 Murray Street, Hobart	Fax No:	
		Email address:	SWalters@aldanmark.com.au
Fire Service Act 1979 Accreditation No:	BFP-130	Scope:	

6. Certification

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

The use or development described in this certificate is exempt from application of Code E1 – Bushfire-Prone Areas in accordance with Clause E1.4(a) because there is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order to be consistent with the objective for all of the applicable standards identified in Section 4 of this Certificate	<input type="checkbox"/>
---	--------------------------

or

There is an insufficient increase in risk to warrant specific measures for bushfire hazard management and/or bushfire protection in order for the use or development described to be consistent with the objective for each of the applicable standards identified in Section 4 of this Certificate.	<input checked="" type="checkbox"/>
--	-------------------------------------

and/or

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

Signed



Date 27/01/2016

6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING
SCHEME 2015**

**6.1.5 28-32 ELIZABETH STREET AND ADJOINING ELIZABETH
STREET AND TRAFALGAR PLACE ROAD RESERVES,
HOBART - DEMOLITION AND NEW DEVELOPMENT FOR
HOTEL, RESTAURANT, BARS, FUNCTION FACILITIES
AND CAFE - PLN-15-01162-01 -
FILE REF: 7162977 & P/28-32/470**

167x's
(Council)

Supporting information is available in relation to this item.

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report	Council
Committee:	18 January 2016
Council:	25 January 2016
Expiry Date:	27 January 2016
Application No:	PLN-15-01162-01
Address:	28-32 Elizabeth Street and Adjoining Elizabeth Street and Trafalgar Place Road Reserves, Hobart
Applicant:	Ireneinc, 49 Tasma Street, North Hobart
Proposal:	Demolition and New Development for Hotel, Restaurant, Bars, Function Facilities and Cafe
Representations:	9 (Nine)
Performance criteria:	Development Standards; Potentially Contaminated Land; Road and Railway Assets; Parking and Access; Historic Heritage.

1. Executive Summary

- 1.1. Planning approval is sought for demolition and new development for hotel, restaurant, bars, function facilities and café.
 - The proposed building has an overall height of 73m.
 - 196 rooms are proposed.
 - 42 parking spaces are proposed on site.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Zone Development Standards – Height; Design.
 - 1.2.2. Potentially Contaminated Land Code.
 - 1.2.3. Road and Railway Assets Code.
 - 1.2.4. Parking and Access Code.
 - 1.2.5. Historic Heritage Code.
- 1.3. Nine (9) representations (5 in support of the proposal) were received within the statutory advertising period (3 December to 17 December).
- 1.4. The proposal is recommended for approval.
- 1.5. The final decision is delegated to the Council.

2. Site Detail

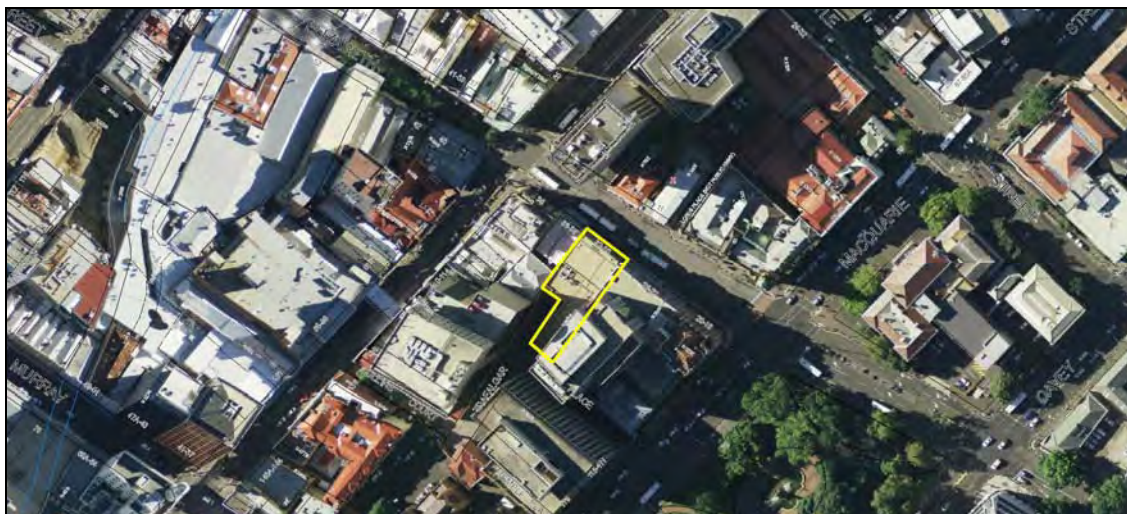


Image 1: Aerial view of the subject property and surrounds.

- 2.1. 28-32 Elizabeth Street is the site of the former Westpac Bank in the Elizabeth Street Bus Mall (Plates 1 and 3). The site has its primary frontage onto Elizabeth Street and a secondary frontage on Trafalgar Place at the rear (Plate 2). It is adjoined on Elizabeth Street by the Deloitte Building and the Wellington Buildings (occupied by Chemist Warehouse). The site has an overall area of 857sq.m.



Plate 1: The existing building upon the subject site (centre) fronting Elizabeth Street Bus Mall.

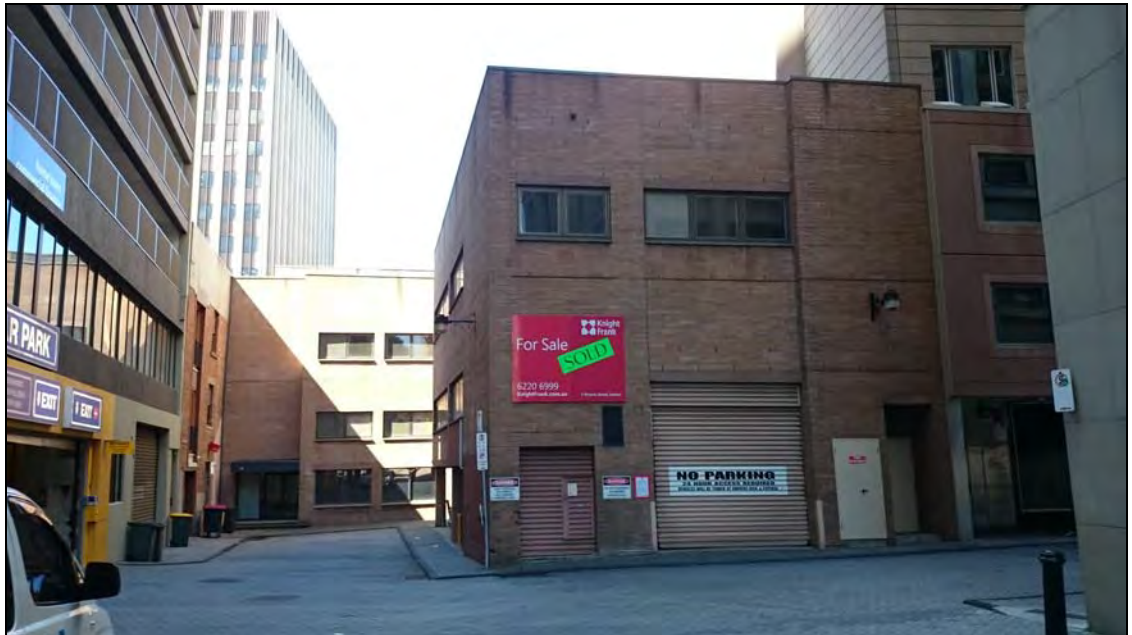


Plate 2: The secondary frontage ('rear') of the site on Trafalgar Place – note the 'stepped' nature of this frontage with part of the existing building (part in sunshine) set back from the most prominent section with the real estate sign.



Plate 3: A wider view of the existing building/site in the streetscape from opposite Macquarie Street.

3. Proposal

- 3.1. Planning approval is sought for demolition and new development for hotel, restaurant, bars, function facilities and café.

- 3.2. The hotel includes 196 rooms, an active bar and lounge area fronting Elizabeth Street, as well as a restaurant. Above ground level are function and meeting facilities, a roof top terrace, gymnasium and pool and a bar on the highest habitable level. A separate tenancy at ground level is proposed to operate as a café independent from the hotel.
- 3.3. Parking is provided within the proposed building from level 1 to 4, with 42 spaces proposed, along with bicycle storage and motorcycle parking. Access is proposed from Trafalgar Place.
- 3.4. An awning, projections of the mezzanine floor level and façade panels on level 1-4 on the Elizabeth Street frontage, and a canopy and potentially some fenestration on the Trafalgar place frontage would extend partially beyond property boundaries.
- 3.5. The development includes a pedestrian connection between Elizabeth Street and Trafalgar Place. The primary entrance to the building is from Elizabeth Street.
- 3.6. The proposed development consists of a lower podium upon which two conjoined towers of differing heights would sit. The development has a maximum height of 73m. This is taller than any other building in Hobart's CBD.
- 3.7. The design of the development has been thoroughly considered, with the architects stating:

The hotel design has been conceived as a 'family of buildings', formed by three primary elements which break down the overall mass into smaller components in order to reduce the visual bulk.

Two slender conjoined towers are placed on a podium building, one slightly lower than the other to help break down the scale and massing of the building.

This strategy also allows the building to respond to the scale of the street and the scale of the city concurrently.

- 3.8. Proposed exterior materials include such things as textured metal cladding and coloured and textured pre-cast concrete, offset with large areas of glazing and aluminium sunshades.
- 3.9. As part of the proposal, the application includes a conditional commitment by the developer to include public artworks on the site of the development, with the proposed Trafalgar Place entrance a likely location for such works for which there are a number of possibilities where expressions of interest might be called. A budget of at least \$80,000 has been suggested.

3.10. In addition, the proposal indicates the developer's commitment to contribute to the upgrading of an existing sewer line within the Bus Mall and the contribution of funds to assist in the upgrading of bus shelters and other street furniture outside the hotel as part of the Council's Elizabeth Street Bus Mall Improvement Project.

3.11. Images of the proposed development follow below:



Image 2: A render of the proposed development viewed from the lower end of Elizabeth Street.



Image 3: The Elizabeth Street (north-eastern) façade of the proposed development.



Image 4: The South-eastern elevation of the proposed development.

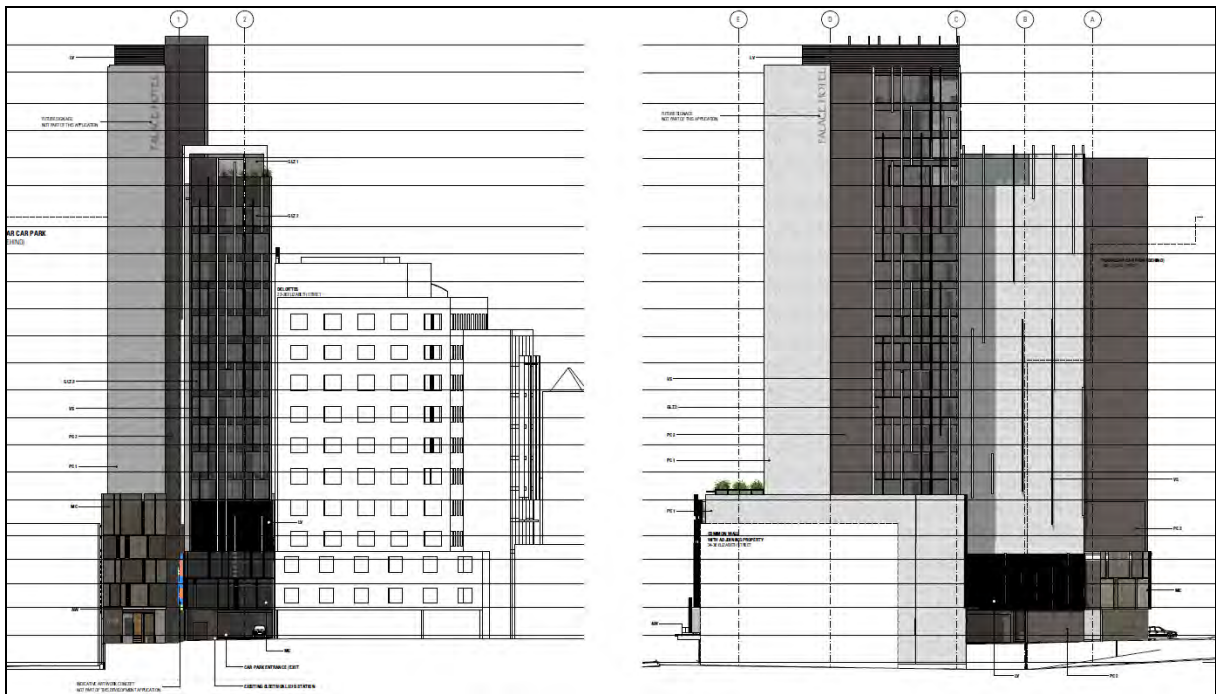


Image 5: The south-western (rear) and north-western elevations of the proposed development.

4. Background

4.1. N/A

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.

<ul style="list-style-type: none"> • Disruption to operation of and access to surrounding businesses during demolition/building – a traffic management plan is suggested to ensure existing operations (loading etc) can remain effective.
<ul style="list-style-type: none"> • Increase in traffic to Trafalgar Lane – already busy with deliveries, pedestrians and vehicles
<ul style="list-style-type: none"> • Impact on the line of site and therefore operation of a private licensed microwave network atop an adjoining building, for which the investment was made in the expectation that the Council would not approve buildings over the acceptable height limit unless it didn't adversely affect surrounding businesses. Contact with the applicant has been made in an attempt to solve this issue by installing the infrastructure on top of the proposed building should it be approved. If agreements can be made, this concern will no longer be relevant.
<ul style="list-style-type: none"> • Support for the development with caution – given the significance of the building in terms of height and location the design and cladding needs to be appropriate and architecturally attractive.
<ul style="list-style-type: none"> • A small public viewing area at the top or near the top would be a useful addition so that visitors and locals can enjoy the view.

<ul style="list-style-type: none"> • Increase in traffic in Trafalgar Place could generate conflict between pedestrians and vehicles.
<ul style="list-style-type: none"> • The proposed parking and access arrangement isn't even close to meeting the Australian Standards and sight lines for vehicles exiting in terms of pedestrian safety are less than ideal.
<ul style="list-style-type: none"> • The building would not be a good fit between adjacent heritage listed buildings.
<ul style="list-style-type: none"> • The view of the mountain from Hobart's waterfront will be significantly impacted.
<ul style="list-style-type: none"> • The proposed building will dominate the skyline when viewed from Macquarie Street, taking away from the heritage listed Cathedral.
<ul style="list-style-type: none"> • Height should be restricted to that of the ANZ building (around 58m).

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 either an acceptable solution or 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 only to the performance criteria relied on.

6.1.

6.1. The site is located within the Central Business Zone of the *Hobart Interim Planning Scheme 2015*.

6.2. The proposal combines the defined uses of Visitor Accommodation (Hotel), Food Services (Restaurant and Café), Hotel Industry (Bars) and Community Meeting and Entertainment (Function Facilities). Of these uses, all are classified as permitted in the Zone.

6.3. Additional use standards for development within the Central Business Zone are largely irrelevant to the proposal as they mostly relate to development within close proximity to a residential zone, which the subject site is not. The acceptable solutions for use standards relating to the hours of operation of take-away food premises (the proposed café) and hotel industries (the proposed bars) are considered met as the application confirms operation of these uses within the permitted hours of 7.00am to 12.00am. In terms of noise, the proposal would easily meet the acceptable solutions for noise generation measured at the boundary of a residential zone given its central city location and the closest residential zone being some distance away.

6.4. The proposal has been assessed against;

- | | | |
|--------|----------|--|
| 6.4.1. | Part D22 | Central Business Zone – Use and Development Standards. |
| 6.4.2. | E2.0 | Potentially contaminated land code |
| 6.4.3. | E3.0 | Road and railway assets code |
| 6.4.4. | E6.0 | Parking and access code |
| 6.4.5. | E7.0 | Stormwater management code |
| 6.4.6. | E13.0 | Historic heritage code |

6.5. The proposal relies on the following performance criteria to comply with the applicable standards;

- 6.5.1. Building Height – Part D 22.4.1: P1, P5
- 6.5.2. Building Design – Part D 22.4.3: P1, P4
- 6.5.3. Potentially Contaminated Land Code – Part E 2.6.2: P1
- 6.5.4. Road and Railway Assets Code – Part E 5.5.1: P3; Part E 5.6.2: P2
- 6.5.5. Parking and Access Code – Part E 6.7.2; E 6.7.4; E 6.7.5; E.6.7.13
- 6.5.6. Historic Heritage Code – Part E 13.8.1: P1; E 13.8.2: P1, P2; E 13.10.1: P1

6.6. Each performance criterion is dealt with separately below.

6.7. Building Height

6.7.1. A new building with a total height of 73m adjacent to a listed place is proposed.

6.7.2. D 22.4.1 A1: *Building height within the Central Business Core Area must be no more than:*

(a) *15m if on, or within 15m of, a south-west or south-east facing frontage;*

(b) *20m if on, or within 15m of, a north-west or north-east facing frontage;*

(c) *30m if set back more than 15m from a frontage;*

unless an extension to an existing building that:

(i) *is necessary solely to provide access, toilets, or other facilities for people with disabilities;*

(ii) *is necessary to provide facilities required by other legislation or regulation.*

6.7.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4. D 22.4.1.P1: *Development:*

(a) *contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;*

- (b) *outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:*
- (i) *it provides overriding benefits in terms of economic activity and civic amenities, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and*
 - (ii) *the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area; and*
 - (iii) *the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and*
 - (iv) *for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street is not increased between the hours of 11am and 3pm at the spring or autumn equinox compared with the existing situation.*

6.7.5. Overall height is a significant aspect of the proposed development. At 73m, the building would be substantially taller than the next tallest in Hobart (the Commonwealth building at 188 Collins Street being 57m) and the AMP building nearby (54m). It would extend well above the immediately adjacent buildings and would therefore be a prominent fixture in the overall townscape and when viewed from a number of wider vantage points.

The proposal extends outside of the Amenity Building Envelope by 28m. The application is supported by a wind modelling assessment which concludes that the development was shown in testing to have little significant adverse effect on the existing pedestrian level wind conditions in the pedestrian realm around the site. Additionally, shadow diagrams submitted with the proposal demonstrate that the proposed development will not increase the level of shadow already cast by existing buildings to the opposite side of the solar penetration priority street (Collins Street).

The primary performance criterion relevant to the assessment of the height of the proposal are therefore (b)(i) and (ii).

Performance criterion (b)(i) references overriding benefits in terms of economic activities and civic amenities as factors warranting the relaxation of the acceptable height maximum. It is unlikely that a hotel of such a size has been considered without economic gain in mind, and room number is often a key consideration of the operators of a new hotel. Taking this into account, and due to the area and shape of the subject site, it appears there has been minimal consideration given to designing a building that complies with the acceptable height maximum.

An economic impact assessment submitted to support the proposal assumes that the proposed hotel would be absorbed by market demand in the short term, enabling an additional 94,000 visitor nights (based on 75% occupancy at a rate of 1.8 guests per room) to be accommodated in Hobart, with total visitor spending of approximately \$18 million per annum.

Additionally, the assessment highlights:

- Development supporting approximately 177 full time equivalent jobs in the local economy, with a gain of almost \$24 million value-added from construction activity.
- The operation of the hotel supporting approximately 45 full time equivalent jobs in the Hobart economy, with a gain of \$5.6 million in value-added per annum.
- The operation of the restaurant and café supporting approximately 18 full time equivalent jobs in the Hobart economy, with a gain of \$1.3 million in value-added per annum.

On paper, the economic argument for the development appears positive; however this is clearly an expression of the economic benefits of the proposal and not the physical attributes or actual design of the proposal. The utilisation of an economic argument as performance criteria to support a building form that may impact on streetscapes, cityscapes and in other ways in the scheme appears conflicted.

With the above in mind then, it is considered that performance criterion (b)(ii) focussing on townscape and streetscape impact is the key consideration in the acceptability of height with regard to this application. The applicant states that:

...the standards for the amenity building envelope when applied to Trafalgar Lane would substantially reduce the viability of developing the site as the building would be 20m to Elizabeth Street stepping back to 15m to the rear. Trafalgar Place is an internal lane within the larger city block and is largely overshadowed by existing surrounding development.

As can be seen in the accompanying photomontages the proposed podium reduces the visible scale and the overall impact of the development on the immediate streetscape in a similar manner to the neighbouring 22-26 Elizabeth Street. When seen more broadly within the townscape the development continues the established urban form of the city.

Further, the applicant states in additional information submitted to justify the height of the proposed development that:

The development is intended to operate as an international hotel with room capacity and facilities, which will cater for international tour operators. The development will therefore add significantly to the availability of this type of accommodation within Hobart.

As can be seen the Permitted Envelope has a volume that is only slightly greater than what already exists on the site. The actual developable floor area would be further reduced for hotel rooms to have access to natural light, views and ventilation.

As can be seen in the diagrams the permitted envelope is substantially smaller than the height and volume of other existing buildings on the city block in which it is located. The development potential of the Amenity Building Envelope (as specified in 22.4.1.P1(b)) would provide marginally more developable floor area but given the shape of the allotment would not create a realistically developable volume and would result in a form which would not be consistent with the form of surrounding buildings.

A reduction in floor area to the extent required to comply with the envelopes would not be able to support the same development given the rooms required for this type of accommodation and required ancillary facilities or the additional features proposed including walk throughs, restaurants, function space and rooftop bar that as publically accessible spaces all contribute to the civic amenity of the Hobart.

The number of rooms that could be accommodated within the floor area of the permitted or Amenity Building Envelope would not be appropriate to provide the services necessary for an international hotel.

The SGS Economic Impact Assessment identifies that the development would generate significant economic activity during construction and in its ongoing operation. Economic activity would be generated both through direct employment and more broadly through the benefit to Hobart and the wider region, through the increase in tourism accommodation, and the marketing specifically aimed at the international market. A building form within the specified envelopes would not be feasible as it would not meet the needs of an international hotel operation, consequently the identified economic benefits would not occur.

In considering the substantial height of the proposed development over and above that permitted by the *Hobart Interim Planning Scheme 2015* and over and above that of existing buildings within the Hobart CBD, comments were sought in the form of a townscape assessment from Architect and Urban Design Consultant Leigh Woolley, who was tasked primarily with reviewing the proposal in terms of performance criterion (b)(ii).

Key findings from his assessment include the position of the site on the lower to mid contours of the Macquarie Ridge, the character of the subject site itself being much deeper than it is wide with a staggered rear edge affecting its overall depth, and the design of the proposed development reflecting the shape of the site and its inherent constraints. Effectively, the taller part of the building corresponds with the shallower part of the lot and the deeper part of the site accommodates the deeper but lower tower, resulting in a mass that is stepped from different components the tallest of which has a footprint which is less than half the depth of the lot, and significantly less than the width of the lot. This therefore produces an outcome of reduced bulk, with bulk reducing as height increases allowing views past the taller element. Alternatively a uniformly shaped lot could otherwise allow for the entire bulk of a building to be carried through to its maximum height, therefore accentuating its appearance within the townscape.

In concluding his assessment of the development's impact in terms of non-compliant height, it is stated that the development 'has been generally well considered in terms of its intended scale and location, acknowledging its potential to become the tallest building in the CBD. He goes on to state that without more rigid planning scheme controls on views or town/landscape connections nor statements surrounding the intended form of the central area, the siting, bulk and design of the development does not significantly negatively impact on the townscape of the surrounding area.

Additionally, it is worth noting the seemingly genuine excitement and support received for the proposal during the public notification period and in particular comments regarding the height being a positive feature, with current height limits 'too low'. Interestingly height limits have remained fairly static with the introduction of the *Hobart Interim Planning Scheme 2015*, going from 42m to the topmost habitable floor level under the *City of Hobart Planning Scheme 1982* to potentially, albeit in a discretionary sense, 45m under the restrictions of the Amenity Building Envelope in the 2015 scheme. There was clearly an opportunity to revise the acceptable heights with the preparation of the 2015 Scheme. In effect there are now more possibilities with the introduction of additional and more detailed performance criterion; however there is no dramatic change to indicate any revolution in terms of the thinking behind the intended character of the central area of Hobart.

Further consideration of the height of the proposed development from a heritage impact perspective is provided by the Council's Cultural Heritage Officer. The presence of heritage is now directly linked to what should be deemed an appropriate height. Whilst it is clearly the view of some that Hobart's height limits are too low, there is clearly a conscious effort being made to protect the scale of Hobart City and in turn the values of the place, which are a significant consideration in preserving its character. Significant departures from the accepted standard, and therefore away from the prevailing character of the place must be carefully considered.

The tests of the performance criterion (b)(i) to (iv) are quite clear, albeit that a test of economic activity appears unrelated to consideration of physical height, and it is evident that the proposal is able to meet the more technical tests here (iii) and (iv). Ultimately the economic activity referred to in criterion (i) is a given – the proposal includes a mix of uses, some of which are accessible by the general public and in an overall sense the development would be a key driver of employment and income. Civic amenity has at least in part been considered with the intention to install public art, but is also evident through things such as incorporating through linkages for pedestrians helping to activate the rear of the space through Trafalgar Place and Collins Court. The impact of the development upon the streetscape and townscape of the surrounding area is, therefore, the ultimate consideration here. The proposed development if approved would immediately become the focal point of the city when viewed from a number of vantage points. It is clear that the development would interrupt some of the more iconic views of Hobart and its mountain backdrop – from Macquarie Point is a prime example - and this a somewhat regrettable outcome. However from any vantage point, and when viewed from angles to either side, the development will have differing degrees of impact. For example, where blocking out part of the mountain from one angle, moving a distance to either side might resolve this. Whilst the impact might not entirely be removed, the influence of the building would be limited.

The constraints of the site have had some degree of influence over the building's height, albeit there possibly was never an intent to comply with current height standards given the want or need for a hotel of a certain size. As a result, it comes down to the overall design of the building, which has in turn been positively influenced by site constraints in that it is evident that the designers have taken overall bulk into account in terms of the potential for negative visual impact whilst also having regard to the context of the site within the wider street and townscape.

Ultimately the decision to allow a building to extend further above the mean height of the buildings making up central Hobart cannot be taken lightly.

The proposal represents a significant departure from the accepted standard, however the overall concept, the building design and intended outcome for the site, along with the merits of the site in context with the local topography and nearby buildings is such that in the case of this proposal, the argument to relax the accepted height maximum is considered sound.

6.7.6. The proposal complies with the performance criterion.

6.7.7. D 22.4.1 A5: *Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:*

(a) *not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and*

(b) *not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);*

Or

(c) *comply with the building height in Clauses 22.4.1 A1 and A2;*

whichever is the lesser.

6.7.8. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.9. D 22.4.1 P5: *Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:*

(a) *not unreasonably dominate existing buildings of cultural heritage significance; and*

(b) *not have a materially adverse impact on the historic cultural heritage significance of the heritage place;*

(c) *for a site fronting a Solar Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the street is not increased between the hours of 11am and 3pm at the spring or autumn equinox compared with the existing situation.*

- 6.7.10. With regard to the heritage impact generated by the height of the proposed building, the Council's Cultural Heritage Officer provides the following comment:

When assessed against clause 22.4.1 P5, the proposal will unreasonably dominate existing buildings of cultural heritage significance and does not comply with the relevant Clause.

- 6.7.11. The proposal does not comply with the performance criterion.

6.8. Building Design

- 6.8.1. The proposed building includes facades facing Trafalgar Place with expanses of blank walls exceeding 30% of the length of the façade; Security shutters are proposed on the building's Trafalgar Place frontage. In addition less than 80% of the surface area of ground floor facades consists of glazing.

- 6.8.2. D 22.4.3 A1: *Building design must comply with all of the following:*

- (a) *provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;*
- (b) *for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;*
- (c) *for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;*
- (d) *screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;*
- (e) *incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;*
- (f) *not include security shutters over windows or doors with a frontage to a street or public place.*

The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.8.3. D 22.4.3 P1: *Building design must enhance the streetscape by satisfying all of the following:*

- (a) provide the main access to the building in a way that addresses the street or other public space boundary;*
- (b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;*
- (c) treat large expanses of blank wall in the front façade and facades facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;*
- (d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;*
- (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;*
- (f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;*
- (g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;*
- (h) be consistent with any Desired Future Character Statements provided for the area.*

6.8.4. In terms of the proposal having more than 30% of its Trafalgar Place façade made up of blank wall, the applicant highlights that part of this is due to the intention for artworks to be included in this area of the development. As this area is to the rear of the building, façade space is also taken up by vehicle access and service doors. The makeup of wall expanse to openings at this end of the building is driven out of functionality and whilst perhaps lacking in openings design drawings and indicative images demonstrate that an effective level of articulation and visual interest can be achieved through the use of segmented panels, lighting and varying cladding elements. Given this is not the primary façade of the proposed building, the level of interest applied through the design here is notable.

The inclusion of security shutters upon the Trafalgar Place frontage has been deemed by the applicant to be essential for the security of servicing areas at what is the secondary frontage of the building. It is highlighted that similar methods have been used for a number of neighbouring buildings within Trafalgar Place.

The extent of the shutters is limited to covering the openings for vehicle access, the loading bay and the access to an existing substation. Primarily they make up the doors themselves, not additional shutters covering the doors proper, which the style of shutter that the standard is attempting to discourage. In this instance the use of shutters is considered to be appropriate.

- 6.8.5. The proposal complies with the performance criterion.
- 6.8.6. D 22.4.3 A4: *For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) provide windows with clear glazing and door openings at ground floor level in the front façade and façades facing other public space boundaries no less than 80% of the surface area;*
- 6.8.7. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.8. D 22.4.3 P4: *Provide windows in the front façade in a way that enhances the streetscape, provides for an active street frontage and passive surveillance of public spaces.*

At ground floor level on Elizabeth Street, the building's façade is made up of approximately 56.4% clear glazing. For the Trafalgar Place façade, approximately 55% of the ground floor façade is made up of clear glazing and door openings.

For the Elizabeth Street façade, the applicant states that 'although glazed openings and doors have been maximised at street level they do not meet 80% due to structural elements and fire escape areas.'

The proposed frontage on Elizabeth Street is the primary frontage of the site and should be the focus for activation in terms of ground floor uses. The frontage here would provide for two separate uses at ground level and as such is likely to provide significant activation for the site itself.

- 6.8.9. The proposal complies with the performance criterion.

6.9. Potentially Contaminated Land

- 6.9.1. The proposal involves excavation of potentially contaminated land as part of the demolition of the existing building.

6.9.2. E.2.6.2 A1: *No acceptable solution*

E.2.6.2 P1: *Excavation does not adversely impact on health and the environment, having regard to:*

- (a) *an environmental site assessment that demonstrates there is no evidence the land is contaminated; or*
- (b) *a plan to manage contamination and associated risk to human health and the environment that includes:*
 - (i) *an environmental site assessment;*
 - (ii) *any specific remediation and protection measures required to be implemented before excavation commences; and*
 - (iii) *a statement that the excavation does not adversely impact on human health or the environment.*

6.9.3. This aspect of the proposal has been assessed by the Council's Environmental Health Officer who provides the following:

No information has been submitted regarding the excavation of potentially contaminated land. The development is staged with demolition of the existing building occurring followed by excavation and construction of the proposed development. An environmental site assessment should be conducted prior to excavation and building works occurring to determine site safety to workers and risk to the proposed development. This assessment is not required to be submitted immediately as access to soil onsite is not available until the current building has been demolished.

Demolition of current building and extensive excavation of ground below, down to approx 4m. Is not exempt. Extensive desktop site history undertaken by applicant as part of heritage application. Site history only demonstrates 1 of the 3 potentially contaminating activities occurring on the site having occurred. Three potentially contaminates activities are indicated to have occurred onsite including a joinery and two motor car dealers/engineer/garages with potential hydrocarbon contamination. There is also an adjacent potentially contaminated site.

The ESA is not required at this stage due to the current building needing to be demolished prior to access to the soil below the site.

Conditions of approval are recommended.

6.9.4. The proposal complies with the performance criterion.

Road and Railway Assets Code

6.9.5. The development is likely to intensify the annual average daily traffic movements to and from the site and more than one access is proposed on Trafalgar Place.

6.9.6. E.5.5.1 A3: *The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.*

6.9.7. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.9.8. E.5.5.1 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.*

6.9.9. E.5.6.2 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.*

6.9.10. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.9.11. E.5.6.2 P2: *For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:*

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

6.9.12. The traffic-related aspects of the proposal have been assessed in detail by the Council's Development, Traffic and Road Engineers, and a number of conditions have been recommended to be included in any permit issued if the application is approved.

6.9.13. The proposal complies with the performance criterion.

6.10. Parking and Access Code

6.10.1. Onsite parking and vehicular access is proposed from Trafalgar Place.

6.10.2. E.6.7: *Access parking and manoeuvring must demonstrate compliance with AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.*

6.10.3. The proposal does not comply with the acceptable solutions; therefore assessment against the performance criterion is relied on.

6.10.4. In all cases where non-compliant with acceptable solutions and therefore not complying with AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking, the layout of carparking, access, egress and manoeuvring on site must be achieved in a safe, convenient and efficient manner.

6.10.5. The car parking, access, egress and manoeuvring arrangements of the proposal have been assessed in detail by the Council's Development, Traffic and Road Engineers, and a number of conditions have been recommended to be included in any permit issued if the application is approved

6.10.6. The proposal (select) complies with the performance criterion.

6.11. Historic Heritage Code

6.11.1. The proposal is within Heritage Precinct and within a place of archaeological potential.

6.11.2. E.13.8.1 A1: *No acceptable solution.*

6.11.3. E.13.8.1 P1: *Demolition must not result in the loss of any of the following:*

- (a) *buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) *fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;*

unless all of the following apply;

- (i) *there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (ii) *there are no prudent or feasible alternatives;*
- (iii) *opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

6.11.4. The Council's Cultural Heritage Officer states:

On balance, it is therefore considered that whilst the demolition of the existing building at No.28-32 would not detract from the overall character of the Precinct, in order to comply with the Performance Criteria 22.4.3 of the Zone Requirements and E.13.8.1 P1 of the Heritage Code, this would only be on the basis that its replacement would not only make the same positive contribution, but actively enhance the character of the Heritage Precinct by being "more complementary to the heritage values of the precinct" as stated under clause E13.8.1 P1 (iii).

6.11.5. The proposal does not comply with the performance criterion.

6.11.6. E.13.8.2 A1: *No acceptable solution.*

6.11.7. E.13.8.2 P1: Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

6.11.8. E.13.8.2 A2: *No acceptable solution.*

- 6.11.9. E.13.8.2 P2: Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

- 6.11.10. The Council's Cultural Heritage Officer states:

As such, it is considered that the fascia of the proposed podium element of the proposal would fail to match or enhance the heritage characteristics of the Precinct by virtue of its use as an inappropriate cladding material, lack of quality detailing, insufficient articulation, lack of acknowledgement and response to existing fenestration and building patterns.

As such, it is considered that this element of the proposal would not acknowledge, enhance nor complement the cultural and historical characteristics of the Precinct, and would indeed detract from these self same characteristics, contrary to E13.8.2 of the HIPS. In addition, it is considered that given the above and its proximity to individually heritage listed places, the podium element of the proposal would also not be of a design sympathetic to the elevational treatment and materials of existing heritage buildings, and unreasonably detract from the historic cultural heritage significance of these existing heritage places, contrary to the Central Business Zone development standards for design as set out in 22.4.3 P3.

- 6.11.11. The proposal does not comply with the performance criterion.
- 6.11.12. E.13.10.1 A1: *Building and works do not involve excavation or ground disturbance.*
- 6.11.13. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.11.14. E.13.10.1 P1: *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'.*

6.11.15. The Council's Cultural Heritage Officer states:

This site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania have been submitted as part of the application. The report is thorough in its assessment of the site and concludes that the site has been highly disturbed with a low potential of containing archaeological features or deposits.

6.11.16. The proposal complies with the performance criterion.

7. Discussion

- 7.1. The significant aspect of the proposal is the height of the building. Whilst other discretions are triggered against the *Hobart Interim Planning Scheme 2015*, for the most part, the proposal is reasonably straight forward and it performs well against the majority of relevant standards of the *Hobart Interim Planning Scheme 2015*.
- 7.2. There is clear support for the proposal based on several of the representations and a strong sense that the perception is that height limits are too low. There is however sufficient scope within the current standards to allow for variation in height where appropriate. The controls are necessary to limit inappropriate departures from the accepted limits.
- 7.3. A number of the concerns raised by representors relate to disruption to nearby and adjacent businesses and buildings. Whilst inevitably there would be some noticeable disruption caused from the development of such a building, it is a reasonable expectation that measures will be put in place to prevent undue impacts and to preserve the daily operations of adjoining properties. At the very least Traffic Management Plans and Construction Management Plans should be required and implemented if the development is to proceed.
- 7.4. The concern raised regarding potential impact upon private networks existing in the area is understood, and the real implications of such an outcome cannot be downplayed from a commercial perspective. However there is simply no avenue under current planning scheme standards to limit or control such impacts. In the event that the proposed development was to go ahead, it is hoped that negotiations between affected parties could lead to a practical solution to this issue.
- 7.5. The conclusions of the Council's Cultural Heritage Officer suggest that the proposal should not be approved due to impact upon existing heritage adjacent to the subject site, and more generally upon the wider heritage precinct surrounding the site. These concerns were put to the applicant, who chose to explore revisions to the proposal that might assist with reducing the perceived impact upon local heritage.

- 7.6. Discussions were held with the applicant where suggestions of revisions to the façade treatment of the podium section of the development, as well as increasing the setback of the forward most tower were made. As a consequence of these discussions, plans detailing a revised podium façade treatment were provided, however it was confirmed that there was little scope to revise the setback and design of the tower elements of the building due to the constraints of the site and the client's intended outcome for the development. When pushed, the applicant informally put forward the possibility of increasing the setback of the forward most tower by 1m, and that this was the absolute extent of any change that could be made in this regard. The revisions were further considered by the Council's Cultural Heritage Officer, who then prepared the following addendum to their original report:

Following on from discussions with the Applicants representatives, revised plans were received seeking to address some of the concerns raised by heritage Officers.

The revised plans seek only to replace certain elements within the podium element of the building, most notably, the substitution of the proposed use of metal as cladding in favour of thin cut sandstone panels contained within expressed metal banding. Other notable alterations include the widening of some gaps within the cladding to create a greater expression of vertical and horizontal recesses and banding and the introduction vertical hung louvers panels to further break up the otherwise relative blank elevation above the first floor level.

With regard to the above, it is acknowledged that the above revisions represent a slight improvement in the previous submission when solely examining the podium element of the proposal. However, it is considered that it does not address the fundamental problem of attempting to produce a visually stimulating and suitably detailed frontage to what is effectively a blank clad multi-storey car park above first floor level.

No alterations have been proposed under the current revised submission to the remaining tower elements, either with regard to height or set back. As such, it is considered the proposal is not sympathetic to the character of the precinct and is contrary to E13.8.2 P1 as it will result in detriment to the historic character of the precinct.

In addition, the proposal is contrary to Clause 22.4.1 Building height, specifically performance criteria P4 as it has not been sited, designed or arranged so as to unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance.

- 7.7. Although acknowledging an improvement in the appearance of the podium element of the development, it is clear the primary concerns of the Cultural Heritage Officer remain.

- 7.8. On balance however and as previously stated, it is considered that the proposal performs relatively well against Scheme standards. The overall height of the development is perhaps the primary concern, and this is in a way disconnected from the heritage concerns. The height of the development has been thoroughly reviewed by Council and independent analysis has also been sought. Notably, it is the design of the towers and their slenderness that assists in reducing the impact of the overall height, both from distant vantage points and within the local streetscape. With the revisions to the podium façade assisting in improving this element of the building's integration with the heritage facades immediately adjacent, it is considered that the tower elements rising behind are generally acceptable. Some further refinement of the façade may be possible in consultation with Council heritage officers to ensure the podium achieves the best possible degree of integration for the streetscape given the context of the development and the adjacent heritage facades.

8. Conclusion

- 8.1. The proposed demolition and new development for hotel, restaurant, bars, function facilities and cafe at 28-32 Elizabeth Street, Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended approval.

9. Recommendations

- That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a demolition and new development for hotel, restaurant, bars, function facilities and cafe at 28-32 Elizabeth Street and Adjoining Elizabeth Street and Trafalgar Place Road Reserves, Hobart 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-15-01162-01 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 2015/01576-HCC dated 08/10/2015 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

HERITAGE

HERs1 The facade treatment of the podium element must be generally in accordance with the detail provided by the applicant on the 17 February 2016 that introduced the thin cut sandstone panels and other treatment. Further modification to the facade treatment to actively enhance the character of the heritage precinct prior to the first occupation must be undertaken.

Design drawing must be submitted and approved prior to the issuing of any permit under the *Building Act 2000*.

The design drawing must include:

- Reflect the details provided on 17 February 2016 and other information to satisfy the above requirement

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

Reason for condition

To ensure the proposal meet the requirements of 13.8.2 of the *Hobart Interim Planning Scheme 2015*.

ENVIRONMENTAL

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 Soil and Water Management Plan (SWMP) must be submitted and approved, prior to the commencement of work. The SWMP must:

- Be prepared in accordance with *Soil and Water Management on Building and Construction Sites fact sheets (2008)*. Derwent Estuary Program., available from http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

All work required by this condition must be undertaken in accordance with the approved soil and water management plan (SWMP).

Advice: Once the soil and water management plan (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 pollution and sedimentation of adjoining properties, roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ENVs1

A contamination environmental site assessment report and any associated remediation's or management plan recommended by that report must be submitted to the Council prior to any building work post demolition of the existing building.

The containment environmental site assessment report must;

- a. be prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM).**
- b. Indicate whether the site is suitable for the proposed use/development (either with or without remediation and/or management); and**
- c. Indicate whether any site contamination presents an occupational health and safety risk to workers involved in redevelopment of the site.**

Any remediation or management plan involving soil disturbance must include a detailed soil and water management plan to prevent off-site transfer of potentially-contaminated soil and stormwater

All works, required by this condition must be undertaken in accordance with the contamination Environmental Site Assessment report remediation and/or management plan.

Reason for condition

To determine the level of site contamination, and to identify any recommended remediation/management practices/safeguards which need to be followed/put in place during any excavations/ground disturbance on, or for use of the site, to provide for a safe living environment.

PLANNING

PLN 16

A demolition and construction management plan must be implemented throughout the construction works.

A demolition and construction management plan must be submitted and approved prior to the issuing of any building permit under the *Building Act 2000*. The plan must include but is not limited to the following:

- a) Identification and disposal of any potentially contaminated waste and asbestos;**
- b) Proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on site);**
- c) Proposed hours of construction;**
- d) Identification of potentially noisy construction phases, such as operation of rock- breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;**
- e) Control of dust and emissions during working hours;**
- f) Proposed screening of the site and vehicular access points during work; and**
- g) Procedures for washing down vehicles, to prevent soil and debris being carried onto the street.**

All work required by this condition must be undertaken in accordance with the approved 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 minimal impact on the amenity of adjoining properties and members of the public during the construction period.

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.

ENG4

The driveway access car parking and turning areas must be constructed to a sealed standard and surface drained prior to the first occupation.

Note any coloured or textured surface construction must not extend beyond the back of footpath.

Advice: Prior to pouring/paving the driveway access, the owner should contact the Council's Project and Development Inspector giving a minimum of 24 hours notice, on 6238 2967 to inspect the proposed slab/paving levels in relation to the footpath. A note to this effect should appear on the Construction Drawings for the site and/or on other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

In the interest of the amenity of the development and the locality.

ENG 6

Car parking spaces 17, 28 and 38 shown on the plans submitted by JAWS Architects drawings, 1514_DA05 – DA07 Revision "A", received by the Council on 27 November 2015 are not approved under this permit.

Reason for condition

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

ENGs1 **Car parking spaces 12, 16, 18, 23, 27, 29, 34, 37 and 39 shown on the plans submitted by JAWS Architects drawings, 1514_DA05 – DA07 Revision “A”, received by the Council on 27 November 2015. to be reserved for “Staff Only” and be delineated and/or signposted accordingly.**

Reason for condition

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

ENG12 **A construction waste management plan must be implemented throughout construction.**

A construction waste management plan must be submitted and approved, prior to commencement of work on the site. The A construction waste management plan must:

- 1. Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development.**
- 2. Provisions for the handling transport and disposal of demolition material, including any contaminated waste, to satisfy the above requirement**

All work required by this condition must be undertaken in accordance with the approved construction waste management plan.

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

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards

ENGtr1 **Traffic management within the car parking area must be installed prior to the commencement of the use.**

Traffic management design drawing(s) of the proposed traffic management within the car park (including signage and linemarking), must be submitted and approved, prior to commencement of the use. The design drawing and management plan must show:

- a) Road hump located at the car park exit to ensure low vehicle speeds when exiting onto Trafalgar Place.**
- b) Traffic calming devices within the car park circulating area to ensure that traffic speeds are low for vehicles circulating within the car park.**

- c) **Warning devices (both active and static) at the car park exit to alert drivers and pedestrians on Trafalgar Place that a vehicle is exiting the car park.**
- d) **Signage and other warning devices within the car park advising that vehicles travelling up the ramps should give way to vehicles travelling down.**
- e) **Warning devices on the approaches to the service lift doors on all levels of the car park advising drivers that they may encounter a pedestrian at the lift.**

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

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

Reason for condition

In the interests of user safety and the amenity of the occupiers of the development

ENG tr2

A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition)

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management documentation must be submitted and approved, prior to commencement work. The construction traffic and parking management must:

- a) **Be prepared by a suitably qualified person, by the Council.**
- b) **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**
- c) **Start date and finish dates of various stages of works.**
- d) **Times that trucks and other traffic associated with the works will be allowed to operate.**
- e) **Nominate a superintendant or like to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

The approved construction traffic and parking management plan must be operable during all phases of the construction of the development (including demolition).

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

Reason for condition

To ensure the safety of vehicles entering and leaving the development and the safety and access around the development site for the general public and adjacent businesses.

ENGGr1

Earth-retaining structures within or supporting the Trafalgar Place Highway Reservation must not compromise the structural integrity of the highway reservation.

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

- **Be prepared by a suitable qualified person and experienced engineer;**
- **The design must take into account the additional surcharge loading as required by relevant Australian Standard**
- **Include a structural certification, to satisfy the above requirement**

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

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

Reason for condition

To ensure that the structural integrity of the Council's highway reservation is not compromised by the development.

ENGGr3

The proposed vehicle entrance must be designed and constructed in accordance with (IPWEA) LGAT –Tasmanian Standard Drawing TSD-R09-v1 – Urban Roads - Driveways and TSD R14-v1 - prior to the commencement of the use.

Design drawing must be submitted and approved prior to the commencement of work. The design drawing must

- a) **Be prepared by a suitable qualified person, to satisfy the above requirement.**

Note: that the agreement of the Council's Manager Road & Environmental Engineering is required to adjust footpath/road pavement levels to suit the design of any proposed floor levels or entrances to the development.

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

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

Reason for condition

To ensure that works will comply with Council's standard requirements.

ENGsw3 **A recorded CCTV inspection and associated report of any new public stormwater infrastructure, must be undertaken within 1 month from completion of the 12 month maintenance period.**

In the event the CCTV or report identifies remedial work is required, such work must be undertaken within 30 days at the owners cost.

Advice: Upon the expiry of the 12 maintenance period, please contact the Council to arrange inspection.

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

ENGsw8 **The new stormwater main must be designed and constructed prior to the commencement of the use.**

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

- **certified by a qualified and experienced civil engineer;**
- **plan and long-section of the proposed stormwater main;**
- **the associated calculations and catchment area plans. These should include, but not be limited to, connections, flows, velocities, clearances, cover, gradients, sizing, material, pipe class, easements and inspection openings; and**
- **construction programme and method for the proposed diversion of the stormwater main, to satisfy the above requirement.**

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

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

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENGsw9 **All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's infrastructure with sufficient receiving capacity prior to first occupation. All costs associated with works required by this condition are to be met by the owner.**

Design drawings and calculations of the proposed stormwater drainage and connections to Council infrastructure must be submitted and approved prior to the commencement of work. The design drawing must;

- a. prepared by a suitably qualified person;**
- b. include long section(s)/levels and grades to the point of discharge.**

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

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

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENGsw10 **Stormwater pre- treatment for stormwater discharges from the development must be installed prior to the issue of a permit to construct public infrastructure - certificate of substantial completion.**

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) detailed design of the proposed treatment train, including estimations of contaminant removal and a maintenance plan;**

- c) **outline the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, ie. Including but not limited to: inspection frequency; cleanout procedures; as installed design detail/diagrams; a description and sketch of how the installed system operates; details of life of asset and replacement requirement; Estimation of the life cycle cost that includes maintenance cost, to satisfy the above 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 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.

ENGsws1

The building and its foundations must be constructed to ensure the protection and access to the Council's stormwater main and ensure the structure is entirely independent of the stormwater main and its trenching.

Design drawings for the structural foundation must be submitted and approved prior to the issuing of any permit under the *Building Act 2000*.

The design drawing must include;

- a. **foundation bridging detail for the works over the stormwater main.**
- b. **be accompanied by a structural certificate issued by a suitably qualified engineer.**

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

Reason for condition

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

ENGsws2

The footings over or within 1m of the Council's stormwater main must be inspected to ensure no additional load from the building/structure is imposed on the stormwater main, prior to occupancy.

The inspection must be carried out by a suitable qualified engineer and a certificate submitted to the Council, certifying compliance with the above.

Reason for condition

To ensure protection of the Council's hydraulic infrastructure.

SURVEY

SURV 8 The applicant, at no cost to the Council shall have prepared, entered into, and have registered at the Land Titles Office, a deed pursuant to Section 75CA of the *Conveyancing and Law of Property Act 1884* for the for the awning, bay windows and facade encroachment over Elizabeth Street highway reserve, prior to the issue of a completion certificate.

Reason for condition

To ensure that the proposed or existing building encroachment over Elizabeth Street is formalised in accordance with statutory provisions.

PART 5

Part 5 1 Prior to the commencement of work 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 the following:

- 1) Not to undertake any works at any time (including building and excavation) that will have any effect of the integrity of the retaining structure adjacent to the Trafalgar Place highway reservation.**

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 at http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that the the Council infrastructure is not impacted on by current or future works on the site.

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 www.hobartcity.com.au 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 rfi-information@hobartcity.com.au, 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

www.hobartcity.com.au/Development/Planning/How_to_obtain_a_condition_endorsement

- Building permit in accordance with the *Building Act 2000*; www.hobartcity.com.au/Development/Building
- Plumbing permit under the *Tasmanian Plumbing Regulations 2014*; www.hobartcity.com.au/Development/Plumbing
- Permit to construct public infrastructure with a 12 month maintenance period and bond (please contact the Council City Infrastructure Divisions to initiate the permit process)
- New service connection (please contact the Council City Infrastructure Divisions to initiate the application process).
- Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve) http://www.hobartcity.com.au/Transport/Lighting_Roads_Footpaths_and_Street_Cleaning/Roads_and_Footpaths
- Occupational license for use of Hobart City Council highway reservation in accordance with conditions to be established by the Council. http://www.hobartcity.com.au/Environment/Occupational_Licence

Waste disposal -Top ten tips

http://www.hobartcity.com.au/Environment/Recycling_and_Waste

Fees and charges

http://www.hobartcity.com.au/Council/Fees_and_Charges

Dial before you dig

www.dialbeforeyoudig.com.au

LGAT – Tasmanian standard drawings

http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

Street lighting

The relocation of the light pole must be in accordance with TasNetworks and Hobart City Council requirements.

Environmental Health

Any emission from plant and/or machinery or activity associated with the use/development is to be in accordance with the *Environmental Management and Pollution Control Act 1994*, and is to avoid causing environmental nuisance to nearby properties.

Noise, dust, fumes, light in the form of electromagnetic radiation in the form of visible light and other pollutants emitted must not cause any disturbance or annoyance to owners/occupiers in the vicinity and shall comply with the *Environmental Management and Pollution Control Act 1994* and subsequent regulations.

Detailed building plans showing all elevations, materials and specifications for food premises fit out are to be submitted to Council's Environmental Health Unit. These plans must comply with the provisions of the *National Construction Code - Building Code of Australia Tas Part H102* for food premises and have regard to the FSANZ Food Safety Standards.

Application for registration of a food business must be made and subsequent written approval must be obtained from Council's Environmental Health Unit in accordance with the *Food Act 2003*. The business is to be registered prior to operation.

Appropriate work health and safety (WHS) measures should be employed during any earthworks to minimise human exposure to potentially-contaminated soil, water, dust and vapours. Work Safe Tasmania or a suitably experienced and qualified WHS practitioner should be consulted for advice if required.

Contaminated soil and water are likely to be 'controlled wastes' under the *Environmental Management and Pollution Control (Waste Management) Regulations 2010*. Any 'controlled waste' must be managed, transported and disposed of in accordance with the Regulations. Advice regarding the regulations should be sought from EPA Division of the Department of Primary Industries, Parks, Water and Environment. Information regarding requirements under the Regulations for the disposal of contaminated soil can be found in the EPA Information Bulletin 105 *Classification and Management of Contaminated Soil for Disposal*.

Public swimming pools or spa pools are to be operated within the requirements of the Recreational Water Quality Guidelines 2007 under the Public Health Act 1997. Notification is to be provided to the Council's Environmental Health Unit of the operation of a public swimming pool or spa pool prior to operation.

If you do not have access to the Council's electronic web page, please phone the Council (City Planning) on 62382715 for assistance.



(Cameron Sherriff)

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.



(Ian Stanley)

MANAGER DEVELOPMENT APPRAISAL

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: 2 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – TasWater form Reference No. TWDA 2015/01576-HCC
Attachment C – Plans, Sun Studies, Servicing
Attachment D – Planning Report
Attachment E – Architectural Statement
Attachment F – Economic Impact Assessment
Attachment G – Supporting Images, Photomontages and Key Map
Attachment H - Council Heritage Officer Report
Attachment I – Townscape Assessment – Leigh Woolley

Supporting Document(s) Attachment 1 – Traffic Impact Assessment
Attachment 2 – Wind Analysis
Attachment 3 - Statement of Archaeological Potential, Impact Assessment & Method Statement
Attachment 4 - WSA Inspection Report
Attachment 5 – Permitted Building Envelope Diagrams
Attachment 6 – Covering Letter Additional Information
Attachment 7 – Stormwater Treatment Information

Attachment A**Documents and Drawings that comprise
Planning Application Number - PLN-15-01162-01**

DEVELOPMENT ADDRESS: **28-32 Elizabeth Street and Adjoining
Elizabeth Street and Trafalgar Place Road
Reserves, HOBART**

LIST OF DOCUMENTATION:

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		03 November 2015
Title	CT 18049/1	24 September 2015
Consent Request	Author: Ireneinc Date: 24 September 2015	24 September 2015
Planning Report	Drawn by: Ireneinc Date of Drawing: 24 September 2015	24 September 2015
Statement of Archaeological Potential, Impact Assessment & Method Statement	Author: Austral Tasmania Date: 06 August 2015	24 September 2015
Traffic Impact Assessment	Author: Midson Traffic pty ltd Date: November 2015	18 November 2015
Economic Impact Analysis	Author: SGS Economics & Planning Date: August 2015	24 September 2015
Architectural Statement	Author: JAWS Architects Date: September 2015	27 October 2015
Wind Assessment	Author: MEL Consultants Date: September 2015	24 September 2015
WSA Inspection Report & Associated CCTV files	Author: NU-JET Date: 26/08/2015	24 September 2015
Concept Services – Drawing Index and Notes	Project No: 15.0197 Drawing No: H001 Revision No: A Drawn by: Gandy and Roberts Date of Drawing: 24.07.15	24 September 2015
Concept Services - Sewer	Project No: 15.0197 Drawing No: H010 Revision No: A Drawn by: Gandy and Roberts Date of Drawing: 24.07.15	24 September 2015
Concept Services - Stormwater	Project No: 15.0197 Drawing No: H011 Revision No: A Drawn by: Gandy and Roberts Date of Drawing: 24.07.15	24 September 2015

Concept Services - Water	Project No: 15.0197 Drawing No: H012 Revision No: A Drawn by: Gandy and Roberts Date of Drawing: 24.07.15	24 September 2015
Covering Letter re: Additional Information	Author: Ireneinc Date: 18 November 2015	18 November 2015
Stormwater Treatment Information	Author: Gandy and Roberts Date: 17 November 2015	18 November 2015
Drawings List	Drawn by: JAWS Architects	27 October 2015
Cover Page and Drawings Schedule	Drawing No: 1514_DA00 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Site Plan	Drawing No: 1514_DA01 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Basement Floor Plan	Drawing No: 1514_DA02 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Ground Floor Plan	Drawing No: 1514_DA03 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Mezzanine Floor Plan	Drawing No: 1514_DA04 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Level 1 Floor Plan	Drawing No: 1514_DA05 Revision: A Drawn by: JAWS Architects Date of Drawing: 06/11/2015	27 November 2015
Level 2, 3 Floor Plan	Drawing No: 1514_DA06 Revision: A Drawn by: JAWS Architects Date of Drawing: 06/11/2015	27 November 2015
Level 4 Floor Plan	Drawing No: 1514_DA07 Revision: A Drawn by: JAWS Architects Date of Drawing: 06/11/2015	27 November 2015
Level 5 Floor Plan	Drawing No: 1514_DA08 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Level 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 Floor Plan	Drawing No: 1514_DA09 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Level 16 Floor Plan	Drawing No: 1514_DA10 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Level 17, 18 Floor Plan	Drawing No: 1514_DA11 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015

Level 19 Floor Plan	Drawing No: 1514_DA12 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Level 20 – Plant Room Floor Plan	Drawing No: 1514_DA13 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Elevation	Drawing No: 1514_DA14 Revision: A Drawn by: JAWS Architects Date of Drawing: 26/10/2015	27 October 2015
Elevation	Drawing No: 1514_DA15 Revision: A Drawn by: JAWS Architects Date of Drawing: 26/10/2015	27 October 2015
Elevations	Drawing No: 1514_DA16 Revision: A Drawn by: JAWS Architects Date of Drawing: 26/10/2015	27 October 2015
Section	Drawing No: 1514_DA17 Revision: A Drawn by: JAWS Architects Date of Drawing: 26/10/2015	27 October 2015
Sun Study – Winter Solstice	Drawing No: 1514_DA18 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Sun Study - Equinox	Drawing No: 1514_DA19 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Sun Study – Summer Solstice	Drawing No: 1514_DA20 Drawn by: JAWS Architects Date of Drawing: 24/09/2015	27 October 2015
Permitted Building Envelope Diagrams	Drawing No: 1514_DA21 Drawn by: JAWS Architects Date of Drawing: 15/10/2015	18 November 2015
Supporting Images – Artistic Impressions of Hotel	Drawn by: JAWS Architects	27 October 2015
Photomontages & Key Map	Author: JAWS Architects	27 October 2015
View 1 – View from Franklin Wharf	Source: JAWS Architects	27 October 2015
View 2 – View from Macquarie Wharf	Source: JAWS Architects	27 October 2015
View 3 – View from the Cenotaph	Source: JAWS Architects	27 October 2015
View 4 – View from Macquarie Street	Source: JAWS Architects	27 October 2015
View 5 – View from Collins Street	Source: JAWS Architects	27 October 2015
View 6 – View from Murray Street	Source: JAWS Architects	27 October 2015
View 7 – View from Elizabeth Street	Source: JAWS Architects	27 October 2015

View 8 – View from Chadwick Court	Source: JAWS Architects	27 October 2015
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Submission to Planning Authority Notice

Council Planning Permit No.	PLN-15-01162	Council notice date	01/10/2015
TasWater details			
TasWater Reference No.	TWDA 2015/01576-HCC	Date of response	08/10/2015
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	hcc@hobartcity.com.au		
Development details			
Address	28-32 ELIZABETH ST, HOBART	Property ID (PID)	7162977
Description of development	Demolition & new hotel development		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Jaws Architects	Floor Plans / 1514-DA00-DA20	--	Sept 2015
Gandy & Roberts	Concept Services Sewer / H010	A	24/07/2015
Gandy & Roberts	Concept Services Water / H012	A	24/07/2015
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized metered water property connection(s) must be provided to service the domestic water and fire demands generated by the proposed development. 2. A suitably sized sewerage property connection must be provided to service the sewage discharge volumes generated by the proposed development. 3. 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. 4. With respect to the proposed swimming pool, only the discharge from the filtration system is permitted to be connected to TasWater's sewerage system. <p>BOUNDARY TRAP AREA</p> <ol style="list-style-type: none"> 5. The developer must provide a sewer boundary trap contained within the property boundaries and the property owner must remain responsible for the ownership, operation and maintenance of the boundary trap. <p><i>Advice: The proposed development is within an area prone to noxious gases and/or persistent odours back venting into the property's sanitary drains.</i></p> <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 6. TasWater's existing DN150 sewer main in Elizabeth St. must be upgraded to DN225 between the proposed new maintenance hole and the existing maintenance hole on the DN400 sewer main in Collins St. 			



Advice: A note should be added to the design plans indicating extreme care is to be exercised when excavating near the DN400 earthenware sewer main in Collins St. as this pipe is fragile and disturbance could result in a major failure/spill.

7. 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.
8. Prior to applying for a Permit to Construct new TasWater 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 showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
9. 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.
10. 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.
11. Prior to Certificate of Compliance 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 plans listed in the schedule of drawings/documents are to be at the expense of the developer and performed by a contractor approved by TasWater, to the satisfaction of TasWater.
12. After testing, 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.
13. At practical completion of the infrastructure water and sewerage works and prior to applying to TasWater for a Certificate of Compliance (Building and Plumbing), 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.
14. 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".
15. 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.



16. A construction management plan must be submitted with the application for TasWater engineering design approval. The construction management plan must detail how the new TasWater sewerage infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any relocation process. The construction plan must be to the satisfaction of TasWater prior to Engineering Design Approval being issued.

TRADE WASTE

17. Prior to the commencement of operation the developer/property owner must obtain consent to discharge trade waste from TasWater.
18. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining consent to discharge.
19. The developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

DEVELOPMENT ASSESSMENT FEES

20. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$1,061.00 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

TRADE WASTE

- A. *Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate of Certifiable Work (Building and/or Plumbing). The Certificate of Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:*
- *Location of all pre-treatment devices i.e. grease arrestor;*
 - *Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and*
 - *Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.*
 - *Details of the proposed use of the premises, including the types of food that will be prepared and served; and*
 - *The estimated number of patrons and/or meals on a daily basis.*
- B. *At the time of submitting the Certificate of Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the Food Supplement form is also required.*
- C. *If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.*

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Further information regarding Trade Waste can be found at www.taswater.com.au

GENERAL

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



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

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.

Declaration

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

Authorised by

A handwritten signature in black ink, appearing to read "J. Taylor".

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

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents
relevant to the application for a planning
permit No.PLN-15-01162-01 and was
received on the 27 October 2015.

Planning Authority: Hobart City Council

Attachment C



PALACE HOTEL

Drawing No:	Description
1514_DA00	Cover Page & Drawing Schedule
1514_DA01	Site Plan
1514_DA02	Basement Floor Plan
1514_DA03	Ground Floor Plan
1514_DA04	Mezzanine Floor Plan
1514_DA05	Level 1 Floor Plan
1514_DA06	Level 2,3. Floor Plan
1514_DA07	Level 4 Floor Plan
1514_DA08	Level 5 Floor Plan
1514_DA09	Level 6,7,8,9,10,11,12,13,14,15 Floor Plan
1514_DA10	Level 16 Floor Plan
1514_DA11	Level 17,18 Floor Plan
1514_DA12	Level 19 Floor Plan
1514_DA13	Level 20 - Plant Room Floor Plan
1514_DA14	Elevation
1514_DA15	Elevation
1514_DA16	Elevations
1514_DA17	Section
1514_DA18	Sun Study - Winter Solstice
1514_DA19	Sun Study - Equinox
1514_DA20	Sun Study - Summer Solstice

FILE: P:\1514 Elizabeth St Hobart\11.0 DRAWINGS\1514_Hotel\model_DA_v19.dwg

REVISIONS:
DATE
BY
DESCRIPTION

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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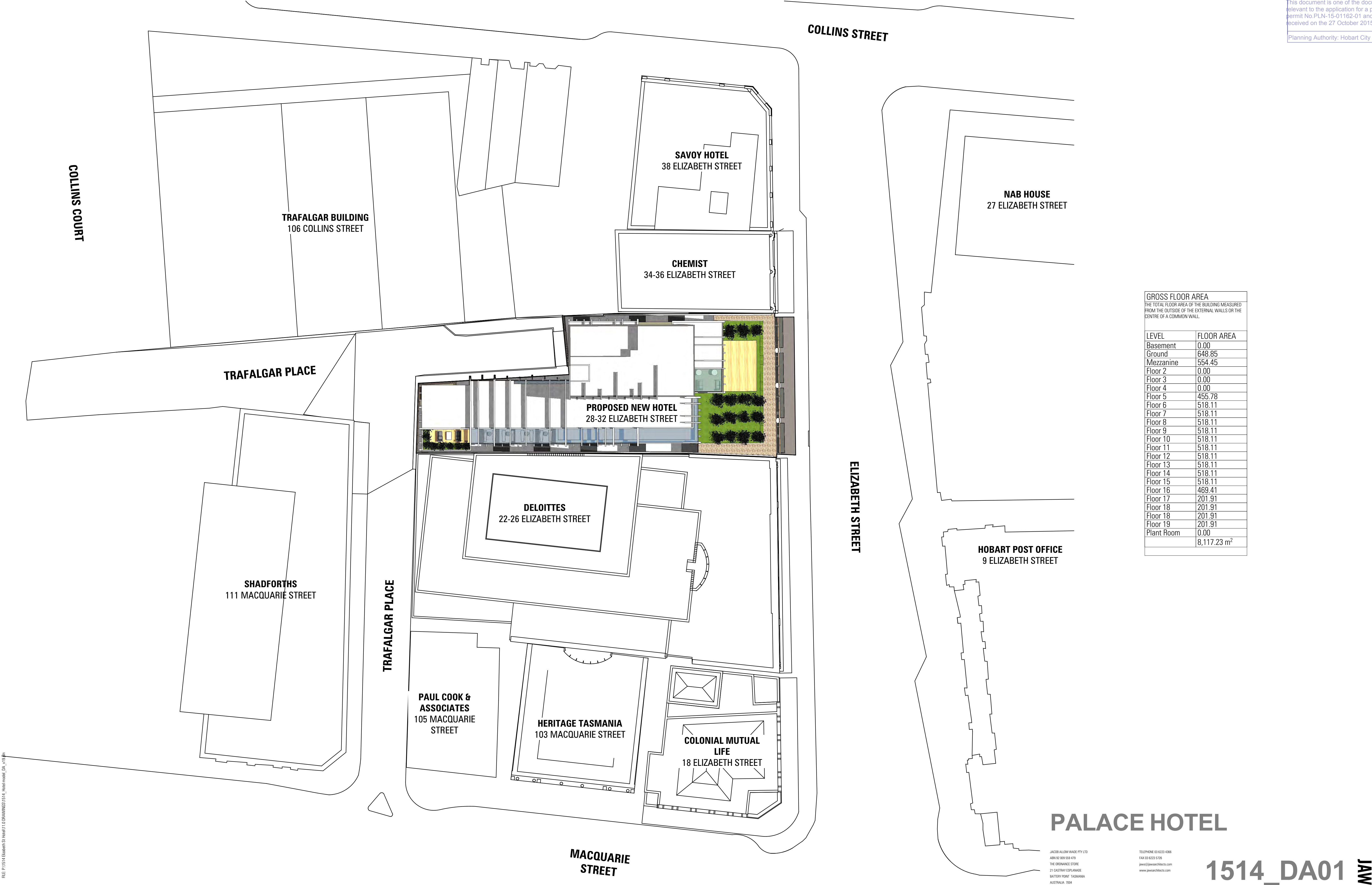
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CAO REF	1514_Hotel model_DA_v19.pln		

DRAWING
**Cover Page & Drawing
Schedule**

DRAWING NO 1514_DA00 REV

1514_DA00

ARCHITECTSMWJ



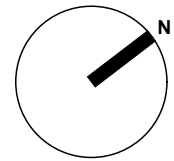
GROSS FLOOR AREA	
THE TOTAL FLOOR AREA OF THE BUILDING MEASURED FROM THE OUTSIDE OF THE EXTERNAL WALLS OR THE CENTRE OF A COMMON WALL.	
LEVEL	FLOOR AREA
Basement	0.00
Ground	648.85
Mezzanine	554.45
Floor 2	0.00
Floor 3	0.00
Floor 4	0.00
Floor 5	455.78
Floor 6	518.11
Floor 7	518.11
Floor 8	518.11
Floor 9	518.11
Floor 10	518.11
Floor 11	518.11
Floor 12	518.11
Floor 13	518.11
Floor 14	518.11
Floor 15	518.11
Floor 16	469.41
Floor 17	201.91
Floor 18	201.91
Floor 18	201.91
Floor 19	201.91
Plant Room	0.00
	8,117.23 m²

FILE: P1514 Elizabeth St Hotel(1)10 DRAWINGS1514_1 Hotel model_DA_v19.plt

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DEVELOPMENT APPLICATION

PROJECT
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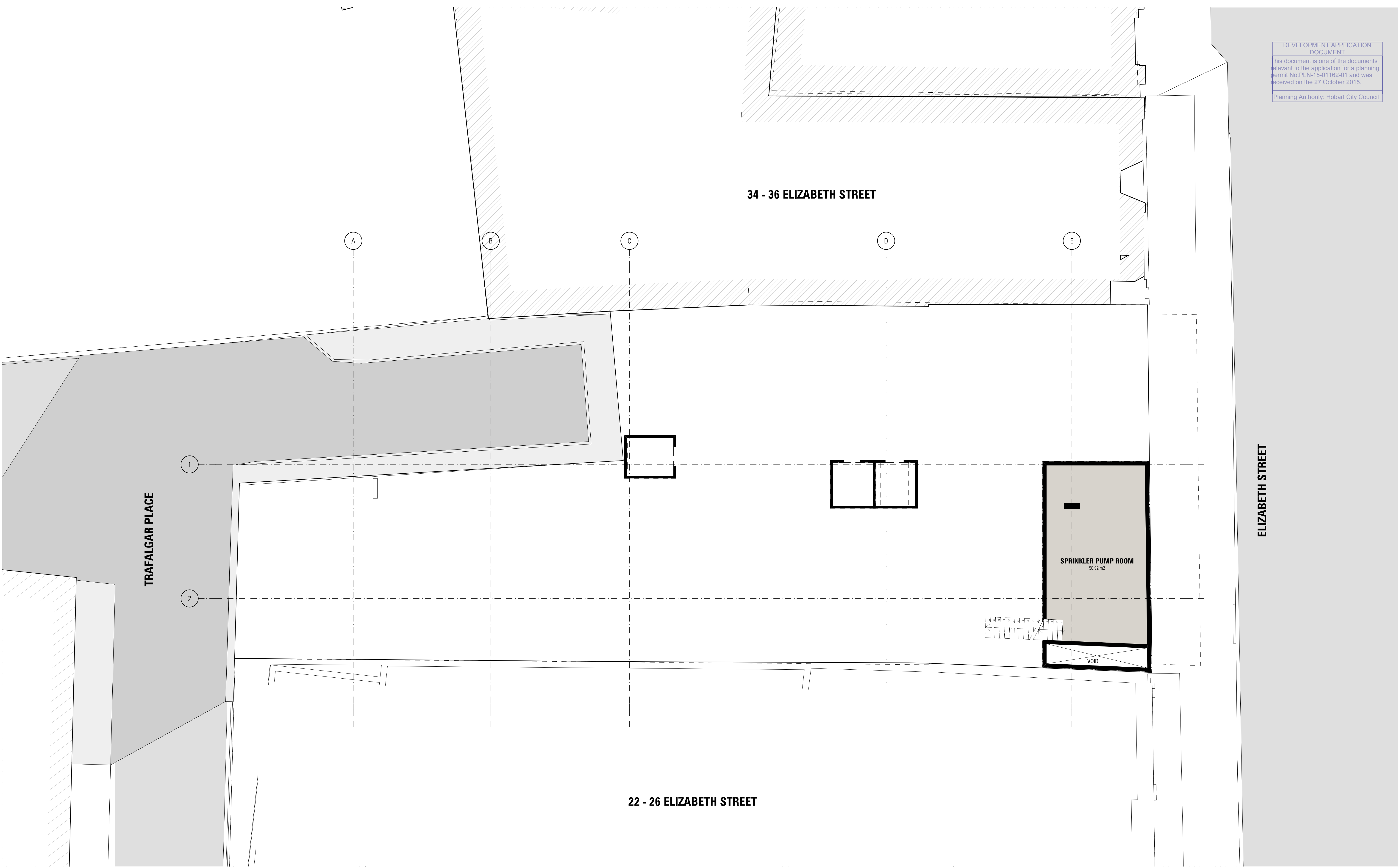
Site Plan

DRAWING NO 1514_DA01

REV

1514_DA01

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DEVELOPMENT APPLICATION
DOCUMENT

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relevant to the application for a planning
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Planning Authority: Hobart City Council



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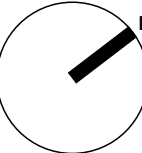
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DATE
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DEVELOPMENT APPLICATION



PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000



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ACCREDITATION NUMBER	CC102TV
DATE	24/09/2015
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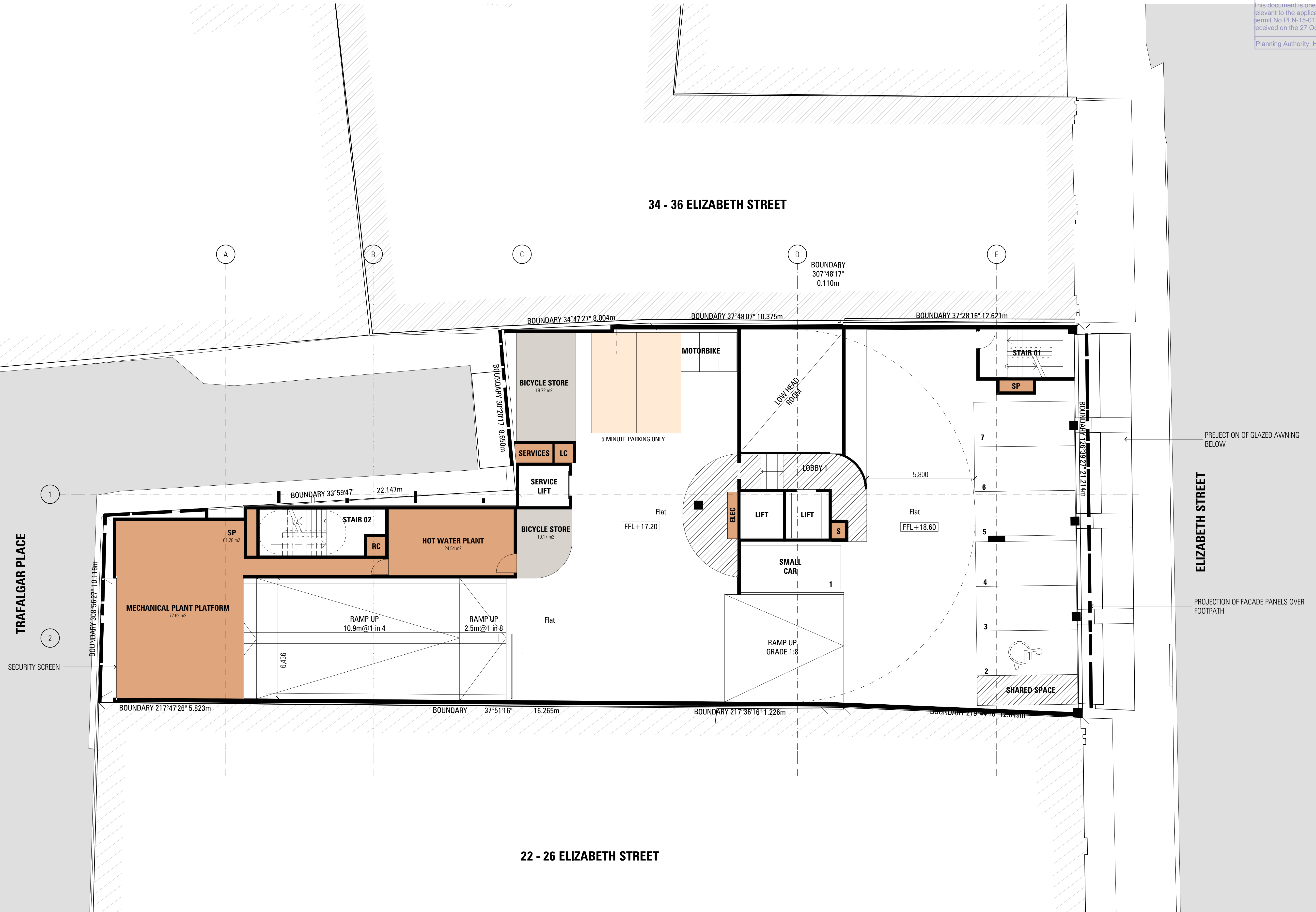
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DRAWING
Mezzanine Floor Plan

DRAWING NO 1514_DA04

REV

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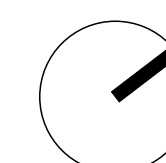


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1514_DA05

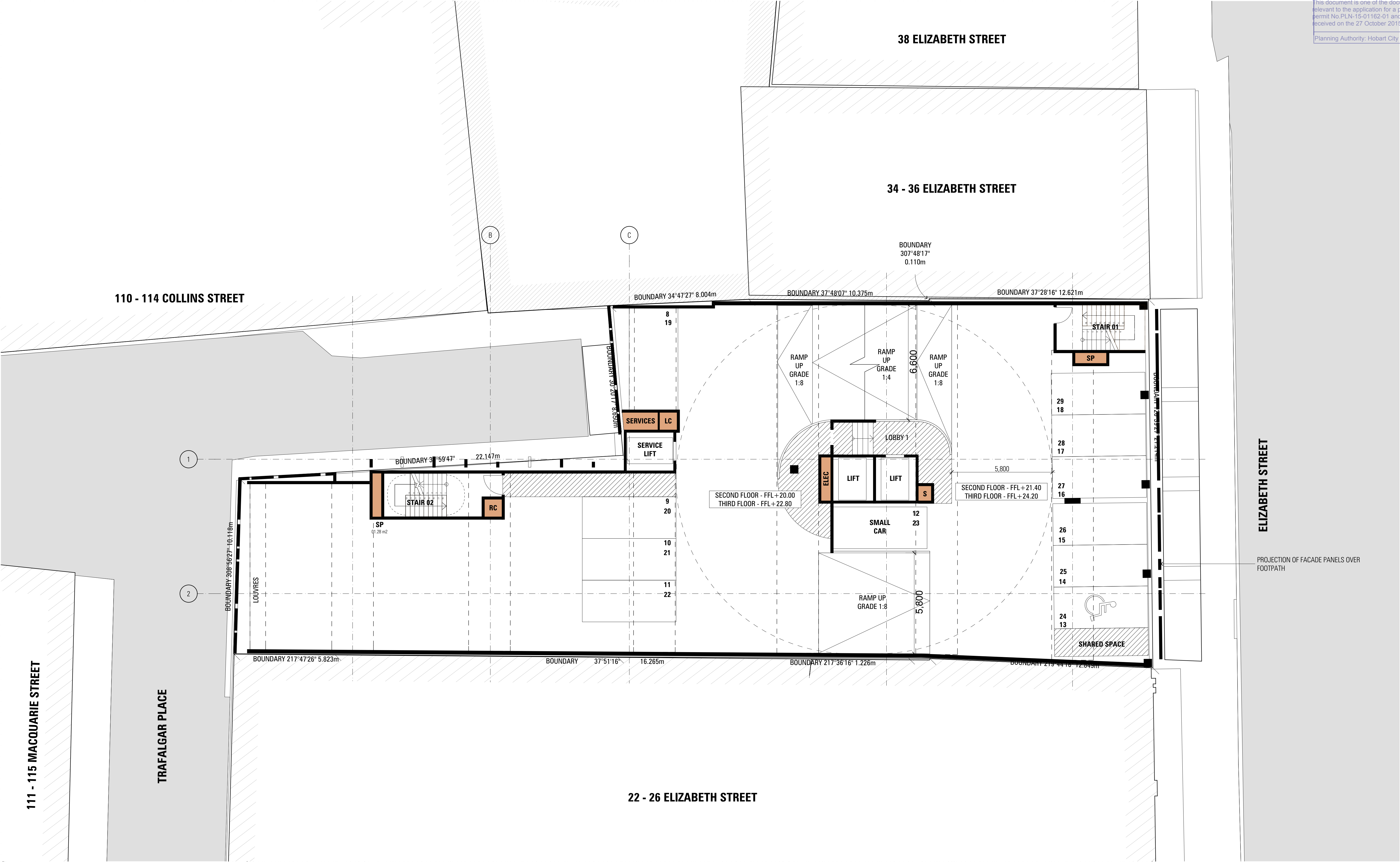
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Level 1 Floor Plan

DRAWING NO 1514 DA05

EV

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FILE: P1514_Elizabeth

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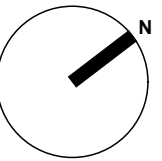
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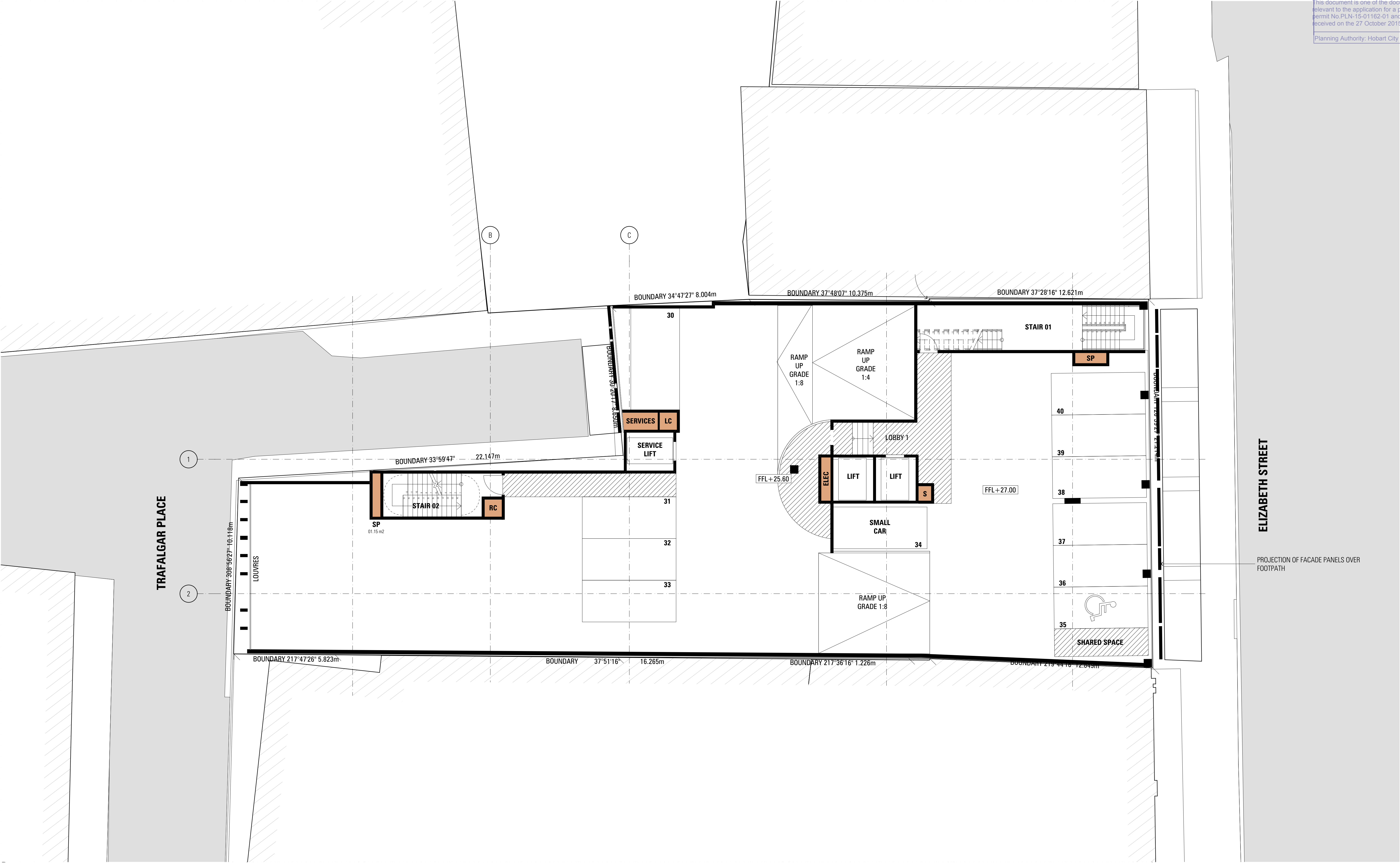
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Level 2,3, Floor Plan

DRAWING NO 1514_DA06

REV

1514_DA06

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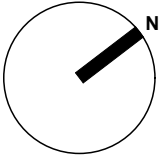
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DRAWING
Level 4 Floor Plan

DRAWING NO **1514_DA07**

REV

1514_DA07

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TRAFALGAR PLACE

34 - 36 ELIZABETH STREET

ELIZABETH STREET

PROJECTION OF FACADE PANELS OVER FOOTPATH

22 - 26 ELIZABETH STREET

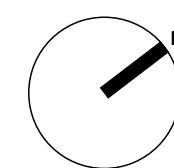
DEVELOPMENT APPLICATION

1514_DA08

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PROJECT
PALACE HOTEL
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CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 5 Floor Plan

DRAWING NO 1514_DA08

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TRAFALGAR PLACE

34 - 36 ELIZABETH STREET

ELIZABETH STREET

22 - 26 ELIZABETH STREET

LEVEL 6 - FFL+33.00
LEVEL 7 - FFL+36.20
LEVEL 8 - FFL+39.40
LEVEL 9 - FFL+42.60
LEVEL 10 - FFL+45.80
LEVEL 11 - FFL+49.00
LEVEL 12 - FFL+52.20
LEVEL 13 - FFL+55.40
LEVEL 14 - FFL+58.60
LEVEL 15 - FFL+61.80

0 2m 10m

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DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
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CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 6,7,8,9,10,11,12,13,14,15
Floor Plan

DRAWING NO 1514_DA09

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DEVELOPMENT APPLICATION

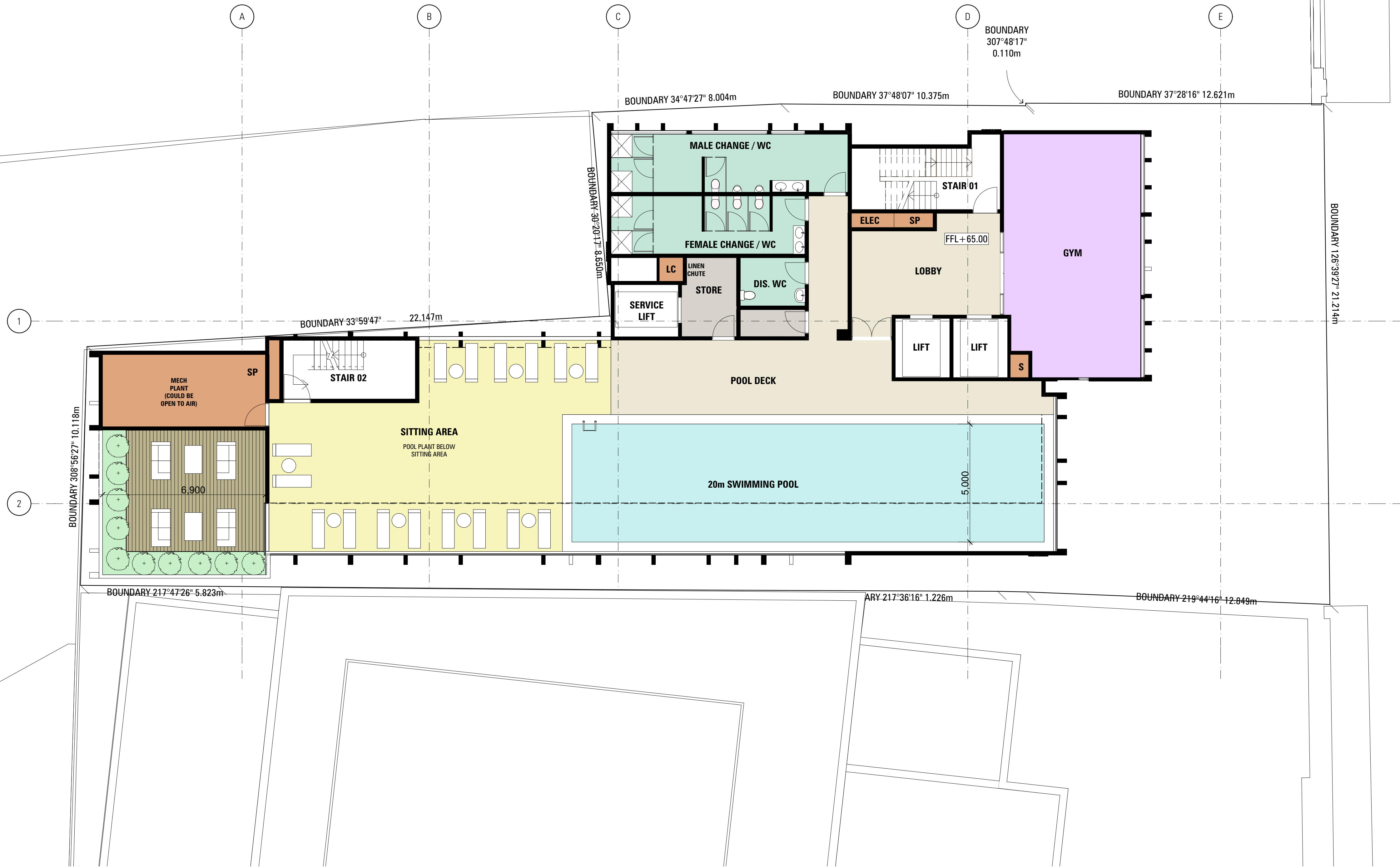
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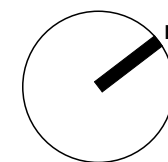
TRAFALGAR PLACE

34 - 36 ELIZABETH STREET



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DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514 Hotel model DA v19.pln		

DRAWING
Level 16 Floor Plan

DRAWING NO **1514_DA10**

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DEVELOPMENT APPLICATION

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FILE: P1514_Elizabeth St

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DEVELOPMENT APPLICATION

22 - 26 ELIZABETH STREET

34 - 36 ELIZABETH STREET

ELIZABETH STREET

1514_DA11

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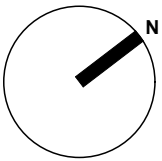
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CHECKED	NM	ACCREDITATION NUMBER	CC102TV
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DRAWING
Level 17,18 Floor Plan

DRAWING NO 1514_DA11

REV



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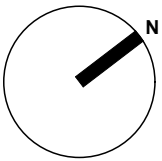
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DESCRIPTION

DEVELOPMENT APPLICATION



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28 Elizabeth Street
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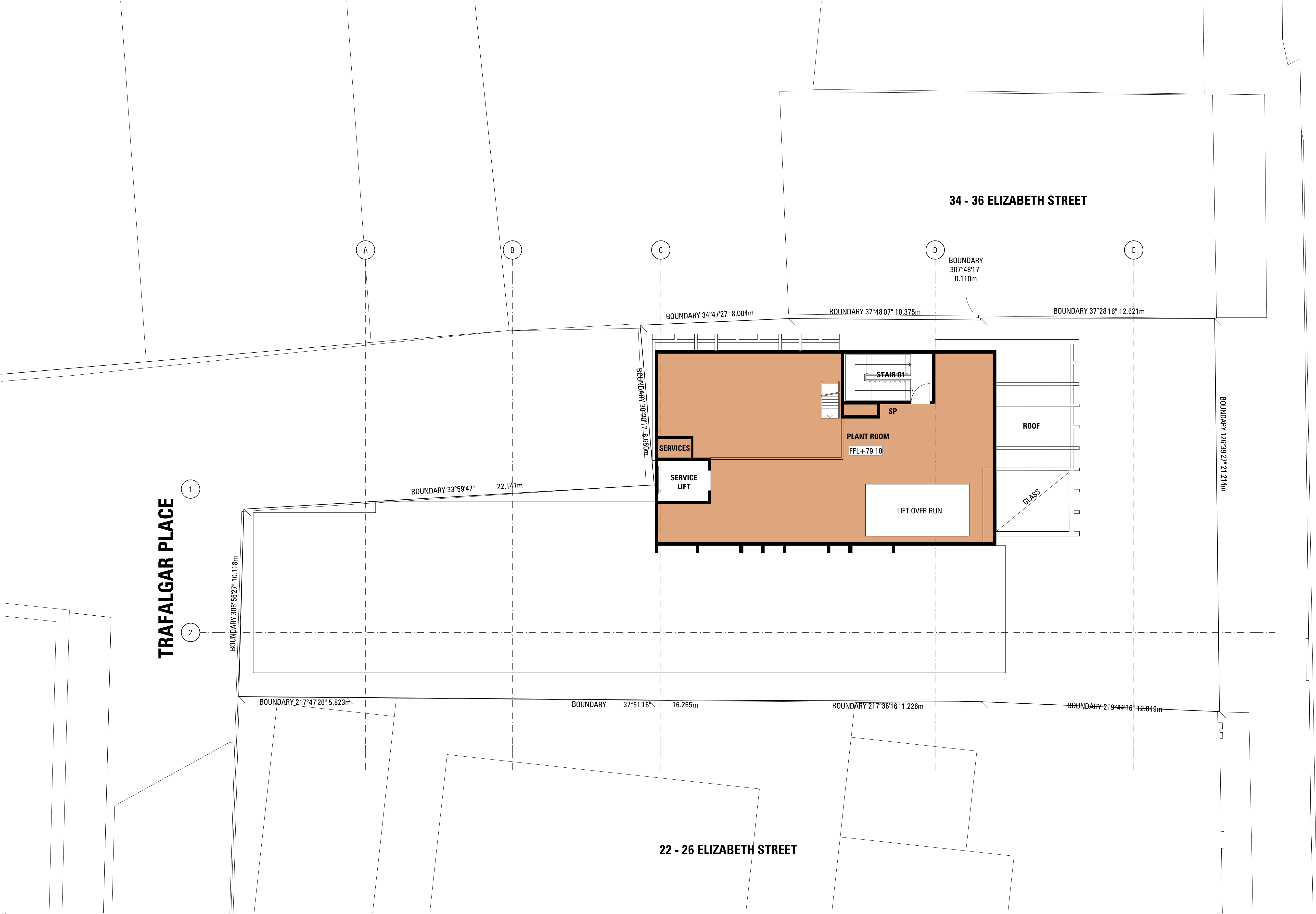
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Level 19 Floor Plan

DRAWING NO 1514_DA12

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1514_DA12

ARCHITECTSMW



FILE: P1514 Elizabeth St

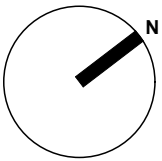
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DEVELOPMENT APPLICATION



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CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 20 - Plant Room Floor Plan

DRAWING NO 1514_DA13

REV

1514_DA13

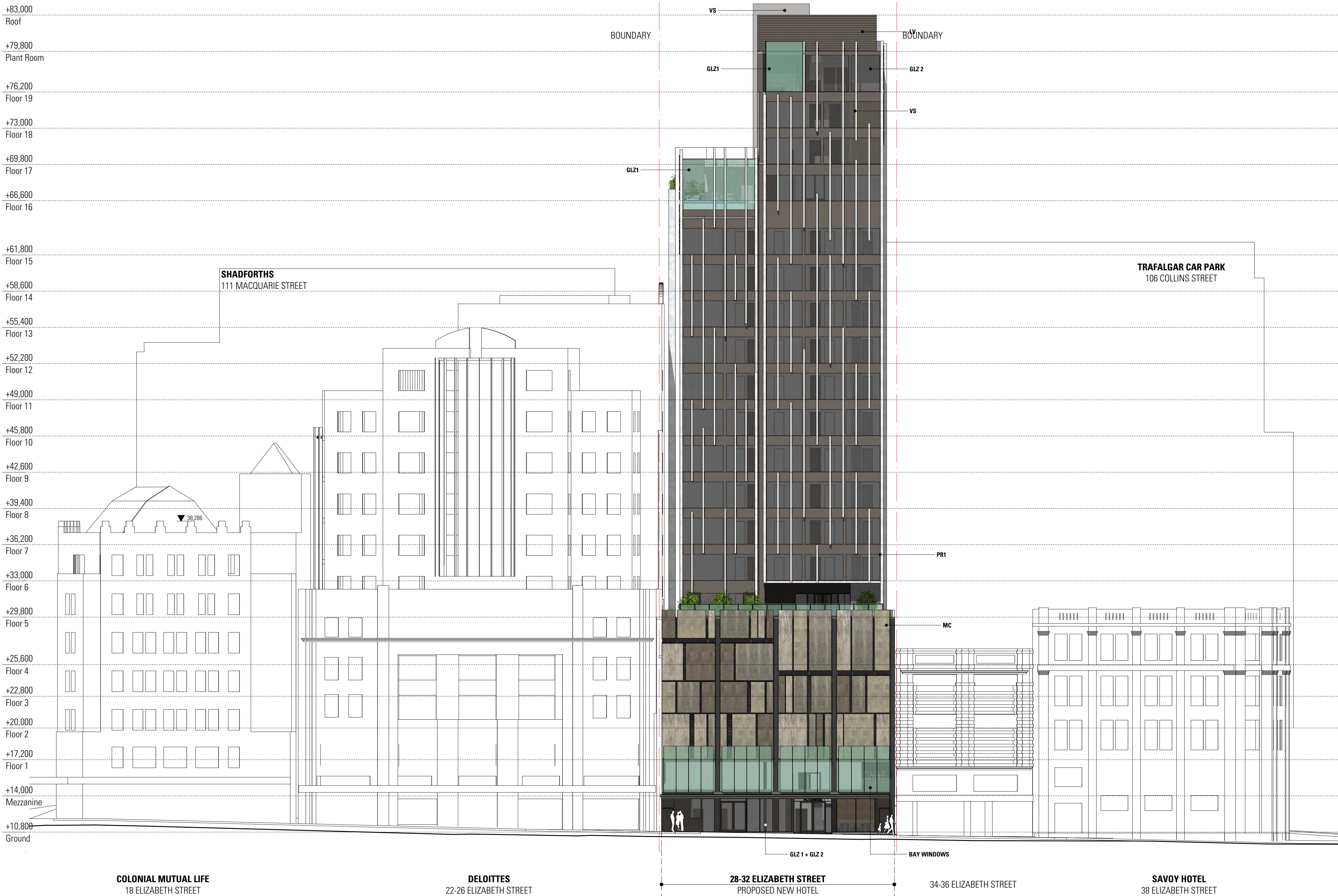
ARCHITECTSMW

VS	VERTICAL SUNSHADE (POWDERCOATED ALUMINIUM)
LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PR1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PR2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MC	TEXTURED METAL CLADDING
AW	AWNING GLAZED

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 27 October 2015.

Planning Authority: Hobart City Council



1 North East Elevation | Elizabeth Street Elevation 1:200

FILE: P1514 Elizabeth St North 11.0 DRAWINGS1514_1 Hotel model_DA_v19.plt

REVISIONS:
DATE
BY
DESCRIPTION

DEVELOPMENT APPLICATION



PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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SCALE	1:200 @ A1 1:400 @ A3	DRAWING NO	1514_DA14
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514_Hotel model_DA_v19.plt	REV	A

Elevation

DRAWING NO 1514_DA14

REV A

1514_DA14

ARCHITECTSMW

VS	VERTICAL SUNSHADE (POWDERCOATED ALUMINIUM)
LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PR1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PR2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MC	TEXTURED METAL CLADDING
AW	AWNING GLAZED



DEVELOPMENT APPLICATION
DOCUMENT

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relevant to the application for a planning
permit No.PLN-15-01162-01 and was
received on the 27 October 2015.

Planning Authority: Hobart City Council

FILE: P1514 Elizabeth St Hotel(1)10 DRAWINGS1514 Hotel model_DA_v19.plt

REVISIONS:
DATE
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DESCRIPTION

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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SCALE	1:200 @ A1 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC102TV
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Elevation

DRAWING NO 1514_DA15

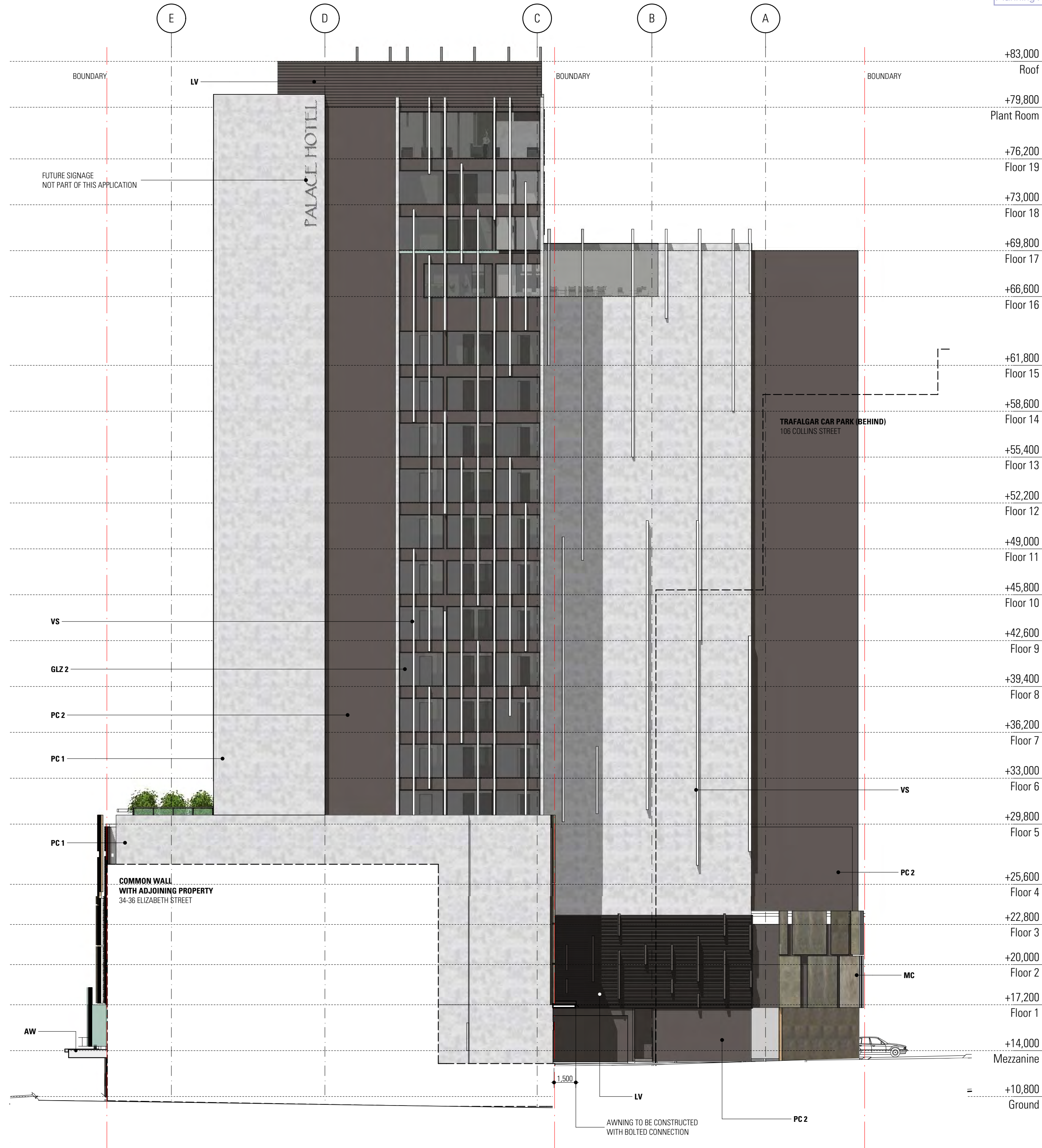
REV A

1514_DA15

ARCHITECTSMAW



1 South West Elevation | Trafalga Place Elevation
1:200



2 North West Elevation
1:200

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LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PR1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PR2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MC	TEXTURED METAL CLADDING
AW	AWNING GLAZED

FILE: P1514_Elizabeth St Hotel/11.0 DRAWINGS/1514_16 Hotel model_DA_v19.plt

REVISIONS:
DATE
BY
DESCRIPTION

DEVELOPMENT APPLICATION

0 2m 10m

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SCALE				
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015	
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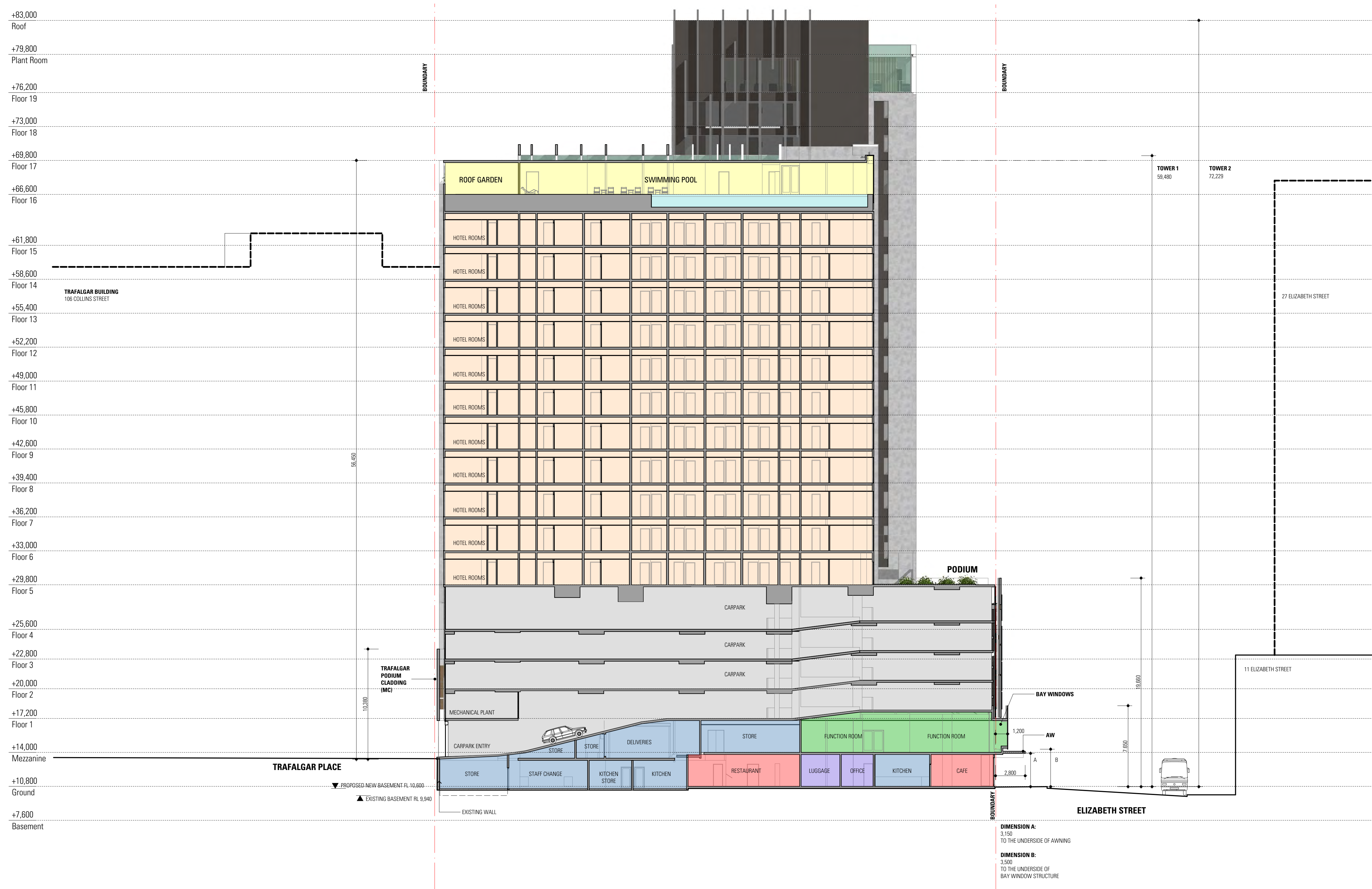
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Elevations

DRAWING NO 1514_DA16

REV A

1514_DA16

ARCHITECTSMAW



FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514 Hotel model DA_v19.pjn

REVISIONS:
REV # DATE:
(Description)

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1514_DA17 JAW

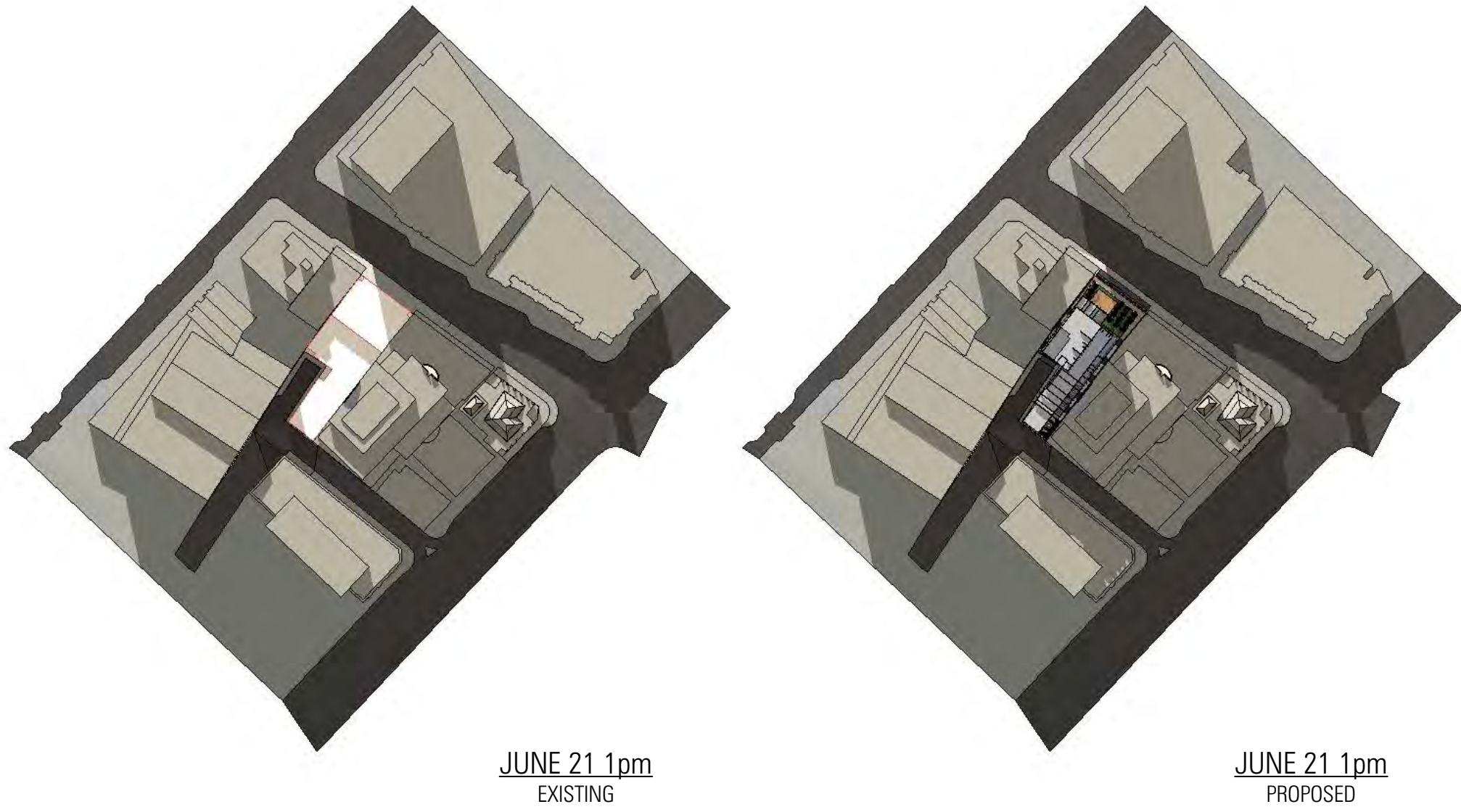
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DRAWING

Section

DRAWING NO 1514 DA17

REV A



FILE: P1514 Elizabeth St Model 11.0.DRAW

REVISIONS:
DATE
BY
DESCRIPTION

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
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Hobart, TAS, 7000

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SCALE		
DATE	SEPTEMBER 2015	PLOT DATE 24/09/2015
DRAWN	LW	ACCREDITED DESIGNER NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER CC102TV
CAO REF	1514_Hotel model_DA_v19.pln	

DRAWING
Sun Study - Winter Solstice

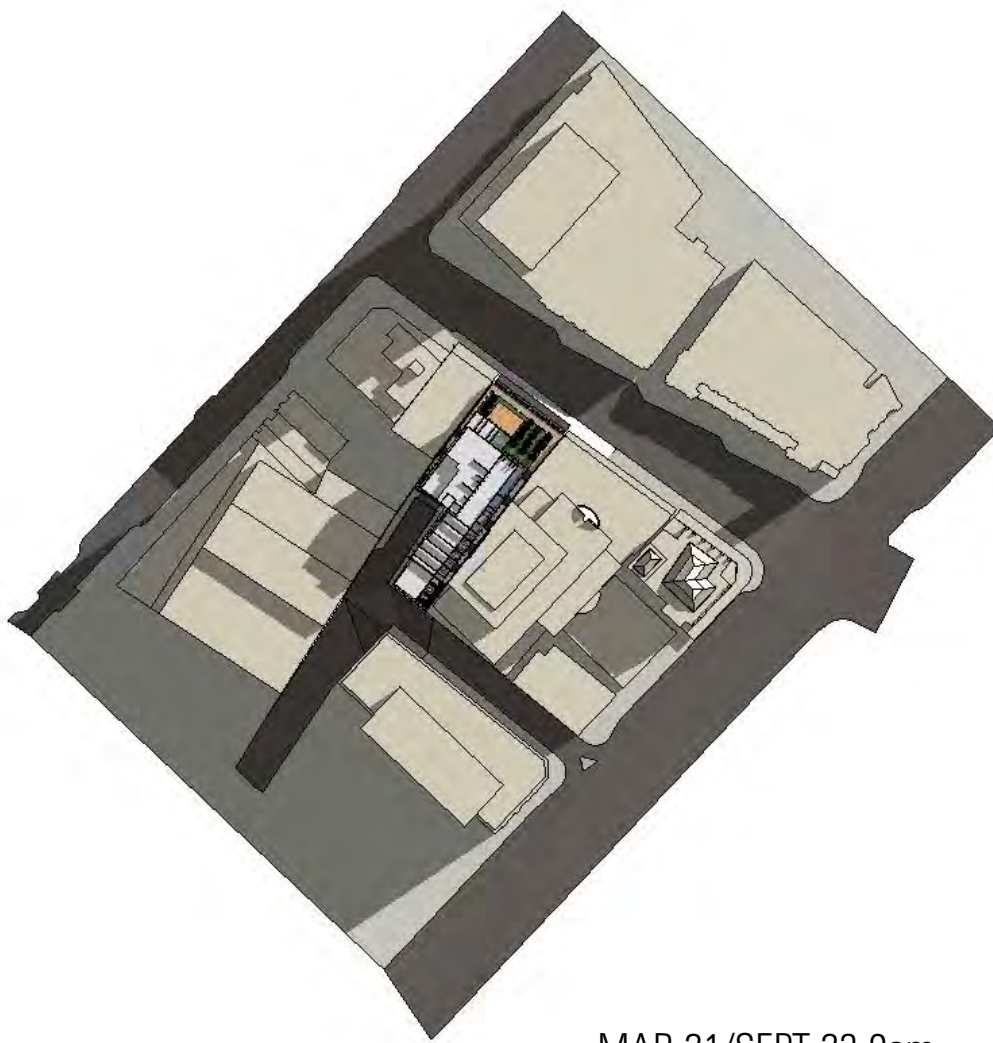
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1514_DA18

ARCHITECTSMW



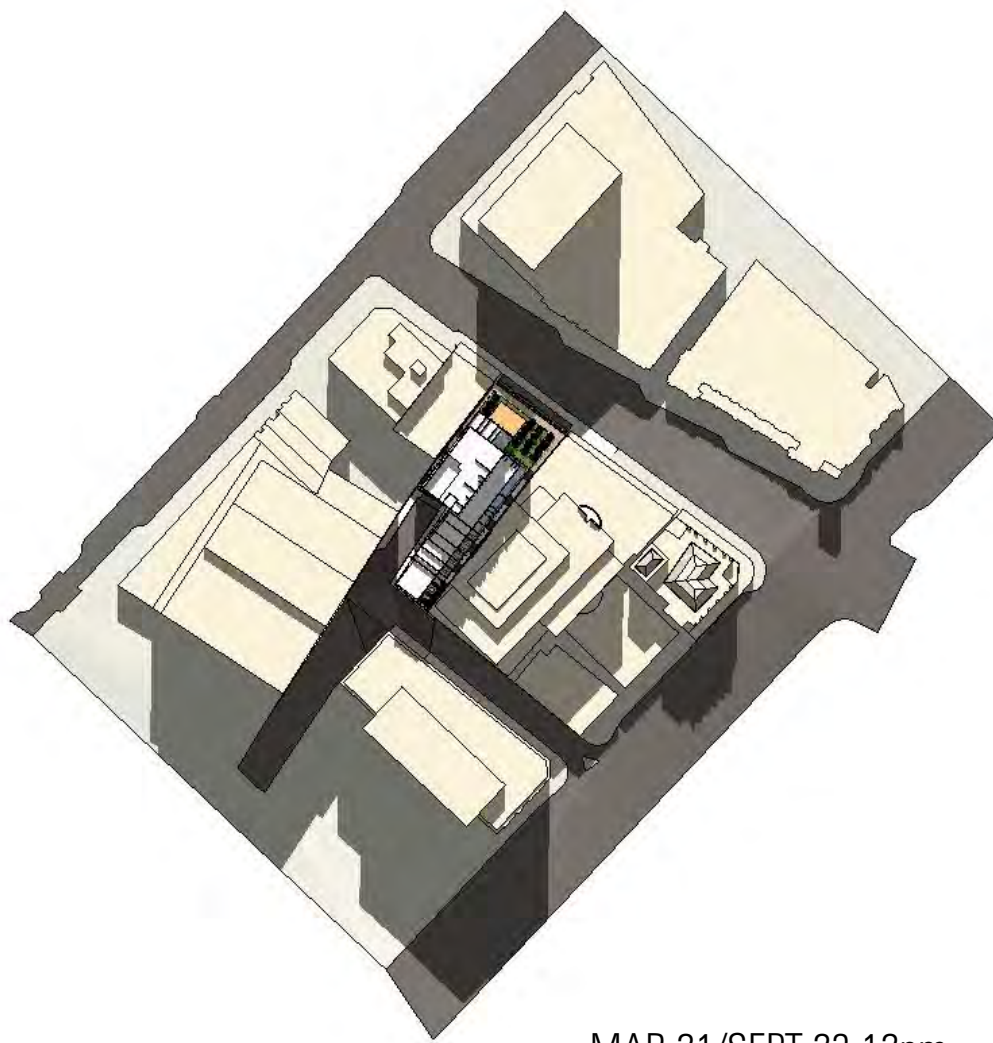
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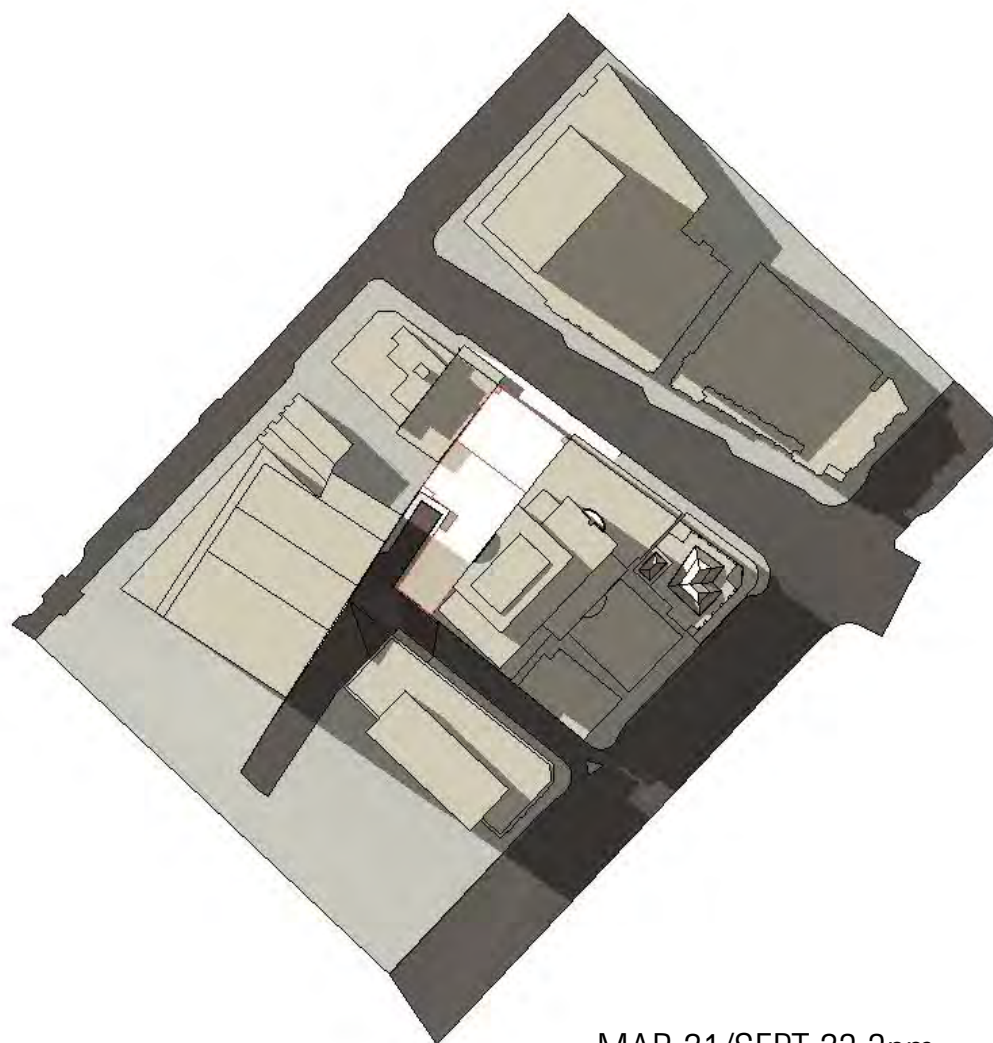
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MAR 21/SEPT 23 12pm
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MAR 21/SEPT 23 12pm
PROPOSED



MAR 21/SEPT 23 3pm
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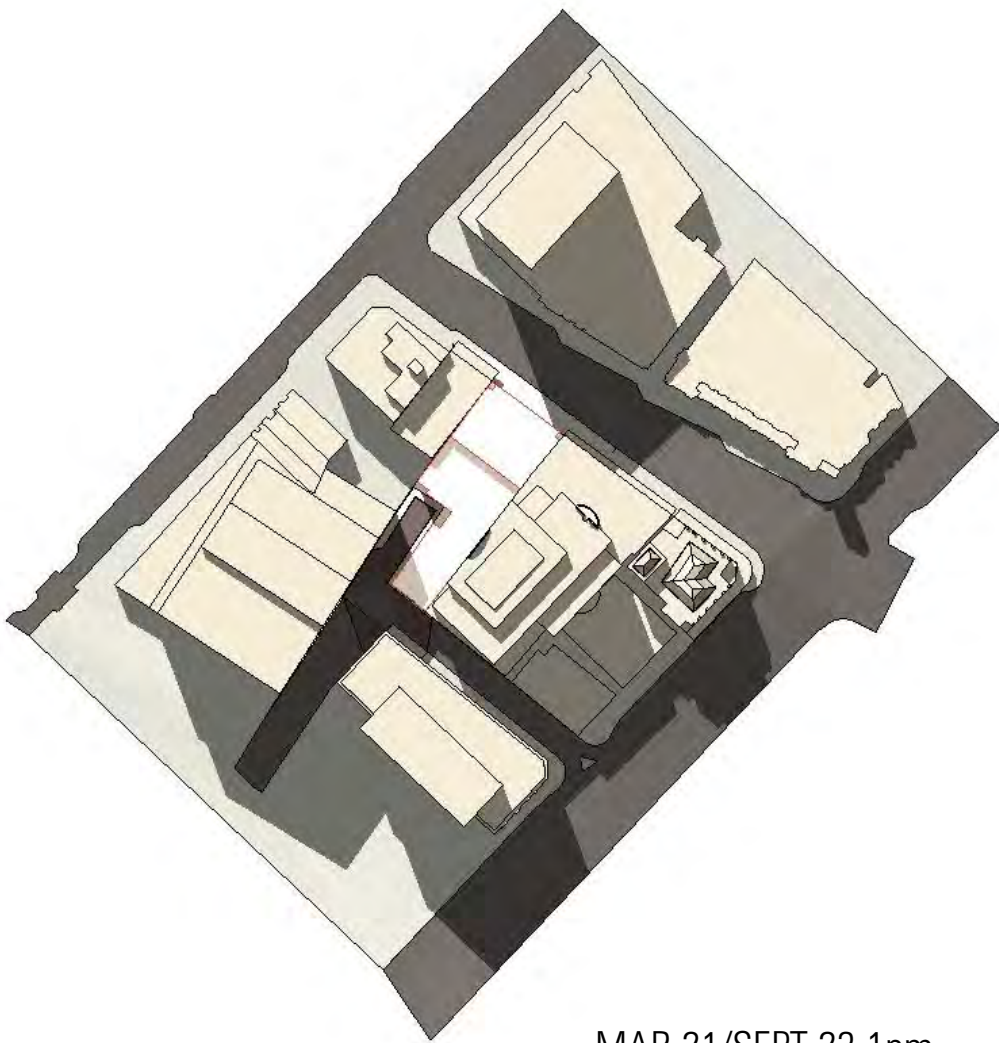
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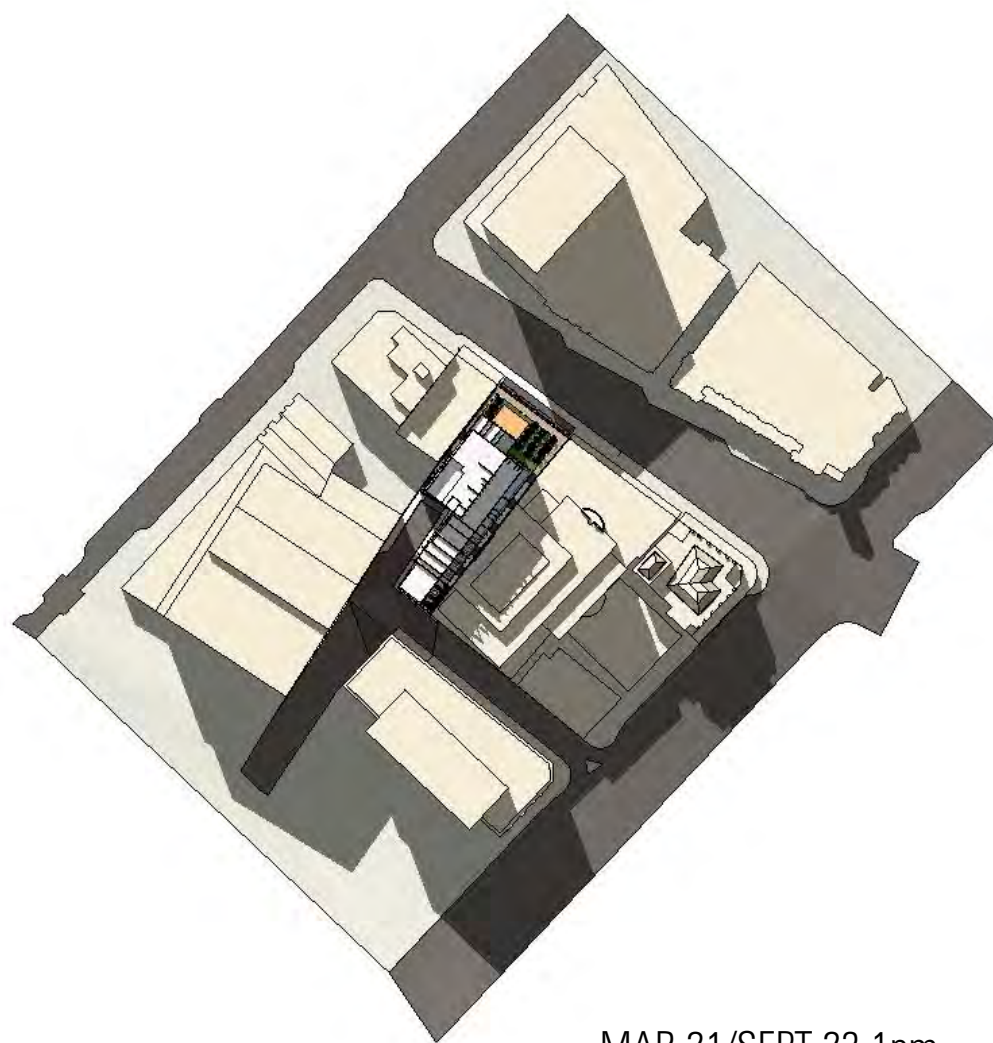
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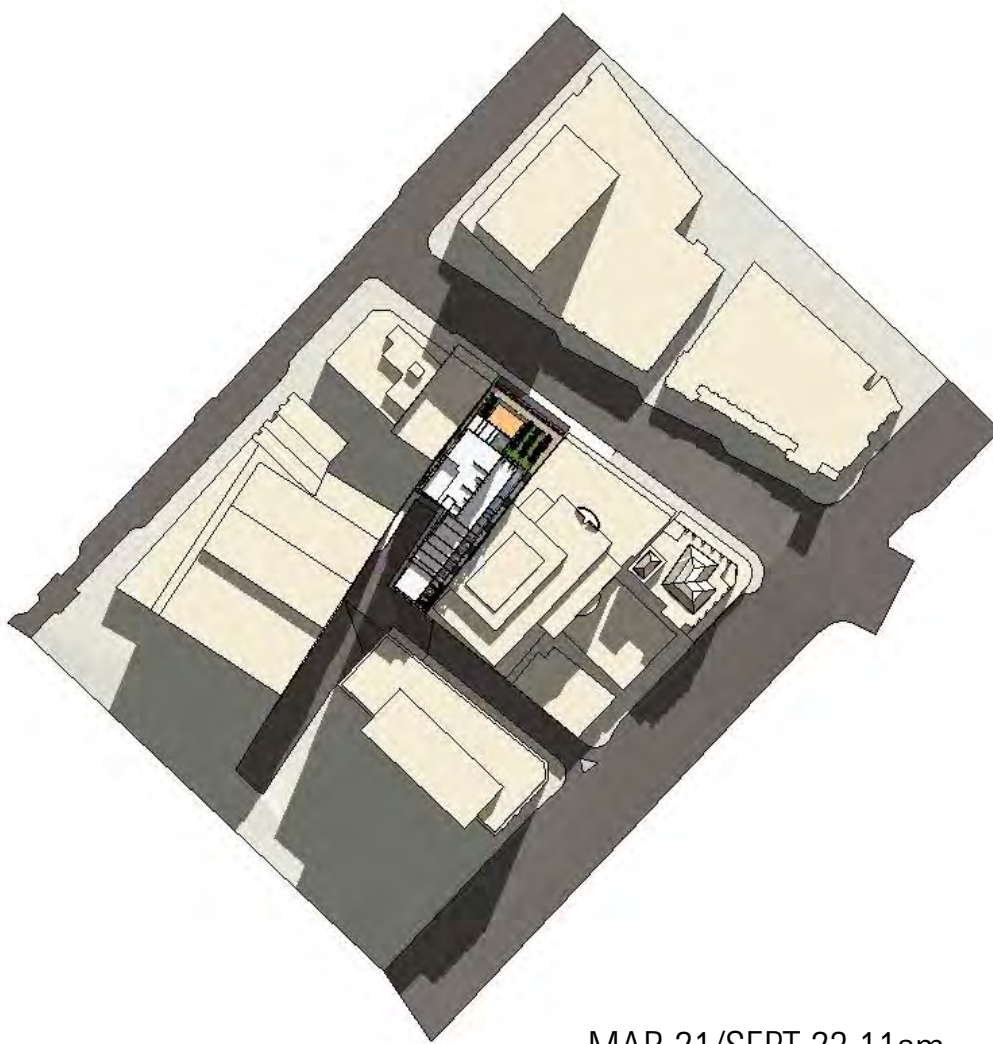
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MAR 21/SEPT 23 1pm
PROPOSED



MAR 21/SEPT 23 11am
EXISTING



MAR 21/SEPT 23 11am
PROPOSED



MAR 21/SEPT 23 2pm
EXISTING



MAR 21/SEPT 23 2pm
PROPOSED

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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SCALE			
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
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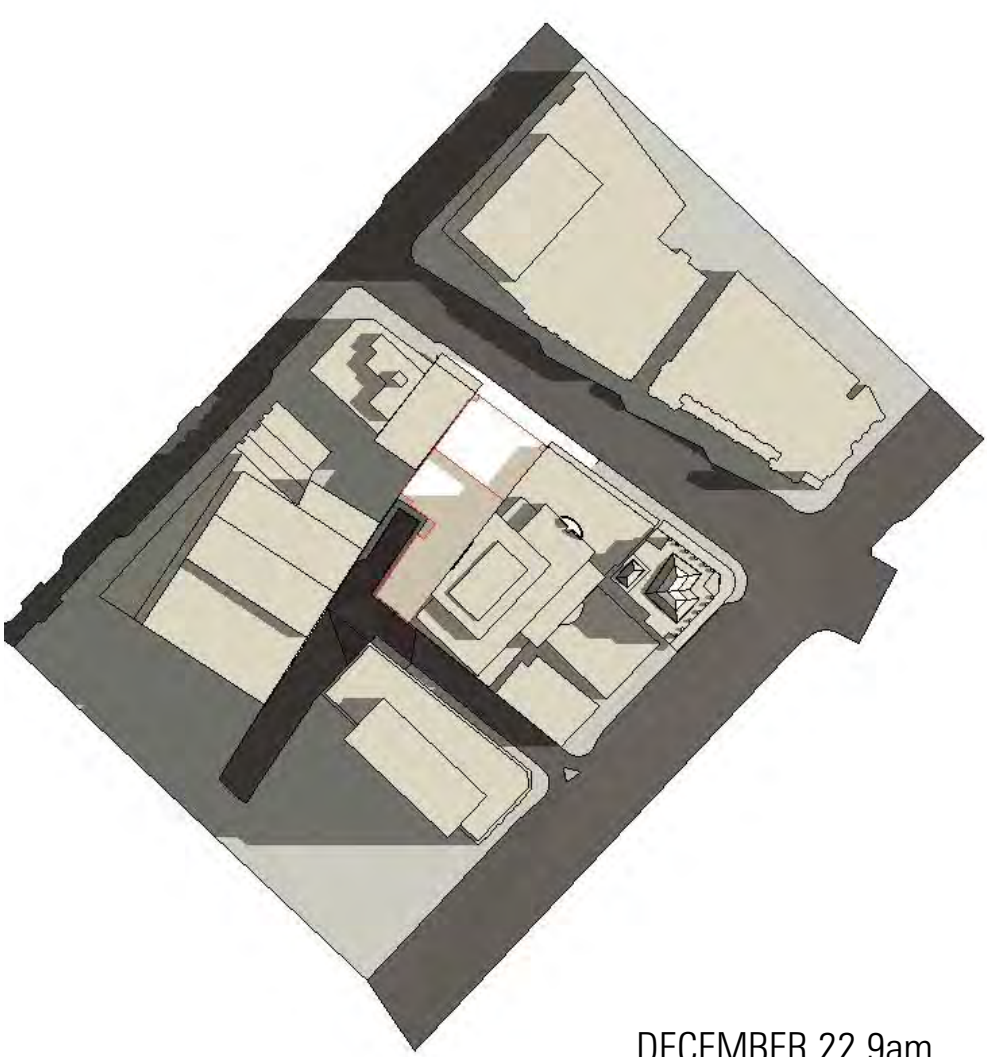
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Sun Study - Equinox

DRAWING NO **1514_DA19**

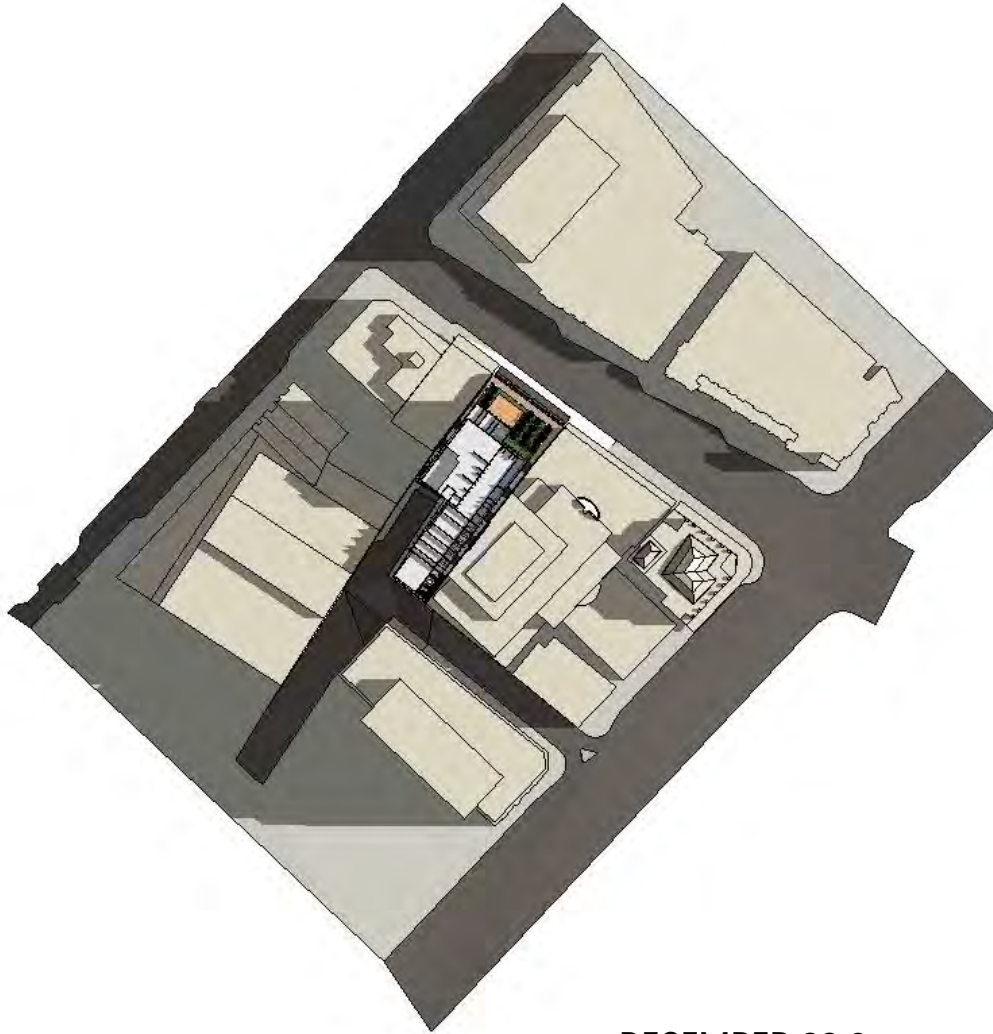
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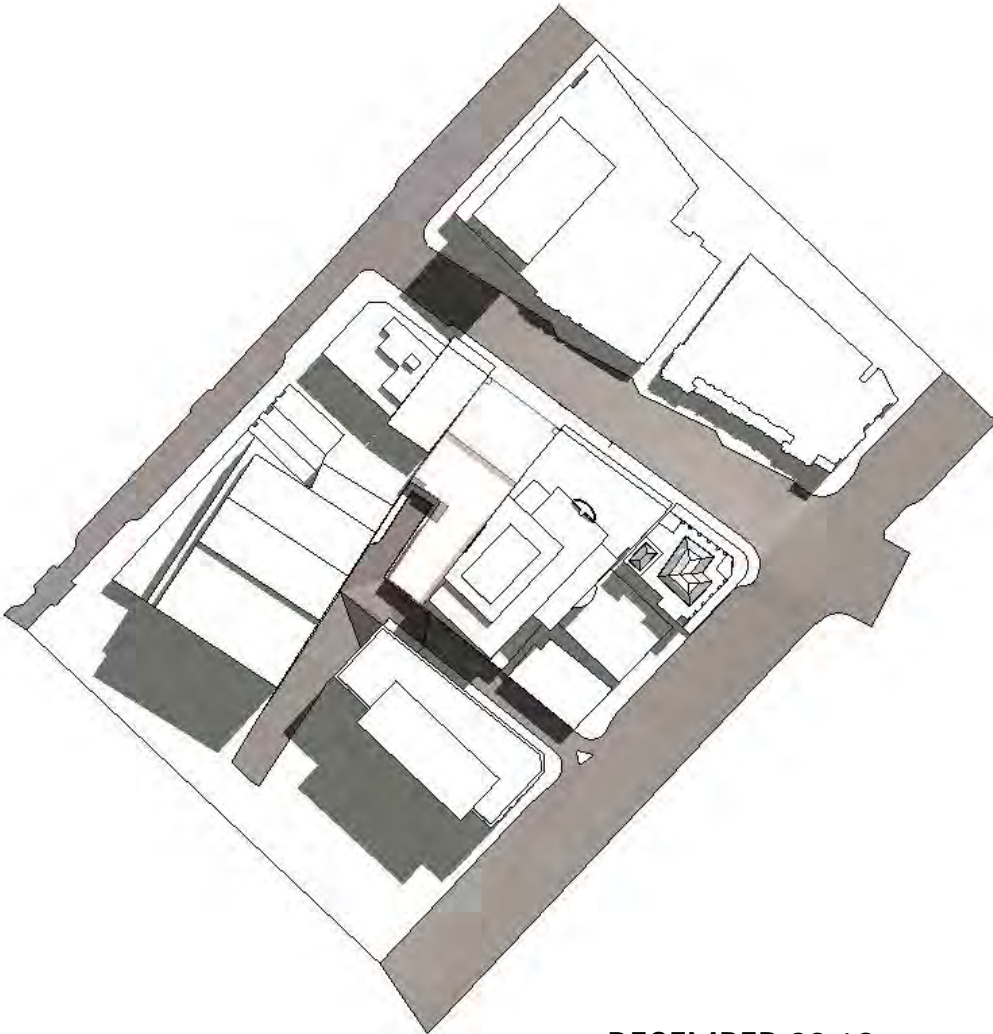
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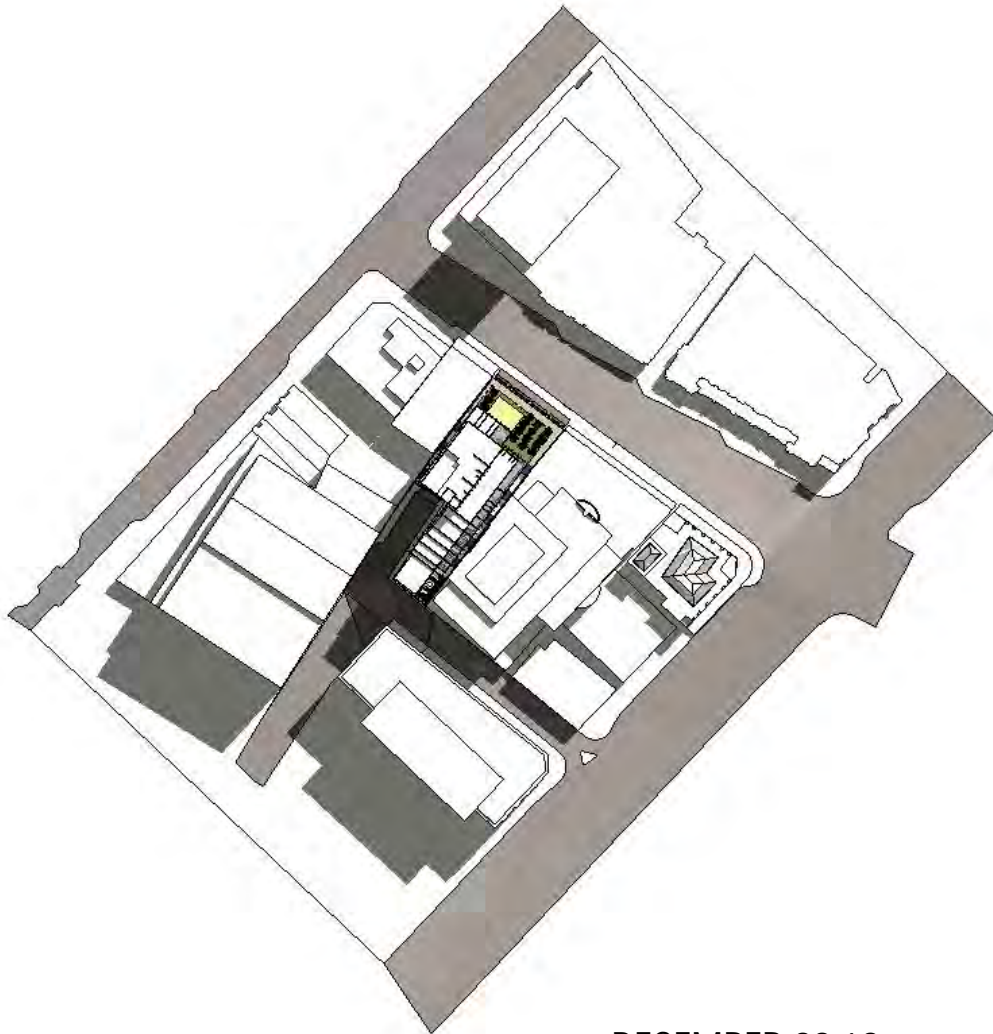
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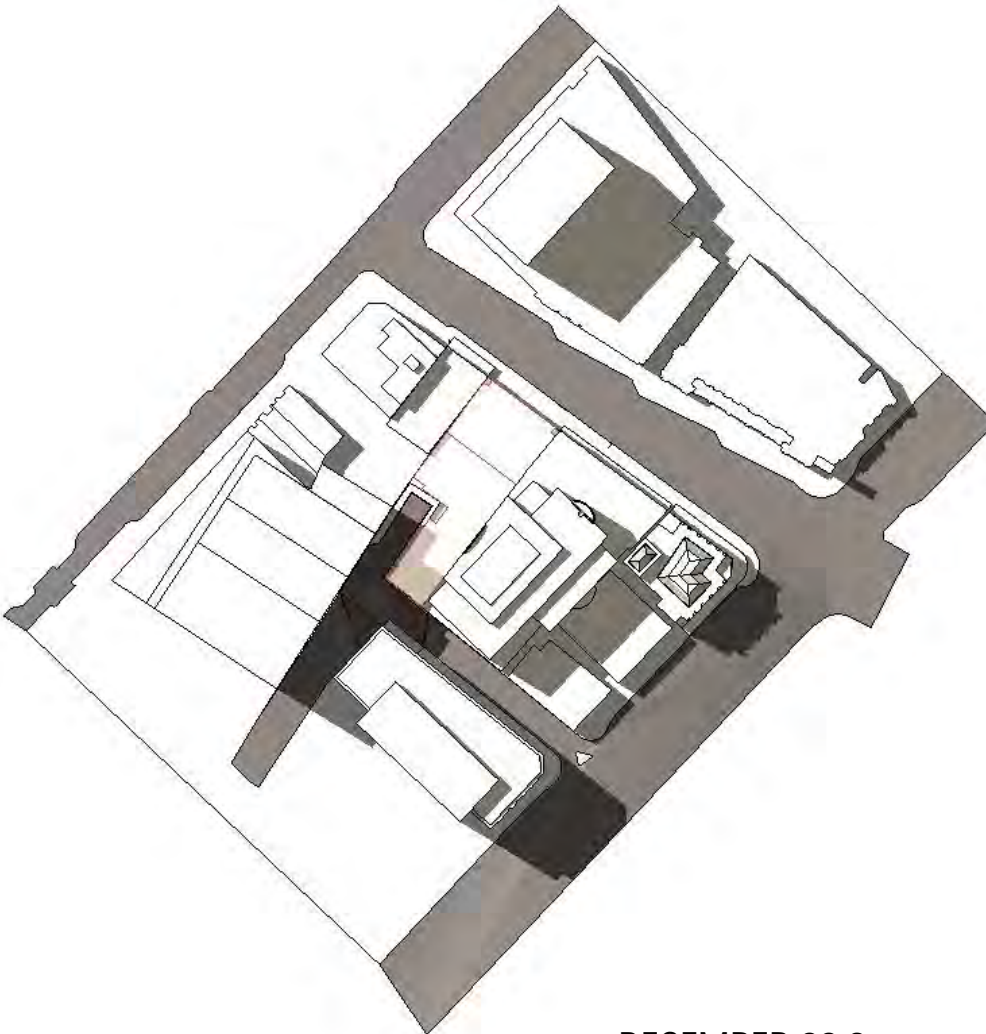
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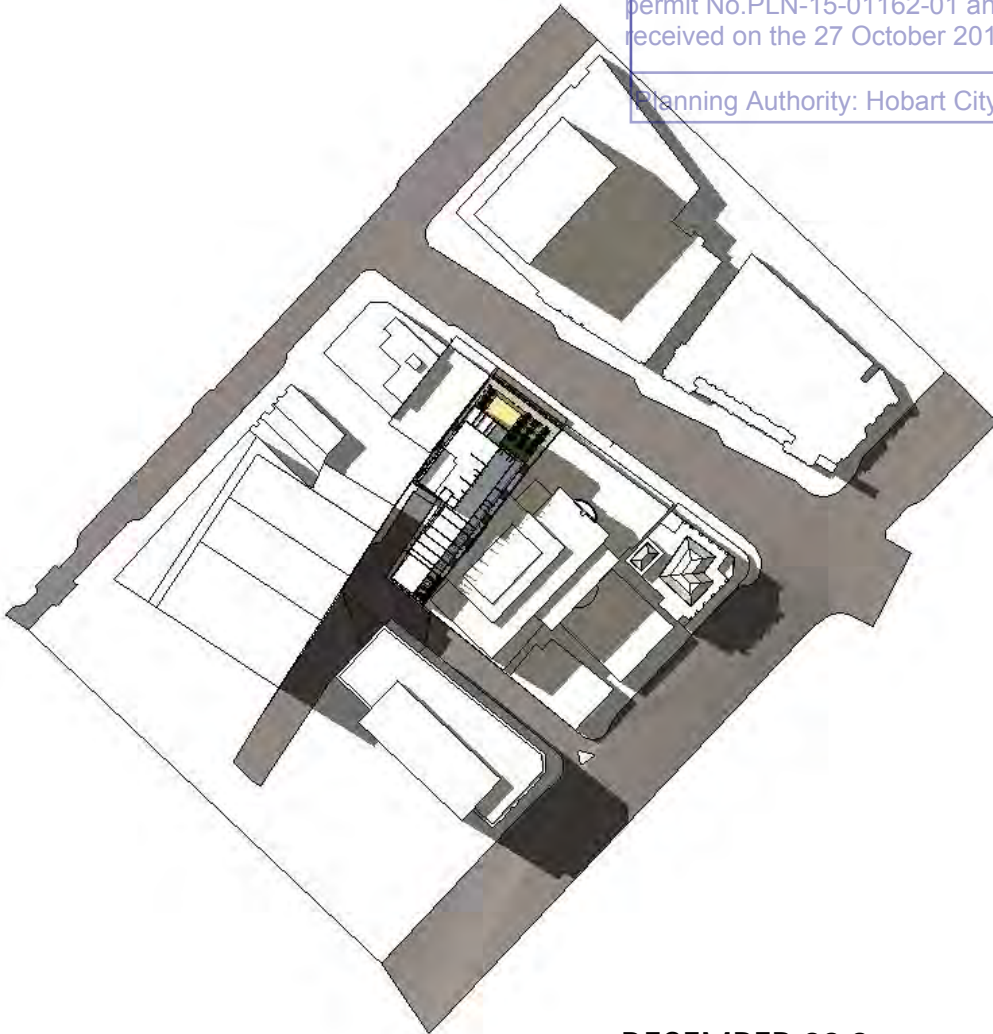
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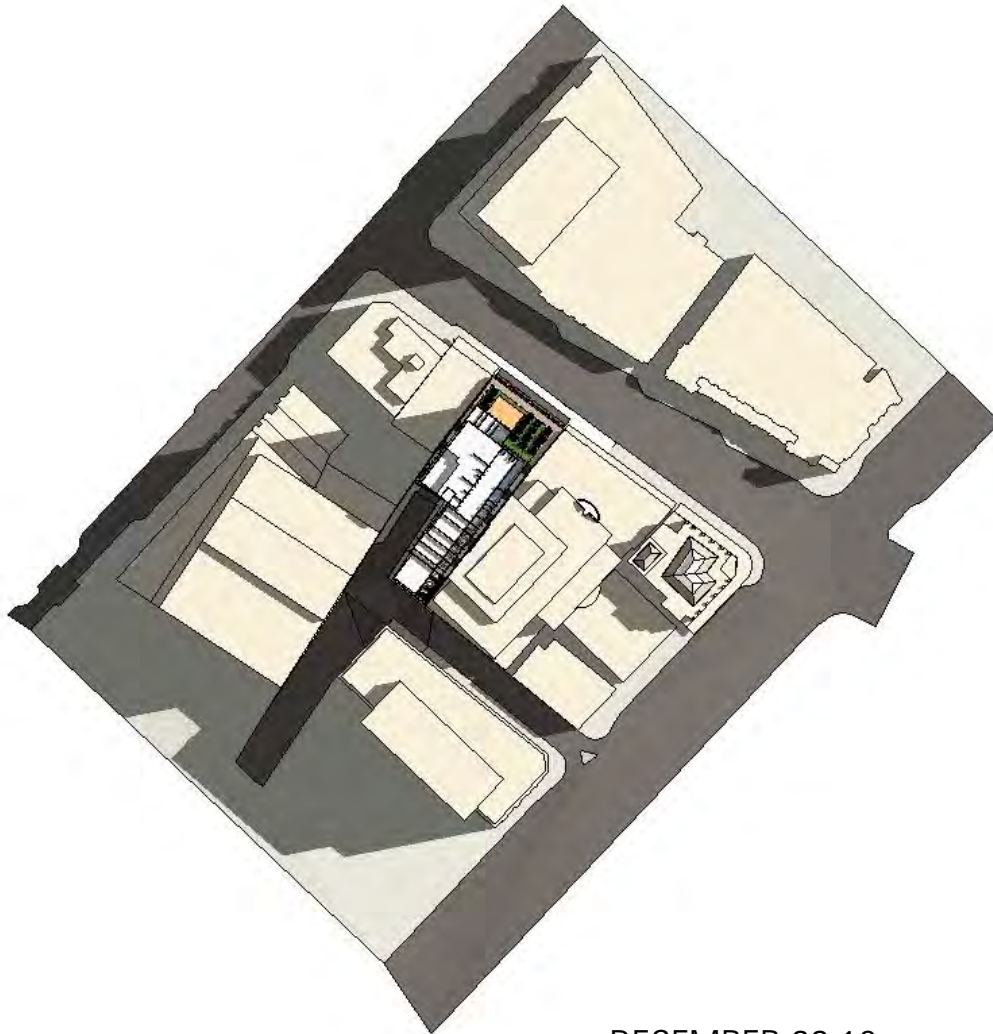
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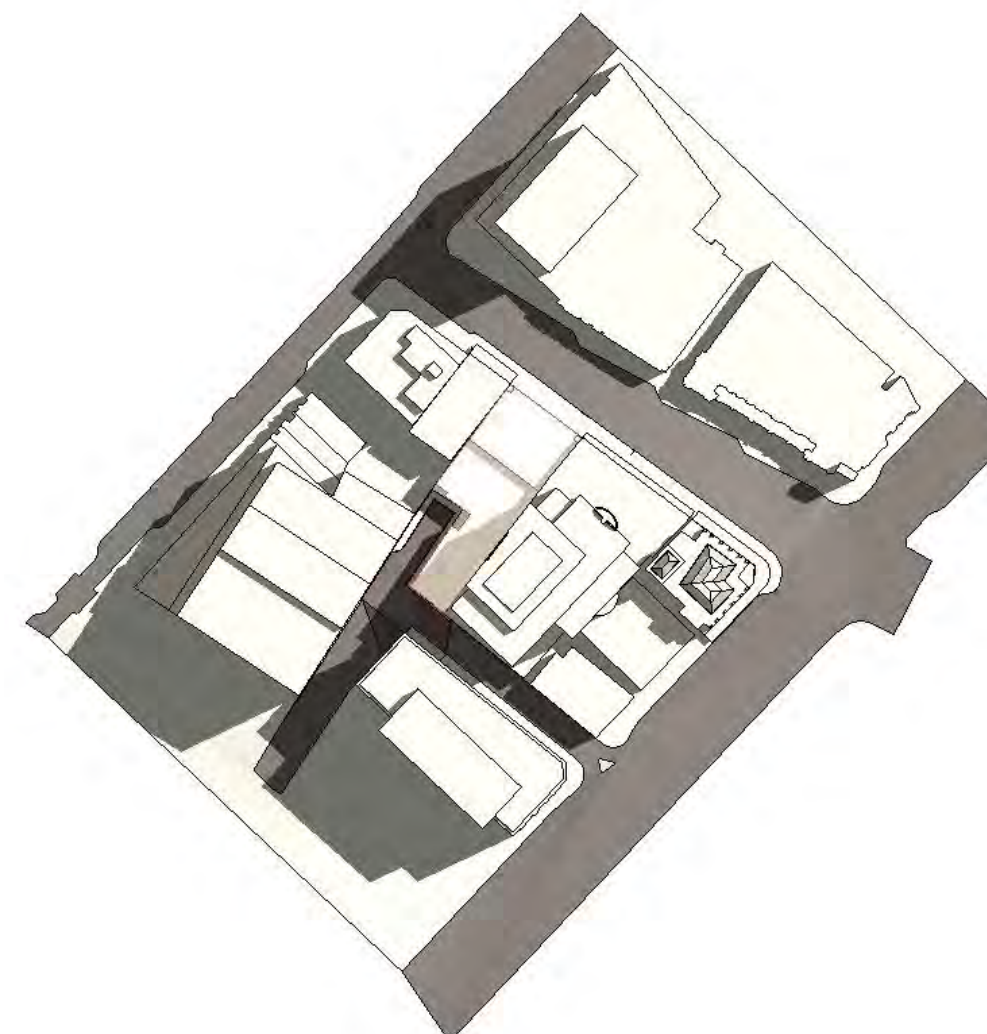
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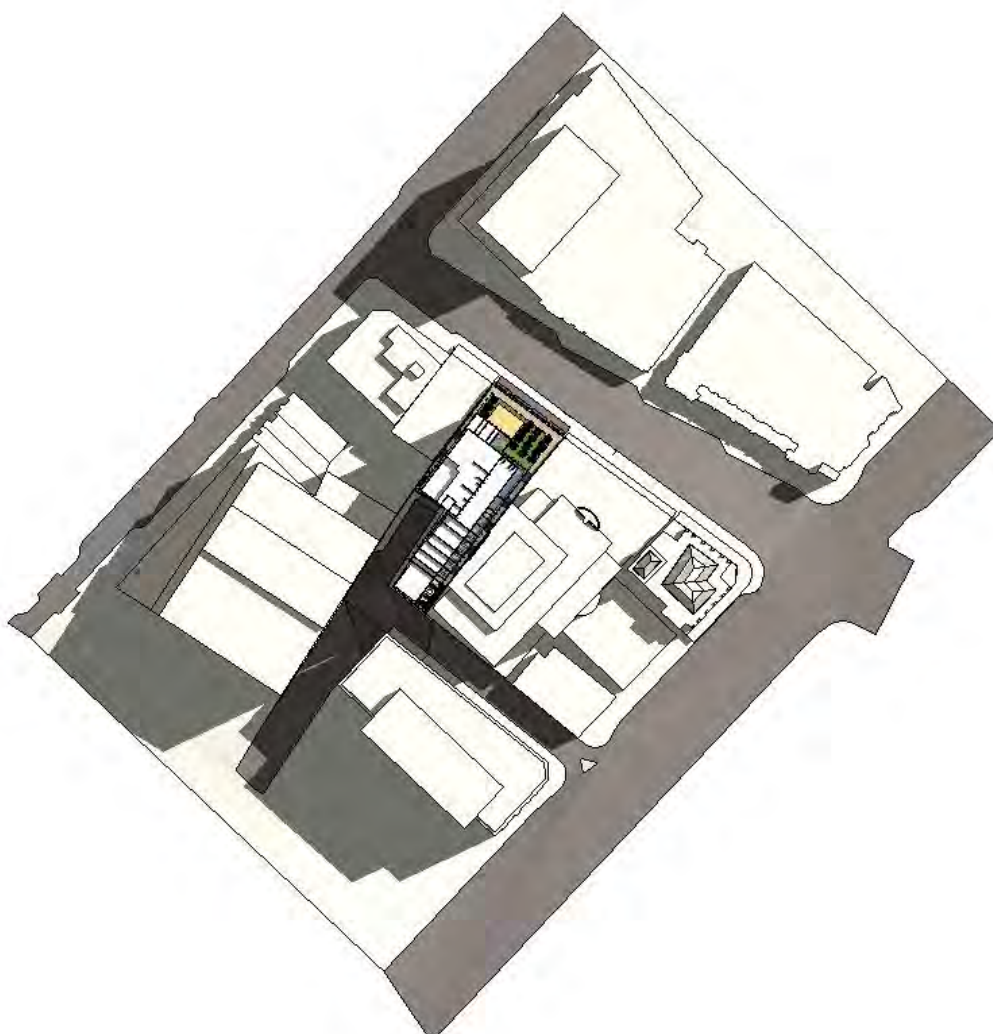
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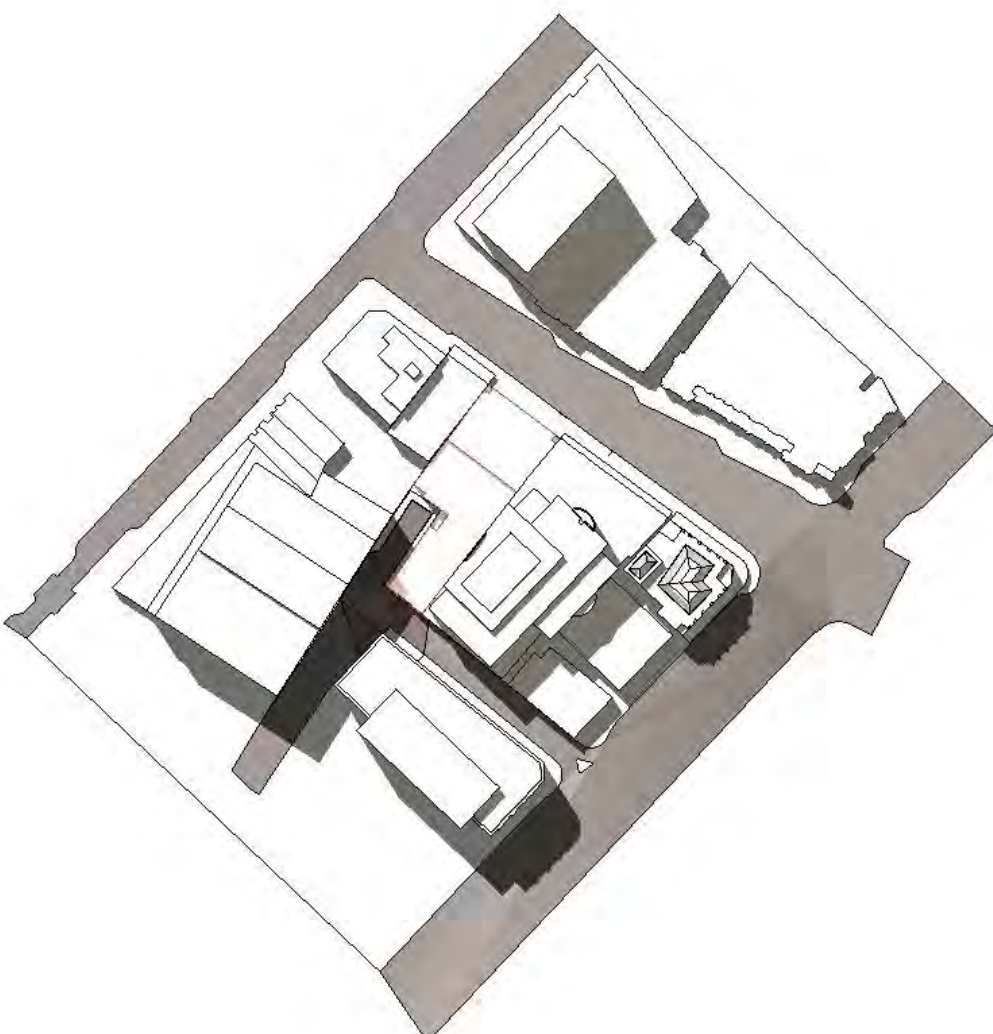
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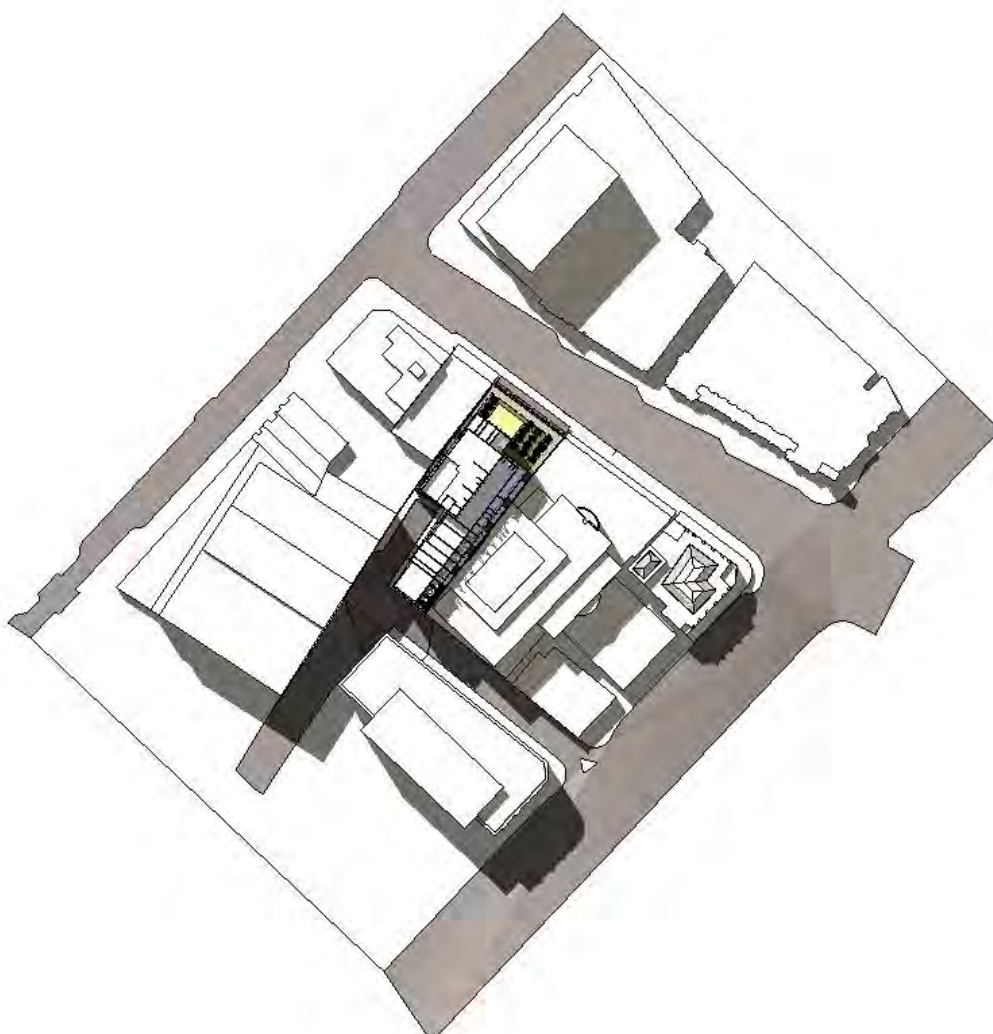
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EXISTING



DECEMBER 22 11am
PROPOSED



DECEMBER 22 2pm
EXISTING



DECEMBER 22 2pm
PROPOSED

FILE: P1514 Elizabeth St North 11.0.DRAWN1

REVISIONS:
DATE
BY
DESCRIPTION

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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SCALE			
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAO REF	1514_Hotel model_DA_v19.pln		

DRAWING

Sun Study - Summer Solstice

DRAWING NO 1514_DA20

REV

1514_DA20

ARCHITECTSMW

ELIZABETH STREET HOTEL

28 ELIZABETH STREET

HOBART, TAS, 7000

DRAWING INDEX

H001 DRAWING INDEX AND NOTES

H010 CONCEPT SERVICES - SEWER

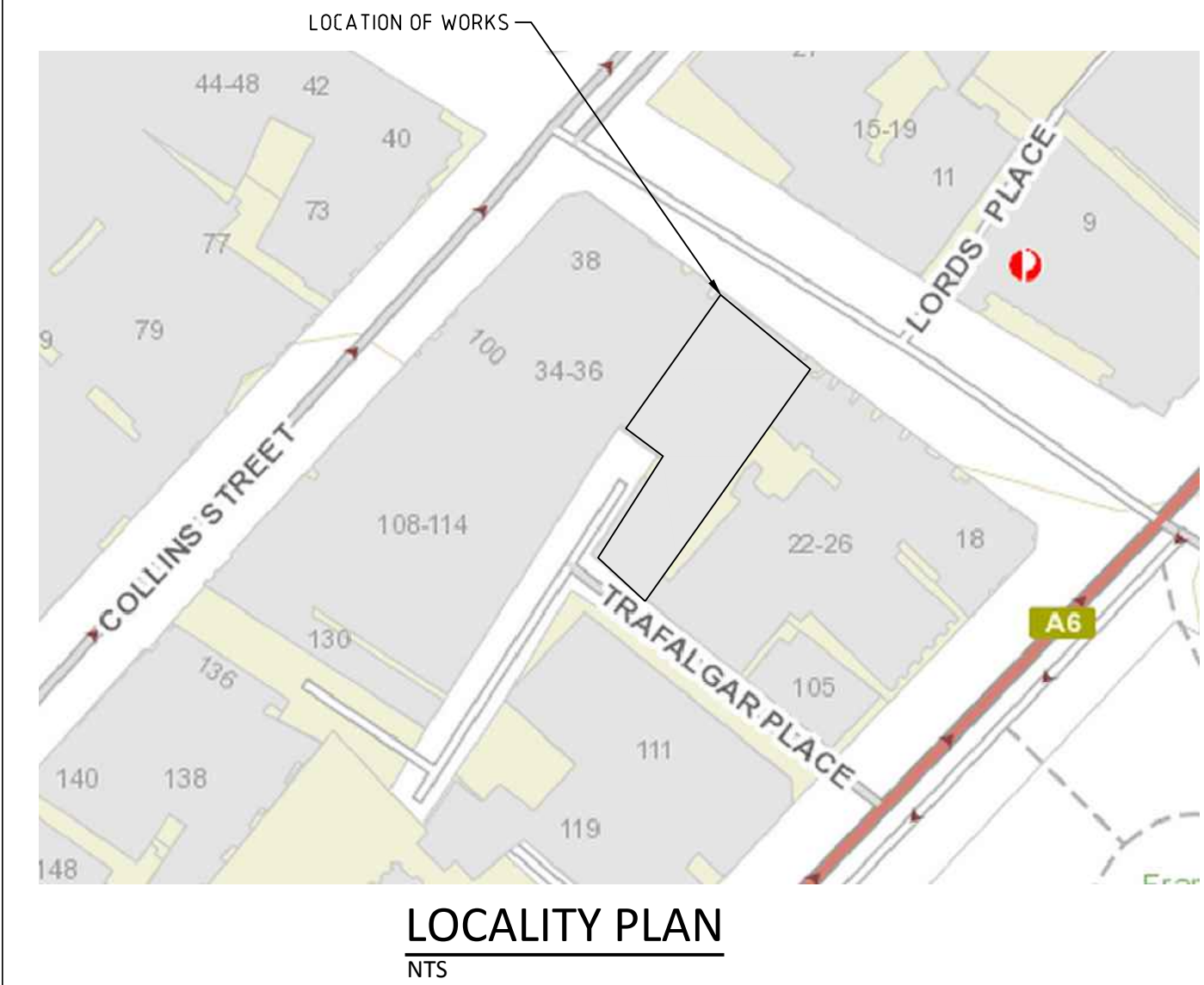
H011 CONCEPT SERVICES - STORMWATER

H012 CONCEPT SERVICES - WATER

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council



A	PLANNING APPROVAL	RL	24.07.15			
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D DATE

BUILDING HYDRAULIC NOTES

GENERAL

- G1. These drawing are to be read in conjunction with Architectural and Landscape Architectural drawings, Project Contract and Project Specifications. Standards referenced are to the most recent version. This page of notes over ride any engineering specifications. The following drawings over ride these notes.
- G2. All works are to be done by the Contractor unless noted otherwise. Contractor must also make an allowance for works by others (eg. service connections).
- G3. Where there is a contract for this project that has a role for a Superintendent, in these notes the "Engineer" is this Superintendent.
- G4. The council for this project is Hobart City Council, and they should be contacted for required inspections of public roads, public stormwater, private car parks and drives with the Engineer, and also for private building/plumbing works. The sewer and water authority is TasWater Corporation, they should be contacted for required inspections of municipal sewer and water infrastructure during construction.
- G5. Locate all existing gas, electrical, telecommunications, water mains, sewer mains and stormwater mains etc. prior to the commencement of construction and advise the Engineer of anything that appears not to have been considered in the design.
- G6. Confirm all levels on site prior to the commencement of works.
- G7. Contractor is to allow for all set out requirements.
- G8. The Contractor shall be responsible for damages caused by them or their sub-contractors, any service damaged is to be reinstated immediately.
- G9. Remove all surplus materials from site.
- G10. Following agreement with the Engineer, terminate and abandon redundant existing services discovered during construction and make a note on as-constructed drawing. The Engineer is required to inspect the works at hold points on this development. A minimum of one working day of notice is required for inspections, and any results from past testing shall be made available at the time of the inspection. Hold points are at setting out work and Soil and Water Management Plan implementation; completion of excavation for any buildings or roadworks; each lift for filling; prior to sub-base placement; placement of reinforcing; completion of base placement; prior to pouring kerb and channel; completion of seal; prior to backfilling of any service trenches; covering of plumbing in walls or roof cavities; completion of works. The Engineer shall also inspect the site as he/she sees fit to ensure work is being done to the design. The Contractor shall pay for any re-inspections required due to their carelessness or failure to comply with the design or instructions, or lack of site or program organisation resulting in multiple inspections where a single inspection could have sufficed.
- G12. Raw materials and constructed works need to be tested to ensure they are of suitable quality and comply with local Municipal Standards and the National Construction Code of Australia, and where not covered by these to comply with standard drawings and specifications from Tasmanian Department of Infrastructure, Energy and Resources (DIER): Water Services Association of Australia (WSAA) codes for Water (Melbourne Retail Water Agencies Edition), Sewerage and Sewerage Pumping Station (with local water and sewer authority supplements); Institute of Public Works Engineering Australia (IPEWA); and product manufacturers.
- G13. On completion of works provide three sets of as-constructed drawings to AS1100.401 by a registered surveyor (measurement of building service hydraulics close to and within a permanent building can be undertaken by an experienced plumber) and full service manual along with electronic drawing files in DXF or DWG formats suitable for reading with a recent version of Autocad to the Engineer. Results of tests with associated commissioning reports and as constructed survey are required to allow the Engineer to confirm in writing to the Local Authority that construction has been substantially completed in accordance with the design drawings and are part of the works, and should form part of the service manual.
- G14. It is assumed that adjacent to the development site is adequate infrastructure provided by the Local Authority and other Statutory Authorities to supply road access, water, power, telecommunications and gas as required by this design, and there is adequate infrastructure or environmental capacity to receive stormwater and sewerage drainage.
- G15. Any departures from the design drawings are to be at the written approval of the Engineer, and approval from authority - except during emergencies when temporary changes can be made prior to seeking approval for a permanent change. Changes includes conflicts with existing services. Rework to make installed system comply the the design will be at the Contractor's expense.

APPROVALS

- A1. The contractor is responsible for ensuring that a valid building and plumbing permit is in place for the work and that the Building Surveyor is notified of all site inspection requests. Where work is within a road reserve, a road opening permit must be obtained from local council prior to work. Workplace Standards approval must also be gained where appropriate.
- A2. The contractor is responsible for organising all site inspections and observing all hold points nominated within the contract, by the Building Surveyor or Plumbing Surveyor.
- A3. A minimum of one working day of notice is required for the Engineer to attend the site. Do not rely upon facsimile or email to communicate requests - make contact with our office to confirm attendance.
- A4. Photographic documentation is not an adequate basis to proceed beyond a hold point unless approved by the Engineer.

WORK HEALTH AND SAFETY

- HS1. The main contractor and all sub contractors shall comply with the State *Work Health and Safety Act, Regulations, and all relevant codes of practice.*
- HS2. The Gandy and Roberts Design Safety Report 15.0197 revision A forms an integral part of this documentation. This report identifies safety risks and proposes control measures to be followed by the contractor and the building operator. Controls and hazards requiring more explanation than in the safety report are highlighted in our drawings with an exclamation mark in the triangle symbol shown:
- HS3. Should the main contractor or sub contractors identify omissions or errors in the report related to the scope of Gandy and Robert's work on the project, or have safer ways of working, they should contact Gandy and Roberts prior to construction.
- HS4. Should the main contractor propose an alternative design, they need to present these with appropriate safety risk planning to Gandy and Roberts for review.

BUILDING HYDRAULICS GENERAL

- H1. It is the contractor's responsibility to visit the site before submitting a tender, to verify existing conditions and any issues which may impact on the contract.
- H2. These drawings are strictly copyright and shall not be copied or amended with the written consent of Gandy and Roberts.
- H3. Unless noted otherwise on a particular drawing these notes shall apply, to all drawings in the set.
- H4. All pipework to be installed as close as practically possible to the underside of concrete slabs, beams and other structure to provide maximum height clearances. A minimum clearance of 2200mm shall be maintained within the car park areas.
- H5. All works shall be installed in accordance with the Acoustic consultant requirements and instructions. Refer Acoustic specification and report.
- H6. During construction temporarily seal all open ends of pipes and valves to prevent entry of foreign matter, do not use rags, paper or wooden plugs.
- H7. Supply and install all fixtures, valves, tapware and sundry items as scheduled within the specification.
- H8. Contract drawings are diagrammatic and as such show the intent of design. Installation to be as per AS/NZS3500. Allow for all bends, IOs, offsets and other measures as necessary to avoid interference with the structure and/or other building services.
- H9. Conceal all pipework in ceiling spaces, ducts, wall cavities, wall chases, cupboards, etc unless otherwise approved.
- H10. Refer to architects demolition plan for removal of existing fixtures and fittings. The removal of existing plumbing fixtures shall include all associated waste and vent pipes, floor drains, water service pipework brackets, supports, etc and seal off existing services. Seal off and make good all floor, wall and roof penetrations.
- H11. All pipework under trafficable areas to be backfilled full depth with DIER R40 class A - 19 mm FCR compacted to AS3798.
- H12. Plumbing services shall be carried out in conjunction with the staged construction programme.
- H13. The location of existing services where shown are approximate only and shall be confirmed on site. Where possible, determine location of existing power, Telstra, water and drainage services prior to commencing new work.
- H14. Co-ordinate all pipework with existing services on site.
- H15. All penetrations through existing suspended floor slabs shall be drilled to location approved by the Structural Engineer. Drill pilot hole prior to core drilling to ensure clearance of beams and other services in slab. All penetrations shall be core drilled to suit pipe size. Allowance for 10 mm clearances shall be made for fire proofing.
- H16. Refer to architectural drawings for location of fire and smoke stop walls. All pipe penetrations shall be sealed with two hour fire stop sealant. Install fire stop collars to PVC-U pipework passing through floors and fire walls in accordance with the manufacturers written instructions.
- H17. Provide service identification and direction of flow markers to pipework in accordance with AS1345. Lay detector tape over all in-ground non-metallic pipework.
- H18. Make good all disturbed surfaces to match existing.
- H19. Plumbing contractor to arrange for all new works by local authority and for sealing off and making good existing as required. Pay all fees associated with the works.
- H20. Approval shall be required prior to any service shut down. Prepare program for all shut downs, including work to be carried out and time required for each service.
- H21. Maintain services to existing fixtures at all times. where changeover is required, liaise with the architect prior to the shutting down of any service.
- H22. Arrange work by local authority in accordance with the builders works program.
- H23. Contractor to provide all documents, approvals, certificates, warranties, log books, etc. upon completion of works to the architect. All fees and inspections to be included and arranged by the contractor.
- H24. Confirm all invert levels prior to trench excavation.
- H25. Refer to the architects drawings for sanitary fixture and tap selections. Supply and fix accessories necessary for the correct installation of the fixtures and equipment.
- H26. Location of tundishes to be confirmed on site to suit equipment outlets.
- BUILDING SEWER**

S1. Sewerage drainage installation shall comply with the AS3500, BCA, TasWater and other Authorities or Regulations having jurisdiction over the installation. Make all necessary applications and pay all associated fees and charges.

S2. Co-ordinate with other Services Contractors before commencing to determine the correct construction sequence.

S3. Confirm the location and level of the nominated outlet prior to trench excavation or laying of any drains. Ascertain from TasWater all necessary connection requirements and install all work for connection in accordance with these requirements.

S4. Pipework shall be DN 100mm unless noted otherwise. All pipework shall be equal to or greater than the nominated outlet size of the fixture, appliance or tundish.

S5. Where pipework penetrates fire rated walls or floors, a fire stop collar shall be installed. All work shall be strictly installed to the manufacturer's recommendations.

S6. All pipework shall be adequately supported. Support system shall be designed to safely and completely support the weight of pipework and associated work. Support systems shall be installed immediately on pipe installation and allowance for expansion provided.

S7. Pipework shall be constructed of Unplasticised Polyvinyl Chloride (UPVC), U.N.O. pipework receiving hot discharges shall be constructed of brass High Density Polyethylene (HDPE).

S8. All pipework shall be concealed in walls, void space or ducts unless noted otherwise.

S9. Pipework shall be pressure tested progressively to ensure no leaks.

S10. Where floor waste gullies are indicated, the floors shall be graded towards the outlet.

S11. Tundishes shall be installed to receive mechanical plant waste and be connected above waste traps where detailed on Mechanical Engineer's drawings. Discharge to tundishes shall be 25mm above the tundish edge and be located in an accessible position. Provide and install Mag in-wall tundishes with stainless steel cover window (supplied by MA Griffith) or equal approved type for all clothes washing machines without direct connection to a trough. Locate tundish 1100mm above floor level with trap located at low level within wall behind 450mm x 450mm MIFAB access panel for trap (supplied by MA Griffith) or equal approved type. Location to be confirmed on-site.

S12. No sewer connections shall be made within restricted zones of stacks as per AS3500. Install long radius bends at the base of all stacks as per AS3500 and include all brackets and supports.

S13. All fixtures shall be provided with the following minimum sized waste outlet:-

Basin (B)

DN40

Clothes washing machine (CWM)

DN50

Dishwashing machine (DWM)

DN50

Floor waste gully (FW)

DN80xDN65

Shower (SHR)

DN50

Sink (S)

DN50

Trough (TR)

DN50

Water closet pan (WC)

DN100

Cleaners sink (CS)

DN50

Bath (BTH)

DN40

S14. Acoustic lagging shall be installed to all pipework as necessary by approved qualified persons and in accordance with the Acoustic specification/report.

S15. All pipework shall be installed as close as practicable to the underside of floors. Ensure 2200mm minimum clearance is provided in basement areas.
- ##### BUILDING STORMWATER
- SW1. All stormwater drainage shall comply with AS3500, the Building Code of Australia and other authorities or regulations having jurisdiction over the installation.

SW2. All downpipe connections are to be 100mm dia. Sewer quality (SH) at a minimum grade of 1 in 100, unless noted otherwise. Refer Civil Engineering drawings.

SW3. Co-ordinate with other Services Contractors before commencing to determine the correct construction sequence.

SW4. Where pipework penetrates fire rated walls or floors, a fire stop collar shall be installed. All work shall be strictly installed to the manufacturer's recommendations. Refer to the Specification for further details.

SW5. Where pipework penetrates fire rated walls or floors, a fire stop collar shall be installed. All work shall be strictly installed to the manufacturer's recommendations. Refer to the Specification for further details.

SW6. All pipework shall be adequately supported. Support system shall be designed to safely and completely support the weight of pipework and associated work. Support systems shall be installed immediately on pipe installation and allowance for expansion provided.

SW7. Pipework shall be constructed of Unplasticised Polyvinyl Chloride (UPVC), U.N.O.

SW8. All pipework shall be concealed in walls, void space or ducts unless noted otherwise.

SW9. Acoustic lagging shall be installed to all pipework as detailed by approved qualified persons and in accordance with the Acoustic specification/report.

SW10. All pipework shall be installed as close as practicable to the underside of floors. Ensure 2200mm minimum clearance is provided in basement areas.
- ##### BUILDING WATER
- W1. All water supply shall comply with AS 3500, the Building Code of Australia, TasWater and other Authorities or Regulations having jurisdiction over the installation. Make all applications and pay all associated fees and charges.

W2. All copper pipework shall be hard drawn tubing Type 'B' conforming to AS 1432.

W3. All pipework shall be concealed. Where pipework is exposed it shall be chrome plated.

W4. Pipe supports shall be installed progressively as pipes are installed. Support systems shall be designed to safely and completely support the weight and thrust of pipework and associated work. Pipework shall be adequately anchored at thrust points.

W5. All dwelling pipework shall be DN20mm with DN 15mm branches to individual fixtures unless noted otherwise. Maximum length of DN15mm branches shall be 2.0 metres.

W6. Do not install pipework into sound insulated or fire rated walls unless otherwise noted.

W7. Closet pan cisterns shall be provided with chrome plated isolation valves.

W8. Where pipework is in contact with dissimilar metals, the metals shall be insulated against bi-metal corrosion.

W9. All isolation valves shall be positioned in approved accessible locations. Valves located in ducts or walls shall be positioned behind approved type access cover.

W10. Hose bib cocks shall be 600mm above finished surface level and shall be 20mm in size, U.N.O., and fitted with approved vacuum breakers.

W11. Hot water installation shall be set at min. 60°C delivery.

W12. Hot water at high temperature (65°C) to kitchen and laundry. Hot water tempered to 50°C to bathroom fixtures. Hot water tempered to 43°C in disabled, child care and aged care facilities.

W13. Supply and install new water meters with remote read devices, isolation valves, pressure limiting valves and backflow prevention devices to the requirements and approval of TasWater.

W14. Crosslinked polyethylene pipes or similar approved material shall be used within apartments to the Acoustic Consultants requirements.

W15. Tempered, hot water pipework and valves shall be lagged as per AS/NZS 3500.4:2003 Section 8 for Climate Region C. Hot water circulating line to be lagged with sectional rockwool with foil outer cover. External lagging to be UV protected, and lagging exposed to moisture needs to be moisture protected. Solar flow and return lagging should be rated for temperatures up to 150°C, other lagging rated to 105°C. All lagging should be fire rated to BCA requirements, PVC free, zero ozone depleting potential, low volatile organic compounds.

W16. All screwed stop valves shall have union couplings and be accessible. Group valves wherever possible.

W17. The plumber shall arrange for all inspections and testing of services required by the local authority prior to concealment. Pressure test hot and cold water services to 1.5 times normal working pressure and fire services to 1700 kPa minimum pressure prior to connection to existing services. pump equipment shall be removed whilst testing is carried out.

W18. Following completion of the works, flush all piping systems and leave free of foreign matter, clean out aerators, strainers, filters, etc., flow and pressure test all hydrants and hose reels.
- ##### FIRE SERVICES
- FS1. Installation of Fire Service water supply including hydrants, booster connections, fire hose reels and commissioning shall be to the requirements and approval of the Building Surveyor, Tasmanian Fire Brigade, Building Code of Australia, AS 2419.1, AS 1221, AS2441 and TasWater.

FS2. Fire hose reels shall be installed and placed in working order as soon as building works permits. Fully charged and maintained dry chemical powder fire extinguishers shall be carried by site personnel whilst works are in progress within the building.

FS3. All below ground fire service pipework shall be hard drawn copper tube type 'B' unless noted otherwise. All above ground fire service pipework shall be medium-duty hot-dipped galvanised steel tube with 60 minutes fire rated supports, unless noted otherwise.

FS4. All fire isolation valves shall be secured in the open position by a 003 padlocked galv. Metal strap or chain. Provide and install engraved non-ferrous metal tags with 8mm upper case wording: "FIRE SERVICES ISOLATING VALVE - TO BE PADLOCKED IN THE OPEN POSITION". Locking devices shall be 225 Contract Series Padlocks Serial Number 225/40/119/003.

FS5. Install isolation valves to all fire hose reel pipework at the points of connection to fire hydrant system in accordance with the BCA (Building Code of Australia).

FS6. Concrete anchor blocks shall be provided at all sudden changes of direction, both vertically and horizontally at tees and end of lines.

FS7. Upon completion of the Fire installation, provide a Compliance Report as required by the controlling authority that the installation complies with the regulations and submit two copies of the report to the Superintendent.

FS8. All fire Services in basement or not located within fire isolated stairs/duct shall be provided with 60/-/- fire rated supports unless protected by a fire sprinkler system.
- ##### ABBREVIATIONS
- F/A FROM ABOVE

F/B FROM BELOW

T/A TO ABOVE

T/B TO BELOW

H/L HIGH LEVEL

L/L LOW LEVEL

GP GRATED PIT
- Service/Number

Size

-

Service/Number

Size

•••••

Riser / Dropper

↗

Cold Water Outlet

↘

Hot Water Outlet

↔

Tempered Water Outlet

⌵

Stop Valve

⌵

Reduced Pressure Zone Device (high hazard)

⌵

Double Check Valve (medium hazard)

⌵

Dual Check Valve (low hazard)

⌵

Strainer

⌵

Pressure Reduction Valve

⌵

Pressure Temperature Relief Valve

⌵

Water Meter

⌵

Pressure Gauge

⌵

Thermostatic Mixing Valve (Enware Aquablend 1000 uno.)

⌵

Air Admittance Valve

⌵

Pump

⌵

Fire Hydrant Booster Assembly

⌵

Dual Head Pillar Hydrant

⌵

Single Fire Hydrant

⌵

Fire Plug

⌵

Fire Hose Reel

⌵

Hot Water Unit

⌵

Thrust Block
- LEGEND**

• 9 60

Existing surface level (surveyed)

• 9 60 EX

Existing surface level (interpolated)

• 9 80

Proposed bulk earthworks level

•

Proposed finished surface level

— EX W — EX W — EX W —

Existing water supply external to building

— W — W — W —

Proposed water supply external to building

— EX FS — EX FS — EX FS —

Existing fire supply

— FS — FS — FS —

Proposed fire supply

— EX S — EX S — EX S —

Existing sewer drain

— S — S — S —

Proposed sewer drain

— GW — GW — GW —

Proposed sewer drain (greasy waste)

— TW — TW — TW —

Proposed sewer drain (trade waste)

— EX SW — EX SW — EX SW —

Existing stormwater drain

— SW — SW — SW —

Proposed stormwater drain

— AG — AG — AG —

Proposed stormwater (larger)

— AG — AG — AG —

Proposed DN100 ag. drain and geofabric sock

— CW — CW — CW —

Proposed cold water supply internal to building

— HW — HW — HW —

Proposed hot water supply

— HWF — HWF — HWF —

Proposed hot water supply (flow)

— HWR — HWR — HWR —

Proposed hot water supply (return)

— TMW — TMW — TMW —

Proposed tempered water supply

— CJ — CJ — CJ —

Proposed concrete construction joint

— KJ — KJ — KJ —

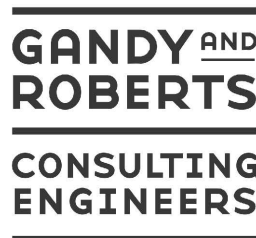
Proposed concrete key joint

— SJ — SJ — SJ —

Proposed concrete sawn joint

— V — V — V —

Proposed sediment fence



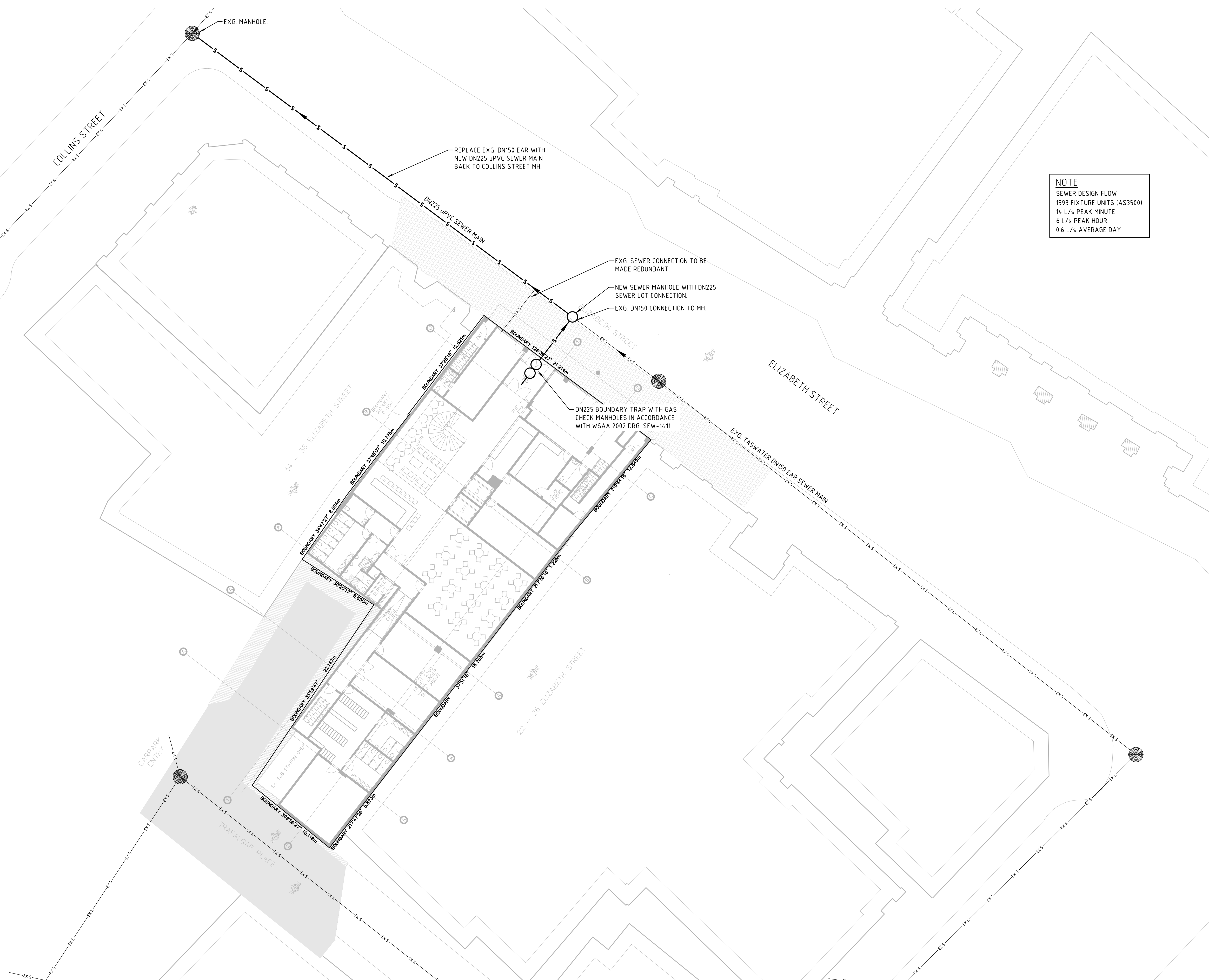
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DRAWING INDEX AND NOTES

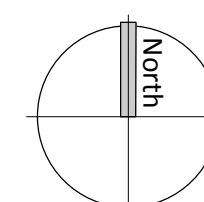
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PROJECT 15.0197	DRAWING H001	REVISION A

Planning Authority: Hobart City Council

NOTE
SEWER DESIGN FLOW
1593 FIXTURE UNITS (AS3500)
14 L/s PEAK MINUTE
6 L/s PEAK HOUR
0.6 L/s AVERAGE DAY



A	PLANNING APPROVAL	RL	24.07.15				
REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



**GANDY AND
ROBERTS**
CONSULTING
ENGINEERS

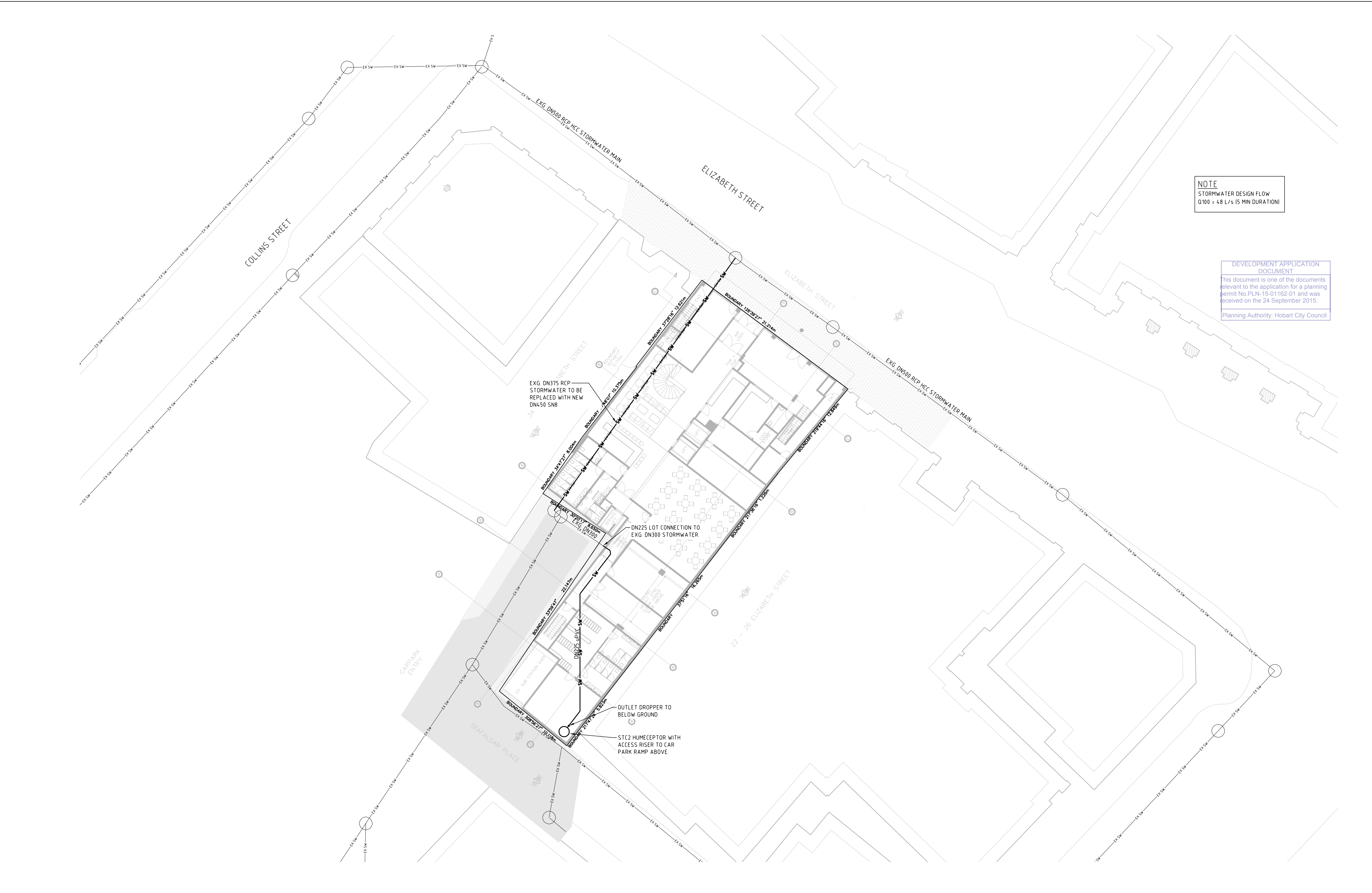
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DRAWING TITLE
CONCEPT SERVICES - SEWER



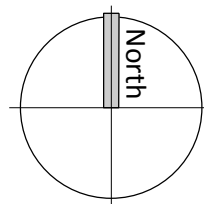
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PROJECT 15.0197	DRAWING H010	REVISION A



REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	RL	24.07.15

REV	DESCRIPTION	APP'D	DATE

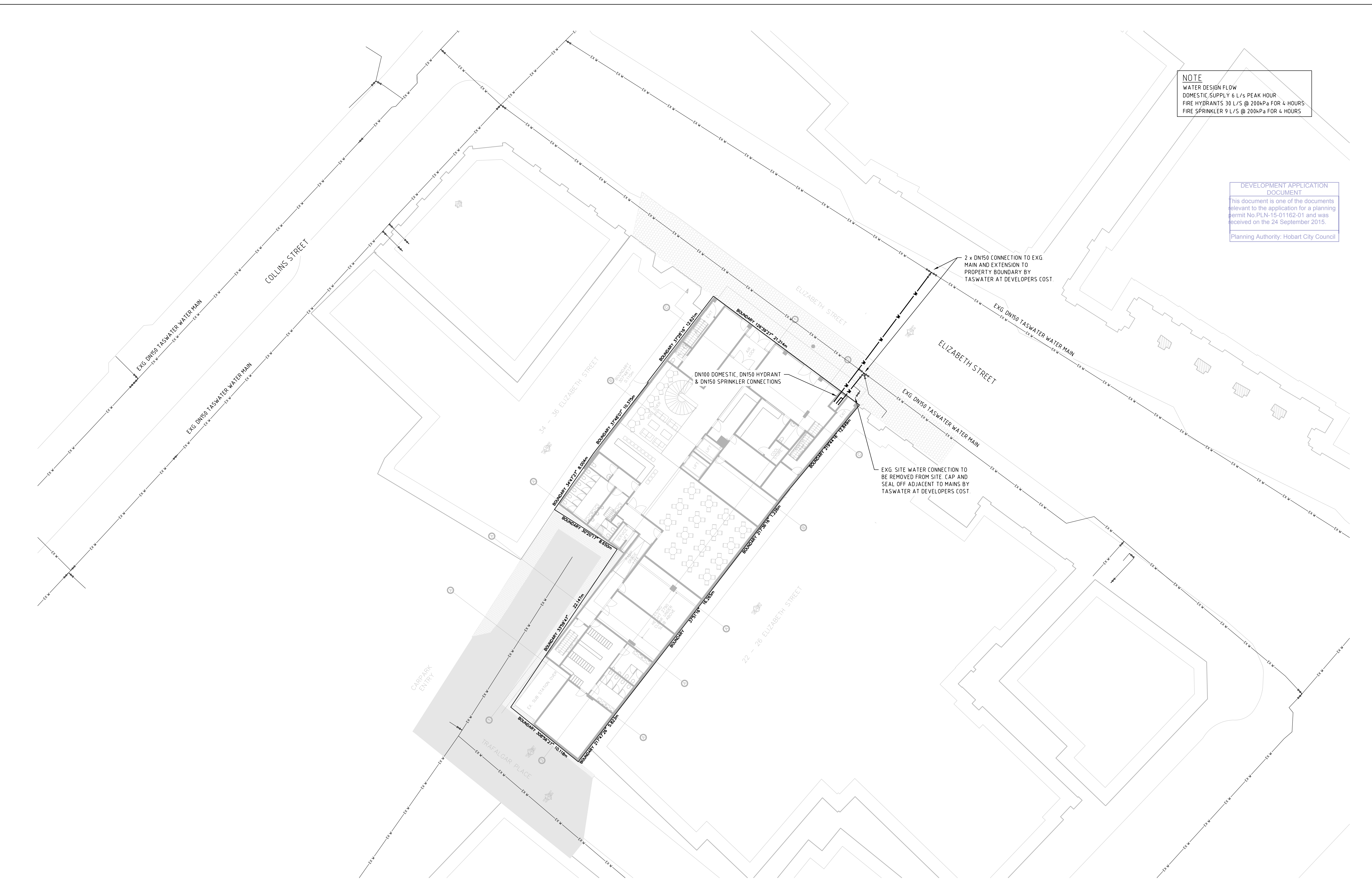


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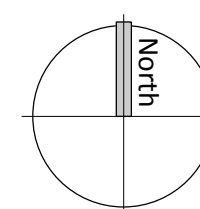
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CONCEPT SERVICES - STORMWATER

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DESIGNED A.KOHL	DRAWN A.KOHL	CHECKED C.TERRY
PROJECT 15.0197	DRAWING H011	REVISION A



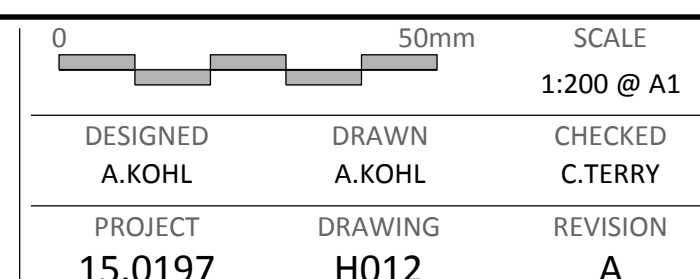
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REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE



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DRAWING TITLE
CONCEPT SERVICES - WATER



DEVELOPMENT APPLICATION DOCUMENT
This document is one of the documents relevant to the application for a planning permit No PLN-15-01162-01 and was received on the 24 September 2015.
Planning Authority: Hobart City Council

Attachment D**28 - 32 ELIZABETH STREET, HOBART**

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council

28 - 32 ELIZABETH STREET, HOBART

Submission to the Hobart City Council Development Application

Last Updated -24 September 2015

Author - Jacqui Blowfield & Jen Welch

Reviewed - Irene Duckett

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This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council

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Planning Authority: Hobart City Council

1. INTRODUCTION

Ireneinc Planning have been engaged by Elizabeth Tasmania Pty Ltd to prepare an application for development for the land at 28-32 Elizabeth Street, Hobart. This report provides an assessment of the proposal against the provisions of the *Hobart Interim Planning Scheme 2015*.

The documentation that accompanies this application includes:

- Application form
- Cover Letter
- Land title (refer appendix)
- Architectural Statement and Drawings, JAWS Architects
- Economic Impact Assessment, SGS Economics and Planning
- Archaeology, Austral Archaeology
- Concept Services, Gandy and Roberts
- Traffic Impact Assessment, Midson Traffic
- CCTV, Nujet

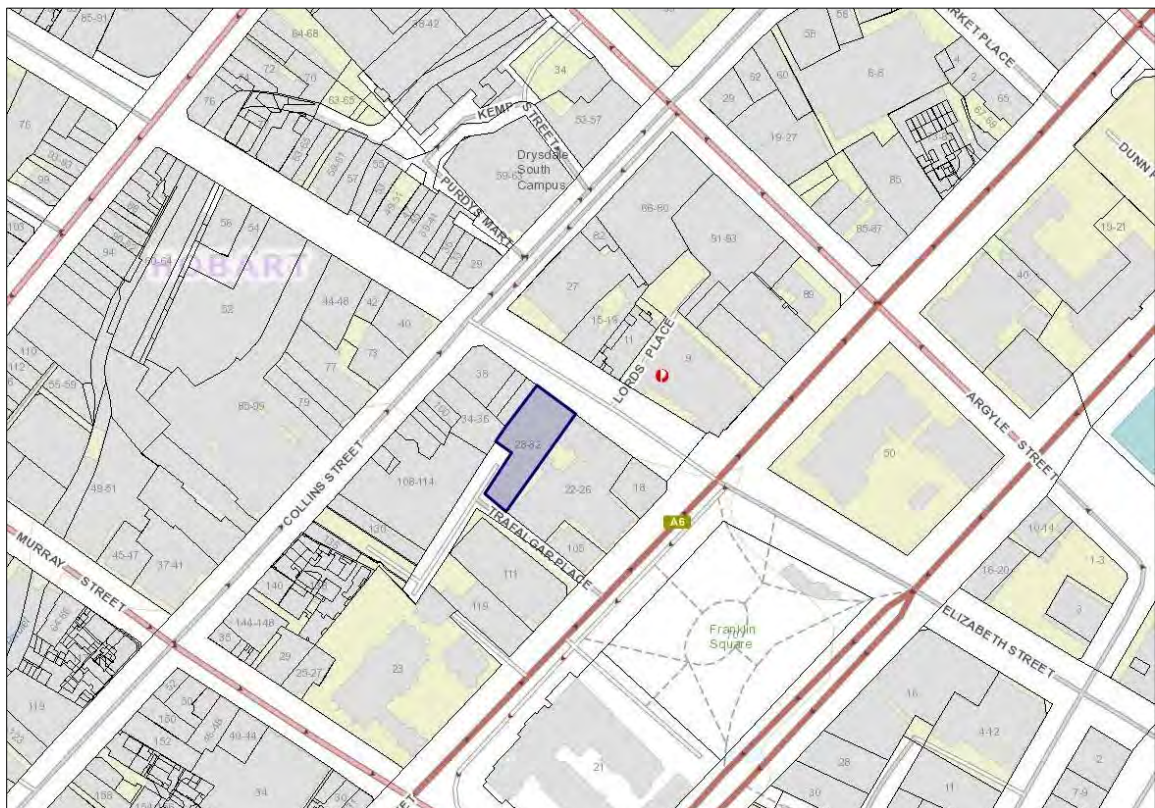


Figure 1: Site Location (Source: The LIST)

1.1 EXISTING SITE AND DEVELOPMENT

The property known as 28-32 Elizabeth Street is comprised of a single title CT18049/1 (refer Appendix A). The site is located between Collins and Macquarie Streets, and has frontage to Elizabeth Street (the bus mall) and also to Trafalgar Place. Trafalgar Place is an internal lane within the block that is used as a service entrance to a number of the buildings within the city block, as well as primary access to the Trafalgar Car Park. As such Elizabeth Street is considered to be the primary public frontage and Trafalgar Place is the secondary or service frontage.

The site includes an existing three storey Westpac bank building built in the 1980's. The building extends over the footpath of Elizabeth Street with a balcony/awning. The building is otherwise contained to and built to the extents of the property boundaries. Currently only staff entry is provided off Trafalgar Place at the rear of the building.

The site provides parking for 5 cars and 3 motorcycles directly from Trafalgar Place, using the public road for vehicle circulation. An enclosed garage on the southern edge of the building was used as a secure access for vehicles transferring money to and from the bank.

The topography of the site rises to the rear, with the street level of Trafalgar Place higher than the Elizabeth Street frontage.



Figure 2: Aerial Image (Source: The LIST)

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Planning Authority: Hart City Council



Figure 3: Elizabeth Street Facade



Figure 4: Existing awning on Elizabeth Street comparative to neighbouring development

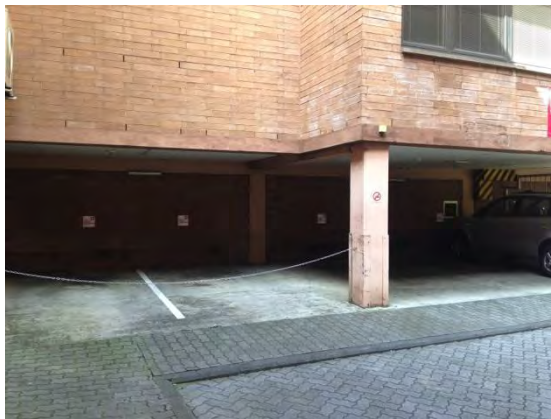


Figure 5: Rear parking from Trafalgar Place



Figure 6: Trafalgar Place frontage



Figure 7: Existing access from Trafalgar Place



Figure 8: Development site as seen from the southern end of Trafalgar Place

1.2 SITE SURROUNDS

The streetscape of Elizabeth Street between Collins and Macquarie Street is characterised by multi-storey heritage buildings with facades built to the front boundary. On the south east corner from the site is the GPO with its landmark clock tower. Elizabeth Street is used as one of the main thoroughfares connecting the waterfront and the city centre, with Franklin Square between the two. Development on the eastern side of Macquarie Street is subject to the provisions of the Sullivans Cove Planning Scheme.

At street level this section of Elizabeth Street accommodates the bus mall, associated infrastructure and high volumes of pedestrian flow utilising the bus services and moving between the CBD and the Cove. Surrounding buildings include retail or food activities at ground level with awnings over to enhance public amenity. Above ground there is a variety of commercial activities within buildings, including some visitor accommodation.

Trafalgar Place to the rear predominantly provides access to services and properties within the city block including Trafalgar car park. Pedestrian footpaths are narrow, but provided for the length of the lane, connecting with Collins Court arcade at the southern end. Buildings are built to the properties edges and the height of development is significantly higher to Trafalgar Place than Elizabeth Street.

The site is adjacent to the rear heritage wall of 34-36 Elizabeth Street.



Figure 9: Bus mall frontage as seen from the east



Figure 10: Bus mall frontage as seen from the west

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Planning Authority: Hobart City Council



Figure 11: Neighbouring heritage building at 22-36 Elizabeth Street



Figure 12: Neighbouring heritage building at 34-36 Elizabeth Street



Figure 13: Rear elevation of 34-36 Elizabeth Street fronting Trafalgar Place



Figure 14: Trafalgar car park and 22-26 Elizabeth Street as seen from the entrance to Trafalgar Place

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Planning Authority: Hobart City Council

2. PROPOSED DEVELOPMENT

The proposal is for the demolition of the existing building on the site and construction of a new 196 bed hotel development. The hotel includes an active bar and lounge area at the Elizabeth Street frontage, and restaurant. Built up to 20 floor levels, above the ground level are function and meeting facilities, a roof top terrace, gymnasium and pool, and on the highest habitable level a bar. At street level there is a separated tenancy for a café that is able to operate independently of the hotel.

From Trafalgar Place the site has access to undercover parking as well as a loading bay for access to the service areas of the development. Parking is situated from Level 1 to 4 and includes parking for 42 vehicles, including accessible spaces. Bicycle storage and motorbike parking have been provided.

Development beyond the extents of the property boundary include an awning proposed on the street frontage to Elizabeth Street as well as projections of the mezzanine floor level and façade panels on level 1-4. A canopy on the Trafalgar Place frontage will provide protection for rear pedestrian access to the building. Proposed fenestration of the rear façade may also extend beyond the property boundary on Trafalgar Place.

The proposed development has been designed to facilitate a pedestrian connection between Elizabeth Street and Trafalgar Place. The building form, articulation and material treatment has been prepared with regard to the surrounding heritage buildings. More detail of the architectural treatment and the developments response to a review by Council's Urban Design Advisory Panel are included in the accompanying architectural statement.

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Planning Authority: Hobart City Council

3. PLANNING SCHEME PROVISIONS

The following provisions of the *Interim Hobart Planning Scheme 2015* (document version no.2 Effective 21 August 2015) are relevant to consideration of the proposal.

3.1 ZONING AND OVERLAYS

The following diagram describes the subject site within the Central Business Zone.

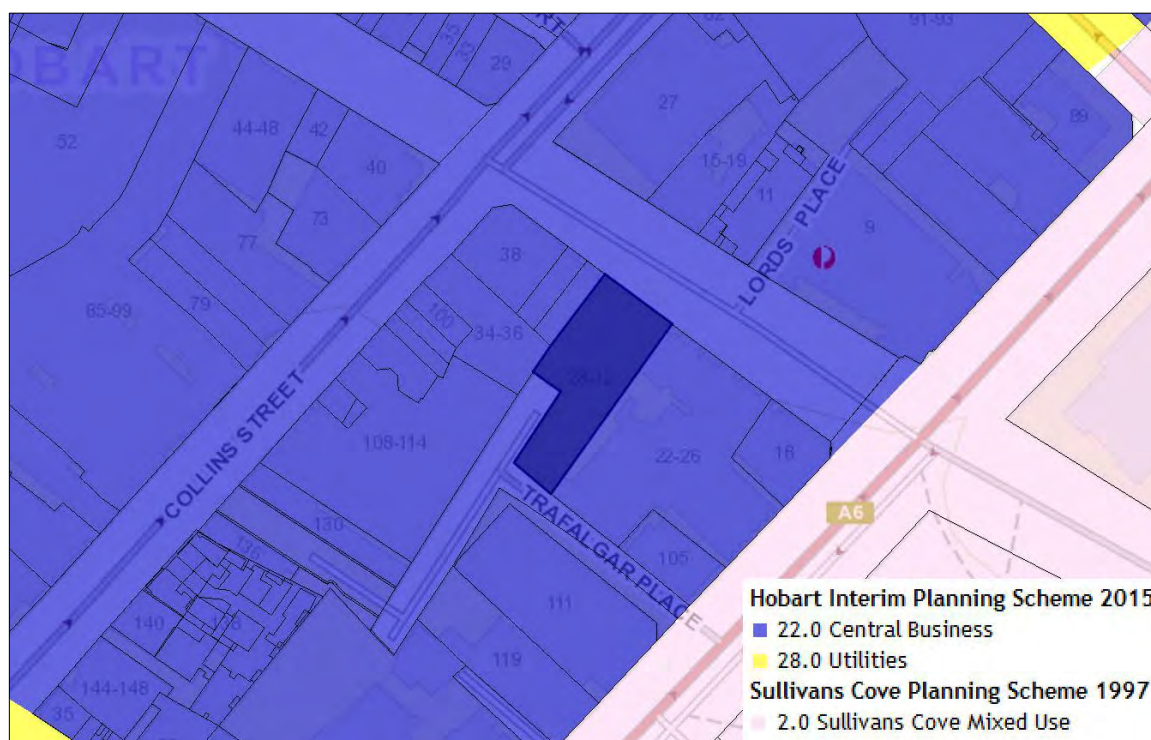


Figure 15: Zoning Plan (Source: The LIST)

The subject land is also mapped as being within the Central Business Zone Height Areas, Heritage Precinct and Active Frontage areas.

The purpose of the zone is as follows:

22.1.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.

22.1.1.2 To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial,

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Planning Authority: Hobart City Council

administrative, community, cultural, employment areas and nodes, and entertainment activities provided.

22.1.1.3 To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.

22.1.1.4 To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

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

22.1.1.6 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.

22.1.1.7 To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.

22.1.1.8 To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.

22.1.1.9 To provide a safe, comfortable and enjoyable environment for workers, residents and visitors through the provision of high quality spaces and urban design.

The use and development proposed is consistent with the purpose of the zone in that it provides for visitor accommodation within the centre. Active and interesting street frontage activities are provided at pedestrian level at Elizabeth Street. The walk-through and treatment of elevations on to Trafalgar Place improve the intensity of pedestrian activity and safety of this laneway. The building form and treatment of the façade of the proposal has been designed in consideration of the existing heritage characteristics of the surrounding development.

There are no Local Area Objectives or Desired Future Character Statements applied to this zone.

3.2 USE STATUS

The existing use of the site is as a bank, which would fall within the following use definition:

Business and professional services: *use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travelagency and veterinary centre.*

This is a permitted use within the zone.

The proposed activities would fall within the following use classes:

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

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

Hotel Industry: use of land to sell liquor for consumption on or off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, bottle shop, nightclub and tavern.

Visitor Accommodation: use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.

The function facilities, cocktail bar, lounge and bar, and restaurant would be used by others than guests staying at the accommodation; whereas the car parking, pool and gymnasium are directly associated with and subservient to the visitor accommodation activities. The café at the frontage to Elizabeth Street is capable of being operated independent to these uses and would fall within the food services use definition.

The Use Table for the zone indicates the following status for the relevant use classes.

Permitted

Use Class	Qualification
Community meeting and entertainment	
Food services	Except if a take away food premises with a drive through facility.
Hotel industry	Except if Adult Entertainment Venue.
Sports and recreation	Only if above ground floor level, (except for access)
Visitor accommodation	Except if a camping and caravan park or overnight camping area Except at ground floor level (except for access) within the Active Frontage Overlay (Figure 22.1)

Discretionary

Use Class	Qualification
Visitor Accommodation	Except if camping and caravan park or overnight camping area Except if permitted

The site is within the active frontage overlay and therefore the entry of the building has been designed with the access to the visitor accommodation at ground floor level with other permitted uses for Hotel Industry and Food Services otherwise occupying the frontage of Elizabeth Street. Trafalgar Lane is also within the Overlay; at ground level the frontage includes the existing substation, loading bay, vehicle access and pedestrian access, consistent with permitted standard. Where further visitor accommodation uses are located on the mezzanine level the grade of the site means that they are no longer located at ground level. Therefore it is not considered that a discretion for Visitor Accommodation use is triggered.

The proposed development is for the permitted use as visitor accommodation, food services, Hotel Industry, and Community meeting and entertainment.

3.2.1 USE STANDARDS

The use standards that apply within the zone are applicable to development within 50m of a residential zone are for an Adult Entertainment Venue. As this use is not being applied for and

the site is not located near a residential zone the provisions of 22.3.1 22.3.2, 22.3.3, 22.3.4, 22.3.5 and 22.3.8 do not apply to the proposal.

Hours of Operation - 22.3.6

Objective: To ensure that impacts on the amenity of surrounding areas resulting from late night operation of take-away food premises are kept to a minimum.

SCHEME PROVISION	DEVELOPMENT RESPONSE
A1 Hours of operation must be within 7.00am to 12.00am.	Any application for operation of the café on Elizabeth Street outside of the permitted hours will be made by tenants as a separate application.
P1 The hours of operation of take-away food premises must not result in direct or indirect disturbance or unreasonable loss of amenity to the surrounding area or occupiers of nearby property due to noise emissions, movement of vehicles or patrons, level of activity or late night activity.	The proposal meets the Acceptable Solution.

DEVELOPMENT APPLICATION DOCUMENT
This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.
Planning Authority: Hobart City Council

Hotel Industries - 22.3.7

Objective: To ensure that impacts on the amenity of surrounding areas resulting from late night operation of hotel industry uses are kept to a minimum.

A1 Hours of operation must be within 7.00am to 12.00am.	The proposed development includes a lounge and bar at ground level and cocktail bar on Level 19. These will be operated within the permitted hours. The proposal meets the Acceptable Solution.
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3.3 DEVELOPMENT STANDARDS

The following Development Standards are relevant for consideration of the proposal.

Building Height - 22.4.1

Objective: To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

SCHEME PROVISION	DEVELOPMENT RESPONSE
A1 Building height within the Central Business Core Area in Figure 22.2 must be no more than:	The form of the building exceeds the Acceptable Solution and is not contained within the Amenity Building Envelope.
(a) 15m if on, or within 15m of, a south-west or south-east facing frontage;	The proposal is required to be assessed in response to P1(b):
(b) 20m if on, or within 15m of, a north-west or north-east facing frontage;	(i) The proposed permitted uses are consistent with those desired within the zone. The accompanying Economic Impact Assessment demonstrates that the proposed development will facilitate substantial economic and jobs development for the broader Hobart area. Improvements to the building fabric and artworks in addition to pedestrian connections to Trafalgar Place will improve the amenity of
(c) 30m if set back more than 15m from a frontage;	
unless an extension to an existing building that:	
(i) is necessary solely to provide access, toilets, or other facilities for people with	

disabilities;

(ii) is necessary to provide facilities required by other legislation or regulation.

P1 Development:

(a) contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;

(b) outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:

(i) it provides overriding benefits in terms of economic activity and civic amenities, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and

(ii) the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area; and

(iii) the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and

(iv) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street is not increased between the hours of 11am and 3pm at the spring or autumn equinox compared with the existing situation.

the laneway area

(ii) The standards for the amenity building envelope when applied to Trafalgar Lane would substantially reduce the viability of developing the site as the building would be 20m to Elizabeth Street stepping back to 15m to the rear. Trafalgar Place is an internal lane within the larger city block and is largely overshadowed by existing surrounding development.

As can be seen in the accompanying photomontages the proposed podium reduces the visible scale and the overall impact of the development on the immediate streetscape in a similar manner to the neighbouring 22-26 Elizabeth Street. When seen more broadly within the townscape the development continues the established urban form of the city.

(iii) the accompanying wind assessment finds that the development was shown 'to have little significant adverse effect on the existing pedestrian level wind conditions in the pedestrian realm around the site'

(iv) The accompanying shadow diagrams demonstrate that the proposed development will not result in any increase in overshadowing to Solar Penetration Priority Streets, which includes Elizabeth and Collins Street.

A4 Building height of development on the same site as a place listed in the Historic Heritage Code and directly behind that place must:

(a) not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer figures 22.4 i and 22.4 ii); and

(b) not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer figures 22.4 i and 22.4 ii);

or

(c) comply with the building height in clauses 22.4.1 A1 and A2;

whichever is the lesser.

The site is not a not a heritage listed place. This provision does not apply.

A5 Building height of development within 15m of a frontage and not separated from a

The development site is adjacent to the heritage places at 22-26 Elizabeth Street and

place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and
- (b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);

or

- (c) comply with the building height in Clauses 22.4.1 A1 and A2;

whichever is the lesser.

P5 Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) not unreasonably dominate existing buildings of cultural heritage significance; and
- (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
- (c) for a site fronting a Solar Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the street is not increased between the hours of 11am and 3pm at the spring or autumn equinox compared with the existing situation.

34-36 Elizabeth Street.

The height in relation to heritage facades on Elizabeth Street is consistent with the Acceptable Solution as the proposed façade is of lesser height than the façade of 22-26 Elizabeth Street, which is the higher of the two heritage places. However the setback is less than the 15m required and the rear elevation of 34-36 Elizabeth Street requires consideration.

The proposal is required to be assessed in relation to the Performance Criteria.

P5 (a)-(b) A number of components contribute to the proposal's ability to meet the performance criteria.

Firstly, the proposal has been designed with careful consideration of the Elizabeth Street façade in order to fit within the heritage streetscape. The new awnings at street level will improve the relationship from the existing disconnected awnings as described in Figure 4. Additionally, the use of the podium distinguishes the new development from the heritage characteristics of Elizabeth Street. The higher parts of the building have been designed as a family of buildings as described in the architectural statement (section 3.5) to reduce the overall dominance of any one part of the building.

The treatment of the proposed elevation to Trafalgar Place has been articulated with respect to the height of the neighbouring heritage façade. The pedestrian link, artworks and architectural treatment of the rear entrance to the building significantly improves the activation of the laneway and the appreciation of the heritage façade of 34-36 Elizabeth Street.

The proposal is not considered to impact on the heritage character of the rear of 22-26 Elizabeth Street as this has similarly been significantly developed at the rear of the building in a contemporary manner to 12 storeys in height.

Given the location of the facade with regard to existing development within the lane the increased height of the development is not considered to unreasonably dominate the façade.

(c) As discussed in relation to P1 the proposal does not result in overshadowing.

The proposal complies with the acceptable solution.

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Highland City Council

Setback - 22.4.2

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Building setback from frontage must be parallel to the frontage and must be no more than: 0m	The proposed development is built to boundaries. The proposal complies with the Acceptable Solution.

Design - 22.4.3

Objective: To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front facade no less than 40% of the surface area of the ground floor level facade ; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front facade and facades facing other public spaces is not greater than 30% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) not include security shutters over windows or doors with a frontage to a street or public place;	Response to A1: (a) The main entrance to the café and visitor accommodation is clearly visible on Elizabeth Street. (b) The front façade of the building is onto Elizabeth Street and exceeds 40% of the surface area for windows and doors. (c) The front facades to Elizabeth Street do not have expanses of blank walls, however those onto Trafalgar Place exceed 30%. (d) Services are situated internally within the building. (e) Roof-top services and plant, including lift over run is situated within a separate plant level which has been designed as part of the volume of the building. (f) Security shutters will be included on frontages to Trafalgar Place. The development will need to be considered in relation to the performance criteria for (c) and (f) for the treatment of the façade onto Trafalgar Place.
P1 Building design must enhance the streetscape by satisfying all of the following: (a) provide the main access to the building in a way that addresses the street or other public space boundary; (b) provide windows in the front facade in a way that enhances the streetscape and provides for passive surveillance of public spaces; (c) treat large expanses of blank wall in the front facade and facades facing other	Response to P1: The proposal meets the acceptable solution for the design of the building to Elizabeth Street, for Trafalgar Place most of the criteria are met so that only the following are relevant: (c) Artworks are proposed for Trafalgar Place, however this has not been detailed at this stage but has been discussed further in section 3.13 of the accompanying Architectural Statement. g) Security shutters are considered and essential and necessary for the security of servicing areas at the secondary frontage of the building, and has similarly been used for a number of other neighbouring buildings within

public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;

(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;

(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;

(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;

(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;

(h) be consistent with any Desired Future Character Statements provided for the area.

Trafalgar Place.

The proposal complies with the Performance Criteria.

DEVELOPMENT APPLICATION DOCUMENT

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Planning Authority: Hobart City Council

A3 *The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road(refer figure 22.5 i), must:*

(a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and

(b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.

On either side of the development site on Elizabeth Street are heritage facades. At the rear 22-26 Elizabeth Street has been redeveloped, however consideration is required in relation to the rear façade of 32-36 Elizabeth Street.

(a) The facades of the building have been articulated within proximity of the heritage facades with horizontal and vertical lines to illustrate the floor levels behind and in consideration of the neighbouring heritage buildings.

(b) Both neighbouring buildings on Elizabeth Street have awnings. The proposed awning at street level will be at a height within the range of the two awnings, which improves on the location of the existing awning.

The proposal complies with the Acceptable Solution.

A4 *For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) provide windows with clear glazing and door openings at ground floor level in the front façade and façades facing other public space boundaries no less than 80% of the surface area;*

P4 *Provide windows in the front façade in a way that enhances the streetscape, provides for an active street frontage and passive surveillance of public spaces.*

The Elizabeth Street frontage is within the Active Frontage Overlay. Although glazed openings and doors have been maximised at street level they do not meet 80% due to structural elements and fire escape areas.

The proposal provides an active street frontage, which is enhanced with the entrance to two separate uses at ground level. The proposal complies with the acceptable solution.

A5 For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) awnings must be provided over public footpaths.

Awnings are proposed over Elizabeth Street. The proposal complies with the Acceptable Solution.

Passive Surveillance - 22.4.4

Objective: To ensure that building design provides for the safety of the public.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Building design must comply with all of the following:</p> <p>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</p> <p>(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;</p> <p>(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;</p> <p>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</p> <p>(e) provide external lighting to illuminate car parking areas and pathways;</p> <p>(f) provide well-lit public access at the ground floor level from any external car park.</p>	<p>Response to A1:</p> <p>(a) There are two pedestrian entrance to the building off Elizabeth Street, these have been designed to be clearly visible from the road, and an additional walk-through clearly visible from Trafalgar place.</p> <p>(b) The front façade of the building onto Elizabeth Street includes in excess of 40% of glazing.</p> <p>(c) The façade to the public space of Trafalgar Place includes in excess of 30% for openings.</p> <p>(d) The proposed development activates this part of Trafalgar Lane with pedestrian access and removal of the existing parking spaces which would act as entrapment spaces.</p> <p>(e) Car parking is located internally within the building and will be lit. Some street lighting will provided to Trafalgar Place.</p> <p>(f) No external car parking is proposed.</p> <p>The proposal complies with the Acceptable Solution.</p>

Outdoor Storage Areas - 22.4.6

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Outdoor storage areas for non-residential uses must comply with all of the following:</p> <p>(a) be located behind the building line</p> <p>(b) all goods and materials stored must be screened from public view;</p> <p>(c) not encroach upon car parking areas, driveways or landscaped areas.</p>	<p>No outdoor storage is proposed.</p> <p>The proposal complies with the Acceptable Solution.</p>

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council

Pedestrian Links - 22.4.8

Objective: To ensure that the existing network of malls, arcades and through-site links is maintained.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Existing malls, arcades and through-site links must be retained.	Whilst no existing through site links currently exists, the proposed development establishes new pedestrian access through the development. This provision does not apply.

3.4 POTENTIALLY CONTAMINATED LAND CODE

The use proposed is not a defined sensitive use or one listed in Table E.2.2.1 and is therefore exempt from the requirements of the Code. Development is proposed however so consideration is required as to if the site meets the definition of potentially Contaminated Land.

Excavation - E2.6.2

Objective: To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 No acceptable solution.	The site's history has been comprehensively reviewed through a desktop archaeological investigation and has not been found to have been used for any potentially contaminating land uses. However if council considers it necessary an assessment can be undertaken as a condition of the permit following demolition (as the site is not currently accessible).
P1 Excavation does not adversely impact on health and the environment, having regard to: (a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or (b) a plan to manage contamination and associated risk to human health and the environment that includes: (i) an environmental site assessment; (ii) any specific remediation and protection measures required to be implemented before excavation commences; and (iii) a statement that the excavation does not adversely impact on human health or the environment.	

3.5 ROAD AND RAILWAY ASSETS CODE

The following Use and Development Standards are relevant:

Existing road accesses and junctions - E5.5.1

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A3 The annual average daily traffic (AADT) of	The proposed development will need to be

vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

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.

assessed in relation to P3.

A TIA accompanies this application, which finds that there is no significant adverse road safety impacts foreseen from the proposed development. The findings in section 4.4 are as follows:

Access to the site is via Trafalgar Place. This access is a low speed/ low volume environment with a positive road safety performance.

- Access to and from Trafalgar Place at Macquarie Street is via a T-junction. "Keep Clear" markings have been installed
- There is sufficient spare capacity in the surrounding road network to absorb the small predicted increase in peak hour traffic generated from the proposed development.
- The access is located in a commercial environment and as such, traffic movements into and out of the site will not be seen as an unusual event by other motorists.

Road accesses and junctions - E5.6.2

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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 development includes an entrance and exit to the parking facilities and a separate access to the loading area. The proposal is required to be assessed in response to the Performance Criteria.
P2 For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:	The site currently has more than one access onto Trafalgar Place with parking exiting on to the street. The TIA has assessed the proposal (section 4.2) and recommends that following measures be included to maximise safety at this location:
(a) the nature and frequency of the traffic generated by the use;	- Provide a car park style speed hump at the exit of the car park to ensure vehicles leave the site at very low speed.
(b) the nature of the road;	- Provide a warning system to alert motorists approaching the access on Trafalgar Place that a vehicle is exiting the site. This can be in the form of a flashing light above the access.
(c) the speed limit and traffic flow of the road;	
(d) any alternative access to a road;	
(e) the need for the access or junction;	
(f) any traffic impact assessment; and	
(g) any written advice received from the	

road authority.

3.6 PARKING AND ACCESS CODE

This section has been discussed in relation to the relevant provisions of E6.0 Parking and Access Code.

3.6.1 PARKING AND ACCESS - USE STANDARDS

DEVELOPMENT APPLICATION DOCUMENT
This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.
Planning Authority: Hobart City Council

Number of Car Parking Spaces - E6.6.1

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The number of on-site car parking spaces must be:	The site is within the Central Business Zone therefore E6.6.5 applies, and this provision is not applicable.
(a) no less than and no greater than the number specified in Table E6.1; except if:	
(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;	
(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.	

Parking has been provided in accordance with the following table:

LEVEL	CAR PARKING TYPE				TOTAL
	5 MINUTE	DISABILITY	SMALL CAR	STANDARD	
1	2	1	1	5	9
2	-	1	1	9	11
3	-	1	1	9	11
4	-	1	1	9	11
Total	2	4	4	33	42

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

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Car parking spaces provided for people	4 accessible parking spaces have been

with a disability must:

- (a) satisfy the relevant provisions of the Building Code of Australia;
- (b) be incorporated into the overall car park design;
- (c) be located as close as practicable to the building entrance.

provided this meets the number required by the BCA. Parking has been incorporated into the overall design. Parking areas are not located near the building entrance however accessible spaces have been located as close as practicable to service lifts.

Number of Motorcycle Parking Spaces - E6.6.3

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1</p> <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p>	<p>3 motorcycle spaces have been included within the development. As 42 car parking spaces have been provided this complies with the acceptable solution.</p> <p>This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.</p> <p>Planning Authority: Hobart City Council</p>

Number of Bicycle Parking Spaces - E6.6.4

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.

<p>A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p>	<p>As outlined in the table below the number of bicycle parking spaces required are 12 employee bicycle spaces class 1 or 2, and 19 visitor spaces class 3. However, the main uses of the site are for visitor accommodation and the café, which would require a total number of spaces of 6 employees and 8 visitor spaces, and there would potentially be overlap between the two uses.</p>
<p>P1 The number of on-site bicycle parking spaces provided must have regard to all of the following:</p> <ul style="list-style-type: none"> (a) the nature of the use and its operations; (b) the location of the use and its accessibility by cyclists; (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site. 	<p>Close to 29m² of floor area is designated in two areas for bicycle parking on Level 1. details of the storage will be capable of being provided at a detailed design. Section 3.9 of the Architectural Statement states that 40 bicycle spaces are provided.</p> <p>The proposal meets the Acceptable Solution.</p>

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Number of bicycle parking spaces required:

USE	EMPLOYEE / VISITOR REQUIREMENT	CLASS	REQUIRED
Community meeting and entertainment	Employee = 1 for each 500m ² of floor area	1 or 2	Function room area = 263m ² Total = 1
	Visitor = 4 plus 2 for each 200m ² floor area	3	Total = 4 + 2 = 6
Food Services	Employee = 1 for each 100m ² of floor area available to the public	1 or 2	Café area = 59m ² , Restaurant = 109m ² Total = 2
	Visitor = 1 for each 200 m ² floor area after the first 200 m ² floor area (minimum 2)	3	Total = 2
Hotel industry	Employee = 1 for each 25 m ² bar floor area plus 1 for each 100m ² lounge/beer garden area	1 or 2	Bar and lounge area = 24 bar and 61 lounge, Cocktail Bar = 12 bar and 141 lounge Total = 2 + 2 = 4
	Visitor = 1 for each 25 m ² bar floor area plus 1 for each 100 m ² lounge, beer garden area	3	Total = 4
Visitor Accommodation	Employee = 1 for each 40 accommodation rooms	1 or 2	Total rooms = 196 Total = 5
	Visitor = 1 for each 30 accommodation rooms	3	Total = 7
TOTAL	Employee	1 or 2	12
	Visitor	3	19

Number of Car Parking Spaces - Central Business Zone - E6.6.5

Objective: To ensure that pedestrian activity generated by retailing, entertainment and multi-storey office uses in the central business district is not compromised through the provision of on-site car parking.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 (a) No on-site parking is provided; or</p> <p>(b) on-site parking is provided at a maximum rate of 1 space per 200m² of gross floor area for commercial uses; or</p> <p>(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or</p> <p>(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.</p> <p>P1 Car parking provision:</p> <p>(a) is in the form of a public car parking</p>	<p>The proposed development includes 8,117m² of gross floor area for commercial uses, which equates to 41 parking spaces. As indicated in the table for E6.6.1 the number of parking spaces is 40 with an additional two spaces for 5 minute for short-term check in to the hotel.</p> <p>The proposal is required to be assessed in response to the Performance Criteria for one spaces.</p> <p>The accompanying TIA states:</p> <p>“access to the parking area utilises an existing vehicular access to the site, located on Trafalgar Place. The access does not significantly interfere with pedestrian access as the primary footpath in Trafalgar Place is</p>

<p>station provided as part of a development which utilises a major existing access; or</p> <p>(b) must not compromise any of the following:</p> <p>(i) pedestrian safety, amenity or convenience;</p> <p>(ii) the enjoyment of 'al fresco' dining or other outdoor activity;</p> <p>(iii) air quality and environmental health;</p> <p>(iv) traffic safety.</p>	<p>located on the opposite side of the road. There is no al fresco dining or other outdoor activity. Air quality and environmental health are not a concern arising from the proposed development. The site does not cause any significant road safety concern"</p>
	<p>DEVELOPMENT APPLICATION DOCUMENT</p> <p>This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.</p> <p>Planning Authority: Hobart City Council</p>

3.6.2 PARKING AND ACCESS DEVELOPMENT STANDARDS

Number of Vehicular Accesses - E6.7.1

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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.	<p>The proposal requires access to the loading bay and entrance to the carparking from Trafalgar Place. The proposal reduces the number of vehicle access points from the existing situation.</p> <p>The proposal complies with the Acceptable Solution.</p>

Design of Vehicular Accesses - E6.7.2

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Design of vehicle access points must comply with all of the following:	
(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and 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;	<p>The configuration of access points has been assessed in the accompanying TIA, which makes some recommendations in terms of the management of access points, but overall supports the development on traffic grounds.</p> <p>The proposal complies with the Performance Criteria.</p>
(b) in the case of commercial vehicle access;	

the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.

P1

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

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Vehicular Passing Areas Along an Access - E6.7.3

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.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Vehicular passing areas must: <ul style="list-style-type: none"> <i>(a) be provided if any of the following applies to an access:</i> <ul style="list-style-type: none"> <i>(i) it serves more than 5 car parking spaces;</i> <i>(ii) is more than 30 m long;</i> <i>(iii) it meets a road serving more than 6000 vehicles per day;</i> <i>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</i> <i>(c) have the first passing area constructed at the kerb;</i> <i>(d) be at intervals of no more than 30 m along the access.</i> 	Access on site has been provided for dual lane in order to accommodate vehicle passing. The proposal complies with the Acceptable Solution.

On-Site Turning - E6.7.4

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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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:

- (a) it serves no more than two dwelling units;
- (b) it meets a road carrying less than 6000 vehicles per day.

P1 On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users;
- (e) suitability of the location of the access point and the traffic volumes on the road.

Due to the existing configuration of Trafalgar Place the proposed loading bay does not have on-site turning. The proposal is required to be assessed in relation to the Performance Criteria.

(a) This section of Trafalgar Place is an existing traffic calmed environment which encourages safer driving habits to minimise potential conflict. Turning areas for vehicles for the property has previously utilised the laneway for turning.

(b) Main traffic flows are directly to the Trafalgar car park and manoeuvring to access the loading bay will minimise disruption of vehicles accessing the car park.

(c) The design has been prepared in consideration of the likely traffic accessing the hotel.

(d) Trafalgar Place is clearly a service area to the surrounding buildings and the existing paved surfaces are consistent with the indicating to users that it is a shared space.

(e) Trafalgar Place has been traditionally used as a turning area for vehicles, especially within the northern end where traffic is primarily servicing the development site.

The proposal complies with the Performance Criteria.

Layout of Parking Areas - E6.7.5

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.

SCHEME REQUIREMENT

DEVELOPMENT RESPONSE

A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, 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 "Headroom" of the same Standard.

The proposed development is found in the accompanying TIA in section 5.3.3 to meet the Acceptable Solution. Some car spaces are smaller than specified in the standards and are designated as small car spaces.

Surface Treatment of Parking Areas - E6.7.6

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.

SCHEME REQUIREMENT

DEVELOPMENT RESPONSE

A1 Parking spaces and vehicle circulation roadways must be in accordance with all of

Parking areas will be sealed and drained to the stormwater system as required by the

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the following;

Acceptable Solution.

(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;

(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.

Lighting of Parking Areas - E6.7.7

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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.	This Standard applies to roads and public spaces and does not apply to the internal car parking areas. Lighting is capable of being installed as part of the application to that part of the site fronting Trafalgar Place in accordance with the Acceptable Solution.

Landscaping of Parking Areas - E6.7.8

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 properties;
- (c) contribute to the creation of vibrant and liveable places;
- (d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 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.	Car parking is internal within the building so no landscaping has been provided. The site is in the Central Business Zone so this provision does not apply.

Design of Motorcycle Parking Areas - E6.7.9

Objective:

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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A1 The design of motorcycle parking areas must comply with all of the following:

(a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

(b) be located within 30 m of the main entrance to the building.

(a) Motorcycle spaces have been designed to be capable of being constructed to Australian Standards.

(b) Parking is located within the building.

The proposal meets the Acceptable Solution.

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Design of Bicycle Parking Facilities - E6.7.10

Objective:

To encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips by providing secure, accessible and convenient bicycle parking spaces.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The design of bicycle parking facilities must comply with all the following;	
(a) be provided in accordance with the requirements of Table E6.2;	Bicycle parking facilities have been provided within the building in order to meet the requirements of Table E6.2 as discussed. These are located within the building.
(b) be located within 30 m of the main entrance to the building.	The proposal complies with the Acceptable Solution.
A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Bicycle parking spaces will be designed to meet Australian Standards. The proposal is capable of meeting the Acceptable Solution.

Bicycle End Trip Facilities - E6.7.11

Objective:

To ensure that cyclists are provided with adequate end of trip facilities.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	End trip facilities including showers have been provided for employees on the ground floor. The proposal complies with the Acceptable Solution.

E6.7.12 - Siting of Car Parking

Objective:

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use	The site is located within the Central Business Zone therefore this provision does not apply.

<p><i>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.</i></p>	<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">DEVELOPMENT APPLICATION DOCUMENT</p> <p>This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.</p> <p>Planning Authority: Hobart City Council</p> </div>
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E6.7.13 - Facilities for Commercial Vehicles

Objective:

To ensure that facilities for commercial vehicles are provided on site, as appropriate.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.</p>	<p>Commercial vehicles will utilise the loading bay from Trafalgar Place. The proposal will be required to be assessed in relation to the Performance Criteria.</p> <p>The TIA discusses service vehicles in Section 5.7 and finds that the location of services on Trafalgar Place is acceptable and recommends that a management plan for vehicles utilising the loading bay is prepared to prevent impacts on the flow of traffic using the lane.</p> <p>The proposal complies with the Performance Criteria.</p>
<p>P1 Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.</p>	

E6.7.14 - Access to a Road

Objective:

To ensure that access to the road network is provided appropriately

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Access to a road must be in accordance with the requirements of the road authority.</p>	<p>The access will be in accordance with Council requirements.</p>

3.7 STORMWATER MANAGEMENT CODE

Stormwater Drainage and Disposal - E7.7.1

Objective: To ensure that stormwater quality and quantity is managed appropriately.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p>	<p>The entire site is currently impervious. The proposed development will be disposed to the public stormwater infrastructure.</p>
<p>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</p>	<p>Although the development includes additional car parking this is internally within the building and the overall development does not result in any additional impervious surfaces</p>

of the following apply:

- (a) the size of new impervious area is more than 600m²;
- (b) new car parking is provided for more than 6 cars;
- (c) a subdivision is for more than 5 lots.

than was existing on the site. This standard is not considered to be applicable to the proposed development.

A3 A minor stormwater drainage system must be designed to comply with all of the following:

- (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

As per the accompanying servicing concept plan stormwater is designed in accordance with the Acceptable Solution.

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A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.

This provision does not apply.

3.8 HISTORIC HERITAGE CODE

The site is situated within Heritage Precinct H1 and is located within the boundaries of Places with Archaeological Potential.

3.8.1 DEVELOPMENT STANDARDS FOR HERITAGE PRECINCTS

Heritage Precinct - H1 - City Centre has the following statement of Historic Cultural Heritage Significance:

This precinct is significant for reasons including:

1. It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.
2. The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.
3. The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.
4. It contains a large number of landmark residential and institutional buildings that are of national importance.
5. The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.

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Demolition - E13.8.1

Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 No Acceptable Solution.</p> <p>P1 Demolition must not result in the loss of any of the following:</p> <p>(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;</p> <p>(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;</p> <p>unless all of the following apply;</p> <p>(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</p> <p>(ii) there are no prudent or feasible alternatives;</p> <p>(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.</p>	<p>The proposal is required to be assessed in relation to the Performance Criteria.</p> <p>(a) demolition is of an unlisted contemporary building that does not significantly contribute to the significance of the precinct.</p> <p>(b) The site does not include any landscape elements.</p> <p>The proposal meets the Performance Criteria.</p>

Buildings and Works other than Demolition - E13.8.2

Objective: To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 No Acceptable Solution</p> <p>P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.</p>	<p>The urban form response of the building has been described in Section 3.5 of the Architectural statement. The building has been designed with respect to the significance of the precinct.</p> <p>The proposal meets the Performance Criteria.</p>
<p>A2 No Acceptable Solution</p> <p>P2 Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.</p>	<p>The statement for Historic Cultural Heritage does not reference any conservation policy. The design and siting of buildings has been prepared in with consideration to the character of the precinct as discussed further in section 3.5 of the Architectural Statement.</p> <p>The proposal meets the Performance Criteria.</p>

3.8.2 DEVELOPMENT STANDARDS FOR PLACES OF ARCHAEOLOGICAL POTENTIAL

Building, Works and Demolition - 13.10.1

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
<p>A1 Building and works do not involve excavation or ground disturbance.</p> <p>P1 Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:</p> <p>(a) the nature of the archaeological evidence, either known or predicted;</p> <p>(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;</p> <p>(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;</p> <p>(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;</p> <p>(e) measures proposed to preserve significant archaeological evidence 'in situ'.</p>	<p>Excavation and disturbance for development of the site is likely therefore the proposal is assessed in response to the Performance Criteria.</p> <p>The accompanying Archaeological report finds:</p> <p><i>The likelihood of the place retaining substantial or meaningful archaeological evidence of earlier use and development is assessed as low.</i></p> <p>The report includes recommendations for the inclusion of notification process during excavation to manage unanticipated discoveries.</p>

3.9 SIGNS CODE

Signage does not form part of this submission.

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4. CONCLUSION

This application seeks approval for a substantial hotel in a desirable and convenient location within Central Hobart. The proposal includes a number of active uses that contribute to the diversity of experiences and amenity of accommodation types within Hobart, as well as being of significant economic benefit for the city.

All uses proposed are permitted and desirable within this location. The uses comply with acceptable solution for the use standards of the zone.

Discretion is required for the development standards due to the location of the building adjacent to heritage listed places and within a heritage precinct. At street level the proposed awning will provide more consistent and continuous shelter for the pedestrian experience. Above street level the facades have been designed with careful consideration to the form and detail of neighbouring heritage buildings.

The form of the building separates the overall height of the building with a podium consistent with surrounding contemporary buildings. While discretion is required to be exercised in relation to height, given the dual frontage with Trafalgar Place application of the amenity building envelope would be unreasonably restrictive on the site. While the Trafalgar Place frontage is considered for the purposes of the scheme, the existing built response to this street is as a service laneway, accessing the rear of buildings and service entries. In considering the accompanying assessments for economics, wind, and overshadowing the height of the building is found to be consistent with Performance Criteria.

The design results in a number of benefits and has been undertaken within the constraints of the site to positively contribute to the streetscape of Elizabeth Street and Trafalgar Place, and to improve amenity and public safety. Particular improvements include the pedestrian linkage through the building and artworks proposed on Trafalgar Place. These components of the development will activate and improve the character of this public space, and provide further connections with current works occurring in Collins Court.

The development is required to be assessed in relation to access within the Parking and Access Code, and Road and Rail Assets Code. This is due to circulation being constrained to access within the internal block access of Trafalgar Place. The lane is traditionally used for service access to buildings fronting the outward edges of the city lot. With respect to the existing conditions the proposed development results in some improvements for vehicular and pedestrian circulation including increased activation of the public space. The accompanying TIA includes a number of recommendations in order to manage the alterations to the traffic configuration and finds that the proposal supportable on traffic grounds.

Variation of parking is required for one additional parking space in excess of the requirements which is considered to be a minor variation to the scheme. The proposal meets standards for the motorcycle parking, bicycle parking, and disabled parking.

The site has been assessed in terms of archaeological potential and found to have low potential for archaeological potential.

Overall the proposal is found to be consistent with the purpose of the Central Business Zone and of the Codes. The development will provide active and engaging uses at ground level and a substantial amount of public amenity particularly to Trafalgar Place. Furthermore the development will result in substantial public benefit in terms of contributions for upgrades to the sewer line in Elizabeth Street, Public Art Installations, and bus shelters within the Bus Mall Enhancement Project.

DEVELOPMENT APPLICATION DOCUMENT
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APPENDIX A - TITLES

Attachment E

ARCHITECTSMA

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PALACE HOTEL
28 –32 Elizabeth Street Hobart

EXPERIENCE CREATIVE QUALITY

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PALACE HOTEL

28-32 ELIZABETH STREET HOBART

DEVELOPMENT APPLICATION

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Project No. 1514
September 2015

VISION

JAWSARCHITECTS is committed to being a leader in our profession through the quality of our architecture and the manner in which we conduct ourselves in our business, our profession and our community.

01 INTRODUCTION

1.1 EXECUTIVE SUMMARY

This Development Application, lodged on behalf of Elizabeth Tasmania Pty Ltd, seeks approval for demolition of an existing building and construction of a hotel complex at 28-32 Elizabeth Street in Hobart.

For the purposes of this application, we are referring to the project as the Palace Hotel, the name being a reference to the former Palace Theatre which stood on one half of the site during much of the twentieth Century.

The hotel will target the exponential growth in tourism in Tasmania, and in particular the burgeoning International, South East Asian and Chinese markets, set to dramatically expand following the visit of the Chinese President to Tasmania in 2014.

The scheme has been developed by JAWS Architects and a team of specialist consultants who have addressed the planning, heritage, archaeological, environmental, traffic, servicing and economic impacts of the proposed scheme.

Whilst the proposed hotel is taller than the surrounding structures, the building has been carefully designed to provide the following attributes;

The hotel reinforces the existing pattern of taller buildings located on the Macquarie Street ridgeline, reinforcing the amphitheatre setting of Sullivans Cove

The scale and proportions of the hotel podium carefully respects the adjacent heritage buildings, ensuring it does not have an adverse impact on the streetscape and townscape values of the surrounding area.

Wind tunnel testing has established that the development will have little significant adverse effect on the existing pedestrian level wind conditions in the pedestrian realm around the site.

There is no increase in overshadowing of the public footpath on the opposite sides of Elizabeth and Collins Streets compared with the existing situation.

The design provides substantial activation of the surrounding streets through provision of public uses on the Ground Floor and enhanced connectivity through the hotel from the Bus Mall to Trafalgar Place and Collins Court.

The development will provide a number of significant benefits in terms of economic and civic amenity and encourage further investment in this key part of the Hobart CBD to support an increasing number of visitors.

Construction of the hotel is estimated to cost \$40 million and the facility can be operational by 2018.

SGS Economics and Planning have undertaken an Economic Impact Analysis of the proposed hotel development which highlights the following overriding economic benefits to the City:

Development of the Palace Hotel will support approximately 177 full time equivalent jobs in the Hobart economy, and the region will gain almost \$24 million in added value from this construction activity.

Operation of the facility will support approximately 45 full time equivalent jobs in the Hobart economy, and the region will gain \$5.6 million in added value per annum.

Operation of the restaurant and cafe will support approximately 18 full time equivalent jobs in the Hobart economy

Considering the current and projected shortfall of accommodation in Hobart and the known new hotel developments, the Palace Hotel is projected to be absorbed by market demand in the short term.

The Palace Hotel will enable an additional number of 94,000 visitor nights to be accommodated in Hobart. This equates to a total visitor spending of approximately \$18 million per annum, based on international visitor and domestic visitor spending estimates by Tourism Tasmania, assuming 50% domestic and 50% international visitors.

The Developer has also committed to providing the following financial contributions associated with the development:

\$600 000 towards upgrade of the sewer line in Elizabeth Street

\$40 000 towards bus shelters and other street furniture as a part of the Bus Mall Enhancement Project

Minimum of \$80 000 for Public Art Installations

The design of the Palace Hotel achieves a balance between respecting our heritage and adding to an evolving culture of buildings in the streetscape. It will enhance Hobart’s open space network and will help add much needed life back into the City centre.

1.2 PROPOSED COMPLEX

The Palace Hotel will provide 196 rooms and 42 on-site car parks for guests.

The development is proposed to comprise:

- Ground Floor Reception, Restaurant, Lounge Bar and Cafe.
- Meeting and Function Rooms are located on the Mezzanine level.
- Staff Facilities are provided at the rear of the ground floor
- Back of house facilities are accessed by service vehicles from Trafalgar Place.
- Four levels of car, motorbike and bicycle parking accessed from Trafalgar Place
- Outdoor entertaining area on the roof garden of the Level 5 Podium.
- 10 Floors of Guest Rooms, with a mix of one and two bed options
- Roof-top Swimming Pool, Sky Garden and Gymnasium on Level 16
- Premium Guest Suites on Levels 17 and 18
- Cocktail Bar on Level 19
- Roof-top Plant Room

1.3 DEVELOPMENT SITE

The development site is the former Westpac Bank building which dates from 1982. This building was built specifically for the bank’s detailed requirements and is deemed to be unsuitable for re-use.

The site is extremely well located for a hotel use, benefitting from fantastic close and distant vistas. It is also close to many local tourist attractions including Salamanca Place, Sullivans Cove, TMAG and the ferry piers.

The main frontage to Elizabeth Street has good solar access which means, as a consequence, any new building will not adversely overshadow the street and Bus Mall.

A number of adjacent tall buildings provide an opportunity for a new building of substantial height to fit comfortably within this context.

Whilst the site itself is not heritage listed, the streetscape in which the site is located is composed of heritage-listed buildings of variable styles, age and height.

The rear of the site connects into Collins Court and the adjacent Trafalgar Shopping Centre.

02 INFORMATION

2.1 DEVELOPMENT APPLICATION

This Development Application seeks approval for a hotel development.

The proposed development and its impact are described in the following suite of documents:

- Development Proposal (This document) - JAWS Architects
- Planning Response – Irenelnc & Smith Street Studio
- Statement of Archaeological Potential, Impact Assessment & Method Statement – Austral Archaeology
- Traffic Impact Assessment – Midson Traffic
- Concept Hydraulic Services Plan and CCTV WSA Assessment – Gandy & Roberts Consulting Engineers
- Environmental Wind Speed Assessment – MEL Consultants
- Economic Impact Analysis – SGS Economics and Planning

2.2 USES

The proposed uses within the proposed development are as follows:

- Car park (Class 7a)
- Bars/restaurants/cafes (Class 6)
- Gymnasium (Class 9b)
- Private & Serviced Apartments (Classes 2 & 3)

All of these uses are either “permitted” or “discretionary” under the Planning Scheme.

For further information on uses, refer to the Planning Report that forms part of these submission documents.

2.3 FLOOR AREAS

Floor areas are scheduled on the Drawing Sheet (DA-01) in the form of Gross Floor Area (GFA) calculations.

2.4 EASEMENTS & AIR RIGHTS

The Mezzanine Level Function Room is proposed to cantilever over the footpath on Elizabeth Street by approximately 1200 mm as well as a fixed awning projecting 2850 mm and facade panels by 600mm.

Another awning is proposed for the Trafalgar Place hotel entrance which will also project over this boundary by 1800 mm.

These projections will require the granting of an Occupation License by the Hobart City Council.

2.5 EXCLUSIONS

This Development Application does not include external signage or flood lighting, which are to be the subject of later application/s as required.

03 DESIGN REPORT

3.1 INTRODUCTION

The design of the Palace Hotel is a response to the provisions of the City of Hobart Interim Planning Scheme, to the design team's careful analysis of the site and its context, to the practical requirements of building and of course to the need for the project to be financially viable.

The final design proposal sets out to complement the scale and pattern of the townscape and enhance and enliven this part of the CBD

3.2 HISTORY, HERITAGE & ARCHAEOLOGY

A report on the history of the site was prepared by Austral Archaeology. That report has informed the findings contained in the "Statement of Archaeological Potential, Impact Assessment & Method Statement", 21 September 2015.

This report presents the results of a desktop assessment of the historical archaeological potential of the property at 28-32 Elizabeth Street, Hobart. It consists of three key components: a Statement of Archaeological Potential, an Archaeological Impact Assessment and an Archaeological Method Statement.

Extracts from the Executive Summary are included below:

Site History

The property is located within Hobart's central business district and being in such a prime location, has been developed and redeveloped multiple times as part of the evolution of the city. Definitive evidence of European use and development began during the 1820s, and by the 1840s the property included substantial buildings used for commercial and mercantile purposes.

Major redevelopments began during the early twentieth century, commencing with the construction of the Bank of New South Wales in 1912, followed in 1914 with the Palace Theatre, one of Hobart's early cinemas.

At the time, both buildings were praised for their architectural merit. The buildings remained in place until the 1980s when they were demolished to make way for the current building, used by Westpac until 2014.

Archaeological Potential and Significance

Following an investigation of the site history an analysis was made of the current site and the sequential development and disturbance of the area was mapped.

Preparatory ground works for the existing former bank building are highly likely to have removed or substantially affected all previous phases of development on the site. The likelihood of the place retaining substantial or meaningful archaeological evidence of earlier use and development is assessed as low.

Because of this low archaeological potential, the site is assessed as not having archaeological significance at either State or local levels. The site does have some historical interest and association with significant developments or individuals and for demonstrating the continued evolution of Hobart's Central Business District.

However, these associations are considered to be of historical interest and not historical significance within the formal assessment frameworks.

Archaeological Impact Assessment

The extent of likely excavations required for this development will be substantial in both area and depth. They are likely to extend beyond the depths of excavation carried out for the c.1981 building. The density of pad footings within the footprint of the building will require the area of new excavation to be significant.

Despite the substantial nature of the proposed ground works, the likelihood of them impacting on archaeological features or deposits is assessed as being low. This conclusion is based on the low likelihood of significant archaeology having survived the construction of the c.1981 works.

Some potential exists for the proposed hotel works to encounter archaeology associated with the 1912 and 1914 buildings along the Elizabeth Street frontage. However, such archaeology should it exist is likely to have already been highly compromised.

Archaeological Method Statement Recommendations

The Austral report recommends notification protocols should be included in the project specifications which detail archaeological management in the unlikely event that significant archaeological features or deposits are located during excavation works.

The report also recommends consideration should be given to creative interpretation responses to present the history of the place as part of the proposed development.

Interior design within the hotel spaces will endeavour to interpret the history of the site and the Palace Theatre in particular.



The Palace Theatre circa 1914

3.3 SITE CONTAMINATION

The site's history has been comprehensively reviewed through a desktop archaeological investigation as described in the previous section. In light of that review, it is considered highly unlikely that the site at 28 Elizabeth Street has potential to be contaminated.

The site has been subject to a number of uses over its history, a furniture workshop at the rear of the site in the nineteenth century being the only known light manufacturing use. The site was substantially excavated for the construction of the existing building and, just as there is a low likelihood of significant archaeology having survived, so it would be unlikely that any soil contamination would remain, even if it ever existed.

If deemed necessary, we would be accepting of a planning condition imposed on the permit requiring an environmental site assessment in accordance with Code E2 to be completed following demolition of the existing building.

3.4 TOPOGRAPHY

The development site is located at the northern end of the Macquarie Street ridge, a prominent natural feature which holds the majority of Hobart's taller buildings.

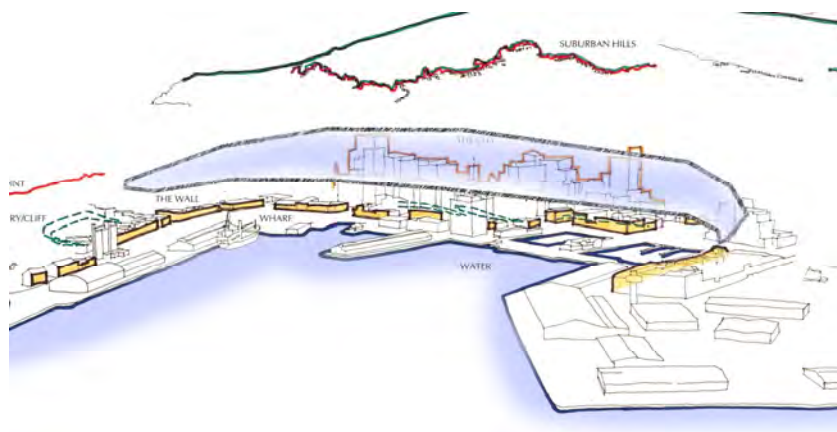


Contour lines show the hotel site on a prominent natural ridge

This rise forms part of the natural "amphitheatre" setting of Sullivans Cove, highlighted in the 1991 Sullivans Cove Planning Review.

The Planning Scheme encourages buildings to reflect the natural topography and encourages a grading of building heights – lower on the Cove floor, to higher on the high ground, such as the Macquarie Street ridge.

This proposal offers an opportunity to reinforce the spatial qualities of the Cove further, by strengthening this existing pattern of development.



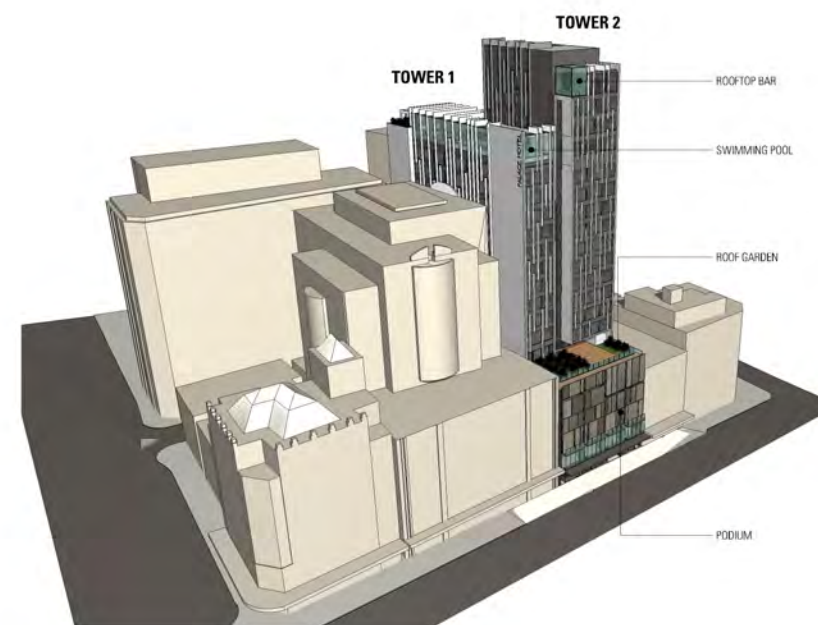
The Sullivan's Cove Amphitheatre (from 1991 review)

3.5 URBAN FORM RESPONSE

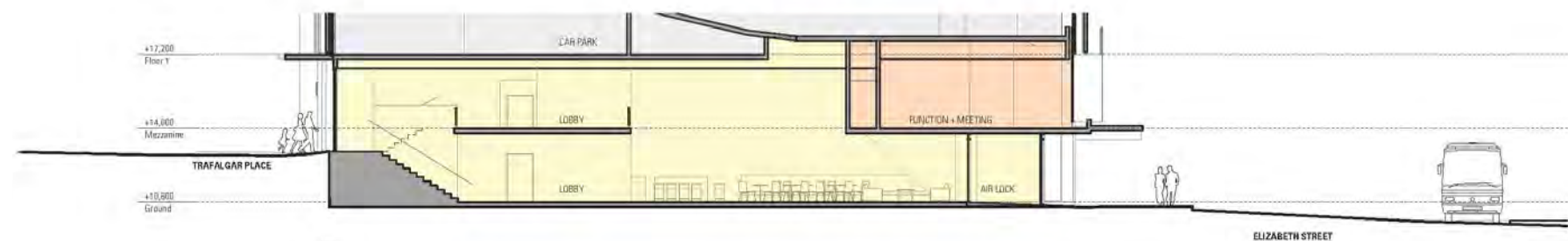
The design of the Palace Hotel proposal responds to its urban setting on two principal levels. The overall form and massing of the building carefully addresses its macro and micro contexts; that is, the cityscape and the streetscape.

A Family of Buildings

The hotel design has been conceived as a 'family of buildings', formed by three primary elements which break down the overall mass into smaller components in order to reduce the visual bulk.



Palace Hotel Massing Diagram



Pedestrian connectivity through building

Two slender conjoined towers are placed on a podium building, one slightly lower than the other to help break down the scale and massing of the building.

This strategy also allows the building to respond to the scale of the street and the scale of the city concurrently.

The Podium

The Podium design responds to the scale of the adjacent buildings by limiting the height of elements at the street edge. The building presents a series of sheer, yet articulated vertical facades to the footpath, echoing the scale and form of the surrounding historical buildings.

Buildings at the street edge will limit the visibility of the higher elements from the surrounding footpaths, reducing the apparent height of the building from these areas.

Elizabeth Street Frontage

The Podium is 6 storeys high on Elizabeth Street to match the height of the adjacent heritage building facades.

The primary entrance into the hotel will be from Elizabeth Street. A cafe is located on the Elizabeth Street frontage to provide a high level of street activation as required by the Planning Scheme.

The hotel Lounge and Bar are highly visible from the street, positioned to enhance activation at street level, with pedestrian connectivity provided to Trafalgar Place at the rear of the building from the Bus Mall in Elizabeth Street.

The Elizabeth Street facade is a carefully considered composition of solid and void, drawing on the fenestration and architectural detailing of the adjacent heritage buildings to sit comfortably in the existing streetscape.

The Mezzanine level Function Room also presents a high degree of transparency, the bay windows working with the scale, proportion and rhythm of its neighbours.

There are no guest rooms located on the upper floors of the podium as there is limited access to good natural light or views, the building being tightly squeezed between its neighbours.

The articulation of the ventilation apertures for the car park levels provides an innovative and original contextual solution within the goals of Article 22/ New Work in the Burra Charter:

“New work can be distinguished by changes in details, by materials that are similar but different in colour or surface, by forms that are recognisably modern, and by the presence of a visible line of demarcation.”

The car parking will be hidden from view behind this façade.



Streetscape from Elizabeth Street

Trafalgar Place Frontage

The podium is 3 storeys high on Trafalgar Place, responding to the scale of buildings in its immediate proximity.

Guest vehicle access and egress is from Trafalgar Place via a two-way ramp up to the First Floor.

Pedestrian access to the hotel avoids the vehicle entrance, with public artworks proposed to help enhance activation of this space.

This will also provide an important connection to Collins Court, further enhancing connections through Hobart’s laneways.

The architectural language here is a variation of the Elizabeth Street facade, accommodating a range of service requirements for the hotel.

Rubbish Store, Electrical Substation, other services and general storage will be located with direct vehicular access to Trafalgar Place.

A Loading Bay is also facilitated from the rear of the building, close to the Service Lift and Storage room.

The Conjoined Towers

The higher elements of the hotel are set back from Elizabeth Street to enable a clear reading of the scale of the streetscape elements.

Distant views reveal the towers within the context of the taller buildings on the Macquarie Ridge.

The setback of the towers responds to the tower location of the adjacent Deloitte’s building, providing a relatively consistent secondary frontage of taller elements in the street.

Despite being one floor plan, one portion of the hotel is set marginally in front of the other in order to create the appearance of two towers, reinforcing the slenderness and reducing the visual bulk. One tower is also higher than the other, reinforcing this effect.

Informed by its history, the impression of two towers also recalls the separation of the site into 2 titles for most of its existence.

Tower 1

The lower tower contains the majority of the guest rooms, responding to the longer leg of the site. A swimming pool caps the smaller tower, the sunshades wrapping over the top to define its distinctive crown.

Tower 2

The taller tower has a significantly smaller floor plate for 4 floors.

These levels are entirely within Tower 2 and contain the premium suites, which are larger and offer extensive views over greater Hobart.

A roof-top Cocktail Bar caps the hotel, capitalising on its height to provide a breath-taking panorama over Hobart for guests and public.

The central service core is a recessive element, the vertical sunshades wrapping over the plant room to also crown this element and conceal services infrastructure.

Facades

The facades of the guest rooms are highly articulated, expressed by a patternation of vertical sunshades. The sunshades define the language of the building, an abstract reference to the geological form of the Tasmanian landscape and an important component of the ESD strategy for the hotel.



Vista from Town Hall in Elizabeth Street

3.6 MATERIALS

Materials for this development have been chosen to complement the historic nature of the location in the streetscape of Elizabeth Street and its urban context.

Without attempting to reproduce or imitate any particular material or colour, a generally contemporary material palette has been selected, with discrete elements of traditional materials to reference the history of the precinct.

The main material for the Podium is envisaged to be textured metal cladding, providing a noble, robust finish which draws on the texture and materiality of the adjacent bay windows and the former Palace Theatre.

Colored and textured pre-cast concrete will form the main structural elements for the towers, off-set by substantial glazing and aluminum sunshades.

Refer to the drawings for further information.

3.7 ENVIRONMENTALLY SUSTAINABLE DESIGN

The Palace Hotel project will incorporate a wide range of measures designed to minimise the use of valuable resources, foster energy efficiency and reduce the project’s “carbon footprint”.

The design process will include consideration of such environmental factors as: air change effectiveness, carbon dioxide monitoring and control, lighting levels, volatile organic compounds, formaldehyde minimisation, mould prevention, peak energy demand reduction, water efficiency, recycling waste, sustainable timber and others.

The upper levels have been designed to receive the optimum amount of sunshine, which is especially important in the Tasmanian climate. The shading provided by the aluminium screening elements will moderate the penetration of sunshine into the guest rooms - aiming to allow the sun’s warming effect in winter, but to reduce the need for artificial cooling in summer.

The guest rooms will have well-insulated walls. Carefully assessed and optimized glazing units will be incorporated during the design process.

Renewable plantation timber or timber products will be utilised where possible and all materials will be appraised for their environmental consequences. Tasmanian timber suppliers will be used whenever possible.

Energy-efficient lighting and appliances will be utilised, as well as water-saving fixtures and devices throughout the hotel. Bicycle storage and change facilities will be available to employees.

3.8 ENVIRONMENTAL IMPACT
(Sun shading & Wind)

The two main impacts caused by a building of this scale on its immediate environment are those of sun shading and wind.

In relation to sun shading, this building is ideally situated with a road to the immediate south and east, and several large commercial buildings. Therefore the majority of any shading will be on space that is already largely shaded.

There is no private open space close enough to the building to be affected by overshadowing.

The taller components of the building have been set back from the northern boundary to allow solar access onto the podium and solar penetration to the guest rooms.

Overshadowing of the public footpath on the opposite side of Elizabeth and Collins Streets is not increased compared with the existing situation.

In relation to the wind effects, a separate wind tunnel modelling study has been conducted by MEL Consultants, which forms part of this application.

Summary from the Report:

Wind tunnel tests have been conducted on 1/400 scale model of the proposed 28 Elizabeth Street Hotel, Hobart Development to provide data on environmental wind conditions at ground level. The model of the Development within surrounding buildings was tested in a simulated upstream boundary layer of the natural wind. The wind conditions measured have been related to the free stream mean wind speed at a reference height of 300m and compared with criteria developed for the Hobart region as a function of wind direction.

For the Basic Configuration, for which there were no street trees, the pedestrian level wind conditions on the ground level surrounding the proposed development have been shown to be either on or within the criterion for walking comfort for all wind directions or similar to those of the Existing Configuration.

As such, the 28 Elizabeth Street development was shown to have little significant adverse effect on the existing pedestrian level wind conditions in the pedestrian realm around the site.

3.9 TRAFFIC AND PARKING

A separate Traffic Impact Assessment has been prepared by traffic engineers Midson Traffic. That report, which accompanies the Development Application, confirms the workability of the proposed traffic arrangements.

Being an inner city hotel, it is expected that a high proportion of guests will not arrive by vehicle.

As private vehicles are prohibited from driving through the Bus Mall in Elizabeth Street, all vehicle trips to the hotel will approach the site from Macquarie Street and turn into Trafalgar Place.

Street signage and booking information will guide guests in cars to the hotel car park off Trafalgar Place.

A system has been developed where 2 spaces have been reserved on the first parking level for guest check-in, with signage directing cars to these spaces within the car park and an intercom provided to assist guests with the process.

The hotel provides a total of 42 car parking spaces over four levels including four disabled parking spaces, 40 bicycle spaces and two motorcycle spaces.

Due to the narrowness of the site, the internal car park layout is very tight. A number of measures have been recommended and will be accommodated to improve circulation and safety within the car park and when exiting into Trafalgar Place. The development is supported on traffic grounds, subject to these recommendations being implemented.

Service vehicle access will be via Trafalgar Place, to the rear of the site. A loading bay will be provided in this lane for the collection of refuse and for the use of service vehicles.

It is proposed that deliveries to and from the site (including waste collection) be scheduled to take place between 7.30am and 6.00pm Monday to Friday, and 10.00am and 4.00pm on Saturday, Sunday and public holidays

It is anticipated that the extent of footpath redevelopment and other civil works (Street furniture, planting, lighting, etc), will be the subject of further discussions between the Developer and Council prior to construction. The improvement of the streetscape in this area is seen as critical for the success of this development.

For further information on traffic and parking, refer to the Traffic Impact Assessment that forms part of these submission documents.

3.10 WASTE MANAGEMENT

Due to the number of guest rooms and other facilities within this development, it is anticipated that the hotel will not be able to be serviced by Council’s existing waste collection services.

The hotel will have a central collection point for general waste and recycling. This system will be fed internally from a chute on each level and accessed from the collection point on the Mezzanine Level.

Collection services will be contracted to an external provider, and will occur via Trafalgar place, utilising the loading dock . A detailed analysis of this process will occur as part of the future development of the Traffic Management Plan discussed previously.

Prior to the commencement of the use, a Waste Management and Maintenance Plan will be developed in consultation with Hobart City Council. This will give additional detail on storage, transport and collection of waste and recycling from the site.

3.11 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Prior to the commencement of use, the Elizabeth Street frontage and Trafalgar Place laneway will incorporate Crime Prevention Through Environmental Design (CPTED) principals to be approved by Hobart City Council in consultation with Tasmania Police.

The following key principles have been incorporated into the design as a starting point for effective CPTED:

Surveillance: Public space is overlooked by hotel staff 24 hours a day. The introduction of activity to the street edge (eg, cafes and restaurants) increases the availability of people providing passive surveillance of the public thoroughfare.

Management: Ongoing maintenance strategies will be established in order to deal with routine and emergency situations during the daily life of the development. This will range from general cleaning and rubbish removal, to reporting and management of risky, antisocial or damaging behaviour.

Vulnerability: The clarity of public space given by clear delineation helps manage the risk to individuals by keeping groups of people together. Public spaces will be well-lit, active and overlooked. Higher risk areas such as Trafalgar Place, will utilise increased clarity of lighting and active surveillance to manage risk. Spaces for concealment have been avoided throughout the development wherever possible.

The incorporation of Public Art Works and additional lighting will also provide increased passive surveillance in the zone between Trafalgar Place and Collins Court.

3.12 ACOUSTIC DESIGN

As with all hotel developments, acoustic privacy and amenity is of high concern. Consideration has also been given to acoustic impact on surrounding neighbours by the ongoing operation of the development.

In relation to privacy for guests, this will be maintained through high levels of insulation, the use of double-glazed window units and thoughtful relationships between public and private areas.

Acoustic separation between rooms will be designed to exceed the requirements of the NCC (BCA) in order to maximise the comfort of guests.

In relation to acoustic impact on the neighbourhood, the building has been designed to keep any noise- generating machinery (eg, mechanical conditioning plant) located where it will have minimal impact.

The majority of plant is located within the rooftop plant room or co-located towards Trafalgar Place to the rear of the development. Whilst equipment will be selected with noise levels in mind, keeping it away from high-traffic areas will reduce the impact even further.

Any roof-mounted equipment will have a minimal impact due to the relative height of the roof in relation to neighbouring buildings. In addition, acoustic treatment will be considered where there is a risk of disturbance to neighbours or the public.

Likely noise from guests has been minimised through the avoidance of outdoor entertaining areas. The private garden spaces (eg, the Level 5 roof terrace) have been designed as quiet retreats rather than as lively activity spaces (eg, Play equipment, etc).

The commercial facilities which are likely to generate noise from occupants, such as restaurants or bars, are within the building, with no external areas.

The hours of operation will be within 7.00 am to 12.00 am as required by Clause A1 of the Hotel Industries Use Standard within the Interim Planning Scheme,

In relation to acoustic concerns during construction, refer to Section 4 – Construction Method Statement.

3.13 PUBLIC ART WORKS

If the Development Application is approved on acceptable conditions and the project proceeds, the Developer will commit to a process culminating in the provision of public artwork(s) on the site of the development, or by mutual agreement in the immediate vicinity of the development site.

The nature of any public artwork(s) is not yet determined however there appear to be a number of possibilities. The possibilities include ‘stand-alone’ artworks such as sculptures, paving patterns or installations either within or outside the building, and artworks which might be integrated into the design of the development – such as murals or light fixtures, etc.

The sources of inspiration are limited only by the imagination. The artwork may reflect the early history of the area or other relevant themes.

The Developer proposes an Expression of Interest process which would give any interested artist the possibility of gaining a commission. The preference would be to invite local Tasmanian artists.

It is proposed that expressions of interest be called whereby interested artists are invited to submit their credentials and photographs of their work. A shortlist would be prepared from the submissions received and the shortlisted artists would be engaged for a fee to prepare concept proposals in response to a prepared brief.

Preliminary discussions have been held with Jane Castle, Cultural Programs Coordinator from Hobart City Council’s Community Development section.

Whilst we understand that Hobart City Council cannot manage this process, it is envisaged that some collaboration could be provided through advice and guidance on the commissioning process.

The selections are proposed to be made by a panel including the Developer, the Developer’s architect, an arts industry representative and a nominee of the Hobart City Council. A preferred artist would be selected and engaged by the Developer to develop their concept into a completed artwork.

The Developer has committed a budget of at least \$ 80,000 for the overall cost of the public art component of the development.

Briefing and engagement of artist(s) would be consistent with the relevant sections of the Hobart City Council’s Public Art Strategy, March 2005 and the Council would be invited to make comment through their nominee on each stage of the process.

The Trafalgar Place entrance to the hotel provides a great opportunity to incorporate contemporary artworks to enliven this secondary street system and provide a connection to the rejuvenated Collins Court.



Indicative image of Public Art opportunity in Trafalgar Place

3.14 ECONOMIC BENEFITS

SGS Economics and Planning have undertaken an Economic Impact Analysis of the proposed hotel which is provided as a separate report with this application.

In addition to the substantial financial benefits to the local economy provided by The Palace Hotel, the Developer has also committed to provide or contribute to the following significant public infrastructure / civic amenity:

- Establishment of pedestrian linkage through the building to connect Trafalgar Place/Collins Court with the Bus Mall in Elizabeth Street
- Provision of public restaurant , function space, swimming pool and rooftop cocktail bar.
- Upgrade of sewer line within the Bus Mall at approximately \$600,000.
- Contribution of \$40,000.00 to upgrading of bus shelters and other street furniture outside the hotel, as part of Council’s Elizabeth Street Bus Mall Improvement Project.
- Public Artworks contribution of at least \$80,000.00

3.15 UDAP CONSULTATION

An initial consultation meeting was held with the Hobart City Council Urban Design Advisory Panel on 16 July 2015, in relation to this proposal.

The key points raised, as per the official minutes from HCC, are listed below (Left), along with the design team’s response (Right), where appropriate.

ITEM:	RESPONSE:
i. The Panel indicated concern with the height of the building; the proposal was not accompanied by sufficient justification for the level of discretion being sought. The development application will need to demonstrate where the proposal provides overriding benefit in terms of economic activity and civic amenities to encourage exercise of the discretion beyond the 45m height "limit".	Please refer to SGS Economic Impact Analysis for a full appraisal. The proposal will also provide the following significant public infrastructure / civic amenity: Establishment of pedestrian linkage through the building to connect Trafalgar Place/Collins Court with the Bus Mall in Elizabeth Street Provision of public restaurant , function space, swimming pool and rooftop cocktail bar. Upgrade of sewer line within the Bus Mall at approximately \$600,000. Contribution of \$40,000.00 to upgrading of bus shelters and other street furniture outside the hotel, as part of Council’s Elizabeth Street Bus Mall Improvement Project. Public Artworks contribution of at least \$80,000.00
ii. The development application will need to include additional information regarding the overall floor areas for the relevant uses (particularly the car park) and the overall gross floor area (GFA).	Refer to drawings for GFA calculations.
iii. The development application will need to provide justification to support the exercise of the discretion regarding the setback from the Elizabeth Street Bus Mall. This comment is specifically directed at one wing of the tower building projecting forward of the adjacent building alignment.	The setback of the towers responds to the tower location of the adjacent Deloittes building. One tower is set in front of the other in order to create the appearance of two towers to reinforce the slenderness and reduce the visual bulk.
iv. The development application should include a wider range of context montages, including images of the proposal in situ with the streetscape, and from surrounding areas and vantage points. Additional diagrams to differentiate between the existing building and the new building should also be included, particularly as regards shadowing.	Images of the proposal from surrounding areas are included in this application.
v. The Panel noted that the proposal is a good opportunity to activate the site, The lack of public and guest access through the building from the Bus Mall to Trafalgar Place is considered to be an omission to the design and the Proponent is strongly urged to review this. The Council has a current project to upgrade the area behind the proposed hotel site to improve community activation. These spaces include; Collins Court, Trafalgar Place, the Cathedral car park and the Cathedral Close (lawn) facing Macquarie Street. The activation of the Bus Mall frontage and the provision of a link through the building may present an opportunity to raise the status and economic performance of the proposal.	The Ground Floor and Mezzanine levels have been redesigned to include a link through the building from the Bus Mall to Trafalgar Place and on to Collins Court. The Lounge area of the hotel now extends to the Elizabeth Street frontage to provide improved activation and enhanced connectivity with the Bus Mall.
vi. The Panel also noted that the routes available for moving cars from near reception of Trafalgar Place require a considerable navigation through the City streets. For visitors, the lack of through-site pedestrian access makes this relationship more obscure.	Refer response above and Traffic Impact Assessment
vii. It is the Council's aim to limit traffic movements in Trafalgar Place and to develop a pedestrian friendly environment. A response to this should be established in the traffic management plan.	The pedestrian connection between the Trafalgar Place entrance and Collins Place will be an active space enhanced by Public Artworks. Goods deliveries will take place at limited times, consistent with this desired character.
viii. The development application will need to address the ratios with respect to bicycle parking provisions (including location and number of spaces).	Refer to the Traffic Impact Assessment
ix. The development application will need to further resolve the Trafalgar Place facades where they face public space. The Proponent is encouraged to outline the positive attributes that the proposal brings to Trafalgar Place in the development application, with respect to matters such as activation, lighting and passive surveillance of the area.	The podium building has been better articulated on the Trafalgar Place facades as well as better definition of the building entrance. Feature lighting with an artistic edge is proposed on the façade flanking the entrance to the hotel. Pedestrian activity in and out of the hotel will provide a substantial increase in passive surveillance of the area.
x. The Proponent is encouraged to commence detailed discussion with Council officers to develop a design that encourages maximum interaction between the Bus Mall and the proposed building.	A preliminary meeting was held with Council Officers Ted Ross, Stuart Baird, Ben Ikin and Angela Moore on 23 July 2015 to discuss opportunities for the hotel to interact better with the Bus Mall and surrounding areas. These discussions are ongoing.
xi. Particular attention is required to determine the impact of traffic requiring access to the hotel, specifically taxis, rental cars and coaches. A detailed traffic management plan is essential; this must take into account the current and future timetabled and casual use of the Bus Mall by the Hobart public transport system.	Refer to TIA
xii. The Panel notes this is a major construction project in a confined access area of the City. A preliminary construction management plan demonstrating how construction activities can be undertaken with minimum impact on the City streets, lanes and on adjacent properties desirable.	A construction Management Plan (CMP) will be prepared and submitted to Council once a building contractor is appointed for the project. This document will address potential impacts on the Bus Mall and ensure that bus operations continue unhindered. It is noted that the Elizabeth Street Bus Mall Improvement Project is likely to be under construction at a similar time as the hotel and consultation with Council will be undertaken on a regular basis to ensure potential conflicts are adequately mitigated.

04 CONSTRUCTION MANAGEMENT

4.1 MANAGEMENT PLAN

Prior to the commencement of works, a construction management plan (CMP) will be prepared by the appointed contractor and submitted for approval by Hobart City Council.

This Construction Method Statement is intended to give a preliminary outline of the strategies to be detailed in the CMP, for development approval purposes, prior to the further development of the plan.

The CMP will include:

- A description of all activities proposed to be undertaken on the site during construction including an indication of stages of construction where relevant.
- Details of the contractor responsible for the works.
- Protocols relating to public safety, amenity and site security.
- Information on site operating hours.
- A noise management protocol to detail measures to mitigate and manage noise during the construction of the proposal in accordance with Australian
- Standard 2436-1981 “Guide to Noise on Construction, Maintenance” and New South Wales Department of Environment and Climate Change existing and draft construction noise guidelines including but not limited to:
- Procedures to ensure that all reasonable and feasible noise mitigation measures are applied during operation of the CMP.
- Details of all management methods and procedures that will be implemented to control individual and overall noise emissions from the site during the CMP.
- Identification of potentially noisy construction phases, such as operation of rock breakers, explosives or pile drivers if they are to be used, and proposed means to minimise impact on the amenity of neighbouring buildings.
- Identification of potential activities causing vibrations, such as rock breakers, explosives or pile drivers if they are to be used and proposed means to minimise impact on the amenity of neighbouring buildings. (It is noted that the identification of noisy construction phases and activities causing vibration does not offer any entitlement to under take those activities if they cannot be satisfactorily managed)

- An air quality protocol to outline measures to minimise impacts from the proposal on local air quality particularly regarding dust generated from the proposal.
- A stormwater and sedimentation control protocol to detail measures to monitor and minimise soil erosion and the discharge of sediments and other pollutants to lands and/or water and wash-down procedures during construction works.
- A waste and materials reuse management protocol, including waste minimisation, storage and disposal procedures.
- A traffic management protocol to outline management of traffic conflicts that may be generated during the construction of the proposal including but not limited to:

Details of traffic routes for heavy vehicles, including any necessary route or timing restrictions

Measures to be employed to ensure traffic volume, acoustic and amenity impacts are minimised.

4.2 PROGRAM & STAGING

The construction methodology will allow for a high degree of coordination and cooperation between all stakeholders in order to progress construction in the most efficient manner possible. The anticipated project construction phases are as follows:

STAGE 1: Demolition of existing building

STAGE 2: Preliminary excavation works

STAGE 3: Construction

The CMP will detail each stage of the project construction in further detail. Prior to the commencement of works, key meetings will be held with the developer, consultants and all stakeholders to finalise the details of site establishment and project administration procedures.

Palace Hotel Economic Impact Analysis

Final Report

Elizabeth Tasmania Pty Ltd
August 2015



SGS
Economics
& Planning

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01162-01 and was received on the 24 September 2015.

Planning Authority: Hobart City Council



This report has been prepared for Elizabeth Tasmania Pty Ltd. SGS Economics and Planning has taken all due care in the preparation of this report. However, SGS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

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EXECUTIVE SUMMARY

Elizabeth Tasmania Pty Ltd (Elizabeth Tasmania) intends to seek consent for the development of 196 room hotel in Hobart CBD – the Palace Hotel. Construction of the hotel is estimated to cost \$40 million, and the facility can be operational by 2018.

This report, prepared by SGS Economics & Planning (SGS), presents an economic impact analysis of the proposed hotel development.

Considering the current and projected shortfall of accommodation in Hobart, and considering the known new hotel development, the Palace Hotel offer is projected to be absorbed by market demand in the short term.

Palace Hotel will enable an additional number of 94,000 visitor nights¹ to be accommodated in Hobart. This equates to a total visitor spending of approximately \$18 million per annum (based on international visitor and domestic visitor spending estimates by Tourism Tasmania, assuming 50% domestic and 50% international visitors).

Economic impact assessment

The results of the economic impact assessment highlight that:

- Development of the Palace Hotel will support approximately 177 full time equivalent jobs in the Hobart economy, and the region will gain almost \$24 million in value-added from this construction activity.
- Operations of the facility will support approximately 45 full time equivalent jobs in the Hobart economy, and the region will gain \$5.6 million in value-added per annum.
- Operations of the restaurant and café will support approximately 18 full time equivalent jobs in the Hobart economy, and the region will gain \$1.3 million in value-added per annum.

Qualified assessment

SGS has relied on data on construction and operating costs provided by the Elizabeth Tasmania, and has not undertaken a detailed review of these estimates or checked their veracity.

¹ Assuming an average occupancy rate of 75% and an average room occupancy rate of 1.8 persons.

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1 INTRODUCTION

SGS Economics and Planning has been commissioned by Elizabeth Tasmania to undertake analysis of the economic impact of a new hotel development (Palace Hotel) in Hobart CBD. SGS's analysis will be used to accompany a development application for this proposal.

1.1 Project context

Elizabeth Tasmania intends to seek consent for the development of 196 room hotel – the Palace Hotel, in the heart of Hobart CBD. The Palace Hotel is envisaged to be a five-star facility primarily targeting international tourists from South East Asia and Greater China. Data on tourist accommodation indicates there is a chronic shortage of accommodation in Hobart's CBD during peak periods, and development of the Palace Hotel will help address this issue.

1.2 Development proposal

The Palace Hotel will be a 196 room, five-star accommodation facility at 28 Elizabeth Street in the CBD. Palace Hotel is estimated to cost \$40 million to build and fit-out, with construction commencing in early 2016. Car parking will be provided on-site on the podium levels. A restaurant serving quality Tasmanian produce and wines will be located on the Ground Floor of the hotel, to cater to demands of the high-end tourist market. A street facing café will also form part of the development along Elizabeth Street, which will help activate the street frontage.

Increased visitation to key attractions including the Museum of Old and New Art (MONA), the Tasmanian Museum and Art Gallery and the Salamanca Arts Precinct will underpin the demand for accommodation facilities in Hobart's CBD precinct. It is envisaged that Palace Hotel will be fully operational by early 2018.

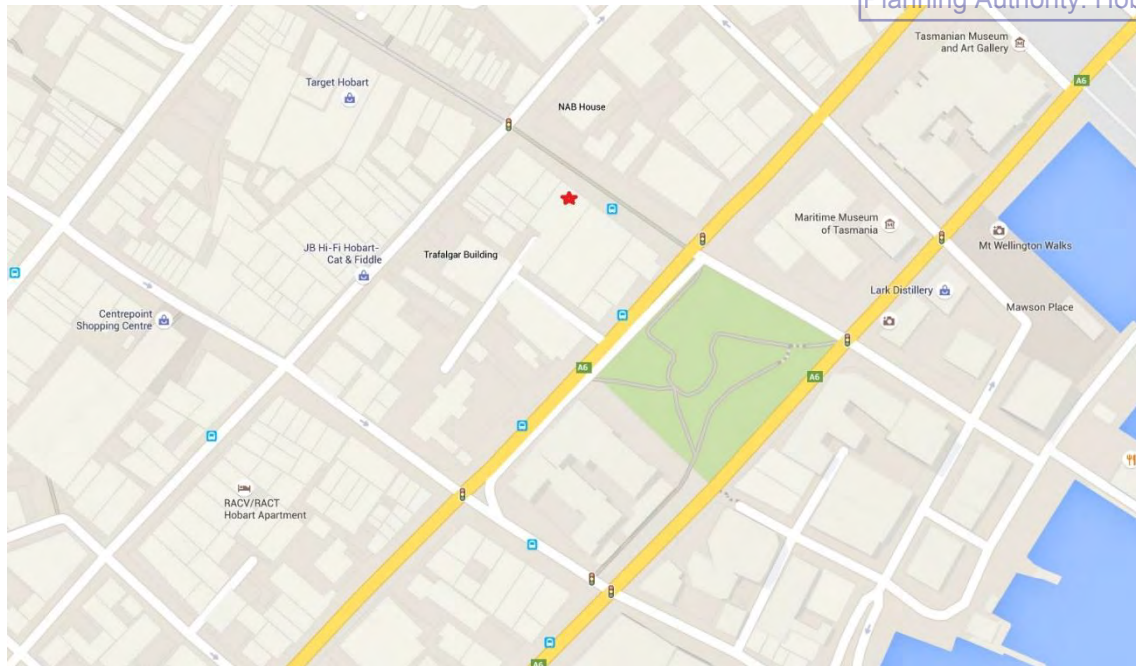
The proposed development provides civic amenity:

- Establishment of pedestrian linkage through the building to connect Trafalgar Place/Collins Court with the Bus Mall in Elizabeth Street
- Provision of public restaurant, function space, swimming pool and rooftop cocktail bar.
- Upgrade of sewer line within the Bus Mall at approximately \$600,000.
- Contribution to Council's Elizabeth Street Bus Mall Improvement Project.
- Public artworks
- Pavement outside hotel, shelters, etc

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FIGURE 1 MAP OF LOCATION 28 ELIZABETH ST



Source: Googlemaps, 2015

1.3 Report structure

The report is structured in line with scope of works. This includes:

- Historical trends and projections for tourism in Hobart;
- Economic impact assessment of proposed hotel development.

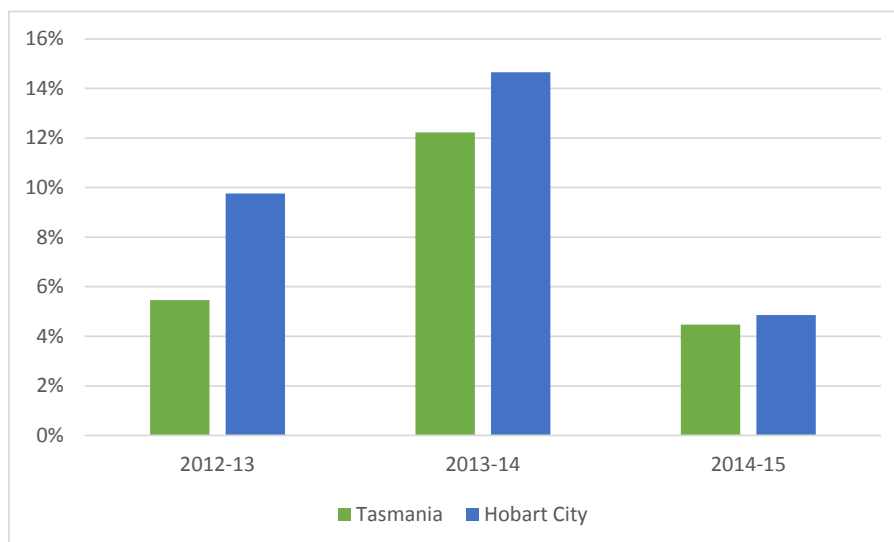
2 TOURISM IN HOBART AND SURROUNDS

Palace Hotel will be located on 28 Elizabeth St in the CBD, which is a popular destination for tourists visiting Hobart. This section summarises key statistics relevant to tourism activity in Hobart.

2.1 Visitation trends and forecasts

Tourist visitation to Hobart City has continued to increase steadily since the GFC, with approximately 870,000 overnight visitors in 2013 (approximately 2.7 million visitor nights). In terms of visitor nights, demand for accommodation has steadily increased to an estimated total of 3.3 million visitor nights in 2014-15, which is an increase of 5% from 2013-14 (Figure 2).

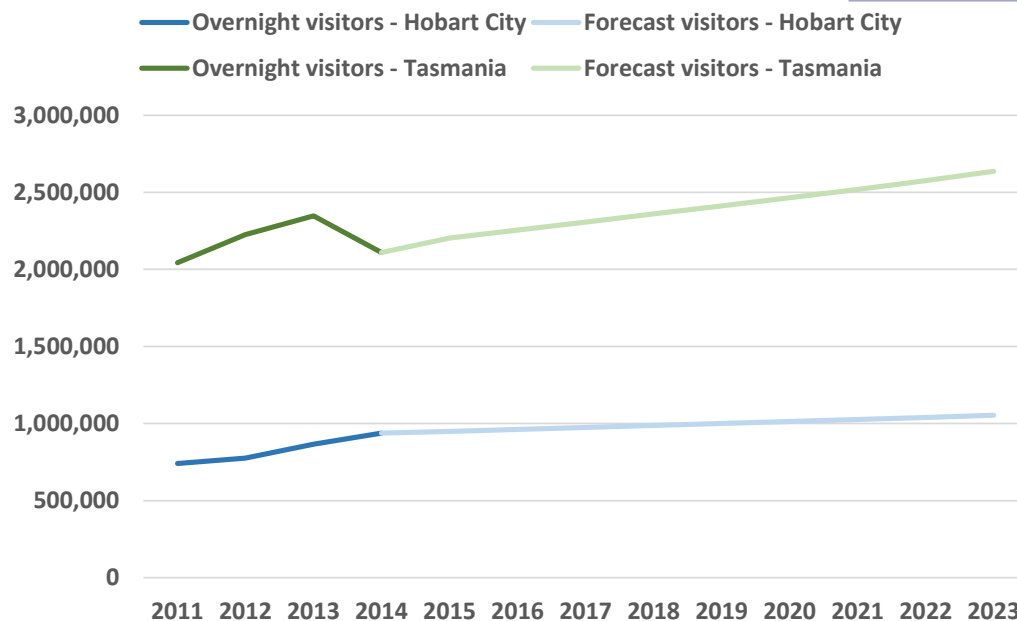
FIGURE 2 VISITOR NIGHTS SPENT IN HOBART AND TASMANIA, 2011-12 TO 2014-15



Source: SGS 2015

Strong growth is anticipated for the tourism sector over the coming decade, as overnight visitation to Hobart will exceed 1 million by 2020 (Figure 3). SGS has derived this estimate based on visitation statistics to Hobart City published in the latest Tasmanian Visitor Survey, and forecasts of visitation growth in Greater Hobart by Tourism Research Australia. This growth in visitation to Hobart City will be led by an increase in international visitors, as their share of total visitation is expected to increase from 15 percent in 2013 to 18 percent by 2023.

FIGURE 3 OVERNIGHT VISITATION TRENDS AND FORECAST



Source: Tasmanian Visitor Survey 2014, Tourism Research Australia forecasts 2014, SGS 2015

Data on visitor expenditure in Hobart and surrounds is summarised in Table 1 below. Domestic overnight visitor expenditure in Hobart is significantly higher when compared to the Tasmanian average.

TABLE 1. AVERAGE VISITOR EXPENDITURE, 2013-2014

	Hobart (per day/night/trip)	Total expenditure Hobart	Tasmania (per day/night/trip)	Total expenditure Tasmania
Domestic (Daytrips)	\$98pd	\$182 million	\$107pd	\$507 million
Domestic (Overnight)	\$298pn / \$865pt	\$917 million	\$198pn / \$815pt	\$1,738 million
International	\$80pn / \$1,236pt	\$146 million	\$83pn / \$1,505pt	\$253 million

Source: Tourism Research Australia (NVS and IVS) 2015

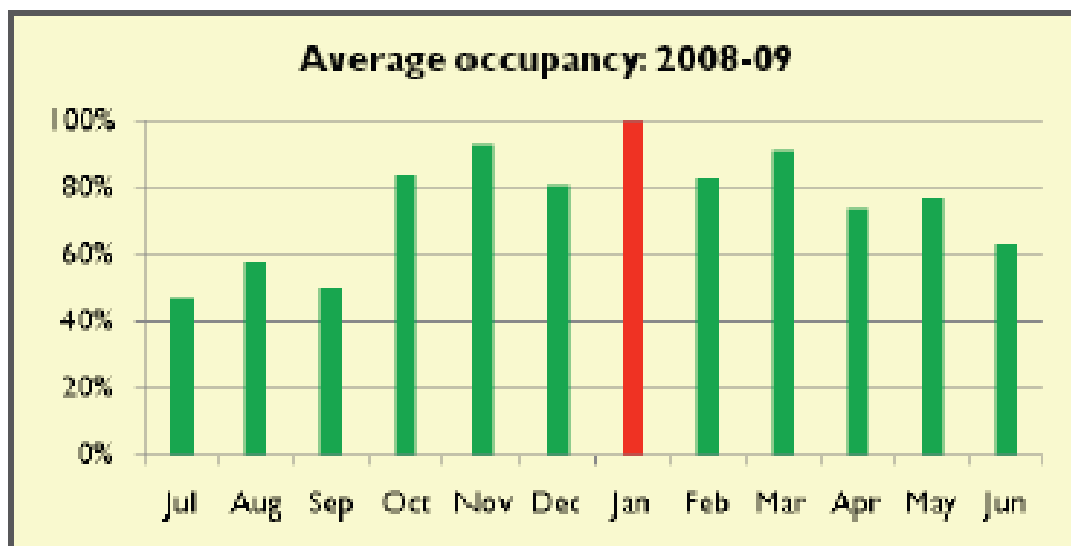
2.2 Tourist accommodation

As indicated in Figure 3 above significant growth is anticipated for visitors to Hobart, which will have a direct impact on the demand for tourist accommodation. Analysis of accommodation supply and demand undertaken by Tourism Tasmania indicates that accommodation supply in Greater Hobart since 2001 has not kept pace with growth in demand. Tourist accommodation stock in Hobart is estimated at approximately 3,600 rooms/units (in 2010; Tourism Tasmania²). Average occupancy rates exceed 80 percent (refer Figure below) during the peak periods in 2008 – 2009 (Tourism Tasmania, 2010). In the absence of recent accommodation statistics for Greater Hobart, the most recent tourist accommodation statistics published by the ABS are for Southern Tasmania (including Hobart) and are for 2013-14. While these data can be used to gauge current occupancy levels, they are likely to underestimate occupancy pressures as occupancy rates in Hobart City are higher than the southern region.

High occupancy rates during peak periods (October to March) has continued, suggesting accommodation falls short during peak holidays, events and festivals especially in Hobart. As a result visitors may be forced to stay elsewhere outside Hobart City, and may result in the tourism industry missing out on visitors during peak periods altogether. This is confirmed by anecdotal evidence about visitors not being able to secure accommodation in Hobart during peak periods.

² Tourism Tasmania, Research Snapshot – Accommodation Supply and Demand in Greater Hobart 2010-2017

FIGURE 4 GREATER HOBART ACCOMMODATION OCCUPANCY BY MONTH, 2008-2009



Source: Tourism Tasmania, Visitor Survey

FIGURE 5 HOBART AND THE SOUTH (TOURISM REGION) ROOM OCCUPANCY BY MONTH, 2013-2014



Source: Australian Bureau of Statistics, Tourist Accommodation Tasmania 2013-2014

In recent years, especially since the opening of MONA and related arts and cultural destinations and events, tourist visitation has taken a real leap. Projections by Tourism Tasmania estimate the shortfall of accommodation may be between 800 and 1,600 rooms by 2017 without additional supply being brought to the market (Tourism Tasmania, 2010).

New hotel development projects

A number of new hotel developments are in the pipeline in Hobart. Development approvals have been granted for a total of about 800 hotel rooms, in addition to the proposed 196 rooms at Palace Hotel. The approved developments include:

- Myers (approximately 200 rooms);

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- Macquarie Wharf (approximately 100 rooms);
- Macquarie Street (approximately 200 rooms);
- Argyle Street (approximately 100 rooms); and
- Odeon Theatre, Montpelier Retreat and other smaller developments (in the area of 200 rooms)

Considering the projected shortfalls in rooms, the additional supply including Palace Hotel will readily be taken up by demand in the short term. Palace Hotel will enable an additional of 94,000 visitor nights³ being spent in Hobart. This equates to a total spending in the area of \$18 million per annum (based on international visitor and domestic visitor spending estimates by Tourism Tasmania, assuming 50% domestic and 50% international visitors).

³ Assuming an average occupancy rate of 75% and an average room occupancy rate of 1.8 persons.

3 ECONOMIC IMPACT ANALYSIS

3.1 Introduction

An Economic Impact Analysis (EIA) measures the degree to which the economic stimulus associated with a project accumulates in total economic activity levels of a defined region, i.e. after measuring the cumulative impact of all the buyer/ supplier transactions that are induced in the region.

The basic steps in undertaking an EIA include:

1. Isolating how the project stimulates the regional economy (direct impacts).
2. Generating region specific econometric models and subsequently deriving economic multipliers for major regional industry groups.
3. Applying these multipliers (by relevant industry group) to the direct impacts to estimate total regional impacts in terms of regional (output) value added and employment.

SGS has developed and used a region-specific Input-Output model to assess economic impacts of the proposed Palace Hotel.

3.2 The Input-Output (I-O) Model

The Input-Output (I-O) Model is a tool which quantifies the linkages of all sectors in a given economy. A region specific model for the Hobart metropolitan area was utilised to assess economic impacts of the Project during the construction and operational phases. Multipliers derived from the model estimated three key measures:

- Output (or income);
- Value added Gross Regional Product (GRP); and
- Full time equivalent (FTE) jobs.

A region specific Input-Output Model was prepared to quantify economic contribution made by the hotel operations to the local region. The model examines how the proposed facility affects an economy through all of the upstream and downstream linkages. The assessment traced all the flow on effects – ‘production’ and ‘consumption’ induced effects - in the local / regional economy, to estimate the direct and indirect effects of the turnover generated during the hotel’s construction and operational phases. The economic impact in terms of output (or income), value added (GRP) and employment (FTE jobs) have been summarised in this chapter.

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3.3 Economic stimuli (direct impacts)

The economic stimuli of the proposed hotel development include:

- Capital (construction) costs which will directly impact on the Non-Residential Construction industry;
- Recurrent operating costs for the hotel building borne by the owners of the facility which directly impact on the Accommodation industry; and
- Food and beverage spending by visitors at the restaurant and café on site, which is assumed to directly impact the Food and Beverage industry.

SGS has assumed that 80 percent of the value of construction contracts for the Palace Hotel development will be awarded to businesses in Hobart (i.e. \$32 million), with the rest being sourced from other parts of Tasmania, interstate or overseas. It is also assumed that all operational expenses will be spent within the defined region. Expenditures at the restaurant and café located on-site will be a further source of stimulus to the Food and beverage industries, and have been estimated based on 50 percent penetration rate and \$30 average spend per visitor (to the Palace Hotel).

3.4 Assessed economic impacts

Construction phase

The economic impacts generated by investment in capital works (construction of Palace Hotel) are summarised in Table 2 below. The direct stimulus from the proposed construction works is estimated at \$32 million, which will be absorbed entirely by the Non-Residential Construction industry. The initial stimulus is expected to support up to 47 jobs (FTEs) directly. These impacts are likely to last for the duration of the construction phase. In addition, the linkages to construction activity imply flow-on effects in other industries, which are shown in the table below. When the flow-on effects are incorporated, this stimulus translates to a combined (direct and indirect) economic impact of:

- Output/income \$67 million
- Value added \$24 million
- 177 full time equivalent jobs

TABLE 2. ECONOMIC IMPACTS - CONSTRUCTION OF PALACE HOTEL, HOBART

Source of Stimulus	Initial	Flow-On	Total
Construction Activities (Capital Works)			
Output	\$32,000,000	\$34,962,229	\$66,962,229
Value Added	\$8,143,200	\$15,540,163	\$23,683,363
Employment	47	130	177

Source: SGS, 2015. Initial capital works estimates provided by Elizabeth Tasmania.

Operational phase

The SGS model is also used to estimate the economic impact of ongoing operations of Palace Hotel. These impacts are based on operating expenditure estimates provided by Elizabeth Tasmania and annual turnover of the restaurant located on Ground Floor of Palace Hotel estimated by SGS. Annual operating expenditure on the Palace Hotel is estimated at \$6 million per annum. Turnover of the restaurant and is estimated based on 50 percent penetration rate and \$30 average spend.

The ongoing annual stimulus during operations of the Palace Hotel (including restaurant) is estimated to generate \$ 4 million in value added and directly support a total of 43 FTE jobs.

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TABLE 3. ECONOMIC IMPACTS – ANNUAL OPERATIONS OF PALACE HOTEL, HOBART

Source of Stimulus	Initial	Flow-On	Total
Operation of Palace Hotel			
Output	\$6,000,000	\$4,696,039	\$10,696,039
Value Added	\$3,247,237	\$2,347,159	\$5,594,396
Employment	30	15	45
On-site restaurant and café operations			
Output	\$1,513,500	\$1,267,609	\$2,781,109
Value Added	\$668,184	\$625,938	\$1,294,122
Employment	13	5	18

Source: SGS, 2015. Operating estimates provided by Elizabeth Tasmania.

When the flow-on effects are incorporated, this stimulus translates to a combined (direct and indirect) economic impact of:

- Output/income \$13 million per annum
- Value added \$7 million per annum
- 63 full time equivalent jobs per annum

3.5 Limitations

Though a cost-effective and widely used technique for economic impact analysis, I-O modelling has some limitations, as follows.

- The model assumes relationships between industries are static over the forecast period. That is, **productivity improvements are not factored in** and historic relationships are assumed to hold;
- The input output model derives relationships between industries using total production estimates. Consequently, the relationships are ‘average’, whereas the stimulus used as an input is ‘marginal’. Such an approach **does not account for any ‘underutilised capacity’** at the industry level or additional economies of scale that might ensue, as production expands from its existing base;
- The model assumes that there are **no supply constraints**. An additional drawback is that the model does not take into account the ‘crowding out’ of other sectors. This is recognition of the fact that there are scarce resources in an economy.

A feasible alternative to using I-O modelling for economic impact assessments is to utilise partial or general equilibrium econometric models. Having said this, general equilibrium models require an annual stimulus of >\$100 million before the impacts start to be measurable across the economy.

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06 SUPPORTING IMAGES

Streetscape from Elizabeth Street



DEVELOPMENT APPLICATION DOCUMENT

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6.1 Artistic Impressions of Palace Hotel

Trafalgar Place Entrance



6.2 Photomontages & Key Map

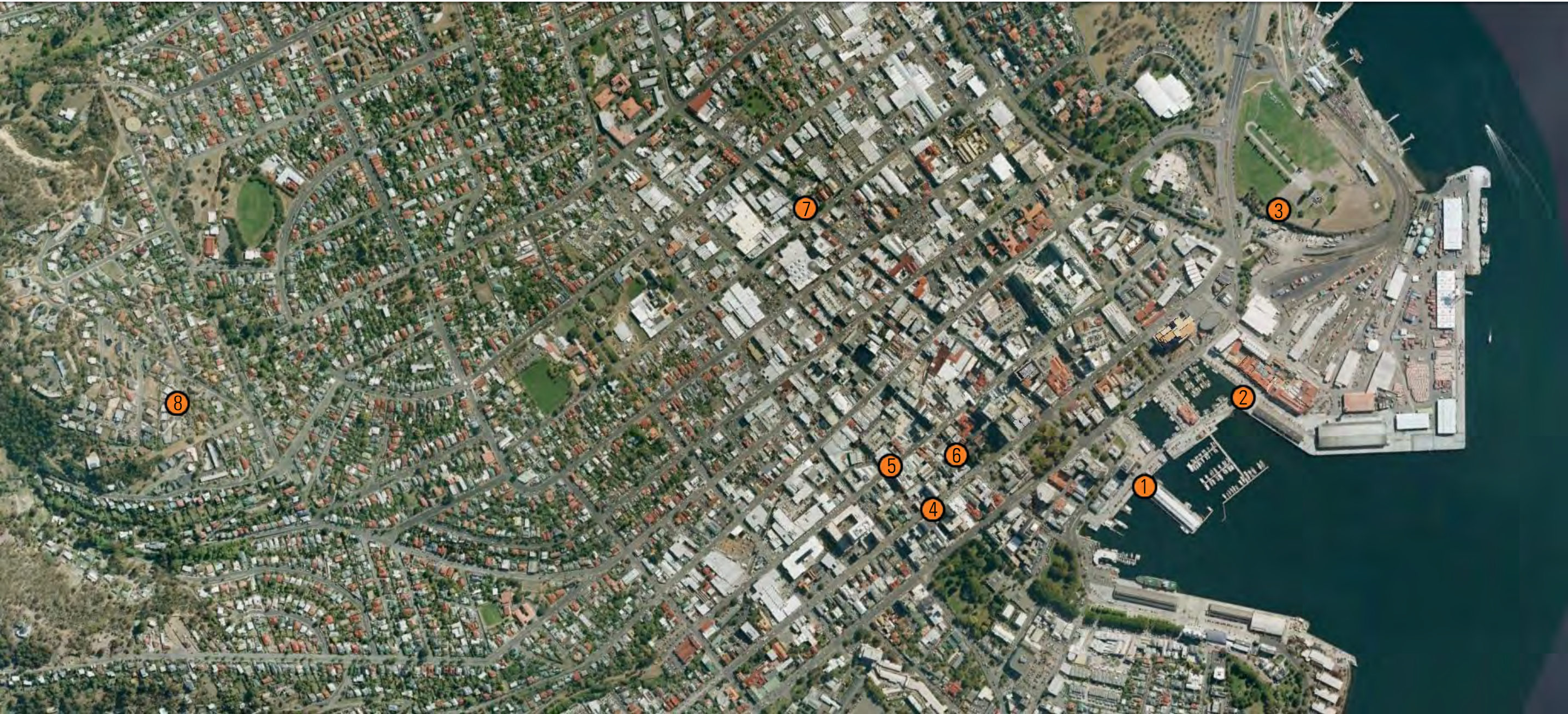
The images on the following pages were generated to assist in assessing the visual prominence of the proposed development. They were developed in 3D using “Archicad” software, which was also used to generate some of the architectural drawings that form part of this submission.

The 3D model has also been inserted into Council’s “K2 Virtual Insight” (K2vi) software. This provides a virtual representation of how the completed building will look in context and is available for viewing by HCC.

The geospatial data and surrounding building massing in the K2VI software has been developed by HCC and their consultants, so has guaranteed accuracy suitable for Council planning purposes. Images generated from the K2VI, software was used to assist in generating the images on the following pages, to ensure the accuracy of the images.

The Key Plan below indicates the positions from which the images were generated. All locations are accessible to the public.

- 1. Franklin Wharf
- 2. Macquarie Wharf
- 3. Cenotaph
- 4. Macquarie Street
- 5. Collins Street
- 6. Murray Street
- 7. Elizabeth Street
- 8. Chadwick Court



6.3 View 1

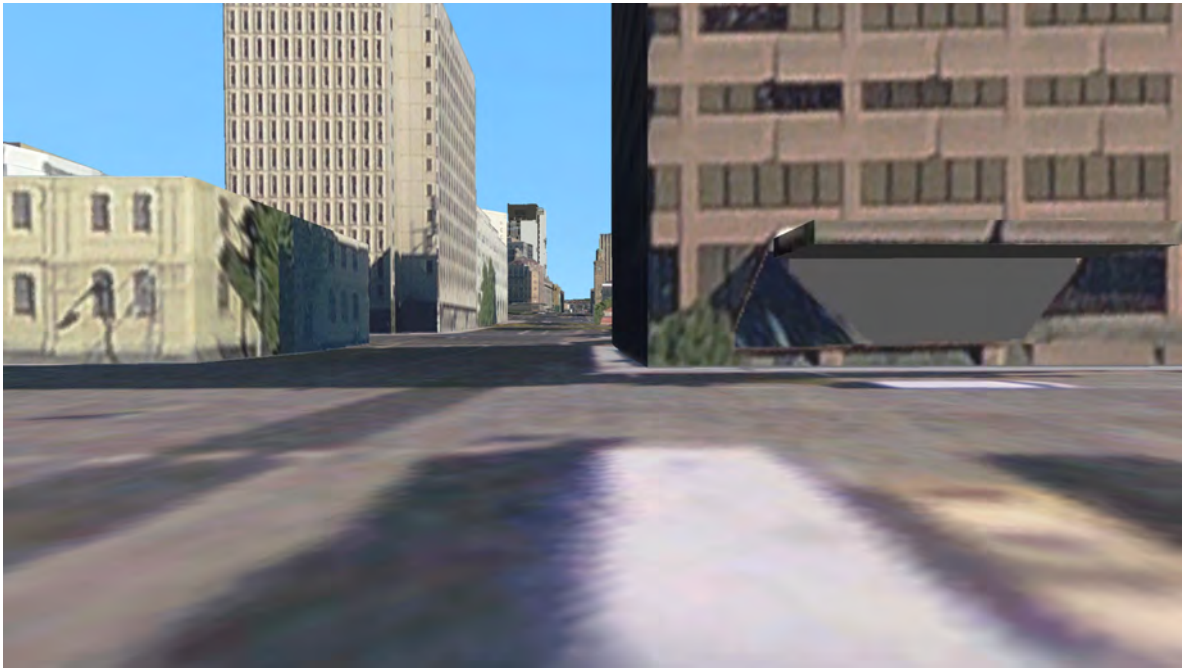
View from Franklin Wharf



View 1. Existing View



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

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6.3 View 2

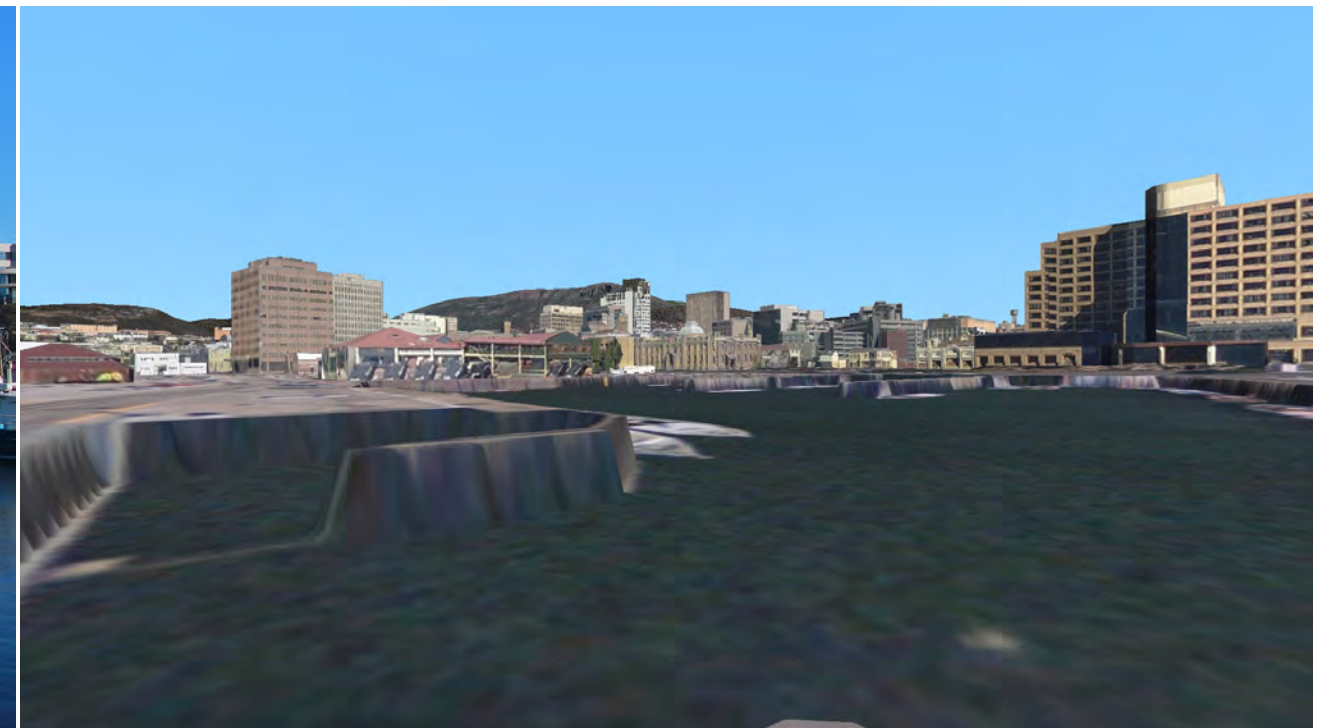
View from Macquarie Wharf



View 1. Existing View



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

6.3 View 3

View from the Cenotaph



View 1. Existing View



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

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6.3 View 4

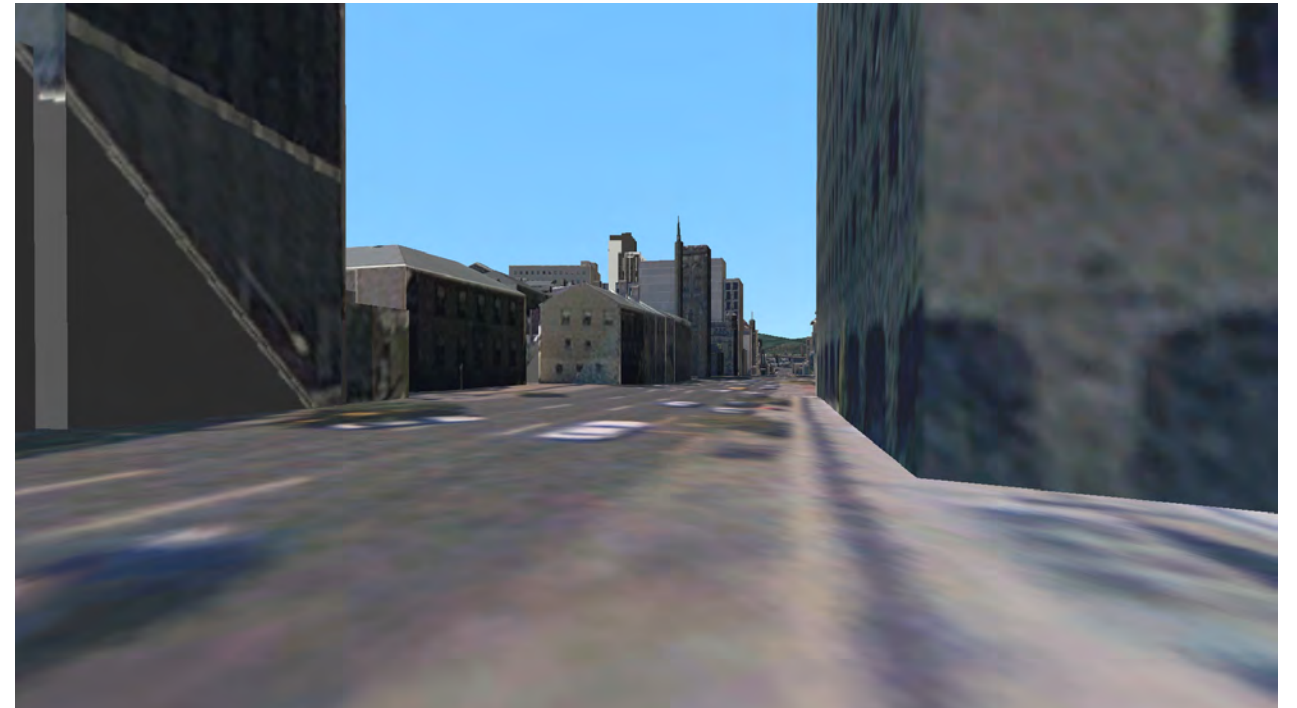
View from Macquarie Street



View 1. Existing view



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

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6.3 View 5

View from Collins Street



View 1. Existing view



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

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Planning Authority: Hobart City Council

6.3 View 6

View from Murray Street



View 1. Existing View



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

6.3 View 7

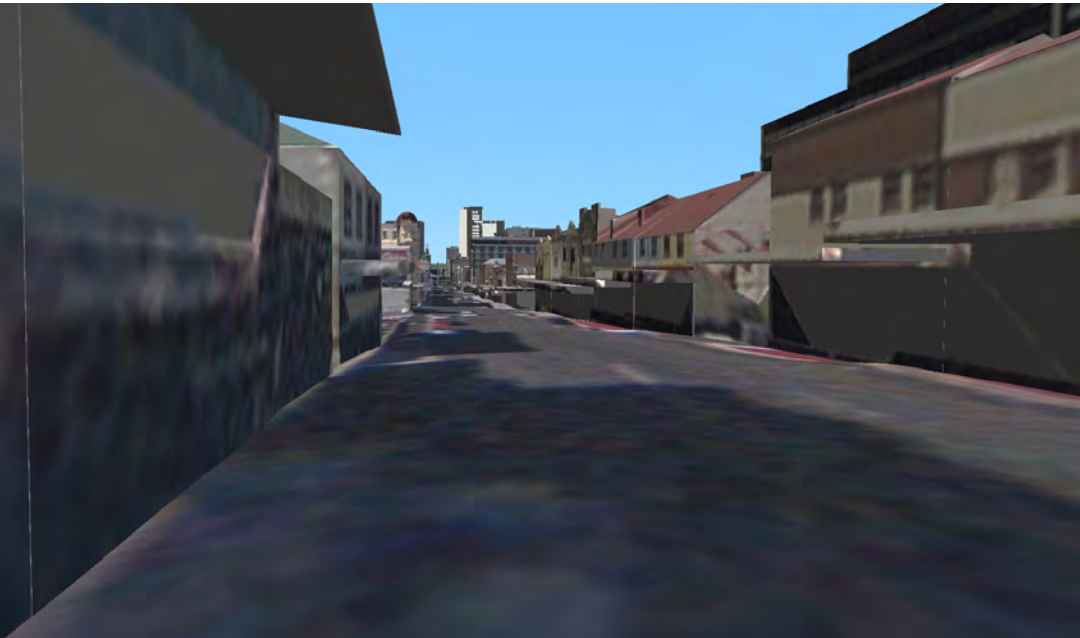
View from Elizabeth Street



View 1. Existing View



View 2. Photo Montage with proposed building



View 3. K2vi image with proposed building

6.3 View 8

View from Chadwick Court



View 1. Existing view



View 2. Photo Montage with proposed building



HERITAGE ASSESSMENT

Attachment H

APPLICATION NO: PLN-15-01162-01
ADDRESS: 28-32 Elizabeth Street and adjoining road reserve on Elizabeth Street and Trafalgar
DESCRIPTION: New development for visitor accommodation, cafe, bar, restaurant and function facilities
PLANNER: Cameron Sherriff

HIPS 2015 DISCRETIONS

E13.0 Heritage Place:	<input type="checkbox"/>	
E13.0 Heritage Precinct:	<input checked="" type="checkbox"/>	H 1
E13.0 Cultural Landscape Precinct:	<input type="checkbox"/>	N/A
E13.0 Place of Archaeological Potential	<input checked="" type="checkbox"/>	N/A
E17.0 Signs Code:	<input type="checkbox"/>	
E24.0 Significant Tree:	<input type="checkbox"/>	
Part F. Specific Area Plans:	<input type="checkbox"/>	N/A

PRE-ADVERTISING HERITAGE ADVICE/ RFI

Assessment Method: **Performance Criteria**

Is Additional Info Required? **No Further Information Required**

NO

Initial Response to Planner undertaken by: *Brendan Lennard*
 Additional Information Satisfied confirmed by: *N/A*

Date: *29-Sep-15*
 Date:

EXECUTIVE SUMMARY

In summary, the proposal is not considered acceptable when measured against the performance criteria of the Heritage Code and is recommended for refusal.

HERITAGE ASSESSMENT



i) Front elevation onto Elizabeth St.



ii) Viewed in context.

The proposal relates to 28 to 32 Elizabeth Street, a three storey with additional service floor property formerly used as office accommodation with ground floor shopfront by Westpac Banking Building. The building forms part of a distinctive continuous group of 7 to 4 storey buildings which occupy the south west side of the street on what is collectively known as the Bus Mall. The rear of the site sits directly onto Trafalgar Place, one of Hobart's early roads now better known as a service lane and pedestrian route.

Permission is sought for the demolition of the building and the erection of a podium style development consisting of a 6 storey element (29.8m high) positioned directly onto the Elizabeth Street frontage. Onto this podium would be two linked towers, one set back from the street frontage by 7.7m and rising to 19 floors with additional service floor to a total height of 83m, the other set back 11.5m and rising to 17 floors to a total height of 69.8m. The proposal would provide hotel accommodation with 4 floors of parking accessed from Trafalgar Place.

The site is not Heritage Listed but does share common boundaries with listed properties which also appear on the Tasmanian Heritage Listed on both of its Elizabeth Street boundaries. The site also forms part of the City Centre (H1) Heritage Precinct (NH6) as set out in the Hobart Interim Planning Scheme (HIPS) 2015. It is also located within a place of historical archaeological potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania have been submitted as part of the proposal

This precinct is significant for reasons including:

1. It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.
2. The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.
3. The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.
4. It contains a large number of landmark residential and institutional buildings that are of national importance.
5. The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.

The impact of the proposal from a heritage perspective can be broken down into 4 principal considerations; The acceptability of demolition of the existing building given its position within a Heritage Precinct; the acceptability of the proposed 6 storey podium element given its potential streetscape impact within a Heritage Precinct; the acceptability of the overall development in terms of its impact on the Heritage Precinct and neighbouring Heritage Buildings given that it substantially exceeds the Development Standards for height within the Central Business Zone; and the acceptability of the development in terms of its impact on the potential of the site to provide archeological information.

1. Acceptability of demolition of existing building.

Clause E13.8.1 P1 of HIPS 2015 states:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuilding and other items, that contribute to the historic cultural heritage significance of the precinct;*

unless the following apply;

- (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (ii) there are no prudent or feasible alternatives;*
- (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*



iii) Existing Building in context iv) Part of the wider City Centre Heritage Precinct.

It is considered that in order to determine the impact of the proposed demolition of No.28-32 Elizabeth Street, it is first necessary to determine to what extent the existing building either contributes to or detracts from the recognized characteristics of the Heritage Precinct.

As set out in the characteristics as described in the HIPS above, it is considered that the Precinct contains perhaps the highest number of significant groups of nationally recognized Colonial and Victorian architecture within Hobart, including St David's Cathedral, The General Post Office and the Murray and Macquarie Street Georgian terraces. The Precinct also contains a significantly high number of large commercial buildings which each reflect a distinct architectural style reflective of the period in which it was built. This is most apparent within the Elizabeth Street Bus Mall. Importantly, it is noted within the Heritage Precinct description that these non Colonial buildings make an important contribution to the overall character of the Precinct by way of their uniformity of scale and most notably, in quality, through significant external detailing and standard of finishes and materials as befitting their position of permanence and the importance of the cities principal townscape.

The existing building that stands at No.28-32 was constructed in 1981, occupying plots that have been occupied by a number of previous buildings, most notably the Palace Theatre. Constructed in a later example of the modernist 'Brutalist' style, it represents one of the few examples of the style to be built in Tasmania. Typical of the style, it demonstrates a strong reliance on bold and blocky form and detailing, heavily expressed balustrades, segmented panels within pronounced vertical and horizontal members and none load bearing pre-cast detailing elements.

Whilst the 'Brutalist' architectural form is not generally known for its compromising approach to neighbouring built forms, No.28-32 is notable for the positioning of its balustrade and horizontal detailing which have been designed to align and match the proportions of those of the neighbouring properties. Similarly, its vertical elements segment the building, following the same regular rhythm that can be seen within the wider terrace, whilst its recessed windows and heavy detailing illustrate the same use of strong articulation within the group. It is also notable that the pre-formed concrete used for its front elevation has been coloured to match the facing materials of several buildings with the immediate streetscape, an unusual step for a style known to favor unadorned concrete.

It is none the less acknowledged that the 'Brutalist' style is not generally considered to have 'aged' as well as other architectural forms and that even though the building is clearly an example of an increasingly rare style associated with a period in time, it is one of the few buildings within the Heritage Precinct that is not individually Heritage Listed. Notwithstanding the above however, it is considered that the existing building successfully balances the ability to make a strong and clearly discernible architectural statement whilst also acknowledging and responding to the form, scale and style of the immediate townscape. As such, it is considered that it makes a positive and supportive contribution to the terrace and the wider Precinct.

It should be noted that the subject site has experienced multiple developments and redevelopments being in a prime central business location, however the continued demolitions and redevelopment of the site was raised as a point of concern by Council Officers and elected members when the current application for the Westpac bank was being considered with one alderman stating 'places were too easily allowed to be knocked down, simply because they were not given the chance to get old enough'. (comment by Ald Broadby in The Mercury, Wednesday 25 March 1981, p.30)

On balance, it is therefore considered that whilst the demolition of the existing building at No.28-32 would not detract from the overall character of the Precinct, in order to comply with the Performance Criteria 22.4.3 of the Zone Requirements and E.13.8.1 P1 of the Heritage Code, this would only be on the basis that its replacement would not only make the same positive contribution, but actively enhance the character of the Heritage Precinct by being "more complementary to the heritage values of the precinct" as stated under clause E13.8.1 P1 (iii).

2. Acceptability of the proposed 6 storey podium element.

New buildings and works are considered under clause E13.8.2 of the Heritage Code. It states:

P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

It is considered that the proposed development will have a visual impact at both immediate streetscape level and broader townscape. With regard to the proposed new 'podium', it is considered that it would be the most immediate part of the development that would be experienced from within the Bus Mall.

As previously noted, it is considered that the character description in relation to the Heritage Precinct provided by HIPS states that those buildings that are not Colonial or Victorian contribute by way of uniformity of scale, massing and most notably, in the use of high quality external detailing, finishes and materials deliberately reflecting the permanence and importance of the cities principal townscape.

Within the immediate streetscape, it is noted that all bar one of the buildings which make up the Elizabeth Street Bus Mall date from the Federation Period or later. As well as maintaining a degree of uniformity of scale, massing and plot width, each notably employs a high level of detailing and expressed articulation through fenestration patterns and horizontal and vertical elements such as emphasized cornices, pilasters and parapets. Buildings such as the Inter War Art Deco former Colonial Mutual Life building and the Free Classical ANZ Centre add additional detailing such as low relief motifs, exaggerated classical columns and bow windows. Notably, all are finished in masonry to a high degree of workmanship and are clearly designed to reflect the importance of their location.

With regard to the 'podium' element of the proposed development, it is noted that the proposal would be higher than the existing building, but that generally its massing would be similar to the existing built form. However, it is noted that its design, form, elevational treatment and materials would be significantly at variance with those of the immediate streetscape by lacking a strong form with a base, middle and upper or parapet section, horizontal cornices or banding as well as strongly expressed façade elements, lacking in windows facing the street.

First, unlike all of the other commercial buildings within the Heritage Precinct, the proposal is intended to provide car parking to 4 upper floors of the street facing elevation. As such, beyond the second floor no fenestration is proposed and as such the upper parts of the podium would have none of the associated articulation and regular pattern of detailing produced by window patterns. The design instead intends to clad the car parking floors with a collage of differently dimensioned rectangular panels spaced apart from each other and set forward of the front building frame. The design rationale is that the spaced panels would provide the necessary ventilation within the car parking floors, whilst also providing the required visual interest to the elevation.

With regard to the above, whilst a hierarchy has been proposed for the intended gaps between the panels and arranged to suggest vertical and horizontal visual cues aligned with cornices to the neighbouring buildings, it is considered that these would not provide the associated shadowing and textural interest that outward expressed detailing provides, even when viewing the terrace from longer distances such as from Davey Street or The Elizabeth Street Mall. The use of recesses would only provide a strong sense of pattern and articulation when viewing the building directly straight on, and would otherwise largely read as a single flat surface. In addition the proposal would hang the panels forward of the two neighbouring elevations, partially obscuring the existing detailing and visually placing them in a subservient position. This is in contrast to the existing building with its pattern of strongly emphasized façade treatment.



v) *Visible shadowing associated with detailing.*

Second, the proposed facing material of the said paneling above second floor level would be textured metal cladding. It is noted that no other building within the Heritage Precinct utilises textured metal as primary or even secondary elevation treatment, and that the use of metal as a primary elevational treatment is traditionally primarily associated with industrial and storage buildings not associated with the City Centre. As such, it is considered that the use of such cladding material runs contrary to the stated characteristics of the Heritage Precinct.

It is noted that the submitted Architectural Statement explains that the use of metal is intended as '*complementing*' the historic nature and urban context of its location. Given that the word 'complement' is defined as a thing that 'completes or brings to perfection', it is assumed that the architectural intention therefore is that the use of a substantially new material would stand outside of but add to the quality of the existing material pallet.

Performance Criteria 1 of E13.8.1 'Demolition' of the HIPS which stipulates that demolition within a Heritage Precinct should only occur to buildings that contribute to the historical cultural heritage significance of the precinct where an opportunity would be created for a replacement building that would be more '*complementary*' to the heritage values of the precinct.

With regard to the above, it is considered that the key component E13.8.1 is that the proposed replacement building must be complementary to the '*heritage values*' of the precinct. The modern use of stylized textured or pre-rusted metals to new buildings is considered perfectly reasonable were industrial heritage forms part of the context in which the building would stand. In such circumstances, drawing on the materials tradition creates an interesting way to reinterpret its use. However, in this instance, the City Centre Precinct has no industrial heritage. Given also that the use of metal cannot be described as utilizing the highest standard of suitably 'robust' materials which otherwise characterises the very centre of Hobart, it is considered that the intended use of textured metal would appear almost arbitrary.

As such, it is considered that the fascia of the proposed podium element of the proposal would fail to match or enhance the heritage characteristics of the Precinct by virtue of its use as an inappropriate cladding material, lack of quality detailing, insufficient articulation, lack of acknowledgement and response to existing fenestration and building patterns. As such, it is considered that this element of the proposal would not acknowledge, enhance nor complement the cultural and historical characteristics of the Precinct, and would indeed detract from these self same characteristics, contrary to E13.8.2 of the HIPS. In addition, it is considered that given the above and its proximity to individually heritage listed places, the podium

element of the proposal would also not be of a design sympathetic to the elevational treatment and materials of existing heritage buildings, and unreasonably detract from the historic cultural heritage significance of these existing heritage places, contrary to the Central Business Zone development standards for design as set out in 22.4.3 P3.

3. Acceptability of the proposed 19 storey tower element.

It is noted that the proposal would significantly fail to comply with the building height standards within the Central Business Zone as set out in 22.4.1 of the HIPS. With regard to the acceptability of the proposed tower element, it is considered that the visual impact of the proposal from a heritage perspective can be considered in terms of immediate, medium and longer distance.

Clause 22.4.1 P5 states that:

- P5 Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i) must:*
- (a) not unreasonably dominate existing buildings of cultural heritage significance; and*
 - (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;*
 - (c)*

The proposal is immediately adjacent to 22-26 and 34 to 36 Elizabeth Streets which are both listed in the Historic Heritage Code.

Tower 2 element is the tallest of the towers and is 19 floors plus plant room and roof totaling 83 metres high. It is set back from Elizabeth St 7.7 metres while the tower 1 element is 16 floors plus glazed elements such that it sits at 17.5 floors (approximately 70 metres high). This element is set back 11.5 metres from Elizabeth St. The total heights of the these two tower elements are therefore taller than the existing Shadforths building, the Trafalgar Car Park building, the Deloittes building which is next door and also taller than the AMP building at 27 Elizabeth Street. The result will be the tallest building in Hobart and significantly taller than any of the heritage listed adjacent places.

When assessed against clause 22.4.1 P5, it is considered that the ability of development to 'unreasonably dominate' existing buildings of cultural heritage significance is set out by the wording of the clause, that is, its position relative to the heritage building by way of set back from the front elevation, and its relative height. It is acknowledged that the requirement of the clause is that proposals not 'unreasonably' dominate, and that as such, some material impact is inevitable given the development pressures within the CBD and its suitability to accommodate higher buildings. However, the proposal is clearly far in excess of that considered acceptable by the said clause under both of the stated parameters. Most notably, by not setting either of the two towers back from the podium element, it is considered that it would fail to achieve any visual separation from the towers and the street elevations.

As such, it is considered that the proposal would therefore dominate nearby Heritage Listed buildings and detract from those characteristics of the place which contribute to its historic cultural heritage significance.

Archeology

This site is also located within a place of historical archaeological potential. A Statement of Archaeological Potential, Impact Assessment and Method Statement prepared by Austral Tasmania have been submitted as part of the application. The report is thorough in its assessment of the site and concludes that the site has been highly disturbed with a low potential of containing archaeological features or deposits. It makes a number of recommendations which are to be included in any permit issues. These are as follows:

Condition:

1. That an Unanticipated Discovery Plan for managing Aboriginal heritage be implemented. An Unanticipated Discovery Plan is outlined in the paper produced by Aboriginal Heritage Tasmania. The applicant is to contact Aboriginal@heritage.tas.gov.au for further information.
2. Any features or deposits of an archaeological nature uncovered during excavation are to be investigated by a suitably qualified archaeologist; and
 - a) All excavation and/or ground disturbance must stop immediately; and
 - b) A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
 - c) All and any recommendations made by the archaeologist engaged in accordance with (b) above must be complied with in full; and
 - d) All features and/or deposits discovered must be reported to the Council within 1 day of the discovery; and
 - e) A copy of the archaeologists advice, assessment and recommendations obtained in accordance with paragraph (b) above must be provided to Council within 7 days of receipt of the advice, assessment and recommendations.

Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

Reason for Condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

3. The history of the site is to be interpreted as part of the proposed development. Interpretation is to be provided in a publicly accessible location to include all five key phases of use and development of the site. It is recommended that the Statement of Archaeological Potential, impact Assessment and Method Statement prepared by Austral Tasmania, dated 6 August 2015, be used as the basis of the interpretation.

Reason for Condition

To ensure that the history of the site is retained, explained and illustrated.

Conclusion

The proposal is contrary to E13.8.1 P1 Demolition as the proposal does not comply with all of the clauses E13.8.1 P1 (i) (ii) and (iii).

The proposal is also not considered to be sympathetic to the character of the precinct and is contrary to E13.8.2 P1 as it will result in detriment to the historic character of the precinct.

In addition, the proposal is contrary to Clause 22.4.1 Building height, specifically performance criteria P4 as it has not been sited, designed or arranged so as to unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance.

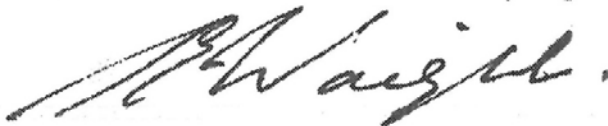
In summary, the proposal is not considered acceptable when measured against the performance criteria of the Heritage Code and is recommended for refusal.

NB: The potential shortcomings of the proposal in relation to design requirements 22.4.3, inadequate linkage through to Trafalgar (Urban Design) and car parking behind the podium façade are not addressed in this assessment.



Nick Booth
Heritage Officer
5 January 2016

Reviewed and added to:



Sarah Waight
Cultural Heritage Officer
7 January 2016



(Brendan Lennard)
SENIOR CULTURAL HERITAGE OFFICER
12 January 2016

Addendum

Following on from discussions with the Applicants representatives, revised plans were received seeking to address some of the concerns raised by heritage Officers.

The revised plans seek only to replace certain elements within the podium element of the building, most notably, the substitution of the proposed use of metal as cladding in favour of thin cut sandstone panels contained within expressed metal banding. Other notable alterations include the widening of some gaps within the cladding to create a greater expression of vertical and horizontal recesses and banding and the introduction vertical hung louvers panels to further break up the otherwise relative blank elevation above the first floor level.

With regard to the above, it is acknowledged that the above revisions represent a slight improvement in the previous submission when solely examining the podium element of the proposal. However, it is considered that it does not address the fundamental problem of attempting to produce a visually stimulating and suitably detailed frontage to what is effectively a blank clad multi-storey car park above first floor level.

No alterations have been proposed under the current revised submission to the remaining tower elements, either with regard to height or set back. As such, it is considered the proposal is not sympathetic to the character of the precinct and is contrary to E13.8.2 P1 as it will result in detriment to the historic character of the precinct.

In addition, the proposal is contrary to Clause 22.4.1 Building height, specifically performance criteria P4 as it has not been sited, designed or arranged so as to unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance.



Nick Booth
Heritage Officer
1 March 2016

Townscape assessment : 28 - 32 Elizabeth Street Hobart

Leigh Woolley
Architect + Urban Design Consultant
224 Murray Street Hobart Tasmania 7000

December 17 2015

“ The clause we’d like you to provide an assessment against is 22.4.1 P1(b)(ii) of the Hobart Interim Planning Scheme 2015. It relates to building height. The full clause with the 22.4.1 P1(b)(ii) highlighted is below:

Development:

(a)
contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;

(b)
outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:

(i)
it provides overriding benefits in terms of economic activity and civic amenities, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and

(ii)
the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area; and

(iii)
the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and

(iv)
for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street is not increased between the hours of 11am and 3pm at the spring or autumn equinox compared with the existing situation.

Part(b) of the clause is the relevant part to this development as the development extends outside what the scheme defines as the Amenity Building Envelope.

I’d be grateful if you’re assessment could give your view on how the proposal performs against 22.4.1 P1(b)(ii) taking into account:

- the submitted drawings and architectural statement*
- the Ireneinc planning assessment. “*

Photography : Leigh Woolley ©

Outside the Amenity Building Envelope illustrated in Fig. 22.3 must only be approved if:

ii) The siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area

In seeking to address these clauses the approach taken has been to initially consider the **siting, bulk and design** of the proposal, then to consider it in response to the **townscape** of the surrounding area. The assessment takes into account the architectural drawings and statements (*Jaws Architects*) and the planning assessment (*Irene inc.*). It re-considers the viewing locations identified in the architectural statement, as well as suggesting other locations considered important to an appreciation of the townscape of the city.

Siting

Although elevated, the subject site is located on the lower to mid contours of the Macquarie Ridge (RL 10 m +/-). The Macquarie Ridge is a significant feature to the landform and subsequent location of Central Hobart, comprising the escarpment above the cove and the rising ground between the shore and the prominent creek bed (since the Hobart Rivulet), flowing from the high ground of the mountain. This fresh water stream that sustained settlement formed a 'trough' meandering through a low ground 'basin' and 'delta' prior to its outflow into Sullivan's Cove (before reclamation). As it rises the Macquarie Ridge extends and broadens, providing the landform foundation to Barracks Hill and the South Hobart inner hillsides.

Urban morphology

Along the lower contours of this ridge, between the foreshore escarpment and the meander of the rivulet stream, the settlement of Hobart Town was established from 1804. The town grid was laid out (from 1811) along the ridge-line, which is now Macquarie Street. The original Government House was located above the shore on the ridge with the subsequent perpendicular alignment of Elizabeth Street (to the NW) based upon it. The natural 'rise' of the Macquarie Ridge is therefore important to both the hierarchy and focus of settlement. This location, including the intersection between Macquarie and Elizabeth Streets, is accordingly integral to the alignment of settlement (streets and subdivisions underpinning) and its civic identity. The layers of subsequent built form should acknowledge these origins, especially as the built scale begins to extend beyond the earlier four to five storey early to mid-twentieth century pattern.

Site character

The subject site, being an amalgamation of earlier titles, is now an irregular rectilinear parcel of some 53 m depth with a 21 m frontage to Elizabeth Street. The result is a non-uniform lot that is substantially deeper (53m) than it is wide (21m), with a stepped or recessed edge further reducing the uniform depth on the north-western side (to around 31 m).

The development proposal has utilized the staggered lot configuration to separate the primary building elements in both plan and elevation. Above the street-facing podium of five to six levels, two conjoined towers of differing heights reinforce the differential depths of the (amalgamated) lot.

The taller of the two towers roughly corresponds to the shallower lot-depth generated by the re-entrant space of Trafalgar Place. The larger lot depth accommodates the deeper but lower tower. The result is a stepped massing of building components the tallest of which has a footprint which is less than half the depth of the lot, (xm) and significantly less than the width of the lot. (xm)

Bulk

Building height in Central Hobart is an expression of both building bulk and scale on a given site, and also a consideration of that site in the context of the evolving townscape, underpinned by its topography.

As a result of the lot configuration of the proposed development, being deeper than it is wide, (and the subsequent juxtaposition of the primary building elements), building bulk is not uniform, rather it is a stepped composition of ascending volumes. These start with the podium and roof garden before rising to the deeper hotel element, then to the taller but shallower hotel form which continues over a reduced footprint. The taller building form occupies around 35% of the site area.

Building bulk accordingly reduces as height increases, providing slenderness rather than a uniform building volume.

Design

The architecture resulting from the interplay of these building volumes also generates particular solid to void relationships. The proposal includes uniform vertical planes of warm toned pre-cast concrete panels, counter-posed by deep toned glazing and glazing panels, accentuating areas of solid walling from fenestration. Architectural finishes and detailing serve to accentuate these relatively slender, offset and stepped building forms. The use of vertical sunshades applied to the building facades should further accentuate the vertical expression of areas of glazing. The podium reinforces the scale of the street edge and its earlier twentieth century fabric. As a result of car parking accessed from Trafalgar Place and occupying the intermediate levels, beneath the podium roof garden street edge activation will only be offered at ground, first floor and on the podium roof.

Ground level pedestrian access from Trafalgar Place to Elizabeth Street will be provided, while public and semi public bars and roof decks should serve to enliven the roof space of the development at its differing levels.

The building form will to some degree alter depending on the angle from which it is viewed. The profile of the proposed development will generally be of a rectilinear tower that is wider in its alignment along the Macquarie Ridge, than in its street face to Elizabeth Street. As a dual tower form, the taller component will rise above the rest to provide the tallest single building feature of the central business district, and if approved will provide a new height datum to the townscape of the city.

Townscape considerations

'...The siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area...'

The concept of 'townscape' is variously defined as :

'Urban form and its visual appearance', (Dictionary of Urbanism, Streetwise 2005, p.400) .

and...' a word formed on the pattern of landscape' (after Pevsner in Aitchison p. 179)

For the purposes of this assessment 'townscape' will be referred to as not just the visual environment of the city, but in acknowledging the place and appearance of the city it should be accepted that it also gestures to the 'landscape of the city'. Accordingly 'townscape' will refer to the relationship of the city (centre) to the urban *setting*.

Analysis

The proposed development will be the tallest building in the Central Business District. It is proposed to have the same number of storeys as the Wrest Point Casino Tower - currently the tallest building in the state, although very different in plan, bulk and location.

Irrespective of where it is viewed from, the proposed building will provide a focus to the role and form (including silhouette) of the Central Area. Hobart is a city where many people live higher than the tallest building. Given that Central Hobart is viewed 'down upon' as well as 'across to', and to a lesser degree 'up to', the bulk and form of the building, as well as its height, are significant. As a result of its proposed height, its townscape impact will be strongly evident, ensuring that bulk and form are significant in their own right.

The Planning statement (Irene inc) contends that the development 'when seen more broadly within the townscape...continues the established urban form of the city'. (p.14) Neither the statement nor the Hobart Interim Planning Scheme_2015 provide definitions or statements as to what constitutes 'the established urban form of the city'. The proposal will however dramatically accentuate the 'rise' of the Macquarie Ridge, it will further focus the intensity of use and scale associated with the central business zone, and it will consolidate development associated with the civic heart of the city.

It may be suggested however that the 'established urban form of the city' has evolved in response to: the **topography** (including the natural 'rise') of the central area, (*refer: Central Area Strategy Plan 'Issues Report', Townscape topic paper 1991: Woolley*), the **urban morphology**, (*previously discussed, further references available*), the **intensity of development**, (*1982 Scheme: Zoning Plan and desired future character statements*) and the **height schedule**, Table C1 1982 Scheme (*eg. 42m permitted height new buildings, central zones*). Collectively these could be seen to have given rise to a comparatively densely developed central area being the commercial focus of the city and the state, and centre of the greater Hobart dwelling region.

The late twentieth century central area built scale 'benchmark' (if not built form 'landmark') is generally recognized as the AMP building (now NAB house) completed in 1970, and being a single tower above a podium rising to 58m above ground level. (It is noted that the lower of the two towers comprising this application, is of a similar height to this building.) The adjacent Sullivans Cove Planning Scheme by contrast, refers to the landform scale of the setting where the 'natural amphi-theatre' should be respected by development, (6.2) and the bulk and height of buildings must reflect the natural topography of the

Sullivans Cove Planning Area, including the Macquarie Street and Regatta Point Ridges. (23.2) No such supporting statements are included in the Hobart Interim Planning Scheme _ 2015, although the SCPS still applies to the adjacent planning area.

The photomontages

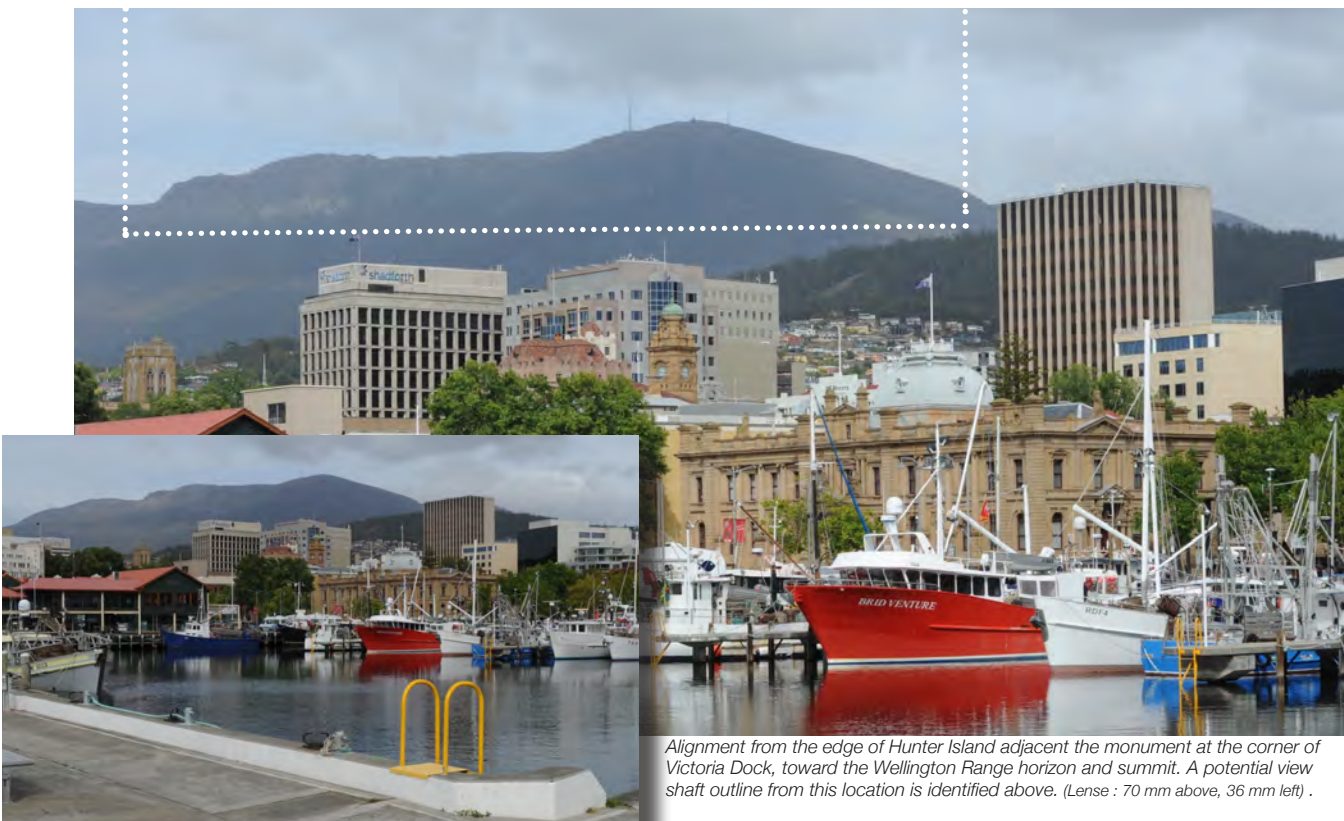
Eight view alignments are identified in the submission information (*Jaws Architects*). These indicate both nearby and distant alignments, all are publically accessible locations some are significant public locations. Although the focal length of the lense is not identified, the images are generally wide-angle views. For the purposes of this assessment, and to concentrate on the 'landscape of the city', this assessment will revisit several townscape (as distinct from streetscape) locations, and also offer additional alignments to broaden appreciation of townscape scale 'impacts' at the urban setting scale.

Hunter Island (Jaws No 2 location)

Elevation approx. RL 3m +/-

'Hunter Island', beneath the concrete apron of Hunter Street, is a significant location to the formation of the port and the city. It is now a place of public orientation and interpretation. Although the 'island' is quite extensive, the sesquicentennial monument near the junction with Franklin Wharf provides a point of focus within the extended public domain of the 'Cove Floor', and alignment to the horizon of the Wellington Range. From this alignment the additional height of the taller tower 'punctures' the high ground horizon of the summit (*Jaws architects view 6.2*). It is worth noting that the earlier AMP tower, from this alignment, and as a result of the undulation of the Wellington Range horizon, also punctures the horizon, though not the summit.

The Architects alignment is not however taken from the corner of the dock. If it were, the impact on the summit would be more pronounced. If uninterrupted views to the summit were to be maintained, being emblematic of the regional landscape and the 'high ground' horizon, then a view shaft from this location, would need to be precisely identified. (For example refer image below.)



Alignment from the edge of Hunter Island adjacent the monument at the corner of Victoria Dock, toward the Wellington Range horizon and summit. A potential view shaft outline from this location is identified above. (Lense : 70 mm above, 36 mm left) .

Cenotaph (Jaws No 3 location)

Elevation approx. : RL 15m

The Domain headland and the Cenotaph axis (focused on the Cenotaph obelisk), provide a focal point for viewing from this location. Vegetation as a component of the Memorial grounds, often obscures the panorama. The proposed development (View 6.3) will break the vegetated horizon highlighted by the pronounced conical rise of Chimney Pot Hill (497m elevation), above Ridgeway. From this location the form of the proposed development will however strongly accentuate the rise of the Macquarie Ridge.

(It is noted that the recent Macquarie Point Masterplan and SDP sought to ensure that from the Cenotaph the landscape horizon experienced as a line from the Wellington Range through to Mount Nelson then to Porter Hill, then to Long Point and its connection to the harbor waterplane, should not be negatively impacted by development).



Cenotaph Headland view-scape to the south-west across the Central Area 'basin' and the Macquarie Ridge. The vegetated horizon of Chimney Pot Hill (centre left of frame) will be 'impacted' by the proposed development. (Lense : 70 mm)

Inner West Hobart – Lime Kiln Hill

Elevation approx. : RL 75m

Although not included as an alignment in the application, this popular 19c viewing point on the rising ground above Harrington Street provides an appreciation of the elongated form of the Macquarie Ridge. The proposal will diminish views to the water-plane of the harbour from this location, while extending development above the datum of the eastern shore hills.



The popular 19c viewing point on Lime Kiln Hill. Harrington Street centre right of frame.NB.The Hobart Town Hall to the left of the image against the waterplane of the harbour.



Viewing from the same location towards the subject site - the Town Hall is now obscured behind the former AMP building. The proposed development will rise above the Howrah hill-line of the eastern shore. (Lense : 200 mm)

Inner North Hobart – Argyle Street @ Lewis Street

Elevation approx. : RL 65 m

From the saddle between North Hobart and Newtown the central area ‘basin’ is readily appreciated together with views to the city and the water-plane. From this location the proposed development will be strongly experienced against the sky obscuring the distant landscape.



Street level view from Argyle Street at Lewis Street toward the Central Area. (Lense : 200 mm)

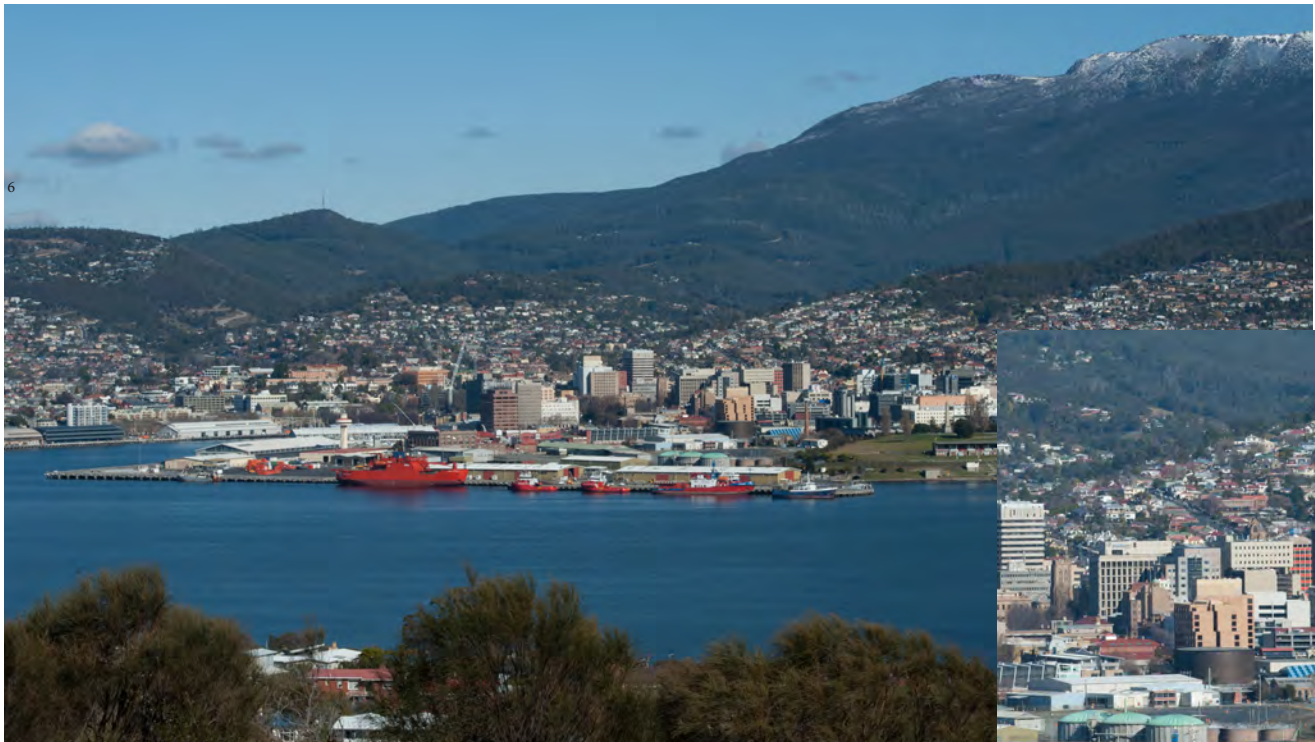


A slightly more elevated view from the pedestrian walkway over Argyle Street above Lewis Street (Lense : 200 mm)

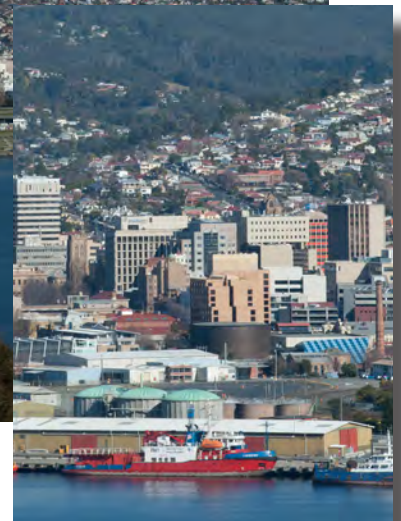
Rosny Hill – Eastern Shore

Elevation approx. : RL 90m

From the hill top promontory of the Rosny headland on the eastern shore, the proposed development will amplify the built scale and settlement focus of the central area. The height of the development will be set against the rising hill-sides of South and West Hobart, and the indomitable rise of the Wellington massif.



The setting of the city centre from Rosny Hill where the layered rise from the Macquarie Ridge to the Wellington Range is particularly apparent. (Lense : 70 mm) Detail (right) identifies the subject site location and its existing built context. (Lense : 70 mm above, 200 mm right)



Tranmere – Eastern Shore
Elevation approx. : RL 50 m



When viewed across the extensive water-plane of the harbour, the proposed development will accentuate the built focus of the city centre. The proposed scale will be counterposed by the West Hobart, Mount Stuart and Mount Faulkner hills behind. (Lense : 550 mm)

Long Point - Sandy Bay

Elevation approx.. : RL 1.0 m

From the promontory of Long Point the proposed development will be strongly evident against the sky above the Battery Point headland. Note the earlier height datum of the former AMP building (RL : 66.38, 58mm tall) . The tallest component of the proposed development will be approx. 15m higher.



Development along the Macquarie Ridge above the Battery Point headland has long been apparent from the promontory of Long Point. The proposed development will be strongly evident silhouetted against the sky. (Lense : 200 mm)

Summary considerations

Hobart is a 'small city in a large landscape'. (City of Hobart Urban Design Principles Project. Woolley. 2004 p. 2) Connection to the landscape perimeter from the city centre is inherent to the experience of being in Central Hobart. The regional focus is the central business district generally adjacent the lower course of the mountain stream, itself located within a 'basin', incorporating and now between, adjacent ridges. The View Alignments (pages 5 - 8) confirm that movement within the landscape of the dwelling region generates differing scale relationships, when considering development within the central area.

Accordingly it is appropriate to consider that Hobart is a city 'in the round', amplified by the layered topographic rise of its landform, and the curving alignment of the estuary and riverine water-plane. This ensures that the low ground of the city, especially headlands and promontories, become places of focus and will often simultaneously be experienced against both the sky and the (vegetated) backcloth of the rising terrain. The layering of development back from the cove, in general terms reinforcing the ridges and the 'amphitheatre to the cove', while consolidating within the 'basin' to provide the regional focus, remains appropriate and should be reinforced.

It is recognized that the development proposal is well beyond the current permitted scheme provisions and the permitted heights of the previous planning scheme. Many buildings however have been built in Central Hobart that are higher than the permitted heights as defined in the previous schedule. Accordingly judgements need to be made about height in a particular location, together with the design and form of the development, which includes the interplay of height and bulk. (The phrase 'does not significantly negatively impact' would usefully be counter-posed by statements gesturing to what the form of the city is 'becoming', as well as what it is intended to be.)

With regard the proposed development at 28 - 32 Elizabeth Street :

Siting: The location, being on the rising ground of the Macquarie Ridge, adjacent the rivulet basin, and part of the central business district, is well suited to major development.

Bulk: The development is not a uniform volume, but is stepped – accordingly building bulk decreases as height increases – the architectural modeling results in a more slender building than the site dimensions and the height may have otherwise generated.

Design: The interplay of building elements and volumes and materials reinforce the various building 'scales' - from the street edge (and its podium set back) to the broader mid-level tower volume, to the higher (and more slender) upper level tower. The result (while tall) is an outcome considerate of its scale and location.

While I consider the height of the building will have a 'negative' impact on the viewscape to the Wellington Range from some locations - and that this relationship (and indeed others), constitutes an 'impact' on the townscape of the city - the significance of the impact is conjectural, rather than absolute, especially in the absence of identified townscape values in the scheme. The higher component of the building (and that subject to the greatest impact on the horizon and the mountain escarpment) is around 35% of the site area. Accordingly it is less significant an impact than would have been the case if development bulk was maximized to this height. Similarly it reasonably assumes that the remaining 65% +- of the site volume will not be developed – hence on this property there will continue to be views 'past' the taller element.

View Shaft analysis

To ensure connection to the regional landscape, especially the horizon of the Wellington Range, I recommend, in the absence of other defining characteristics, a means to manage particular alignments, in order to retain specific townscape values.

An appropriate mechanism to identify and maintain connectivity to the regional landscape (in this case from the centre of settlement) is to formalize 'view shafts' to specific locations/ horizons from significant public locations. These would acknowledge primary landform features and landscape characteristics of the city setting. They would identify significant public locations from which alignments to the regional landscape can be achieved. (Arguably Hunter island (beneath the concrete apron of Hunter Street) is one such significant location).

Equally, consideration of the form that the central area is expected to take, together with a definition of 'townscape' that embraces the landscape of the city, should be pursued so that the 'townscape values of the surrounding area' can be considered.

Maintaining connectivity to the regional landscape should assist Hobarts unique townscape character while continuing to be acknowledged as 'a small city in a large landscape'.

Summary outcome

It is my opinion that the proposed development, being 'well beyond' previous or established permitted heights, has none the less been generally well considered in terms of its intended scale and location, acknowledging its potential to become the tallest building in the CBD.

Accordingly, and in the absence of defined view shafts and / or alignments to manage connectivity to the landscape features and the landform horizons of the urban setting, and / or statements indicating the form that the central area is intended to become, it is my opinion that the siting, bulk and design does not *significantly* negatively impact on the townscape of the surrounding area.



Leigh Woolley
Architect
17 December 2015

6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING
SCHEME 2015**

**6.1.6 851 SANDY BAY ROAD AND 851A SANDY BAY ROAD,
SANDY BAY - 7 MULTIPLE DWELLINGS AND ASSOCIATED
ACCESS, PARKING AND LANDSCAPING - PLN-15-00515-01 -
FILE REF: 5645879 & P/851/820**

120x's

(Council)

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report	Delegated
Committee:	15 March 2016
Council:	21 March 2016
Expiry Date:	23 February 2016 (Extension of time granted to 4 April 2016)
Application No:	PLN-15-00515-01
Address:	851 Sandy Bay Road and 851A Sandy Bay Road, Sandy Bay
Applicant:	Adam Griggs, 28 Taronga Road, Bonnet Hill
Proposal:	7 Multiple Dwellings and Associated Access, Parking and Landscaping
Representations:	Six (6)
Performance criteria:	Development Standards, Parking and Access Code, Biodiversity Code

1. Executive Summary

- 1.1. Planning approval is sought for seven dwellings at 851 Sandy Bay Road. All dwellings are two storeys, have either three or four bedrooms, and have two car parking spaces. There are also three visitor parking spaces provided. Access is provided from a new driveway off the existing driveway serving 851 Sandy Bay Road.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Development standards – private open space, sunlight and overshadowing
 - 1.2.2. Parking and access code – access points
 - 1.2.3. Biodiversity code – biodiversity protection area
- 1.3. Six objections to the application were received during the statutory advertising period of 20 January 2016 and 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 internal 10,530m² site is on the western side of Sandy Bay Road. It is vacant but has a constructed driveway which is partially over 851A Sandy Bay Road. The site is predominantly vegetated, and slopes steeply down towards Sandy Bay Road.
- 2.2. The character of the area is residential, and generally speaking, is large dwellings on generous parcels of land, although there are examples of higher density developments such as immediately to the east of the site at 843 Sandy Bay Road.



Fig. 1: the site is comprised of 851 Sandy Bay Road, shown highlighted pink, and 851A Sandy Bay Road, shown highlighted orange. 851A Sandy Bay Road is only part of the subject site due to the existing driveway being partially located on it. All proposed dwellings are located on 851 Sandy Bay Road (highlighted in pink).



Fig. 2: The existing driveway to the site, between 851C Sandy Bay Road on the left and 849 Sandy Bay Road on the right.



Fig. 3: The area of 851 Sandy Bay Road which will have the dwellings on it.



Fig. 4: Looking south east across the site to the units at 843 Sandy Bay Road.



Fig. 5: Looking north west across the site along the shared boundary with 843 Sandy Bay Road.

3. Proposal

- 3.1. Planning approval is sought for seven dwellings at 851 Sandy Bay Road. All dwellings are two storeys, have either three or four bedrooms, and have two car parking spaces. There are also three visitor parking spaces provided. Access is provided from a new driveway off the existing driveway serving 851 Sandy Bay Road.

3.2. The table below provides further details.

Dwelling	Bedrooms	Storeys	Parking Spaces	Size of Private Open Space (m ²)
1	3	2	2	32
2	4	2	2	24
3	4	2	2	24
4	3	2	2	32
5	3	2	2	24
6	3	2	2	24
7	4			28



Fig. 6: Proposed site plan.

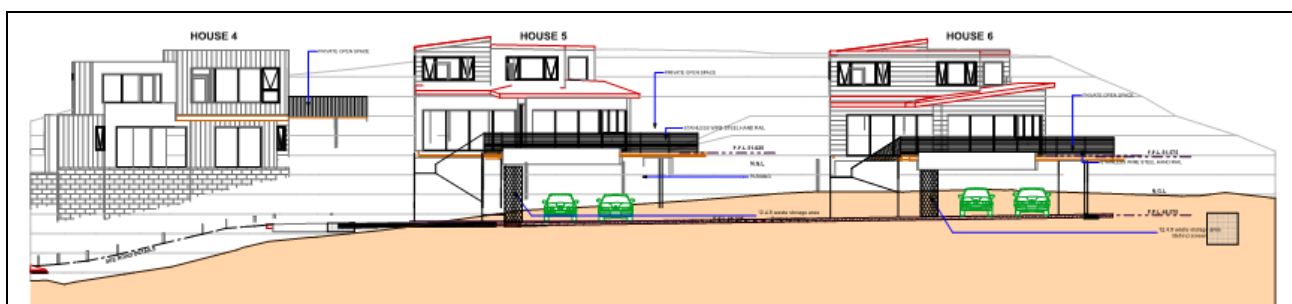


Fig. 7: The south east elevation of dwellings 4, 5 and 6.

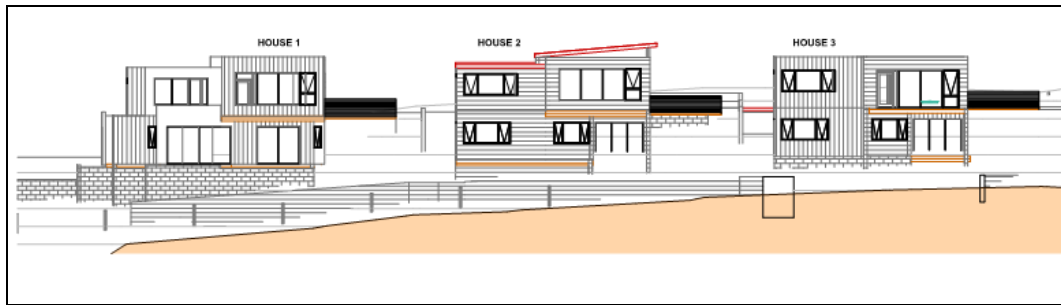


Fig. 8: The south east elevation of dwellings 1, 2 and 3.

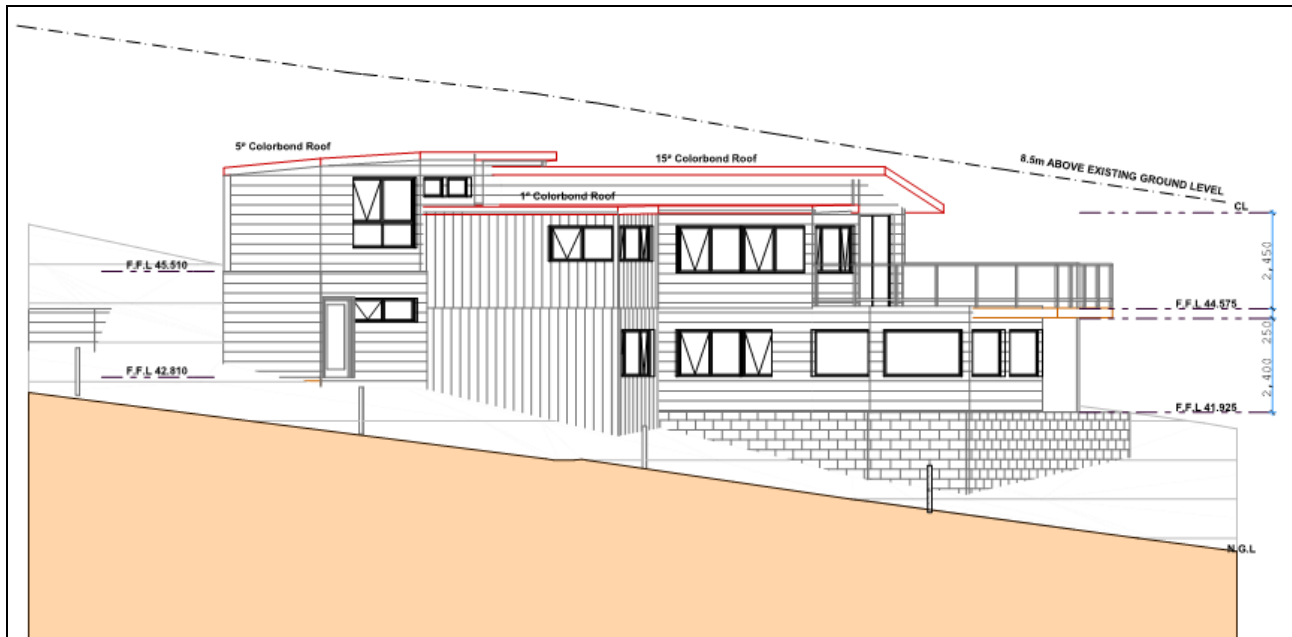


Fig. 9: The south elevation of house 7.



Fig. 10: An artist's impression of the proposed seven dwellings, looking north west across the site.

4. Background

4.1. There is no recent history relevant to this site.

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.

<ul style="list-style-type: none"> This development is only one (albeit seven large multiple dwellings) of many for this developer. This development would continue the 'death by a thousand cuts' that is happening on this precious parcel of bush. A one off plan needs to be approved to finally stop this insidious and relentless incremental and piecemeal development of the three large adjacent Lots owned by this developer.
<ul style="list-style-type: none"> The density is too high. These 7 buildings are all massive, with virtually no space between them. They are not varied at all, and their height means that they will impact strongly on visual amenity.
<ul style="list-style-type: none"> These buildings are completely out of keeping with the area. The long standing character of this area is one of single dwellings on large blocks with significant gardens and bushland. These blend well with the many reserves abounding this development.
<ul style="list-style-type: none"> We do need more houses, but not of this monolith variety, devoid of charm, character or practicality.
<ul style="list-style-type: none"> The plan appears to be removing several significant blue gums (<i>Eucalyptus globulus</i>), which are critical to the survival of the swift parrot. These beautiful birds are quite frequently sighted here, and have had enough disturbance to their habitat by this development already over the past 10 or so years.
<ul style="list-style-type: none"> We object to this development for the following reasons: <ul style="list-style-type: none"> - Large building footprint on a very small land area. - Not in keeping with the area which has smaller homes with gardens. - The developer has approval for several very large dwellings beside 853 Sandy Bay Road and this additional application forms part of a development strategy for 851 and 851A Sandy Bay Road. We are not opposed to the development of 851 and 851A Sandy Bay Road but implore the Hobart City Council to obtain a development plan for the whole of the 851 and 851A area. As opposed to piecemeal applications for applications for development of the area. - This application appears to remove several large blue and white gum trees and the area has swift parrots. - Drainage easement over 837 Sandy Bay Road which will have a negative negatively affect the amenity of the property.

- This area consists of small houses on individual blocks of land with relatively natural garden-scapes, filled with wildlife and birds in a seamless merging with the hillside above. As this developer owns a large tract of land in this area this development and previous and likely subsequent developments will alter the character of the area. This may be acceptable to Council but I think it should occur not as a random piecemeal event but as part of a plan for the area which involves the numerous stakeholders' opinions, and does not occur one application at a time by stealth and apathy.
- I feel some more professional architectural or design advice to the developer in regard to the type or style of home might be recommended, as these properties appear to reflect a rapidly disappearing style of mega property which neither reflects our place in the environment but more importantly does not reflect our society's changing demography. I think the level of density proposed by this development could better be achieved through more thoughtful design and variations of property size creating more and smaller options to encourage more diversity in the community. This will make an architectural and cultural segue to the Taroona community a stone's throw away.

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 either an acceptable solution or 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 only to the performance criteria relied on.

6.1. The site is located within the Low Density Residential zone of the *Hobart Interim Planning Scheme 2015*.

6.2. The site is currently vacant. The proposed use is residential (multiple dwelling), which is a permitted use in the zone.

6.3. The proposal has been assessed against;

- | | | |
|--------|-----------|------------------------------|
| 6.3.1. | Part D-12 | Low density residential zone |
| 6.3.2. | E6.0 | Parking and access code |
| 6.3.3. | E7.0 | Stormwater management code |
| 6.3.4. | E1.0 | Bushfire prone areas code |
| 6.3.5. | E3.0 | Landslide code |
| 6.3.6. | E10.0 | Biodiversity code |

6.4. The proposal relies on the following performance criteria to comply with the applicable standards;

- | | |
|--------|--|
| 6.4.1. | Private open space – clause 12.4.3 P2 |
| 6.4.2. | Sunlight and overshadowing – clause 12.4.4 P1 and P3 |
| 6.4.3. | Parking and access code – clause E6.7.2 P1 |
| 6.4.4. | Biodiversity code – clause E10.7.1 P1 |

6.5. Each performance criterion is dealt with separately below.

6.6. Private open space – clause 12.4.3 P2

- 6.6.1. Dwelling 7 has an area of private open space that has a minimum horizontal dimension of 3.6m.
- 6.6.2. The acceptable solution at clause 12.4.3 A2 provides that a dwelling's area of private open space must have a minimum horizontal dimension of 4m.
- 6.6.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.6.4. The applicable performance criterion at clause 12.4.3 P2 provides as follows:

must have private open space that:

(a) *includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:*

(i) *conveniently located in relation to a living area of the dwelling; and*

(ii) *orientated to take advantage of sunlight*

- 6.6.5. Dwelling 7 is provided with a large 28.73m² area of private open space that will capture good views and have good solar access. It is conveniently located directly off a living room, and is sufficient in size and dimension to operate as an extension of the dwelling for a variety of purposes. In addition, surrounding the house is a generous area of open space that could also be used for various outdoor purposes like relation and children's play.
- 6.6.6. The proposal complies with the performance criterion.

6.7. Sunlight and overshadowing – clause 12.4.4 P1

- 6.7.1. Dwellings 1, 2, 3 and 4 do not have a window to a habitable room (other than a bedroom) which faces between 30 degrees east or west of north.
- 6.7.2. The acceptable solution at clause 12.4.4 A1 provides that all dwellings must have a window that faces between 30 degrees east or west of north.
- 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 12.4.4 P1 provides as follows:

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

- 6.7.5. Although the site faces south east and is on a steep slope, the proposed dwellings 1, 2, 3 and 4 do have habitable room windows at first floor level which face north east at an angle of 50 degrees east of north. This is still within the winter sun arc, which is between 57 degrees east and west of north. As such it is considered that these dwellings will receive adequate sunlight to habitable rooms.

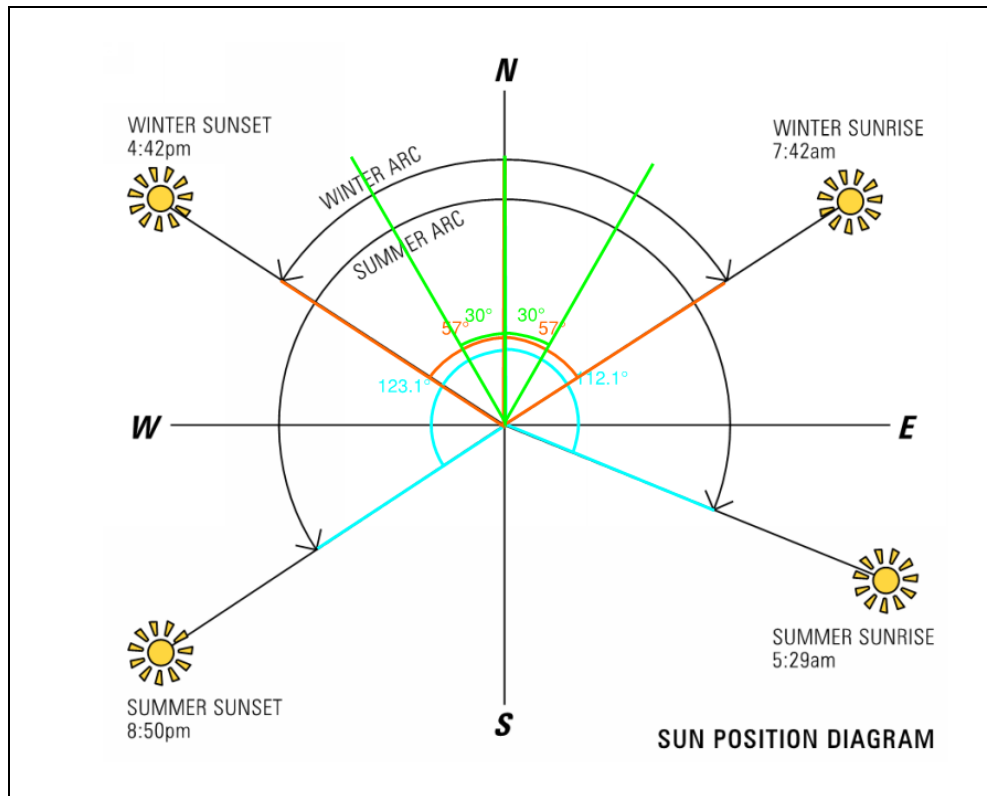


Fig. 11: Sun position diagram showing the summer and winter arc in blue and orange respectively, as well as the Hobart Interim Planning Scheme permitted arc for habitable room window orientation in green.

- 6.7.6. This is supported by the provided movie format sun studies, which show that at the winter solstice dwellings 1, 2, 3 and 4 will receive direct sunlight during the day.

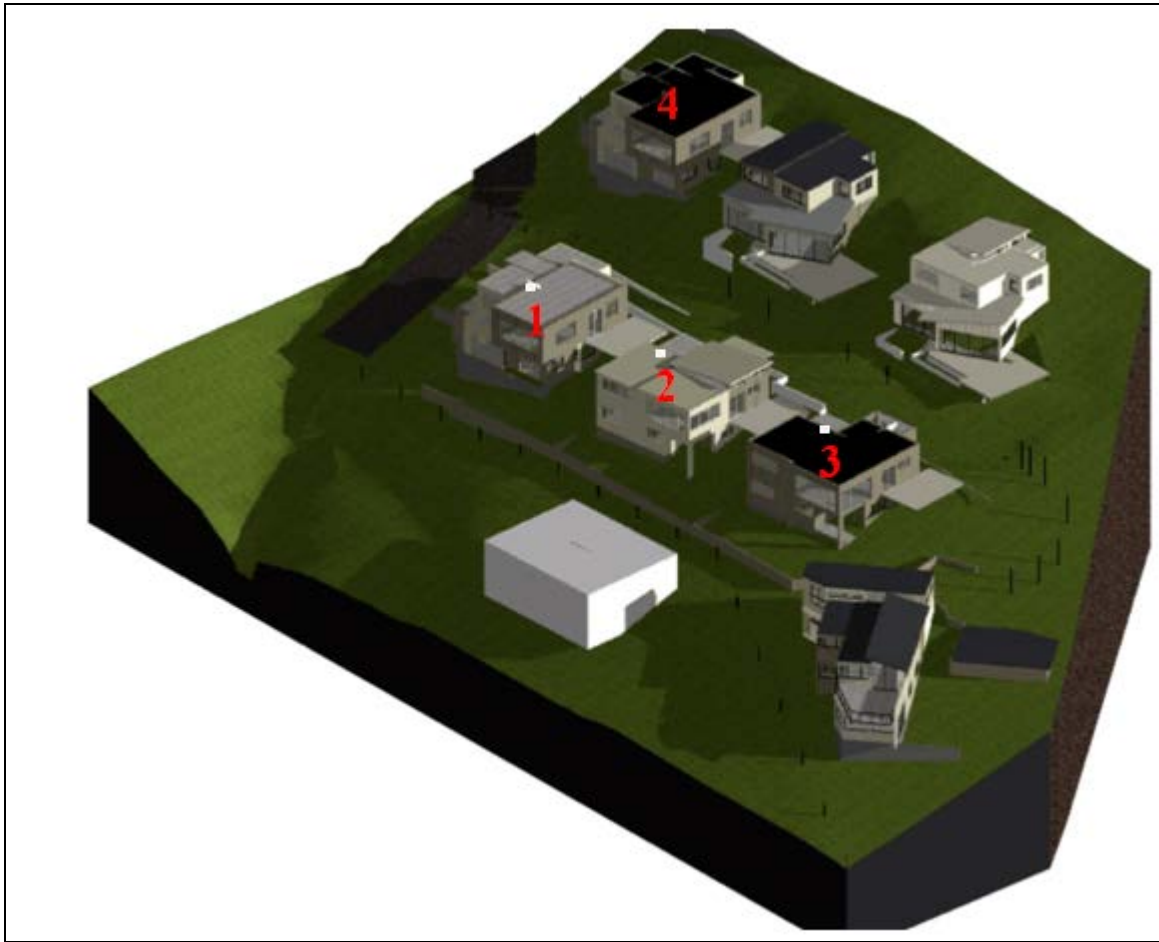


Fig. 12: A screen grab from the sun study movie, which shows direct sunlight entering the north east facing habitable room windows of dwellings 1, 2, 3 and 4.

6.7.7. The sun study movies form part of the approved documents, Refer to Attachment A below.

6.7.8. The proposal complies with the performance criterion.

6.8. Sunlight and overshadowing – clause 12.4.4 P3

6.8.1. Dwellings 3 and 5 are set within 3m of the areas of private open space for dwellings 2 and 4 respectively.

6.8.2. The acceptable solution at clause 12.4.4 A3 provides that dwellings which are to the north of an area of private open space associated with a dwelling on the same site, must be setback 3m from that area of private open space.

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 criterion at clause 12.4.4 P3 provides as follows:

A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site.

- 6.8.5. Similarly to the orientation of the habitable room windows, dwellings 2 and 4 have areas of private open space that have a north easterly aspect and will get adequate winter sunlight as a result. The applicant has provided movie format sun studies, which show that at the winter solstice dwellings 2 and 4 will receive direct sunlight during the day to their areas of private open space.

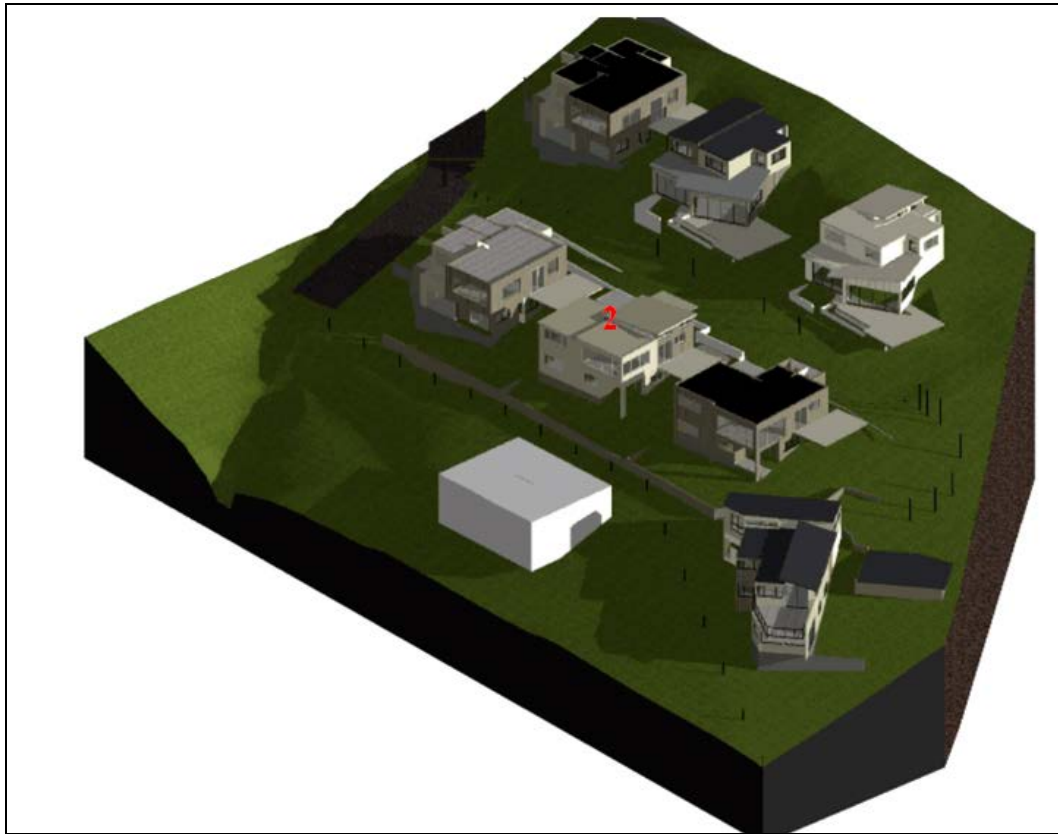


Fig. 13: A screen grab from the sun study movie showing the private open space to dwelling 2 in sunlight at the winter solstice.



Fig. 14: A screen grab from the sun study movie showing the private open space to dwelling 4 in sunlight at the winter solstice.

6.8.6. The sun study movies form part of the approved documents, refer to Attachment A below.

6.8.7. The proposal complies with the performance criterion.

6.9. Parking and access code – clause E6.7.2 P1

6.9.1. The proposal includes accesses to dwellings 1 and 4 which do not comply with the applicable Australian Standard because of the angle at which they come off the existing driveway and the steepness of the existing driveway.

6.9.2. The acceptable solution at clause E6.7.2 A1 requires access to be to the applicable Australian Standard (AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking).

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 criterion at clause E6.7.2 P1 stipulates as follows:

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

- (a) *avoidance of conflicts between users including vehicles, cyclists and pedestrians;*

- (b) *avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) *suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) *ease of accessibility and recognition for users.*

6.9.5. The proposed accesses have been assessed by the Council's Development Engineer who has indicated that subject to a condition requiring the final design of the accesses to be certified by a qualified engineer, they will be satisfactory.

6.9.6. The proposal complies with the performance criterion.

6.10. Biodiversity code – clause E10.7.1 P1

6.10.1. Approximately 1230m² of the proposed development site (including proposed bushfire hazard management area) falls within the biodiversity protection area prescribed under the Biodiversity Code.

6.10.2. The relevant standards of the Biodiversity Code are contained in section E10.7.1 'Buildings and Works'. The application does not meet acceptable solutions A1(a) as there is no 'building area' on the plan of subdivision. The application does not comply with acceptable solutions A1(b) as the proposed development is not a single dwelling. The application does not comply with acceptable solutions A1(c) as clearance and conversion or disturbance of native vegetation would not be confined to 'low' priority biodiversity values (the submitted Natural Values Assessment (NVA) indicates there is 'moderate' value fauna habitat present).

6.10.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.10.4. Performance Criterion P1 states:

Clearance and conversion or disturbance must satisfy the following:

(a) *if low priority biodiversity values:*

- (i) *development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;*
- (ii) *impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;*

(b) *if moderate priority biodiversity values:*

- (i) *development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;*

- (ii) *impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;*
- (iii) *remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values.*

6.10.5. The assessment against the above performance criterion has been undertaken by the Council's Environmental Development Planner. The officer's full report is provided at Attachment D. However the officer has concluded as follows with respect to the performance criterion:

In my opinion, subject to the recommended impact mitigation measures, the proposal satisfies P1(a)(i) and (b)(i) which require that '*development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development*'. A number of conditions have been recommended to give effect to these recommendations.

With regard to P1(a)(ii) and (b)(ii), the proposed bushfire hazard management plan specifies bushfire-resistant construction to bushfire attack levels BAL-29 under AS3959 for houses 4 and 5 and bushfire attack level BAL-40 for house 6. BAL-29 is the third highest of 5 BAL levels under AS3959 and BAL-40 is the second highest. It should be noted that TasFire generally discourage reliance on building construction above BAL-29 and that the Bushfire Code does not include a specific acceptable solution for construction above BAL-29. It would be difficult to design the development in another way that significantly reduces the size of the proposed hazard management area while providing for appropriate vehicular access and privacy for future residents.

It should be noted that the required setbacks to the north and west of proposed houses 4, 5 and 6 for these construction levels are only 7-10m and that the submitted bushfire report indicates that no trees have to be removed from within the hazard management area. In my opinion, subject to the recommended conditions, the proposal satisfies P1(a)(ii) and (b)(ii) which require that '*impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings*'.

With regard to P1(b)(iii), a number of measures have been recommended in the NVA to retain and improve the remaining biodiversity values on the site including:

- implementing tree protection measures during construction for the trees to be retained;

- formal protection of the remaining area of the lot within the BPA under a Part 5 Agreement with Council; and
- implementation of a weed management plan for the area to be protected.

In my opinion, these measures, together with the other conditions recommended below, will ensure that *'remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values...'* in accordance with P1(b)(iii).

6.10.6. The officer has also addressed the concerns raised in the representations so far as they relate to the Biodiversity Code, refer to the table below:

Issue Raised	Environmental Development Planner Response
The plan appears to be removing several significant Blue Gums (<i>Eucalyptus globulus</i>) which are critical to the survival of the Swift Parrot. These beautiful birds are quite frequently sighted here, and have had enough disturbance to their habitat by this development already over the past 10 or so years.	The Natural Values Assessment indicates that the development will not have a significant impact upon Swift Parrots.
White Gums (<i>Eucalyptus viminalis</i>) are also present which are critical for the survival of the Forty-Spotted Pardalote, again, sighted in this area.	The Natural Values Assessment indicates that the development will not have a significant impact upon Forty-Spotted Pardalotes.
Other vulnerable and threatened species in need of our protection, regularly seen in this immediate vicinity include: <ul style="list-style-type: none"> • Eastern-barred bandicoots • Spotted-tailed quolls • Bettongs • Masked owls • White Goshawks • White-bellied sea eagle • Wedge-tailed eagle 	The Natural Values Assessment indicates that the development will not have a significant impact upon any threatened species.
I am told by professional zoologists that there are Tasmanian Devils in this area too, although I have not personally seen them, unlike the species listed above.	The Natural Values Assessment indicates that the development will not have a significant impact upon Tasmanian Devils.

6.10.7. The proposal complies with the performance criterion.

7. Discussion

- 7.1. As demonstrated above the proposal is compliant with the applicable performance criteria.
- 7.2. The proposal has been assessed and supported by the Council's Environmental Development Planner, Development Engineer, Technical Officer – Environmental and Technical Officer – Roads.
- 7.3. The application is recommended for approval.

8. Conclusion

- 8.1. The proposed 7 Multiple Dwellings and Associated Access, Parking and Landscaping at 851 Sandy Bay Road and 851A 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 7 multiple dwellings and associated access, parking and landscaping at 851 Sandy Bay Road and 851A 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-15-00515-01 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 2015/00883-HCC dated 19 June 2015 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENVIRONMENTAL

- ENV2 Sediment and erosion control measures must be installed, prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.**

A soil and water management plan (SWMP) must be submitted and approved, prior to the commencement of work. The SWMP must:

- (a) Be prepared in accordance with the *Soil and Water Management on Building and Construction Sites* fact sheets (Derwent Estuary Program, 2008).**

[http://www.hobartcity.com.au/Development/Engineering_Standards and Guideline](http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guideline) 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 pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

- ENV4 An amended bushfire hazard management plan must be implemented prior to the first occupation and must be maintained for the life of the buildings.**

An amended bushfire hazard management plan must be submitted and approved, prior to the first occupation. The amended bushfire hazard management plan must:

- (a) specify that the removal of any trees exceeding 10m in height and 250mm in diameter is not required; and**
- (b) show private access to hardstand areas within 3m of all static water supply points.**

All work required by this condition must be undertaken in accordance with the approved bushfire hazard management plan.

Advice: Once the amended bushfire hazard management 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 the use and/or development is consistent with the provisions of the Bushfire-Prone Areas Code and/or that the Bushfire Report and Bushfire Hazard Management Plan are consistent.

ENVs1 Prior to the commencement of works, a tree retention plan must be submitted and approved identifying trees to be retained and protected. The plan must:

- (a) identify the location and species of trees within the biodiversity protection area of the development site that are to be retained and protected;
- (b) reflect the tree removal/retention plan shown in Figure 5 of the natural values assessment dated 26 February 2016; and
- (c) be clear and legible in black and white at A4 size.

Reason for condition

To ensure trees to be retained are clearly identified and that the plan is suitable for inclusion in a Part 5 Agreement, for the benefit of future owners.

ENV10 No works (including earthworks) or development, other than the treatment of environmental weeds or bushfire management in accordance with the approved bushfire hazard management plan, may occur within the drip line of the trees identified for retention in the tree retention plan specified in condition ENVs1 above.

The drip line of these trees must be marked out with flagging tape prior to the commencement of works and development and must remain in place until completion of the works and development. All persons participating in the development must be instructed to ensure that no disturbance occurs within these areas.

Reason for condition

To ensure the use/development does not result in unnecessary or unacceptable loss of priority biodiversity values.

ENV14 Plant species listed in the Council's Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas (July 2014) must not be planted within the area of the development site subject to the biodiversity protection overlay of the Hobart Interim Planning Scheme 2015 (copy attached).

Reason for condition

To ensure the development does not contribute to the spread of weeds.

ENV15 All construction vehicles and machinery must be effectively cleaned of soil both before entering and before leaving the property.

Soil cleaned from construction vehicles and machinery must not be allowed to either directly or indirectly enter waterways or the Council's stormwater system.

Effective measures are detailed in the **Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004)**. The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website at www.dpiw.tas.gov.au.

Reason for condition

To ensure the development does not contribute to the spread of weeds and pathogens.

ENV12 An approved weed management plan for the conservation area specified in condition ENVs2 must be implemented.

A weed management plan prepared by a suitably qualified and experienced person must be submitted and approved, prior to the commencement of work.

The weed management plan must:

- (a) target the eradication of all individuals of Boneseed, Canary Broom, Cotoneaster and Blackberry;**
- (b) illustrate the general location of the weeds;**
- (c) include descriptions and/or illustrations of the weeds to assist with identification of the weeds on the ground;**
- (d) set out an environmentally-appropriate methodology and program for eradicating these weeds (including appropriate disposal) based on defined management zones (noting that eradication of many species will require follow-up treatments for several years);**
- (e) include a concise action table that provides clear and detailed actions, the area to be targeted, the timing of each action and the persons/parties responsible for undertaking all actions;**
- (f) include a simple map of the property that defines the management zones for specific actions (if relevant); and**
- (g) include prescriptions to minimise impacts on native vegetation and minimise soil disturbance.**

All work required by this condition must be undertaken in accordance with the approved weed management plan

Advice: Once the weed management 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 the remaining priority biodiversity values on the land are retained and/or improved.

ENVs2 No activities may be undertaken or allowed to occur within the area of the lot outside the approved development area (i.e. the 'conservation area') that will compromise the biodiversity values or soil stability of the area including harvesting of trees or timber, clearing or disturbance of native vegetation, removal or significant disturbance to rock or soil, disturbance of fauna, use of chemicals, dumping of any rubbish or other materials, introduction of exotic species, grazing or lighting of fires without the prior written consent of the planning authority unless consistent with the requirements of the approved weed management plan referred to in condition ENV12.

Reason for condition

To ensure that the remaining priority biodiversity values on the land are retained and/or improved.

Part 5 1 The owner(s) of the land must enter into an agreement with the Planning Authority pursuant to Part 5 of the Land Use Planning and Approvals Act 1993 prior to the commencement of work. The Agreement must:

- (a) specify that the bushfire hazard management plan referred to in condition ENV4 must be implemented prior to the first occupation and must be maintained for the life of the buildings;
- (b) specify that no works, other than the treatment of environmental weeds or bushfire management in accordance with the approved bushfire hazard management plan, may occur within the drip line of the trees identified for retention in the tree retention plan referred to in condition ENVs1 (a copy of the plan must be included);
- (c) specify that plant species listed in the Council's Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas (July 2014) must not be planted within the area of the development site subject to the biodiversity protection overlay of the Hobart Interim Planning Scheme 2015 (copy attached);
- (d) include a basic map of the 'conservation area' referred to in condition ENVs2;
- (e) specify that the conservation area weed management plan referred to in condition ENV12 must be implemented and complied with; and

- (f) **specify that no activities may be undertaken or allowed to occur within the conservation area that will compromise the biodiversity values or soil stability of the area including harvesting of trees or timber, clearing or disturbance of native vegetation, removal or significant disturbance to rock or soil, disturbance of fauna, use of chemicals, dumping of any rubbish or other materials, introduction of exotic species, grazing or lighting of fires without the prior written consent of the planning authority unless consistent with the requirements of the approved weed management plan referred to in condition ENV12.**

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

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

Note: Further information with respect to the preparation of a part 5 agreement can be found at

http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that use and development of the land is consistent with the Bushfire-Prone Areas Code and the Biodiversity Code.

- ENVs3 The storage of more than 45,000L of water within the landslide hazard area specified in the Landslide Code of the Hobart Interim Planning Scheme 2015 is prohibited.**

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides.

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.

ENG2 Vehicle crash barriers compliant with the Australian/New Zealand Standard AS/NZS 1170.1 must be installed prior to the first occupation.

A certified design or report prepared by a suitably qualified engineer, to satisfy the above requirements, must be provided to the Council prior to the commencement of work.

All works, required by this condition must be undertaken in accordance with certified design or report. Upon completion the barriers must be inspected by a qualified engineer and a certification submitted to the Council, confirming that the installed barriers comply with the above requirement.

Advice: Once the certified design or report 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 the safety of users of the driveway, car parking and manoeuvring areas and compliance with the standard.

ENG3 The driveway, car parking and manoeuvring areas, must be constructed in accordance with certified driveway, car parking and manoeuvring areas design drawings, prior to the first occupation.

The driveway, car parking and manoeuvring areas design must be submitted to the Council, prior to the issuing of any permit under the Building Act 2000.

The driveway, car parking and manoeuvring areas design must:

- **Be prepared and certified by a suitably qualified engineer that the design is in accordance with the Australian standards AS/NZS 2890.1 or that the driveway, car parking and manoeuvring areas design provides for a safe and efficient access.**

Upon completion of the driveway, car parking and manoeuvring areas, documents signed by a suitably qualified engineer certifying the driveway has been constructed in accordance with the certified design drawings, must be lodged with the Council.

Reason for condition

To ensure that the safety of users of the driveway, car parking and manoeuvring areas.

ENG4 The driveway, car parking and manoeuvring areas approved by this permit must be constructed to a sealed standard and surface drained prior to the first occupation.

Reason for condition:

To ensure safe access is provided for the use.

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 and certified by a suitably qualified engineer;**
- (b) provide detailed design of the proposed treatment train, including bypass capacity, estimations of contaminant removal and a maintenance plan;**
- (c) outline the operational and maintenance measures to check and ensure the ongoing effective operation of all systems to satisfy the above requirement, i.e. including but not limited to: inspection frequency; cleanout procedures; as installed design detail/diagrams; a description and sketch of how the installed system operates; details of life of asset and replacement requirement.**

All work and maintenance required by this condition must be undertaken in accordance with the approved 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

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 www.hobartcity.com.au 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 rfi-information@hobartcity.com.au, 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

www.hobartcity.com.au/Development/Planning/How_to_obtain_a_condition_endorsement

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


- Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve)
http://www.hobartcity.com.au/Transport/Lighting_Roads_Footpaths_and_Street_Cleaning/Roads_and_Footpaths



(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: 4 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – TasWater form Reference No. TWDA 2015/00883-HCC
Attachment C – Documents and Drawings
Attachment D – Environmental Development Planner's Report

ATTACHMENT A

**Documents and Drawings that comprise
Planning Application Number - PLN-15-00515-01**

DEVELOPMENT ADDRESS: **851 Sandy Bay Road and 851A Sandy Bay Road, SANDY BAY**

LIST OF DOCUMENTATION:

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form	15-00515	19 January 2016
Title	167639/2 and 3	18 January 2016
Natural Values Assessment, 26 pages	Author: D. Summers (Lark and Creese Date: 6 September 2015	17 September 2015
Vegetation assessment, 18 pages	Author: North Barker Date: 4 October 2004	05 May 2015
Weed management plan, 5 pages	Author: North Barker Date: 29 November 2007	05 May 2015
Vegetation management agreement, 21 pages	-	05 May 2015
Forest practices plan, 12 pages	Author: Chris Barry	05 May 2015
Geotechnical assessment, 34 pages	Author: John Sloane Date: 21 October 2007	05 May 2015
Bushfire risk assessment, 22 pages	Author: Nick Creese Date: 10 December 2015	10 December 2015
Bushfire hazard management plan, 1 page	Author: Nick Creese Date: 10 December 2015	10 December 2015
Initial hydrological assessment of Hartem Rivulet, 17 pages	Author: Gandy and Roberts Date: 18 June 2007	05 May 2015
Stormwater letter, 6 pages	Author: Colin Terry, Gandy and Roberts	05 May 2015
Draft letter from Colin Terry to Sergio Montes regarding impact on Hartem Rivulet, 1 page	Author: Colin Terry Date: 11 January 2008	05 May 2015
Stormwater hydraulics Assessment, 16 pages	Author: Colin Terry, Gandy and Roberts Date: 23 July 2015	31 July 2015
Stormwater treatment concept design, 6 pages	Author: Jessie Wang Date: 06 January 2016	07 January 2016
Stormwater product specifications, 6 pages	Rain harvesting product brochure	27 November 2015
Existing services plan – as constructed survey	Author: Lark and Creese Date: 8 April 2014	05 May 2015

Civil drawings – index and notes	Project No: 15E99-159 Drawing No: C01 Revision No: A Drawn by: SL Date of Drawing: 17/12/2015	18 December 2015
Hydraulic plan	Project No: 15E99-159 Drawing No: C02 Revision No: A Drawn by: SL Date of Drawing: 17/12/2015	18 December 2015
Sewer longitudinal sections	Project No: 15E99-159 Drawing No: C03 Revision No: A Drawn by: SL Date of Drawing: 17/12/2015	18 December 2015
Stormwater longitudinal sections	Project No: 15E99-159 Drawing No: C04 Revision No: A Drawn by: SL Date of Drawing: 17/12/2015	18 December 2015
Site plan	Drawing No: PLN:001 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Building setback plan	Drawing No: PLN:002 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Ground floor plan, house 1	Drawing No: PLN:003 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 1	Drawing No: PLN:004 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South west elevation, house 1	Drawing No: PLN:005 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South east elevation, house 1	Drawing No: PLN:006 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

North east elevation, house 1	Drawing No: PLN:007 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 1	Drawing No: PLN:008 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Section house 1	Drawing No: PLN:009 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Ground floor plan, house 2	Drawing No: PLN:010 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 2	Drawing No: PLN:011 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South west elevation, house 2	Drawing No: PLN:012 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South east elevation, house 2	Drawing No: PLN:013 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North east elevation, house 2	Drawing No: PLN:014 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 2	Drawing No: PLN:015 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Section house 2	Drawing No: PLN:016 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

Ground floor plan, house 3	Drawing No: PLN:017 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 3	Drawing No: PLN:018 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South west elevation, house 3	Drawing No: PLN:019 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South east elevation, house 3	Drawing No: PLN:020 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North east elevation, house 3	Drawing No: PLN:021 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 3	Drawing No: PLN:022 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Section house 3	Drawing No: PLN:023 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Ground floor plan, house 4	Drawing No: PLN:024 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 4	Drawing No: PLN:025 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North east elevation, house 4	Drawing No: PLN:026 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

South east elevation, house 4	Drawing No: PLN:027 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 4	Drawing No: PLN:029 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Section house 4	Drawing No: PLN:030 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Ground floor plan, house 5	Drawing No: PLN:031 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 5	Drawing No: PLN:032 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South west elevation, house 5	Drawing No: PLN:033 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South east elevation, house 5	Drawing No: PLN:034 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North east elevation, house 5	Drawing No: PLN:035 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 5	Drawing No: PLN:036 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Section house 5	Drawing No: PLN:037 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

Ground floor plan, house 6	Drawing No: PLN:038 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 6	Drawing No: PLN:039 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South west elevation, house 6	Drawing No: PLN:040 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South east elevation, house 6	Drawing No: PLN:041 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North east elevation, house 6	Drawing No: PLN:042 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
North west elevation, house 6	Drawing No: PLN:043 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Ground floor plan, house 7	Drawing No: PLN:044 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
First floor plan, house 7	Drawing No: PLN:045 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
South elevation and section, house 7	Drawing No: PLN:046 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
East elevation and sections, house 7	Drawing No: PLN:047 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

North elevation, house 7	Drawing No: PLN:048 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
West elevation, house 7	Drawing No: PLN:049 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Artist's impression, looking south west	-	15 January 2016
Artist's impression, looking north west	-	15 January 2016
House 1 and 4 driveway detail	Drawing No: PLN:052 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Visitor parking detail	Drawing No: PLN:054 Revision No: Planning Version 3 Drawn by: ALG Date of Drawing: 15 January 2016	15 January 2016
June 21 st shadow diagrams 9am and 10am	Drawing No: PLN:055 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
June 21 st shadow diagrams 11am and 12pm	Drawing No: PLN:056 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
June 21 st shadow diagrams 1pm and 2pm	Drawing No: PLN:057 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
June 21 st shadow diagrams 3pm	Drawing No: PLN:058 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Water sensitive urban design	Drawing No: PLN:059 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 05 January 2016	15 January 2016
Water sensitive urban design – proposed road drain	Drawing No: PLN:060 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016

Code E7 Landslide overlay	Drawing No: PLN:061 Revision No: Planning Version 2 Drawn by: ALG Date of Drawing: 26 November 2015	15 January 2016
Road cross sections	Drawing No: PLN:062 Revision No: Planning Drawn by: ALG Date of Drawing: 24 November 2015	15 January 2016
Bulk excavation sections	Drawing No: PLN:063 Revision No: Planning Drawn by: ALG Date of Drawing: 24 November 2015	15 January 2016
Elevations houses 1 to 3 and 4 to 6	Drawing No: PLN:064 Revision No: Planning Drawn by: ALG Date of Drawing: 24 November 2015	15 January 2016
Section, house 6	Drawing No: PLN:065 Revision No: Planning Drawn by: ALG Date of Drawing: 24 November 2015	15 January 2016
Solid waste plan	Drawing No: PLN:065 Revision No: Planning Drawn by: ALG Date of Drawing: 24 November 2015	15 January 2016
Parking detail, house 6	Drawing No: PLN:068 Revision No: Planning Drawn by: ALG Date of Drawing: 03 January 2016	15 January 2016
Sun study movie – east view, 36 seconds	.mov file	14 December 2015
Sun study movie – west view, 36 seconds	.mov file	14 December 2015
Sun study movie – plan view, 36 seconds	.mov file	14 December 2015
Emailing from Adam Griggs confirming three movie files are for 21 June 9am to 3pm.	Author: Adam Griggs Date: 16 December 2015	16 December 2015
MUSIC model	-	07 January 2016

Phone: 13 6992
 Fax: 1300 862 066
 Web: www.taswater.com.au

TasWater

Attachment B

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-15-00515-01	Council notice date	5/06/2015
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TasWater details

TasWater Reference No.	TWDA 2015/00883-HCC	Date of response	19/06/2015
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246

Response issued to

Council name	HOBART CITY COUNCIL
Contact details	Development@hobartcity.com.au

Development details

Address	851 SANDY BAY RD, SANDY BAY	Property ID (PID)	3313467
Description of development	7 Units		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
ALG	Site Plan / PLN-001	--	04/05/2015

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 property connection with master meter must be provided just inside the property boundary at the road frontage to service the domestic and fire (if applicable) demands of the proposed development in accordance with TasWater standards.
2. The development must be serviced by a single suitably sized sewer property connection.
3. 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.

HEADWORKS

4. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge totalling \$5,041.60 to TasWater for water infrastructure for 4.6 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater
5. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a headworks charge totalling \$9,354.00 to TasWater for sewerage infrastructure for 6.0 additional Equivalent Tenements, indexed as approved by the Economic Regulator from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

Advice: If the Certificate for Certifiable Work is applied for in the period 1 April 2014 to 31 March 2016, then the above headworks amount(s) will be waived in line with the prevailing State Government Policy. Please visit www.development.tas.gov.au for further information.

Phone: 13 6992
Fax: 1300 862 066
Web: www.taswater.com.au

TasWater

6. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the headworks charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater for this proposal of \$364.75 for development assessment as approved by the Economic Regulator and the fees will be indexed as approved by the Economic Regulator from the date of the Submission to Planning Authority Notice for the development assessment fee until the date they are paid to TasWater. Payment is required within 30 days from the date of the invoice.

Advice

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

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

For detailed information on how headworks have been calculated for this development please contact the TasWater contact as listed above.

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.

Advice to Planning Authority (Council) and developer on fire coverage

TasWater's existing fire hydrants located in Sandy Bay Rd. may not meet TasFire requirements with respect to practical fire hose length coverage of the proposed development.

Declaration

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

If you need any clarification in relation to this document, please contact TasWater. Please quote the TasWater reference number. Phone: 13 6992, Email: development@taswater.com.au

Authorised by



Jason Taylor

Development Assessment Manager

Attachment C

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents
relevant to the application for a planning
permit No.PLN-15-00515-01 and was
received on the 15 January 2016

Planning Authority: Hobart City Council



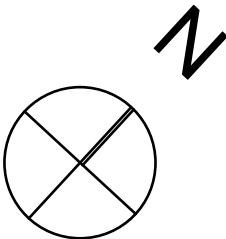
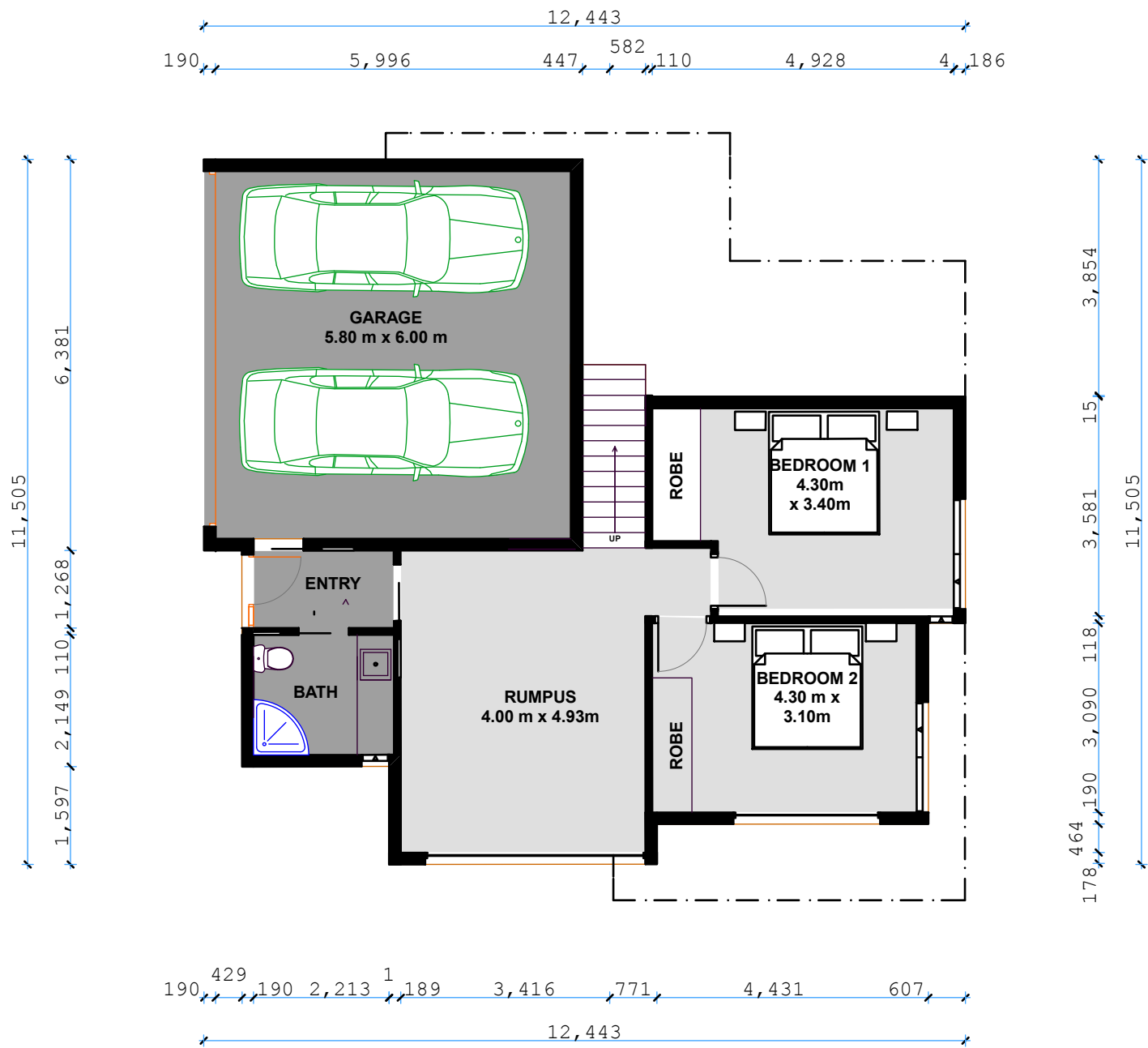
SITE COVERAGE

LAND AREA	10,530 m ²
PREVIOUSLY APPROVED	140 m ²
EXISTING	0 m ²
PROPOSED	1,011 m ²
<hr/>	
SITE COVERAGE	9.6%
TOTAL	1,011 m ²

Job Title 851 Sandy Bay Road 7 Houses	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	26 NOV 2015
Drawing Title PLAN : Site	Drawing Status Planning Version 2		
	Scales 1 : 1000		
	Drawing Number PLN : 001		



Job Title 851 Sandy Bay Road 7 Houses	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	26 NOV 2015
Drawing Title PLAN : Building Setbacks	Drawing Status Planning Version 2		
	Scales 1 : 500		
	Drawing Number PLN : 002		

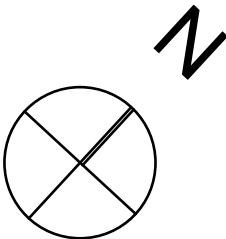
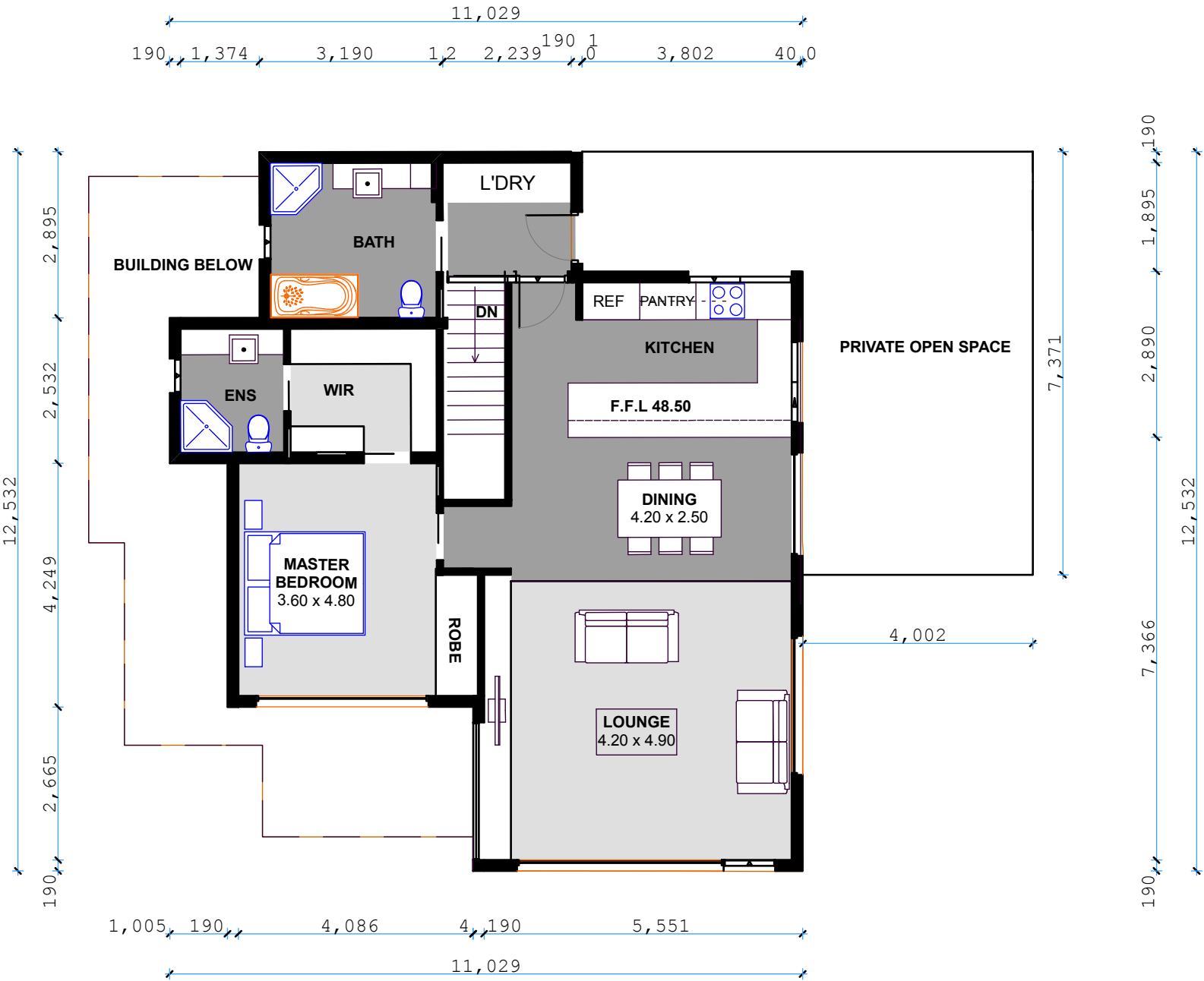


GROUND FLOOR
F.F.L 45.10

GARAGE	37.00 m ²
FIRST FLOOR	106.00 m ²
GROUND FLOOR	68.00 m ²
TOTAL FLOOR AREA	211.00m ²

FIRST FLOOR	F.F.L 47.845
GROUND FLOOR	F.F.L 45.145

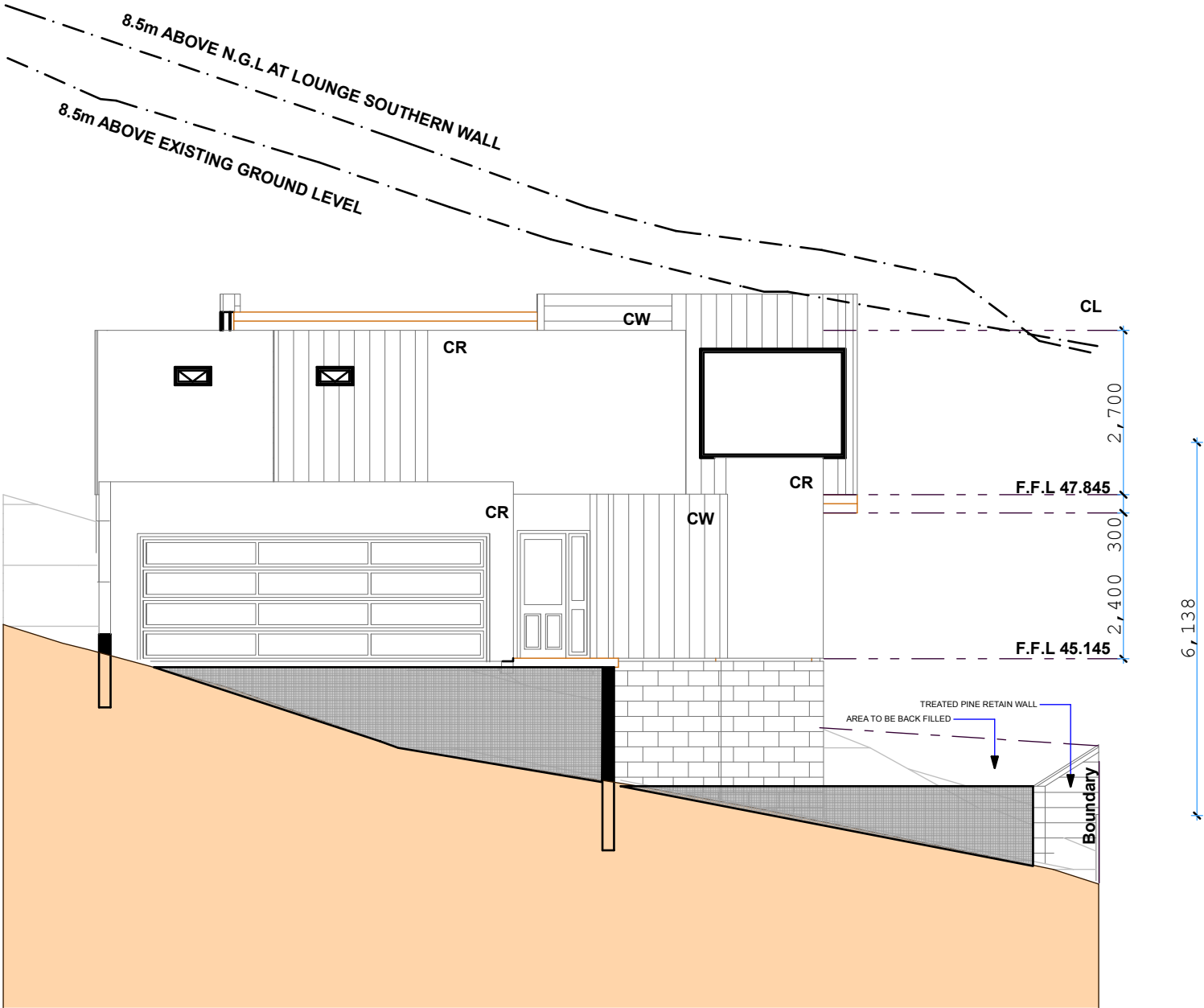
Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : Ground Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 003			



GARAGE	37.00 m ²
FIRST FLOOR	106.00 m ²
GROUND FLOOR	68.00 m ²
TOTAL FLOOR AREA	211.00m ²

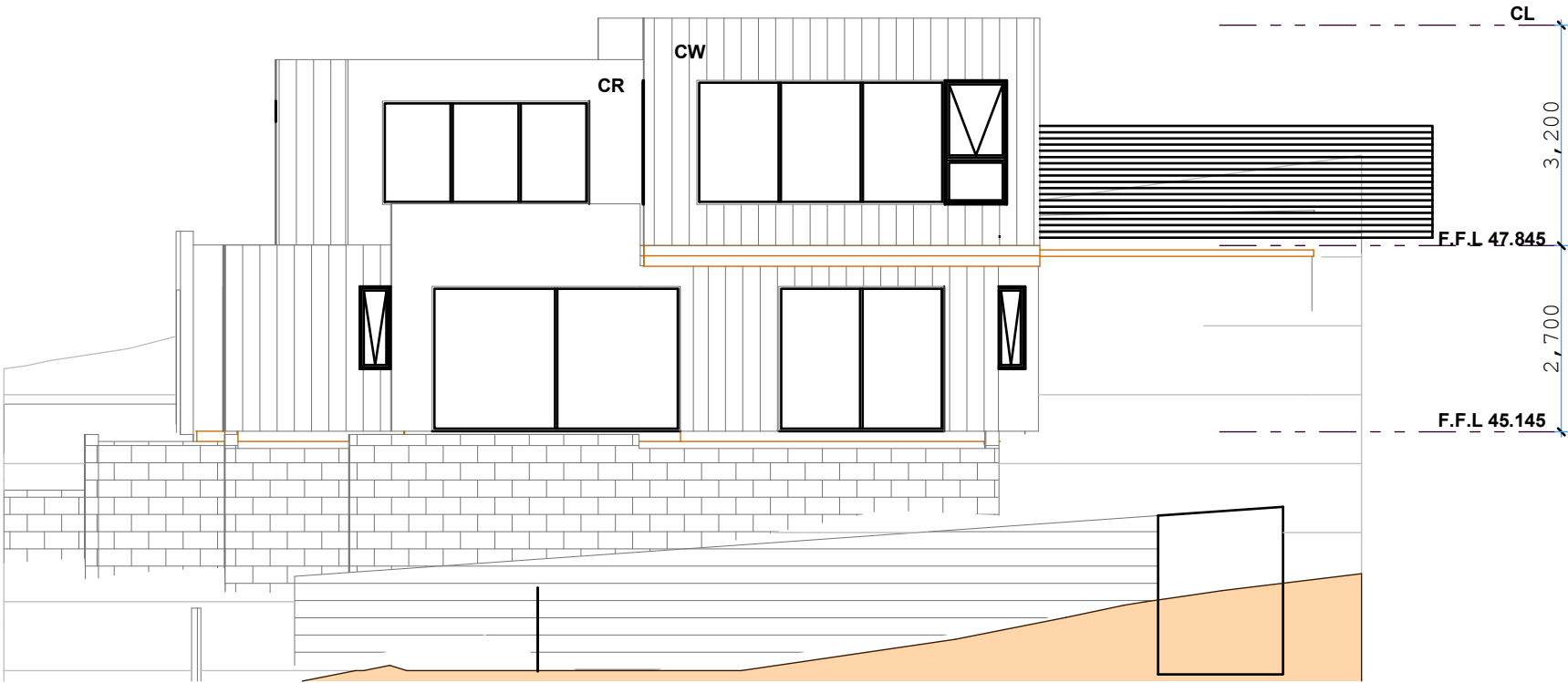
FIRST FLOOR	F.F.L 47.845
GROUND FLOOR	F.F.L 45.145

Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN :First floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
		Drawing Number PLN : 004	



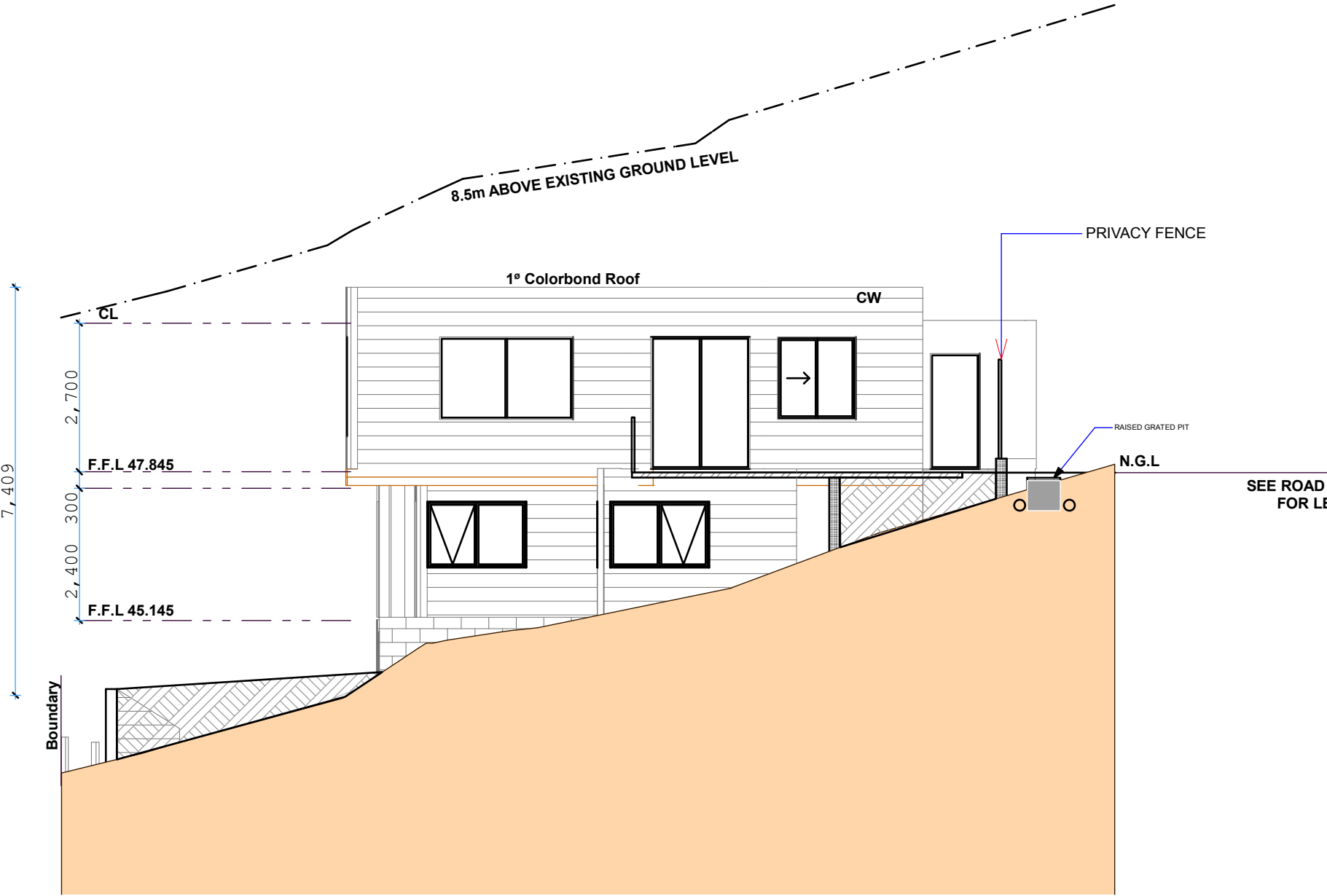
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	26 NOV 2015
Drawing Title ELEVATION : South West	Drawing Status Planning Version 2		
	Scales 1 : 100		
	Drawing Number		
	PLN : 005		



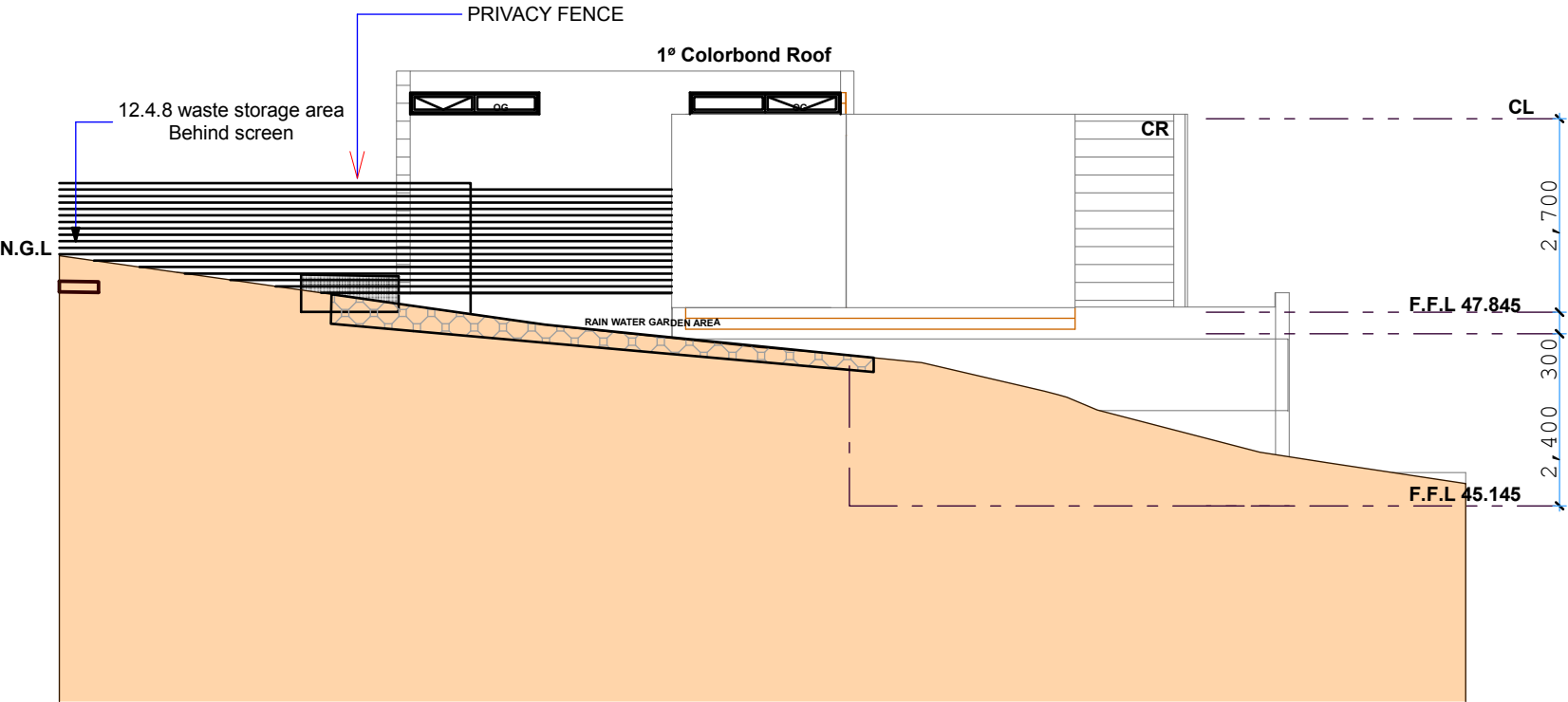
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date 26 NOV 2015		
	Drawing Status Planning <small>Version 2</small>		
Drawing Title ELEVATION : South East	Scales 1 : 100		
	Drawing Number PLN : 006		



- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : North East	Scales 1 : 100		
	Drawing Number PLN : 007		

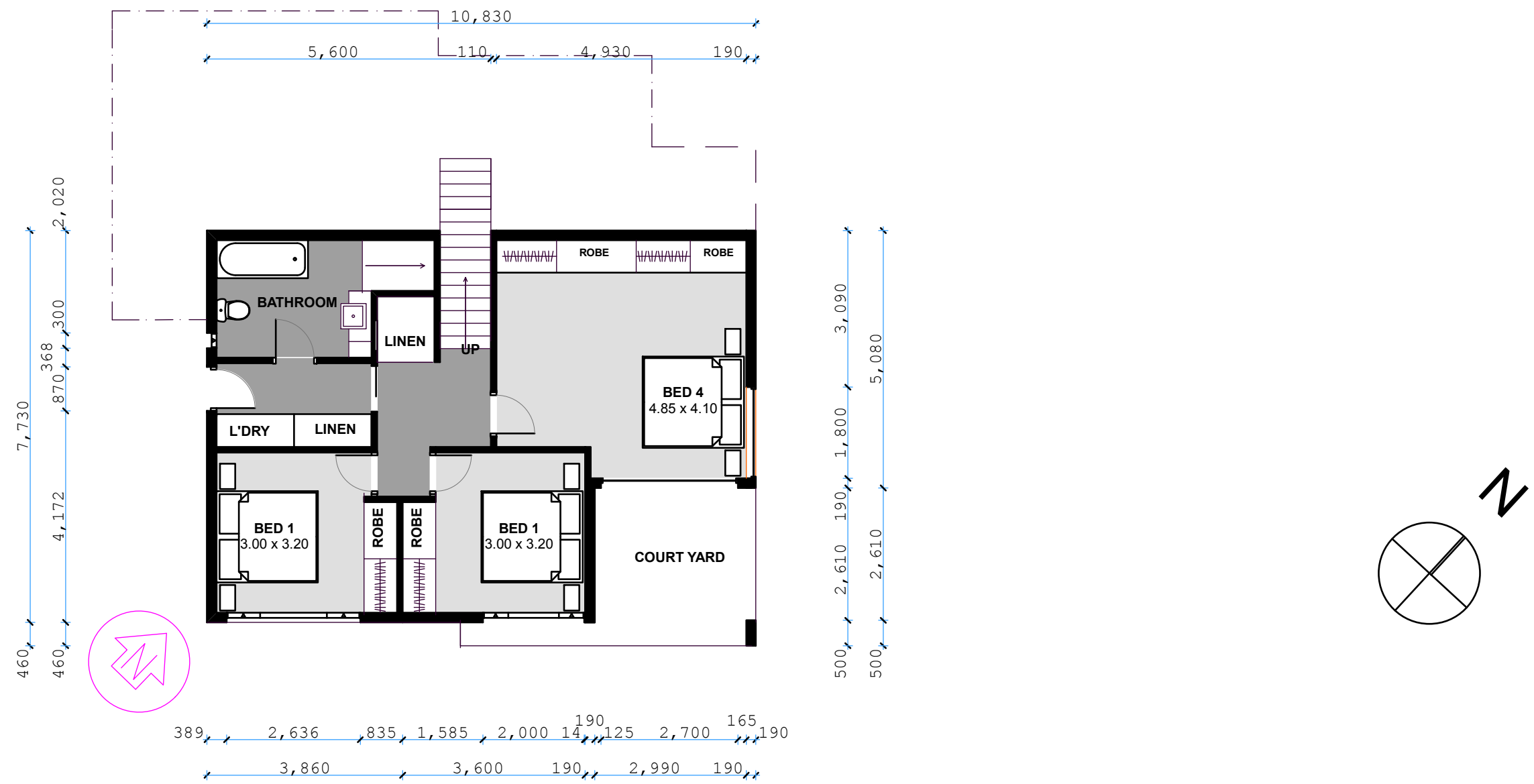


- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House One	Drawn by	Checked by	Accreditation No: CC4219L	
	ALG	ALG	Date	26 NOV 2015
	Drawing Status Planning <small>Version 2</small>			
Drawing Title ELEVATION : North East	Scales 1 : 100			
	Drawing Number PLN : 008			



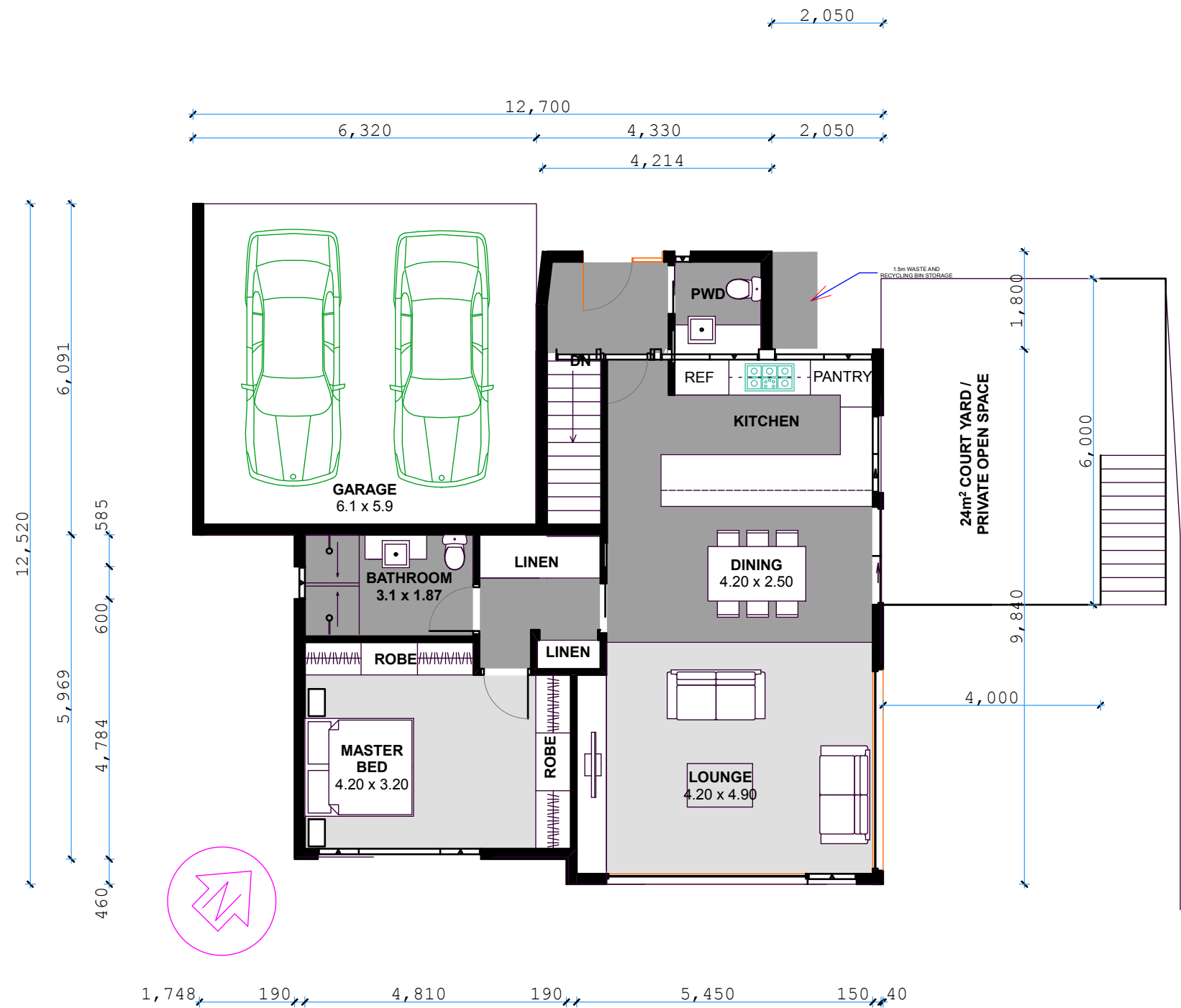
Job Title 851 Sandy Bay Road House One	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Section 1	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 009			



PARKING	39.00 m ²
FIRST FLOOR	97.00 m ²
GROUND FLOOR	75.00 m ²
TOTAL FLOOR AREA	211.00 m ²

FIRST FLOOR	F.F.L 48.095
GROUND FLOOR	F.F.L 45.395

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : Ground Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 010			

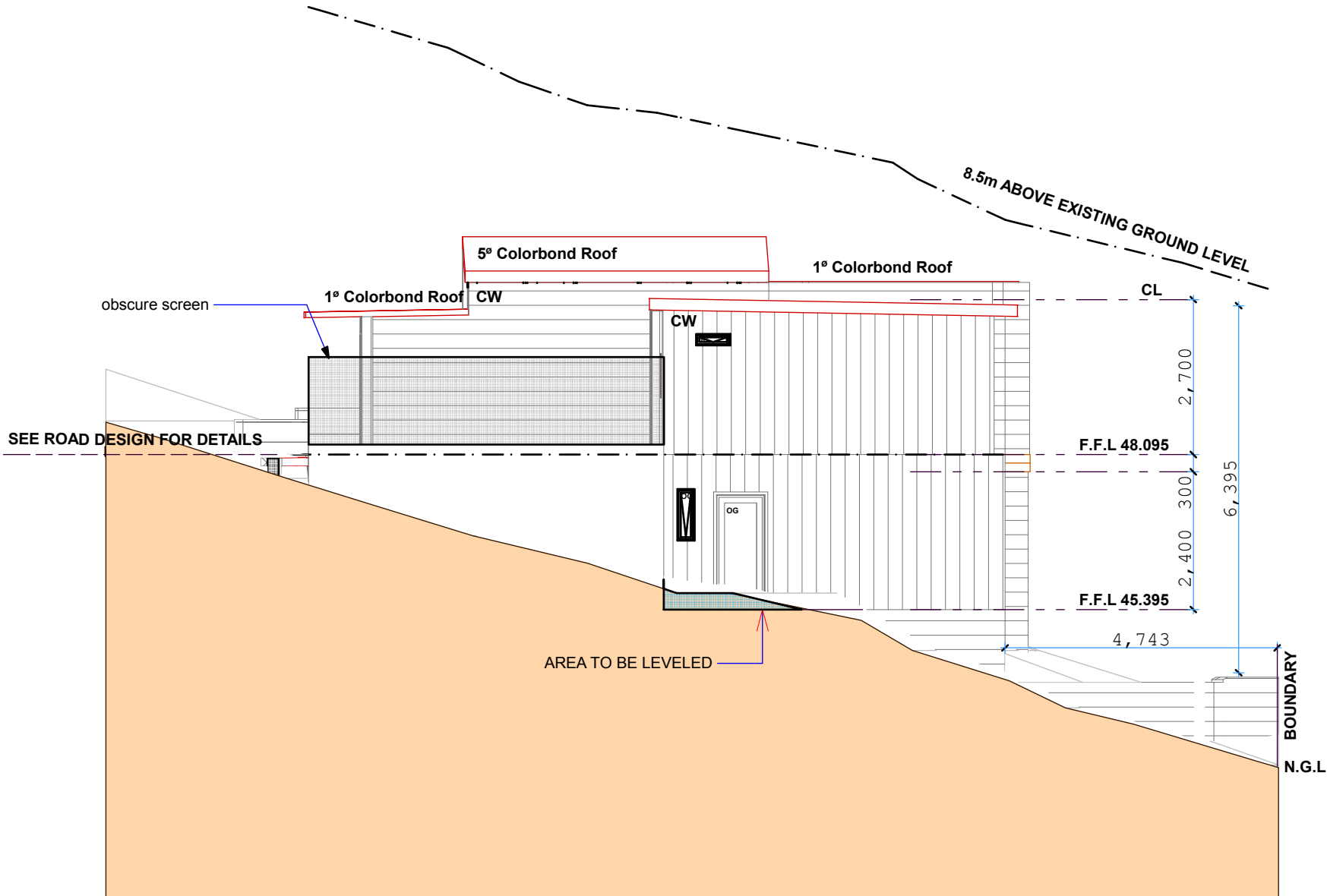


FIRST FLOOR PLAN

PARKING	39.00 m ²
FIRST FLOOR	97.00 m ²
GROUND FLOOR	75.00 m ²
TOTAL FLOOR AREA	211.00 m ²

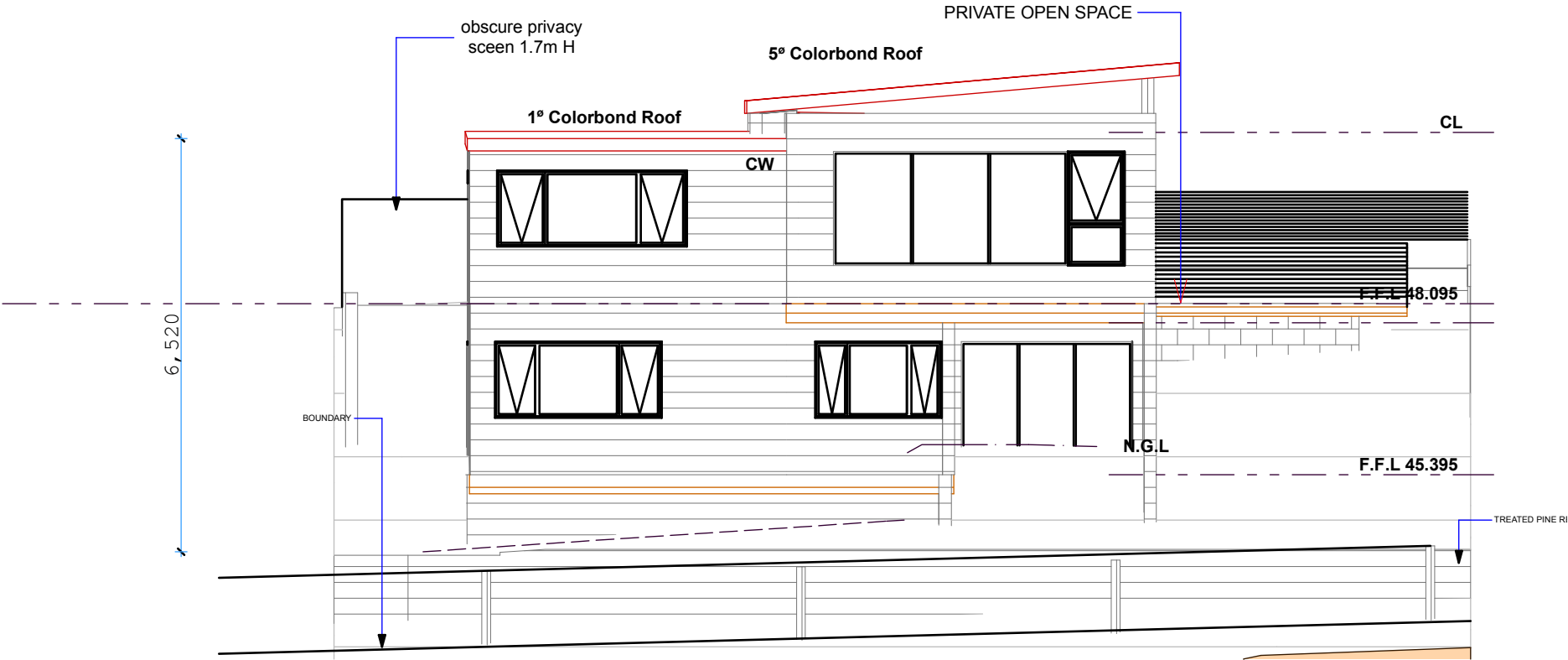
FIRST FLOOR	F.F.L 48.095
GROUND FLOOR	F.F.L 45.395

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 011			



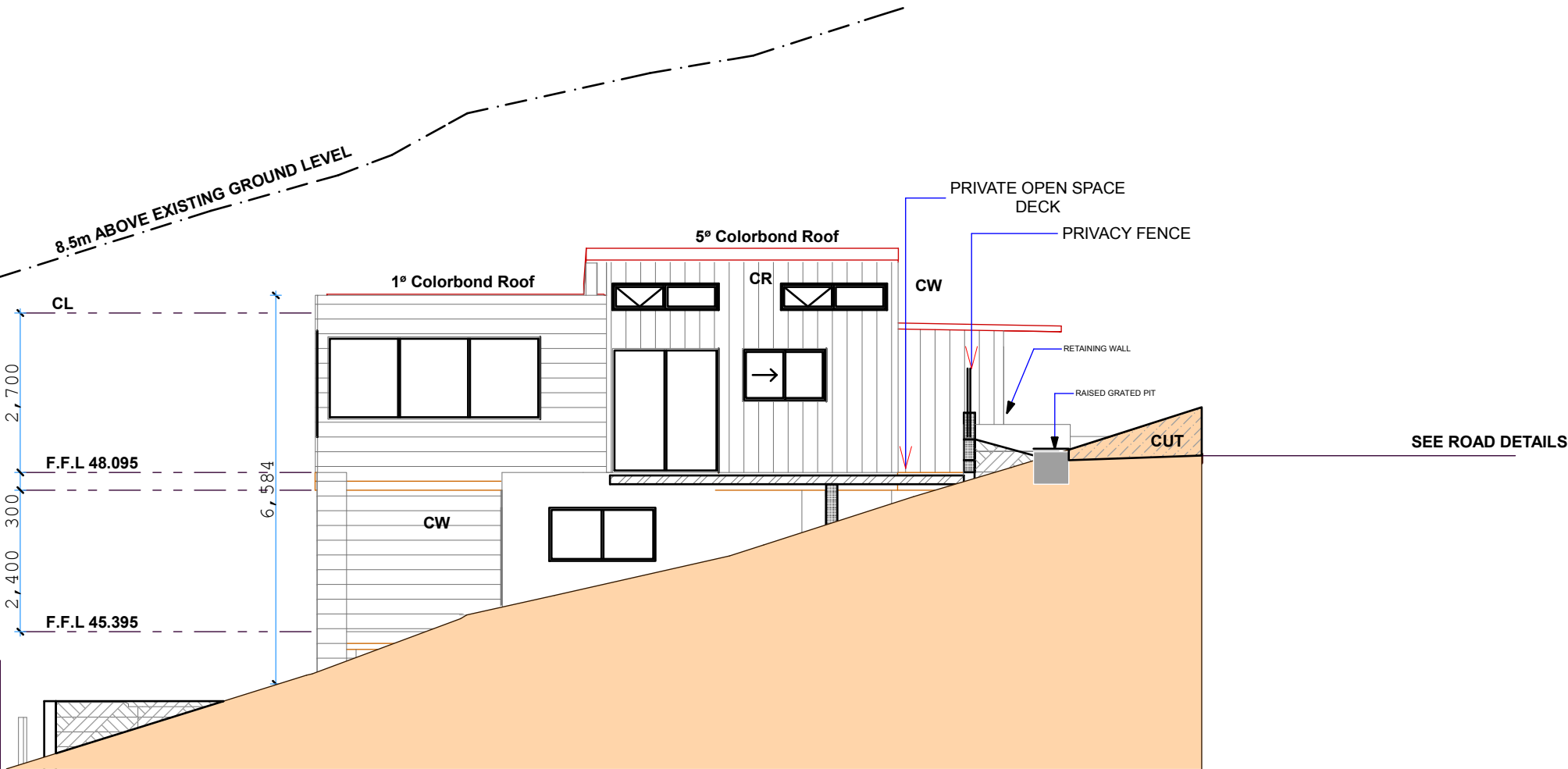
- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : South West	Scales 1 : 100		
	Drawing Number PLN : 012		



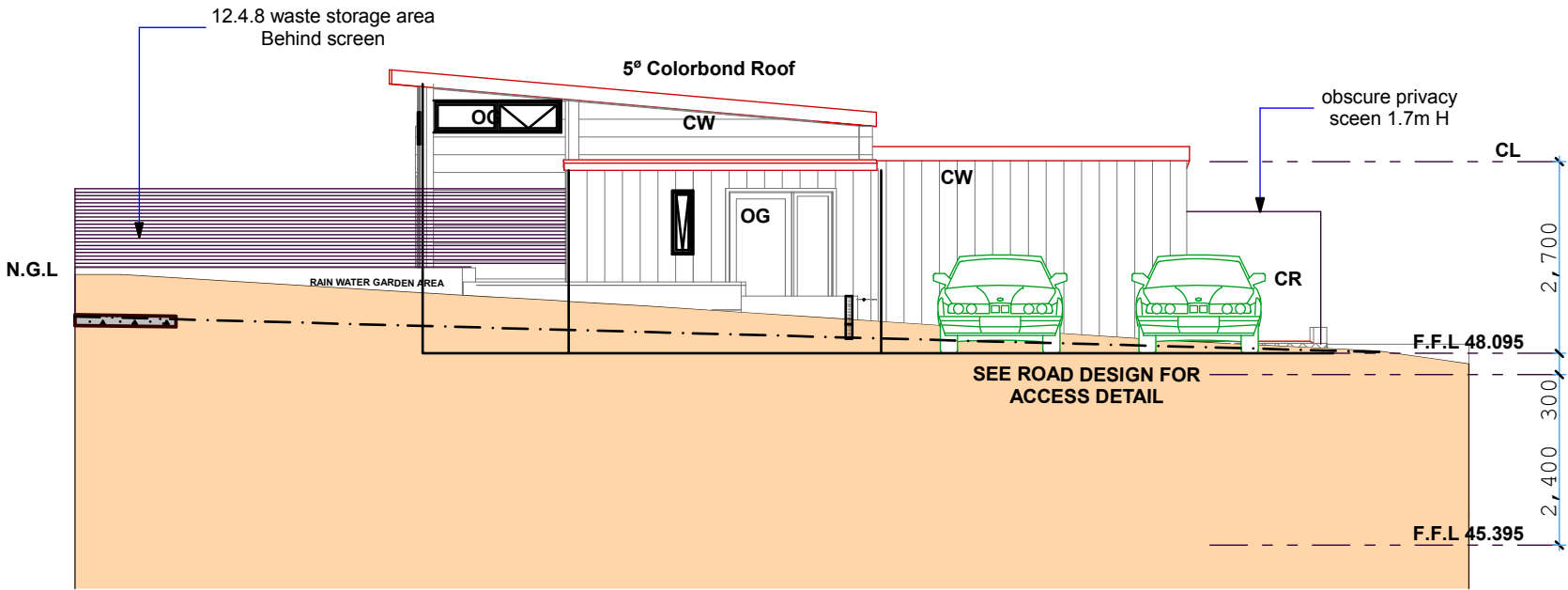
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Elevation : South East	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 013			



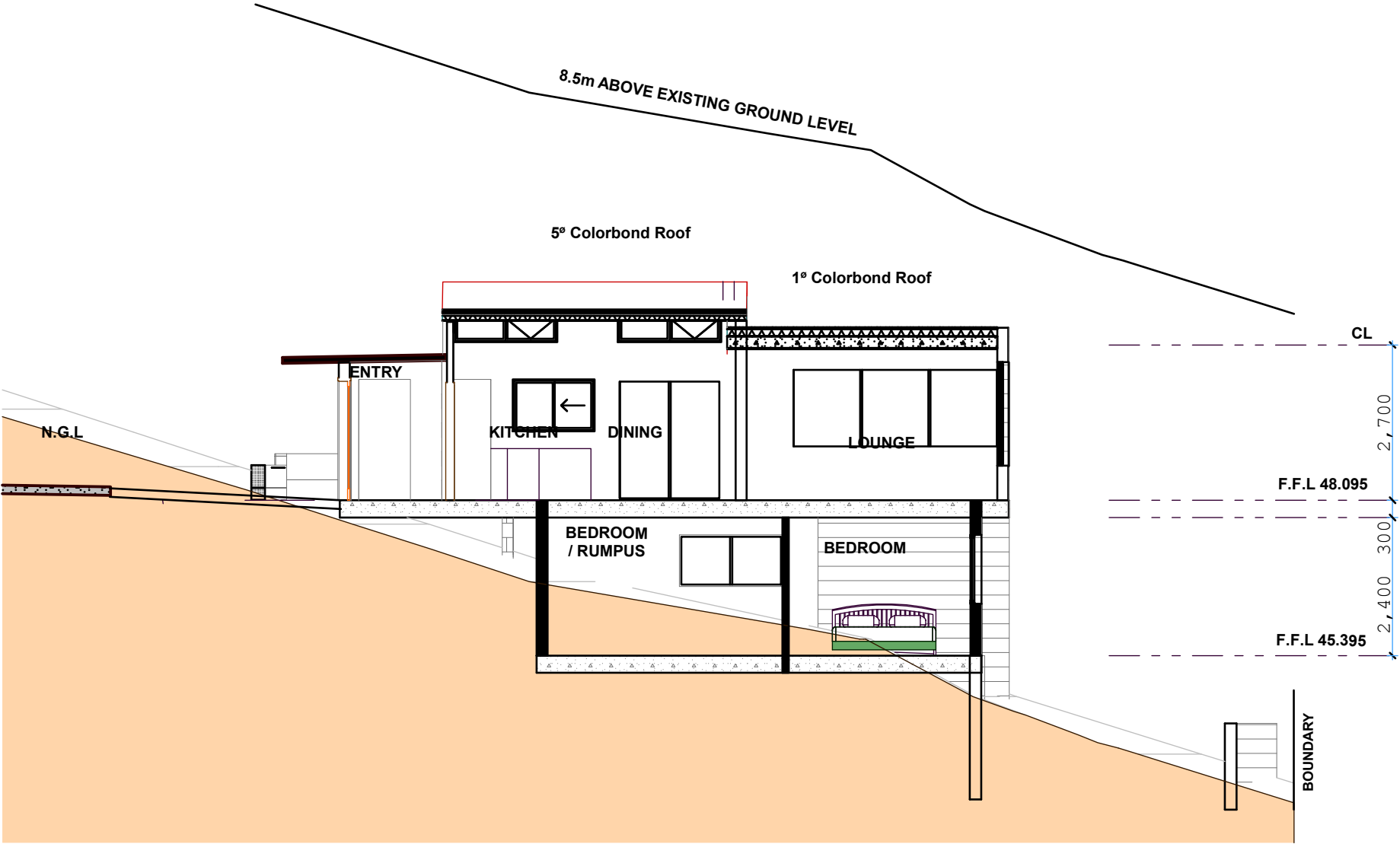
BR Brick (colour to be determined)
CR Cement Render (colour to be determined)
CS Cement Sheet (colour to be determined)
OG Obscure Glass
CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title Elevation : North East	Scales 1 : 100		
	Drawing Number PLN : 014		

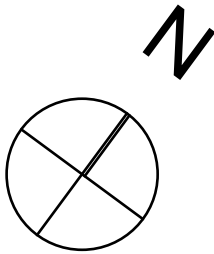
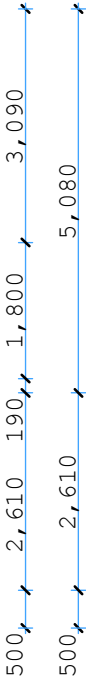
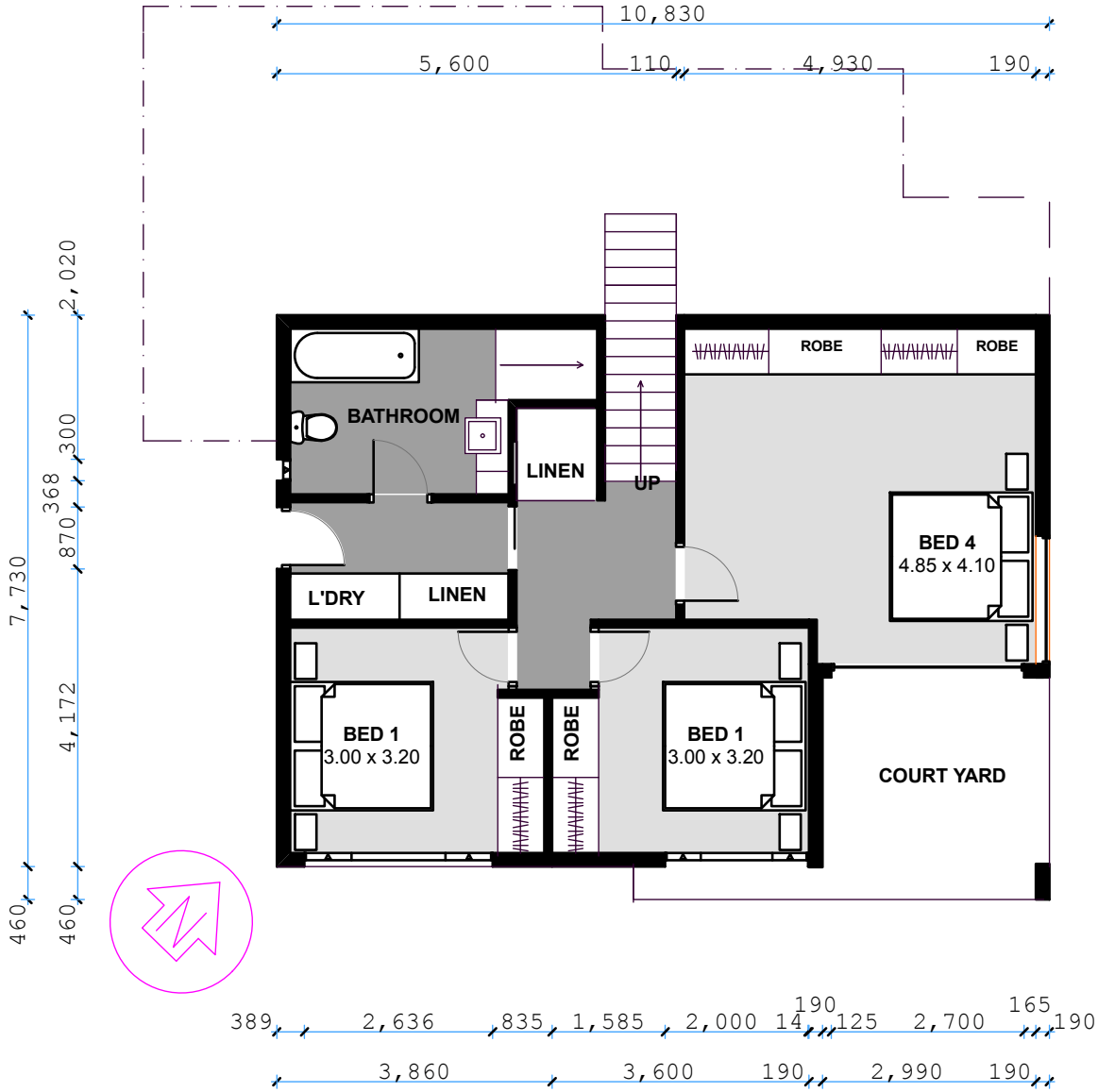


- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title Elevation : North West	Scales 1 : 100		
	Drawing Number PLN : 015		



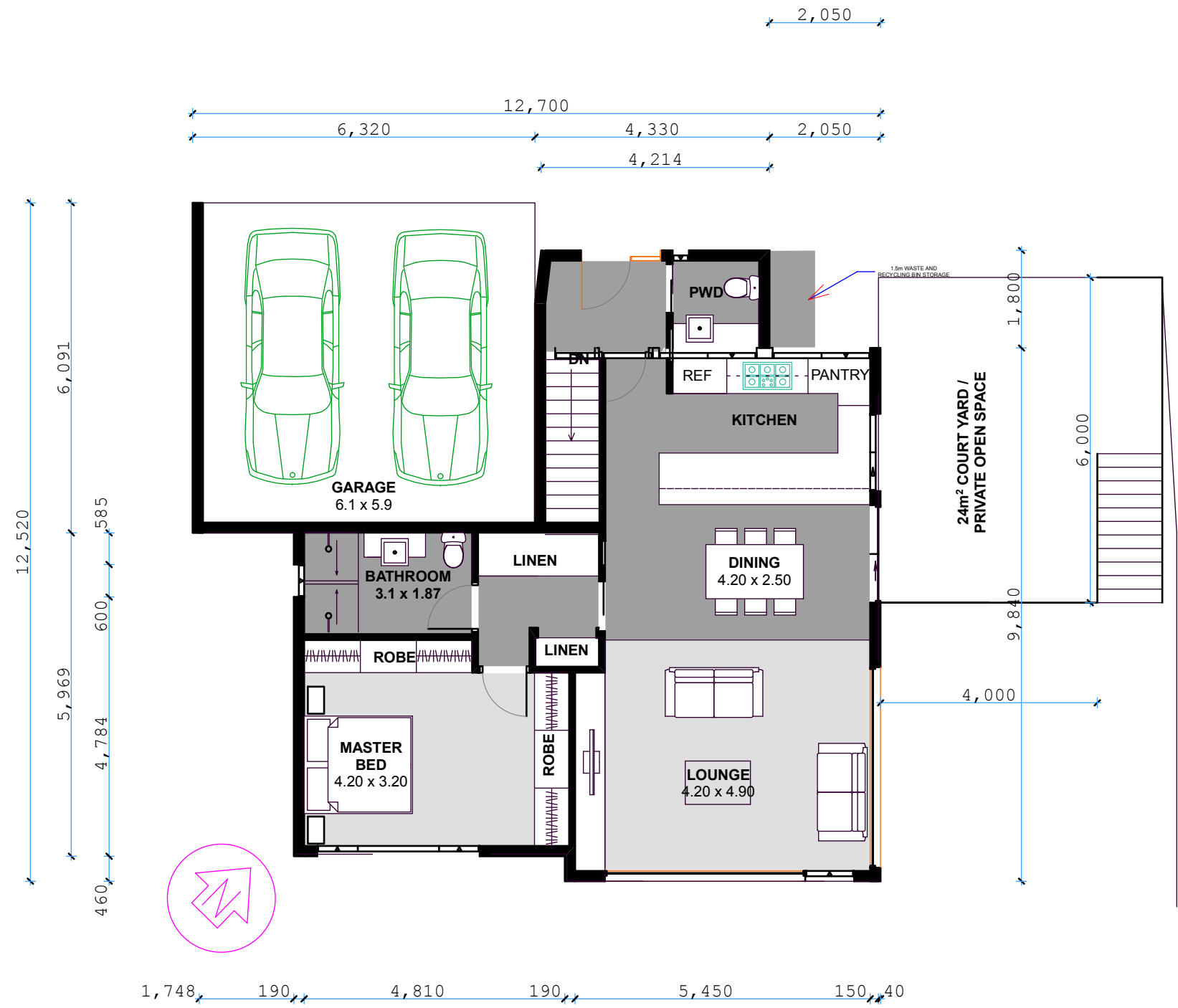
Job Title 851 Sandy Bay Road House Two	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Section : 2	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 016			



PARKING	39.00 m ²
FIRST FLOOR	97.00 m ²
GROUND FLOOR	75.00 m ²
TOTAL FLOOR AREA	211.00 m ²

FIRST FLOOR	F.F.L 48.345
GROUND FLOOR	F.F.L 45.645

Job Title 851 Sandy Bay Road House Three	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : Ground Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 017			

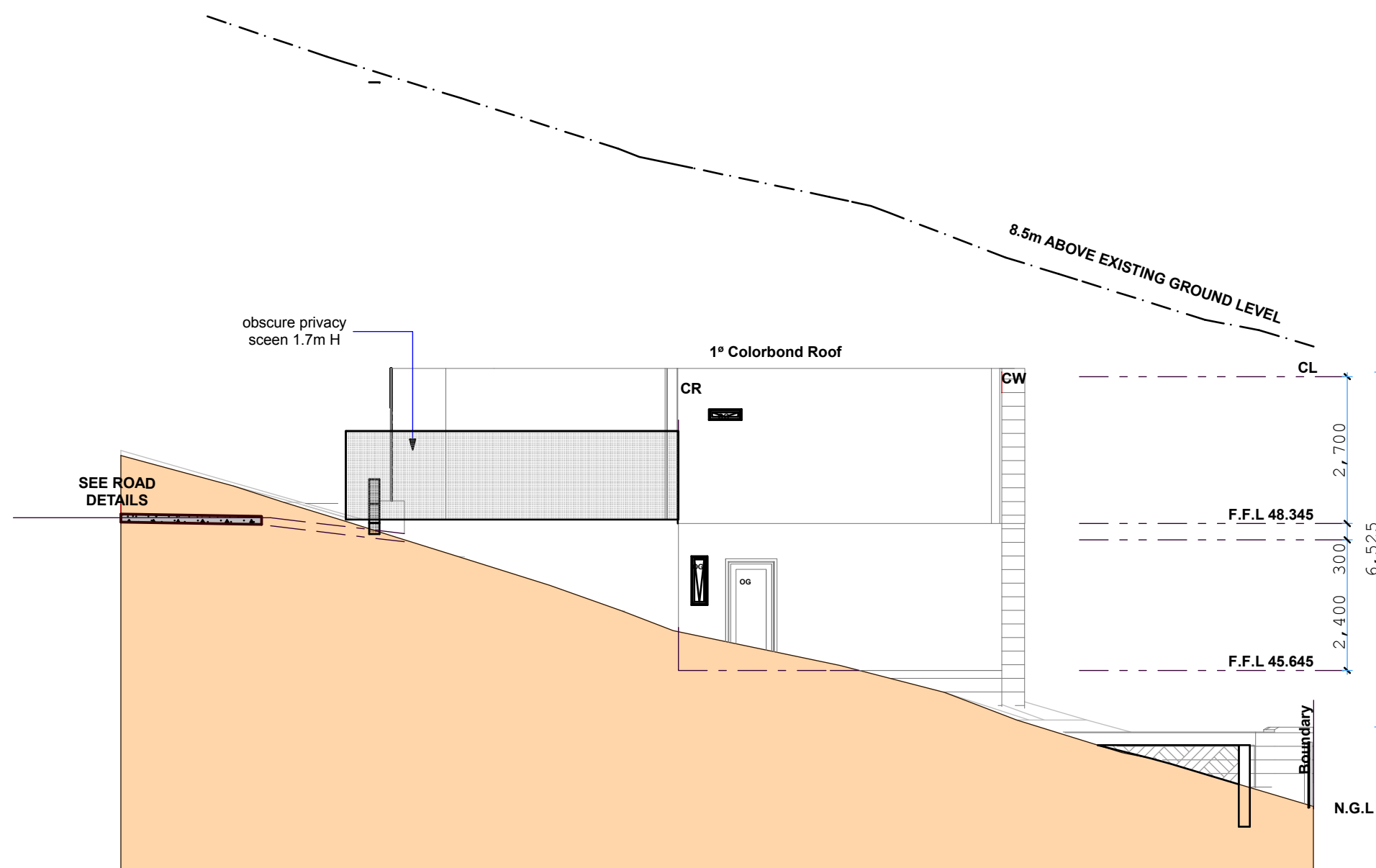


FIRST FLOOR PLAN

PARKING	39.00 m ²
FIRST FLOOR	97.00 m ²
GROUND FLOOR	75.00 m ²
TOTAL FLOOR AREA	211.00 m ²

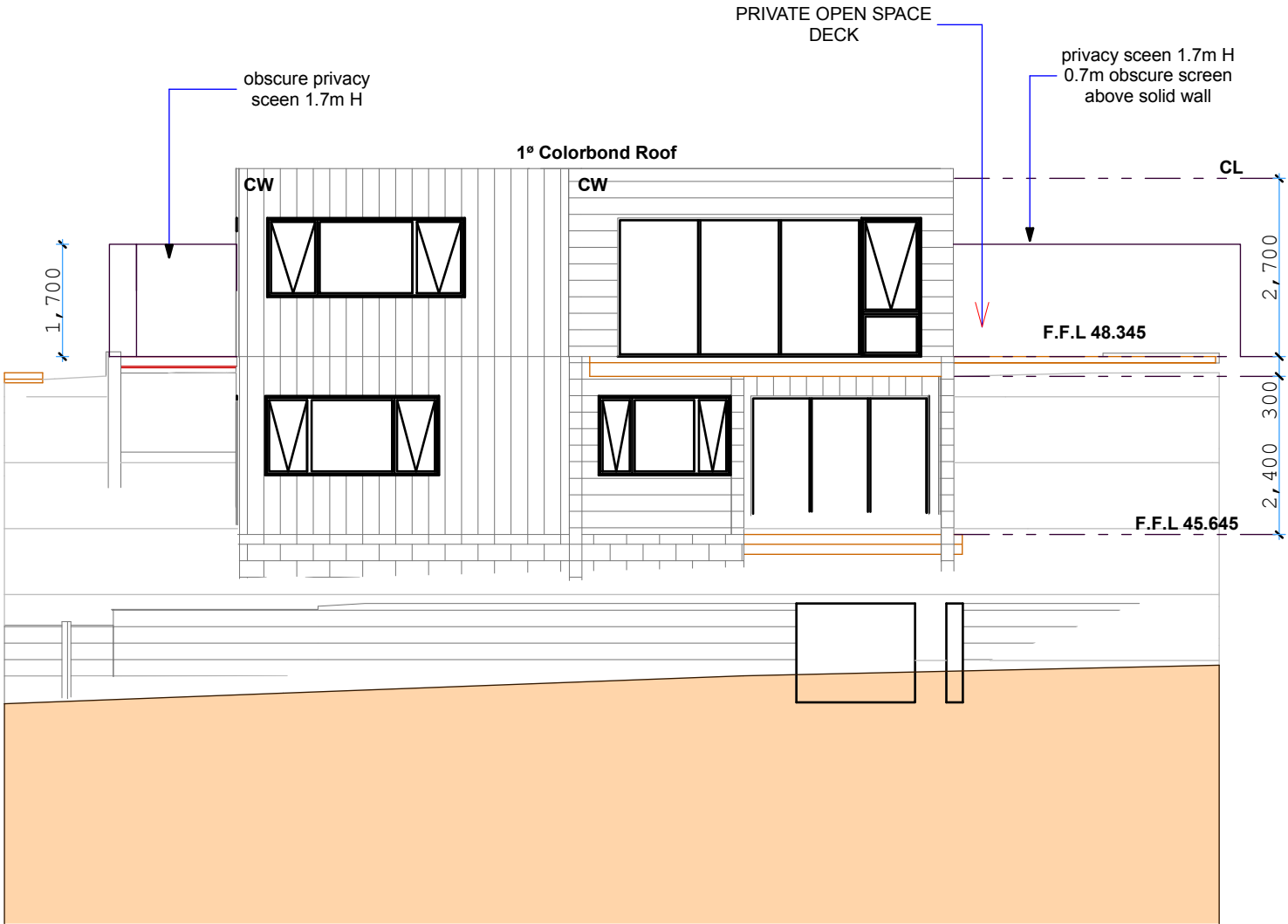
FIRST FLOOR	F.F.L 48.345
GROUND FLOOR	F.F.L 45.645

Job Title 851 Sandy Bay Road House Three	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 017			



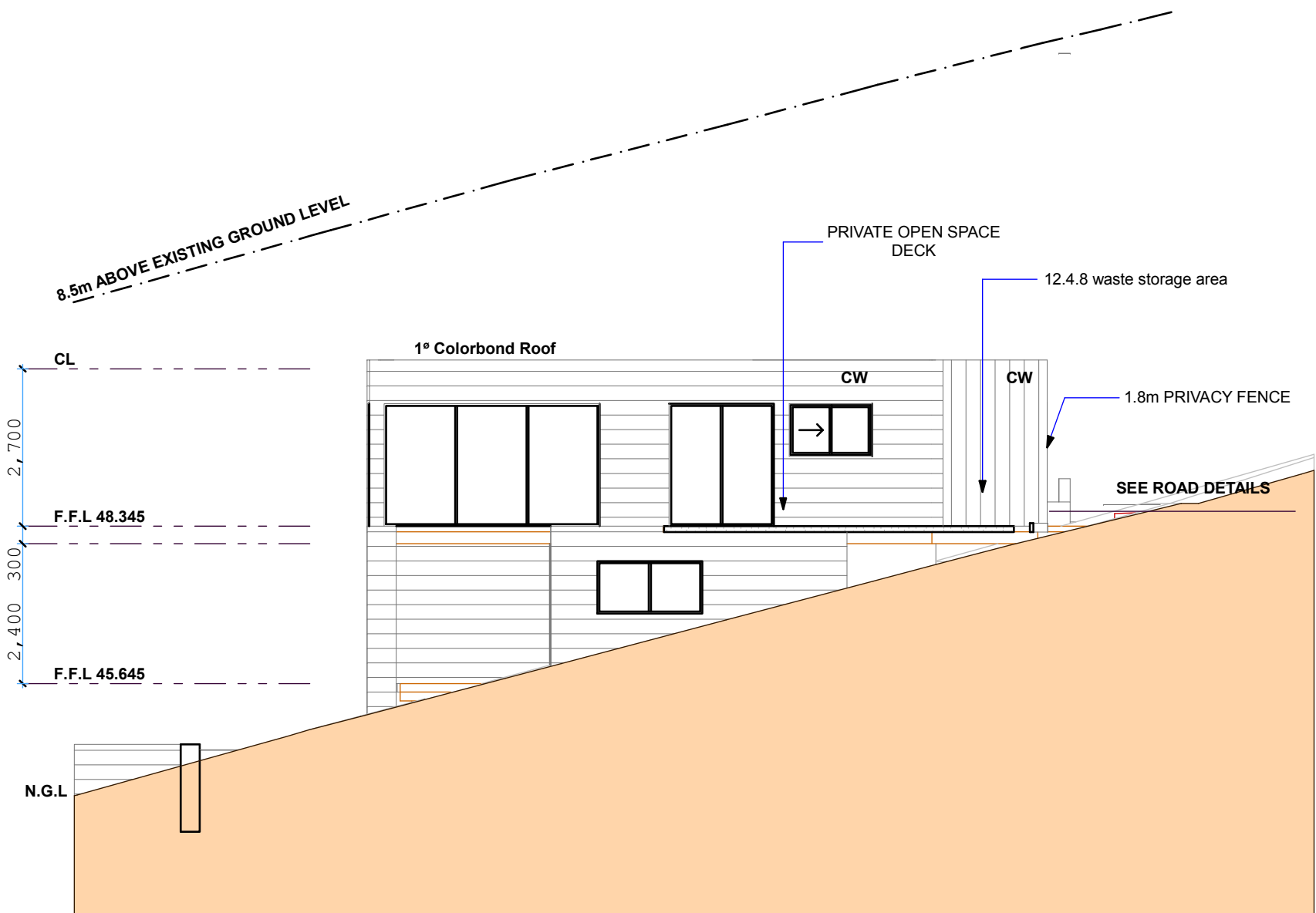
BR	Brick (colour to be determined)
CR	Cement Render (colour to be determined)
CS	Cement Sheet (colour to be determined)
OG	Obscure Glass
CW	Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Three	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
	Drawing Status Planning <small>Version 2</small>		
Drawing Title ELEVATION : South West	Scales 1 : 100		
	Drawing Number PLN : 019		



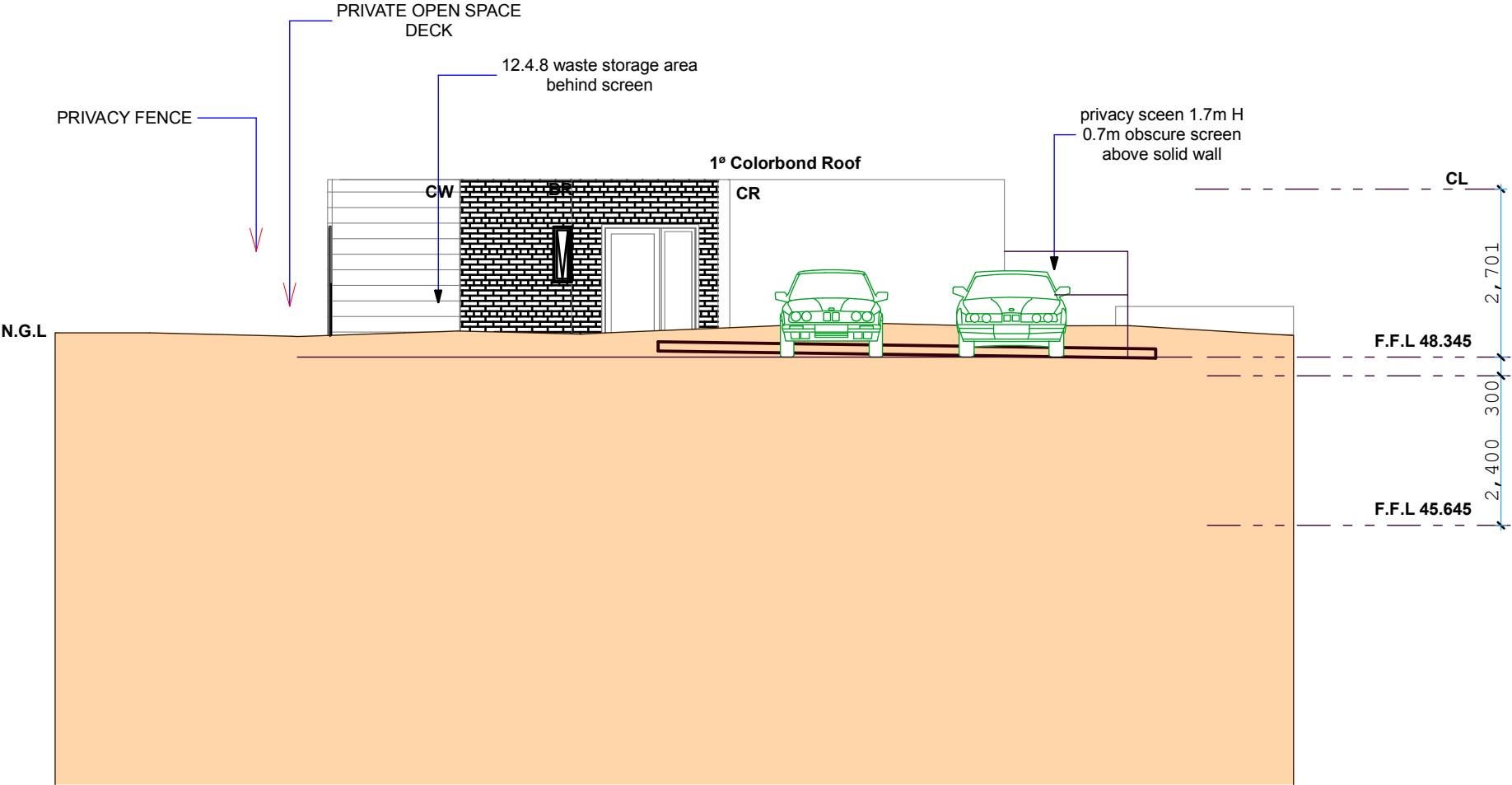
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Three	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : South East	Scales 1 : 100		
	Drawing Number PLN : 020		



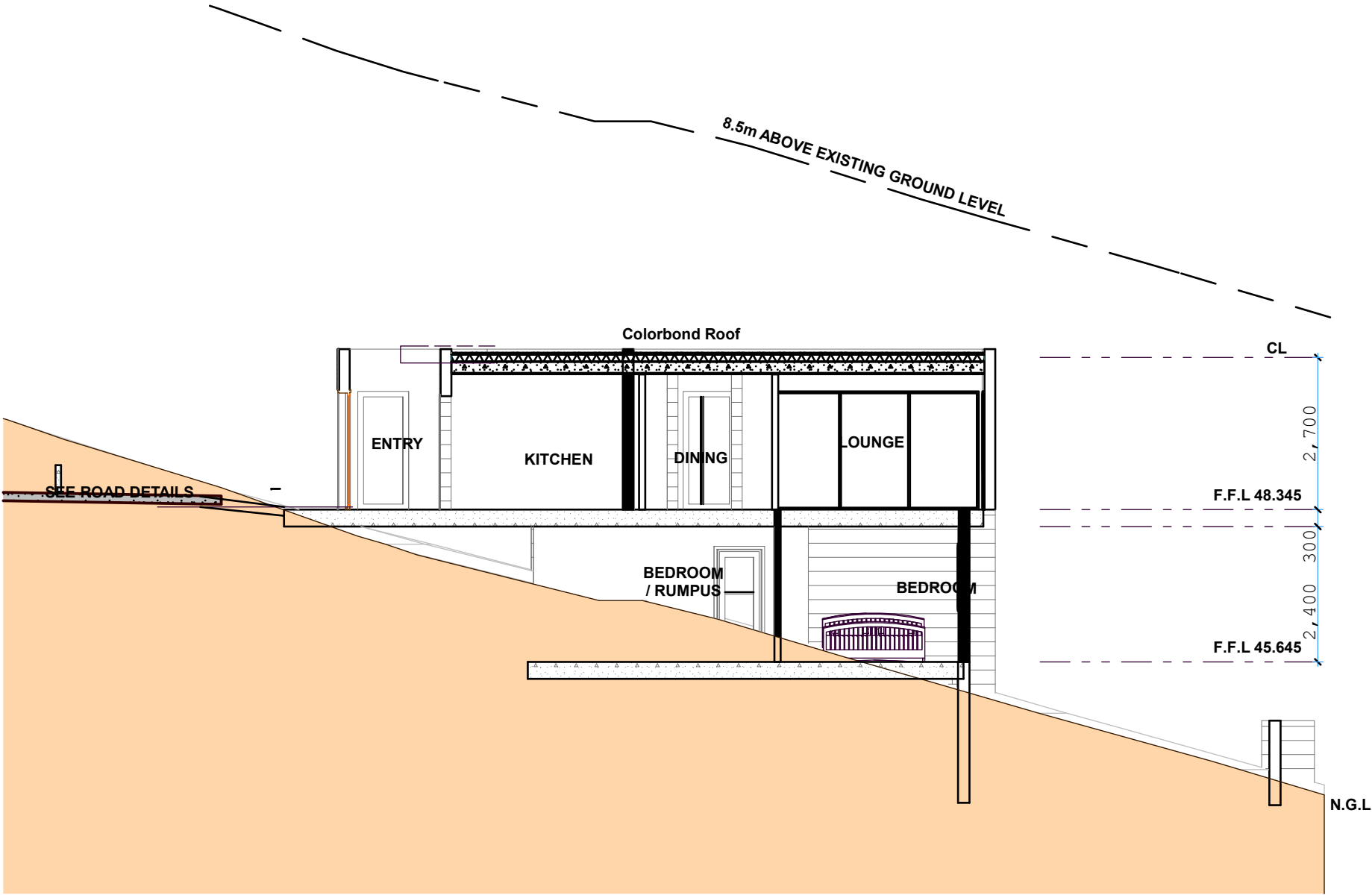
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Three	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : North East	Scales 1 : 100		
	Drawing Number PLN : 021		

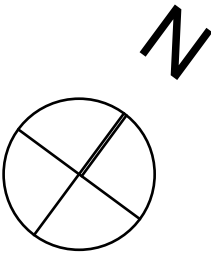
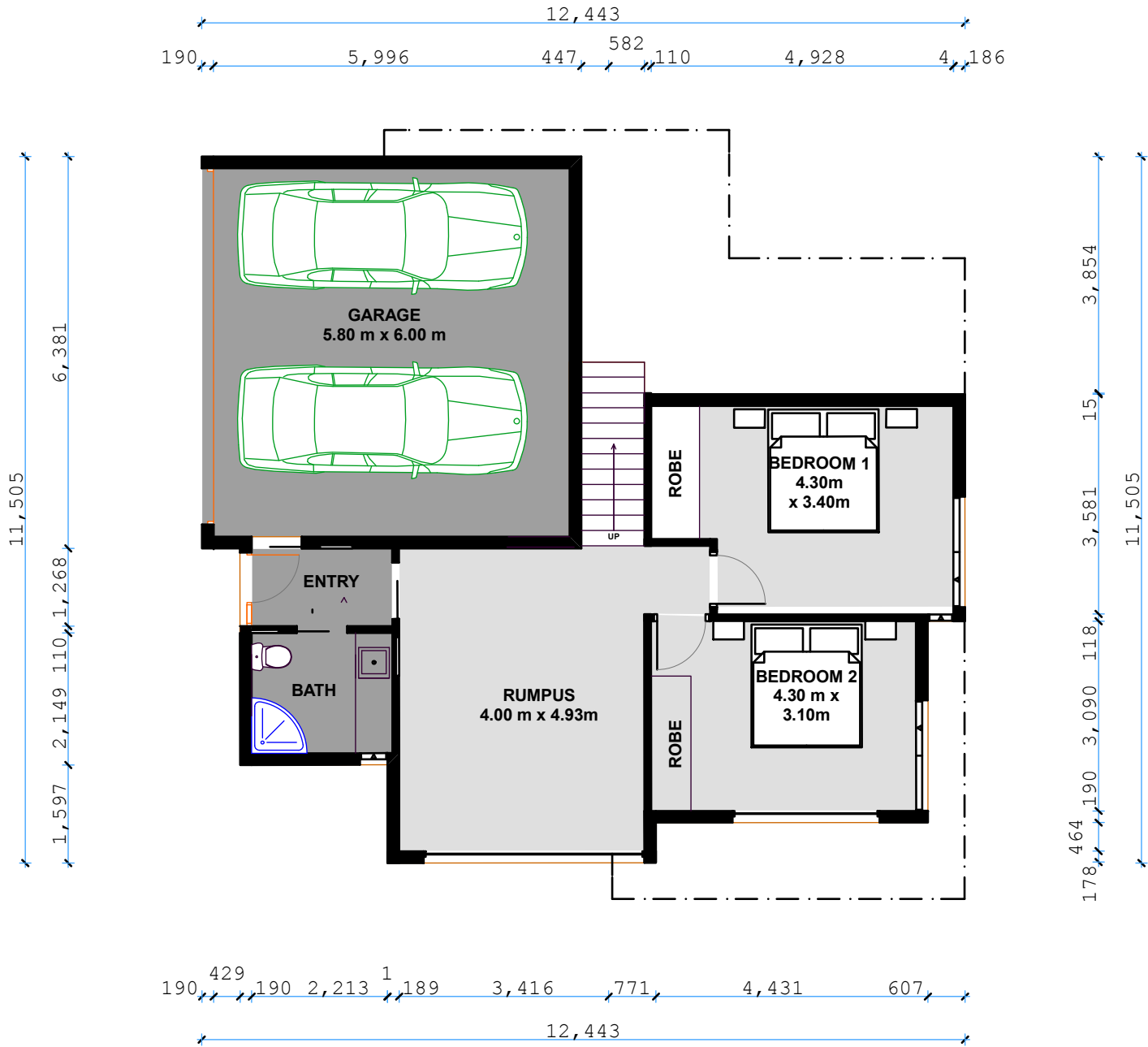


- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Three	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : North West	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 022			



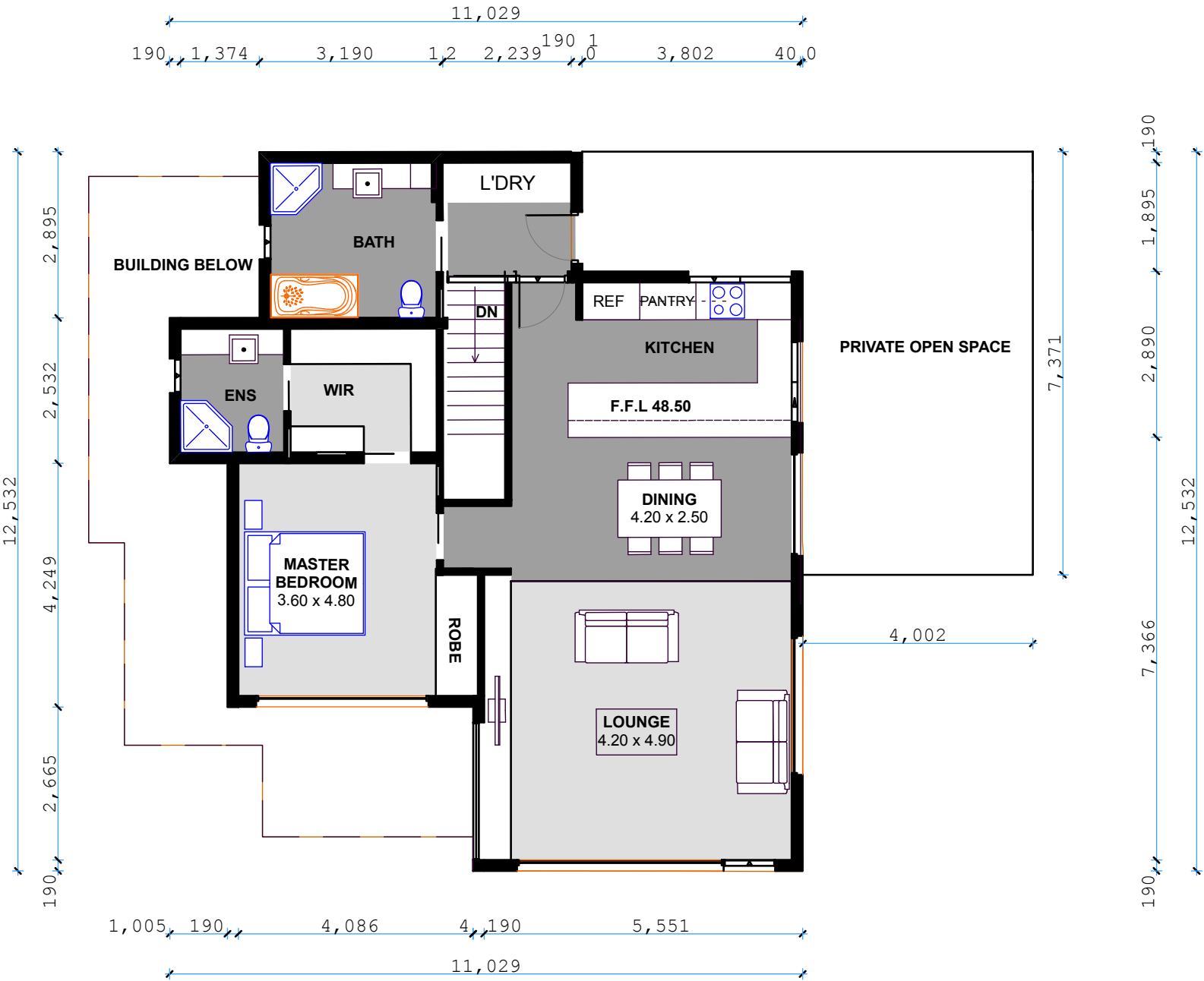
Job Title 851 Sandy Bay Road House Three	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Section : S3	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 023			



GARAGE	37.00 m ²
FIRST FLOOR	106.00 m ²
GROUND FLOOR	68.00 m ²
TOTAL FLOOR AREA	211.00m ²

FIRST FLOOR	F.F.L 53.675
GROUND FLOOR	F.F.L 45.125

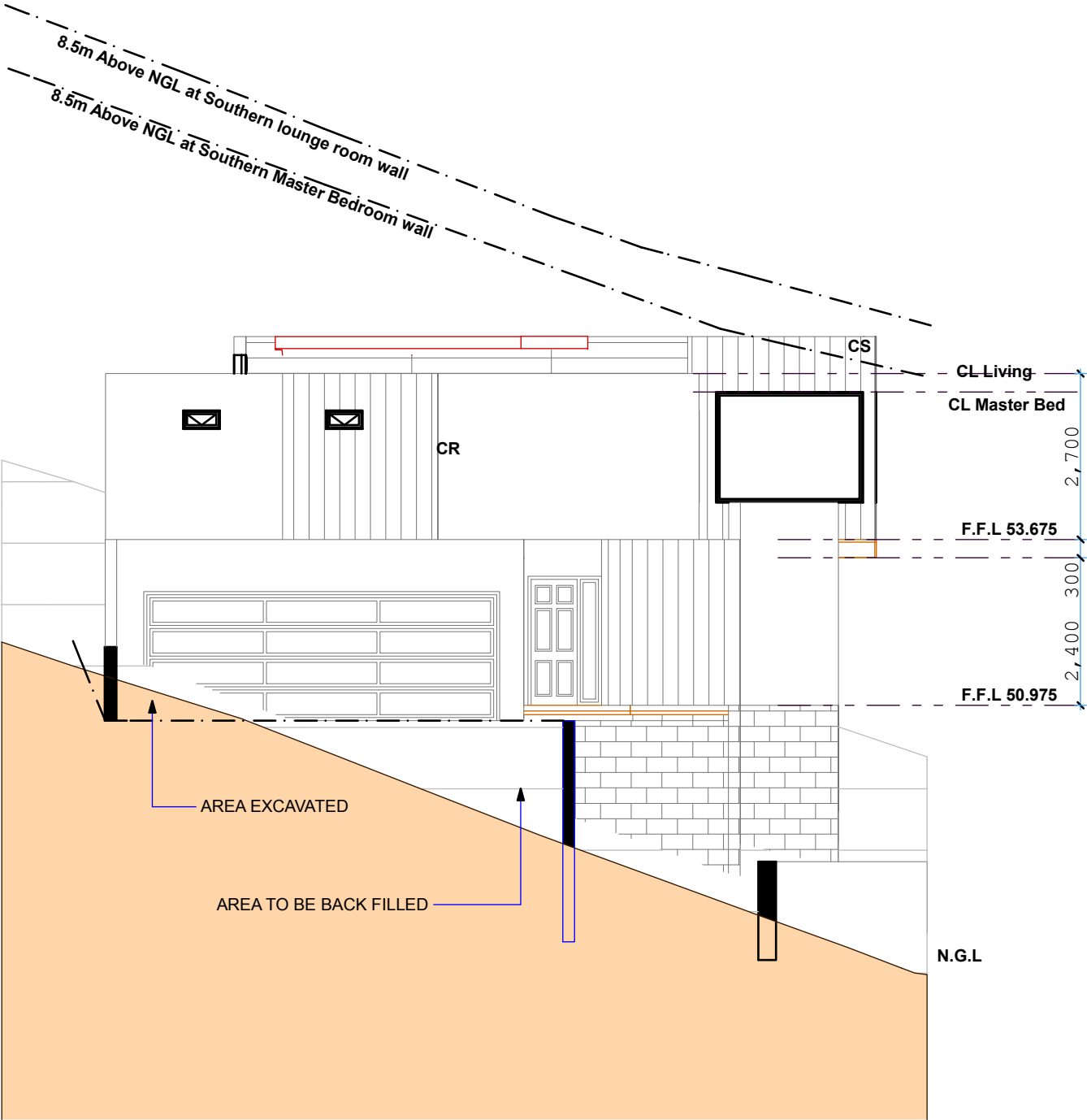
Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : Ground Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 024			



GARAGE	37.00 m ²
FIRST FLOOR	106.00 m ²
GROUND FLOOR	68.00 m ²
TOTAL FLOOR AREA	211.00m ²

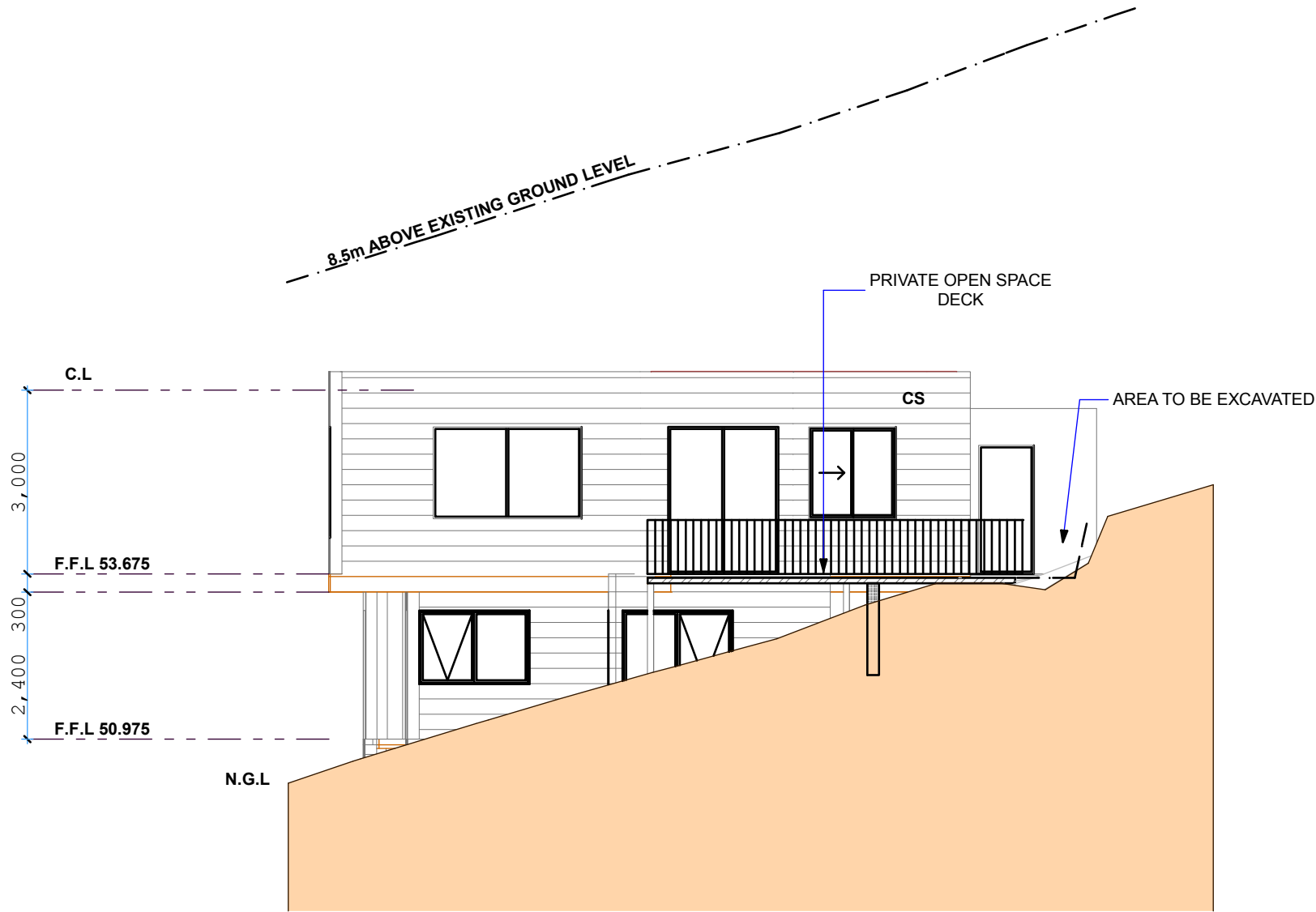
FIRST FLOOR	F.F.L 53.675
GROUND FLOOR	F.F.L 45.125

Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
		Drawing Number PLN : 025	



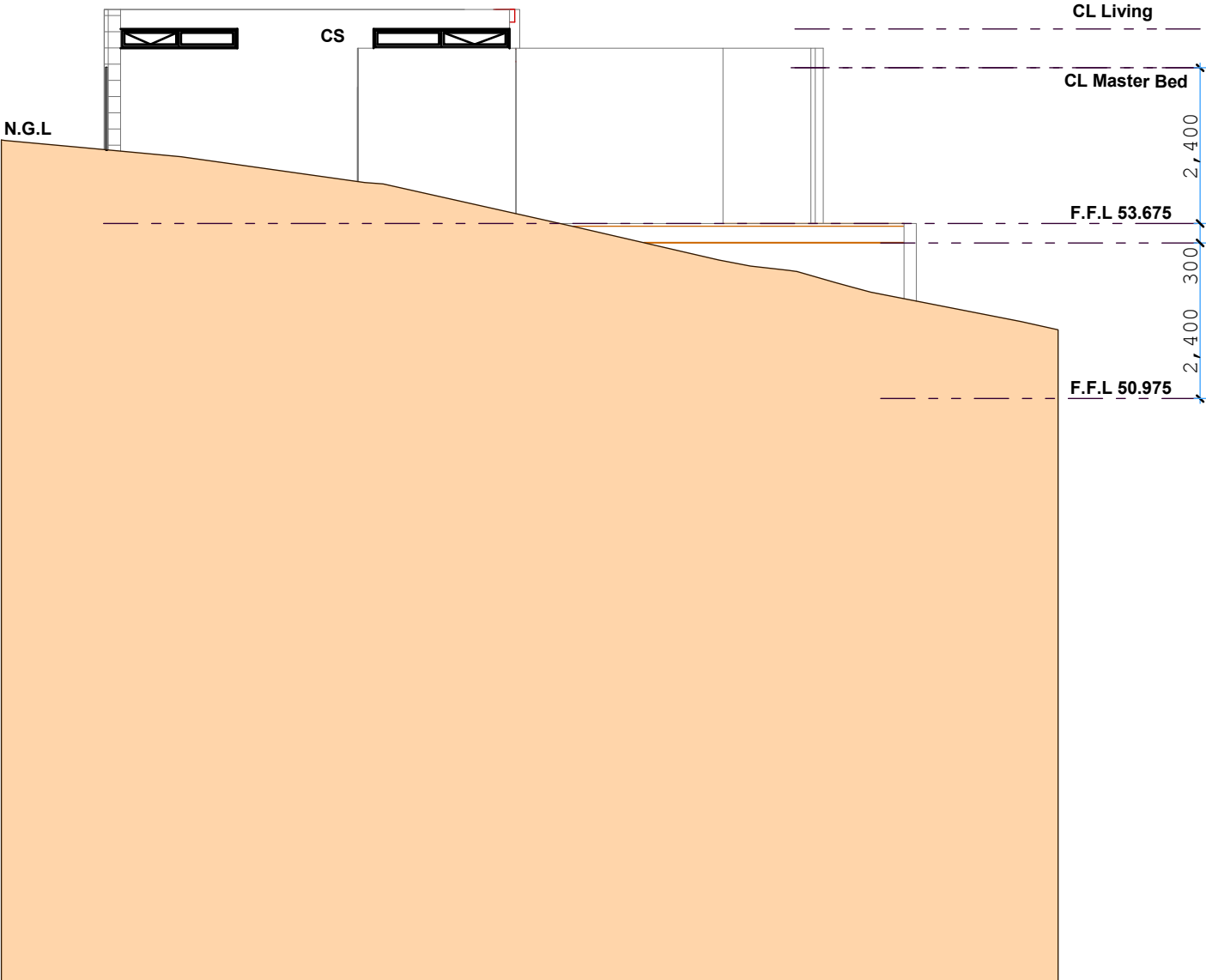
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	26 NOV 2015
Drawing Title ELEVATION :South East	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 027			



- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : North East	Scales 1 : 100		
	Drawing Number PLN : 026		



- BR

CR

CS

OG

CW
- Brick (colour to be determined)

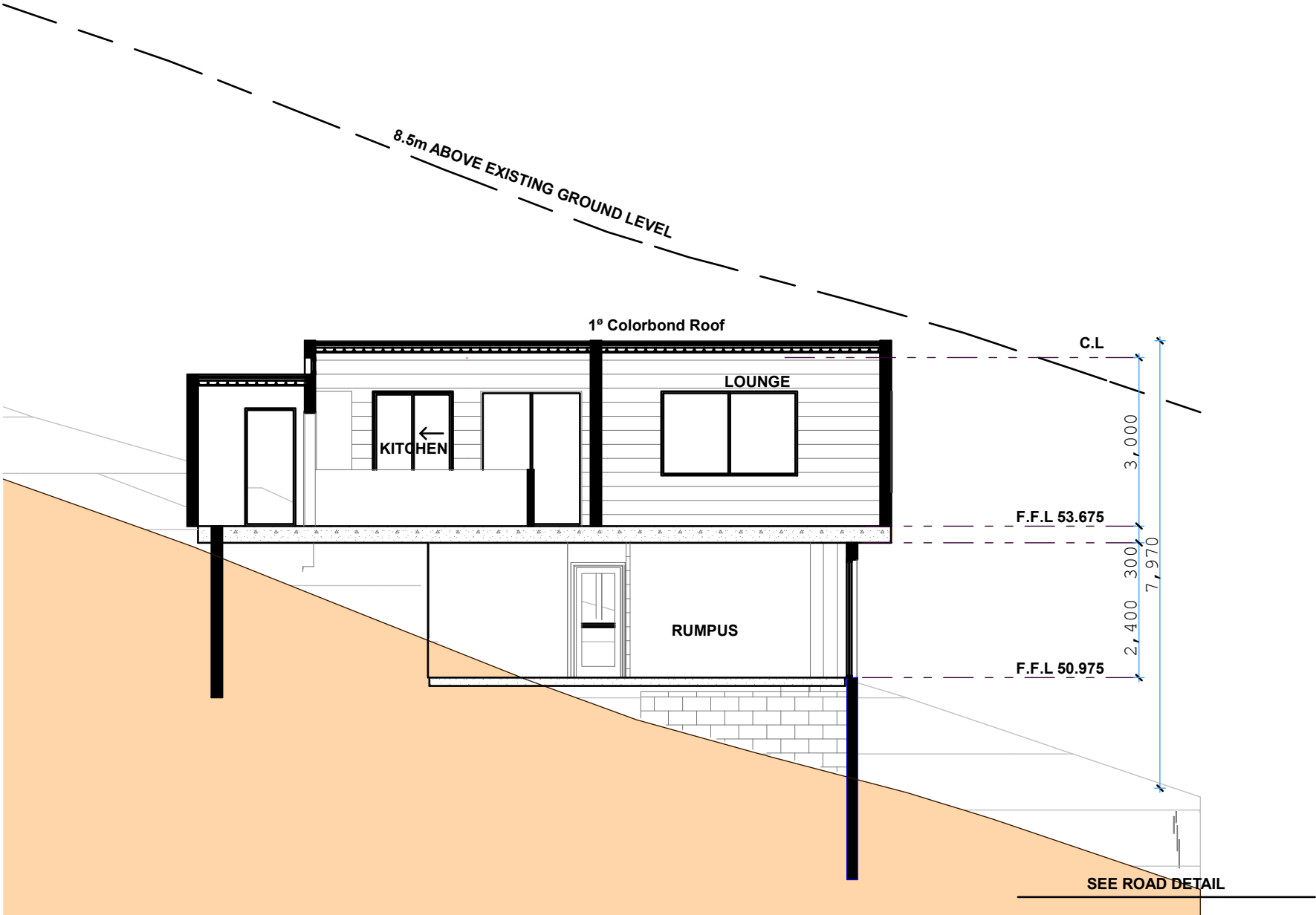
Cement Render (colour to be determined)

Cement Sheet (colour to be determined)

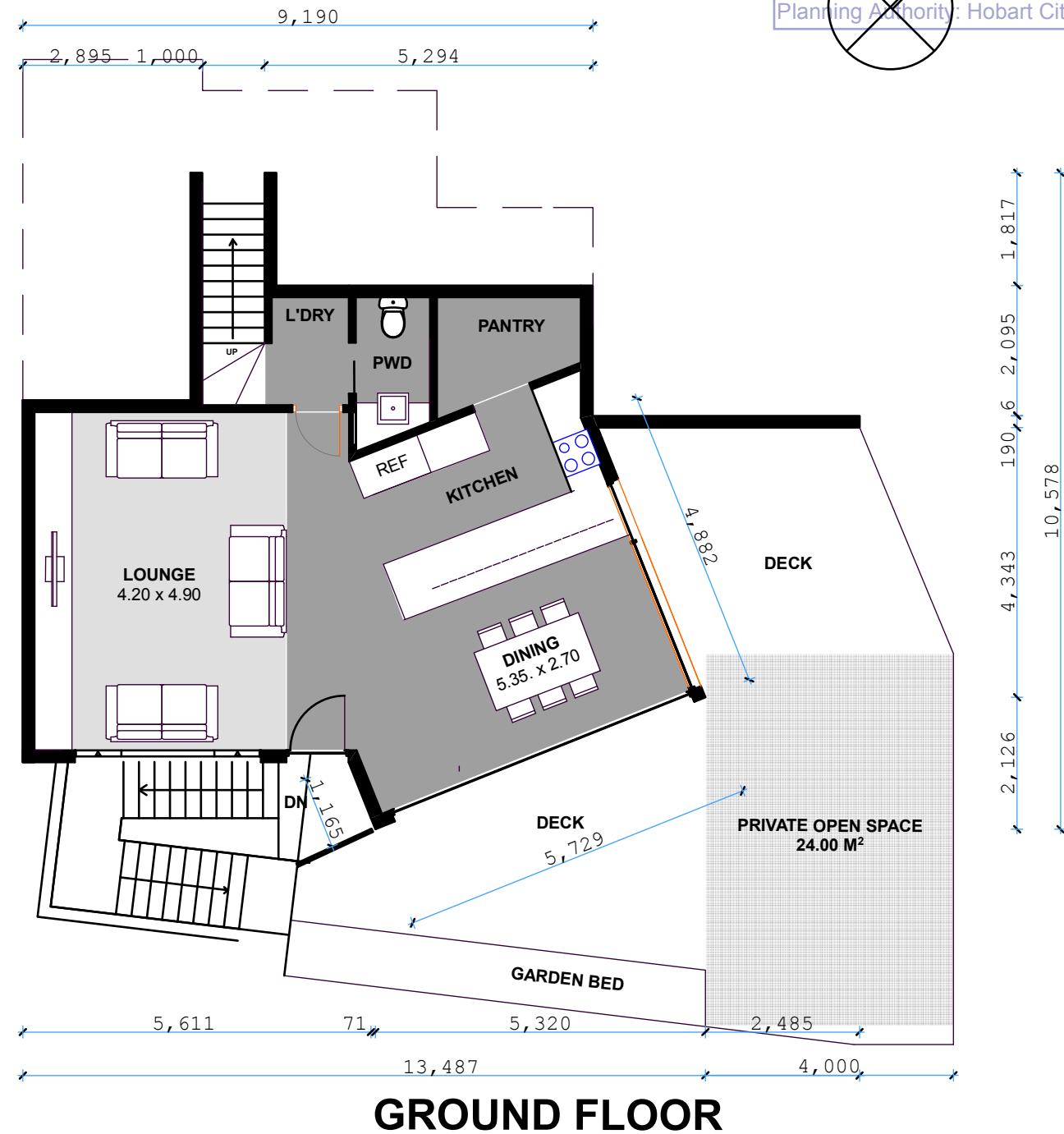
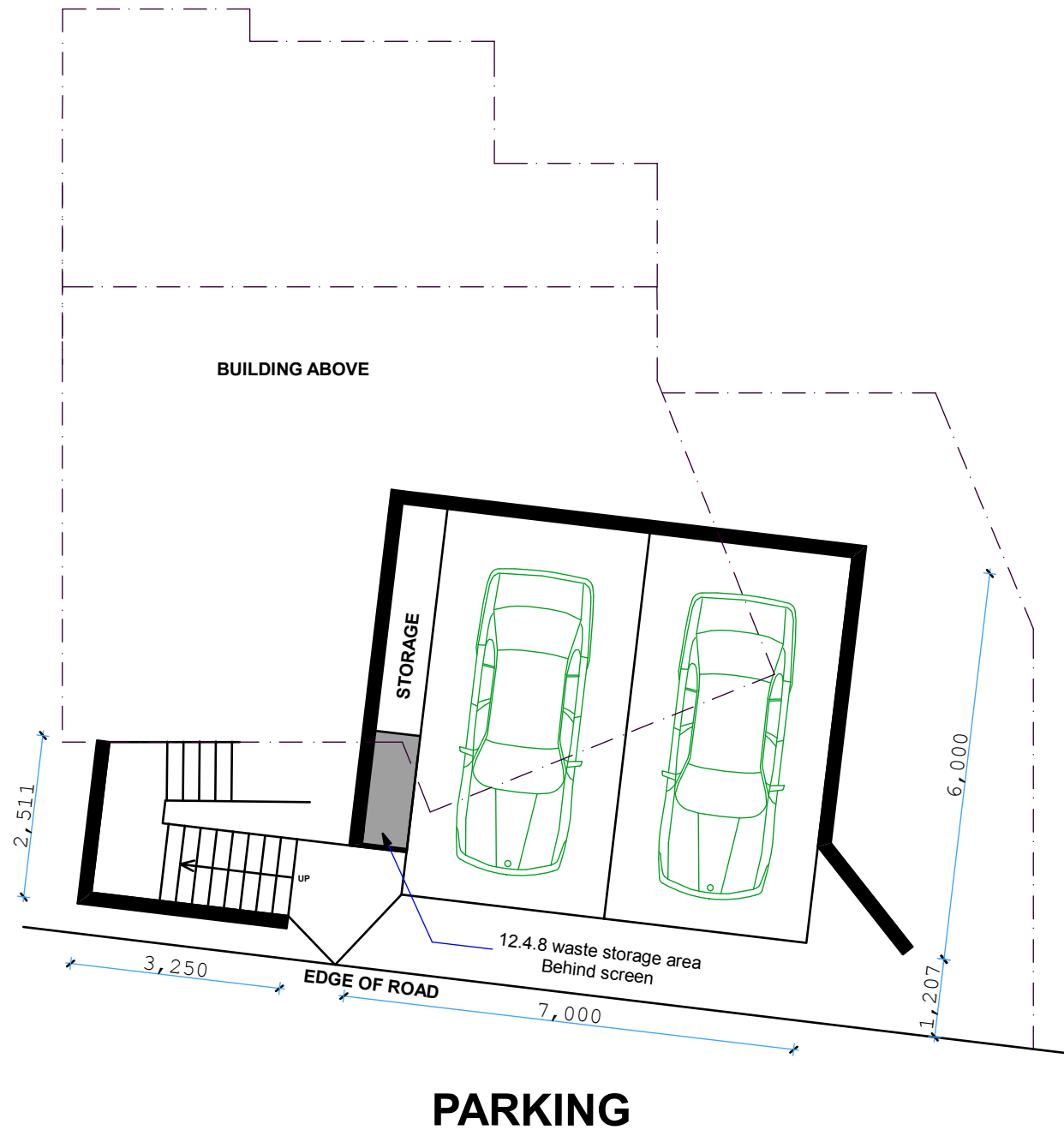
Obscure Glass

Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : North West	Drawing Status Planning <small>Version 2</small>		
	Scales 1 : 100		
Drawing Number PLN : 029			

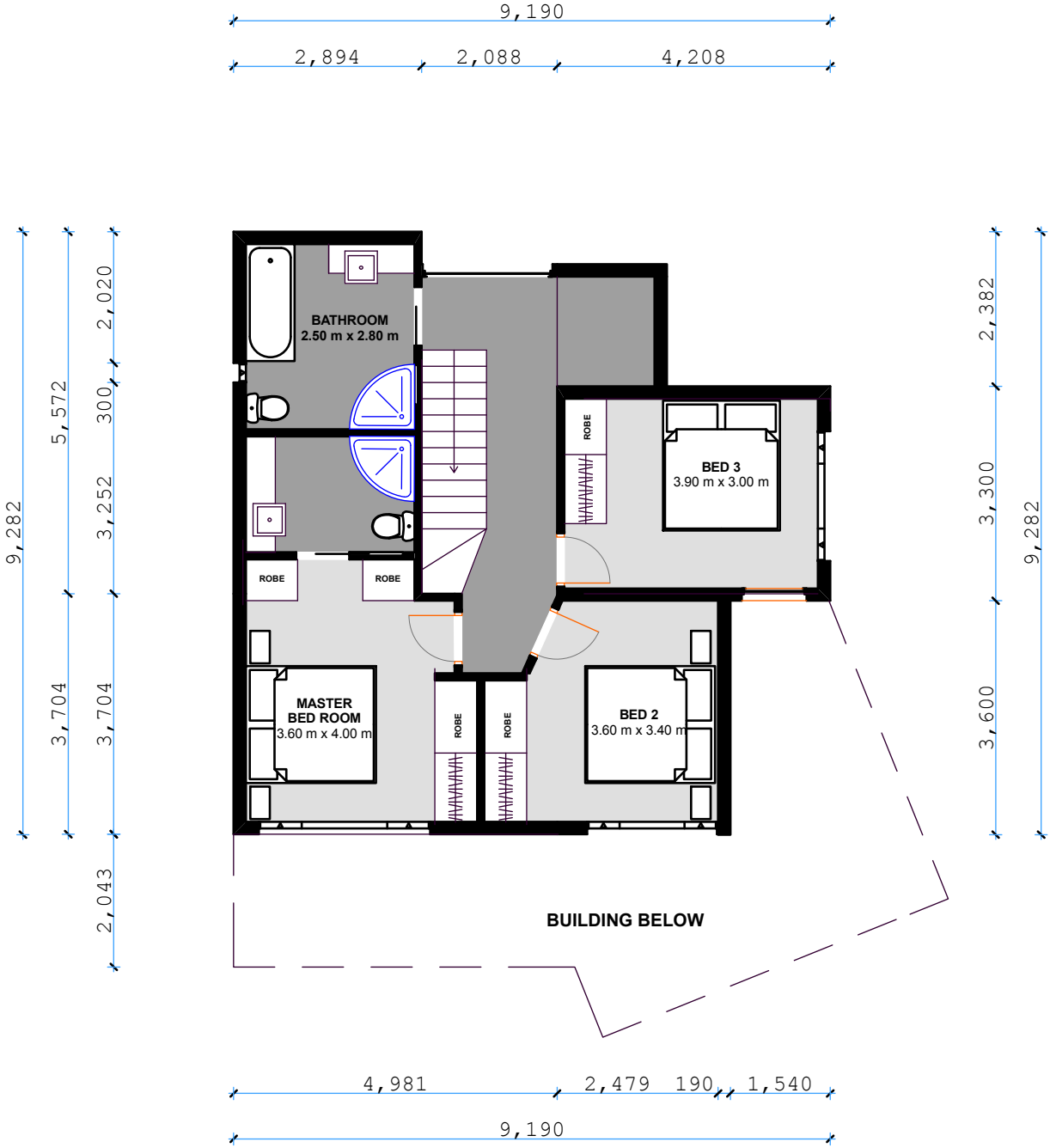


Job Title 851 Sandy Bay Road House Four	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Section : S4	Drawing Status Planning Version 2		
	Scales 1 : 100		
	Drawing Number PLN : 030		



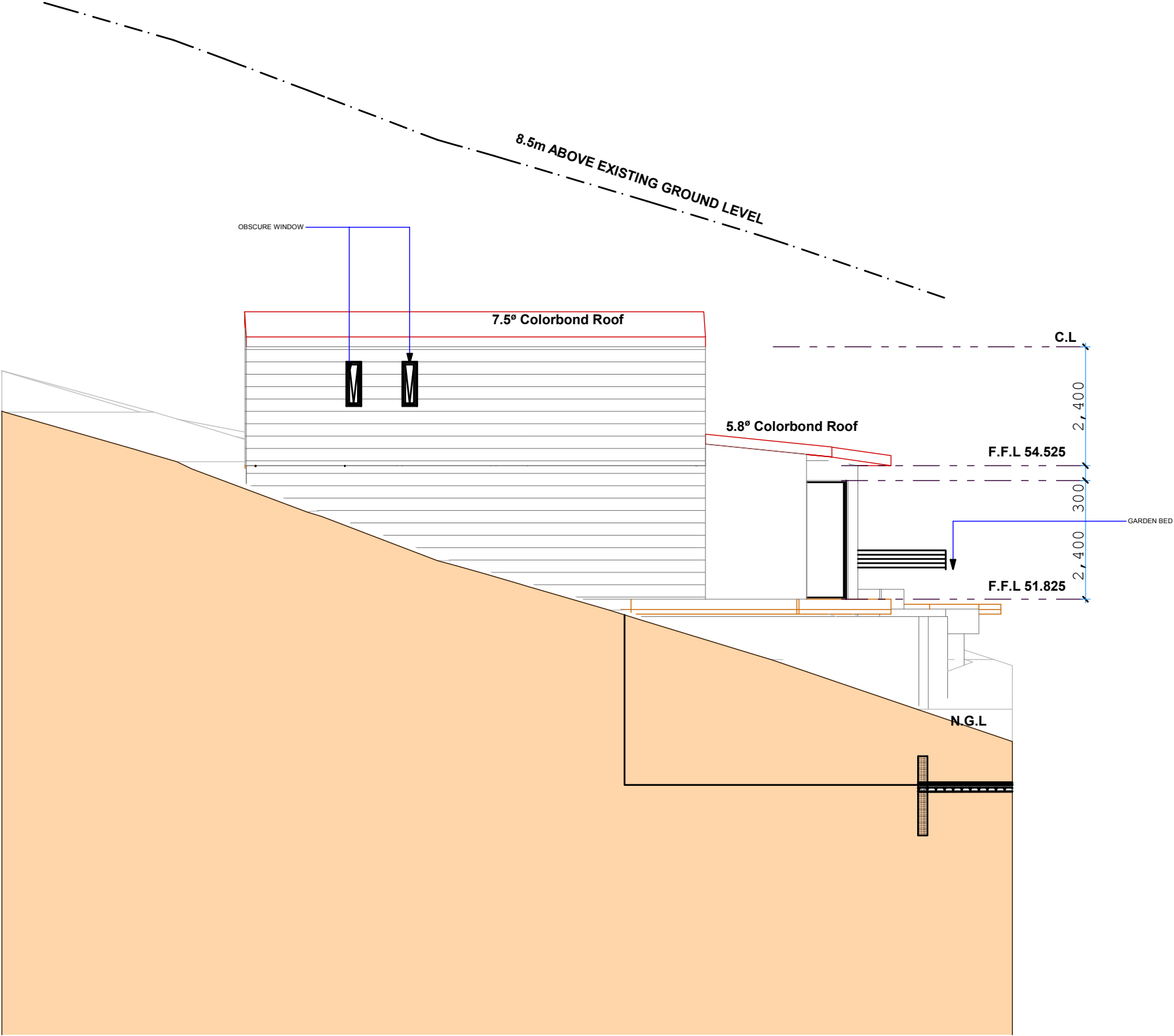
PARKING	42.00 m ²
FIRST FLOOR	71.00 m ²
GROUND FLOOR	70.00 m ²
TOTAL FLOOR AREA	183.00 m ²
PARKING LEVEL	F.F.L 48.325
FIRST FLOOR	F.F.L 54.525
GROUND FLOOR	F.F.L 51.825

Job Title	851 Sandy Bay Road House Five	Drawn by	ALG	Checked by	ALG	Accreditation No:	CC4219L
		Date	26 NOV 2015				
Drawing Title	PLAN : Ground Floor	Drawing Status	Planning	Version	2		
		Scales	1 : 100				
		Drawing Number	PLN : 031				



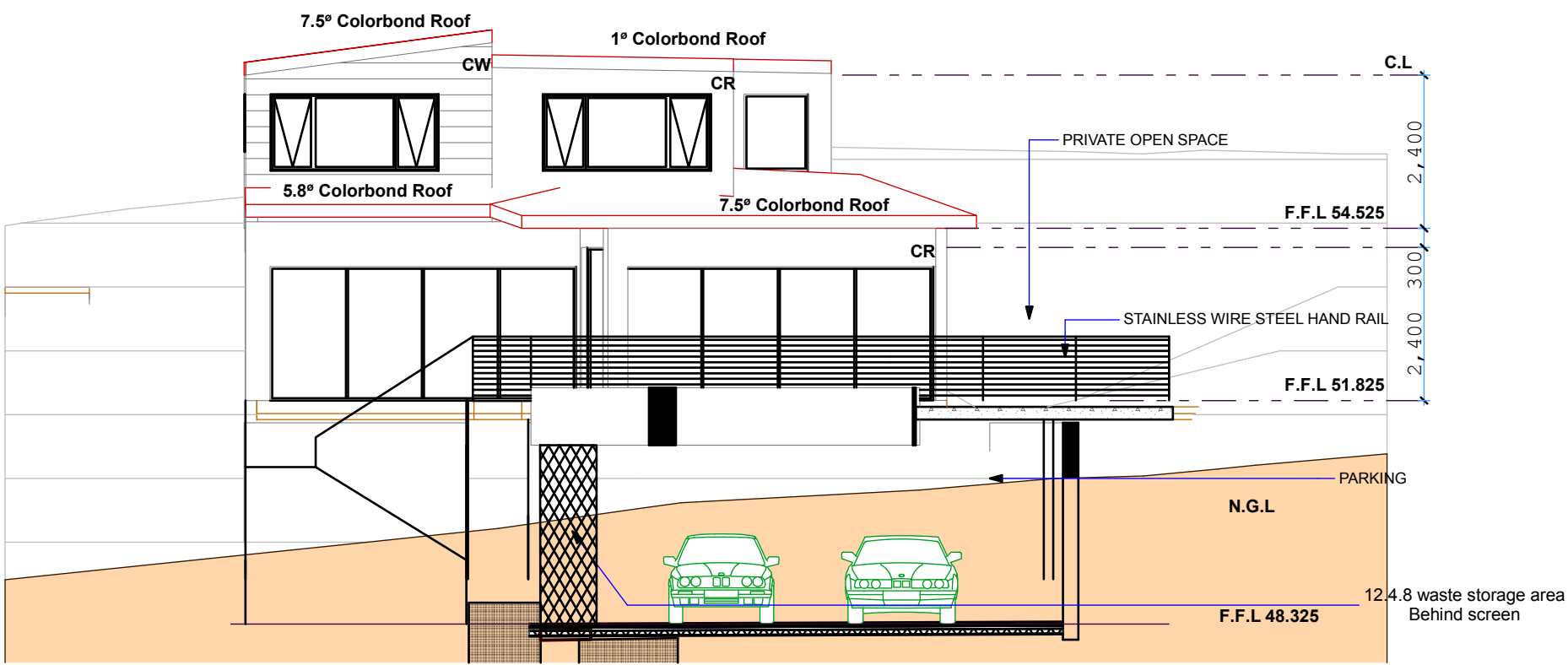
PARKING	42.00 m ²
FIRST FLOOR	71.00 m ²
GROUND FLOOR	70.00 m ²
TOTAL FLOOR AREA	183.00 m ²
PARKING LEVEL	F.F.L 48.325
FIRST FLOOR	F.F.L 54.525
GROUND FLOOR	F.F.L 51.825

Job Title 851 Sandy Bay Road House Five	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 032			



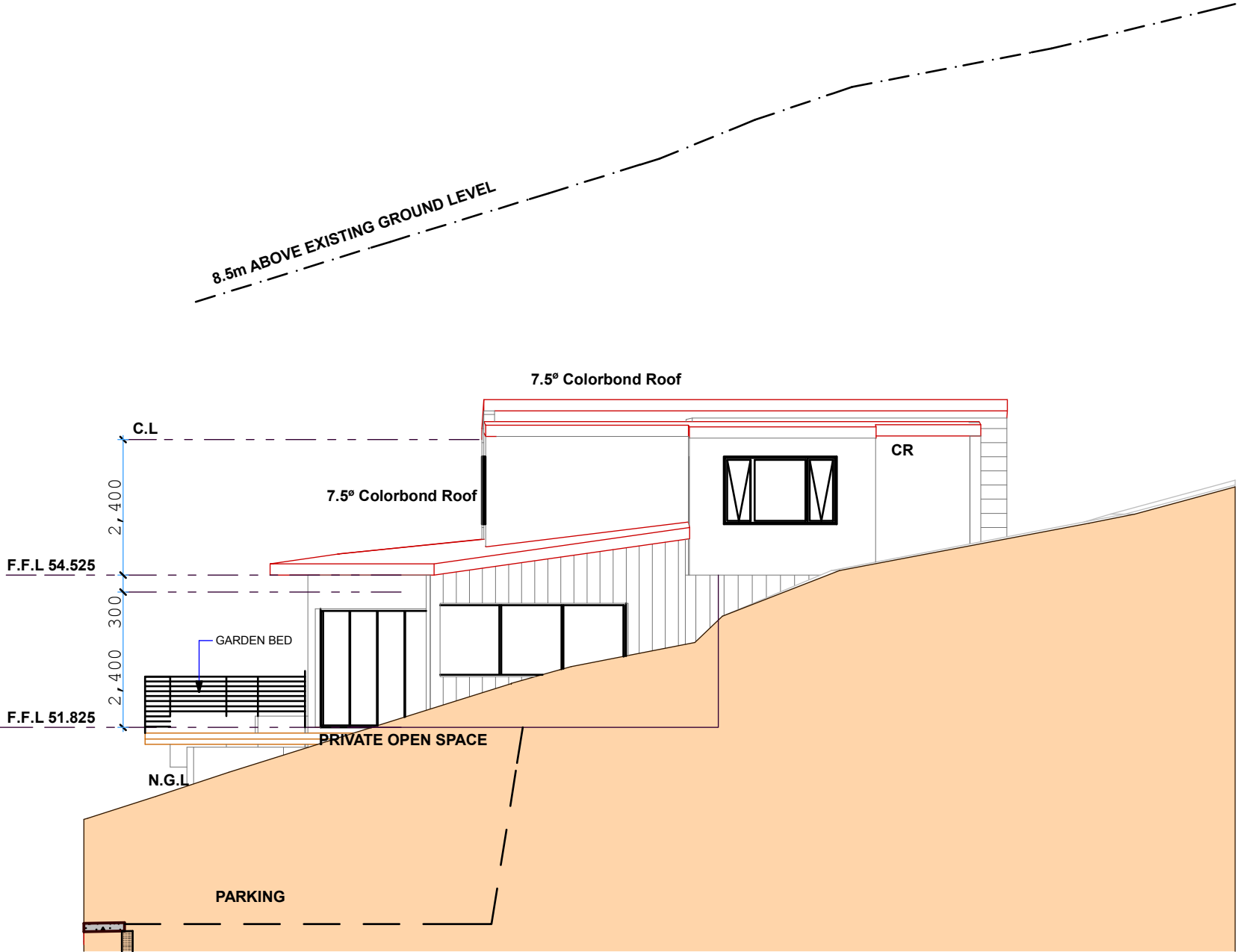
- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Five	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : South West	Drawing Status Planning Version 2		
	Scales 1 : 100		
	Drawing Number		
	PLN : 033		



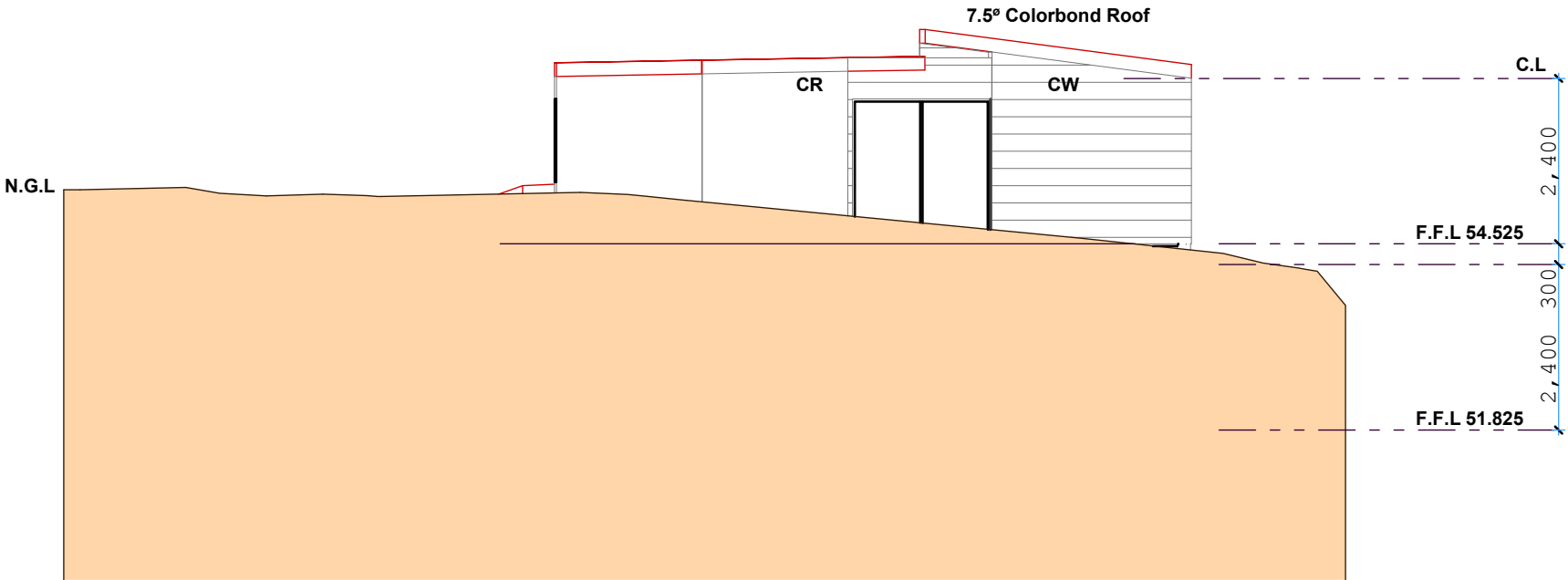
PARKING	42.00 m ²
FIRST FLOOR	71.00 m ²
GROUND FLOOR	70.00 m ²
TOTAL FLOOR AREA	183.00 m ²

Job Title 851 Sandy Bay Road House Five	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : South East	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 034			



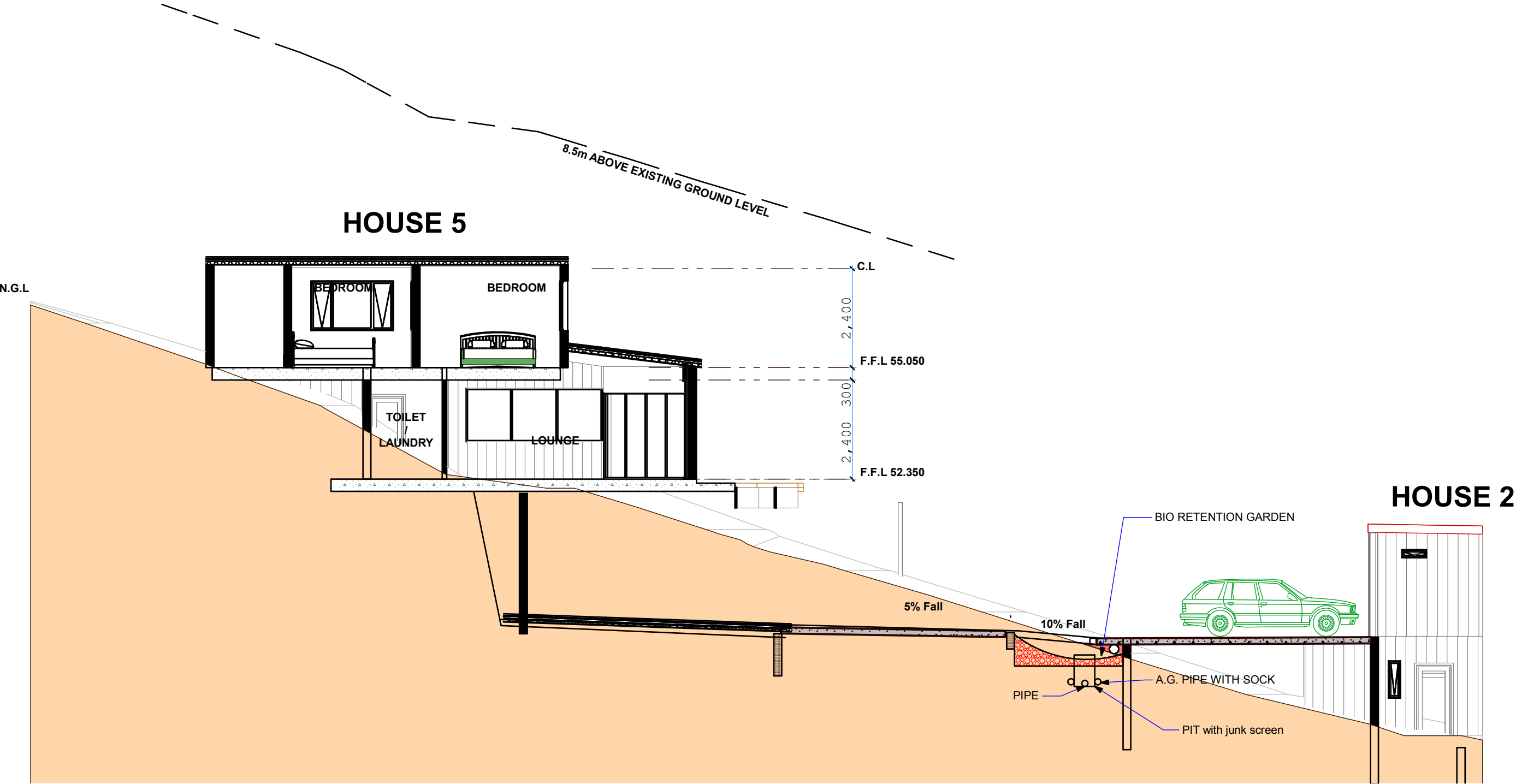
- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Five	Drawn by	Checked by	Accreditation No: CC4219L	
	ALG	ALG	Date	26 NOV 2015
	Drawing Status Planning Version 2			
Drawing Title ELEVATION : North East	Scales 1 : 100			
	Drawing Number PLN : 035			

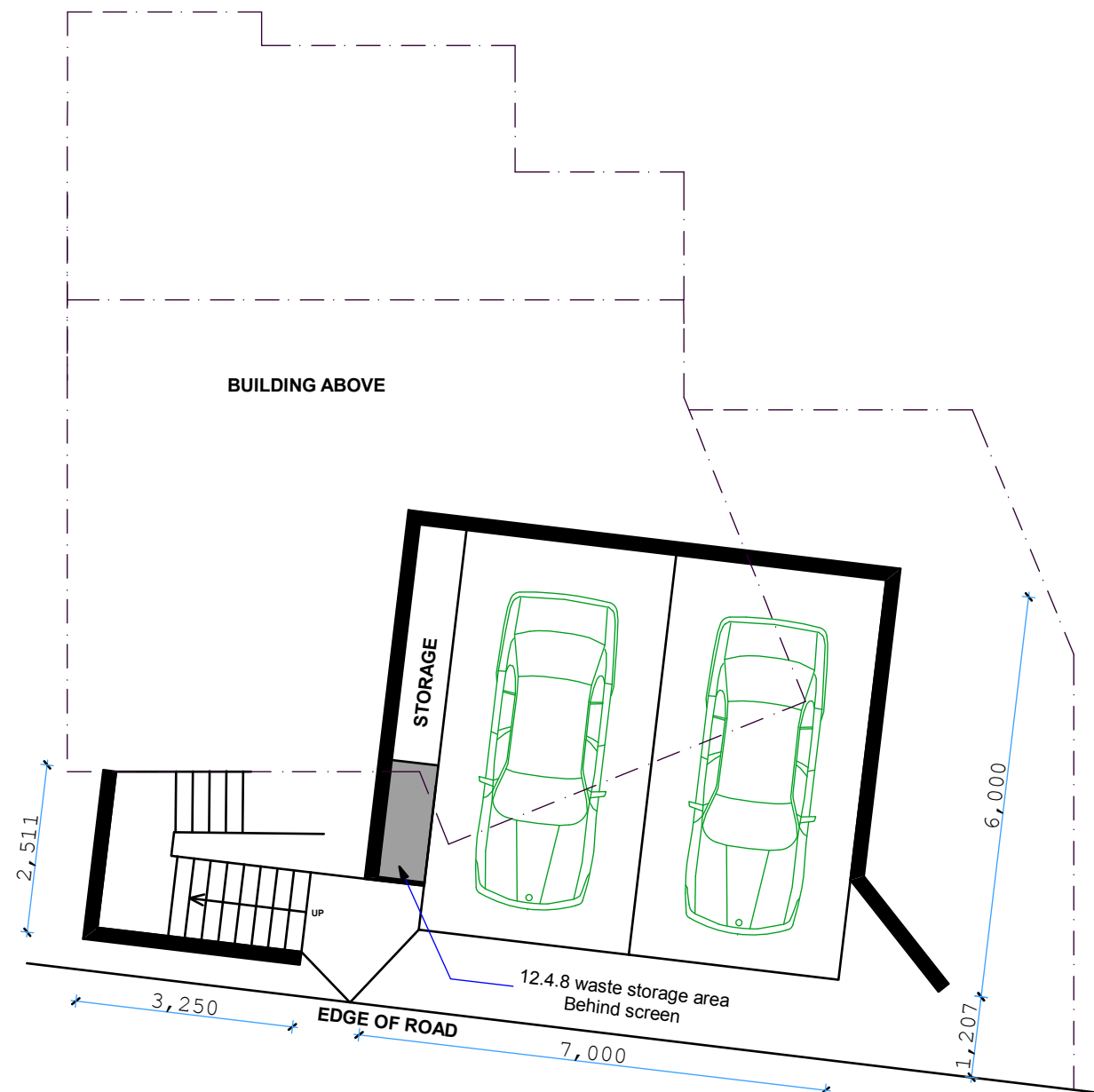


- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

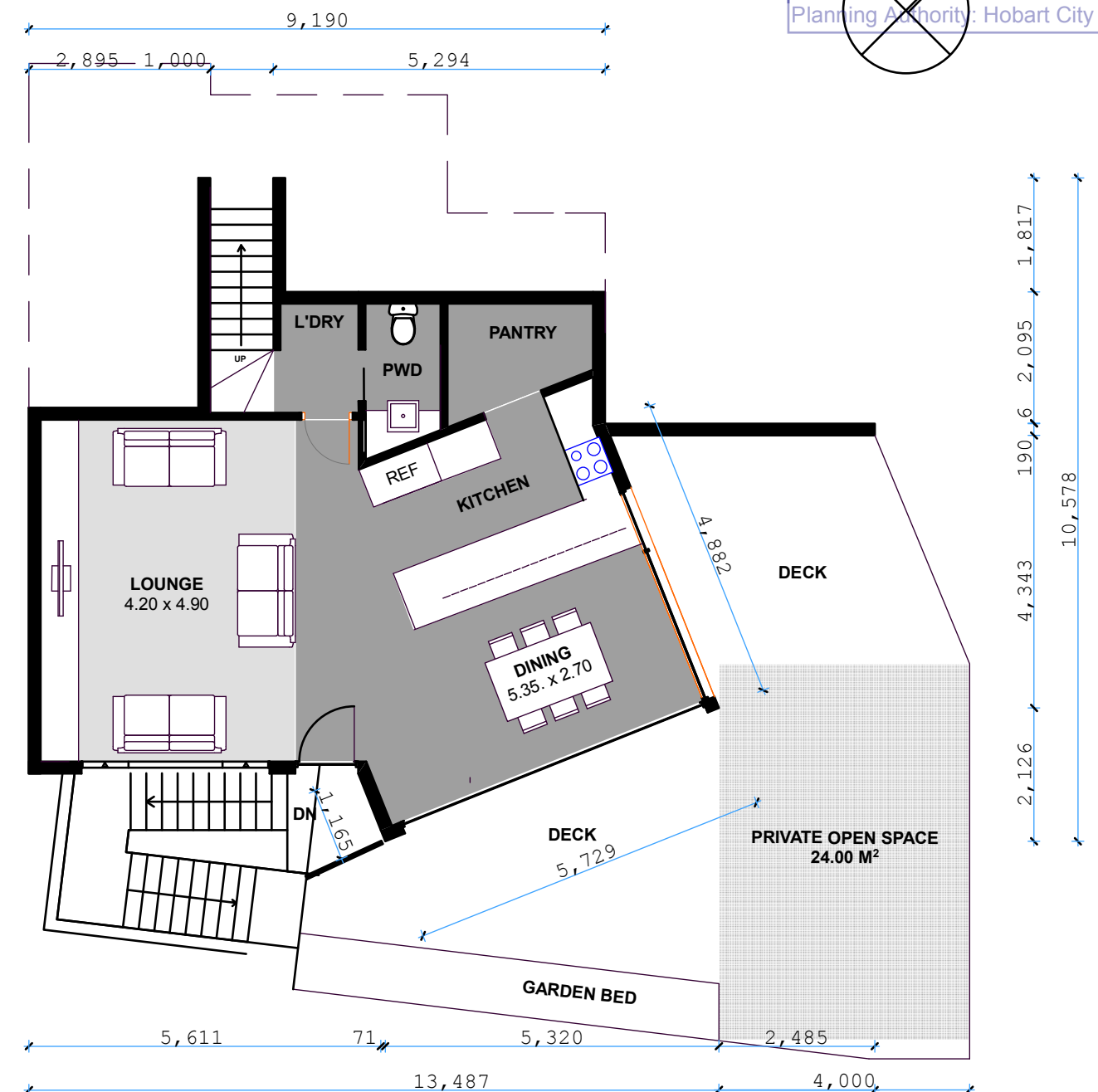
Job Title 851 Sandy Bay Road House Five	Drawn by	Checked by	Accreditation No: CC4219L	
	ALG	ALG	Date	26 NOV 2015
	Drawing Status Planning <small>Version 2</small>			
Drawing Title ELEVATION : North West	Scales 1 : 100			
	Drawing Number PLN : 036			



Job Title 851 Sandy Bay Road House Five	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title Section : S5	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 037			



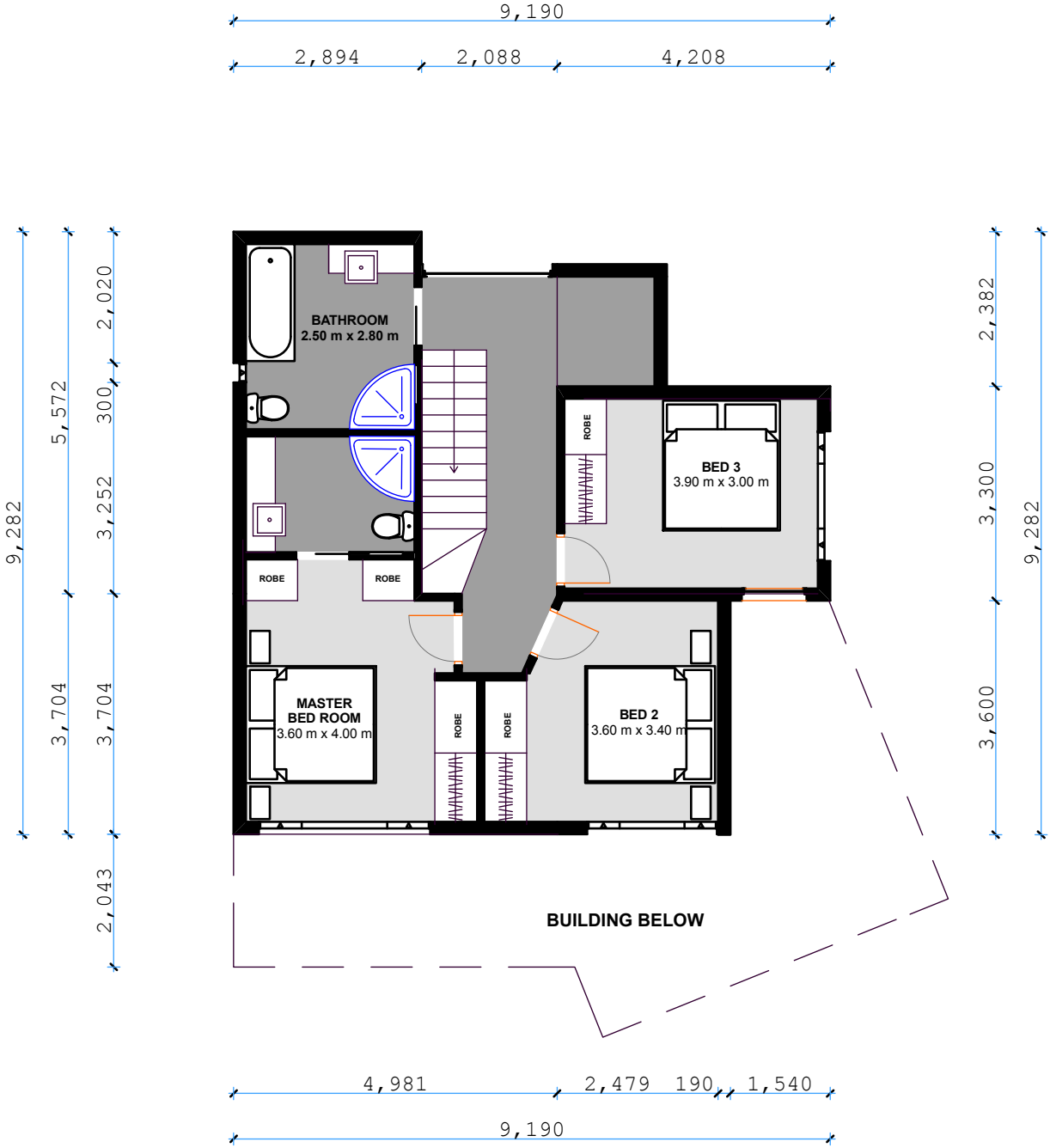
PARKING



GROUND FLOOR

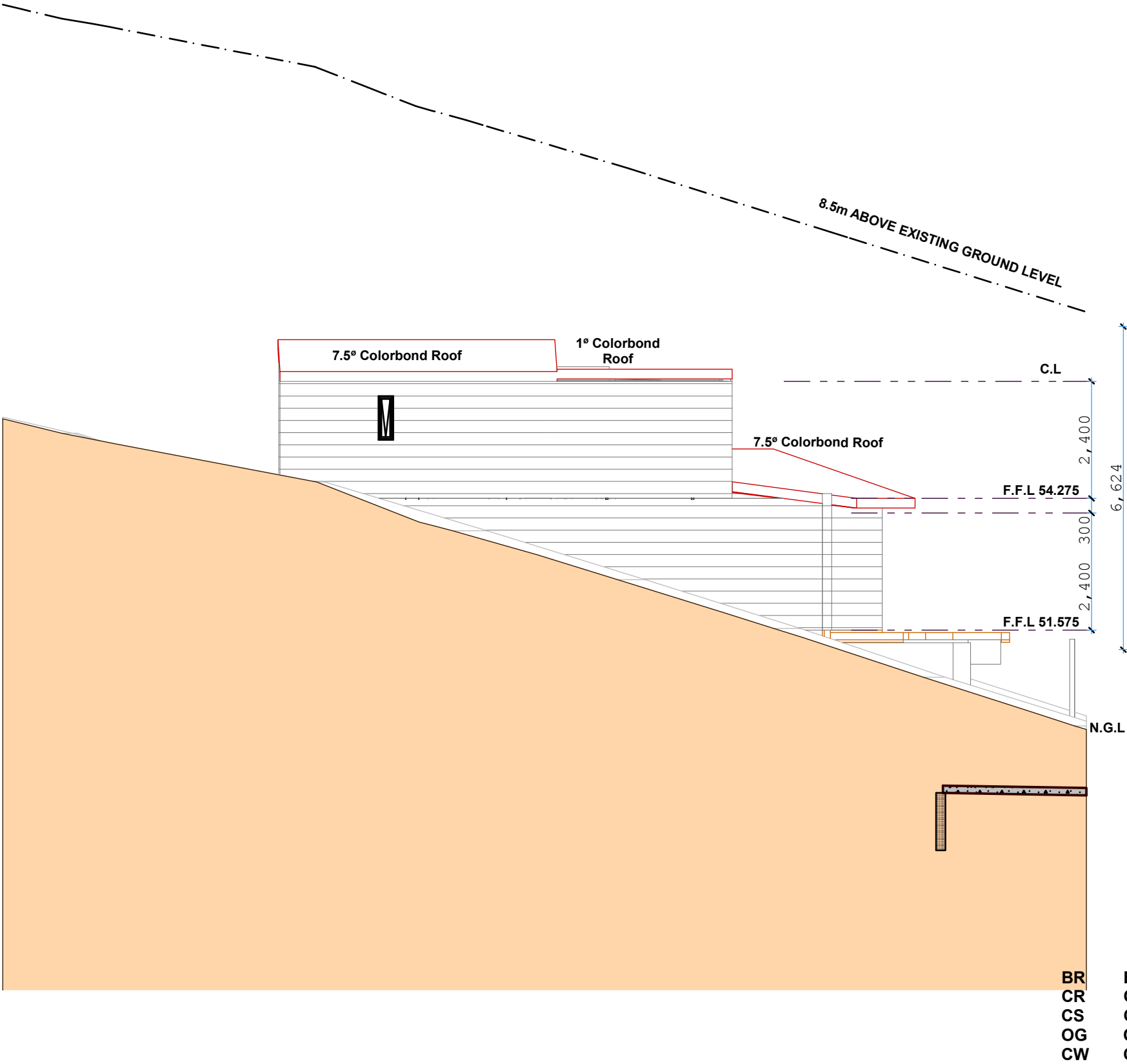
PARKING	42.00 m ²
FIRST FLOOR	71.00 m ²
GROUND FLOOR	70.00 m ²
TOTAL FLOOR AREA	183.00 m²
PARKING	F.F.L 48.575
FIRST FLOOR	F.F.L 54.275
GROUND FLOOR	F.F.L 51.575

Job Title 851 Sandy Bay Road House Six	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning <small>Version 2</small>		
	Scales 1 : 100		
Drawing Title PLAN : Ground Floor	Drawing Number PLN : 038		

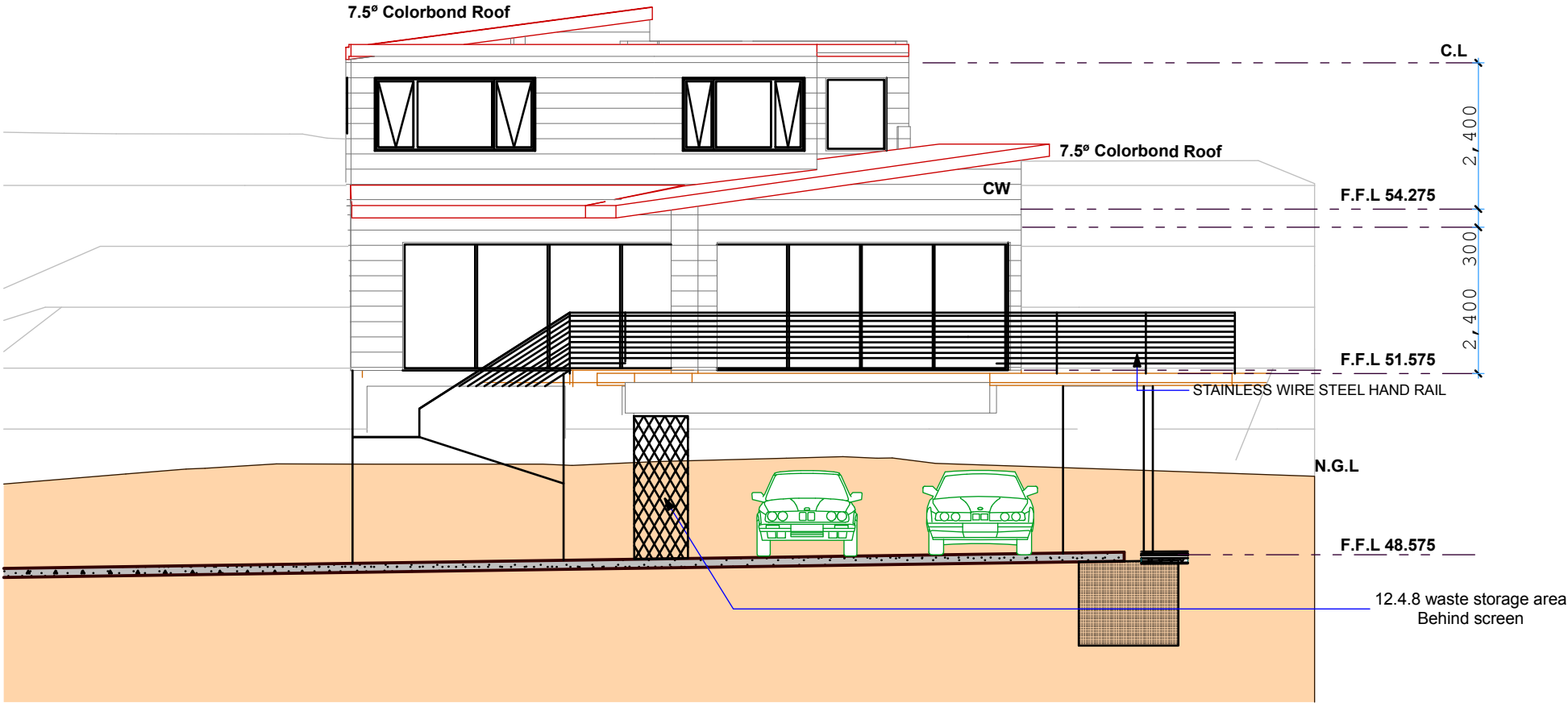


PARKING	42.00 m ²
FIRST FLOOR	71.00 m ²
GROUND FLOOR	70.00 m ²
TOTAL FLOOR AREA	183.00 m ²
PARKING	F.F.L 48.575
FIRST FLOOR	F.F.L 54.275
GROUND FLOOR	F.F.L 51.575

Job Title 851 Sandy Bay Road House Six	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 039			

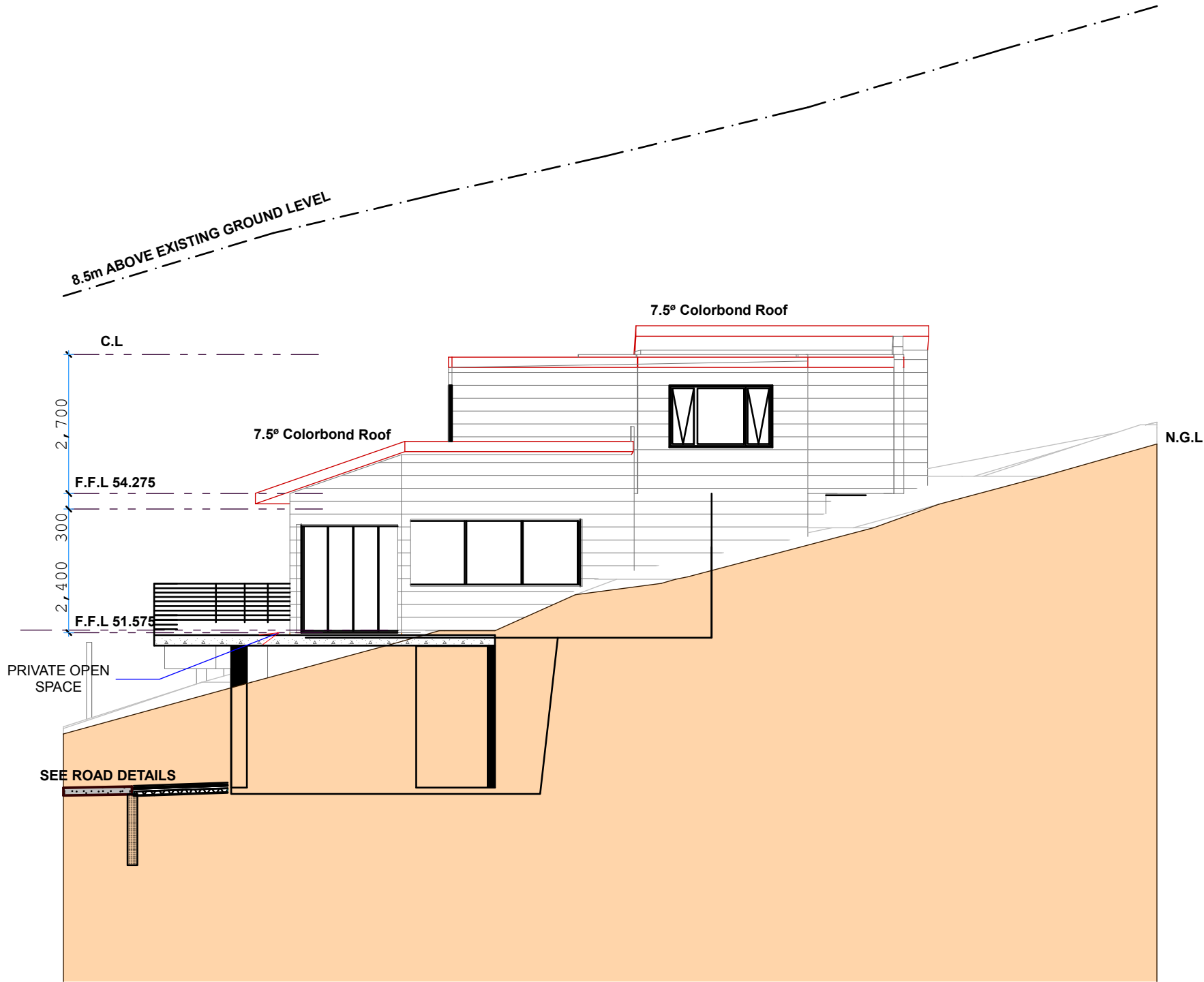


Job Title 851 Sandy Bay Road House Six	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : South West	Drawing Status Planning <small>Version 2</small>		
	Scales 1 : 100		
	Drawing Number		
	PLN : 040		



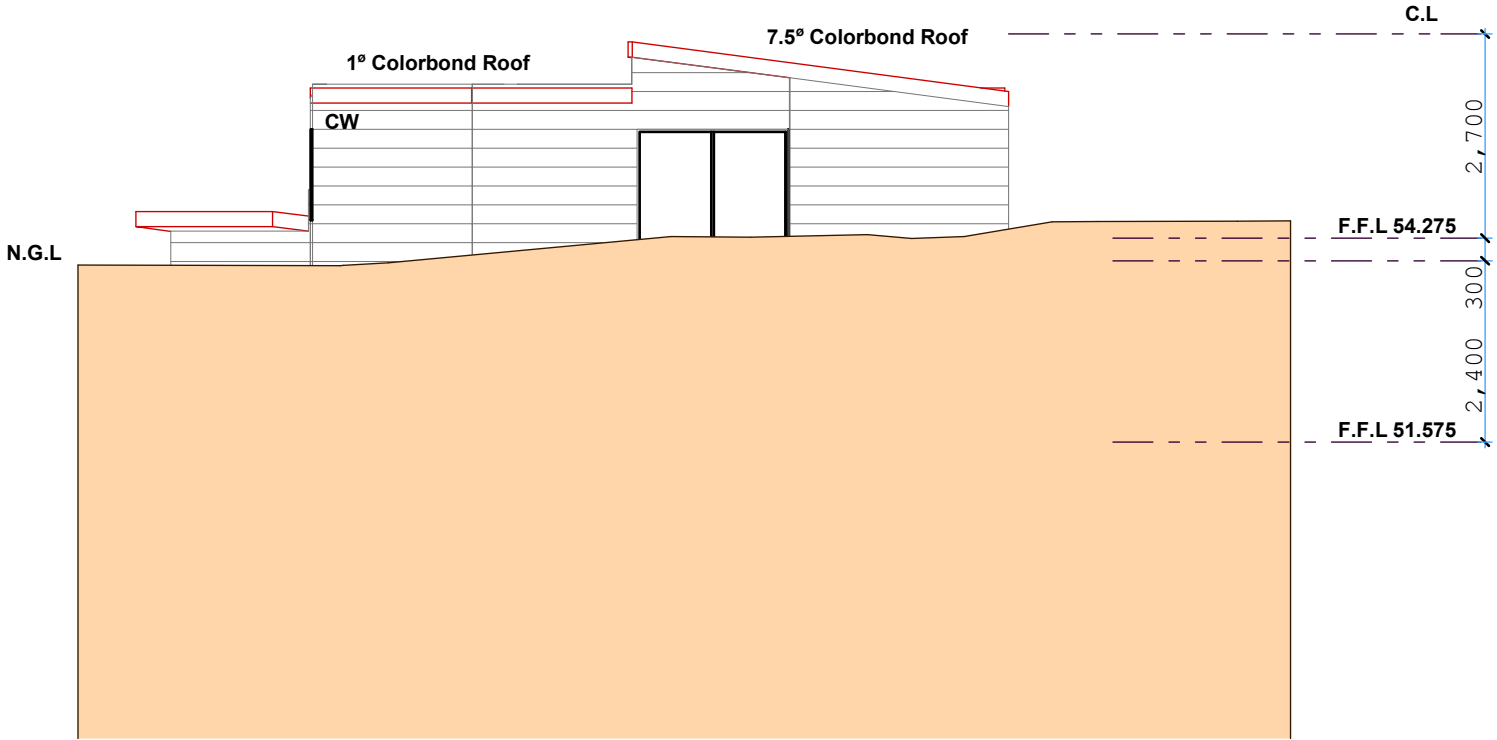
- BR Brick (colour to be determined)
- CR Cement Render (colour to be determined)
- CS Cement Sheet (colour to be determined)
- OG Obscure Glass
- CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Six	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning Version 2		
Drawing Title ELEVATION : South East	Scales 1 : 100		
	Drawing Number PLN : 041		



- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

Job Title	851 Sandy Bay Road House Six			Drawn by	Checked by	Accreditation No: CC4219L	
				ALG	ALG	Date	26 NOV 2015
				Drawing Status Planning Version 2			
Drawing Title				Scales 1 : 100			
	ELEVATION : North East			Drawing Number PLN : 042			



- BR

CR

CS

OG

CW
- Brick (colour to be determined)

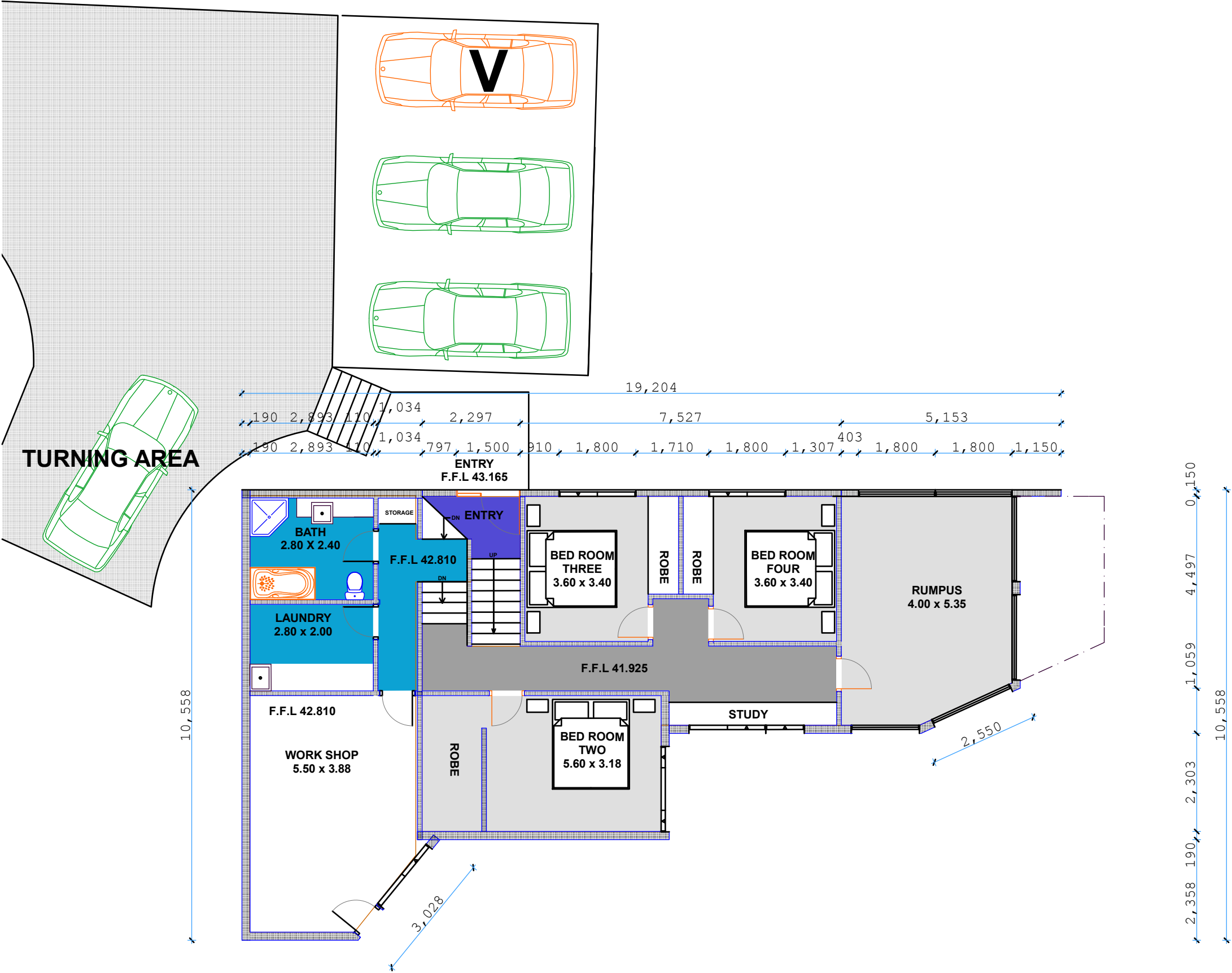
Cement Render (colour to be determined)

Cement Sheet (colour to be determined)

Obscure Glass

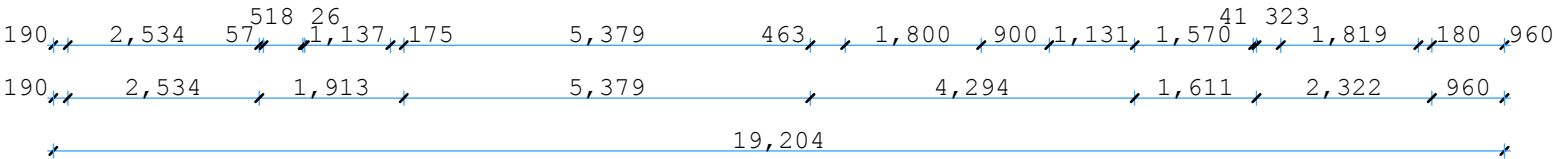
Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Six	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date 26 NOV 2015		
Drawing Title ELEVATION : North West	Drawing Status Planning <small>Version 2</small>		
	Scales 1 : 100		
Drawing Number PLN : 043			

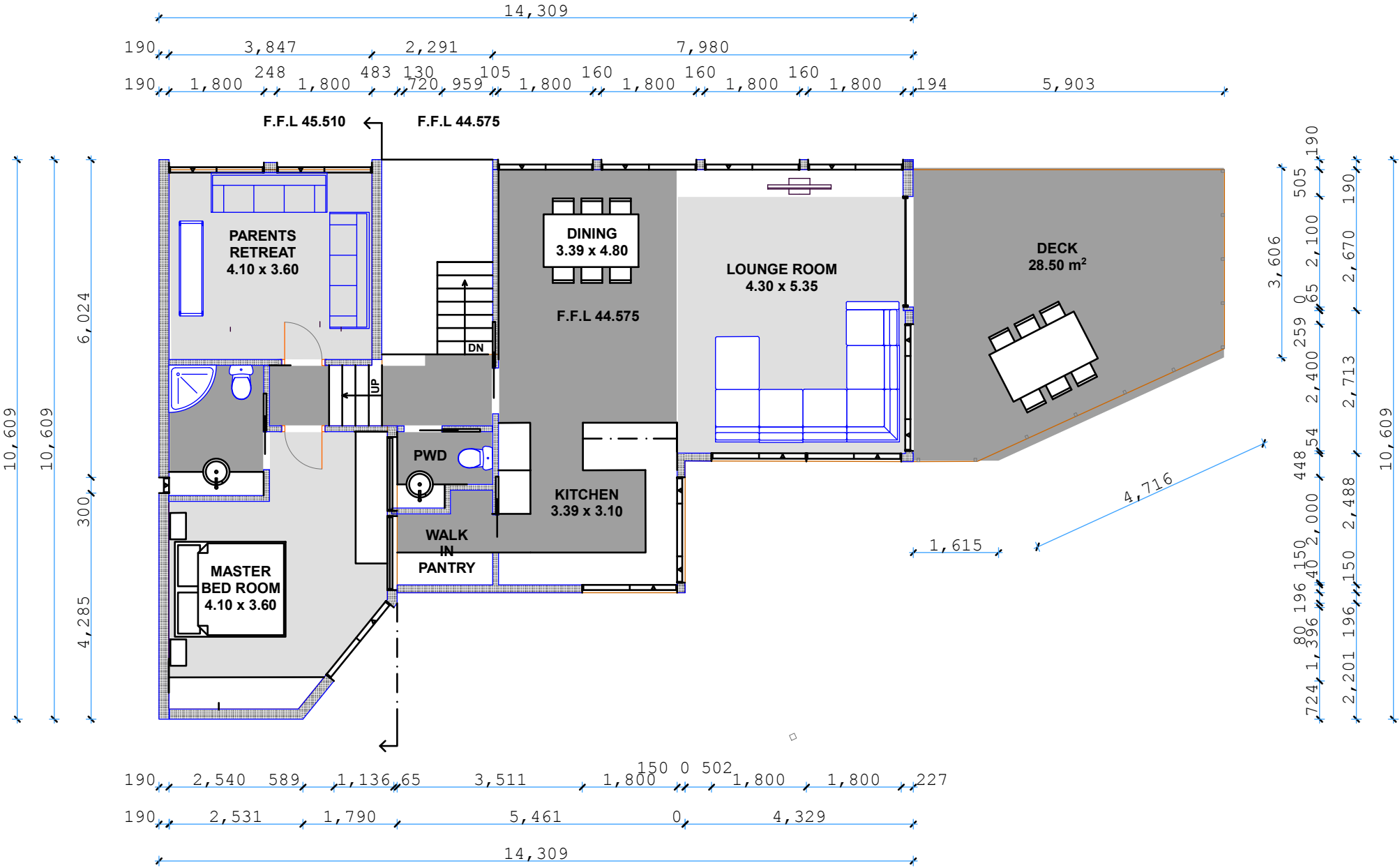
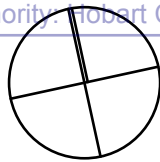


PARKING	32.00 m ²
FIRST FLOOR	105.00 m ²
GROUND FLOOR	115.00 m ²
TOTAL FLOOR AREA	251.45

FIRST FLOOR	F.F.L 44.575
GROUND FLOOR	F.F.L 41.925

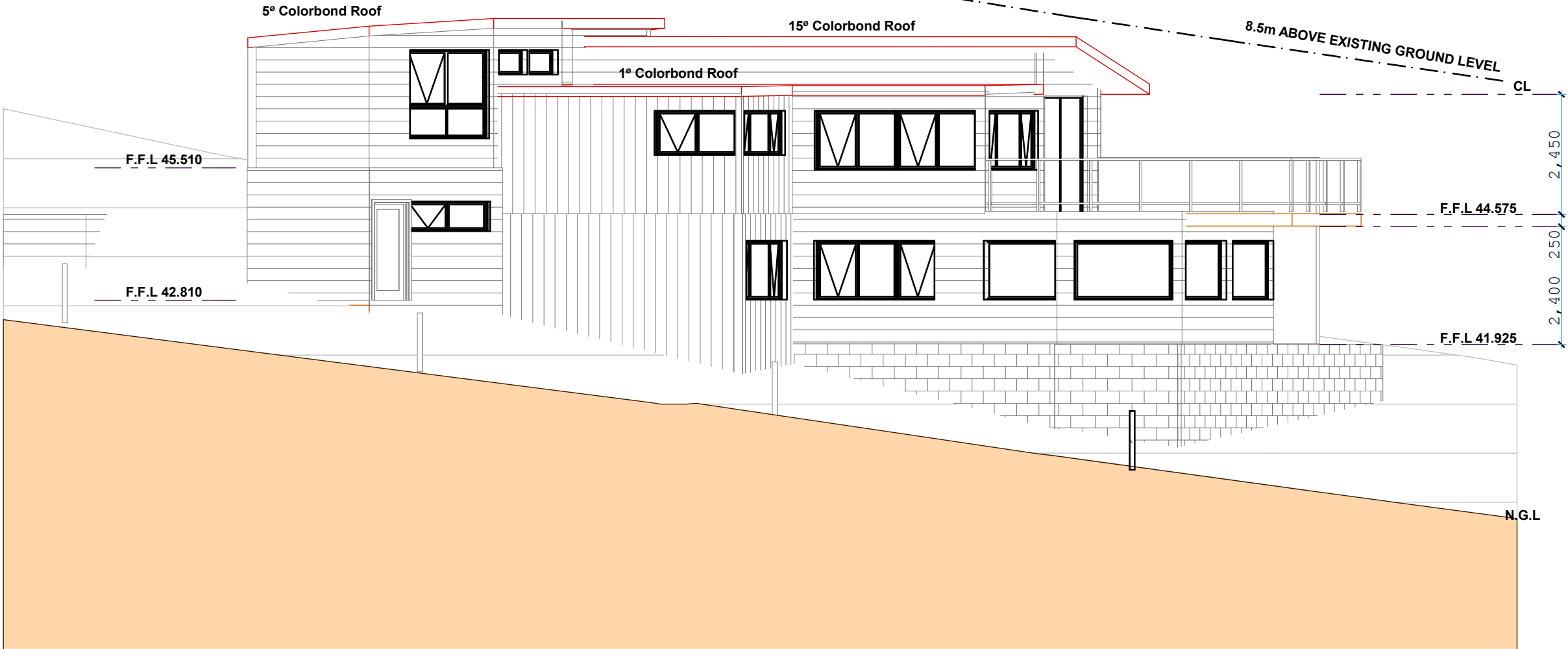


Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
			Date 26 NOV 2015
Drawing Title PLAN : Ground Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
	Drawing Number PLN : 044		

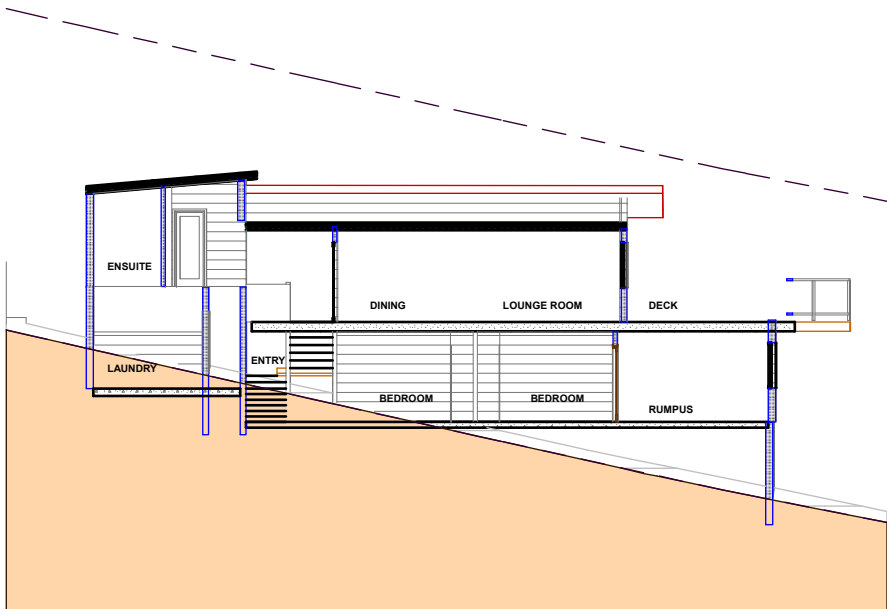


PARKING	32.00 m²
FIRST FLOOR	105.00 m²
GROUND FLOOR	115.00 m²
TOTAL FLOOR AREA	251.45
FIRST FLOOR	F.F.L 44.575
GROUND FLOOR	F.F.L 41.925

Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title PLAN : First Floor	Drawing Status Planning Version 2		
	Scales 1 : 100		
		Drawing Number PLN : 045	



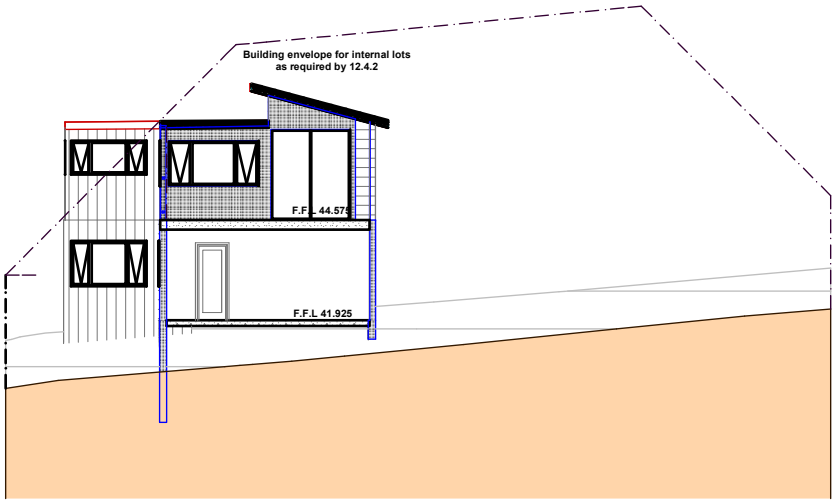
ELEVATION : South



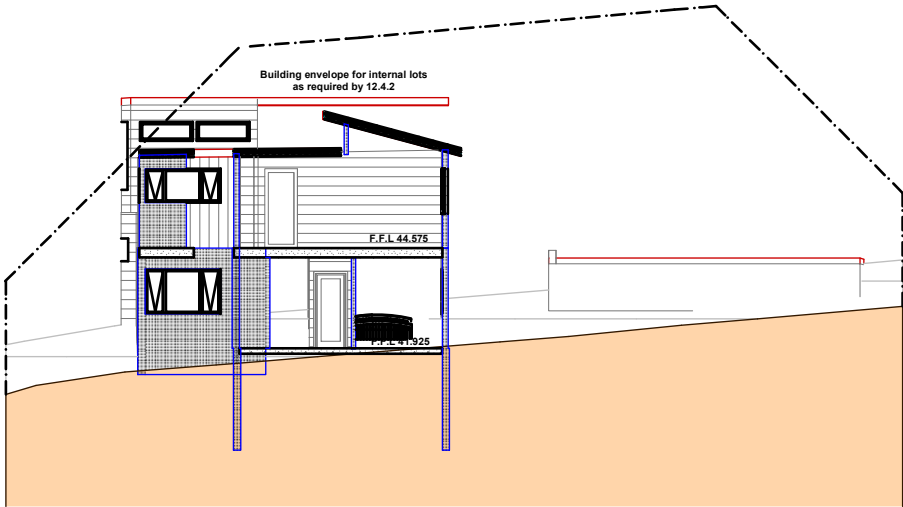
CROSS SECTION H7 5

- BR
- CR
- CS
- OG
- CW
- Brick (colour to be determined)
- Cement Render (colour to be determined)
- Cement Sheet (colour to be determined)
- Obscure Glass
- Cement Weatherboard (colour to be determined)

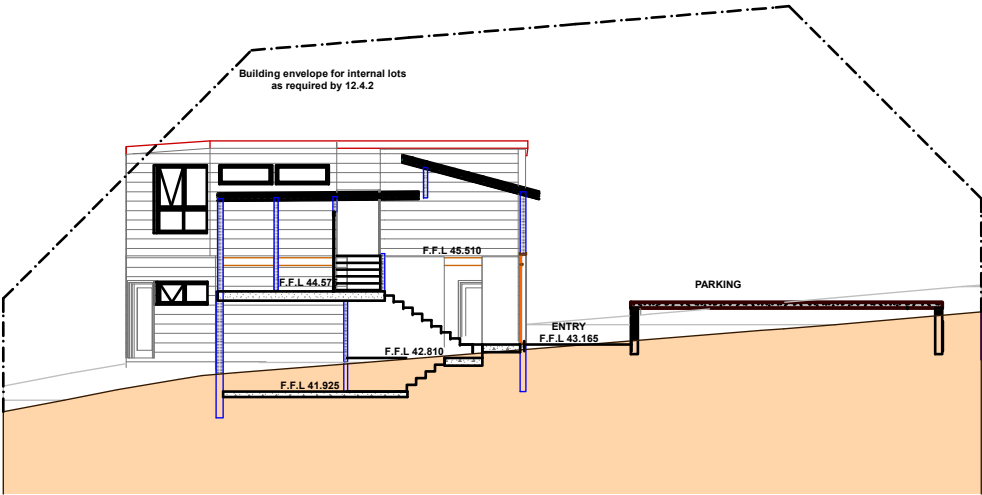
Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : South	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 046			



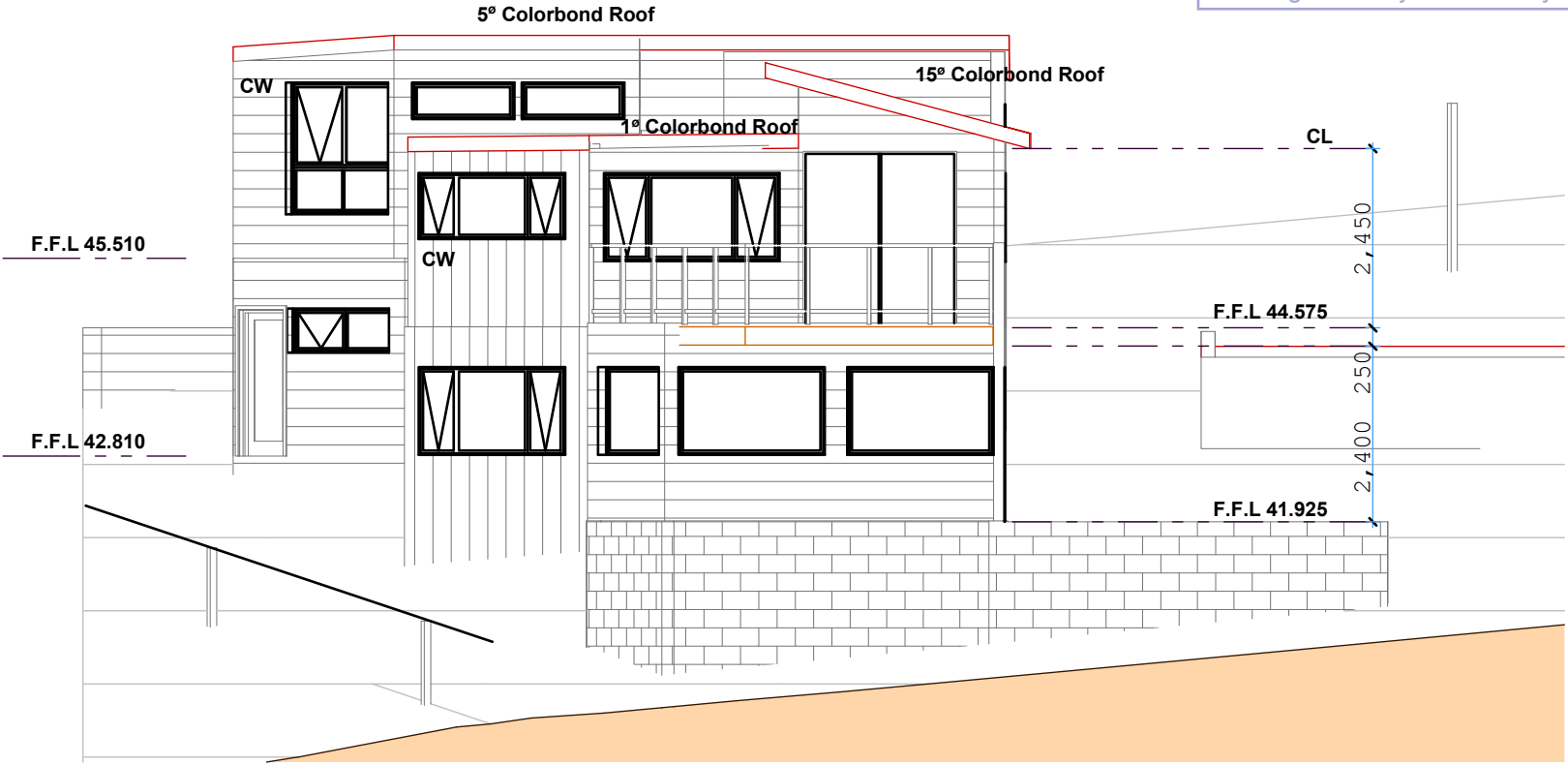
CROSS SECTION H 71 1: 200



CROSS SECTION H 72 1: 200

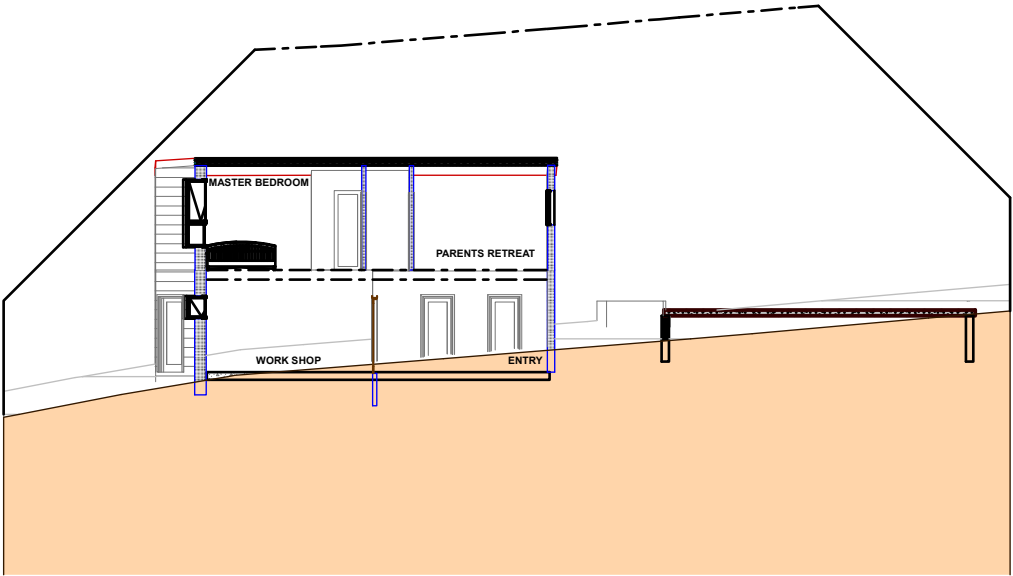


CROSS SECTION H 73 1: 200

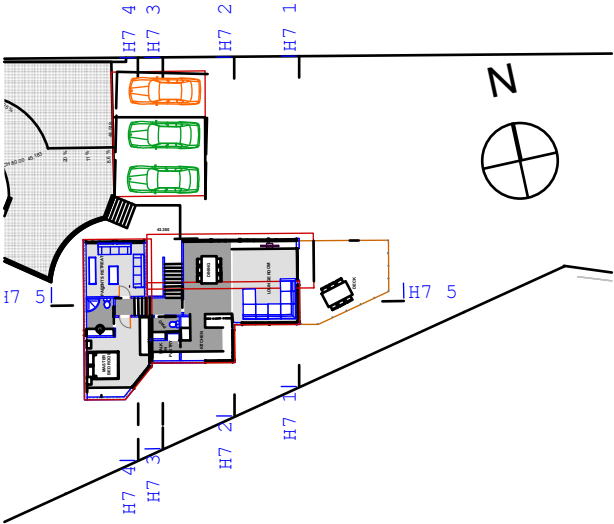


ELEVATION : East

1: 200



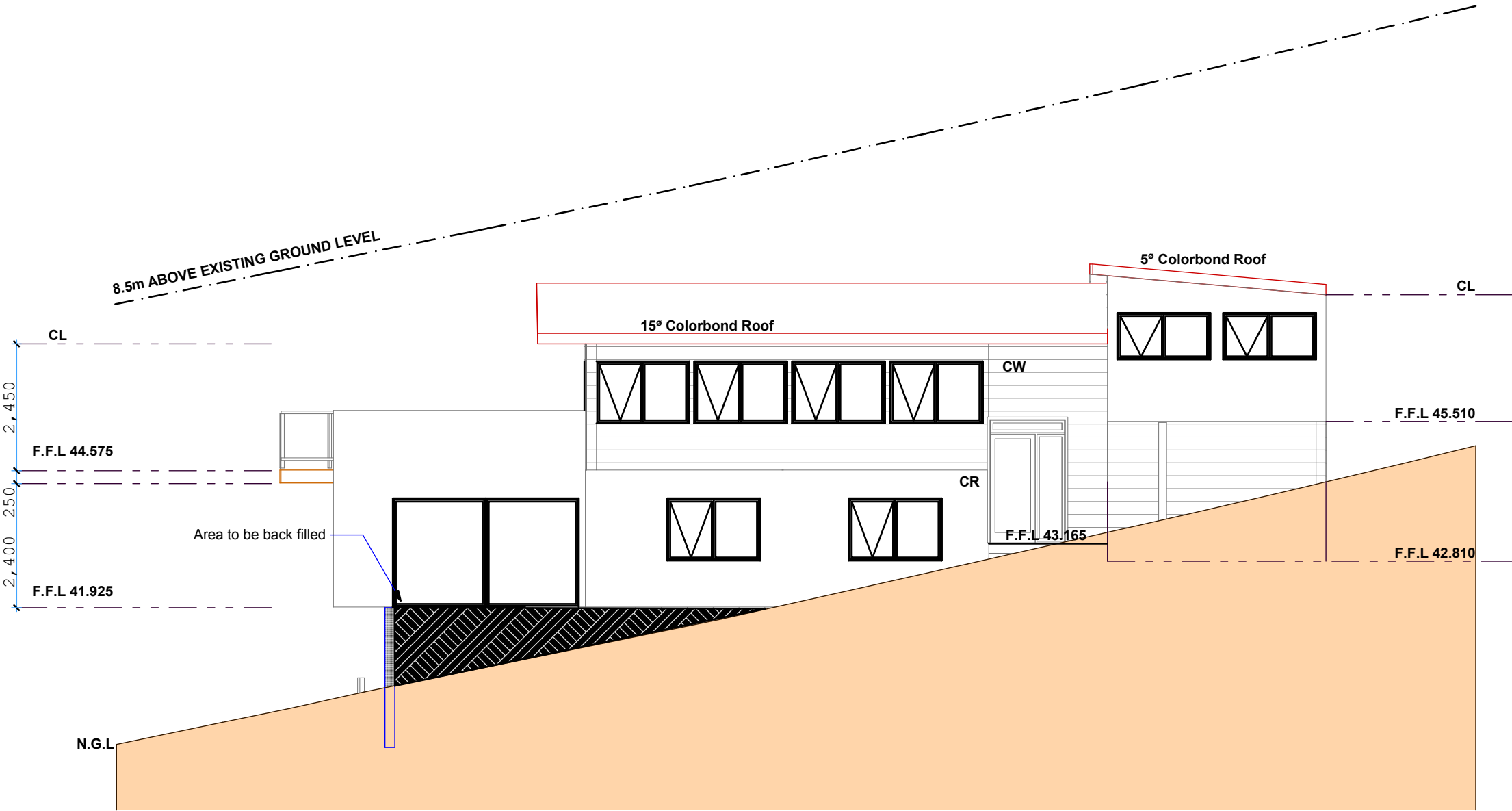
CROSS SECTION H 73 1: 200



SECTION LOCATIONS 1: 200

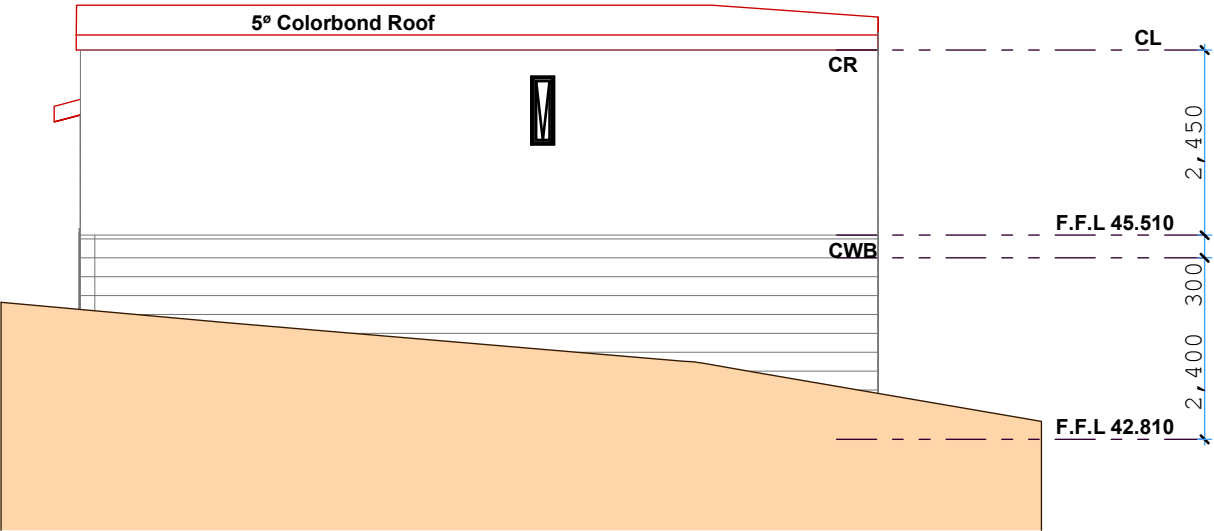
- BR Brick (colour to be determined)
CR Cement Render (colour to be determined)
CS Cement Sheet (colour to be determined)
OG Obscure Glass
CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date 26 NOV 2015		
Drawing Title ELEVATION : East	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 047			



BR Brick (colour to be determined)
CR Cement Render (colour to be determined)
CS Cement Sheet (colour to be determined)
OG Obscure Glass
CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date	26 NOV 2015	
Drawing Title ELEVATION : North	Drawing Status Planning Version 2		
	Scales 1 : 100		
Drawing Number PLN : 048			



BR Brick (colour to be determined)
CR Cement Render (colour to be determined)
CS Cement Sheet (colour to be determined)
OG Obscure Glass
CW Cement Weatherboard (colour to be determined)

Job Title 851 Sandy Bay Road House Seven	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L Date 26 NOV 2015
	Drawing Status Planning <small>Version 2</small>		
Drawing Title ELEVATION : West	Scales 1 : 100		
	Drawing Number PLN : 049		

This document is one of the documents relevant to the application for a planning permit No.PLN-15-00515-01 and was received on the 15 January 2016

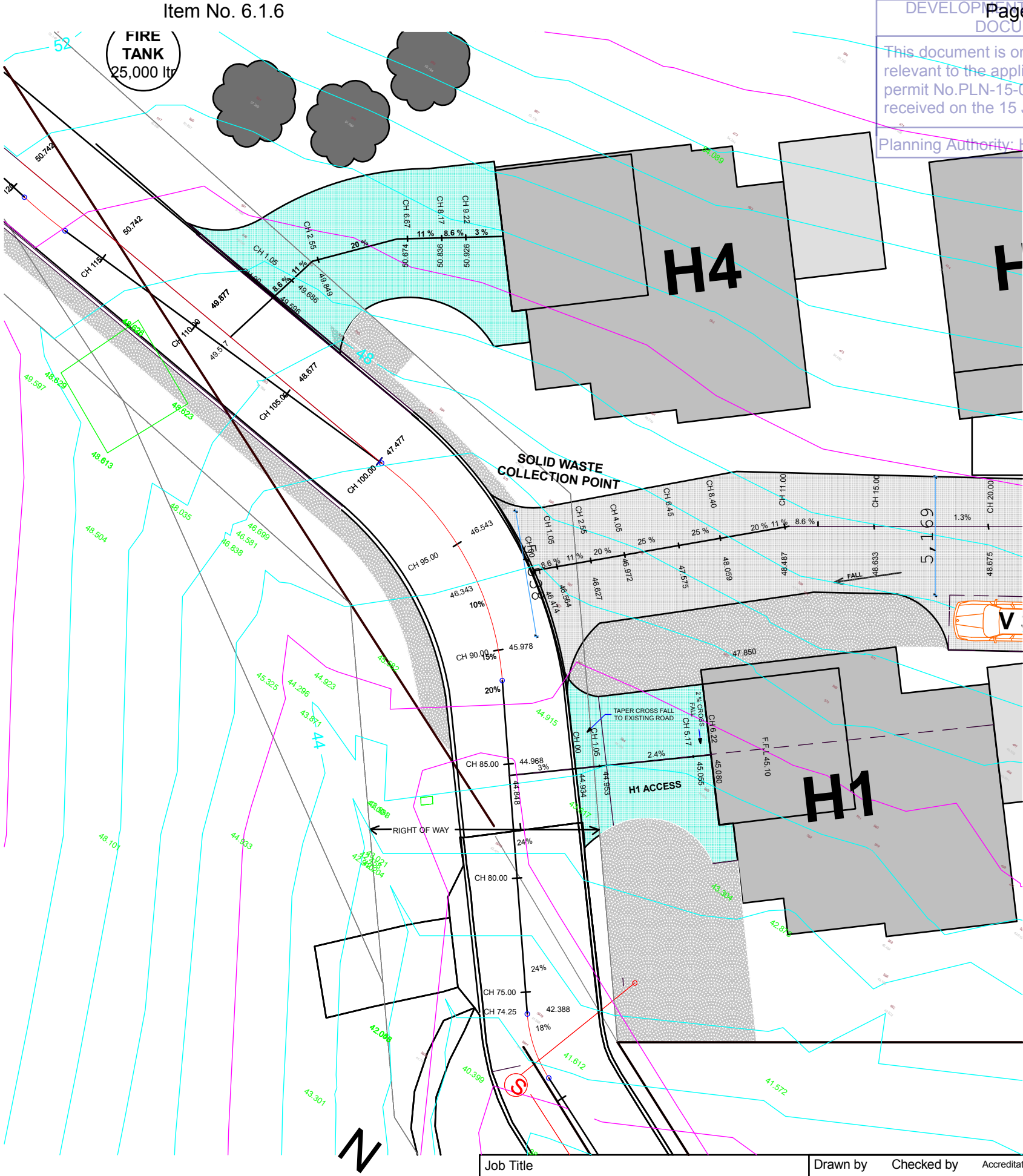
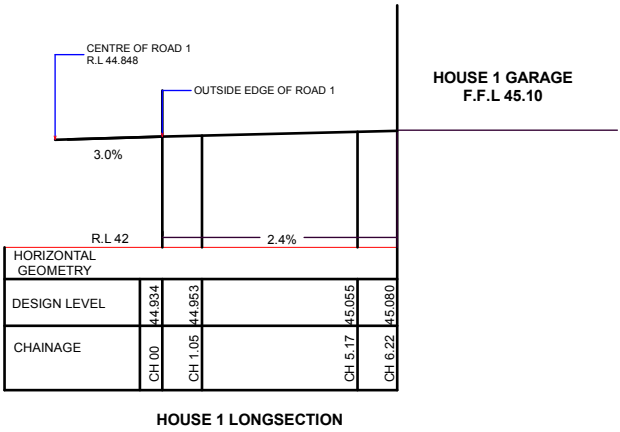
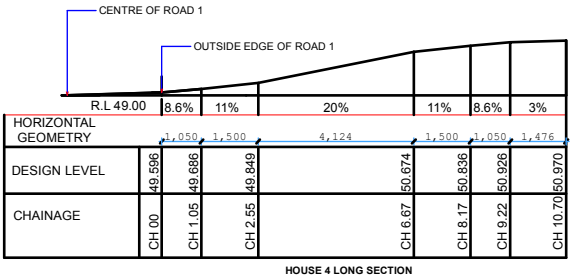
Planning Authority: Hobart City Council



This document is one of the documents relevant to the application for a planning permit No.PLN-15-00515-01 and was received on the 15 January 2016

Planning Authority: Hobart City Council

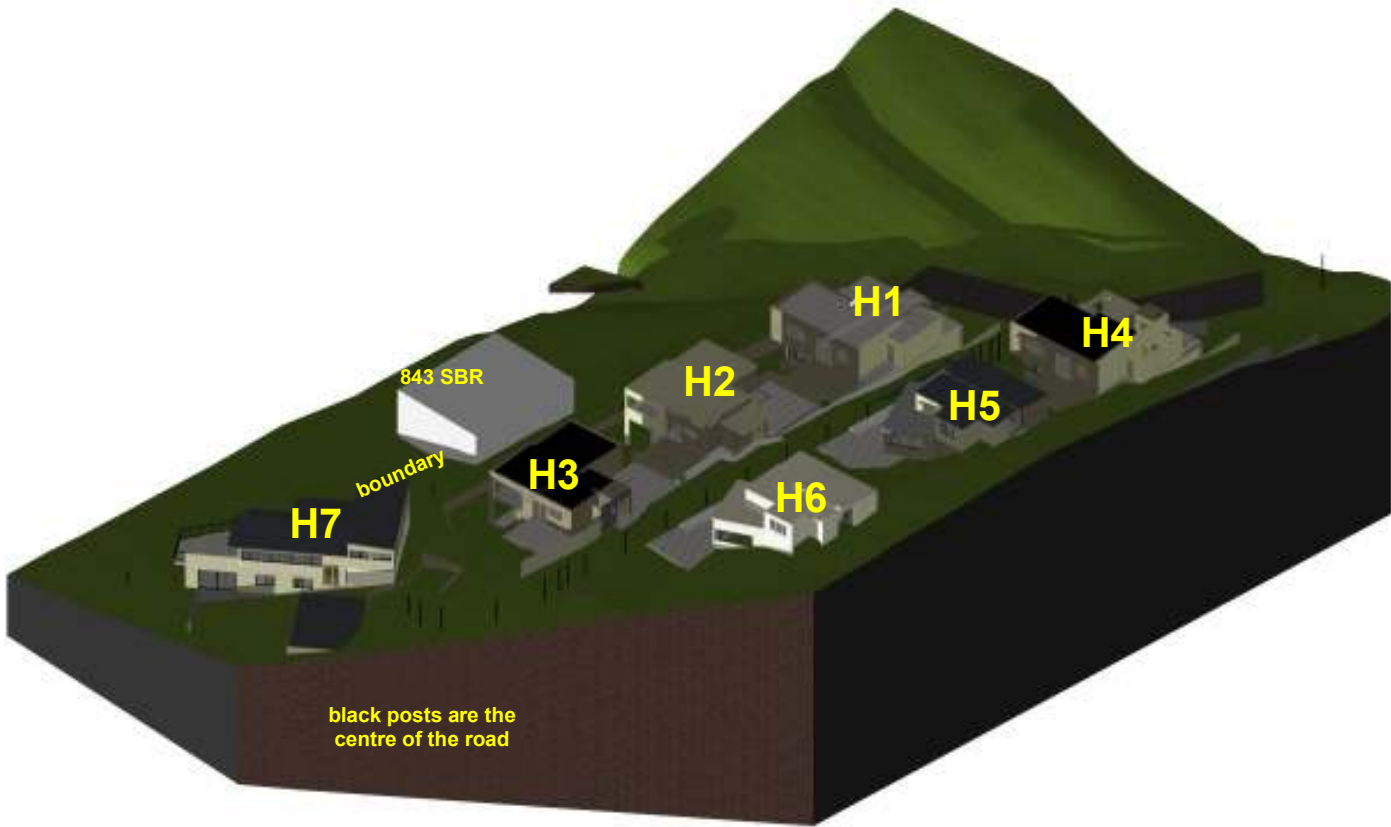




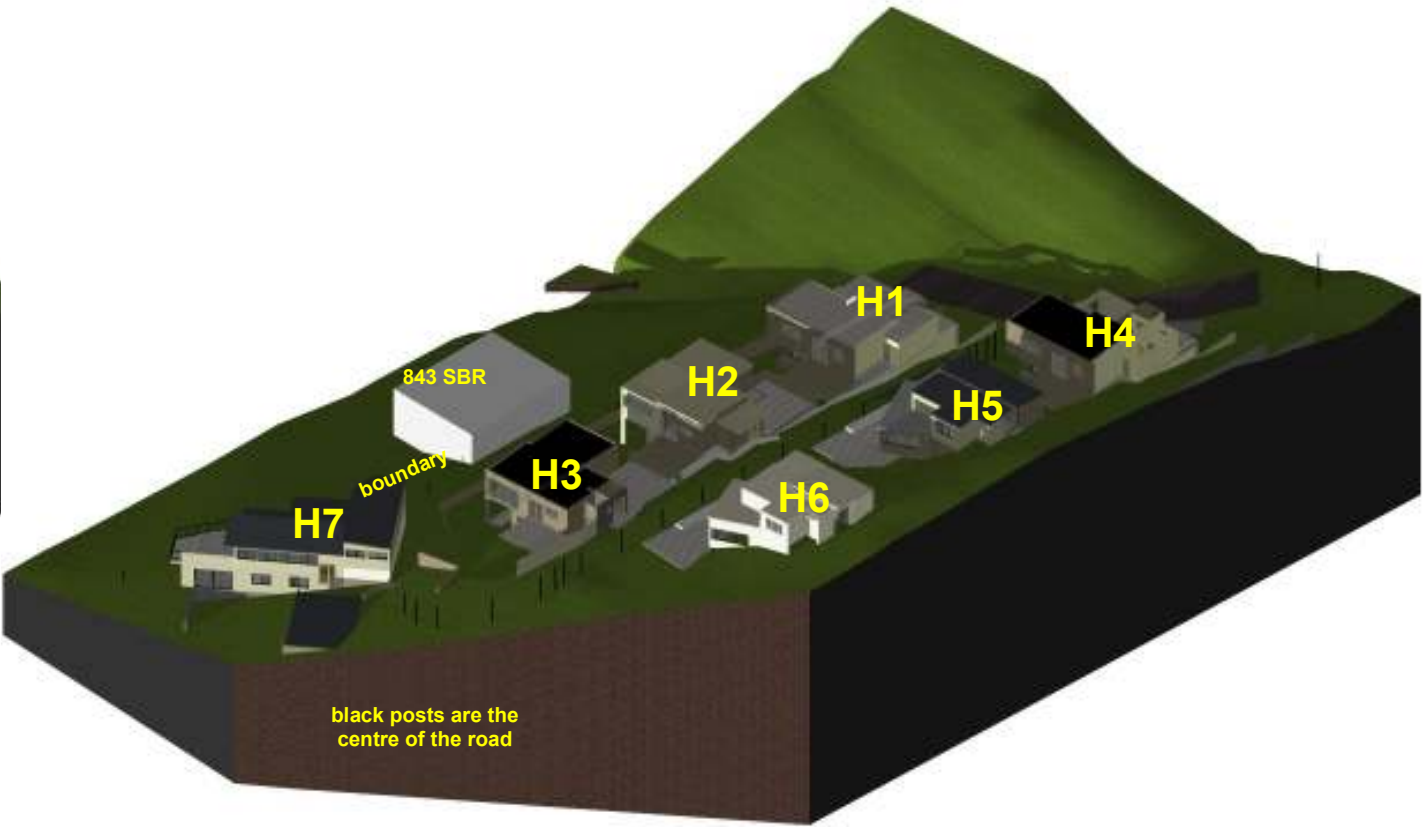
Job Title	Drawn by	Checked by	Accreditation No: CC4219L
851 Sandy Bay Road	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status	Planning	Version 2
House 1 & 4 Driveway	Scales	1 : 200	Drawing Number
		PLN : 052	



Job Title 851 Sandy Bay Road	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	15 Jan 2015
Drawing Title Plan - Visitor Parking Locations	Drawing Status Planning Version 3		
	Scales 1 : 500		
	Drawing Number PLN : 054		

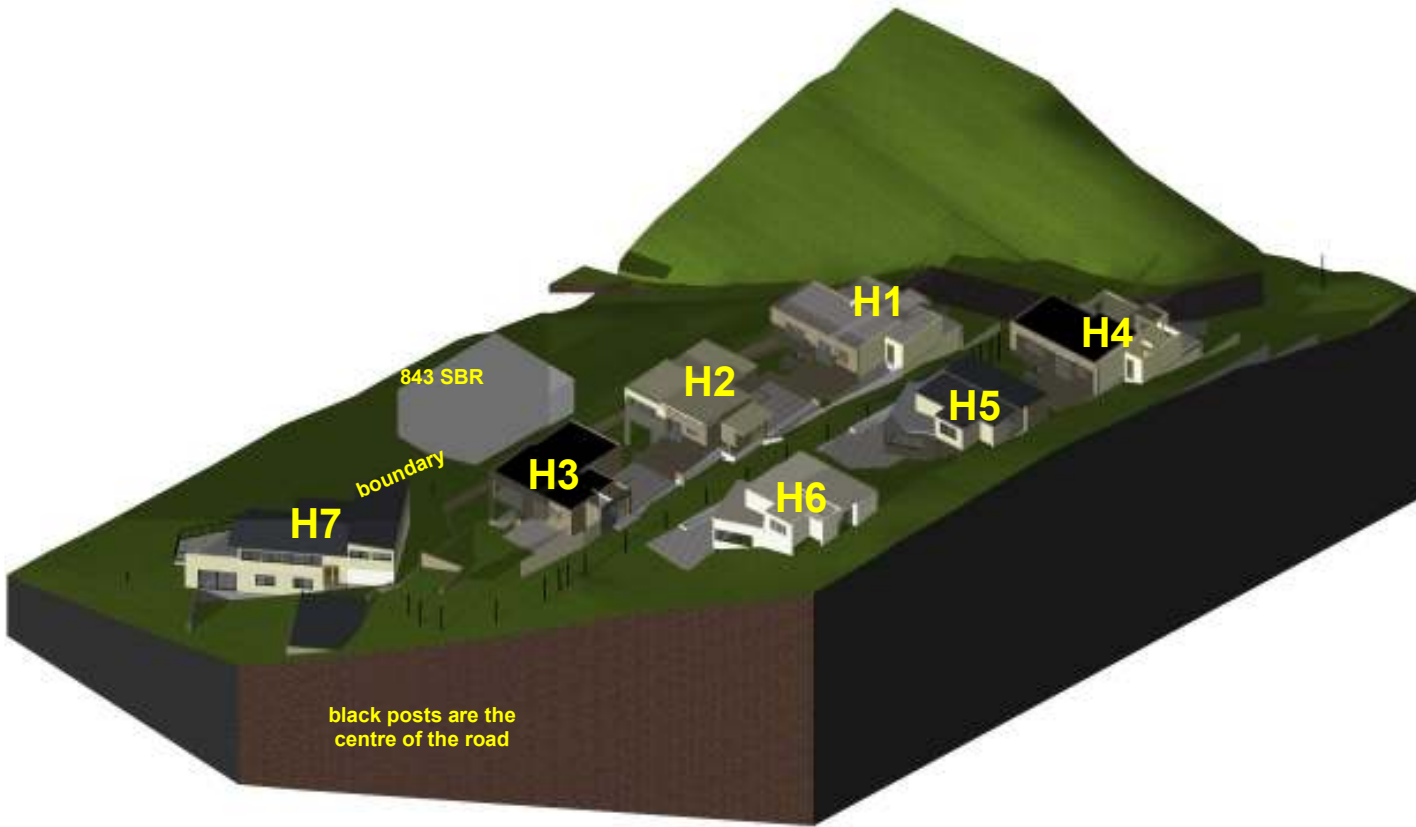


SHADOW DIAGRAM 9am

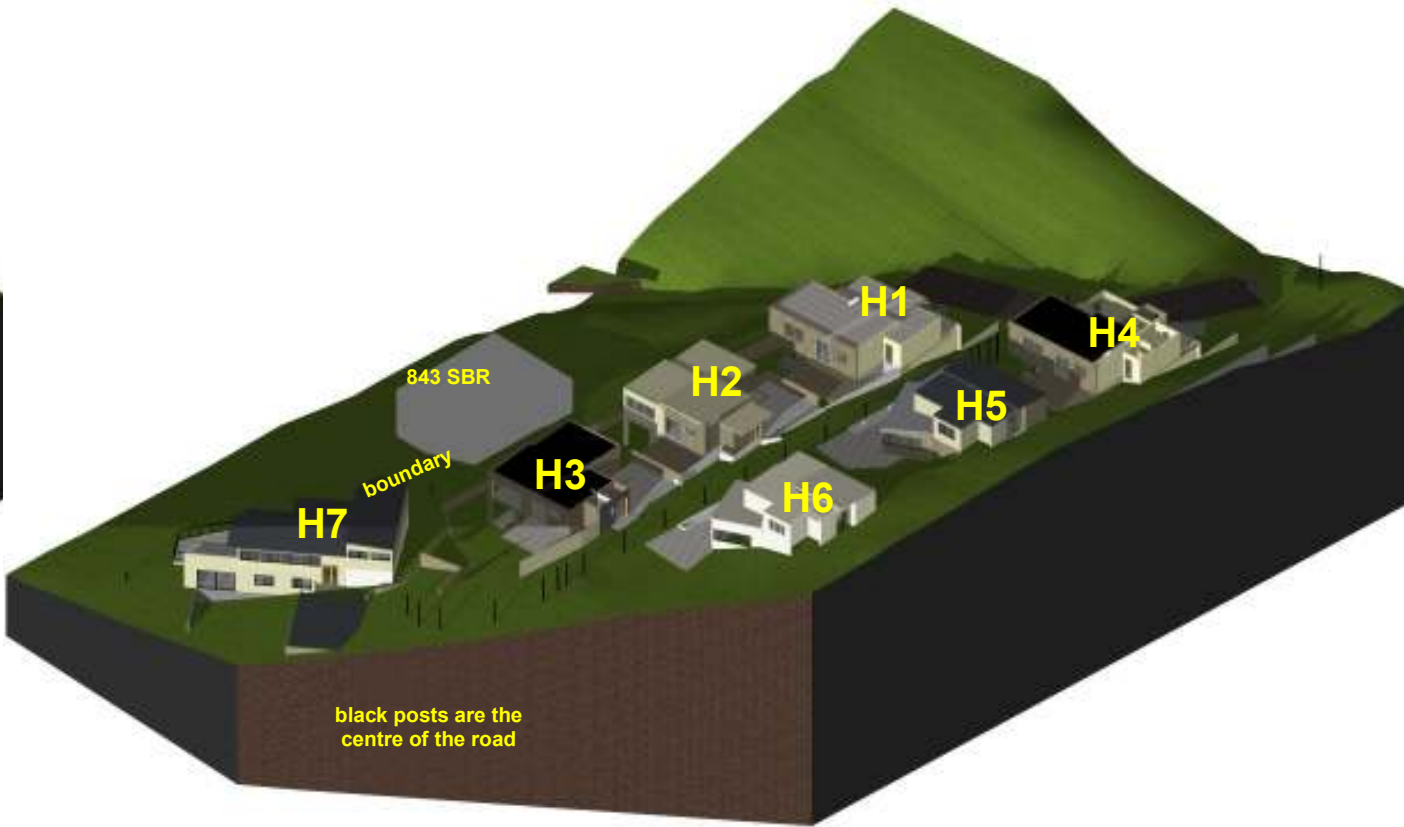


SHADOW DIAGRAM 10am

Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status Planning <small>Version 2</small>		
	Scales		
JUNE 21st Shadow Diagrams	Drawing Number		
	PLN : 055		

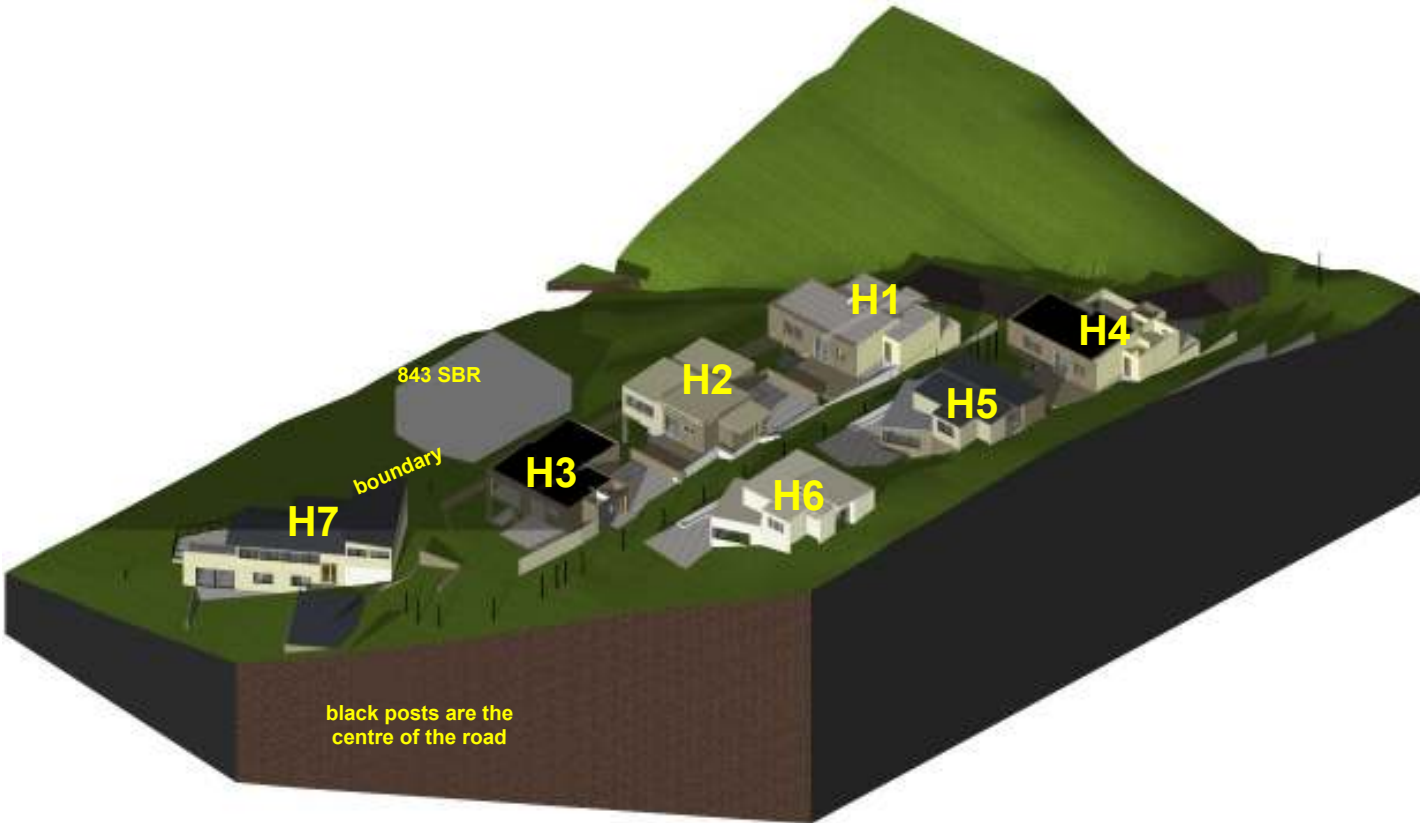


SHADOW DIAGRAM 11am

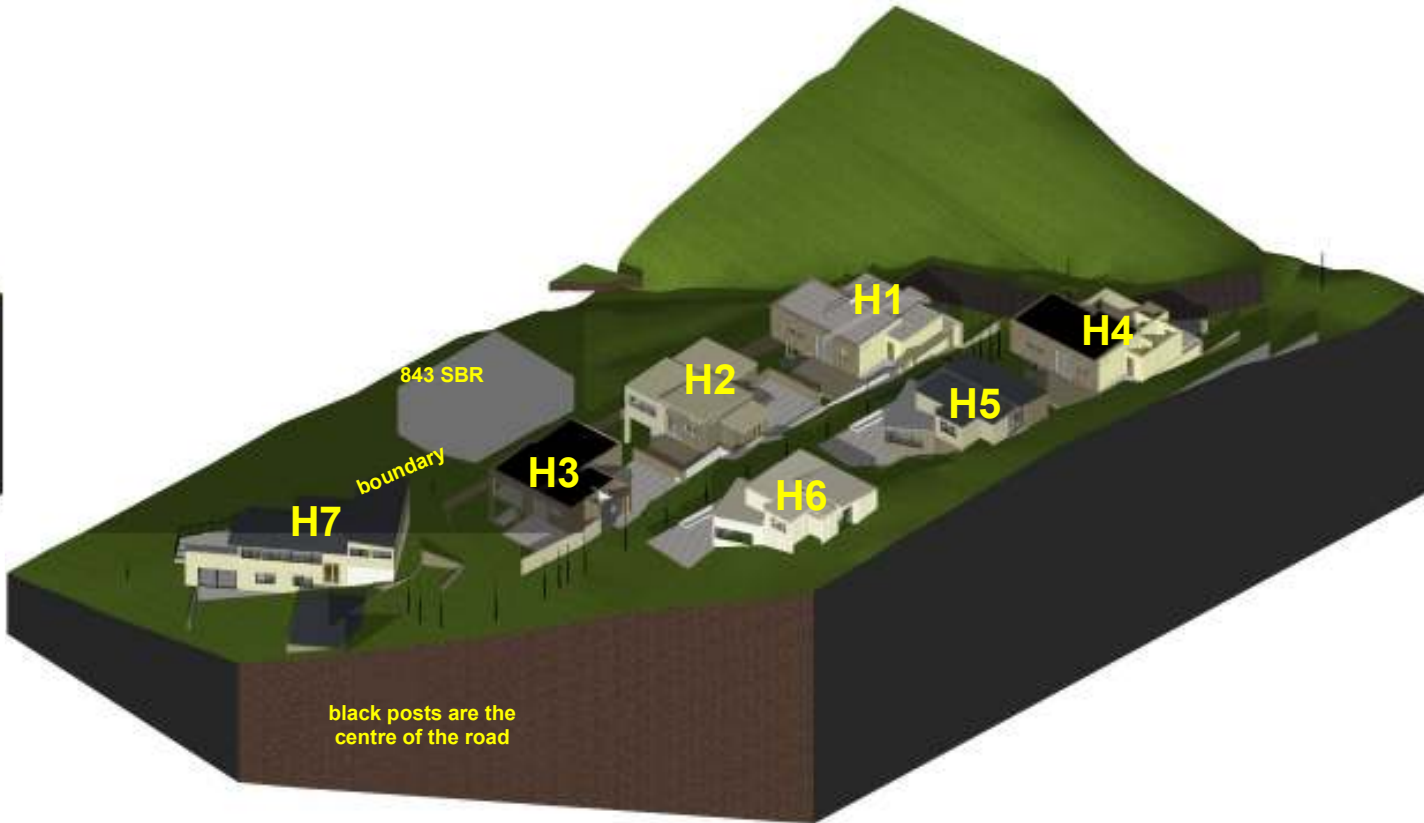


SHADOW DIAGRAM 12pm

Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status Planning Version 2		
	Scales		
JUNE 21st Shadow Diagrams	Drawing Number		
	PLN : 056		

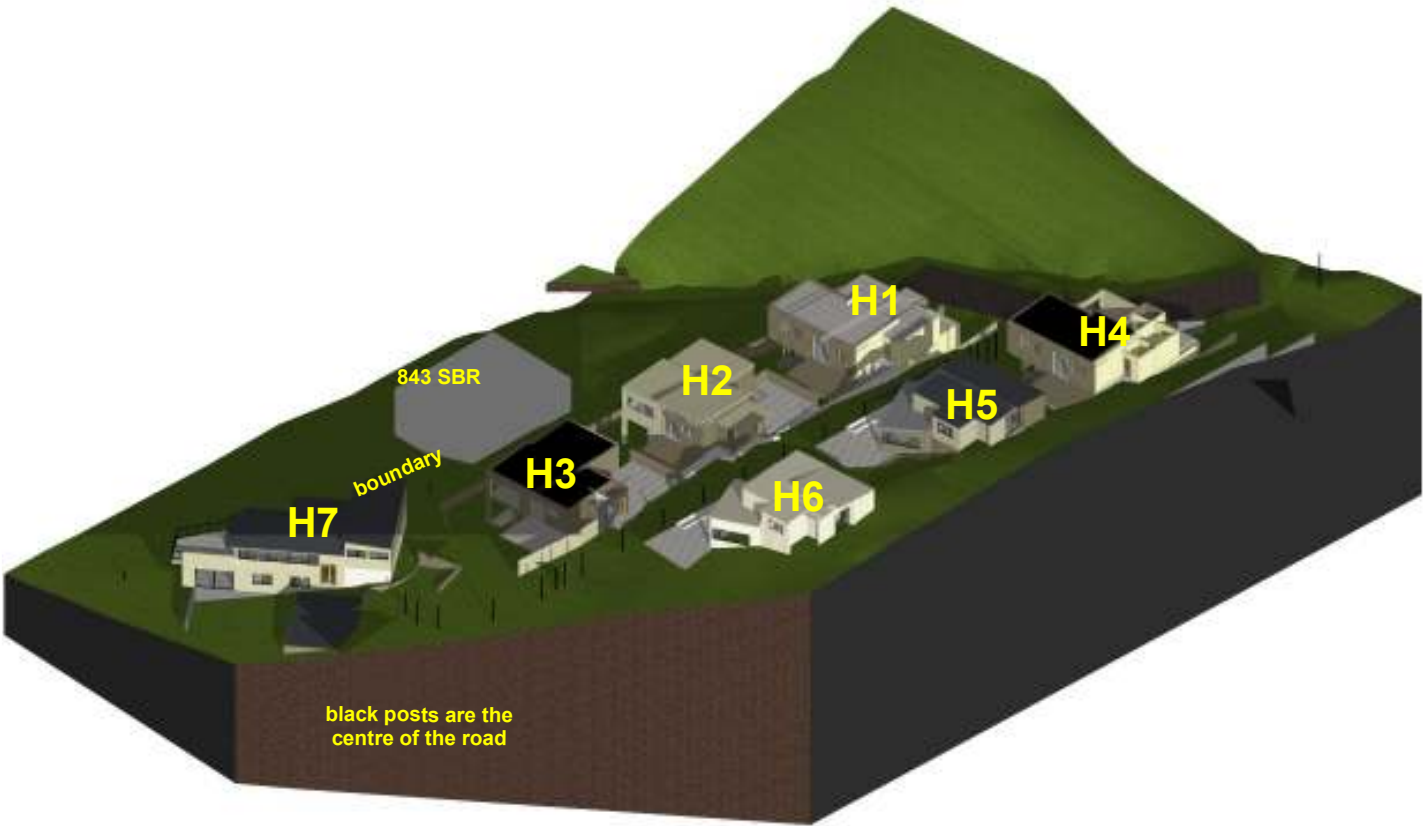


SHADOW DIAGRAM 1pm



SHADOW DIAGRAM 2pm









Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status Planning <small>Version 2</small>		
	Scales		
JUNE 21st Shadow Diagrams	Drawing Number		
	PLN : 057		



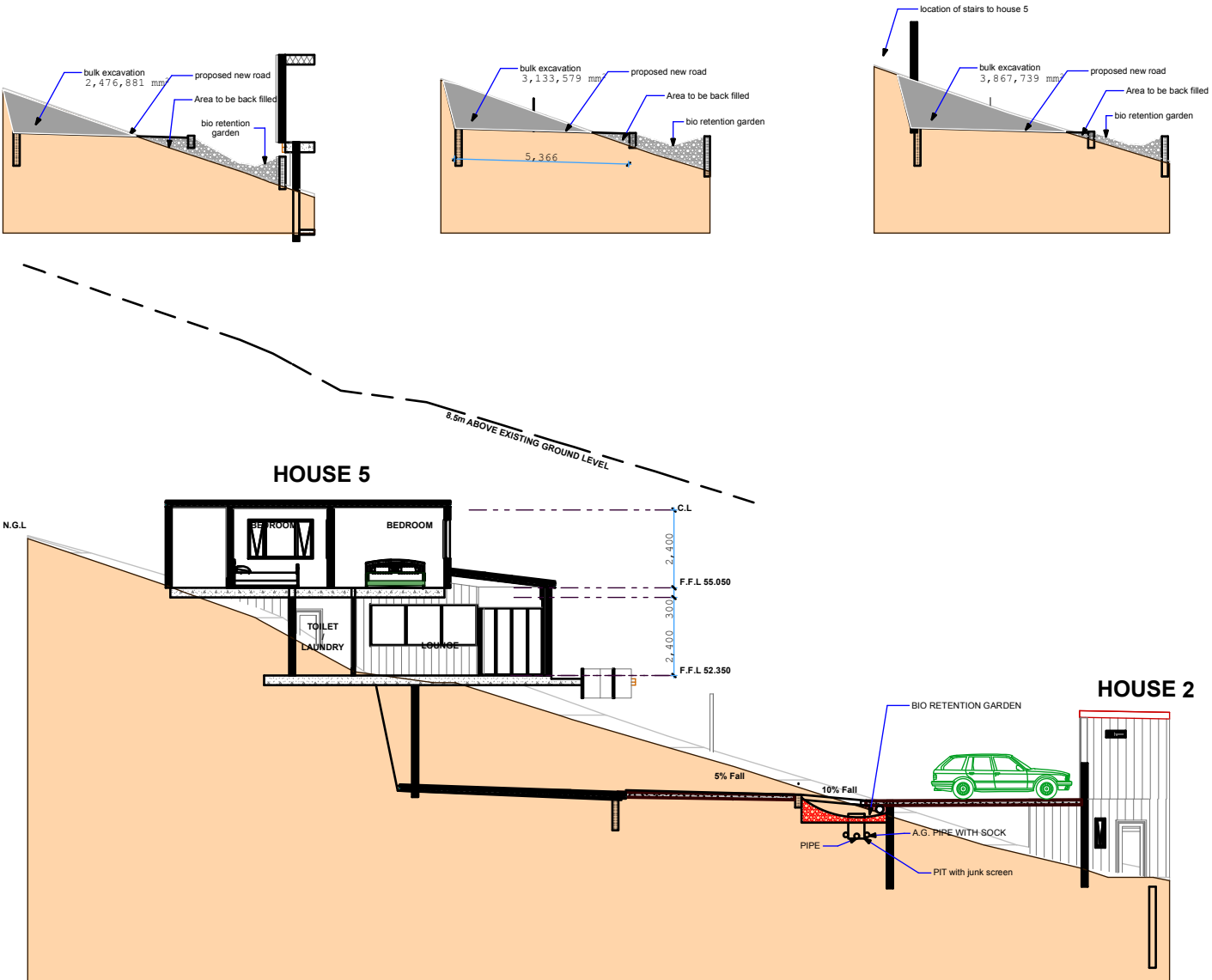
SHADOW DIAGRAM 3pm

Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status Planning <small>Version 2</small>		
	Scales		
JUNE 21st Shadow Diagrams	Drawing Number		
	PLN : 058		



-  TREES TO REMAIN
-  2000 ltr rain water tank, pre filtered with leafeater Clean rain Ultra
see attached product specification over flow to be connected to the storm water
-  existing native vegetation to be managed
-  new landscaping use the HCC WSUD practice note No.4 for suitable plants
and mulching guide
-  Rock lined Bio retention planter with a raised rain harvesting filter pit with
junk basket. See the Hobart City Council Practice Note No.7
-  Screening vegetation max 4m h
-  overland water flow
-  Storm water pit with junk basket

Job Title 851 Sandy Bay Road	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	5 JAN 2016
Drawing Title WSUD	Drawing Status Planning Version 2		
	Scales 1 : 500		
Drawing Number PLN : 059			



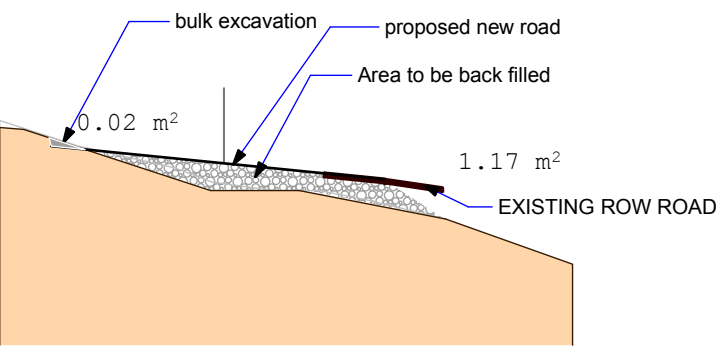
Job Title 851 Sandy Bay Road	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	26 NOV 2015
Drawing Title WSUD : PROPOSED ROAD DRAIN	Drawing Status Planning Version 2		
	Scales 1 : 200		
	Drawing Number PLN : 060		

This document is one of the documents
relevant to the application for a planning
permit No.PLN-15-00515-01 and was
received on the 15 January 2016

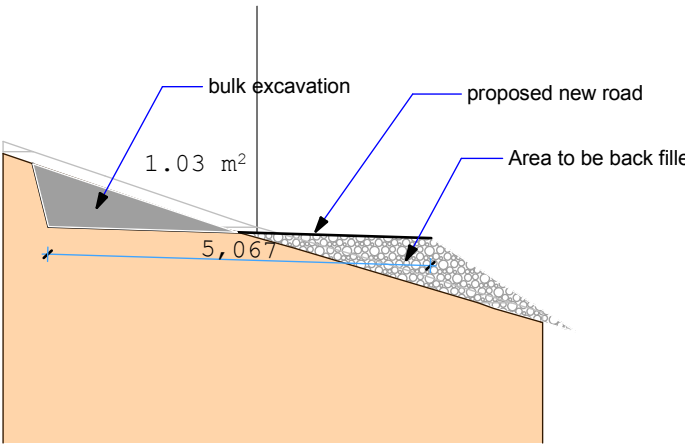
Planning Authority: Hobart City Council



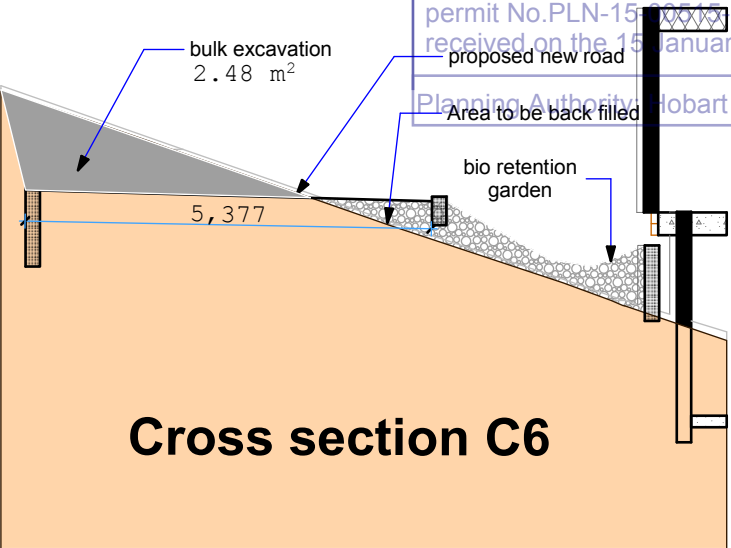
Job Title	Drawn by	Checked by	Accreditation No: CC4219L
851 Sandy Bay Road	ALG	ALG	Date 26 NOV 2015
Drawing Title	Drawing Status	Planning	Version 2
E7 Landslide overlay and works	Scales	1 : 200	
cross section locations and disturbance area	Drawing Number	PLN : 061	



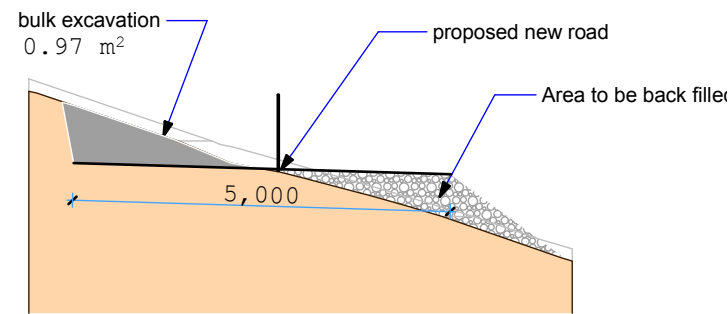
Cross section C1



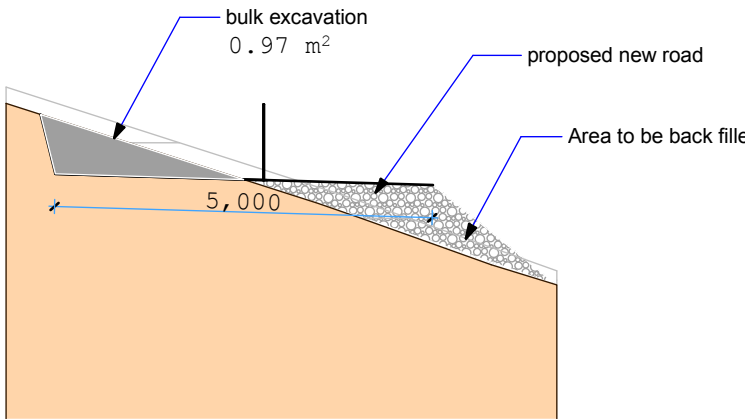
Cross section C3



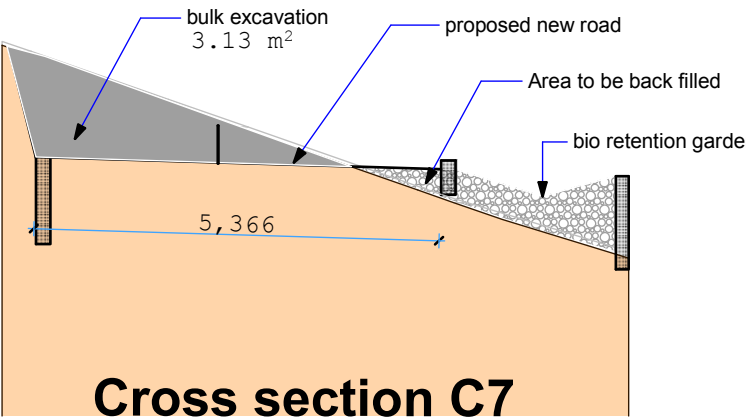
Cross section C6



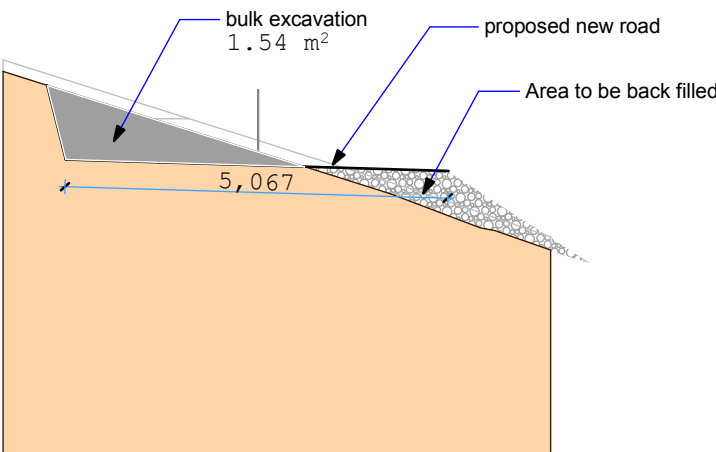
Cross section C2



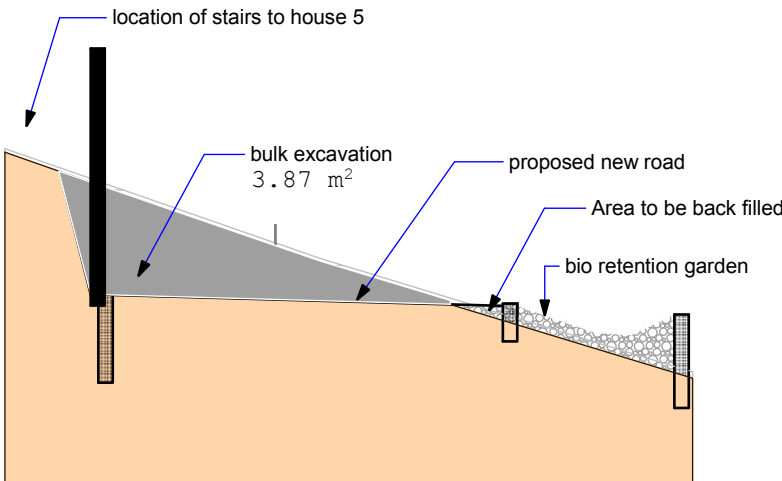
Cross section C4



Cross section C7



Cross section C5



Cross section C8

Road Bulk Excavation

Calculation
(C1 + C2)/2 x DISTANCE = AREA

	BULK EX	BULK EX AVE (m2)	Distance (lm)	(m3)
C1	0.02	0.495	2.55	1.26225
C2	0.97	1	1.5	1.5
C3	1.03	1	2.4	2.4
C4	0.97	1.255	4.7	5.8985
C5	1.54	2.01	1.45	2.9145
C6	2.48	2.805	4.5	12.6225
C7	3.13	3.5	2.5	8.75
C8	3.87	3.87	2.15	8.3205

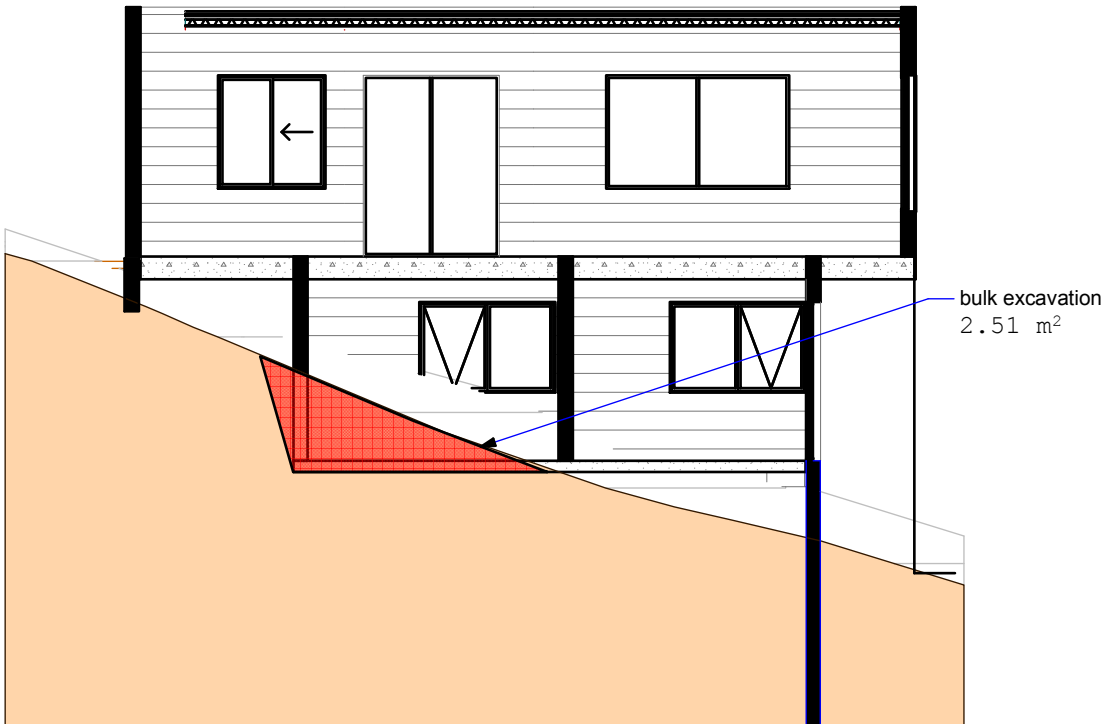
Total Excavation 43.66825 m3
Bulk Excavation average is taken over 2 cross section the divided by 2

	AREA	DISTANCE (LM)	(m3)
LS1	2.51	6.8	17.068
LS2	3.07	5.8	17.806
Total 4 Bulk Excavation			34.874 m3

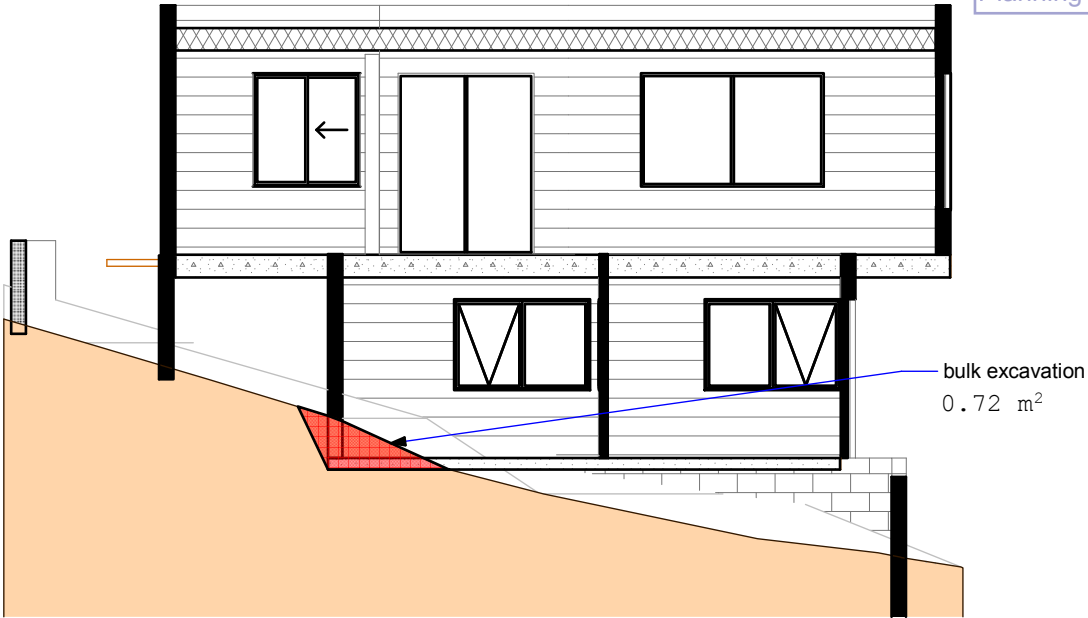
	AREA	DISTANCE (LM)	(m3)
LS3	0.72	6.8	4.896
LS4	1.51	5.8	8.758
Total 1 Bulk Excavation			13.654 m3

TOTAL BULK EXCAVATION IN LANDSLIDE AREA 92.19625 m3

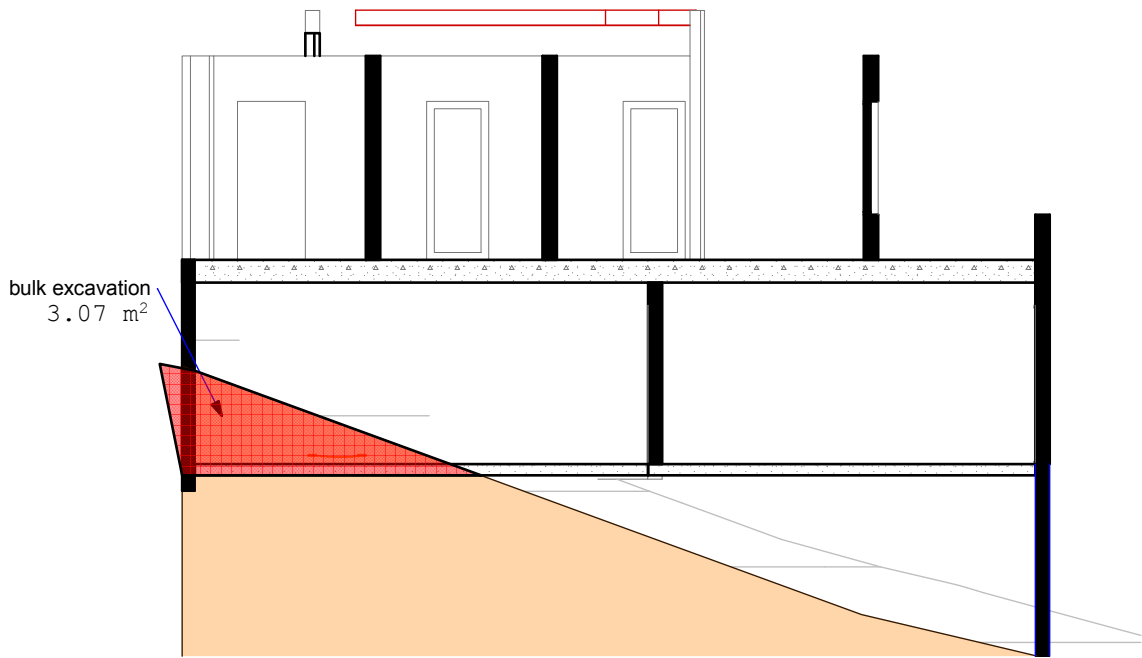
Job Title 851 Sandy Bay Road	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
	Date 24 NOV 2015		
Drawing Title E 3.7 CROSS SECTIONS AND CALCULATION	Drawing Status Planning		
	Scales 1 : 100		
		Drawing Number PLN : 062	



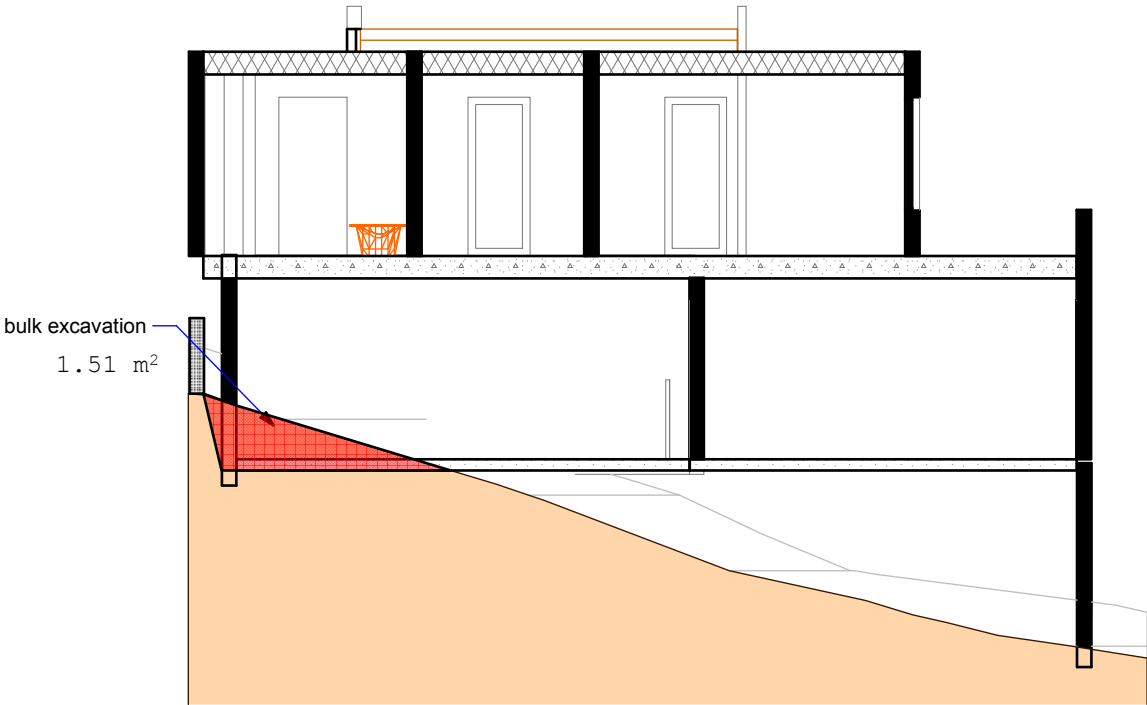
HOUSE 4 BULK EXCAVATION
CROSS SECTION LS1



HOUSE 1 BULK EXCAVATION
CROSS SECTION LS3

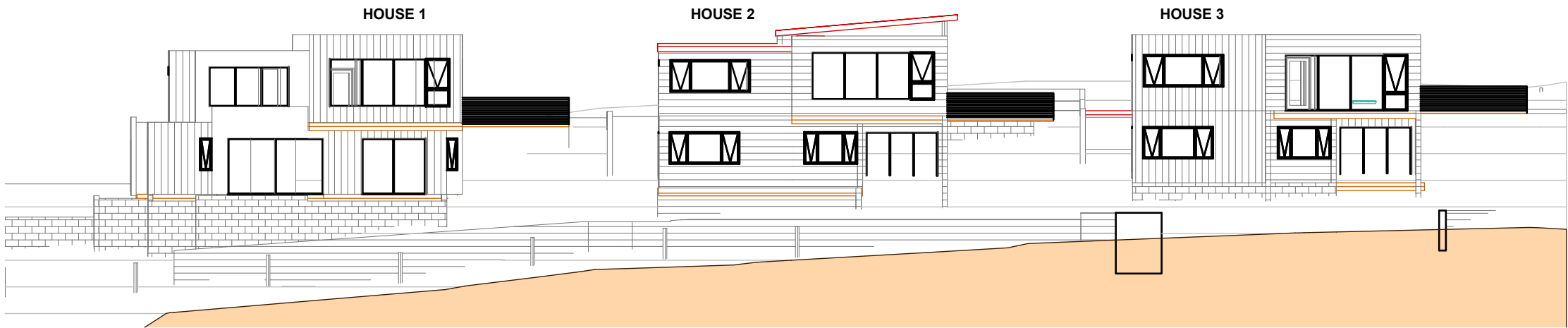


HOUSE 4 BULK EXCAVATION
CROSS SECTION LS2

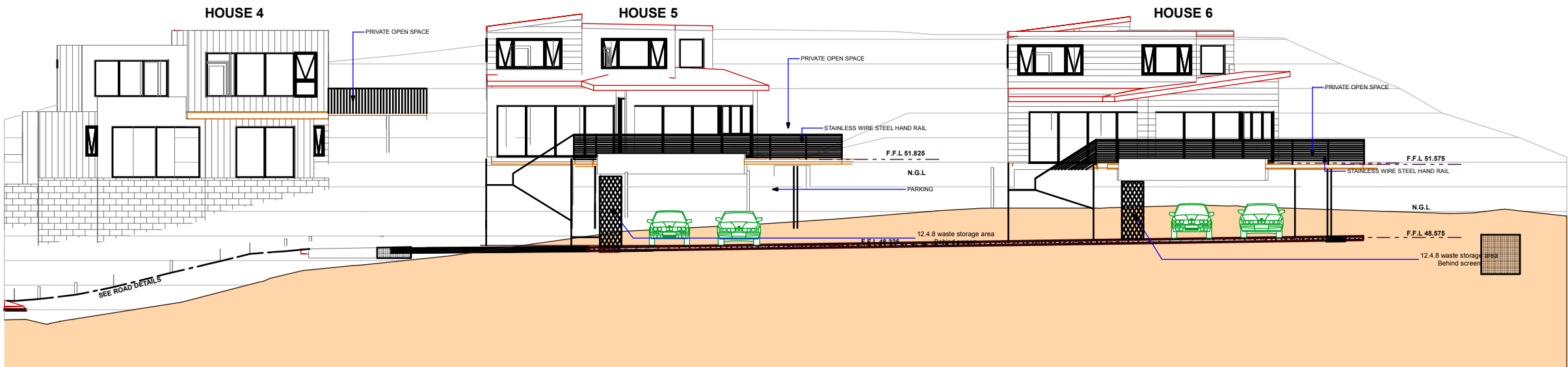


HOUSE 1 BULK EXCAVATION
CROSS SECTION LS4

Job Title	Drawn by	Checked by	Accreditation No: CC4219L
851 Sandy Bay Road	ALG	ALG	Date 24 NOV 2015
Drawing Title	Drawing Status Planning		
E 3.7 CROSS SECTIONS AND CALCULATION	Scales 1 : 100		
	Drawing Number		
	PLN : 063		

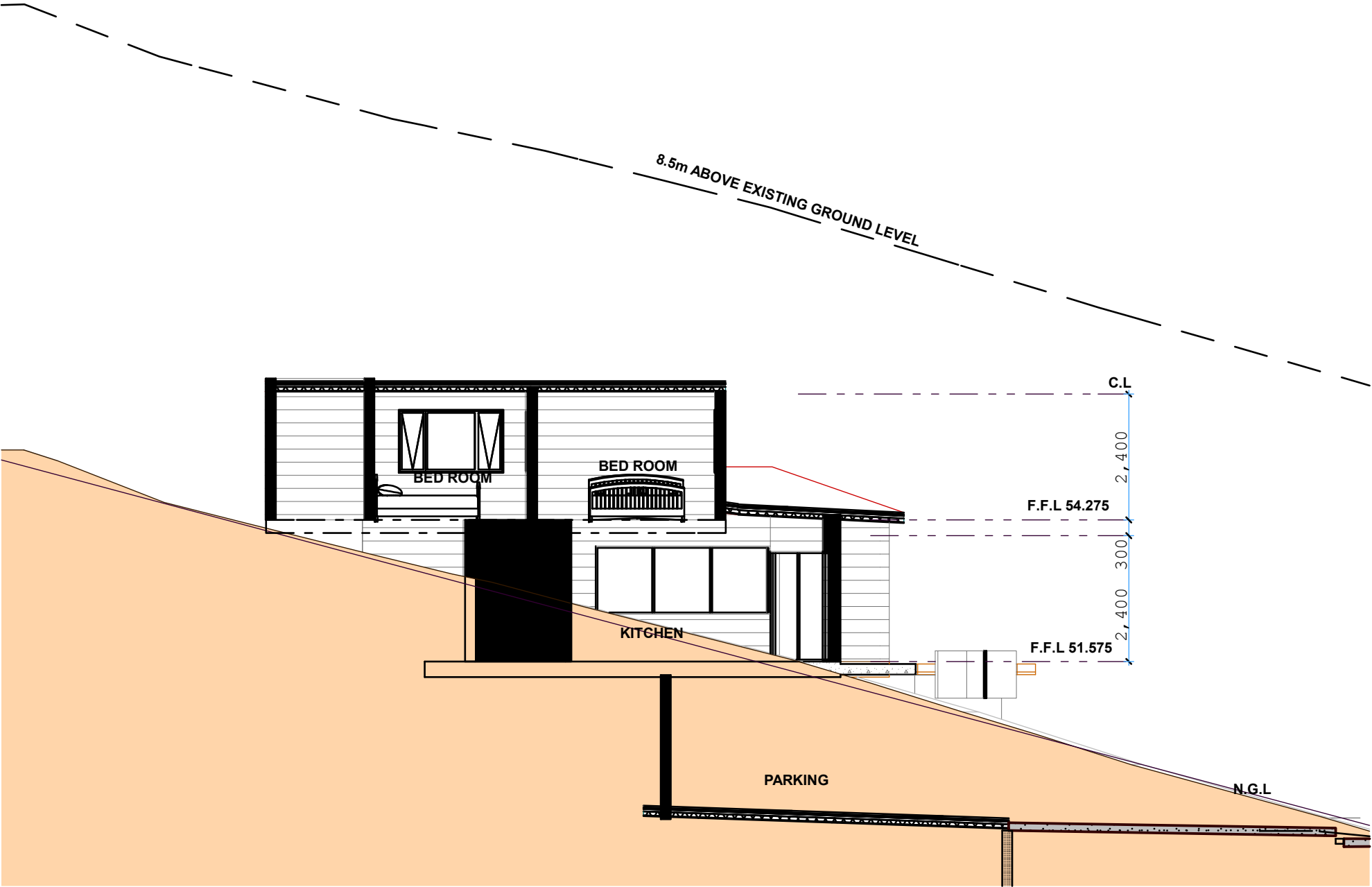


SOUTH EAST ELEVATION
HOUSES 1 - 3



SOUTH EAST ELEVATION
HOUSES 4 - 6

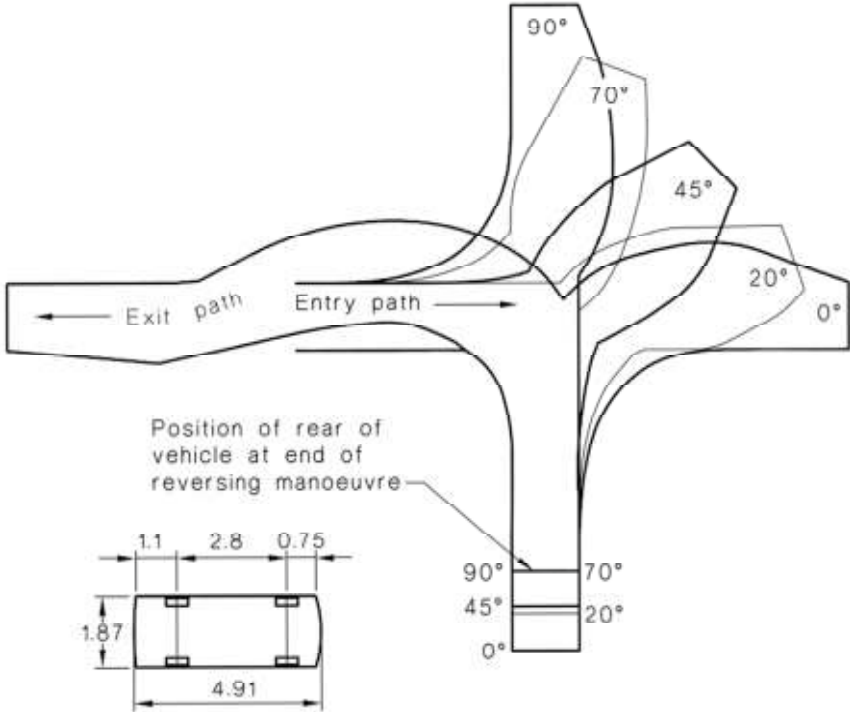
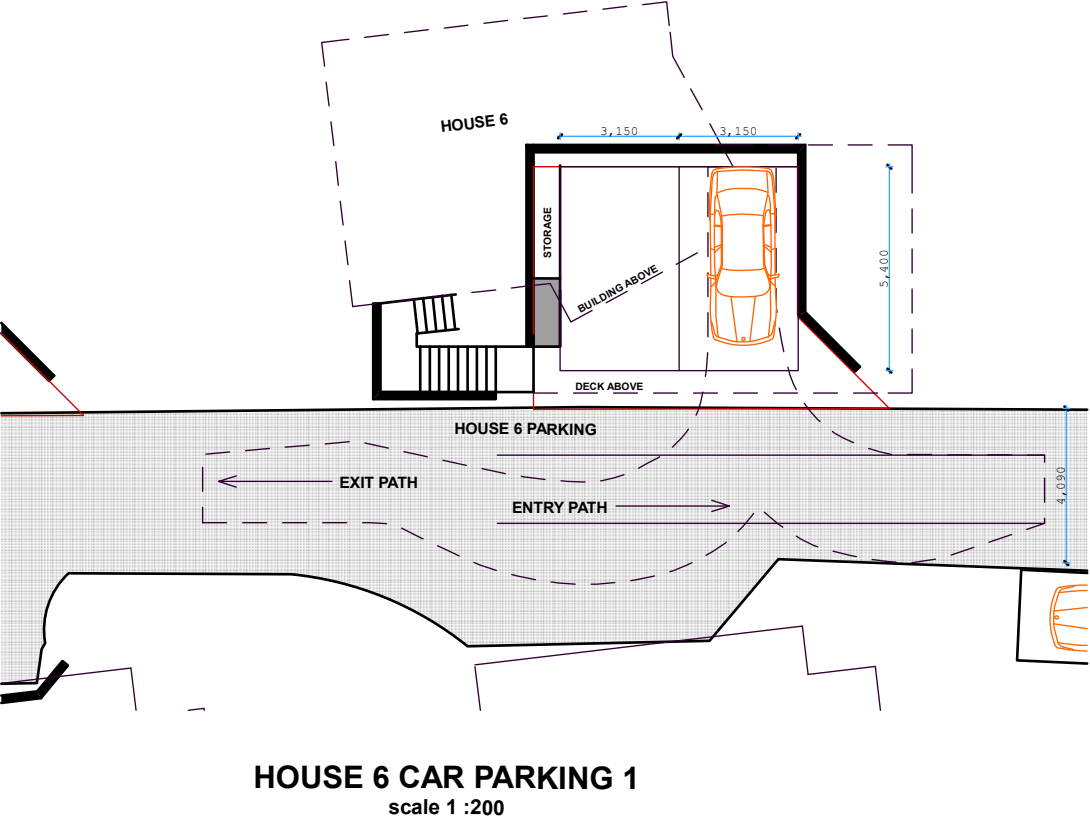
Job Title 851 Sandy Bay Road	Drawn by ALG	Checked by ALG	Accreditation No: CC4219L
		Date	24 NOV 2015
Drawing Title ADDITIONAL INFORMATION SOUTH EAST ELEVATION	Drawing Status Planning		
	Scales 1 : 200		
	Drawing Number PLN : 064		



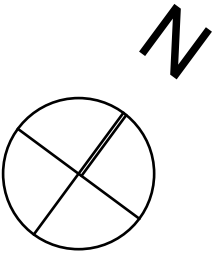
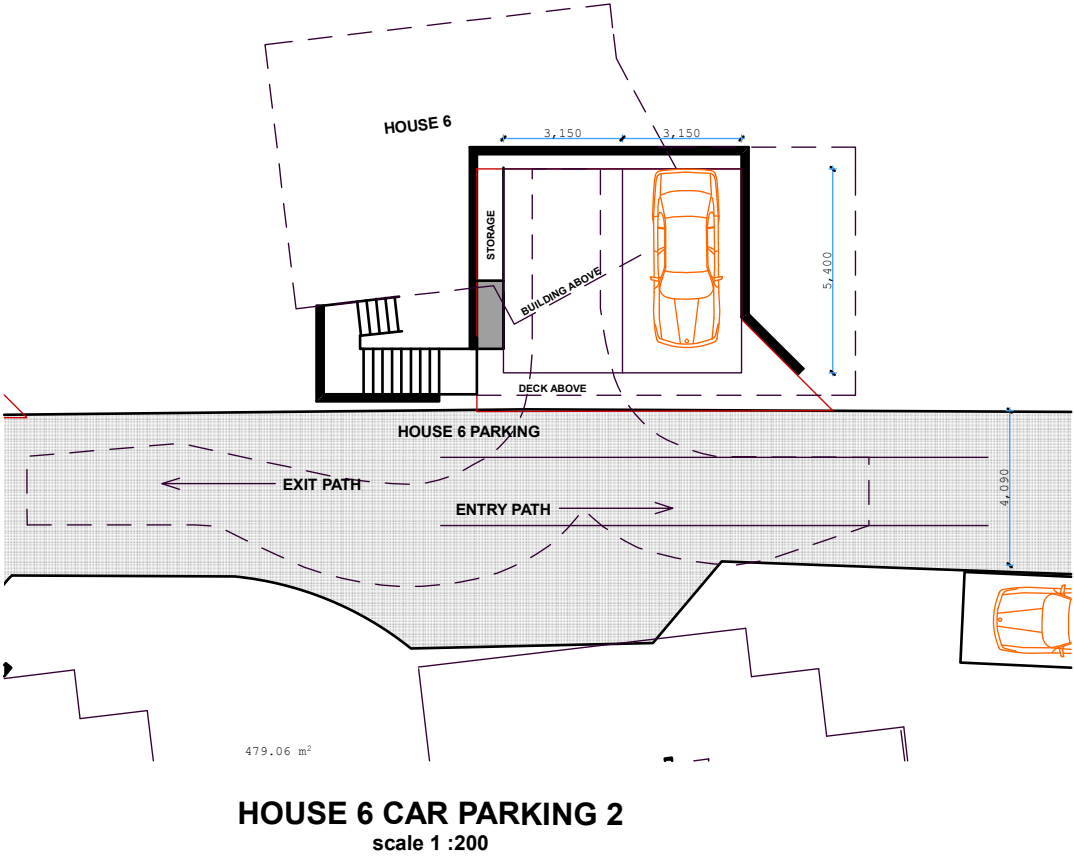
Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 24 NOV 2015
Drawing Title	Drawing Status Planning		
	Scales 1 : 100		
	Drawing Number		
HOUSE 6 CROSS SECTION	PLN : 065		



Job Title 851 Sandy Bay Road	Drawn by Checked by Accreditation No: CC4219L ALG ALG Date 24 NOV 2015
	Drawing Status Planning Scales 1 : 500
Drawing Title Plan - solid waste locations	Drawing Number PLN : 065



AUSTRALIAN STANDARDS 2890:2004
FIGURE B8 - REVERSE IN MANOEUVRE TEMPLATE
B85 CAR



Job Title	Drawn by	Checked by	Accreditation No: CC4219L
	ALG	ALG	Date 3 JAN 2016
Drawing Title	Drawing Status Planning		
	Scales 1 : 200		
Additional information - Parking, House 6	Drawing Number		
	PLN : 068		



PLN-15-00515-01
Application Number

DEVELOPMENT APPRAISAL

ENVIRONMENTAL DEVELOPMENT PLANNER ASSESSMENT

Site Address: **851 Sandy Bay Road, SANDY BAY**
 Proposed Development: **7 Houses**
 Codes Applying: **Bushfire; Biodiversity**
 Appraisal Planner: **Ben Ikin**

Code Application:

Code	Applies?	Exempt?	Permitted?	Discretionary?
E1.0 Bushfire-Prone Areas	Yes	No	Yes	
E3.0 Landslide	Yes	Yes		
E9.0 Attenuation	No			
E10.0 Biodiversity	Yes	No	No	Yes
E11.0 Waterway & Coastal	No			
E15.0 Inundation Prone Areas	No			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No		N/A	

Executive Summary:

Assessment:

Approval is sought to construct six dwellings and relocate an approved (but not constructed) dwelling on a vacant 1.05ha lot at 851 Sandy Bay Road. Vegetation clearing and management for bushfire risk mitigation is also proposed.

The land has a south-easterly aspect and moderate-steep slope (approximately 28%). The lower portion of the site has been predominantly cleared of significant vegetation while the upper portion supports remnant *Eucalyptus* forest.

The land is zoned 'low density residential' under the *Hobart Interim Planning Scheme 2015*. A representation on behalf of the owners was made to Hobart City Council during public exhibition of the Scheme objecting to this zoning and is currently subject to a hearing by the

Tasmanian Planning Commission. The Commission has yet to make a recommendation to the Minister with regard to that hearing.

Figure 1 below shows the approximate upslope extent of the proposed dwellings (white line) and bushfire hazard management area (red line), the downslope extent of the biodiversity protection area (green line) and the north-eastern extent of the landslide hazard area (blue line).

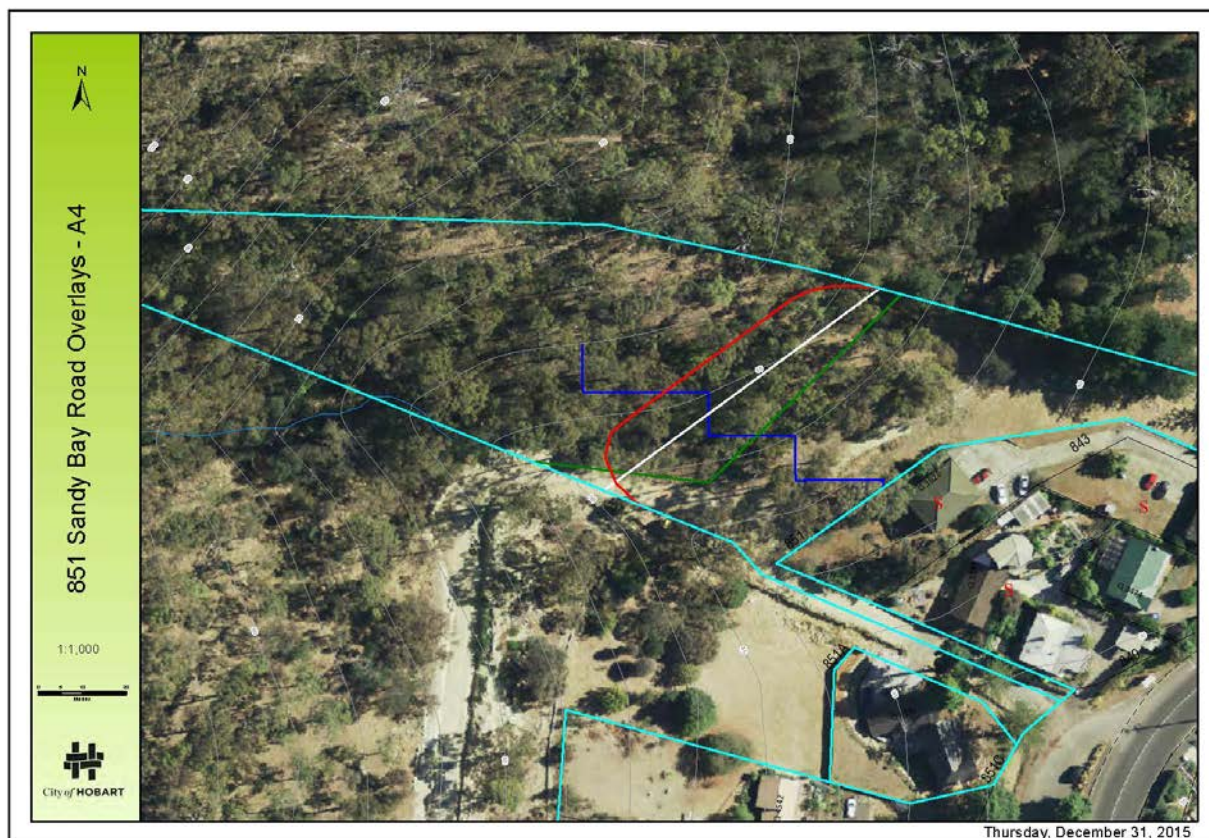


Figure 1: Extent of proposed development and statutory overlays

Bushfire-Prone Areas Code

The site is within a bushfire-prone area and the standards of the bushfire code are applicable to the proposed development.

A bushfire report and bushfire hazard management plan (BHMP) prepared by an accredited bushfire hazard practitioner were submitted with the application. The requirements of the BHMP are:

- house 2 to be constructed to BAL-12.5 specification under AS3959;
- houses 3, 4 and 5 to be constructed to BAL-29 specification under AS3959;
- houses 6 and 7 to be constructed to BAL-40 specification under AS3959;
- a hazard management area to be implemented and maintained to a maximum of 10m upslope of the proposed dwellings, and to the property boundaries in other directions (refer to Figure 2 below);
- water tanks for fire fighting with a minimum storage of 70,000L;
- private vehicular access to be provided to within 30m of all habitable buildings;

- private vehicular access to be provided to within 3m of fire-fighting water tanks; and
- private vehicular access to be constructed in accordance with acceptable solution E1.6.3.2 A3.

House 1 will need to be constructed to BAL-12.5 specification under the *National Construction Code*.

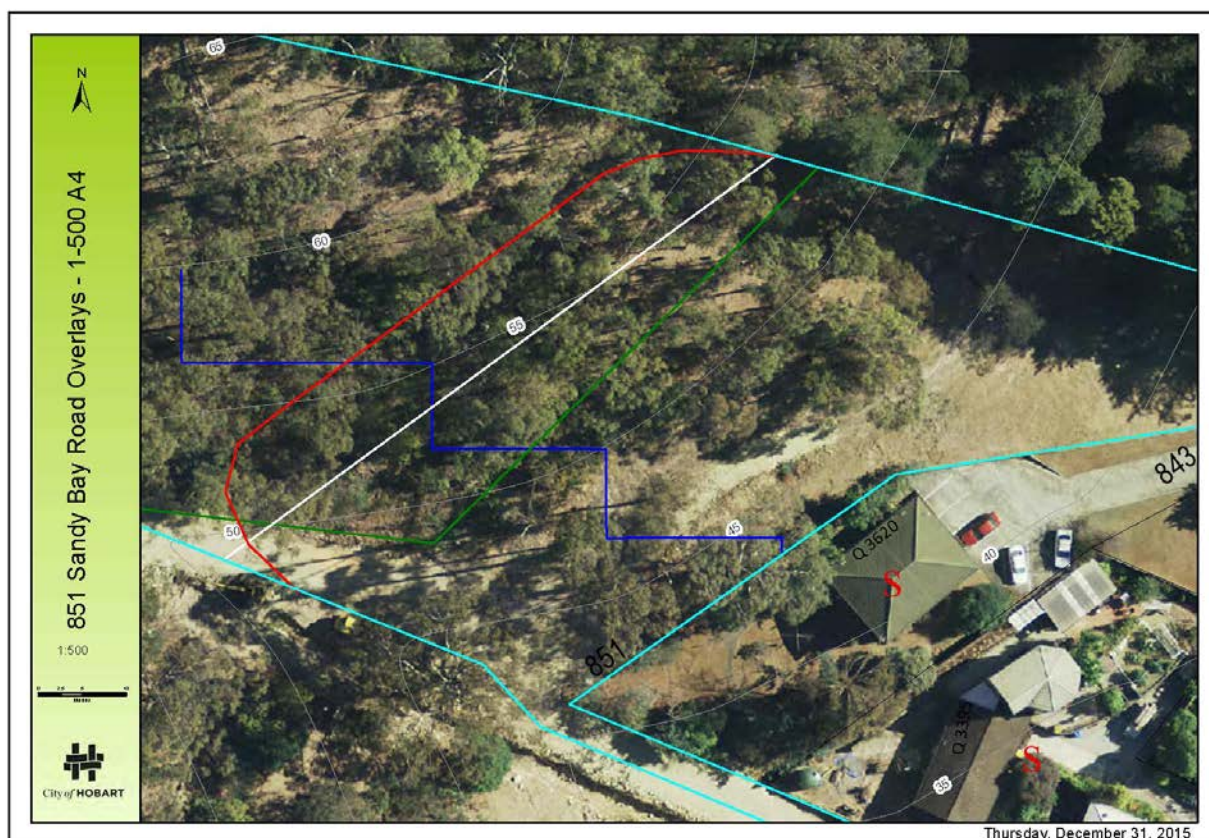


Figure 2: Upslope extent of proposed hazard management area (red line)

The relevant standards are contained in section E1.6.3 'Development standards for new habitable buildings on pre-existing lots'. With regard to E1.6.3.1 'Provision of hazard management areas for habitable buildings', the application complies with acceptable solution A1(b) as the BHMP has been certified as being consistent with the objective for hazard management areas. A2 is not applicable as no external land is relied upon.

With regard to E1.6.3.2 'Private access', the application complies with acceptable solution A1(b) as the BHMP has been certified as being consistent with the objective for private access. The application also complies with acceptable solution A2 as the BHMP requires private access to be provided to within 3m of static water supply points (water tanks), however it should be noted that this is not shown on the other proposal plans. The application also complies with acceptable solution A3 as the BHMP requires construction of private access to meet these specifications.

With regard to E1.6.3.3 'Water supply for fire fighting purposes', the BHMP requires a minimum static water supply of 10,000L per dwelling in accordance with acceptable solution A1(d).

The application is permitted under the bushfire code. A condition is recommended requiring implementation and maintenance of the BHMP and a Part 5 Agreement.

Landslide Code

The landslide code is applicable as development for buildings and works is proposed within a landslide hazard area. The northern and eastern extent of the landslide hazard area is depicted by the blue line in figure 2 above. This is a 'low' landslide hazard area and is due to the modelled risk of debris flow.

Buildings within a low landslide hazard area are exempt from the code standards pursuant to exemption clause E3.4(c). However, 'major works' are not exempt which are defined as any of the following:

- (a) *excavation of 100 m³ or more in cut volume;*
- (b) *excavation or soil disturbance of an area of 1,000 m² or more;*
- (c) *clearance of vegetation involving an area of more than 1,000 m²;*
- (d) *water storages or swimming pools with a volume of 45,000 litres or more.*

Approximately 1260m² of the proposed development site falls within the landslide hazard area, however not all of this area would be subject to vegetation clearing and soil disturbance. Approximately 540m² of this area has already been cleared of all vegetation, so vegetation clearance within this area could not reach 1000m². Approximately 300m² of the area would also not be subject to soil disturbance so soil disturbance would be less than 1000m².

The submitted plans indicate that 92m³ of excavation is proposed within the landslide hazard area, being less than the 100m³ required to meet the definition of 'major works'. The submitted BHMP shows 25,000L of water storage within the landslide hazard area, however these locations are indicative only so a condition is recommended for any permit granted restricting water storages to 45,000L within the landslide hazard area.

The application is considered exempt from the standards of the Landslide Code, however it should also be noted that a geotechnical assessment was submitted with the application concluding that there were no significant geotechnical risk or impediments.

Biodiversity Code

Approximately 1230m² of the proposed development site (including proposed bushfire hazard management area) falls within the biodiversity protection area prescribed under the Biodiversity Code. The biodiversity protection area extends north and west from the green line shown in figure 2. Three of the proposed seven houses (4, 5 and 6) would be located within the biodiversity protection area.

Based on Figure 5 of the submitted natural values assessment (reproduced as Figure 3 below), there are 23 trees within the development footprint area that are also within the area covered by the biodiversity overlay. The trees consist of 6 *Eucalyptus globulus* (Blue Gums) and 17 *Euclayptus pulchella* (White Peppermint). The plans indicate that:

- 3 Blue Gums would be removed and 3 retained; and
- 12 White Peppermints would be removed and 5 retained.



Figure 3: Plan from NVA showing trees to be removed and retained within biodiversity protection area.

As the trees identified for retention would be located within the proposed bushfire hazard management area, comment was sought from the bushfire practitioner regarding the possibility of retaining these trees. An amended bushfire report was subsequently lodged that includes the following statement:

Assessment of the site indicates that the removal of and mature trees in excess of 10 metres high and 250mm diameter within the defined hazard management areas is not necessary to ensure compliance with this report and no further treatment is necessary beyond the removal of the understory vegetation and regular mowing/slashing, removal of ground fuels and normal maintenance practices. Careful attention must be given to ensure any ground or ladder fuels are kept clear, and any low hanging branches are trimmed or lopped to ensure separation from the ground of 2 metres or more. The retention of these mature trees may provide improved protection from a potential bushfire from the north, acting as an ember trap.

A Natural Values Assessment (NVA) was submitted with the application. The NVA makes the following findings:

- The vegetation in the development area is a transitional zone between '*Eucalyptus pulchella* forest/woodland' (TASVEG code DPU) and '*Eucalyptus globulus* dry forest/woodland' (TASVEG code DGL), however the more appropriate classification is '*Eucalyptus pulchella* forest/woodland'.
- No threatened flora or fauna species were recorded in the development area.
- The Blue Gum and White Peppermint trees represent moderate priority biodiversity values as potential threatened species habitat due to their proximity to preferred coastal area and known populations of Swift Parrots and Forty-Spotted Pardalotes respectively.
- The condition of the vegetation within the proposed development area and Biodiversity Overlay area is 'poor to moderate'.

- The environmental weeds Cotoneaster, Boneseed and Sweet Pittosporum are present at the site.
- The site supports 'suitable habitat' for Prickly Woodruff (rare), 'possible habitat' for Curly Sedge (rare; vulnerable - EPBCA), Australian Hounds Tongue (rare), Narrow-leaf New Holland Daisy (rare) and 'potential habitat' for Tall Wallabygrass (rare), Leafy Groundsell (rare) and Fleshy Greenhood (endangered; critically endangered – EPBCA).
- The site supports 'potential habitat' for the Swift Parrot (endangered; endangered – EPBCA), Masked Owl (endangered; vulnerable – EPBCA), Spotted-tailed Quoll (rare; vulnerable – EPBCA), Eastern-barred Bandicoot (vulnerable – EPBCA), Eastern Quoll (vulnerable – EPBCA), Tasmanian Devil (endangered; endangered – EPBCA) and Forty-spotted Pardalote (endangered; endangered – EPBCA).

The NVA includes the following summary with regard to natural values of the site:

No threatened fauna species listed in Schedule 3, 4 or 5 of the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* have previously been recorded in the study site. Overall the native vegetation within the property supports some conservation values. Vegetation within the study site appears to have a structure consistent with dry *Eucalyptus pulchella* / *E. globulus* / *E. viminalis* grassy DPU. The survey indicates the eastern part of the proposed development area has been significantly modified with virtually all ground cover absent except for exotic grasses. Vegetation within the development site on the northern boundary has been modified illustrated by dominance of exotic grass over native grasses and absence of scrub and tall shrub layer. In addition the presence of weeds of national significance such as Boneseed, Sweet Pittosporum and Blackberries threaten to compromise existing natural values of the area.

There are four listed Threatened plant species recorded within 5 km but not found within the study site. The property also has potential habitat for 5 threatened fauna species found within 5 km¹⁹ (see Table 3). Numerous Eastern-barred bandicoots have been recorded within 5km whilst fewer Spotted-tailed Quolls have been documented²⁰ and no evidence in the form of scats for dens was found with surveys indicating potential foraging but marginal denning habitat for these marsupials. Survey for potential nesting habitat found no visible nesting hollows in development site²¹ however this does not mean hollows are not present potentially offering foraging and nesting habitat for other species including nesting birds and mammals such as Parrots, owls, owlets nightjars, bats and possums²². It is unlikely the Wedge-tailed Eagle or the White-bellied Sea Eagle would choose to nest in this location however the Masked Owl could inhabit the area using it for foraging and possibly nesting habitat²⁴. Surveys indicate the development site only constitutes marginal habitat for the absent threatened plant species found within 5 kms (see Table 1). Surveys failed find the threatened species Narrowleaf New Holland Daisy within the development site that was found 200m to the south by North Baker in 2004.

Dry *Eucalyptus pulchella* is dominant over the site with *Eucalyptus globulus* subdominant in the gully area to the south (<30% canopy cover). Whilst DPU is not listed as threatened veg community under Tasmania's *Nature Conservation Act 2002* the presence of *E. globulus* and *E. viminalis* represent potential foraging and nesting habitat for the endangered Swift parrot and Forty-spotted Pardalote respectively (*E. viminalis* outside the Biodiversity Protection Area). Inspection of the 5 *Eucalyptus globulus* proposed to be removed within the development site do not exceed 700 DBH with 3 <150mm DBH with no nesting hollows found. Findings by North Baker in 2004 and recent assessments indicate Swift parrots are more likely to utilise resources of mature *E. globulus* to the north west that is to be covenanted. Surveys by Bryant in 2010³⁰ found no individual birds at the previously observed Forty-spotted pardalote population approximately 1.8 km to the south in Taroona. On this basis it is anticipated the removal of one *Eucalyptus viminalis* from the development site will not impact on the survival of this bird species.

When considering these factors and guidelines contained in Table E10.1A it is my opinion the native vegetation proposed to be removed within the Biodiversity Protection Area only represents potential 'moderate priority biodiversity values' for endangered or vulnerable fauna species outlined in Table E10.1 Priority Biodiversity Values²⁵.

The NVA included the following map showing the location and size of Blue Gums as surveyed in 2004.

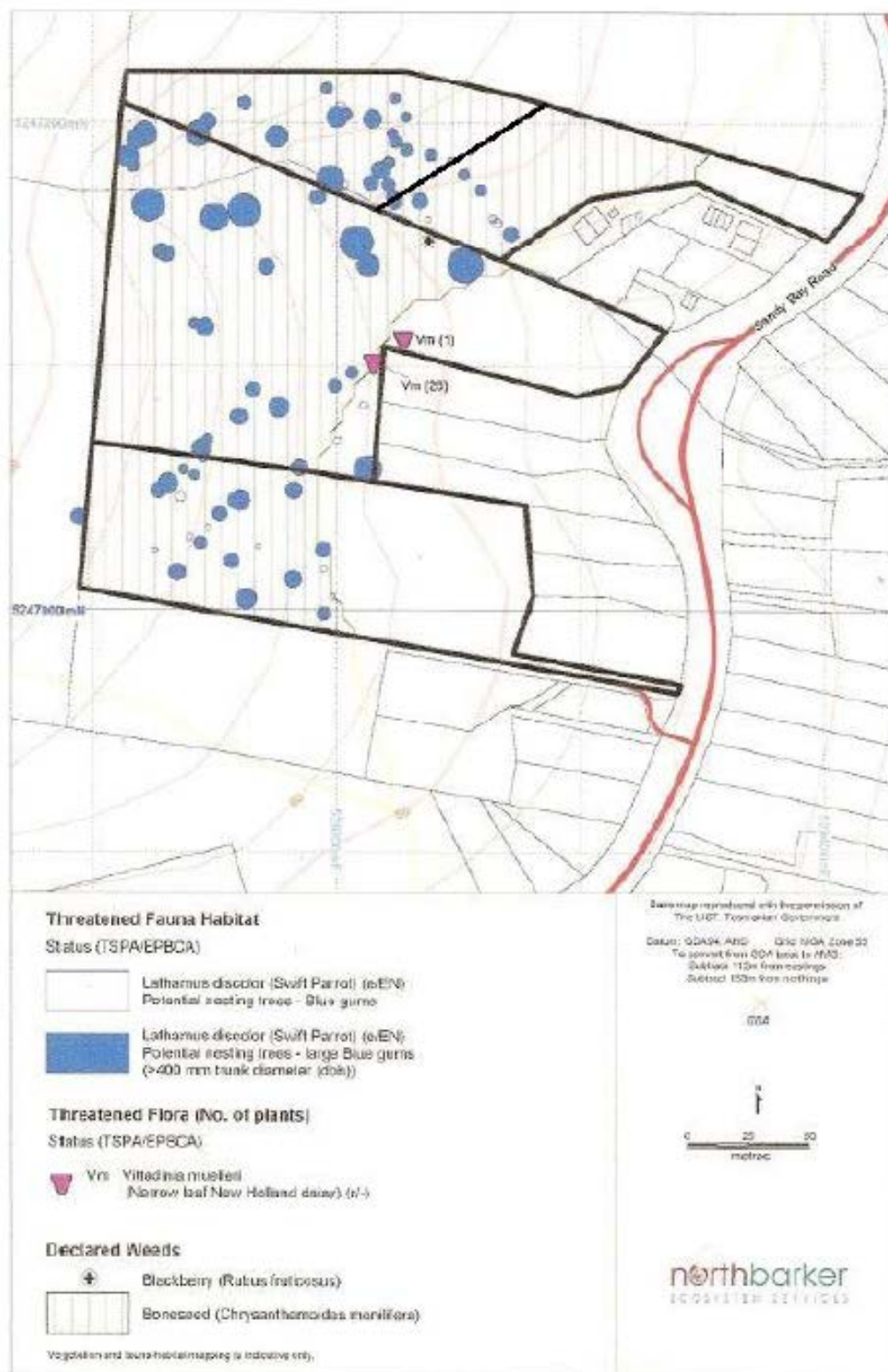


Figure 4 – North Barker original map indicating distribution of *Eucalyptus globulus* within their study site (North Barker, 2004)¹⁵.

Figure 4: Copy of Figure 4 from NVA showing distribution and size of Blue Gums in 2004

The NVA includes the following assessment of the impact of the proposed development upon the natural values of the site:

Approximately 1200m² of land within the development site on the north western boundary is within the Council's Biodiversity Protection Area overlay. Under Tasmania's *Natura Conservation Act 2002* and Table E10.1 of HIPS2015 Biodiversity Code vegetation community DPU is not recognised as a threatened vegetation community or preferred habitat for threatened species. However the presence and removal of *E. globulus* and *E. viminalis* within Council's Biodiversity Protection Area constitutes potential threatened species habitat and triggers provisions within HIPS2015 Biodiversity Code. Despite this it is my opinion the vegetation to be removed only represents 'moderate priority biodiversity values' as outlined in Table E10.1 and as such it is anticipated their removal will not result in the loss of important feeding and nesting resources for the Swift parrot, Forty spotted pardalote or Masked owl. In addition Bryant found no individual Forty-spotted pardalotes when surveying a population in Tarooma 1.8 km to the south in 2010. Whilst the Wedge-tailed eagle and Grey goshawk have been observed the development site does not constitute suitable habitat.

The development area covers approximately 4500m² however the proposal only requires the removal of approximately 2000m² of native DPU most within the Biodiversity Protection Area. The remaining land in the eastern section of the allotment is considered significantly modified. Despite the predicted loss of vegetation I anticipate this will not affect the survival of DPU vegetation community to the north and west or impact on the ecological functions it provide such as important foraging and nesting habitat for a host of native bird species. In addition I anticipate the proposal will not impact on the survival of listed flora species such as the Narrow-leaf New Holland Daisy and Tall wallaby grass that have been observed within 500 but not found within the study site. North Barker assessment in 2004 indicated the large Blue Gum located on the southern side of the access road showed signs of dieback and recent assessment found the health of the tree had deteriorated further.

Given the scale of the proposed development direct impacts on fauna species are most likely limited to disturbance only. Surveys indicate the study site constitutes potential but 'moderate priority biodiversity values' for the threatened fauna observed within 5 km however I do not believe the development will result in the loss of important foraging and refuge resources nor isolate threatened individuals or populations during development such as the Tasmanian Devil, Eastern-barred bandicoot, Eastern and Spotted-tailed Quoll.

Whilst approximately 45% the proposed development site has previously been modified the proposal will further alter the structure of DPU and associated habitat but it is anticipated impacts will be localised and limited in extent. The establishment of the BHMA may affect species distribution in the short term such as native birds, arboreal marsupials, reptiles and possibly even bat species that may utilise the community as habitat. Whilst residential style development within the Biodiversity Protection Area is not an Acceptable Solution under Biodiversity Code E10.7 building and Works it is my opinion the development satisfies Performance Criteria i), ii) and iii) for alternative solutions. The location of the development has retained high priority biodiversity values within the property and will protect the site in perpetuity from clearance and conversion in the form of a vegetation covenant under a Part 5 Agreement in accordance with *Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013* and Tasmania's *Land Use Planning and Approvals Act 1993*. Development layout has retained Eucalypts where possible and BAL construction standards have been increased to minimise vegetation conversion in the bushfire hazard management areas. It is also recommended collision avoidance measures be considered when construction and designing dwellings. Additional management prescriptions for the weed and Pc hygiene strategy have been included to prevent the accidental infestation during construction.

The NVA includes the following conclusions and recommendations with regard to the proposed development:

This development proposal achieves a balance between appropriate developments and conservation through minimising the extent of the footprint and ensuring native vegetation with high priority biodiversity values are retained and enhanced through a Part 5 Agreement protecting the area from future development. No threatened species have previously been recorded on site and none were recorded at time of surveys listed under the *Tasmanian Threatened Species Protection Act 1995* or the *Commonwealths' Environment Protection and Biodiversity Conservation Act 1999*. Field surveys indicate the veg community appears to be consistent with dry *Eucalyptus pulchella* / *E. globulus* / *E. viminalis* (grassy) veg community TASVEG 3.0 DPU.

The developer recognises the conservation values of the mature *Eucalyptus globulus* in the northwest of the low density residential zoned property and has restricted the proposed development footprint to the eastern part of allotment to preserve the high priority biodiversity values. This area of approximately 5000m² encapsulating a stand of *Eucalyptus globulus* will be protected in perpetuity in accordance with *Guidelines for the Use of Biodiversity Offsets in the Local Planning Approval Process, Southern Tasmanian Councils Authority 2013* under a Part 5 Agreement under Tasmania's *Land Use Planning and Approvals Act 1993* in the form of a vegetation covenant. It is proposed this area is large enough to offset this development proposal and a separate similar proposal to the south.

Additional recommendations include:

- Ensure the retention and improved viability of potential high priority habitat retained within the development site implementing tree protection measures for retained Eucalypts in accordance with AS2940-2009.
- Controls are placed on vegetation clearing within the bushfire hazard management area and bushfire buffer zone to ensure the maintenance of threatened species habitat.
- Plan works to avoid unnecessary development and ensure soil, water and erosion management plan implemented
- Include collision avoidance measures for Swift parrots into designs for dwellings 4, 5 & 6
- Updating the weed management plan such as relevant dates in weed management timetable, improved hygiene management prescriptions to prevent accidental Pc infestation and the importation and exportation of weeds propagules including responsible disposal of material
- Vegetation covenant placed on the stand of *Eucalyptus globulus* to the northwest of the development site in the form of a Part 5 Agreement prohibiting future clearance or conversion of native vegetation.



Figure 5: Proposed conservation area

The biodiversity code is applicable as native vegetation would be removed within the biodiversity protection area. Clause E10.4.1(b) of the code exempts 'forest operations, including clearing for agriculture, in accordance with a certified Forest Practices Plan'. A forest practises plan was submitted with the application, however this does not appear to have been certified by the FPA and the proposed development is inconsistent with this plan. No other exemptions are applicable.

Table E10.1 of the Code specifies the vegetation communities, ecological communities and fauna habitats that are to be considered 'high', 'moderate' and 'low' biodiversity significance. With regard to vegetation and ecological communities, '*Eucalyptus pulchella* forest/woodland' is prescribed 'low' biodiversity conservation value.

The allocation of fauna habitat into 'high', 'moderate' or 'low' biodiversity value is a much more complex and subjective exercise, as it requires a judgement about the significance of the habitat for each particular species likely to utilise that habitat. For species listed as 'endangered' or 'vulnerable' under the *Threatened Species Protection Act 1995*, or for species listed under the *Environment Protection and Biodiversity Conservation Act 1999*, 'highly significant actual or potential habitat' attracts a 'high biodiversity value' rating and 'moderately significant actual or potential habitat' attracts a 'moderate rating'.

Eight listed fauna species were identified in the NVA as potentially utilising the site. Those species and the significance of the habitat within the proposed development area (as identified in the NVA) are detailed in Table 1 below.

Table 1: Threatened species fauna habitat values

Species	TSPA	EPBC	Comments (from NVA)
Chaostola Skipper	e	e	Not previously recorded on site. Ghania species is crucial for the life cycle of the Chaostola Skipper. As such it is anticipated the development will not impact on the survival of this threatened species.
Eastern-barred Bandicoot	-	v	Not previously recorded onsite. Occupies variety of habitats from forest, woodlands communities to urban environments. Requires long dense grass and low shrub cover for foraging and refuse. Development site and remainder of property constitutes 'moderate value biodiversity values'.
Eastern Quoll	-	v	Not previously recorded onsite. Study site constitutes potential habitat. Surveys did not find suitable denning habitat within the proposed development site. Potential log habitats become more frequent in the southern parts of the study site. Surveys indicate vegetation to be removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Forty-spotted Pardalote	e	e	Not previously recorded within study site. Surveys indicated potential habitat in the form of <i>Eucalyptus viminalis</i> within the development site but outside the biodiversity protection area. Survey by Bryant in 2010 found no individuals in previously documented population approximately 1.8km to the south in Taroona. Surveys indicate vegetation to be removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Masked Owl	e	v	Not previously recorded on site. Site constitutes potential foraging habitat. Potential hollow-baring trees found within area to be covenanted. Surveys indicate vegetation to be

			removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Spotted-tailed Quoll	r	v	Not previously recorded onsite. Study site constitutes potential habitat. Surveys did not find suitable denning habitat within the proposed development site. Potential log habitats become more frequent in the southern parts of the study site. Surveys indicate vegetation to be removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Swift Parrot	e	e	No previously recorded on site. Study site within Swift parrot coastal zone habitat. <i>Eucalyptus globulus</i> found within property constitutes potential foraging habitat. Survey for nesting hollows found no visible hollows within the building envelope. Surveys indicate vegetation to be removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Tasmanian Devil	e	e	Not previously recorded onsite. Numerous observations within 5 km. Study site constitutes potential habitat. Surveys indicate vegetation to be removed within the Biodiversity Protection Area only constitutes 'moderate priority biodiversity values'.
Wedge-tailed Eagle	e	e	Not previously recorded onsite. Development site does not constitute nesting habitat. Wedge-tailed eagles are shy birds that require at least 10ha of undisturbed forest habitat.
White-bellied Sea Eagle	v		Not previously recorded onsite. Development site does not constitute nesting habitat.

The relevant standards of the Biodiversity Code are contained in section E10.7.1 'Buildings and Works'. The application does not meet acceptable solutions A1(a) as there is no 'building area' on the plan of subdivision. The application does not comply with acceptable solutions A1(b) as the proposed development is not a single dwelling. The application does not comply with acceptable solutions A1(c) as clearance and conversion or disturbance of native vegetation would not be confined to 'low' priority biodiversity values (the submitted NVA indicates there is 'moderate' value fauna habitat present).

Performance Criterion P1 states '*clearance and conversion or disturbance must satisfy the following:*

(a) if low priority biodiversity values:

- (i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;*
- (ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;*

(b) if moderate priority biodiversity values:

- (i) development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the particular requirements of the development;*

- (ii) impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings;
- (iii) remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values...'.

The vegetation community '*Eucalyptus pulchella* forest/woodland' is prescribed 'low' biodiversity conservation value under the Code. The submitted NVA classifies the habitat on site as being of 'moderate' priority biodiversity values for some fauna species.

The NVA includes the following comments with regard to the performance criteria of the Biodiversity Code:

Under HIPS2015 Biodiversity Code E10.7.1 Building and Works the current proposal is not considered an Acceptable Solution. However it is my opinion the proposal satisfies Alternative Solutions Performance Criteria i) ,ii) & iii) for a development impacting on native vegetation with 'moderate priority biodiversity values' within a Biodiversity Protection Area in that;

- The proposed development recognises conservation value and does not encroach on a stand of *Eucalyptus globulus* to the north west retaining high priority biodiversity within the property
- Dwellings have been located to retain some Eucalypts within the development site
- Dwellings have been designed with increased bushfire attack level construction standards to reduce required bushfire hazard management area
- Approximately 5000m² of land containing high conservation values to the north west will be covenanted in the form of a Part 5 Agreement prohibiting removal of native vegetation and restricting future development.

The proposal seeks to balance appropriate development and the retention of high priority biodiversity values within the property. Recommendations include:

- Implementing tree protection measures for retained Eucalypts within the development site in accordance with AS4970-2009 to ensure the retention and survival of 1 high priority habitat
- Plan works to avoid unnecessary development and ensure soil, water and erosion management plan implemented
- Could include Swift parrot collision avoidance measures into designs for dwellings 4, 5 & 6
- Updating the weed management plan such as relevant dates in weed management timetable, improved hygiene management prescriptions to prevent accidental Pc infestation and the importation and exportation of weeds propagules including responsible disposal of material
- Vegetation covenant placed on the stand of *Eucalyptus globulus* to the northwest of the development site in the form of a Part 5 Agreement prohibiting future clearance or conversion of native vegetation.

The proposed development has been sited within the most highly-disturbed part of the lot and is largely outside the area covered by the biodiversity protection area overlay. Only three of the proposed seven houses would be located within the biodiversity protection area (BPA). The main access road would also be outside the BPA.

The proposed houses and hazard management area specifications will allow for the retention of 16 of the 25 trees within the BPA (including 4 of the 10 Blue Gums). Houses 4, 5 and 6 have been relatively-well designed to minimise the risk of bird collisions.

In my opinion, subject to the recommended impact mitigation measures, the proposal satisfies P1(a)(i) and (b)(i) which require that '*development is designed and located to minimise impacts, having regard to constraints such as topography or land hazard and the*

particular requirements of the development'. A number of conditions have been recommended to give effect to these recommendations.

With regard to P1(a)(ii) and (b)(ii), the proposed bushfire hazard management plan specifies bushfire-resistant construction to bushfire attack levels BAL-29 under AS3959 for houses 4 and 5 and bushfire attack level BAL-40 for house 6. BAL-29 is the third highest of 5 BAL levels under AS3959 and BAL-40 is the second highest. It should be noted that TasFire generally discourage reliance on building construction above BAL-29 and that the Bushfire Code does not include a specific acceptable solution for construction above BAL-29. It would be difficult to design the development in another way that significantly reduces the size of the proposed hazard management area while providing for appropriate vehicular access and privacy for future residents.

It should be noted that the required setbacks to the north and west of proposed houses 4, 5 and 6 for these construction levels are only 7-10m and that the submitted bushfire report indicates that no trees have to be removed from within the hazard management area. In my opinion, subject to the recommended conditions, the proposal satisfies P1(a)(ii) and (b)(ii) which require that *'impacts resulting from bushfire hazard management measures are minimised as far as reasonably practicable through siting and fire-resistant design of habitable buildings'*.

With regard to P1(b)(iii), a number of measures have been recommended in the NVA to retain and improve the remaining biodiversity values on the site including:

- implementing tree protection measures during construction for the trees to be retained;
- formal protection of the remaining area of the lot within the BPA under a Part 5 Agreement with Council; and
- implementation of a weed management plan for the area to be protected.

In my opinion, these measures, together with the other conditions recommended below, will ensure that *'remaining moderate priority biodiversity values on the site are retained and improved through implementation of current best practice mitigation strategies and ongoing management measures designed to protect the integrity of these values...'* in accordance with P1(b)(iii).

Representations

A number of representations were received raising issue relevant to assessment under the Biodiversity Code. These are summarised in Table 2 below.

Table 2: Summary of representations relevant to the Biodiversity Code

Issue Raised	Response
The plan appears to be removing several significant BLUE GUMS (<i>Eucalyptus globulus</i>) which are critical to the survival of the SWIFT PARROT. These beautiful birds are quite frequently sighted here, and have had enough disturbance to their habitat by this development already over the past 10 or so years.	The NVA indicates that the development will not have a significant impact upon Swift Parrots.
WHITE GUMS (<i>Eucalyptus viminalis</i>) are also	The NVA indicates that the development will not

present which are critical for the survival of the FORTY-SPOTTED PARDALOTE, again, sighted in this area.	have a significant impact upon Forty-Spotted Pardalotes.
<p>Other vulnerable and threatened species in need of our protection, regularly seen in this immediate vicinity include:</p> <ul style="list-style-type: none"> • EASTERN-BARRED BANDICOOTS • SPOTTED-TAILED QUOLLS • BETTONGS • MASKED OWLS • WHITE GOSHAWKS • WHITE-BELLIED SEA EAGLE • WEDGE-TAILED EAGLE 	The NVA indicates that the development will not have a significant impact upon any threatened species.
I am told by professional zoologists that there are Tasmanian Devils in this area too, although I have not personally seen them, unlike the species listed above.	The NVA indicates that the development will not have a significant impact upon Tasmanian Devils.

The proposed development is considered compliant with the provisions of the Bushfire-Prone Areas Code, Landslide Code and Biodiversity Code, subject to the conditions recommended below.

Recommended Conditions:

ENV 4 An amended bushfire hazard management plan must be implemented prior to the first occupation and must be maintained for the life of the buildings.

An amended bushfire hazard management plan must be submitted and approved, prior to the first occupation. The amended bushfire hazard management plan must:

- specify that the removal of any trees exceeding 10m in height and 250mm in diameter is not required; and
- show private access to hardstand areas within 3m of all static water supply points.

All work required by this condition must be undertaken in accordance with the approved bushfire hazard management plan.

Advice: Once the amended bushfire hazard management 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 the use and/or development is consistent with the provisions of the Bushfire-Prone Areas Code and/or that the Bushfire Report and Bushfire Hazard Management Plan are consistent.

Prior to the commencement of works, a tree retention plan must be submitted and approved identifying trees to be retained and protected. The plan must:

- identify the location and species of trees within the biodiversity protection area of the development site that are to be retained and protected;
- reflect the tree removal/retention plan shown in Figure 5 of the natural values assessment dated 26 February 2016; and
- be clear and legible in black and white at A4 size.

Reason for condition

To ensure trees to be retained are clearly identified and that the plan is suitable for inclusion in a Part 5 Agreement, for the benefit of future owners.

- ENV 10 No works (including earthworks) or development, other than the treatment of environmental weeds or bushfire management in accordance with the approved bushfire hazard management plan, may occur within the drip line of the trees identified for retention in the tree retention plan specified in **condition X** above.

The drip line of these trees must be marked out with flagging tape prior to the commencement of works and development and must remain in place until completion of the works and development. All persons participating in the development must be instructed to ensure that no disturbance occurs within these areas.

Reason for condition

To ensure the use/development does not result in unnecessary or unacceptable loss of priority biodiversity values.

- ENV 14 Plant species listed in the Council's *Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas* (July 2014) must not be planted within the area of the development site subject to the biodiversity protection overlay of the *Hobart Interim Planning Scheme 2015* (copy attached).

Reason for condition

To ensure the development does not contribute to the spread of weeds.

- ENV 15 All construction vehicles and machinery must be effectively cleaned of soil both before entering and before leaving the property.

Soil cleaned from construction vehicles and machinery must not be allowed to either directly or indirectly enter waterways or the Council's stormwater system.

Effective measures are detailed in the *Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment* (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website at www.dpiw.tas.gov.au.

Reason for condition

To ensure the development does not contribute to the spread of weeds and pathogens.

ENV 12 An approved weed management plan for the conservation area specified in **condition X** must be implemented.

A weed management plan prepared by a suitably qualified and experienced person must be submitted and approved, prior to the commencement of work.

The weed management plan must:

- target the eradication of all individuals of Boneseed, Canary Broom, Cotoneaster and Blackberry;
- illustrate the general location of the weeds;
- include descriptions and/or illustrations of the weeds to assist with identification of the weeds on the ground;
- set out an environmentally-appropriate methodology and program for eradicating these weeds (including appropriate disposal) based on defined management zones (noting that eradication of many species will require follow-up treatments for several years);
- include a concise action table that provides clear and detailed actions, the area to be targeted, the timing of each action and the persons/parties responsible for undertaking all actions;
- include a simple map of the property that defines the management zones for specific actions (if relevant); and
- include prescriptions to minimise impacts on native vegetation and minimise soil disturbance.

All work required by this condition must be undertaken in accordance with the approved weed management plan

Advice: Once the weed management 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 the remaining priority biodiversity values on the land are retained and/or improved.

No activities may be undertaken or allowed to occur within the area of the lot outside the approved development area (i.e. the 'conservation area') that will compromise the biodiversity values or soil stability of the area including harvesting of trees or timber, clearing or disturbance of native vegetation, removal or significant disturbance to rock or soil, disturbance of fauna, use of chemicals, dumping of any rubbish or other materials, introduction of exotic species, grazing or lighting of fires without the prior written consent of the planning authority unless consistent with the requirements of the approved weed management plan referred to in **condition X**.

Reason for condition

To ensure that the remaining priority biodiversity values on the land are retained and/or improved.

- Part 5 1 The owner(s) of the land must enter into an agreement with the Planning Authority pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* prior to the commencement of work. The Agreement must:
- specify that the bushfire hazard management plan referred to in **condition X** must be implemented prior to the first occupation and must be maintained for the life of the buildings;
 - specify that no works, other than the treatment of environmental weeds or bushfire management in accordance with the approved bushfire hazard management plan, may occur within the drip line of the trees identified for retention in the tree retention plan referred to in **condition X** (a copy of the plan must be included);
 - specify that plant species listed in the Council's *Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas* (July 2014) must not be planted within the area of the development site subject to the biodiversity protection overlay of the *Hobart Interim Planning Scheme 2015* (copy attached);
 - include a basic map of the 'conservation area' referred to in **condition X**;
 - specify that the conservation area weed management plan referred to in **condition X** must be implemented and complied with; and
 - specify that no activities may be undertaken or allowed to occur within the conservation area that will compromise the biodiversity values or soil stability of the area including harvesting of trees or timber, clearing or disturbance of native vegetation, removal or significant disturbance to rock or soil, disturbance of fauna, use of chemicals, dumping of any rubbish or other materials, introduction of exotic species, grazing or lighting of fires without the prior written consent of the planning authority unless consistent with the requirements of the approved weed management plan referred to in **condition X**.

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

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

Note: Further information with respect to the preparation of a part 5 agreement can be found at

http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that use and development of the land is consistent with the Bushfire-Prone Areas Code and the Biodiversity Code.

The storage of more than 45,000L of water within the landslide hazard area specified in the Landslide Code of the *Hobart Interim Planning Scheme 2015* is prohibited.

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides.

Recommended Advice:

N/A

**CITY PLANNING COMMITTEE AGENDA
(OPEN PORTION OF THE MEETING)
15/3/2016**

6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.2 APPLICATIONS UNDER THE CITY OF HOBART PLANNING
SCHEME 1982**

**6.2.1 11 BEAUMONT ROAD, LENA VALLEY - SUBDIVISION (46
LOTS) - PLN-15-00245-01 - FILE REF: 2541636 & P/11/336
26x's
(Council)**

Supporting information is available in relation to this item.

**APPLICATION UNDER CITY OF HOBART PLANNING SCHEME 1982**

Type of Report	Council
Committee:	15 March 2016
Council:	21 March 2016
Expiry Date:	24 April 2016
Application No:	PLN-15-00245-01
Address:	11 Beaumont Road, Lenah Valley
Applicant:	Nick Griggs and Co., 295 Elizabeth Street, North Hobart
Proposal:	Subdivision (46 Lots)
Representations:	One (1)
Discretion:	Subdivision, Land Clearance

1. Executive Summary

- 1.1. Planning approval is sought for a 46 lot residential subdivision
- 1.2. Two (2) discretions were invoked.
 - 1.2.1. Subdivision
 - 1.2.2. Land clearing
- 1.3. One (1) representation objecting to the proposal was received within the statutory advertising period 15 February 2016 - 29 February 2016.
- 1.4. The proposal is recommended for approval.
- 1.5. The final decision has been delegated to the Council.

2. Site Detail

The subject site lies over three large vacant lots at the end of Beaumont Road and Hadley Court and to the west of Ruth Drive.

The area has residential development to the north, west and east with a large vacant lot, also zoned residential (former Westland nursery site) to the south west.

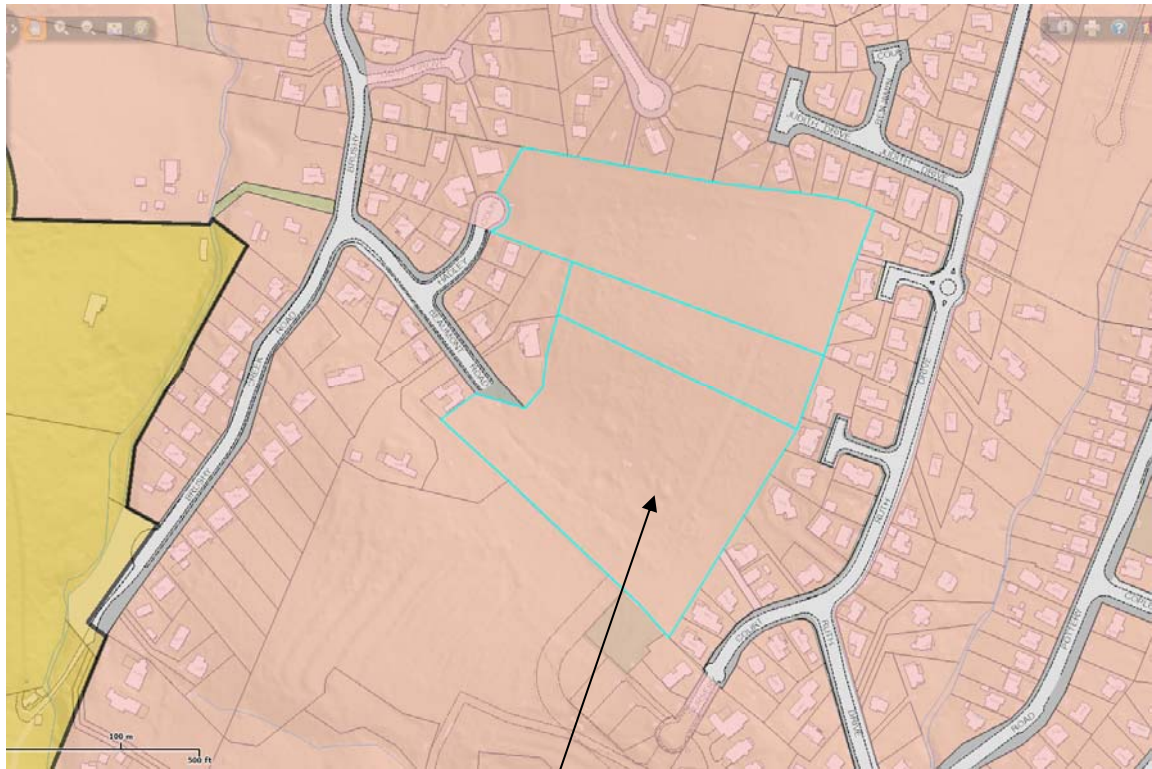


Figure 1 - proposed residential subdivision site



Figure 2 - surrounding land use

3. Proposal

- 3.1. The site currently consists of three large vacant lots totalling 6.68ha in area.
- 3.2. The proposal is for a 46 lot residential subdivision and extension of Beaumont Road through the subdivision.
- 3.3. The subdivision will provide link walkways from Jeanette Court and Ruth Drive.

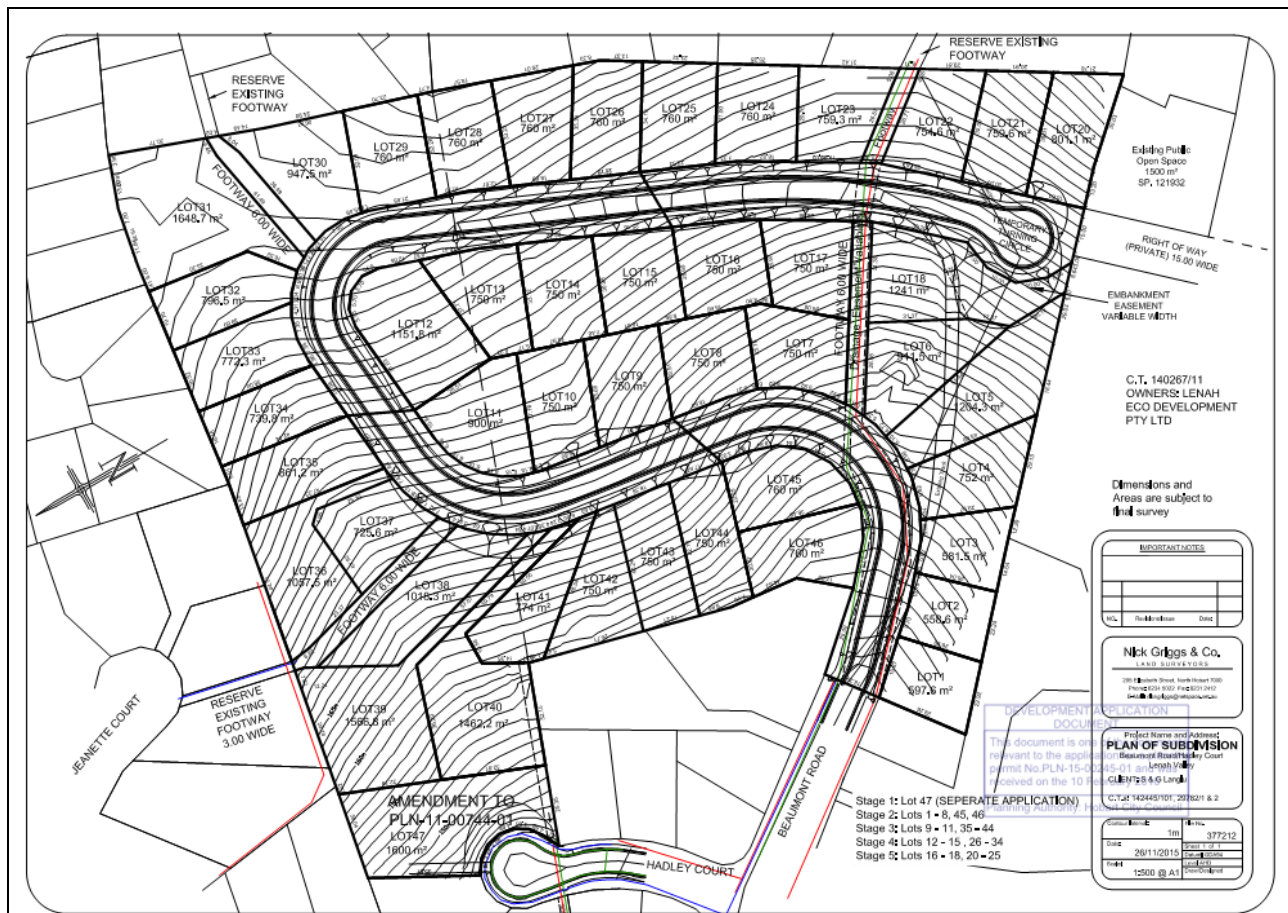


Figure 3 - proposed subdivision

4. Background

- 4.1. A proposed subdivision of similar layout was first floated in the 1980's.
- 4.2. The site could not be subdivided for residential development due to lack of water supply to the area.
- 4.3. In 2007, the owners contacted the Council requesting a time frame in which the Council would upgrade the water capacity in the area.
- 4.4. In 2011-2012, the water capacity to the area was increased by a new larger reservoir in Pottery Road and as such, no water servicing restrictions that would prohibit the land from development as residential lots now exist.

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.

<ul style="list-style-type: none"> • Traffic generation by the subdivision will add to the already congested Lenah Valley Road and Girrabong Road. • There are two other subdivisions in close proximity which have not been accounted for in the Traffic Impact Assessment • Traffic congestion was raised with respect to the Parkwood Gardens subdivision but was dismissed by the Councillors
<ul style="list-style-type: none"> • Road horizontal geometry – curves are too small and not to any standard – need to be made larger to at least 50m Radius • It appears that the road crossfall rate of rotation is too quick • Batter slopes are too steep (1 in 2) and will not be able to be maintained by the Council. Batters should be at 1 in 4 maximum as per the IPWEA standards

6. Assessment

- 6.1. The site is located within the residential 2 zone precinct 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
- 6.2.4. Local Government Building And Miscellaneous Provisions Act 1993 (LGBMPA)
- 6.2.5. Schedule K – Rescode.
- 6.2.6. Schedule I - Clearing of land

- 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 satisfies subsections (a) and (b).

- 6.3.2. The proposed road will allow for future connection to connector roads and provide connectivity for bus services.
- 6.3.3. The proposed stormwater management has been designed to minimise the effect of overland runoff on and off site.
- 6.3.4. The proposed walkways provide links between the surrounding residential streets.
- 6.3.5. The site can be adequately serviced by water.
- 6.3.6. The design of the road and lot layout will allow for garbage and other services to be provided to the properties.
- 6.3.7. The vegetation on the site is not significant and as such the removal for residential development has been assessed as having little impact on the natural environment of the area.

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 traffic, road, access and stormwater proposed as part of the subdivision.
- 6.4.2. The proposed subdivision has an 18m wide road reservation and an 8.1m wide sealed carriageway. The road has been located to allow for a future road link through the adjoining property when that property is subdivided in the future.
- 6.4.3. The access to each lot has been located in accordance with Australian standards to ensure safe access and site lines from each lot.
- 6.4.4. The width of the highway reservation is of a size that will allow for service vehicles and for other services to be located within the road reserve (NBN, electricity etc).
- 6.4.5. The proposed design has made 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, and as such has satisfied Principle 14.

- 6.4.6. The representor has raised concerns with respect to road design. The Council's Road Engineer has provided the following comments:

The plans provided show that a road is achievable within the 18m wide highway reservation. Once the planning permit is issued, detail engineering drawings shall be provided to Council for approval that will address amongst other things the road items mentioned by the representation.

- 6.4.7. The representor has raised concerns with respect to the impact of traffic generated by the subdivision. The Council's Manager Traffic Engineering has provide the following comments:

In response to the representation, I am comfortable that the TIA report prepared by Milan Prodanovic provides a sound assessment of the likely traffic generated by the development and the impacts that traffic may have on the surrounding road network.

The TIA Report does highlight that (along with the Parkwood Gardens subdivision and to a lesser extent the Brickworks subdivision) the additional traffic will have an impact on the operation of the Creek Road / Augusta Road / Pottery Road / Lenah Valley Road traffic signals. Council officers are developing options for how the operation of this intersection might be improved into the future.

It should be recognised that once the Parkwood Gardens subdivision is fully developed, the main access route for vehicles will be onto Creek Road (rather than onto Girrabong Road via Chaucer Road and Alwyn Road) and traffic impacts from this subdivision would have a reduced impact at the Creek Road / Augusta Road traffic signals.

It is also understood that future subdivision in the area of Beaumont Road would allow for a road connection through to Pottery Road which would allow residents of this area to use an alternative route to Lenah Valley Road when accessing the Hobart CBD.

6.5. Principle 22 – Site Suitability

- 6.5.1. Bushfire and geotechnical

The application and supporting documents have been assessed by the Council's Environmental Development Planner and are considered acceptable.

6.5.2. Stormwater public infrastructure

The Council's Stormwater and Waterways Engineer has assessed the application. Detailed consultation was carried out between the consultant engineers and the Council Stormwater and Waterways Engineer. The proposed location and design of the detention and treatment works has demonstrated that the site can be appropriately serviced to ensure reduced impact of runoff from the area to neighbouring and downstream properties, subject to a detailed engineering design at pre-construction stage which will form a permit condition.

6.5.3. With respect to the representor's concerns regarding stormwater, the following comments have been provide by the Council's Stormwater and Waterways Engineer:

Council requirements (all subdivisions) is for 5% AEP event current climate to be contained within the piped system, and safe management of 1% AEP event future climate.

The pipe design will be finalised on submission of the detailed drawings, where velocity etc will be checked and mitigating measures (if needed) will be included. For capacity check it is more conservative to use Mannings for an older pipe.

Anchor blocks will be required but this level of detail comes in at detailed drawing stage, not required for planning assessment.

6.5.4. Open space

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

6.5.5. The Council's Open Space Group have requested the footpath at the turning circle be extended to the boundary at the southern edge of the site to facilitate access to the adjoining property which is an existing public open space lot (1500sqm).

6.6. The following discretions were invoked:

6.6.1. Discretion Table

		CHPS requirement	Proposed development
Discretion 1	Schedule K subdivision	Schedule K Rescode AS1.2: lot size over 20% gradient is 750sqm.	4 of the lots have a gradient over 20% and a lot size of less than 750sqm

		CHPS requirement	Proposed development
Discretion 1	Schedule K subdivision	Schedule K Rescode AS1.3: frontage width and inscribed circle (gradient over 20%): 25 metres.	29 of the 46 lots have a lot frontage of less than 25m
Discretion 2	Schedule I-land clearance	Schedule I: vegetation clearance - 500sqm.	6ha

6.6.2. Discretion 1 - lot size and inscribed circle for lots greater than 20% gradient

6.6.2.1. The proposed lots range in size from 558sqm to 1648sqm.

6.6.2.2. Four of the 46 lots are less than 750sqm. They are lots 1, 2, 3 and 37 which are 597.6sqm, 558.6sqm, 581.5sqm and 725.6sqm respectively. As these lots have a gradient of greater than 20%, they are discretionary on lot size. Assessment against performance criteria 1.4 is therefore required - see section 6.6.4 below.

6.6.3. Discretion 2 - Lots over 25% gradient are to have a minimum road frontage of 25m.

6.6.3.1. Due to the curving nature of the road which is required to ensure a safe road gradient over the sloping topography, 29 of the 46 proposed lots have a lot frontage of less than 25m.. Some of these frontages are to allow access to battle-axe blocks while others are located on the bend of the road.

6.6.3.2. Assessment against performance criteria 1.4 is therefore required.

6.6.4. Performance criteria 1.4 states:

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 300m

(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.

- 6.6.4.1. The proposed lots vary in size and lot frontage due to the sloping topography of the site and the winding road which has been designed to ensure the gradient of the road adequately allows for cars, future bus services and service vehicles.
- 6.6.4.2. The minimum lot size exceeds 500sqm and as such satisfies section 2 of the performance criteria.
- 6.6.4.3. All lots have a road frontage of greater than 3.6m and as such satisfy section 3 of the performance criteria.
- 6.6.4.4. The engineering consultants have demonstrated that each lot has adequate lot frontage to provide safe access and vehicle site lines.
- 6.6.4.5. The four smaller lots are regularly shaped allotments providing adequate room for the siting of a dwelling and its associated outbuildings and parking.
- 6.6.4.6. The proposal satisfies the performance criteria.
- 6.6.5. Discretion 3 – land clearing of greater than 500sqm
- 6.6.5.1. The fauna and flora reports which accompanied the application were assessed by the Council's Environmental Development Planner. The following comments were provided:

The loss of the vegetation on-site is not expected to have any significant impact with regard to biodiversity conservation. The vegetation itself is not significant, nor is it considered significant habitat for threatened species. Given the risks to Swift Parrots from collisions with future development on the lots if habitat trees are retained, it is not recommended that conditions be applied requiring the retention of trees. The approval and implementation of a weed management plan is recommended as a condition of approval.

6.7. Local Government Building And Miscellaneous Provisions Act 1993 (LGBMPA)

- 6.7.1. Section 81(2) of the *Local Government Building And Miscellaneous Provisions Act 1993* 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 that act.
- 6.7.2. The proposed subdivision has been assessed by a number of units within the Council and is considered to meet the requirements of the *Local Government Building And Miscellaneous Provisions Act 1993 (LGBMPA)*.

7. Discussion

- 7.1. The site is zoned residential and as such is considered suitable for residential growth subject to the provision of appropriate lot design and the provision of infrastructure.
- 7.2. The proposed subdivision was assessed by the Council's City Infrastructure Division in relation to traffic, roads, stormwater and surveying matters.
- 7.3. A number of early discussions were held with the applicant and their engineering consultants with the view to providing a road which could act as a future connection road through the subdivision to any subsequent development to the south. The proposed 18m wide highway reservation and 8.1m wide carriageway would enable such a connection and would achieve acceptable connectivity with the road network.
- 7.4. The proposed access to each site results from consultation with relevant Council officers to ensure safe vehicle movement to and from each lot could be achieved.
- 7.5. The proposal has demonstrated that lots with a steep topography can achieve driveways in accordance with Australian Standard A/NZ 2890, which would be required for new house development under *The Hobart Interim Planning Schemes 2015*.
- 7.6. The proposed stormwater management design has also been the result of consultation between the applicant's engineers and the Council's Stormwater and Waterways Engineer. The proposed design has demonstrated that stormwater management (detention and treatment) to cater for the development and reduce the risk to downhill and down-creek properties can be achieved.
- 7.7. Conditions imposed as part of the permit with respect to detailed engineered stormwater management design and plans will further ensure appropriate servicing of the site.

- 1.1. The Council's Manager Surveying Services supports the application subject to conditions with respect to requirements for the sealing of the plan under the *Local Government (Building and Miscellaneous Provisions) Act 1993*.
- 1.2. The Council's Open Space Group requires a public open space contribution and an extension of the footpath to the southern boundary of the site closest to a parcel of existing public open space. This will too be imposed as a permit condition.
- 1.3. The proposed vegetation to be removed is not considered to be of significance and as such it's removal is considered appropriate.
- 1.4. The proposed 46 lot subdivision has been designed to ensure the adequate provision of services to both the proposed lots and neighbouring community. This has been achieved through the connectivity of the road infrastructure, and through stormwater mitigation and treatment measures to be implemented. Subject to conditions recommended below, this servicing is in accordance with *City of Hobart Planning Scheme 1982*.

2. Conclusion

- 2.1. The proposed 46 lot subdivision at 11 Beaumont Road satisfies the relevant provisions of the *City of Hobart Planning Scheme 1982*, and as such is recommended for approval.

3. Recommendations

That: A. Pursuant to the *City of Hobart Planning Scheme 1982*, the Council approve the application for a subdivision (46 Lots) at 11 Beaumont Road, Lenah Valley 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-15-00245-01 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 2015/0035- HCC dated 26/11/15 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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 three months of the completion of the development or as otherwise determined by the Council.

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 streetlights, 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 during and 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.

ENG14 Services to each lot must be designed and installed to meet the needs of future development, prior to the sealing of the final plan.

Engineered drawings must be submitted and approved prior to commencement of work on the site. The engineered drawings must;

- a. be prepared by a suitable qualified person and experienced engineer**
- b. be generally in accordance with LGAT - IPWEA -Tasmanian Standard Drawings and Subdivision Guidelines 2013 and include the following;**

Road infrastructure

- long and cross sections of the road, footpaths, walkways and driveways to each lot and a concept landscaping plan
- show the footpath to be extended from the end of the turning circle to the boundary of the site, to facilitate access to the existing public future open space (1500sqm).
- details of the road widening for access to the Gross Pollutant Trap and detention pit
- all sealed walkways to be 1.5m wide.

Stormwater

- Clearly distinguish between public and private infrastructure
- Specify lot connection sizes appropriate for the developable area of each lot
- Show the proposed location of each lot connection such that the majority of the lot, including the driveway, can be adequately and economically drained

Additional road infrastructure requirements

- c. Include designs and structural certificates of any excavation and/or any earth-retaining structures (i.e. embankments, cuttings, retaining walls). The design must:
 - be in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure;
 - take into account any additional surcharge loadings as required by relevant Australian Standards;
 - take into account and reference accordingly any Geotechnical findings;
 - detail any mitigation measures required; and
 - the structure certificated should note accordingly the above.
- d. include design of pedestrian and vehicle barriers in accordance with the Department of State Growth Specifications Guidelines and Procedures and additional relevant standards.
- e. include a safe design of structures assessment in accordance with the Safe Design of Structures Code of Practice

Additional stormwater infrastructure requirements**f. The new stormwater system design must include:**

- show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.
- Include the associated calculations and catchment area plans. The stormwater system (including defined overland flow paths) must cater for all 1% AEP flows as at 2100 (i.e. including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP flows from a fully-developed catchment
- Include provision for future development within the catchment to be adequately and efficiently serviced, i.e. via appropriate easements
- Clearly distinguish between public and private infrastructure

All work required by this condition must be constructed in accordance with the approved engineering drawings.

Note: The guidelines and standards are available at

http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

Advice: Once the engineering drawings have been approved the Council will issue a condition endorsement.

Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to obtain a Permit to Construct Public Infrastructure and an application for new stormwater connection

Reason for condition

To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.

ENGr7 Residential underground power and street lighting must be installed prior to the sealing of the final plan.

A street lighting design for all roads and footways must be submitted and approved, prior to sealing of the final plan. The street lighting design must:

- a) be in accordance with AS/NZS 1158 series to the requirements of TasNetworks and Council**
- b) include standard TasNetworks supplied poles and standard TasNetworks energy-efficient road light fittings**
- c) be certified by a qualified person.**

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

Advice: Once the street lighting design 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 the subdivision of land provides adequate services to meet the projected needs of future development

ENGsws1 Stormwater management must be installed and implemented prior to sealing of the final plan.

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

Treatment system

The stormwater report and design for the stormwater treatment system must either;

- a) be prepared by a suitably qualified engineer;**
- b) provide detailed design of the final proposed treatment train, including estimations of contaminant removal in comparison with the State Stormwater Strategy targets;**
- c) outline the operational and maintenance measures to check and ensure the ongoing effective operation of all systems to satisfy the above requirement, ie. including but not limited to: inspection frequency; cleanout procedures; as installed design detail/diagrams; a description and sketch of how the installed system operates; details of life of asset and replacement requirement; estimation of the life cycle cost including maintenance costs.**

- d) Include a supporting maintenance plan

OR

- e) A cost estimate is to be provided for the design and construction of a system on site that would meet the State Stormwater Strategy targets for the proposed subdivision. A sum equivalent to the cost estimate is to be paid to the Council as a contribution for the construction/upgrade of existing infrastructure offsite as an alternative to the onsite system.

Stormwater detention system

The stormwater management plan must demonstrate how runoff from the site is managed with the majority of the detention to be contained within the public detention tank as far as feasibly possible due to physical constraints. The stormwater management plan must:

- f) provide details and supporting calculations of the public detention tank including (but not limited to) the following:
- The detention tank size, which must be such that there is no increase in flows from the developed site up to 5% AEP storm events and no worsening of existing flooding in Brushy Creek and New Town Creek. All assumptions must be clearly stated;
 - The design and layout, including long-sections of the inlet and outlet and details of how the installed system operates;
 - How overflow from the tank is safely managed;
 - the outlet size and emptying times;
 - access details for maintenance;
 - Estimation of the asset life and life cycle cost including maintenance costs;
 - Operational and maintenance measures to check and ensure the ongoing effective operation of the system, including inspection frequency, cleanout procedures;
 - Supporting maintenance plans for the public detention tanks; and
 - Structural and geotechnical certification from an appropriately qualified engineer(s) for the design and installation.
- g) Discharge rate at the boundary of the lot

For the balance of the stormwater that cannot be accommodated within the public detention tank, provide details and supporting calculations of the discharge rate at the boundary of each lot that will ensure sufficient stormwater management for the site. Note the discharge rate for each lot will be attached to a Part 5 agreement for each lot.

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

Advice: Once the stormwater management report and 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 the development's stormwater system takes into account limited receiving capacity of Council's infrastructure.

ENVIRONMENTAL

ENV2 **Sediment and erosion control measures must be installed, prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.**

A soil and water management plan (SWMP) must be submitted and approved, prior to the commencement of work. The SWMP must:

- a. **be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008).**

http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guideline

All work required by this condition must be undertaken in accordance with the approved soil and water management plan (SWMP).

Advice: Once the soil and water management plan (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 pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development

ENV 12 **An approved weed management plan must be implement throughout construction.**

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

- a. **prepared by a suitably qualified and experienced person**
- b. **include measures to minimise soil erosion and sediment transfer associated with the management of weeds**

All work required by this condition must be undertaken in accordance with the approved weed management plan

Advice: Once the weed management 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 the development does not contribute to the spread of weeds and to offset the biodiversity impacts associated with the development.

OPEN SPACE

OPS1 The owner must pay a cash contribution to the Council for contribution to public open space, prior to sealing of the final plan.

The open space contribution is equal to 5% of the undeveloped value of all new lots (excluding Lots 31, 39 and 40) comprised in the final plan, in lieu of the provision of public open space within the subdivision.

Advice: The value is to be determined by a registered valuer commissioned by the Council at the developer's cost. The attached request must be completed to enable the valuation to be undertaken.

Reason for condition

Approval of the subdivision will create further demand upon Hobart's Public Open Space System. The funds obtained will be used for future expenditure on the purchase or improvement of land for public open space in Hobart.

SURVEY

SURV 1 The applicant is to submit to the Council a copy of the Surveyor's survey notes at the time of lodging the final plan.

Reason for condition

To enable the Council to accurately update cadastral layers on the corporate Geographic Information System.

SURV 2 The final plan and schedule of easements must be submitted for approval by the Council in accordance with section 89 of the Local Government (Building & Miscellaneous Provisions) Act 1993.

Reason for condition

To ensure that the subdivision/boundary adjustment is carried out in accordance with the Councils requirements under the provisions of Part 3 of the Local Government (Building & Miscellaneous Provisions) Act 1993.

SURV 3 The final plan and schedule of easements must be submitted for approval by the Council under section 89 Local Government (Building & Miscellaneous Provisions) Act 1993.

The final plan and schedule of easements must provide easements to the satisfaction of the Council:

- **Over any proposed or existing storm water, water or sewer mains passing through the lots on the final plan, in favour of the Hobart City Council and/or TasWater;**
- **Over any overland flow paths or watercourses passing through the lots in favour of the Hobart City Council;**
- **Over any existing or proposed private right of ways, drainage and/or service easements in favour of the lots they are required to serve;**
- **Over any existing, proposed or required road embankment easements or road batter easement in favour of the Hobart City Council; and**
- **Over any public infrastructure located within any lot on the final plan, in favour of the Hobart City Council.**

Reason for condition

To ensure that there are no impediments to the provision of public and private services and access to the lots.

SURV 5 The proposed Road and Footways are to be transferred in fee simple to the Council at nominal consideration.

Prior to the sealing of the final plan an executed and stamp duty assessed Land Titles Office transfer instrument is to be forwarded to the Council together with a cheque made payable to the Land Titles Office for the associated Land Titles Office registration fees.

Reason for condition

To ensure that titles to the proposed road and footway lots issue in the Council.

SURV 9 Any lots on the final plan created from the addition of sub minimal lots on the plan of subdivision are to be notated on the final plan.

The final plan must include notations in accordance with section 111 of the Local Government (Building and Miscellaneous Provisions) Act 1993, in relation to lots 11, 12, 13, 28, 38, 39, 40 & 41 to satisfy the above requirement.

Reason for condition

To ensure compliance with statutory provisions.

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 www.hobartcity.com.au 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 rfi-information@hobartcity.com.au, 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

[www.hobartcity.com.au/Development/Planning/How to obtain a condition endorsement](http://www.hobartcity.com.au/Development/Planning/How_to_obtain_a_condition_endorsement)

- As approval is required for the use/development under the Building Act 2000, approval of the working drawings is required prior to the commencement of any works or the occupancy of the premises.
- An application for a plumbing permit must be lodged in accordance with the Building Act 2000 and Tasmanian Plumbing Regulations 2014, and a permit issued prior to the commencement of any plumbing work on site.
- Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve)
[http://www.hobartcity.com.au/Transport/Lighting Roads Footpaths and Street Cleaning/Roads and Footpaths](http://www.hobartcity.com.au/Transport/Lighting_Roads_Footpaths_and_Street_Cleaning/Roads_and_Footpaths)
- Permit to construct public infrastructure with a 12 month maintenance period including bond (please contact the Council City Infrastructure Divisions to initiate the permit process)

- New service connection (please contact the Council City Infrastructure Divisions to initiate the application process).

Weed control

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website at <http://dpi.pwe.tas.gov.au/invasive-species/weeds/weed-hygiene/washdown-guidelines>

Subdivision

http://www.hobartcity.com.au/Development/Engineering_Standards_and_Guidelines

Please note the developer is liable for any damage to property or person due to unsafe and/or damaged infrastructure within or over the road reservation and the developer should review their insurance.



(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: 2 February 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – TasWater form Reference No. TWDA 2015/00351-HCC
Attachment C – Plan of Subdivision

Supporting Document(s)	Attachment 1 –	Bushfire Assessment - JMG
	Attachment 2 –	Traffic Impact Assessment - Milan Prodanovic
	Attachment 3 –	Vegetation Survey and Fauna Habitat Assessment – North Barker
	Attachment 4-	Site Infrastructure and Services Report - JMG

Attachment A**Documents and Drawings that comprise
Planning Application Number - PLN-15-00245-01****DEVELOPMENT ADDRESS:** 11 Beaumont Road, LENA VALLEY**LIST OF DOCUMENTATION:**

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form	PLN 15-00245	12 March 2015
Title	Lot 1 and 2 on Plan 29782 Lot 101 on Plan 142445	12 March 2015
Plan of subdivision (detailed plan)	Project No: 377212 Drawn by: Nick Griggs and Co Date of Drawing: 26/11/15	10 February 2016
Bushfire Assessment	Project No: J143019PH Author :JMG Date of Drawing: 13 June 2015	27 October 2015
Traffic impact assessment	Project No: 11 Beaumont Road Author: Milan Prodanovic Date of Drawing: May 2015	28 October 2015
Vegetation Survey and fauna Habitat Assessment	Project No: 11 Beaumont Road Author: Northbarker ecosystem services Date of Drawing: 30 June 2015	27 October 2015
Site infrastructure and service report	Project No: J143019PH Author :JMG Date of Drawing: October 2015	11 November 2015 amendments shown in following plans
Concept service plans	Project No: J143019PH Drawn by: JMG Date of Drawing: 5/2/16 Set of 3	5 February 2016
Concept services plans	Project No: J143019PH Drawn by: JMG Date of Drawing: 21/1/16 Set of 15	27 January 2016

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-15-00245	Council notice date	12/03/2015
TasWater details			
TasWater Reference No.	TWDA 2015/00351-HCC	Date of response	26/11/2015
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	hcc@hobartcity.com.au		
Development details			
Address	11 BEAUMONT RD, LENA VALLEY	Property ID (PID)	2541636
Description of development	46 Lot Subdivision		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Nick Griggs & Co	Plan of Subdivision / 377212 / 1	--	12/11/2014
JMG	Concept Services Plan Sewer & Water / J143019PH / C01	--	21/10/2015
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 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. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 2. The extension to TasWater's reticulated water system must be serviced from the Lenah Valley Water supply zone and must include a suitable pressure reducing valve (PRV) to ensure compliance with TasWater's standards regarding maximum system and minimum service pressures for property connections and fire hydrants. 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 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 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 / J143019PH / C01, are to be at the expense of the developer and performed 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.
12. Ground levels over the TasWater assets /easements must not be altered without the written approval of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

13. 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;
14. Pipeline easements must be created over existing/proposed TasWater 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.

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. \$1,234.00 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 <http://www.taswater.com.au/Development/Development-Standards>

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

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.

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

Dimensions and Areas are subject to final survey

IMPORTANT NOTES

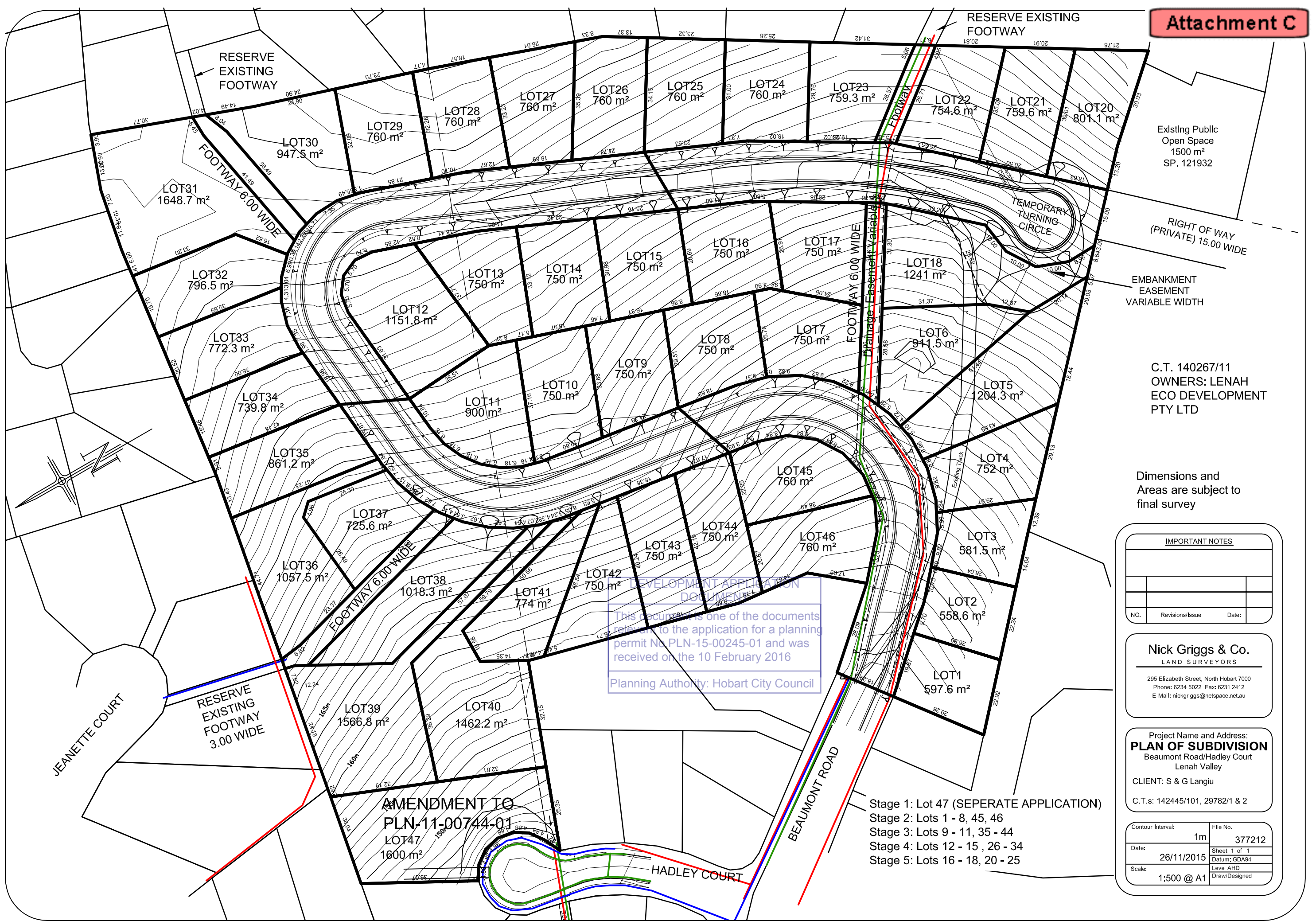
NO.	Revisions/Issue	Date:

Nick Griggs & Co.
LAND SURVEYORS

295 Elizabeth Street, North Hobart 7000
Phone: 6234 5022 Fax: 6231 2412
E-Mail: nickgriggs@netspace.net.au

Project Name and Address:
PLAN OF SUBDIVISION
Beaumont Road/Hadley Court
Lenah Valley
CLIENT: S & G Langui
C.T.S: 142445/101, 29782/1 & 2

Contour Interval:	File No.
1m	377212
Date:	Sheet 1 of 1
26/11/2015	Datum: GDA94
Scale:	Level AHD
1:500 @ A1	Draw/Designed



6. COMMITTEE ACTING AS PLANNING AUTHORITY

**6.3 APPLICATIONS UNDER THE SULLIVANS COVE PLANNING
SCHEME 1997**

- 6.3.1 63 SALAMANCA PLACE, BATTERY POINT - OUTDOOR
DINING FURNITURE AND SIGNAGE -PLN-16-00092-01 -
FILE REF: 5672316 & P/63/817
38x's
(Council)**

**APPLICATION UNDER SULLIANS COVE PLANNING SCHEME**

Type of Report: Council
Committee: 15 March 2016
Council: 21 March 2016
Expiry Date: 23 March 2016
Application No: **PLN-16-00092-01**
Address: **63 Salamanca Place, Battery Point**
Applicant: Greg Amor, 3G/63 Woobys Lane, Battery Point
Proposal: **Outdoor dining furniture and signage**
Representations: None
Performance criteria: Activity Area Controls, Public Urban Space, Heritage

1. Executive Summary

- 1.1. Planning approval is sought for the installation of temporary furniture in the Woobys Lane and Smarts Walk road reservation outside the Nant Distillery at 63 Salamanca Place.
- 1.2. The proposal relies on performance criteria to satisfy the following standards and codes.
 - 1.2.1. Activity Area Controls (Use)
 - 1.2.2. Public Urban Space (Commercial and Community Furniture)
 - 1.2.3. Heritage
- 1.3. No representations were received within the statutory advertising period.
- 1.4. The proposal is recommended for approval subject to conditions.
- 1.5. The final decision is delegated to the Council.

Site Detail

Plate 1. Subject property

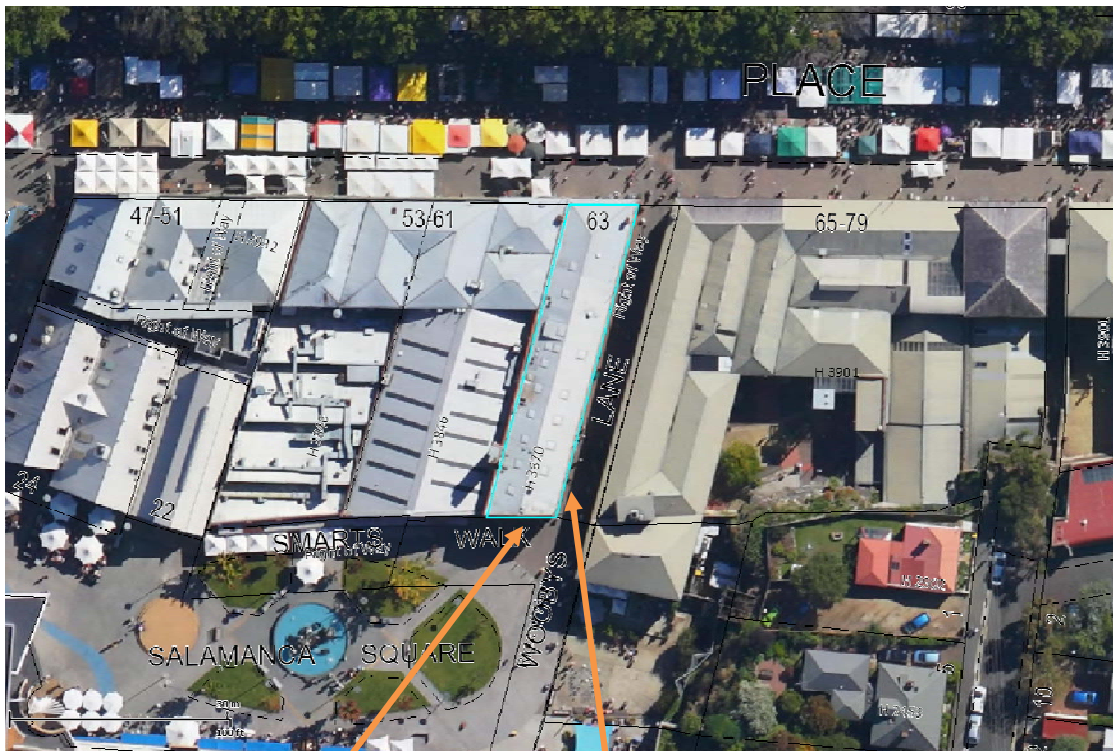


Plate 2. Areas of Smarts Walk and Woobys Lane occupied by the outdoor furniture



Plate 3. Smarts Walk elevation



Plate 4. Corner Smarts Walk and Woobys Lane



Plate 5. Woobys Lane elevation



Plate 6. Woobys Lane elevation

2. Proposal

- 2.1. Enlarge the existing outdoor dining/licenced area outside the Nant Distillery, by extending 3.0m into the Smarts Walk road reservation and further into Woobys Lane. The existing licenced area occupies a 1.0m wide x 4.0m long section of Woobys Lane. The Nant Distillery occupies a corner tenancy and the furniture will form a continuous outdoor dining/licensed area along both its frontages.
- 2.2. The area will be enclosed by footpath barriers which are not bolted to the ground, and which will be removed each evening. The barriers are constructed of black canvas with Nant branding imprinted upon them. Each barrier is 1200mm long x 900mm high.
- 2.3. The operating hours of the outdoor area are 10am to 10pm Monday to Sunday. The business will continue to operate until 1am inside the building.
- 2.4. There will be no music amplified into the outdoor area.



Plate 7. The red line indicates the outdoor dining/licensed area.



Plate 8. Proposed barriers.

3. Background

- 3.1. The Nant Distillery (whiskey bar) was granted a planning permit under PLN-12-00380. It was approved as an unlisted use (bar) with outdoor seating in Woobys Lane. The use was a mixture of whiskey bar (with whiskey and food consumed on the site) and retail sales of whiskey products and paraphernalia.
- 3.2. An extension of the business into the adjacent tenancy was granted a planning permit under PLN-15-00475.

4. Concerns raised by representors

- 4.1. No representations were received.

5. Assessment

The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the Planning Scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.

- 5.1. The site is located within the Sullivans Cove mixed use activity area of the *Sullivans Cove Planning Scheme 1997*.
- 5.2. The existing and proposed use is unlisted use (bar), which is a discretionary use in the activity area.
- 5.3. The proposal has been assessed against;
 - 5.3.1. Parts A and B – Strategic Framework
 - 5.3.2. Part D – Clause 16.3 – Activity Area Controls
 - 5.3.3. Part E – Schedule 1 – Conservation of Cultural Heritage Values
 - 5.3.4. Part E – Schedule 3 – Public Urban Space
 - 5.3.5. Part E – Schedule 4 – Signs

- 5.4. The proposal relies on the following performance criteria to comply with the applicable standards;
 - 5.4.1. Activity Area Controls (Use) – clause 16.3
 - 5.4.2. Heritage – clause 22.4.5
 - 5.4.3. Public Urban Space – clause 24.5
- 5.5. Each performance criterion is dealt with separately below.
- 5.6. Activity Area Controls (Use) – clause 16.3
 - 5.6.1. The existing discretionary use (unlisted use (bar)) is proposed to be extended into the Smarts Walk and Woobys Lane road reservation. The site already has Council approval to occupy part of Woobys Lane with outdoor furniture.
 - 5.6.2. The proposal is considered to be an intensification of the approved discretionary use.
 - 5.6.3. The use was assessed under PLN-12-00380 and again under PLN-15-00475 and was determined to be in accordance with the general characteristics of the activity area and the objectives and performance criteria for activities within the area. The bar is considered to support the role of the Cove as a tourist destination and contribute to the character and vitality of the cove.
 - 5.6.4. The tables and chairs will be placed outside at 10am and taken back inside at 10pm. No music will be amplified into the area. This will reduce the noise impact of the proposal on residential properties in Salamanca Square.
 - 5.6.5. The proposal complies with the activity area controls for activity area 2.0 Sullivans Cove mixed use.
- 5.7. Heritage – clause 22.4.5
 - 5.7.1. The property is listed in the planning scheme and is adjacent to listed places.
 - 5.7.2. Clause 22.4.5 of the planning scheme grants Council the discretion to approve or refuse the development, and requires Council to take certain matters into consideration when assessing the proposal:

'Building or works' on places of cultural significance which cannot satisfy the 'deemed to comply' provisions of Clause 22.4.4 may be approved at the discretion of the Planning Authority.

The following criteria must be taken into consideration in the assessment of all proposals to undertake 'building or works' on places of cultural significance:

- *'Building or works' must complement and contribute to the cultural significance, character and appearance of the place and its setting;*
- *'Building or works' must be in compliance with the conservation strategy of an approved Conservation Plan, where required and/or provided;*
- *The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any place of cultural significance;*
- *'Building or works' must not reduce the apparent authenticity of places of cultural significance by mimicking historic forms;*
- *'Building or works' may be recognisable as new but must not be individually prominent;*
- *The painting of previously unpainted surfaces is discouraged.*

- 5.7.3. The Council's Cultural Heritage Officer has noted that the commercial nature of the site is well established, with the site, and a large number of its neighbours, used as restaurants and bars. Most already use outdoor seating and so the proposal is not considered detrimental to the overall heritage values of the Salamanca Square area.
- 5.7.4. The Council's Cultural Heritage Officer has also noted that part of the acceptability of outdoor furniture is that it is temporary in nature. The patrons of the bar have spilled out into the street in order to enjoy a spell of good weather along with the bustle of passing street life, and this needs to be perceived as ad hoc and ephemeral. The style and form of the furniture should reflect this 'temporary' state of existence.
- 5.7.5. The Council's Cultural Heritage Officer has recommended that should planning permission be granted, a condition be attached limiting the provision of tables, chairs and screens strictly to the hours of opening and that all such structures be brought inside at closing time.
- 5.7.6. The applicant has proposed that the dining furniture (tables, chairs and screens) be placed outside at 10am in the morning and removed at 10pm at night, Monday to Sunday. This is consistent with the comments of the Council's Cultural Heritage Officer.
- 5.7.7. The proposal complies with the heritage provisions of the planning scheme.

5.8. Public urban space (commercial and community furniture) – clause 24.5

- 5.8.1. Furniture (chairs, tables and screens) are proposed within the highway reservation in Woobys Lane and Smarts Walk.
- 5.8.2. The placement of outdoor dining furniture in the area proposed under this application is not exempt under figure 10 of the *Sullivans Cove Planning Scheme 1997*. The use of public urban space for outdoor dining furniture is exempt in Salamanca Place and Salamanca Square (the black areas in plate 9 below), but not in Smarts Walk or Woobys Lane.
- 5.8.3. Clause 24.5.2B states that outdoor furniture placed in areas other than the black areas is discretionary and that any application must provide for free unobstructed pedestrian carriage as determined by the Council as the highway authority.
- 5.8.4. The Council's Road and Traffic Engineer has assessed and supported the proposal, commenting as follows:

The Traffic Engineering Unit would support the issuing of an occupation licence under the Highways By-Law for outdoor dining on that part of the road reservation.

The subject site was inspected and the area of potential use discussed with the applicant prior to the planning application being made. After considering the requirement for service vehicular access into Salamanca Square, the dimensions (of the outdoor dining area) were felt to suitably maintain this access.

- 5.8.5. The proposal provides for free unobstructed pedestrian carriage as required by clause 24.5.2B. It meets the intent of clause 24.5, which supports the continued use of public urban spaces for commercial activities so long as they are regulated to protect pedestrian amenity, efficiency and safety.
- 5.8.6. The proposal complies with the public urban space controls in section 24 of the scheme.

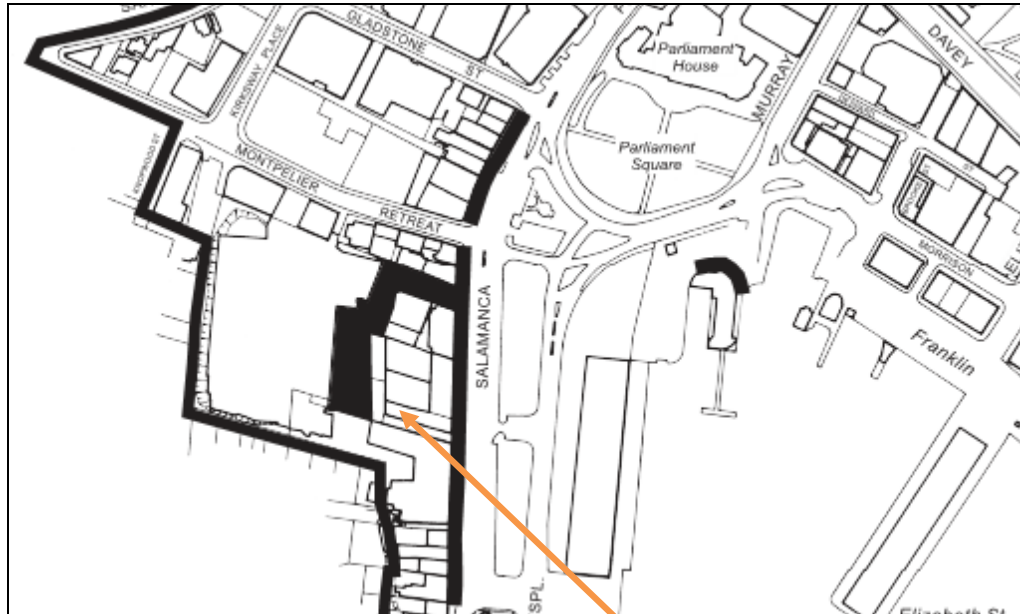


Plate 9. Figure 10 of the *Sullivan's Cove Planning Scheme 1997*. The black areas are where the use of public urban space for outdoor dining furniture is exempt from requiring a planning permit. The Nant Distillery is here

6. Discussion

- 6.1. The outdoor dining furniture and barriers are not fixed to the ground, and so are classified as commercial and community furniture under the planning scheme.
- 6.2. The placement of the outdoor furniture in Woobys Lane and Smarts Walk meets the public urban space and heritage provisions in the scheme and is supported by the Council's Road and Traffic Engineer.
- 6.3. The Nant signs on the canvas barriers are classified as a screen sign. Screen signs are exempt under clause 25.7 so long as the sign covers no more than 10% of the surface of each side of the screen and are business names only with no product content. The Nant signs meet this exemption.

7. Conclusion

- 7.1. The proposed outdoor dining furniture and signage at 63 Salamanca Place satisfies the relevant provisions of the *Sullivan's Cove Planning Scheme 1997*, and as such is recommended for approval.

8. Recommendations

That: A. Pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council approve the application for outdoor dining furniture and signage at 63 Salamanca Place, Battery Point 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-16-00092-01 outlined in attachment A to this permit except where modified below.**

Reason for condition

To clarify the scope of the permit.

HERITAGE

HERs1 **All outdoor furniture approved under this permit (chairs, tables and screens) must not be permanently fixed to the highway reservation. This permit grants the placement of the outdoor furniture on the highway reservation between 10am and 10pm, Monday to Sunday.**

Reason for condition

To ensure that the outdoor dining furniture other than that reasonably required to be attached to the public highway remains temporary in both appearance and nature on the basis that the permanent installation of such 'ephemeral' features would fail to be in keeping with the characteristics and the historical and cultural significance of this and neighbouring Heritage Listed sites, in compliance with the objectives of Schedule 1 of the *Sullivans Cove Planning Scheme 1997*.

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 www.hobartcity.com.au 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 City of Hobart:

- Occupational licence for use of the City of Hobart highway reservation (outdoor seating, etc). http://www.hobartcity.com.au/Environment/Occupational_Licence



(Liz Wilson)

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: 2 March 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B -Documents and Drawings

Attachment A

**Documents and Drawings that comprise
Planning Application Number - PLN-16-00092-01**

DEVELOPMENT ADDRESS: 63 Salamanca Place, BATTERY POINT

LIST OF DOCUMENTATION:

Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		27/1/16
Title	Lot 3 on sealed plan 128966	12/2/16
Correspondence (proposal letter)	Author: G Amor	27/1/16
Correspondence (email)	Author: G Amor	10/2/16
Site plan		27/1/16
Barrier/signage plan		5/2/16

Application for planning permit

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council

OF

Attachment B

Application
Number

ALL APPLICATIONS

Location of proposed development

Salamanca Square, abutting the commercial lease at 63 Wooby's Lane
(Nant Distillery)

Postcode

Certificate of Title No.

Lot No.

Applicant's name*

Gregory Alan Amor

Applicant's postal address

3G/63 Wooby's Lane, Battery Point BH Telephone **+61 458 094 457**
Postcode **7004** Facsimile
Email **grega@nant.com.au**

Owner's name*

Owner's postal address

..... BH Telephone.....
..... Postcode..... Facsimile
Email

Contact person*

Gregory Alan Amor

Contact person's postal address

5 Vela Street Howrah BH Telephone **+61 458 094 457**
Postcode **7018** Facsimile
Email **grega@nant.com.au**

* See page 4 for definitions

DESCRIPTION OF PROPOSED DEVELOPMENT

Please tick the appropriate box or boxes. If they don't accurately describe your proposal, please detail under 'Other'

- ☐ New house
- ☐ House extension/addition
- ☐ Demolition
- ☐ Partial Demolition
- ☐ Fencing
- ☐ Change of use (please specify)
- ☐ Subdivision

☒ Other (please specify)

Use the allocated space for outdoor dining.

Present use(s) of land and buildings

Have you had pre-application discussions with a Council Planning Officer?

☒ Yes

☐ No

If "Yes" please give officer's name if known

Owen Gervasoni

Please visit www.hobartcity.com.au if you wish to make an appointment with a planning officer prior to lodgement.

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council

Application for planning permit *continued*

ALL APPLICATIONS

FLOOR AREA *Refer to definition of floor area in relevant planning scheme*

Existing floor area	Proposed floor area (total)	Site area
0 m ²	6m ²	6m ²

CAR PARKING ON SITE

Number existing	Number proposed
0	0

VALUE

Value of work (inclusive of GST)
\$ 500

SITE CONTAMINATION *This information determines whether a site may need a contamination assessment before it is further developed.*

Have any potentially contaminating uses been undertaken on this site? ☐ Yes ☒ No ☐ Don't know

TASMANIAN HERITAGE REGISTER

Is this property on the Tasmanian Heritage Register? ☒ Yes ☐ No

Please note: Two additional sets of drawings are to accompany the THC Works Application (failure to do so will result in a copying charge)

NON-RESIDENTIAL USE/DEVELOPMENT

NOTE: This section must be completed for all applications for non-residential use/development.

HOURS OF BUSINESS

What days and hours of operation are proposed for the business

Are the proposed hours of business different from the existing use or situation? ☐ No ☒ Yes Please complete details below.

	From	To
Monday to Friday	1000	2200
Saturday	1000	2200
Sunday	1000	2200

	From	To
Monday to Friday	1000	0100
Saturday	1000	0100
Sunday	1000	0100

Application for planning permit *continued*NON-RESIDENTIAL DEVELOPMENTS *(continued)*DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council

NUMBER OF EMPLOYEES

■ List the total number of people who will be working on the site.

	TOTAL EMPLOYEES		MAXIMUM EMPLOYEES AT ANY ONE TIME	
	Part time	Full time	Employees (total)	Time of day/week
Existing (previous) use	6	3	3	1000 ~ 0100
Proposed use	8	3	3	1000~ 0100

GOODS DELIVERIES

■ Will there be any goods deliveries to and from the site? ☐ No ☒ Yes *Please estimate the number and type of Vehicles and how often they will make trips.*

Type/size of vehicle	courier/hand delivery			
Number of vehicles				
Trip frequency per day/week/month				

PLANT/MACHINERY

■ Is there any large plant or machinery that would need to be installed or used on site such as refrigeration units and generators

☐ No ☐ Yes

If yes, please list the type of machinery and ensure location, dimensions etc are clearly marked on your plans.

OUTDOOR STORAGE / SEATING / NUMBER OF BEDS

■ Is outdoor storage proposed? ☒ No ☐ Yes

If yes, please ensure your plans show where the outdoor storage areas are and what type of goods are stored. This information will help us assess the impact of the proposal on amenity.

If you are proposing a night club, cafe or the like, what is the number of seats proposed including the capacity at any bar area?

Please ensure the arrangements are shown on your plans. This information enables us to assess the car parking arrangements.

If you are proposing a hotel, motel, visitor accommodation, hostel or the like, what is the number of beds proposed?

Please ensure the beds are clearly indicated on your plans. This information enables us to assess the car parking arrangements.

SIGNAGE

■ Is any signage proposed? ☐ No ☒ Yes

If Yes, please show clearly on the plans of existing (if applicable) and proposed signage.

Application for planning permit *continued*

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council

ALL APPLICATIONS

In respect to page one of this application the "Applicant's name" means the name of the person making the application. The applicant will be advised of the determination in respect of the application. The applicant will be written to if additional information is required.

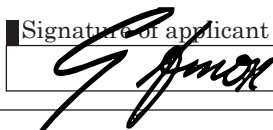
The "Owner's name" is the owner as described in the definition below of owner.

The "Contact Person" is the person that should be contacted in respect to any matters relating to the application up to its determination. In most cases the applicant and contact person will be the same. However, in the instance of an applicant being an architectural firm (ie XYZ Architects) the contact person may be an architect (ie I. Draw). The contact person (unless they are the same as the applicant) will not be advised of the decision of Council.

DECLARATION BY APPLICANT (*mandatory*)

I declare that the information given is a true and accurate representation of the proposed development, and **I am liable for the payment of Council application processing fees even in the event of the development not proceeding.** I understand that the information and materials provided with this development application may be made available to the public in electronic form on the Council's website. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Hobart City Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.

Signature of applicant



Name (please print)

Gregory Alan Amor

Date

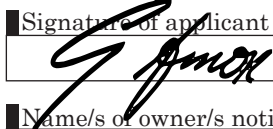
January 27, 2016

IF APPLICANT IS NOT THE OWNER

If the applicant is not the owner of the land, the applicant must include a declaration that he/she has notified the owner/s

I hereby declare that I am the applicant for the development/change of use at the address detailed in this application for a planning permit, and that I have notified the owner/s of the land that I am making this application, in accordance with Section 52 (1a) *Land Use Planning Approvals Act 1993*.

Signature of applicant



Name (please print)

Gregory Alan Amor

Date

January 27, 2016

Name/s of owner/s notified

Hobart City Council

Date notified

January 7, 2016

DEFINITION OF OWNER

"owner" means any one or more of the following:

- a in the case of a fee simple estate in land - the person in whom that estate is vested;
- b in the case of land not registered under the *Land Titles Act 1980* and subject to a mortgage - the person having, for the time being, the equity of redemption in that mortgage;
- c in the case of land held under a tenancy for life - the person who is the life tenant;
- d in the case of land held under a lease of a term not less than 99 years or for a term of not less than such other prescribed period - the person who is the lessee of the land;
- e in the case of land in respect of which a person has a prescribed interest - that person;
- f in the case of Crown land within the meaning of the *Crown Lands Act 1976*, the Crown in right of the State of Tasmania;

but does not include the holder of an interest in land other than the Crown in the right of Tasmania if the interest of the holder cannot reasonably be discovered by search of the Register within the meaning of the *Land Titles Act 1980* or a search conducted at the Registry within the meaning of the *Registration of Deeds Act 1935*.

COUNCIL OR CROWN LAND

If the land that is the subject of this application is owned or administered by either the Crown or Hobart City Council, the consent of the Minister of the Crown or the General Manager of the Council, whichever is applicable, must be included here. This consent should be completed and signed by either the Minister, the General Manager of Hobart City Council, or their delegate (as specified in Subsections 52 (1D-1G) of the Land Use Planning and Approvals Act 1993).

Ibeing responsible for the administration of land at.....

declare that I have given permission for the making of this application for.....

Date.....

Signature.....

(This consent is for the making of the application only, and does not constitute landlord consent for the development to occur.)

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council

PLEASE NOTE:

If you provide an email address on page 1 of this application form the Hobart City Council (“the Council”) will treat the provision of the email address as consent, pursuant to section 6 of the *Electronic Transactions Act 2000*, to the Council using that email address for the giving of information under the *Land Use Planning and Approvals Act 1993* (“the Act”).

The giving of information includes, but is not limited to, requests for additional information pursuant to section 54 of the Act and service of the Council’s decision to grant a permit pursuant to section 58 of the Act or service of the Council’s decision to grant or refuse to grant a permit pursuant to section 57 of the Act.

If you provide an email address the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, please tick the box below.

☐ I do not consent to the Council providing information by email.

** Maximum email size is 5MB. Documentation exceeding 5MB in size will be sent in electronic form by post.

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council



This submission is for the consideration of The Hobart City Council being for the extension of the existing Occupational License for Outdoor Dining (By-law No. 3 of 2008 – Highway) situated at Shop 3G/63 Wooby's Lane, Battery Point, Tasmania trading as 'The Nant Distillery', current licensee; Gregory Alan Amor (Lic. No. OL00241).

It is proposed that permit be extended to encompass an area of Salamanca Square in front of our lease at 4G/63 Salamanca Place, Battery Point, Tasmania.

We are proud of our Tasmanian heritage and are very excited to have the opportunity to expand our business in our own backyard.

We are very limited at the existing license as the frontage is onto Wooby's Lane which allows for a 1m x 4m licensed area directly in front of the bar. As the new leases previous tenant was a retail outlet, there has been no deemed 'Red Line' for a licensed area. In keeping with the amenity of the Salamanca Square precinct, the proposed 'Red Line' would not extend past the periphery of the building, not obstructing the fire escape and extend into Salamanca Square approximately 4metres. The proposal would not involve amplified music into the proposed outdoor dining area.

We appreciate and respect that the Salamanca Square precinct has a heritage overlay and all current laws and limitations will be adhered to including signage. We believe that it is a benefit to our business that the integrity of the façade of the building is maintained and, if needed, restored.

Included in this submission is a proposed 'Red Line' area; extending 4m into Salamanca Square, not inhibiting the fire escape on the western boundary and 1m on the eastern boundary (Wooby's Lane) to allow safe access.

Also included are the proposed designs for the footpath barriers, measuring 1200mm x 900mm. They are to be made of black canvass and be printed with the Nant branding. They will be used to delineate the proposed licensed area, in accordance with council laws.

The extension of our license will allow our business to grow and employ four new staff at the bar as well as encourage tourists to the area to buy locally produced world renowned products.

Regards,

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 27 January 2016

Planning Authority: Hobart City Council



RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

DEVELOPMENT APPLICATION
DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 12 February 2016

Planning Authority: Hobart City Council

SEARCH OF TORRENS TITLE

VOLUME 128966	FOLIO 3
EDITION 2	DATE OF ISSUE 09-Jan-1998

SEARCH DATE : 12-Feb-2016

SEARCH TIME : 10.42 AM

DESCRIPTION OF LAND

City of HOBART

Lot 3 on Sealed Plan 128966

Derivation : Part of 8A-1R-9Ps (Section W 3) Gtd to J Montagu

Prior CT 41879/1

SCHEDULE 1

C80678 TRANSFER to HOBART CITY COUNCIL Registered

09-Jan-1998 at 12.09 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

C80679 INSTRUMENT Creating Restrictive Covenants Registered

09-Jan-1998 at 12.10 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

<p>OWNER JOHN FUGISANG DEVELOPMENTS PTY LTD. ROGER HERBERT SMART, HERBERT HAROLD SMART, BRIGHTA LILLIAN SMART, CROWN.</p> <p>FOLIO REFERENCE C.T.127792-7 C.T.126624-1 C.T.124026-3 C.T.196940-1 C.T.41879-1 C.T.41878-1</p> <p>GRANTEE PART OF B.1.9, GTD TO J. MONTAGUE, PART OF 2.0.3, GTD TO ANDREW HAIGH, PART OF 3A.4, GTD TO JAMES GRANT & PART OF 0.3.27, GTD TO THOMAS HEWITT.</p>	<h2 style="margin: 0;">PLAN OF SURVEY</h2> <p>BY SURVEYOR ANTHONY OWEN CARRICK</p> <p>LOCATION CITY OF HOBART</p> <p>SCALE 1: 750 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER SP128966</p> <p>APPROVED EFFECTIVE FROM 18 NOV 1997</p> <p><i>Michael Jim</i> Recorder of Titles</p>
MAPSHEET MUNICIPAL CODE No. 114 (522552)	LAST UPI No. FLW62 FDJ20 FAF25	LAST PLAN No. SP127792
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

LOT 1 IS COMPILED FROM FIR 127792/7 AND THIS SURVEY & FIR 126624/1
LOT 3 IS COMPILED FROM FIR 41879/1 AND THIS SURVEY

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00092-01 and was received on the 12 February 2016

Planning Authority: Hobart City Council

COMPILED TITLE DISTANCE AMENDED UNDER SEC 139 OF THE LAND TITLES ACT 1980

Michael Jim
RECORDER OF TITLES
24/11/1997

RIGHT OF WAY "R" (PRIVATE) (LABELLED MM, KK, A, NN) IS LIMITED IN HEIGHT FROM THE SURFACE OF THE ACCESS WAY OR RAMP TO 4 METRES ABOVE THE ACCESS WAY OR RAMP

RIGHT OF WAY "S" (PRIVATE) (LABELLED QQ, KK, A, PP) IS LIMITED IN HEIGHT FROM GROUND LEVEL TO THE UNDERSIDE OF THE RAMP

RIGHT OF WAY "T" (PRIVATE) (LABELLED CC, OO, KK, MM) IS LIMITED IN HEIGHT FROM THE CONCRETE FLOOR TO 2.5 METRES ABOVE THE CONCRETE FLOOR

RIGHT OF WAY "U" (PRIVATE) (LABELLED II, OO, KK, LL) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.77 AHD

RIGHT OF WAY "V" (PRIVATE) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.83 AHD

A-148

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980

SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

REGISTERED NUMBER
SP 128966

EASEMENTS AND PROFITS

PAGE 1 OF 13 PAGE/S

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown 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 a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown 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 a prendre described hereunder.

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

EASEMENTS

- 1. **LOT 1** is:
subject to:

- 1.1 a right of carriageway (but not including any right to stop, to load or unload vehicles) limited in height from the concrete floor to 2.5 metres above the concrete floor (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 1 marked "Right of Way "T" (Private)" on the plan for the purpose

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

) *[Signature]*

) *[Signature]*

) *[Signature]*

) *[Signature]*

) *[Signature]*

) *[Signature]*
The Common Seal of Perpetual Trustees
Tasmania Ltd. was affixed hereto by order
of the Directors and in the presence of:

) *[Signature]*
Director

(USE ANNEXURE PAGES FOR CONTINUATION)

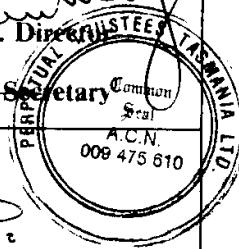
SUBDIVIDER : JOHN FUGLSANG DEVELOPMENTS
P/L, R H, H H & B L SMART & THE CROWN
FOLIO REF : C.T.126624/1, C.T. 124826/3.
C.T. 196940/1, C.T. 41879/1 & C.T. 41878/1
SOLICITOR
& REFERENCE : DOBSON MITCHELL & ALLPORT
- A. R. LOGAN

PLAN
SEALED BY :

DATE :

...817.6...
REF No.

[Signature]
Council Delegate
MANAGER - SURVEYING SERVICES



NOTE: THE COUNCIL DELEGATE MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.

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PAGE 2 OF 13 PAGES

SP 128966

FOLIO REFERENCE:- C/T 126624/1, 124826/3, 196940/1, 41879/1 & 41878/1

only of providing access to and egress from the ground floor of the building constructed on LOT 1 on Sealed Plan No. 127792; and

1.2 a right of carriageway (but not including any right to stop, to load or unload vehicles) (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 1 marked "Right of Way "R" (Private)" on the plan limited in height over that part of LOT 1 marked "NN.MM.QQ.PP" from the concrete floor to 4 metres above the concrete floor and limited in height over that part of LOT 1 marked "PP.QQ.LL.KK.A" from the surface of the existing ramp to 4 metres above the ramp for the purpose only of providing access to and egress from:

- (a) that part of LOT 1 marked "~~LOO~~.KK.LL" on the Plan; and
- (b) the first floor of the building erected on LOT 1 on Sealed Plan No. 127792;

1.3 a right of carriageway (but not including any right to stop, to load or unload vehicles) limited in height from the concrete floor to 2.5 metres above the concrete floor (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 1 marked "Right of Way "T" (Private)" on the plan for the purpose only of providing access to and egress from the basement of the building constructed on LOT 3 on Sealed Plan No. 127792 and the exercise of the right specified in clause 1.8 of this Schedule;

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

**Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited**

Signed by the Crown

The Common Seal of Perpetual Trustees Tasmania Ltd. was affixed hereto by order of the Directors and in the presence of

..... Director
..... Secretary

NOTE:- Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Issued Pursuant to the Land Titles Act 1980

PAGE 3 OF 13 PAGES

SP 128966

FOLIO REFERENCE:- C/T 126624/1, 124826/3, 196940/1, 41879/1 & 41878/1

Planning Authority: Hobart City Council

- 1.4 a right of carriageway limited in height from ground level to the underside of the existing ramp (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 1 marked "Right of Way "S" (Private)" on the plan for the purpose only of providing access to and egress from the basement of the building constructed on LOT 3 on Sealed Plan No. 127792 and the exercise of the right specified in clause 1.8 of this Schedule;
- 1.5 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 1 marked "CC.OO.A.NN" on the Plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 1 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by the erection and use of the existing access ramp erected on LOT 1 on the Plan;
- 1.6 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 1 marked "CC.OO.A.NN" on the Plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 3 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by the erection and use of the existing access ramp erected on LOT 1 and the existing wall erected approximately on the line "A.KK";

Signed by the Crown

[illegible]

www.thelist.tas.gov.au

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980

**ANNEXURE TO
SCHEDULE OF EASEMENTS**

PAGE 4 OF 13 PAGES

Registered Number

SP128966

SUBDIVIDER:- JOHN FUGLSANG DEVELOPMENTS P/L, R H, H H & B L SMART & CROWN

FOLIO REFERENCE:- C/T 126624/1, 124826/3, 196940/1, 41879/1 & 41878/1

**DEVELOPMENT APPLICATION
DOCUMENT**

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00092-01 and was received on the 12 February 2016

Planning Authority: Hobart City Council

- 1.7 an easement for encroachment (appurtenant to LOT 3 on Sealed Plan No. 127792) to permit balconies constructed at any point along that part of the boundary between LOT 1 on the Plan and LOT 3 on Sealed Plan No. 127792 marked "NN.PP.A" on the Plan to overhang that part of LOT 1 marked "NN.CC.OO.A" on the Plan by no more than 1.5 metres at a height of not less than 4 metres vertically above:
- (a) the concrete floor of that part of LOT 1 marked "NN.MM.QQ.PP" on the plan; and
 - (b) the surface of the existing ramp constructed on that part of LOT 1 marked "PP.QQ.LL.KK.A" on the plan;
- 1.8 an exclusive right limited in height from ground level to the underside of the existing ramp to park motor vehicles (appurtenant to LOT 3 on Sealed Plan No. 127792) for the owner of LOT 3 on Sealed Plan No. 127792 and every person authorised by that owner (including customers, invitees and employees) on the surface of that part of the ground level of LOT 1 marked "PP.QQ.LL.KK.A" on the plan;
- 1.9 an exclusive right to stop to load and unload motor vehicles (appurtenant to LOT 1 on Sealed Plan No. 127792) for the owner of LOT 1 on Sealed Plan No. 127792 and every person authorised by that owner on that part of LOT 1 marked "Right of Way "U" (Private)" on the plan;

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

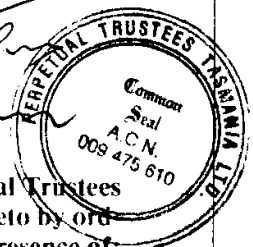
Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

The Common Seal of Perpetual Trustees
Tasmania Ltd. was affixed hereto by order
of the Directors and in the presence of:

..... Director
..... Secretary



NOTE:- Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

**ANNEXURE TO
SCHEDULE OF EASEMENTS**

PAGE 5 OF 13 PAGES

Registered Number

SP128966

SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS P/L, R H, H H & B L SMART & CROWN

FOLIO REFERENCE:- C/T 126624/1, 124826/3, 196940/1, 41879/1 & 41878/1

**DEVELOPMENT APPLICATION
DOCUMENT**

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00092-01 and was received on the 12 February 2016

Planning Authority: Hobart City Council

- 1.10 an exclusive right (appurtenant to LOT 1 on Sealed Plan No. 127792):
- (a) for the owner of LOT 1 on Sealed Plan No. 127792 and every person authorised by that owner, to use and enjoy for the purposes of recreation or a garden that part of LOT 1 marked "Right of Way "U" (Private)" on the plan; and
- (b) for the owner of LOT 1 on Sealed Plan No. 127792 to erect a barrier along the line marked "OO.KK" on the plan to prevent unauthorised entry by motor vehicles onto that area of LOT 1.
- 1.11 a right of carriageway (but not including any right to stop, to load or unload) (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 1 marked "Right of Way "Z" (Private)" on the plan;
- 1.12 a right of carriageway (but not including any right to stop, to load or unload) (appurtenant to LOT 1 on Sealed Plan No. 127792) limited in height from 14.33 Australian Height Datum to 16.83 Australian Height Datum over that part of LOT 1 marked "Right of Way "V" (Private)" on the plan;
- 1.13 an easement for encroachment (appurtenant to LOT 3 on Sealed Plan No. 127792) to permit balconies constructed at any point along that part of the boundary between LOT 1 on the Plan and LOT 3 on Sealed Plan No. 127792 marked "A.B.DD" on the Plan to overhang that part of LOT 1 marked "A.D.EE.FF.DD.B" on the Plan by no more than 1.5 metres;

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

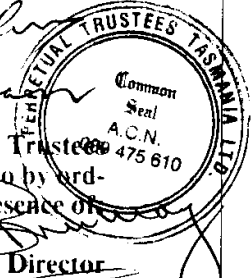
Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

The Common Seal of Perpetual Trustees
Tasmania Ltd. was affixed hereto by order
of the Directors and in the presence of



..... Director
..... Secretary

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FOLIO REFERENCE:- C/T 126624/1, 124826/3, 196940/1, 41879/1 & 41878/1

**DEVELOPMENT APPLICATION
DOCUMENT**

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Planning Authority: Hobart City Council

1.14 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 1 marked "A.D.EE.FF.DD.B" on the plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 3 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by:

- (a) a building erected in compliance with the height restriction imposed by clauses 7.1 and 7.2 of this Schedule; and
- (b) a building erected in compliance with the height restriction imposed by clauses 7.1 and 7.2 of this Schedule; and

1.15 a right of footway (appurtenant to LOT 1 on Sealed Plan 122931) over the "Right of Footway (Private) 3.60 wide" shown on the Plan.

together with and subject to:

1.16 a party wall easement within the meaning of Section 34B of the Conveyancing and Law of Property Act 1884 over the Party Wall No. 1 shown on the Plan along the common boundary of LOT 1 on the Plan with Lot 1 on Sealed Plan No. 114251.

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

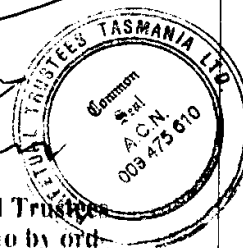
Signed by the Attorneys for
Trust Bank

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Signed by the Crown

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..... Director
..... Secretary



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together with:

- 1.17 a right of footway over the "Right of Footway (Private) 11.00 wide" shown on the Plan passing through LOT 1 on Sealed Plan 122931.
- 1.18 a right of drainage over LOT 3 on the Plan.
- 1.19 ~~a right of carriageway over LOT 3 on the Plan.~~
- 1.20 a right for Gabriel Butler his heirs and assigns the tenants and occupiers for the time being of the piece of land or any part thereof and his and their servants and at all times thereafter at his or their will and pleasure by night and by day and for all purposes to go return pass and repass with horses cattle and other beasts carts wagon and all other carriages laden or unladen to and from the said piece of land through over across and along All that strip of land extending from the said land to the New Wharf and being throughout of the width of 18'6" wide or thereabouts and which strip of land is shown on the plan endorsed on Indenture of Release No. 3/1562 and therein coloured brown and marked "STUV" on the Plan.

2. That part of LOT 1 marked "E.BB.JJ.Q" on the Plan is together with a right of drift way ~~over LOT 3 on the Plan and~~ over the strip of land marked "S.T.U.V." on the Plan.

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

[Handwritten signatures and stamps]

**The Common Seal of Perpetual Trustees
Tasmania Ltd. was affixed hereto by order
of the Directors and in the presence of:**

..... **Director**
..... **Secretary**

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3. That part of LOT 1 marked "TT.WW.YY.ZZ.AA.F.UU" on the Plan is together with a right of carriage and drift way in through over along and upon ~~that part of LOT 3 marked "S.T.UU.VV.Q" on the Plan and over~~ the strip of land marked "S.T.U.V" on the Plan.

4. That part of LOT 1 marked "VV.UU.F.E" on the Plan is together with a right of carriage way and drift way in through over along and upon the strip of land marked "STUV" on the Plan.

5. LOT 2 is together with a right of carriage and drift way in through over along and upon ~~LOT 3 on the Plan and~~ the strip of land marked "S.T.U.V" on the Plan.

6. LOT 3 is:
subject to:

6.1 a right of drainage (appurtenant to LOT 1 on the Plan).

6.2 ~~a right of carriageway (appurtenant to LOT 1 on the Plan).~~

6.3 ~~a right of drift way (appurtenant to that part of LOT 1 marked "E.BB.II.Q" on the Plan).~~

DEVELOPMENT APPLICATION
DOCUMENT

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Planning Authority: Hobart City Council

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

The Common Seal of Perpetual Trustees Tasmania Ltd. was affixed hereto by order of the Directors and in the presence of:

..... Director
..... Secretary



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DEVELOPMENT APPLICATION
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Planning Authority: Hobart City Council

6.4 a right of carriage and drift way (appurtenant to that part of LOT 1 marked "TT.WW.YY.ZZ.AA.F.UU" on the Plan) in through over along and upon that part of LOT 3 marked "S.T.UU.VV.Q" on the Plan.

6.5 a right of carriage and drift way (appurtenant to LOT 2 on the Plan) in through over along and upon LOT 3.

together with:

6.6 a right of carriage and drift way in through over along and upon the strip of land marked "STUV" on the Plan.

RESTRICTIVE COVENANTS

7. ~~The owner or owners of that part of LOT 1 marked "A.D.EE.FF.DD.B" on the plan~~ covenants with the owner or owners for the time being of LOT 3 on Sealed Plan No. 127792 and each and every part of it to the intent that the burden of this covenant will run with and bind that part of LOT 1 marked "A.D.EE.FF.DD.B" on the plan (and each and every part of it) and that the benefit will be annexed to and devolve with each and every part of LOT 3 on Sealed Plan No. 127792 as follows: which benefit Lot 3 on Sealed Plan No. 127792 as follows:

7.1 not to construct or permit to be constructed on that part of LOT 1 marked "ABCD" on the plan any temporary or permanent buildings or structures the

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

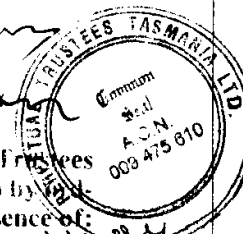
Signed by the Attorneys for
Trust Bank

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Perpetual Trustees Tasmania Limited

Signed by the Crown

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Tasmania Ltd. was affixed hereto by the
of the Directors and in the presence of:

..... Director
..... Secretary



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highest point of which exceeds 11.70 metres above the Australian Height Datum as at 1st December 1996; and

7.2 not to construct or permit to be constructed on that part of LOT 1 marked "C.D.EE.FF.DD.B" on the plan any temporary or permanent buildings or structures (other than aerials, satellite receiving dishes, bushes, trees or shrubs) the highest point of which exceeds 14.82 metres above the Australian Height Datum as at 1st December, 1996.

PROFITS

No profits a prendre are created to benefit or burden any of the lots on the plan.

Witness to the Common Seal of
John Fuglsang Developments Pty Ltd

Witnesses to the Common Seal of
Tasmanian Trustees Limited

Signed by Roger Herbert Smart

Signed by Herbert Harold Smart

Signed by Brighta Lillian Smart

Signed by the Attorneys for
Trust Bank

Witnesses to the Common Seal of
Perpetual Trustees Tasmania Limited

Signed by the Crown

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of the Directors and in the presence of

..... Director
..... Secretary

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The Common Seal of
JOHN FUGLSANG DEVELOPMENTS
PTY. LTD. (A.C.N. 009 530 812) (as registered
proprietor of Certificate of Title Volume 127792
Folio 7) was hereunto affixed in the presence of:

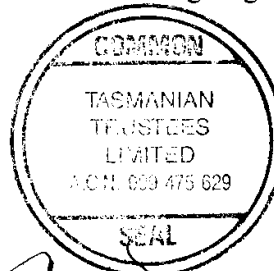


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relevant to the application for a planning
permit No. PLN-16-00092-01 and was
received on the 12 February 2016

Planning Authority: Hobart City Council

[Signature]
Sole Director and Secretary
John Theodore Fuglsang

The Common Seal of
TASMANIAN TRUSTEES LIMITED
(A.C.N. 009 475 629) (as mortgagee under
mortgage No. B948255) was hereunto
affixed in the presence of:



[Signature]
Director
[Signature]
Director/Secretary

SIGNED by **ROGER HERBERT SMART**
(as registered proprietor of Certificate of Title
Volume 41878 Folio 1 in the presence of:

[Signature]

Witness

[Signature]
Name Address Occupation *36 BARRACKSTONE ST.
GERINGA. TAS.
CO. ARCHT.*

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SIGNED by **HERBERT HAROLD SMART**)
(as registered proprietor of Certificates of Title)
Volume 41878 Folio 1 and Volume 41879 Folio 1)
in the presence of:)

Witness

Name Address Occupation *36 BADDELSTONE ST*
CORINDA. QLD
Co. Director

SIGNED by **BRIGHTA LILLIAN SMART**)
(as registered proprietor of Certificate of Title)
Volume 41878 Folio 1 in the presence of:)

Witness

Name Address Occupation *36 BADDELSTONE ST*
CORINDA. QLD
Co. Director

The Common Seal of)
PERPETUAL TRUSTEES TASMANIA LIMITED)
(A.C.N. 009 475 610) (as mortgagee under)
mortgage Nos. A555051, A613151, B96886, B418847))
B567463, B675988 and B769893) was hereunto)
affixed in the presence of:)



Director

Director/Secretary

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**DEVELOPMENT APPLICATION
DOCUMENT**

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Planning Authority: Hobart City Council

Executed by **TRUST BANK**
(as Mortgagee under Mortgage No. B948256)

SIGNED BY
TRUST BANK by its
attorney BARRY WILLIAM CRUISE
..... and KERRY DONALD BOWERMAN
..... under power No. 67/4762
(and the said BARRY WILLIAM CRUISE
..... and KERRY DONALD BOWERMAN
..... declare that they have received No
Notice of revocation of the
said power) in the presence of

.....
Witness

SIGNED for The Crown by the Honourable)
PETER CURTIS LEIGH HODGMAN)
the Minister for the time being administering)
the Crown Lands Act 1976 as the registered)
proprietor of Certificates of Title Volume)
196940 Folio 1 and Volume 128426 Folio 3)
in the presence of:-)

.....
Witness' Signature

TIM LUCAS

Full Name

134 MACQUARIE STREET

Address

ASSISTANT TO DIRECTOR

Occupation

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This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 05 February 2016

Planning Authority: Hobart City Council



Loring, Jacqui

From: Greg Amor [grega@nant.com.au]
Sent: Wednesday, 10 February 2016 11:59 AM
To: rfi-information
Subject: RFI - 62 Wooby's Lane (Nant Distillery)

**DEVELOPMENT APPLICATION
DOCUMENT**

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00092-01 and was received on the 10 February 2016

Planning Authority: Hobart City Council

Hello Liz

I will confirm that the footpath barriers referred to in the application are temporary and not bolted to the ground.
I will confirm that the hours of operation in the application refer to the outdoor area only, the hours of the venue will not alter.

Regards

Greg Amor
National Operations Manager
Nant Distilling Company
www.nant.com.au

Mobile: +61 458 094 457

**CITY PLANNING COMMITTEE AGENDA
(OPEN PORTION OF THE MEETING)
15/3/2016**

**7. TASMANIA'S DRAFT CLIMATE CHANGE ACTION PLAN 2016 – 2021 –
FILE REF: 17-50-23**

65x's

Report of the Director City Planning and the Environment and Climate Change Officer of 7 March 2016, and attachments.

DELEGATION: Council

TO : General Manager

FROM : Environment and Climate Change Officer

DATE : 7 March, 2016

SUBJECT : **TASMANIA'S DRAFT CLIMATE CHANGE ACTION PLAN 2016 - 2021**

FILE : 17-050-23 KG:KG (s:\projects\env & climate change\climate change\tasmanian govt\climate change strategy\2016 climate change action plan\report for cpc tas climate action plan 2016.docx)

1. INTRODUCTION

- 1.1. The purpose of this report is to seek the Council's comment on 'Embracing the Climate Challenge' Tasmania's draft climate change action plan 2016 – 2021 (the Plan). A copy of the Plan forms **Cwcej o gpvC** of this report.
- 1.2. The Tasmanian Government has released the Plan for consultation with feedback sought by the 25 March 2016.

2. BACKGROUND

- 2.1. The Plan replaces the Tasmanian Government's *Climate Smart Tasmania: A 2020 Climate Change Strategy* that was released in late November 2013 and repealed following a change in government in 2014. The previous Strategy addressed both mitigation and adaptation and included 9 priority areas and over 80 actions, with time frames and responsibility for implementation.
- 2.2. The Plan, similarly to *Climate Smart*, addresses both the issues of mitigation and adaptation. It covers 4 priority areas, following, and 51 actions which forms Attachment 2 – 'Tasmanian climate change actions and comments' of this report and includes comment on actions of relevance to the City of Hobart. The 4 priority areas are:
 - 2.2.1. Meeting the climate challenge
 - 2.2.2. Maximising our energy advantage
 - 2.2.3. Maximising our business advantage
 - 2.2.4. Maximising our liveability advantage

- 2.3. The Plan has been released for public consultation with responses sought around the four following questions:
 - 2.3.1. What practical actions should we prioritise over the next five years in our response to the issue of climate change?
 - 2.3.2. What targets, both legislated and policy driven, should Tasmania adopt in pursuing our greenhouse gas abatement effort?
 - 2.3.3. How can our natural advantages best be used to maximise Tasmania's contribution in the effort to combat climate change?
 - 2.3.4. What amendments or enhancements would you propose to the Climate Change (State Action) Act 2008 to ensure that Tasmania is responding effectively to the issue of climate change?
- 2.4. This report provides comment on the Plan's:
 - 2.4.1. four consultative questions addressed in the Responses below (in Item 4); and
 - 2.4.2. Tables of actions which are contained **Cwcej o gpv'D** – Tasmanian climate change actions and comments.
- 2.5. It is noted that the Plan does not include time frames and responsibility for implementation, however it is anticipated that it is likely that these will be included following the consultation period.
- 2.6. In addition to the draft Plan the Tasmanian Government also has an *Energy Strategy – Restoring Tasmania's Energy Strategy* (May 2015) that has synergies and overlap with the Plan with regard to actions relating to mitigation of greenhouse gas emissions.

3. PROPOSAL

- 3.1. It is proposed, subject to Council approval that responses to the consultation questions (Item 4) and comments on the Tables of actions (Attachment D) are provided to the Tasmanian Climate Change Office in a covering letter under the Lord Mayor's signature.
- 3.2. It is noted that the 'comment' is from a local government perspective (with regard to current rather jurisdictional and statutory considerations and operational programs, initiatives and Strategic direction) rather than a broader statewide viewpoint that is beyond the scope of local government roles, responsibilities and scope.

4. RESPONSES

What practical actions should we prioritise over the next five years in our response to the issue of climate change?

Current climate impacts

- 4.1. Since the drafting of the Plan for consultation in late 2015 Tasmania has subsequently experienced a cascade of climate related events that have implications for Tasmania's tourism, aquaculture and fisheries, science and research and industrial sectors. These climate related events include:
 - 4.1.1. bushfires ignited by dry lightning strikes in iconic 'wet' World Heritage areas that are fire sensitive;
 - 4.1.2. an outbreak of disease Pacific Oyster Mortality Syndrome, in Tasmania's commercial oyster producers impacting on supply of oysters and spat;
 - 4.1.3. announced loss of CSIRO oceans and atmospheric research compromising the capacity for dynamically downscaled climate projections at a regional and local level; and
 - 4.1.4. disruption of Basslink combined with low water storages in Hydro dams leading to energy insecurity impacting on large scale industrial users.
- 4.2. It is considered in the response to these climate events that the Plan should be recalibrated to consider the State's climate vulnerabilities and identify actions across the state to increase long term resilience.

Provision of good quality information:

- 4.3. Critical to good decision-making in relation to climate adaptation planning, is the provision of high-quality information on climate change projections at a regional and local level. For local government potential liability and legal challenge is limited if decision making uses the best information available at the time such as State supported projections, the 'Climate Futures Tasmania,' as discussed below. Such information is also critical in helping to guide long term investment into local government and community infrastructure and assets.
- 4.4. It is also noted that the provision of high-quality information is beyond the resource capacity, expertise and role of local government. It is considered to be a responsibility of the Commonwealth and State governments, who provide national and state-based policy and jurisdictional settings.

- 4.5. Tasmania is extremely fortunate to be the home of the Climate Futures Tasmania (CFT) project developed by the Antarctic Climate Ecosystem Cooperative Research Centre available through the [Department of Premier and Cabinet \(DPAC\) website](#).
- 4.6. CFT produced dynamically downscaled projections at 10 km² interval across the State that has been peer reviewed and found to be scientifically robust. This is in comparison to the recent national regional climate modelling that produced projections at 50 km² intervals and did not have the level of detail contained as per the CFT.
- 4.7. Of considerable concern is the loss of the CSIRO's expertise in its ocean and atmospheric research capability, as this provides a critical input to the CFT methodology and without this cannot be reproduced.
- 4.8. It is considered an imperative that Tasmania's expertise and capacity to continue to deliver dynamical downscaled projections is maintained, and budgeted for, to enable further modelling to be undertaken by 2020 that takes into account the most recent IPCC projections.

Supporting local government adaptation planning:

- 4.9. Local government is recognised as having the most significant role in assisting communities to understand and manage risks and adapt to long term changes in the climate. The City of Hobart has collaborated with the DPAC and Think South on the Regional Climate Change Adaptation Project. RCCAP developed adaptation plans for the Southern councils and then subsequently the Cradle Coast and Northern Tasmanian councils, along with adaptation strategies for the three regions.
- 4.10. RCCAP represents the first step in local government adaptation planning enabling council to identify corporate risks and develop actions to mitigate these. However further resourcing is required to enable councils to fully implement their plans and ensure that their governance structures incorporate climate considerations. Additionally further work is required to assist council to engage with their communities on climate change adaptation. To this end the Council is strongly supportive of actions for 'assessing the latest policy and projections,' preparing for climate extremes and managing emergency responses' and 'managing climate impacts to enhance liveability.'

Overall

- 4.11. Overall the Council is supportive of the actions within the Plan that address increase the preparedness for climate extremes and hazards and is keen to investigate a work program to progress mutually climate change issues and opportunities.

What targets, both legislated and policy driven, should Tasmania adopt in pursuing our greenhouse gas abatement effort?

- 4.12. The City of Hobart has Council endorsed greenhouse gas abatement targets. It has achieved its emission reduction target of 75% from 2000 levels by 2010 and is working towards a further 17% emission reduction of 2010 levels by 2020 as well as an separate energy saving target of 35% reduction from 2010 levels by 2020.
- 4.13. The City of Hobart recognises and acknowledges that Tasmania, through the *Climate Change (State Action) Act 2008*, is the only State that has legislated targets for emissions reduction. It supports the continuation of legislated strong stretch mitigation goals and policy driven targets that are informed by science and takes into account social, economic and environmental considerations.

How can our natural advantages best be used to maximise Tasmania's contribution in the effort to combat climate change?

- 4.14. It is recognised that Tasmania has a maritime climate that will provide a level of buffering to the more severe climate impacts experienced nationally. It is also noted that the State has considerable potential around its wind, solar, tidal and geothermal resources that could provide a diversified energy portfolio and security.
- 4.15. In addition there is another key asset of the State which is its local governments that have linkages and established networks to their communities and can play a key role, with appropriate resourcing, in assisting them to understand and develop community wide adaptation responses and resilience.

What amendments or enhancements would you propose to the *Climate Change (State Action) Act 2008* to ensure that Tasmania is responding effectively to the issue of climate change?

- 4.16. The *Climate Change (State Action) Act* (the Act) principally legislates for mitigation action with limited/to no head of power for adaptation action.
- 4.17. It is noted that there are 'elements' of adaptation action contained within the current work of the Office and Security and Emergency Management's Natural Hazards Management Work that is understood to inform the State led planning reform process through codes and schedules. However these are limited to triggering action on new development and not addressing the legacy of existing development and/or strategically shaping climate change adaptation responses.
- 4.18. It is recognised that beyond land use planning that there is a need for broader community adaptation planning that increases communities resilience.

4.19. Potential amendments to Act could include the:

- 4.19.1. clarification of the roles and responsibilities of: State and local government and commercial and private sectors with regard to climate change adaptation. It is considered that these should reflect the Council of Australian Governments Select Committee on Climate Change, Roles and Responsibilities, (Sept 2012) please refer to Attachment 3;
- 4.19.2. inclusion of an equivalent to the *Local Government Act 1993 (NSW)* s.733 which provides an exemption for liability from climate hazards (flooding, bushfire and coastal hazards) when implementing plans endorsed by the State Government; and
- 4.19.3. provision of good-quality information including dynamically downscaled climate change projections at a fine scale; at quinquennial (5 yearly) intervals with the next 'climate models run' in 2020 and/or when more up to date information becomes available.

5. STRATEGIC PLANNING IMPLICATIONS

5.1. 5-Year Priorities

- 5.1.1. Leading climate change mitigation and adaptation practices
- 5.1.2. Having a greater resilience to natural hazards

5.2. Strategic Objectives

5.2.1. The Strategic Objectives are to:

- 5.2.1.1. 3.1 Show leadership in addressing and responding to climate change impacts
- 5.2.1.2. 3.2 Enhance community resilience to natural hazards

6. FINANCIAL IMPLICATIONS

6.1. Funding Source(s)

- 6.1.1. There are no funding considerations associated with the feedback

6.2. Impact on Current Year Operating Result

- 6.2.1. Not applicable

6.3. Impact on Future Years' Financial Result

- 6.3.1. Not applicable

6.4. Asset Related Implications

6.4.1. Not applicable

7. DELEGATION

7.1. "Eqwpek0

8. CONSULTATION

8.1. This report has been prepared in consultation with the Climate Change Adaptation Implementation Team and key officers from across the Council with input provided by:

8.1.1. Group Manager Infrastructure Planning

8.1.2. Executive and Economic Development

8.1.3. Cleansing and Solid Waste Coordinator

8.1.4. Traffic Engineering

9. CONCLUSION

9.1. The Tasmanian Government has released '*Embracing the Climate Challenge*' Tasmania's draft climate change action plan 2016 – 2021 (the Plan) for consultation with feedback sought by the 25 March 2016.

9.1. The Plan, contains 51 actions across the following 4 Priority areas:

9.1.1. Meeting the climate challenge

9.1.2. Maximising our energy advantage

9.1.3. Maximising our business advantage

9.1.4. Maximising our liveability advantage

9.2. The Tasmanian government has sought responses sought to the four following questions:

9.2.1. What practical actions should we prioritise over the next five years in our response to the issue of climate change?

9.2.2. What targets, both legislated and policy driven, should Tasmania adopt in pursuing our greenhouse gas abatement effort?

9.2.3. How can our natural advantages best be used to maximise Tasmania's contribution in the effort to combat climate change?

- 9.2.4. What amendments or enhancements would you propose to the Climate Change (State Action) Act 2008 to ensure that Tasmania is responding effectively to the issue of climate change?
- 9.3. Overall the Council is very supportive of the actions within the Plan, particularly those that address increase the preparedness for climate extremes and hazards and is keen to investigate a work program to progress mutually climate change issues and opportunities.
- 9.4. The Council is cognisant of the recent climate related events including:
 - 9.4.1. bushfires ignited by dry lightning strikes in iconic 'wet' World Heritage areas that are fire sensitive;
 - 9.4.2. an outbreak of disease Pacific Oyster Mortality Syndrome, in Tasmania's commercial oyster producers impacting on supply of oysters and spat;
 - 9.4.3. announced loss of CSIRO oceans and atmospheric research compromising the capacity for dynamically downscaled climate projections; and
 - 9.4.4. disruption of Basslink combined with low water storages in Hydro dams leading to energy insecurity impacting on large scale industrial users.
- 9.5. And it considers in the response to these climate events that the Plan should be recalibrated to consider the State's climate vulnerabilities and identify actions across the state to increase long term resilience.

10. RECOMMENDATION

That:

- 10.1. *The report KG:kg (s:\projects\env & climate change\climate change\tasmanian govt\climate change strategy\2016 climate change action plan\report for cpc tas climate action plan 2016.docx) be received and noted.*
- 10.2. *The Council provide feedback to the Tasmanian Government, under a covering letter from the Lord Mayor, on 'Embracing Climate Challenge - Tasmania's draft climate change action plan 2016 – 2021, in accordance with:*
 - 10.2.1. *The responses detailed at item 4 of this report; and*
 - 10.2.2. *Attachment D of this report.*

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.



(Katrina Graham)

ENVIRONMENT AND CLIMATE CHANGE OFFICER



(Neil Noye)

DIRECTOR CITY PLANNING

Attachment A - 'Embracing the Climate Challenge' Tasmania's draft climate change action plan 2016 – 2021

Attachment B - Schedule of Tasmanian climate change actions and comments

Embracing the climate challenge

Tasmania's draft climate change action plan 2016-2021



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Embracing the Climate Challenge: Tasmania's draft climate change action plan 2016-2021

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MINISTER'S FOREWORD

The next five years will set the stage for a renewed global push on climate change.

As the world reflects on the significant outcomes of the 21st Conference of the Parties (COP 21) recently concluded in Paris, there will be much debate on the need for revised national emission reduction targets and other initiatives centred on research, innovation and adaptation in meeting the new objectives the world has now agreed to.

Against this backdrop the time is right for Tasmania to also refresh its actions and objectives in responding to this issue.

Tasmania is already a genuine global leader in the response to climate change.

Our per capita carbon emissions are amongst the lowest of any reporting jurisdiction in the developed world. There are very few other developed economies that can claim to have almost half of their land mass held in reserves¹ and operating as a net carbon sink. There are few developed economies that could claim renewable energy generation of around 90 per cent of total electricity supply.² In fact our renewable energy capacity and expertise is equal in quality to anywhere in the world. And our climate related research capability, particularly on Antarctic and Southern Ocean issues, is simply unparalleled.

Tasmania has the potential to be the best in the world when it comes to responding to this issue.

That is our aspiration. That is our challenge. And that is also our opportunity.

While there is no doubt Tasmania will not be immune from the adverse impacts of climate change, if we use our natural advantages and seize the opportunity this challenge presents then a future low carbon economy can help deliver Tasmania increased investment, jobs and economic growth.

This draft action plan proposes practical actions to meet the challenges of climate change, but also to leverage Tasmania's natural advantages to stimulate innovation, growth, investment and

¹ Parks and Wildlife Service Tasmania 2014, Complete National Parks and Reserves Listings, Parks and Wildlife Service Tasmania, viewed 9 December 2015, <http://www.parks.tas.gov.au/index.aspX?base=5710>

² US Energy Information Administration, 2014, *International Energy Statistics*, <http://www.eia.gov/cfapps/ipdbproject/IEDIndex3.cfm>

job creation. This includes maximising our renewable energy potential, promoting our low carbon emissions brand, and capitalising on the opportunities our cool climate advantage presents for making Tasmania the best place in the country to live, work, invest and raise a family.

But if this plan is to be the best it can be then we need your help. That's why we are seeking your contribution to the development of this plan through the public consultation process. We are particularly interested in hearing your ideas for priority actions as well as your views on the setting of appropriate targets to help drive our response to this issue. The Government is open to different ways of formulating targets. In setting targets the Government seeks to make "a significant pledge to the world" in relation to our abatement effort but we also wish to ensure that any targets to be adopted are both practical and achievable.

Details of how to make your submission are provided on page 37.

I look forward to hearing your views.

Yours sincerely



Matthew Groom MP
Minister for State Growth
Minister for Energy
Minister for Environment, Parks and Heritage

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OVERVIEW

Embracing the Climate Challenge: Tasmania's draft climate change action plan 2016-2021 (the draft action plan) outlines actions the Tasmanian Government will take to respond to the opportunities and challenges of climate change in a way that enhances the State's prosperity and resilience.

Our aspiration is for Tasmania to be the best in the world in responding to climate change, renowned for our renewable energy expertise and our world class science and research, and prepared to meet the challenges and seize the opportunities climate change presents.

We are focusing on sensible and practical actions in areas where Tasmania can realise the greatest benefits, increase our capacity to manage change, and manage risks to avoid greater impacts and costs in the future.

The purpose of the draft action plan is to seek input from stakeholders and the general community.

The plan provides a framework for the Government's ongoing response to climate change over a five-year period through to 2021. It builds on our achievements and positions Tasmania to continue to capitalise on our comparative advantages in responding to this issue. It also sets policy directions and priorities for managing risks and adapting to climate change in our State.

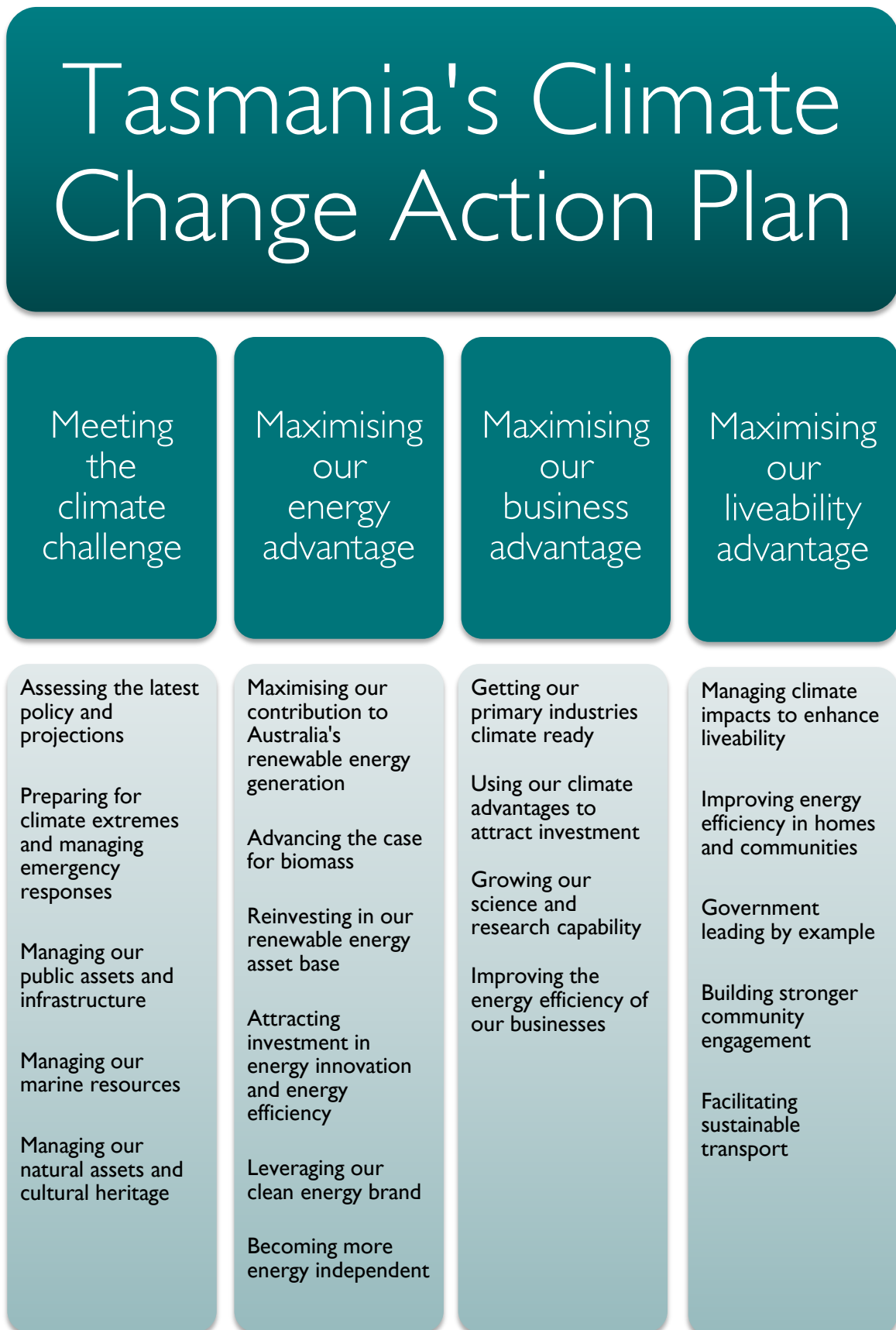
The draft action plan is framed around four focus areas, illustrated in Figure 1. These areas are:

1. **Meeting the climate challenge** – Due to greenhouse gas emissions released globally over many decades, some climate change is now inevitable, even if the world moves quickly to lower its emissions. Tasmania is not immune to the impacts of climate change and needs to manage the associated risks to communities, businesses, government infrastructure and services, and natural resources. Well planned and appropriate management of climate risks will help minimise economic disruption, build resilience and allow communities to get back on their feet faster following extreme weather events.
2. **Maximising our energy advantage** – Around 90 per cent of Tasmania's electricity generation capacity is from renewable sources which, with favourable conditions, is enough to supply our own needs and to export interstate at peak times. But we can do more to use our extraordinary natural energy resources and world class expertise to contribute to the effort to combat climate change. Strong advocacy, good planning and reinvestment in our energy asset base will help position Tasmania to maximise its energy advantages. We can also do more to encourage energy innovation, improve energy efficiency and more effectively leverage off our clean energy brand to attract investment and create jobs.
3. **Maximising our business advantage** – The global shift towards low carbon and sustainable products and services provides a clear opportunity for Tasmania. Our status as a low emitter of greenhouse gases will enhance our reputation as an attractive place to do business as the world begins the transition to a low carbon future. While some climate impacts will present challenges others may present opportunities. Already we are investing in our comparative strengths such as agriculture, tourism, energy and resources, science, education and research as well as advanced niche manufacturing. The Government is committed to continuing this work to maximise our opportunities for investment and growth.

4. **Maximising our liveability advantage** – Tasmania's cool, temperate climate is one of the factors that make it highly liveable relative to many other parts of Australia. While Tasmania will certainly not be immune from the adverse effects of climate change, some impacts may be more moderate relative to many other places, and potentially managed more effectively. If Tasmania embraces the challenge of climate change it can enhance its natural liveability advantages and increase its appeal as an attractive place to live, work, invest and raise a family.

Tasmania's new climate change action plan will be finalised by mid-2016. This timing will allow for extensive stakeholder and community consultation; an opportunity to better understand the national and international response to COP 21; and an opportunity to incorporate findings of the review of the *Climate Change (State Action) Act 2008* (the Act) which will be undertaken in the first half of 2016. The intention is for the final climate change action plan to then be reviewed again every five years on a rolling basis. This timing will align with the intention agreed at COP 21 for a rolling five year review of international commitments.

Figure 1: Tasmania's Climate Change Action Plan



BACKGROUND

Why take action on climate change in Tasmania?

Tasmania is already a world leader in the response to climate change and with many natural advantages we are well placed to meet the challenges it presents, as well as seize the opportunities. While some of the impacts are anticipated to be more moderate in Tasmania compared to many other places around the world, we must not be complacent or underestimate the impacts.

Due to climate change Tasmania will experience more frequent heat waves and extreme weather events, as well as an increased risk of bushfires, rising sea levels and coastal erosion. We must continue to focus on adaptation and community preparedness programs, which reflects our understanding that action taken now goes much further than action taken in response later.

We have many natural advantages which afford Tasmania the opportunity to be a genuine world leader in the response to climate change. This is an opportunity we must embrace. Not only can it enhance our clean brand by ensuring we are at the forefront of the transition to a low carbon world, we can position our economy to maximise the opportunity for investment and growth, which in turn can help secure our future prosperity.

We have many
natural advantages
which afford
Tasmania the
opportunity to be a
genuine world
leader in the
response to
climate change

There is now overwhelming evidence that shows that the earth is warming.³ However, higher temperatures are only one feature of climate change. Global warming is also predicted to cause changes to other climate variables such as rainfall, wind, evaporation and sea level. These changes are likely to amplify natural climate variability more broadly and result in more frequent extreme weather events.⁴

The Intergovernmental Panel on Climate Change (IPCC) has stated:

*Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased.*⁵

³ IPCC, 2013: Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. *Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

⁴ Grose MR, Barnes-Keoghan I, Comey SP, White CJ, Holz GK, Bennett JB, Gaynor SM and Bindoff NL 2010, *Climate Futures for Tasmania: general climate impacts technical report*, Antarctic Climate & Ecosystems Cooperative Research Centre, Hobart, Tasmania

⁵ IPCC, 2013: Ibid.

Climate change is a global phenomenon, but its effect at specific locations will be felt as a change to local weather conditions.⁶ Changes to the Australian climate will expose some areas of the country to extreme temperatures and more frequent drought. Resulting water shortages will pose serious challenges to the agricultural sector and may threaten some vulnerable ecological systems.

There is now overwhelming evidence that shows that the earth is warming

Due to our position in the Southern Ocean, Tasmania enjoys a cool temperate climate. Projections indicate that many climate changes are likely to be less severe in Tasmania than in other Australian states and territories.⁷

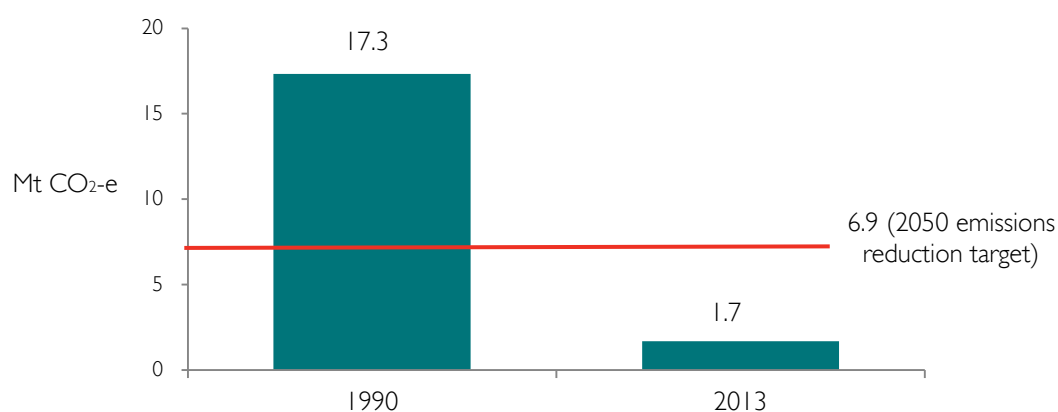
However, Tasmania can still expect increased frequency and intensity of natural hazards such as storm surge, flooding, erosion and bushfires. These risks can be managed, providing we prepare for them adequately. A risk management approach to future climate impacts will assist our businesses, communities and government to prepare for, respond to and recover from climate-related extreme events.

Tasmania's greenhouse gas emissions

The Government's response to climate change is guided by the Act. The Act establishes a target to reduce Tasmania's emissions to at least 60 per cent below 1990 levels by 31 December 2050.

In 2012-13, Tasmania's total greenhouse gas emissions were 1.7 megatonnes of carbon dioxide equivalent (Mt CO₂-e). This is a decrease in emissions of 90 per cent since 1990, and means that the State has surpassed its legislated emissions reduction target several decades ahead of schedule (see Figure 2).

Figure 2: Tasmania's total emissions in 1990 and 2013 and the 2050 emissions reduction target⁸



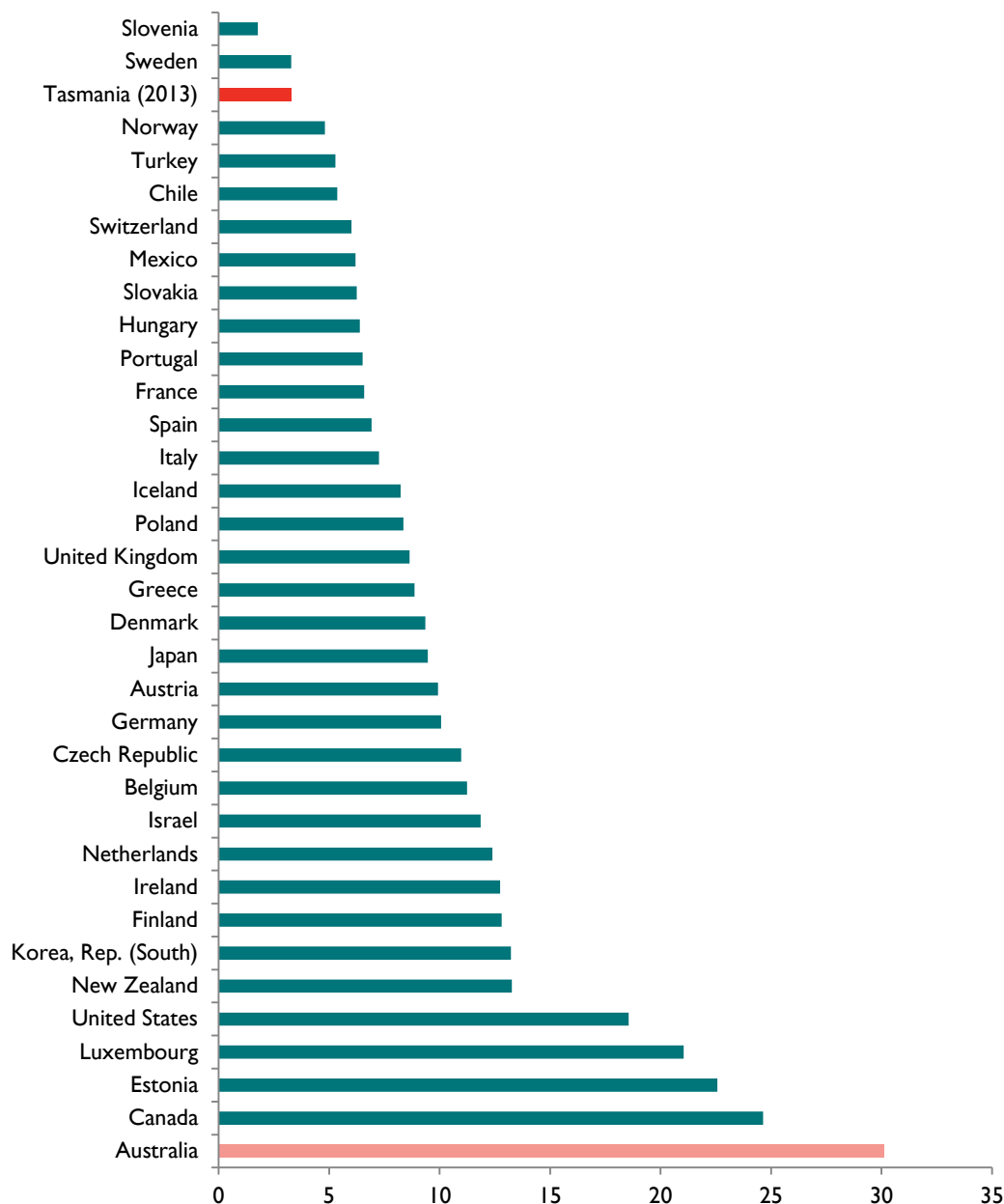
⁶ Ibid.

⁷ CSIRO, 2015 *Climate Change in Australia Projections for Australia's Natural Resource Management* <http://www.climatechangeinaustralia.gov.au/en/>

⁸ Tasmanian Government, 2015, *Tasmanian Greenhouse Gas Accounts: State Greenhouse Gas Inventory 2012-13* http://www.dpac.tas.gov.au/_data/assets/pdf_file/0004/265207/Tasmanian_Greenhouse_Gas_Accounts_Final_Report_2012-13.pdf

Furthermore, Tasmania has the lowest per capita greenhouse gas emissions of any Australian state or territory. In fact, at just 3.3 tonnes of carbon dioxide equivalent (tCO₂-e),⁹ Tasmania's emissions per capita are lower than almost every other reportable jurisdiction in the developed world (see Figure 3).

Figure 3: Comparison of 2012 OECD greenhouse gas emissions per capita (tCO₂-e per person) and including Tasmania's emissions for 2013^{10,11}



⁹ Ibid

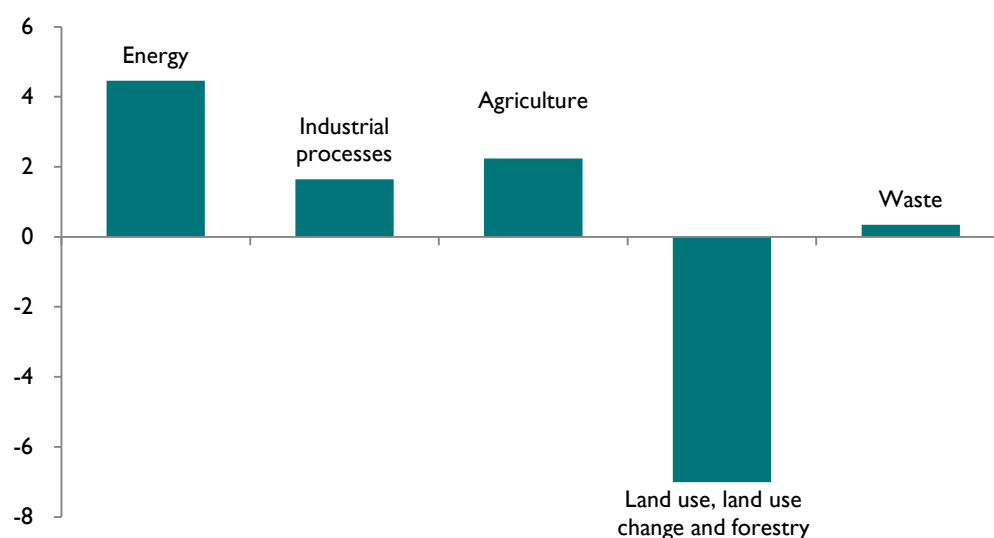
¹⁰ <http://www.wri.org/resources/data-sets/cait-historical-emissions-data-countries-us-states-unfccc>

¹¹ International figures including land use, land use change and forestry for the 2013 year are not yet publicly available, so 2012 figures have been used for comparison purposes.

The majority of Tasmania's emissions reductions since the baseline can be attributed to changes in our forestry management practices. These changes were not originally accounted for, because of the way emissions were monitored and managed under the Kyoto Protocol, (an international agreement to reduce emissions to which Australia is a signatory). However, under the second commitment period of the Kyoto Protocol, nations are now required to account for emissions from forest management. Taking forest management emissions into account means that Tasmania's greenhouse gas inventory now captures a more complete picture of the State's emissions profile.

Emissions from the forest management sub-sector have decreased significantly, from a peak of 9.0 Mt CO₂-e in 2002-03 to become a carbon sink of -7.9 Mt CO₂-e in 2012-13. This means that carbon sequestered in Tasmania's abundant forests offsets emissions in other parts of our economy (see Figure 4).

Figure 4: Tasmania's greenhouse gas emissions for 2012-13 by sector (Mt CO₂ e-)¹²



Having exceeded our legislated target, the Government will consider revised legislative targets as part of the 2016 review required under the Act. In addition, the Government will consider further 'policy' targets Tasmania can set that capitalise on our comparative advantages and provide a clear direction for future action. We are seeking feedback on appropriate future targets as part of the consultation process for this draft climate change action plan.

Setting our ambition

There are many different ways of formulating targets for driving action on climate change.

For example, Tasmania could focus on a target for reducing even further our per capita emissions standing compared to other reporting jurisdictions. Tasmania could consider targeting the lowest per capita emissions profile of any reporting jurisdiction in the developed world.

We could consider net zero carbon as a policy target. There is a move nationally and internationally towards this form of measurement. This reflects growing scientific consensus that

¹² Tasmanian Government, 2015, *Tasmanian Greenhouse Gas Accounts: State Greenhouse Gas Inventory 2012-13*
http://www.dpac.tas.gov.au/_data/assets/pdf_file/0004/265207/Tasmanian_Greenhouse_Gas_Accounts_Final_Report_2012-13.pdf

net zero or net negative emissions will be required to achieve the internationally agreed goal of limiting global warming to less than two degrees Celsius.¹³

Tasmania could also consider a target based on renewable energy generation. Tasmania generates a very significant percentage of its electricity from renewable sources. In 2014, 95 per cent of the electricity generated in Tasmania was from renewables.¹⁴ When hydro storages are high and conditions are favourable, Tasmania has the potential to generate more than 100 per cent of its demand from renewables with the excess able to be exported into the national market via Basslink. Tasmania's capacity to do this consistently would be enhanced through further renewable development as well as the construction of a second interconnector. It is therefore reasonable to consider whether a medium to long-term target for the State's net electricity demand to be met from 100 per cent renewable generation, based on a rolling average, could be established.¹⁵ This would need to be carefully understood from a timing and cost impact perspective.

In setting targets the Government seeks to make "a significant pledge to the world"

There is also a growing interest in the development of sector-based targets including through partnership agreements between government and industry. This has the potential to provide a more focused objective and better target those aspects of our emissions footprint with the greatest potential for reduction such as in transport or waste.

The Government is open to different ways of formulating targets. In setting targets the Government seeks to make "a significant pledge to the world" in relation to our abatement effort. But we also wish to ensure that any targets to be adopted are both practical and achievable. Before adopting any target the Government would need to carefully consider the pathway for achieving the target and likely impacts on the economy.

Working with others in a fast-moving policy environment

Climate change policy is rapidly evolving at the national and international level, and this is likely to increase as the world reflects on and responds to the significant outcomes of COP 21 recently concluded in Paris.

Earlier this year, the Australian Government announced three targets that established its policy position for the climate talks in Paris. These targets are:

1. A reduction of between 26 and 28 per cent below 2005 greenhouse gas emission levels by 2030, depending on economic factors.
2. Improving national energy productivity by 40 per cent by the year 2030.

¹³ IPCC, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, IPCC, Geneva, Switzerland, 3.4, pp 81- 82

¹⁴ Clean Energy Council, 2014, *Clean Energy Australia Report 2014* <http://www.cleanenergycouncil.org.au/policy-advocacy/reports/clean-energy-australia-report.html>

¹⁵ A rolling five-year average would take into account changes in annual rainfall that may affect the storage levels of hydroelectric dams.

3. A renewable energy target (RET) of 33 000 gigawatt hours in 2020, with full exemption for emissions intensive trade-exposed industries and the inclusion of bioenergy from wood waste.

The Tasmanian Government will give careful consideration to any policy developments that emerge out of COP 21 to understand the implications and opportunities they may present for Tasmania.

The Government will also continue to advocate for Tasmania's interests in the development of national policy. For example, the Government participates in various national climate change committees such as the Council of Australian Governments Energy Ministers Council and the Meeting of Environment Ministers, as well as other related working groups.

There are significant opportunities for Tasmania in a number of national climate change policies and programs, including the Emissions Reduction Fund, the RET, the work of ARENA and the Clean Energy Finance Corporation and the recently released National Energy Productivity Plan. We are well-placed to take advantage of these programs to help achieve our policy targets and positive outcomes for Tasmania.

TASMANIA'S CLIMATE CHANGE ACTION PLAN

Meeting the climate challenge

Climate change and its associated impacts will be greater if the world continues to follow a high emissions scenario, but many changes are inevitable even under a low emissions scenario.

Despite its many natural advantages, Tasmania is not immune to the impacts of climate change and needs to manage the associated risks to communities, businesses, government infrastructure and natural resources.

Getting ready for climate change means monitoring and planning for current and future climate risks. Assisting communities to reduce exposure and build resilience to climate risks will help minimise economic disruptions and allow communities to get back on their feet faster following an extreme weather event. Although we cannot remove the risk entirely, we will be more resilient if we understand our risks and plan appropriately to lessen their impacts.

Adapting to climate change needs to involve all levels of government, businesses, households and the community in decision-making and planning. As a general principle, those who are exposed to a particular risk and will benefit from taking action are best-placed to plan for and manage that risk (with the exception of the more vulnerable members of the community). Accordingly, supporting local groups, communities and the private sector to take action will be important for Tasmania to successfully adapt to a changing climate.

The benefits of adapting to climate change also need to be considered in a broader context. In some instances there may be conflicts, trade-offs or unintended consequences that could include an increase in greenhouse gas emissions, a disproportionate burden on the most vulnerable, or high opportunity costs.¹⁶ Collaborative planning needs to increase if we are to ensure that Tasmanian communities, local economies and the environment are not exposed to unmanageable risks as a result of the changing climate.

Assessing the latest policy and projections

As a result of COP 21, 195 countries, including Australia, have committed to the Paris Agreement. The Paris Agreement sets out a global framework for greenhouse gas emissions reduction after 2020, as well as commitments for international cooperation on adaptation, the deployment of new technology and finance for developing countries. The Tasmanian Government will give careful consideration to the Paris Agreement and any resulting policy developments to understand the implications for Tasmania.

Communities and businesses require access to clear, up-to-date, reliable, representative and locally relevant information to help them plan for extreme events, natural disasters and climate change impacts. We can reduce our exposure to the impacts of climate change by ensuring adaptation planning is based on the best possible projections of, and information on, climate change.

¹⁶ Barnett, J, O'Neill, S, 2010, 'Maladaptation', *Global Environmental Change*, vol. 20 pp. 211-213

The Climate Futures for Tasmania (CFT) project, undertaken by University of Tasmania's (UTAS) Antarctic Climate and Ecosystems Cooperative Research Centre (ACE CRC), modelled the impact of changes to the Tasmanian climate from 1961 to 2100.¹⁷ The project provided downscaled projections and information about impacts on agriculture, water catchments and extreme events. This work provides the foundation for Tasmania's extensive adaptation planning.

Recently CSIRO released projections for Australia's natural resource management regions.¹⁸ CSIRO has also undertaken significant work on projected ocean temperatures around Tasmania.¹⁹ These additional projections will also inform future adaptation planning in our State. Building on this work, the Government will undertake an analysis of the CFT and CSIRO projections and, in consultation with stakeholders, determine what additional information is required to inform and progress adaptation planning in Tasmania.

Preparing for climate extremes and managing emergency responses

Recognising the potential for an increase in extreme climate events, the Government continues to focus on the effective management of Tasmania's emergency response to prevent loss of life, protect critical infrastructure and keep communities safe.

Natural disasters can have a significant effect on communities and the operations of business and industry, but well-planned and appropriate management can result in increased resilience and reduced costs. The diversity of Tasmanian settlements means that climate impacts will be felt differently across the State. For communities to prepare appropriately, they need publicly available information that shows



where and how future natural hazards are expected to impact them, and what risk management strategies can be used to deal with these effects. The information provided must be clear, unambiguous and consistent, so that community members can make informed decisions about which action to take. The Government will develop an online portal to provide this information.

The Government is committed to programs that strategically reduce bushfire through prevention, preparedness and response. This will help manage future bushfire danger and

¹⁷ For further information on the Climate Futures for Tasmania project see www.dpac.tas.gov.au/divisions/climatechange/adapting/climate_futures. For additional Tasmanian climate projections see www.tia.tas.edu.au/programs/ssp/about-participatory-action-research/southern-slopes-climate-change-adaptation-research-partnership

¹⁸ Fox-Hughes P, Harris RMB, Lee G, Jabour J, Grose MR, Remenyi TA & Bindoff NL (2015) *Climate Futures for Tasmania future fire danger: the summary and the technical report*, Antarctic Climate & Ecosystems Cooperative Research Centre, Hobart, Tasmania. http://acecrc.org.au/wp-content/uploads/2015/12/Report_CFT_Future-Fire-Technical-Report_2015_web.pdf

¹⁹ Poloczanska ES, Hobday AJ and Richardson AJ (Eds), 2012, *Marine Climate Change in Australia, Impacts and Adaptation Responses*, 2012 Report Card.

extreme fire weather danger events, which are projected to increase under a high climate change scenario.²⁰

We are investing in a four-year Fuel Reduction Program for the benefit of all Tasmanian communities. The Tasmania Fire Service (TFS) is working with the Parks and Wildlife Service, Forestry Tasmania, local government, farmers and others to conduct fuel reduction burns strategically throughout our State. This also aligns with other TFS community protection programs including Community Protection Planning, Bushfire-Ready Neighbourhoods and Bushfire-Ready Schools.

While total average annual rainfall is likely to be similar to the present day, changes in rainfall patterns are expected to vary from season to season and region to region. Across all regions, rainfall intensity is projected to increase on average, with the greatest increase in places that already experience heavy rainfalls, likely leading to inland flooding events. Inland flooding events over the past few years have highlighted the need for a statewide vulnerability assessment, and a statewide management plan, strategy and guidelines to assist in managing flood risk. The Government will lead this work.

To ensure we design our responses to disasters and extreme events appropriately, the Government will review Tasmania's 2012 State Natural Disaster Risk Assessment, including taking a greater focus on future risks.

Managing our public assets and infrastructure

Our economy and communities rely on publicly owned and managed assets and infrastructure. Some of these assets and infrastructure may be impacted by natural hazards, particularly coastal hazards. The Government will undertake an assessment of the vulnerability of publicly owned and managed assets and infrastructure to coastal hazards and develop risk management responses to ensure that these assets and infrastructure continue to be viable as the climate changes.



Consistent with sound asset management and strategic planning practices, the Government will also ensure the delivery, management and maintenance of Tasmania's road network takes natural hazards into account through long-term strategic planning and risk management processes.

Managing our marine resources

East Coast water temperatures in Tasmania are already warming and are projected to increase by between 2 to 3°C by 2070 relative to 1990 levels under a high emissions scenario.²¹ It will

²⁰ CSIRO, 2015 *Climate Change in Australia Projections for Australia's Natural Resource Management*
<http://www.climatechangeinaustralia.gov.au/en/>

²¹ Poloczanska ES, Hobday AJ and Richardson AJ (Eds), 2012, *Marine Climate Change in Australia, Impacts and Adaptation Responses*, 2012 Report Card.

be important for Tasmania's aquaculture and wild fisheries industries to adapt successfully so that they remain sustainable as world-class seafood industries as these changes occur.

In conjunction with industry, the Government will continue to develop appropriate and sustainable Fisheries Management Plans and Marine Farming Development Plans that take climate change impacts into account. We will also allow for the development of new fisheries that may arise from species range extensions through the Developmental Fisheries Policy.



Managing our natural assets and cultural heritage

Tasmania is recognised globally for its diverse and unique natural values, ecosystems and landforms, and for its significant Aboriginal and cultural heritage.

We will continue to build resilience to a changing climate within our natural environment and in relation to our Aboriginal and historical heritage values for future generations through:

- ongoing development and implementation of tools to support decision-making including assessing climate impacts;
- ongoing key research and monitoring programs; and
- regulatory activity and collaboration with stakeholders.

As our understanding of actual and projected climate impacts increases we will adapt our approach accordingly. This work will be undertaken in close consultation with relevant stakeholders and in the case of Aboriginal heritage, in partnership with the Tasmanian Aboriginal community.

Actions to help meet the climate challenge are set out in Table I.

Table 1: Actions for meeting the climate challenge		Lead agency Partner agencies
Assessing the latest policy and projections	Undertake an assessment of the outcomes of COP21 and the likely implications and opportunities for Australia and Tasmania	DPAC (TCCO)
	Review Climate Futures for Tasmania and CSIRO projections and determine what additional information is required to inform and progress adaptation planning in Tasmania	DPAC (TCCO)
Preparing for climate extremes and managing emergency responses	Continue with the implementation of programs that strategically reduce bushfire risk in Tasmania through prevention, preparedness and response and ensure ongoing monitoring of their impact	DPEM (TFS & State Fire Management Council) DPIPWE
	Undertake a statewide inland flooding vulnerability assessment and develop a statewide management plan, strategy and guidelines to assist in managing flood risk	DPEM (SES) DPIPWE DPAC
	Develop and implement an online portal providing information about the potential impacts of natural hazards and climate change on properties and communities, along with resources to guide risk management and long term adaptation	DPAC
	Revise Tasmania's 2012 State Natural Disaster Risk Assessment, with a greater focus on future risks, to inform the Tasmanian Government's strategic management of the risks identified in the assessment	DPEM (SES)
Managing our public assets and infrastructure	Assess the potential climate related natural hazard impacts on publicly owned and managed assets and infrastructure and develop associated management plans	DPAC State Growth
Managing our marine resources	Ensure that climate change impacts are considered in future development and amendments to management tasks for fisheries and marine farming programs	DPIPWE
Managing our natural environment and cultural heritage	Build resilience and minimise adverse biodiversity and cultural heritage climate related impacts through research and monitoring programs, risk assessment and decision support tools, and the provision of policy and conservation advice	DPIPWE

A list of acronyms is on page 38.

Maximising our energy advantage

Our early and continued investment in renewable energy infrastructure and technology has been a great asset to Tasmania. With around 90 per cent of our electricity generation coming from renewable sources our energy mix is almost unique in the world. Tasmania also continues to contribute significantly to Australia's renewable energy supply including through interstate export opportunities when they arise.

Tasmania's electricity supply comes predominantly from hydroelectricity, supplemented by wind and some solar, demonstrating that renewable sources can provide baseload power. Importantly, our energy use profile differs from other states in the National Electricity Market (NEM). As global demand for renewable energy increases, energy exports from Tasmania can also play an important role in helping other Australian states and territories find a solution to managing their carbon emissions.

Tasmania must act now
to capitalise on its early-
mover status in
renewable energy

With other nations, states and regions already working fast to prepare their electricity grids for future changes, Tasmania must act now to capitalise on its early-mover status in renewable energy. It is the ideal time to prepare for increasing our renewable energy production; to invite energy-intensive industry to consider locating in Tasmania; to increase our renewable energy exports both in supply and in intellectual capital; and to invest in technology that helps reduce our reliance on energy imports to secure Tasmania's position at the frontline of renewable energy expertise.

Maximising our contribution to Australia's renewable energy generation



Tasmania's renewable energy supply already makes an important contribution to meeting peak demand levels interstate via Basslink when conditions are favourable. As coal-fired power stations in other states are retired, Tasmania has the opportunity to increase its renewable energy supply to fill the gap. By prudently planning for expansion of our hydroelectricity and wind energy production when market conditions are

favourable, and examining the potential for a second Bass Strait interconnector to increase export volumes, Tasmania can capitalise on growing demand for renewable energy in the NEM.

The wind resource in Tasmania is exceptional due to the Roaring 40s westerly winds that sweep the State. This means that there are still significant opportunities for new wind farms to be developed. Such opportunities will be supported by the existing RET and underlying market conditions. The Government continues to be a supporter of further wind production driven by favourable market conditions.

The Government has already begun this work through the *Tasmanian Energy Strategy*. We will continue to monitor policy and market changes that may allow Tasmania to become a

sustained net renewable energy exporter. The Government will seek to maximise the potential for market-led growth in renewable generation; continue to advance the case for the second interconnector; and continue to pursue the potential for 10 per cent additional hydro generation output from our existing hydro asset base.

Our renewable energy engineers and technicians have an unmatched level of skill and experience. They are already providing consultancy services across Australia and around the world to help develop renewable energy industries. There is strong capacity for growth in the energy services industry as nations seek to ensure their energy security and reduce reliance on expensive fossil fuels by transitioning to renewables. Tasmania is equipped to respond to this need, and must continue to invest in the skills development and ongoing education of the renewable energy workforce to prepare for expected demand.



Advancing the case for biomass

Tasmania is a strong supporter of the Australian Government's RET, which provides certainty for Tasmania's investments in renewable energy and secures local jobs. We welcome the recent confirmation that wood residues are included under the RET as a renewable energy source, as this helps underpin the development of a Tasmanian biomass industry.

Biomass has the potential to reduce emissions from the transport and energy sectors, as well as reducing running costs for consumers. Developing this industry will help grow the economy and create new jobs, particularly in regional areas of the State.

As described in the *Tasmanian Energy Strategy*, the Government is working with industry to investigate a number of opportunities for bioenergy in Tasmania. In partnership with industry and local government, the Government has committed \$200 000 in funding to continue existing investigations of biofuels in the Dorset and Huon regions. Additionally, the Government is investigating the potential markets for forest residues, including biomass for heating and energy purposes, as well as for biofuels. Specifically, \$550 000 has been committed to pursue the production of bioenergy and 'clean technology' materials from forestry and farm sourced biomass residues as part of the Government's *AgriVision 2050* plan.

Reinvesting in our renewable energy asset base

While much of Tasmania's Hydro asset base is ageing, a strong commitment to ongoing maintenance and reinvestment will ensure that our Hydro assets continue to deliver as a critical part of Australia's renewable energy infrastructure for many decades to come. Continuing to ensure the assets' capability is maintained and improved can add significant value for Tasmania. In many cases it is efficient to upgrade and replace the ageing, proven, infrastructure rather than rebuild or develop new infrastructure. The Government will continue to work with Hydro Tasmania to implement its 10-Year Asset Management Plan in order to ensure that our existing hydro asset base can continue to deliver baseload renewable energy into the national electricity market for decades to come.

Attracting investment in energy innovation and energy efficiency

One of the key outcomes of COP 21 has been a renewed commitment by both government and industry to redouble its efforts in facilitating and encouraging investment in energy innovation and clean technologies. Tasmania is well placed to leverage off this opportunity both through the work already being done by our energy businesses as well as by attracting greater investment through the private sector.

Technological advances in fields such as battery storage, advanced networks and other off grid power solutions have the potential to disrupt traditional models of energy delivery. We need to understand the direction these types of technologies are taking and manage the risks and seize the opportunities they can offer.

There is also the opportunity to leverage the focus of Australian Renewable Energy Agency (ARENA) and the Clean Energy Finance Corporation (CEFC) to support the implementation of innovation technologies.

We have already seen great examples of this with the implementation of renewable energy technologies on King and Flinders Islands. In the case of King Island, Hydro Tasmania has installed significant amounts of wind and solar energy using its own advanced automated control systems and dynamic load control technology coupled with energy storage and a standard flywheel uninterruptible power supply system. This

technology has allowed the entire electricity needs of the Island to be supplied by renewable energy, which is an unprecedented milestone. Such a project has been possible with funding from ARENA and provides a great example of the potential and future opportunities for Tasmania.

The Government will engage with ARENA and CEFC to facilitate stakeholder workshops to secure an increase in the Tasmanian uptake of investments and incubator projects supporting new, innovative technologies that will help deliver the energy systems of the future.

Technologies may include battery storage, local energy networks and remote renewable energy solutions.

Leveraging our clean energy brand

Because of our renewable energy advantage, energy-intensive businesses could considerably reduce their emissions profile by basing their operations in Tasmania rather than somewhere with a more emissions-intensive energy supply. We value the contribution of our major industrials to our economy, and there is potential for new players to enter the field.

Globally, energy-intensive industries are seeking ways to reduce their emissions and minimise their environmental impact in response to market pressure. With our supply of clean energy and a stable, highly-skilled energy industry workforce, Tasmania is a very desirable investment proposition. Attracting these businesses to our State will help stabilise energy demand and create jobs for Tasmanians.

With our supply of clean energy and a stable, highly-skilled energy industry workforce, Tasmania is a very desirable investment proposition.

The Government's recent trade and investment mission to China included an Energy and Energy Intensive Investment Roundtable in Beijing. The Roundtable attracted strong interest from leading Chinese energy, minerals processing and IT companies. The Government will continue to promote Tasmania's renewable energy advantage to prospective investors through energy and energy-intensive roundtables and other investment attraction initiatives.

Becoming more energy independent



Electric vehicles (EVs) are an emerging area where Tasmania can demonstrate leadership. Given Tasmania's predominantly renewable energy supply, a transition to EVs would help reduce the State's emissions. By adopting EVs, Tasmanian consumers will be insulated from global fuel price shocks and will be spending money in the State, rather than on fuel imports. There is also the added benefit of increasing local demand for our

electricity networks, providing increased certainty for our energy businesses.

However, consideration needs to be given to the fast-moving technological changes in the development of EVs. For example, with EV battery technology and charging infrastructure evolving rapidly, it is yet to be seen what future charging needs will be. The market must lead the transition to EVs, otherwise Government runs the risk of investing in costly infrastructure that may rapidly become obsolete. Conversely, development decisions that do not take possible future needs into account could add cost and complexity to retrofit infrastructure later on.

The Government will investigate the potential costs and benefits of EVs for the Tasmanian economy and also consider sensible options for the facilitation of market-led initiatives including the potential for a market-led roll out of EV charging facilities across Tasmania.

To examine opportunities, costs and barriers to a transition to EVs, the Government will lead a working group including representatives from Tasmanian energy businesses, motoring bodies, local government and relevant industry peak bodies. This working group will undertake research and analysis and make recommendations on how to address barriers to the orderly adoption of EVs in a way that maximises the benefits to the State.

Actions to help maximise our energy advantage are set out in Table 2.

Table 2: Actions for maximising our energy advantage		Lead agency Partner agencies
Maximising our contribution to Australia's renewable energy generation	Maximise the potential for a market-led growth in renewable energy generation in Tasmania; continue to advance the case for the second Bass Strait interconnector and continue to pursue the potential for 10 per cent additional hydro generation output from our existing hydro asset base	State Growth
Advancing the case for biomass	Advance the case for the commercial development of a biofuels industry in Tasmania	State Growth
Reinvesting in our renewable energy asset base	Work with Hydro Tasmania to implement its 10 Year Asset Management Plan to ensure that our existing hydro asset base can continue to deliver baseload renewable energy into the national electricity market for decades to come	State Growth; Hydro Tasmania
Attracting investment in energy innovation and energy efficiency	Facilitate stakeholder workshops with ARENA and CEFC to facilitate an increase in the Tasmanian uptake of investments and incubator projects supporting new, innovative technologies that will help deliver the energy systems of the future including battery storage, local energy networks and remote renewable energy solutions	DPAC (TCCO)
Leveraging our clean energy brand	Facilitate the further promotion of Tasmania's clean energy brand to prospective investors from energy and energy-intensive industries	State Growth (OCG)
Becoming more energy independent	Establish a joint government and industry working group to examine opportunities, costs and barriers to the transition to Electric Vehicles in Tasmania	DPAC (TCCO)
	Undertake an assessment to quantify the costs and benefits of switching from imported fossil fuels to locally generated energy for our transport sector	DPAC (TCCO) Treasury
	Consider facilitation of a market-led roll out of Electric Vehicle charging facilities across Tasmania	State Growth

A list of acronyms is on page 38.

Maximising our business advantage

Tasmania is well known as a State with abundant natural and renewable resources. Both now and in a changing climate, Tasmania has a number of advantages that can be leveraged to grow and diversify our economy and attract investment.

Due to our position in the Southern Ocean, Tasmania enjoys a cool temperate climate. Projections show that while Tasmania is not immune from the impacts of climate change there is potential for some impacts to be less severe here than in other Australian states and territories. In some cases, Tasmania may benefit from an extended growing season and more favourable conditions for certain crops. For example:

Both now and in a changing climate, Tasmania has a number of advantages that can be leveraged to grow and diversify our economy and attract investment.

- Statewide annual average rainfall is not projected to change markedly even under a high global emissions scenario, although there will be increased ongoing year to year variability. While spring and summer rainfall in much of Tasmania is projected to decrease by 2090, there is projected to be little change or an increase in winter rainfall and little change in autumn rainfall.²² By 2100, some projections show increased inflows to several large irrigation storages such as those supplying the Macquarie and Coal River catchments.²³
- Increases in the frequency of extreme temperatures have the potential to be more moderate compared to other places, with Hobart projected to experience an average of only 4.2 days with temperatures over 35°C by 2090 under a high emissions scenario, compared with Melbourne's projected 24 days over 35°C by 2090.²⁴
- Simulations of wheat cropping suggest yields could increase by 10 per cent to 15 per cent by the end of the century, given adequate levels of inputs such as fertiliser and irrigation.²⁵
- By the latter part of the 21st century, parts of Tasmania could experience conditions similar to the present day growing conditions in the Coonawarra wine growing region in South Australia and the Rutherglen wine growing region in Victoria.²⁶ This could allow Tasmania to increase the quantity and diversity of its already renowned wine sector.

²² Grose, M. et al., 2015, *Southern Slopes Cluster Report*, Climate Change in Australia Projections for Australia's Natural Resource Management Regions: Cluster Reports, eds. Ekström, M. et al., CSIRO and Bureau of Meteorology, Australia.

²³ Bennett JC, Ling FLN, Graham B, Grose MR, Comey SP, White CJ, Holz GK, Post DA, Gaynor SM and Bindoff NL 2010, *Climate Futures for Tasmania: water and catchments technical report*, Antarctic Climate & Ecosystems Cooperative Research Centre, Hobart, Tasmania.

²⁴ Grose et al., 2015

²⁵ Holz GK, Grose MR, Bennett JC, Comey SP, White CJ, Phelan D, Potter K, Kriticos D, Rawnsley R, Parsons D, Lisson S, Gaynor SM & Bindoff NL 2010, *Climate Futures for Tasmania: impacts on agriculture technical report*, Antarctic Climate and Ecosystems Cooperative Research Centre, Hobart, Tasmania.

²⁶ Ibid.

With good planning and preparation we can take steps to maximise our natural comparative advantages. By providing our agriculture industry with detailed projections about the expected changes, we can help achieve our *AgriVision 2050* goal to grow the industry tenfold.

The global shift towards low carbon and sustainable products and services provides a clear opportunity for Tasmania. Our status as a low emitter of greenhouse gases will further enhance our reputation as an attractive place to do business as the world begins the transition to a low carbon future. Already we are investing in our comparative strengths such as agriculture and tourism to position ourselves to capture these opportunities.

Through *AgriVision 2050*, we are investing in irrigation scheme development, with approximately \$950 million in capital investment on and off-farm. The AgriGrowth Loan Scheme provides low interest loans to Tasmanian farm businesses and agri-food businesses. We are also investing in a Tourism Funding Program to help deliver infrastructure projects that contribute to Australia's national *Tourism 2020* strategy outcomes by driving demand, improving quality and increasing tourism expenditure. It is important to continue this work to strengthen the Tasmanian economy now and into the future.

With good planning and preparation we can take steps to maximise our natural comparative advantages.

Having achieved our legislated emissions reduction target, Tasmania will now turn its attention to supporting the development of lower-emissions, climate-ready industries. Tasmania's low greenhouse gas emissions profile is a selling point for companies whose markets are increasingly demanding low-emissions products and services.

By improving the productivity of our existing industries and developing new industries that use our resources sustainably and effectively, we can grow our economy, create jobs and enhance wellbeing for Tasmanians.

Getting our primary industries climate ready

Our fast-growing agricultural, wine and niche food industries are particularly well placed to benefit from effective planning for our current and future climate.

In many instances, the market alone will not deliver the type of information that businesses, communities and individuals need to effectively take up new opportunities or respond to future impacts. Understanding the anticipated changes in our climate can help business and industry increase their competitiveness in national and global markets.

The Government is working to support the agricultural sector to prepare for climate change. This includes helping inform farmers and investors on how and where certain crops could be grown under different climate futures by providing enterprise suitability mapping through the Land Information System Tasmania. This information will assist in identifying emerging agricultural opportunities as the climate changes in regions across the State.



Other ways we will help farmers and agribusinesses increase their capacity to manage climate change and seasonal variability include:

- facilitating targeted workshops;
- partnering with the agricultural sector to facilitate efficient water resource use;
- developing seasonal yield predictability tools;
- promoting resources that assist in preparing for and responding to natural disasters; and
- continuing to implement Tasmania's biosecurity risk assessment system to respond to future threats to the agricultural sector.

We are increasing our capacity to manage change and capitalise on our climate advantage to attract primary producers through the *AgriVision 2050* plan.

Livestock is a significant contributor to Tasmania's agricultural emissions. Farmers can reduce their greenhouse gas emissions through measures such as soil management, water and energy use efficiency, nutrient use efficiency, livestock nutrition and optimising feed quality. In addition to reducing emissions, this helps improve agricultural productivity and strengthens Tasmania's food production brand. The Government will use agricultural emissions benchmarking to support producers through information sharing to reduce their emissions.

We are already seeing new investment in the wine industry driven by our climate advantage. For example, Brown Brothers and Shaw + Smith have indicated that the future impact of climate change was a key driver for their investment in Tasmania. To support the growth of our well-regarded wine sector, we need to supply viticulturists with dependable information to maximise yield quality and stability. The Government will support the wine industry to be as sustainable as possible, which will further enhance its enviable brand, by continuing to deliver our Sustainable Vineyards program across Tasmania.

Using our climate advantages to attract investment

Tasmania's renewable energy supply and strong brand can be a drawcard for businesses to invest in Tasmania. Our cool climate and low humidity are also a key advantage for specific heat intensive and sensitive industries such as data centres to locate in our State. Now is the time to identify and target other sectors that would benefit from establishing operations in Tasmania due to its climate advantage.



The Government is already developing a Data Centre Action Strategy that will highlight these benefits, along with other advantages such as the roll out of high-speed internet connectivity, to potential investors. Red Cloud's recent announcement of a tier-3 data centre to be constructed in Tasmania illustrates the potential for growth in this sector.

Tasmania's renewable
energy supply and
strong brand can be a
drawcard for businesses
to invest in Tasmania

The Government is also developing an Advanced Manufacturing Strategy to attract new investment in our State, which will highlight our energy and climate advantage.

Through the Office of the Coordinator General, the Government will ensure our climate advantage is incorporated into the promotion of Tasmania as an investment destination in national and international markets.

Tasmania is well placed to benefit from the Australian Government's Direct Action Plan through the Emissions Reduction Fund (ERF). Five Tasmanian projects received funding under the first ERF auction: four for projects relating to landfill emissions and one for forest protection on private land. The Government will continue to work with AusIndustry and peak bodies

within key sectors to facilitate access to funding from the ERF, for example by making connections between interested parties and hosting workshops and information sessions to build understanding of the program.

Growing our science and research capability

Our internationally-recognised science and research sector has strong potential for future growth. Tasmania is fortunate to possess a diverse and substantial science and research sector including the ACE CRC, CSIRO, Institute of Marine and Antarctic Studies, and the Tasmanian Institute of Agriculture, attracting around \$500 million in investment annually.

Our science research sector includes world-class capability in Antarctic, Southern Ocean and climate science. In October this year, we proudly hosted CSIRO's Greenhouse 2015 Conference which provided the opportunity to show-case our Southern Ocean and Antarctic and climate change expertise to national and international researchers, policymakers, industry representatives and communicators. Our ACE CRC, which conducted the vital CFT project, continues its significant climate change projection and adaptation work.



The sector contributes significantly to economic activity, and delivers knowledge, products and services that help other sectors to grow. It also seeks to solve problems affecting the Tasmanian community's quality of life.

The Government will continue to support growth in this sector by establishing strategic partnerships, such as the agreement between the Tasmanian Polar Network and Polar Research Institute of China to provide services to Chinese Antarctic Stations.

In addition, the Government will work with Tasmania's research bodies and entrepreneurs to facilitate access to funding under the Australian Government's Innovation Package. Partnering with Tasmania's research bodies and industry, the Government will provide seed funding for projects that will help deliver practical, industry-relevant solutions to climate change issues.

Improving the energy efficiency of our businesses

While our energy generation is predominantly renewable, it is not exclusively so. Therefore increasing energy efficiency can have environmental benefits as well as cost benefits.

While businesses may have a clear understanding of payback periods for investing in energy efficiency measures, they are often cash and capital constrained. Many small businesses do not have the time or resources to either recognise or implement measures to suit their circumstances. Opportunities to reduce emissions vary considerably by sector, but within sectors many businesses share common ways to achieve this aim. Targeted delivery of accurate information to small businesses, at a time and in a format that meets their needs, can assist in addressing this information gap. Sector-based approaches ensure businesses have access to the most relevant information, and allow for collective action such as bulk purchasing arrangements. The Government will provide specialised energy efficiency information for Tasmanian

businesses, based on the learnings from past programs, and will facilitate sector-specific workshops to identify priority opportunities to reduce emissions.

An Environmental Upgrade Agreement (EUA) is a financial mechanism to support building owners to improve their building's energy efficiency and reduce its operating costs. A building owner borrows funds from a finance provider to undertake environmental upgrades, and repays the loan through council rates accounts. This means there is a low risk of default, making these investments attractive to finance providers. The loan and its repayments are attached to the building rather than the owner.



As noted in the *Tasmanian Energy Strategy*, the Government is partnering with the Hobart City Council to develop a feasibility study for EUAs. The study will investigate options for funding, upgrades, potential barriers and possible solutions to maximise benefits, including the case for developing an EUA scheme in Tasmania.

Actions to maximize our business advantage are set out in Table 3.

Table 3: Actions for maximising our business advantage		Lead agency / Partner agencies
Getting our primary industries climate ready	Embed an understanding of climate variability and projections into AgriGrowth Tasmania's strategic approach to developing Tasmania's food and agriculture sector (for example through initiatives such as enterprise suitability mapping)	DPIPWE DPAC (TCCO)
	Work with industry partners to facilitate a workshop with key stakeholders from the agricultural sector to consider the most efficient use of our water resources	DPIPWE DPAC (TCCO)
	Undertake workshops for the livestock sector to help farmers better understand how different farm management practices can contribute to emissions reduction	DPAC (TCCO) DPIPWE
	Support the development of seasonal yield predictability tools through pilot projects with growers	DPAC (TCCO) DPIPWE
	Support the implementation of Wine Tasmania's 'Sustainable Vineyards' program across Tasmania	DPAC (TCCO) DPIPWE
	Continue to implement Tasmania's biosecurity risk assessment system to respond to future threats to the agricultural sector	DPIPWE
Using our climate advantages to attract investment	Ensure that our climate advantages are incorporated into all prospectus and other marketing materials developed for the promotion of Tasmania as an investment destination	State Growth (OCG) DPAC (TCCO)
	Launch and implement the Data Centre Action Strategy	State Growth (OCG)
	Ensure that Tasmania's climate advantages are fully considered in the development Tasmania's Advanced Manufacturing Strategy	State Growth DPAC (TCCO)
	Facilitate forums to promote opportunities for Tasmania through the Emissions Reduction Fund to stimulate greater Tasmanian participation	DPAC (TCCO)
Growing our science and research capability	Identify and establish new strategic partnership opportunities that leverage our world class capability in Antarctic, Southern Ocean and climate science	State Growth DPAC (TCCO)
	Facilitate workshops to promote Tasmanian opportunities through the Australian Government's Innovation Package	State Growth DPAC (TCCO)
Improving the energy and resource efficiency of our businesses	Identify new opportunities to support better energy and resource efficiency outcomes for small to medium enterprises	DPAC (TCCO) DPIPWE
	Facilitate sector-based workshops to identify priority opportunities for sector-based emissions reduction	DPAC (TCCO) State Growth
	Undertake an environmental Upgrade Agreements feasibility study to assist commercial building owners to improve the energy efficiency of their buildings	DPAC (TCCO)

A list of acronyms is on page 38.

Maximising our liveability advantage

Tasmania enjoys a cool, temperate climate year round, making it highly liveable relative to many other parts of Australia. The moderating effect of the Southern Ocean means that on current projections Tasmania is likely to experience less severe climate changes compared with other parts of Australia. For example, Tasmania is projected to experience less intense increases in temperatures than the mainland and our winters are likely to become milder. While Tasmania certainly will not be immune from the adverse impacts of climate change, if we manage the challenges well it has the potential to enhance our natural liveability advantages relative to other places.

The Government has a vision of making Tasmania the best place in the country to live, work, invest and raise a family. Our State offers a variety of lifestyles – coastal, urban, rural and bushland. Planning for climate impacts and carefully managing our natural assets enhances liveability and leads to a thriving and connected community that is resilient to future changes in our climate.

The moderating effect of the Southern Ocean means that on current projections Tasmania is likely to experience less severe climate changes compared with other parts of Australia

There are considerable social and liveability benefits in supporting resource efficiency and effective adaptation to current and future climate impacts. For example, improving household energy efficiency not only delivers savings on power bills, but also improves the comfort, health and wellbeing of residents. With our milder climate, Tasmania is unlikely to experience the degree of climate-related health issues that are expected elsewhere. Nonetheless, appropriate community-level planning and responses to climate impacts such as extreme weather events and bushfires helps reduce disruption to daily life and ensures that our most vulnerable community members are taken care of.

Unlike some other Australian jurisdictions, there are no major constraints in Tasmania to population expansion. Tasmania does not have any shortages of land or water for household use in the major urban areas where most population growth will probably occur. The scale of population increases in Tasmania's cities is not expected to result in the same congestion issues that some cities in mainland Australia are facing. Equally, environmental impacts are anticipated to be manageable under current regulatory arrangements.

While Tasmania certainly will not be immune from the adverse impacts of climate change, if we manage the challenges well it has the potential to enhance our liveability advantages relative to other places

Managing climate impacts to enhance liveability

The Government is and will continue to work with partners and the community to plan for and manage climate and climate change impacts to ensure we maximise and maintain our liveability advantage now and into the future.

To that end, the Government is currently reforming Tasmania's land use planning system, including developing a statewide planning scheme to ensure

land is appropriately allocated for growth, and that services and infrastructure effectively meet current and future needs. This includes considering where land will be made available for residential, industrial, business and commercial development.



By considering natural hazards in our planning system, development can support the efficient use of resources and deal with known climate risks. This saves money and helps to strengthen our economy, and will be achieved through the statewide planning scheme and new planning policies without imposing unnecessary regulation.

Local government plays a critical role in supporting liveability in cities and towns, and preparing the community for future change. The Tasmanian Government will work in partnership with local government to develop a joint climate work program to ensure action is coordinated and complementary across both levels of government.

The Tasmanian Coastal Adaptation Pathways project is an excellent example of the Tasmanian Government working with councils and communities vulnerable to coastal hazards to prepare for future risks from climate change. The Government will continue to support this project and assist councils and communities to more strategically and consistently respond to coastal hazards by developing and implementing a coastal adaptation framework. The framework will include guidelines as well as coastal adaptation planning resources.

Strategies addressing health protection, preventative health and primary health in Tasmania need to consider the impacts of projected climate changes on human health, particularly on the more vulnerable members of the community. Drawing on available research, the Government will identify policies and programs needed to respond to human health impacts of a changing climate.

Improving energy efficiency in homes and communities

Tasmanian homes and businesses typically use more energy than those interstate. By improving the energy efficiency of our homes and commercial buildings, we can reduce energy bill pressure on families and business owners, as well as deliver some emissions reductions. Money saved on electricity, gas, and water utility bills, or paid at the petrol pump, can increase productivity, secure long-term social benefits and stimulate economic growth.

Making energy improvements to our homes can not only reduce electricity bills, allowing consumers greater choice about how to spend their money, it can also enhance health and wellbeing. For example, draught stopping and insulation makes homes warmer and more comfortable, and can reduce the incidence of respiratory illnesses.²⁷

In partnership with Aurora Energy, the Government is delivering the YES Affordability program to support vulnerable customers to reduce their energy consumption through practical advice, action and support resulting in long-term energy affordability. One of the key features is that customers are provided with case managed, one-on-one support and have solutions tailored to their particular needs.

To further assist people on low incomes to manage their energy bills, the Government has partnered with No Interest Loan Scheme (NILS) Tasmania to provide energy saver loans and subsidies for energy efficient whitegoods and heaters. This program complements the YES Affordability program by helping tenants to purchase more efficient appliances that will save them money.

By improving the energy efficiency of our homes and commercial buildings, we can reduce energy bill pressure on families and business owners, as well as deliver some emissions reductions

Through the Save Home Energy Program, the Government will also upgrade direct electric heaters to heat pumps for 100 public housing properties and install ceiling insulation for a further 50 properties. Housing Tasmania will identify the properties that are most in need of these upgrades. Tenants in these households will benefit from being warmer, healthier and more comfortable, while saving on their electricity bills.

There are also opportunities to improve energy efficiency in other buildings used by the community. For example, residential aged care facilities have 24/7 operating cycles, which inevitably means high running costs. The Government recently undertook a pilot program to conduct audits for nine residential aged care facilities.

These audits identified current energy usage, areas where efficiencies can be made, and recommended actions to achieve energy efficiency and cost savings. In many cases, the recommendations can be applied to other similar organisations. The Government is now working with the aged care sector to identify how best to encourage and facilitate implementation of these recommendations across the sector.

There continues to be a strong push for increased energy efficiency and productivity. The Government will continue to monitor these developments and look for opportunities to identify new policies that can support and facilitate improved energy efficiency outcomes for Tasmanian households and small businesses.

Reducing emissions from waste

The generation, management and disposal of waste places an environmental, social and economic impost on all Tasmanians. Producing things we throw away and replace unnecessarily

²⁷ Howden-Chapman P, Matheson A, Viggers H, Crane J, Cunningham M, Blakely T, et al, 2007. "Retrofitting houses with insulation to reduce health inequalities: results of a clustered, randomised trial in a community setting." *British Medical Journal* 334:460-464.

generates greenhouse gas emissions and wastes valuable resources. Furthermore, there is often a lost employment and economic opportunity in disposing resources to landfill instead of reusing them. The Government will review the *Tasmanian Waste and Resource Management Strategy* to incorporate actions to reduce carbon emissions in the Tasmanian economy.

Government leading by example

Government itself can play an important leadership role in responding to climate change by identifying new opportunities to reduce its energy use and emissions profile. Reducing the use of energy and resources across Government agencies saves money, which can be invested into the delivery of priority services. The Government will continue to implement energy efficiency measures, particularly throughout its education and health facilities where significant savings can be made.

Government agencies can continue to reduce their emissions by identifying further actions to reduce their emissions footprint, making purchasing decisions that reduce their climate impact, and looking for further opportunities to reduce waste and increase efficiency in their activities.

Reducing the use of energy and resources across Government agencies saves money, which can be invested into the delivery of priority services

Building stronger community engagement

To manage their energy bills, households can benefit from information to understand how home energy works, and how it can work better and more affordably for them. Vulnerable customers in particular may need help to find out about and access the right programs. Frontline community sector workers are well-placed to deliver energy-related guidance to their clients, by sharing information and referring clients to further assistance. The Government will fund workshops for community sector workers to equip them with information about programs their clients in low-income households can access to help with their home energy use.

We will also continue to work with community sector organisations to improve their resilience to climate change and to develop appropriate resources to improve the resilience of vulnerable Tasmanians.

Climate change science and solutions are continually evolving. The Government will support the sharing of new findings with the community by facilitating community events and public lectures featuring expert keynote speakers on climate-related topics. These events will focus on positive messages and practical responses to improve public understanding of ways to tackle climate change in their own lives.

Facilitating sustainable transport

An important opportunity for Tasmania in facilitating reduced carbon emissions is in transport-related activities. This can potentially be achieved through encouraging the uptake of sustainable transport options including flexible and modern public transport, providing cycleways and associated infrastructure.

The Government is also taking action now to increase use of public transport. Metro Tasmania is reviewing its networks across the State to offer more frequent and direct services, with better connections at interchanges. This will include new Turn Up and GO services, along with new direct routes along key transport corridors.

By making catching a bus faster, smarter and easier, Metro hopes more people will choose to leave their car at home, reducing congestion and improving travel time for all road users. New timetables will be rolled out progressively across the State.

Improving safety for vulnerable road users is a key mechanism for encouraging active transport and use of public transport. The Department of State Growth is pursuing a range of initiatives through the Road Safety Advisory Council, including:

- funding the Safer Roads Vulnerable Road User Program to implement local infrastructure treatments to improve the safety of pedestrians and cyclists;
- installing advisory signage along popular cycling routes reminding motorists to pass cyclists safely; and
- providing funding to expand delivery of the Ride2School program which provides training to primary aged students and helps schools to develop safe cycling routes to school.



The Government is also protecting the safety of school children by providing funding to upgrade rural school bus stops. The Government has also adopted a Positive Provision Policy for Cycling Infrastructure. Where the Government undertakes new road projects or major upgrades on an identified Principal Urban Cycling Network, provision will be made for cycling from the planning stage. This will enable components of the network to be delivered sooner than could be achieved through retrofitting.

Another avenue for promoting sustainable transport is through the reforms of Tasmania's planning system. As noted earlier, the Government is developing a suite of planning policies that, in combination, will provide strategic guidance in the planning system for future settlement and growth that is supported by efficient and sustainable transport and infrastructure, and meets the current and future needs of communities.

Actions to maximise our liveability advantage are set out in Table 4.

Table 4: Actions for maximising our liveability advantage		Lead agency Partner agencies
Managing climate impacts to enhance liveability	Implement State, regional and local land use planning instruments and building controls to manage natural hazards and climate impacts (eg a planning policy on natural hazards and natural hazard codes in the statewide planning scheme)	DPAC Planning Reform Taskforce
	Develop and implement a coastal adaptation framework, including guidelines and adaptation planning resources, to help councils and communities more strategically and consistently respond to coastal hazards	DPAC DPIPWE
	Establish a joint work program with local government to progress mutually agreed climate change issues and opportunities	DPAC
	Identify additional policies and programs to respond to the potential health impacts of climate change	DHHS DPAC (TCCO)
Improving energy efficiency in our homes and communities	Deliver the YES Affordability program to support vulnerable customers to manage their energy bills	Aurora Energy
	Deliver the NILS Tasmania energy saver program to offer loans and subsidies for low income Tasmanians to purchase energy efficient whitegoods and heaters	DHHS
	Implement the Save Home Energy program for the upgrade heating and insulation for up to 150 public housing properties	DHHS (Housing Tasmania)
	Work with the aged care sector to facilitate the uptake of energy saving measures (eg, through coordinating bulk purchasing arrangements)	DPAC (TCCO)
Reducing emissions from waste	Review the <i>Tasmanian Waste and Resource Management Strategy</i> to incorporate actions to reduce carbon emissions in the Tasmanian economy	DPIPWE
Government leading by example	Identify new opportunities for energy savings measures in Government hospitals and schools	DHHS DoE
	Review Treasurer's Instructions to ensure that procurement guidelines are effective in encouraging better procurement outcomes from a climate change perspective	Treasury
	Reinvigorate agency emissions reduction plans to identify new opportunities to reduce waste and improve efficiency	All agencies
Building stronger community engagement	Facilitate workshops for community sector workers to equip them with information about programs vulnerable clients can access to help with their home energy use	DPAC (TCCO)
	Working with community sector organisations, identify vulnerable community groups and develop programs and initiatives to improve their response and resilience to climate change	DHHS DPAC (TCCO)
	Facilitate a series of community events and public lectures to raise awareness of climate change issues and engage the community in addressing the issues and seizing the opportunities	DPAC (TCCO)
Facilitating sustainable transport	Review public transport networks to provide for more frequent and direct services to promote a greater uptake of public transport in Tasmania	Metro Tasmania
	Identify opportunities for improved safety for cyclists to encourage greater uptake of cycling in Tasmania	State Growth
	Make provision for cycling for new road projects or major upgrades on an identified Principal Urban Cycling Network	State Growth

Table 4: Actions for maximising our liveability advantage

Lead agency
Partner
agencies

Ensure planning policies facilitate and encourage efficient and sustainable forms of transport

DPAC
(TCCO)
DoJ

A list of acronyms is on page 38.

HAVE YOUR SAY

The Tasmanian Government recognises the significant level of expertise and interest in the community with regard to climate change.

We want to hear your views on Tasmania's advantages in the context of a changing climate and transition to a low carbon economy, and how to best meet the challenges and seize the opportunities. To focus your written submission, please shape your response around the following four questions:

1. What practical actions should we prioritise over the next five years in our response to the issue of climate change?
2. What targets, both legislated and policy driven, should Tasmania adopt in pursuing our greenhouse gas abatement effort?
3. How can our natural advantages best be used to maximise Tasmania's contribution in the effort to combat climate change?
4. What amendments or enhancements would you propose to the *Climate Change (State Action) Act 2008* to ensure that Tasmania is responding effectively to the issue of climate change?

Public meetings will be held in the South, North and North West of the State in early 2016. For details, please see the Tasmanian Climate Change Office website www.climatechange.tas.gov.au or visit our Facebook page.

How to make a submission

Feedback is open until 25 March 2016 and can be forwarded to the Tasmanian Climate Change Office by:

Email: climatechange@dpac.tas.gov.au

Mail: Tasmanian Climate Change Office
GPO Box 123
HOBART TAS 7001

Submissions in response to this draft action plan will be made publicly available on the Tasmanian Climate Change Office website unless you advise in writing that your submission is to be confidential.

For further information please contact the Tasmanian Climate Change Office on 03 6232 7173.

LIST OF ACRONYMS

ACE CRC	Antarctic Climate and Ecosystems Cooperative Research Centre
ARENA	Australian Renewable Energy Agency
CEFC	Clean Energy Finance Corporation
CFT	Climate Futures for Tasmania
DHHS	Department of Health and Human Services
DoE	Department of Education
DoJ	Department of Justice
DPAC	Department of Premier and Cabinet
DPEM	Department of Police and Emergency Management
DPIPWE	Department of Primary Industries, Parks, Water and Environment
ERF	Emissions Reduction Fund
EUA	Environmental Upgrade Agreement
EV	Electric vehicle
OCG	Office of the Coordinator General
RET	Renewable Energy Target
SES	State Emergency Service
State Growth	Department of State Growth
TCCO	Tasmanian Climate Change Office
TFS	Tasmania Fire Service
Treasury	Department of Treasury and Finance

Measures

CO ₂ -e	Carbon dioxide equivalent
kt	Kilotonnes
kW	Kilowatts
kWh	Kilowatt hours
Mt	Megatonnes

.



Department of Premier and Cabinet

Tasmanian Climate Change Office

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ATTACHMENT 2 – Tasmanian climate change actions and comments

Table 1: Actions for meeting the climate challenge		Lead / Partner agencies	Comments
Assessing the latest policy and projections	Undertake an assessment of the outcomes of COP21 and the likely implications and opportunities for Australia and Tasmania	DPAC (TCCO)	Supported
	Review Climate Futures for Tasmania and CSIRO projections and determine what additional information is required to inform and progress adaptation planning in Tasmania	DPAC (TCCO)	Strongly supported <ul style="list-style-type: none"> CFT is an invaluable resource that provides climate projections at a local government level (other models are not at the same scale and able to provide the detail of CFT). The retention of the capacity of the Antarctic Climate Ecosystems Cooperative Research Centre is critical to effective adaptation planning by all stakeholders
Preparing for climate extremes and managing emergency responses	Continue with the implementation of programs that strategically reduce bushfire risk in Tasmania through prevention, preparedness and response and ensure ongoing monitoring of their impact	DPEM (TFS & State Fire Mgt Council) DPIPWE	Strongly supported <ul style="list-style-type: none"> The City of Hobart has a Bushfire Management Strategy 2014 and undertakes programs to mitigate fire hazard across its assets. It supports further work in this area that will mitigate the fire risk across the Tasmania
	Undertake a statewide inland flooding vulnerability assessment and develop a statewide management plan, strategy and guidelines to assist in managing flood risk	DPEM (SES) DPIPWE DPAC	Strongly supported <ul style="list-style-type: none"> The City of Hobart has in place a Stormwater strategy 2012 – 2017 and supports further vulnerability assessment of inland flooding to mitigate flooding hazard and impact
	Develop and implement an online portal providing information about the potential impacts of natural hazards and climate change on properties and communities, along with resources to guide risk management and long term adaptation	DPAC	Strongly supported <ul style="list-style-type: none"> The City of Hobart has in place a emergency management plan and framework and supports further work that will strengthen its capacity
	Revise Tasmania's 2012 State Natural Disaster Risk Assessment, with a greater focus on future risks, to inform the Tasmanian Government's strategic management of the risks identified in the assessment	DPEM (SES)	Ditto
Managing our public assets and infrastructure	Assess the potential climate related natural hazard impacts on publicly owned and managed assets and infrastructure and develop associated management plans	DPAC State Growth	Supported
Managing our marine resources	Ensure that climate change impacts are considered in future development and amendments to management tasks for fisheries and marine farming programs	DPIPWE	Supported in principle <ul style="list-style-type: none"> Not part of the City of Hobart corporate business
Managing our natural environment and cultural heritage	Build resilience and minimise adverse biodiversity and cultural heritage climate related impacts through research and monitoring programs, risk assessment and decision support tools, and the provision of policy and conservation advice	DPIPWE	Strongly supported

Table 2: Actions for maximising our energy advantage		Lead / Partner agencies	Comments
Maximising our contribution to Australia's renewable energy generation	Maximise the potential for a market-led growth in renewable energy generation in Tasmania; continue to advance the case for the second Bass Strait interconnector and continue to pursue the potential for 10 per cent additional hydro generation output from our existing hydro asset base	State Growth	Supported in principle <ul style="list-style-type: none"> Not part of the City of Hobart corporate business
Advancing the case for biomass	Advance the case for the commercial development of a biofuels industry in Tasmania	State Growth	Supported in principle <ul style="list-style-type: none"> Not part of the City of Hobart corporate business
Reinvesting in our renewable energy asset base	Work with Hydro Tasmania to implement its 10 Year Asset Management Plan to ensure that our existing hydro asset base can continue to deliver baseload renewable energy into the national electricity market for decades to come	State Growth; Hydro Tasmania	Supported in principle <ul style="list-style-type: none"> Not part of the City of Hobart corporate business
Attracting investment in energy innovation and energy efficiency	Facilitate stakeholder workshops with ARENA and CEFC to facilitate an increase in the Tasmanian uptake of investments and incubator projects supporting new, innovative technologies that will help deliver the energy systems of the future including battery storage, local energy networks and remote renewable energy solutions	DPAC (TCCO)	Supported
Leveraging our clean energy brand	Facilitate the further promotion of Tasmania's clean energy brand to prospective investors from energy and energy-intensive industries	State Growth (OCG)	Supported <ul style="list-style-type: none"> The Council has partaken in trade State Growth led trade missions to China where the clean energy brand of Tasmania is promoted.
Becoming more energy independent	Establish a joint government and industry working group to examine opportunities, costs and barriers to the transition to Electric Vehicles in Tasmania	DPAC (TCCO)	Supported <ul style="list-style-type: none"> A City of Hobart officer is a member of the working group that has been established to investigate an EV highway in Tasmania
	Undertake an assessment to quantify the costs and benefits of switching from imported fossil fuels to locally generated energy for our transport sector	DPAC (TCCO) Treasury	Supported
	Consider facilitation of a market-led roll out of Electric Vehicle charging facilities across Tasmania	State Growth	Supported <ul style="list-style-type: none"> Subject to the outcomes above

Table 3: Actions for maximising our business advantage		Lead / Partner agencies	Comments
Getting our primary industries climate ready	Embed an understanding of climate variability and projections into AgriGrowth Tasmania's strategic approach to developing Tasmania's food and agriculture sector (for example through initiatives such as enterprise suitability mapping)	DPIPWE DPAC (TCCO)	Supported in principle <ul style="list-style-type: none"> Not part of the City of Hobart corporate business
	Work with industry partners to facilitate a workshop with key stakeholders from the agricultural sector to consider the most efficient use of our water resources	DPIPWE DPAC (TCCO)	
	Undertake workshops for the livestock sector to help farmers better understand how different farm management practices can contribute to emissions reduction	DPAC (TCCO) DPIPWE	
	Support the development of seasonal yield predictability tools through pilot projects with growers	DPAC (TCCO)	

Table 3: Actions for maximising our business advantage		Lead / Partner agencies	Comments
		DPIPWE	
	Support the implementation of Wine Tasmania's 'Sustainable Vineyards' program across Tasmania	DPAC (TCCO) DPIPWE	
	Continue to implement Tasmania's biosecurity risk assessment system to respond to future threats to the agricultural sector	DPIPWE	
Using our climate advantages to attract investment	Ensure that our climate advantages are incorporated into all prospectus and other marketing materials developed for the promotion of Tasmania as an investment destination	State Growth (OCG) DPAC (TCCO)	Supported <ul style="list-style-type: none"> The City of Hobart climate advantages are communicated in our investment prospecti, produced in Korean, simplified Chinese and English.
	Launch and implement the Data Centre Action Strategy	State Growth (OCG)	Supported in principle <ul style="list-style-type: none"> not part of the City of Hobart corporate business
	Ensure that Tasmania's climate advantages are fully considered in the development Tasmania's Advanced Manufacturing Strategy	State Growth DPAC (TCCO)	Supported in principle <ul style="list-style-type: none"> not part of the City of Hobart corporate business
	Facilitate forums to promote opportunities for Tasmania through the Emissions Reduction Fund to stimulate greater Tasmanian participation	DPAC (TCCO)	Supported <ul style="list-style-type: none"> It is noted that local government in Tasmania, particularly the City of Hobart has been engaged in emission reduction since 2000
Growing our science and research capability	Identify and establish new strategic partnership opportunities that leverage our world class capability in Antarctic, Southern Ocean and climate science	State Growth DPAC (TCCO)	Supported <ul style="list-style-type: none"> Consistent with and furthers the City of Hobart Economic Strategy
	Facilitate workshops to promote Tasmanian opportunities through the Australian Government's Innovation Package	State Growth DPAC (TCCO)	Supported <ul style="list-style-type: none"> Consistent with and furthers the City of Hobart Economic Strategy
Improving the energy and resource efficiency of our businesses	Identify new opportunities to support better energy and resource efficiency outcomes for small to medium enterprises	DPAC (TCCO) DPIPWE	Supported in principle <ul style="list-style-type: none"> to be considered in the City's Economic Development Strategy
	Facilitate sector-based workshops to identify priority opportunities for sector-based emissions reduction	DPAC (TCCO) State Growth	Supported <ul style="list-style-type: none"> Noted that local government in Tasmania has been engaged in emission reduction for over 10 years
	Undertake an environmental Upgrade Agreements feasibility study to assist commercial building owners to improve the energy efficiency of their buildings	DPAC (TCCO)	Supported <ul style="list-style-type: none"> The City of Hobart has a formal resolution to investigate EUA's as part of a broader Sustainable Building Program. It has signed a MoU with DPAC and is currently collaborating on a project segmentation study to identify project parameters and scope for Tasmania commercial buildings.

Table 4: Actions for maximising our liveability advantage		Lead / Partner agencies	Comment
Managing climate impacts to enhance liveability	Implement State, regional and local land use planning instruments and building controls to manage natural hazards and climate impacts (eg a planning policy on natural hazards and natural hazard codes in the state-wide planning scheme)	DPAC Planning Reform Taskforce	Strongly Supported <ul style="list-style-type: none"> The need to ensure there are consistent statewide standards and guidelines for local government to use and implement is recognised and strongly supported.
	Develop and implement a coastal adaptation framework, including guidelines and adaptation planning resources, to help councils and communities more strategically and consistently respond to coastal hazards	DPAC DPIPWE	Strongly Supported <ul style="list-style-type: none"> This is of particular relevance to the City of Hobart that is currently developing a Coastal Hazard Strategy
	Establish a joint work program with local government to progress mutually agreed climate change issues and opportunities	DPAC	Strongly supported <ul style="list-style-type: none"> The City of Hobart has worked collaboratively with the DPAC on a number of projects that have delivered climate adaptation planning to councils across Tasmania. It strongly supports further collaboration to identify opportunities to increase the capacity of councils in this space.
	Identify additional policies and programs to respond to the potential health impacts of climate change	DHHS DPAC (TCCO)	Supported <ul style="list-style-type: none"> It is considered that the potential health impacts have been overlooked in the Tasmanian context.
Improving energy efficiency in our homes and communities	Deliver the YES Affordability program to support vulnerable customers to manage their energy bills Aurora Energy	DHHS	Supported <ul style="list-style-type: none"> The City of Hobart has developed Home Energy Audit toolkit that enables households to understand their energy use and where practical and cost effective savings can be made – this has been made available to every Tasmanian council.
	Deliver the NILS Tasmania energy saver program to offer loans and subsidies for low income Tasmanians to purchase energy efficient whitegoods and heaters		Ditto
	Implement the Save Home Energy program for the upgrade heating and insulation for up to 150 public housing properties	DHHS (Housing Tasmania)	Ditto
	Work with the aged care sector to facilitate the uptake of energy saving measures (eg, through coordinating bulk purchasing arrangements)	DPAC (TCCO)	Ditto
Reducing emissions from waste	Review the Tasmanian Waste and Resource Management Strategy to incorporate actions to reduce carbon emissions in the Tasmanian economy DPIPWE		Supported <ul style="list-style-type: none"> It is noted that the City of Hobart has a comprehensive waste management program and is introducing a more frequent green waste kerbside collection service
Government leading by example	Identify new opportunities for energy savings measures in Government hospitals and schools	DHHS DoE	Supported in principle – not part of the City of Hobart corporate business
	Review Treasurer's Instructions to ensure that procurement guidelines are effective in encouraging better procurement outcomes from a climate change perspective	Treasury	Supported <ul style="list-style-type: none"> The City of Hobart Purchasing Policy and Guidelines, s. 18.1 requires consideration climate change. It is considered that State guidelines favouring better outcomes for climate change mitigation and adaptation would be of benefit and demonstrate leadership.

Table 4: Actions for maximising our liveability advantage		Lead / Partner agencies	Comment
	Reinvigorate agency emissions reduction plans to identify new opportunities to reduce waste and improve efficiency	All agencies	
Building stronger community engagement	Facilitate workshops for community sector workers to equip them with information about programs vulnerable clients can access to help with their home energy use	DPAC (TCCO)	Supported <ul style="list-style-type: none"> The City of Hobart has developed Home Energy Audit toolkit that enables households to understand their energy use and where practical and cost effective savings can be made – this has been made available to every Tasmanian council.
	Working with community sector organisations, identify vulnerable community groups and develop programs and initiatives to improve their response and resilience to climate change	DHHS DPAC (TCCO)	Supported
	Facilitate a series of community events and public lectures to raise awareness of climate change issues and engage the community in addressing the issues and seizing the opportunities	DPAC (TCCO)	Supported
Facilitating sustainable transport	Review public transport networks to provide for more frequent and direct services to promote a greater uptake of public transport in Tasmania	Metro Tasmania	Supported <ul style="list-style-type: none"> The Hobart Metro Route review was implemented on January 10 - 2016. http://cctas.com.au/new-metro-timetables-in-place-from-today/ Initial indications from Metro have indicated a growth in passengers following the changes. It is considered that these changes reallocate existing Metro resources and a further capital funding is required to upgrade aging fleet and additional recurrent funding to ensure additional services to further improve patronage.
	Identify opportunities for improved safety for cyclists to encourage greater uptake of cycling in Tasmania	State Growth	Supported <ul style="list-style-type: none"> The Action Plan measures are useful, however it is considered that the funding available through the RSAC is insufficient to achieve the scale of improvements required to encourage greater uptake of cycling.
	Make provision for cycling for new road projects or major upgrades on an identified Principal Urban Cycling Network State Growth	State Growth	Supported <ul style="list-style-type: none"> The positive provision arrangements for cycling infrastructure have been in place since 2013 – as internal DSG (then DIER) policy. The adoption of this policy by the Government is supported.
	Ensure planning policies facilitate and encourage efficient and sustainable forms of transport	DPAC (TCCO) DoJ	Supported <ul style="list-style-type: none"> The draft Tasmanian planning scheme (reform) s. C2.0 (Parking and Sustainable Transport Code) whilst supported it is considered that this could be strengthened to better promote and/or support sustainable transport.

Roles and Responsibilities for Climate Change Adaptation in Australia

Introduction

Governments at all levels, businesses, households and the community each have important, complementary and differentiated roles in adapting to the impacts of climate change.

As with current risk management in Australia, local initiative and private responsibility will be at the forefront of climate change adaptation in Australia, with the most significant benefits flowing directly to those who plan well to adapt to anticipated changes.

This document sets out the principles for the management of climate-change risks, and roles and responsibilities for adapting to climate change within the three tiers of government: Commonwealth, State and Territory and Local. The principles underlying this document are summarised at Appendix 1. It does not attempt to address issues of resourcing and capacity.

Adaptation and risk management

Governments and private parties (including individuals, groups and businesses) currently manage a range of risks. Moreover, climate and weather-related risks have always been present so private parties and governments have long experience in managing these specific risks. Management of climate change risks is often an extension of existing risk management, albeit in a future context where adverse events may occur with greater severity and frequency, and adverse events may occur in different places due to climate change. In some cases climate change may see the emergence of new risks. Risk management for climate change should build on existing effective climate risk arrangements.

Roles and responsibilities between government and private parties

An important foundation for building successful risk management responses is determining responsibility for managing each risk. Risks will be dealt with most efficiently, effectively and appropriately by recognising and empowering those who are best placed to manage them.

For risk management to be effective in practice, risk bearers need to understand and accept their climate change risks and responsibility to manage them. Parties with a clear understanding of their climate change risks and responsibilities will be better placed to identify those actions that are necessary to manage these risks. Risk management approaches for dealing with these risks should best suit their specific circumstances and preferences of those affected.

It is not feasible, nor appropriate, for governments to bear all the costs of adapting to the impacts of climate change. It would also be inefficient and inappropriate for governments to make decisions on behalf of businesses and individuals that are better placed to understand and manage their own risks. Further, given that most of the assets and activities at risk from climate change are owned or managed by businesses or the community, it is reasonable to expect businesses and the community to manage their exposures.

Private parties should continue to take responsibility for their own actions, assets, investments and risks while public actions and policies should be carefully targeted and

should not undermine the incentives for, or capacity of, private parties to individually manage risk.

The basic principle of the management of climate change risk should be as follows:

- Private parties should be responsible for managing risks to private assets and incomes.
- Governments – on behalf of the community – should primarily be responsible for managing risks to public goods and assets (including the natural environment) and government service delivery and creating an institutional, market and regulatory environment that supports and promotes private adaptation.

While government policies will influence private sector activity, much action in adapting to anticipated climate change in Australia will need to be undertaken by private parties who respond to climate change risks in the same way they respond to other risks potentially affecting their livelihoods. Capacities of private parties and governments to adapt to climate change may differ depending on their exposure to risk, and access to resources and knowledge.

Role of private parties

While acknowledging that some groups face particular structural and other disadvantages, individuals, groups and businesses are usually best placed to manage risks to their own assets and activities from climate change impacts. The benefits private parties receive from managing their own risks, for example protecting private assets and incomes, are a strong incentive to act.

In order to manage risks from climate change impacts private parties need to:

- be aware of the risks and their responsibility for managing them;
- take steps to understand the magnitude and nature of the specific risks to their assets and activities; and
- develop and implement strategies and actions to manage the risks.

Private parties will be supported in their efforts to manage risks from climate change impacts by:

- Well-functioning markets. Markets can provide strong incentives for adaptation through a price signal. In addition, markets can provide financial mechanisms to help manage risks (eg. insurance);
- Regulations that promote effective adaptation. Where markets cannot provide effective 'signals' to promote adaptation, changes to the regulatory environment may be necessary. Examples may include building codes, land use planning, and standards for the design of infrastructure;

- Public good information, delivered by governments at all levels, to support adaptation planning; and
- Delivery of public goods and services such as emergency management, public health, and flood and coastal protection in a manner that takes the impacts of climate change into account.

The ability to manage risks from climate change impacts is often referred to as ‘adaptive capacity’. It will be important for Australian businesses and communities to build their adaptive capacity. This will include investing in the development of skills required to manage risks from climate change impacts and allocation of any resources that are required to manage risks. Governments will have an important support role, as discussed in sections 5 and 6.

Role of governments

Governments are primarily responsible for creating the right conditions and incentives for private parties to manage risks from climate change impacts and make efficient investment decisions, and for managing risks to public assets and service delivery. Government activities should also help build the adaptive capacity of individuals, groups and businesses. Some special strategies building on existing social support arrangements may be needed to build capacity in particularly vulnerable communities.

Providing information for private parties to adapt

Private parties can only take effective action to adapt to climate change if they are well informed about its potential impacts and risks. It is in the interests of private parties to invest in the specific information they need to assess and manage their risks from the impacts of climate change. However, governments have a role in providing information which has broad public benefit (such as high quality, regionally specific climate projections) to build understanding and better inform decision making across both the public and private sectors.

Setting the right conditions for private parties to adapt

Governments must ensure that regulatory arrangements and policy settings do not distort private incentives and ‘market signals’ and facilitate climate change adaptation. Governments also need to ensure that risk is appropriately recognised and the responsibility for its management apportioned and communicated. Policy instruments, such as land-use planning, codes and standards or environmental or public health legislation, can play an important role in clarifying and strengthening incentives and private responsibility.

Public assets and services

Governments provide public goods and services and manage public assets. These include, for example, providing flood and coastal protection, emergency management, public health and safety measures, and natural resources protection, as well as managing public assets such as public lands, national parks and reserve systems and government-owned infrastructure.

Governments, like private parties, should ensure that climate change risks are appropriately factored into their management and funding of public assets.

Responsibilities of different levels of government

The three levels of governments in Australia have different responsibilities and therefore have differentiated, yet complementary, roles in helping Australia adapt to the impacts of climate change. In many cases climate change adaptation will be most effectively managed by a single State, Territory or Local Government. In other cases, a combined response by several governments or tiers of governments will be required.

Identifying the roles of government in adapting to climate change is the first step in building a coordinated approach. Once the roles of government are broadly agreed, responsibility for specific tasks can be attributed to the most appropriate tier (or tiers) of government. Division of government's adaptation task across Australia's three levels of government should balance local capacity, knowledge and expertise against national interest considerations, taking particular account of the benefits of national coordination, existing responsibilities and accountabilities, and the diversity of impacts likely to be felt across the nation.

Addressing risks, and managing and adapting to climate change impacts, will be a long-term obligation for all tiers of government. Working collaboratively and, from time to time, evaluating adaptation tasks across governments, will assist to most efficiently and effectively deal with climate change risks.

The Commonwealth

The Australian Government has stewardship of the national economy and is responsible for promoting Australia's national interests more broadly. As climate change will impact on virtually every sector of the economy and society, the Commonwealth will need to take a leadership role in positioning Australia to adapt to climate change impacts that may affect national prosperity or security. By exercising its role the Commonwealth will help to improve adaptive capacity and build climate resilience. In some cases this will require targeted action, for example the Australian Government manages some important assets – including natural assets such as Kakadu – that are vulnerable to the impacts of climate change. In other cases the Commonwealth will play a role in driving and coordinating national reform efforts.

The Commonwealth will:

- Provide national science and information. High quality national and regional climate projections are needed for effective adaptation to the impacts of climate change. The Australian Government is well placed to generate and coordinate most of the important public good science and other information that will be needed. Much of this information is too costly for individual businesses, groups or local governments to generate for use in adaptation planning. This role will include:
 - managing climate change science and national adaptation research to allow Australia to effectively adapt to the impacts of climate change, including developing agreement on a national research program and collaborating with

States and Territories to ensure a consistent approach to regional climate projections, climate change impact modelling and reporting;

- facilitating national adaptation forums to share research, information and experience in adapting to climate change in different jurisdictions; and
 - working effectively with State, Territory and Local Governments in the development and verification of assessment tools (eg. risk assessments, including modelling).
- Manage Commonwealth assets and programs. The Commonwealth owns or manages a large portfolio of assets at risk from climate change impacts. Commonwealth assets include defence facilities and some national parks and reserves. These risks will require careful management.

Climate change impacts may also affect the delivery of a range of public good services for which the Commonwealth either has significant responsibility or provides substantial funding. These include environmental protection, community health, emergency management and national security.

The Commonwealth will therefore need to ensure it is factoring climate change considerations into its own operations, through embedding climate change in its policy making and asset management. This role will also include:

- embedding climate change impacts into existing risk management frameworks for national portfolios; and
 - working with states and territories and local government in managing climate change risks to public assets that are identified as being of national significance and for which the Commonwealth has some responsibility.
- Provide leadership on national adaptation reform. Some climate change risks have the long-term potential to undermine the national economy, national security or affect natural systems of national significance. The Commonwealth has a responsibility to lead national reform to ensure Australia is well placed to deal with these risks. Further, while many adaptation decisions will be based on local conditions, it will be important, where necessary, to take a consistent approach on some issues. The current and ongoing water reform process is an example of a national reform for promoting effective adaptation.

The Commonwealth will collaborate with States and Territories in setting and implementing national priorities and regional priorities of national significance, creating opportunities for sharing knowledge with the States and Territories, and ensuring the effective operation of market mechanisms to encourage adaptation by the private sector. In some cases, legislative and regulatory reforms at the State, Territory or Commonwealth level may be required to implement aspects of the reform program. The Commonwealth's role in leading the national adaptation reform will include:

- ensuring that national efforts to adapt to climate change meet any relevant international treaty requirements;
- working with States, Territories and Local Governments to establish national adaptation priorities to protect the national economy, security and interests including natural systems of national significance, and a set of implementation activities in relation to the priorities;
- working with State, Territory and Local Governments to develop a consistent approach in adaptation responses where there is a need, for example through codes and standards for engineering works and buildings, and in relation to educational programs;
- working with State, Territory and Local Governments to establish and implement monitoring and evaluation for nationally coordinated policies, programs and research to ensure adaptation responses are effective and well-targeted;
- consider the needs of vulnerable communities.
- Maintain a strong, flexible economy and a well-targeted social safety net. A strong flexible economy will help Australia adapt to climate change impacts by ensuring resources are available to respond to climate change and can be deployed efficiently. A strong and flexible economy will also ensure price signals – such as through insurance markets – are able to drive efficient decision making.

A strong social safety net is essential to assist those who may otherwise have difficulty in adapting, especially for vulnerable groups, such as the aged, the poor and Indigenous communities. It is envisaged that support to these groups would be delivered through the existing social welfare system, as far as possible.

State and Territory Governments

State and Territory Governments deliver a broad range of services, administer a significant body of legislation and manage a substantial number of assets and infrastructure, including assets and infrastructure of national significance. Climate change impacts will directly impact upon State and Territory services, assets and infrastructure.

The focus for State and Territory Governments will be on ensuring appropriate regulatory and market frameworks are in place, providing accurate and regionally appropriate information, and delivering an adaptation response in areas of policy and regulation that are within the jurisdiction of the state. This includes key areas of service delivery and infrastructure, such as emergency services, the natural environment, planning and transport.

States and Territories will:

- Provide local and regional science and information. This role will include:
 - Collaborating with the Commonwealth and other States and Territories as part of a national climate projections program to develop and implement a consistent approach to regional climate projections, climate change impact modelling and reporting;
 - Collaborating with the Commonwealth and Local Government to develop other public good information and analytical tools that are most efficiently produced at the national scale (eg. approaches to understanding costs and benefits of adaptation actions, methods for assessing vulnerability and risks); and
 - Delivering local and regional science and information where that information is most effectively delivered at the local and regional scale (eg. where links with ecological, biophysical or social processes are critical such as fine-scaled projections of inundation or coastal erosion) to assist both government and private parties in assessing climate risks and adapting to climate change.
- Manage State and Territory assets and programs. This role will include:
 - managing risks and impacts to public assets (including natural assets) and infrastructure owned and managed by the State or Territory Government;
 - cooperating with other jurisdictions to manage risks from climate change impacts to assets that cross state boundaries, eg. natural assets, national electricity network;
 - managing risks from climate change impacts to services provided by State and Territory Governments in areas such as emergency management, transport, land-use planning, environment, health services and public housing, within national frameworks where applicable;
 - managing risks through new state planning, property and environmental policy and legislation to ensure an appropriate environment for effective adaptation by asset owners, or providers of infrastructure (both private and public); and
 - cooperating where necessary with other jurisdictions on plans to manage risks to service delivery from climate change impacts, such as emergency services.
- Working with the Commonwealth to implement the national adaptation reform. This role will include:
 - working with the other jurisdictions to establish and implement national adaptation priorities;
 - working with other jurisdictions to develop a consistent approach in adaptation responses where there is a need, for example through codes and standards for

engineering works and buildings and implementing these through regulatory instruments, and in relation to educational programs where national consistency is required; and

- working with other jurisdictions to establish and implement monitoring and evaluation arrangements to ensure effective and well-targeted implementation of nationally significant adaptation responses.
- Encouraging climate resilience and adaptive capacity. This role will include:
 - promoting a risk management response to climate change adaptation by government and the private parties through appropriate forums, for example communicating changes in bushfire risk through emergency management organisations and communicating climatic changes to providers of infrastructure (both private and public);
 - ensuring State and Territory regulatory and market frameworks promote effective adaptation by private parties, using market mechanisms where these are likely to be most effective;
 - ensuring existing and new state planning, property and environmental legislation and policy encourages effective adaptation by asset owners and managers;
 - working with the Commonwealth government to identify and implement priorities to improve adaptive capacity and strengthen climate resilience in vulnerable communities; and
 - supporting Local Government to facilitate building resilience and adaptive capacity in the local community and to ensure that policies and regulations are consistent with State Government adaptation approaches.

Role of Local Governments

Local governments are responsible for a broad range of services, the administration of a range of Commonwealth, State and Territory legislation, and the management of a substantial number of assets and infrastructure, including assets and infrastructure of local, regional, state and national significance.

Local governments are on the frontline in dealing with the impacts of climate change. They have a critical role to play in ensuring that particular local circumstances are adequately considered in the overall adaptation response and in involving the local community directly in efforts to facilitate effective change. They are strongly positioned to inform State and Commonwealth Governments about the on-the-ground needs of local and regional communities, to communicate directly with communities, and to respond appropriately and in a timely manner to local changes.

Local Governments will:

- Administer relevant state and territory and / or Commonwealth legislation to promote adaptation as required including the application of relevant codes, such as the Building Code of Australia;
- Manage risks and impacts to public assets owned and managed by local governments;
- Manage risks and impacts to local government service delivery;
- Collaborate across councils and with State and Territory Governments to manage risks of regional climate change impacts;
- Ensure policies and regulations under their jurisdiction, including local planning and development regulations, incorporate climate change considerations and are consistent with State and Commonwealth Government adaptation approaches;
- Facilitate building resilience and adaptive capacity in the local community, including through providing information about relevant climate change risks;
- Work in partnership with the community, locally-based and relevant NGOs, business and other key stakeholders to manage the risks and impacts associated with climate change; and
- Contribute appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts.

GUIDING PRINCIPLES FOR THE MANAGEMENT AND ALLOCATION OF CLIMATE CHANGE RISKS

Risk management for climate change should build on existing climate risk arrangements.

Climate-related risks should generally be assigned to those best able to manage them, favouring a reliance on local initiative and private responsibility where the benefits of adaptation accrue to those undertaking the response and where there are no third party spill overs.

Private parties will continue to take responsibility for their own actions, assets, investments and risks.

Governments should respond to market failures and regulatory failures that prevent effective and efficient climate change risk management, focusing on:

- providing best available information about climate change to facilitate climate change adaptation by the private sector;
- making information accessible and useable;
- ensuring that regulations, markets and institutions promote effective private climate risk management;
- managing risks to public goods/assets and government service delivery;
- taking account of climate change risk in policy and planning; and
- helping build capacity and resilience, where required, particularly to assist vulnerable individuals, groups, regions and communities.

Government decision-making and adaptation actions should:

- be based on the best available science;
- be cost-effective;
- be regularly reviewed to meet changing circumstances; and
- enhance social inclusion.

Public actions and policies should be carefully targeted and should not undermine the incentives for, or capacity of, the private sector to individually manage risk.

Allocation of government's adaptation task across Australia's three levels of government should balance local knowledge and expertise against national interest considerations, taking particular account of the benefits of national coordination, existing responsibilities and accountabilities, and the diversity of impacts likely to be experienced across the nation.

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**8. APPLICATIONS APPROVED UNDER THE DELEGATED AUTHORITY OF
THE DIRECTOR CITY PLANNING – FILE REF: 30-1-18**

2x's

The Director City Planning submits for information the attached schedule of applications approved under delegated authority.

DELEGATION: Committee

Delegated Decisions Report (Planning)

Section 57 and 58 (LUPA)

Thursday 3 March 2016

ProjectDescription	Address		Post Code	Works Value	Decision Body
Partial Demolition, Extensions and Alterations to Single Dwelling, Decks, Garage, Fencing and Ancillary Dwelling	37 Corby Avenue	WEST HOBART	7000	\$77,000.00	Delegation
Subdivision (1 Additional Lot)	34 Argyle Street (Also known as 34-36 Argyle Street)	HOBART	7000	\$0.00	Delegation
Change of Use to Multiple Dwelling (Re-advertised - Administrative Error)	5 Commercial Road	NORTH HOBART	7000	\$10,000.00	Delegation
Change of use to visitor accommodation	2/9 Derwentwater Avenue	SANDY BAY	7005	\$0.00	Delegation
House extension/addition	75 Doyle Ave	LENAH VALLEY	7008	\$165,000.00	Delegation
Partial Demolition and Alterations	68 Lochner Street	WEST HOBART	7000	\$100,000.00	Delegation
Partial Change of Use to Visitor Accommodation (Unit 1)	10 Lefroy Street	NORTH HOBART	7000	\$0.00	Delegation
Additional Dwelling - (Re-advertised - Administrative Error)	85 Brooker Avenue	GLEBE	7000	\$250,000.00	Delegation
Partial Demolition, House Extension, Alterations, Swimming Pool, Driveway Alterations and Front Fencing	11 David Avenue	SANDY BAY	7005	\$550,000.00	Delegation
Demolition of Shed and New Shed	10 Weld Street	SOUTH HOBART	7004	\$15,000.00	Delegation
Carport	25 Hampden Road	BATTERY POINT	7004	\$10,000.00	Delegation
Change Of Use - From normal - tenancy leased property to short term visitor accommodation	17 Cosgrove Avenue	SOUTH HOBART	7004	\$0.00	Delegation
Partial Change of Use to Additional Visitor Accommodation	1/1 Nicholas Drive	SANDY BAY	7005	\$0.00	Delegation
Two Temporary Ticket Offices	Franklin Wharf (Part of CT.129219/1)	HOBART	7000	\$5,000.00	Delegation
Change Of Use	Unit 3, 42 Goulburn Street	HOBART	7000	\$0.00	Delegation
House extension/addition	108 Strickland Avenue	SOUTH HOBART	7004	\$80,000.00	Delegation
Change of use/airbnb	42 Brinsmead Road	MOUNT NELSON	7007	\$0.00	Delegation
Deck Extension	46 St Georges Terrace	BATTERY POINT	7004	\$6,386.00	Delegation
Change of Use to Visitor Accommodation	21 Paternoster Row	HOBART	7000	\$0.00	Delegation
Partial demolition/house extension	184 Lenah Valley Road	LENAH VALLEY	7008	\$15,000.00	Delegation

Single Dwelling	28 Thelma Drive	WEST HOBART	7000	\$450,000.00	Delegation
Single Dwelling	4 Stevens Farm Drive	WEST HOBART	7000	\$180,000.00	Delegation
Alterations to foyer	2-8 Kirksway Place	BATTERY POINT	7004	\$50,000.00	Delegation
Partial Change of Use to General Retail and Hire (Hairdresser), Alterations and Signs	190-194 Sandy Bay Road (Also Known As 194 Sandy Bay Road)	SANDY BAY	7005	\$45,000.00	Delegation
Extensions and Alterations	2/70 Lord Street (Also Known as 2/68-70 Lord Street)	SANDY BAY	7005	\$44,000.00	Delegation
Partial change of use to visitor accommodation	331 Strickland Avenue	SOUTH HOBART	7004	\$4,500.00	Delegation
Deck	7 McCann Crescent	LENAH VALLEY	7008	\$10,000.00	Delegation
Two Dwellings	3 Rushwood Court (CT.170544/21)	LENAH VALLEY	7008	\$400,000.00	Delegation
Partial Demolition and Dwelling Extension	6 Glen Street	SOUTH HOBART	7004	\$10,000.00	Delegation

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**9. APPLICATIONS APPROVED UNDER THE BUILDING REGULATIONS 2014
AND BUILDING ACT 2000 – FILE REF: 30-1-17**

2x's

The Director City Planning submits the following information in relation to plans approved under the Building Regulations 2014 and Building Act 2000 together with the attached graphs.

The Director City Planning reports:

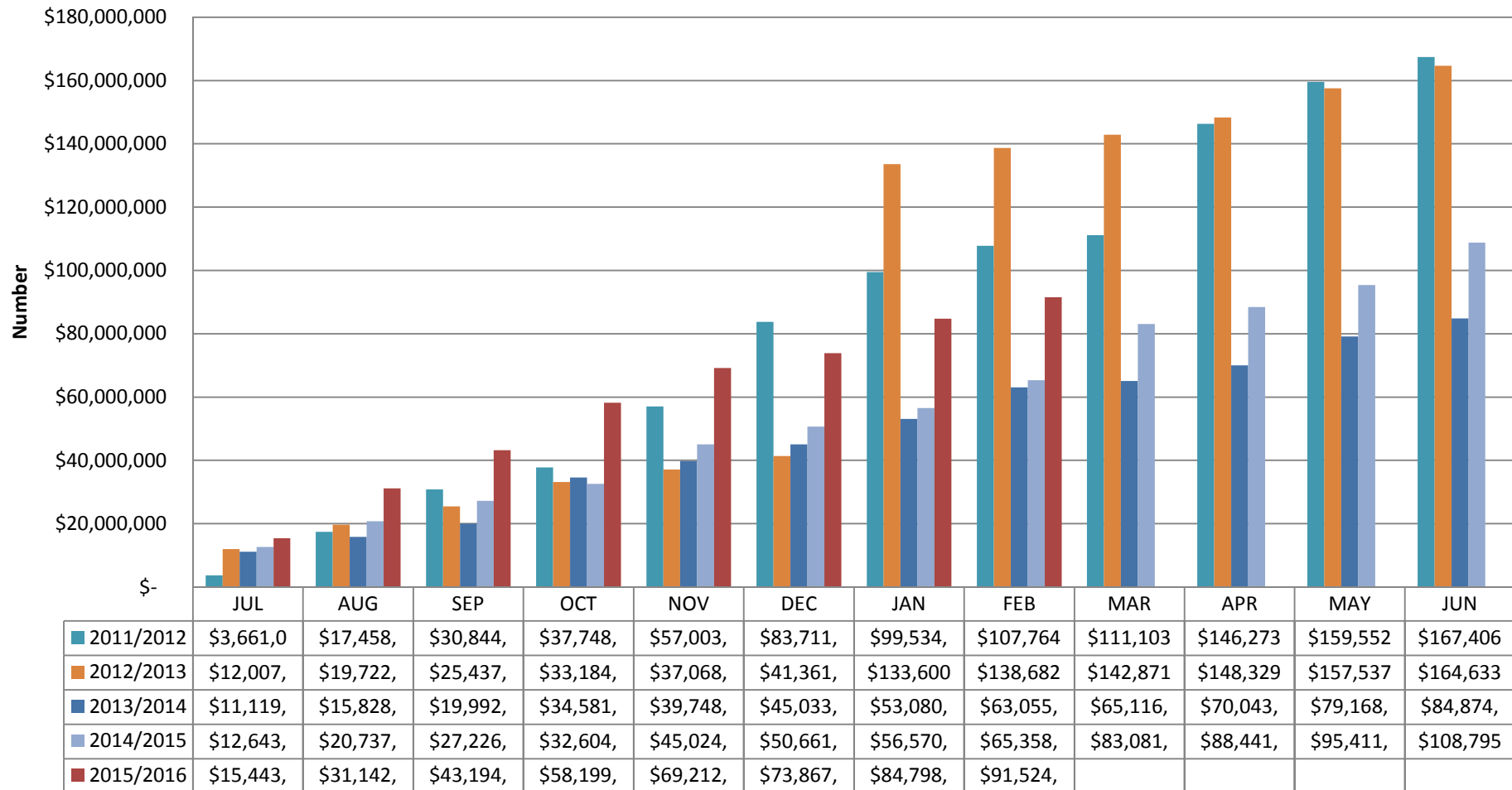
- A.
1. During the period 1 February 2016 to 29 February 2016, 47 permits were issued to the value of \$6,726,200 which included:
 - (i) 34 for extensions/alterations to dwellings to the value of \$4,737,900;
 - (ii) 5 new dwellings to the value of \$2,552,000; and
 - (iii) 1 major project:
 - (a) House at 718 Sandy Bay Road and 718A Sandy Bay Road - \$1,000,000
 2. During the period 1 February 2015 to 28 February 2015, 46 permits were issued to the value of \$8,787,294 which included:
 - (i) 28 extensions/alterations to dwellings to the value of \$2,332,762
 - (ii) 4 new dwellings to the value of \$1,423,232; and
 - (iii) 1 major project:
 - (a) New apartments at 571 Nelson Road - \$2,273,700
- B.
1. In the twelve months ending 29 February 2016, 678 permits were issued to the value of \$134,961,935; and
 2. In the twelve months ending 28 February 2015, 624 permits were issued to the value of \$87,176,798.

DELEGATION: Council

Building Permits Value (Accumulative Monthly Totals) 5 Year Comparison 2011/12 - 2015/16



Building Permits Issued (Accumulative Monthly Totals) 5 Year Comparison 2011/12 - 2015/16



**CITY PLANNING COMMITTEE AGENDA
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10. ADVERTISING – FILE REF: 30-1-19

3x's

The Director City Planning reports:

‘The advertising lists for the period 18 February 2016 to 2 March 2016 inclusive, are attached for information.’

DELEGATION: Committee

ApplicationID	Street	Suburb	Development	Works Value	42 Day Expiry	Referral	Proposed Delegation	Advertising Period	
PLN-16-00157-01	127 Waterworks Road	DYNNYRNE	Deck Extension	\$500.00	31/03/2016	wilsonl	Director	18/02/2016	03/03/2016
PLN-16-00145-01	283 Davey Street	SOUTH HOBART	Partial Demolition and New Front Fencing	\$7,000.00	31/03/2016	langd	Director	18/02/2016	03/03/2016
PLN-15-01143-01	39 Forster Street	NEW TOWN	Shed	\$0.00	31/03/2016	lassigl	Director	18/02/2016	03/03/2016
PLN-16-00117-01	12 St Johns Avenue	NEW TOWN	Partial Demolition, Extension and Alterations to Offices and Car Parking	\$350,000.00	31/03/2016	widdowsont	Director	18/02/2016	03/03/2016
PLN-16-00094-01	18 Francis Street	BATTERY POINT	Partial Demolition, Dwelling Extension/Alterations, Landscaping and Front Fencing	\$300,000.00	31/03/2016	sherriffc	Director	18/02/2016	03/03/2016
PLN-16-00162-01	10 Newdegate Street	NORTH HOBART	Change of Use to Visitor Accommodation	\$0.00	31/03/2016	foalem	Director	18/02/2016	03/03/2016
PLN-16-00146-01	74 Alexander Street	SANDY BAY	Shed	\$5,000.00	07/04/2016	lassigl		25/02/2016	10/03/2016
PLN-15-01113-01	163 New Town Road	NEW TOWN	Partial Demolition and New Front Fencing	\$0.00	07/04/2016	foalem	Director	25/02/2016	10/03/2016
PLN-16-00132-01	19 Hillborough Road	SOUTH HOBART	Partial Demolition, Extension and Deck	\$10,000.00	07/04/2016	wilsonl	Director	25/02/2016	10/03/2016
PLN-15-01555-01	27 Apsley Street	SOUTH HOBART	Partial Demolition, House Extensions, Alterations, Studio and Deck	\$50,000.00	07/04/2016	sherriffc	Director	25/02/2016	10/03/2016
PLN-16-00147-01	377 Argyle Street	NORTH HOBART	Partial Change of Use to Visitor Accommodation	\$0.00	07/04/2016	sherriffc	Director	25/02/2016	10/03/2016
PLN-16-00160-01	10 Evans Street	HOBART	Partial Change of Use to Market	\$0.00	07/04/2016	foalem	Director	25/02/2016	10/03/2016
PLN-16-00096-01	24 Rosehill Crescent	LENAH VALLEY	House and Carport	\$320,241.00	07/04/2016	widdowsont	Director	25/02/2016	10/03/2016
PLN-16-00163-01	2A Princes Street	SANDY BAY	Partial Demolition and Dwelling Alterations	\$50,000.00	07/04/2016	ikinb	Director	25/02/2016	10/03/2016

PLN-15-01596-01	24-26 Weld St	SOUTH HOBART	Partial Demolition, Extensions, Alterations, Landscaping and New Building to Primary School	\$2,400,000.00	07/04/2016	langd	Director	25/02/2016	10/03/2016
PLN-16-00148-01	146 Warwick Street	WEST HOBART	Partial Change of Use to Visitor Accommodation	\$12,000.00	06/04/2016	rushforthe	Director	24/02/2016	09/03/2016
PLN-16-00043-01	20 Queen Street	SANDY BAY	Partial Demolition, Dwelling Extension and Alterations	\$320,000.00	06/04/2016	lassigl	Director	24/02/2016	09/03/2016
PLN-15-01469-01	19 Hakea Dr and Adjacent Public Open Space (CT. 139582/101)	TOLMANS HILL	House and Bushfire Hazard Management - (Re-Advertised)	\$280,000.00	12/04/2016	sherriffc	council	01/03/2016	16/03/2016
PLN-16-00140-01	11 Hamilton Street	WEST HOBART	Partial Demolition, House Extensions and Alterations - (Re-Advertised)	\$200,000.00	12/04/2016	lassigl	Director	01/03/2016	16/03/2016
PLN-15-01310-01	1 Macquarie Street (Also Known As 7 Macquarie Street)	HOBART	Additional Carparking - (Re-Advertised)	\$0.00	12/04/2016	ikinb	Director	01/03/2016	16/03/2016
PLN-16-00150-01	11 Glebe Street	GLEBE	Partial Change of Use to Visitor Accommodation	\$0.00	04/04/2016	sherriffc	Director	22/02/2016	07/03/2016
PLN-16-00122-01	159 Goulburn Street (Also Known as 157-159 Goulburn Street)	WEST HOBART	Partial Demolition and New Front Fencing	\$10,000.00	04/04/2016	langd	Director	22/02/2016	07/03/2016
PLN-15-01590-01	425 Nelson Road	MOUNT NELSON	Partial Demolition, Dwelling Extensions and Alterations	\$250,000.00	05/04/2016	foalem	Director	23/02/2016	08/03/2016
PLN-16-00099-01	28/117 Collins Street	HOBART	Alterations and Change of Use to Sports and Recreation	\$0.00	05/04/2016	wilsonl	Director	23/02/2016	08/03/2016
PLN-16-00034-01	27 Valentine Street	NEW TOWN	Partial Demolition and Dwelling Extension	\$300,000.00	12/04/2016	foalem	Director	01/03/2016	16/03/2016

PLN-16-00111-01	94 Newdegate Street	WEST HOBART	Partial Demolition and Dwelling Extension	\$75,000.00	12/04/2016	foalem	Director	01/03/2016	16/03/2016
PLN-16-00142-01	373-375 Macquarie Street	SOUTH HOBART	Alterations and Ancillary Dwelling	\$2,200.00	12/04/2016	wilsonl	Director	01/03/2016	16/03/2016
PLN-16-00168-01	11 Tower Road	NEW TOWN	Partial Demolition, Extension and Alterations to Dwelling, Deck, Garage and Extension to Driveway	\$200,000.00	13/04/2016	wilsonl	Director	02/03/2016	17/03/2016
PLN-16-00149-01	23 Wellington Street	NORTH HOBART	Change of Use to Art and Craft Centre	\$0.00	13/04/2016	wilsonl	Director	02/03/2016	17/03/2016
PLN-16-00047-01	5 Battery Square	BATTERY POINT	Change of Use to Child Care Centre (Re-advertised - Administrative Error)	\$100,000.00	08/04/2016	lassigl	council	26/02/2016	11/03/2016
PLN-16-00035-01	10 O'Connor Court, 9-11 O'Connor Court	SANDY BAY	Additional Dwelling and Associated Hydraulic Infrastructure	\$470,000.00	08/04/2016	langd	Director	26/02/2016	11/03/2016
PLN-16-00141-01	138-140 Brisbane Street	HOBART	Alterations (Sunshade)	\$0.00	08/04/2016	langd	Director	26/02/2016	11/03/2016
PLN-16-00159-01	45 D'Arcy Street	SOUTH HOBART	Alterations and Deck	\$60,000.00	08/04/2016	rushforthe	Director	26/02/2016	11/03/2016
PLN-16-00192-01	118 Liverpool Street	HOBART	Alterations and Signage	\$100,000.00	08/04/2016	rushforthe	Director	26/02/2016	11/03/2016

**CITY PLANNING COMMITTEE AGENDA
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11. RESPONSES TO QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10

The General Manager reports:-

“In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman is not to allow discussion or debate on either the question or the response.”

**11.1 AMENDMENTS TO THE HOBART INTERIM PLANNING SCHEME
2015 -**

Ref. CPC 15/2/2016

Attachment

11.1

Memorandum to Aldermen from the Director
City Planning of 1 March 2016.

RECOMMENDATION:

That the attached memorandum be received and noted.

1 March 2016

**MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ALDERMEN**

QUESTIONS WITHOUT NOTICE – RESPONSE AMENDMENTS TO THE HOBART INTERIM PLANNING SCHEME 2015

Pursuant to Council Policy 2.01, Clause A(10), where a response to a Question without Notice is not able to be provided at a meeting, the question is taken on notice. Upon distribution of the response to all Aldermen, both the Question and the Response is to be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, whereat it will be listed for noting purposes only, with no debate or further questions permitted, as prescribed in the Section 29 of the Local Government (Meeting Procedure) Regulations 2015.

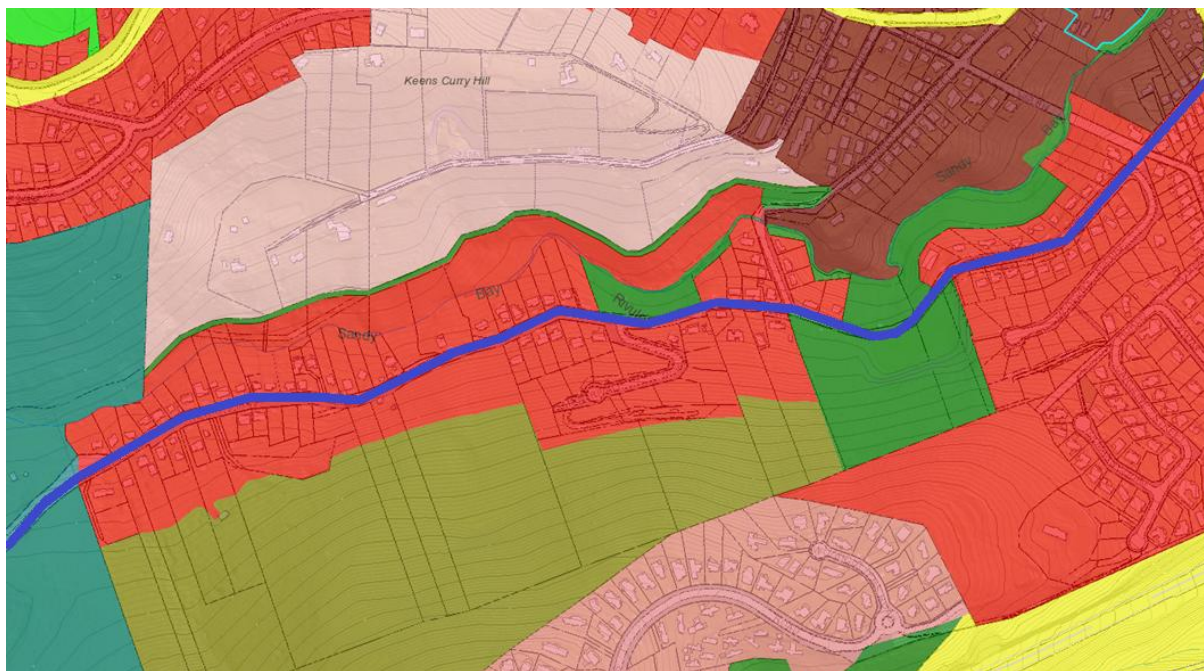
At the City Planning Committee meeting held on 15 February 2016 the following question without notice was asked by Alderman Burnet:

Question: Is it possible to make changes to the Hobart Interim Planning Scheme 2015 (HIPS) regarding density, topography, and bushfire protection? Given the concerns of locals in the Waterworks Valley around topography, how possible is it to make a change to this area under the HIPS?

At the meeting the Question was taken on notice. A response is subsequently provided below:

Response:

The Waterworks Valley (taken in this instance to be the residential area along Waterworks Road) is currently zoned a mixture of General Residential, Environmental Living and Open Space, with Waterworks Reserve itself zoned Environmental Management (see map 1 below).



Map 1: Zoning of Waterworks Valley (red - General Residential; olive green - Environmental Living; green - Open Space; teal - Environmental Management; Waterworks Road shown in dark blue).

The use of land in the valley is primarily for detached single dwellings. There are 2 significant subdivisions that have recently been completed (McDevitt Avenue and Montrivale Rise), resulting in around 30 additional lots in the area. The average slope of the valley is around 40% in most areas to the south of Waterworks Road, and around 25% to the north of the road (with the area north of Sandy Bay Rivulet being closer to 35%).

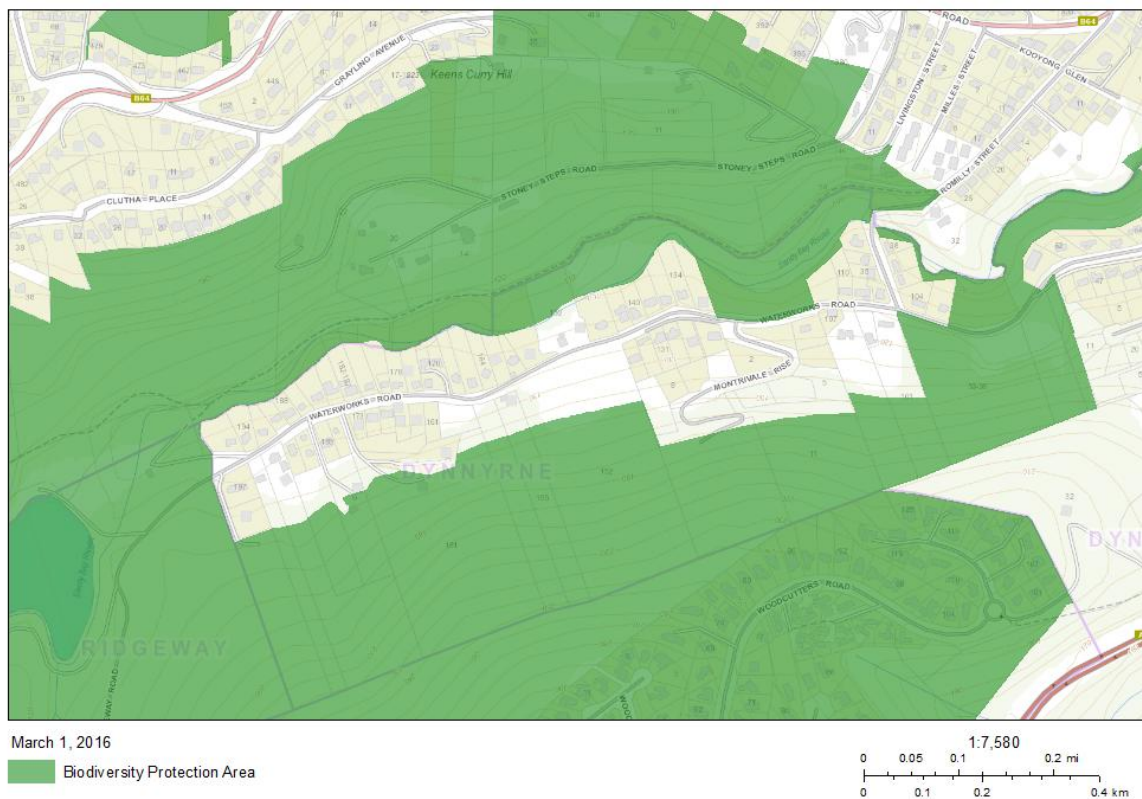
The Waterworks Valley area is generally subject to some environmental and topographical constraints. The area is reasonably heavily vegetated, and therefore the majority of blocks would be considered to be bushfire prone (see aerial photography view in map 2 below). The area is also covered in part by the Biodiversity Overlay and includes some areas of botanical significance and threatened species habitat (see maps 3, 4 and 5). There are areas of landslide hazard present, including one section of land that is identified as being of medium-active risk, meaning recent active landslide features have been recorded (see map 6). Land along the Sandy Bay Rivulet is also subject to inundation by a flood of 1% Annual Exceedance Probability (AEP) severity (see map 7). Given these factors,

development in the area may be subject to assessment under the Bushfire-Prone Areas Code, Biodiversity Code, Landslide Code or Inundation Prone Areas Code, amongst others.

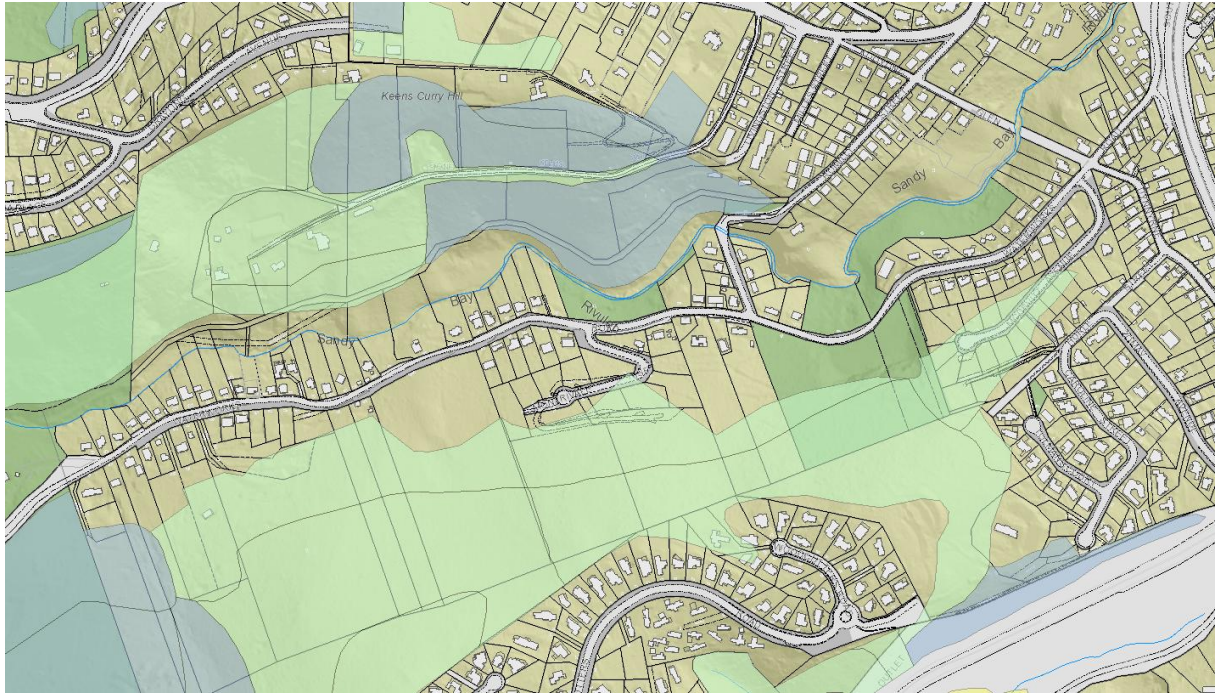


Map 2: Aerial photograph of the Waterworks Valley

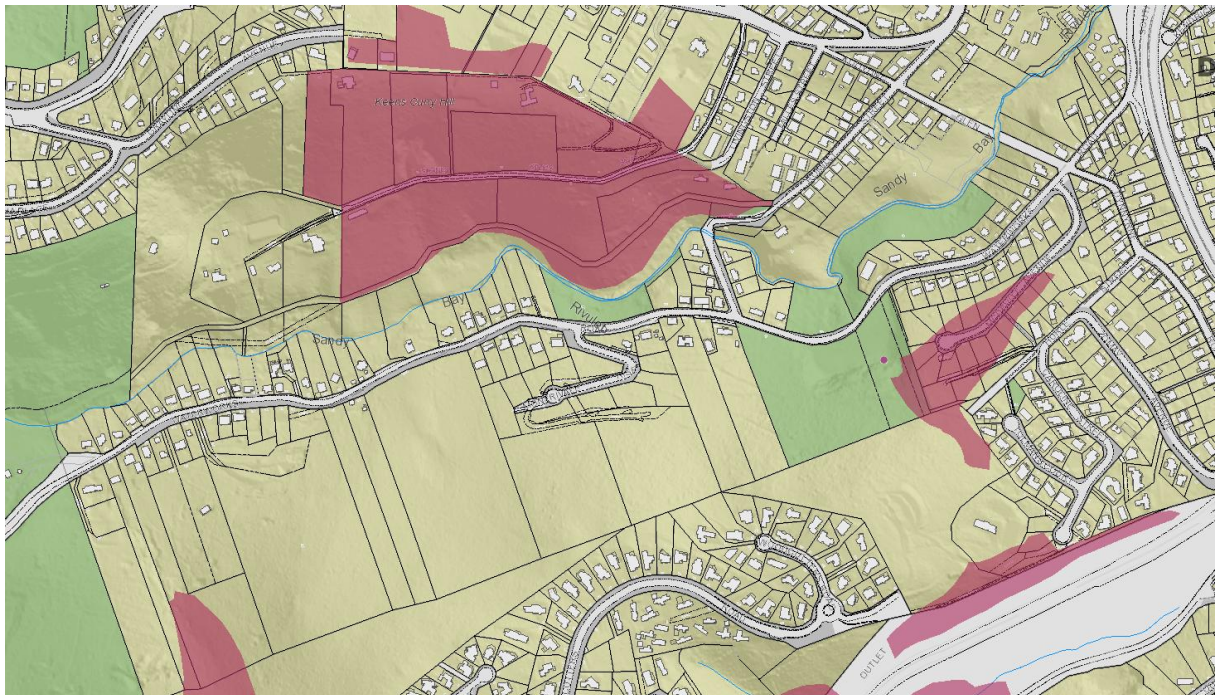
City of Hobart: Hobart Interim Planning Scheme 2015



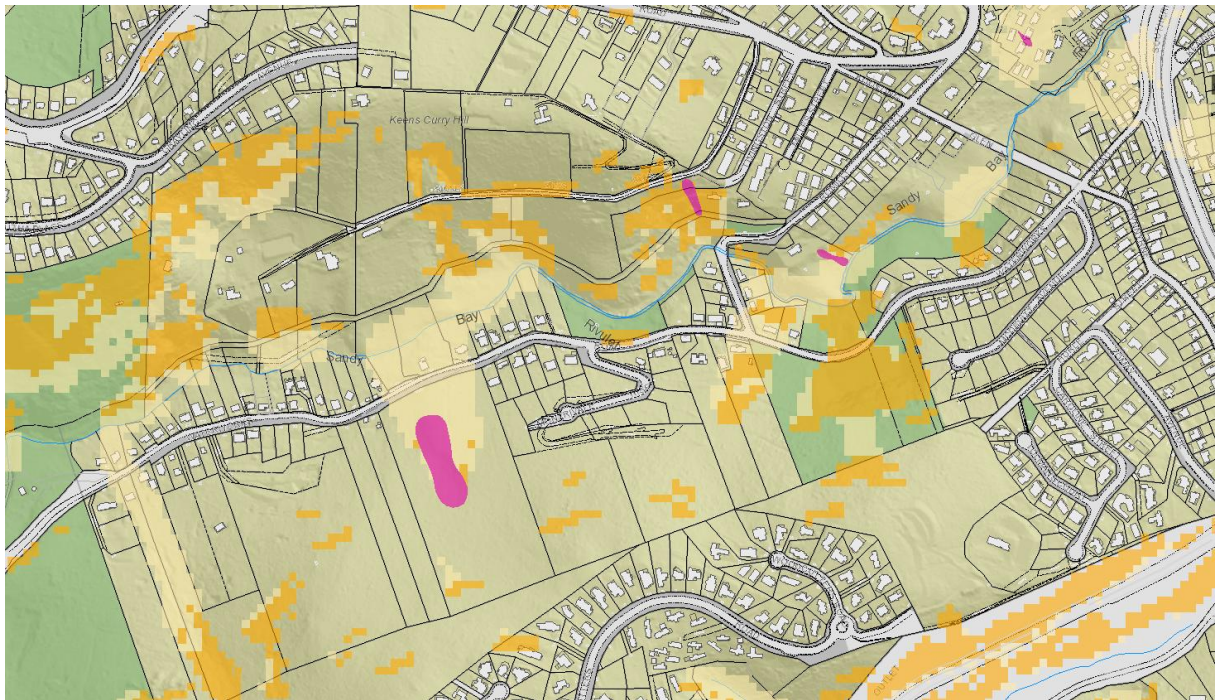
Map 3: Biodiversity Overlay (green)



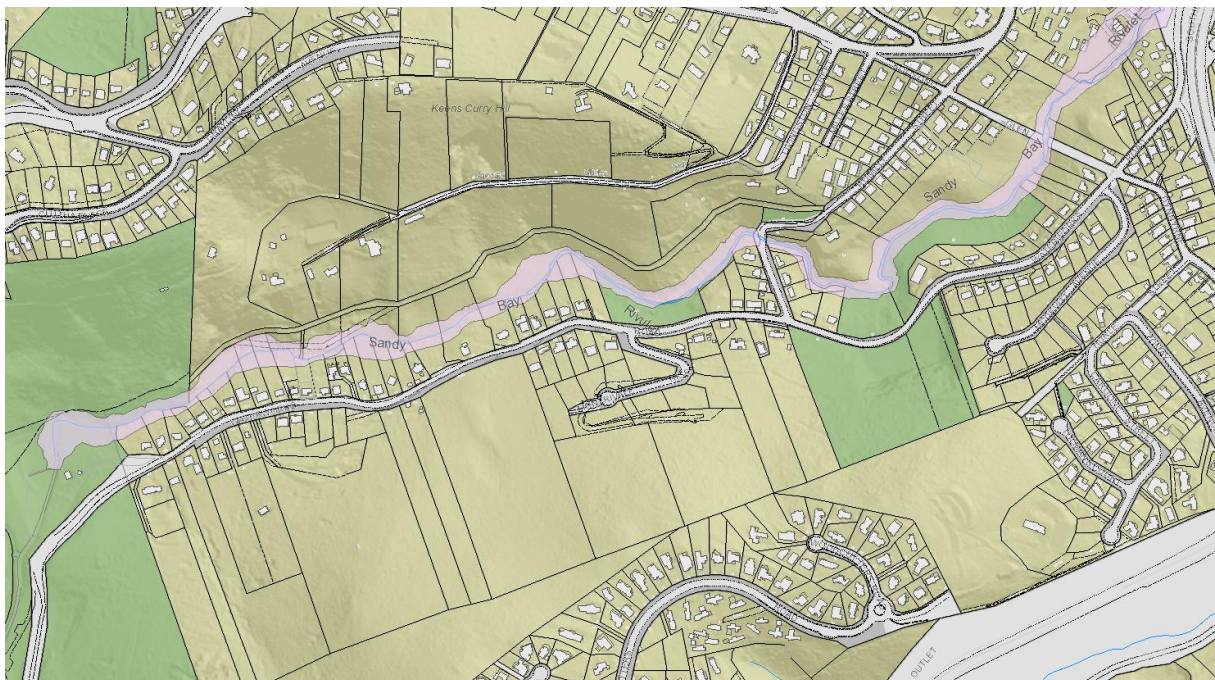
Map 4: Areas of botanical significance (blue- state/bioregional significance; green – non significant)



Map 5: Threatened species mapping



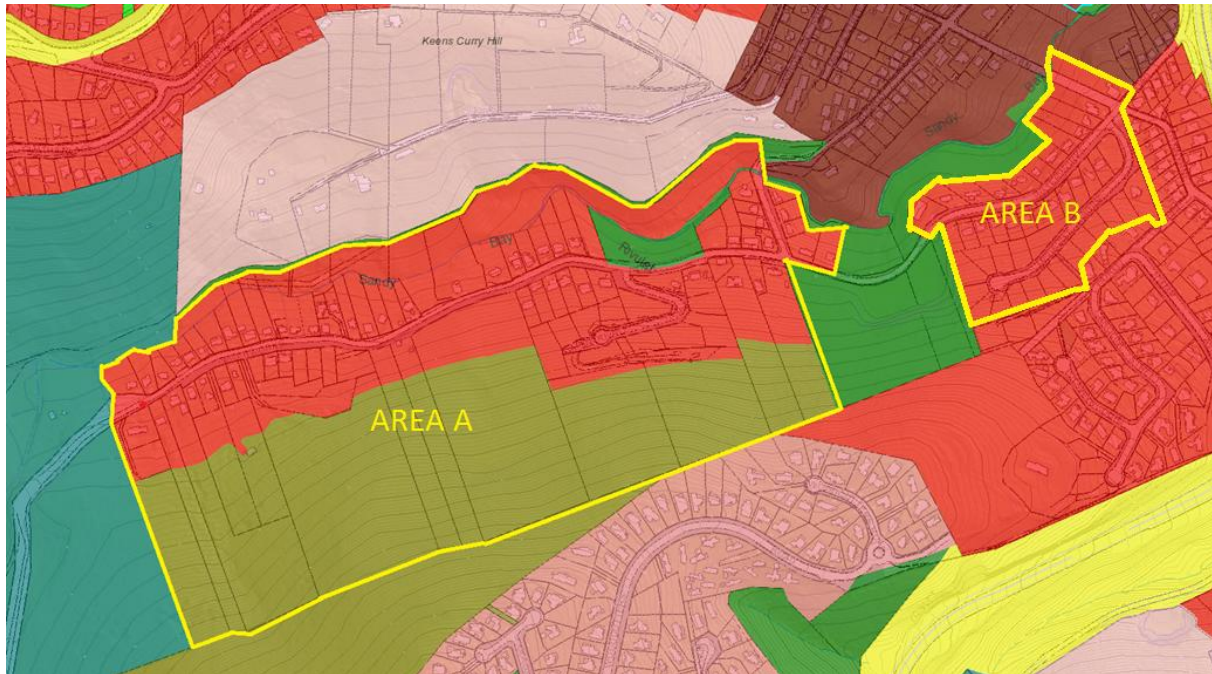
Map 6: Landslide hazard mapping (yellow – low; orange – medium; purple – medium-active)



Map 7: 1 in 100 AEP flood area

As detailed, there are a number of constraints to high levels of development within the Waterworks Valley. It is possible to make changes to reduce the projected density of the area, in order to account for hazards and environmental concerns. The primary way of achieving this would be through rezoning the area to a zone with higher lot size requirements and lower multiple dwelling densities.

The residential area along Waterworks Road could be split into two distinct study areas – one with larger lot sizes and greater vegetation cover (area A), and the other with smaller lot sizes in closer proximity to densely developed residential areas (area B). The areas are shown below.



Map 8: waterworks valley showing study areas A and B

Area A includes 94 lots (or 92 lots with at least a portion of the title within the General Residential Zone). Of land within the General Residential Zone, the average lot size is 1707.5m^2 , and the median lot size is 1100m^2 . If the areas of lots zoned Environmental Living are included, the average rises to 3394m^2 and the median to 1115m^2 . The recent subdivision within this study area (Montrivale Rise) has an average lot density of 1677.5m^2 (for land zoned General Residential) and a median density of 1163m^2 .

The minimum lot sizes for the General Residential Zone (GRZ) are between 450m^2 and 550m^2 and the maximum lot sizes are between 600m^2 and 1000m^2 , depending on the circumstance. The minimum site area per dwelling is 325m^2 . The zone purpose for the GRZ is as follows:

10.1.1 Zone Purpose Statements

10.1.1.1

To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2

To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3

To provide for the efficient utilisation of services.

10.1.1.4

To encourage residential development that respects the neighbourhood character.

10.1.1.5

To provide a high standard of residential amenity.

10.1.1.6

To allow commercial uses which provide services for the needs of residents of a neighbourhood and do not displace an existing residential use or adversely affect their amenity particularly through noise, traffic generation and movement, and the impact of demand for on-street parking.

Given the current lot sizes, as well as the nature of the hazards and environmental issues in the region, the GRZ may not be the most appropriate zone for the area. It is certainly unlikely that the area could support development to the density anticipated under the GRZ given the constraints.

The Low Density Residential Zone (LDRZ) may be an appropriate zone to replace the areas zoned General Residential within Area A. The permitted lot sizes in the LDRZ are 1000m² minimum and 2500m² maximum, and the permitted site area per dwelling is 1500m². The zone purpose for the LDRZ is as follows:

12.1.1 Zone Purpose Statements**12.1.1.1**

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

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

12.1.1.3

To encourage residential development that respects the neighbourhood character.

12.1.1.4

To provide a high standard of residential amenity.

12.1.1.5

To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.

Some other areas within the Hobart Municipal Area that are zoned Low Density Residential (such as the Liverpool Crescent area, parts of Mount Nelson and parts of the Fern Tree area) have a similar lot density to the Waterworks Valley. Area A is currently a fairly isolated 'finger' of General Residential Zone, surrounded primarily by Rural Living Zone, Environmental Management Zone, Open Space Zone and Environmental Living Zone, and therefore the Low Density Residential Zone could present a more gradual transition between these surrounding areas.

The lot densities Area B (the early section of Waterworks Road and McDevitt Drive – see map 8) includes 43 titles with an average lot size of 956m² and a median lot size of 810m². The lots accessed from McDevitt Drive (a recent subdivision) have an average lot size of 891m² and a median lot size of 815m². Given Area B's existing lot density and proximity to surrounding dense residential development (including Inner Residential zoned areas), it is considered that the General Residential Zone remains the best fit for this study area.

If rezoning part of the Waterworks Valley from General Residential to Low Density Residential is considered desirable, there are two potential ways initiate this change. Either a scheme amendment could be pursued, or the zoning could be reviewed as part of the local mapping for the new Tasmanian Planning Scheme.

A handwritten signature in black ink, appearing to read 'Neil Noye', written in a cursive style.

(Neil Noye)
DIRECTOR CITY PLANNING

12. QUESTIONS WITHOUT NOTICE – FILE REF: 13-1-10

Pursuant to Section 29 of the Local Government (Meeting Procedures) Regulations 2015, an Alderman may ask a question without notice of the Chairman, another Alderman or the General Manager or the General Manager's representative in accordance with the following procedures endorsed by the Council on 10 December 2012:

1. The chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Alderman must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The chairman must not permit any debate of a question without notice or its answer.
4. The chairman, Aldermen, General Manager or General Manager's representative who is asked a question without notice may decline to answer the question, if in the opinion of the intended respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The chairman may require an Alderman to put a question without notice, to be put in writing.
6. Where a question without notice is asked at a meeting, both the question and the response will be recorded in the minutes of the meeting.
7. Where a response is not able to be provided at the meeting in relation to a question without notice, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is put will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Aldermen, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Aldermen, both the Question and the Answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, whereat it be listed for noting purposes only, with no debate or further questions permitted, as prescribed in Section 29(3) of the Local Government (Meeting Procedures) Regulations 2015.

**CITY PLANNING COMMITTEE AGENDA
(OPEN PORTION OF THE MEETING)
15/3/2016**

13. CLOSED PORTION OF THE CITY PLANNING COMMITTEE MEETING

The following items were discussed:-

- Item No. 1. Minutes of the Closed Portion of the City Planning Committee Meeting held on 29 February 2016
- Item No. 2. Consideration of Supplementary Items to the Agenda
- Item No. 3. Indications of Pecuniary and Conflicts of Interest
- Item No. 4. Questions Without Notice – File Ref: 13-1-10