



## **Design Report: State Cinema Expansion**

15 July 2016

## By way of an Introduction....

The Development Application, of which this report forms a part, is the latest stage in the continual evolution of the State Cinema, a Hobart icon that has entertained generations of Tasmanians for over 100 years. Currently it is a multi cinema complex with eight screens plus a Rooftop Cinema, now extending to 10 screens, but it is the cultural mythology that swirls around it which is indeed almost as real, and if anything, even more important, than its actual function.

It is simply an icon, Hobart's own Cinema Paradiso.

## A PERSONAL OVERVIEW

To quote (in part) Tasmania's most acclaimed writer, Richard Flanagan, when he opened the Bookshop and last major rear extension:

*'Hobartians have had a long love affair with the State Cinema. They've rallied for her, they've stood up for her when time are tough and she in turn has given back with fundraisers, with support of local causes and film makers and, not least, most importantly, by becoming more than a venue, by becoming a corner stone in our public life.'*

*But then what is the whole marvelous history of the State Cinema—our State—but one of quixotic dreams and quixotic dreamers who have made this cinema the ongoing success it is? It is true that the Korsør Biograf Teater in Denmark, officially the oldest in the world, having opened in 1908, is five years older. But the State, which was 100 years old in October 2012, is now one of the oldest cinemas in the world. I do believe there is a spirit about buildings and places that survives all change and vicissitudes. Some places we instinctively recognize as dark and oppressive. Others are liberating. The State is one such place and in all its various incarnations has been the strange creature of passionate owner-guardians and an equally passionate community.*

*When it first opened as the North Hobart Picture Palace in October 1913, it began much as it has ever since continued—the result of the enthusiasm of its owner-builders, brothers in law Edward Morris and Alf Chennall, coupled to the support of the local community. As well as being a business, the Picture Palace ran benefits for local brass bands, Gallipoli widows, and those injured in the very first car smashes. The initial cinema orchestra seems to have been largely recruited from the North Hobart brass band, adjunct of and occasional rival to the North Hobart Football Club.*

*And from the beginning its proprietors were in it up to their necks, always living the dreams as well as projecting them. Alf Chennall did vaudeville turns when movies failed to appear or projectors broke down. Rather marvelously Chennall and Morris did their own sound effects with various props offstage. During westerns wet mattresses would be thrashed with bamboo canes to give the sound of galloping horses; a large sheet of iron hung in the corner of the stage would be shaken for thunder; and a 44 gallon drum half full of peas would be rolled to recreate the sound of wild seas rushing up virginal beaches—the standard sublimated imagery evoking orgasmic jetsam.*



The State in 1935

*After Chennal and Morris there were other proprietors, then hard times as a billiard hall and boxing gymnasium until rescued and restored by Ross Holyman in 1948. When in 1974 when it was discovered that the State was to be sold and turned into a furniture store—the sorry fate of the grand old Avalon in Bathurst St—it was in consequence of the protests by the community that Philip Adams bought the State for the Federal Government. Gough Whitlam opened the refitted and modernised cinema the following year. In the park opposite a crowd stood behind a banner that read ‘Viva Gough!’*

*The State was kept going for the AFI through the 80s and 90s by a new manager, Adrian Jacobson, son of the traveling picture showman Ollie Jacobson who built Tasmania’s first sound projector and was projectionist here off and on from the 30s through to the 60s. Adrian, who spent his infancy in a pram in the projection room watching reels spin round, built on the deep affection people felt for the cinema and several times was able to galvanise strong community support to stave off sale. When the government could no longer be persuaded and set out to sell off the theatre in 2002, Adrian saved the State by persuading John Kelly to buy it and keep it going as a cinema.*

*The State Cinema then is our Cinema Paradiso, and there is about it the most wonderful romance.*

*The new building has been designed, dug, drilled, hammered, sawn, operated, and financed by one man. Its present guardian and impresario, Mr John Kelly, for some years literally lived behind the screen of his main cinema in a small flat he set up for himself there. These days, like the cinema himself he has risen somewhat and now lives in an eyrie in another part of the marvelous labyrinth that is the State today. For many years John’s enthusiasms were confined to the catacombs of the State where he could be found digging, excavating very large holes with a passion rivaled only by Gina Rinehart or Twiggy Forest. And amazingly out of the mists of Elizabeth Street the ghosts of cinema goers past and present have emerged and kept emerging. The cinema revives and becomes an outstanding success as Kelly modernises the premises with a series of open cut mines he converts into new cinemas.*

*It is as much an emotional commitment to a place as it has been a commercial venture. And in these most recent renovations, Kelly restores to his beloved State something of the animating principle of early cinema embodied in the State’s first name, the Picture Palace—the idea of a special place one is simply happy to be in and socialise in; an idea of society and fraternity so utterly at odds with the halitosis stench of stale popcorn and spilt*

*drinks arising from the festy mouth of the modern multiplex.*

*The whole thing has arisen organically and will continue to grow organically. The bar, the cinemas, the bookshop will in large extent develop and become what we choose to make of them. John Kelly runs the State on emotion and love. And more than one glass of pinot.*

*(Finally).. I want to say thank you, because this place brings me—as I know it does so many, many Hobartians—the greatest pleasure. It enriches us and it enriches our city. I want to thank John, not just for rescuing the State, but finding within it and making of it the magical place we have today.*

The latest stage in the growth of the State has been for John to take over the adjacent building directly to the north of the cinema, an anonymous box owned and occupied by Unions Tasmania.

The intention is to create a series of building forms which represent on the street the approximate forms of the existing spaces and voids, but now enlivened and integrated into a series of glazed and screened facades that reflect the proposed new uses to which the spaces will now be utilised.

### **New Cinemas**

The first step is to extend and enlarge the existing small cinema adjacent the side laneway down to the rear carpark and for it to become a much larger volume, with the removal of the existing toilets. In front of this cinema is located a new glazed lift and a new staircase. A new cinema is added on the First Floor and a new cinema is added in the existing Basement. The stairs and the lift connect all three levels and provide for the first time an effective means of vertical circulation opening off the Front of House Foyer.

The proposed and enlarged cinemas are as follows:

Basement: 64 standard seats and 3 disabled

Ground: existing cinema enlarged to become 104 standard seats and 3 disabled

Ground: the existing main cinema enlarged by 20 seats and 2 disabled to 114 and 3 disabled

First Floor: 60 standard seats and 3 disabled

As can be seen, the 2 largest cinemas will open directly off the main Ground Floor lobby area. Commensurate with the increase in cinemas is an increase in toilets. The new smaller cinemas will be located in the new enlarged Basement and on the new First Floor, thus freeing up the Ground Floor to provide an enlarged foyer area now required as a more open milling space for all movie goers, prior entering their respective cinemas.



### The External Expression of the New Extension

I have included parts of the Bookshop Opening speech given by Richard Flanagan for a very simple reason, and it is to reiterate that the importance of the State Cinema goes far beyond its comparatively modest, fairly conventional early 20<sup>th</sup> century façade.

It now is the main economic driver for the whole of North Hobart, in the process creating around it a vibrant urban precinct, with the evolution of a dynamic restaurant lined strip on either side of Elizabeth Street down from the cinema complex itself. The whole precinct especially comes alive at night.

It is in recognition of this prominence that the design of external visual expression of the new extension has evolved as a form, and its new symbol is the new fully glazed 3 storey staircase.



The new stair tower element in Elizabeth Street at night (without wunderkammer boxes shown – to future detail)

The staircase is more than simply vertical circulation, it is the story of the reborn cinema complex expressed as a 'Tower of Fabulous Cinema Tales', a vertical series of glazed display boxes 'wunderkammer' (cabinets of curiosities) which highlight all the different aspects of a visit to the movies.



### The Movie Tower

The proposed tower is a visual celebration of the movies. It is wrapped at its top in daylight LED screens on three sides, beyond the glass, which will project outwards at night and act as the band of a 'crown'. This will have a changing series of moving colourful graphics (that will be evolved in the future), but that will continually express the presence of the State Cinema to the street as a glamorous movie palace, as in times gone by.



Times Square, N Y – a very different scale and yet very celebratory, the echo of which is intended for the State.

The State Cinema is in its own way the local North Hobart version of Times Square, which is New York's celebration to urban life and cinema. There will be advertising in so far as it relates to telling the general public what is happening within movie-wise, but it will not have any non-movie related material. The LED displays are very much a visually dramatic, colourful celebration of the movies.



The 'jewel in the crown' a wrap around panel of LED screens with a moving series of images



The State Cinema has a large collection of memorabilia, objects of all sorts which have been given to John over the years, which will be catalogued and arranged as a series of static displays in glass sided boxes, vitrines, which will be display lit and hung behind the glass to be visible from outside and inside, day and night.

These are traditionally called 'wunderkammer' or cabinets of curiosities.



An original wunderkammer – a room with a collection of wonders (curiosities)

Some cabinets will contain memorabilia, old projectors and the like, others traditional posters and the more recent phenomenon of digital previews screened on LED TVs, all informing and enticing the passer-by to enter inside. There will be further cabinets in the void in the centre of the stairs, and also on the external skin of the glass enclosure around the glass sided lift.



Cinema advertising graphics have been an integral part of cinemas ever since the very beginning of film projection to entertain a paying audience, and considering the impressive



history of the State Cinema and the wide number of significant people from all walks of life for whom it has been important, it is beholden on us as designers to honour and really celebrate this remarkably impressive story.



### **The New Extensions to Elizabeth St. (Former Union Building)**

Whilst the proposed tower is the centrepiece of the proposed new development, adjacent to it is a recycled façade and new infill buildings, which collectively express the history of development of upper end of Elizabeth Street.



Where there was an existing laneway between older buildings, this is now expressed as a new building with a simple glazed façade, and where there is an existing building, the former Union Offices, whose front façade only will now be remodelled, we are developing



a design where the new new facade is in accordance with the HCC North Hobart Urban Fabric Guidelines, and a visual extension of the existing urban streetscape.

For the Union Building we propose to create a vertical louvred sunshade to the upper wall plane forward of the existing facade, so it appears to 'float' The intention is to clad this upper level in a wall of vertical slats finished in a bronze anodising, reflecting in a dignified way the 'glitz' that is an integral part of the movie world. The louvres are prefabricated into vertical banks with a slight curve / scalloping to give a greater visual rhythm (and a quasi 1950's quality)



The new vertical slat façade to the Union Building

The design of these slats will be such so as to ensure visual 'closure' when viewed obliquely within the street, but they will be angled so that they should not appear so 'open' (when viewed in elevation) that the solid / void expression in the street is lost.

The original historic façade of the State Cinema will be visually extended by the composition of new contemporary facades. The historic brick façade at one end and a vertical screen slat wall on the other will balance each other through similar massing proportions whilst the dramatic and animated tower will become the new beacon for the enlarged 'State Cinema'.

The Union Building will become a new mixed-use development, with the lower floors becoming retail / offices opening off Elizabeth St, with a new recessed top storey created by three new flats, all capturing the views across the roofs of North Hobart to the city beyond.

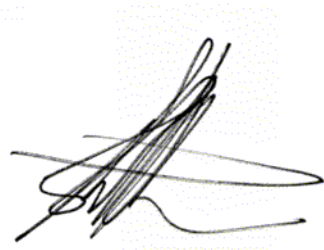
**In conclusion**

The history of the State Cinema, and the wide number of people from all walks of life for whom it has been important, is very significant value in its own right, and in addition, the recent 'flow on' economic value to the whole of North Hobart precinct has meant that the current cinema complex has a very real importance well beyond its most beginnings.

We are of the belief that there should be an architectural celebration of the State Cinema that is appropriate to its role, and that we have endeavoured to do, whilst being cognisant of the streetscape of North Hobart, and the heritage of the original building.

We trust you agree.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Robert Morris-Nunn', with a large, stylized flourish at the end.

Robert Morris-Nunn

Architect – Director Circa , Associate Professor UTAS



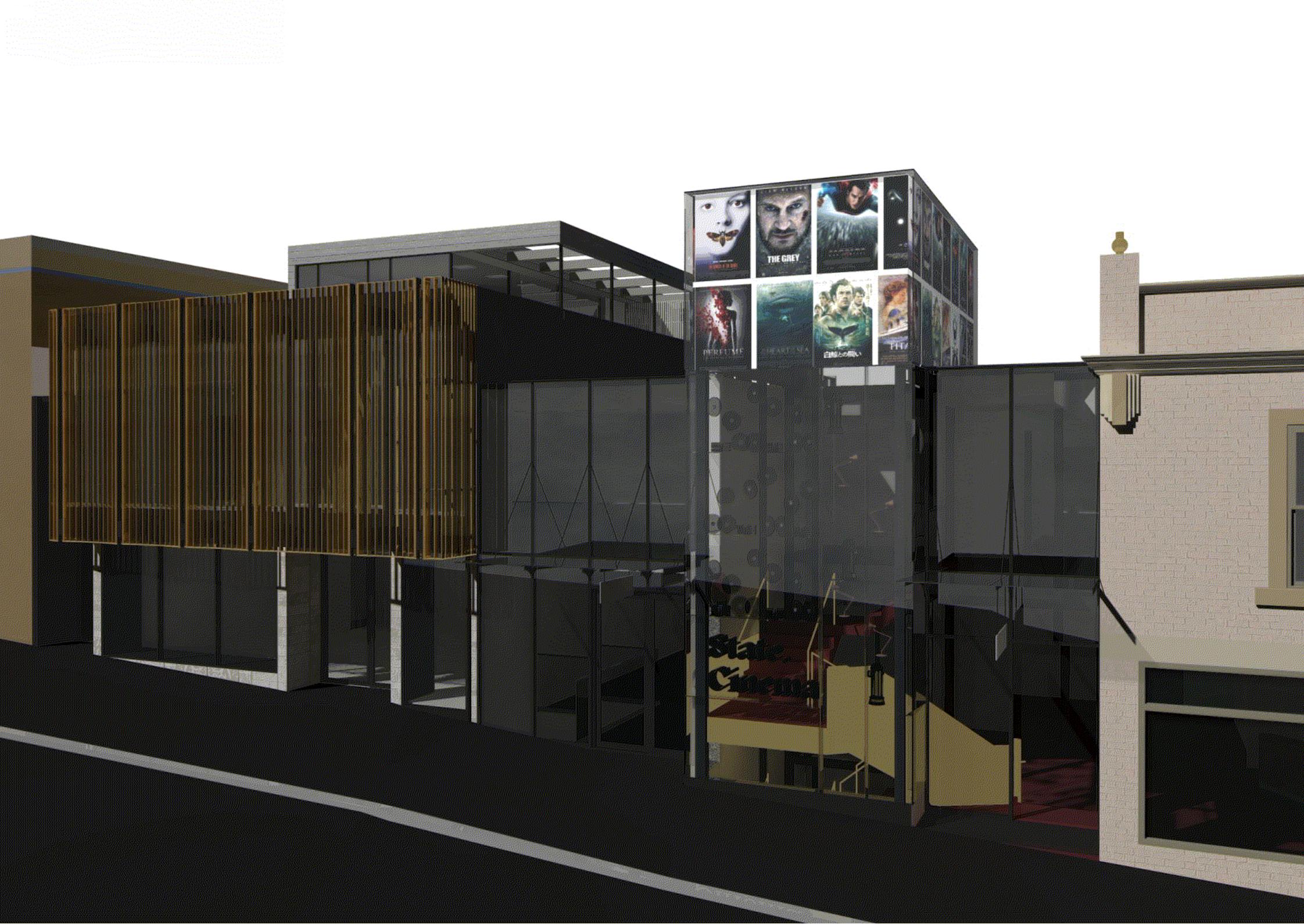


# State Cinema Proposed Redevelopment

for John Kelly

## Drawing List

- DA0.00 cover page
- DA1.00 site plan
- DA1.01 demolition plan
- ~~DA1.02 car parking plan~~ drawing removed
- DA2.01 ground floor plan
- DA2.02 level 1 floor plan
- DA2.03 level 2 floor plan
- DA2.04 basement floor plan
- DA2.05 roof plan
- DA3.01 elevations
- DA3.02 overview massing images
- DA4.01 cinema addition sections
- DA4.02 new building sections
- DA4.03 building relationship section





General Site Notes:

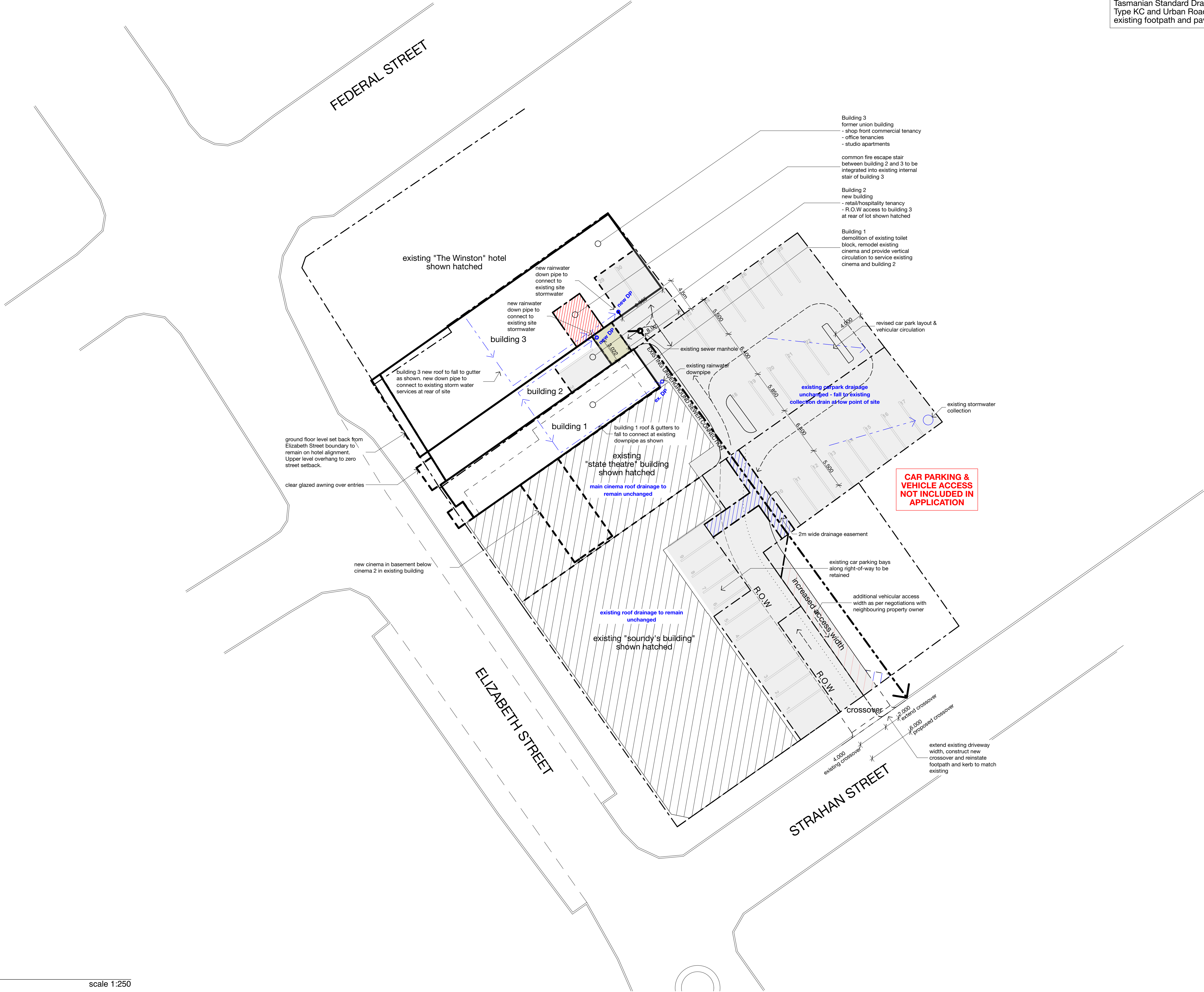
1. Any redundant crossovers are to be re-instated to footpath, kerb and gutter in accordance with (IPWEA) LGAT - Tasmanian Standard Drawing TSD-R14-v1 and TSD-R15-v1 Type KC and Urban Roads Footpaths TSD-R11-v1 to match existing footpath and pavers.

revisions

B	29.09.2016	additional information for application for planning permit
C	11.11.2016	car parking removed from application

1 Site Plan plan scale 1:250

PRELIMINARY



original drawing size				<b>A1</b>	
10	20	30	40	50	60
1:10	1:50	1:100	1:200		

State Cinema

John Kelly

375-379 Elizabeth Street  
North Hobart  
Australia, 7000

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site plan

plan

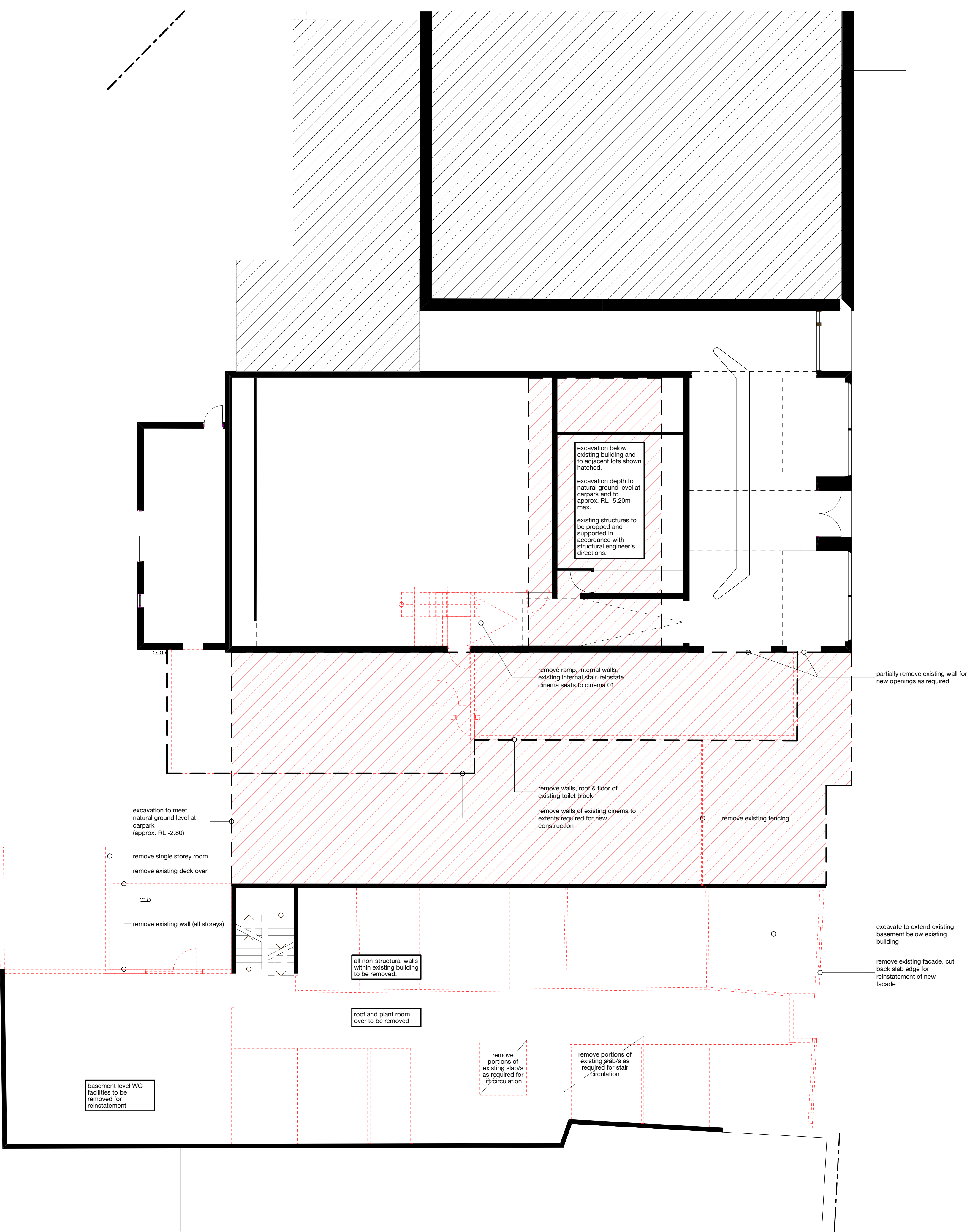
status: Application for Planning Permit

print date: Friday, 11 November 2016

drawing ref:

1601-DA1.00 C





1 demolition plan  
plan scale 1:100

PRELIMINARY

pre

original drawing size										A1
10	15	20	25	30	35	40	45	50	55	1:10
10	15	20	25	30	35	40	45	50	55	1:50
10	15	20	25	30	35	40	45	50	55	1:100
10	15	20	25	30	35	40	45	50	55	1:200

**State Cinema**  
John Kelly  
375-379 Elizabeth Street  
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Australia, 7000

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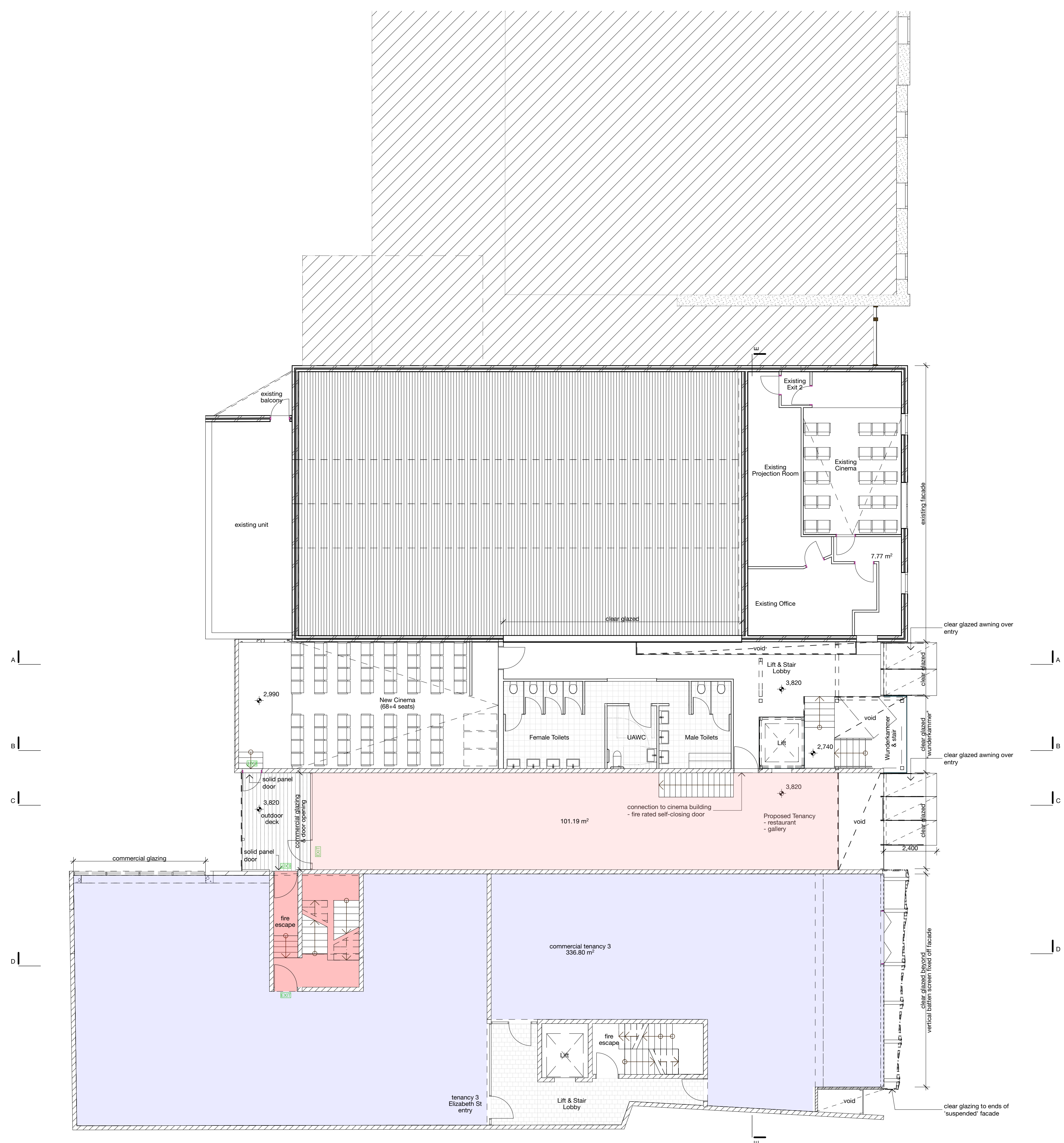
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**demolition plan**  
plan

status: **Application for Planning Permit**  
print date: **Friday, 11 November 2016**  
drawing id: 8880

1601-DA1.01





original drawing size

**A1**

10	5	2.5	500	1:10
				1:50
				1:100
				1:200

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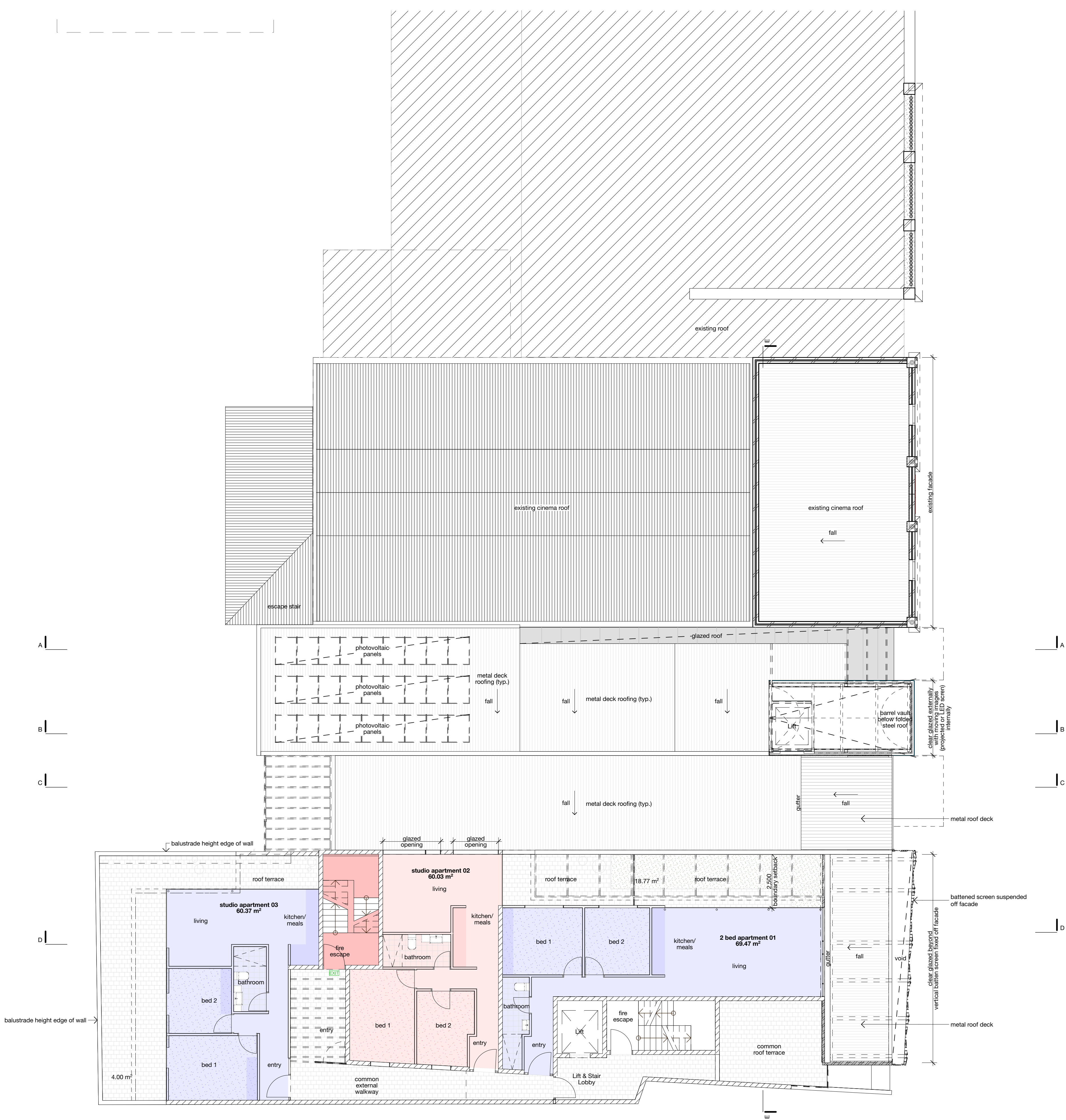
**circa** *morris-munn architects*  
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**level 1 plan**  
plan

status **Application for Planning Permit**  
 print date **Friday, 11 November 2016**  
 drawing n° \_\_\_\_\_ issue \_\_\_\_\_





1 Second Floor plan scale 1:100

PRELIMINARY

pre

original drawing size				A1
1000	500	250	125	1:10
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1000	500	250	125	1:100
1000	500	250	125	1:200

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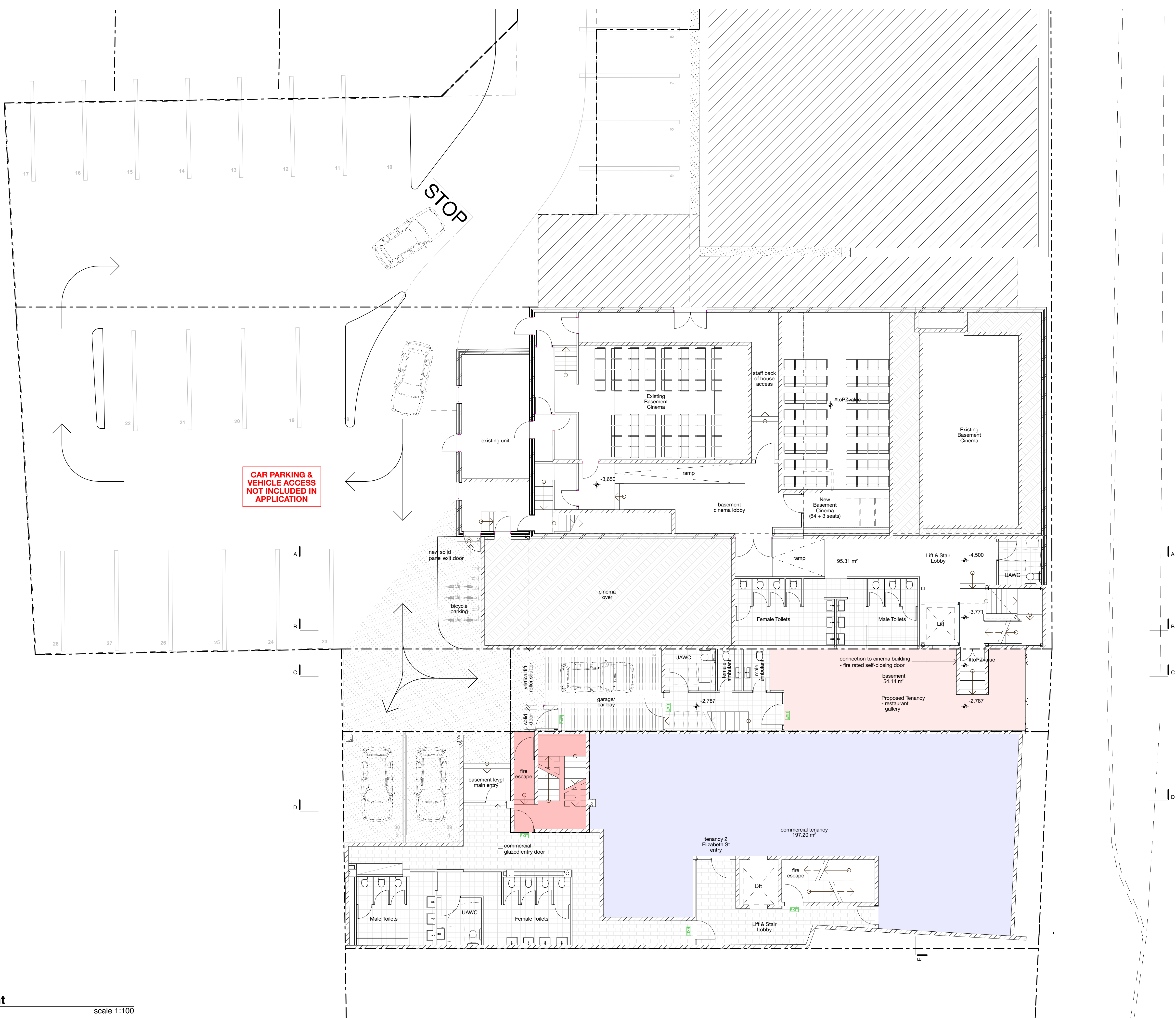
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**level 2 plan**  
plan

status **Application for Planning Permit**  
print date **Friday, 11 November 2016**

drawing ref 1601-DA2.03 88/86





original drawing size

1:10	1:50	1:100	1:200
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basement plan

plan

status

Application for Planning Permit

print date

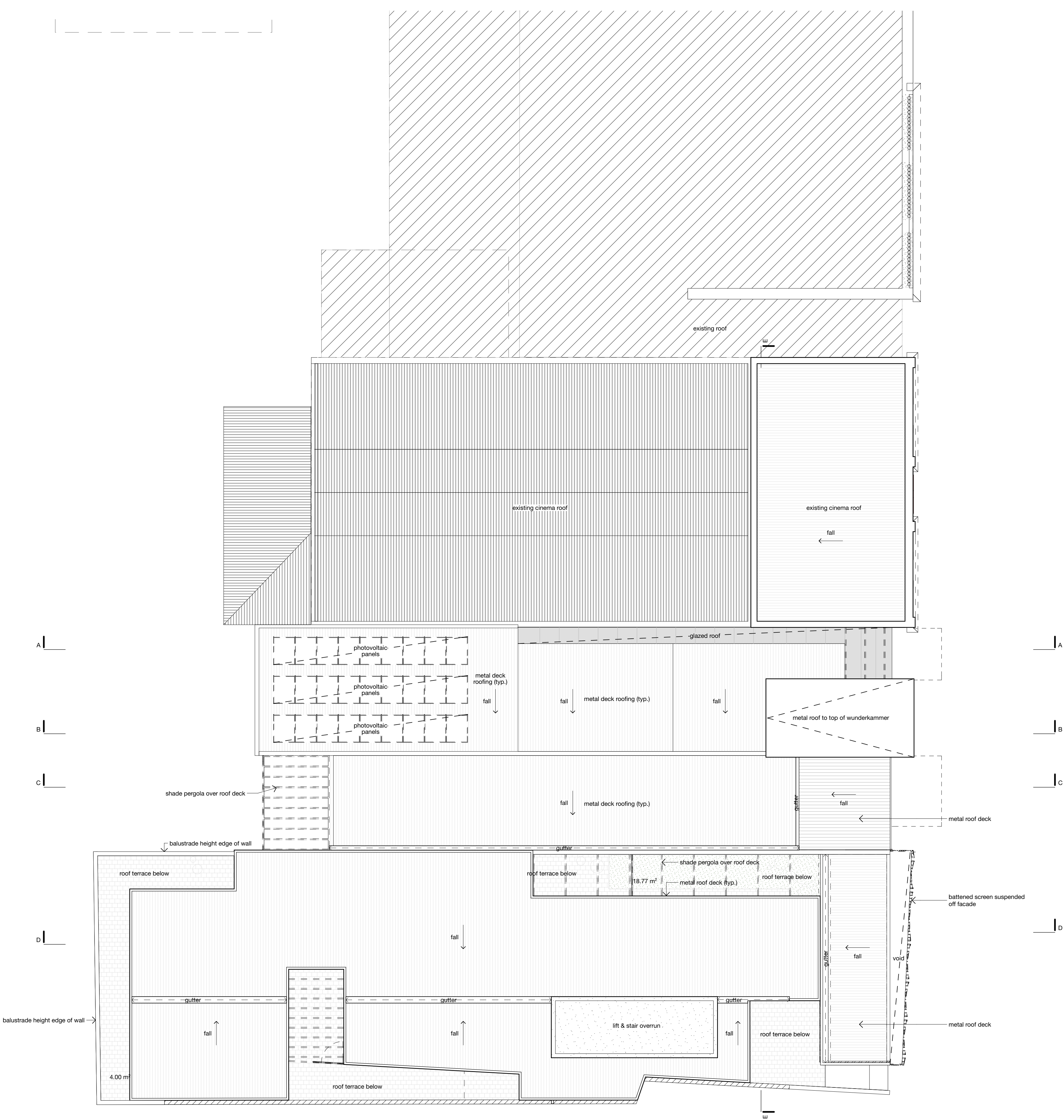
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drawing ref

1601-DA2.04

8840

A



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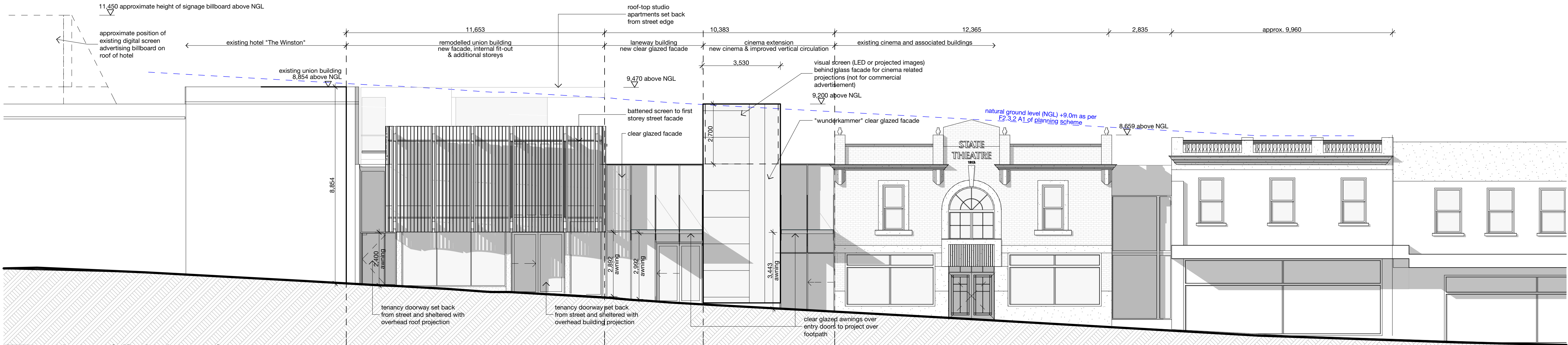
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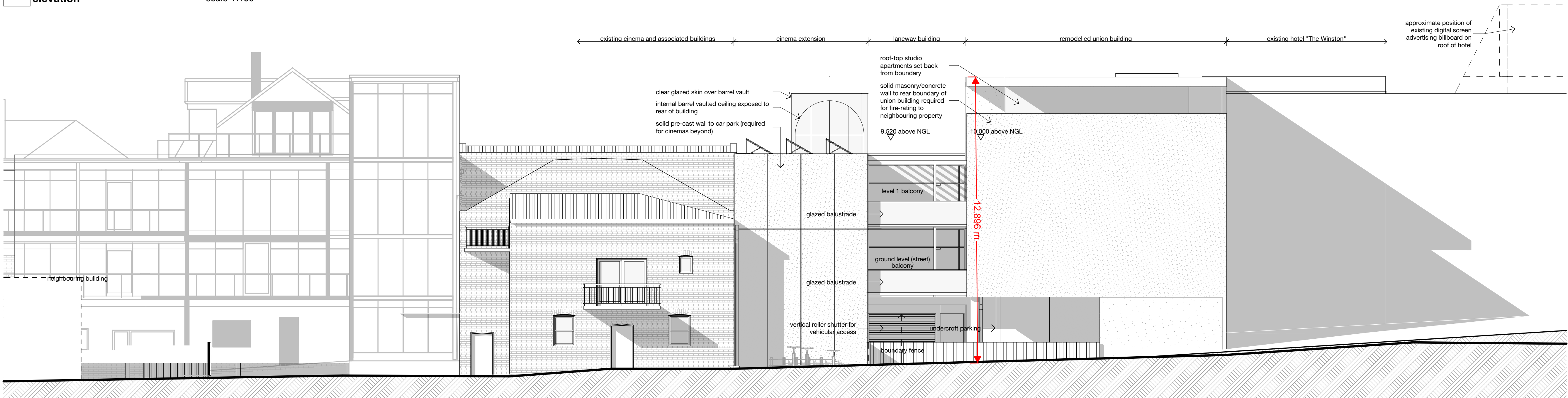
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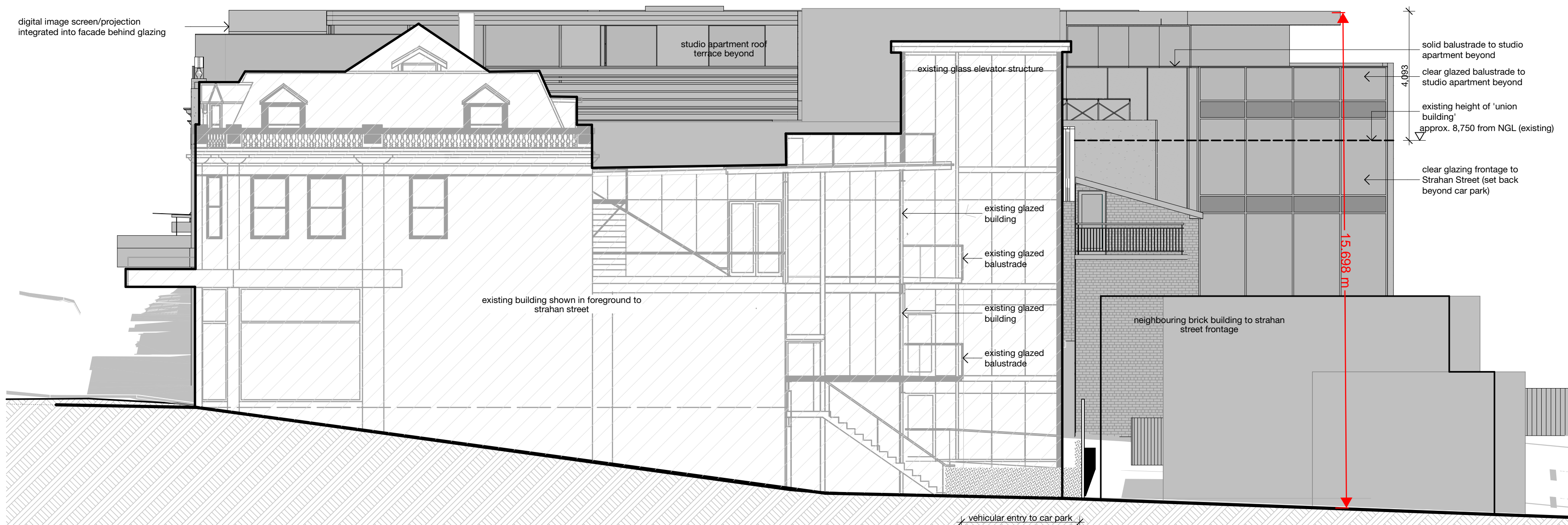




1 south west (elizabeth street)  
elevation  
scale 1:100



1 north east (rear carpark)  
elevation  
scale 1:100



1 South East (strahan street)  
elevation  
scale 1:100

original drawing size

1:10	1:10
1:50	1:50
1:100	1:100
1:200	1:200

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**elevations**  
elevation

status: Application for Planning Permit  
print date: Friday, 11 November 2016

drawing ref: 1601-DA3.01 B



batten screen suspended from upper level over shop frontage. Density of battens selected for 'solid' appearance to upper level.

moving images on LED screen or projection screen to be visible at night through glass. imagery used is to be cinema-related projections only, reflective roof installation over to cap modest 'tower' form as place marker.

clear glazed ground floor windows & doors to tenancy. Doors set back from street frontage to provide cover at entrance.

clear glazed 'wunderkammer' cabinet of curiosities/memorabilia

tenancy frontage clear glazed & recessed from street frontage to reinforce 'laneway' between buildings consistent with traditional Elizabeth Street building massing.

clear glazed awning over entries

clear glazed door recessed from street frontage to reinforce 'laneway' between buildings consistent with traditional Elizabeth Street building massing.



elizabeth street massing overview

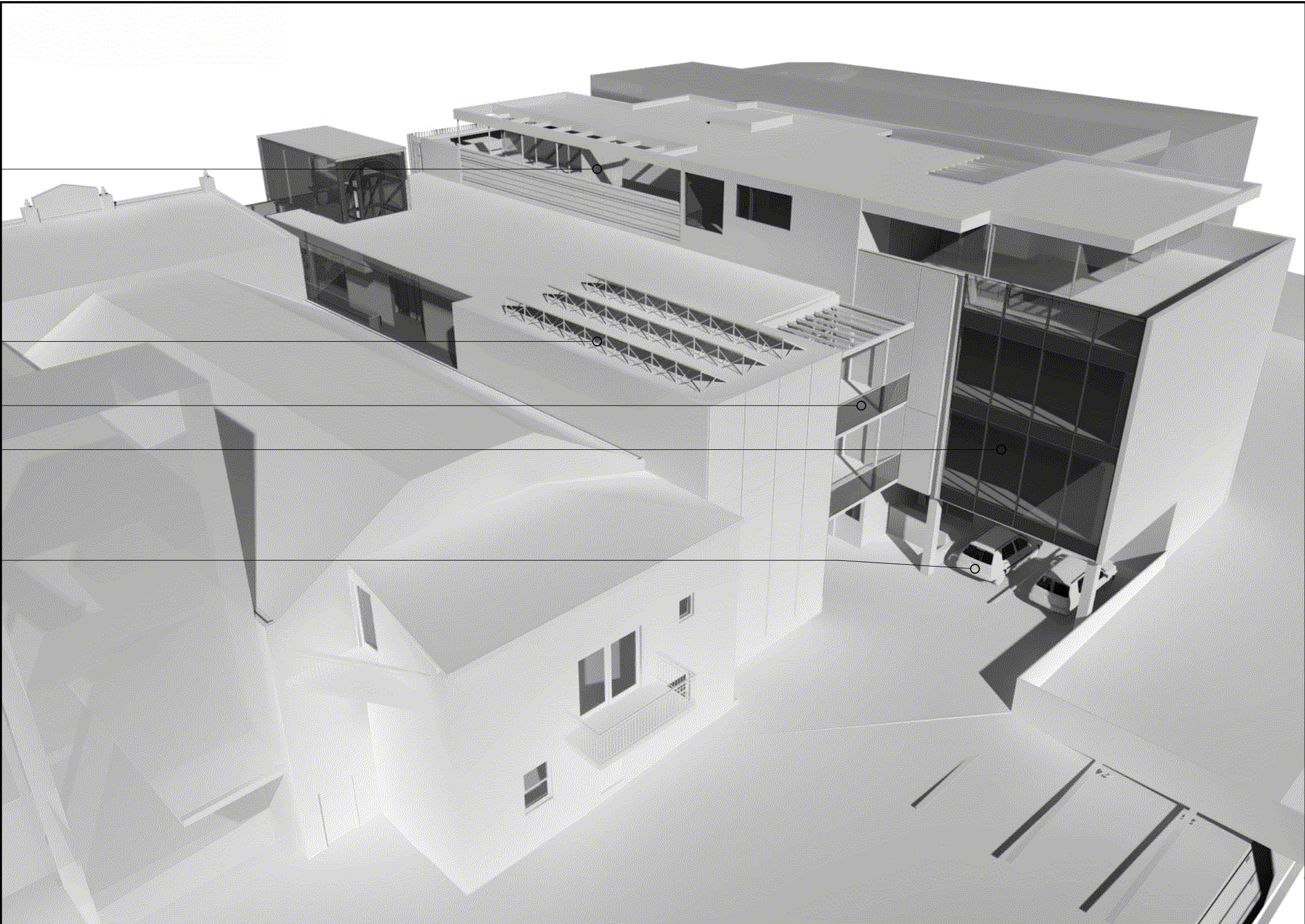
roof terraces to studio apartments

photovoltaic panels to roof of rear cinema

rear balconies and access to escape stairs from building 2

clear glazing to rear of commercial tenancies

basement-level car parking below building



rear massing overview

original drawing size

A1

1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200
1:10	1:50	1:100	1:200

State Cinema

John Kelly

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Overview Massing Images  
elevation

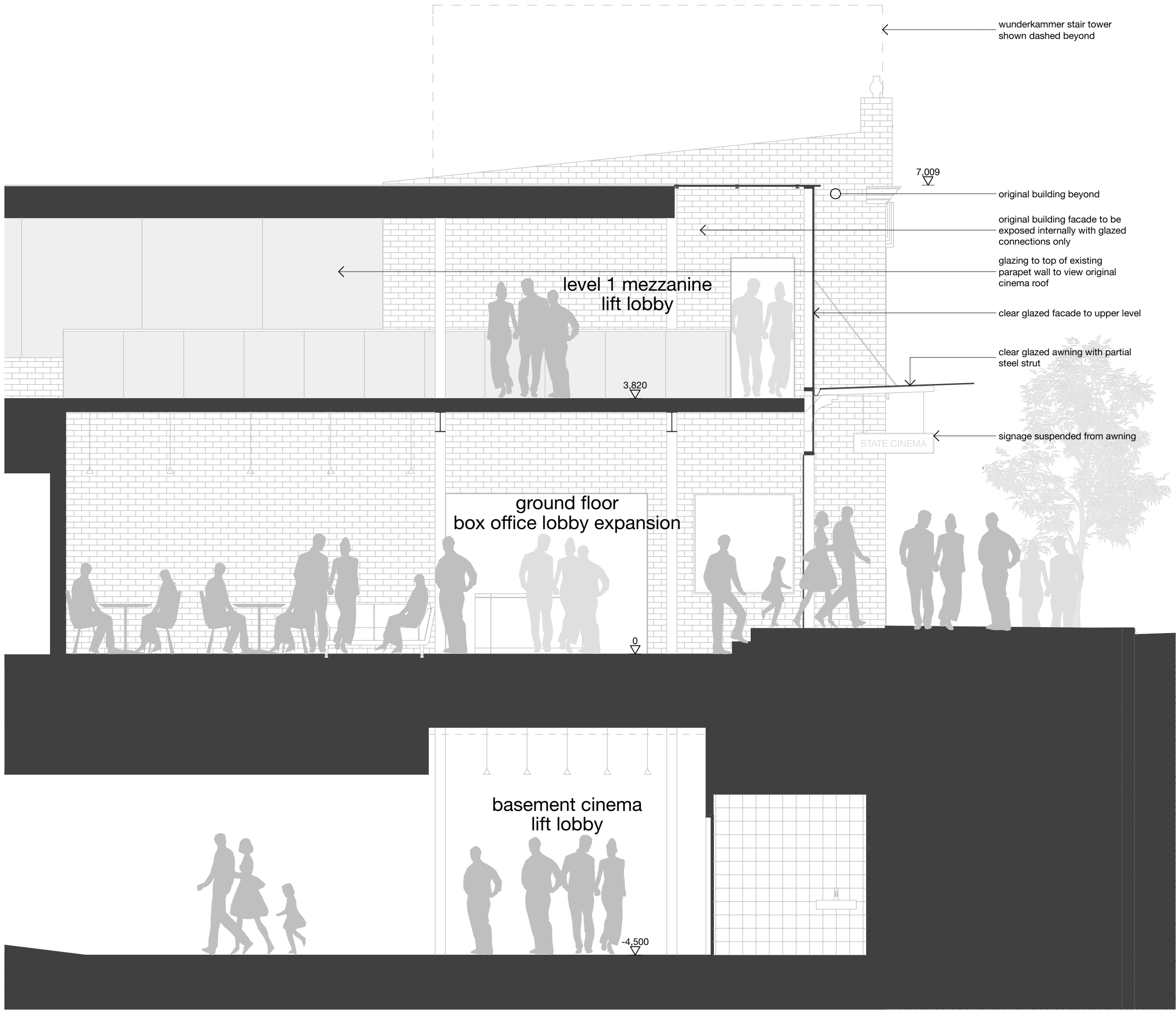
status Application for Planning Permit

print date Friday, 11 November 2016

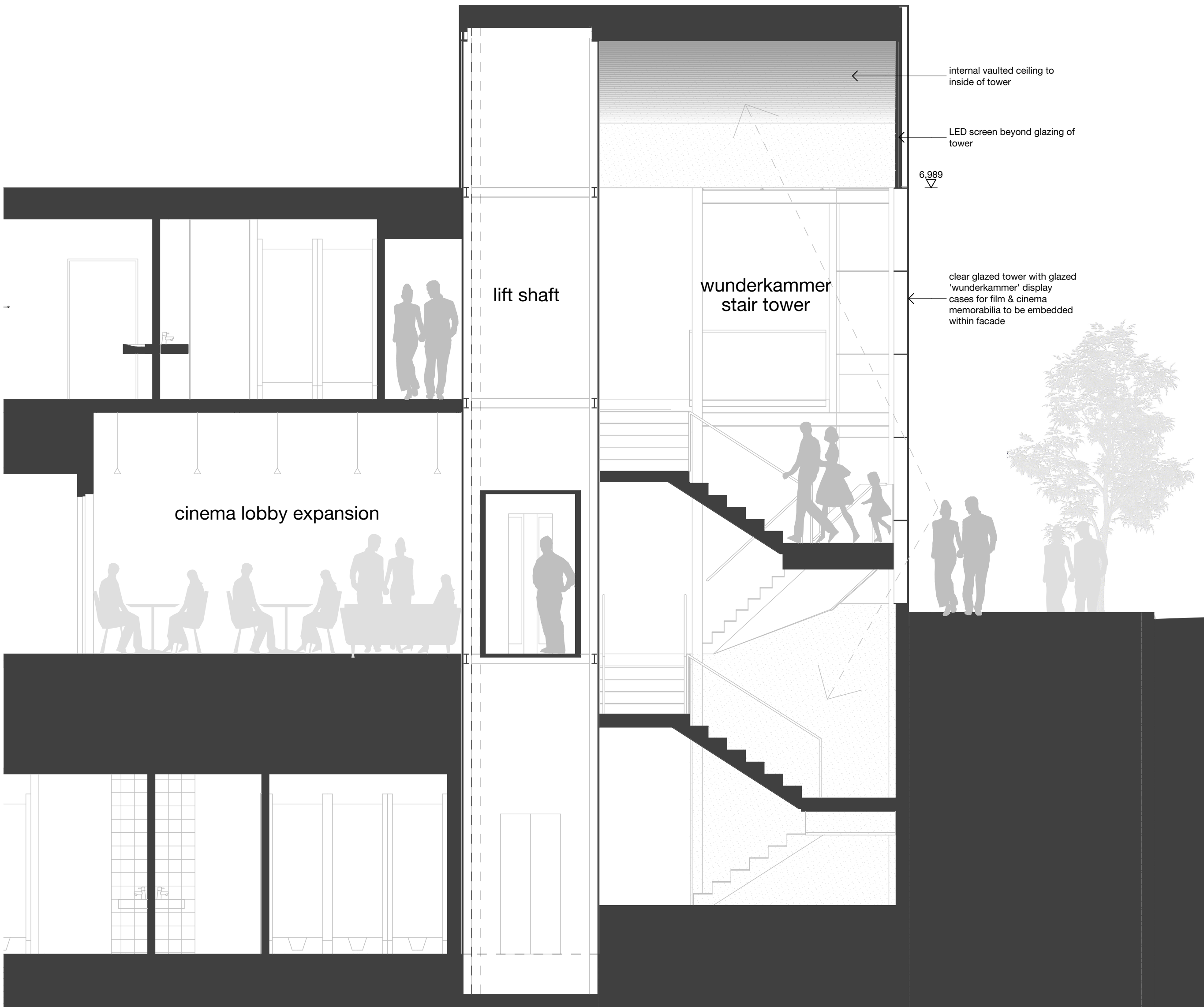
drawing id 8886

1601-DA3.02





**A** New Cinema Entry & Lobbying  
Elizabeth Street Section scale 1:50



**B** Wunderkammer Stair Tower  
Elizabeth Street Section scale 1:50

original drawing size				A1
1:10	1:50	1:100	1:200	
1:10	1:50	1:100	1:200	
1:10	1:50	1:100	1:200	
1:10	1:50	1:100	1:200	

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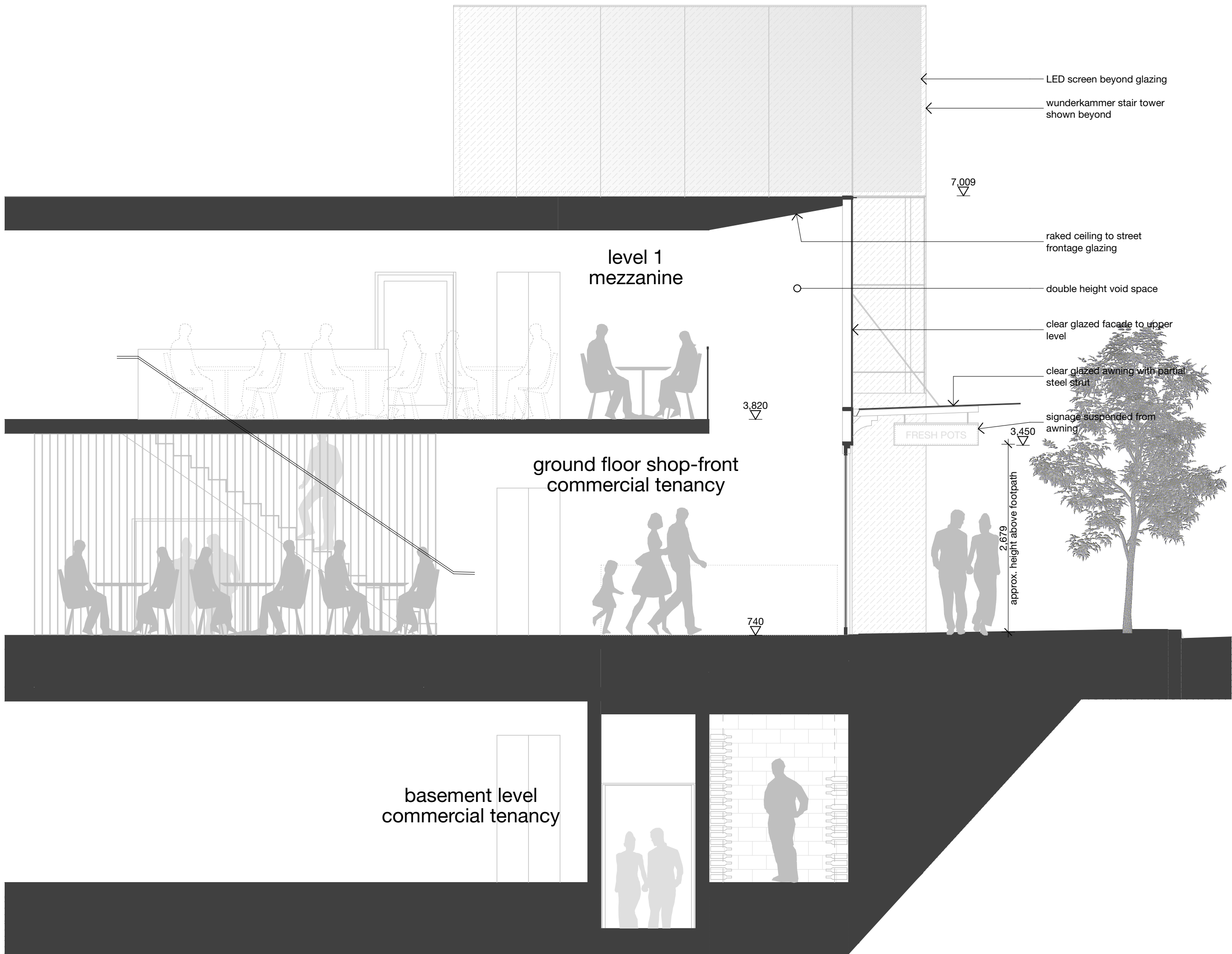
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**cinema addition sections**  
Elizabeth Street Section

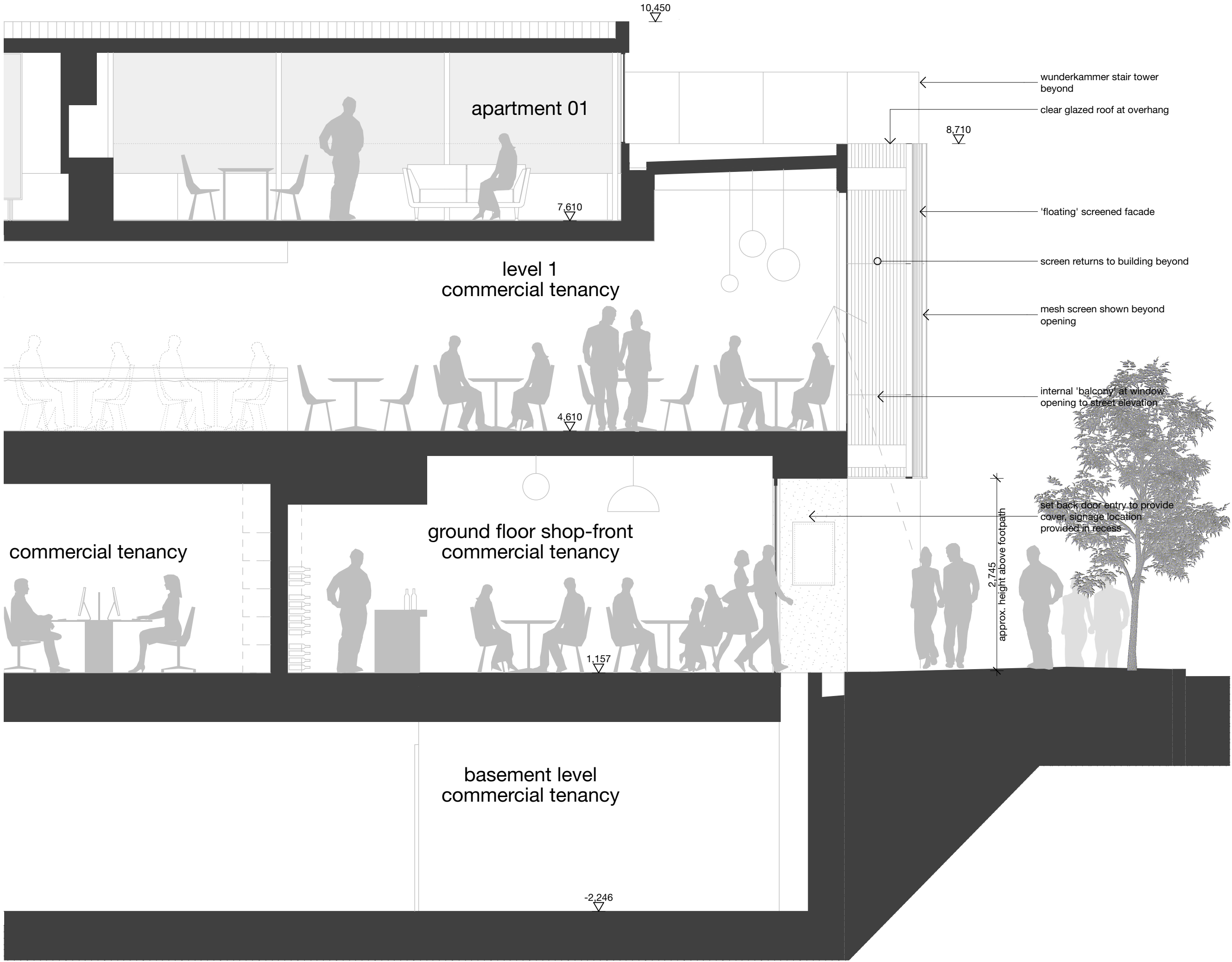
status: **Application for Planning Permit**  
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drawing id: 8800

1601-DA4.01



**C Laneway Building Tenancy**  
Elizabeth Street Section scale 1:50



**D Union Building Tenancy**  
Elizabeth Street Section scale 1:50

PRELIMINARY

original drawing size										A1	
100	80	60	40	30	20	15	10	8	6	1:10	
100	80	60	40	30	20	15	10	8	6	1:50	
100	80	60	40	30	20	15	10	8	6	1:100	
100	80	60	40	30	20	15	10	8	6	1:200	

**State Cinema**  
John Kelly  
375-379 Elizabeth Street  
North Hobart  
Australia, 7000

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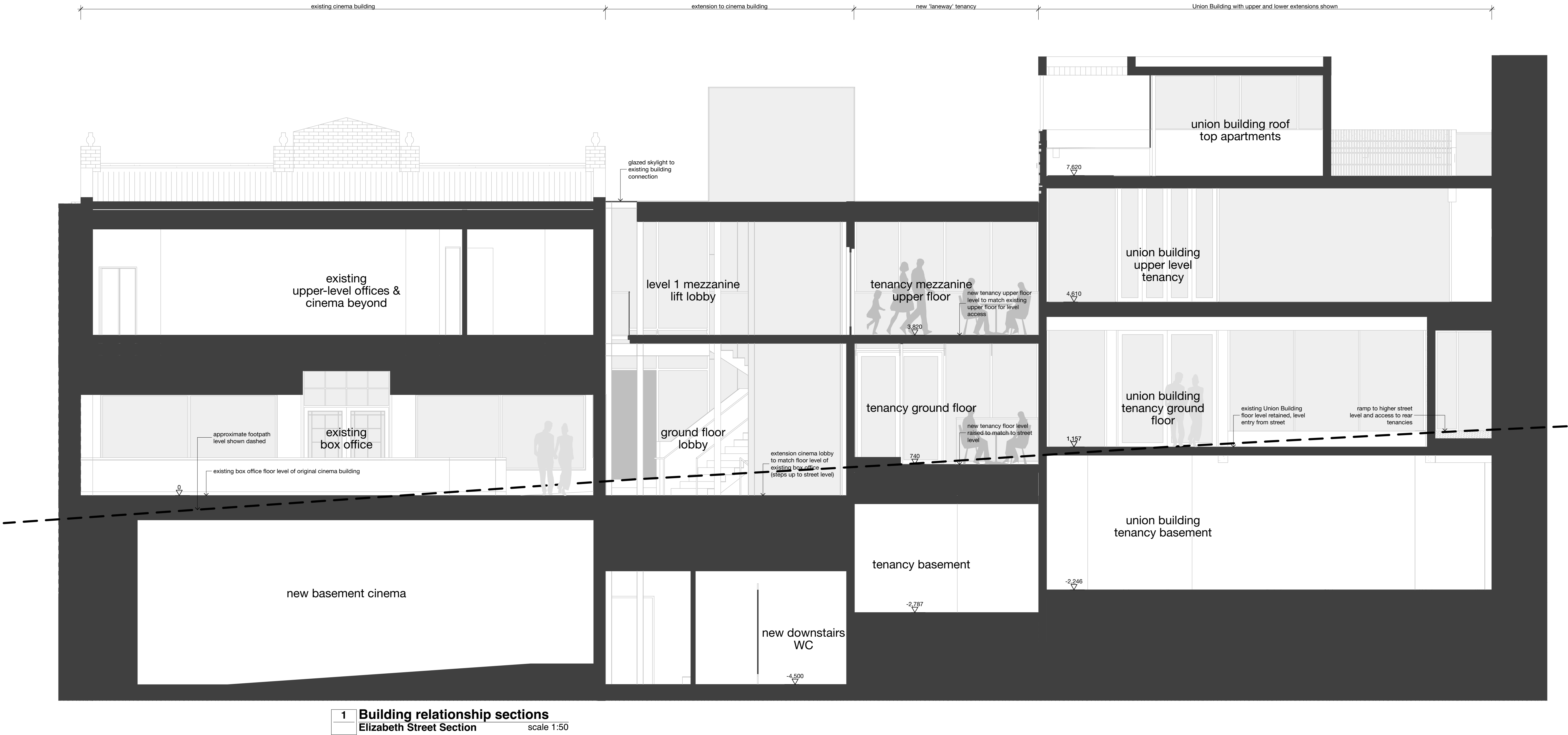
**new buildings sections**  
Elizabeth Street Section

status: **Application for Planning Permit**  
print date: **Friday, 11 November 2016**

drawing ref: 8800

1601-DA4.02





1 Building relationship sections  
Elizabeth Street Section scale 1:50

PRELIMINARY

original drawing size										A1
100	80	60	40	30	20	15	10	5	2.5	1:10
100	80	60	40	30	20	15	10	5	2.5	1:50
100	80	60	40	30	20	15	10	5	2.5	1:100
100	80	60	40	30	20	15	10	5	2.5	1:200

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**building relationship section**  
Elizabeth Street Section

status: **Application for Planning Permit**  
print date: **Friday, 11 November 2016**  
drawing id: 8800

1601-DA4.03

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367 – 379 Elizabeth Street  
North Hobart

## State Cinema Car Park Design

21<sup>st</sup> October 2016

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Director of Newdegate Nominees, Owner of the State Cinema Complex



## **State Cinema Parking**

### **Glossary of Terms**

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave a property adjacent to a road.
Austroroads	The association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Crash	An apparently unpremeditated event which results in death or injury to a person or property damage and is attributable to the movement of a road vehicle on a public road (including vehicles entering or leaving a public road).
Delay	The additional travel time experienced by a vehicle or pedestrian regarding a base travel time (e.g. the free flow travel time).
HCC	Hobart City Council
Intersection	The place at which two or more roads meet or cross.
km/h	kilometres per hour
m	metres
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
NTS	Not to Scale
RMS	The Roads and Maritime Services - The New South Wales Government Department which manages the road network in New South Wales.
Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
SISD	Safe Intersection Sight Distance - The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Speed	Distance travelled per unit time.
Trip	A one way vehicular movement from one point to another excluding the return journey. therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic Generating Developments).
UT	Unions Tasmania- The tenant of 377 Elizabeth Street.
vpd	vehicles per day - The number of vehicles travelling in both directions passing a point during a one hour period.
vph	vehicles per hour - The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.



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## **1.0 Introduction**

The report has been prepared to clarify the extent of carparking, access and circulation of vehicles, bicycles and motor bikes required for a proposed development at the State Cinema Complex and adjacent office development site.

### **1.1 Scope of this Report**

The following scope of works was undertaken:

- Collection and review of available traffic data.
  - Site inspection and identification of site-specific issues.
1. Investigate the roads to be used to access the site in terms of road safety, amenity and efficiency.
  2. Design the proposed car park layout for compliance with the Planning Scheme and the relevant Australian Standards.
  3. Provision of recommendations to address any identified issues.

### **1.2 Subject Site**

The Proposed site is the property at 367 to 379 Elizabeth Street Hobart, currently occupied by the State Cinema Complex with rear carpark and the adjacent Unions Tasmania offices with off Street carparking. The State Cinema complex and Unions Tasmania include offices, restaurants, café, retail stores, box office and cinemas. With a total frontage of approximately 70m onto Elizabeth Street and 20m on Strahan street. The subject site and surrounds are presented in Figure 1.

Figure 1; North Hobart Elizabeth and Strahan street Local area, google view modified NTS





### **1.3 Information and Data Sources**

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

4. Department of Infrastructure Energy and Resources – Cycling, pedestrian, road safety
5. Department of State Growth – Road Safety Performance Crash data.
6. Hobart City Council – Planning Scheme and general road network information.
7. Ausroads road access information and templates
8. AS 2896.1 Design drawings and general project information.
9. Circa Architects development drawings.

### **1.4 Planning Scheme**

The proposed carpark, access and ancillary items are to be assessed under the Hobart Interim Planning Scheme 2015 which is referred to as the Planning Scheme in this report.

## **2.0 Proposed Development**

### **2.1 Introduction**

The proposed car park re-development prepared and presented by Circa Architects as part of the planning application has been modified with a new internal layout of car spaces, this report documents carparking for the amended carpark proposal.

### **2.2 Existing Building description**

The proposed development prepared by Circa Architects show alterations to part of the State cinema complex from 369 - 375 Elizabeth Street and 377 - 379 Elizabeth Street, the Unions Tasmania carpark and building.

These buildings front on Elizabeth Street beginning with four shopfronts on one title contained in building one, this is the historic sandstone “Soundy’s Building” at the corner of Strahan and Elizabeth street, the next structure (two) is a modern entry joining the Soundy’s building to the original State Cinema which is the third structure, the fourth structure is a single storey toilet block (to be demolished) with Cinema 3 behind.

The next title contains car parking spaces at 377 Elizabeth Street for use of the next building “Unions Tasmania offices” at 379 Elizabeth street.

The Hotel on the corner of Elizabeth and Federal Street (not part of this development) complete the buildings fronting Elizabeth Street.

### **2.1 Description of Proposed building development**

The proposed development at 367 -375 Elizabeth Street includes 3 new Cinemas and 2 new foyer waiting lounges, an expanded Box office, new toilets and upgraded access to existing basement cinemas via a new lift and staircase. This part of the development occupies the existing toilet block and Cinema 3 Northern part of the State Cinema Complex.

The existing 377 Unions Tasmania open area / carpark site will be developed with a basement store area and a ground and first floor retail building fronting Elizabeth Street

The Existing Unions Tasmania building, 379 Elizabeth Street, currently contains a basement store area / toilets and ground floor offices, the building will be extended with a second office floor and 3 roof top, 2 bedroom apartments.



## **3.0 Land titles**

### **3.1 Existing Land Titles**

The State Cinema Complex buildings, carpark access and carpark are situated on 2 land titles (see figure 2 and appendix 1). these are legally bound together to create a Cinema Complex which includes 367 - 375 Elizabeth street and the original State Cinema rear carpark.

The carpark also includes a recently leased narrow strip of land (third Title) which starts at Strahan Street to the existing carpark, the land is part of a Tasmanian Government Child Health Clinic and provides the proposed development with extra driveway entry width and access for Child Health Clinic staff to 2 car parking spaces behind their building.

A fourth title, 377-379 Elizabeth Street, tenanted by the Unions Tasmania along with on grade carparking with access from Elizabeth street.

### **3.2 Proposed Land Titles**

The proposed development will require some minor title changes; most changes are in the form of altered R.O.W to allow cars to cross titles and easements for private stormwater and sewer. The details of changes are not discussed in this report, though preliminary discussion with the Land surveyor indicates changes are underway to allow cars, bicycles, taxis etc. to enter the existing carpark and cross to the 377 - 379 Elizabeth street dedicated parking bays.

## **4.0 Street Access**

### **4.1 Driveway Access**

The State Cinema Complex buildings have access to the rear carpark via a wide single lane driveway, the driveway enters from Strahan Street to the existing carpark.

In accordance with the planning scheme, Schedule E, Clause E.3, the existing single lane entry / exit is insufficient for a carpark accommodating more than 25 car spaces. The proposed car park will become a two-way entry / exit road using part of the Child Health Clinic leased strip of land.

The existing Strahan Street carpark driveway is situated between The Child Health Clinic on the exit side of the driveway and the State Cinema gas and services utility structure on the right entryway. Sight triangles are maximised if the vehicle exit is travelling close to the left-hand side of the driveway, this is close to the service utility and some modification to this structure is required, (see A-02-1 drawing).

Direct pedestrian access to the car park would rarely be used, as pedestrians would use the main building entrance and lift for access from within the carpark, though a single footpath 1.5m wide is proposed on the entry side of the car driveway.

The carpark has been designed using the following tables as designated in AS2890.1, 'Class of parking facility' is a class 2 or 3 parking Facility from Table 1.1. The Frontage and road type is classed as 'local'.

From table 3.1 'Selection of driveway category', for a carpark of 25 to 100 cars the 'Access driveway category' is a '2'.

The 'Access driveway width' from Table 3.2 as a category 2 is '6.0m to 9.0m combined entry / exit'

both entry and exit will be 3.0m wide. The proposed vehicular access satisfies the minimum requirements of Clause E.3.1 of the Planning Scheme.

#### **4.2 Strahan Street**

Strahan Street is predominantly a residential street and would be considered a local road / street as defined by Ausroads, Vehicle volume on Strahan Street is generally low though no official data was available from the Department of State Growth.

Strahan Street has a 50km speed limit, traffic is generally slow with drivers usually aware of the tight driveway access.

Several commercial businesses occupy the street a Commonwealth Bank is situated on the corner of Elizabeth and Strahan Street with a rear access driveway from Strahan Street, a printing business and driveway is opposite the State Cinema driveway, the State Government Driver testing centre is located approximately 50m away on the same side as the State Cinema driveway, The Child Health Clinic is used by small children, prams etc. The remainder of the street is residential with front and side narrow driveways. Parking is a mix of residential, unlimited, 0.5 hour, 1hour and 2-hour parallel parking (not Metered)

#### **4.3 Sight distances**

Sight Distance Assessment Clause E.2.2 of the Planning Scheme states that: "The location and form of any proposed access to an existing public road shall ensure that adequate sight distance in relation to the speed of through traffic is available." Australian Standards AS2890.1, Parking facilities – Part 1: Off-street car parking, 2004, provides a minimum Stopping Sight Distance (SSD) requirement for a 50 km/h road speed of 45 metres. The distance recommended is possible from the right turn approach up Strahan Street into the carpark.

The Minimum Gap Sight Distance for a 5 second gap (5sgap) is recommended at 69m for a 50km/h speed zone, this is possible up Strahan Street.

The down Street Left hand turn into the carpark is located 35m from the Elizabeth Street / Strahan Street corner, this sight distance does not meet the AUSROADS guidelines for SSD or Safe Intersection Sight Distance (SISD) Though the shorter sight distance does not appear to impact on street traffic flow at present, the removal of at least one of the three 0.5 hour car spaces provided between the street corner and the carpark drive way would offer clearer sightlines into and out of the driveway.

The 5sgap from the Elizabeth Street intersection down Strahan Street has a 35m distance and does not meet the requirements, though in both the SSD and the 5sgap the traffic speed from Elizabeth Street into Strahan Street is lower, as drivers are used to older suburban streets and the need to allow for the existing residential reverse entry cars and travel slower than the 50km limit, traffic speed is also generally low from Elizabeth Street, possibly due to Strahan Street intersections proximity to the Newdegate / Elizabeth Street roundabout, the approach to the roundabout and large volume of traffic on Elizabeth Street slow vehicles speed to the left hand turn into Strahan street, the North bound traffic up Elizabeth street have a slow complicated right hand turn across traffic into Strahan Street which is only possible directly after the roundabout, this allows more time for an approaching driver to react to State Cinema entry / exit vehicle's.



#### **4.4 Observation Angle**

The Austroads publication, Guide to Road Design – Part 4A: Un-signalised and Signalised Intersections, 2010, specifies a general maximum observation angle of 120 degrees to oncoming traffic. That is, a vehicle leaving the car park should approach Strahan Street at an angle no more than around 35 degrees from perpendicular, the enlarged driveway has an observation angle of 15- degrees, complying with the observation angle.

#### **4.5 Pedestrian Sight Distance**

Pedestrian Sight Distance noted in AS2890.1 requires that clear sight lines be provided to ensure adequate visibility between vehicles leaving the driveway and pedestrians on the footpath. These sight lines are generally provided by means of clear sight triangles 2m wide on the entry and exit side of the driveway at the property boundary, extending into the site at least 2.5m, to achieve this distance the driveway will be angled away from the Child Health Clinic toward Elizabeth street, a part of a service utility enclosure will be altered which will allow both sight triangles to comply.

#### **4.6 Gutter crossing and splay angle**

The existing gutter crossing is extended to allow a 2-way driveway, the damaged concrete covering would ideally be replaced and the extension up and down the street formed to provide a splay as defined in AS2890.1, the curved cover is the best gutter crossing type for the State Cinema complex as it acts as a speed hump, slowing entry into the car park and for exiting cars it also acts as a small wheel stop to allow drivers to brake before moving onto the street. The gutter crossing splay angle increases the existing gutter crossing length to 8.4m which gives 1.4m on the entry lane side, a 6m driveway entry / exit and a 1.0m wide splay exit side lane.

#### **4.7 Footpath crossover**

The footpath crossover extension construction details shall comply with appropriate members detailed on the LGAT details contained on sheets TSD-R11 v1 Urban Roads Footpaths, TSD-R14-v1 Concrete kerb and channel-dimensions 5- V1 Concrete kerb and channel-construction. The preferred construction is to match existing footpath and the existing curved concrete covered crossover, though this type is no longer referenced in the above mentioned LGAT -Tasmanian standard drawings. AS the State Cinema Complex is in a heritage Area, using similar materials and design would be less intrusive and match the older driveways still in use in Strahan street.

The existing gutter crossing is extended to allow a 2-way driveway, the damaged concrete covering would ideally be replaced and the extension up and down the street formed to provide a splay as defined in AS2890.1, the curved cover is the best gutter crossing type for the State Cinema complex as it acts as a speed hump, slowing entry into the car park and for exiting cars it also acts as a small wheel stop to allow drivers to brake before moving onto the street. The gutter crossing splay angle increases the existing gutter crossing to 8.0m which gives 1.2m on the entry lane - left side, a 6m driveway entry / exit and 0.8 on the exit side lane.

## **5.0 Circulation and Carpark**

### **5.1 Queuing area**

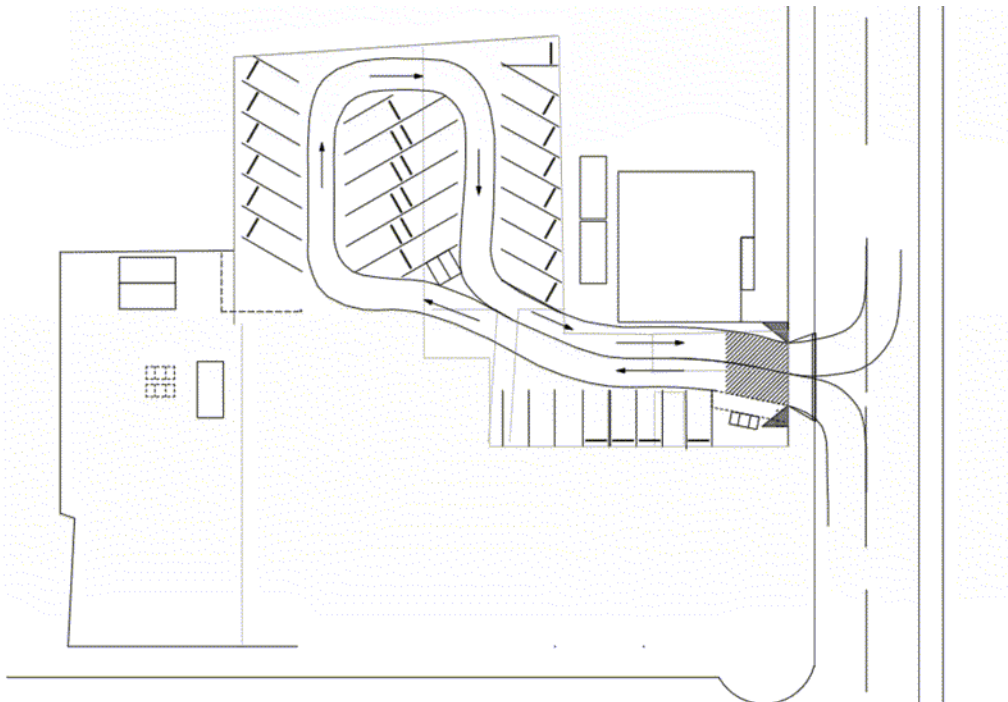
The existing driveway does not have a queuing area; car spaces are currently located almost at the street driveway entrance to the property. Ausroads recommend a 25-space carpark should have 1 x 6m car length measured from the property boundary, as the carpark is more than 25 spaces 2 x 6m spaces are recommended. To comply with this the first 2 car spaces near the Strahan Street should be removed as they interfere with the que area for cars entering the carpark.

Due to the staggered arrival of staff and patrons and the use of the first car space by staff only 1 x 6m car length is recommended to be removed, the only car space located in the 2<sup>nd</sup> 6m que area would be allocated to regular staff parking, with the remainder of the area used for bicycle and access for pedestrians to the basement offices.

### **5.2 Carpark circulation**

The carpark is currently arranged as a one way anticlockwise circulation road, this circulation path requires entering vehicles to cut across the exit vehicle's path, with potential conflict. To remedy this the angled parking bays will be reversed to allow circulation in the clockwise direction, this will remove the potential conflict and allow easy nose in car entry to the rear of 377 -379 Elizabeth Street and a single 3-point turn from these car spaces to exit.

Figure 2; Circulation drive as Proposed.





### 5.3 Existing Car spaces

The existing carpark has 9 x ninety degree and 28 x 60-degree angle spaces, plus 1 tandem space (2 cars) for exclusive use of the Child Health clinic.

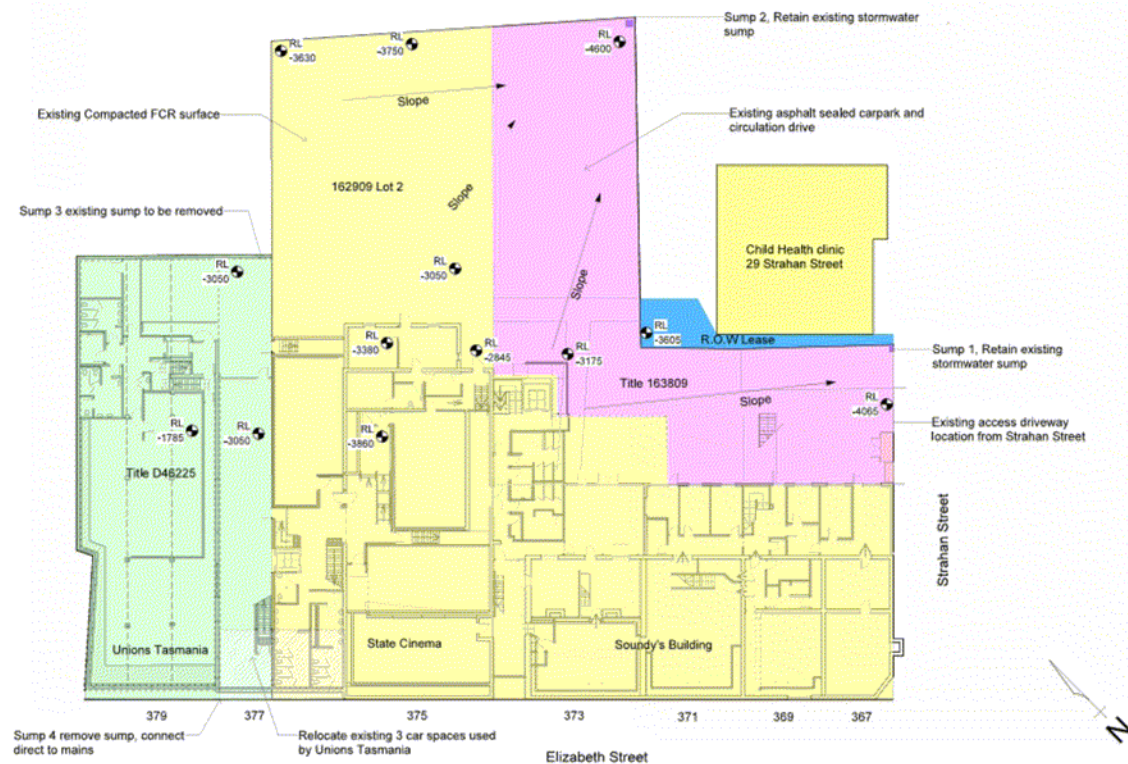
The car spaces at 377-379 Elizabeth street (Unions Tasmania) have recently been altered to 3 parallel spaces with access direct to each space from Elizabeth Street, these cars reverse to leave the site. This arrangement replaced a tandem parking arrangement where each car was required to reverse onto Elizabeth street to let earlier parked cars leave, causing problems at the corner of Elizabeth and Federal Streets, all parking at this location will be relocated to the rear carpark.

### 5.4 Car Park Surface

The existing Cinema carpark (see Figure 2) is asphalt sealed from Strahan Street to the area behind the Soundy's building, the area behind the original State Cinema building is crushed FCR. The carpark slopes gently with the steepest section at 1: 30 running West to East on the Northern boundary, with all transition gradients throughout the proposed development complying with the planning scheme.

The FCR section of the existing carpark would be sealed to comply with planning scheme E6.7.6. As future work is envisaged in the carpark area the carpark will be sealed with a FCR stabilised with cement to form a cement stabilised surface, this will stop dust and sediment run off into the stormwater system, the surface will be kept in good repair with regular maintenance, this surface will be reviewed in the near future when the extent of any development of the site is known, a permanent surface of Asphalt or concrete will be laid.

Figure 3 Existing Title areas, RL, ground slope and surface finish, Building basement layout

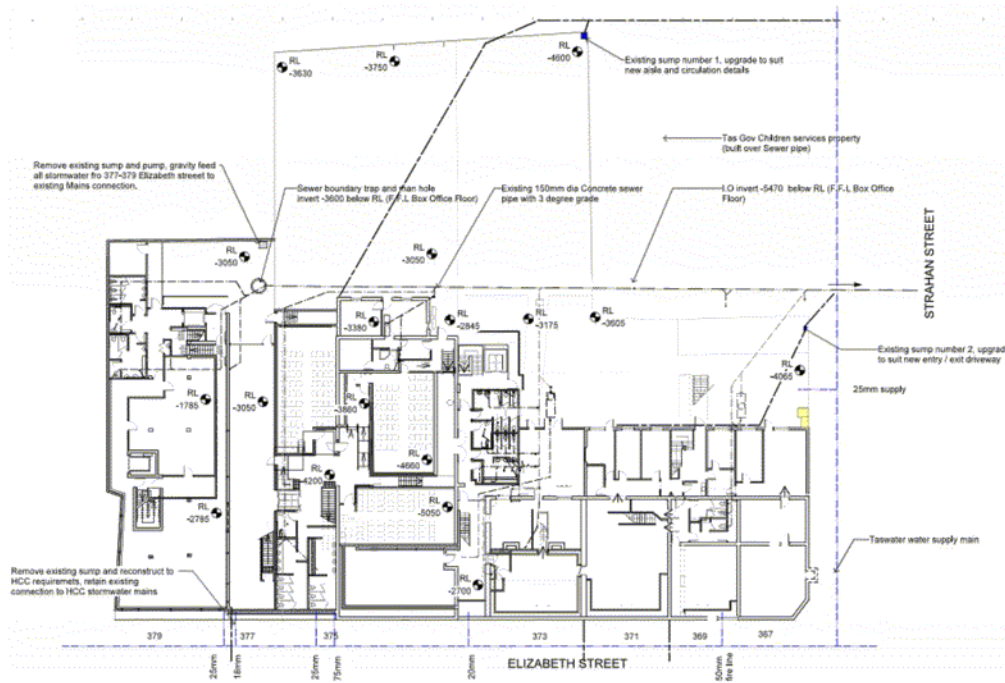


The Stormwater component lodge with HCC for the proposed Planning Approval as prepared by Circa Architects- drawing No 1601-DA1-00 B (dated Thur 29 September 2016) will be superseded by Stormwater drawings prepared by Ian Cooper Designs plan number 073-2016 P-02 (Dated 01 / 07 / 2016). See figure 4.

The rear of the Soundy's building and the original State Cinema building discharge to 2 sumps in the carpark, the carpark surface stormwater also discharge to these sumps. Sump 1 is located at the Strahan Street driveway entry, Sump 2 is in the North-East carpark corner, both discharge to the gutter in Strahan street.

Sump 4 is located at the front of 379 Elizabeth street; this will be replaced with a direct connection to the existing Elizabeth Street boundary mains connection.

Figure 4 Proposed development Stormwater





## 6.0 Number and Type of proposed carparking spaces

### 6.1 Car parking Classification

The carpark spaces are designed as combination of user class 2 and 3 as described in AS2980.1 - Table 1.1 'Classification of off street car parking facilities'. The parking modules are designed for B85 vehicle parking as shown in Figure 2.4 'Layouts for angle parking' AS2890.1.

1. Class 2 is used for the 90-degree parking.
2. Class 3 is used for the 60-degree parking modules, both classes allow all vehicles doors to fully opening.

The disabled space is class 4 designed to suit the requirements for disabled parking.

### 6.2 Calculations to determine the number of car spaces required

The building areas has been analysed to determine the m<sup>2</sup> areas of each use to calculate the number of car spaces required, Table 2 shows the m<sup>2</sup> areas and included walls, corridors, open spaces, etc.,

Table 1: M<sup>2</sup> areas for existing and proposed building areas.

USE	Existing Areas	Proposed Areas	Total existing & Proposed M <sup>2</sup>
Theatre seats 1 seat / m2	453	204	657
Office	530	294	780
Retail	467	233	710
Café, restaurant	590	38	630
units	3 x 1 bedroom	3 x 2 Bedroom	-
Circulation / stores, extra wall thickness,	1582	471	2053
<b>TOTAL m<sup>2</sup></b>	<b>3622</b>	<b>1240</b>	<b>4820</b>

The layout and utilisation of the building is typical of adapting the older building stock to modern uses. The areas are not open plan but have smaller rooms, more circulation and waste space, thus a m<sup>2</sup> calculation gives more people accommodated than are.

Table 2: Car spaces calculated by use, as required by the planning scheme Table E6.1

USE	Proposed	Planning scheme rates	total car spaces
Theatre seats	657	Cinema 1 space per 3 seats, or 1 space per 15m <sup>2</sup> floor area	219 (43.8 not used)
Office seats	780	Offices 1 space per 80 m <sup>2</sup> of floor area	10
Retail	710	1 space per 45 m <sup>2</sup> of floor area	16
Café, restaurant	207	Restaurant 1 space per 5 seats	41
Units - bedsit	3	1 space / unit plus 1 space per 4 units	4
Unit -2 bedroom	3	2 space / unit plus 1 space per 4 units	7
		<b>Total car spaces required</b>	<b>297</b>

### 6.3 Car spaces Proposed

The proposed carpark is designed to comply with the planning scheme and AS1980.1 & 6, To achieve compliance several existing undersized car spaces will be removed, (see Table 3).

The 60-degree car spaces will be reduced from 28 to 24 spaces and 2 motorbike spaces. 2 car spaces will remain behind the existing Child Health Clinic; these are not counted as part of the State Cinema Carparking total but are included in the circulation and access / exit numbers.

The aisle widths area 4300mm

The Unions Tasmania Elizabeth Street 3 car spaces will be removed. The existing 90-degree car spaces on the Strahan Street entry driveway will be reduced from 9 to 6 spaces with 1 space used as a disabled space and an associated clear space. This area aisle width is a minimum of 5600m

2 x dedicated motor bike spaces are located at in the 60-degree parking bay to comply with AS2980.1, the length of the motorbike space 1500mm, minimum width of 1200mm.

Table 3; Existing and proposed car spaces in the Proposed carpark

Car spaces	Existing in carpark	removed	Proposed
Parallel	9	3	5
Disabled	-	-	1
60 degree	28	4	24
Child Health Clinic	2 *		2*
377 – 379 Elizabeth Street	3 * (Elizabeth St)	3	3 (rear)
Total	37	9	<b>34</b>

\* Not counted as part of the parking spaces for the State Cinema complex

### 6.4 Bicycle parking

Table 5 from the planning scheme identifies the number of bicycle spaces required. These spaces are

Provided in the proposed development in two areas of bicycle parking.



Table 4 Number of Bicycle spaces required, from planning scheme Table E6.2

USE	Proposed Development	Employee / resident Bicycle spaces Class of security Type 1 & 2	total Bicycles spaces	Visitor / customer bicycle spaces Class of security Type 3	total Bicycles spaces
Theatre seats	657 seats = 657 m <sup>2</sup>	1 space per 500m <sup>2</sup> floor area	1.1	4 plus 2 for each 200m <sup>2</sup> floor area	7.4
Office employee	780	1 space per 250 m <sup>2</sup> floor area after the first 250m <sup>2</sup>	2.1	1 space for each 1000 m <sup>2</sup>	0
Retail	710	1 space per 500 m <sup>2</sup> of floor area after first 500 m <sup>2</sup>	1.4	1 space for each 500 m <sup>2</sup> of floor area	1.4
Café, restaurant	207	1 space per 100m <sup>2</sup> floor area	2.1	1 for each 200 m <sup>2</sup> after first 200 m <sup>2</sup> floor area.	2.1
Units - bedsit	3	nil	-	nil	-
Unit -2 bedroom	3	nil	-	nil	-
		Total Bicycle spaces required (Type 1 or 2)	<b>7</b>	Total Bicycle spaces required (Type 3)	<b>11</b>

Table 5 Bicycle space security level, from planning scheme E 6.2

Type	Security	Description
1	High	Fully enclosed individual lockers
2	Medium	Locked compounds with communal access using duplicate keys
3	Low	Facilities to which the bicycle wheel and frame can be locked

A total of 12 type 3 spaces are provided which is 1 more than the E6.2 planning scheme requires.

The existing Unions Tasmania hoops are to be relocated to the front of 375 Elizabeth Street to the proposed box office building alcove, 4 of the type 3 spaces are proposed in this location, the location provides passive surveillance from inside the building and from the street.

The rear proposed carpark has a total of 8 type 3 spaces in 2 banks, these are located near the lift and rear entry / exit providing surveillance from inside the building and from the street.

A total of 9 type 2 spaces are provided which is 2 more than the E6.2 planning scheme requires. spaces are scattered through the existing and proposed development; all type 2 bicycle spaces are within various buildings and are constructed as dedicated bicycle storage spaces.

1 Type 2 space for State Cinema employees is located inside the basement storeroom.


377 Elizabeth Street has 3 dedicated spaces located inside the basement entry area,  
 379 Elizabeth Street has 3 dedicated spaces located inside the basement entry area.  
 2 Type 2 spaces are in the carpark near Strahan Street entry driveway, with surveillance for this area from within various buildings and from Strahan Street.

## 6.5 Bicycle spaces alternative to car spaces

Extra bicycle spaces are provided for employees and visitors, with the emphasis on sustainable transport more people are riding bicycles, the Strahan Street connection to the Argyle street bicycle lanes provide a safe route for cyclists to arrive and depart from the State Cinema complex, this is further reinforced with the DIER *Glenorchy to Hobart CBD Transit Corridor Plan 2012* report and the *Main Road Transit Corridor Stage Two - Identification of Corridor Improvement Options 2013* report which advocates improvements to cycling connections to the principal urban cycling network which notes Strahan Street is a high priority cycle street to join Elizabeth Street to the Argyle street Cycle route.

The Cycling advisory group to DIER have investigated and reported on the use of Strahan street as a connector route, and reported on the existing North Hobart Bicycle parking spaces, with 4 spaces in the northern end of North Hobart located near the State cinema (see figure 5).

Figure 5 Bicycle parking North Hobart (from Cycling Infrastructure Assessment March 2012 DIER)

<b>ID</b>	5
<b>Location</b>	<b>Elizabeth Street, North Hobart (northern end)</b> <ul style="list-style-type: none"> <li>▸ outside no. 408 (doctors surgery)</li> <li>▸ outside no. 375 (State Cinema)</li> <li>▸ outside no. 379 (Unions Tasmania)</li> <li>▸ outside no. 412 (Post Office)</li> </ul>
<b>Number of spaces</b>	1 hoop at each location
<b>Type (short / long term)</b>	Short-term, casual use
<b>Level of security</b>	Low
<b>Connectivity to surrounds (cycle paths etc)</b>	On-street riding
	

## 6.6 Motor bike parking

The proposed development provides an area for motorbike parking in accordance with E6.6.3 of the planning scheme. Motorbike parking is to be provided with 1 space per 20 cars, thus 2 spaces are required. The size of the spaces are 1.2m x 2.5m.



## **7.0 Number of car parking spaces**

### **7.1 Local parking and reduction in required parking spaces**

The design proposal for the carpark provides a total car parking supply of 34 spaces.

The number of car spaces required based on Table 3 is more than currently provided.

A shortfall in spaces for developments is usually calculated by subtracting the existing spaces provided from the number of spaces the proposed new development part requires, this gives a credit for car spaces not previously provided.

It is acknowledged that the existing development visitors, must be using off site carparking, or some other method of arriving at the site.

Table 7 gives the existing m<sup>2</sup> and calculates the theoretical number of spaces which would be required if assessed under the current planning scheme.

Table 6 Theoretical number of existing car spaces (based on current planning scheme)

USE	Existing m <sup>2</sup>	Planning scheme rates	total car spaces
Theatre seats	453	Cinema 1 space per 3 seats, or 1 space per 15m <sup>2</sup> floor area	151 30.2 (not used)
Office seats	530	Offices 1 space per 80 m <sup>2</sup> of floor area	10
Retail	467	1 space per 45 m <sup>2</sup> of floor area	16
Café, restaurant	590	Restaurant 1 space per 5 seats	41
Units - bedsit	3	1 spaces per unit plus 1 space per 4 units	4
Unit -2 bedroom	-	2 spaces per unit plus 1 space per 4 units	-
		Total car spaces required	<b>212</b>

The total of 212 car spaces less the existing 41 spaces gives a theoretical existing shortfall of 161 car spaces, but with the above-mentioned credit there is no shortfall.

The number of car spaces the proposed development requires based on the planning scheme is calculated in Table 8. The total new development requires 79 spaces.

Table 7 Proposed development car spaces required, based on the current planning scheme.

USE	Existing m <sup>2</sup>	Planning scheme rates	total car spaces
Theatre seats	204	Cinema 1 space per 3 seats, or 1 space per 15m <sup>2</sup> floor area	50.3 13.2 (not used)
Office seats	294	Offices 1 space per 80 m <sup>2</sup> of floor area	3.7
Retail	467	1 space per 45 m <sup>2</sup> of floor area	10.4
Café, restaurant	38	Restaurant 1 space per 5 seats	7.6
Units - bedsit	-	1 spaces per unit plus 1 space per 4 units	-
Unit -2 bedroom	3	2 spaces per unit plus 1 space per 4 units	7
		Total car spaces required	<b>79</b>

## **8.0 Discussion of Parking Demand**

### **8.1 Operation and peak demand periods**

The State Cinema operates during the day and evening with multiple screenings staggered through the opening times, the cinemas are small from 20 people with a few up to 100 people, the type of movie screened is not the blockbusters which have queues of patrons, but are the smaller releases, the complex has been developed to show a range of current release movies multiple times to smaller audiences. Thus, the total seating number is rarely if ever reached with one cinema having a large patronage whilst another has few. The main viewing times are Wednesday, Thursday, Friday evenings with Saturday evening the peak time, these times are the opposite to the office and retail open times, thus car spaces are not all used by every type of use group at the same time.

### **8.2 Carpark usage**

Given the nature and location of the proposed development, and the mix of differing uses within the existing and proposed development the car parking usage is complicated and varies throughout the day / night. It is appropriate to consider the parking demand holistically including effects of shared parking, drop-off and pick-up activity, the availability of parking in the surrounding area and alternative transport modes.

Some examples; -

- Office workers starting between 8.30am and 9.00am use the Tandem spaces for an all day stay, are dropped off from ride share, cycle, walk, or use public transport to arrive at work and do the same when they leave between 4.50pm and 5.30pm.
- Cinema patrons arrive by various means for a first screening at 10.30 to 11.00am and depart and arrive at staggered times through the day and evening. The movies are staggered to prevent a rush of patrons at any one time.
- After office hours, the carpark is predominately used by restaurant and cinema patrons.
- Retail shoppers in North Hobart rarely use the cinema carpark as it is viewed by the public as a cinema carpark
- Weekend car park use is the same as after office hour use.



### **8.3 Cinema / café usage patterns**

The existing café primarily serves cinema patrons before and sometimes after viewing a movie, therefore a reduction of up to 80% of café parking spaces is considered appropriate, leaving 1 space required. The Cinema facility has been assumed to cater for up to 204 extra patrons requiring 50 car spaces, with a 20% mode share to private car, taxi and metro leaves 40 spaces required, an average car occupancy of 2.0 persons per car, resulting in 20 car spaces required. The portion of this would be pick-up/drop-off activity, thereby reducing the need to store vehicles. A parking rate of 10 vehicles is in the same proportion to the existing car space to cinema seat ratio.

### **8.4 Cinema patrons**

The older Cinema patrons often combine a day in Hobart shopping with a trip to the Cinema, usually with a friend or a group of people, several scenarios occur

- As the CBD provides ample longer term parking, patrons park in the CBD and catch a metro or a taxi to the cinema.
- A patron, couple or group is dropped off at the cinema and the driver moves on.
- A couple or group of patron's ride share to the cinema
- On street parking is available to the West and North of the Cinema within 200m distance

The younger patrons are very mobile often arriving by metro, walking or bicycle, individual people in a car is possibly lower at the cinema than at other types of entertainments.

### **8.5 Retail usage**

The retail areas are envisaged as smaller boutique outlets, with over half the retail area not on the ground floor main frontage to Elizabeth Street, the lower profile rear and first floor retail areas would have reduced visitors, reducing car spaces required, these type of retail outlets are usually not a primary destination trip, but are browsed along with other shops or activities in the North Hobart strip, therefore shoppers may park in another carpark if driving to North Hobart or arrive by alternative modes of transport, the appropriate car spaces at any one time would be more realistically set at 3 car spaces.

### **8.6 Unit parking**

The 3 units with 2 bedrooms are not envisaged as housing a family with several occupants who have vehicles, the demographic is a couple with 1 car for each unit or 3 spaces, this is similar to the mix in Strahan Street and the other inner areas of North Hobart which is similar to the CBD. Visitors to the units would most probably visit after office and retail hours thus utilising the same parking space.

### **8.7 Conclusion - number of car parking spaces**

A more realistic estimate of parking demand for the proposed development is in the order of 16 parking spaces. Note that this still represents a shortfall of 16 spaces plus the 2 removed existing spaces.

The proposed parking supply of 34 spaces is considered appropriate for the existing and proposed development, as:

1. The above car parking demand assessment assumes that the demand for parking is unrestrained, that is, that the supply can exceed or equal the expected use.

Any reduction in parking supply (such as proposed) would serve to reduce parking demand as visitors and guests choose alternative transport modes and/or parking locations.

2. There are several options available for travel to and from the site including taxi, public transport, bicycle, walking.
3. Several off-street car parking facilities are near the subject site which could be used to house patron's vehicles during their visit.
4. The growth in parking structures in the CBD and surrounds has provided scope for parking in the city and bus or walk to outer areas.
5. The proposed development is in the North Hobart heritage precinct, therefore any development including parking, which would be detrimental to the cultural significance of a Heritage Area or would be detrimental to the cultural significance of a "place": could be varied, limited or reduced or waived,

## **9.0 Traffic Analysis**

### **9.1 Traffic Impact Assessment**

A full Traffic Impact Assessment (TIA) was not undertaken, only those sections with relevance to the proposed development were examined, the relative small change in the number of vehicle's using the car park (which is a net reduction) is in accordance with the planning scheme which only require a TIA if the increase in carparking spaces increases by 10% or more.

Some aspects of a TIA are examined as follows.

#### **9.1 On street carparking**

The State Cinema Complex and proposed development are located on the edge of the Northern end of North Hobart, this position is in an area away from most the smaller North Hobart business who do not provide any or only a few car spaces, thus the on-street car spaces in to the north and west are not heavily used. With Federal street, Argyle and Elizabeth above Federal having vacant on street parking spaces.

#### **9.2 Metro Public Transport**

The Northern end of North Hobart uses Elizabeth Street as a major bus high frequency bus service corridor for the suburbs North and West of Hobart. There is an existing Metro bus stop located at 375 Elizabeth Street outside the State cinema within the left-hand traffic lane, this is heavily utilised by inbound passengers and those catching the bus into Hobart. The outbound Bus stop is approximately 100m down Elizabeth Street and is again heavily used by passengers alighting in North Hobart and those catching the bus to the Northern suburbs.

State cinema patrons are often observed using the bus stop outside the Cinema, which reduces car based dependence to access this site.

#### **9.4 Bicycle Facilities**

To encourage and foster access to the site by bicycle extra bicycle racks are located within the onsite car park.

1. Bicycle access may be particularly attractive for short distance trips.
2. By promoting and facilitating cycling, we are encouraging a move away from



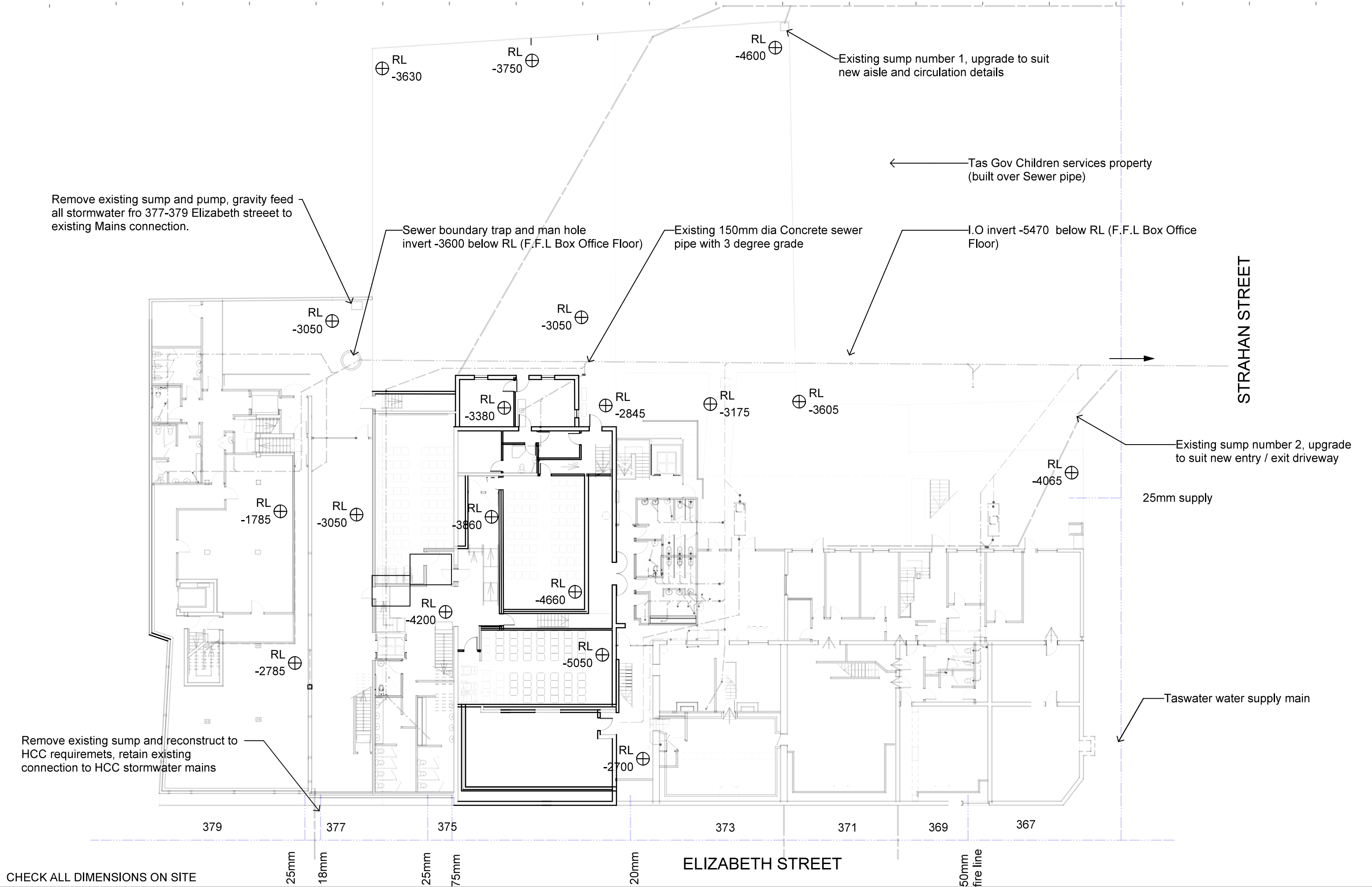
3. The DIER Bicycle transit strategy naming Strahan Street as a potential link in the Bicycle corridor is evidence that this mode of transport is growing and provide a safe bicycle environment which users of the development site could potentially use.

## 9.5 Traffic conflict

Based on the above, no specific existing road safety deficiencies were identified that might be exacerbated by a minor increase in traffic along Elizabeth or Strahan Street due to the proposed development, the removal of the reverse in or out of the carpark spaces from 379 Elizabeth Street (Unions Tasmania) would reduce potential pedestrian, cyclist and road traffic conflict.







CHECK ALL DIMENSIONS ON SITE

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REVISION	ISSUE Planning approval	DATE 18 / 10 / 2016	

IAN COOPER DESIGNS

Trade Cert C & J TAFE  
BA Environmental Design TCAE  
Grad Dip Architecture TSIT  
Building accreditation No CC2642 T  
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SCALE @A3  
1:250  
Warning: printing from  
PDF may alter scale

PROJECT  
State Cinema Extensions  
367 - 379 Elizabeth Street  
North Hobart Tasmania

DRAWING TITLE  
Basement plumbing plan  
DRAWING DETAILS  
Drawing No 073-2016 Sheet No P - 02 Revision

**IAN COOPER DESIGNS**  
Trade cert Carpentry and Joinery TAFE  
Bachelor of Arts Environmental Design TCAE  
Graduate Diploma Architecture TSIT

**State Cinema -**

Response to Request for extra information from Taswater

**TasWater reference Number TWDA 2016/01002-HCC      19th July  
2016**

Response: John Kelly, State Cinema  
Director of Newdegate Nominees, Owner of the State Cinema Complex

Date: 28<sup>th</sup> July 2016

State Cinema  
Newdegate Nominees  
Director: John Kelly  
375 Elizabeth street  
North Hobart  
E: [jkelly@statecinema.com.au](mailto:jkelly@statecinema.com.au)

Report Drafted By: Ian Cooper of Ian Cooper Designs



## SEWER

### Sewer description:

The existing and proposed sewer will discharge through the existing sewer main which begins on the rear East side of 379 Elizabeth street and via easements crosses the carpark of the state cinema and under the Tasmanian Government owned Child Health centre, the sewer then connects with the Strahan Street sewer main.

- The sewer is a 150mm diameter concrete pipe with a fall of 3 degrees.
- 379 Elizabeth street is connected to the sewer main via a manhole with 600mm diameter gattic cover, the manhole is located 1500mm from the west boundary.
- The new laneway building will be connected to the sewer main via the existing 379 union building connection.
- The State cinema complex rear units at 375 Elizabeth Street, is connected to the sewer main on the corner of unit 3.
- The Cinema café 375 Elizabeth street is connected to the sewer main via the carpark easement, the boundary trap is covered with a metal plate approximately 1200mm to the west of the sewer main.
- The Soundy's building, 369 to 373 Elizabeth Street, appears to have two connections with the sewer main, both are located under the Tasmanian Government owned Child Health clinic, the sewer main is shown on "Dial before you dig" as located under the health clinic. Two inspection openings are located against the childcare clinic back and side wall.
- The Strahan street Tasmanian Government Child Health clinic, is also shown on the "dial before you dig" plan with a sewer connection under the building, a vent is located between this building and the Strahan street boundary.

The connection of this Branch sewer to the Strahan street Sewer - as shown on the "dial before you dig" plan does not have a manhole visible in the street.

### Response to request for further information from TasWater

1.

- a. Existing buildings have a section of the sewer main running parallel to the existing unit 3, (to the rear of 375 Elizabeth street).
- b. 381 Elizabeth Street (C.T 111756/1) is a Hotel on the corner of Elizabeth and Federal Street, no plans show any reference to Sewer main connections, Preliminary excavation of the laneway of 377 Elizabeth Street has not found any evidence of the Hotel sewer.
  - i. As further excavation of the site is undertaken several strategies will be used to prevent damage to services which may be found on the site.
- c. 1050mm is the closest point of the existing building to the side of the sewer main. The new buildings are at least 3000mm from the sewer.
- e. Private contractor located the sewer from previous construction work.

- A. Dial before you dig will be examined and services marked in the appropriate areas.
- B. Metal detectors and drainage cameras will be used to pinpoint exact location of services if required.
- C. Small scale excavation machinery will be used to trench in the vicinity of services with a spotter used to warn of encounters with services
- D. Hand digging will be used at service locations.
- E. Tagging of services and probable direction and depths of services will be plotted and marked on plans and forwarded to Taswater etc. as required.

If the Hotel sewer is found to be located on the state cinema site it will be retained in working condition and Taswater notified of its exact location.

A suitable plan will be formulated in consultation with Taswater, the hotel and the State cinema to provide a permanent sewer connection for the Hotel.

2.

See Excel spreadsheet for detailed workings.

a. Number of equivalent tenancies: -

The existing and proposed building includes the Soundy,s Building 369 to 373 Elizabeth Street, State Cinema plus extension to 375 Elizabeth Street, 377 Laneway proposed new building, 379 existing building plus extensions (Presently occupied by Unions Tasmania).

The m2 area is 2450m2 of existing buildings and 2360m2 new buildings, Including walls.

The area per use is broken down as follows; -

The total existing and proposed area is 5200m2 including all walls, voids, and various uses of the building: -

USE	Demolition	Existing	Addition	M2
Theatre seats 1 seat / m2		453	204	657
Office		530	294	780
Retail	44	467	233	710
Café, restaurant		590	38	630
units		2	3 (2 Bed)	380
Circulation / stores, wall thickness,		1582	471	2053
			TOTAL	5200

b. The total sewerage flow at connection point.



The existing and new buildings connect to the sewer main via several connections, the Strahan Street Child Health centre also connects to the sewer.

The XL spreadsheet shows the breakdown of fittings and the unit rating as per AS 3500 and gives 377-unit rating. This figure is within the range for a 150mm diameter sewer pipe with fall of over 1.65% (the existing sewer has a 3-degree slope or 5.24 %).

c. The simultaneous proposed water demand for the new development

The XL spreadsheet shows the breakdown of the fittings and the total PSD, which is calculated at 26.5 L/S or 1590 litres per hour. The water supply will be supplied through several existing connections to each existing title.

d. The required fire flow rate in L/S and the required residual pressure at the point of connection: -

Tasmanian fire service report is included. 369 Elizabeth street, gave a reading of 26.1 L/S @350KPa total flow and residual pressure reported as 34.1. with a static pressure of 1000KPa.

Conclusion: -

The location of existing water and sewer services are marked on Taswater GIS drawings, as these drawings are an indication of the location of services only a detailed plan of the exact location and description of services will be completed as work proceeds. Drawings which comply with AS 3500.0 2003 will be forwarded to Taswater as services are traced throughout the existing structure.



## Statewide Geotechnics

ABN 93 844 683 471

55 Leonard Avenue  
Moonah TAS 7009

Telephone: 0499 498 337  
Email: statewidegeo@gmail.com

29<sup>th</sup> October 2016

Our Ref SI038

Attention: Mr John Kelly  
State Cinema  
**375 Elizabeth Street**  
**NORTH HOBART TAS 7000**  
via email: jkelly@statecinema.com.au  
*No hard copy to follow*

### **Re: Preliminary Potentially Contaminated Land Assessment, State Cinema, North Hobart**

Dear John,

I refer to your earlier request to attend the site of recent excavation works at the State Cinema complex at 375 Elizabeth Street, North Hobart ("the subject property"), to address concerns raised by Hobart City Council as the planning authority in regards to the subject property being identified as potentially contaminated land.

Under section 8 of Schedule B9 of the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, I am a "suitably qualified person" for contaminated land assessments. I am an Engineering Geologist with a background in site contamination assessments. I have attached a copy of my CV which demonstrates my qualifications, competencies and experience relevant to site contamination assessments. I am happy to discuss my suitability further with a representative from the planning authority if required.

The purpose of the Potentially Contaminated Land Code contained in the Hobart Interim Planning Scheme 2015 is to ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment. This Code applies to the subject property as development is proposed on the subject property and the subject property is deemed to be potentially contaminated land. The subject property is potentially contaminated land as it adjoins land:

*"that the applicant or the planning authority:*

- a) knows to have been used for a potentially contaminating activity by reference to:—*
  - i. a notice issued in accordance with Part 5A of the Environmental Management and Pollution Control Act 1994; or*
  - ii. a previous permit ; or*
- b) ought reasonably to have known was used for a potentially contaminating activity."*

It is assumed that the planning authority has made this determination as the adjoining property at 82 Federal Street, trading as Barry Cooper Auto Repairs Pty Ltd, has historically been used as mechanical workshop.

It is noted that under E.2.4.3 of the Hobart Interim Planning Scheme 2015 "any use or development where a site history prepared by a suitably qualified person has been provided to the planning authority that confirms potentially contaminating activities did not impact the site" is exempt under the Potentially Contaminated Land Code.



Having attended the subject site and witnessed the excavation works in progress, and having inspected the adjoining mechanical workshop and spoken with the owner of the premises, Michael Fintor, it is clear that an exemption under E2.4.3 is warranted in this instance, based on the following:

- the excavation works being undertaken on the subject property are upslope and at some distance from the adjoining property at 82 Federal Street, being some 30m at the closest point;
- the excavations are being undertaken in relatively impermeable sandstone/siltstone rock in a dry state, with no groundwater seepages evident. Geological conditions of this type would typically preclude contamination of the type expected from the adjoining property;
- the adjoining property is fully asphalt and concrete sealed, with drainage from the property being towards the east and to Council mains. Waste oil is stored in a sealed above-ground storage tank located towards the southern end of the property, which is emptied on a regular basis;
- there is no historic evidence of contamination affecting either property, with substantially more voluminous earthworks undertaken in recent years at the subject property not having encountered any contamination;

The above factors indicate that potentially contaminating activities on the adjoining property have not impacted on the subject property and consequently establishing a full site history is unnecessary in this instance.

Should you further clarification, or if we can be of further assistance, please contact the undersigned.

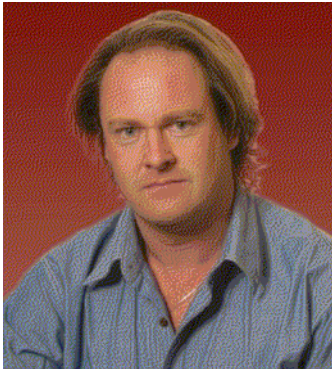
For and on behalf of Statewide Geotechnics



Drew Bedelph  
Engineering Geologist  
Statewide Geotechnics

Attachments:

- Curriculum Vitae – Drew Bedelph



## Drew Bedelph

### Manager/Engineering Geologist

#### Key Skills:

Drew graduated from the University of Tasmania with a Bachelor of Science (Honours) in 2001. Since then, he has gained experience across a broad range of civil and geotechnical projects, including dam and embankment investigations, bridge investigations, building developments, contamination assessments, geophysical surveys, site classifications and site supervision works.

#### Education:

- BSc (Hons), UTas (2001)

#### Experience:

- Manager/Engineering Geologist, Statewide Geotechnics, March 2015 to present
- Engineering Geologist, ADG Laboratories, 2013-2015
- Engineering Geologist, Pitt & Sherry, 2007-2013
- Engineering Geologist, Coffey /BFP, 2002-2013

#### Certificates/Inductions

- Aurora inducted
- TasRail inducted
- Telstra Network Site inducted
- Datgel gINT logging trained
- TIMI Workplace Safety inducted
- Tas OHS Construction Induction white card
- AES Traffic Control certificate

#### Countries of Work Experience:

- Australia

Drew has spent significant time developing experience in the field of slope stability investigations throughout Tasmania. He has also conducted various large-scale geotechnical investigations for both Government and private-sector clients, and is responsible for geological assessments of a number of quarrying operations around the state.

Drew has skills in the following key areas:

- Geotechnical investigations, small and large scale
- Slope stability assessment and analysis
- Geological field mapping
- Foundation and pavement investigation and analysis
- Quarry assessments
- Laboratory testing of soil and aggregates

#### Experience

##### March 2015 - Present, Manager/Engineering Geologist, Statewide Geotechnics

Geotechnical investigations including:

- **Pavement Investigations** for Glenorchy City Council, Clarence City Council and Hutchinson Builders/HCC;
- **Site Investigations** for DIER, local government and private clients ( various)
- **Quarry audits** for DSG G6 Specification at St Helens Quarry and Hazell Brothers quarries
- **Site Classifications** for new houses and extensions (various)

##### April 2013 - March 2015, ADG Laboratories, Engineering Geologist

Geotechnical investigations including:

- **Pavement Investigations** for Glenorchy City Council, Dorset Council, Southern Midlands Council, Central Coast Council and Clarence City Council;
- **Landslide remediation works**, Bell Bay, Relbia and Melba Line (TasRail);
- **Bridge Replacement**, Brown Mt Road, Campania (SMC);



- **Kangaroo Bay Redevelopment** - pavement investigation (CCC);
- **Telstra Penguin exchange redevelopment**;
- **United Petroleum Wynyard station redevelopment**;
- **Launceston levees topsoil contamination testing (LCC)**; and
- **Quarry assessments for BIS, Stornoway, Boral and other clients** (various locations).

## **December 2007 – March 2013, Pitt & Sherry, Engineering Geologist**

Projects in which Drew was involved include:

- **Brighton Transport Hub and Brighton Bypass** - undertaking of large-scale geotechnical investigations at both the Hub and Bypass sites, including project management, mapping, site supervision, analysis and reporting;
- **Lyell Highway Upgrade** - project management, field mapping, site supervision and reporting for geotechnical investigations undertaken along three sections of the highway;
- **Parliament Square, Hobart** - investigation and reporting of subsurface conditions at the Parliament Square development site, undertaken for the Department of Treasury;
- **Flood Remediation Works, Queensland Main Roads** - managing the deployment of pitt&sherry's pavement deflection-testing truck across several hundred kilometres of regional Queensland roads following the 2009/2010 floods;
- **Warrane Oval Light Towers, Clarence City Council** - investigation of new light towers locations using pitt&sherry's penetrometer rig;
- **Bunnings Warehouse** - investigations for new stores at Burnie and Kingston;
- **Department of Infrastructure, Energy and Resources** - pavement investigations and land stability assessments (various locations);
- **Hydro Tasmania** - Investigations for new substations at Kingston and Mornington;
- **Kingston Bypass** - investigation for the proposed highway alignment, including bridge and underpass structures;
- **Menzies Centre Stage II, John Holland-Hazell Brothers** - extensive ground investigation and assessment of footing systems for the proposed building;
- **Taroona-Sandy Bay Wastewater Pipeline, Southern Water** - investigation of proposed route of new wastewater main, including analysis of excavation conditions for tenderers;
- **Dilston Bypass** - investigation of sections of new highway, including underpass and bridge structures;
- **TasRail, Campania Landslip** - investigation and design of remedial works at a failure site on the main Hobart-Launceston rail line;
- **Pavement Failure, River Road, Burnie** - investigation for Burnie City Council of failed industrial pavement, including inclinometer installation and analysis;
- **Gwalia Deeps Raise Bore Shaft - St Barbara Ltd, Leonora WA** - logging and geotechnical assessment of ground conditions for the construction of a large-diameter, 1.3km-deep vertical ore haulage shaft at the Gwalia gold mine.
- **Gunns Pulp Mill, Longreach** - large-scale investigation of proposed mill site and storage dams, including establishment of a groundwater monitoring network;
- **Ben Lomond Water** - investigation of several new and existing water treatment plants at various locations;
- **Launceston Aquatic Centre** - several investigations for Launceston City Council's regional aquatic centre redevelopment, including foundation assessment, drilling, seismic monitoring, analysis and reporting;

- **KGV Oval, Glenorchy City Council** - investigation of existing soccer field to inform the design and installation of a new artificial playing surface; and
- **Launceston Levees** - investigations of several sections of levee and river bank to ascertain geotechnical parameters for the design and construction of replacement levee. The work included extensive drilling, electric friction cone penetrometer (efcp) testing and shear vane testing using pitt&sherry's penetrometer rig.

## **2002 – 2007, Coffey/BFP, Engineering Geologist**

Projects at Coffey/BFP in which Drew was involved include:

- **TasPorts, Bell Bay** - investigation for proposed reclamation works, including barge drilling, core logging, laboratory testing and reporting;
- **Transend Substation, Mowbray** - investigation of transmission route, tower placement and substation site, including drilling and analysis of soft sediments, conducting down-hole resistivity surveys and reporting;
- **King Island Scheelite** - investigation for fresh water and mine tailings dams at the Grassy scheelite mine;
- **Scotia Mine, Gladstone** - investigation for tailings and fresh water storage dams
- **Works Infrastructure** - various investigations for replacement bridges and road reconstruction projects across Tasmania;
- **Cataract Gorge Bridge, Launceston** - geological mapping and investigation of replacement suspension bridge anchors;
- **Gunns Evandale Dam** - investigation for a large fresh water storage dam at Gunns vineyard, near Evandale;
- **Esk Water, Trevallyn** - Investigation for proposed extension to existing treatment facility;
- **Roman Baths, Launceston** - investigations for proposed multi-storey redevelopment of York Street building;
- **Pavement Investigations (various)** - various investigations for new and failed sections of road across Tasmania, including East Derwent Highway, Bridport Main Road and Mud Walls Road;
- **Woolworths Burnie Extension** - geotechnical investigation for building extension and new carparking areas, including an assessment of ground stability for installation of a new substation;
- **Trevallyn Dam** - geotechnical investigation for Hydro Tasmania, including supervision of drilling operations in the dam's gallery;
- **Gilbarco, Launceston Airport** - contamination assessment for decommissioning of underground fuel storage tanks;
- **Transend Substation, Norwood** - contamination assessment and geotechnical investigation for proposed extension to switchyard;
- **Dee Dam** - field mapping and interpretation of structural geology at the Dee Dam for Hydro Tasmania;
- **Bangor Road Bridge Replacement** - investigation to furnish design of new road bridge at Lilydale;
- **Hydro, Bell Bay** - geotechnical investigation for proposed mass footings for several gas-powered turbines;
- **Communications Tower, Ridgley** - investigation for a proposed monopole structure at Ridgley for Powercom Systems P/L;
- **Turners Beach Store** - contamination assessment for the decommissioning of an underground fuel storage tank and associated infrastructure;



- **Forestry Tasmania Nursery, Perth** - investigation for the proposed relocation of a coolstore on a shallow fill platform;
- **Department of Education, School Upgrades** - various geotechnical investigations for extensions and new buildings at a number of schools across Tasmania;
- **Barrington Lodge, New Town** - investigation of landslip and supervision of remedial earthworks; and
- **Quarry assessments** - for various clients at locations around Tasmania.

## SEARCH OF TORRENS TITLE

VOLUME 147682	FOLIO 1
EDITION 1	DATE OF ISSUE 09-Aug-2006

SEARCH DATE : 09-Aug-2016

SEARCH TIME : 09.16 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 147682

Being the land described in Surrender No.41/1217

Derivation : Part of 4A-0R-15P Gtd.to John Walton

Derived from A22863

SCHEDULE 1

THE CROWN

SCHEDULE 2

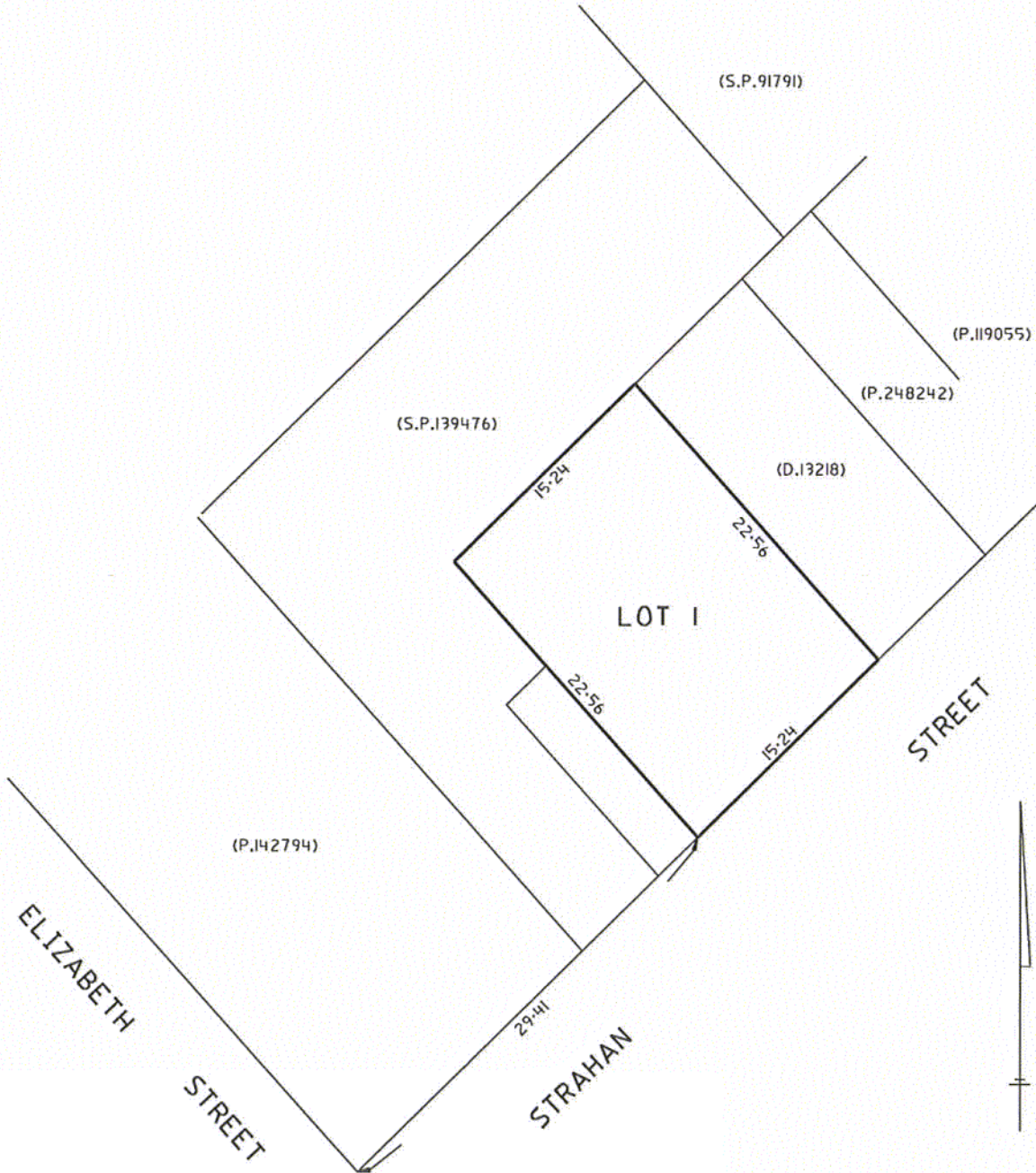
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER    A.22863  GRANTEE PART OF 4A-OR-15P GTD. TO JOHN WALTON		<b>CONVERSION PLAN</b> LOCATION <b>CITY OF HOBART</b>  CONVERTED FROM    41/1217  NOT TO SCALE                      LENGTHS IN METRES		Registered Number  <b>P.147682</b>  APPROVED 25 JUL 2006 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114(522542)	LAST UPI No. 2103555	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		DRAWN L.H.

SKETCH BY WAY OF ILLUSTRATION ONLY  
"EXCEPTED LANDS"





## SEARCH OF TORRENS TITLE

VOLUME 163809	FOLIO 1
EDITION 2	DATE OF ISSUE 12-Feb-2016

SEARCH DATE : 12-Jul-2016

SEARCH TIME : 03.58 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 163809

Derivation : Part of 4A-0R-15P Gtd to J Walton and Part of  
0A-1R-29P and 0A-4R-29P Gtd to G Butler.

Prior CTs 142794/1 and 162909/1

SCHEDULE 1M550892 TRANSFER to JOHN KELLY NOMINEES PTY LTD Registered  
12-Feb-2016 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP162909 FENCING PROVISION in Schedule of Easements

SP139476 FENCING PROVISION in Schedule of Easements

SP139476 SEWERAGE AND/OR DRAINAGE RESTRICTION

SP139476 BENEFITING EASEMENT:(appurtenant to the land marked  
UFLT on P.163809) a right of way over the Right of  
Way 3.66 wide on Plan 163809SP139476 BENEFITING EASEMENT:(appurtenant to the land marked  
QALT on P.163809) a right of footway over the strip  
of land marked Right of Footway on Plan 163809SP139476 BENEFITING EASEMENT:(appurtenant to the land marked  
QALT on P.163809) a right of drainage over the lands  
marked Drainage Easement and Drainage Easement 2.00  
wide on Plan 163809 (respectively)SP162909 BENEFITING EASEMENT: (appurtenant to the land marked  
ABCYXW on P163809) a right of drainage over the  
Drainage Easement 2.00 wide on Plan 163809SP139476 BENEFITING EASEMENT: (appurtenant to the land marked  
QALT on P.163809) a right of carriageway over the  
Right of Way 'A' and marked CDEFGHIJKLMNOPWXY on P.  
163809C597776 ADHESION ORDER under Section 110 of the Local  
Government (Building and Miscellaneous Provisions)  
Act 1993 Registered 21-Dec-2004 at noon

D51599 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered  
29-Mar-2012 at 01.00 PM  
D48671 ADHESION ORDER under Section 110 of the Local  
Government (Building and Miscellaneous Provisions)  
Act 1993 Registered 17-May-2012 at 12.02 PM  
E36823 MORTGAGE to Newdegate Nominees Pty Ltd Registered  
12-Feb-2016 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

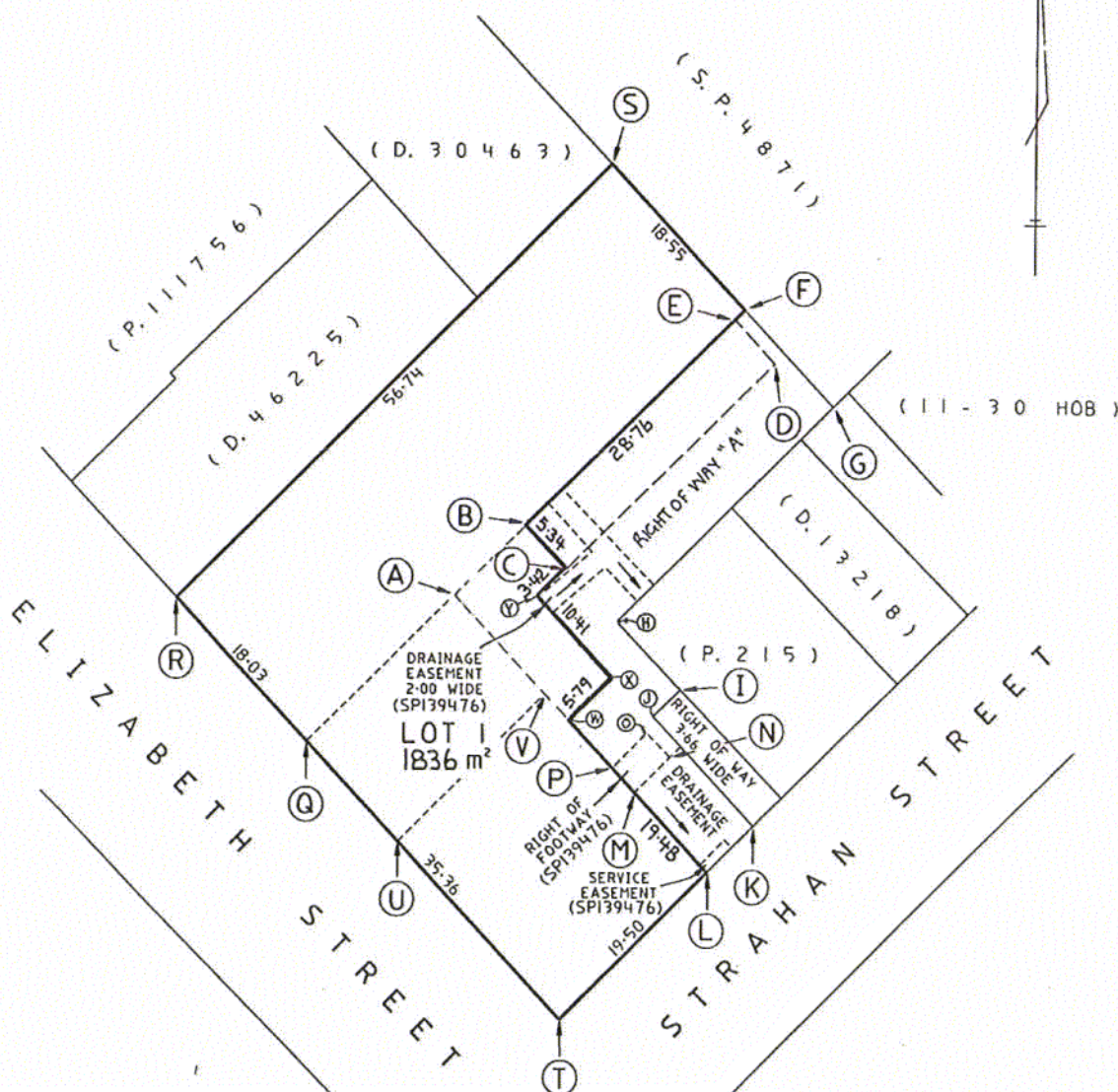
No unregistered dealings or other notations



OWNER		PLAN OF TITLE		Registered Number
FOLIO REFERENCE F/R 142794-1 F/R 162909-1		LOCATION CITY OF HOBART		<b>P 163809</b>
GRANTEE		CONVERTED BY PLAN No.		APPROVED ..... 17 MAY 2012
		COMPILED BY L.D.R.B		<i>Alice Kawa</i> Recorder of Titles
		NOT TO SCALE		LENGTHS IN METRES
MAPSHEET MUNICIPAL CODE No. 114 (5225-42)	LAST UPI No HGV40 HGV75	LAST PLAN P142794 No. SP162909	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

SKETCH BY WAY OF ILLUSTRATION ONLY  
AS RELATES TO THE LAND MARKED F.O.R.S  
DERIVED FROM 72/4667.

"EXCEPTED LANDS"





## SEARCH OF TORRENS TITLE

VOLUME 46225	FOLIO 1
EDITION 3	DATE OF ISSUE 20-Aug-2015

SEARCH DATE : 12-Jul-2016

SEARCH TIME : 03.57 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 46225

Derivation : Whole of 0A-0R-24Ps. Gtd. to C. Gaylor.

Prior CT 4709/98

SCHEDULE 1

M533700 TRANSFER to NEWDEGATE NOMINEES PTY LTD Registered  
20-Aug-2015 at 12.01 PM

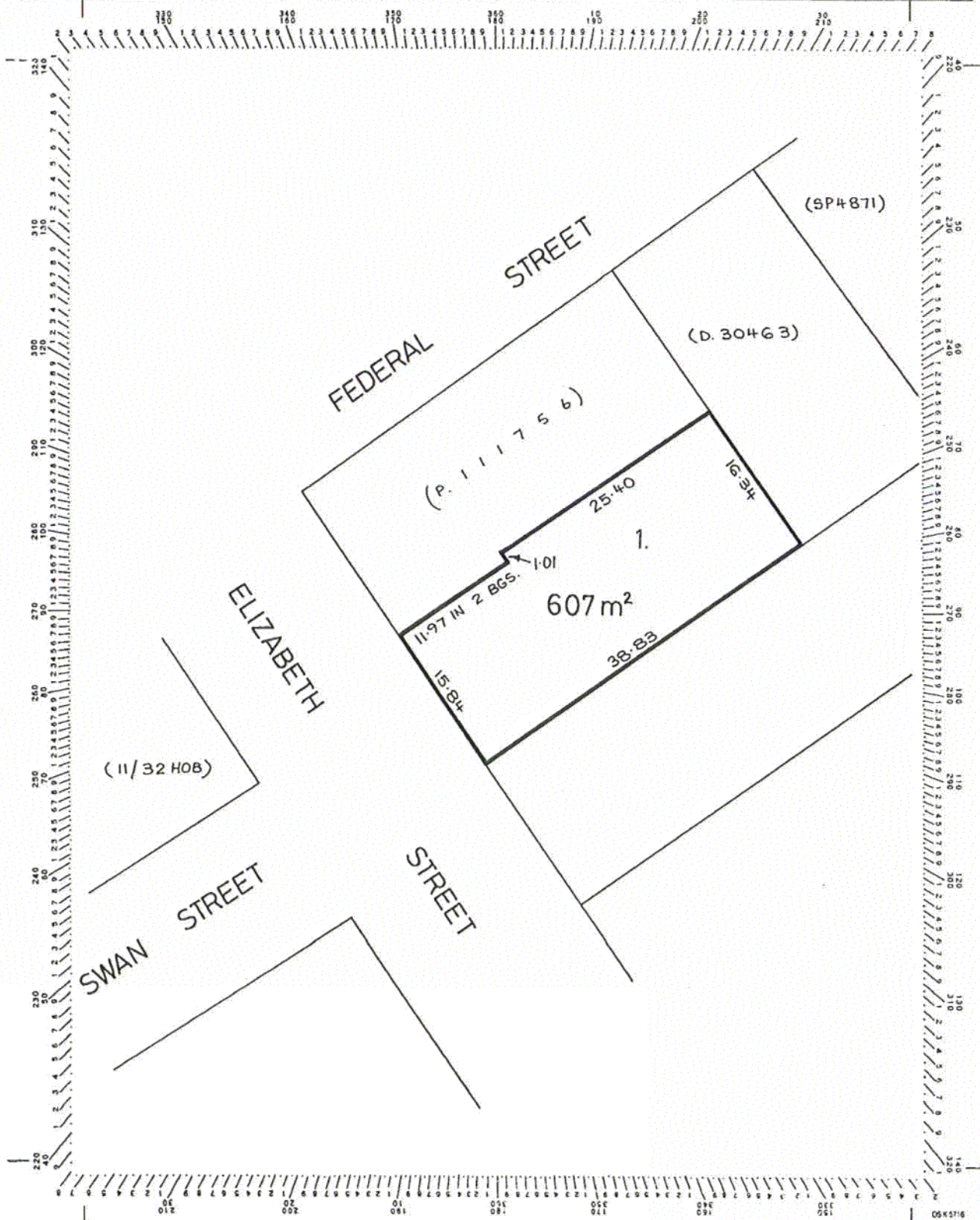
SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: <b>L.T. ACT 1980.</b>	<b>PLAN OF SURVEY</b> of land situated in the	Registered Number: <b>D.46225</b>
Title Reference: <b>Y.12984</b>	<b>CITY OF HOBART</b>	Approved: <b>8 OCT 1990</b>
Grantee: <b>WHOLE OF 0-0-24 GTD. TO CHARLES GAYLOR.</b>	COMPILED FROM: <b>4/71 HOB LO.</b>	<i>M. J. P.</i> Recorder of Titles
SCALE 1: 400 MEASUREMENTS IN METRES		





## SEARCH OF TORRENS TITLE

VOLUME 162909	FOLIO 2
EDITION 1	DATE OF ISSUE 16-May-2012

SEARCH DATE : 12-Jul-2016

SEARCH TIME : 03.58 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Sealed Plan 162909

Derivation : Part of 4A-0R-15Ps Gtd to J Walton and Part of  
0A-1R-29Ps Gtd to G Butler

Prior CT 139476/2

SCHEDULE 1C202230 TRANSFER to NEWDEGATE NOMINEES PTY. LTD. Registered  
09-Mar-2000 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP162909 EASEMENTS in Schedule of Easements

SP162909 FENCING PROVISION in Schedule of Easements

SP139476 FENCING PROVISION in Schedule of Easements

SP139476 SEWERAGE AND/OR DRAINAGE RESTRICTION

D51599 AGREEMENT pursuant to Section 71 of the Land Use  
Planning and Approvals Act 1993 Registered  
29-Mar-2012 at 01.00 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



<p>OWNER NEWDEGATE NOMINEES PTY LTD</p> <p>FOLIO REFERENCE 139476/2</p> <p>GRANTEE PART OF 4A-OR-15Ps GTD TO JOHN WALTON &amp; PART OF 0A-1R-29Ps GTD TO GEMALIEL BUTLER</p>	<p><b>PLAN OF SURVEY</b></p> <p>BY SURVEYOR DAVID B MILLER BROOKS LARK &amp; CARRICK SURVEYORS PO BOX 910 ROSNY PARK 7018 PH 6244-6256 FAX 6244-6221 MOB. 0400-114-824</p> <p>LOCATION <b>CITY OF HOBART</b></p> <p>SCALE 1: 300      LENGTHS IN METRES</p>	<p>REGISTERED NUMBER <b>SP162909</b></p> <p>APPROVED EFFECTIVE FROM 16 MAY 2012</p> <p><i>Alice Kawa</i> Recorder of Titles</p>
<p>MAPSHEET MUNICIPAL CODE No. 114 (5225-42)</p>	<p>LAST UPI No. HGV75</p>	<p>LAST PLAN No. SP139476</p>
<p>ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN</p>		

LOT 2 COMPILED FROM CT 139476/2 & THIS SURVEY

*[Signature]*  
COUNCIL DELEGATE

27-3-12  
DATE



**COUNCIL APPROVAL**

{Insert any qualification to the permit under section 83(5), section 109 or section 111  
of the Local Government ( Building & Miscellaneous Provisions ) Act 1993 }

The subdivision shown in this plan is approved

LOT 1<sup>A</sup> & 2 ARE  
LOT 1<sup>B</sup> IS EXEMPT FROM THE OPERATION OF PART 3 OF THE LOCAL GOVERNMENT  
(BUILDING & MISCELLANEOUS PROVISIONS) ACT 1993 UNDER THE PROVISION OF  
SECTION 115(1).

Registered Number

**SP 162909**

In witness whereof the common seal of the HOBART CITY COUNCIL  
has been affixed, pursuant to a resolution of the Council of the said municipality  
passed the 27<sup>TH</sup> day of MARCH 2012 , in the presence of us

Director Development &  
Environmental Services

*Chris Chapman*

Manager  
Surveying Services

*[Signature]*

Council Reference 5662468

**NOMINATIONS**

For the purpose of section 88 of the Local Government ( Building & Miscellaneous Provisions ) Act 1993  
the owner has nominated

.....MICHAEL BRIANT..... Solicitor to act for the owner

.....BROOKS LARK & GARRICK..... Surveyor to act for the owner

OFFICE EXAMINATION:

Indexed ..... Computed *[initials]* .....

Examined *[initials]* 30/3/12 \*



**SCHEDULE OF EASEMENTS**

**NOTE:** THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

**SP 162909**

PAGE 1 OF 3 PAGE/S

**EASEMENTS AND PROFITS**

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

Lot 2 on the Plan is subject to a Right of Drainage over the "Drainage Easement 2.00 Wide" appurtenant to the Hobart City Council and the Tasmanian Water and Sewerage Corporation (Southern Region) Pty Limited and Lot 1 on the Plan and Lot 1 on Sealed Plan No.139476.

Lot 2 on the Plan is subject to a Right of Drainage appurtenant to Lot 1 on Sealed Plan No.139476 over the "Drainage Easement" shown passing through such lot.

**SERVICE EASEMENT**

Lot 2 is subject to a Service Easement for Aurora Energy Pty Ltd over the "Service Easement" shown on Lot 2 on the Plan.

**RIGHT OF CARRIAGEWAY**

Lot 2 on the Plan is subject to a Right of Carriageway appurtenant to Lot 1 on Sealed Plan No.139476 over the "Right of Way 'A' (Private) labelled CDEFGHIJKLMNOPWXYZ on the Plan passing through such lot.

**RIGHT OF WAY**

Lot 2 on the Plan is subject to a Right of Footway appurtenant to Lot 1 on Sealed Plan No.139476 over the "Right of Footway (Private)" on the Plan passing through such lot.

**FENCING PROVISION**

In respect of each Lot shown on the Plan the Vendor, Newdegate Nominees Pty Ltd shall not be required to fence.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: NEWDEGATE NOMINEES PTY LTD  
FOLIO REF: 139476/2  
SOLICITOR  
& REFERENCE: MICHAEL BRIANT

PLAN SEALED BY: HOBART CITY COUNCIL

DATE: 27<sup>TH</sup> MARCH 2012

5662468

REF NO.

  
Council Delegate  
MANAGER SURVEYING SERVICES

**NOTE:** The Council Delegate must sign the Certificate for the purposes of identification.



<b>ANNEXURE TO SCHEDULE OF EASEMENTS</b> PAGE 2 OF 3 PAGE/S	Registered Number <b>SP 162909</b>
SUBDIVIDER: FOLIO REFERENCE:	

INTERPRETATION

"Service Easement" means

**FIRSTLY** all the full and free right and liberty for Aurora Energy Pty Ltd and its successors and its and their servants agents and contractors (hereinafter called "Aurora") at all times hereafter:

- (a) **TO** maintain, lay, erect and install anything used for, or in connection with the generation, transmission or distribution of electricity including powerlines (overhead or underground), substations for converting electricity, substations for transforming or controlling electricity and equipment for metering, monitoring or controlling electricity (hereinafter called "electricity infrastructure") of such materials and type as Aurora may determine above, on or under the land marked "Service Easement" on the plan (hereinafter called the "servient land").
- (b) **TO** enter into and upon the servient land for the purpose of examining, operating, maintaining, repairing, modifying, adding to or replacing electricity infrastructure without doing unnecessary damage to the said servient land and making good all damage occasioned thereby.
- (c) **TO** erect fencing, signs, barriers or other protective structures upon the servient land if in the opinion of the Corporation these are necessary for reasons of safety.
- (d) **TO** cause or permit electrical energy to flow or be transmitted or distributed through the said electricity infrastructure.
- (e) **TO** enter into and upon the servient land for all or any of the above purposes with or without all necessary plant equipment and machinery and the means of transporting the same and if necessary to cross the remainder of the said land of the registered proprietor/s for the purpose of access and regress to and from the servient land.
- (f) **NOTHING** herein contained shall prevent the registered proprietor/s for themselves and their successors in title from using the servient land **PROVIDED THAT** such use does not derogate from this grant or, in the opinion of Aurora, compromise the safe operation of Aurora's electricity infrastructure located on, above or under the servient land.

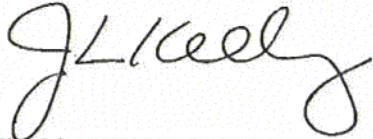


**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.




<b>ANNEXURE TO SCHEDULE OF EASEMENTS</b> PAGE 3 OF 3 PAGE/S	Registered Number <b>SP 162909</b>
SUBDIVIDER: FOLIO REFERENCE:	

**SECONDLY** the benefit of a covenant for Aurora Energy Pty Ltd and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to erect any buildings or place any structures or objects within the said easement without the prior written consent of Aurora Energy Pty Ltd to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement hereinbefore described.



**SIGNED** by **NEWDEGATE NOMINEES PTY LTD** ACN 090 612 543 the registered proprietor of the land comprised in Certificate of Title Volume 139476 Folio 2 by its sole director **JOHN LEO KELLY** who is so authorized by its constitution in the presence of:

Witness Name: **DONNA MICHELE MATHEWS**  
Witness Address: **242 NIERINNA RD, MARGATE 7054**  
Witness Occupation: **P.A.**  
Witness Signature: 

**NOTE:** Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



# Department of Health and Human Services

SHARED SERVICES – ASSET MANAGEMENT SERVICES

GPO Box 125, HOBART TAS 7001, Australia

Web: [www.dhhs.tas.gov.au](http://www.dhhs.tas.gov.au)



Contact: John Backhouse  
Phone: 62336620  
E-mail: [john.backhouse@dhhs.tas.gov.au](mailto:john.backhouse@dhhs.tas.gov.au)

Hobart City Council  
Elizabeth Street  
HOBART TAS 7000

**Subject: PLN16-768 State Cinema extension and associated works**

Consent to the making of Planning Permit Application pursuant to Section 52 (B) of the Land Use Planning and Approval Act 1993 and the Building Act 2000.

Pursuant to Instrument of Delegation under the Crown Lands Act 1976 dated 5 September 2014 in relation to the above noted Acts, I consent to the referred permit application relating to land in the ownership of the Crown and I hereby authorise the applicant to lodge building and plumbing permit applications with Council in relation to any development on the Crown land.

<b>Applicant:</b>	Newdegate Nominees Pty Ltd
<b>Proposed Development:</b>	Cinema Extension and associated works
<b>Crown Land Address:</b>	29 Strahan Street, North Hobart

If you require further information regarding this application please contact John Backhouse, Manager Accommodation Planning on 6233 6620.

Yours sincerely

Greg Cooper  
Acting Director Asset Management Services

29 August 2016

8 August 2016

**MEMORANDUM: GENERAL MANAGER**

**LANDLORD CONSENT FOR LODGEMENT OF PLANNING  
APPLICATION FOR EXTENSIONS TO STATE CINEMA AT 375  
ELIZABETH STREET, PLN 16-768**

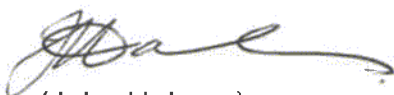
This memo has been written to recommend that landlord consent be granted to enable the lodgement of a planning application for works within the City's highway reservation. The proposed development is for extensions to the State Cinema at 375 Elizabeth Street, which involves renovations to the property at 379 Elizabeth Street (the Union building) and a new building between these properties.

The works proposed within the Elizabeth Street highway reservations for which landlord consent is recommended are for two awnings with attached signs under the awnings, as shown on the attached plans.

The awnings and signs are required to be 2.4m above the footpath and 600mm set back from the back of kerb. The awnings and signs are supported in-principle by the City's Road Services Engineer for the planning application to be lodged.

**Recommendation**

***That landlord consent be granted to enable the lodgement of the planning application for the awnings and associated signs within the Elizabeth Street highway reservation as shown on the attached plans and the landlord consent section of this memo be signed.***



(John Holmes)

**MANAGER ROAD AND ENVIRONMENTAL ENGINEERING**

Attachment: Plans

Copies for Circulation: Emily Burch, Cindy Elder, Michelle Foale, Stefan Gebka



Landlord consent for planning application PLN 16-768 at 375 Elizabeth Street, Hobart to be lodged:

I, Nicholas Heath, being responsible for the administration of land making up the Elizabeth Street highway reservation, give permission in-principle for the proposed awnings and associated signs over the highway reservation and thus for the planning application PLN 16-768 at 375 Elizabeth Street to be lodged.

Date:

Signature:  .....

1 Ground Floor plan scale 1:100

PRELIMINARY  
ISSUED FOR pre A N N I N G APPLICATION

A1

1:10	1:100	1:1000
1:10	1:100	1:1000
1:10	1:100	1:1000
1:10	1:100	1:1000

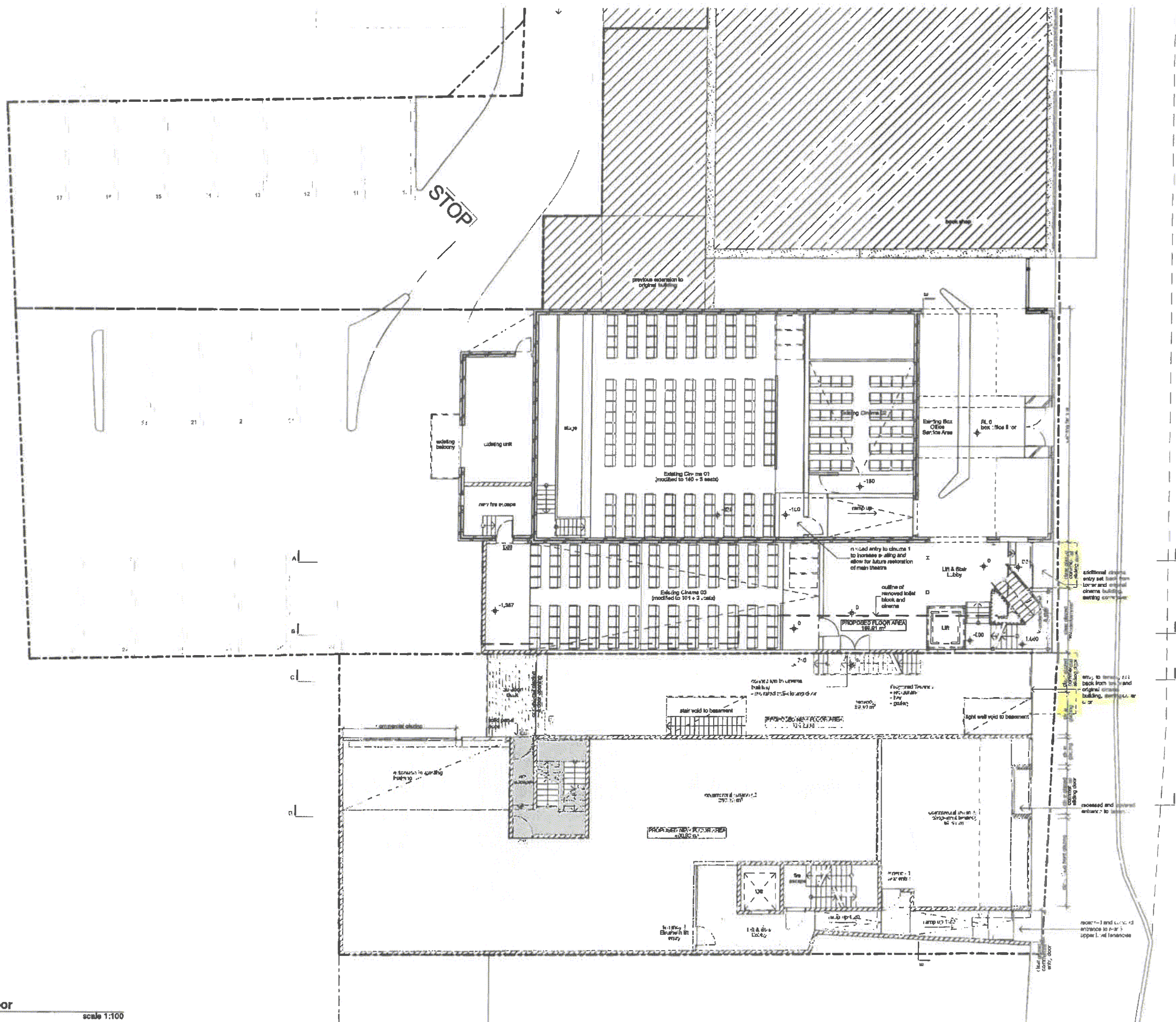
State Cinema  
John Kelly

circus murris-murris architects  
Contact

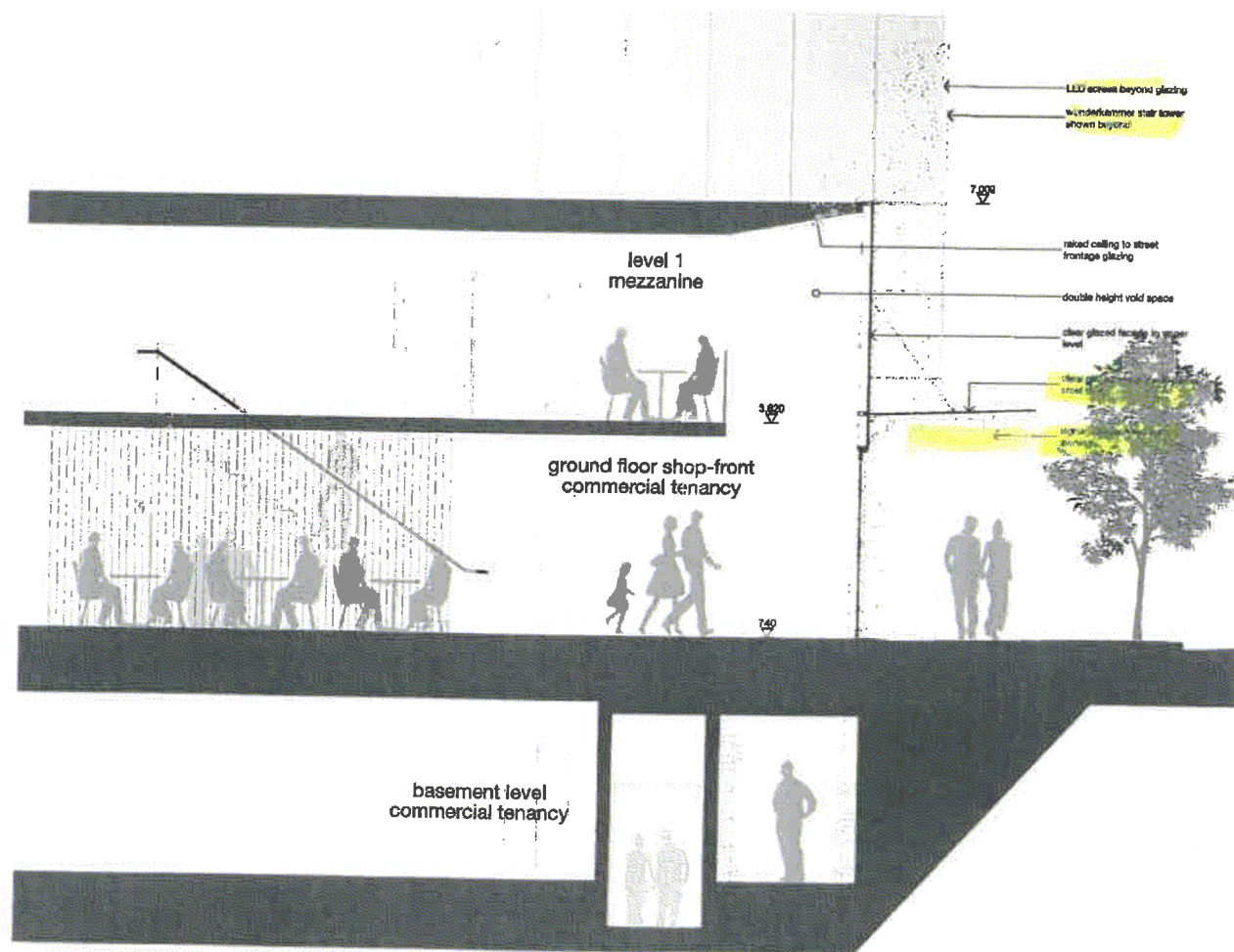
ground floor plan

A Application for Planning Permit  
Friday 15 July 2016

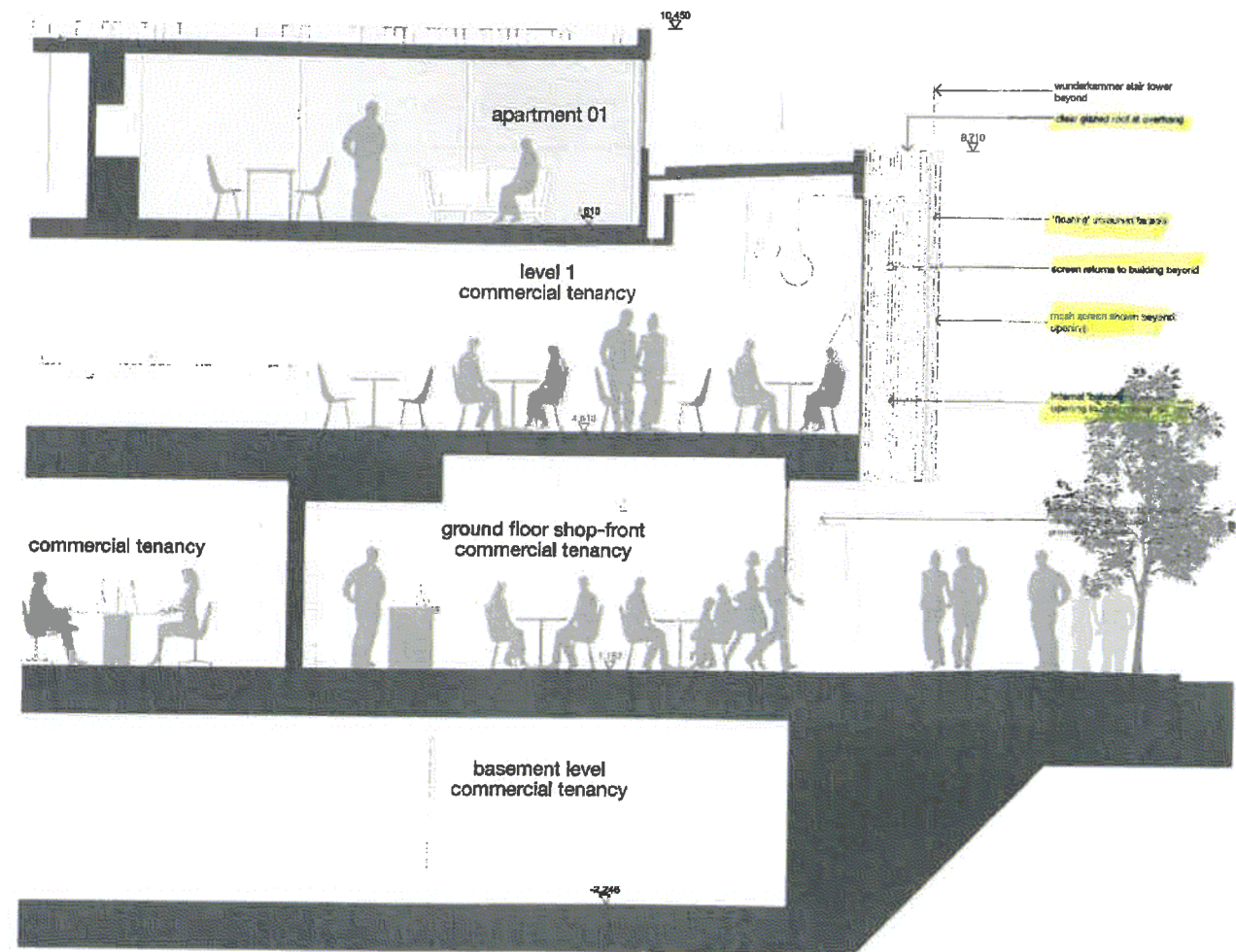
1601-DA2.01







C Laneway Building Tenancy  
 Elizabeth Street Section  
 scale 1:50



D Union Building Tenancy  
 Elizabeth Street Section  
 scale 1:50

PRELIMINARY  
 ISSUED FOR PLANNING APPLICATION

original	revised	date
1	1	1:10
2	2	1:20
3	3	1:30
4	4	1:40
5	5	1:50
6	6	1:60
7	7	1:70
8	8	1:80
9	9	1:90
10	10	1:100
11	11	1:120

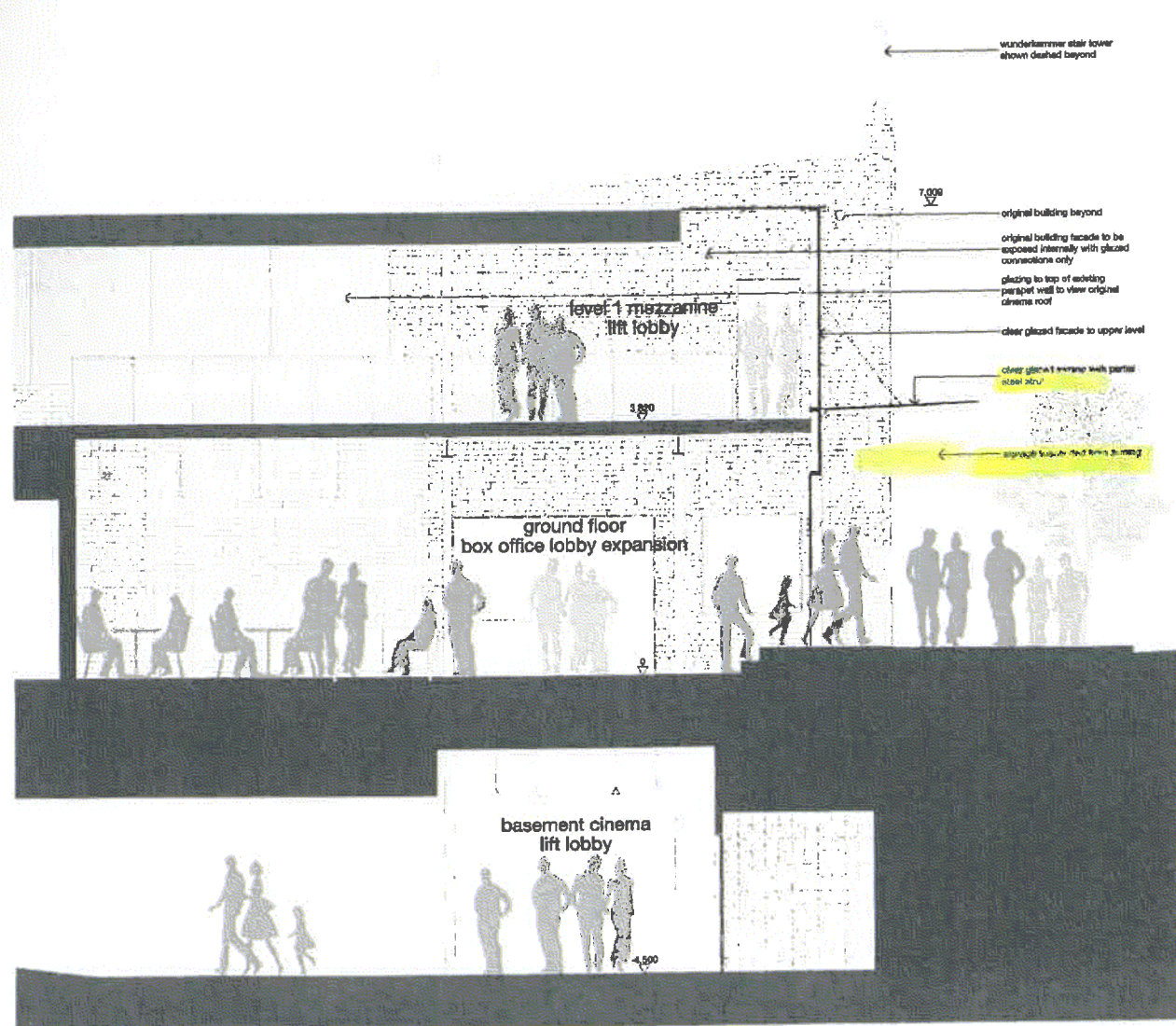
State Cinema  
 John Kelly  
 1001-1111-1111  
 1001-1111-1111  
 1001-1111-1111

circa morris-nunn architects  
 Contact  
 circa morris-nunn architects  
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 1001-1111-1111

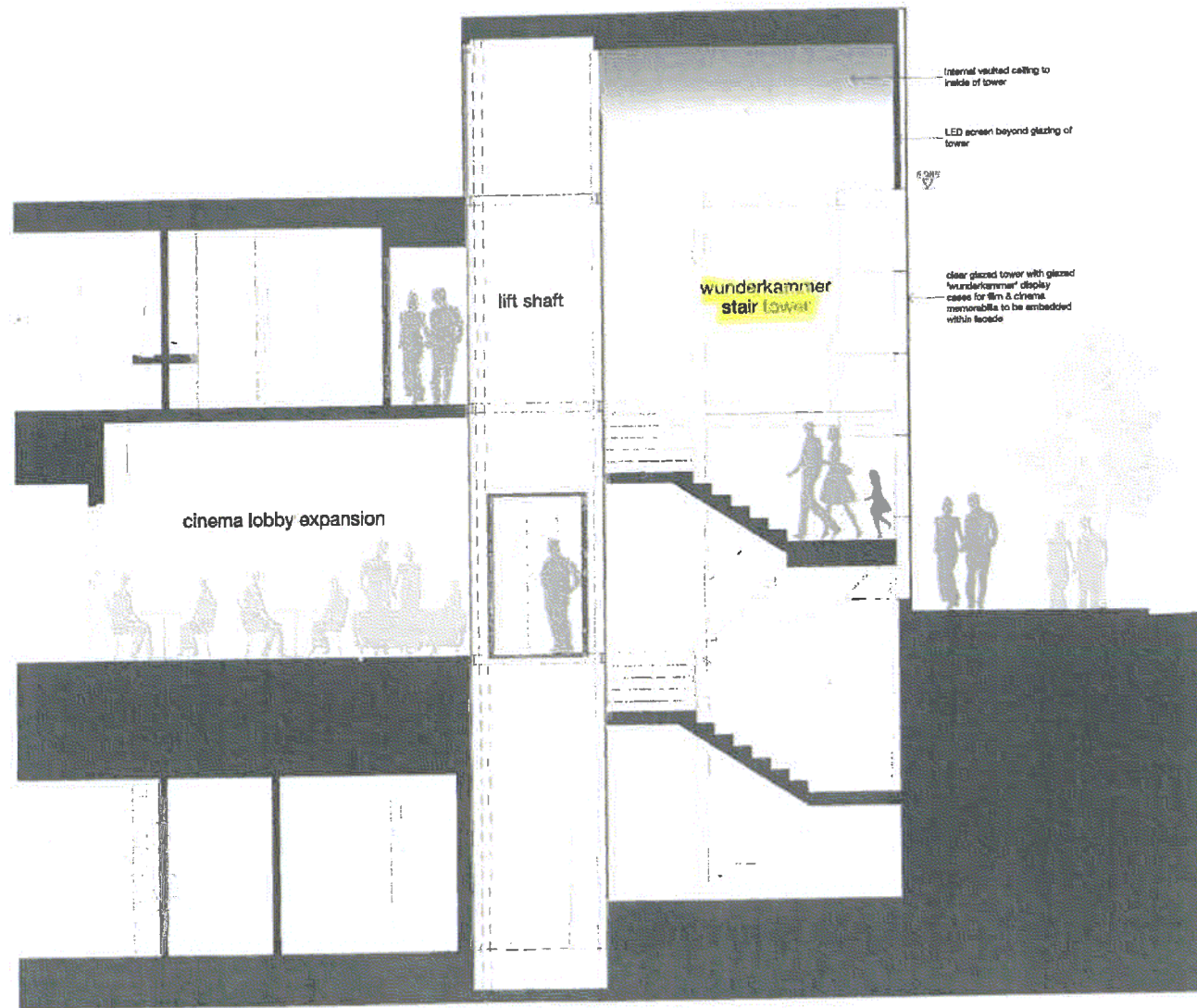
new buildings sections  
 Elizabeth Street Section

Application for Planning Permit  
 1601-DA4.02





<b>A</b>	<b>New Cinema Entry &amp; Lobbying</b>	scale 1:50
	<b>Elizabeth Street Section</b>	



B	Wunderkammer Stair Tower	scale 1:50
	Elizabeth Street Section	

Ugent One ring size

**A1**

12	5 - 24	1:10
11	5 - 24	1:50
10	5 - 24	1:100
9	5 - 24	1:200

**State Cinema**  
John Kelly

$\mathcal{L}_1$  是  $\mathcal{L}_2$  的子集  
 $\mathcal{L}_1 \subseteq \mathcal{L}_2$   
 $\mathcal{L}_1 \cap \mathcal{L}_2 = \mathcal{L}_1$

These designs, along with the copyright and the copyright notice and the property of Ciba-Medical-Genetics, and shall not be used in violation of copyright without the prior written consent of Ciba-Medical-Genetics.

**circa morris-nunn architects**  
**Contact**  
 1000 17th St., Suite 1000  
 Washington, DC 20036  
 Tel: 202/638-1000

From the single letter design in 14 and the variable in 3, a table is by the builder, full of notes and a list of dimensions and all, all of them, are in the sketch. On the scale of the drawing, drawing, are not to be used for correction or against it used, the correct for dimensions.

**cinema addition sections**  
**Elizabeth Street Section**

Application for Planning Permit  
Friday, 15 July 2016

1601-DA4.01

PRELIMINARY  
ISSUED FOR PLANNING APPLICATION



PLANNING REF: PLN-16-768  
THC WORKS REF: 5067  
REGISTERED PLACE NO: 9928  
FILE NO: 10-75-27THC  
APPLICANT: Circa Morris-Nunn Architects  
DATE: 07 December 2016

## NOTICE OF HERITAGE DECISION

*(Historic Cultural Heritage Act 1995)*

The Place: 367-375 Elizabeth Street, 379 Elizabeth Street,  
29 and 31 Strahan Street, North Hobart.  
The Registered Place: 'State Cinema', 367-375 Elizabeth Street, North Hobart.  
Proposed Works: Minor demolition, alterations and additions and new signage.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Tasmanian Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with Development Application PLN-16-768, advertised on 16/11/2016 subject to the following conditions:

**1. The proposed glazed awning and sign over the new 'additional cinema entry' are not approved.**

Reason for condition

To ensure that the new work does not detract from the character and prominence of the State Cinema façade within the streetscape.

**2. The proposed LED signage to the new glazed tower element to Elizabeth Street must relate solely to the current use of the cinema and/or its history, and must not be used for other commercial advertising purposes.**

Reason for condition

To ensure that the new signage is compatible with the historical use and historic cultural heritage values of the State Cinema.

**3. Excavation works in the vicinity of the State Cinema are to be undertaken in a manner that does not endanger the significant fabric of the heritage place.**

Reason for condition

To ensure that significant fabric of the heritage place is protected from being damaged by the proposed excavation work.

- 4. A copy of all plans and specifications submitted in making an application for a building permit must also be provided to Heritage Tasmania, and any substantial variance from the works covered by this permit must be identified by the applicant.**

Reason for condition

To ensure that Heritage Tasmania is given the opportunity to review the proposal at the building permit application stage, to ensure that the impacts to the place's heritage values are appropriate.

Advice

The Tasmanian Heritage Council reiterates advice provided with previous permits that the preparation of a Conservation Management Plan (CMP) for the State Cinema complex (inclusive of the Soundy's Building) is highly desirable. A CMP will provide guidance on the conservation of the site's heritage values and assist in decision-making on any future works applications. Heritage Tasmania's advisors would be glad to discuss the benefits of having a CMP, and can provide advice in relation to the preparation of such a document.

Further, it is highly recommended that the owner considers the reinstatement of the main auditorium as a single volume. The auditorium is central to the historical understanding of the place and the current configuration compromises that understanding and detracts from the character of the building's interior.

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

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



Dr Kathryn Evans

**Chair**

*Under delegation of the Tasmanian Heritage Council*



## Submission to Planning Authority Notice

Council Planning Permit No.	PLN-16-768	Council notice date	19/07/2016
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2016/01002-HCC		Date of response
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
<b>Response issued to</b>			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
<b>Development details</b>			
Address	367-375 ELIZABETH ST, NORTH HOBART	Property ID (PID)	3178787
Description of development	Expansion of State Cinema		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Ian Cooper Designs	073-2016 Sheet P-02		01/07/2016
Circa Morris-Nunn Architects	1601 Sheets DA0.00, DA1.01, DA2.01, DA2.02, DA2.03, DA2.04, DA2.05, DA3.01, DA4.01, DA4.02, DA4.03,		15/07/2016
Circa Morris-Nunn Architects	1601 Sheets DA1.00	1	16/08/2016
Circa Morris-Nunn Architects	1601 Sheets DA1.02		16/08/2016
<b>Conditions</b>			
<p><b>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</b></p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>The applicant must engage a suitably qualified professional to assess the suitability of the existing property water &amp; sewer connections to service the proposal. The property service connections must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. <ol style="list-style-type: none"> <li>The location of the property water connection / water meter assembly must provide for unfettered access to enable reading, testing, inspection, maintenance and exchange without impediment and must be kept clear of obstructions at all times. An access plan for TasWater operational and meter reading staff must be supplied outlining how TasWater staff will maintain this unfettered access 365 days a year 7am until 7pm.</li> </ol> </li> <li>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.</li> <li>Prior to commencing construction / use of the development, a boundary backflow prevention device and water meter must be installed, to the satisfaction of TasWater.</li> </ol>			

## 56W CONSENT

4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) must show footings of proposed buildings located over or within 2.0m from TasWater pipes and must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans must also include a cross sectional view through the footings which clearly shows:

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

## BOUNDARY TRAP AREA

5. The proposed development is within a boundary trap area and the developer must provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap must be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

## DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment. fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:

- a. \$335.18 for development assessment.

The payment is required within 30 days of the issue of an invoice by TasWater.

## Advice

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

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**

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