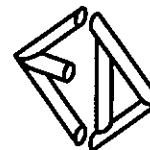


EXISTING SITE & LOCATION PLAN

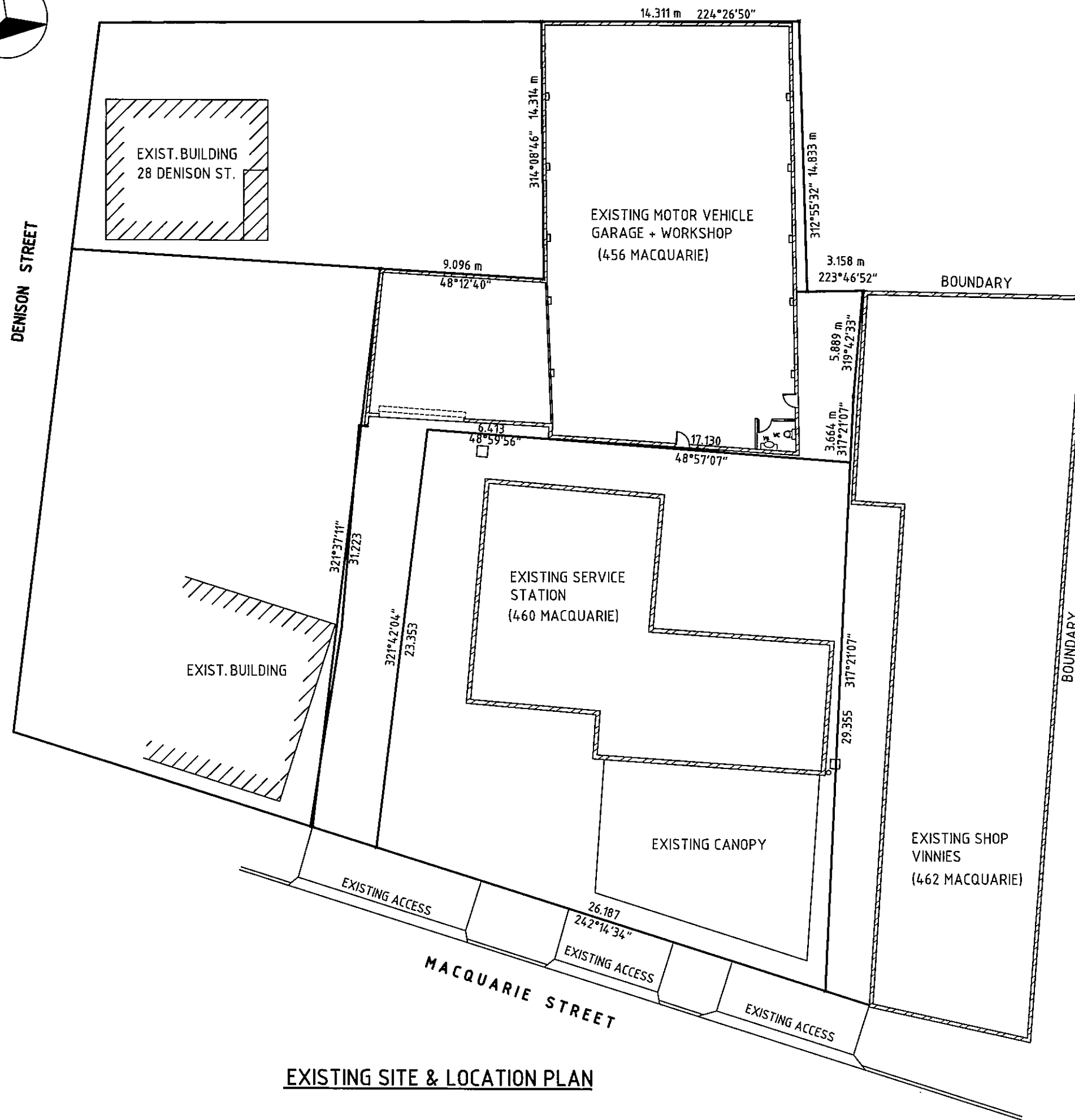
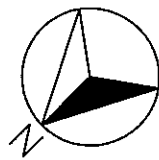


CONSULTING ENGINEERS
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phone: 6228 2225 fax: 6228 2235
mobile: 0418 232 811
email: edeltas@bigpond.com
GPO Box 1805 Hobart 7001

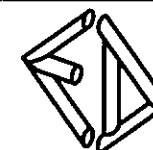
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIU
PROPERTY BOUNDARY PLAN**

Designed by: E.D. ED Accreditation Number: CC164C Date: Mar '16

Scale:	1:100	A3
Job No.	3743	
Drawing No.	A1	Rev. 0



EXISTING SITE & LOCATION PLAN



CONSULTING ENGINEERS
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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
EXISTING SITE & LOCATION PLAN**

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Mar '16

Scale:

1:100

A3

Job No.

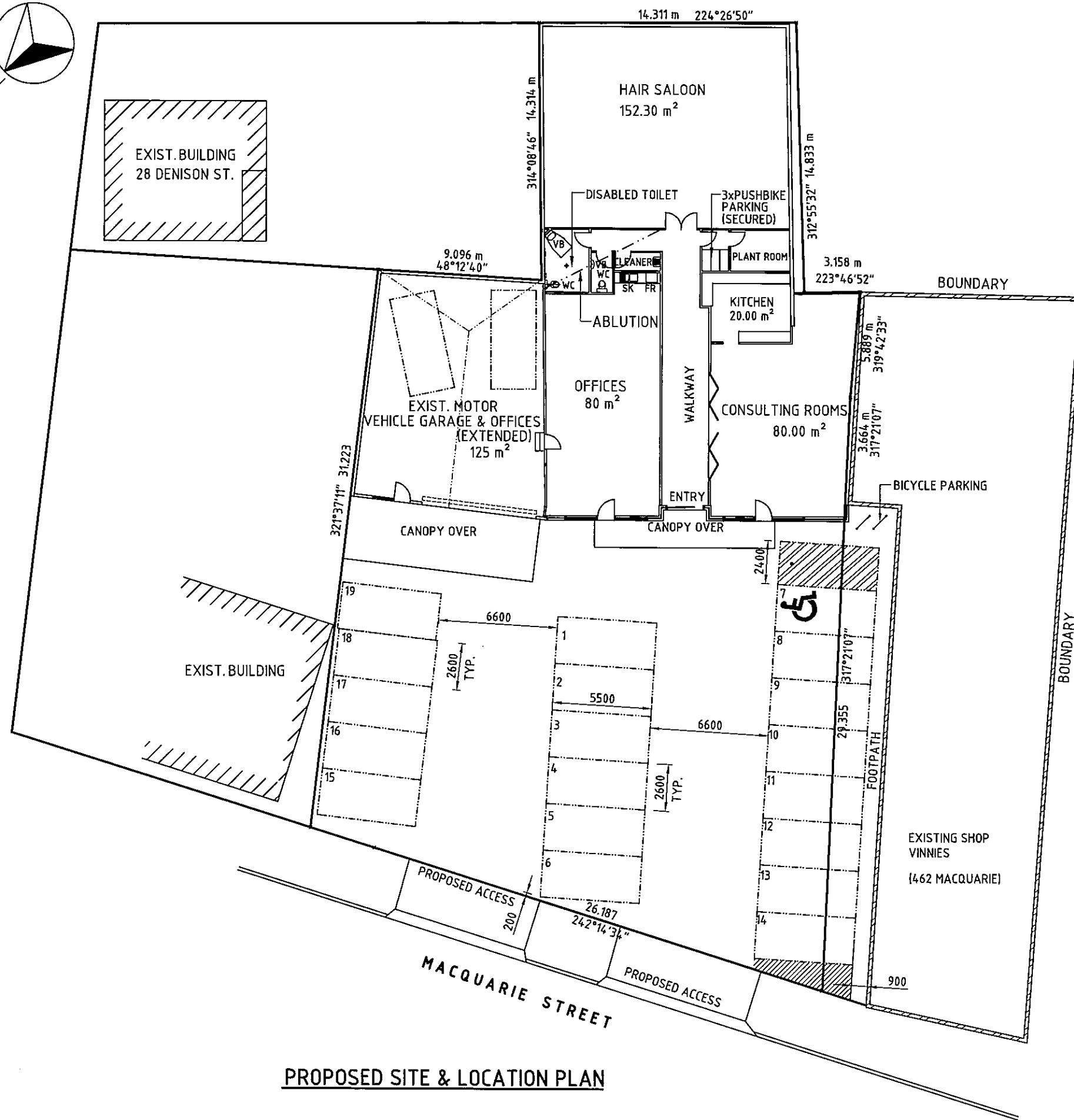
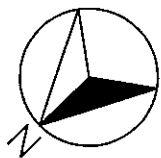
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Drawing No.

A2

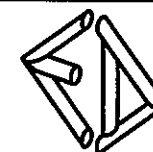
Rev.

0



PROPOSED SITE & LOCATION PLAN

REV 2 : BICYCLE PARKING & SHARED AREA ADDED, PARKING AMENDED 21-10-2016
 REV 1: NEW WALL HEIGHTS ALTERED, FLOOR AREA AND PARKING AMENDED 27-09-2016



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
 MACQUARIE STREET, SOUTH HOBART
 FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
 PROPOSED SITE & LOCATION PLAN**

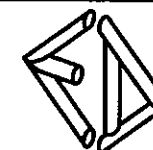
Designed by:
 E.D.

ED Accreditation Number:
 CC164C

Date:
 Mar '16

Scale:	A3
Job No.	3743
Drawing No.	Rev.
A3	2

EXISTING MOTOR VEHICLE
GARAGE + WORKSHOP
(456 MACQUARIE)



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU**
EXISTING FLOOR PLAN

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Mar '16

Scale:
1:100

A3

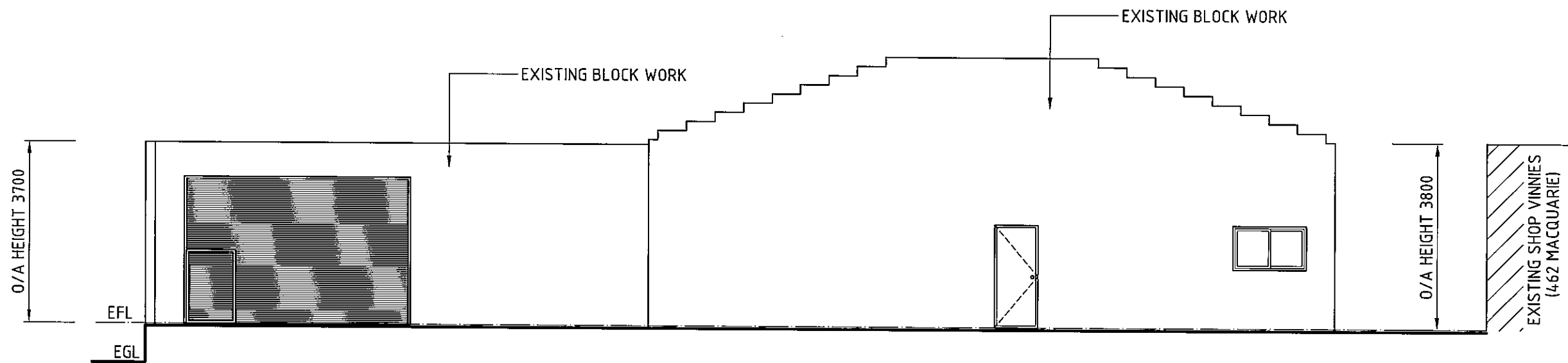
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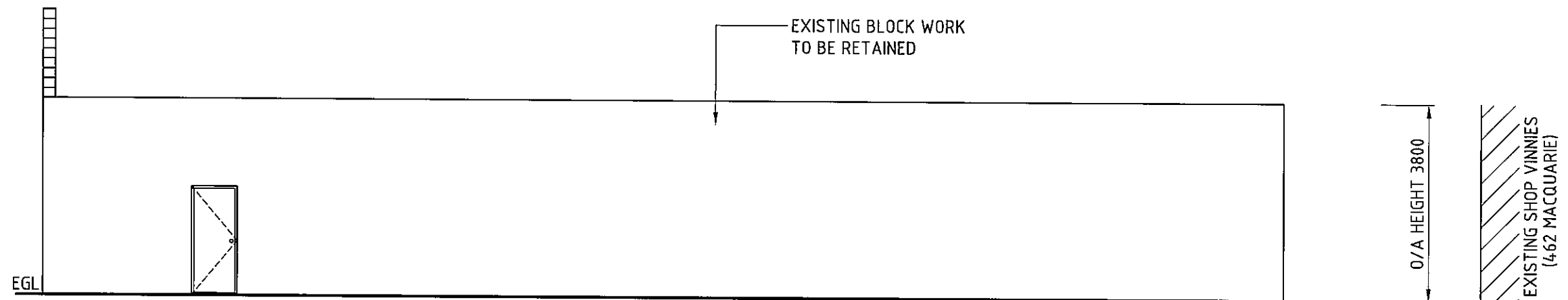
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Rev.

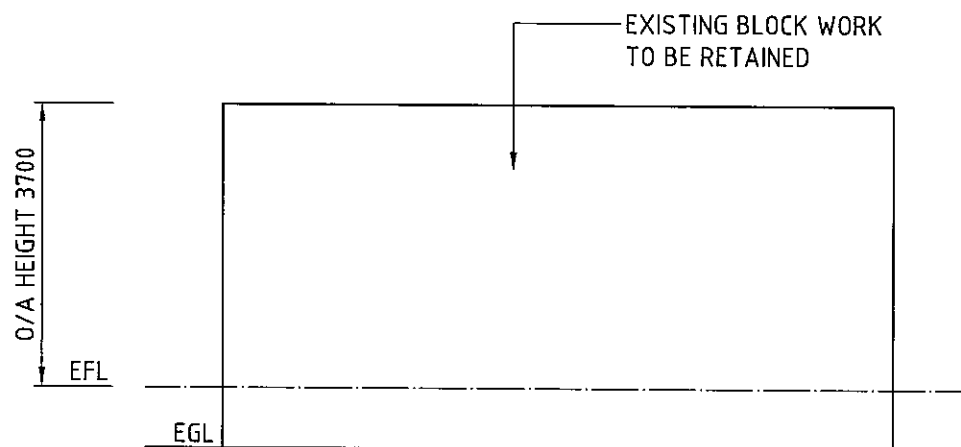
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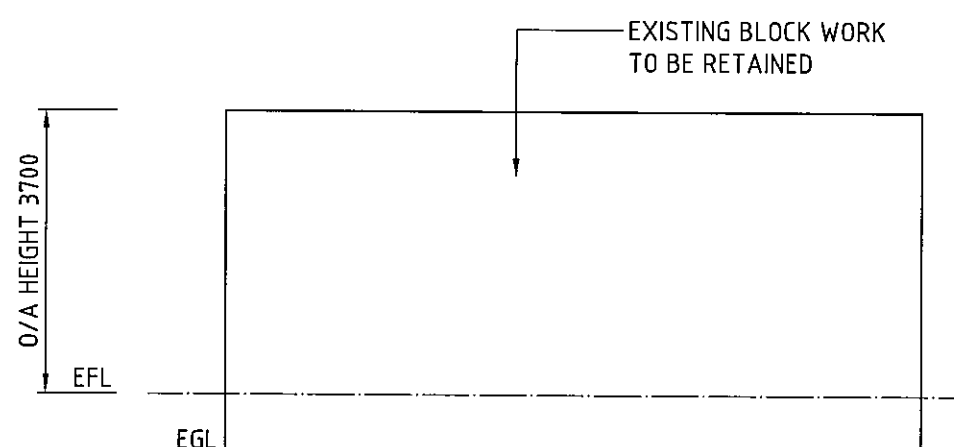
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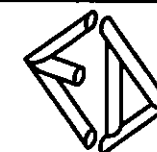
EXISTING SOUTH-WEST ELEVATION



EXISTING NORTH-EAST ELEVATION



EXISTING SOUTH-EAST ELEVATION



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
EXISTING & PROPOSED ELEVATIONS**

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Mar '16

Scale:

1:100

A3

Job No.

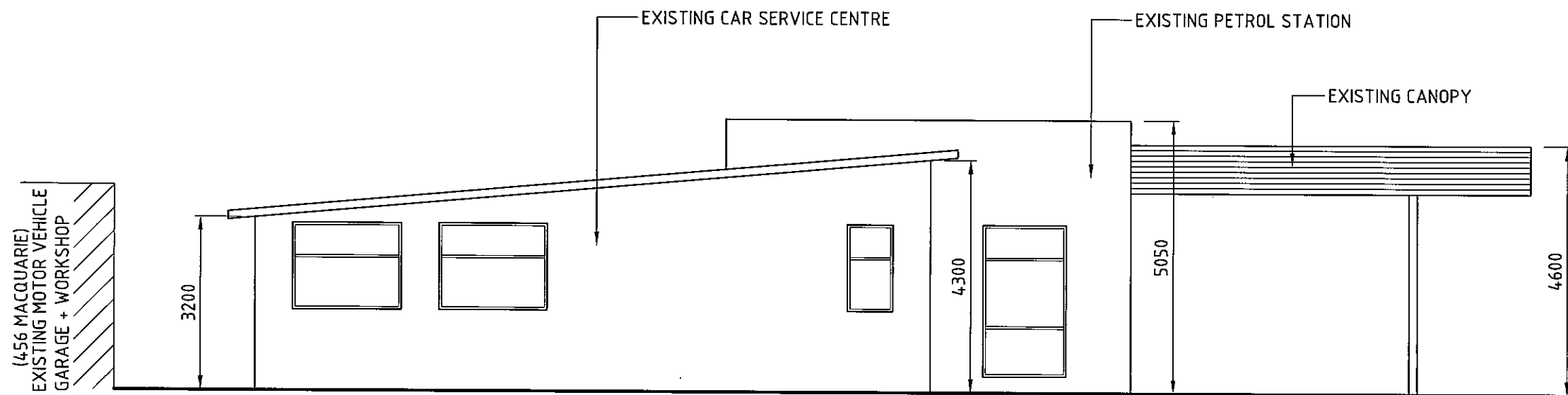
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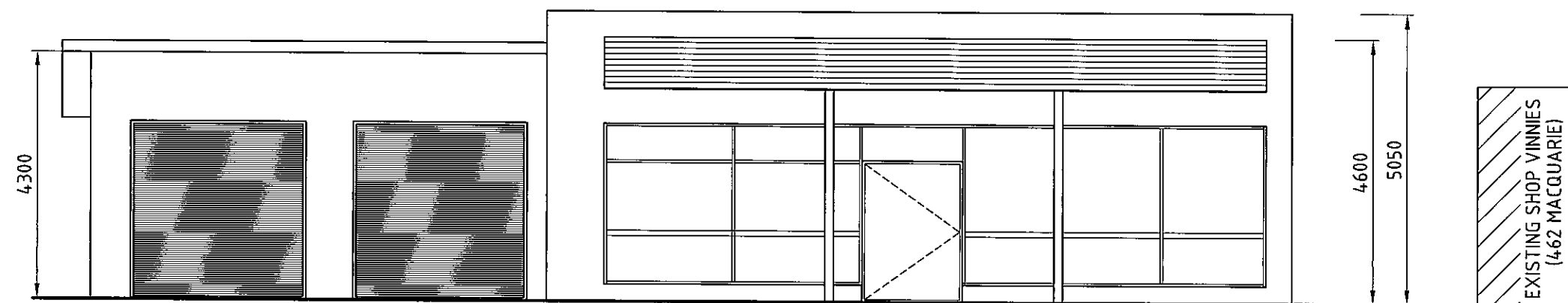
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Rev.

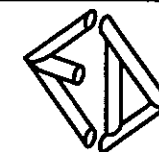
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EXISTING NORTH-EAST ELEVATION



EXISTING NORTH-WEST ELEVATION



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
EXISTING ELEVATIONS**

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Apr '16

Scale:
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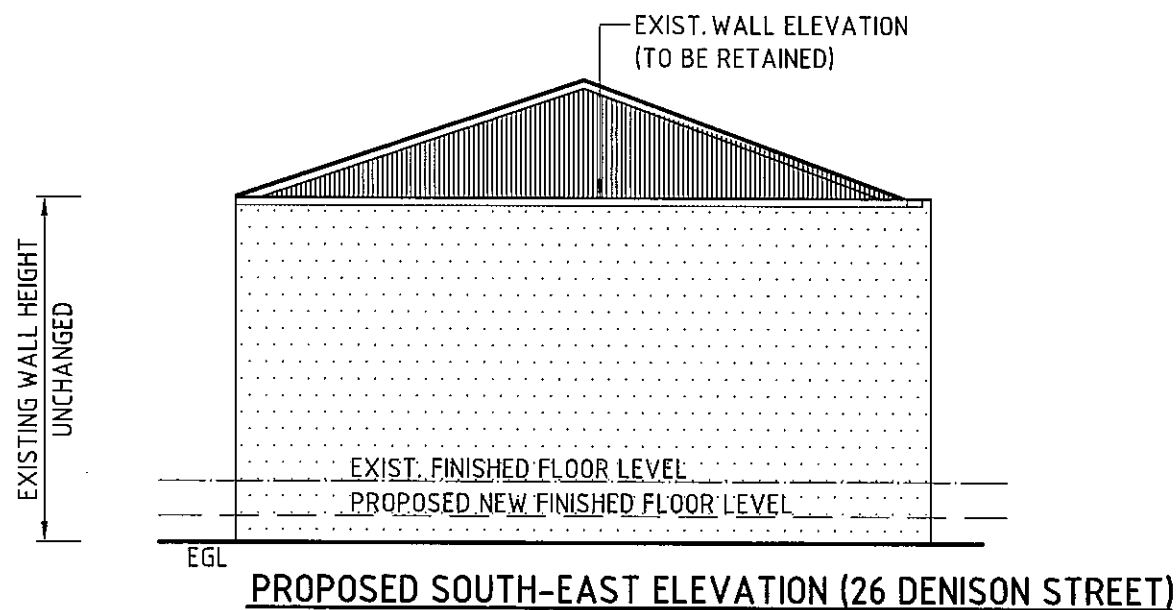
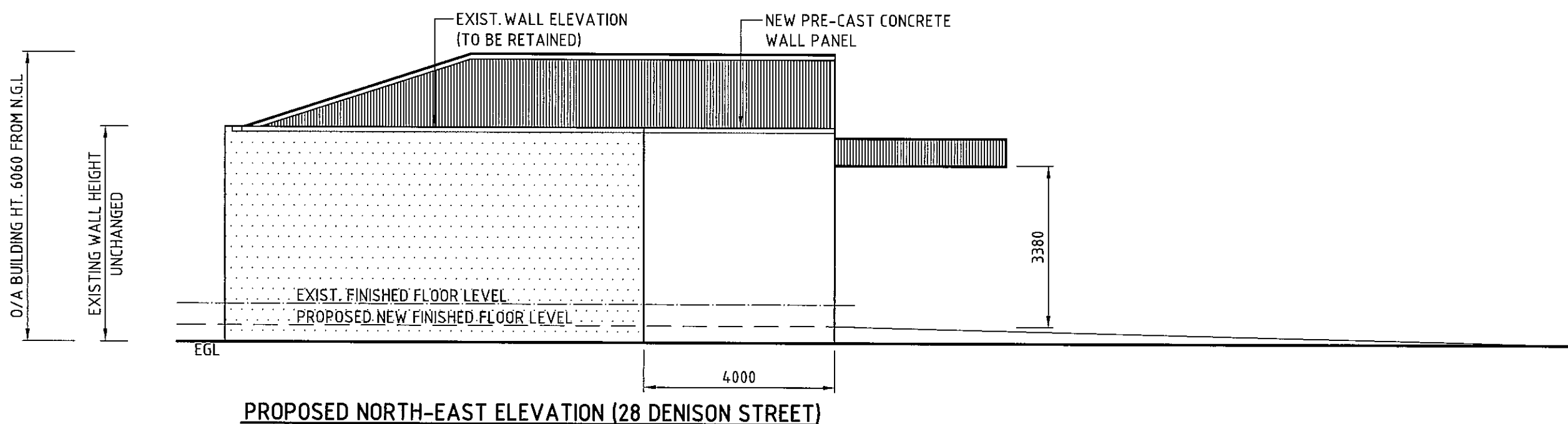
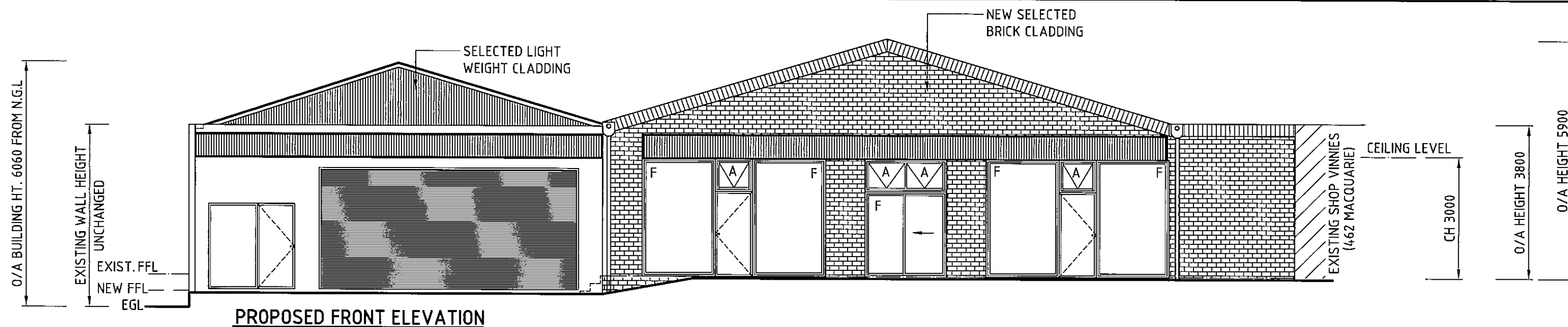
Job No.
3743

Drawing No.

A6a

Rev.

0



REV 2 : NEW FLOOR LEVEL ADDED 29-09-2016
 REV 1 : NEW WALL HEIGHTS, WINDOWS & CANOPY ALTERED 27-09-2016



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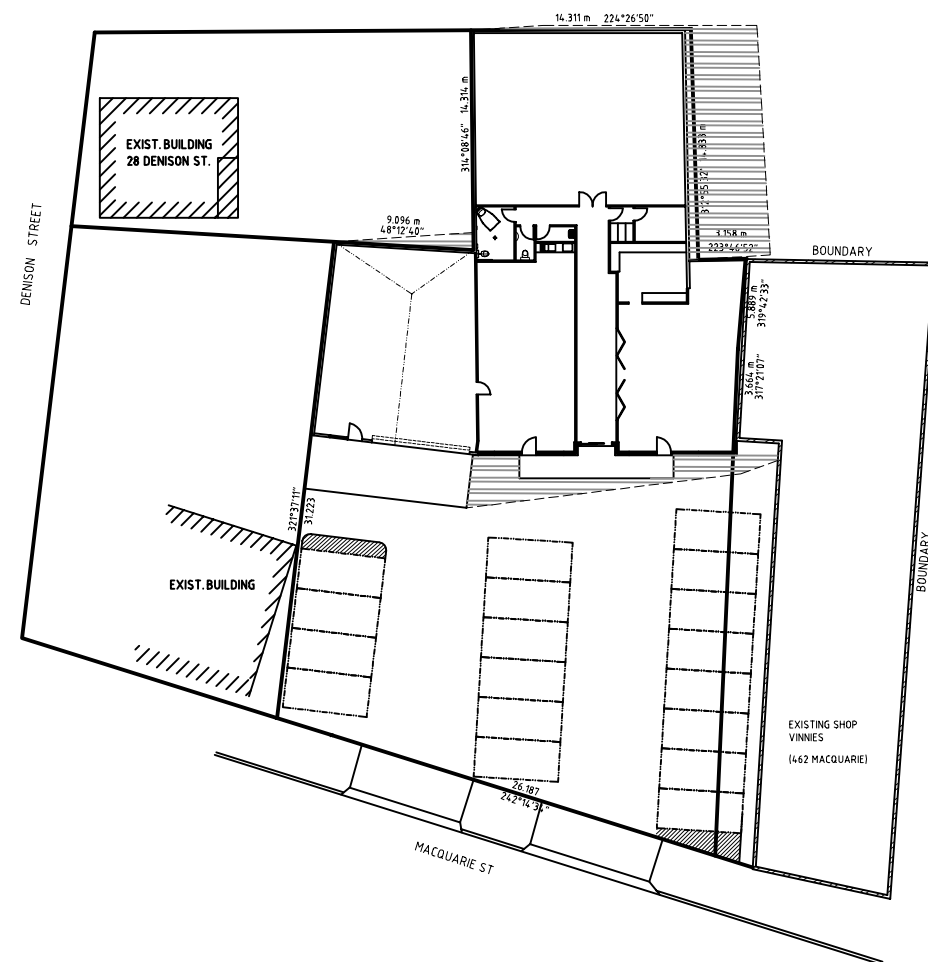
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
 MACQUARIE STREET, SOUTH HOBART
 FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
 EXISTING & PROPOSED ELEVATIONS**

Designed by:
 E.D.

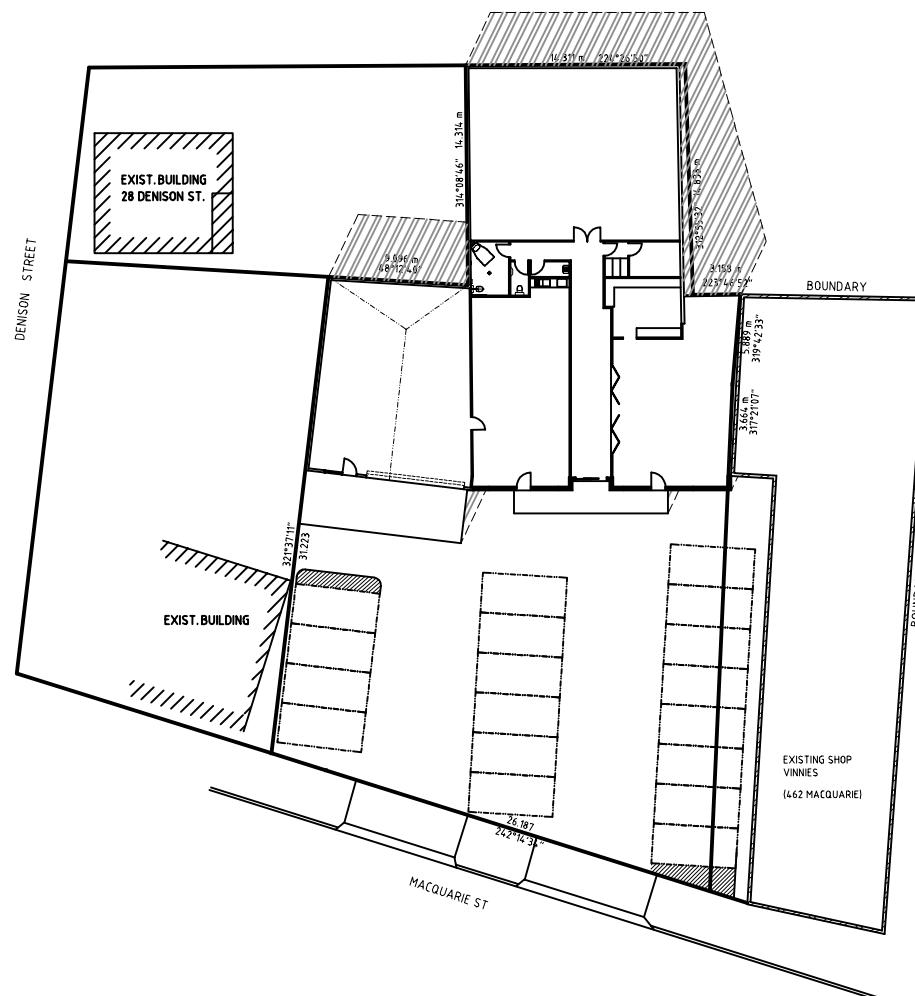
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 CC164C

Date:
 Mar '16

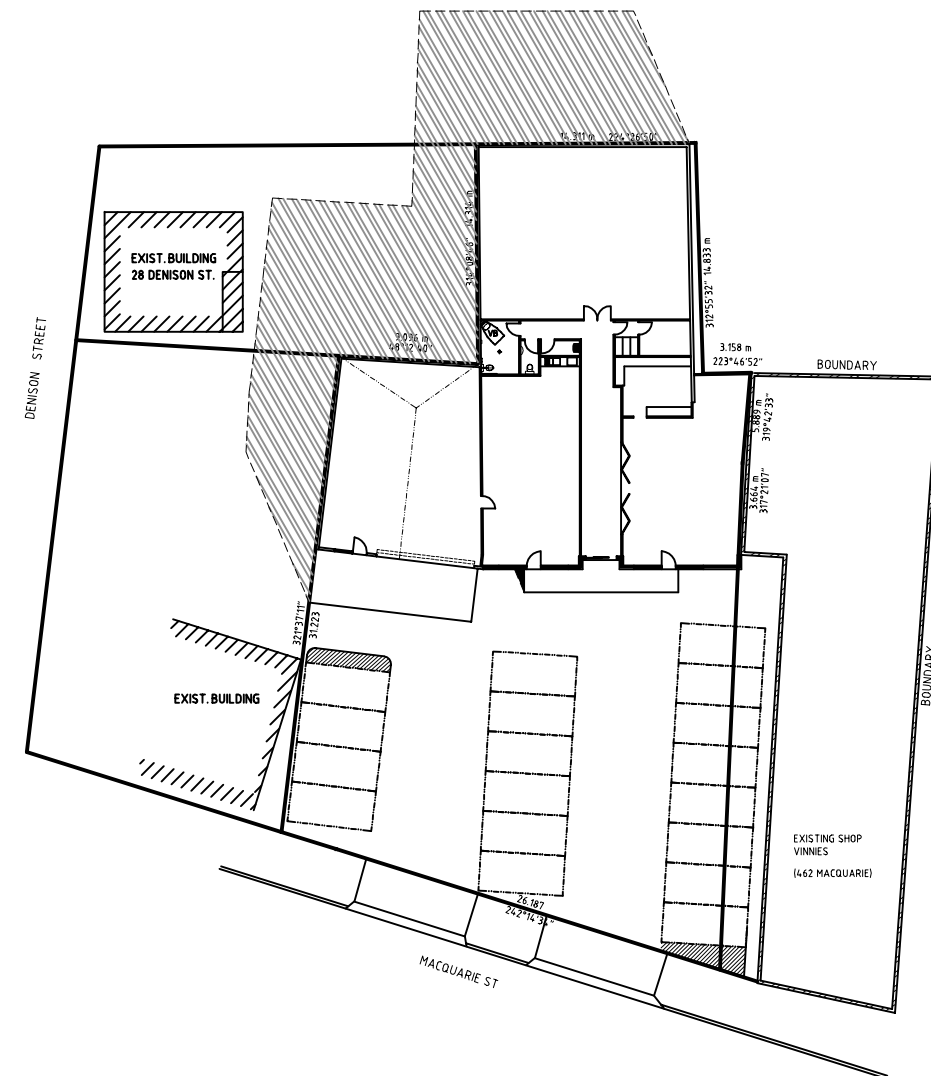
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Job No. 3743	
Drawing No. A7	Rev. 1



SHADOW DIAGRAM - 9am MARCH

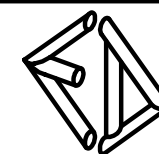


SHADOW DIAGRAM - 12noon MARCH



SHADOW DIAGRAM - 3pm MARCH

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
SHADOW DIAGRAM PLAN - 21st MARCH**

Designed by:
E.D.

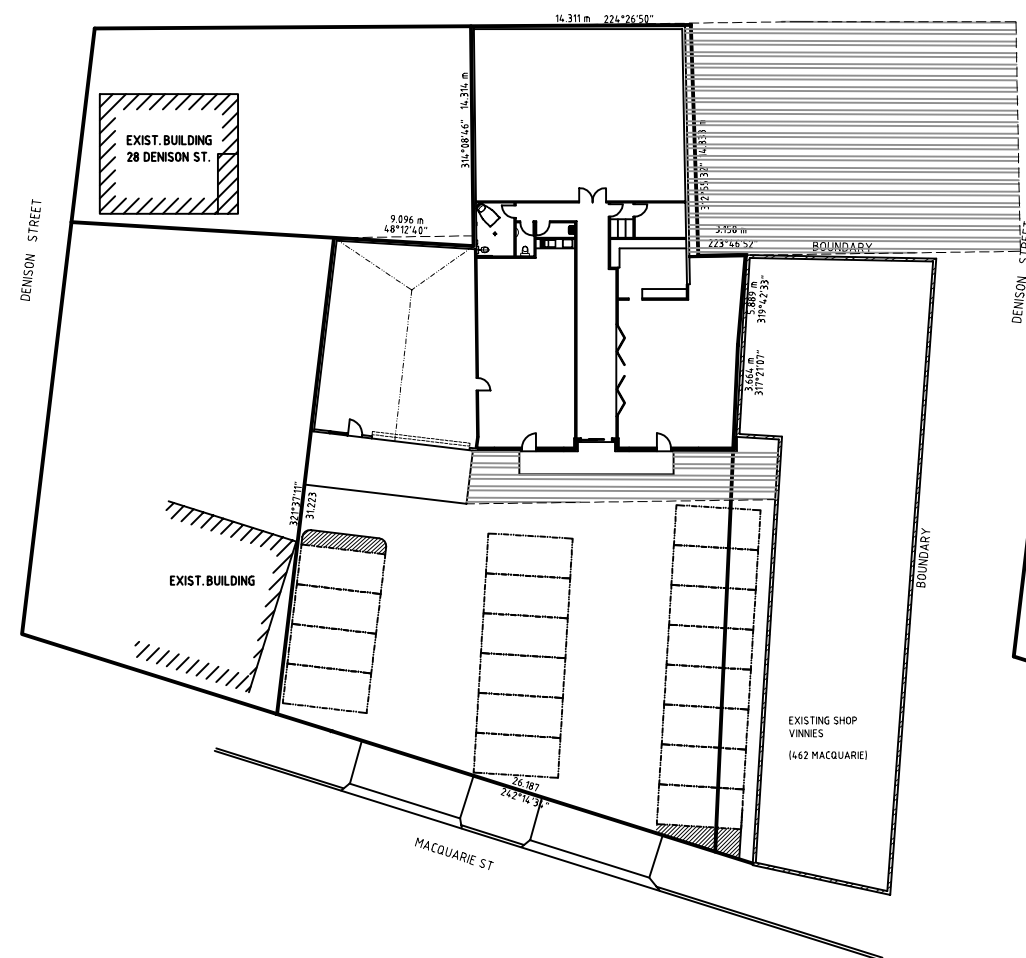
ED Accreditation Number:
CC164C

Date:
Mar '16

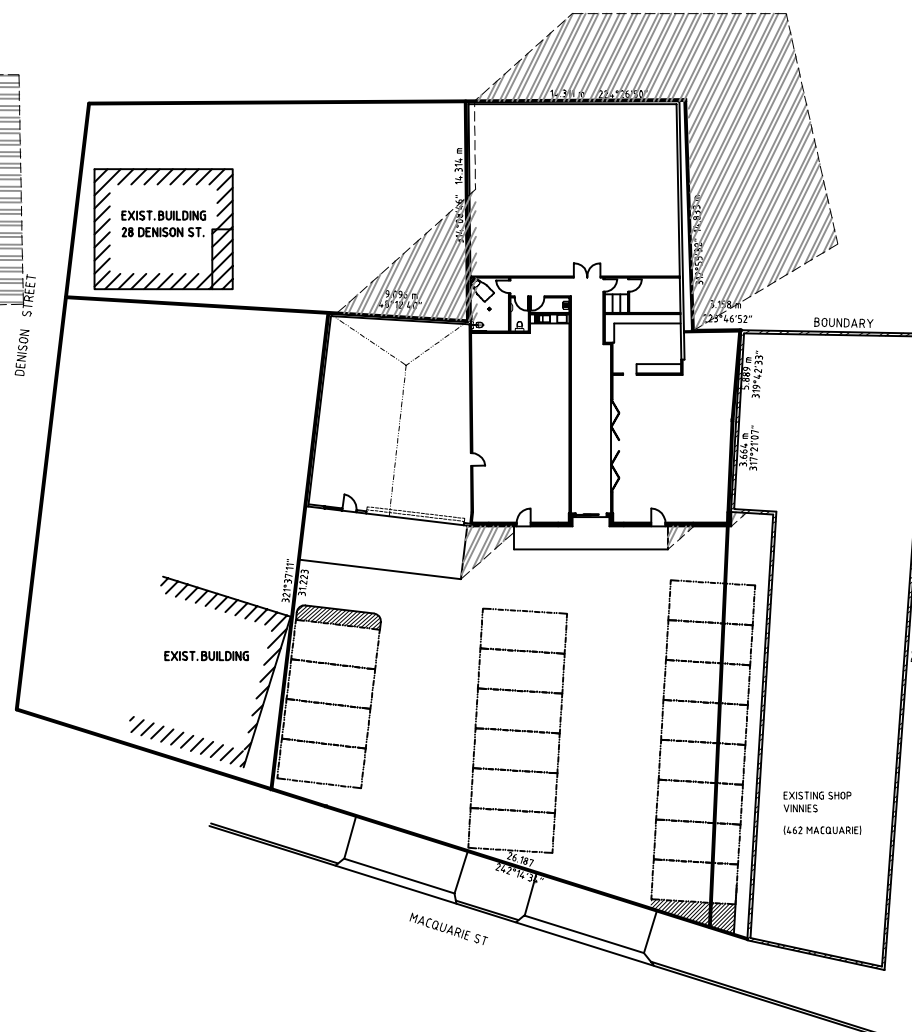
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Job No.
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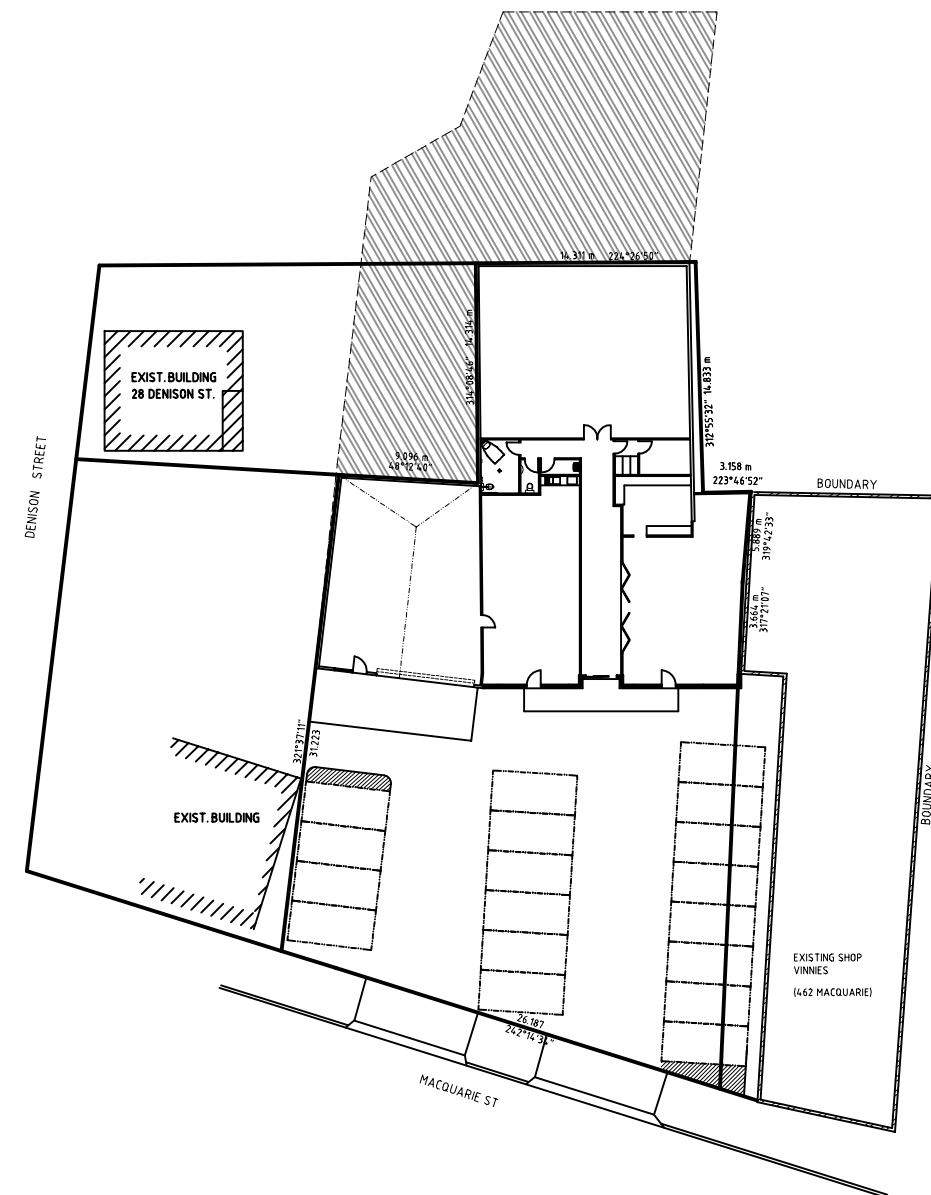
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SD1
Rev.
1



SHADOW DIAGRAM - 9am JUNE

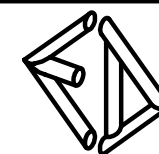


SHADOW DIAGRAM - 12noon JUNE



SHADOW DIAGRAM - 3pm JUNE

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



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Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
SHADOW DIAGRAM PLAN - 21st JUNE**

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Mar '16

Scale:
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A3

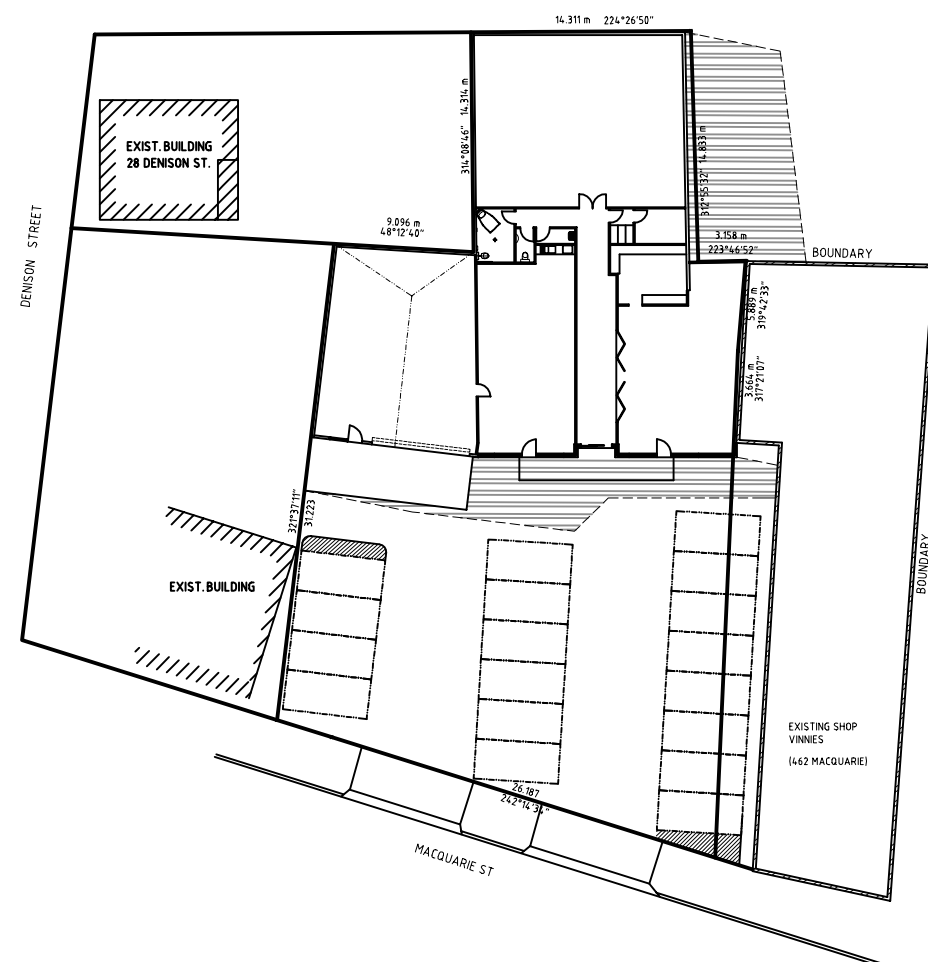
Job No.
3743

Drawing No.

SD2

Rev.

1

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REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
 MACQUARIE STREET, SOUTH HOBART
 FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
 SHADOW DIAGRAM PLAN-21st SEPTEMBER**

Designed by: E.D.

ED Accreditation Number:	CC164C
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Date:	Mar '16
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Scale:
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A3

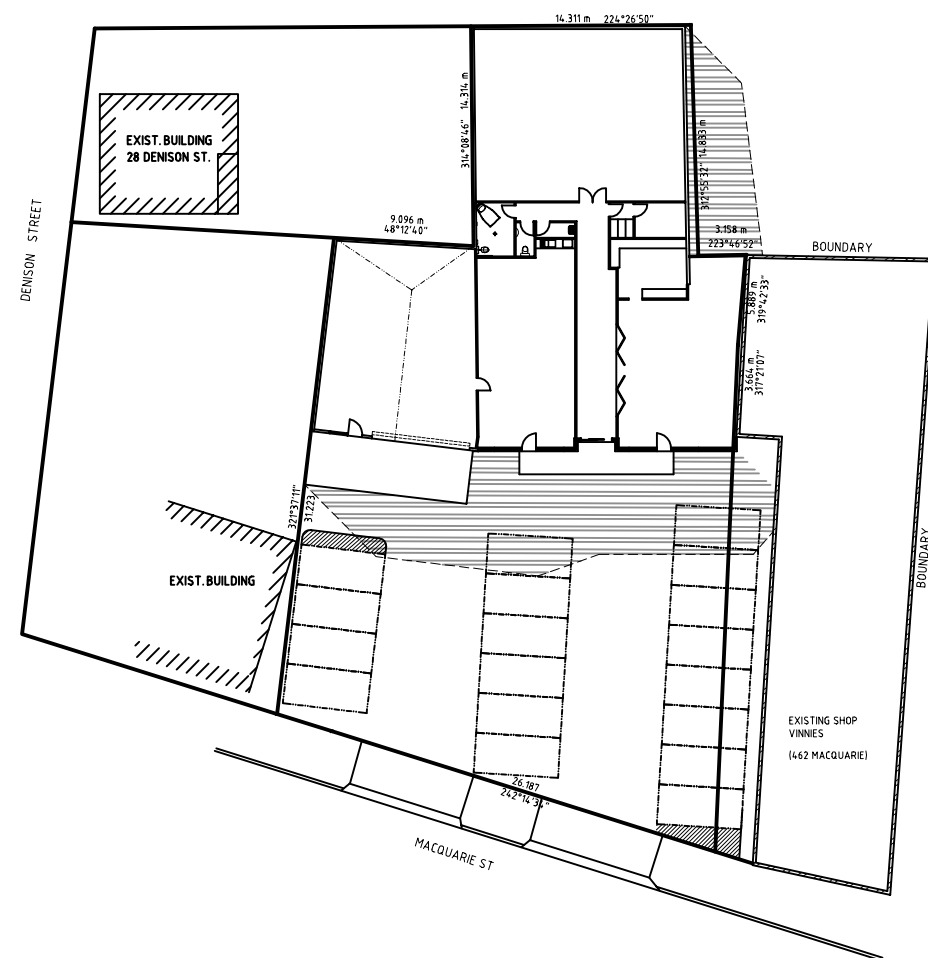
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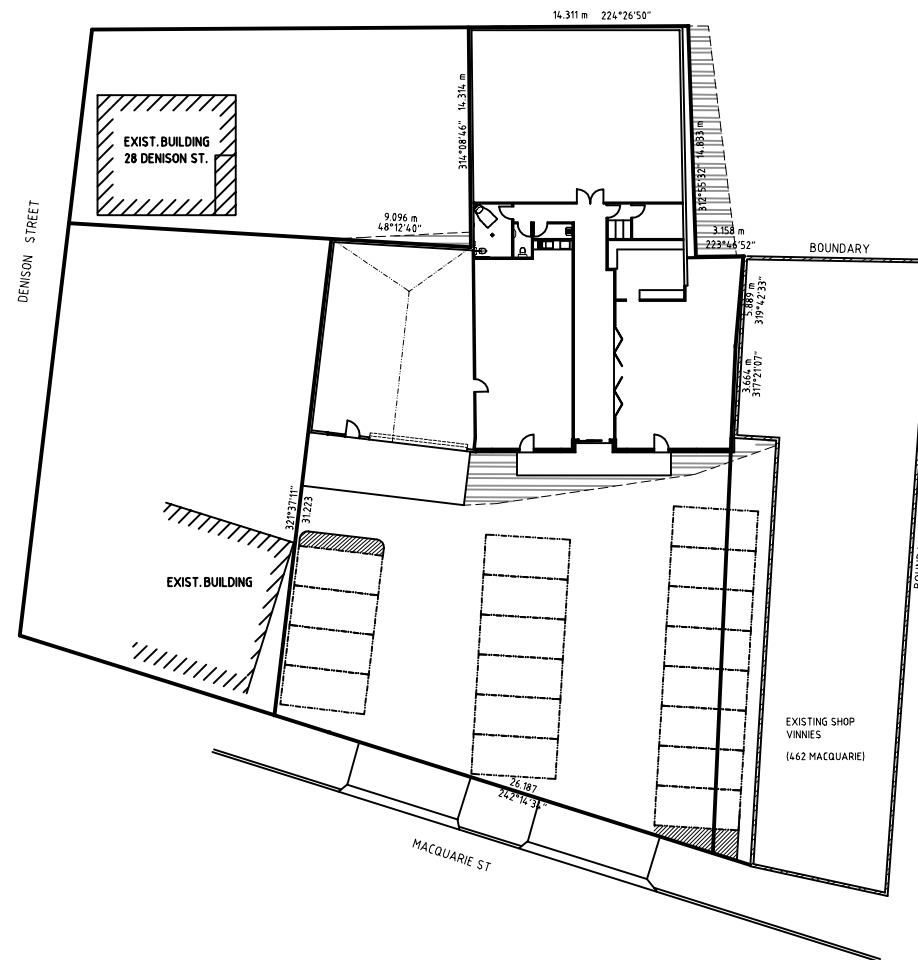
Rev.

SD3

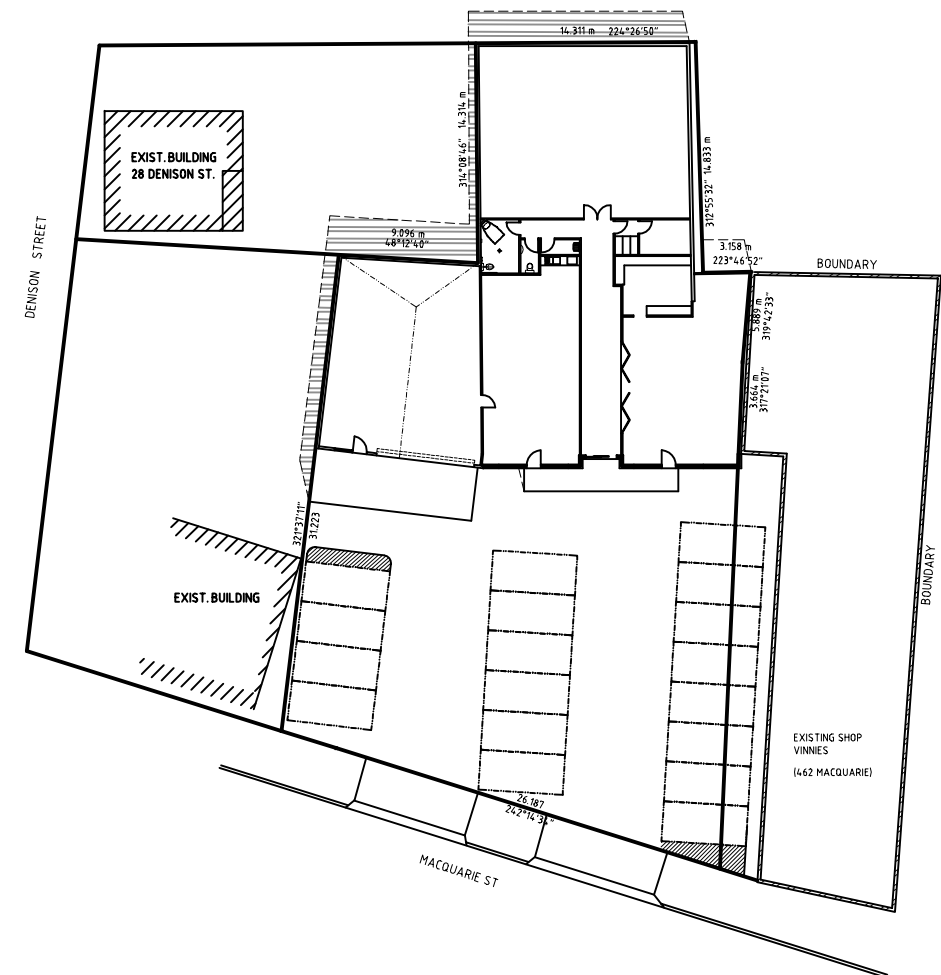
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SHADOW DIAGRAM - 9am DECEMBER

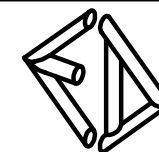


SHADOW DIAGRAM - 12noon DECEMBER



SHADOW DIAGRAM - 3pm DECEMBER

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



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GPO Box 1805 Hobart 7001

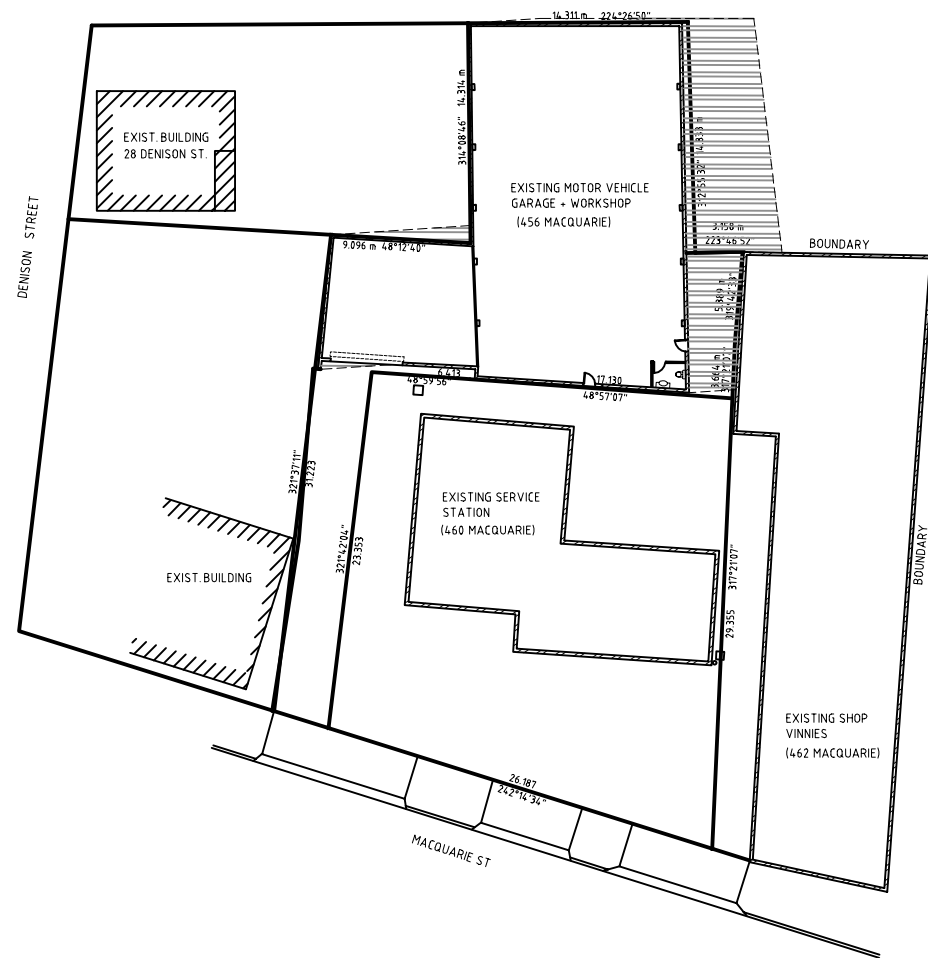
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
SHADOW DIAGRAM PLAN-21st DECEMBER**

Designed by:
E.D.

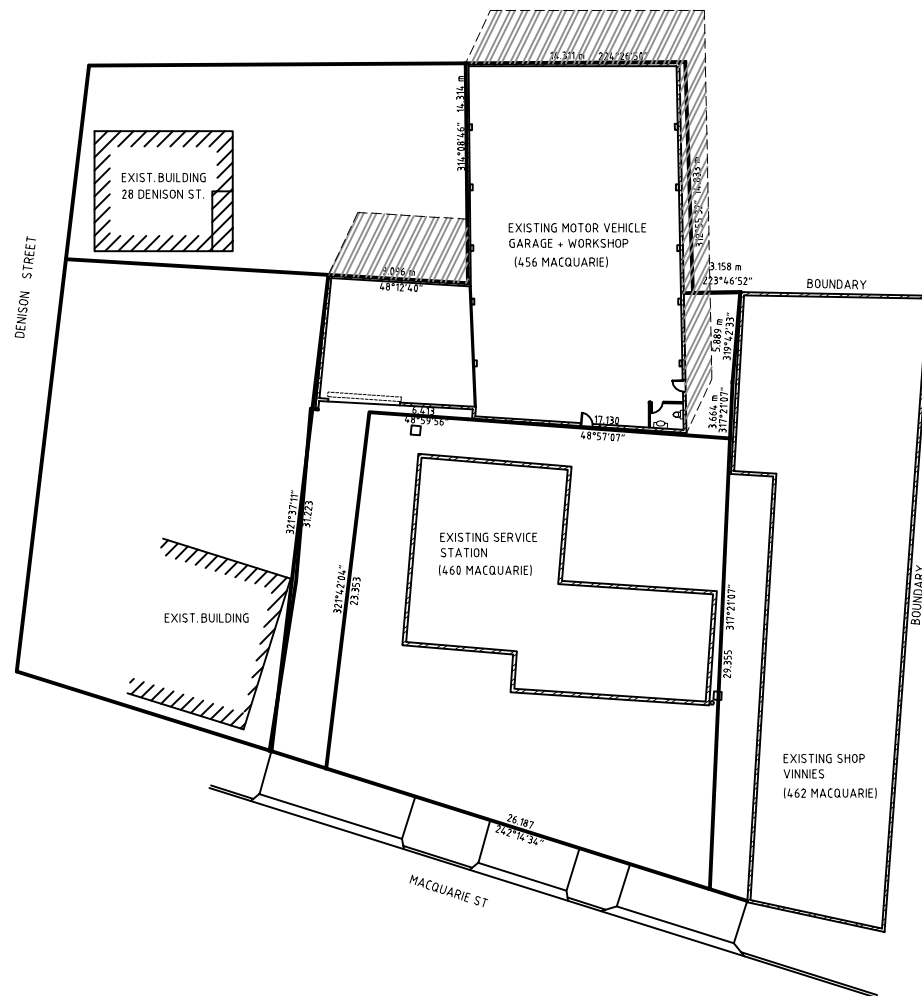
ED Accreditation Number:
CC164C

Date:
Mar '16

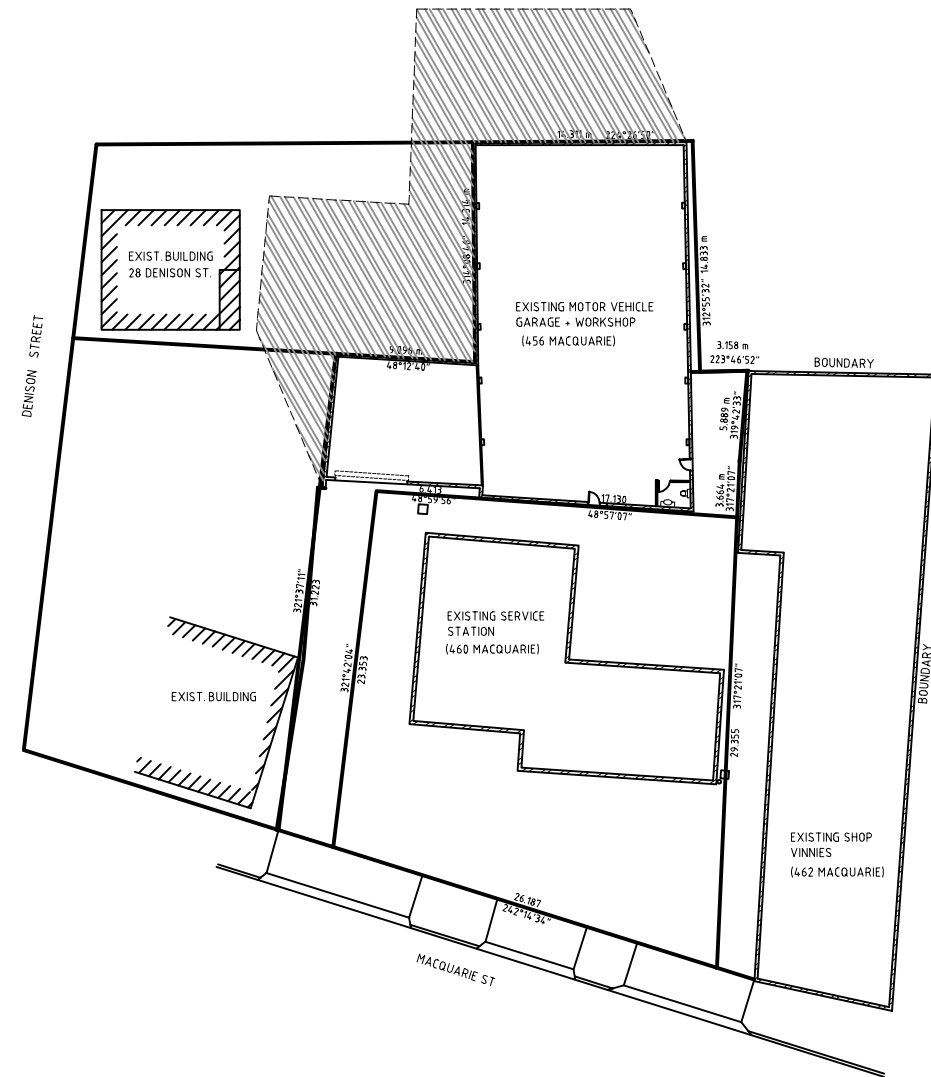
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Job No. 3743	
Drawing No. SD4	Rev. 1



SHADOW DIAGRAM - 9am MARCH

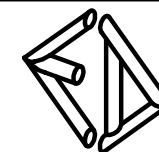


SHADOW DIAGRAM - 12noon MARCH



SHADOW DIAGRAM - 3pm MARCH

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



CONSULTING ENGINEERS
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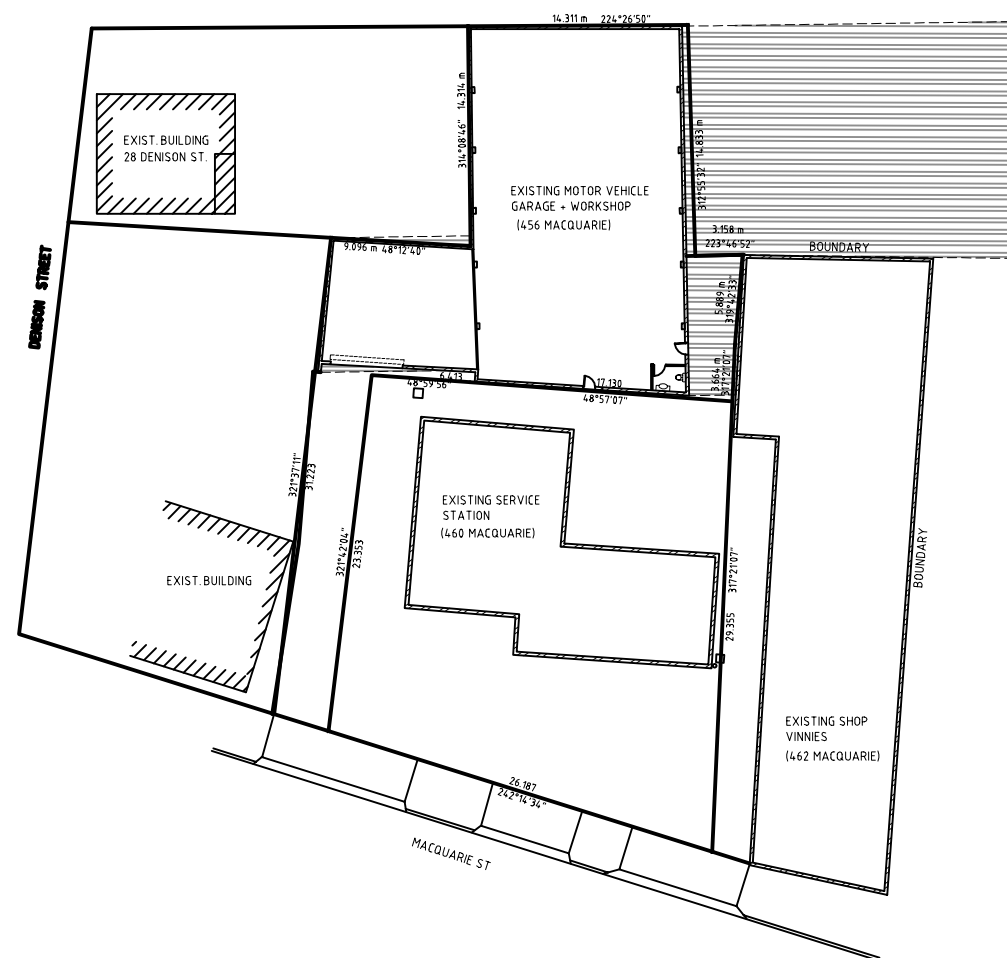
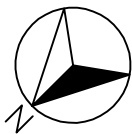
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIU
SHADOW DIAGRAM PLAN - 21st MARCH
(EXISTING BUILDING)**

Designed by:
E.D.

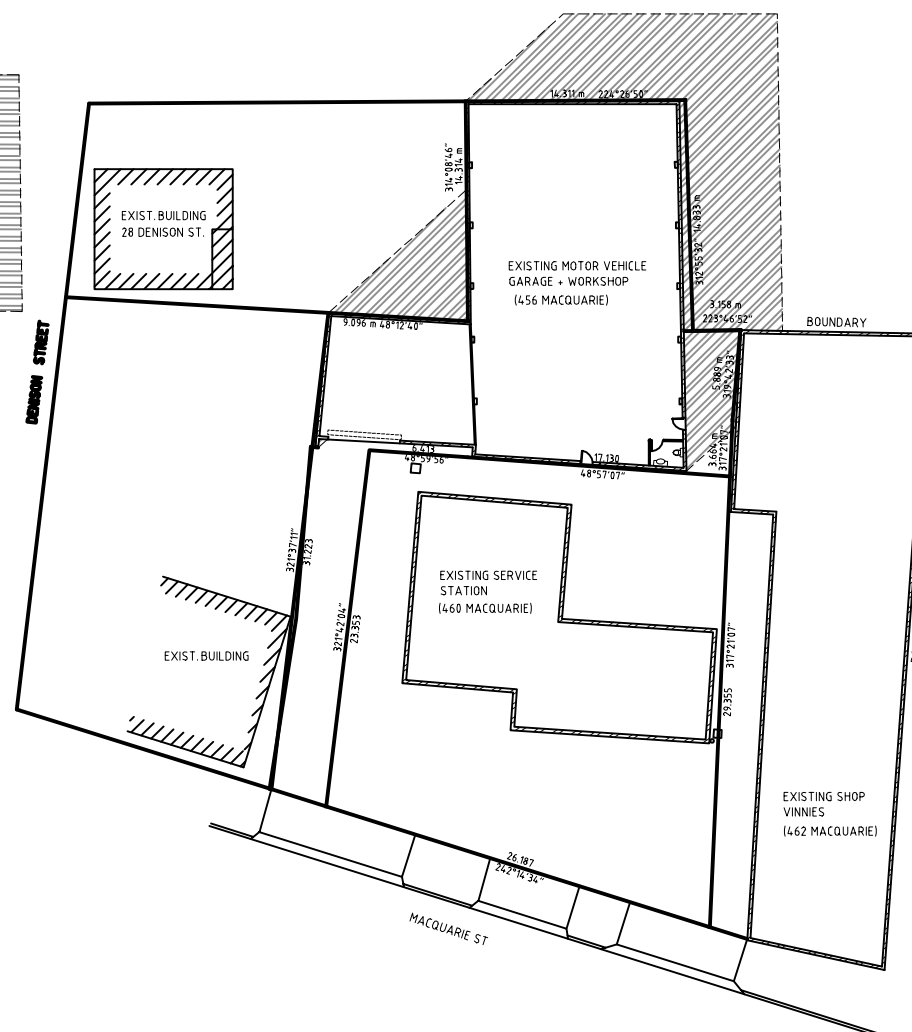
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CC164C

Date:
Mar '16

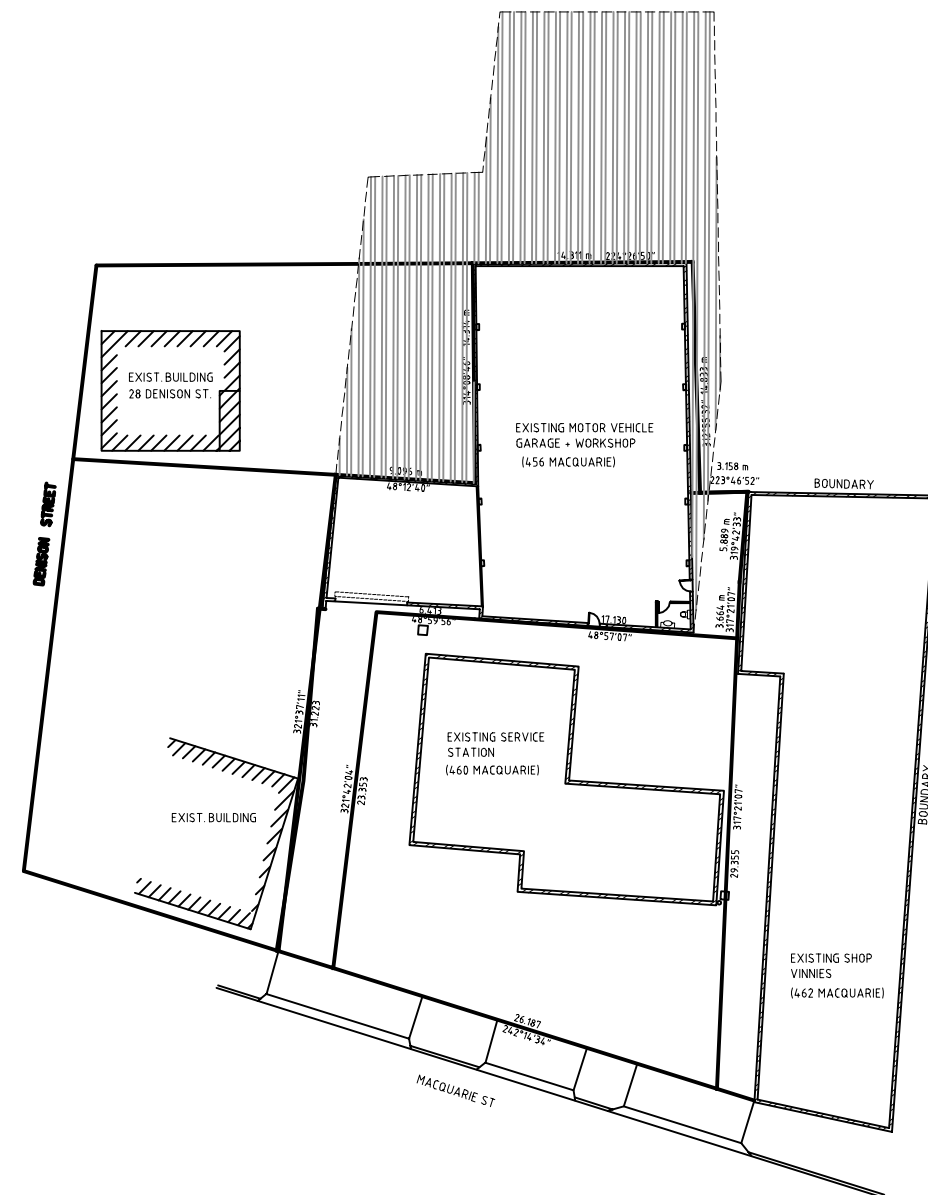
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Job No.	3743
Drawing No.	SD5
Rev.	1



SHADOW DIAGRAM - 9am JUNE

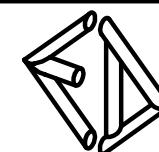


SHADOW DIAGRAM - 12noon JUNE



SHADOW DIAGRAM - 3pm JUNE

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



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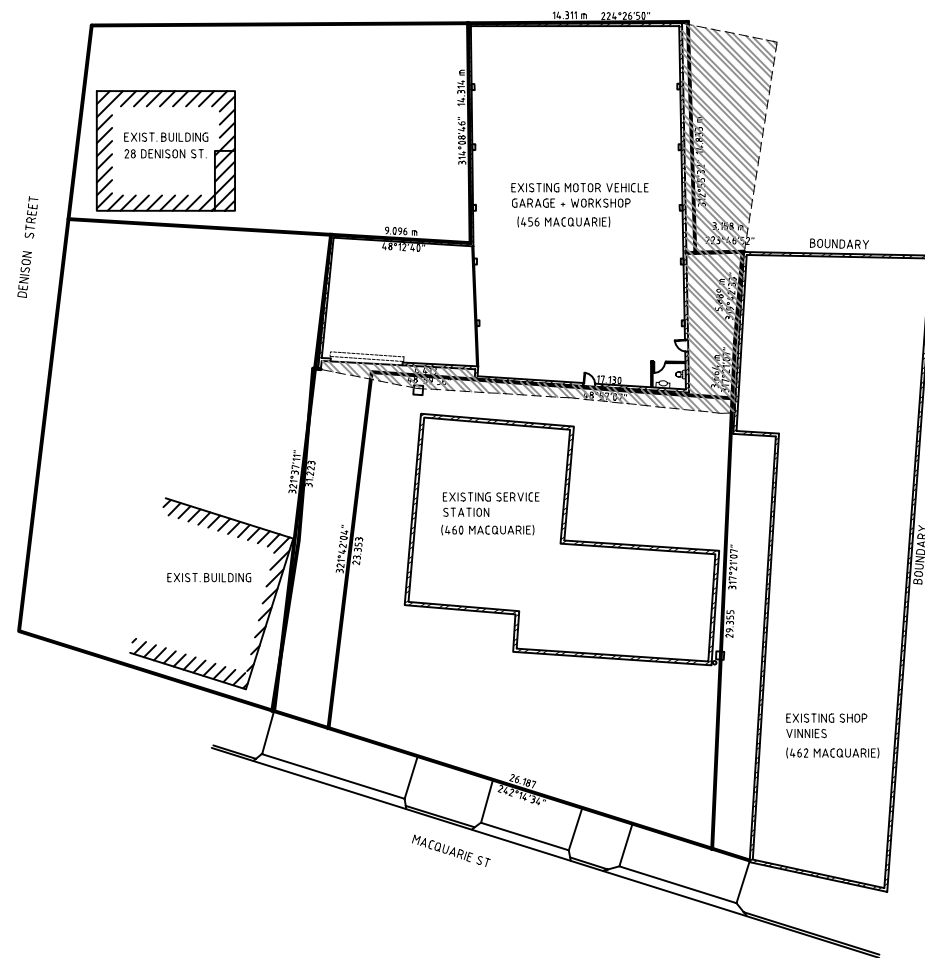
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIU
SHADOW DIAGRAM PLAN - 21st JUNE
(EXISTING BUILDING)**

Designed by:
E.D.

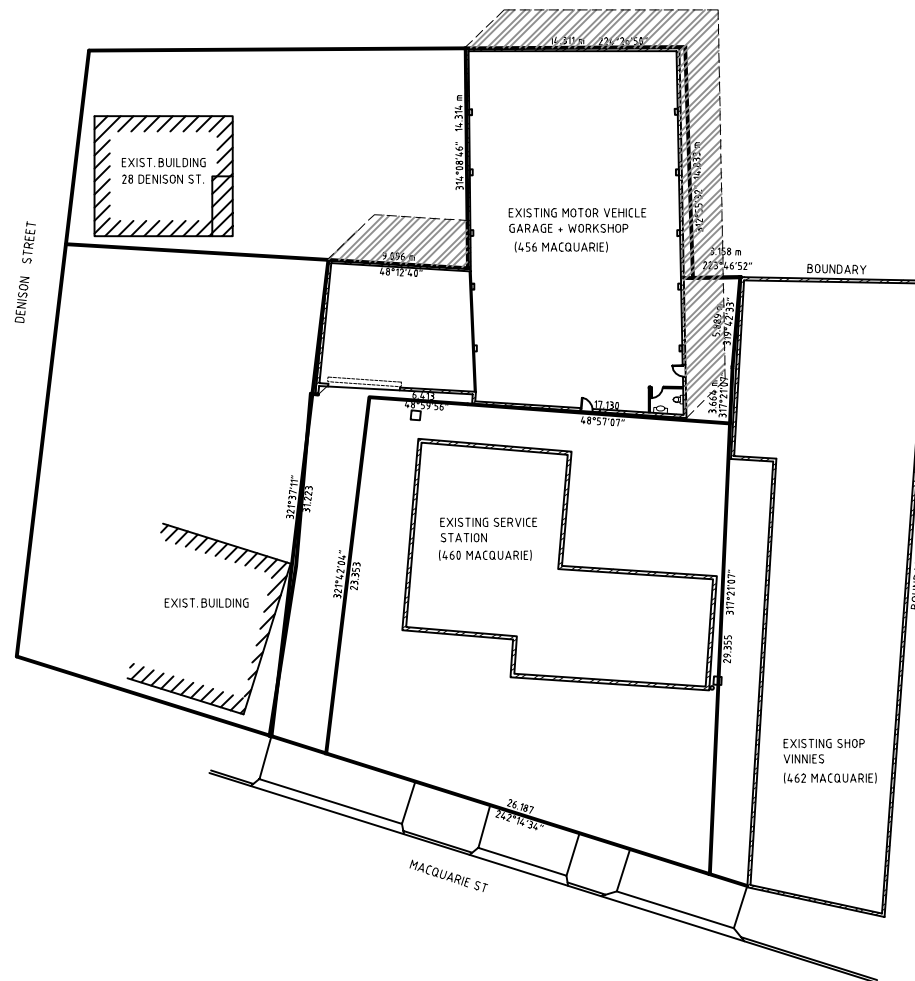
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CC164C

Date:
Mar '16

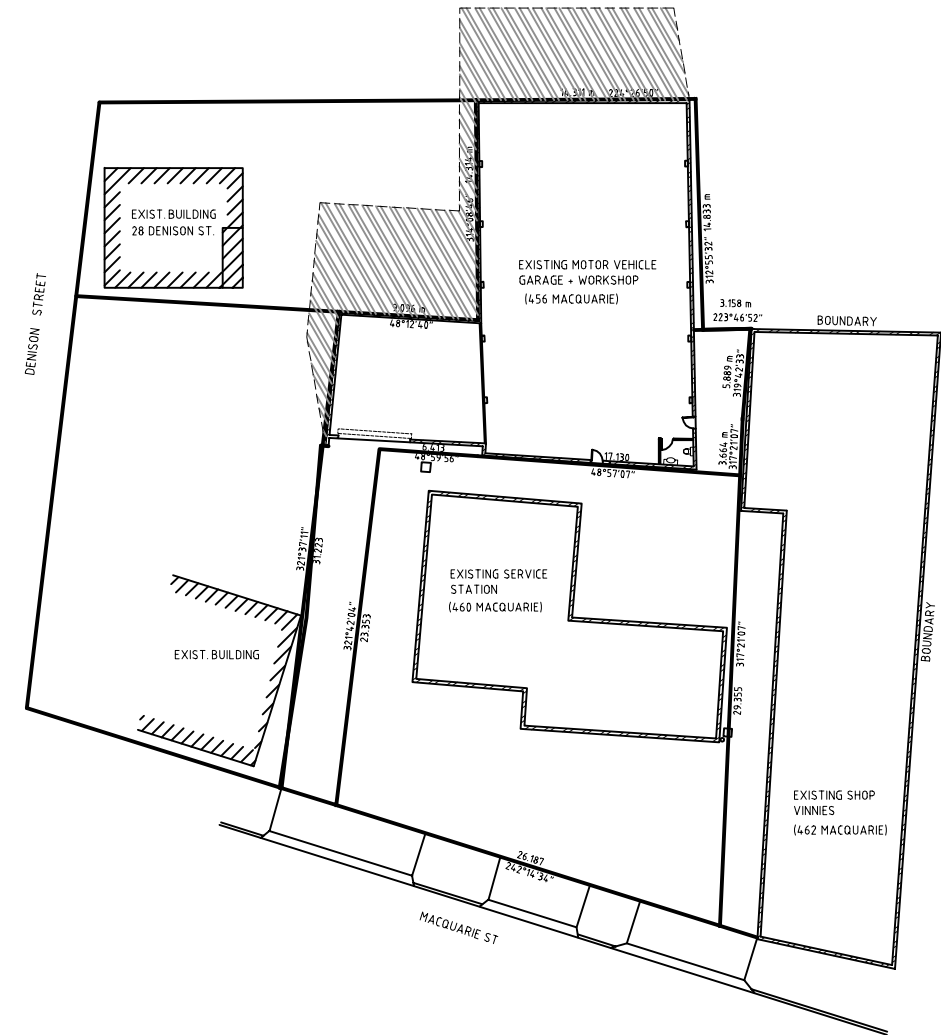
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Drawing No. SD6	Rev. 1



SHADOW DIAGRAM - 9am SEPTEMBER

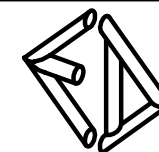


SHADOW DIAGRAM - 12noon SEPTEMBER



SHADOW DIAGRAM - 3pm SEPTEMBER

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



CONSULTING ENGINEERS
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phone: 6228 2225 fax: 6228 2235
mobile: 04 18 232 811
email: edellas@bigpond.com
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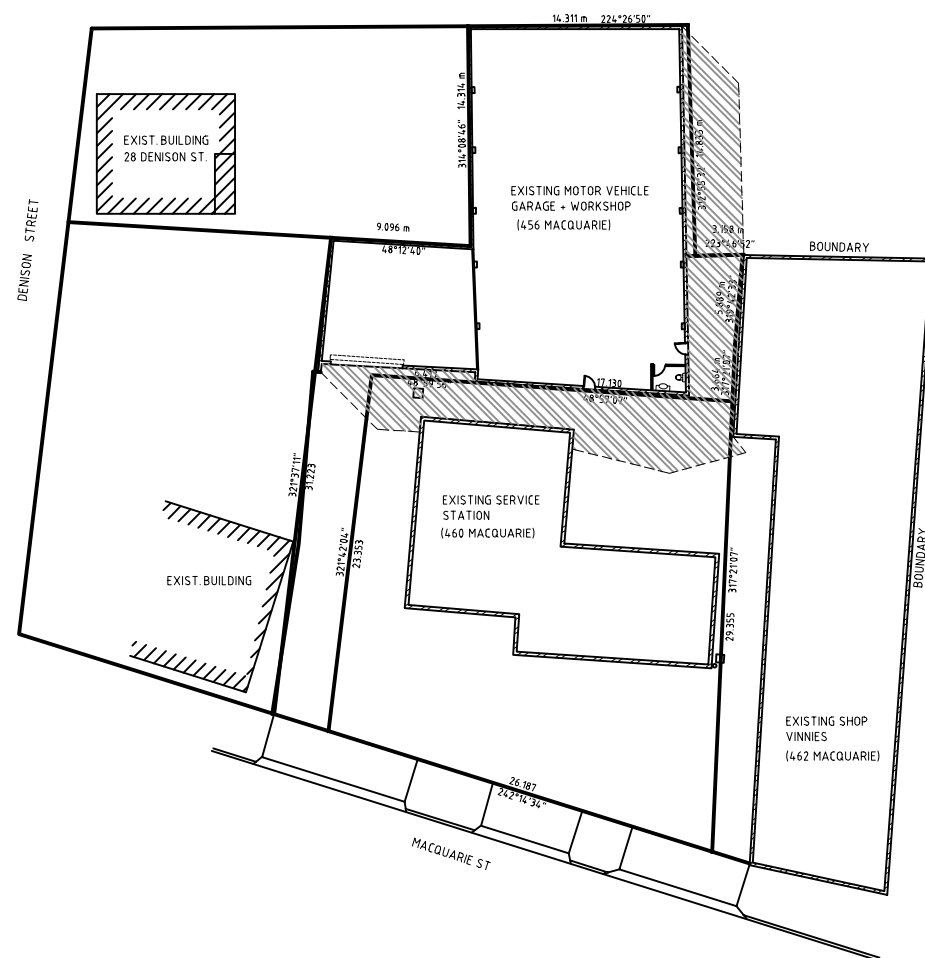
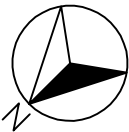
Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
SHADOW DIAGRAM PLAN-21st SEPTEMBER
(EXISTING BUILDING)**

Designed by:
E.D.

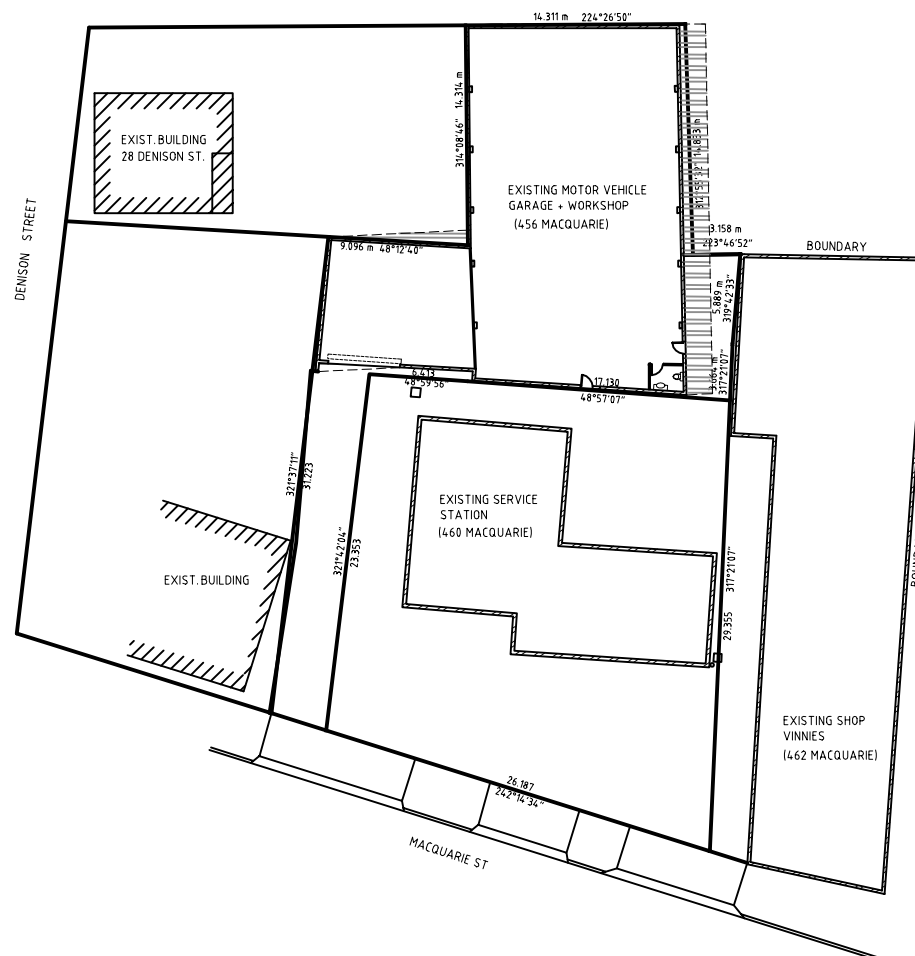
ED Accreditation Number:
CC164C

Date:
Mar '16

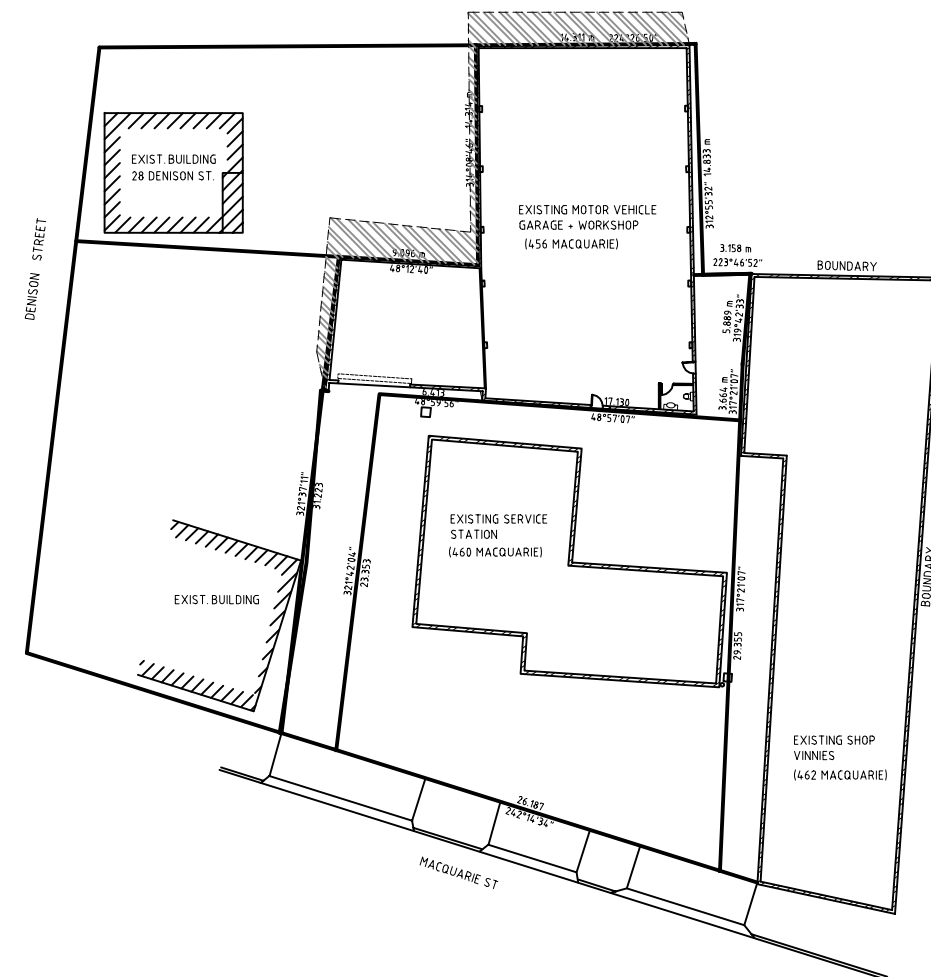
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Job No.	3743
Drawing No.	SD7
Rev.	1



SHADOW DIAGRAM - 9am DECEMBER

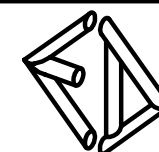


SHADOW DIAGRAM - 12noon DECEMBER



SHADOW DIAGRAM - 3pm DECEMBER

REV 1: EXISTING BUILDING SUN-SHADOW ADDED, MINOR AMENDMENTS 27-10-2016



CONSULTING ENGINEERS
Emmanuel Dellas Pty Ltd
phone: 6228 2225 fax: 6228 2235
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email: edellas@bigpond.com
GPO Box 1805 Hobart 7001

Project Title:
**PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
SHADOW DIAGRAM PLAN-21st DECEMBER
(EXISTING BUILDING)**

Designed by:
E.D.

ED Accreditation Number:
CC164C

Date:
Mar '16

Scale:	A3
Job No.	3743
Drawing No.	SD8
Rev.	1

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-16-00357	Council notice date	8/04/2016
TasWater details			
TasWater Reference No.	TWDA 2016/00445-HCC		Date of response 11/04/2016
TasWater Contact	David Boyle	Phone No.	6345 6323
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	hcc@hobartcity.com.au		
Development details			
Address	458 MACQUARIE ST, SOUTH HOBART	Property ID (PID)	5585722
Description of development	Partial demolition, alterations & change of use		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
ED Consulting Engineers	3743 A3		March 16
Conditions			
CONNECTIONS, METERING & BACKFLOW			
<ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection / sewerage system and connection for this development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to use of the development, a boundary backflow prevention device and water meter must be installed, to the satisfaction of TasWater. 			
DEMOLITION OF STRUCTURES			
<ol style="list-style-type: none"> 4. TasWater infrastructure must be identified prior to demolition of any building and due care and consideration of any TasWater infrastructure must be taken into account. 			
TRADE WASTE			
<ol style="list-style-type: none"> 5. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater. 6. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge. 7. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent. 			

DEVELOPMENT ASSESSMENT FEES

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

1. \$197.00 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 information regarding headworks, further assessment fees and other miscellaneous fees, please visit <http://www.taswater.com.au/Development/Fees---Charges>

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

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

TRADE WASTE

- A. Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate of Certifiable Work (Building and/or Plumbing). The Certificate of Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:
 - Location of all pre-treatment devices
 - Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
 - Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
- B. At the time of submitting the Certificate of Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the General Supplement form is also required.
- C. If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Further information regarding Trade Waste can be found at www.taswater.com.au

Declaration

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

Authorised by

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

Jason Taylor

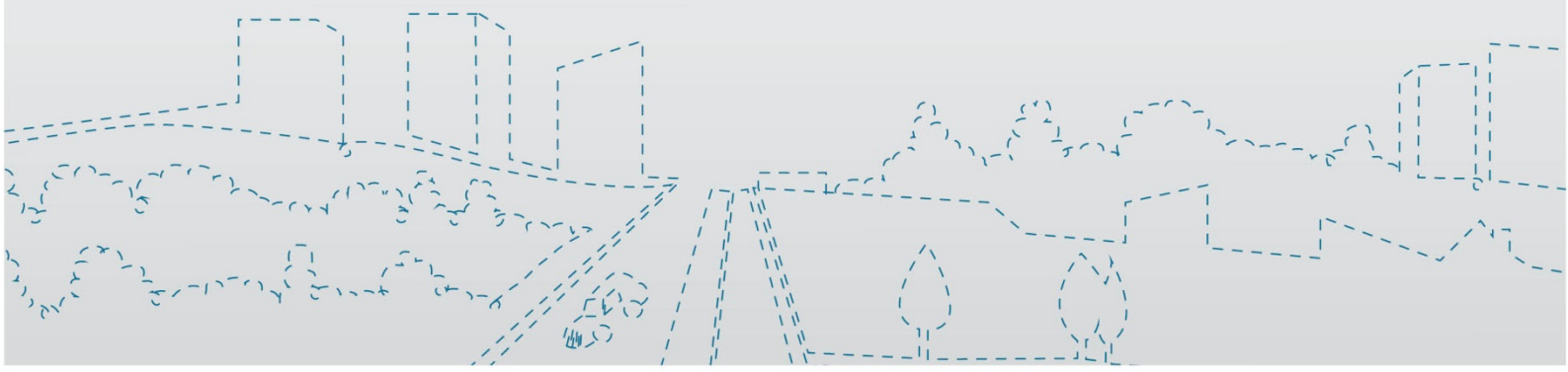
Development Assessment Manager

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

456-462 Macquarie Street, South Hobart

Supporting Planning Report (Updated)

24 October 2016



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Appendices

- A **Title Documentation**
- B **Application Form**
- C **Plans**
- D **Traffic Impact Assessment**
- E **Preliminary Groundwater Assessment**

1. Introduction

1.1 Purpose of the Report

Emma Riley & Associates (ERA) have prepared this report in support of an application for planning approval at 456-462 Macquarie Street, South Hobart on behalf of our client Emmanuel Dellas.

Enquiries relating to this planning report should be directed to:

Emma Riley
Principal Planner
Emma Riley & Associates

Email: emma@erassociates.com.au

Mobile: 0409 787 715

1.2 The Proposal

The application seeks approval for the redevelopment of the subject site as follows:

- Demolition of the existing service station and part of the motor vehicle repair workshop (Building A in Figure 1).
- Extensions and alterations to the building at the rear of the site (Buildings B & C in Figure 1) by:
 - extending the building line towards the front boundary by 4.5 metres;
 - reconstructing Building B with an increase in height of 1.8 metres; the existing wall along the boundary with 28 Denison Street and 26 Denison Street will be replaced with a wall of the same height as that existing; and
 - creating a new brick façade to Building C.

While Building B already contains part of the motor vehicle repair workshop all workshop activities will now be confined within this building. The total floor area motor vehicle repair workshop will have a total floor area of 125m² and will include an office area.

Building C will comprise the office associated motor vehicle repair workshop, two new tenancies (one retail and one consulting rooms) as well as toilets and storage area. The total floor area will be 351.5 m².

A new car parking area at the front of the site that will provide for 19 on-site car parks.

Proposed hours of operation for the uses will be as follows:

- Motor vehicle repair workshop – 7am to 6pm Monday to Friday;
- Retail tenancy (hair salon) – 8am to 6pm Monday to Saturday; and
- Consulting Room - 8am to 6pm Monday to Friday

There will be up to 25 deliveries in a van for the new tenancies between 7am and 11am occurring also only occurring on weekdays.

The proposal does not include any new or replacement signage. Planning approval for signage will be applied for at a later stage.

Plans for the proposal are attached at **Appendix C**.

1.3 Title Details

The subject site comprises land across five title areas with a site area (excluding the existing building at 462 Macquarie Street which is not affected by this development application) of approximately 1230m². The titles subject to this development application (attached at **Appendix A**) are as follows:

Certificate of Title	Property Address
101535/1	456 Macquarie Street
30257/1	458 Macquarie Street
81175/1	458 Macquarie Street (also known as 460 Macquarie Street)
111787/1	458 Macquarie Street (also known as 460 Macquarie Street)
47377/1	462 Macquarie Street (affected by new car parking layout only)

2. Site and Surrounds.

The site is located within an established residential area of South Hobart with a mixture of housing types and lot sizes. This section of Macquarie Street provides a wide variety of local services and the site is directly adjacent to and within a short distance of: shops, restaurants, cafes, chemist, doctors, butcher, schools, public open space, a retirement village and a laundromat.

There are several existing buildings on the site. For the purposes of the analysis of the existing use and development they have been categorised into three groups as shown in Figure 1.



Figure 1: Aerial imagery of the site. The area affected by the proposal is shown by the red outline. (Source: The LIST)

Building A comprises three adjoining structures is currently utilised as a service station and vehicle service centre. This is a long standing use having been in continued operation for a significant period of time. The service station component currently comprises 103m² is area (excluding vehicle service centre).

Building B is currently utilised in association with the service station and vehicle service centre. From Council records it had existing use rights as Light Industry (motor vehicle repair workshop). This use was converted to a Light Industry (Auto Electrical Repairs) in 2003.

Building C was previously utilised as a motor repair garage for Tasmania Police. This use relocated off the site in the early 2000s and since then the building has been utilised as an artist's workshop, providing space for both the creation and sale of their art work.



Photo 1: View of the existing site from the opposite side of Macquarie Street.



Photo 2: Looking towards Building B.



Photo 3: The existing service station and motor repair centre.



Photo 4: Existing Building C at the rear of the site. The open garage on the right hand side is part of the St. Vincent's de Paul building at 462 Macquarie Street.



Photo 5: View towards site (concrete block wall) from Denison Street.

3. Planning Assessment

3.1 Statutory Controls

The site is subject to the provisions of the Hobart Interim Planning Scheme 2015 (the planning scheme). Specifically, it is located within the Inner Residential Zone.

3.2 Use Status

The Hobart Interim Planning Scheme 2015 (the Planning Scheme) requires, pursuant to Clause 8.2 that:

- 8.2.1 Each proposed use or development must be categorised into one of the use classes in Table 8.2.*
- 8.2.2 A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use.*
- 8.2.3 If a use or development fits a description of more than one use class, the use class most specifically describing the use applies.*
- 8.2.4 If a use or development does not readily fit any use class, it must be categorised into the most similar use class.*
- 8.2.5 If more than one use or development is proposed, each use that is not directly associated with and subservient to another use on the same site must be individually categorised into a use class.*

The proposed use would be categorised into the following use classes and would have the status as follows:

Use Class	Component of the Proposal fitting within Use Class	Use Status within Inner Residential Zone
Service Industry	Motor vehicle repair garage	Prohibited. Subject to Clause 9.1
Business and professional services	Consulting Room	Discretionary. The relevant discretionary qualifications are that only if the proposal is for a consulting room, medical centre, veterinary surgery or child health clinic; and not displacing a residential use, unless in a building previously used for non-residential commercial purposes.
General retail and hire	Hair Salon	Discretionary. The discretionary qualifications are that only if the proposal fits in an existing building, except if a local shop, and not displacing a residential use unless in a building previously used for non-residential commercial purposes.

3.3 Non-conforming Uses

The service station and motor vehicle repair garage, under the Planning Scheme, is prohibited. As per clause 4.1 C-K of the Planning Scheme, the use of Service Station and Motor Vehicle Repair Garage shall be categorised as existing non-conforming use.

Existing non-conforming use means a use which is prohibited under the planning scheme but is one to which ss20(3)-(6) of the Act applies.

Clause 9.1.1 of the Planning Scheme provides for changes to an existing non-conforming use as follows:

Notwithstanding any other provision in this planning scheme, whether specific or general, the planning authority may at its discretion, approve an application:

- (a) to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme; or*
- (b) to extend or transfer a Non-conforming Use and any associated development, from one part of a site to another part of that site; or*
- (c) for a minor development to a Non-conforming Use,*

where there is –

- (a) no detrimental impact on adjoining uses; or*
- (b) the amenity of the locality; and*
- (c) no substantial intensification of the use of any land, building or work.*

In exercising its discretion, the planning authority may have regard to the purpose and provisions of the zone and any applicable codes.

The proposal is for the demolition of the current use of Service Station from the site. The proposal complies with Clause 9.1.1 (a) of the Planning Scheme and therefore provides Council discretion to approve the application.

3.4 Assessment of the Use

The purpose of the Inner Residential Zone is identified under Clause 11.1.1 of the Planning Scheme as follows:

- 11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.*
- 11.1.1.2 To provide for compatible non-residential uses that primary serve the local community.*
- 11.1.1.3 To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.*
- 11.1.1.4 To encourage residential development that respects the neighbourhood character.*
- 11.1.1.5 To provide a high standard of residential amenity.*
- 11.1.1.6 To allow commercial uses which provide services for the needs of residents of a neighbourhood and do not displace an existing residential use or adversely affect their amenity particularly through noise, traffic generation and movement, and the impact of demand for on-street parking.*

The service station will be removed whilst the motor vehicle workshop which is long standing use on the site will be extended to 125m² under the proposal. It will continue to primarily provide for the local community. The new tenancies will provide for a hair salon and a consulting room for a physiotherapist or similar consistent with that found in local shopping strips. They also will provide for a use that will primarily serve the local community.

As demonstrated through the updated Traffic Impact Assessment prepared by Milan Prodanovic (**Appendix D**) the proposal has been provided with sufficient on-site parking to meet demand. This level of traffic activity is around the same as the site currently generates, and will not have a significant effect on traffic operations along Macquarie Street.

Noise impacts are discussed in Section 3.5 in more detail, however it is considered that the proposed noise generating will not unreasonable cause loss of residential amenity taking into account the existing use of the site and its location on Macquarie Street (a busy arterial road) with many non-residential uses located adjacent.

3.5 Use Standards

There are four use standards relevant to the proposal.

3.5.1 Hours of Operation

The proposed hours of operation for motor vehicle repair workshop will exceed the permitted hours of 8am to 6pm under the A1 of Clause 11.3.1 of the Planning Scheme. P1 states:

Hours of operation must not have an unreasonable impact upon residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

The proposed hours of operation are considered reasonable.

The motor vehicle repair workshop will only exceed the hours by 1 hour in the morning for Monday to Friday. During which time there is also significant activity along Macquarie Street. Given the removal of the service station, the overall activities on site will be reduced from current level in effect.

It is considered the proposal can meet P1 of Clause 11.3.1 of the Planning Scheme.

3.5.2 Noise Emissions

Noise generated from the proposal will arise from:

- The general movement of cars and people; and
- The motor vehicle repair workshop due to the use of pneumatic tools.

Noise emissions from the movement of cars and people are expected to be within the requirements of A2 under Clause 11.3.1 of the Planning Scheme, although the noise from the motor vehicle workshop is likely to exceed the requirements.

Noise emissions measured at the boundary of the site must not cause environmental harm.

The noise generated from the motor vehicle repair workshop occurs in short bursts and not as a consistent noise. It is noise that already occurs on the site as the motor vehicle repair workshop is existing on the site. Furthermore, the site is located on Macquarie Street where there is already noticeable noise generated due to traffic movements.

In light of the limited hours of operation of 7am to 6pm Monday to Friday it is considered that the noise arising

from the motor vehicle repair workshop is considered acceptable under the performance criteria.

3.5.3 External Lighting

External lighting of the car park will occur during the hours of operation which would be 7am-6pm Monday to Saturday. The proposal therefore relies upon P3 under Clause 11.3.1 of the Planning Scheme which states:

External lighting must not affect existing or future residential amenity, having regards to all of the following:

- (a) Level of illumination and duration of lighting;*
- (b) Distance to habitable rooms in an adjacent dwelling.*

The external lighting will be mounted from the new canopy facing away from the adjoining residential property and on the wall of the St. Vincent De Paul shop facing down over the car parking area. The adjoining dwelling at 450-454 Macquarie St does not have any windows facing on to the subject site and is located approximately 30 metres from the location of the external lighting that will be directed towards that boundary.

The external lighting will only occur for a maximum of 1 hour daily in the morning during the months when sunrise is between 7 - 7:30 am. It is considered that the performance criteria can be met subject to an appropriate condition to baffle all external lighting to avoid unnecessary light spill.

3.5.4 Commercial Vehicle Movements

The current use of service station will be removed and therefore there will no longer be fuel delivery trucks to the site. Commercial vehicle movements arising from the other uses will be limited to up to 25 deliveries per week in a van for the new tenancies between 7am and 11am occurring on weekdays only. A4 of Clause 11.3.1 is therefore met.

3.6 Zone Development Standards for Buildings and Works

Clause 11.4.9 of the Planning Scheme sets out the development standards for non-residential development within the Zone. A1 requires that non-dwelling development complies with:

- Clause 11.4.2 A1 & A3;
- Clause 11.4.3, A1 (a) and (c); and
- Clause 11.4.7 A1 (which is not relevant to the proposal as no frontage fence is proposed).

Clause 11.4.9, A2 sets out requirements for non-residential garages and carports. This standard is not relevant to the proposal.

Clause 11.4.9, A3 sets out requirements for outdoor storage space. The proposal does not include any outdoor storage areas. Bin storage and a cleaner's cupboard are provided for within the building. This standard is also not relevant to the proposal.

Responses to the relevant requirements are address below.

3.6.1 Front Setback

A1 of Clause 11.4.2 of the planning scheme requires that a front setback of 3 metres is maintained. The proposal complies with this requirement.

3.6.2 Building Envelope

A3 of Clause 11.4.2 sets out the building envelope. The proposal will not comply with this acceptable solution as the existing wall is being extended along the adjoining boundary with 450-454 Macquarie Street and a gable roof is being added to the building. This existing wall exceeds the requirement of a height of 3 metres as show below:



The relevant performance criteria (A3 of Clause 11.4.2) requires that the siting and scale of the building does not cause unreasonable loss of amenity through:

- Reduction in sunlight to a habitable room of a dwelling on an adjoining lot;
- Overshadowing the private open space of a dwelling on an adjoining lot;
- Overshadowing of an adjoining vacant lot; or
- Visual impacts caused by the apparent scale, bulk or proportions when viewed from an adjoining lot.

The only adjoining residential property to which this discretion relates is at 450-454 Macquarie Street. That dwelling is located to the north-east of the subject site.

As there are no habitable room windows on that dwelling facing towards the subject site the proposal will not reduce sunlight to any habitable room.

In regards to overshadowing due to the orientation of the lots, the proposal only has potential to cause overshadowing in the afternoon. The proposed motor vehicle repair building will result in only a small amount of overshadowing in the afternoon across the rear part of the lot.

In regards to visual impacts, while the length and height of the boundary wall is increasing under the proposal it would not fully enclose the backyard and the first 10 metres of the backyard from the rear of the dwelling will remain open with boundary fence of standard height. Furthermore given that the site is within an inner suburb surrounded by many other commercial buildings, some of which are built to the boundaries the appearance is consistent with the established characteristics of the area.

The proposal is therefore considered acceptable in terms of building envelope.

3.6.3 Site Coverage

The total site coverage of the proposal (including the service station canopy) will be 457.3m² or 37% of the site area of 1230m². The proposal therefore complies with (a) of A1 of Clause 11.4.3 of the planning scheme.

In regards to the impervious surfaces the site will not comply with (c) of A1 of Clause 11.4.3 of the Planning Scheme. However there is no change to the total extent of impervious surfaces as the site is already fully covered.

3.7 Parking and Access Code

A new car parking area at the front of the site will provide for on-site car parking with a total of 19 car parking spaces. A separate ingress and egress to Macquarie Street with internal circulation is proposed.

In accordance with clause E6.5.1 (c) Application Requirements, a Traffic Impact Assessment (**Appendix D**) was undertaken for the proposed change of use. The following points are the key findings of the investigation into the potential traffic and parking related impacts:

- The proposed development is expected to generate up to around 24 vehicles/hour during the weekday peak period and also during the Saturday morning peak period. This level of traffic activity is around the same as the site currently generates, will not have a significant effect on traffic operations along Macquarie Street in the area of the driveways to the development site.
- A SIDRA analysis of the traffic activity at the junction of the driveways with Macquarie Street in year 2026 has found the level of service will be no worse than Level B for any movement. Measurement of the available sight distances along Macquarie Street to and from each driveway at the development site has determined the sight distances are more than adequate for the speed environment.
- Changes to the length and position of the existing access driveways to the development site will require some repositioning of the current parking restriction signing and a ban on vehicles stopping between the two driveways. It will also require the relocation of the Metro bus stop away from the western side of the western driveway if Metro uses articulated buses in this area.
- Internally the parking supply, with a total of 19 car parking spaces and at least six bicycle parking spaces on-site will be sufficient to meet the expected demand and reasonably meet the requirements of the planning scheme.
- This is based on observations of the on-site parking demand for the existing workshop, confirmed by discussions with the operator, that six parking spaces outside of the service area are more than sufficient as well as application of Clause E6.6.10 of the planning scheme for retail uses for floor areas up to 100m² in a residential zone and applying a parking demand for the extra floor area.
- The internal car parking layout will comply with the requirements of AS 2890.1 and AS 2890.6. There will be more than sufficient circulation and manoeuvring space for cars.
- Overall it has been concluded that the proposed development will not have a significant traffic impact on passing traffic along Macquarie Street and no adverse safety or operational issues will arise in allowing the proposed development.

3.8 Potentially Contaminated Land Code

The subject site is potentially contaminated land and therefore the Potentially Contaminated Land Code applies pursuant to Clause E2.2.1 of the planning scheme.

GES have prepared a preliminary groundwater assessment and this is contained at **Appendix E**.

3.9 Historic Heritage Code

The site is located within Heritage Precinct SH2. Clause E13.8.2 of the Planning Schemes requires all buildings and works to be assessed against the following performance criteria. The proposal is for demolition and for an

extension to the existing building. P3 under Clause E13.8.2 therefore applies which states:

Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

The statement of historic cultural significance for this precinct is as follows:

This precinct is significant for reasons including:

- 1. The intact early streetscape elements and buildings that demonstrate it as being an historical, commercial, retail and residential route.*
- 2. The quality and variety of building forms from a range of periods that make up the homogenous streetscape.*
- 3. The large number of heritage items and contributory buildings.*
- 4. The pivotal role of the street in defining the commercial, retail and many of the South Hobart precinct.*

The existing site comprises buildings of no heritage value and it is considered that the site currently detracts from the significance of the precinct. The proposal involves removal of service station from the site and results in an improved appearance of the site from the street with a new façade to Macquarie Street and higher quality finishes than what currently exist.

4. Conclusions

The proposal seeks approval for demolition, extension and alterations to the existing buildings at 456-462 Macquarie Street, relocation of convenience store and motor vehicle repair workshop and partial change of use to General Retail and Hire and Business and professional services.

The proposal does not include any new or replacement signage. Planning approval for signage will be applied for at a later stage.

The subject site is located within the Inner Residential Zone under the Hobart Interim Planning Scheme 2015. Under the planning scheme the proposal generates discretion in regards to:

- Use;
- Use standard for Hours of operation;
- Use standard for Noise emissions;
- Use standard for External Lighting;
- Development standard for Building Envelope;
- Development standard for site area with impervious surfaces;
- Potentially Contaminated Land Code; and
- Historic Cultural Heritage Code.

Overall the proposal is considered acceptable. The subject site is located on Macquarie Street in an area that comprises a number of non-residential uses. The proposal will result in the overall upgrade of the function and appearance of the site and the uses will support the local community in meeting their day to day needs.

Impacts on the amenity of adjacent residences are minimal: sufficient on site car parking is provided and the amenity of the adjoining dwelling at 450-454 Macquarie Street will not be unreasonably impacted upon taking into account the surrounding area, existing uses and buildings on the site.

It is recommended that the proposal is conditioned in relation to external lighting to ensure that all external lighting is appropriately baffled to minimise light spill.

Appendix A

Title Documentation

Appendix B

Application Form

Appendix C

Plans

Appendix D

Traffic Impact Assessment

Appendix E

Preliminary Groundwater Assessment

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Document Status

Author: Xin Guo

Reviewer: Emma Riley

Version: Final for Submission - Updated 24 October 2016



TRAFFIC IMPACT ASSESSMENT

**PROPOSED
RETAIL DEVELOPMENT**

**456-460 MACQUARIE STREET
SOUTH HOBART**

OCTOBER 2016

TRAFFIC IMPACT ASSESSMENT

PROPOSED RETAIL AND OFFICE DEVELOPMENT

456-462 MACQUARIE STREET
SOUTH HOBART

OCTOBER 2016

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ATTACHMENTS:

Attachment A - Drawings of proposed development site layout

REFERENCES:

- Australian Standard AS 1742.2-2009 – Manual of uniform traffic control devices Part 2: Traffic control devices for general use
- AUSTROADS – Road Safety Audit, 2002
- Road Traffic Authority NSW – Guide to Traffic Generating Developments, 2002
- AUSTROADS – Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2009)
- AUSTROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2009)
- AUSTROADS – Guide to Road Design Part 3: Geometric Design (2009)
- Australian Standard AS 2890 – Parking Facilities, Part 1 – Off-street car parking
- Australian Standard AS 2890 – Parking Facilities, Part 2 – Off-street commercial vehicle facilities
- Australian Standard AS 2890 – Parking Facilities, Part 6 – Off-street parking for people with disabilities
- Hobart Interim Planning Scheme 2015

1. INTRODUCTION

The owners of the property at 456-462 Macquarie Street propose to lodge a development application with the Hobart City Council to construct a retail and consulting room development on the site. Currently there is a service station with mechanical workshop (garage) on the site as well as a large predominantly vacant building behind the service station/workshop building.

This Traffic Impact Assessment (TIA) report has been prepared in support of the proposed development and to assist the Hobart City Council in assessing the development application.

The report describes the current road and traffic conditions in the area of the development site. An assessment is made of the traffic that the proposed development on the site will generate and the effect of this traffic on Macquarie Street. Advice is also provided on the adequacy of the proposed internal traffic circulation, parking provision and layout as well as access arrangements for the site.

The report is based on the Department of State Growth (DSG) - Traffic Impact Assessment Guidelines. The techniques used in the investigation and assessment incorporate best practice road safety and traffic management principles.

2. SITE DESCRIPTION

The proposed development site is located on the southern side of Macquarie Street around 60m to the east of the Darcy Street intersection.

While existing development in the area is predominantly residential, there is some commercial development along the Macquarie Street frontage between the development site and Darcy Street and there is a major sporting ground facility off Darcy Street. The site is zoned residential.

The location of the development site is highlighted on the extract of the street atlas for this area seen in Figure 2.1.



Figure 2.1: Extract from street atlas showing location of development site

3. DEVELOPMENT PROPOSAL

The development proposed for the property at 458 Macquarie Street is the demolition of the existing service station building towards the front of the site and modifications to the existing building at the rear of the site.

A view of the development site is seen in Photograph 3.1.



Photograph 3.1: View of development site from Macquarie Street

The existing mechanical workshop (garage) with two service bays will be retained in the eastern part of the existing rear building. The mechanical workshop will have a floor area of 125m².

The proposal for the larger remaining part of the rear building is to accommodate:

- a hair salon in the rear of the building (floor area 152.3m²);
- a consulting room (office) with a floor area of 80m² and adjoining kitchen with floor area of 20m²; and
- an office with a floor area of 80m².

Apart from the internal bicycle storage area, walkway and plant room, there will also be a cleaner's area and toilet facilities. The floor area of the cleaner's room and toilet facilities will be 14.5m².

The front of the site will be for car parking on the site with provision for 19 cars including one disabled parking space.

The garage will be able to accommodate two cars in the service bays during servicing works.

The two existing access driveways to the site will be retained but modified to match the on-site traffic circulation and parking aisle arrangements. Traffic flow through the site can be in either direction.

Drawings showing the proposed site layout for the development are included with this report in Attachment A.

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

4.1 Road Characteristics

Macquarie Street passes along the frontage of the development site and provides direct vehicle access to the site. It is a two lane road with a broken centreline along its length and has parking along both sides of the road.

It has a generally straight and fairly flat alignment through the immediate area of the development site.

There are short term parking restrictions along both sides of Macquarie Street in the area of the development site. A Metro bus stop sign located 7.0m to the west of the western driveway. The pavement markings define a 19.1m long bus bay which includes the western driveway. Therefore, any bus would need to stop over the driveway.

The width of Macquarie Street adjacent to the development site is around 15.8m between kerb faces. The footpath adjacent to the development site has a width of around 3m.

Views of the geometric characteristics of Macquarie Street are seen in Photographs 4.1 and 4.2.



**Photograph 4.1: View to east along Macquarie Street
with development site ahead on right**



**Photograph 4.2: View to west along Macquarie Street
with development site ahead on left**

4.2 Traffic Activity

An enquiry made with the Hobart City Council in 2014 regarding the traffic volumes on Macquarie Street determined traffic data was available from surveys undertaken in October 2003 between Weld Street and Wynyard Street, which is around 300m to the east of the development site, as well as in May 2009 between Wynyard Street and Elboden Street, which is around 450m to the east of the development site.

The 2003 survey recorded the Average Daily Traffic to be 4,002 vehicles west bound, 4,965 vehicles east bound with a total two-way traffic volume of 8,967 vehicles/day. The variation in hourly traffic volume for each direction of travel and the two-way traffic volume is shown in Figure 4.1.

The 2009 survey recorded a total two-way traffic volume of 9,392 vehicles/day. The 2009 survey also recorded 8,437 vehicles/day for the Saturday and 7,029 vehicles/day for the Sunday. The hourly two-way traffic volume variations for the average weekday as well as Saturday and Sunday are shown in Figures 4.2 and 4.3.

None of the graphs display any pronounced commuter traffic peaks in the morning and afternoon periods with the peak hour for traffic activity occurring between around the middle of the day to late afternoon period. The late

morning traffic on a Saturday was slightly higher than during the peak hour on a weekday.

The annual growth in the traffic volume along Macquarie Street would be fairly low, estimated at around 0.7% p.a. based on the above survey data, and there would be little seasonal variation.

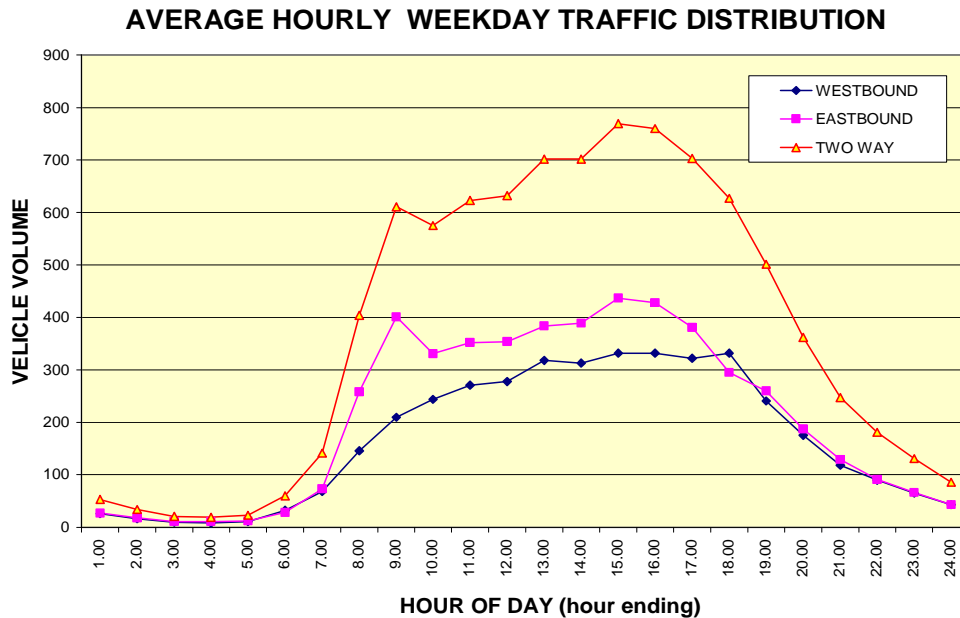


Figure 4.1: Average Hourly Weekday Traffic on Macquarie Street east of Weld Street in 2003

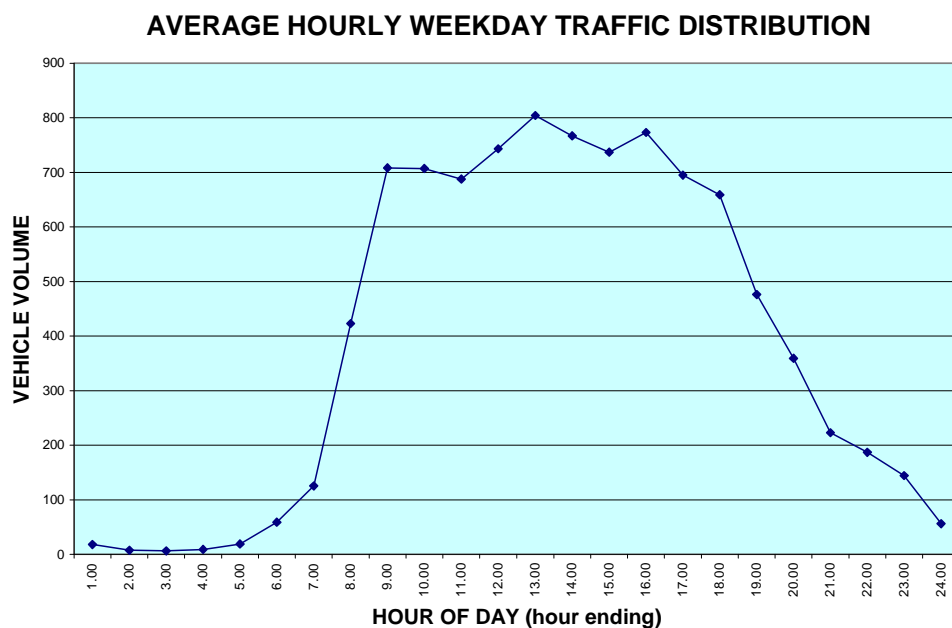


Figure 4.2: Average Hourly Weekday Traffic on Macquarie Street east of Wynyrd Street in 2009

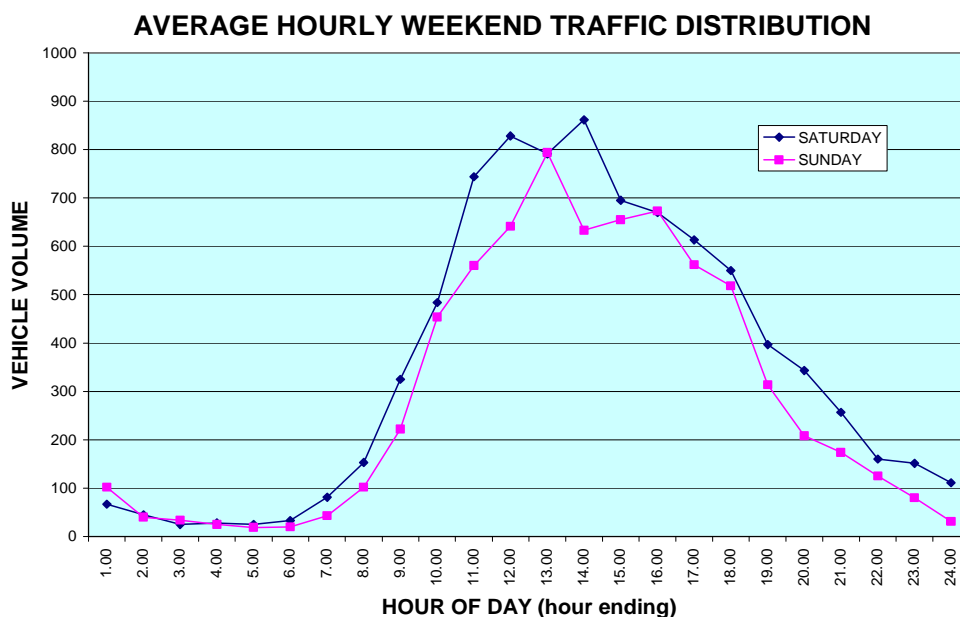


Figure 4.3: Average Hourly Weekend Traffic on Macquarie Street east of Wynyard Street in 2009

As the above traffic survey data are a little dated and a few hundred metres to the east of the development site, it was decided to carry out an afternoon traffic volume survey on Macquarie Street at the development site during what is a typical afternoon peak hour period. This survey was undertaken on Tuesday 10 June 2014, when a proposed development on this site was first being assessed for the TIA report. The results from this survey are presented in Figure 4.4.

While there were 24 vehicles entering and exiting the site over the one-hour period, five of these movements were either a vehicle movement associated with the vehicle service garage or a Macquarie Street vehicle using the site as a u-turning area.

The traffic volume passing the development site, recorded during the turning movement survey, was around the same as the Council traffic data for 2009, some 450m to the east of this site. This indicates there has been minimal variation in the traffic volume on Macquarie Street over the last 5 years.

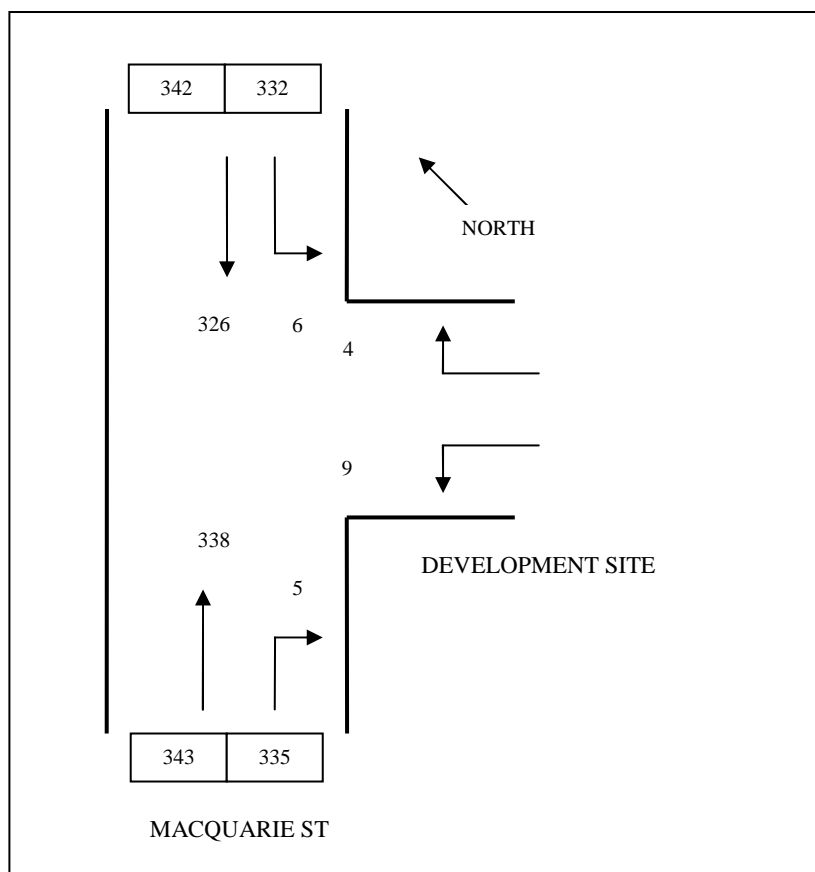


Figure 4.4: Turning traffic volume at junction of development access driveways with Macquarie Street – 4:20pm to 5:20pm

4.3 Crash Record

All crashes that result in personal injury are required to be reported to Tasmania Police. Tasmania Police record all crashes that they attend. Any crashes that result in property damage only, which are reported to Tasmania Police, are also recorded even though they may not visit the site.

Details of reported crashes are collated and recorded on a computerised database that is maintained by DSG.

Information was requested from DSG about any reported crashes over the last five and three quarter years, since January 2011, along Macquarie Street between Darcy Street and Anglesea Street, a distance of around 200m.

The DSG database has record of 10 crashes over this period. Five of the crashes occurred at the Macquarie Street/Darcy Street/Glen Street intersection including three over the 12 months to June 2016. All crashes have been property damage only collisions.

Of the five link crashes, three occurred in Macquarie Street between Darcy Street and Denison Street; the other two between Denison Street and Anglesea

Street. Three of the crashes were as a result of rear end collisions, one involved a u-turning manoeuvre and the other was parking incident.

These crashes occurred between 2011 and 2015 and also all resulted in property damage only.

The crash record is fairly typical for such an area and not sufficiently high or severe to be of concern.

4.4 Road Safety Audit

As part of this assessment a road safety audit in the immediate area of the development site was undertaken.

A road safety audit is a formal examination of an existing project that impacts on road users, in which an independent qualified person examines the affected roads under existing traffic conditions and considers the traffic safety performance of the roads under changed traffic conditions resulting from the development.

The audit is a necessary part of the development impact assessment because safety problems can occur on existing roads as a result of additional traffic being generated by new developments.

There were no issues of concern identified which needed to be raised in this report.

5. TRAFFIC GENERATION BY PROPOSED DEVELOPMENT

As outlined in Section 3 of this report the proposed development on the site at 456-462 Macquarie Street is for retail shop and consulting room/office development as well as the existing mechanical workshop.

In determining the traffic activity that the proposed retail development will generate when operational, reference has been made to the advice in the New South Wales Road Traffic Authority (RTA) document – Guide to Traffic Generating Developments as well as to data this consultant has accumulated from other studies of retail developments. The RTA guide is a nationally well accepted document that provides advice on trip generation rates and vehicle parking requirements for new developments.

In respect to the traffic activity generated by retail developments, the RTA Guide discusses shopping centres which can range in floor area from less than 10,000m² up to 40,000m², with the trip generation rate per unit of floor area decreasing as the total floor area increases.

The Guide indicates that for a specialty retail development the traffic generation rate would be around 5.5 vehicles/100m² for a weekday up to around 10.5 vehicles/100m² for a Saturday morning.

For the size of the single retail shop area being proposed and its use, it is expected the trip generation rate will be 9 vehicles/100m²/hour during the weekday period and 11 vehicles/hour during the Saturday period.

The Guide states that the traffic generation for an office development is 10 vehicles/day/100m² and 2 vehicles/hour/100m². The proposed two offices in the development will therefore each generate 2 vehicles/hour.

The RTA Guide does not define trip generation rates for mechanical workshops. It is considered reasonable to assume this part of the development will generate 2 vehicles per service bay per hour.

Therefore, as indicated in Table 5.1, the total maximum number of peak hour vehicle trips expected to be generated by the proposed development will be around 24 vehicles/hour.

ACTIVITY	TOTAL FLOOR AREA	TRAFFIC GENERATION RATE (per100m ²)	PEAK HOUR TRAFFIC MOVEMENTS
Consulting room	100m ²	2 trips/hour	2
Offices	80m ²	2 trips/hour	2
Retail shop	152.3m ²	Weekday 9 trips/hour	14
		Saturday 11 trips/hour	16
Workshop	125m ²	Weekday 2 trips/bay/hour	4
TOTAL EXPECTED TRAFFIC		Weekday – 22 vehicles/hour	
		Saturday – 24 vehicles/hour	

Table 5.1: Expected traffic generation by the proposed development

Allowing for a traffic growth along Macquarie Street of 0.5% p.a., the expected turning and passing traffic volumes at the development site in 10 years' time during the weekday and also the weekend peak time are as shown in Figures 5.1 and 5.2. This assumes the weekday and Saturday peak traffic generation by the development site coincides with the time of peak traffic activity along Macquarie Street, as seen in Figures 4.2 and 4.3, a worst case scenario.

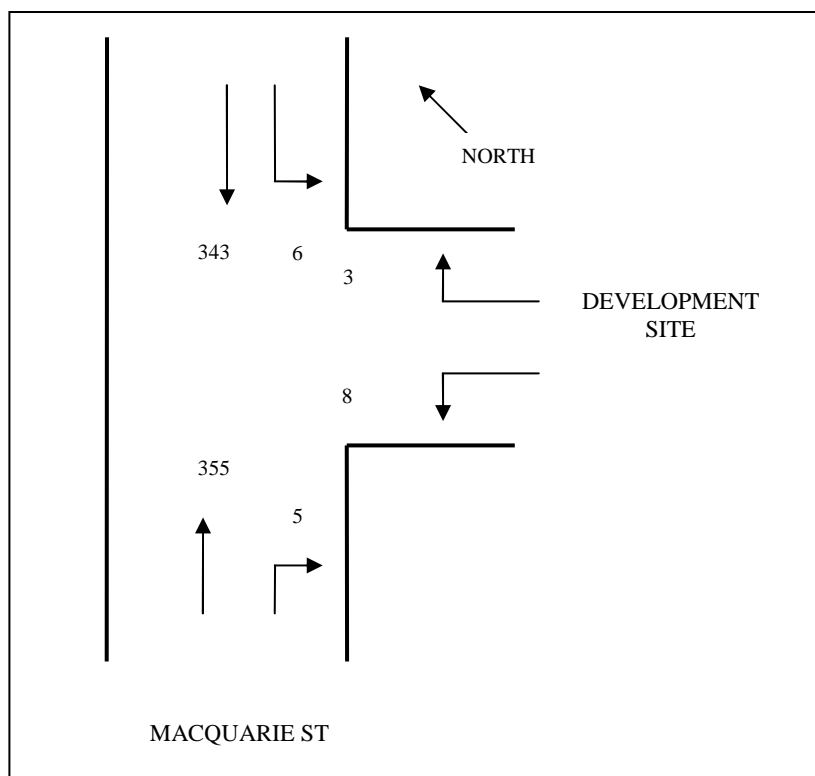


Figure 5.1: Expected turning traffic volume at development access driveways with Macquarie Street in 2026 – weekday 4:30pm to 5:30pm

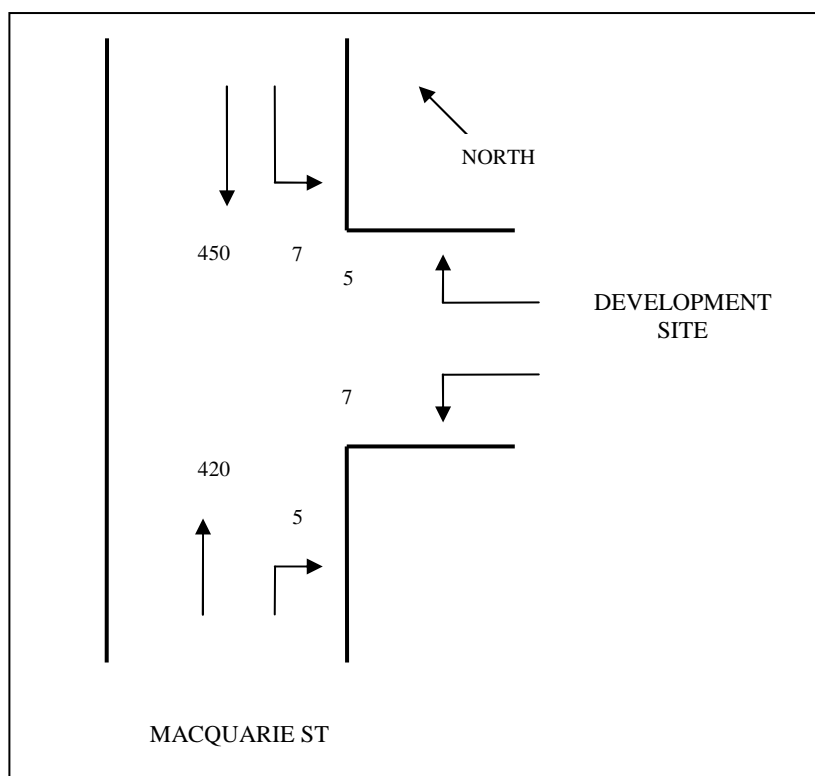


Figure 5.2: Expected turning traffic volume at development access driveways with Macquarie Street in 2026 – Saturday 11:00am to 12:00pm

6. TRAFFIC ASSESSMENT AND IMPACT

This section of the report considers the impact that the traffic expected to be generated by the proposed development will have on Macquarie Street. An assessment is also made of the adequacy of the access arrangements to the site and the internal traffic and parking layout.

6.1 Impact of Increased Traffic Activity at Development Site Driveways onto Macquarie Street

As detailed in the previous section of this report the proposed development when fully completed is expected to generate around 24 vehicles per hour during the weekday and Saturday peak traffic periods. This will be around the same as found during the turning movement survey (Figure 4.4).

The expected turning and passing traffic volumes on Macquarie Street at the access driveways to the development site in Year 2026 are as seen in Figures 5.1 and 5.2.

At this level of traffic activity there will not be any operational traffic issues for traffic entering and exiting the development site. Traffic volumes of up to 1,500 vehicles/hour can generally be accommodated at intersections between conflicting traffic streams. The expected future conflicting traffic volumes at the development site driveways during peak traffic periods will only be around 50-60% of this traffic volume.

In order to confirm the traffic will operate satisfactorily over the next decade, a SIDRA analysis was undertaken of these peak hour traffic conflicts. This analysis of the turning and passing traffic volumes as presented in Figures 5.1 and 5.2 found that the traffic operation will be quite acceptable.

During the busier Saturday morning period the highest Level of Service will be Level B for turning vehicles to and from the site.

The degree of saturation will be 0.25 while the 95th percentile vehicle queue will be around two vehicles on Macquarie Street on occasions if there is not sufficient space to pass to the left of a vehicle turning right into the site and no more than one vehicle for the exit driveway.

The above SIDRA analysis has confirmed that the traffic activity at the development site driveways onto Macquarie Street will operate efficiently well beyond the 10-year period that has been analysed in detail.

6.2 Traffic Management along Macquarie Street in Area of Development Site

The current traffic management arrangements along Macquarie Street in the area of the development site have been reviewed having regard to the expected turning traffic activity to and from the proposed development.

It was determined in Section 6.1 no special requirements or modifications to the traffic controls was required from an operational view point.

Changes to the length and position of access driveways to the development site will require some repositioning of the current parking restriction signing and a ban on vehicles stopping between the two driveways. It will also require the relocation of the Metro bus stop away from the western side of the western driveway.

Currently the bus bay extends over the western driveway and there is only 10.3m of bus bay clear of the driveway. Therefore, any bus which pulls into this bus stop at present would partly stop over the driveway. Rigid buses are around 11m long and articulated buses, which also use this stop, are up to around 17m long. The buses also require up to 10m to comfortably re-enter the traffic stream.

The repositioned western driveway will leave a distance of around 16.3m between the front of the bus bay and the western side of the driveway, which is not enough to avoid articulated buses needing to stop over the new driveway. It will not be acceptable to have these longer buses stopping over the driveway into the future. However, if Metro uses only rigid buses, the current bus stop with the added length from the driveway relocation will be adequate.

This matter has been referred to Metro Tasmania when the TIA report was first being prepared some time ago. At the time advice was received from Metro Tasmania staff that consultations were in progress with officers from the Hobart City Council regarding the proposed relocation of this bus stop.

6.3 Available Sight Distances along Macquarie Street at Driveways to Development Site

A check of the available sight distances to and from the driveways for the development site has been undertaken.

The speed limit along Macquarie Street is 50km/h for which the required safe intersection sight distance is 97m based on current Austroads standards. The 85th percentile vehicle speed along this section of Macquarie Street is estimated to be around the speed limit.

Measurement of the available sight distances to and from the entry and exit driveways has determined that the forward sight distance from a vehicle

travelling east and approaching a right turning vehicle in to the site is around 110m. Other required sight distances to the east and west are well over 200m.

Therefore, the available sight distances will be more than adequate in all cases.

Views of the sight lines along Macquarie Street from a vehicle positioned at the exit driveway for the development site are seen in Photographs 6.1 and 6.2.



**Photograph 6.1: View to west along Macquarie Street
from development site exit driveway**



**Photograph 6.2: View to east along Macquarie Street
from development site exit driveway**

6.4 Internal Traffic Arrangements

An assessment has been made of the internal vehicle access, circulation and parking arrangements for the proposed development site layout, having regard to the requirements of Australian Standard AS 2890 - Parts 1 and 6. The site layout has been designed to comply with these standards.

In reviewing the layout against the requirements of Australian Standard 2890, the following elements of the car park have been considered:

- All the parking bays will be at least 5.4m long and 2.6m wide with the aisle width being at least 6.6m which meets requirements for the User Class 3A (shopping activity).
- The one disabled car parking space is adequate to meet the Australian Building Code based on the number of proposed parking spaces.
- The layout and dimensions of the disabled parking space with the adjacent shared area complies with requirements of AS 2890.6. The bay has been positioned in close proximity to the main building access.
- Generally, circulation will be available within the site for cars up to B99 cars.

Overall the internal car parking layout will comply well with the requirements of AS 2890.1 and AS 2890.6.

Number of required parking spaces

Applying the parking requirements as set out in the Hobart Interim Planning Scheme directly to the proposed development, it has been determined the required parking supply is 22 car parking spaces as summarised in Table E6.1.

The specific planning scheme requirements for parking for the proposed use areas are:

- 1 parking space per 30m² of floor area for office/consultancy room;
- 1 parking space per 30m² for general retail;
- 6 parking spaces per work bay.

ACTIVITY	TOTAL FLOOR AREA	REQUIRED PARKING (based on floor area)	REQUIRED SPACES
Consulting room	100m ²	1 per 30m ²	3.33
Office	80m ²	1 per 30m ²	2.67
Retail shop	152.3m ²	1 per 30m ²	5.08
Workshop	125m ²	6 per work bay	12 – 2 = 10
Cleaners/toilets	14. 5m ²	1 per 30m ²	0.48
TOTAL REQUIRED PARKING SPACES		21.56	

Table 6.1: Planning Scheme parking requirements

Several visits to observe on site parking at different times and days have confirmed discussions with the operator that the workshop activity does not generate the level of parking demand specified in the planning scheme. Six parking spaces is more a reality for larger higher turnover service centres.

It is clear the maximum parking demand at this workshop is four spaces per work bay including the one space in the service bay; i.e. six parking spaces outside of the service area are more than sufficient.

Clause E6.6.10 of the planning scheme does not require any parking provision for general retail uses with floor areas up to 100m² in a residential zone. The

site is located in such a residential zone and a hair salon is a general retail use activity.

While the proposed retail area – hair salon will have an area of 152.3m², the proposed use would be very much one that was envisaged for this clause in the planning scheme. The hair salon would be a business that would be used by the local community from the large surrounding residential area, there by minimising dependency on a car as a mode of travel to and from the shop.

It is therefore proposed the parking needs for the hair salon be assessed on the floor area in excess of the provisions of Clause E6.6.10 of the planning scheme, i.e. the additional 52.3m². The additional area is proportionally not an extensive addition to the Clause provision and a hair salon is a use activity where the floor area per customer would be far greater than other use activities listed as general retail; i.e. the number of customers per unit of floor area for a hair salon would be significantly less than for other general retail uses and hence generate a significantly lower parking demand.

An assessment on this basis translates to 1.74 required parking spaces for the salon.

Accepting the above variations to requirements, the total car parking supply would be (14.2) 15 spaces, which includes the half of a parking space for the toilet/cleaners' area (would not generate an actual parking demand).

ACTIVITY	TOTAL FLOOR AREA	REQUIRED PARKING (based on floor area)	REQUIRED SPACES
Consulting room	100m ²	1 per 30m ²	3.33
Office	80m ²	1 per 30m ²	2.67
Retail shop	52.3m ²	1 per 30m ²	1.74
Workshop	125m ²	3 per work bay	6
Cleaners/toilets	14. 5m ²	1 per 30m ²	0.48
TOTAL REQUIRED PARKING SPACES		15	

Table 6.2: Parking requirements based on Planning Scheme variations

The car parking area will have provision for 19 car parking spaces. On this basis the required parking supply will be available on-site.

There are short term parking restrictions along both sides of Macquarie Street which add to the available parking supply in this area, as not all on-street spaces are occupied at all times of the day.

Provision has also been made to park at least six bicycles in the car parking area and within the building. This meets the requirements of E6.6.4 (and Table E6.2).

Overall there will be more than sufficient parking in the area to meet the needs of the customers visiting the site.

Pedestrian Traffic

Consideration has been given to the needs of the pedestrians in this area to and from the proposed development. It is considered there is no need for any special measures on the site beyond that indicated on the site drawing.

The pedestrian and car parking areas will be provided with lighting to meet AS1158.3.1 requirements for this environment.

6.5 Public Transport Services

Metro Tasmania currently provides route bus services along Macquarie Street past the development site with bus stops located in the immediate area for both directions of travel as indicated earlier in this report.

7. SUMMARY AND RECOMMENDATIONS

This Traffic Impact Assessment of the proposed retail development has not identified any traffic safety or operational issues that are likely to arise to create a problem along Macquarie Street in the area of the development site once the development is fully constructed and operational.

Macquarie Street currently would carry around 10,000 vehicles/day in the area past the development site and this volume is not expected to increase significantly into the future.

The DSG crash database has record of 10 crashes over the last five and three quarter years, since January 2011, over a 200m length of Macquarie Street in the area of the development site. Five of the crashes occurred at the Macquarie Street/Darcy Street/Glen Street intersection. The other five crashes in Macquarie Street between Darcy Street and Denison Street were as a result of rear end collisions (three instances), a u-turning manoeuvre and a parking incident.

The crash record is fairly typical for such an area and not sufficiently high or severe to be of concern.

The proposed development is expected to generate up to around 24 vehicles/hour during the weekday peak period and also during the Saturday morning peak period. This level of traffic activity is around the same as the site currently generates will not have a significant effect on traffic operations along Macquarie Street in the area of the driveways to the development site.

A SIDRA analysis of the traffic activity at the junction of the driveways with Macquarie Street in year 2026 has found the level of service will be no worse than Level B for any movement.

Measurement of the available sight distances along Macquarie Street to and from each driveway at the development site has determined the sight distances are more than adequate for the speed environment.

Changes to the length and position of the existing access driveways to the development site will require some repositioning of the current parking restriction signing and a ban on vehicles stopping between the two driveways. It will also require the relocation of the Metro bus stop away from the western side of the western driveway if Metro uses articulated buses in this area.

Internally the parking supply, with a total of 19 car parking spaces and at least six bicycle parking spaces on-site will be sufficient to meet the expected demand and reasonably meet the requirements of the planning scheme.

This is based on observations of the on-site parking demand for the existing workshop, confirmed by discussions with the operator, that six parking spaces outside of the service area are more than sufficient as well as application of Clause E6.6.10 of the planning scheme for retail uses for floor areas up to

100m² in a residential zone and applying a parking demand for the extra floor area.

The internal car parking layout will comply with the requirements of AS 2890.1 and AS 2890.6. There will be more than sufficient circulation and manoeuvring space for cars.

Overall it has been concluded that the proposed development will not have a significant traffic impact on passing traffic along Macquarie Street and no adverse safety or operational issues will arise in allowing the proposed development.

ATTACHMENT A
Drawings of proposed development site layout



CONSULTING ENGINEERS
Emmanuel Dallas Pty Ltd
phone: 6228 2225 fax: 6228 2235
mobile: 0418 232 811
email: edallas@bigpond.com
GPO Box 1805 Hobart 7001

REV 2 : BICYCLE PARKING & SHARED AREA ADDED, PARKING AMENDED 21-10-2016
REV 1: NEW WALL HEIGHTS ALTERED, FLOOR AREA AND PARKING AMENDED 27-09-

Project Title:
PROPOSED REDEVELOPMENT AT 456-462
MACQUARIE STREET, SOUTH HOBART
FOR E.&C. DELLAS & E.&E. PAPAGEORGIOU
PROPOSED SITE & LOCATION PLAN

Designed by: E.D.

CC164C

Date: Mar '16

Drawing

Job No. 3743

1:250

Scale:

Rev. 2

Drawing No.

Job No. 3743

1:250

Scale:

Application for planning permit

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00357-01 and was registered on the 05 April 2016



Planning Authority: Hobart City Council

OFFICE USE ONLY

Application
Number

ALL APPLICATIONS

Location of proposed development

456-462 Macquarie Street

South Hobart

Postcode 7004

Certificate of Title No.

See planning report

Lot No.

Applicant's name*

Emma Riley Associates

Applicant's postal address

PO Box 374 Lenah Valley

BH Telephone.....

Postcode...7008

Facsimile

Email emma@erassociates.com.au

Owner's name*

Emmanuel Dellas

Owner's postal address

20 Stratton Avenue

BH Telephone.....

Lenah Valley TAS

Postcode...7008

Facsimile

Email edellas@bigpond.com

Contact person*

Emma Riley

Contact person's postal address

See applicant

BH Telephone.....

Postcode.....

Facsimile

Email

* See page 4 for definitions

DESCRIPTION OF PROPOSED DEVELOPMENT

Please tick the appropriate box or boxes. If they don't accurately describe your proposal, please detail under 'Other'

☐ New house

☐ House extension/addition

☐ Demolition

☐ Partial Demolition

☐ Fencing

☐ Change of use (please specify)

☐ Subdivision

☒ Other (please specify)

Partial demolition, alteration, extension, change of use.

(See Planning report.)

Present use(s) of land and buildings

Service station, Motor repair garage, artist work shop

Have you had pre-application discussions with a Council Planning Officer?

☐ Yes

☒ No

If "Yes" please give officer's name if known

Please visit www.hobartcity.com.au if you wish to make an appointment with a planning officer prior to lodgement.

Application for planning permit *continued*

ALL APPLICATIONS

FLOOR AREA *Refer to definition of floor area in relevant planning scheme*

Existing floor area	Proposed floor area (total)	Site area
<input type="text"/> m ²	<input type="text"/> m ²	<input type="text"/> m ²

Please see planning report.

CAR PARKING ON SITE

Number existing	Number proposed
<input type="text"/>	<input type="text"/>

Please see planning report.

VALUE

Value of work (inclusive of GST)
\$ 200,000

SITE CONTAMINATION *This information determines whether a site may need a contamination assessment before it is further developed.*

Have any potentially contaminating uses been undertaken on this site? ☒ Yes ☐ No ☐ Don't know

Please see planning report.

TASMANIAN HERITAGE REGISTER

Is this property on the Tasmanian Heritage Register? ☐ Yes ☒ No

Please note: *Two additional sets of drawings are to accompany the THC Works Application (failure to do so will result in a copying charge)*

NON-RESIDENTIAL USE/DEVELOPMENT

NOTE: This section must be completed for all applications for non-residential use/development.

HOURS OF BUSINESS *(Please see planning report for the following questions.)*

What days and hours of operation are proposed for the business ☐ Are the proposed hours of business different from the existing use or situation? ☐ No ☐ Yes Please complete details below.

	From	To		From	To
Monday to Friday	<input type="text"/>	<input type="text"/>	Monday to Friday	<input type="text"/>	<input type="text"/>
Saturday	<input type="text"/>	<input type="text"/>	Saturday	<input type="text"/>	<input type="text"/>
Sunday	<input type="text"/>	<input type="text"/>	Sunday	<input type="text"/>	<input type="text"/>

NON-RESIDENTIAL DEVELOPMENTS *(continued)*

This document is one of the documents relevant to the application for a planning permit No. PLN-16-00357-01 and was received on the 05 April 2016

Planning Authority: Hobart City Council

NUMBER OF EMPLOYEES *(Please see planning report for the following questions.)*

■ List the total number of people who will be working on the site.

	TOTAL EMPLOYEES		MAXIMUM EMPLOYEES AT ANY ONE TIME	
	Part time	Full time	Employees (total)	Time of day/week
Existing (previous) use	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Proposed use	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

GOODS DELIVERIES *(Please see planning report for the following questions.)*

■ Will there be any goods deliveries to and from the site? ☐ No ☒ Yes *Please estimate the number and type of Vehicles and how often they will make trips.*

↓ Please see planning report for details.

Type/size of vehicle	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of vehicles	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Trip frequency per day/week/month	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

PLANT/MACHINERY *(Please see planning report for the following questions.)*

■ Is there any large plant or machinery that would need to be installed or used on site such as refrigeration units and generators

☐ No ☐ Yes

If yes, please list the type of machinery and ensure location, dimensions etc are clearly marked on your plans.

OUTDOOR STORAGE / SEATING / NUMBER OF BEDS

■ Is outdoor storage proposed? ☒ No ☐ Yes

If yes, please ensure your plans show where the outdoor storage areas are and what type of goods are stored. This information will help us assess the impact of the proposal on amenity.

If you are proposing a night club, cafe or the like, what is the number of seats proposed including the capacity at any bar area?

Please ensure the arrangements are shown on your plans. This information enables us to assess the car parking arrangements.

If you are proposing a hotel, motel, visitor accommodation, hostel or the like, what is the number of beds proposed?

Please ensure the beds are clearly indicated on your plans. This information enables us to assess the car parking arrangements.

SIGNAGE

Please see planning report.

■ Is any signage proposed? ☒ No ☐ Yes

If Yes, please show clearly on the plans of existing (if applicable) and proposed signage.

Application for planning permit *continued***ALL APPLICATIONS**

In respect to page one of this application the "Applicant's name" means the name of the person making the application. The applicant will be advised of the determination in respect of the application. The applicant will be written to if additional information is required.

The "Owner's name" is the owner as described in the definition below of owner.

The "Contact Person" is the person that should be contacted in respect to any matters relating to the application up to its determination. In most cases the applicant and contact person will be the same. However, in the instance of an applicant being an architectural firm (ie XYZ Architects) the contact person may be an architect (ie I. Draw). The contact person (unless they are the same as the applicant) will not be advised of the decision of Council.

DECLARATION BY APPLICANT (mandatory)

I declare that the information given is a true and accurate representation of the proposed development, and **I am liable for the payment of Council application processing fees even in the event of the development not proceeding.** I understand that the information and materials provided with this development application may be made available to the public in electronic form on the Council's website. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Hobart City Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.

Signature of applicant



Name (please print)

Emma Riley

Date


5 April 2016

IF APPLICANT IS NOT THE OWNER

If the applicant is not the owner of the land, the applicant must include a declaration that he/she has notified the owner/s

I hereby declare that I am the applicant for the development/change of use at the address detailed in this application for a planning permit, and that I have notified the owner/s of the land that I am making this application, in accordance with Section 52 (1a) *Land Use Planning Approvals Act 1993*.

Signature of applicant



Name (please print)

Emma Riley

Date

5 April 2016

Name/s of owner/s notified

Emmanuel Deltas, Christina Deltas, Emmanuel Papageorgiou. Eleftheria Rene Papageorgiou

Date notified

Nicholas Emmanuel Deltas, Diana Deltas

DEFINITION OF OWNER

"owner" means any one or more of the following:

- a in the case of a fee simple estate in land - the person in whom that estate is vested;
- b in the case of land not registered under the *Land Titles Act 1980* and subject to a mortgage - the person having, for the time being, the equity of redemption in that mortgage;
- c in the case of land held under a tenancy for life - the person who is the life tenant;
- d in the case of land held under a lease of a term not less than 99 years or for a term of not less than such other prescribed period - the person who is the lessee of the land;
- e in the case of land in respect of which a person has a prescribed interest - that person;
- f in the case of Crown land within the meaning of the *Crown Lands Act 1976*, the Crown in right of the State of Tasmania;

but does not include the holder of an interest in land other than the Crown in the right of Tasmania if the interest of the holder cannot reasonably be discovered by search of the Register within the meaning of the *Land Titles Act 1980* or a search conducted at the Registry within the meaning of the *Registration of Deeds Act 1935*.

COUNCIL OR CROWN LAND

If the land that is the subject of this application is owned or administered by either the Crown or Hobart City Council, the consent of the Minister of the Crown or the General Manager of the Council, whichever is applicable, must be included here. This consent should be completed and signed by either the Minister, the General Manager of Hobart City Council, or their delegate (as specified in Subsections 52 (1D-1G) of the Land Use Planning and Approvals Act 1993).

Ibeing responsible for the administration of land at.....

declare that I have given permission for the making of this application for.....

Date.....

Signature.....

(This consent is for the making of the application only, and does not constitute landlord consent for the development to occur.)

PLEASE NOTE:

If you provide an email address on page 1 of this application form the Hobart City Council (“the Council”) will treat the provision of the email address as consent, pursuant to section 6 of the *Electronic Transactions Act 2000*, to the Council using that email address for the giving of information under the *Land Use Planning and Approvals Act 1993* (“the Act”).

The giving of information includes, but is not limited to, requests for additional information pursuant to section 54 of the Act and service of the Council’s decision to grant a permit pursuant to section 58 of the Act or service of the Council’s decision to grant or refuse to grant a permit pursuant to section 57 of the Act.

If you provide an email address the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, please tick the box below.

☐ I do not consent to the Council providing information by email.

** Maximum email size is 5MB. Documentation exceeding 5MB in size will be sent in electronic form by post.

APPROVED 21 OCT 1986 <i>J. Brouder</i> ACTING DEPUTY RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 62/6953.	REGISTERED NUMBER D.30257
FILE NUMBER Y.6926.	GRANTEE: PART OF 7.0.20 WILLIAM BIRCH.	DRAWN B. HILL. 17.10.86 OS-K 2082

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016

Planning Authority: Hobart City Council

SKETCH BY WAY OF ILLUSTRATION ONLY

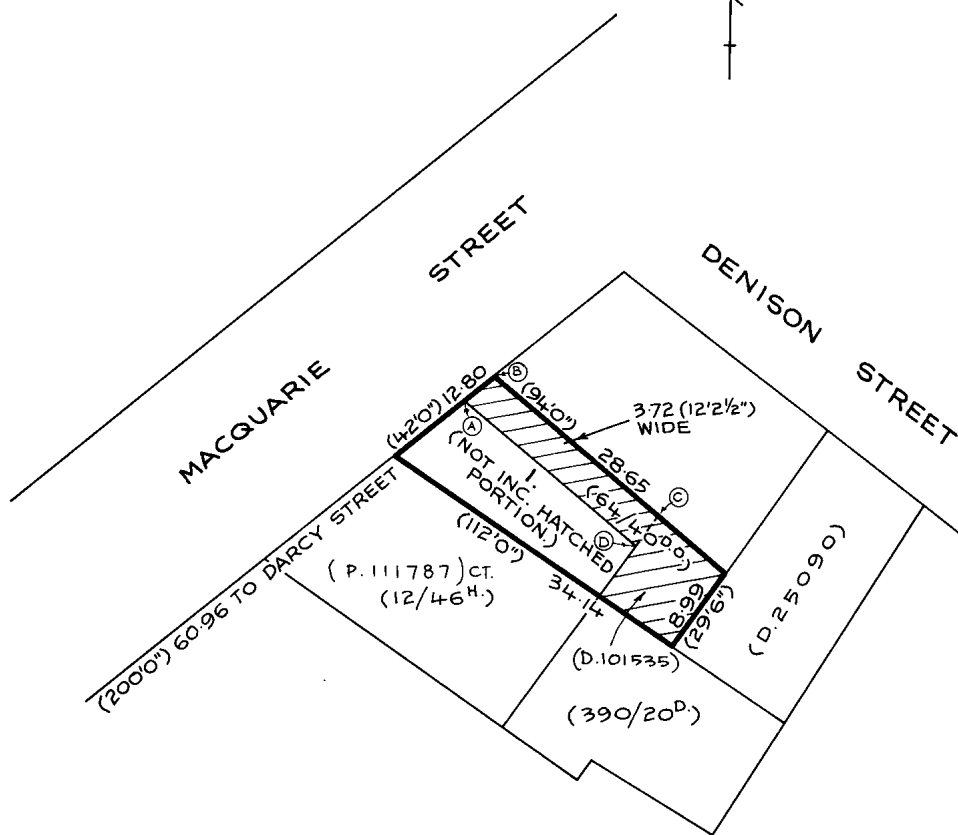
CITY/TOWN OF HOBART.

LAND DISTRICT OF

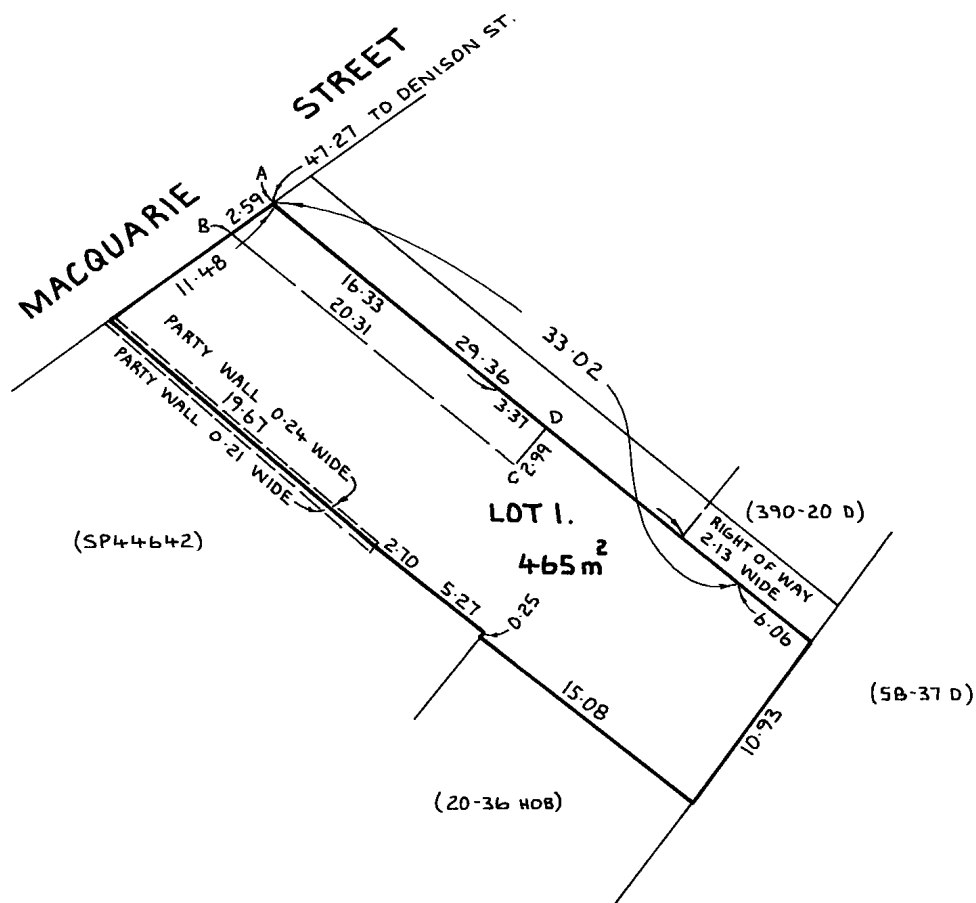
PARISH OF

LENGTHS ARE IN METRES. NOT TO SCALE.

LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.



RES	Recorder of Titles
<p align="center">DEVELOPMENT APPLICATION DOCUMENT</p>	
<p>This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016</p>	
<p>Planning Authority: Hobart City Council</p>	



D 390
20

DIAGRAM FROM ACTUAL SURV
CITY OF HOBART

VOL.
REGISTERED NUMBER
81175

No. OF APPLICATION

Part of 7 & 20 Gtd to Wm Birch

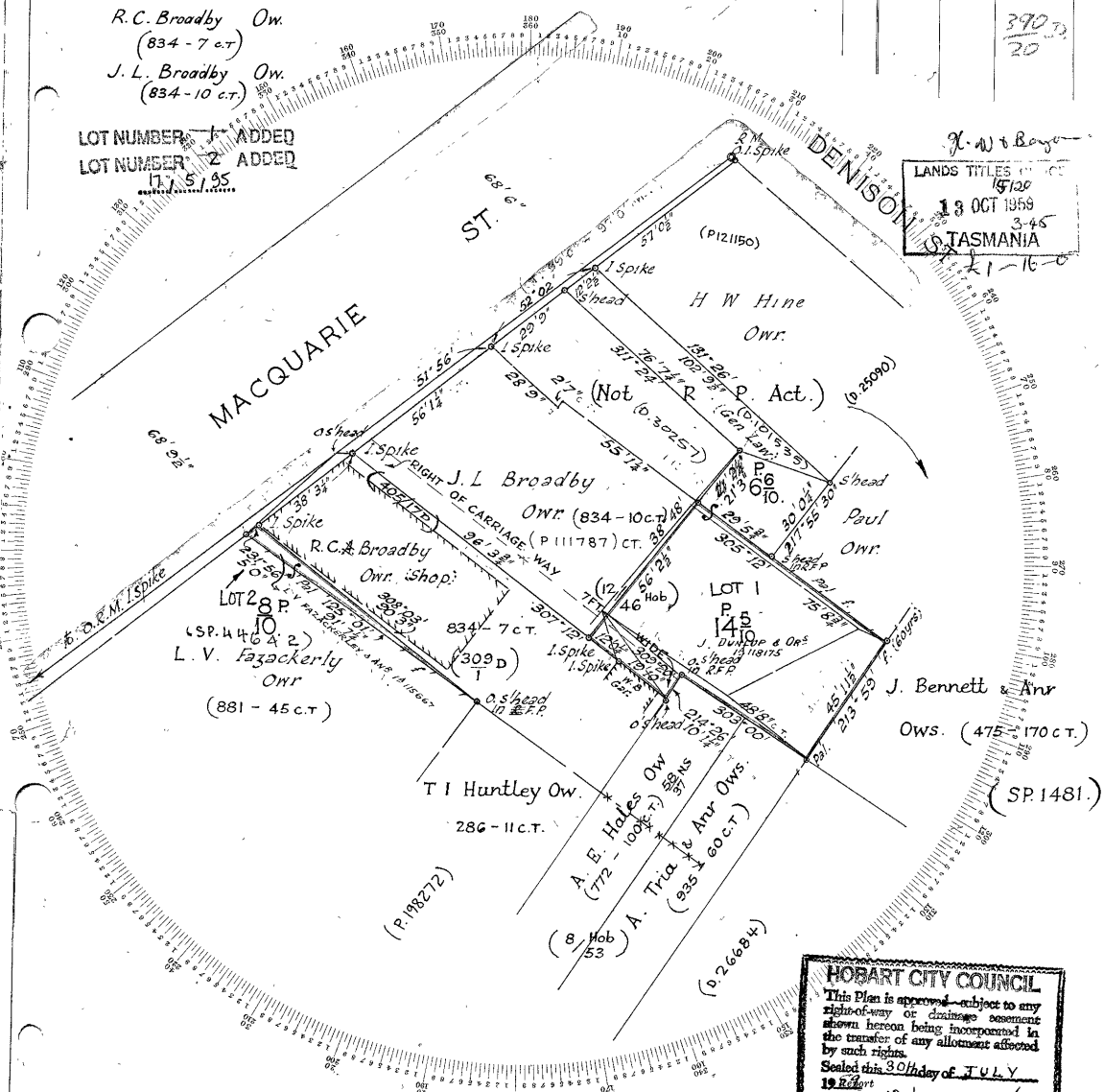
Scale 30ft to an inch

COR.	BEARING	DISTANCE	FROM
			390 D 20

R.C. Broadby Ow.
(834-7 c.t.)
J.L. Broadby Ow.
(834-10 c.t.)

LOT NUMBER 1 ADDED
LOT NUMBER 2 ADDED
17.5.95

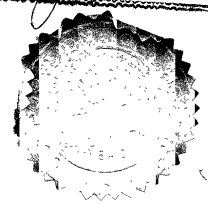
LANDS TITLES
18 OCT 1959
3-45
TASMANIA
21-16-0




HOBART CITY COUNCIL
This Plan is approved subject to any right-of-way or drainage easement shown hereon being incorporated in the transfer of any allotment affected by such rights.
Sealed this 30th day of JULY 1959
Treasurer

To be filled in by Surveyor
Date of Instructions
Survey commenced
Survey finished 23.6.59
Error of close 1 in
Plot
Computations Checked
Boundaries Checked 18.1.60
Entered on Diagrams
Entered on General Plan
Permanent Marks
Finally examined
May be acted upon
Acted upon

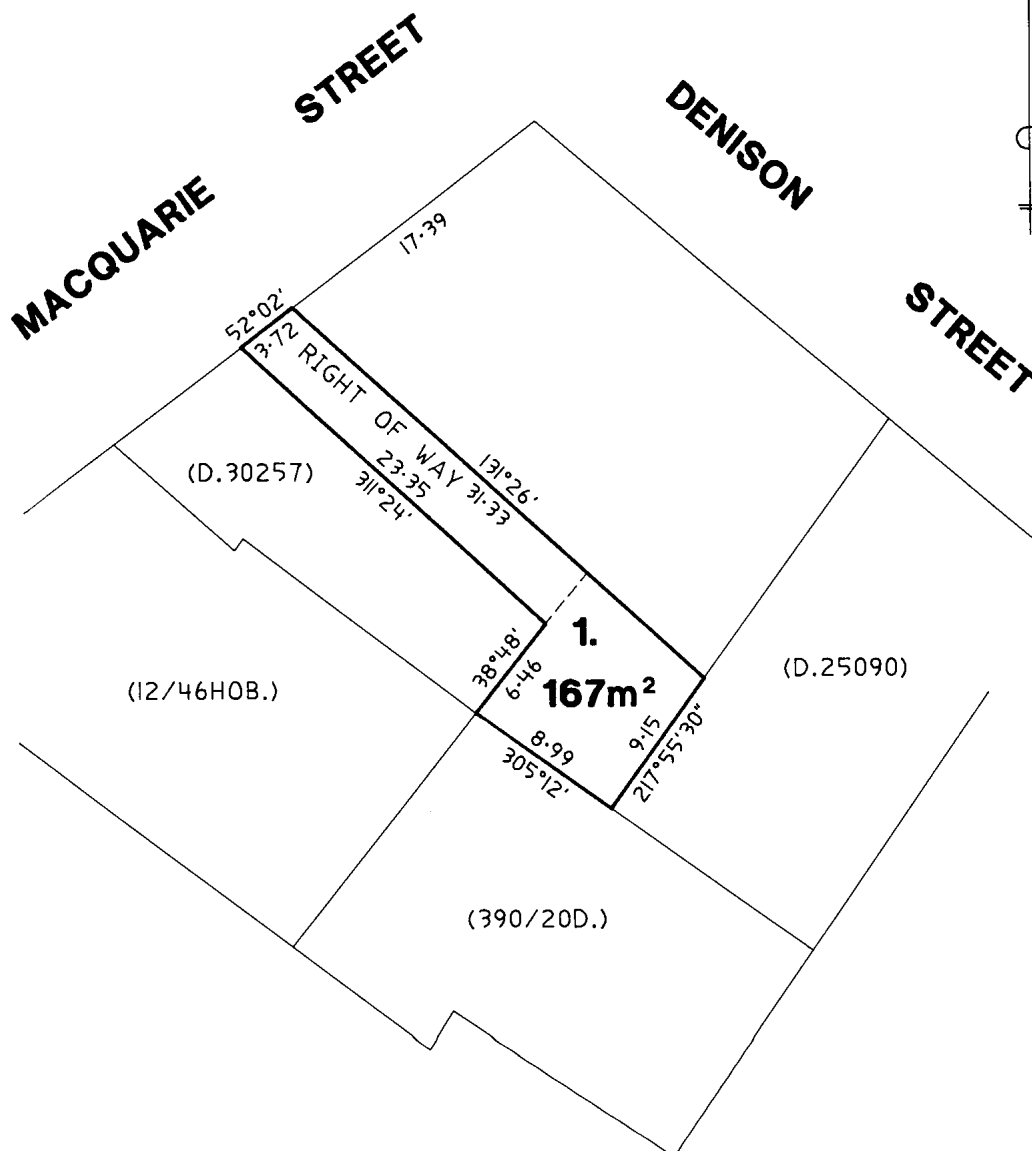
PURCHASER'S NAME	ACT	DATE OF CONTRACT	GRANTED
I Eric Barrie Valentine, of Sandy Bay, Registered Surveyor, of Tasmania, do hereby certify that this plan has been made from surveys executed by me or under my own personal supervision, inspection and field check, and that both plan and survey are correct, and have been made in accordance with the Land Surveyors' By-Law No. 2 dated 3rd July, 1943.			
Eric Barrie Valentine Authorised Surveyor			
Dated this 13th day of July 1959			



Authorised Surveyor.

Owner: L.T.ACT 1980	PLAN OF TITLE of land situated in the CITY OF HOBART COMPILED FROM 64/40D.O. SCALE 1: 300 MEASUREMENTS IN METRES	Registered Number: D.101535
Title Reference: X.5490		Approved 10 AUG 1992
Grantee: PART OF 7.0.20 GTD. TO WILLIAM BIRCH		 Recorder of Titles

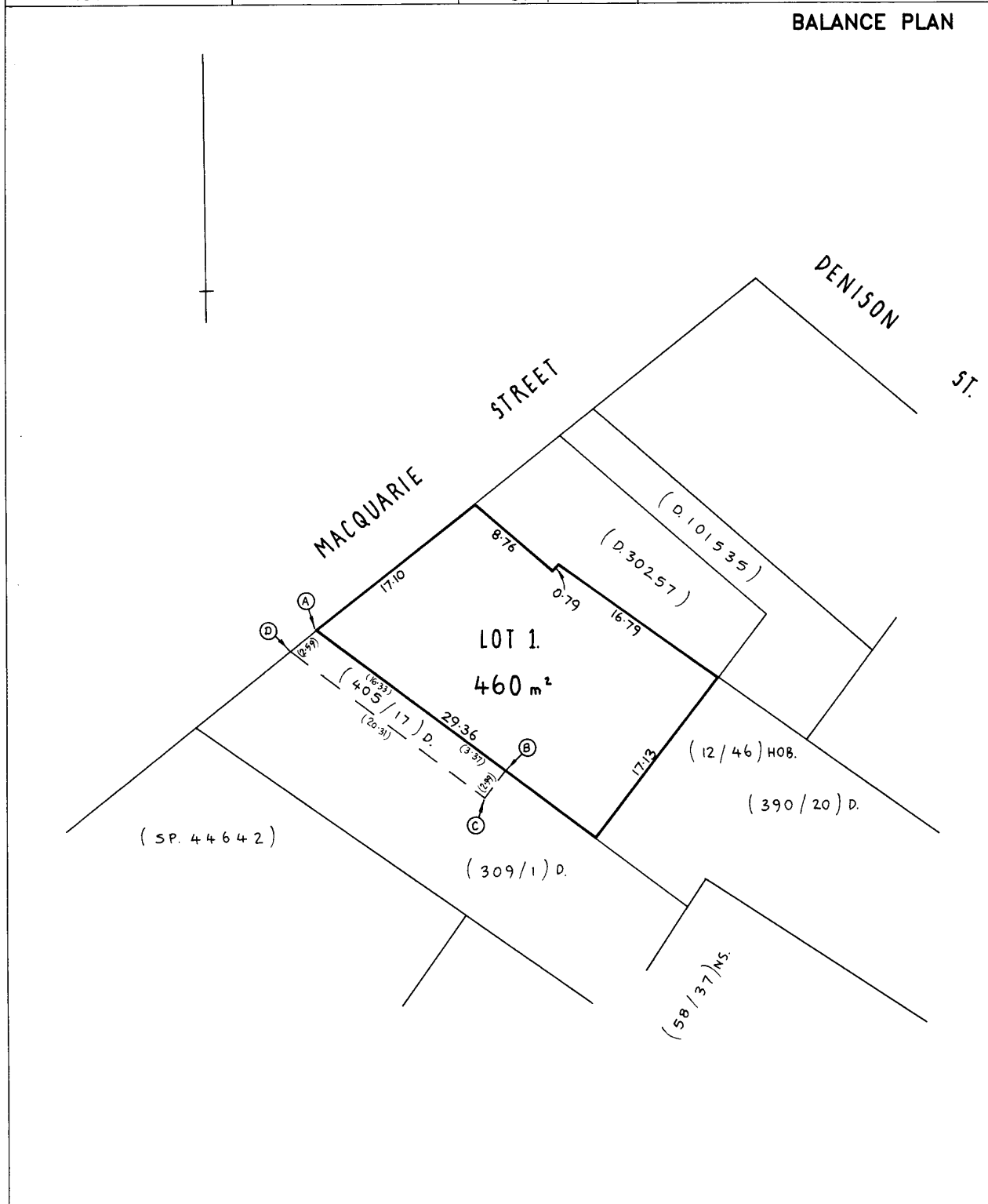
TASMAP MUNICIPAL CODE NO. 21	LAST TASMAP UPI NO.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



5.6.
1.8.92

OWNER		PLAN OF TITLE		REGISTERED NUMBER
FOLIO REFERENCE CT. 2911 / 66		LOCATION		P 111787
GRANTEE		CITY OF HOBART		
		FIRST SURVEY PLAN No. 390 / 20 D.		APPROVED 30 MAY 1994
		COMPILED BY LTO		<i>Michael Dine</i> Recorder of Titles
		SCALE 1: 300		LENGTHS IN METRES
MAPSHEET MUNICIPAL CODE No. 21	LAST UPI No	LAST PLAN No. 390 / 20 D.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

BALANCE PLAN



A-143

SEARCH OF TORRENS TITLE

VOLUME 30257	FOLIO 1
EDITION 7	DATE OF ISSUE 26-Aug-2013

SEARCH DATE : 14-Dec-2015

SEARCH TIME : 01.54 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 30257

Being the land described in Conveyance No. 62/6953

Derivation : Part of 7A-0R-20Ps. Gtd. to W. Birch.

Prior CT 4313/34

SCHEDULE 1

D90310 TRANSFER to EMMANUEL DELLAS and CHRISTINA DELLAS (jointly as between themselves) of forty undivided 1/100 shares, EMMANUEL PAPAGEORGIOU and ELEFThERIA RENE PAPAGEORGIOU (jointly as between themselves) of fifty undivided 1/100 shares, NICHOLAS EMMANUEL DELLAS of five undivided 1/100 shares and DIANA DELLAS of five undivided 1/100 shares as tenants in common Registered 26-Aug-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BENEFITING EASEMENT: the full and free right in common with all other persons who may have a like right from time to time and at all times hereafter by day or by night and for all purposes connected with the use of the said land within described to go return pass and repass with or without carts waggons and vehicles laden or unladen and to drive horses sheep cattle and other animals in through over along and upon the strip of land of the width of 3.72 metres throughout marked A.B.C.D. on Diagram No. 30257

BENEFITING EASEMENT: the full and free right upon giving previous reasonable notice to enter into and upon the said strip of land and to dig up the surface of the same for the purposes of repairing removing or replacing the underground petroleum storage tanks therein contained the person so entering to make good all damage to the surface occasioned thereby with the utmost expedition.

D90311	Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.01 PM
D90312	Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.02 PM

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016

Planning Authority: Hobart City Council

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

DEVELOPMENT APPLICATION DOCUMENT		SEARCH OF TORRENS TITLE	
This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016		VOLUME 47377	FOLIO 1
		EDITION 4	DATE OF ISSUE 19-Apr-2001
Planning Authority: Hobart City Council			

SEARCH DATE : 14-Dec-2015

SEARCH TIME : 01.55 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 47377

Derivation : Part of 7A-0R-20Ps. Gtd. to W. Birch

Prior CT 2980/32

SCHEDULE 1

C266515 TRANSFER to EMMANUEL DELLAS and CHRISTINA DELLAS (jointly as between themselves) of one undivided 1/2 share and EMMANUEL PAPAGEORGIOU and ELIZABETH PAPAGEORGIOU (jointly as between themselves) of one undivided 1/2 share as tenants in common Registered 19-Apr-2001 at 12.01 PM (MF:2617/1720)

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT a right of carriageway over the strip of land marked Right of Way 2.13 wide on Diagram No. 47377

BURDENING EASEMENT: Right of Carriageway [appurtenant to the balance of the land comprised in Certificate of Title Volume 834 Folio 10 over the land marked A.B.C.D. on Diagram No. 47377

"The walls shown on Diagram No. 47377 as "Party Wall" are party walls as defined by Section 34B on the Conveyancing and Law of Property Act 1884, and Lot 1 on Diagram NO. 47377 and Lots 1 and 2 on Sealed Plan No. 44642 are affected by easements and rights as mentioned in that section

C266516 MORTGAGE to National Australia Bank Limited Registered 19-Apr-2001 at 12.02 PM (MF:2617/1719)

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016

Planning Authority: Hobart City Council

SEARCH OF TORRENS TITLE

VOLUME 81175	FOLIO 1
EDITION 4	DATE OF ISSUE 26-Aug-2013

SEARCH DATE : 14-Dec-2015

SEARCH TIME : 01.47 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 81175 (formerly being 390-20D)

Derivation : Part of 7A-0R-20Ps Gtd to W Birch

Prior CT 2845/69

SCHEDULE 1

D90313 TRANSFER to EMMANUEL DELLAS and CHRISTINA DELLAS (jointly as between themselves) of one undivided 1/2 share and EMMANUEL PAPAGEORGIOU and ELEFTHERIA RENE PAPAGEORGIOU (jointly as between themselves) of one undivided 1/2 share as tenants in common Registered 26-Aug-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BURDENING EASEMENT: A right of carriageway (appurtenant to the land comprised in Certificate of Title Vol. 976 Fol. 40) over the land marked Right of Carriageway" on Diagram No. 81175

A118175 CONDITIONS in Transfer

C302012 FENCING PROVISION in Transfer

D90314 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.01 PM

D90315 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 101535	FOLIO 1
EDITION 5	DATE OF ISSUE 26-Aug-2013

DEVELOPMENT APPLICATION DOCUMENT
This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016
Planning Authority: Hobart City Council

SEARCH DATE : 14-Dec-2015

SEARCH TIME : 01.46 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 101535

Derivation : Part of 7Acres 0roods 20perches originally granted to W.Birch

Derived from B.589413

SCHEDULE 1

D90313 TRANSFER to EMMANUEL DELLAS and CHRISTINA DELLAS (jointly as between themselves) of one undivided 1/2 share and EMMANUEL PAPAGEORGIOU and ELEFThERIA RENE PAPAGEORGIOU (jointly as between themselves) of one undivided 1/2 share as tenants in common Registered 26-Aug-2013 at noon

SCHEDULE 2

B589413 Appln. Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown

32/3120 CONVEYANCE - Burdening Easement: Right of carriageway (Appurtenant to John Lloyd Broadby) over the Right of Way shown on D.101535

32/3120 CONVEYANCE - Burdening Easement: Right to Enter on the said Right of way (Appurtenant to John Lloyd Broadby) for repairs and maintenance of underground tanks therein.

32/3120 CONVEYANCE Made Subject to Boundary fences & Other conditions

C302012 FENCING PROVISION in Transfer

.

D90314 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.01 PM

D90315 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

DEVELOPMENT APPLICATION DOCUMENT

This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016

Planning Authority: Hobart City Council

SEARCH OF TORRENS TITLE

VOLUME 111787	FOLIO 1
EDITION 6	DATE OF ISSUE 26-Aug-2013

DEVELOPMENT APPLICATION DOCUMENT
This document is one of the documents relevant to the application for a planning permit No.PLN-16-00357-01 and was received on the 05 April 2016
Planning Authority: Hobart City Council

SEARCH DATE : 14-Dec-2015

SEARCH TIME : 01.49 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 111787

Derivation : Part of 7A-0R-20Ps. Gtd. to W. Birch.

Prior CT 2911/66

SCHEDULE 1

D90310 TRANSFER to EMMANUEL DELLAS and CHRISTINA DELLAS (jointly as between themselves) of forty undivided 1/100 shares, EMMANUEL PAPAGEORGIOU and ELEFThERIA RENE PAPAGEORGIOU (jointly as between themselves) of fifty undivided 1/100 shares, NICHOLAS EMMANUEL DELLAS of five undivided 1/100 shares and DIANA DELLAS of five undivided 1/100 shares as tenants in common Registered 26-Aug-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: a right of carriage way over the strip of land marked A.B.C.D. on Plan No. 111787.

D90311 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.01 PM

D90312 Mortgage to Murdoch Clarke Mortgage Management Limited Registered 26-Aug-2013 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations