CITY OF HOBART

AGENDA

CITY PLANNING COMMITTEE MEETING (OPEN)

MONDAY, 18 APRIL 2016

AT 5.00 PM

SUPPLEMENTARY ITEMS

TABLE OF CONTENTS

6. COMMITTEE ACTING AS PLANNING AUTHORITY

6.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

6.1.4 26 LALWINYA ROAD, MOUNT NELSON - SINGLE DWELLING AND DRIVEWAY - PLN-15-01285-01 – FILE REF: 7207792 & P/22-26/613

48x's
(Committee)

The General Manager reports:

"In accordance with the provisions of Part 2 Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2005, this supplementary matter is submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

(a) information in relation to the matter was provided subsequent to the distribution of the agenda;
(b) the matter is regarded as urgent; and
(c) advice is provided pursuant to Section 65 of the Act."

City of HOBART

7207792 P/22-26/613
CS:RR
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14 April, 2016

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ALDERMEN

26 LALWINYA ROAD - SINGLE DWELLING AND DRIVEWAY
APPLICATION NO: PLN-15-01285-01

At its 15 February 2016 meeting, the Council's City Planning Committee resolved as follows in relation to the abovementioned planning application:

> That the item be deferred for the purpose of allowing the parties to consider mediation, noting that an extension of time of 42 days has been granted by the applicant to facilitate such mediation.

The applicant has sought independent advice and has given due consideration to mediation, and subsequently has chosen not to mediate or make any change to the proposal. They have therefore requested that the matter be reconsidered and determined by the Committee and has granted the necessary extension of time.

The report and recommendation of the Development Appraisal Planner and Senior Statutory Planner is therefore unchanged (aside from adjustments to the dates of meetings and expiry date) and is attached for re-consideration.

(CAMERON SHERRIFF)

DEVELOPMENT APPRAISAL PLANNER

Attachments: Planning Assessment Report – 26 Lalwinya Road PLN-15-01285-01 – Hobart Interim Planning Scheme 2015

Attachment A

HOBART
CITY COUNCIL

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report	Council
Committee:	18 April 2016
Council:	26 April 2016
Expiry Date:	6 April 2016 (extension of time granted until 18 May 2016)
Application No:	**PLN-15-01285-01**
Address:	**26 Lalwinya Road, Mount Nelson**
Applicant:	Nicole F Killion, 232A Main Road, Austins Ferry
Proposal:	**Single Dwelling and Driveway**
Representations:	One (1)
Performance criteria:	Development Standards

1. Executive Summary

1.1. Planning approval is sought for a single dwelling and associated driveway.

- The proposed dwelling consists of a single level and is of a contemporary design with a flat roof.
- Exterior walls are proposed to be rendered brick.
- A driveway is proposed to extend on a more or less direct path from the existing property access to a garage attached to the dwelling.

1.2. The proposal relies on performance criteria to satisfy the following standards and codes.

1.2.1. Development standards – Setbacks, design

1.3. One (1) representation objecting to the proposal was received within the statutory advertising period (6 January 2016 – 20 January 2016).

1.4. The proposal is recommended for approval subject to conditions.

1.5. The final decision is delegated to the City Planning Committee.

2. Site Detail

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

2.1. 26 Lalwinya Road (Image 1 and Plates 1 – 10) is a 3034sq.m, triangular-shaped lot with narrow frontage onto the Lalwinya Road cul-de-sac. The front part of the site has a gentle fall before the topography begins to roll away moderately downwards to the west/south-west. In the western half (rear) of the site a substantial tennis court has been constructed which was established by the owners of the parent site before the 26 Lalwinya Road lot was recently created through subdivision. The site has previously been cleared of any substantial native vegetation however some introduced ornamental tree species have been planted towards the front of the site. A rectangular-shaped right-of-way covers most of the immediate front part of the site as part of a shared access arrangement for internal lots to the rear and a lot to the north.

2.2. The surrounding locality consists of residential properties in a semi-bushland environment. The subject site presents as one of the more open properties in the area. To the south, a single dwelling has been built within two metres of the shared boundary (Refer plates 4, 6, 9 and 10).

Plate 1: Looking directly in to the site towards the west from the property frontage.

Plate 2: Another view from the front of the site from the shared internal access driveway to internal lots behind.

Plate 3: Looking to the west from the middle of the lot towards the tennis court.

Plate 4: Looking across the site of the proposed dwelling to the south-west and the adjacent dwelling at 28 Lalwinya Road.

Plate 5: A closer view of the existing tennis court at the western end of the property.

Plate 6: Looking to the south to 28 Lalwinya Road from the eastern end of the tennis court.

Plate 7: Looking south-eastwards to the front of the property from the eastern end of the tennis court.

Plate 8: A view of the southern side boundary of the property towards the dwelling at 28 Lalwinya Road.

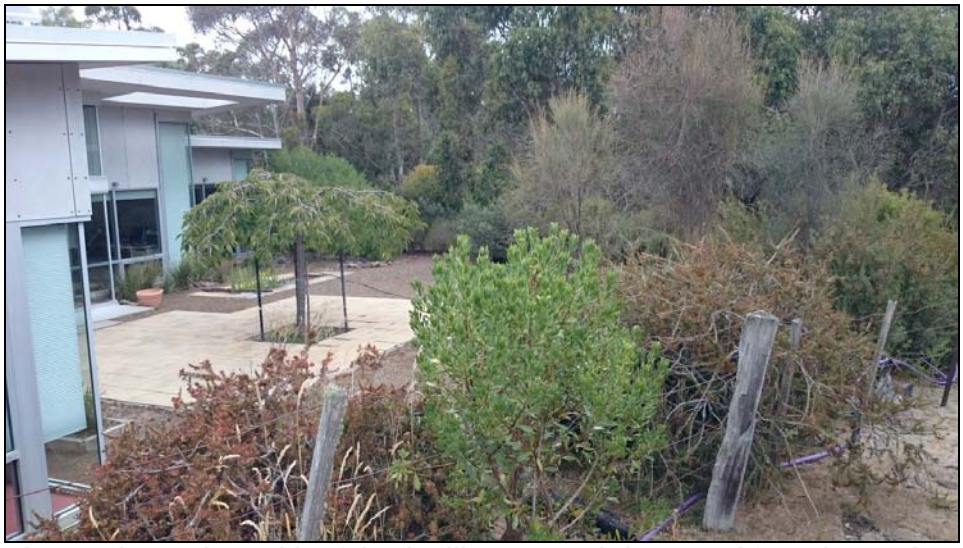


Plate 9: The northern side of the dwelling at 28 Lalwinya Road from the southern side boundary of the subject site.

Plate 10: The northernmost part of the dwelling (a bedroom) at 28 Lalwinya Road from the southern side boundary of the subject site.

3. Proposal

3.1. Planning approval is sought for a single dwelling and associated driveway.

3.2. The proposed dwelling consists of a single level and is of a contemporary design with a flat roof.

3.3. Exterior walls are proposed to be rendered brick and coloured in a scheme with a maximum light reflectance value of 40%.

3.4. A driveway is proposed to extend on a more or less direct path from the existing property access to a garage attached to the dwelling.

3.5. Due to the crossfall of the site the dwelling would be cut in on its northern side and partially elevated on fill in its south-western rear corner.

4. Background

4.1. The subject property was created from the subdivision of 22 Lalwinya Road, approved by the Council in September 2011.

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.

- We are making this representation on the basis of adverse impact on our residential amenity.

  1. We do not believe there is adequate set back from the boundary since the average setback of the proposed residence is 3.5m from our boundary instead of 10m as required by the *Hobart Interim Planning Scheme 2015* Rural Living Zone.

  2. The height and position of the proposed residence adversely impact the amenity of our energy efficient house by significantly overshadowing our home and preventing the low winter sun from entering through its north facing windows. This means that the thermal mass found in the floor is not able to soak up the heat. This will add significantly to the cost of heating our home and our use of electricity resources.

  3. There is unreasonable visual impact of the height of the building because it is 5.3m above the natural surface of the land.

  4. The height of the building impacts adversely on eight (8) of our solar panels rendering them useless in winter.

  5. The proposed dwelling negatively impacts the energy efficiency rating of our home and therefore negatively impacts its value.

6. The proposed residence is not consistent with Rural Living Zoning which refers to 'low density residential development set within the natural bushland or semi-rural environment.'

7. We question why the house is being built up so much on the western end creating a significant change in the natural ground level. We understand that a change of more than 1m creates a discretion. (13.4.3A4)

- Adverse impact on our residential amenity

  We are most concerned about the adverse impact of the proposed dwelling on our residential amenity. When we decided to build our home in 2005 we designed it with an architect to be 'passive solar'. This means we situated it so that it was north facing on a fully insulated concrete slab to provide thermal mass for storing the sun's energy during the day time so that it could benefit us at night – particularly in winter.

  We have double glazed windows and super insulated walls and ceilings to retain the heat. This has meant that we have used very little electricity to heat our house during the last 10 winters. We have no other form of heating. An energy audit in 2005 from the plan gave us four stars. The later addition insulating blinds took us to 5 stars which was the beyond the requirements in 2005.

  We also added a 10Kw solar panel system in 2013.

  We collect rainwater in 30000+ litre tanks. We manage storm run-off on our property and have a treatment system for managing both grey and black water on site. We have regenerated the remaining native bush and we have an extensive vegetable garden and fruit orchard.

  We requested a shadow plan from the designer and were provided with the documents attached by Duo Design. (Please note Duo Design provide the address as Lot 1, 22 Lalwinya Road, Mount Nelson). They did not provide a side elevation view of the shadow impact.

  We have drawn an illustrative side elevation view showing the adverse impact of the proposed dwelling on our amenity: the overshadowing, which would mean we cannot heat our home passively from the sun in winter and the overshadowing of eight of our solar panels. We understand that this is not a professional drawing so perhaps the designers could be asked to provide a more accurate diagram of the impact of shade from the proposed dwelling on our amenity.

6. Assessment

The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with ***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 Rural Living Zone of the *Hobart Interim Planning Scheme 2015*.

6.2. Residential – Single dwelling is a permitted use.

6.3. The proposal has been assessed against:

6.3.1.	Part D13	Rural Living Zone development standards.
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. Setbacks – Part D 13.4.2 P2
6.4.2. Design – Part D 13.4.3 P4

6.5. Each performance criterion is dealt with separately below.

6.6. Setbacks – Part D 13.4.2 P2 (Side Setbacks)

6.6.1. The proposed dwelling has a consistent setback of 1.5m from the northern side boundary, and a staggered setback from the southern side ranging from 3.031m to 5.895m running from front to rear.

6.6.2. Part D 13.4.2 A1 - the acceptable solution requires minimum side setbacks of 10m.

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 13.4.2 P2 states:

Building setback from side and rear boundaries must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape;

(b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:

(i) overlooking and loss of privacy;

(ii) visual impact, when viewed from adjoining lots, through building bulk and massing;

6.6.5. The Desired Future Character Statement for the Rural Living Zone at Part D 13.1.3 of the *Hobart Interim Planning Scheme 2015* states:

(a) The areas covered by this zone should continue to provide for low density residential development set within the natural bushland or semi-rural environment. They should continue to be characterized by a tree dominated landscape with houses set in relatively large gardens.

(b) Development should respect the vegetated character and the use of muted subdued colours in building finishes will be required. Buildings should be unobtrusively sited and not detract from the landscape values of the area.

(c) Vegetation clearance for new development should be kept to the minimum area required to allow the development to proceed.

(d) There should be no new non-residential use unless it can be demonstrated that it will not adversely affect the quiet living environment w here noise transmission is a particular issue due to the topography and relatively low background noise levels. Non-residential use should also be compatible in scale and character with a rural living environment.

With regard to the above, the proposal (a) does not suggest a high density of residential development given it is for one dwelling. Aside from leaving the site undeveloped, to develop the site in any residential way, one dwelling is the lowest density that can be achieved.

In terms of (b), the proposal references the use of colours with a light reflectance value no greater than 40%, which demonstrates compliance with one of the acceptable solutions for design in the zone. The site is largely devoid of any vegetation and was previously cleared when part of the 22 Lalwinya Road parent property. It should be noted that the right-of-way at the front of the property prevents any substantial development within 25m of the front of the property. While it may have been possible for the proposal to have been sited further to the rear of the site (in the area already occupied by the existing tennis court), the applicant is entitled to seek approval for the dwelling in the location proposed. With a front setback of approximately 41m, a relatively low profile and a height well under the accepted maximum of 8.5m, the proposed dwelling is not considered to be obtrusively sited. The proposal would not detract from the landscape values of the area, of which there are few on the immediate site.

With regard to vegetation clearance (c), several introduced tree species would be removed from the site of the proposed dwelling, however no native vegetation would be impacted and as such clearance has been kept to a minimum given the past clearance of this area of the parent property. Proposed hazard management for bushfire protection does not require any further clearance.

Part (d) is not relevant as the proposal is not for a non-residential use.

The extent of adverse impact of the proposal upon the residential amenity on adjoining lots is the most relevant consideration given the reduced setbacks of the proposal. To the northern side of the property, there is approximately 11.7m width of gravelled right-of-way access to two internal properties to the rear of the subject site. Beyond this, a large, well-vegetated residential property extends almost to Nelson Road. Although side setbacks to the northern side boundary are reduced to only 1.5m, due to the above scenario no adverse impact upon residential amenity for properties on this side can occur.

On the adjacent property to the southern side of the subject site, an existing dwelling has been built close to the subject site, at a marginally lower ground level due to the natural fall of the local topography, with its northern corner approximately 1.8m from the boundary and the remainder of the dwelling skewing away to the south.

No habitable room windows or decks facing the adjoining property to the south are proposed. As such, no direct overlooking or loss of privacy as typically defined would be generated by the proposal.

In terms of visual impact, it is considered that the design of the proposed dwelling is such that it has minimal massing and reduced visual bulk. The dwelling has a consistent form in profile; albeit that it does not directly follow natural ground level in that it is partially built up on fill at the south-western rear corner of the dwelling. The design of the dwelling incorporates a skillion roof and a longer, lower profile, particularly along its southern elevation. When viewed from the adjoining lots to the north, the profile and height of the dwelling is reduced due to a partial cut proposed on this side of the property. When viewed from the adjacent property to the south however, the relatively close proximity of the neighbouring dwelling to the common boundary suggests that visual impacts would be felt more strongly from this particular location.

Along the southern side of the property, the proposed dwelling is stepped in its floor plan and therefore side setbacks are not consistent here – there is not one consistent wall plane, however with the design being relatively square in profile, the side of the dwelling could appear more uniform than it actually is when viewed from side on.

The dwelling to the south has an approximately 4m wide bedroom 'wing' extending to within 1.8m of the common boundary (refer Plate 10). The remainder of this dwelling fans outwards some 7.2m inwards from this 'wing', where living room windows extend along the northern elevation adjacent to a northerly-oriented courtyard (Plate 9), all behind the front part of the dwelling. The alignment of this dwelling is such that it skews away from the northern side boundary.

Although the south-eastern rear corner of the proposed dwelling would be in part elevated on a bed of fill, its overall height here, and its maximum height overall (where associated with a wall below) is 4.6m. An eave extension to the rear of dwelling measures to 4.8m above natural ground level. This is only 0.55m more than half the permitted height of 8.5m for buildings in the Rural Living Zone.

The height and design of the proposed dwelling is such that bulk and mass is minimised. Whilst there is no doubt the proposed dwelling would be visible from the adjoining property to the south, its impact would be far from unreasonable given the applicable standards. As mentioned above, overall height is significantly less than the accepted maximum, and in terms of setbacks, the staggered nature of the southern side of the dwelling assists to pull a reasonable portion of the building away from this boundary line and in part increase the side setback. Primarily, the minimal overall height and profile of the building is such that a reduction of the acceptable side setback standard is considered to be justified.

6.6.6. The proposal complies with the performance criterion.

6.7. Design – Part D 13.4.3 P4 – (Fill and Excavation)

6.7.1. Areas of cut and fill around the proposed dwelling up to 1.4m and 1.3m respectively are proposed.

6.7.2. Part D 13.4.3 A4 – the acceptable solution requires height of fill and depth of excavation no more than 1m except where required for building foundations.

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 13.4.3 P4 states:

Fill and excavation must satisfy all of the following:

(a) does not detract from the landscape character of the area;

(b) does not unreasonably impact upon the privacy for adjoining properties;

(c) does not affect land stability on the lot or adjoining land.

6.7.5. The extent of cut and fill is not consistent, and plans indicate that the fill would be concentrated to the south-western rear corner of the dwelling, with the cut surrounding the north-eastern quadrant of the dwelling.

The extent of ground modification is not significant, not consistent in height or area and appears to be limited to the amount necessary to provide a level pad for the dwelling upon what is not an overly steep site. The landscape character of the area would not be adversely affected by this element of the proposal.

The privacy of adjoining properties is not directly affected by the degree of cut and fill in the proposal. There are no habitable rooms or decks directly adjacent to any existing dwelling or area of private open space on adjoining properties. Although part of the filled area would extend outwards from the rear of the dwelling in an area that lies adjacent to and accessible from a living/dining area, family room and master bedroom in a potential courtyard, this area would skew away from the neighbouring property in terms of alignment, and would not directly correspond with or be directly opposite the neighbouring dwelling which also skews away from the proposed dwelling and shared boundary line.

The proposed cut is shown to be supported by a retaining wall adjacent to the northern side boundary of the property. Towards the adjacent property on the southern side boundary, the proposed area of fill reduces from the edge of the building to nothing before the boundary line. Given the overall topography of the subject site and those adjacent, the proposal is unlikely to cause any land stability issues.

6.7.6. The proposal complies with the performance criterion.

7. Discussion

7.1. The proposal seeks a significant reduction to the acceptable solution for side setback for dwellings in the Rural Living Zone. The extent of cut and fill, albeit not to any significant levels, is also non-compliant with acceptable solutions in the Zone.

7.2. The area available for development upon the subject site is limited given the right-of-way at the front of the lot, and the established tennis court at the rear of the site. The triangular nature of the lot also constrains the developable space towards the middle of the property. Whilst there is nothing preventing more substantial development involving demolition of the tennis court, this is a significant feature of the site that the owner has sought to preserve.

7.3. The triangular shape of the site is a feature shared by the adjacent lot to the south, where setbacks to this property's northern side boundary (shared with the subject site) are minimal. The existing dwelling on this adjacent site is similarly placed inwards from the front property boundary and in part corresponds to the location of the proposed dwelling.

7.4. It is noted that the proposed development appears to have been designed in accordance with the standards of the now superseded *City of Hobart Planning Scheme 1982* where the property was previously zoned Rural C. Notably this zone allowed side setbacks of 3m and limited height to 4.8m.

7.5. The concerns raised by the adjacent owner regarding the proposed dwelling's potential to overshadow the existing, solar passive dwelling adjacent are understood, and shadow diagrams prepared by the applicant for the neighbour and supplied to Council as part of their representation clearly show that shadow would be cast from the proposed dwelling onto the property and existing dwelling to the south. What is not shown however, is the extent of shadow already cast by mature eucalypt trees in bushland growing nearby to the north at 512 Nelson Road. It is highly possible that with the low angle sun of winter, these trees would cast shadow onto the adjacent property to the south, and the proposed dwelling may not notably add to this shadow.

7.6. In light of the above, whilst shadowing may physically occur, the actual extent is not clear. In any case arguments over the extent of shadow cast by the proposed dwelling are considered to be moot from a planning scheme perspective, as they are not supported by the development standards for the Rural Living Zone. Shadow diagrams were never required to be prepared to support the proposal for this particular reason. At no point in the performance criteria do these standards mention overshadowing as a test for the degree of acceptability of a non-compliant development. Overshadowing is similarly not listed as a test for a development that does not comply with height, which is where such a test might be expected to be relevant. The proposed dwelling is, as previously discussed, well under the accepted height maximum for the zone. To use overshadowing as grounds to refuse the development would be without basis and difficult to sustain.

7.7. In terms of the argument that the proposal does not represent low density residential development set within bushland or the semi-rural environment, aside from preserving the current density by leaving the lot undeveloped, a single dwelling is the lowest density possible in a zone where a single dwelling is a permitted use. The subject property has been cleared of any significant native vegetation and the lot is close to the Lalwinya Road cul-de-sac head – it is not possible for development upon it to be located within bushland. With its low height and profile and the use of more muted colours as per the acceptable design standards in the zone, it is considered that the development would complement rather than detract from the surrounding bushland on adjoining lots whilst adequately preserving the semi-rural environment and character evident in the immediate area.

7.8. The proposed development has been reviewed and endorsed as compliant with Scheme codes relating to Development Engineering and Environmental Development.

8. Conclusion

8.1. The proposed single dwelling and driveway at 26 Lalwinya Road complies with 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 single dwelling and driveway at 26 Lalwinya Road, Mount Nelson 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-15-01285-01 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.

ENV 3 The bushfire hazard management plan dated 19 October 2015 must be implemented prior to the occupation of the building and must be maintained for the life of the building.

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by bushfires

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.

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

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

(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: 10 February 2016

Attachment(s) Attachment A – Documents and Drawings List
Attachment B – Documents and Drawings
Attachment C – Bushfire Hazard Management Plan
Attachment D – Bushfire Risk Assessment
Attachment E – Certificate of Compliance to the Bushfire-prone Area Code and Form 55

ATTACHMENT A

Documents and Drawings that comprise
Planning Application Number - PLN-15-01285-01

DEVELOPMENT ADDRESS: **26 Lalwinya Road, MOUNT NELSON**

LIST OF DOCUMENTATION:

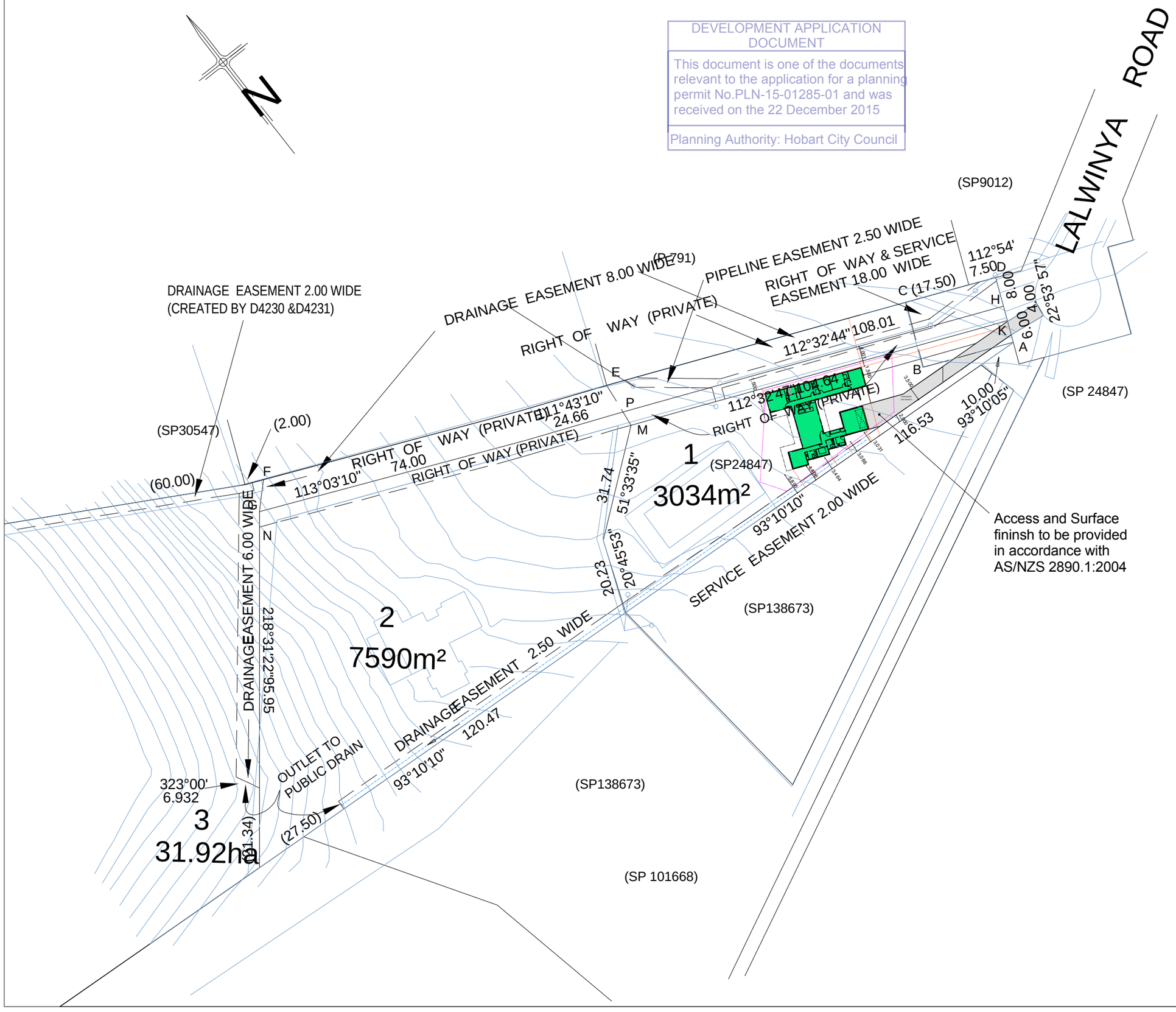
Description	Drawing Number/Revision/Author/Date, Report Author/Date, Etc	Date of Lodgement to Council
Application Form		21 October 2015
Title	CT 168813/1	21 October 2015
Overall Site Plan	Drawing No: 01 Drawn by: Duo Design Date of Drawing: 22.9.15	22 December 2015
Part Site Plan	Drawing No: 02 Drawn by: Duo Design Date of Drawing: 22.9.15	22 December 2015
Floor Plan	Drawing No: 03 Drawn by: Duo Design Date of Drawing: 22.9.15	21 October 2015
West and North Elevation	Drawing No: Drawn by: Duo Design Date of Drawing: 26.8.15	22 December 2015
East and South Elevation	Drawing No: 04 Drawn by: Duo Design Date of Drawing: 26.8.15	22 December 2015
Bushfire Hazard Management Plan	Drawn by: Lark & Creese Date of Drawing: 19 Oct 2015	21 October 2015
Bushfire Risk Assessment	Author: Lark & Creese Date: 19 Oct 2015	21 October 2015
Certificate of Compliance to the Bushfire-prone Area Code & Form 55	Author: Lark & Creese Date: 19 Oct 2015	21 October 2015

Attachment B

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-15-01285-01 and was received on the 22 December 2015

Planning Authority: Hobart City Council



Belinda Weston

155 Fergusson Rd,
Brighton. TAS. 7030

Ph : 03 62680063
Fax : 03 62680176

M : 0409 537 337

Email :
duodesign@bigpond.com

JOB : PROPOSED NEW RESIDENCE

AT : LOT 1, No. 22 LALWINYA ROAD MOUNT NELSON

FOR : NICOLE KILLION

DRAWING TITLE :

OVERALL SITE PLAN

DRAWN:	DATE:	DWG NO. :
BJW	22-9-15	01

SCALE: 1:1000

DUO DESIGN

112°32'44" 108.01

112°32'47" 104.64

(SP24847)

4,001

1,500

41,050

B

1,500

3,500

PROPOSED DRIVEWAY

2,000

116.53

FFL:287.65

SL:287.60

PROPOSED RESIDENCE

3,031

3,086

3,484

4,406

5,895

Access and Surface fininsh to be provided in accordance with AS/NZS 2890.1:2004
Provide surface drainage & connect to stormwater

New Stormwater to public drain outlet at developers cost

2m Wide Service Easement

Belinda Weston

155 Fergusson Rd,
Brighton. TAS. 7030

Ph : 03 62680063
Fax : 03 62680176

M : 0409 537 337

Email :
duodesign@bigpond.com

JOB : NEW RESIDENCE

AT : LOT 1, No. 22
LALWINYA ROAD,
MOUNT NELSON

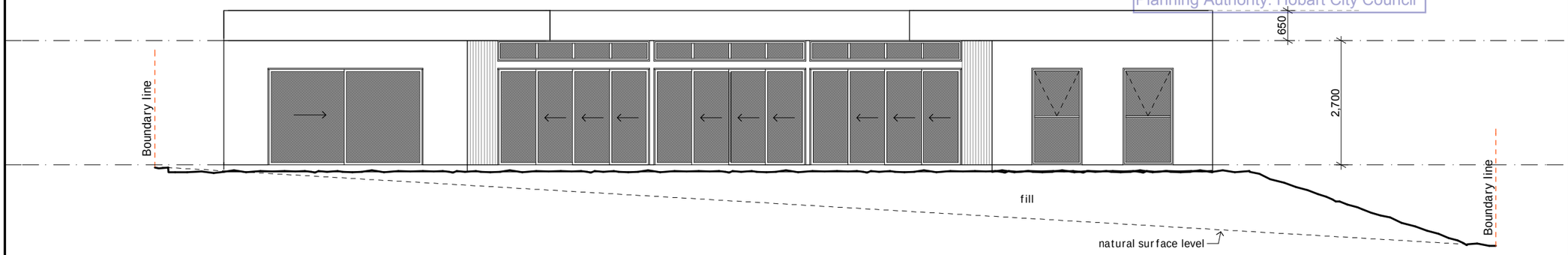
FOR : NICOLE KILLION

DRAWING TITLE :
SITE PLAN
1:200

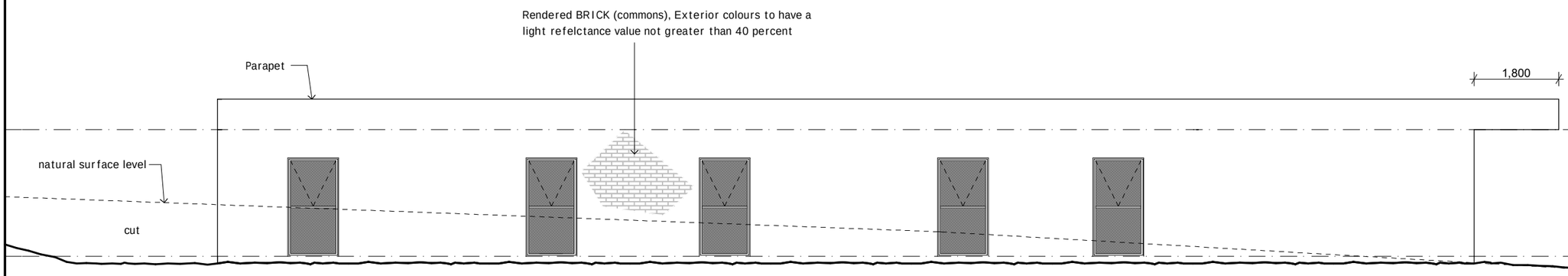
DRAWN:	DATE:	DWG NO. :
BJW	22.9.15	02

SCALE: 1:200

DUO DESIGN



(REAR VIEW)
WEST ELEVATION



(SIDE VIEW)
NORTH ELEVATION

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M : 0409 537 337

Email :
duodesign@bigpond.com

JOB : PROPOSED NEW RESIDENCE

AT : LOT 1, No. 22 LALWINYA ROAD MOUNT NELSON

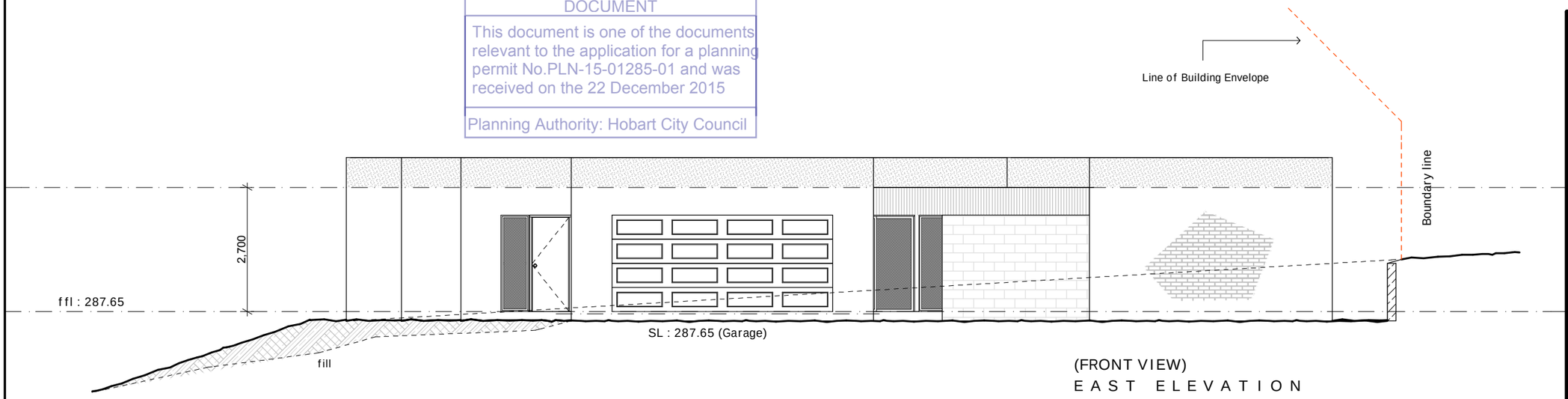
FOR : NICOLE KILLION

DRAWING TITLE :

DRAWN:	DATE:	DWG NO. :
BJW	26.8.15	

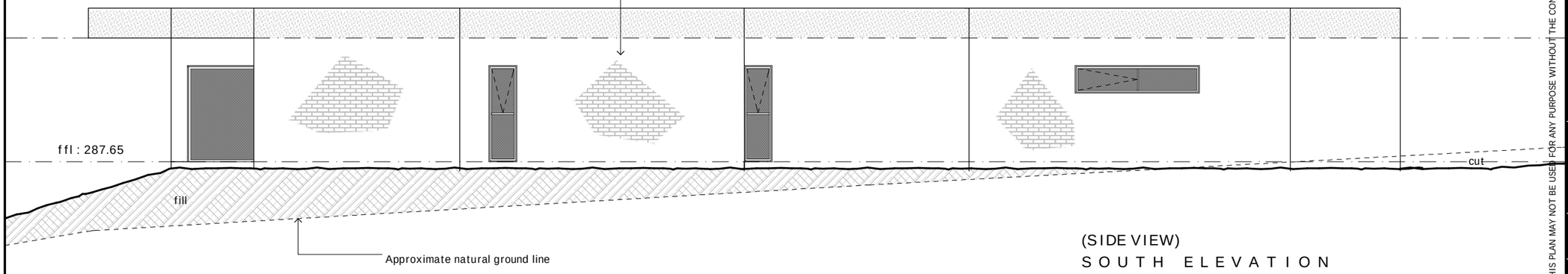
SCALE: 1:100

DUO DESIGN



(FRONT VIEW)
EAST ELEVATION

Rendered BRICK (commons), Exterior colours to have a light refelctance value not greater than 40 percent



(SIDE VIEW)
SOUTH ELEVATION

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M : 0409 537 337

Email :
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JOB : PROPOSED NEW RESIDENCE

AT : LOT 1, No. 22 LALWINYA ROAD MOUNT NELSON

FOR : NICOLE KILLION

DRAWING TITLE :

PROPOSED ELEVATION

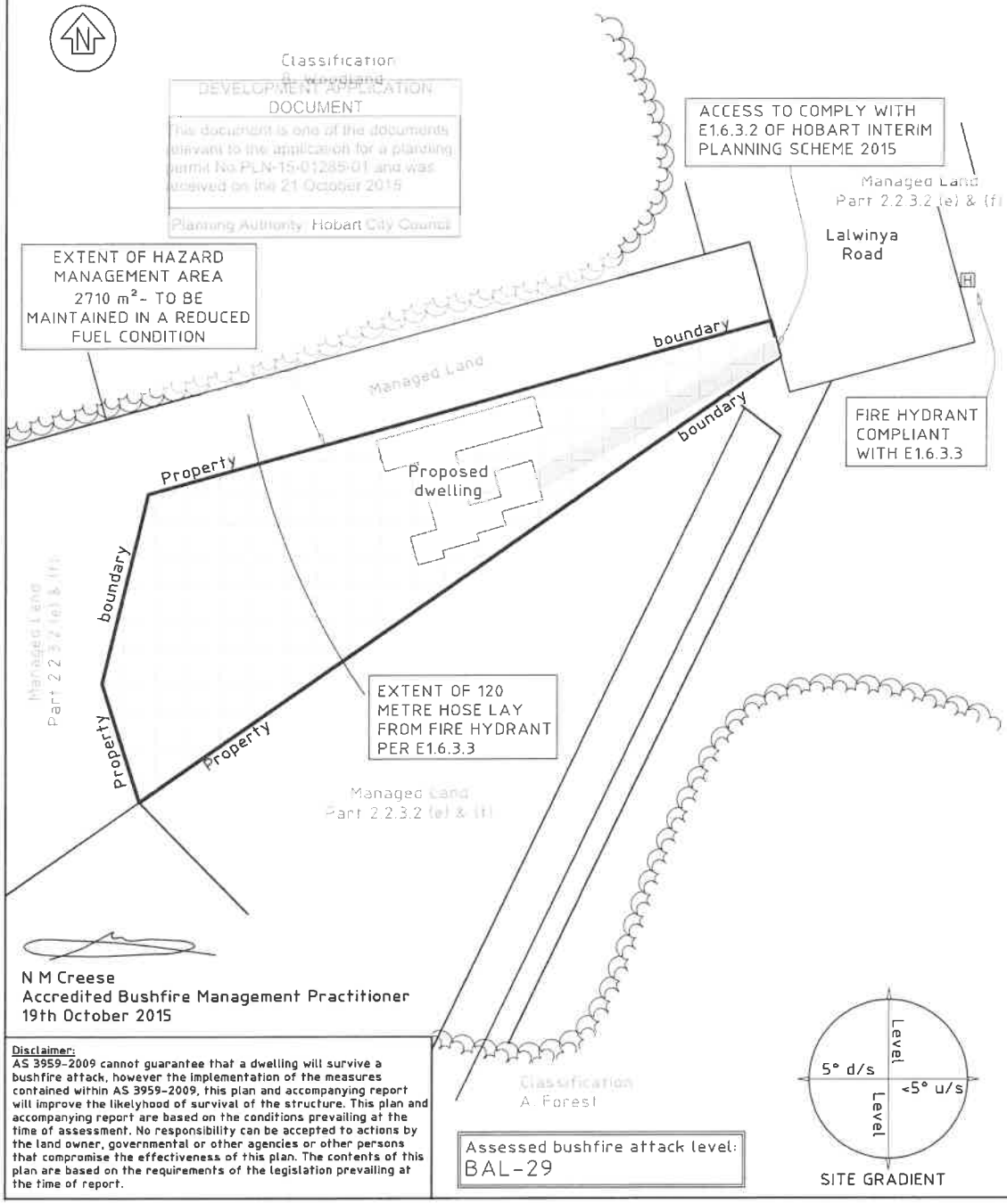
DRAWN:	DATE:	DWG NO. :
BJW	22.9.15	04

SCALE: 1:100

DUO DESIGN

Attachment C

ATTACHMENT 1



N M Creese
Accredited Bushfire Management Practitioner
19th October 2015

Disclaimer:
AS 3959-2009 cannot guarantee that a dwelling will survive a bushfire attack, however the implementation of the measures contained within AS 3959-2009, this plan and accompanying report will improve the likelyhood of survival of the structure. This plan and accompanying report are based on the conditions prevailing at the time of assessment. No responsibility can be accepted to actions by the land owner, governmental or other agencies or other persons that compromise the effectiveness of this plan. The contents of this plan are based on the requirements of the legislation prevailing at the time of report.

NOTES:

1) Design and construction standards of the new dwelling are to comply with BAL-29 of AS 3959-2009.

2) Hazard management areas are to be established and maintained in a reduced fuel condition the dimensions quoted in this plan.
This can be achieved through the implementation of the following measures:

- Establishing non-flammable areas around the dwelling such as paths, patios, driveways, lawns etc.
- Locating dams, orchards, vegetable gardens, effluent disposal areas etc on the bushfire prone side of the building.
- Providing heat shields and ember traps on the bushfire prone side of the dwelling such as non-flammable fencing, hedges, separated garden shrubs and small trees. Avoid the use of highly flammable plants.
- Ensure flammable materials such as wood piles, fuels and rubbish heaps are stored away from the dwelling.
- Replace highly flammable plants with low flammability species.
- Provide horizontal separation between tree crowns and vertical separation between ground fuels and overhead branches.
- Provide separation between significant trees such that groups are no greater than 20 metres in width, and more than 20 metres of other groups of significant trees. Note that retention of some trees can screen a dwelling from wind borne embers.
- Regular slashing or mowing of grass to a height of less than 100mm.
- Removal of ground fuels such as leaves, bark, fallen branches etc on a regular basis.
- Ensuring no trees overhang the dwelling so that vegetation falls onto the roof.

See attached report and TFS guidelines for further information.

3) Access to be provided in accordance with E1.6.3.2, Hobart Interim Planning Scheme 2015 to a minimum Modified 4C standard. A Modified 4C Access Road is an all weather road which complies with the Australian Road Research Board Unsealed Roads Manual - Guidelines to Good Practice, 3rd Edition, March 2009 as a classification 4C Access Road and the following modified requirements:

- Single lane private access roads less than 6 m carriageway width must have 20 m long passing bays of 6 m carriageway width not more than 100m apart. Minimum pavement width to be 4.00 metres including shoulders.
- A private access road longer than 100 m must be provided with a driveway encircling the building, or a hammerhead "T" or "Y" turning head 4 m wide and 8 m long, or a trafficable circular turning area of 10 m radius.
- Culverts and bridges must be designed for a minimum vehicle load of 20 tonnes.
- Vegetation must be cleared for a height of 4 m, above the carriageway, and 2 m each side of the carriageway.
- Hardstand access is to be provided to within 3 metres of the static water supply.

4) All external parts of habitable buildings that are at ground level, are within reach of a 120m long hose (measured as a hose lay) connected to a fire hydrant with a minimum flow rate of 600 litres per minute and minimum pressure of 200kPa in accordance with E1.6.3.3, Hobart Interim Planning Scheme 2015.

5) This Bushfire Hazard Management Plan and accompanying Bushfire Risk Assessment are in compliance with the Acceptable Solutions Provisions of E.1.6.3 (new habitable buildings on pre-existing lots) Hobart Interim Planning Scheme 2015

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Web: www.larkandcreese.com.au

BUSHFIRE HAZARD MANAGEMENT PLAN

Owner: Nicole F. Killion		
Location: 22 Lalwinya Road, Mount Nelson		
Title Reference: C.T. 168813/1		PID: 3341599
Scale: 1:750	Date: 19th Oct 2015	Surveyors Ref No. 14434

Note: This plan has been prepared for the purpose of compliance with AS3959-2009 and Tasmania Fire Service Guidelines. This plan is not t be used for any other purpose without the express permission of Lark & Creese.
The details depicted on this plan have been obtained from a combinatic of field survey, aerial photography and mapping and as such may not represent the precise nature of the site.

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LAND AND ENGINEERING SURVEYORS

Attachment D

14434-04

BUSHFIRE RISK ASSESSMENT

PROPOSED NEW DWELLING

22 LALWINYA ROAD, MOUNT NELSON

FOR

N. KILLION

PREPARED BY

N M CREESE (B.Surv.)

Bushfire Management Practitioner BFP-118

19th October 2015

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LARK & CREESE
LAND AND ENGINEERING SURVEYORS

14434-04

CONTENTS:

Disclaimer:
AS 3959-2009 cannot guarantee that a dwelling will survive a bushfire attack, however the implementation of the measures contained within AS 3959-2009, this report and accompanying plan will improve the likelihood of survival of the structure. This report and accompanying plan are based on the conditions prevailing at the time of assessment. No responsibility can be accepted to actions by the land owner, governmental or other agencies or other persons that compromise the effectiveness of this plan. The contents of this plan are based on the requirements of the legislation prevailing at the time of report.

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1. SUMMARY:

This Bushfire Hazard Management Plan has been prepared to support the design and construction of a new dwelling at No. 22 Lalwinya Road, Mount Nelson. The site has been deemed to be bushfire prone due to its proximity to the areas of bushfire prone vegetation surrounding the site.

This report identifies the protective features and controls that must be incorporated into the design and construction works to ensure compliance with the standards. Fire management solutions are as defined in AS 3959-2009 *Construction of Buildings in Bushfire-Prone Areas, Hobart Interim Planning Scheme 2015, National Construction Code (Volume 2)*, the Tasmania Fire Service publication *Guidelines for Development in Bushfire Prone Areas* 2005.

Providing that construction standards for **BAL-29** of AS 3959-2009 are incorporated into the design and new building works and the provision of the minimum hazard management areas specified in Table 1and attachment 1, the new building works are capable of compliance with the provisions of AS 3959-2009 and as a result, the bushfire risk is reduced.

The effectiveness of the measures and recommendations detailed in this report and AS 3959-2009 is dependent on their implementation and maintenance for the life of the development or until the site characteristics that this assessment has been measured from alter from those identified. No liability can be accepted for actions by lot owners, Council or governmental agencies which compromise the effectiveness of this report.

This report has been prepared by Nick Creese, principal of Lark & Creese surveyors. Nick is a registered surveyor in Tasmania and is accredited by the Tasmania Fire Service to prepare bushfire hazard management plans.

Site survey was carried out on 13th November 2014.

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14434-04

2. LOCATION:

Property Address:	22 Lalwinya Road, Mount Nelson
Title Owner:	N. F. Killion
Title Reference:	C.T.168813/1
Title Area:	3034 m²
PID No.	3341599
Municipal Area:	Hobart

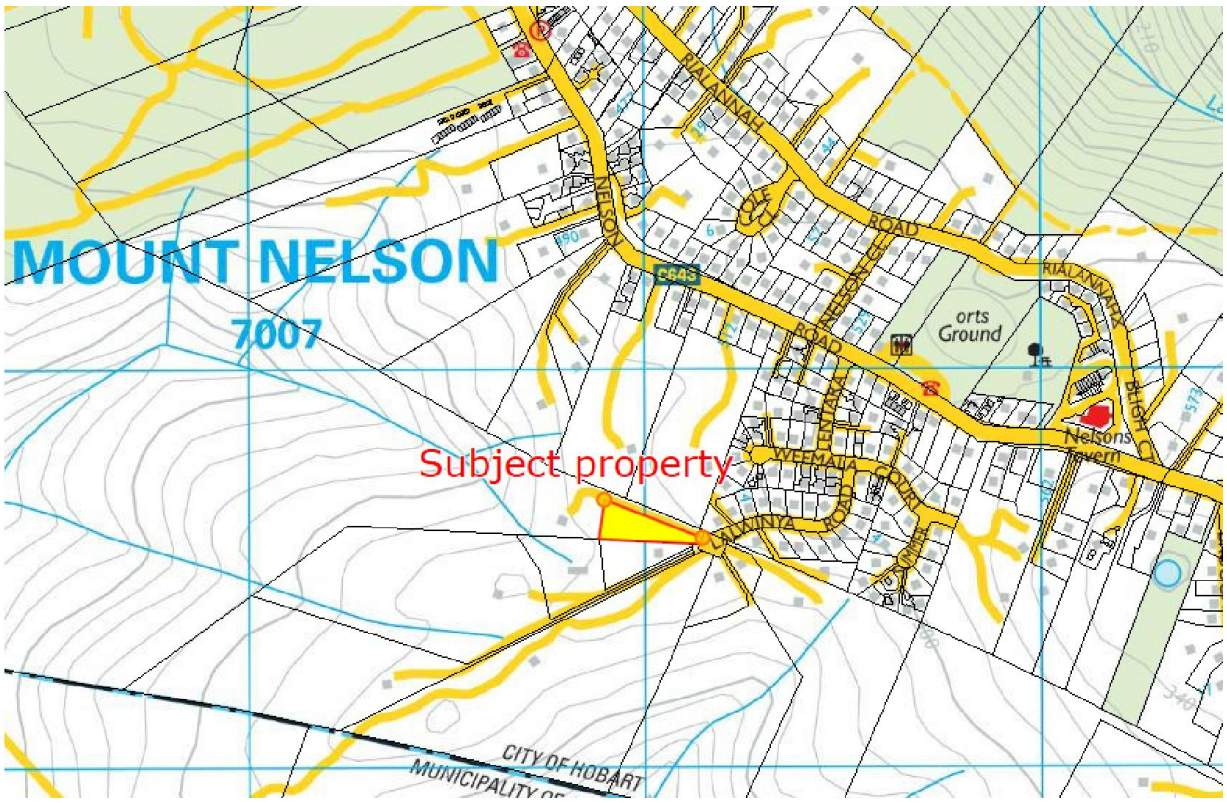

IMAGE 1: Site Location (Source *TheLIST*)

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3. SITE DESCRIPTION:

The property is located on Lalwinya Road approximately 460 metres south east of the intersection of Nelson Road and Lentara Road, Mount Nelson. The land is situated on a site that slopes to the north west in the order of 5° at an elevation of approximately 290 m AHD. Access is via a bitumen driveway from Lalwinya Road, a Council maintained bitumen road.

The site contains a tennis court and is vegetated predominately with grasses and garden shrubs.

To the north, south and west of the site are a number of large rural residential style properties including individual dwelling, outbuildings, garden and hardstand areas. These allotments include areas of extensive native vegetation. A gravel access road extends along the northern boundary of the site to the existing dwelling to the west. To the east of the development site are residential allotments that consist of dwellings, outbuildings, gardens and hardstand areas.

Reticulated water supply is available to the site with supplies available from Taswater Mains. A fire hydrant is located in Lalwinya Road, approximately 35 metres from the site.

Planning controls are administered by the Hobart City Council under the *Hobart Interim Planning Scheme 2015*. The site is zoned Rural Living.

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IMAGE 2: Looking east towards development site

IMAGE 3: Looking west towards development site.

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4. PROPOSED DEVELOPMENT:

A new class 1A residential dwelling is proposed for the site approximately 1.5 metres from the northern boundary. Construction materials are to include brick external cladding, colorbond roofing and aluminium framed windows and sliding doors.

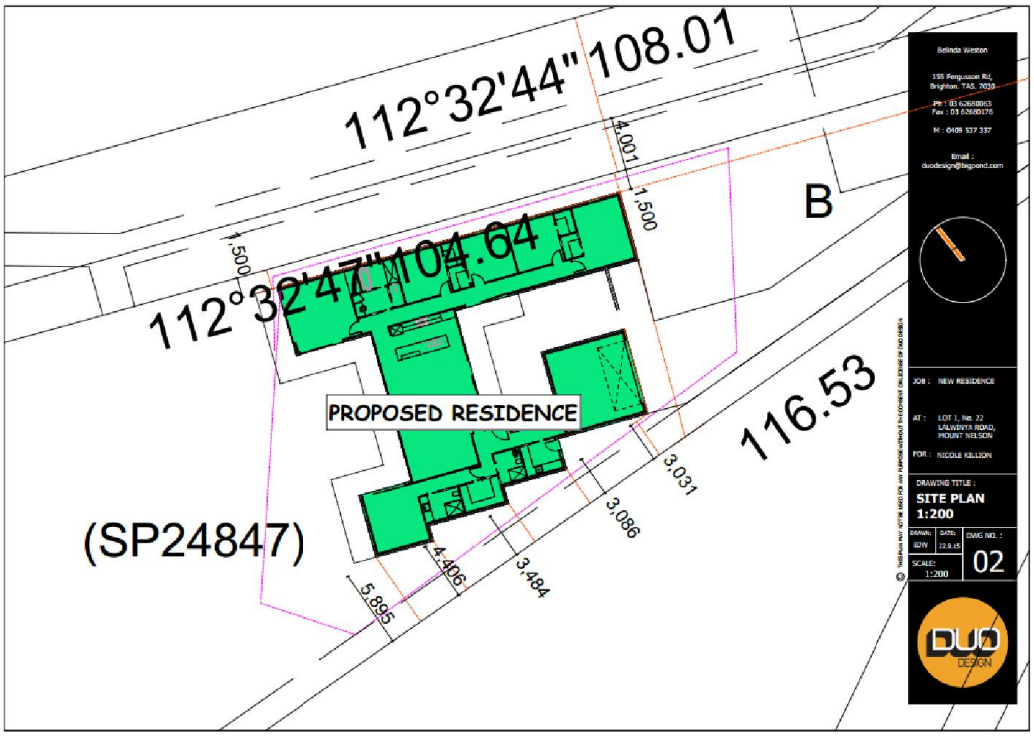

IMAGE4: Site Plan

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5. BUSHFIRE ASSESSMENT:

Fire Danger Index (FDI): The Fire Index Rating for Tasmania is adopted as 50.

Vegetation Classification:
The predominant vegetation has been determined as follows:

North of development site:	Classification B: Woodland
East of development site:	Managed Land
South of development site:	Classification A: Forest
West of development site:	Managed Land

Gradient under predominant vegetation:		
	North:	Level
	East:	5° upslope
	South:	Level
	West:	5° down slope

Distance to predominant vegetation:		
	North:	13 metres
	East:	N/A (Managed Land)
	South:	60+ metres
	West:	N/A (Managed Land)

NOTES: The land to the north is vegetated predominately by native trees. Foliage covers is <30% with a grassy understory. The understory appearing to be partly managed through removal of shrubs and fallen branches. This area has been assessed as **Classification B: Woodland**. The land to the east consists of residential allotments with well managed garden areas and scattered mature trees. In accordance with Part 2.2.3.2 (e) & (f) of AS3959-2009 the vegetation in this direction is assessed as **Managed Land**. To the south is a rural residential allotment that appears to be well managed in a reduced fuel condition. However as there is unmanaged native vegetation approximately 60 metres south of the site and is assessed **Classification A: Forest**. To the west , a dwelling, outbuilding, garden and hardstand areas are assessed as **Managed Land** in accordance with Part 2.2.3.2 of AS3959-2009.

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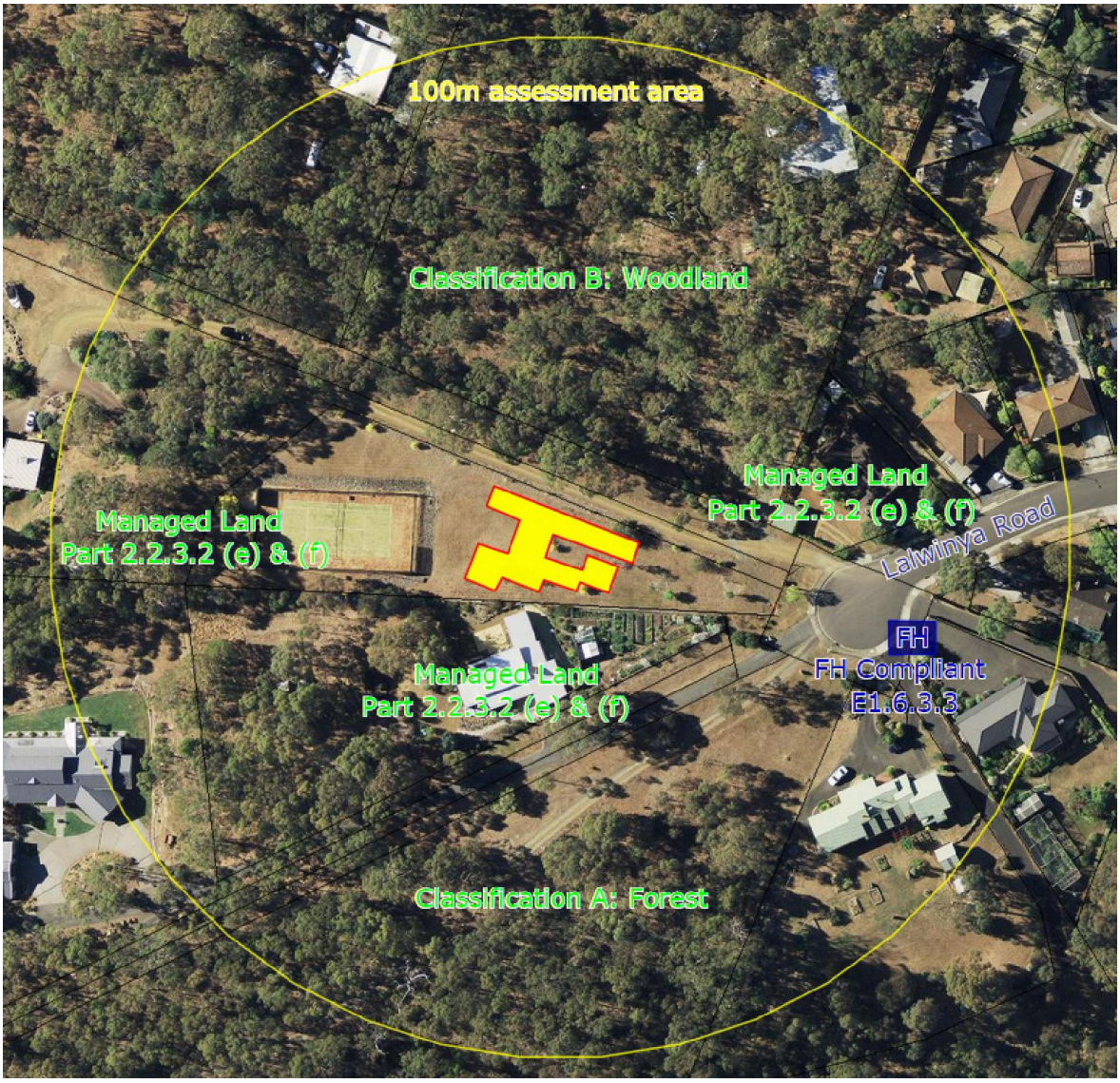

IMAGE5: Aerial Image of predominant vegetation
(Development site shown in red/yellow) – Source *TheLIST*

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IMAGE 6: Predominant vegetation to north of site – Classification B:Woodland

IMAGE 7: Predominant vegetation to east of site – Managed Land

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IMAGE 8: Predominant vegetation to south of site – Classification A:Forest

IMAGE 9: Predominant vegetation to west of site – Managed Land

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Bushfire Attack Level (BAL):

Based on the predominant vegetation detailed above, and the separation distance between the predominant vegetation and the development, the BAL for each elevation of the proposed dwelling has been deemed as follows:

North Elevation: BAL-29
East Elevation: BAL-LOW
South Elevation: BAL-12.5
West Elevation: BAL-LOW

In accordance with Clause 3.5 of AS 3959-2009, elevations not exposed to the source of the bushfire attack may be constructed to a lower level, provided that level is no lower than the next level than the highest assessed, and no lower than BAL-12.5. Due to the exposure of the east and west elevations to the bushfire prone vegetation to the north, the limited protection offered to the southern portions of the dwelling from the northern portions, and the exposure of the southern elevations to the bushfire prone vegetation to the south, the bushfire attack level for each elevation has been assessed as:

North Elevation: BAL-29
East Elevation: BAL-29
South Elevation: BAL-29
West Elevation: BAL-29

Table 1 details the hazard management area required to comply with that BAL, and the area available for compliance.

	NORTH	EAST	SOUTH	WEST
BAL	BAL-29	BAL-29	BAL-29	BAL-29
VEGETATION TYPE	Classification B:Woodland	Managed Land	Classification A: Forest	Managed Land
SLOPE	Level	<5° upslope (assessed as level)	Level	5° down slope
HAZARD MANAGEMENT AREA REQUIRED	10-<15 metres	To boundary	16-<23 metres	To boundary
HAZARD MANAGEMENT AREA AVAILABLE	1.5 metres to boundary. Additional 12 metres managed land in neighbouring land to predominate vegetation.	Approx. 20 metres to boundary. Additional managed land to east.	3 metres to property boundary. Additional approx. 60 metres managed land to south.	38 metres to property boundary. Additional managed land to west.

TABLE 1: BAL assessment and Hazard Management Area requirements

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6. COMPLIANCE:

All building works shall comply with the specifications for **BAL-29** under Section 7 of AS 3959-2009.

This includes the general provisions contained within AS 3959-2009 and the following sub-sections:

- 7.1 General provisions
- 7.2 Subfloor Supports
- 7.3 Floors
- 7.4 External Walls
- 7.5 External Glazed Elements and Assemblies and External Doors
- 7.6 Roofs
- 7.7 Verandas, Decks, Steps, Ramps and Landings
- 7.8 Water and Gas Supply Pipes

Hobart Interim Planning Scheme 2015:

Compliance with the Acceptable Solutions provisions of Section E 1.6.3 (new habitable buildings on pre-existing lots) are achieved through the implementation of the following:

- E1.6.3.1 Provision of Hazard Management Areas

- Acceptable Solution A1(b): This report details the extent of hazard management areas consistent with the objective through the provision of improved hazard management area in accordance with AS 3959-2009, providing for improved fire protection from the bushfire prone vegetation surrounding the site.

- E1.6.3.2 Private Access

- Acceptable Solution A1(c): The building plans detail the location of the access to the site within a 30 metre hose lay of the furthest point of the building in compliance with this part.
- Acceptable Solution A3: The driveway detailed on the building plans provide access to the habitable building consistent with this part.

- E1.6.3.3 Provision of water supply for fire fighting purposes

- Acceptable Solution A1(c): All external parts of the dwelling are within 120 metre hose lay of a fire hydrant. A fire hydrant is located adjacent to the property in Lalwinya Road within 35 metres of the property boundary and has been measures as within 120 metres of

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all parts of the dwelling. Flow rate and pressure have not been assessed in accordance with Bushfire Prone Areas Advisory Note 02-2014.

Hazard Management Areas:

Hazard Management Areas are to be established and maintained in a minimal fuel condition for the distances quoted under "Hazard Management Area Required" (Table 1) and attachment 1. This can be achieved through the implementation of the following measures:

- Establishing non-flammable areas around the dwelling such as paths, patios, driveways, lawns etc.

- Locating dams, orchards, vegetable gardens, effluent disposal areas etc on the bushfire prone side of the building.

- Providing heat shields and ember traps on the bushfire prone side of the dwelling such as non-flammable fencing, hedges, separated garden shrubs and small trees. Avoid the use of highly flammable plants.

- Ensure flammable materials such as wood piles, fuels and rubbish heaps are stored away from the dwelling.

- Replace highly flammable plants with low flammability species.

- Provide horizontal separation between tree crowns and vertical separation between ground fuels and overhead branches.

- Provide separation between significant trees such that groups are no greater than 20 metres in width, and more than 20 metres of other groups of significant trees. Note that retention of some trees can screen a dwelling from windborne embers.

- Regular slashing or mowing of grass to a height of less than 100mm.

- Removal of ground fuels such as leaves, bark, fallen branches etc on a regular basis.

- Ensuring no trees overhang the dwelling so that vegetation falls onto the roof.

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7. CONCLUSIONS & RECOMMENDATIONS:

This Bushfire Risk Assessment has been prepared to support design and construction of a new dwelling at 22 Lalwinya Road, Mount Nelson. The report has reviewed the bushfire risks associated with the site, and determined the fire management strategies that must be carried out to ensure the development on the site is at reduced risk from bushfire attack. Provided the elements detailed in this report are implemented, the development on the site is capable of compliance with AS-3959-2009 and the Tasmania Fire Service Guidelines and any potential bushfire risk to the site is reduced.

The new building works must comply with the requirements for **BAL-29** of AS-3959-2009 as specified in Table 1 and Part 6 of this report. The Council approval issued for the building works should contain conditions requiring that the protective elements defined in this report and AS-3959-2009 are implemented during the construction phase and maintained by the lot owners for the life of the structure.

Although not mandatory, any increase in the construction standards above the assessed Bushfire Attack Level will afford improved protection from bushfire and this should be considered by the owner, designer and/or builder prior to construction commencing.

Hazard Management Areas must be established and maintained in a minimal fuel condition in accordance with this plan and the TFS guidelines. It is the owner's responsibility to ensure the long term maintenance of the hazard management areas in accordance with the requirements of this report.

This report does not recommend or endorse the removal of any vegetation within, or adjoining the site for the purpose of bushfire protection without the explicit approval of the local authority.

N M Creese
Bushfire Management Practitioner BFP-118

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8. REFERENCES:

- *AS-3959-2009 - Construction of Buildings in Bushfire Prone Areas.*
- *National Construction Code Volume 2.*
- *Hobart Interim Planning Scheme 2015.*
- *Bushfire Prone Areas Advisory Note N°01-2014.*
- *Bushfire Prone Areas Advisory Note N°02-2014.*
- *Guidelines for Development in Bushfire Prone Areas* - Tasmania Fire Service.
- *The LIST* - Department of Primary Industry Parks Water & Environment.

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Attachment E

Tasmania Fire Service

Approved Form of a Bushfire Hazard Management Plan

Chief Officer's requirements for a Bushfire Hazard Management Plan for compliance or exemption			
Version:	*1*	*Issue Date:*	*7 February 2014*
Purpose	To provide an approved form for a Bushfire Hazard Management Plan in accordance with: Section 60A of the *Fire Service Act 1979* - ***bushfire hazard management plan*** *means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer.* *Section* 3 *Land Use Planning and Approvals Act 1993* ***bushfire hazard management plan*** means a plan showing means of protection from bushfires in a form approved in writing by the Chief Officer; ***Chief Officer*** means the person appointed as Chief Officer under section 10 of the *Fire Service Act 1979*;		
Declaration	A Bushfire Hazard Management Plan (BHMP) is in a form approved by the Chief Officer if: 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.		
	Mike Brown AFSM Chief Officer Tasmania Fire Service		

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.

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).

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*

Office Use
Date Received
Permit Application No
PID

1. **Land to which certificate applies**[1]	
Name of planning scheme or instrument: Hobart Interim Planning Scheme 2015 **(The Scheme)**	
Use or Development Site **Street Address** 22 Lalwinya Road Mount Nelson TAS 7007	**Certificate of Title / PID** C.T.168813/1 PID 3341599
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)* New Class 1A Dwelling	

- ☐ 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 upon[2]

	Document or certificate description:
☐	***Description of Use or Development[3] (Proposal or Land Use Permit Application)*** ***Documents, Plans and/or Specifications*** *Title:* *Author:* *Date*: DEVELOPMENT APPLICATION DOCUMENT This document is one of the documents relevant to the application for a planning permit No.PLN-15-01285-01 and was received on the 21 October 2015. Planning Authority: Hobart City Council
☒	***Bushfire Report[4]*** *Title:* Bushfire Risk Assessment 14434-04 *Author:* N M Creese *Date*: 19th October 2015
☒	***Bushfire Hazard Management Plan[5]*** *Title:* Bushfire Hazard Management Plan 14434 *Author:* N M Creese *Date*: 19th October 2015
☐	***Other documents*** *Title:* *Author:* *Date*:

[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 Certificate[6]

	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]
❑	**E1.4 – Use or development exempt from this code**						
	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	❑	Not Applicable		
❑	**E1.5.1 - *Vulnerable Use***						
	E1.5.1.1 – location on bushfire-prone land	A2	Not Applicable		Tolerable level of risk and provision for evacuation	❑	
❑	**E1.5.2 - *Hazardous Use***						
	E1.5.2.1 – location on bushfire-prone land	A2	Not Applicable		Tolerable level of risk from exposure to dangerous substances, ignition potential, and contribution to intensify fire	❑	
❑	***E1.6.1 - Subdivision***						
	E1.6.1.1 - Hazard Management Area	A1	No specific measure for hazard management	❑	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959	❑	
	E1.6.1.2 - Public Access	A1	No specific public access measure for fire fighting	❑	Layout of roads and access is consistent with objective	❑	
	E1.6.1.3 - Water Supply	A1 Reticulated water	No specific water supply for fight fighting	❑	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	❑	Water supply is consistent with objective	❑	

❑	**E1.6.2 - *Habitable Building on lot on a plan of subdivision approved in accordance with Code***						
	E1.6.2.1 - Hazard Management Area	A1	No specific measure for hazard management	❑	Provision for hazard management areas in accordance with BAL 19 Table 2.4.4 AS3959 and managed consistent with objective	❑	
	E1.6.2.2 – Private Access	A1	No specific private access for fire fighting	❑	Private access is consistent with objective	❑	
		A2	Not Applicable		Private access to static water supply is consistent with objective	❑	
	E1.6.2.3 - Water Supply	A1	No specific water supply measure for fight fighting	❑	Water supply is consistent with objective	❑	

☒	**E1.6.3 - *Habitable Building* (pre-existing lot)**						
	E1.6.3.1 - Hazard Management Area	A1	No specific measure for hazard management	❑	Provision for hazard management is consistent with objective; or	☒	
					Provision for hazard management areas in accordance with BAL 29 Table 2.4.4 AS3959 and managed consistent with objective	❑ ❑	
	E1.6.3.2 - Private Access	A1	No specific private access measure for fire fighting	❑	Private access is consistent with objective	☒	
		A2	Not applicable		Private access to static water supply is consistent with objective	❑	
	E1.6.3.3 - Water Supply	A1	No specific water supply measure for fight fighting	❑	Water supply is consistent with objective	☒	

❑	**E1.6.4 - *Extension to Habitable Building***						
	E1.6.4.1 – hazard management	A1	No specific hazard management measure	❑	Provision for hazard management is 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	❑ ❑	

❑	**E1.6.5 – *Habitable Building for Vulnerable Use***						
	E1.6.5.1 – hazard management	A1	No specific measure for hazard management	❑	Bushfire hazard management consistent with objective; or Provision for hazard management areas in accordance with BAL 12.5 Table 2.4.4 AS3959 and managed consistent with objective	❑	

5. Bushfire Hazard Practitioner – Accredited Person

Name	Nicholas Mark Creese	Phone No:	6229 6563
Address:	62 Channel Highway, Kingston	Fax No:	
		Email address:	nick@larkandcreese.com.au
Fire Service Act 1979 Accreditation No:	BFP-118	Scope:	1, 2, 3A, 3B

6. Certification

I, Nicholas Mark Creese *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	❑

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.	❑

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	☒

Signed

Date 19th October 2015

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

222x's
(Council)

The General Manager reports:

"In accordance with the provisions of Part 2 Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2005, this supplementary matter is submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

(a) information in relation to the matter was provided subsequent to the distribution of the agenda;
(b) the matter is regarded as urgent; and
(c) advice is provided pursuant to Section 65 of the Act."

City of HOBART

CS:KN

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15 April, 2016

MEMORANDUM: LORD MAYOR
DEPUTY LORD MAYOR
ALDERMEN

28-32 ELIZABETH STREET AND ADJOINING ELIZABETH STREET AND TRAFALGAR PLACE ROAD RESERVES
DEMOLITION AND NEW DEVELOPMENT FOR HOTEL, RESTAURANT, BARS, FUNCTION FACILITIES AND CAFE
APPLICATION NO: PLN-15-01162-01

At its meeting of 21 March 2016, the Council, after consideration of the abovementioned application for planning approval, resolved as follows:

> *That the matter be deferred to allow officers to speak to the applicant in relation to an extension of time.*

The purpose of this resolution was to allow time for potential alterations to be made to the proposal which might be considered more favourably by the Council in determining the proposal.

Revised proposal plans have since been prepared by the applicant and these have been reviewed by Council officers. The revisions consist of the following (list provided by applicant):

- 10m overall reduction in height of Tower 2
- 4.6m overall reduction in height of Tower 1
- New Basement level with 13 no. car park spaces, 2 no. motor cycle spaces & bicycle store – Floor B1

- Wider stairs and increased connectivity from Mezzanine and Ground Floors to Trafalgar Place. Achieved by relocation of Amenities (enhancing connectivity to Collins Court)
- Relocate hotel Restaurant and services facing Elizabeth Street (activating street facade) – Mezzanine level
- Wider Loading bay to Trafalgar Place
- 16 new Hotel Rooms within podium facing Elizabeth Street (activating street facade) – Floors 1-4
- Change Elizabeth Street podium cladding from textured metal cladding to sandstone cladding – Floors 1-4
- Double height function room facing Trafalgar Place (activating street facade) – Floor 1 + 2
- Relocate Swimming Pool and Gym from Floor 16 to Floor 4, facing Trafalgar Place. Skylights provided in Podium roof. (activating street facade)
- Large hotel store – Floor 2
- Relocate mechanical Plant from Floor 1 to Floor 3
- Increase Setback of Tower 2 from Elizabeth Street by 1m. Setback now 8.7m to glazed facade.
- Add strip window to Tower 1 North-east Elevation, Elizabeth street end, to increase view from Hotel Rooms.
- Add strip window to Tower 1 North-west Elevation, Trafalgar Place, to provide light and views to corridor.
- Relocate mechanical Plant level from top of Tower 2 to top of Tower 1 (Trafalgar Place end)
- Combine 3 Hotel Rooms into 2 larger Hotel Rooms on typical floor Tower 2 – Floors 6-14
- Move Stair 5 to line up with lift core to help with the stability of structure
- Total 206 hotel rooms

The revisions do not change the overall recommendation for approval of the application. Previous heritage concerns have been reduced, and the following comments have been provided by the Council's Cultural Heritage Officer in response to the revisions:

> Following on from the decision of the full Council to grant the Applicant leave to provide revisions based on concerns made relating to the originally submitted set of proposals, revised plans have been received.
>
> The proposed alterations are notable for the intention to remove the originally proposed car parking from the upper floors of the proposed 'Podium' element of the scheme in favour of limited parking within a new basement level. Under the revised set of proposals, the upper floors of the proposed 'podium' are therefore instead utilised for hotel accommodation, function space, plant and swimming pool uses, allowing for the provision of largely the same number of rooms and associated accommodation space within a reduced overall floorspace. As such, the height of the proposal has been reduced, with the higher of the two being reduced from 72.2m to 62.2m, and the lower from 59.4m to 54.8m. In addition, the 'podium' element would now contain significantly more glazing to both front and rear elevations with the entire front elevation containing active uses.
>
> With regard to the Heritage considerations in relation to the above, it is considered that the amended plans are a clear improvement on the previous proposals; with regard to the 'podium' element, markedly so. The proposed 'podium' would operate as a fully formed building as opposed to a partially clad multi-storey Car Park. As such, the ability of the front elevation to be fully activated would clearly be reflected within the elevational treatment and its degree of fenestration, allowing it to be far more in keeping with the upper floors of the neighbouring properties in terms of both appearance and activation. Similarly, the greater use of fenestration to the rear elements overlooking Trafalgar Place would provide a far greater sense of engagement between the building and the public space to the rear.
>
> With regard to the proposed reduction in the overall height of the scheme, it is noted that the higher tower has also been stepped back from the front edge of the 'podium' by an additional 1m to 8.7ms from the front elevation. It is therefore considered that this is clearly an improvement with regard to issues relating to its potential to overly dominate the surrounding townscape. The reduced difference in height between the towers is also welcomed, allowing the building to read as a more consistent mass, whilst the relocation of the primary plant from roof to 'podium' also allows for a greater degree of glazing to the upper floor, which is intended to be used as a Bar. Overall therefore, the

proposed towers are ... not only lower in height, but also appear more coherent and lighter in appearance.

Notwithstanding the above, it is still noted that the intended overall height of the proposal and degree of set-back of the front tower would not comply with the height standards within the Central Business Zone as set out in 22.4.1 of the Hobart Interim Planning Scheme 2015. It is also considered that whilst the use of glazing intersected by large panels of thin cut sandstone panels to the front elevation of the 'podium' element is a notable improvement to the original proposal, it is queried as to whether the intended elevational treatment provides a suitably detailed and articulated elevation above the first floor level given the strength and intricate level of detailing of the neighbouring buildings within the terrace.

With regards to the above, it is acknowledged that the ability of the proposal to have an unreasonable detrimental impact upon the surrounding townscape has been lessened. Nonetheless, given the height of the proposal and its lack of adequate setback of the higher tower from the front elevation relative to the importance of the site and its location within the premiere Heritage Precinct of the CBD, it is considered that the proposal would still have a material and unfavorable impact upon the characteristics of the place which contribute to its historic cultural heritage significance. However, it is considered that the current scheme provides a far greater opportunity to successfully mitigate this unfavorable impact by way of decisions relating to choice of suitable quality cladding materials, detailing and smaller scale 'fine grain' design improvements including approval of proposed public art, wayfinding, signage and how the building would immediately interact with public spaces at ground floor. It is considered that given the importance attached to seeking a clear overriding benefit to the wider community within the Hobart Interim Planning Scheme 2015 when dealing with such discretionary proposals, the provision of a suitable degree of fine grain design excellence within the fields as detailed above based on seeking enhancement of the Heritage Precinct would appear to fall well within the remit of such overriding benefit. As such, it is considered that all of the above clarification and improvements in design be the subject of further discussion based on the provision of suitably worded conditions should permission be granted.

In light of the above, the recommendation of approval of the development remains, and the previously recommended list of conditions is recommended to be replaced with the following conditions:

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.

PLN$_s$1 **The overall height of the building must be reduced so that it does not exceed 72.8m AHD (62.2m above existing ground level).**

Design drawings must be submitted and approved prior to the issue of any permit under the *Building Act 2000.*

The design drawings must:

- **Reflect the amended design provided to Council on 08 April 2016.**

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

Reason for condition

To clarify the scope of the permit and to ensure the townscape impact of the development is reduced.

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 **Facade treatment and street level activation must be further enhanced.**

Design drawings and accompanying details must be submitted and approved prior to the issuing of any permit under the *Building Act 2000.*

The design drawings and accompanying details must include:

- **Modifications to the facade treatment of the Elizabeth Street 'podium' element through the use of appropriate design, materials and degree of detailing that reflect and enhance the high quality character of the heritage precinct.**
- **Confirmation of all exterior cladding materials, external fixtures and fenestration, including their colouration.**
- **Confirmation of the position and size of the areas of the building on which site identification signage is to be displayed.**
- **Submission of details and schedules relating to the provision, location and form of proposed public art and wayfinding materials to the Elizabeth Street and Trafalgar Place elevations of the 'Podium' element.**

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

Reason for condition

To ensure the proposal is undertaken in a manner that reflects and which enhances the historic cultural heritage significance of the City Centre Heritage Precinct in order to meet the requirements 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.~~

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, street lights, 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 or 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 4 **The driveway ramp, car parking and manoeuvring area approved by this permit must be constructed to a sealed standard and surface drained prior to the commencement of use.**

Reason for condition

To ensure safe access is provided for the use.

ENG 8 **All parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavements markers in accordance to Australian/NZS Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1, prior to the commencement of the use.**

Reason for condition

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

ENG 9 **All car parking spaces for people with disabilities must be delineated to Australian/NZS Standard, Parking facilities Part 6: Off-street parking for people with disabilities AS/NZS 2890.6: 2009, prior to the commencement of the use.**

Reason for condition

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

ENG$_s$1 **Install pavement arrows for the driveway ramp in accordance to Australian/NZS Standard, *Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004*, prior to the commencement of the use.**

Reason for condition

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

ENG$_s$2 **All turning bays must be must be delineated by means of white or yellow pavement lines and/or suitable signage prior to the commencement of the use.**

Reason for condition

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

~~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

ENG14 **The driveway ramp, car parking and manoeuvring area approved by this permit must be designed and constructed in accordance with the Australian Standard *Parking facilities, Part 1: Off-Street Carparking, AS 2890.1 – 2004,* or that the design provides for a safe and efficient access prior to the first occupation.**

Design drawings must be submitted and approved, prior to the issuing of any permit under the *Building Act 2000*. The amended design drawings must:

a) **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 and;**

b) **show dimensions, levels & gradients, transitions and other details as necessary to satisfy the above requirement and;**

c) **show the driveway ramp, car parking and manoeuvring area constructed in accordance with JAWS Architects drawings, 1514_DA02 – DA07 Revision "B", received by the Council on 8th April 2016 and;**

d) **show driveway ramp, car parking and manoeuvring area constructed in accordance with Midson Traffic Pty Ltd. revised car parking layout assessment, received by the Council on 8th April 2016, and;**

e) **show on-site turning such that all vehicles can leave the site in a forward direction, and;**

f) **show at least two short term parking spaces to be used for guest check in only, with details of appropriate measures (signage or otherwise) to govern their use;**

g) **Show the bicycle storage area to include parking for thirteen (13) bicycles and any gate or door to that area not encroaching on any car parking space, access ramp or manoeuvring area.**

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

Upon completion of the driveway ramp, 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.

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

To achieve onsite turning within the basement level carpark as required by this condition, it may be necessary to reduce the number of parking spaces.

Reason for condition

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

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) .

b) .

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) .

e) .

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.

~~ENGr1~~ ~~**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.~~

ENGr1 **Any excavation and/or earth-retaining structures within or supporting the highway reservations must not undermine the stability and integrity of the highway reservation and its infrastructure.**

Detailed design drawings, structural certificates and associated geotechnical assessments of the earth-retaining structures supporting Elizabeth Street and Trafalgar Place highway reservation must be submitted and approved, prior to the commencement of work and 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 drawings have 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

ENGr3 **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 type K&C vehicle crossing - 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.

b) **The design must demonstrate that sight lines are met in accordance with AS/NZS 2890.1**

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

Advice: Once the design drawings have 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.

ENGr$_s$1 **A lighting plan must be submitted to Council detailing the proposed re-location of the street light in Elizabeth Street highway reservation and how the developer proposes to maintain road lightning levels, for the duration of the works and at completion of the works. The re-location of the street light and any temporary lighting must:**

- **to be prepared by a suitably qualified person**
- **must demonstrate compliance with the AS 1158 standards for any permanent or temporary lighting arrangement.**
- **the developer must consult with TasNetworks and provide evidence of such with the requested plans.**
- **the relocation of the light pole must be in accordance with TasNetworks requirements and have standard Tasnetworks supplied poles and standard TasNetworks energy-efficient road light fittings**
- **All work required by this condition must be undertaken at the developers cost.**

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Once the plan has been approved the Council will issue a condition endorsement.

Reason for condition

To ensure that works will comply with the 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~~

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.~~

ENGsw8 **The existing stormwater main between Elizabeth Street and Trafalgar Place must be replaced with a minimum DN450 main prior to the commencement of use.**

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

- **Must be certified by a qualified and experienced engineer(s) for both the hydraulic and structural components;**
- **Must include plan and long-section drawings of the proposed stormwater main including but not limited to gradients, sizing, material, pipe class, inspection openings, support structures, and incoming connections.**
- **Must include the associated hydraulic calculations including but not limited to flows, velocities, and all likely forces (including hydraulic forces associated with an extreme rainfall event), acting on or in the pipe.**
- **Must include the associated structural calculations which should include but not be limited to structural assessment of any structures supporting the pipe including but not limited to brackets, attachments, and any supporting walls or members, for all likely forces (including hydraulic forces associated with an extreme rainfall event), acting on or in the pipe.**

- **Must include consideration of any foreseeable external forces such as vehicle impacts and include appropriate mitigation measures in the design.**

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

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

The construction of the stormwater main will require a Permit to Construct Public Infrastructure.

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.~~

ENGsw9 **All stormwater from the proposed development (including all hardstand runoff, and provision for any water ingress into the carpark and basement levels) 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 (excluding demolition). The design drawings must;

a. **be prepared by a suitably qualified person;**

b. **include long section(s)/levels and grades to the point of discharge.**

c. **Include calculations and design, and associated maintenance plan of any basement pump system**

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

Advice: Once the design drawings have 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.~~

ENGsw10 **Stormwater pre- treatment for stormwater discharge from the development, including water ingress into the carpark, must be installed prior to the issue of a Certificate of Occupancy.**

A stormwater treatment report and design must be submitted and approved, prior to commencement of work on the site. The stormwater treatment 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 parts of the system to satisfy the above requirement, 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 asset life and replacement requirements; life cycle cost estimation.

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

Advice: Once the stormwater management report and design have 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.

ENGsw$_s$1 **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.

ENGsw$_s$2 **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.

ENGsw$_s$3 **Risk mitigation measures relating to failure of the public stormwater main through the site must be implemented prior to the commencement of use.**

A Risk Management Report must be submitted to Council prior to the commencement of work (excluding demolition). The report must:

- **Analyse the risks associated with the public stormwater main through the site, such as pipe bursts, blockages, or failure of the support mechanism**
- **Provide a risk treatment plan (such as pumps, alarms, evacuation plans) for all identified risks such that the risk is minimised to as low as reasonably practicable**

*Advice: Once accepted by Council, the Risk Management Report must be included in a Part 5 Agreement on the property's certificate of title (see condition Part 5 1 below)***.**

Reason for condition

To ensure the risk associated with failure of any part of the public stormwater pipe through the property is managed appropriately

ENGsw$_s$4 **The installation of the new stormwater main must be inspected by a suitably qualified and accredited engineer.**

Certification from a suitably qualified and accredited engineer that the installation has been constructed in accordance with the approved certified design must be provided to Hobart City Council prior to occupancy or issue of a completion certificate (whichever occurs first).

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards

ENGsw$_s$5 **Functionality of the existing stormwater system in and around the development site, including all connections, must be maintained throughout the construction of the development.**

A construction management methodology for the diversion of the existing stormwater main through the development site must be submitted and approved by Council prior to commencement of work or issue of a plumbing permit (whichever occurs first). The methodology must:

- **Be prepared by a suitably qualified person**

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

Advice: Once the methodology 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 service is maintained throughout construction

ENGsw$_s$6 **Functionality of the existing stormwater system in and around the development site, including all connections, must be maintained throughout the demolition of the existing building.**

A demolition management methodology for the protection of the existing stormwater main through the development site must be submitted and approved by Council prior to commencement of work or issue of a plumbing permit or issue of building permit (whichever occurs first). The methodology must:

- **Be prepared by a suitably qualified person**

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

Advice: Once the methodology 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 service is maintained throughout demolition

SURVEY

SURV s1 **Easements made in favour of the Hobart City Council over any proposed or existing stormwater mains passing through the property must be created on the property's certificate of title to the satisfaction of the Council's Director City Infrastructure via transfer of easement under the *Land Titles Act 1980* prior to the issue of a certificate of completion.**

Reason for condition

To enable maintenance of the Council's infrastructure and to alert potential purchasers to the existence of the Council's main.

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Reason for condition

To enable maintenance of the Council's infrastructure and to alert potential purchasers to the existence of the Council's main.

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 and Trafalgar Place 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 and Trafalgar Place is formalised in accordance with statutory provisions. As the awning over Trafalgar Place will be bolted on this will not form part of the building and an occupational licence will be required in which the height of the awning is required to be 4.5m above the road pavement to allow access for services vehicles.

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 existing retaining structure adjacent to the Trafalgar Place highway reservation.**

2) **Not to undertake any works at any time (including building and excavation) that will have any effect of the integrity of the Elizabeth Street and Trafalgar Place highway reservation.**

3) **To implement the Public Stormwater Pipe Risk Management Report required by condition ENGsw$_s$3 above.**

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 Council's infrastructure is not impacted on by current or future works on the site, and to ensure that the risk associated with failure of any part of the public stormwater pipe through the property is managed appropriately.

(Rohan Probert)
ACTING MANAGER DEVELOPMENT APPRAISAL

Attachments:

Attachment A	Hobart Interim Planning Scheme 2015 Planning Assessment Report
Attachment B	Amended drawings submitted to Council 8 April 2016
Attachment C	Midson Traffic Pty Ltd Revised Car Parking Layout Assessment submitted to Council 8 April 2016

DES-F-0102/52
12/05/2015

HOBART
CITY COUNCIL

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Attachment A

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 Deloittes 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.

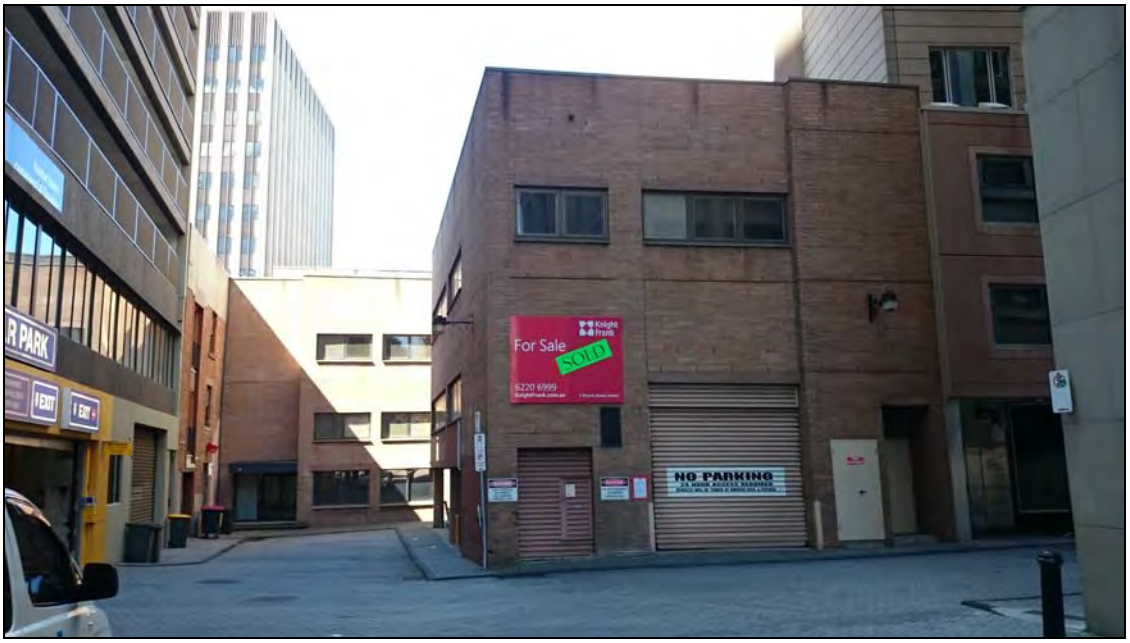


Plate 2: The secondary frontage ('rear') of the site on Trafalgar Place – note the 'stepped' nature of this frontage with part of the existing building (part in sunshine) set back from the most prominent section with the real estate sign.

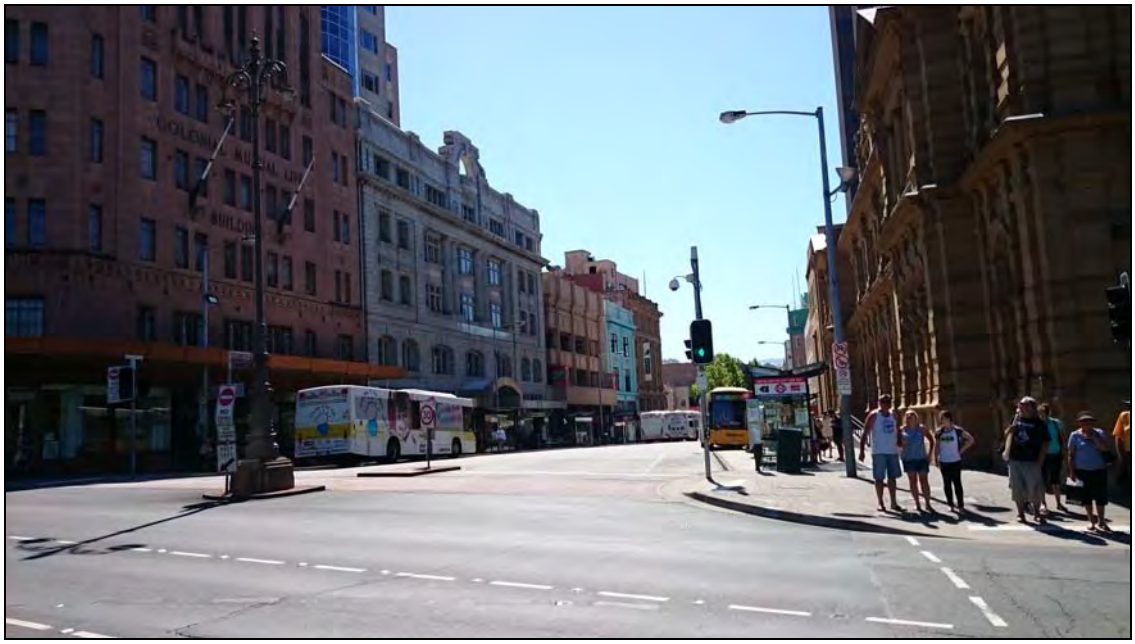


Plate 3: A wider view of the existing building/site in the streetscape from opposite Macquarie Street.

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.

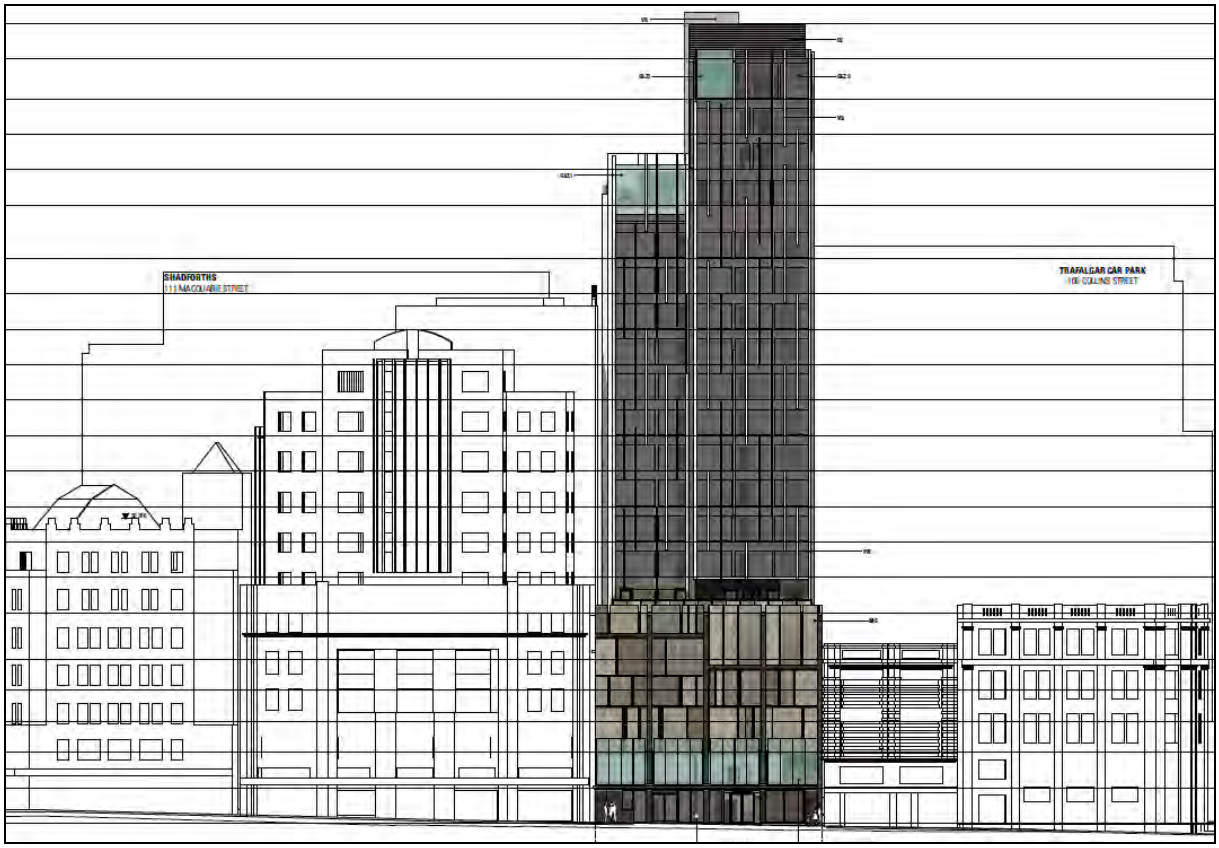


Image 3: The Elizabeth Street (north-eastern) façade of the proposed development.

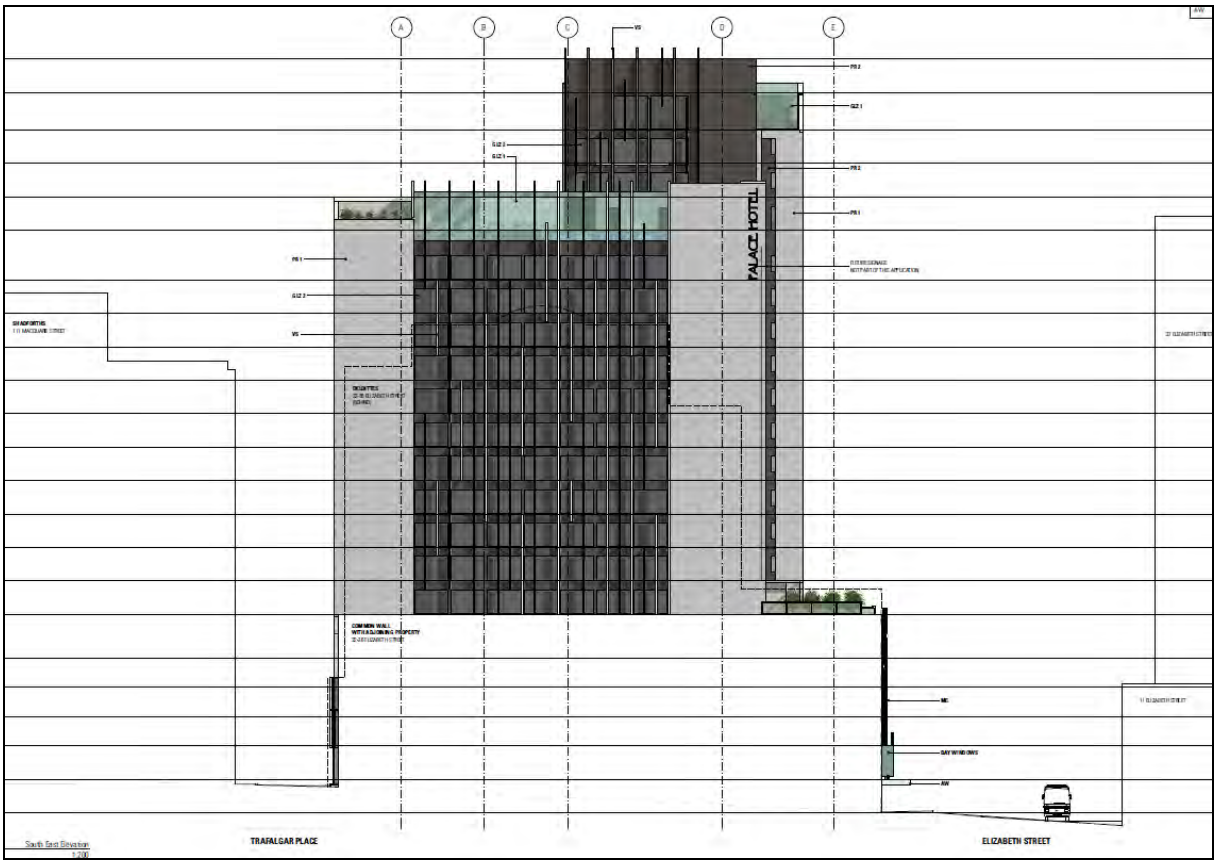


Image 4: The South-eastern elevation of the proposed development.

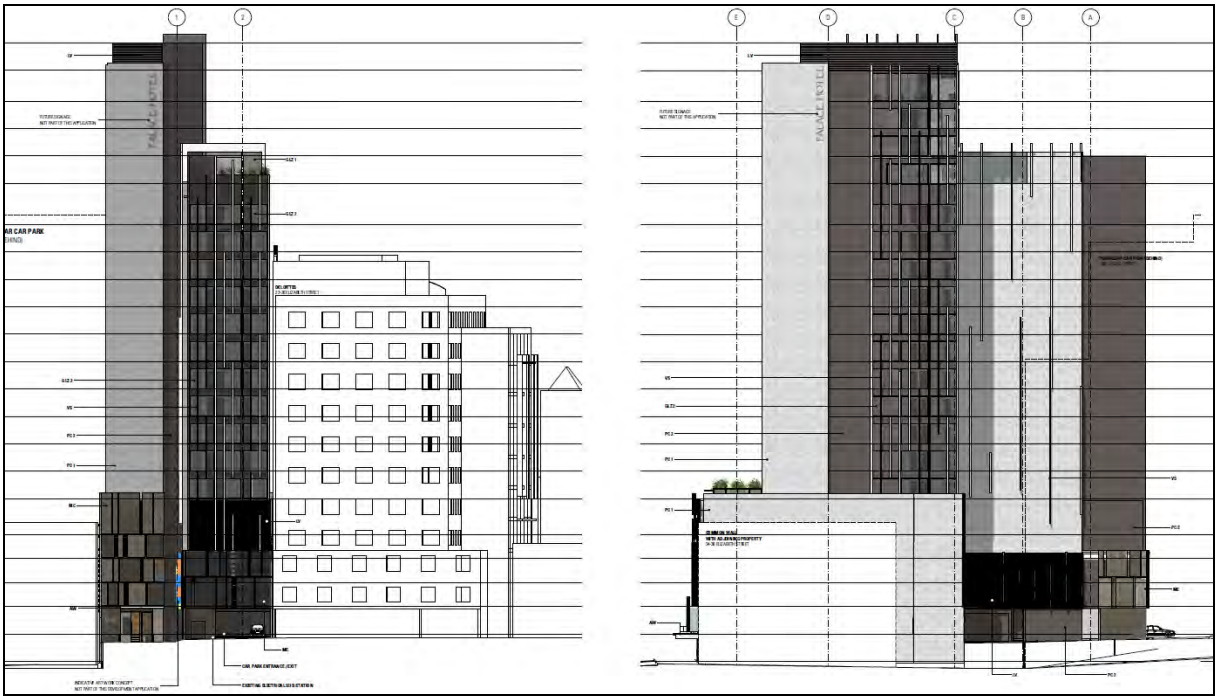


Image 5: The south-western (rear) and north-western elevations of the proposed development.

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.

• 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.
• Increase in traffic to Trafalgar Lane – already busy with deliveries, pedestrians and vehicles
• 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.
• 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.
• 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.

• Increase in traffic in Trafalgar Place could generate conflict between pedestrians and vehicles.
• 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.
• The building would not be a good fit between adjacent heritage listed buildings.
• The view of the mountain from Hobart's waterfront will be significantly impacted.
• The proposed building will dominate the skyline when viewed from Macquarie Street, taking away from the heritage listed Cathedral.
• 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.

ENGr1 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.

ENGr3 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

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

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 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.

BOUNDARY TRAP AREA

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.

   Advice: *The proposed development is within an area prone to noxious gases and/or persistent odours back venting into the property's sanitary drains.*

ASSET CREATION & INFRASTRUCTURE WORKS

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 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

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

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 Hotel\11.0 DRAWINGS\1514_Hotel model_DA_v19.pln

REVISIONS:
REV# DATE:
[description]

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

1514_DA00

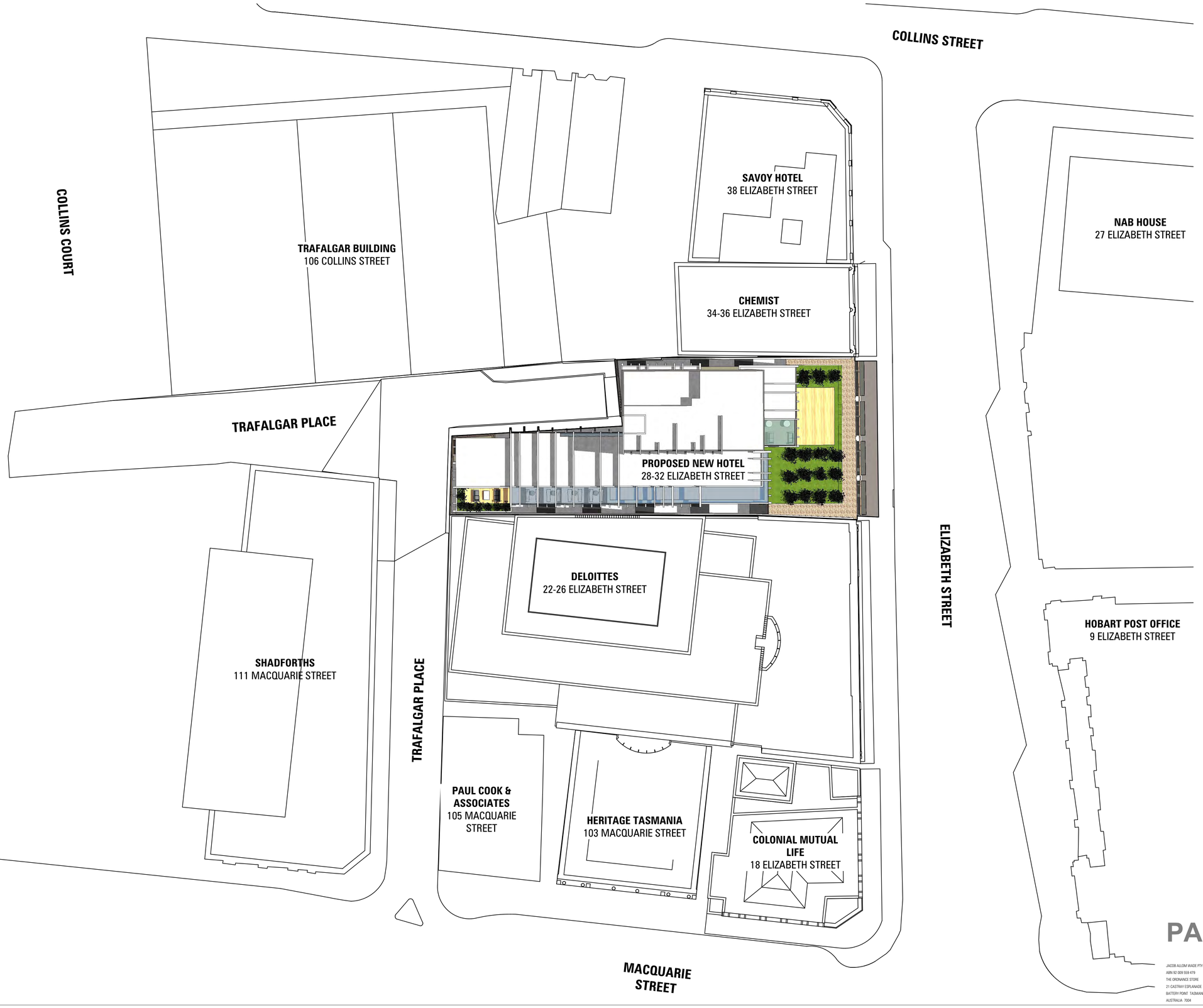
SCALE

DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Cover Page & Drawing Schedule

DRAWING NO 1514_DA00 REV

ARCHITECTS JAWS



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 m^2

FILE: P:\1514 Elizabeth St Hotel\110 DRAWINGS\1514_Hotel model_DA_v19.pln

PALACE HOTEL

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
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1514_DA01

DEVELOPMENT APPLICATION

REVISIONS:
REV DATE
(Unamended)

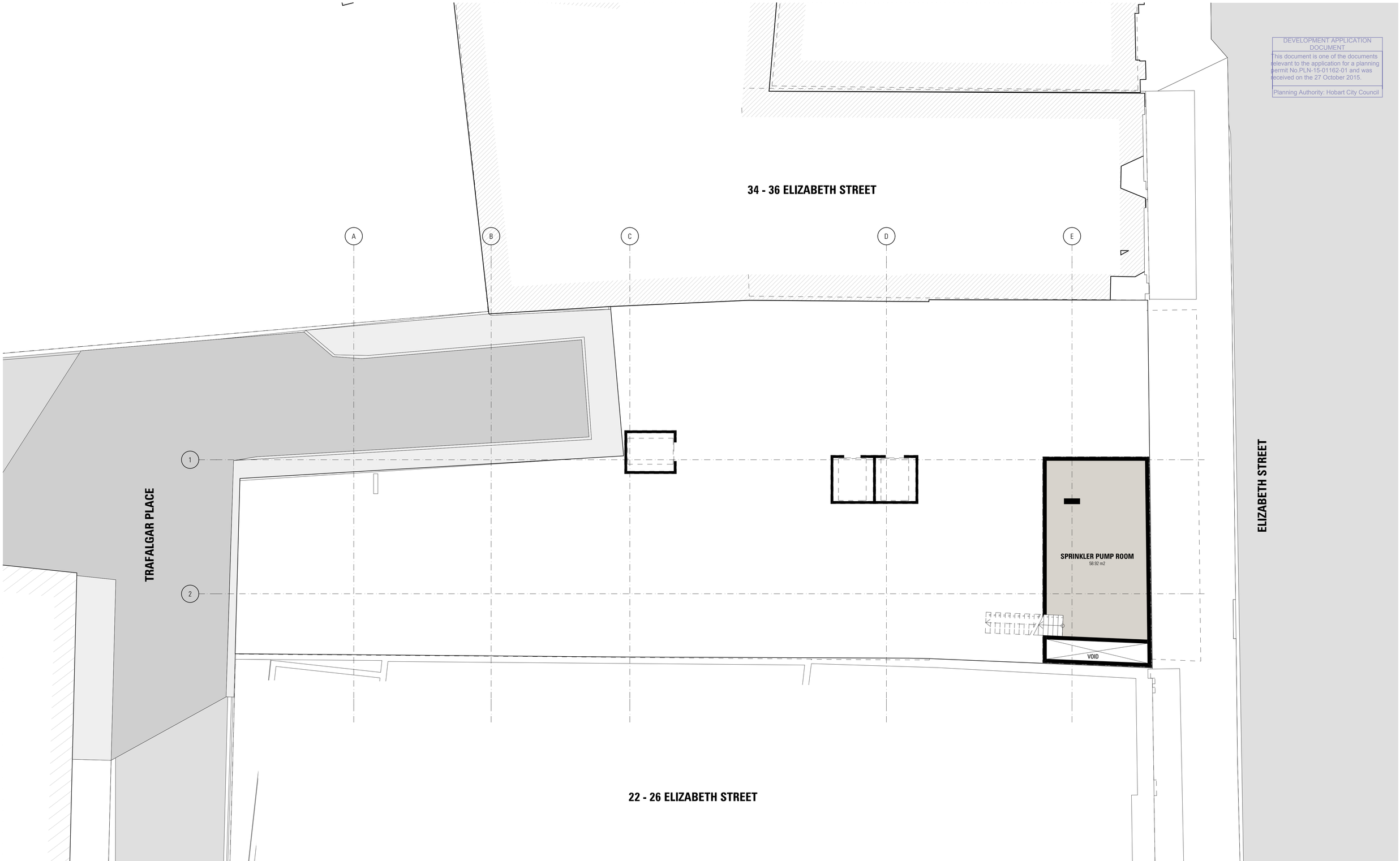
PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:250 @ A1 | 1: 500 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Site Plan

DRAWING NO 1514_DA01 REV

ARCHITECTS JAWS



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REVISIONS:
REV# DATE
(description)

DEVELOPMENT APPLICATION

0 2m 10m

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Basement Floor Plan

DRAWING NO 1514_DA02 REV

1514_DA02

ARCHITECTS JAWS

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REVISIONS
REV. # DATE
[description]

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DEVELOPMENT APPLICATION

JACOB ALLOM WADE PTY LTD
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1514_DA03

ARCHITECTS JAWS

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Ground Floor Plan

DRAWING NO 1514_DA03 REV

FILE: P:\1514 Elizabeth St Hotel\11.0 DRA

REVISIONS
REV# DATE
[description]

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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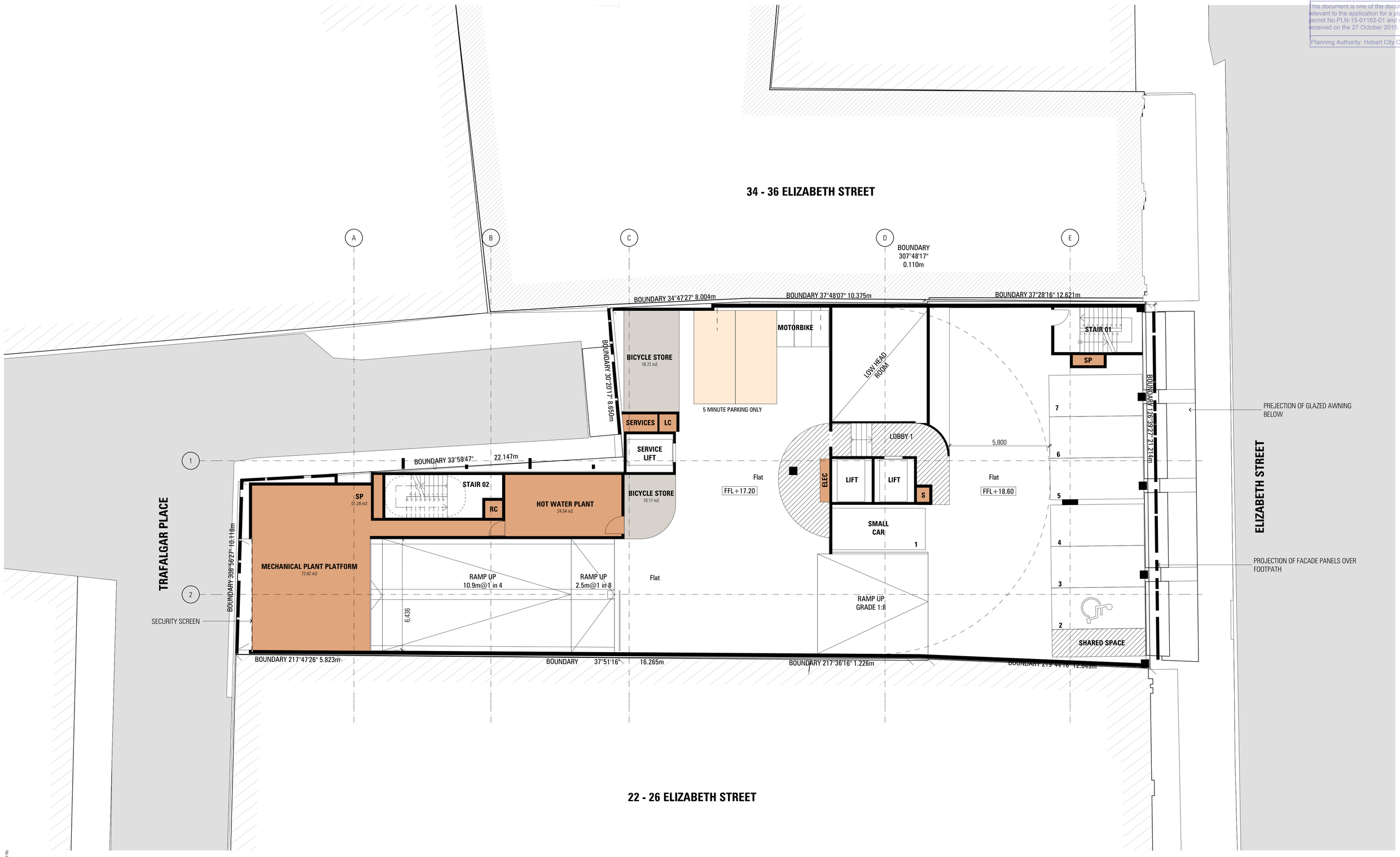
1514_DA04

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Mezzanine Floor Plan

DRAWING NO 1514_DA04 REV

ARCHITECTS JAWS



I:\LE P\1514 Elizabeth St Ho

REVISIONS:
REV# DATE
(description)

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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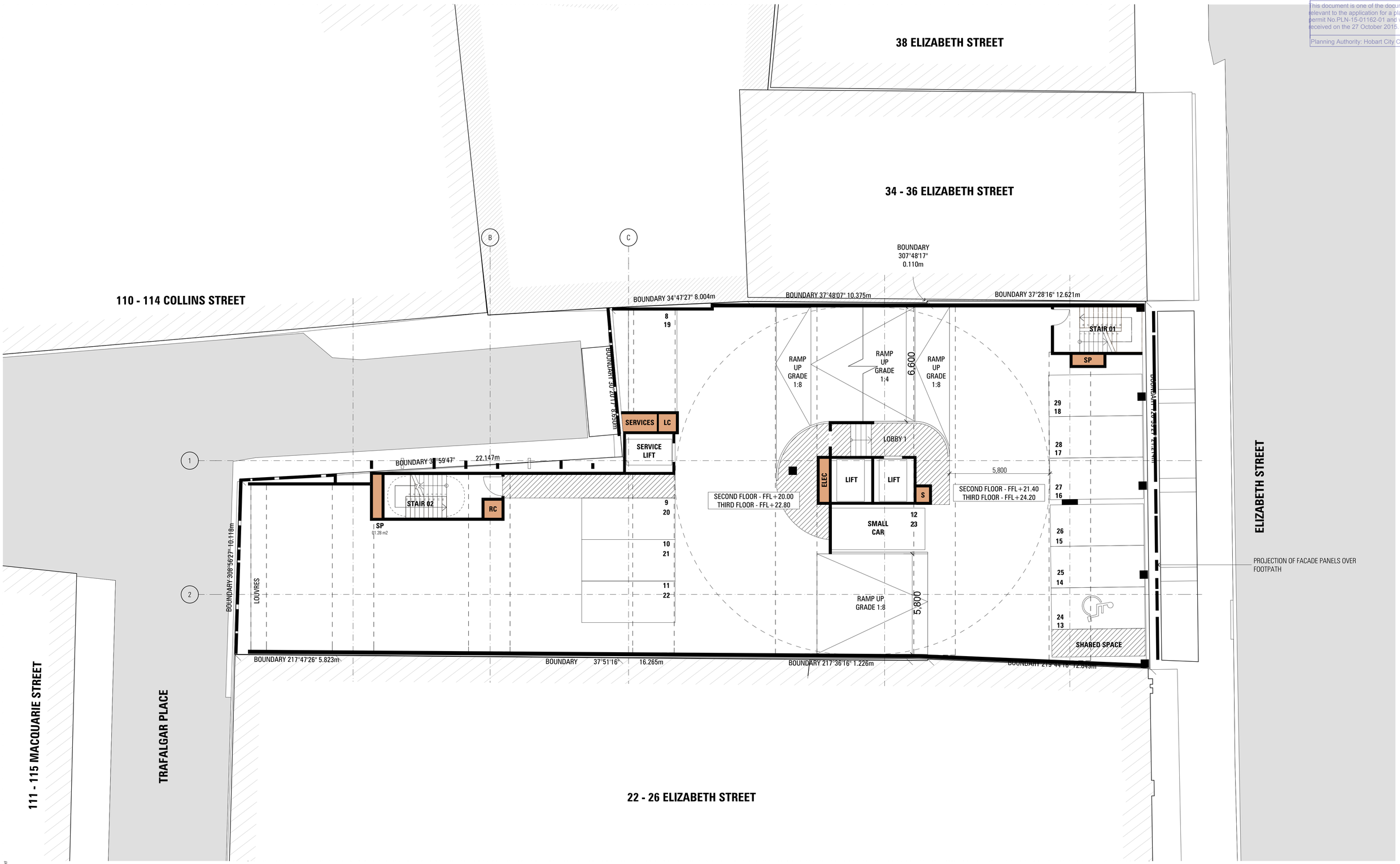
1514_DA05

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 1 Floor Plan

DRAWING NO 1514_DA05 REV

ARCHITECTS JAWS



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DEVELOPMENT APPLICATION

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PROJECT

PALACE HOTEL
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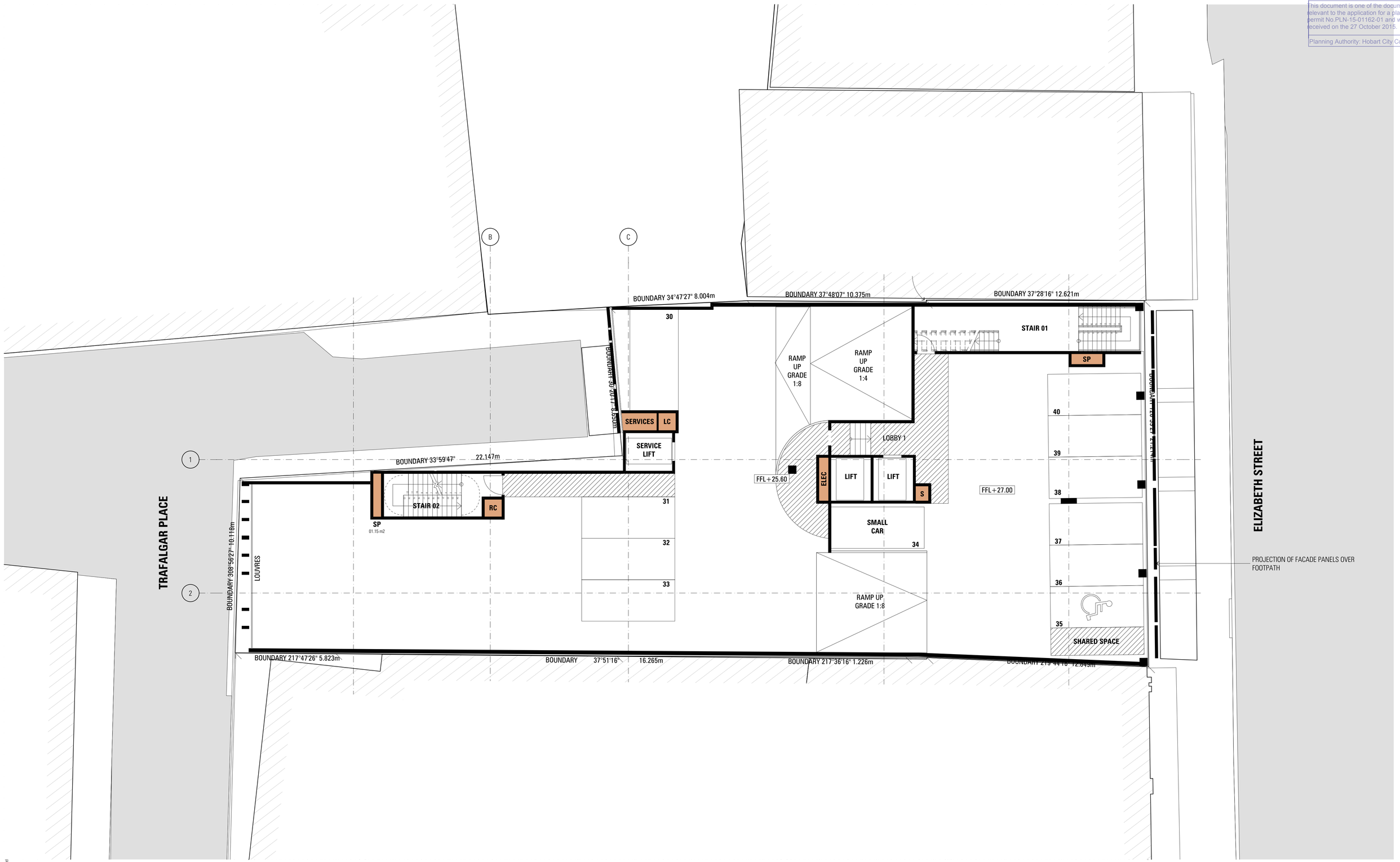
ARCHITECTS JAWS

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 2,3, Floor Plan

DRAWING NO 1514_DA06 REV



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REVISIONS:
REV# DATE
[description]

DEVELOPMENT APPLICATION

0 2m 10m

JACOB ALLOM WADE PTY LTD
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PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 4 Floor Plan

DRAWING NO 1514_DA07 REV

1514_DA07

ARCHITECTS JAWS

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REVISIONS:
REV # DATE:
[description]

DEVELOPMENT APPLICATION

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PROJECT
PALACE HOTEL
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1514_DA08

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 5 Floor Plan

DRAWING NO 1514_DA08 REV

JAWS ARCHITECTS

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REV # DATE
[description]

DEVELOPMENT APPLICATION

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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
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 REV

1514_DA09

ARCHITECTS JAWS

34 - 36 ELIZABETH STREET

TRAFALGAR PLACE

A B C D E

1 2

BOUNDARY 34°47'27" 8.004m
BOUNDARY 37°48'07" 10.375m
BOUNDARY 37°28'16" 12.621m
BOUNDARY 307°48'17" 0.110m
BOUNDARY 35°20'17" 8.650m
BOUNDARY 126°39'27" 21.214m
BOUNDARY 33°59'47" 22.147m
BOUNDARY 308°56'27" 10.118m
BOUNDARY 217°47'26" 5.823m
BOUNDARY 217°36'16" 1.226m
BOUNDARY 219°44'16" 12.849m

MALE CHANGE / WC
FEMALE CHANGE / WC
LC
LINEN CHUTE
STORE
DIS. WC
SERVICE LIFT
STAIR 01
ELEC
SP
FFL+65.00
LOBBY
GYM
LIFT
LIFT
S
STAIR 02
SP
MECH PLANT (COULD BE OPEN TO AIR)
POOL DECK
SITTING AREA
POOL PLANT BELOW SITTING AREA
6.900
20m SWIMMING POOL
5.000

0 2m 10m

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_v19.pln

REVISIONS
REV# DATE
DESCRIPTION
(Unassigned)

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
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THE ORDNANCE STORE
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SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 16 Floor Plan

DRAWING NO 1514_DA10 REV

1514_DA10

ARCHITECTS JAWS

FILE: P:\1514 Elizabeth St

REVISIONS
REV# DATE
DESCRIPTION

DEVELOPMENT APPLICATION

0 2m 10m

JACOB ALLOM WADE PTY LTD
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THE ORDNANCE STORE
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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
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CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 17,18 Floor Plan

DRAWING NO 1514_DA11 REV

1514_DA11

ARCHITECTS JAWS

0 2m 10m

DEVELOPMENT APPLICATION

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PROJECT
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Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Level 19 Floor Plan

DRAWING NO 1514_DA12 REV

1514_DA12

ARCHITECTS JAWS

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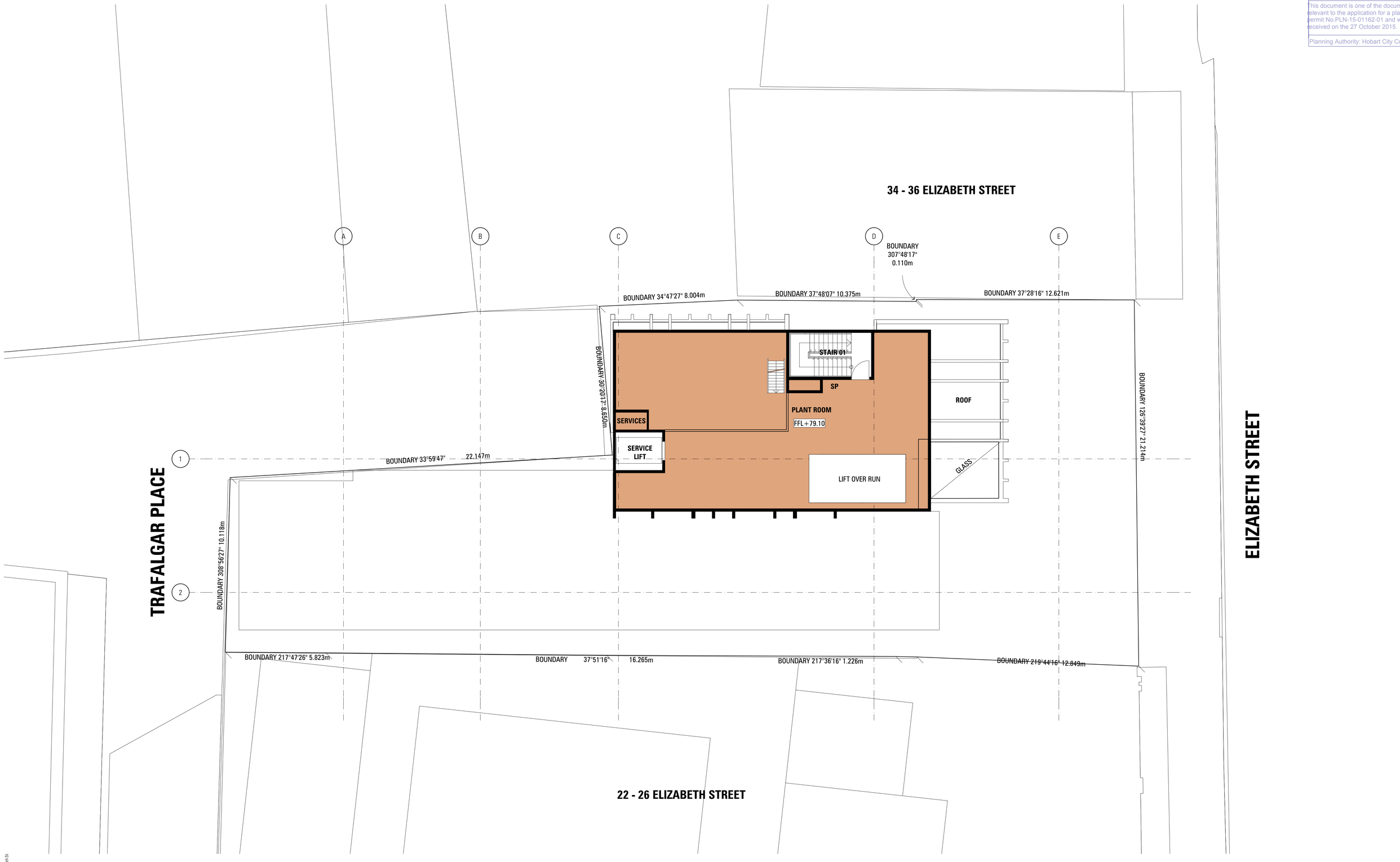
REVISIONS:
REV# DATE
(description)



FILE P:\1514 Elizabeth St

REVISIONS:
REV# DATE
[description]

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DEVELOPMENT APPLICATION

JACOB ALLOM WADE PTY LTD
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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

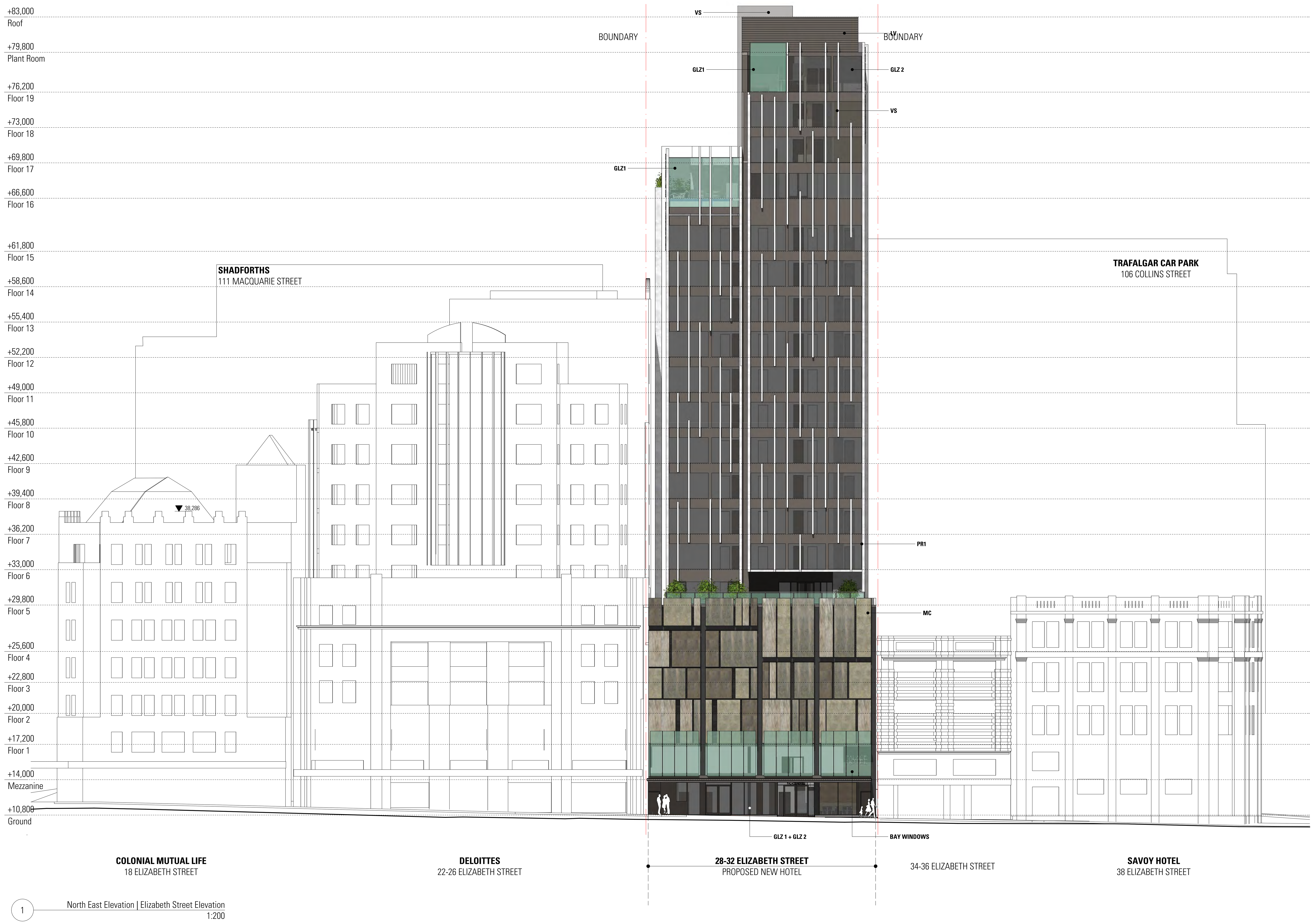
DRAWING
Level 20 - Plant Room Floor Plan

DRAWING NO 1514_DA13 REV

1514_DA13

ARCHITECTS JAWS

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



1 North East Elevation | Elizabeth Street Elevation
1:200

0 2m 10m

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1514_DA14

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

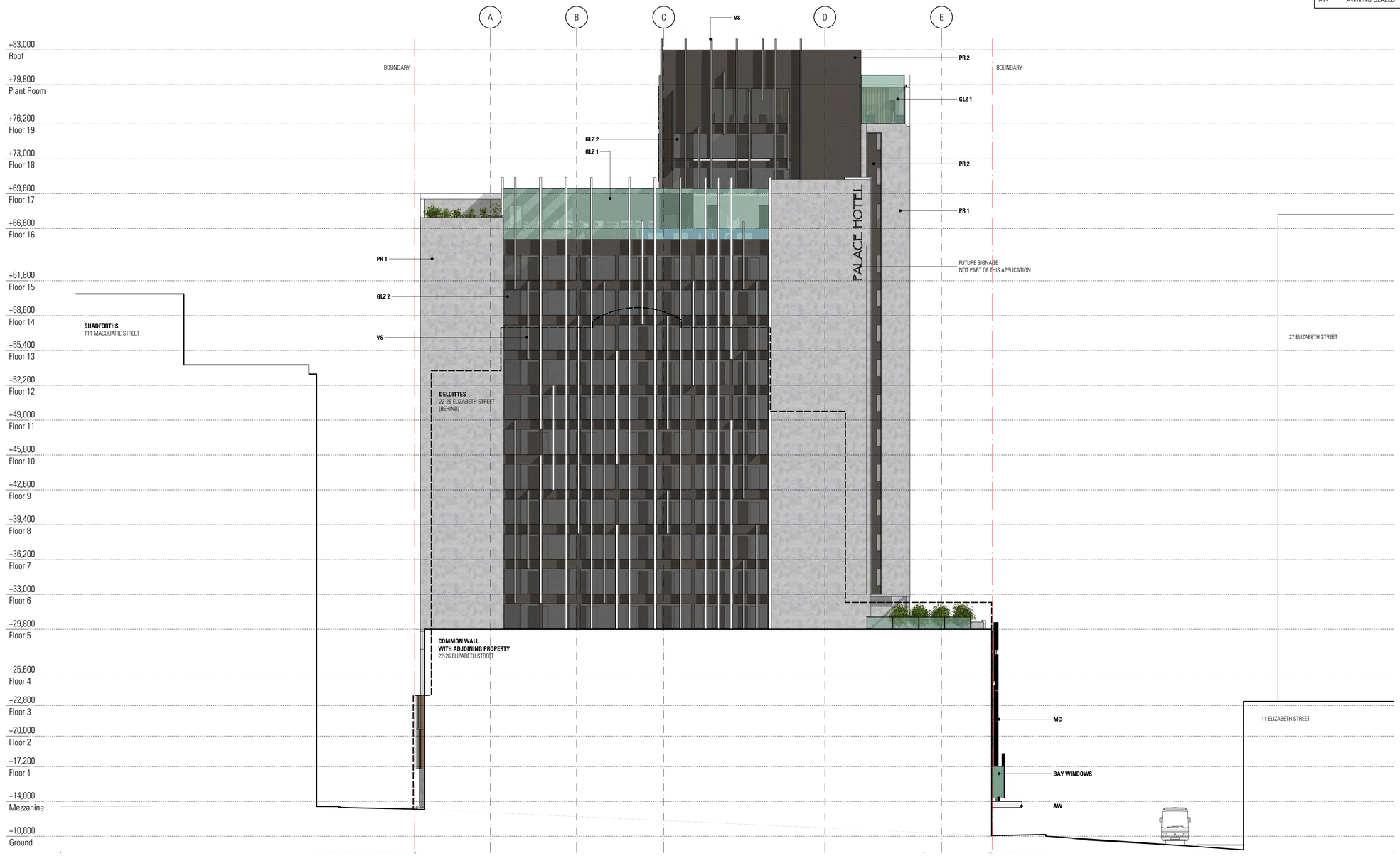
SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Elevation

DRAWING NO 1514_DA14 REV A

JAWSARCHITECTS

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



1 South East Elevation
1:200

REVISIONS:
REV# DATE
(Description)

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
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1514_DA15

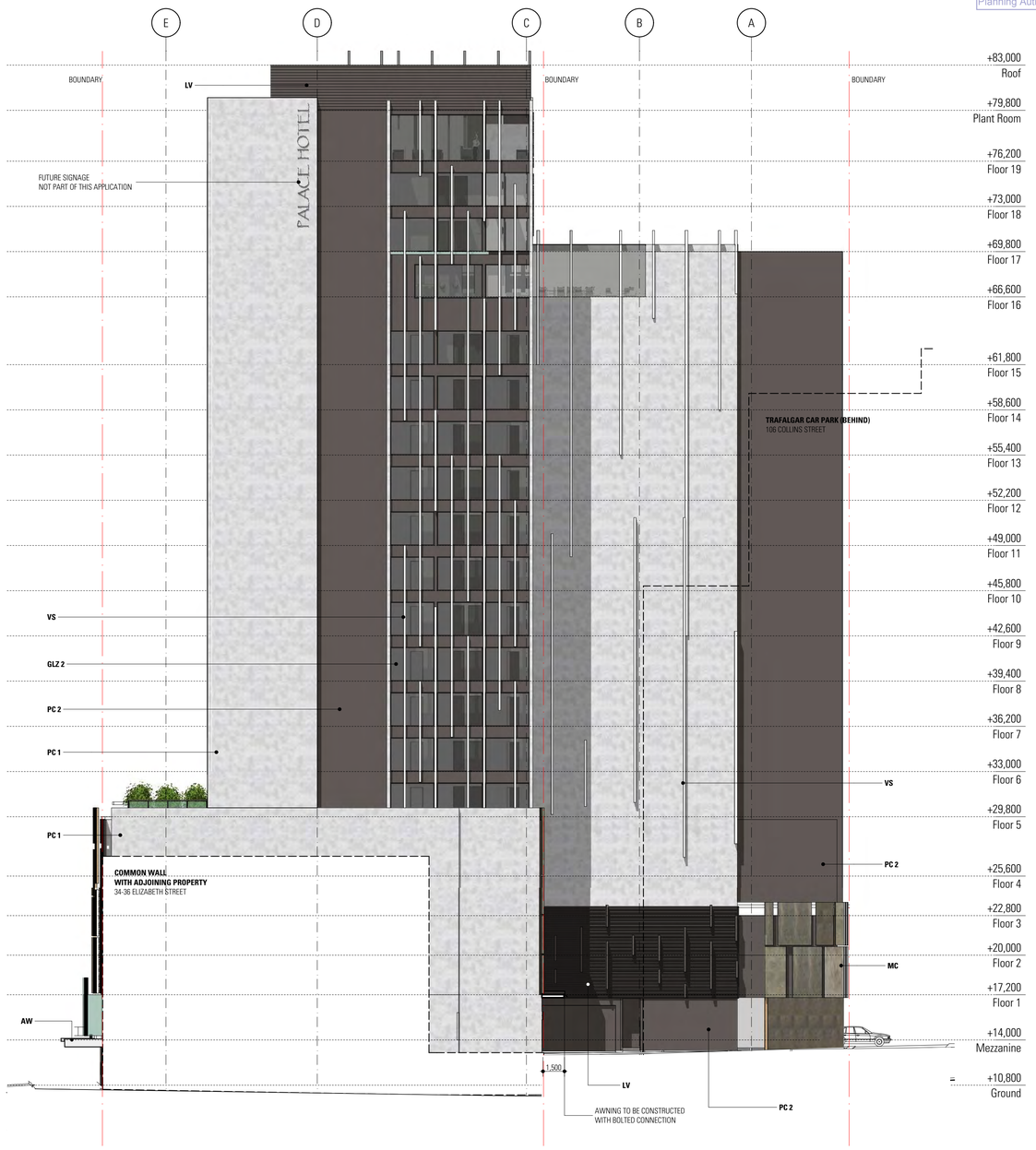
SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Elevation

DRAWING NO 1514_DA15 REV A

ARCHITECTS JAWS

1 South West Elevation | Trafalga Place Elevation
1:200



2 North West Elevation
1:200

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

RILE: P:\1514 Elizabeth St Hotel\1.0 DRAWINGS\1514_Hotel model_DA_v19.pln

REVISIONS:
REV# DATE
(Description)

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

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jaws@jawsarchitects.com
www.jawsarchitects.com

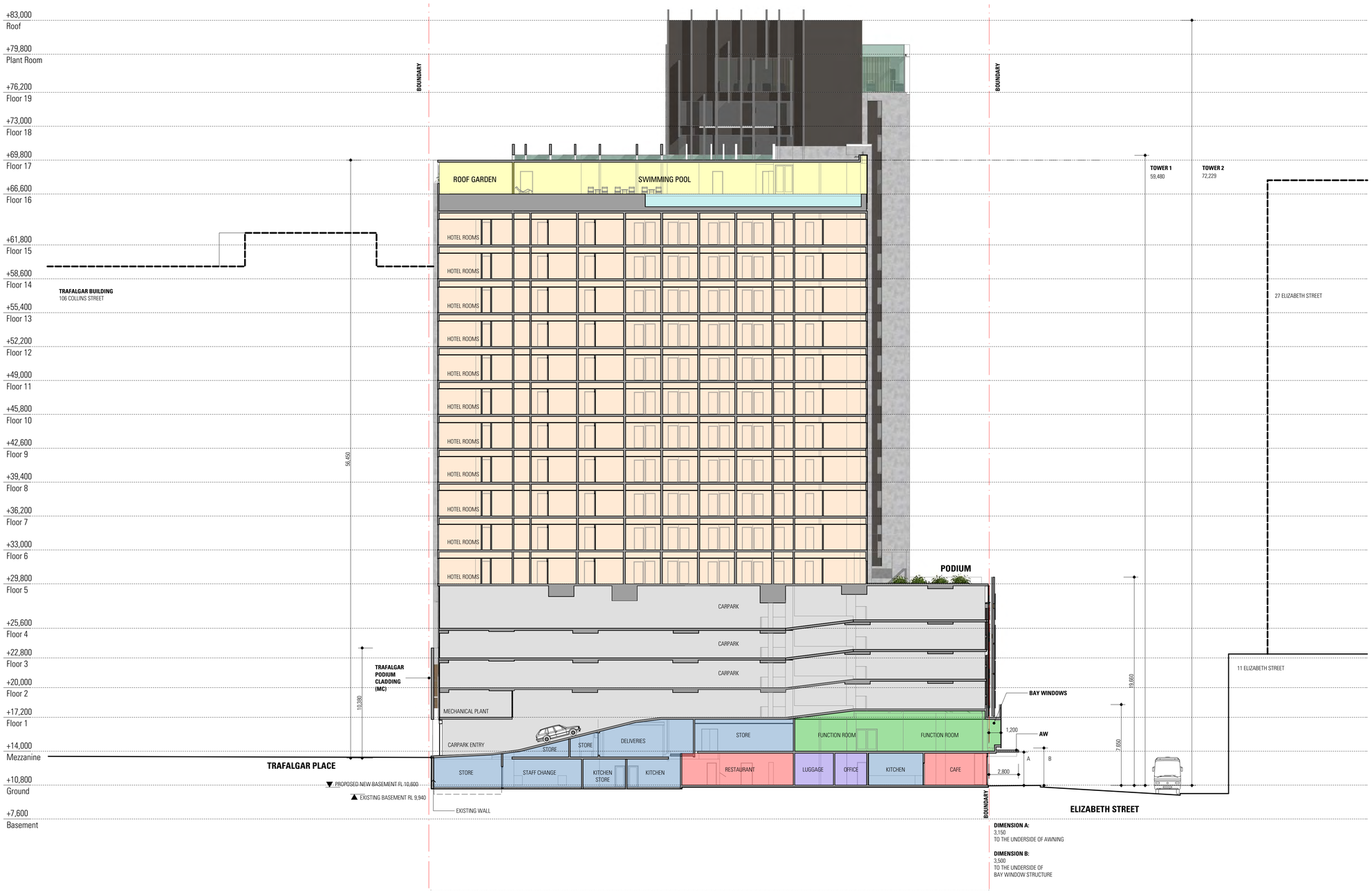
1514_DA16

ARCHITECTS JAWS

SCALE			
DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Elevations

DRAWING NO 1514_DA16 REV **A**



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REVISIONS
REV # DATE
(Unchecked)

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
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Hobart, TAS, 7000

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1514_DA17

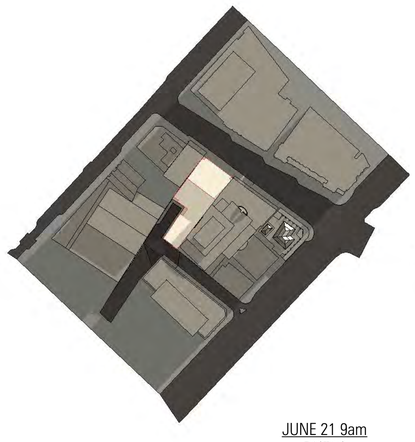
SCALE

DATE	SEPTEMBER 2015	PLOT DATE	26/10/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Section

DRAWING NO 1514_DA17 REV A

ARCHITECTS JAWS



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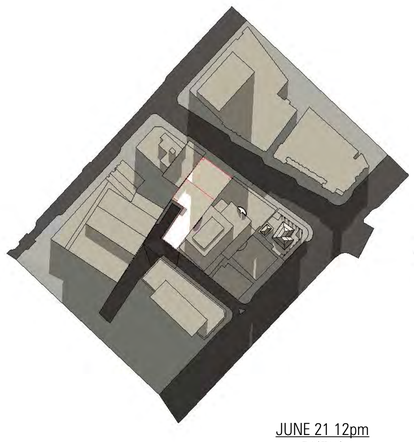
JUNE 21 9am
PROPOSED



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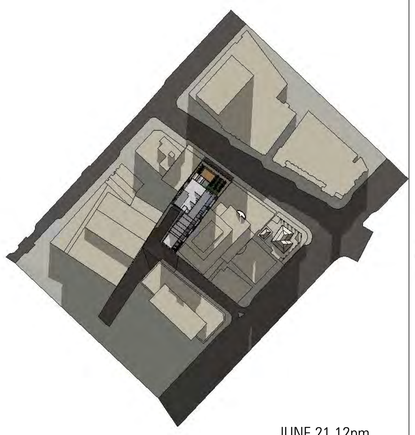

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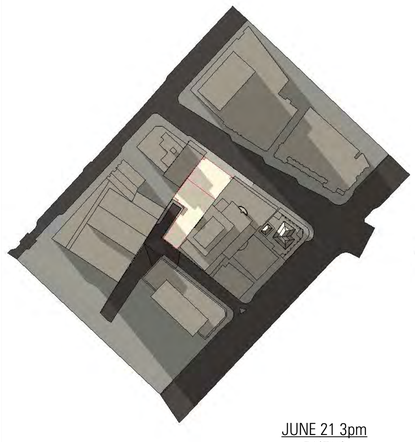

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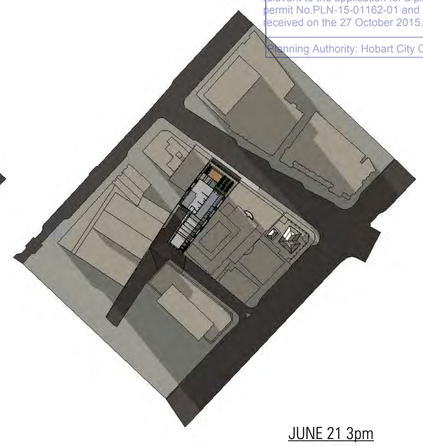

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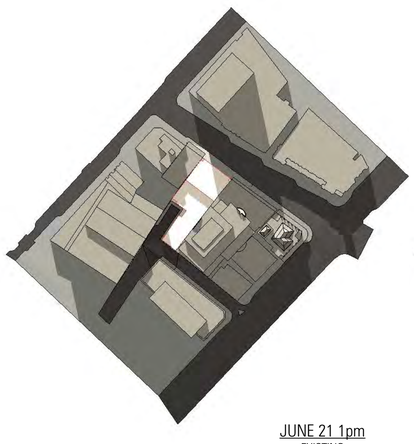
PROPOSED

JUNE 21 10am
EXISTING

JUNE 21 10am
PROPOSED



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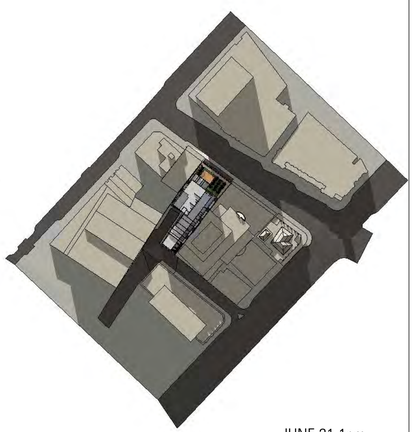

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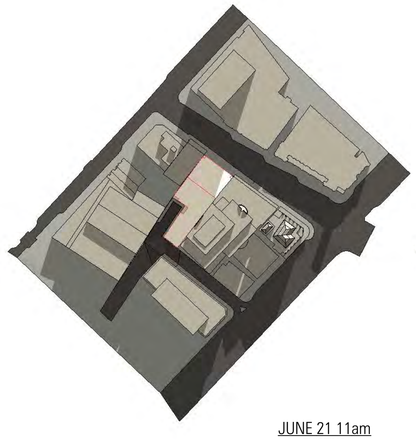

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JUNE 21 11am
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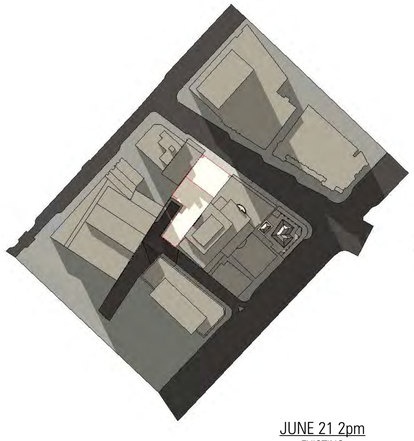

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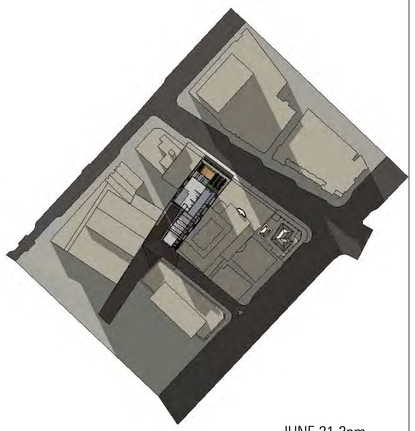

JUNE 21 2pm
PROPOSED

I:\LE P\1514 Elizabeth St Hotel\1.0 DRAW

REVISIONS:
REV# DATE
(description)

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
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1514_DA18

SCALE

DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Sun Study - Winter Solstice

DRAWING NO 1514_DA18 REV

ARCHITECTS JAWS

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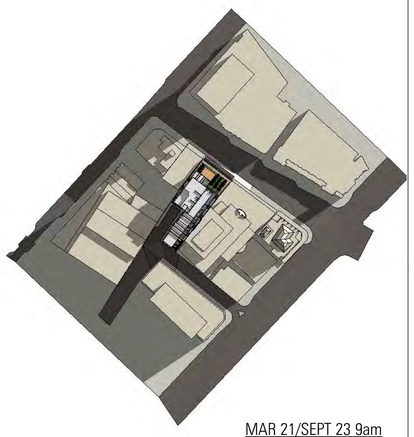

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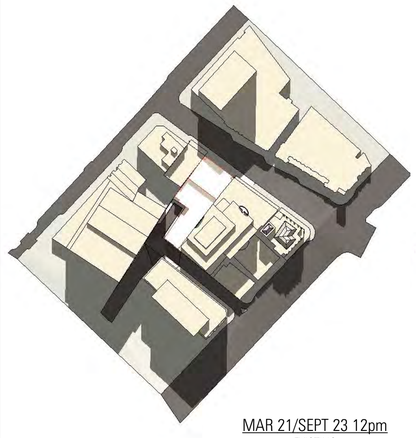

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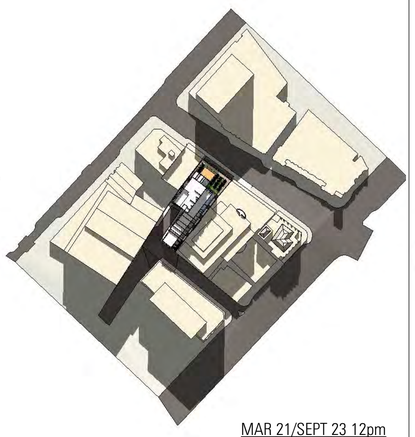

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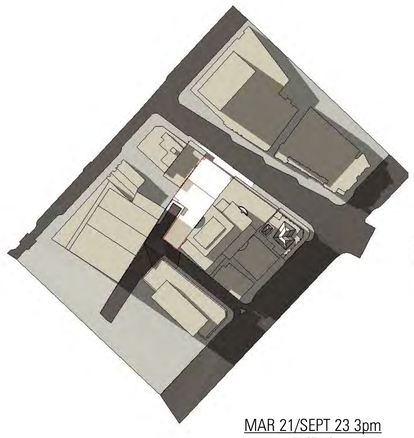

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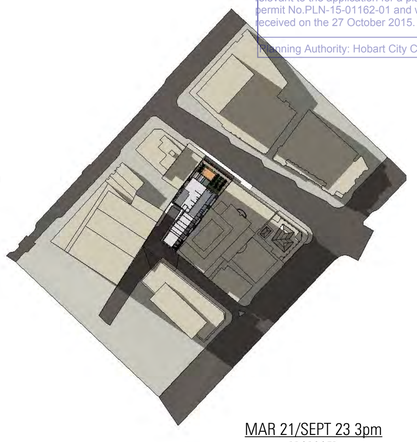

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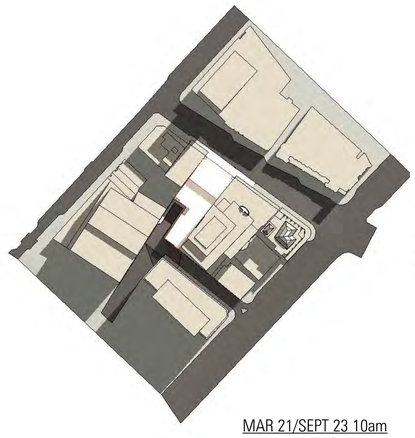

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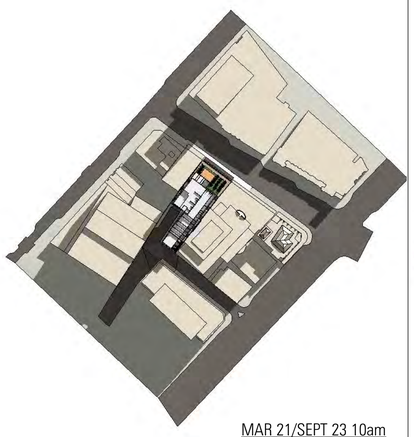

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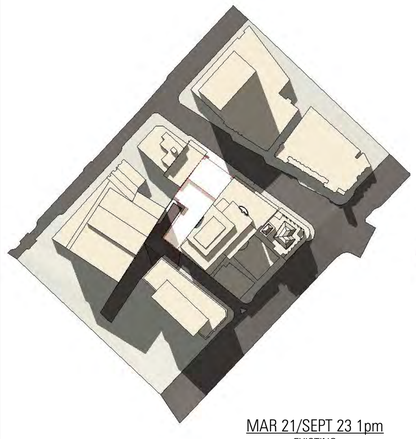

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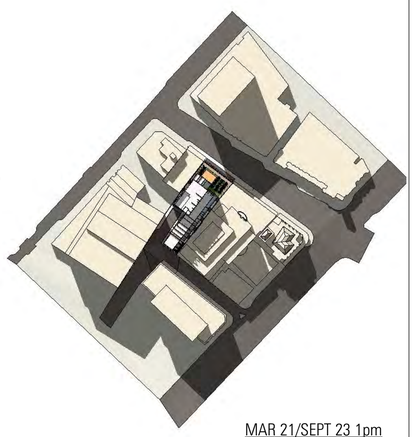

MAR 21/SEPT 23 1pm
PROPOSED

MAR 21/SEPT 23 11am
EXISTING

MAR 21/SEPT 23 11am
PROPOSED

MAR 21/SEPT 23 2pm
EXISTING

MAR 21/SEPT 23 2pm
PROPOSED

I:\LE P:\1514 Elizabeth St Hotel\1.0 DRAWIN

REVISIONS:
REV# DATE
(Description)

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
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1514_DA19

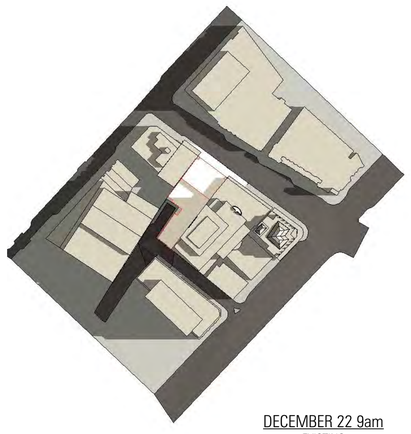
SCALE

DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

DRAWING
Sun Study - Equinox

DRAWING NO 1514_DA19 REV

ARCHITECTS JAWS



DECEMBER 22 9am
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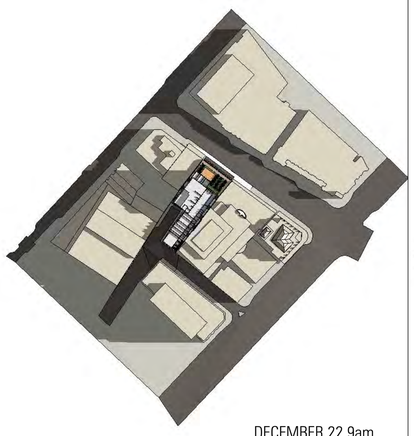

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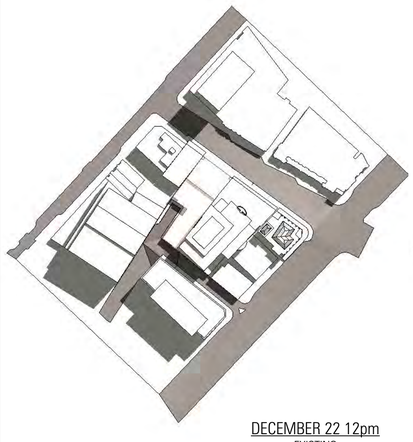

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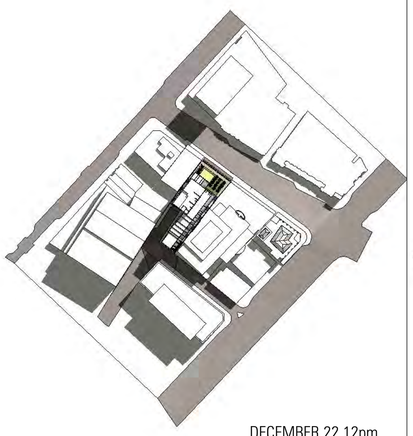

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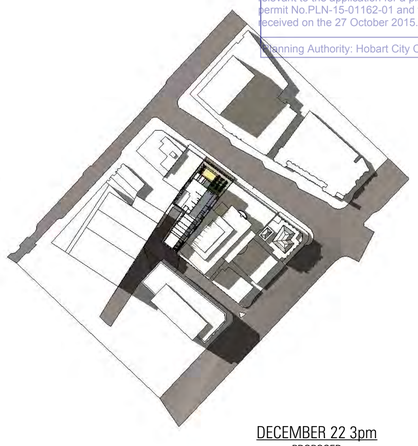

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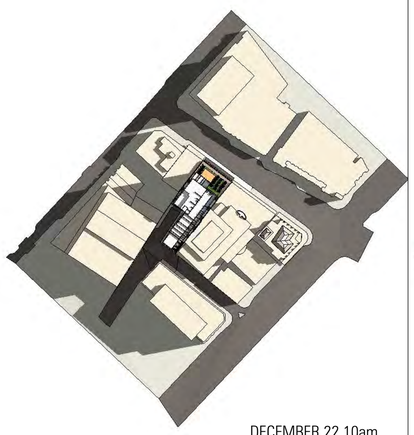

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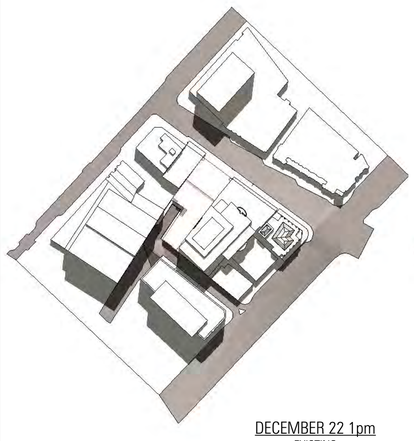

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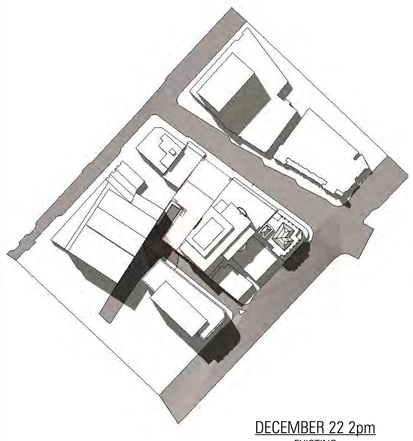
DECEMBER 22 1pm
PROPOSED

DECEMBER 22 11am
EXISTING

DECEMBER 22 11am
PROPOSED



DECEMBER 22 2pm
EXISTING

DECEMBER 22 2pm
PROPOSED

FILE P:\1514 Elizabeth St Hotel\1.0 DRAWI

DEVELOPMENT APPLICATION

REVISIONS:
REV# DATE
(Description)

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
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1514_DA20

SCALE

DATE	SEPTEMBER 2015	PLOT DATE	24/09/2015
DRAWN	LW	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_v19.pln		

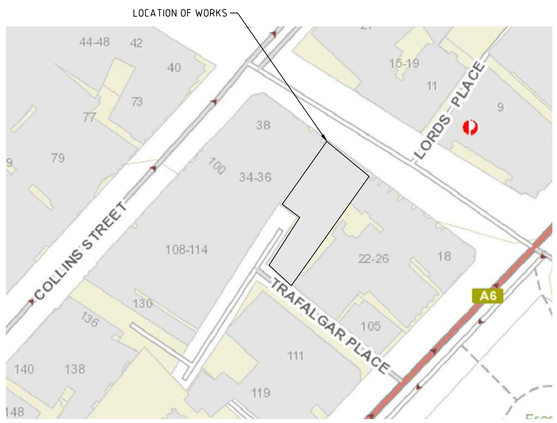
DRAWING
Sun Study - Summer Solstice

DRAWING NO 1514_DA20 REV

ARCHITECTS JAWS

ELIZABETH STREET HOTEL
28 ELIZABETH STREET
HOBART, TAS, 7000

DRAWING INDEX



LOCALITY PLAN
NTS

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 be 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.
G11. 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 detailed 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 covers.
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 valve/s 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.

ABBREIVATIONS

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 riser to above level
Service/Number Size — Service dropper to below level
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
FHB — Fire Hydrant Booster Assembly
DFH — Dual Head Pillar Hydrant
FH — Single Fire Hydrant
H — Fire Plug
FHR — Fire Hose Reel
HWU — Hot Water Unit
TB — 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 — Existing water supply external to building
W — Proposed water supply external to building
EX FS — Existing fire supply
FS — Proposed fire supply
EX S — Existing sewer drain
S — Proposed sewer drain
GW — Proposed sewer drain (greasy waste)
TW — Proposed sewer drain (trade waste)
EX SW — Existing stormwater drain
SW — Proposed stormwater drain
Proposed stormwater (larger)
AG — Proposed DN100 ag. drain and geofabric sock
CW — Proposed cold water supply internal to building
HW — Proposed hot water supply
HWF — Proposed hot water supply (flow)
HWR — Proposed hot water supply (return)
TMW — Proposed tempered water supply
CJ — Proposed concrete construction joint
KJ — Proposed concrete key joint
SJ — Proposed concrete sawn joint
Proposed sediment fence

REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	RL	24.07.15

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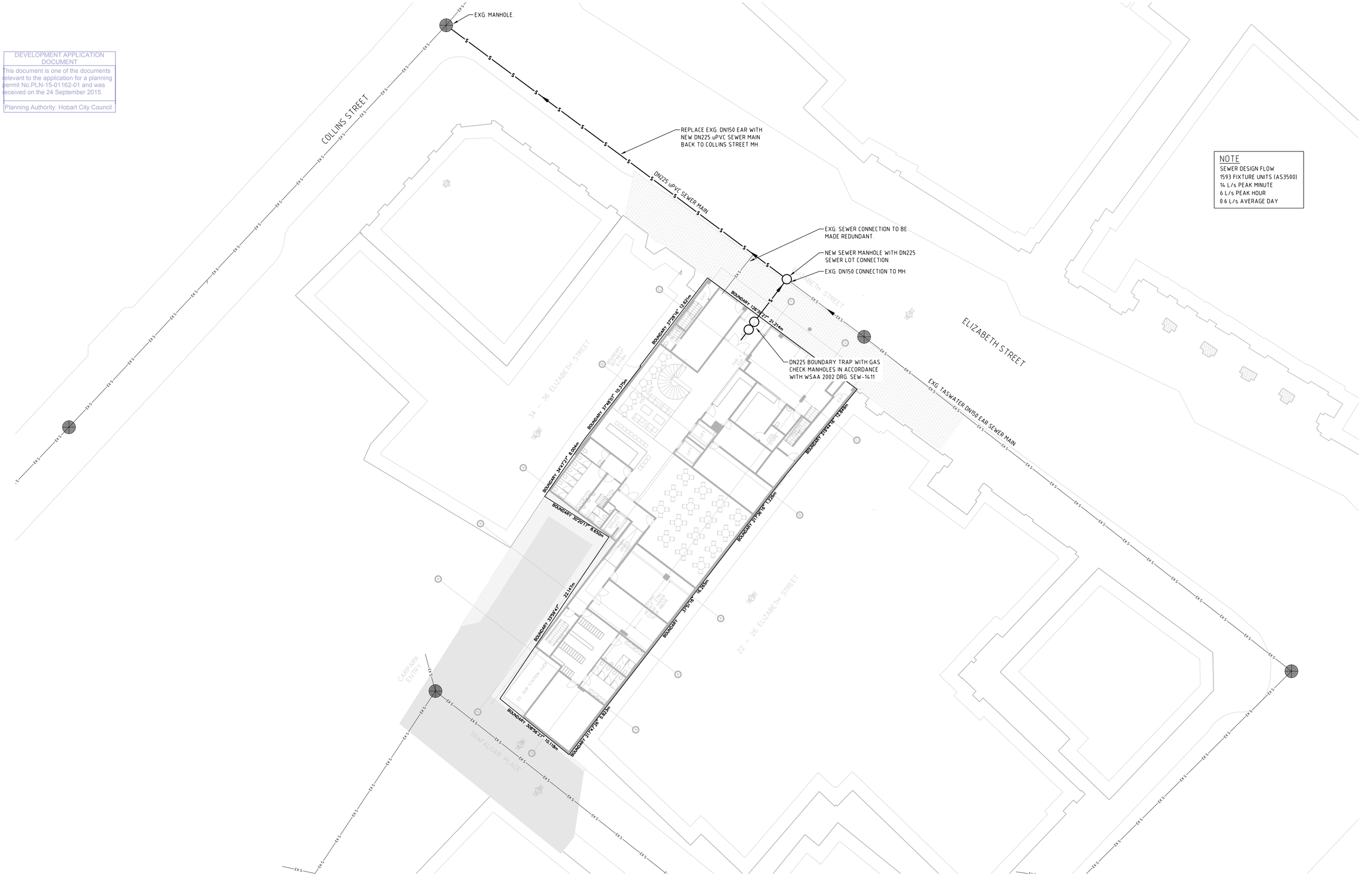
ELIZABETH STREET HOTEL
28 ELIZABETH STREET
HOBART, TAS, 7000
DRAWING TITLE
DRAWING INDEX AND NOTES

0 50mm SCALE NTS @ A1

DESIGNED	DRAWN	CHECKED
A.KOHL	A.KOHL	C.TERRY

PROJECT	DRAWING	REVISION
15.0197	H001	A



REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	RL	24.07.15

REV	DESCRIPTION	APP'D	DATE

North

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ELIZABETH STREET HOTEL
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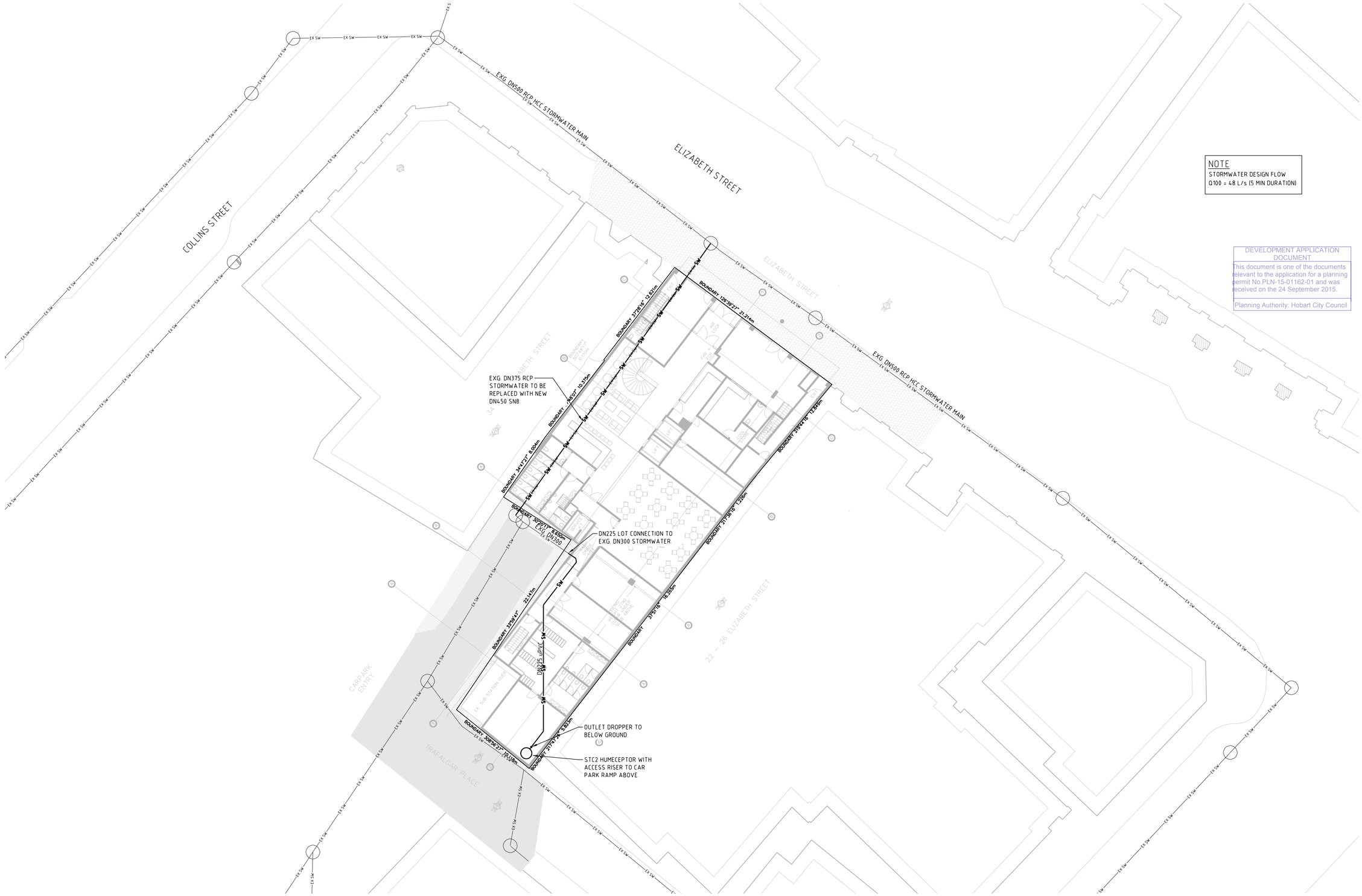
HOBART, TAS, 7000
DRAWING TITLE
CONCEPT SERVICES - SEWER

0 50mm SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
A.KOHL	A.KOHL	C.TERRY

PROJECT	DRAWING	REVISION
15.0197	H010	A



NOTE
STORMWATER DESIGN FLOW
Q100 = 48 L/s (5 MIN DURATION)

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

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	RL	24.07.15				

North

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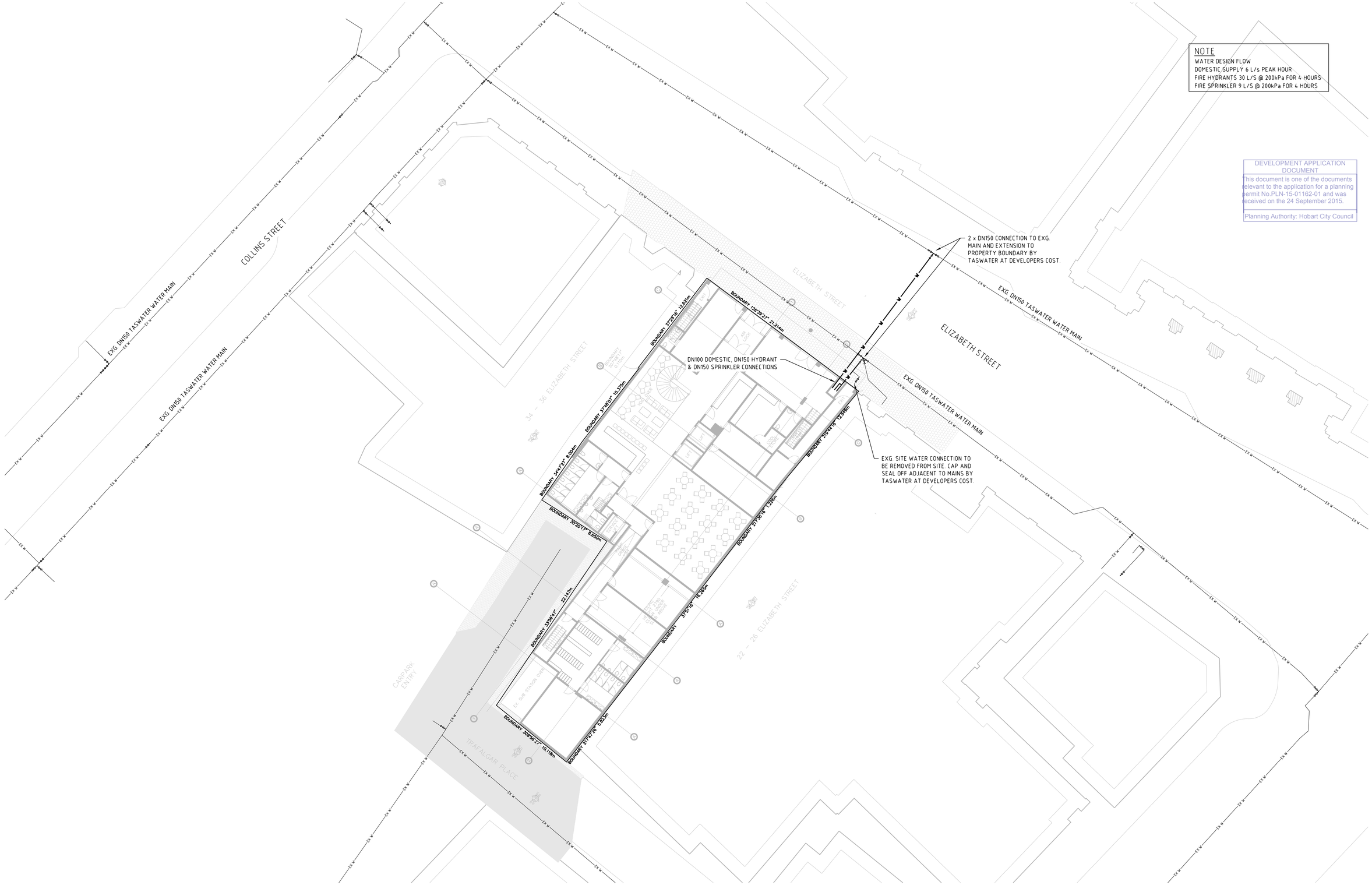
DRAWING TITLE
CONCEPT SERVICES - STORMWATER

0 50mm

SCALE		
1:200 @ A1		
DESIGNED	DRAWN	CHECKED
A.KOHL	A.KOHL	C.TERRY
PROJECT	DRAWING	REVISION
15.0197	H011	A



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A	PLANNING APPROVAL	RL	24.07.15

REV	DESCRIPTION	APP'D	DATE

North

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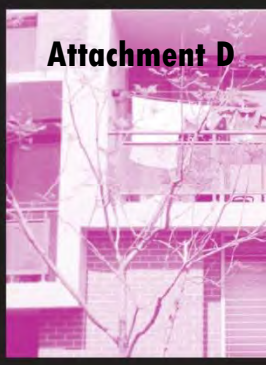
DRAWING TITLE
CONCEPT SERVICES - WATER

0 50mm SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
A.KOHL	A.KOHL	C.TERRY

PROJECT	DRAWING	REVISION
15.0197	H012	A



28 - 32 ELIZABETH STREET, HOBART

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

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

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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CONTENTS

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)

Figure 3: Elizabeth Street Facade

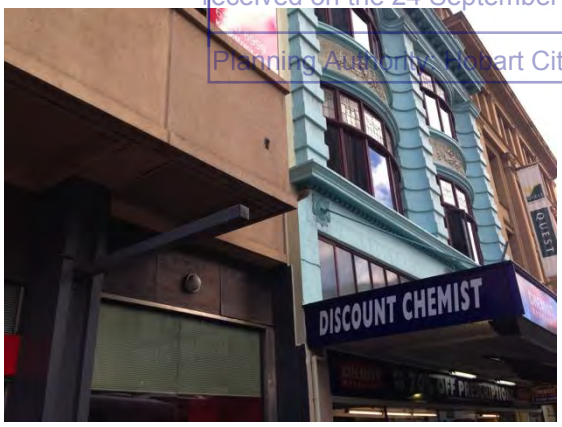

Figure 4: Existing awning on Elizabeth Street comparative to neighbouring development

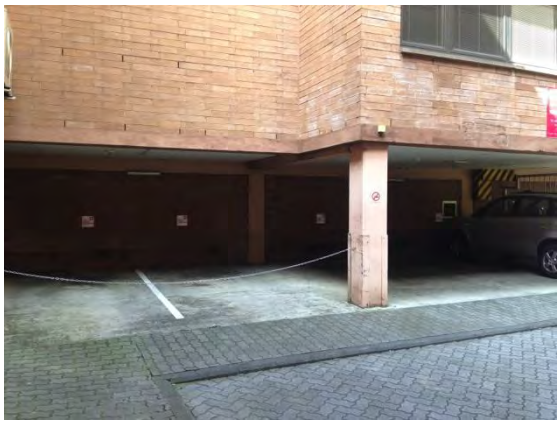

Figure 5: Rear parking from Trafalgar Place

Figure 6: Trafalgar Place frontage

Figure 7: Existing access from Trafalgar Place

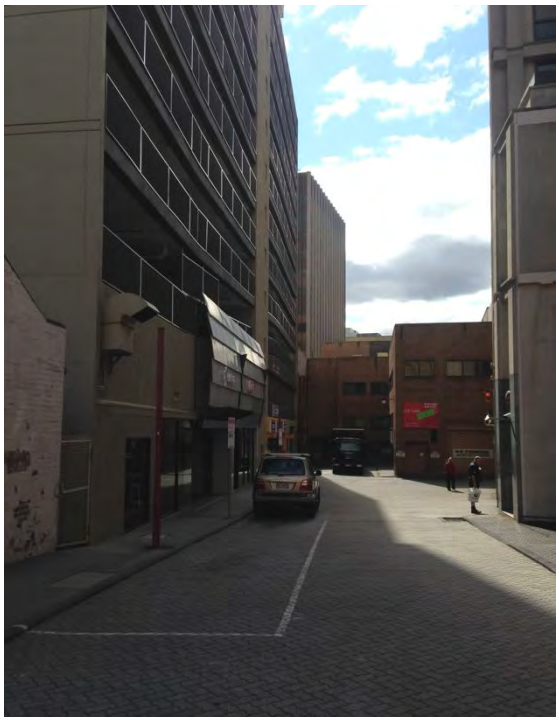

Figure 8: Development site as seen from the southern end of Trafalgar Place

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

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

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.

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.

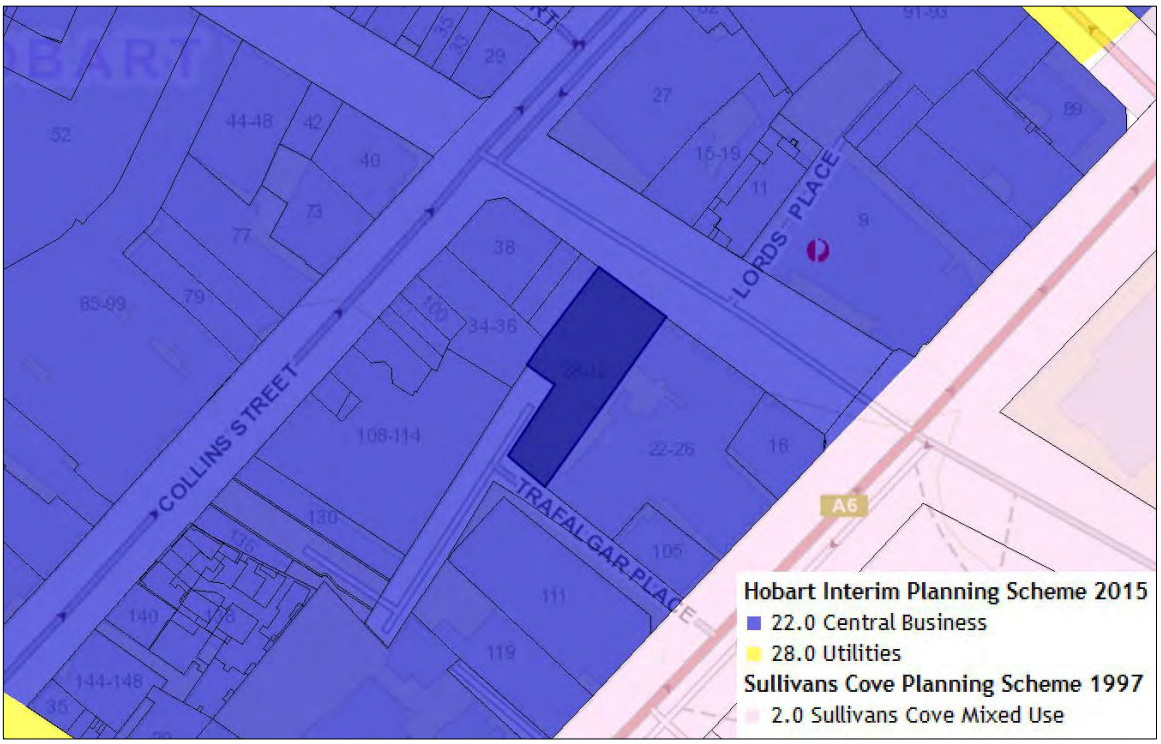

Figure 15: Zoning Plan (Source: The LIST)

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,

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.* ***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.*	Any application for operation of the café on Elizabeth Street outside of the permitted hours will be made by tenants as a separate application. The proposal meets the Acceptable Solution.

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.

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:* *(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*	The form of the building exceeds the Acceptable Solution and is not contained within the Amenity Building Envelope. The proposal is required to be assessed in response to P1(b): (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

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.*	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 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.*	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.

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 façade 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 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;* ***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*	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. 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.
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
***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 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;* *(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;* *(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;* *(e) provide external lighting to illuminate car parking areas and pathways;* *(f) provide well-lit public access at the ground floor level from any external car park.*	Response to A1: (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. (b) The front façade of the building onto Elizabeth Street includes in excess of 40% of glazing. (c) The façade to the public space of Trafalgar Place includes in excess of 30% for openings. (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. (e) Car parking is located internally within the building and will be lit. Some street lighting will provided to Trafalgar Place. (f) No external car parking is proposed. The proposal complies with the Acceptable Solution.

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
A1 Outdoor storage areas for non-residential uses must comply with all of the following: *(a) be located behind the building line* *(b) all goods and materials stored must be screened from public view;* *(c) not encroach upon car parking areas, driveways or landscaped areas.*	No outdoor storage is proposed. The proposal complies with the Acceptable Solution.

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.* ***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.*	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).

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 the 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.* ***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*	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. 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: *- Provide a car park style speed hump at the exit of the car park to ensure vehicles leave the site at very low speed.* *- 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.*

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

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:* *(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.*	The site is within the Central Business Zone therefore E6.6.5 applies, and this provision is not applicable.

Parking has been provided in accordance with the following table:

	CAR PARKING TYPE				
LEVEL	5 MINUTE	DISABILITY	SMALL CAR	STANDARD	TOTAL
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
A1 *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.*	3 motorcycle spaces have been included within the development. As 42 car parking spaces have been provided this complies with the acceptable solution.

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.*

A1 *The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.* ***P1*** *The number of on-site bicycle parking spaces provided must have regard to all of the following:* *(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.*	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. Close to 29m^2 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. The proposal meets the Acceptable Solution.

Number of bicycle parking spaces required:

USE	EMPLOYEE / VISITOR REQUIREMENT	CLASS	REQUIRED
Community meeting and entertainment	*Employee = 1 for each 500m 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 m2 floor area after the first 200 m2 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
A1 (a) No on-site parking is provided; or *(b) on-site parking is provided at a maximum rate of 1 space per 200m^2 of gross floor area for commercial uses; or* *(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or* *(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.* *P1 Car parking provision:* *(a) is in the form of a public car parking*	The proposed development includes 8,117m^2 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. The proposal is required to be assessed in response to the Performance Criteria for one spaces. The accompanying TIA states: *"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*

station provided as part of a development which utilises a major existing access; or *(b) must not compromise any of the following:* *(i) pedestrian safety, amenity or convenience;* *(ii) the enjoyment of 'al fresco' dining or other outdoor activity;* *(iii) air quality and environmental health;* *(iv) traffic safety.*	*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".*

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.*	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. The proposal complies with the Acceptable Solution.

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;* *(b) in the case of commercial vehicle access;*	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. The proposal complies with the Performance Criteria.

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.*	

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:* *(a) be provided if any of the following applies to an access:* *(i) it serves more than 5 car parking spaces;* *(ii) is more than 30 m long;* *(iii) it meets a road serving more than 6000 vehicles per day;* *(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;* *(c) have the first passing area constructed at the kerb;* *(d) be at intervals of no more than 30 m along the access.*	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

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

the following; *(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.*	Acceptable Solution.

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

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.

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;* *(b) be located within 30 m of the main entrance to the building.*	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. 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.

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.	

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
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.*	Commercial vehicles will utilise the loading bay from Trafalgar Place. The proposal will be required to be assessed in relation to the Performance Criteria. 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. The proposal complies with the Performance Criteria.
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.*	

E6.7.14 – Access to a Road

Objective:

To ensure that access to the road network is provided appropriately

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Access to a road must be in accordance with the requirements of the road authority.*	The access will be in accordance with Council requirements.

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
A1 *Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.*	The entire site is currently impervious. The proposed development will be disposed to the public stormwater infrastructure.
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*	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

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.
***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.*

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
A1 *No Acceptable Solution.* ***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.*	The proposal is required to be assessed in relation to the Performance Criteria. (a) demolition is of an unlisted contemporary building that does not significantly contribute to the significance of the precinct. (b) The site does not include any landscape elements. The proposal meets the Performance Criteria.

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
A1 *No Acceptable Solution* ***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.*	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. The proposal meets the Performance Criteria.
A2 *No Acceptable Solution* ***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.*	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. The proposal meets the Performance Criteria.

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
A1 *Building and works do not involve excavation or ground disturbance.* ***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'.*	Excavation and disturbance for development of the site is likely therefore the proposal is assessed in response to the Performance Criteria. The accompanying Archaeological report finds: *The likelihood of the place retaining substantial or meaningful archaeological evidence of earlier use and development is assessed as low.* The report includes recommendations for the inclusion of notification process during excavation to manage unanticipated discoveries.

3.9 SIGNS CODE

Signage does not form part of this submission.

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.

APPENDIX A - TITLES

Attachment E

ARCHITECTSMAJ

PALACE HOTEL

28 –32 Elizabeth Street Hobart

EXPERIENCE CREATIVE QUALITY

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.

CONTENTS

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 – IreneInc & 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

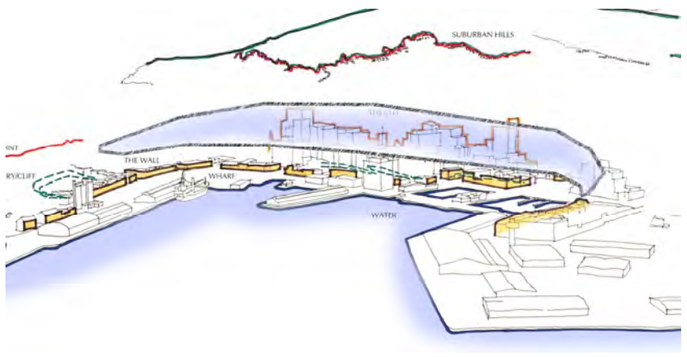
The development site is located at the northern end of the Macquarie Street ridge, a prominent natural feature which holds the majority of Hobart's taller buildings.

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.



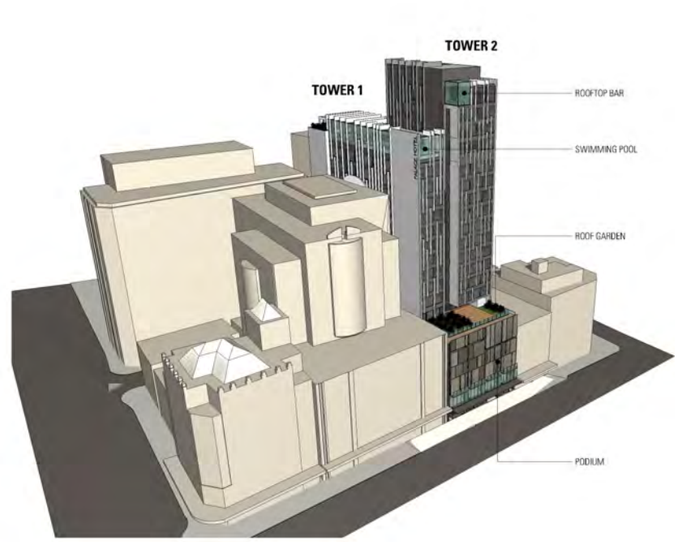
The Sullivan's Cove Amphitheatre (from 1991 review)

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

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

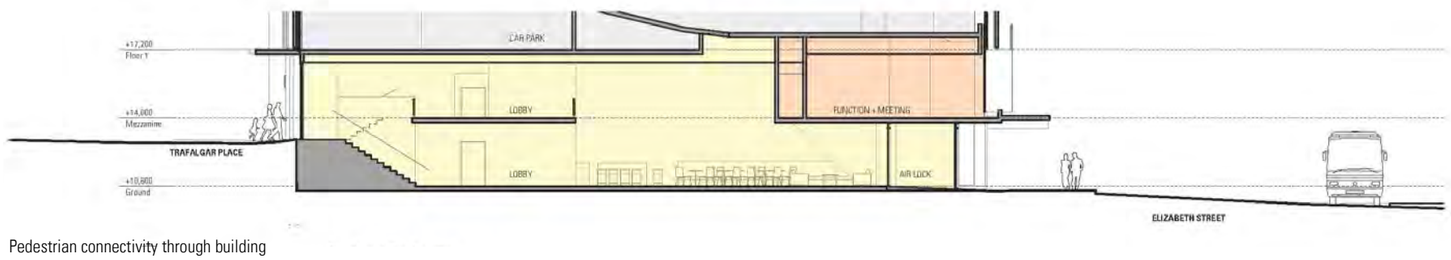
The Podium is 6 storeys high on Elizabeth Street to match the height of the adjacent heritage building facades.

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.



Pedestrian connectivity through building

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.

Attachment F

Palace Hotel Economic Impact Analysis

Final Report

Elizabeth Tasmania Pty Ltd
August 2015

SGS Economics & Planning | Independent insight.

SGS Economics and Planning Pty Ltd
ACN 007 437 729
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Offices in Canberra, Hobart, Melbourne and Sydney

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

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 nights[1] 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.

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

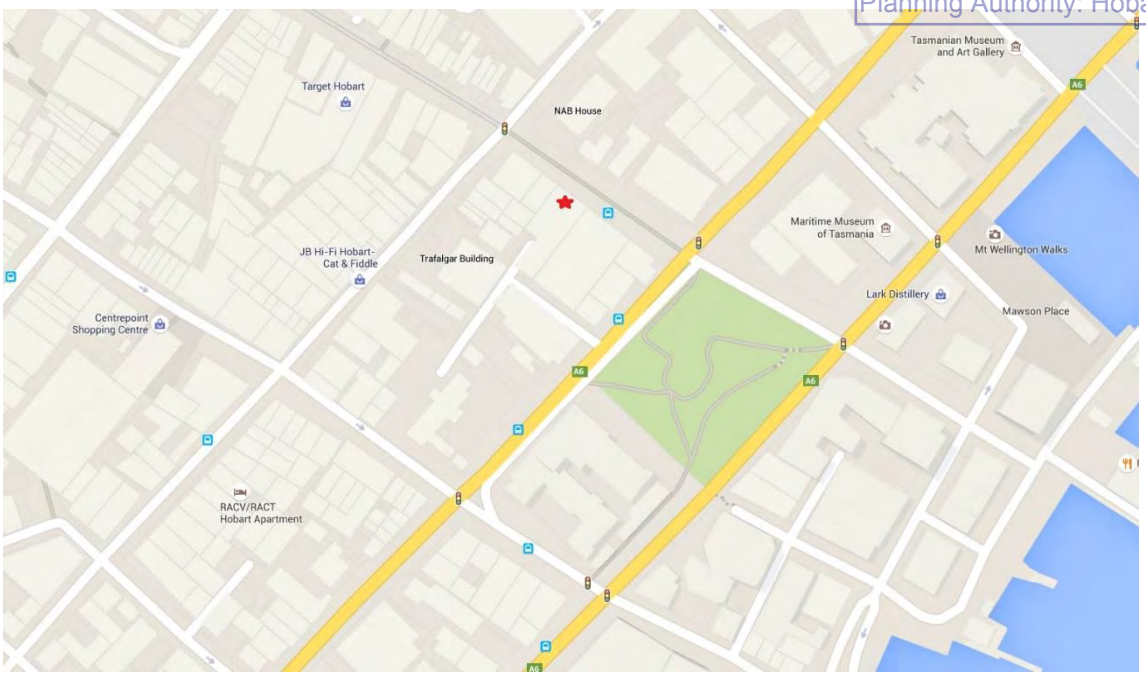
The Palace Hotel will be a 196 room, five-star accommodation facility at 28 Elizabeth Street in the CBD. Palace Hotel is estimated to cost $40 million to build and fit-out, with construction commencing in early 2016. Car parking will be provided on-site on the podium levels. A restaurant serving quality 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

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.

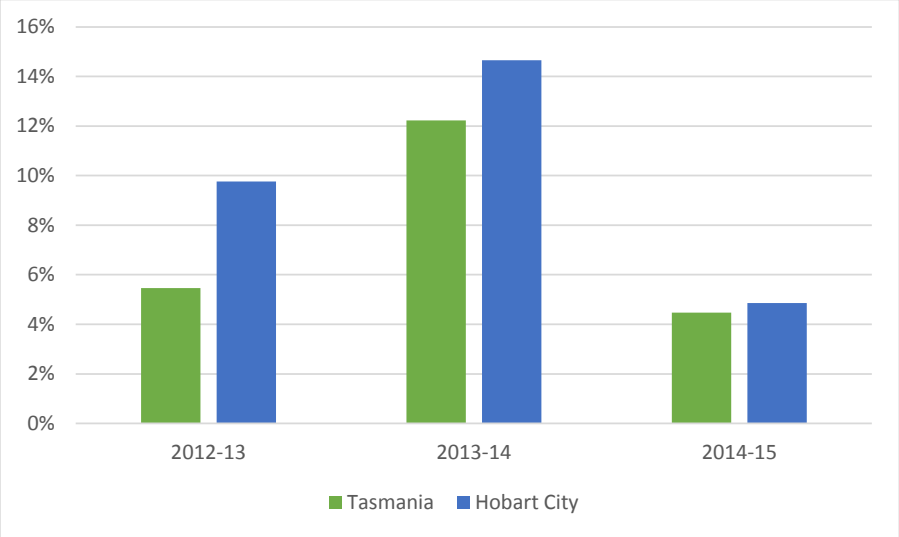
2 TOURISM IN HOBART AND SURROUNDS

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).

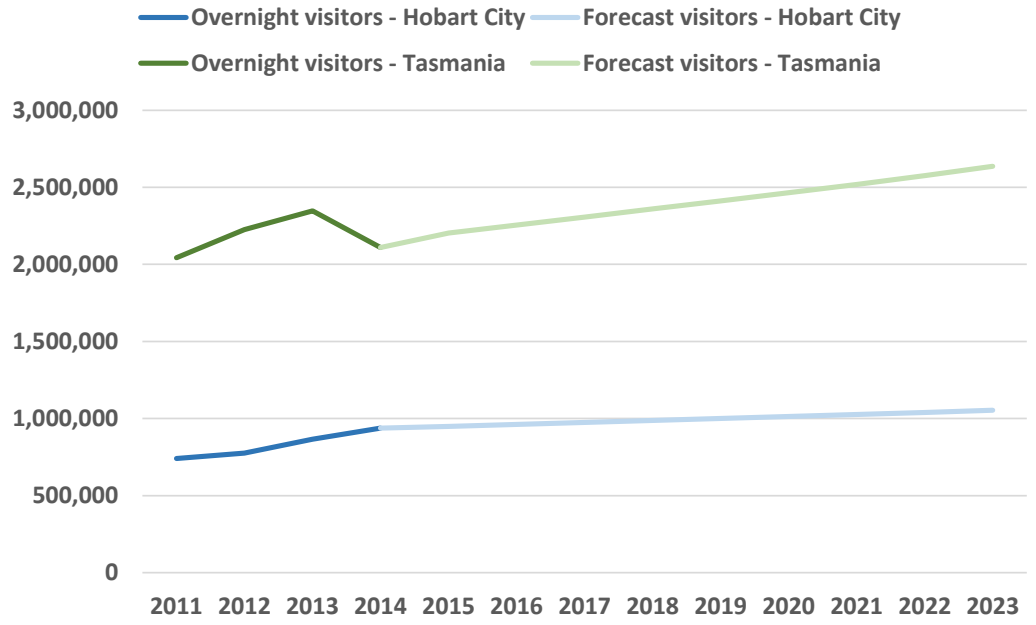
FIGURE 2 VISITOR NIGHTS SPENT IN HOBART AND TASMANIA, 2011-12 TO 2014-15



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

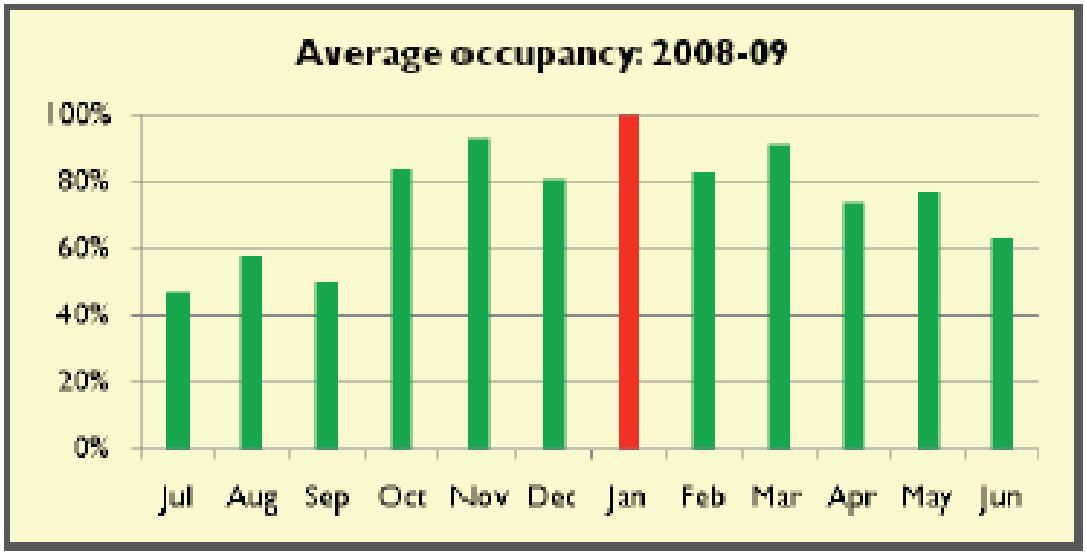
2.2 Tourist accommodation

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 Tasmania[2]). 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);

- 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 nights[3] 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.

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.

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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SGS Economics & Planning

Attachment G

06 SUPPORTING IMAGES

6.1 Artistic Impressions of Palace Hotel

Streetscape from Elizabeth Street

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.

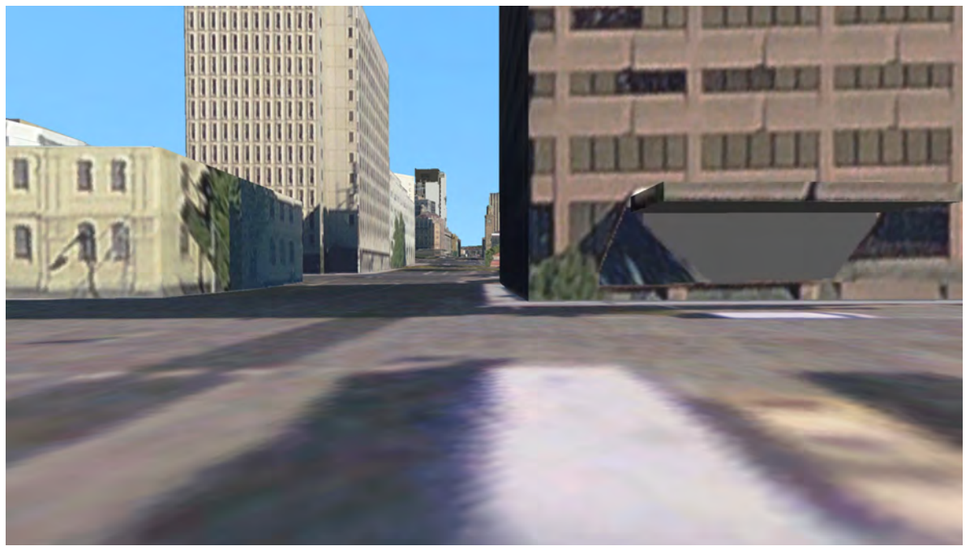
1. Franklin Wharf
2. Macquarie Wharf
3. Cenotaph
4. Macquarie Street
5. Collins Street
6. Murray Street
7. Elizabeth Street
8. Chadwick Court

6.3 View 1

View from Franklin Wharf

View 1. Existing View

View 2. Photo Montage with proposed building



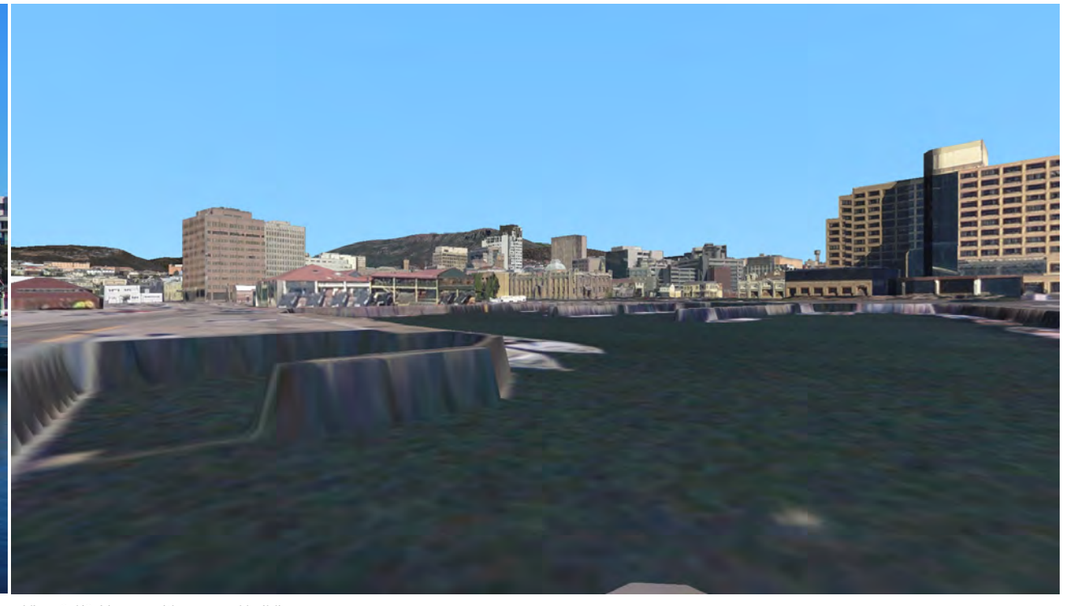
View 3. K2vi image with proposed building

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

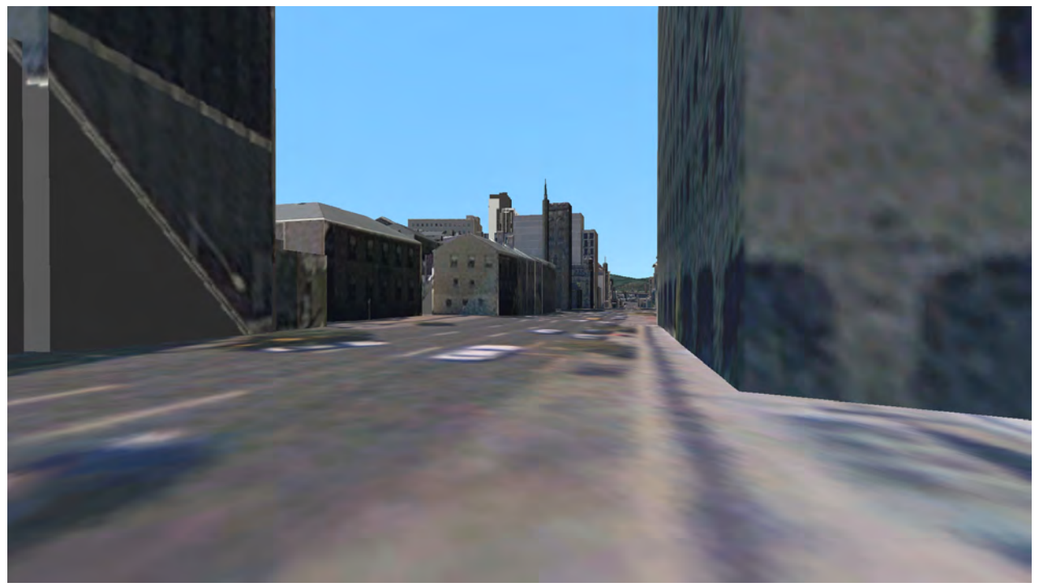
View 3. K2vi image with proposed building

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

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

6.3 View 6

View from Murray Street

View 1. Existing View

View 2. Photo Montage with proposed building

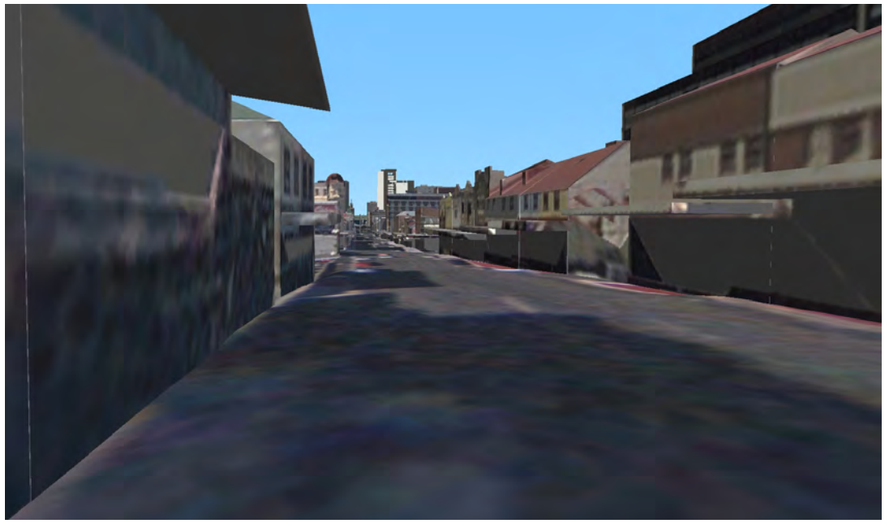
View 3. K2vi image with proposed building

6.3 View 7

View from Elizabeth Street

View 1. Existing View

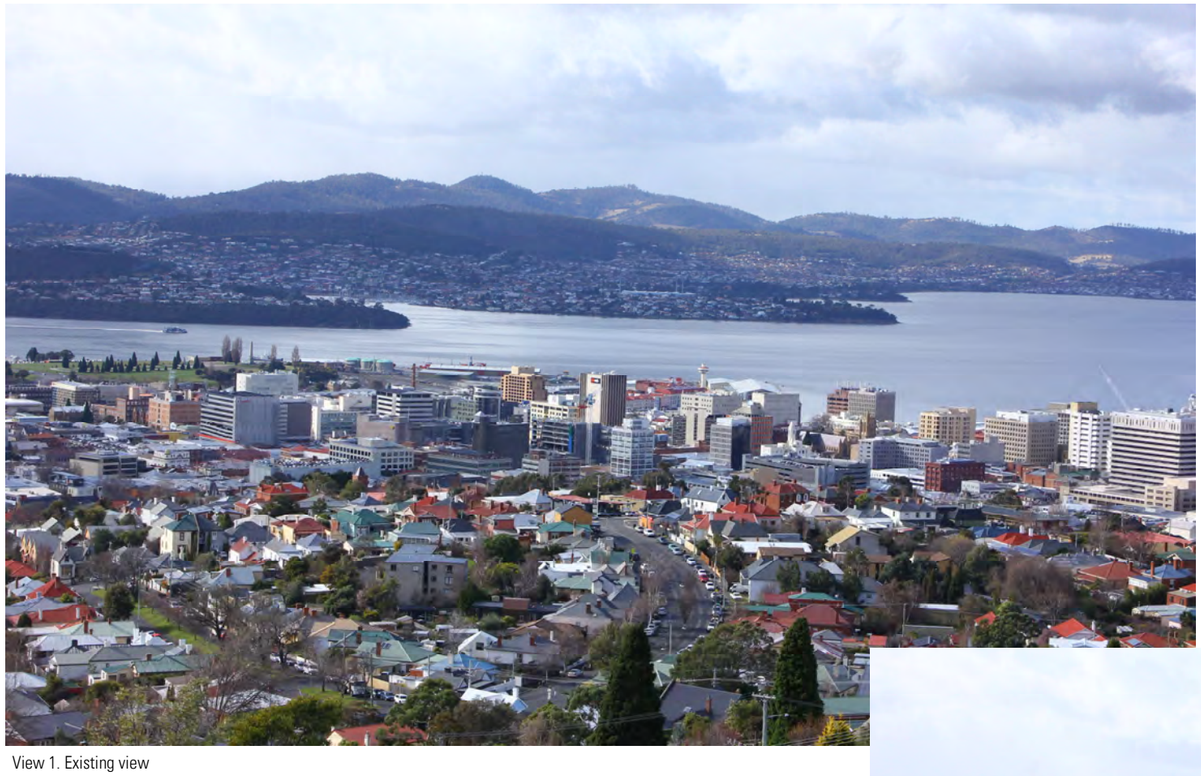
View 2. Photo Montage with proposed building



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

Attachment H

HERITAGE ASSESSMENT

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:	☐	
E13.0 Heritage Precinct:	☒	*H 1*
E13.0 Cultural Landscape Precinct:	☐	*N/A*
E13.0 Place of Archaeological Potential	☒	*N/A*
E17.0 Signs Code:	☐	
E24.0 Significant Tree:	☐	
Part F. Specific Area Plans:	☐	*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* Date: *29-Sep-15*

Additional Information Satisfied confirmed by: *N/A* 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 an/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

Attachment I

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. "*

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 occupyingthe 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.

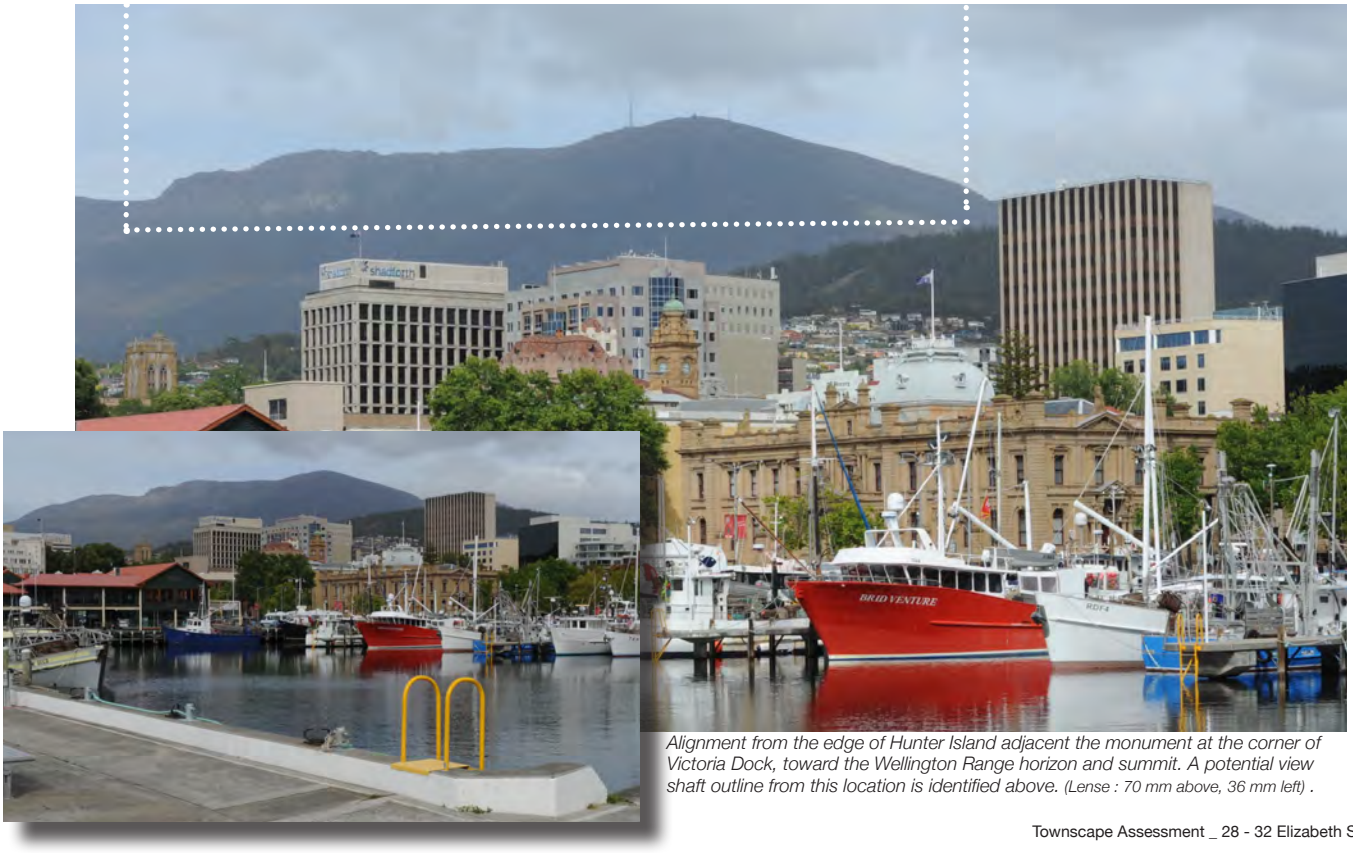
The photomontages

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)

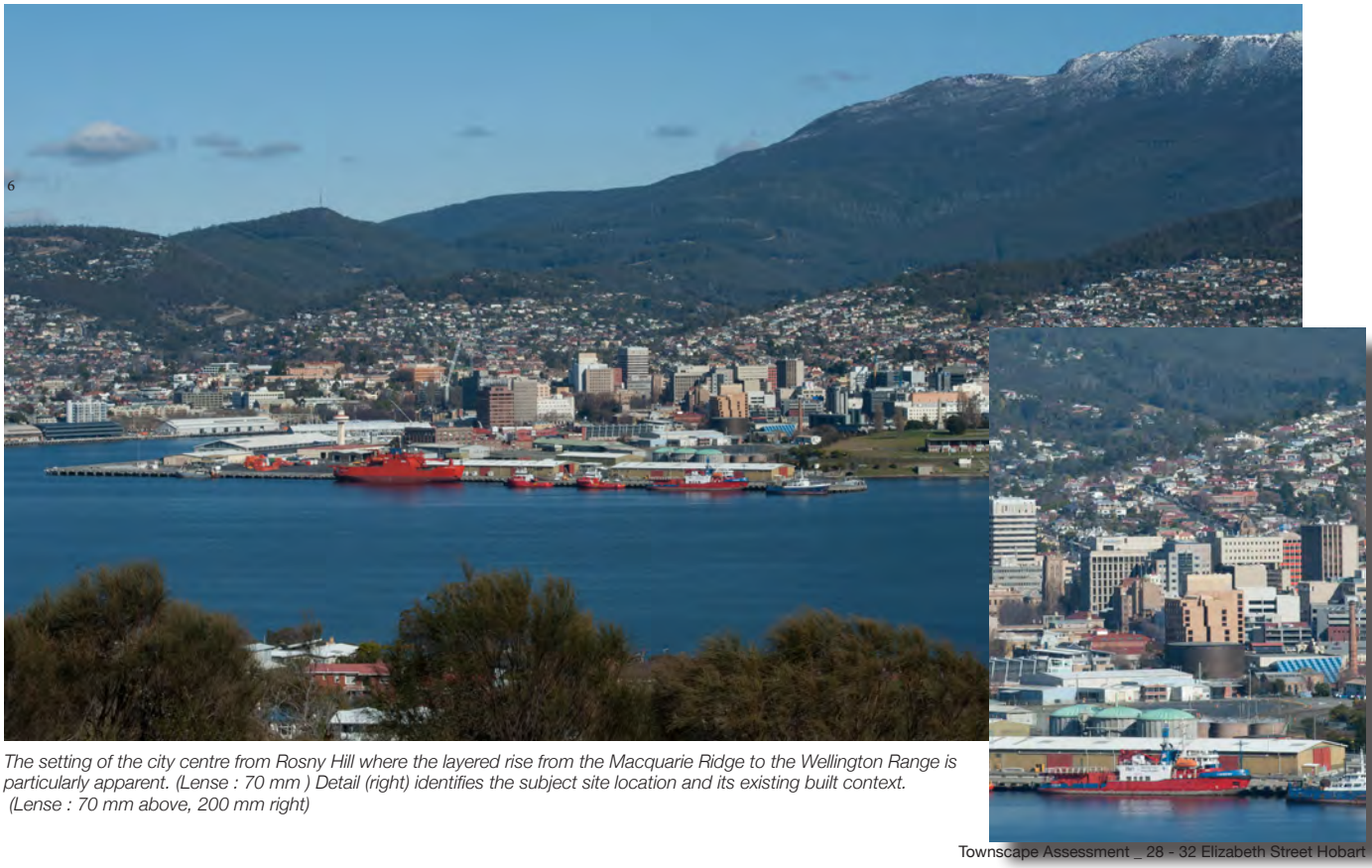
A slightly more elevated view from the pedestrian walkway over Agyle Street above Lewis Street (Lense : 200 mm)

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.

6



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

Attachment B

FILE NOTE

Project: **28 – 32 Elizabeth St Hotel** Project No. **1514**

Subject: Date: **11-04-2016**

Present / With: Time:

From:

Recorded By: Page: of:

☐ Meeting

☐ Phone Conversation

☒ Memo

Brief summary of changes from last week issue:

- **10m** overall reduction in height of Tower 2
- 4.6m overall reduction in height of Tower 1
- New Basement level with 13no. car park spaces, 2 no. motor cycle spaces & bicycle store – Floor B1
- Wider stairs and increased connectivity from Mezzanine and Ground Floors to Trafalgar Place. Achieved by relocation of Amenities (enhancing connectivity to Collins Court)
- Relocate hotel Restaurant and services facing Elizabeth Street (activating street facade) – Mezzanine level
- Wider Loading bay to Trafalgar Place
- 16 new Hotel Rooms within podium facing Elizabeth Street (activating street facade) – Floors 1-4
- Change Elizabeth Street podium cladding from textured metal cladding to sandstone cladding – Floors 1-4
- Double height function room facing Trafalgar Place (activating street facade) – Floor 1 + 2
- Relocate Swimming Pool and Gym from Floor 16 to Floor 4, facing Trafalgar Place . Skylights provided in Podium roof. (activating street facade)
- Large hotel store – Floor 2
- Relocate mechanical Plant from Floor 1 to Floor 3
- Increase Setback of Tower 2 from Elizabeth Street by 1m. Setback now 8.7m to glazed facade.
- Add strip window to Tower 1 North-east Elevation, Elizabeth street end, to increase view from Hotel Rooms.
- Add strip window to Tower 1 North-west Elevation, Trafalgar Place, to provide light and views to corridor.
- Relocate mechanical Plant level from top of Tower 2 to top of Tower 1 (Trafalgar Place end)
- Combine 3 Hotel Rooms into 2 larger Hotel Rooms on typical floor Tower 2 – Floors 6-14
- Move Stair 5 to line up with lift core to help with the stability of structure
- Total **206** hotel rooms

Distribution: **Original:** Contractor ☐ **Copies:** Principal/Proprietor: ☐ File ☐ Other ☐ .....

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ELIZABETH ST PERSPECTIVE - ARTIST IMPRESSION

ELIZABETH ST PERSPECTIVE - ARTIST IMPRESSION


TRAFALGAR PLACE PERSPECTIVE - ARTIST IMPRESSION

PALACE HOTEL

Drawing No:	Description
1514_DA00	Cover Page & Drawing Schedule
1514_DA01	Site Plan
1514_DA02	Basement Floor Plans
1514_DA03	Ground Floor Plan
1514_DA04	Mezzanine Floor Plan
1514_DA05	Level 1 Floor Plan
1514_DA06	Level 2 Floor Plan
1514_DA07	Level 3 Floor Plan
1514_DA08	Level 4 Floor Plan
1514_DA09	Level 5 Floor Plan
1514_DA10	Typical Floor Plan - Level 6,7,8,9,10,11,12,13,1
1514_DA11	Level 15 Floor Plan
1514_DA12	Level 16 Floor Plan
1514_DA13	Level 17 Floor Plan / Ceiling Void 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 Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV# DATE:
(Description)

DEVELOPMENT APPLICATION

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
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1514_DA00

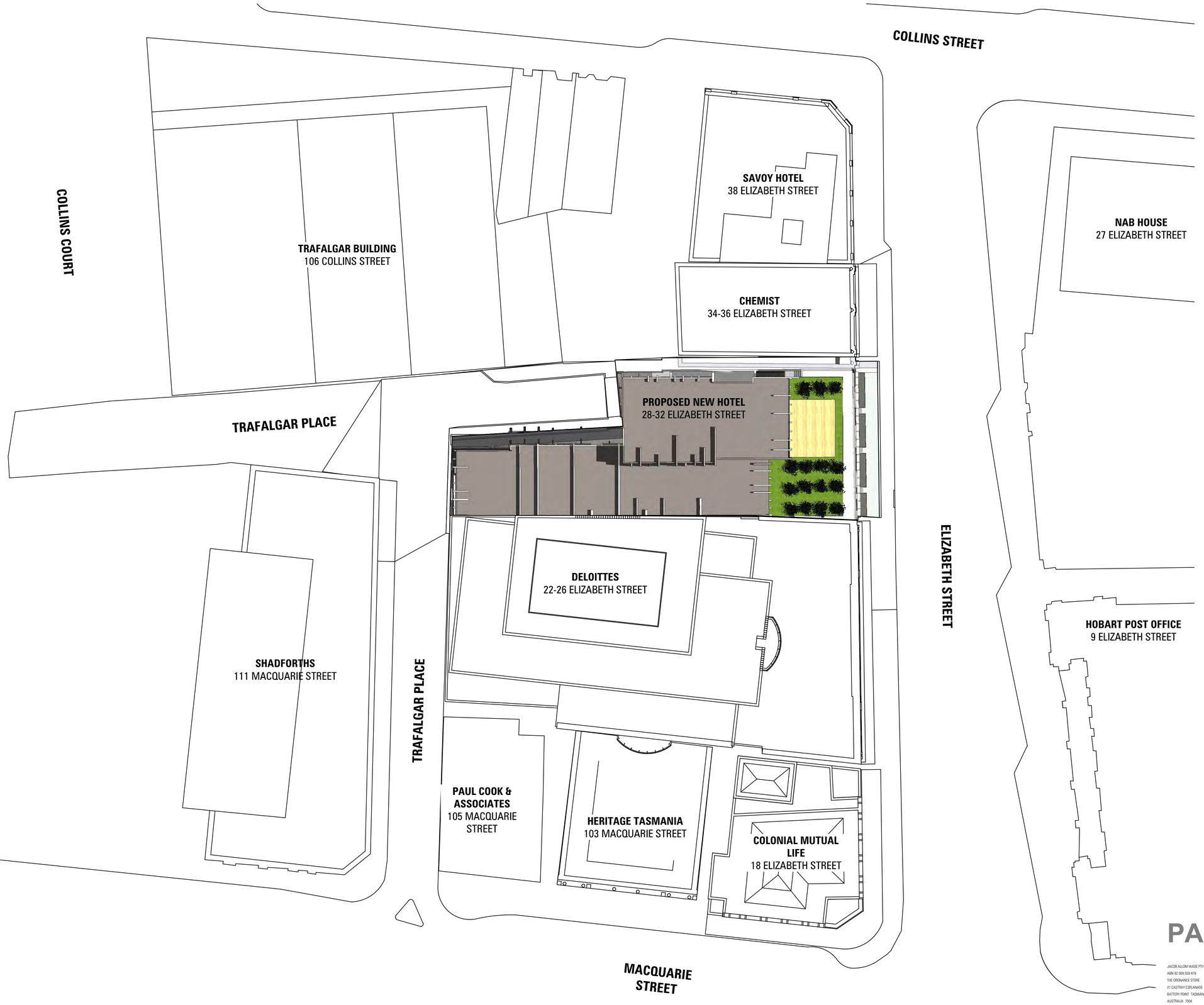
PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE			
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Cover Page & Drawing Schedule

DRAWING NO 1514_DA00 REV **B**

JAWS ARCHITECTS



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
B1	0.00
Ground	535.67
Mezzanine	579.96
Floor 1 (FUNCTION ROOMS)	721.80
Floor 2	619.39
Floor 3	355.69
Floor 4 (POOL)	731.62
Floor 5 (PODIUM)	473.90
Floor 6	502.86
Floor 7	502.86
Floor 8	502.86
Floor 9	502.86
Floor 10	502.86
Floor 11	502.86
Floor 12	502.86
Floor 13	502.86
Floor 14	502.86
Floor 15	370.82
Floor 16	189.62
Floor 17	183.03

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

PALACE HOTEL

JACOB ALLOM WADE PTY LTD
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1514_DA01

DEVELOPMENT APPLICATION

REVISIONS:
REV # DATE:
[description]

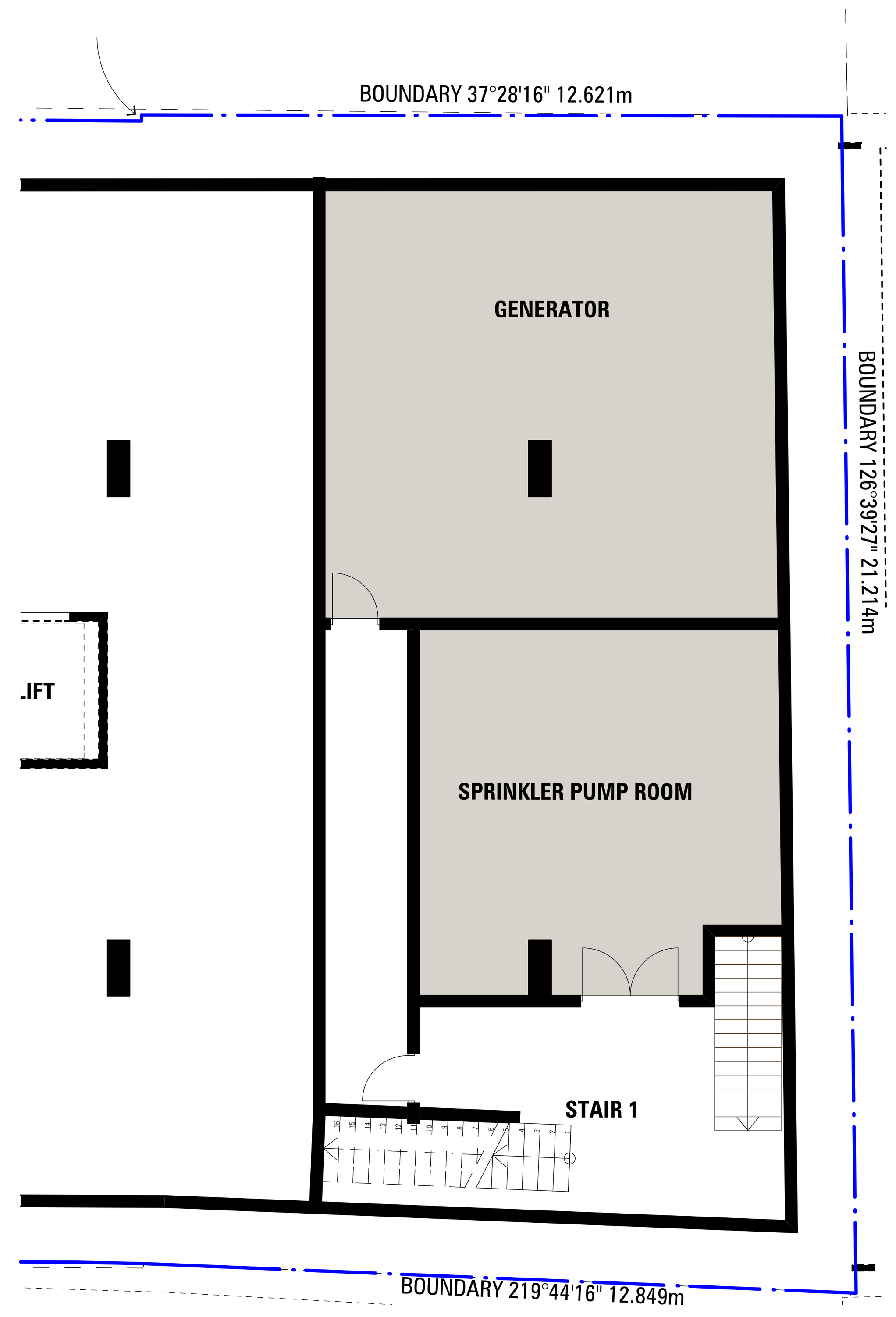
PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:250 @ A1 | 1: 500 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

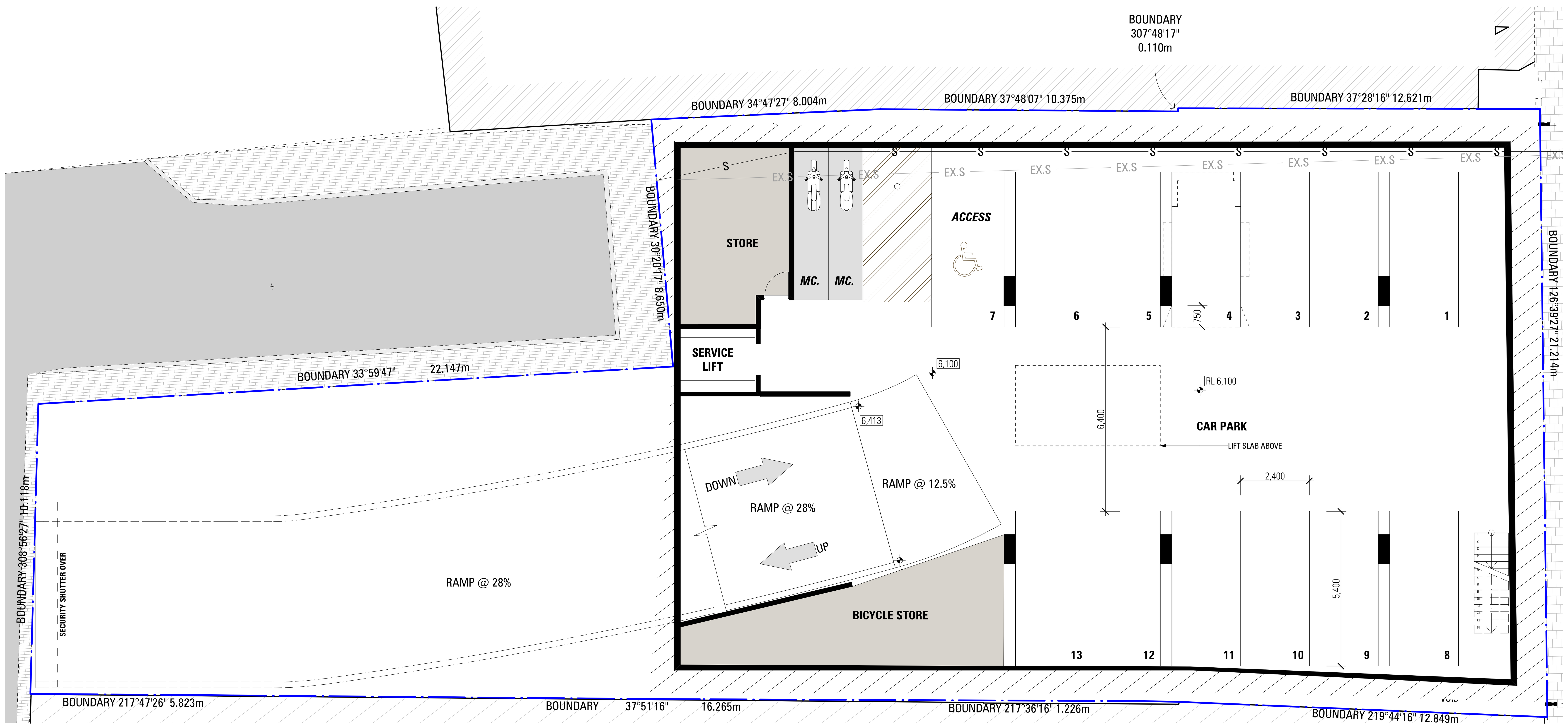
DRAWING
Site Plan

DRAWING NO 1514_DA01 REV **B**

ARCHITECTS JAWS



B1 Mezzanine
Scale 1:100



Basement Floor Plan
Scale 1:100

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
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1514_DA02

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Basement Floor Plans

DRAWING NO 1514_DA02 REV **B**

ARCHITECTSJAWS

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV # DATE: (Description)

Ground Floor Plan
Scale 1:100

FILE: P:\1514 Elizabeth St Hotel\11 0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV # DATE:
[description]

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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1514_DA03

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Ground Floor Plan

DRAWING NO 1514_DA03 REV **B**

ARCHITECTS JAWS

Mezzanine Floor Plan
Scale 1:100

0 2m 10m

FILE: P:\1514 Elizabeth St Hotel\11 0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV # DATE:
[description]

DEVELOPMENT APPLICATION

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PROJECT
PALACE HOTEL
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SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Mezzanine Floor Plan

DRAWING NO 1514_DA04 REV **B**

1514_DA04

ARCHITECTS JAWS

Level 1 Floor Plan
Scale 1:100

0 2m 10m

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS
REV# DATE
[description]

DEVELOPMENT APPLICATION

PROJECT
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1514_DA05

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 1 Floor Plan

DRAWING NO 1514_DA05 REV **B**

ARCHITECTS JAWS

Level 2 Floor Plan
Scale 1:100

0 2m 10m

FILE P:\1514 Elizabeth St Hotel\11 0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV# DATE
[description]

DEVELOPMENT APPLICATION

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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

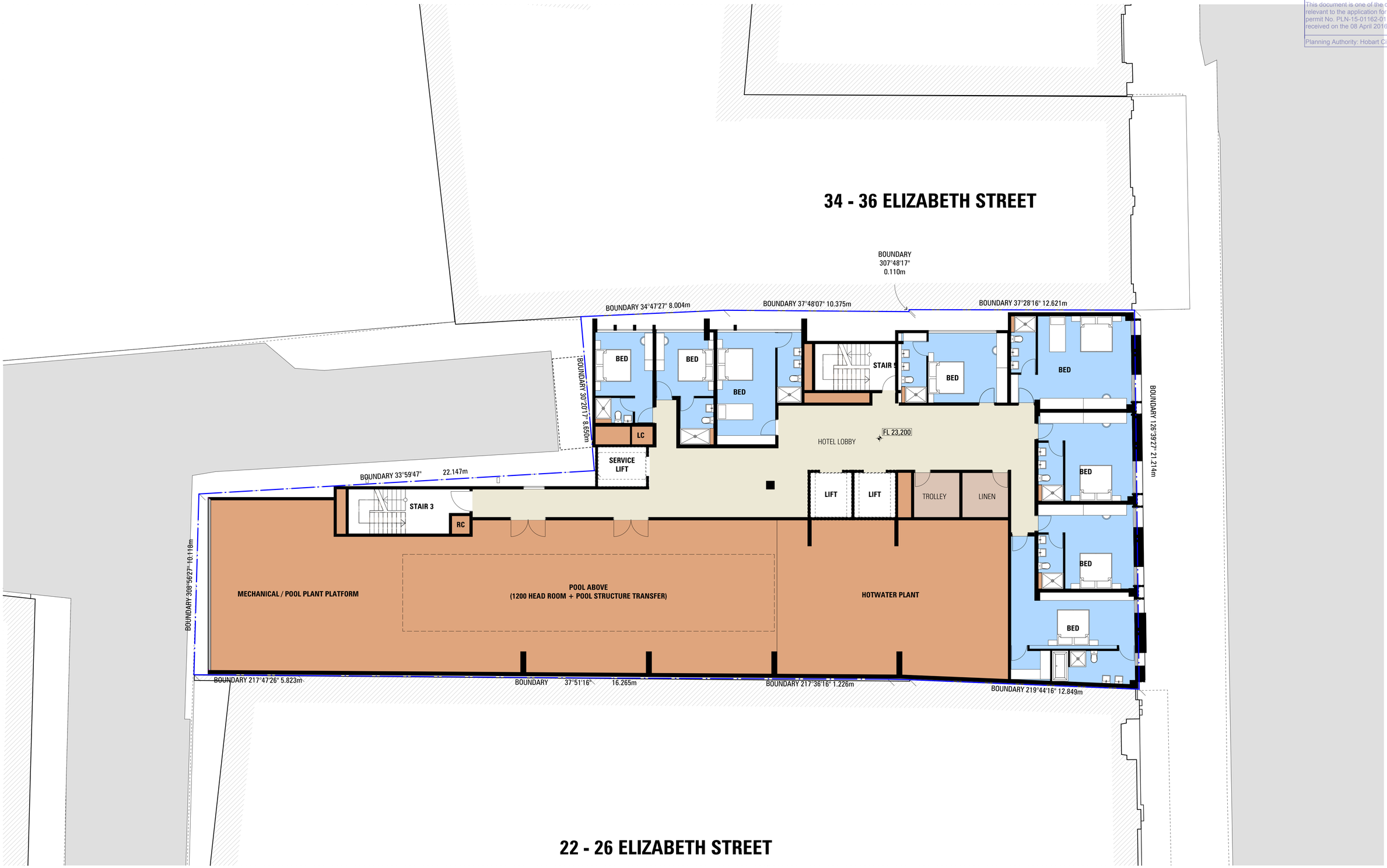
SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 2 Floor Plan

DRAWING NO 1514_DA06 REV **B**

1514_DA06

ARCHITECTS JAWS



Level 3 Floor Plan
Scale 1:100

RILE: P:\1514 Elizabeth St Hotel\1.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

0 2m 10m

DEVELOPMENT APPLICATION

REVISIONS:
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(Description)

PROJECT
PALACE HOTEL
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1514_DA07

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 3 Floor Plan

DRAWING NO 1514_DA07 REV **B**

ARCHITECTS JAWS

Level 4 Floor Plan
Scale 1:100

0 2m 10m

PROJECT
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SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 4 Floor Plan

DRAWING NO 1514_DA08 REV **B**

1514_DA08

ARCHITECTS JAWS

DEVELOPMENT APPLICATION

REVISIONS:
REV DATE
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Level 5 Floor Plan
Scale 1:100

0 2m 10m

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1514_DA09

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 5 Floor Plan

DRAWING NO 1514_DA09 REV **B**

DEVELOPMENT APPLICATION

REVISIONS:
REV # DATE:
[description]

FILE: P:\1514 Elizabeth St Hotel\1.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

ARCHITECTS JAWS

Typical Floor Plan (Level 6,7,8,9,10,11,12,13 & 14)
Scale 1:100

0 2m 10m

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1514_DA10

ARCHITECTS JAWS

DEVELOPMENT APPLICATION

PROJECT
PALACE HOTEL
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SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Typical Floor Plan - Level 6,7,8,9,10,11,12,13,14

DRAWING NO 1514_DA10 REV **B**

REVISIONS
REV # DATE
(description)

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

Level 15 Floor Plan
Scale 1:100

FILE: P:\1514 Elizabeth St Hotel\11 0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV # DATE:
[description]

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
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SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 15 Floor Plan

DRAWING NO 1514_DA11 REV **B**

1514_DA11

ARCHITECTS JAWS

Level 16 Floor Plan
Scale 1:100

0 2m 10m

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1514_DA12

ARCHITECTSJAWS

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

DEVELOPMENT APPLICATION

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Level 16 Floor Plan

DRAWING NO 1514_DA12 REV **B**

REVISIONS:
REV# DATE
(description)

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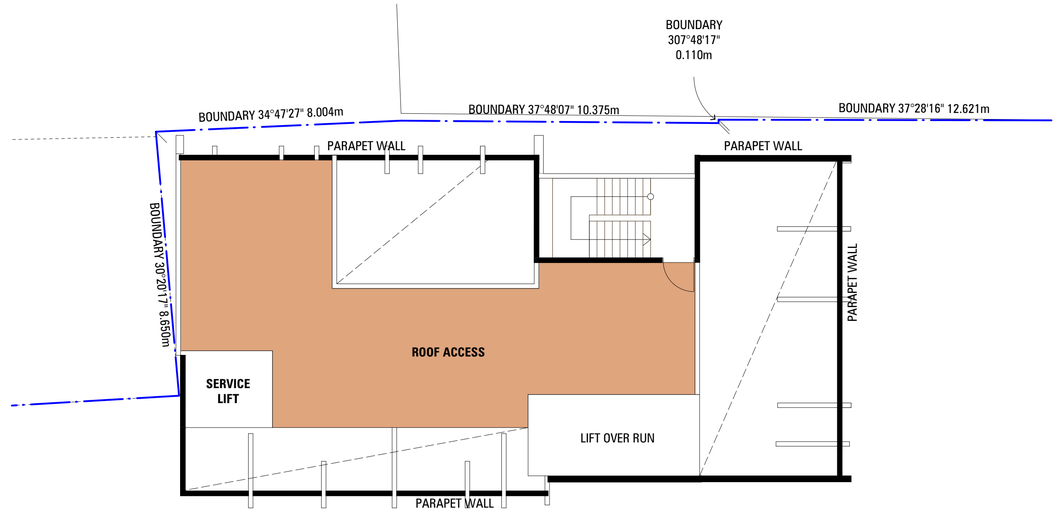

Lift Over Run / Ceiling Void
Scale 1:100

Level 17 Floor Plan
Scale 1:100

0 2m 10m

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS
REV# DATE
[Description]

DEVELOPMENT APPLICATION

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PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

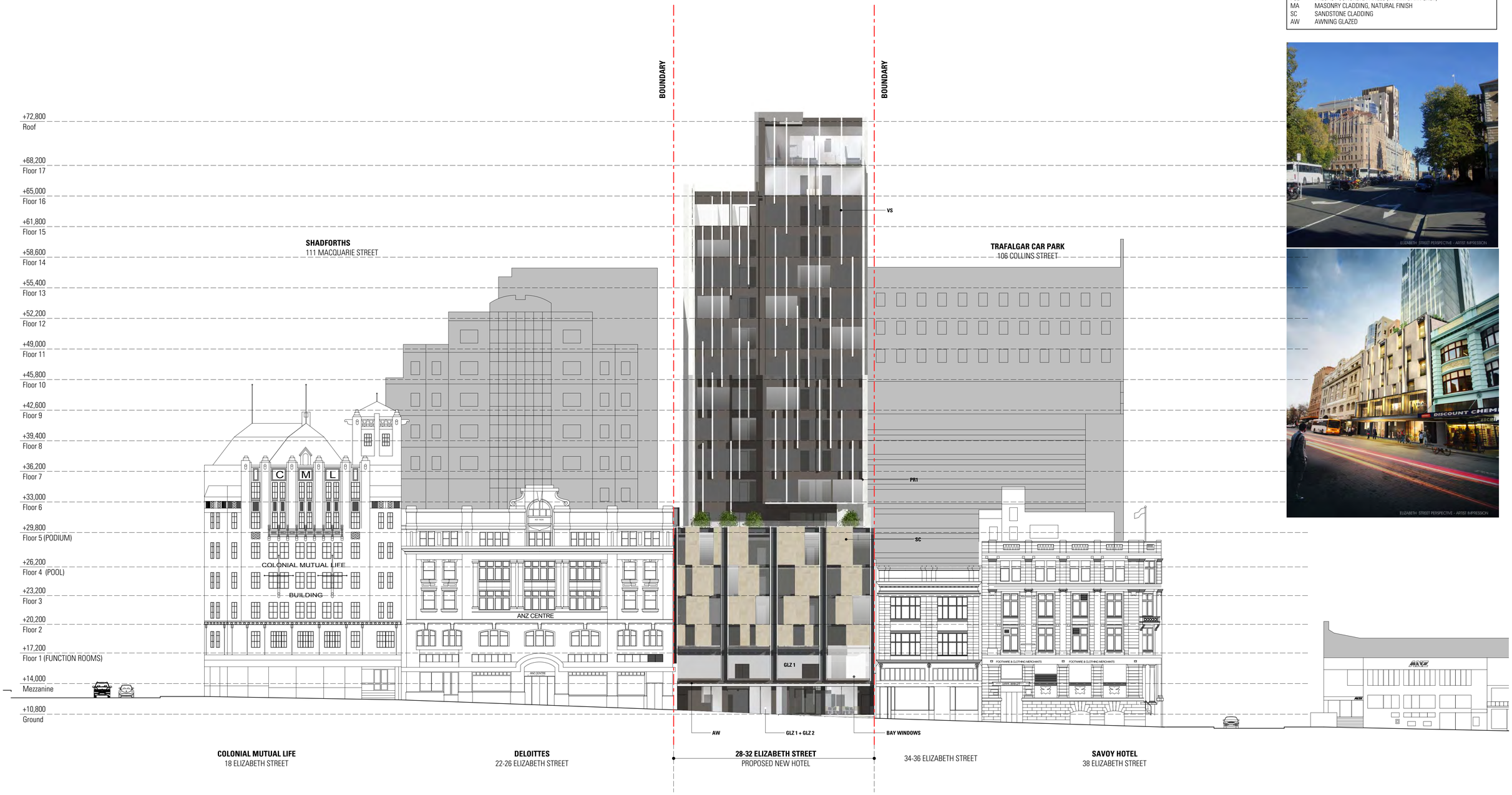
DRAWING
Level 17 Floor Plan / Ceiling Void Plan

DRAWING NO 1514_DA13 REV **B**

1514_DA13

JAWS ARCHITECTS

VS	VERTICAL SUNSHADE (POWDERCOATED ALUMINIUM)
LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PC1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MA	MASONRY CLADDING, NATURAL FINISH
SC	SANDSTONE CLADDING
AW	AWNING GLAZED



RILE: P:\1514 Elizabeth St Hotel\1.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

DEVELOPMENT APPLICATION

REVISIONS:
REV # DATE
(Description)

PROJECT
PALACE HOTEL
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Hobart, TAS, 7000

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1514_DA14

SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Elevation

DRAWING NO 1514_DA14 REV **B**

ARCHITECTS JAWS

VS	VERTICAL SUNSHADE (POWDERCOATED ALUMINIUM)
LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PC1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MA	MASONRY CLADDING, NATURAL FINISH
SC	SANDSTONE CLADDING
AW	AWNING GLAZED

1 South East Elevation
1:200

0 2m 10m

ILE: P:\1514 Elizabeth St Hotel\1.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
REV# DATE
(Description)

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
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1514_DA15

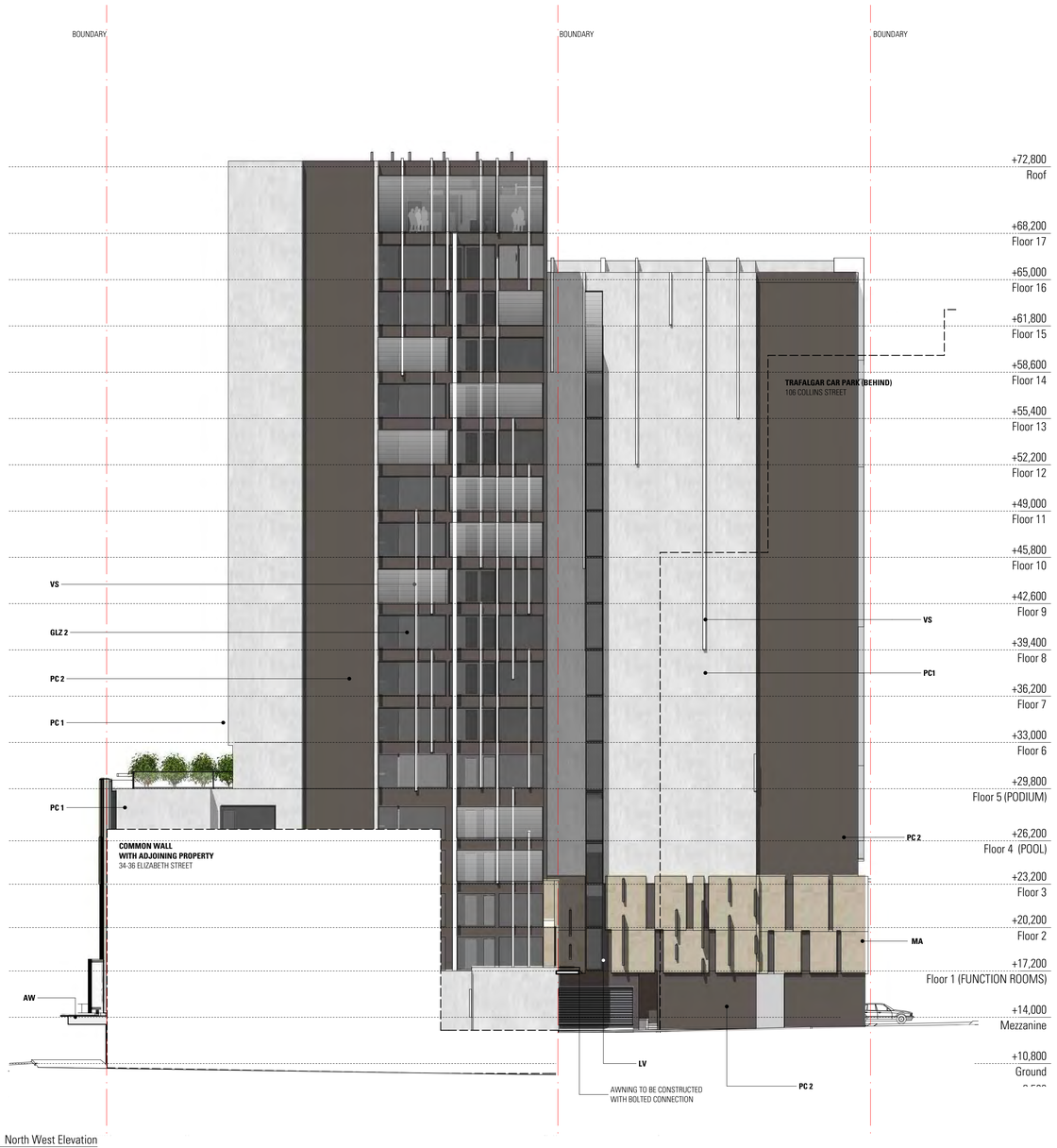
SCALE	1:200 @ A1 | 1: 400 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Elevation

DRAWING NO 1514_DA15 REV **B**

ARCHITECTS JAWS

1 South West Elevation | Trafalga Place Elevation
1:200



2 North West Elevation
1:200

VS	VERTICAL SUNSHADE (POWDERCOATED ALUMINIUM)
LV	LOUVRES-POWDERCOATED ALUMINIUM
GLZ1	GLAZED PANELS (FRAMELESS)
GLZ2	GLAZED PANELS (WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH)
PC1	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC2	PRECAST CONCRETE PANELS (WARM DARK GREY)
MA	MASONRY CLADDING, NATURAL FINISH
SC	SANDSTONE CLADDING
AW	AWNING GLAZED

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS:
ISSUE DATE:
(if required)

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
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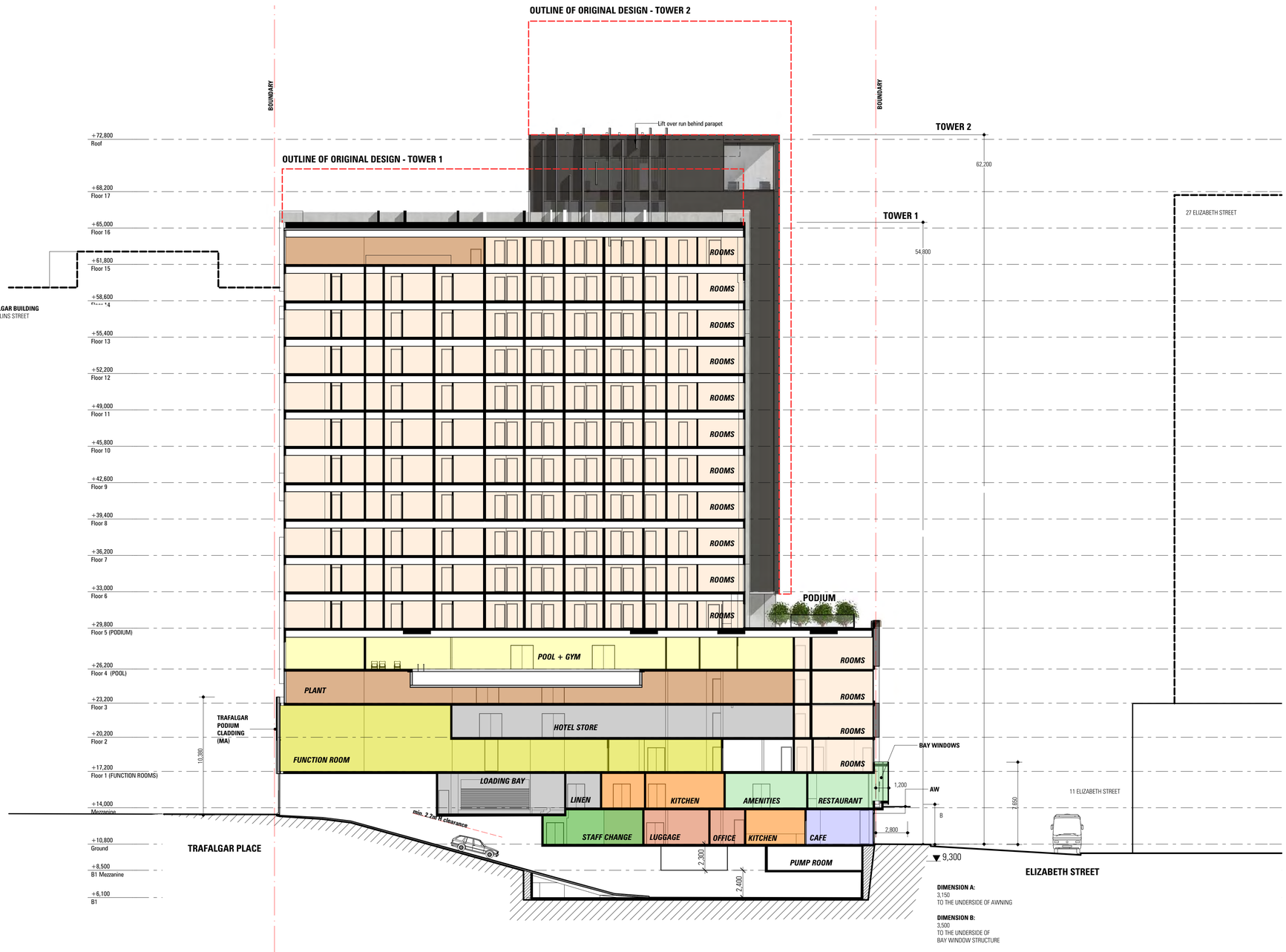
1514_DA16

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Elevations

DRAWING NO 1514_DA16 REV **B**

ARCHITECTSJAWS



SECTION
Scale 1:200

FILE: P:\1514 Elizabeth St Hotel\11.0 DRAWINGS\1514_Hotel model_DA_CURRENT.pln

REVISIONS
REV DATE
[description]

DEVELOPMENT APPLICATION

0 2m 10m

PROJECT
PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

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AUSTRALIA 7004

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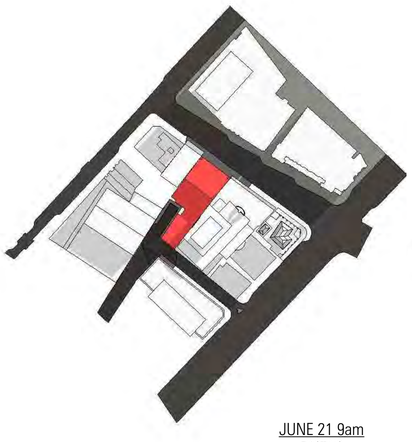
1514_DA17

SCALE	1:200 @ A1 | 1:400 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

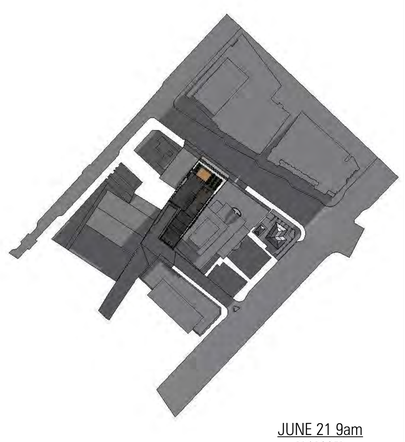
DRAWING
Section

DRAWING NO 1514_DA17 REV **B**

ARCHITECTSJAWS



JUNE 21 9am
EXISTING



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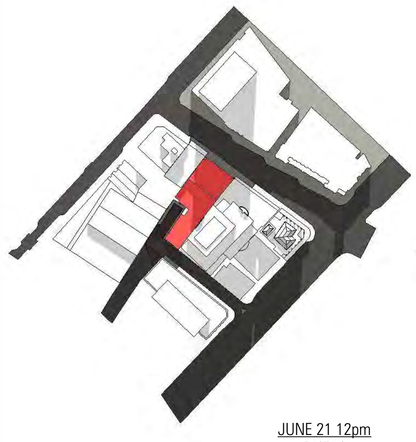

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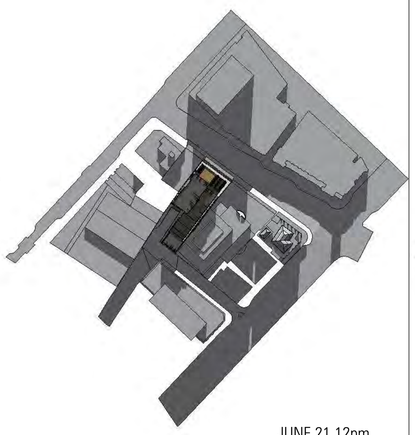

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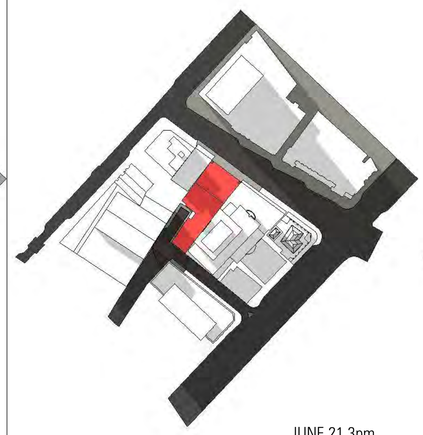

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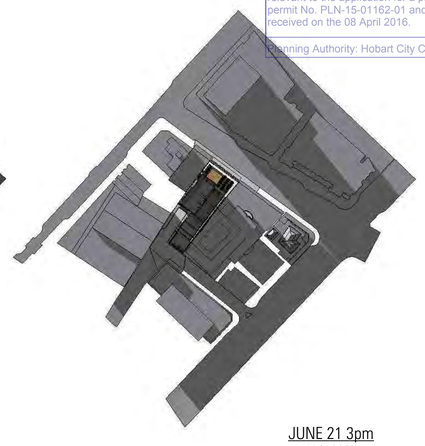

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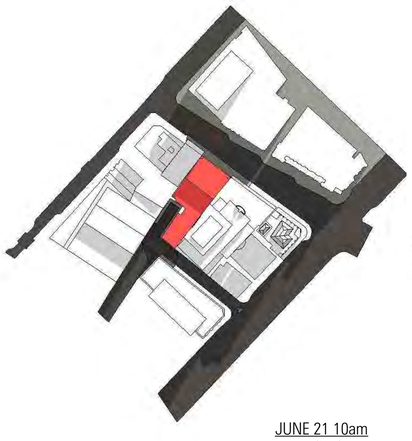

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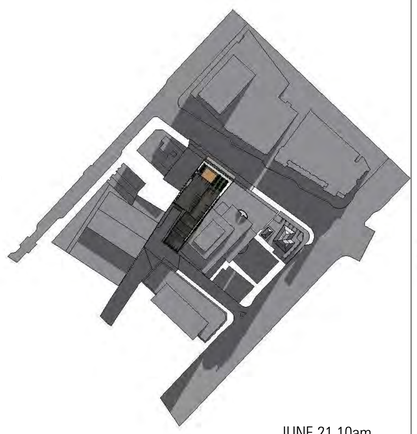

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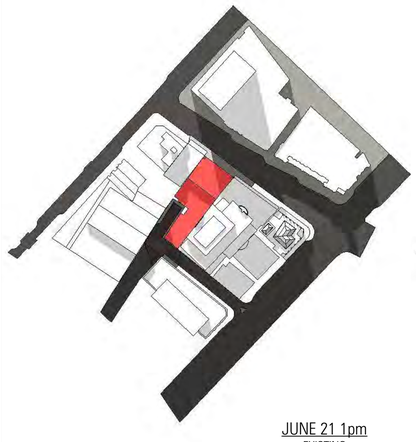

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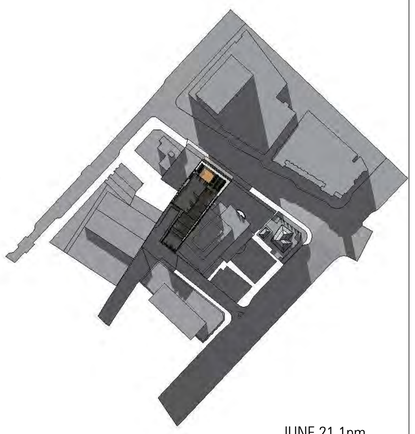

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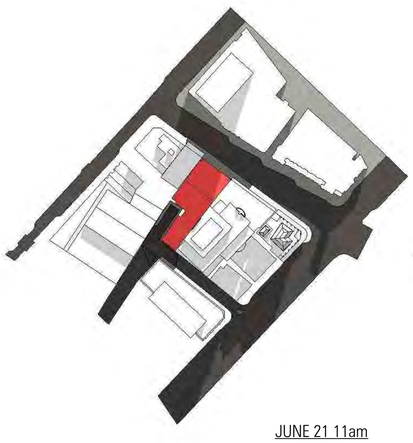

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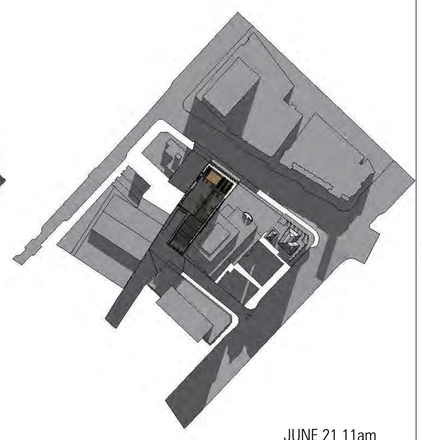

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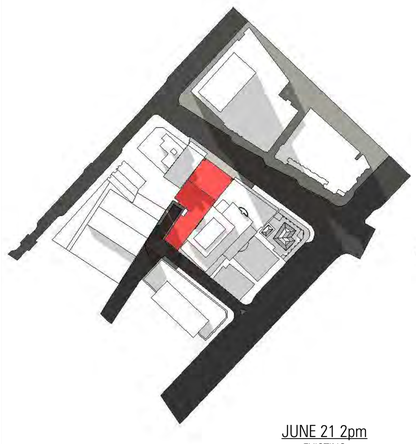

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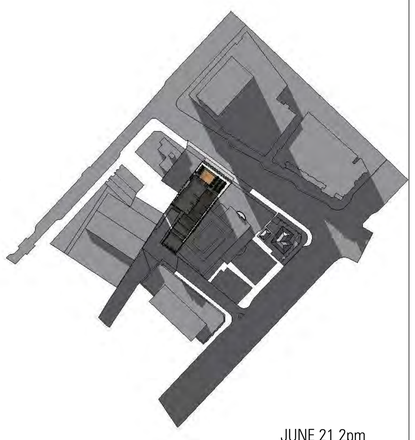

JUNE 21 2pm
PROPOSED

I:\LE P\1514 Elizabeth St Hotel\1.0 DRAW

REVISIONS:
REV# DATE
(description)

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

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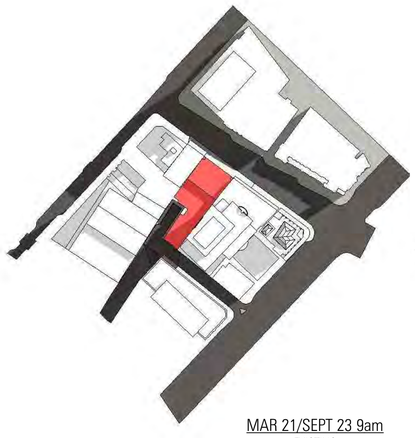
1514_DA18

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Sun Study - Winter Solstice

DRAWING NO 1514_DA18 REV **B**

ARCHITECTSJAWS



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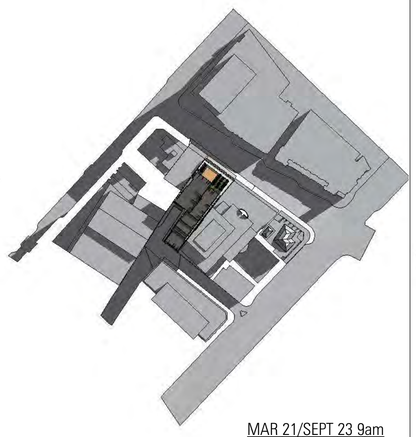

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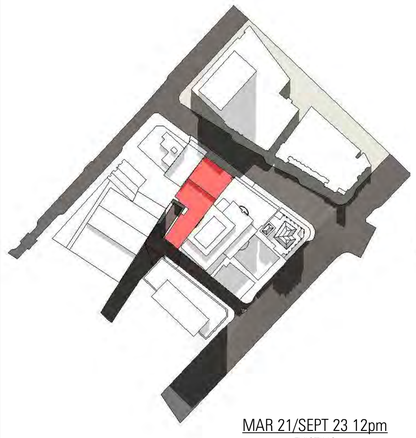

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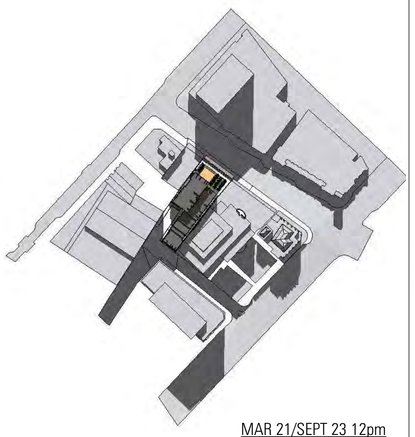

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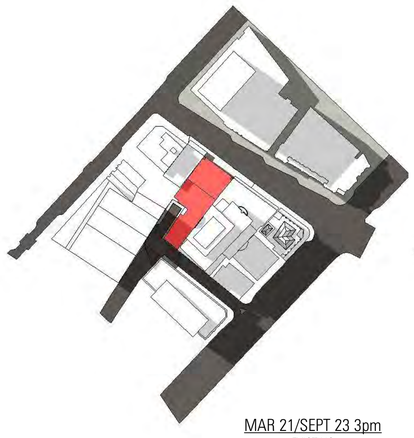

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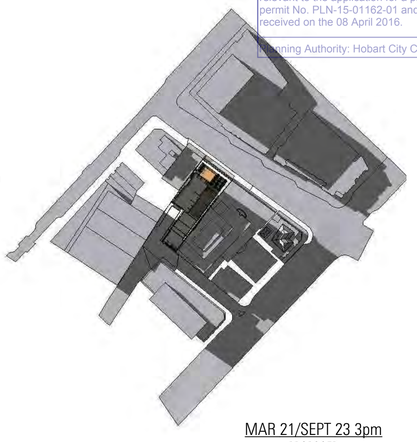

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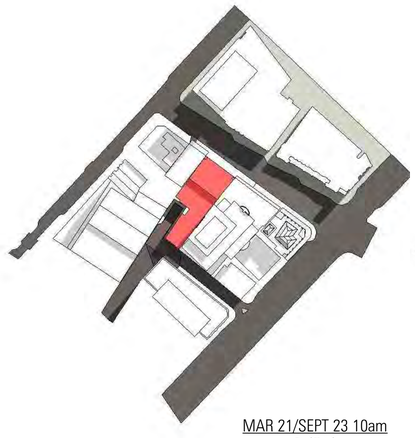

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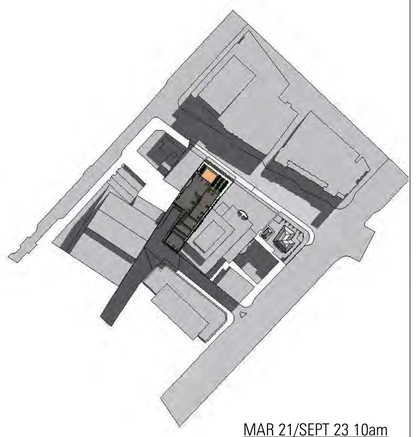

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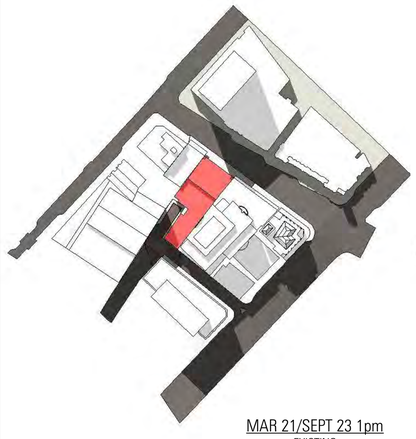

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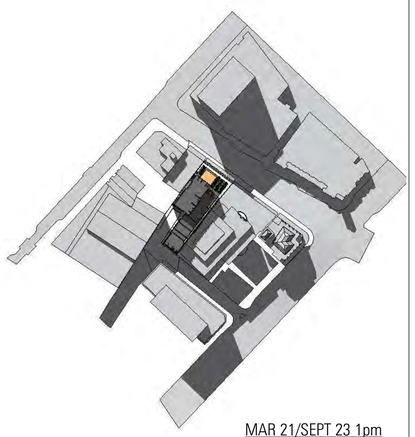

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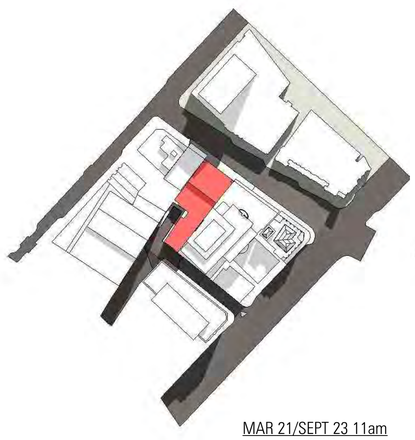

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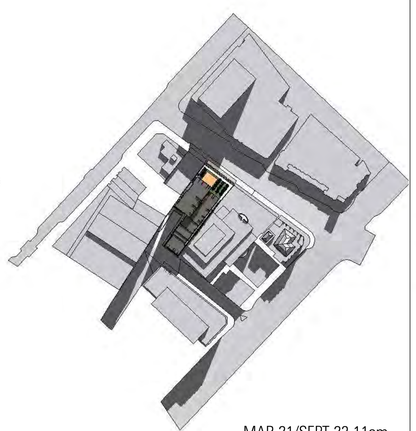

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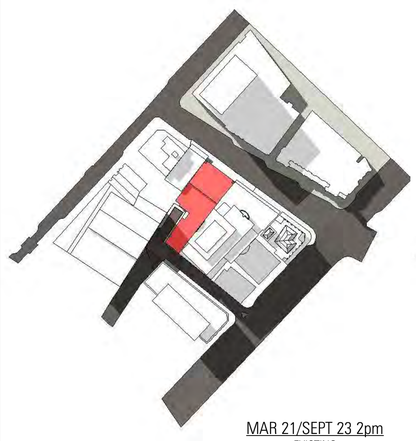

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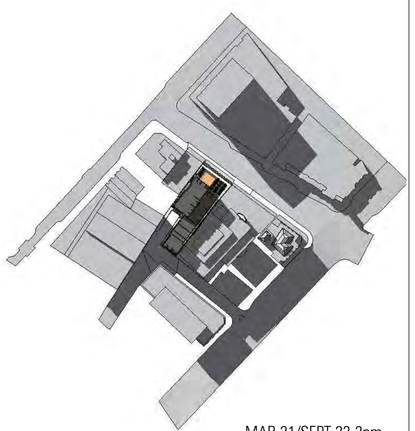

MAR 21/SEPT 23 2pm
PROPOSED

JACOB ALLOM WADE PTY LTD
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1514_DA19

ARCHITECTS JAWS

DRAWING
Sun Study - Equinox

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln	DRAWING NO	1514_DA19
		REV	B

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

DEVELOPMENT APPLICATION

REVISIONS:
REV# DATE
(Description)

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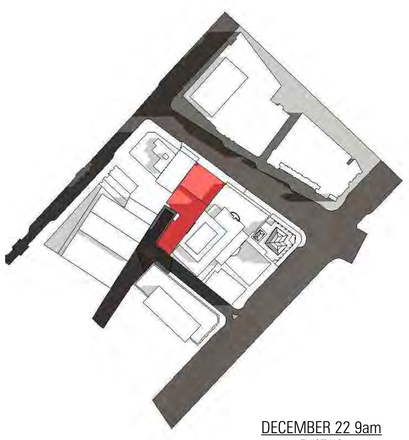

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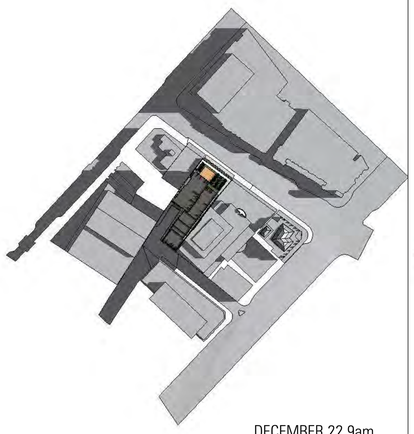

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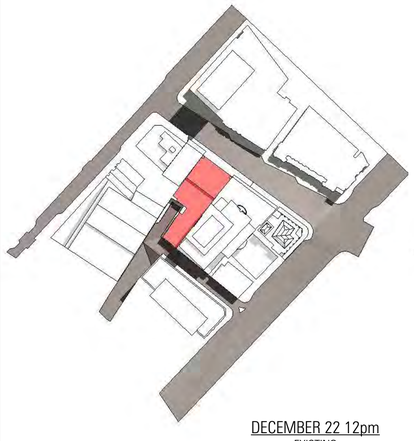

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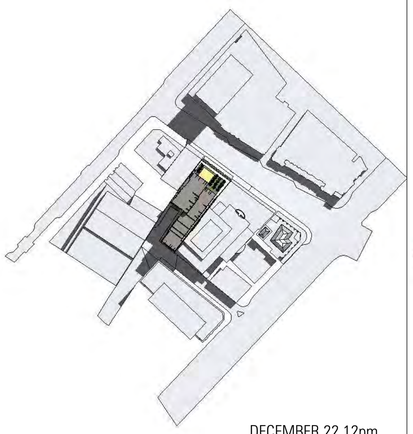

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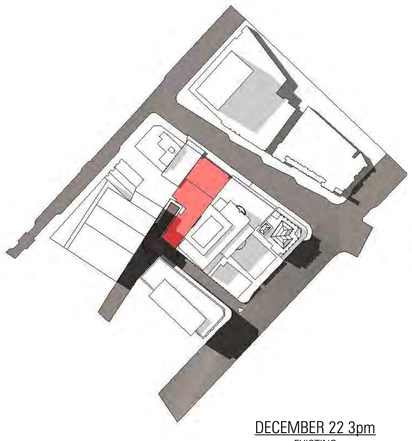

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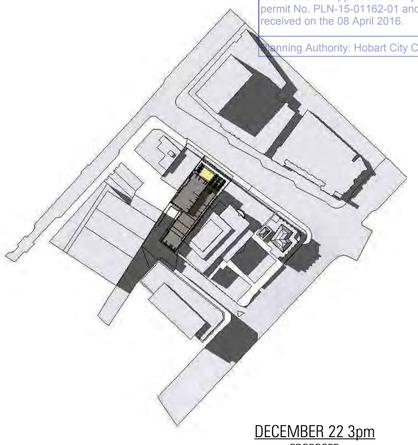

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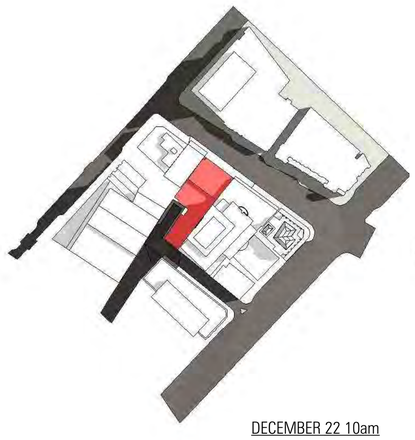

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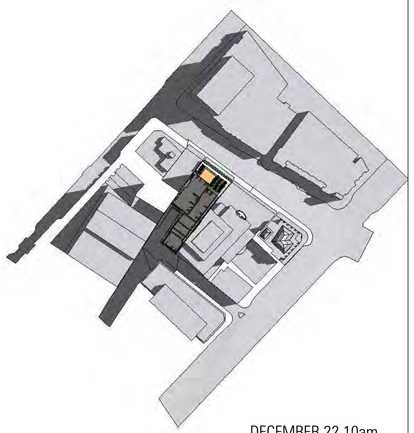

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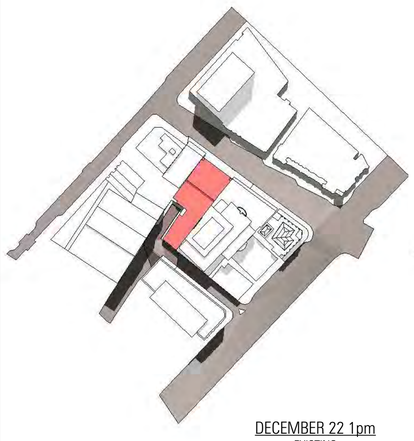

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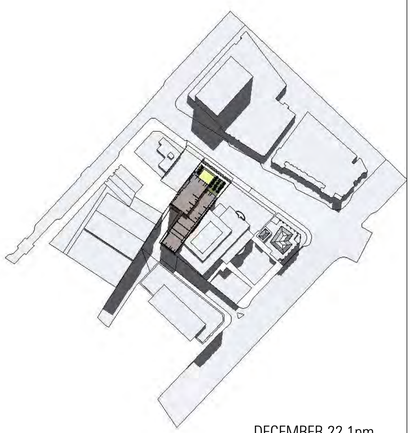

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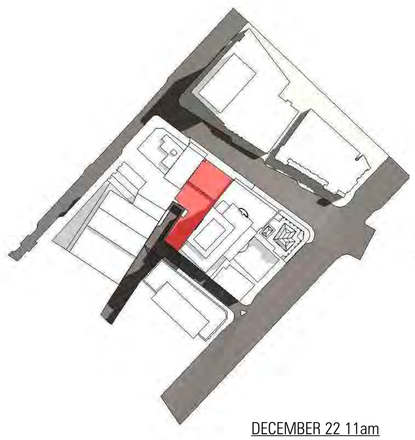

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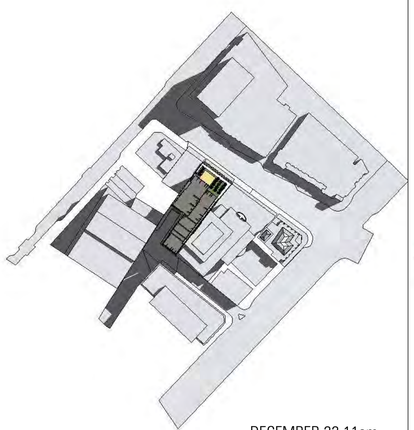

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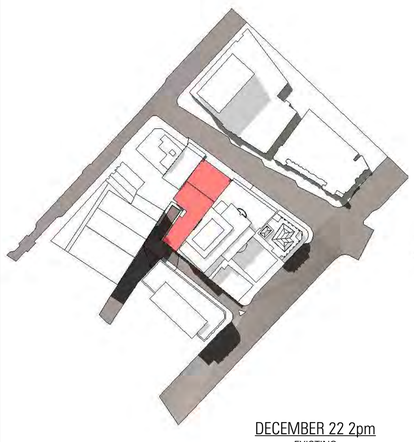

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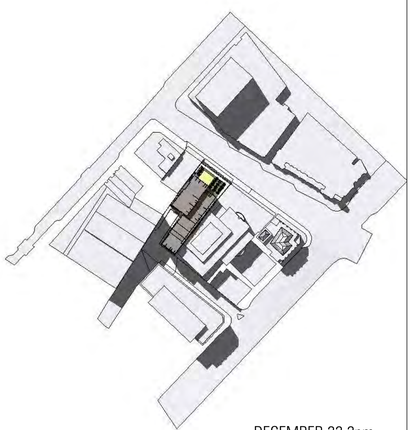

DECEMBER 22 2pm
PROPOSED

FILE P:\1514 Elizabeth St Hotel\1.1.0 DRAWI

REVISIONS:
REV# DATE
(Description)

DEVELOPMENT APPLICATION

PROJECT

PALACE HOTEL
28 Elizabeth Street
Hobart, TAS, 7000

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479
THE ORDNANCE STORE
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1514_DA20

SCALE	1:100 @ A1 | 1:200 @ A3		
DATE	APRIL 2016	PLOT DATE	8/04/2016
DRAWN	HL	ACCREDITED DESIGNER	NEAL MACKINTOSH
CHECKED	NM	ACCREDITATION NUMBER	CC1027V
CAD REF	1514_Hotel model_DA_CURRENT.pln		

DRAWING
Sun Study - Summer Solstice

DRAWING NO 1514_DA20 REV **B**

ARCHITECTSJAWS

Attachment C

MIDSON traffic pty ltd

traffic engineering transport planning road safety

www.midsontraffic.com.au
Keith Midson
Midson Traffic Pty Ltd
18 Earl Street
Sandy Bay TAS 7005
0437 366 040

8 April 2016

Mr Neal Mackintosh
Managing Director
JAWS Architects
21 Castray Esplanade
Battery Point TAS 7004

Dear Neal,

Palace Hotel - Revised Car Parking Layout Assessment

Further to our recent discussions, I am pleased to provide a traffic and parking assessment of the proposed car parking modifications to the Palace Hotel at 28 Elizabeth Street, Hobart.

The original development application included car parking above ground across four levels, with traffic circulation in an anti-clockwise motion. The revised car parking proposal is for a single level of car parking, located beneath ground.

1. Car Parking Layout

The revised car parking layout is shown in Figure 1. The upper ramp and loading area is shown in Figure 2. It provides the following components:

- A ramp from Trafalgar Place. The ramp has a moderately steep grade up to 28%, with a slight curve. Transitions are provided to ensure the passage of a B99 vehicle (transition of 12.5% at bottom of ramp).
- Parking for 13 cars and 2 motorcycles. One space is designated for persons with a disability.
- The general car parking layout is as follows:
  - → Space width - 2.4m
  - → Space length - 5.4m
  - → Aisle width - 6.4m
- A total of 6 columns are located within the car park between spaces.

The car park therefore generally conforms to the requirements of Australian Standards, AS2890.1 'Off Street Parking', 2009 for User Class 1A (residential, domestic and employee parking), noting that the

aisle width is larger than required by the Australian Standards therefore improving vehicle manoeuvring within the car park. The location of these columns conforms to the requirements of the Australian Standards (requiring the column to be located a minimum of 750mm from the end of the space from the aisle).

Figure 1 Revised Car Parking Layout

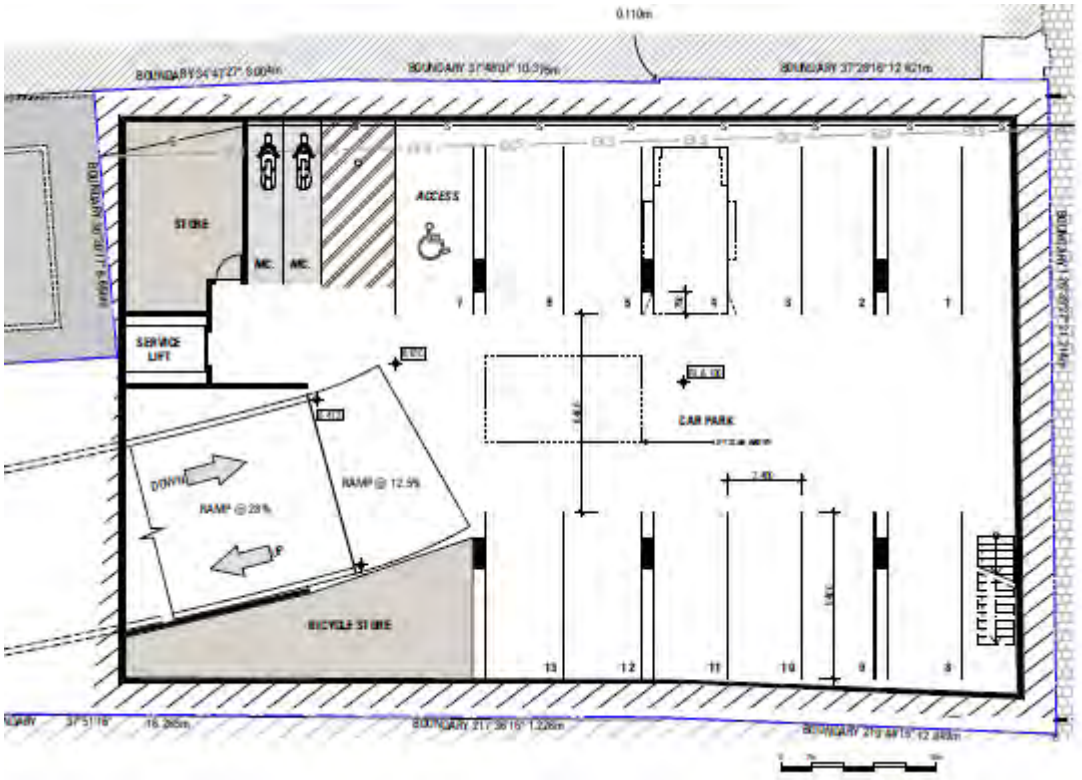
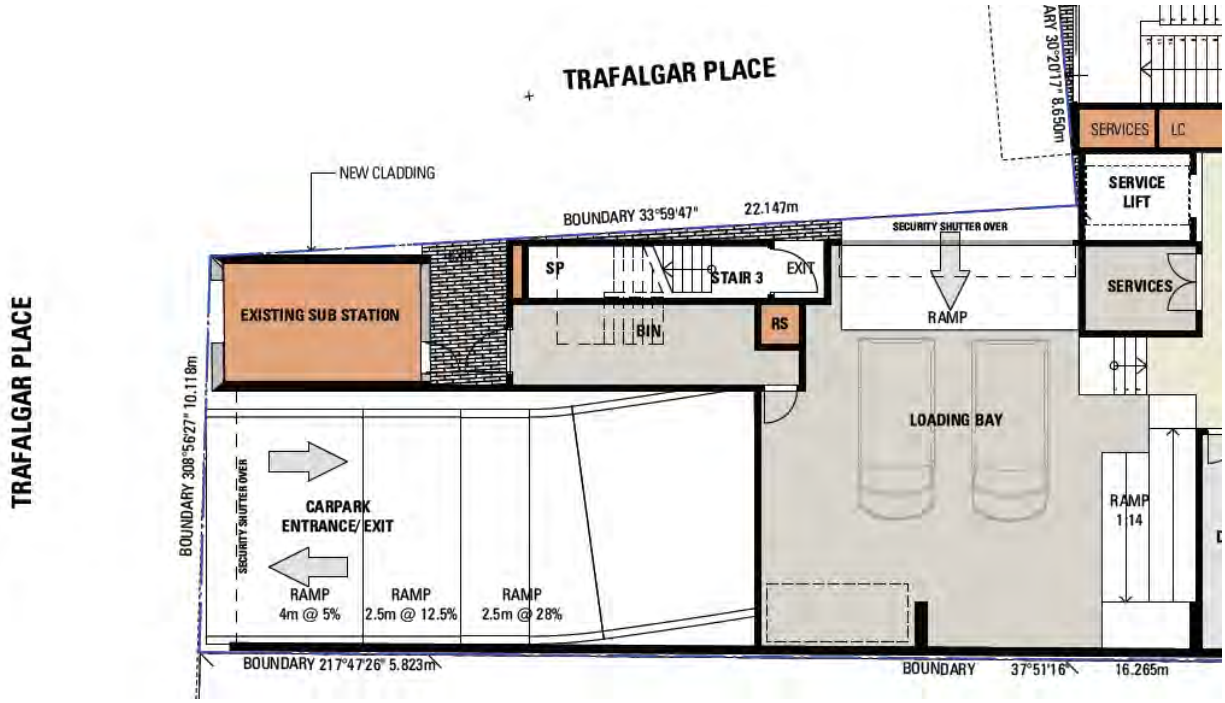


Figure 2 Upper Ramp and Loading Area



2. Ramp Assessment

The Australian Standards states that the maximum grade for a 'private or residential car park' shall be 25% (1 in 4). The proposed ramp exceeds this maximum grade by 4%.

The ramp grade is required in order to provide access to the car parking area whilst maintaining an adequate vertical clearance. The relatively constrained site restricts the ability to provide a less steep ramp grade.

The Australian Standards states (Section 2.6.2, noting that this is relevant for domestic driveways but still relevant for commercial ramps): "*NOTE: It is recognised that limiting domestic driveway grades to 25 percent maximum may not be practicable in some particularly hilly residential locations. The services of a professionally qualified person with appropriate experience may be required to make a judgement as to whether a particular grade line design is safe and environmentally sustainable".*

The ramp was therefore carefully assessed in terms of accessibility and safety. The following points were noted:

- The ramp accesses a total of 13 car parking spaces and 2 motorcycle spaces. The ramp will therefore have a relatively low volume of traffic.
- The use of the car park will be by staff and reserved guests only. Valet parking is likely to be utilised for guests due to its location.
- The design of the ramp should be in textured concrete to maximise skid resistance.
- The transitions of the ramp were tested against the Australian Standards B99 vehicle. The passage of a B99 vehicle does not 'bottom out' at the transitions on the ramp.
- The width of the ramp is sufficient to enable the passage of two vehicles in opposing directions through the curved section.

On this basis, the ramp was deemed to be acceptable from an accessibility and safety perspective. Appropriate signage should be placed at the commencement of the ramp highlighting the presence of a steep grade for motorists. Pedestrian access to the ramp should not be permitted and reinforced through appropriate signage at each end of the ramp.

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

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust CPEng NER

DIRECTOR
Midson Traffic Pty Ltd