

JMG Ref: J173031PH

17 November 2017

General Manager
Hobart City Council
Via ePortal - <https://apply.hobartcity.com.au>

Attention: Cindy Elder

Dear Cindy,

DEVELOPMENT APPLICATION - 34-36 ARGYLE STREET, HOBART

JMG Engineers and Planners have been engaged by Richard Doedens to prepare a development application for an enclosed pedestrian airbridge between the existing Hobart Private Hospital complex and the medical services to be provided on level 2 of the future mixed-use development at 34-36 Argyle Street, Hobart.

As the proposed development is located above a Council owned road reserve, we formally request that land owners consent be provided by Council for the lodgement of this application.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at fbeasley@jmg.net.au.

Yours faithfully

JOHNSTONE MCGEE & GANDY PTY LTD



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JMG Ref: J173031PH

20 November 2017

General Manager
Hobart City Council
Via ePortal - <https://apply.hobartcity.com.au>

Dear Sir/Madam,

DEVELOPMENT APPLICATION - 34-36 ARGYLE STREET, HOBART

JMG Engineers and Planners have been engaged by Raadas Property to prepare a development application for an enclosed pedestrian airbridge between the existing Hobart Private Hospital complex and the medical services to be provided on level 2 of the future mixed-use development at 34-36 Argyle Street, Hobart.

An application was lodged with Council on 17 November (PLN-17-916). We wish to amend the applicant details as follows:

Applicant: JMG Engineers and Planners obo Raadas Property

We would also like to replace the Planning Report submitted with the application for that uploaded as additional information with this cover letter.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at fbeasley@jmg.net.au.

Yours faithfully

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PLANNING REPORT

FOR RAADAS PROPERTY PTY LTD.

Argyle Street Airbridge



November 2017



Engineers & Planners
Your Vision is Our Mission



Engineers & Planners
Your Vision is Our Mission

Johnstone McGee and Gandy Pty Ltd

incorporating Dale P Luck & Associates
(trading as JMG Engineers and Planners)

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JMG Project No. J173031PH

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Executive Summary

The Argyle Street Airbridge is proposed to provide an enclosed pedestrian airbridge between the existing Hobart Private Hospital complex and the medical services to be provided on level 2 of the future mixed-use development at 34-36 Argyle Street, Hobart.

The design of the proposed airbridge maintains adequate clearance from Argyle Street and has minimal visual impact from the roadway.

The development straddles two zonings, the Particular Purpose 'Royal Hobart Hospital Campus' Zone, where it is Permitted and the Central Business Zone where it is discretionary. The proposed bridge is considered to satisfy the relevant performance criteria and is recommended for approval.

The development generates the following discretions under the Planning Scheme:

- 22.2 Discretionary Use
- 41.4.1 Extent of Further Buildings and Works
- 22.4.1 Building Height

The proposal has been assessed against all relevant performance criteria and found to be acceptable. In conclusion, the application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

As the proposed development is located above a Council owned road reserve, we formally request that land owners consent be provided by Council for the lodgement of this application.

1 Introduction

JMG Engineers and Planners have been engaged by Raadas Property to prepare a development application on their behalf. This report serves to provide an assessment of the proposed development against the provisions of the *Hobart Interim Planning Scheme 2015*.

2 Site, Location & Context

The subject site is land located at 34-36 Argyle Street (CT 125255/1), the 'Hobart Private Hospital' at 33 Argyle Street, Hobart (CT 131391/1) and a small portion of land (narrow strip adjoining the existing car park) at 38 Argyle Street (CT 164485/1)(Figure 1). The development will be suspended over Argyle Street.

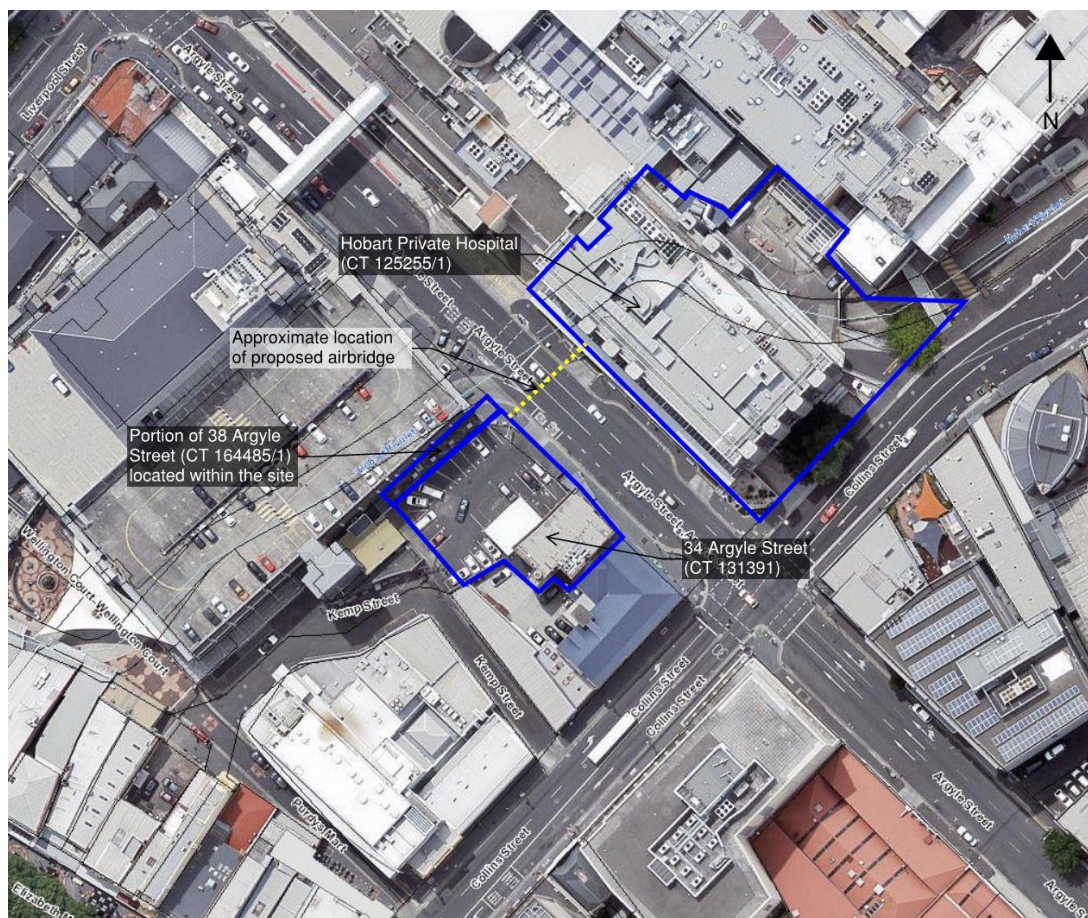


Figure 1 - Subject Site

The site is located in the Hobart CBD and is predominantly characterised by commercial, retail, administration and tourist accommodation uses. The Hobart Private Hospital is adjoined the north by the Royal Hobart Hospital. The site is within 300 m from the harbour foreshore.

Title information is included as Appendix A.

3 Proposed Use & Development

The proposed development involves the construction of a pedestrian footbridge across Argyle Street providing an enclosed connection between the 3rd floor of the existing Hobart Private Hospital complex and level 2 of the future mixed-use development at 34-36 Argyle Street, Hobart (Permit PLN-14-00952-01 and PLN-16-1069).

The proposed bridge is approximately 26.21 m long from end to end (excluding internal ramps and landings), with a minimum clearance of 10.85 m above the Argyle Street roadway. The maximum height above ground level is 15.59 m. The internal air bridge walkway is 2.7 m wide within a structural steel truss that is 3.9 m at its widest point.

The airbridge is a simple rectangular tube clad with irregular vertical solid and glazed panels. The geometry and form of the proposed airbridge structure, and the materials, patterns and colours of the walkway, reference the design features of the approved development at 34-36 Argyle Street.

The proposed airbridge will be used by hospital staff, patients and visitors and will not be open for general public access.

The bridge is aligned perpendicular to Argyle Street and will be fully supported between the two buildings and there are no supporting structures in the road reserve.

Stormwater will be drained to the buildings reticulated systems.

Proposal Plans are enclosed as Appendix B.

4 Hobart Interim Planning Scheme 2015

The sites are under three separate zonings, Hobart Private Hospital is zoned 'Particular Purpose', 34-36 Argyle Street is zoned 'Central Business' and Argyle Street is zoned 'Utilities' under the Hobart *Interim Planning Scheme 2015* (see Figure 2). The site is also subject to the 'Central Business Core Area' and 'Heritage Precinct' overlays.

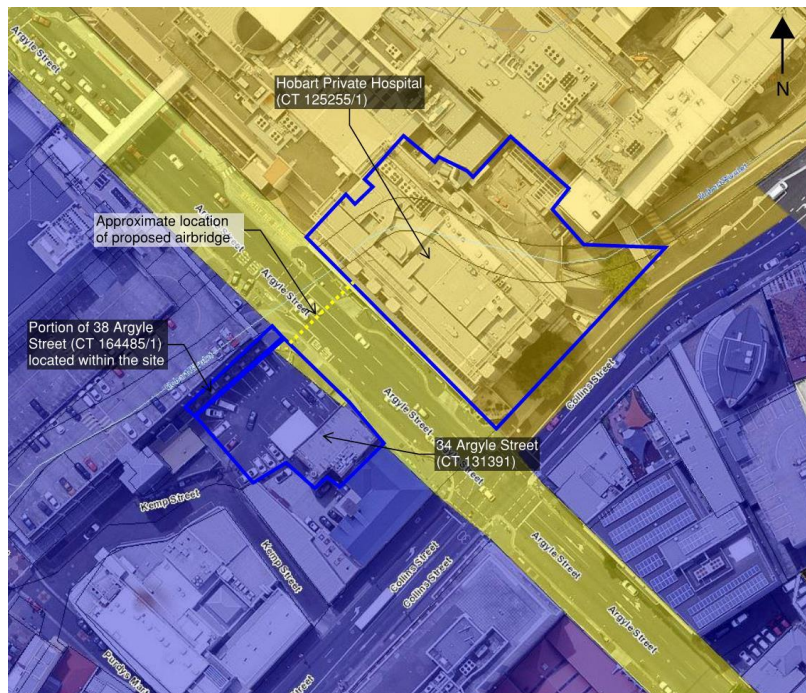


Figure 2 - Zoning

(Yellow=Utilities, Dark Yellow=Particular Purpose, Blue=Central Business)

As the development overhangs land in a different zone, the provisions of 9.8.1 apply. That is, that the use status of the application is to be determined disregarding the use status in the different zone.

The use category was discussed with Council (correspondence 24 July 2017) and the applicable use category was confirmed as 'hospital services'. The proposal has therefore been assessed as a proposed 'hospital services' use under both the Particular Purposes zone and the Central Business Zone.

4.1 Particular Purpose Zone

The proposed development is partially located in the 'Particular Purpose' - Royal Hobart Hospital Campus zone and has been assessed against the applicable standards.

'Hospital Services' is a permitted use in the zone under clause 41.2.

4.1.1 Use Standards

41.3.1 Noise

41.3.1 Noise	
<p>A1</p> <p><i>Electrical or mechanical plant and equipment or other service facilities must not result in:</i></p> <p><i>(a) noise emissions exceeding 5dB(A) above background levels when measured at the boundary of an adjoining residential property; or</i></p> <p><i>(b) smoke, dust or odorous emissions.</i></p>	<p>P1</p> <p>...</p>

No electrical or mechanical plant equipment is proposed, therefore A1 is not applicable.

41.3.2 External Lighting

41.3.2 External lighting	
<p>A1</p> <p><i>New lighting must:</i></p> <p><i>(a) comply with AS 1158 and AS 4282; and</i></p> <p><i>(b) not result in light spill onto windows of habitable rooms of surrounding residential properties.</i></p>	<p>P1</p> <p>...</p>

New lighting will be provided internally within the pedestrian airbridge only. Thus, A1 is not applicable.

4.1.2 Development Standards

41.4.1 Extent of Further Buildings and Works

41.4.1 Extent of Further Buildings and Works	
<p>A1</p> <p><i>Development and works other than minor protrusions are within the building envelope shown in Figure 41.1.</i></p>	<p>P1</p> <p><i>The proposal demonstrates that:</i></p> <p><i>(a) the siting, bulk and design of the development is necessary to provide contemporary health care for the community;</i></p>

	<p><i>(b) the development is an appropriate solution having regard to site constraints; and</i></p> <p><i>(c) the building design will minimise unacceptable wind conditions in adjacent streets;</i></p>
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Due to the nature of the proposal, the development will protrude outside of the building envelope shown in Figure 41.1 therefore the Performance Criteria have been addressed.

The design of the airbridge will present as a contemporary structure, providing a pedestrian link between the existing Hobart Private Hospital complex and the future multi-use development at 34-36 Argyle Street. It will provide an all-weather pedestrian connection between the hospital and two levels at 34-36 Argyle Street to be used for medical purposes by the hospital (a).

The proposed airbridge will provide convenient and efficient access between medical facilities within the hospital and at 34-36 Argyle Street. The airbridge will avoid patients having to descend and cross Argyle Street (b).

The proposed development is likely to decrease any wind tunneling on Argyle Street and will have minimal impact on wind conditions in adjacent streets (c).

The proposal is consistent with P1.

41.4.2 Outdoor Storage Areas

41.4.2 Outdoor Storage Areas	
<p>A1</p> <p><i>Medical waste or other refuse must be stored within a roofed building prior to collection.</i></p>	<p>P1</p> <p><i>The location and use of outside storage of medical waste or other refuse generated on site must not result in a detrimental impact on the vicinity due to odour, noise or visual intrusion.</i></p>
<p>A2</p> <p><i>Refuse storage areas and plant and equipment must not be visible from public streets.</i></p>	<p><i>External storage areas and plant and equipment shall be screened by suitable fencing, walls, landscaping or other devices so that the visual impact on public streets is minimised.</i></p>

No outdoor storage is proposed, therefore A1 and A2 are not applicable.

4.2 Central Business Zone

The proposed development is partially located in the Central Business zone and has been assessed against the applicable standards.

‘Hospital Services’ is a discretionary use in the zone under clause 22.2.

4.2.1 Use Standards

22.4.1 Hours of Operation

22.3.1 Hours of Operation	
<p>A1</p> <p><i>Hours of operation of a use within 50 m of a residential zone must be within:</i></p>	<p>P1</p> <p>...</p>

<p>(a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;</p> <p>(b) 7.00 am to 9.00 pm Sundays and Public Holidays.</p> <p>except for office and administrative tasks.</p>	
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The proposed is not within 50 m of a residential zone. A1 is not applicable.

22.4.1 Noise

22.3.2 Noise	
<p>A1</p> <p>Noise emissions measured at the boundary of a residential zone must not exceed the following:</p> <p>(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; or</p> <p>(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;</p> <p>(c) 65dB(A) (LAmx) at any time.</p> <p>Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.</p> <p>Noise levels are to be averaged over a 15 minute time interval.</p>	<p>P1</p> <p>...</p>

The development site does not adjoin a boundary of a residential zone. A1 is not applicable.

22.4.1 External lighting

22.3.3 External lighting	
<p>A1</p> <p>External lighting within 50 m of a residential zone must comply with all of the following</p> <p>(a) be turned off between 11:00 pm and 6:00 am, except for security lighting; and</p> <p>(b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.</p>	<p>P1</p> <p>...</p>

The proposed development is not within 50 m of a residential zone. A1 is not applicable.

The following clauses are also not relevant to the proposed development:

- 22.3.4 Commercial Vehicle Movements;
- 22.3.5 Adult Entertainment Venues;
- 22.3.6 Take-away Food Premises;
- 22.3.7 Hotel Industries; and
- 22.3.8 Manufacturing and Processing Uses.

4.2.2 Development Standards

22.4.1 Building Height

22.4.1 Building Height	
<p>A1 Building height within the Central Business Core Area in Figure 22.2 must be no more than:</p> <p>(a) 15m if on, or within 15m of, a south-west or south-east facing frontage;</p> <p>(b) 20m if on, or within 15m of, a north-west or north-east facing frontage;</p> <p>(c) 30m if set back more than 15m from a frontage;</p> <p>Unless an extension to an existing building that:</p> <p>(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;</p> <p>(ii) is necessary to provide facilities required by other legislation or regulation.</p>	<p>P1 Development:</p> <p>(a) contained within the Amenity Building Envelope illustrated in Figure 22.3 must demonstrate through siting, bulk and design that it does not significantly adversely impact on the streetscape and townscape values of the surrounding area;</p> <p>(b) outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:</p> <p>(i) it provides significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and</p> <p>(ii) the siting, bulk and design does not significantly negatively impact on the streetscape and townscape of the surrounding area;</p> <p>(iii) the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and</p> <p>(iv) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.</p>

The development site is located within the 'Central Business Core Area' as per Figure 22.2.

The proposed development has a maximum height of 15.59 m above Argyle Street and will be connected to the Hobart Private Hospital on the south-west facing frontage. The proposal doesn't achieve (a) therefore the performance criteria have been addressed.

The proposal does not achieve P1(a) as it will be outside the amenity building envelope in Figure 22.3, therefore (b) has been addressed.

The proposed pedestrian airbridge will provide significant benefits to the amenity of staff and patients travelling between the Hobart Private Hospital and the future medical services to be provided within the development at 34-36 Argyle Street. The airbridge will provide an all-weather pedestrian link between the two facilities, improving the safety of those travelling between Hobart Private Hospital and the medical services provided at 34-36 Argyle Street. Further, the proposal will avoid the need for an additional pedestrian crossing or set of traffic lights between the two developments across Argyle Street (i).

The proposed development is a contemporary design, with visual movement and interest. It is not considered to negatively impact upon the streetscape, townscape or surrounding area (ii).

The pedestrian bridge runs perpendicular to Argyle Street and due to its form, it is likely to slow wind tunneling and cause minimal disturbance to wind conditions in adjacent streets (iii).

The site does not have frontage to a Solar Penetration Priority Street, therefore (iv) is not applicable.

The proposal is considered to satisfy the requirements of P1.

A2	P2
<i>Building height within 10 m of a residential zone must be no more than 8.5 m.</i>	...

The site is not within 10 m of a residential zone. A2 is not applicable.

<p>A3</p> <p><i>Building height within the Central Business Fringe Area in Figure 22.2 must be no more than:</i></p> <p>(a) 11.5m and a maximum of 3 storeys;</p> <p>(b) 15m and a maximum of 4 storeys, if the development provides at least 50% of the floor space above ground floor level for residential use;</p> <p><i>Unless an extension to an existing building that:</i></p> <p>(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;</p> <p>(ii) is necessary to provide facilities required by other legislation or regulation.</p>	<p>P3</p> <p>(a) <i>The siting, bulk and design of development must respect the transition between the core area of the Central Business Zone and adjacent zones and must not have a materially adverse impact on the streetscape and townscape of the surrounding area;</i></p> <p>(b) <i>Development outside the Amenity Building Envelope illustrated in Figure 22.3 must only be approved if:</i></p> <p>(i) <i>it provides overriding benefits in terms of economic activity and civic amenities, unless an extension to an existing building that already exceeds the Amenity Building Envelope; and</i></p> <p>(ii) <i>the design demonstrates that it will minimise unacceptable wind conditions in adjacent streets; and</i></p> <p>(iii) <i>overshadowing of the public footpath on the opposite side of the street is not unreasonable.</i></p>
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The development site is not within the Central Business Fringe Area. A3 is not applicable.

<p>A4</p> <p><i>Building height of development on the same title as a place listed in the Historic Heritage Code, where the specific extent of the heritage place is specified in Table E13.1, and directly behind that place must:</i></p> <p>(a) <i>not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer figures 22.4 i and 22.4 ii); and</i></p> <p>(b) <i>not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer figures 22.4 i and 22.4 ii);</i></p> <p>or</p> <p>(c) <i>comply with the building height in clauses 22.4.1 A1 and A2;</i></p>	<p>P4</p> <p><i>Development on the same site as a place listed in the Historic Heritage Code and directly behind that place must:</i></p> <p>(a) <i>be designed, sited, arranged, finished, constructed or carried out so as to not unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance; and</i></p> <p>(b) <i>for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.</i></p>
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Whichever is the lesser.

The development site is not listed as a Heritage Place under the Historic Heritage Code. A4 is not applicable.

<p>A5</p> <p><i>Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p><i>(a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and</i></p> <p><i>(b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);</i></p> <p><i>or</i></p> <p><i>(c) comply with the building height in Clauses 22.4.1 A1 and A2;</i></p> <p><i>Whichever is the lesser.</i></p>	<p>P5</p> <p><i>Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p><i>(a) not unreasonably dominate existing buildings of cultural heritage significance; and</i></p> <p><i>(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;</i></p> <p><i>(c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.</i></p>
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The site at 34-36 Argyle Street adjoins the 'Lewis Building (former Red Cross House)' which is listed in the Historic Heritage Code. The maximum façade building height of the Lewis Building is approximately 12 m. The proposal has a maximum height of 15.2 m, therefore the proposed height does not exceed 1 storey or 4 m higher than the height of the heritage building. The proposal is consistent with (a).

The site is not between two heritage places, therefore (b) and (c) do not apply.

The proposal is consistent with A5.

22.4.2 Setback

22.4.2 Setback	
<p>A1</p> <p><i>Building setback from frontage must be parallel to the frontage and must be no more than:</i></p> <p><i>0 m</i></p>	<p>P1</p> <p><i>Building setback from frontage must satisfy all of the following:</i></p> <p><i>(a) be consistent with any Desired Future Character Statements provided for the area;</i></p> <p><i>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</i></p> <p><i>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</i></p> <p><i>(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;</i></p> <p><i>(e) provide for large variations in building</i></p>

	<i>alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.</i>
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As the proposed development joins with the frontage of both 33 and 34-36 Argyle Street, the provisions of A1 are not directly applicable.

<p>A2</p> <p><i>Building setback from a residential zone must be no less than:</i></p> <p>(a) 6 m;</p> <p>(b) half the height of the wall,</p> <p><i>Whichever is the greater.</i></p>	<p>P2</p> <p><i>Building setback from a residential zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by:</i></p> <p>(a) <i>overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours;</i></p> <p>(b) <i>overlooking and loss of privacy;</i></p> <p>(c) <i>visual impact when viewed from adjoining lots,</i></p> <p><i>Taking into account aspect and slope.</i></p>
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The development site does not adjoin a residential zone. A2 is not applicable.

22.4.3 Design

22.4.3 Design	
<p>A1</p> <p><i>Building design must comply with all of the following:</i></p> <p>(a) <i>provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</i></p> <p>(b) <i>for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;</i></p> <p>(c) <i>for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the façade;</i></p> <p>(d) <i>screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</i></p> <p>(e) <i>incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;</i></p>	<p>P1</p> <p><i>Building design must enhance the streetscape by satisfying all of the following:</i></p> <p>(a) <i>provide the main access to the building in a way that addresses the street or other public space boundary;</i></p> <p>(b) <i>provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;</i></p> <p>(c) <i>treat large expanses of blank wall in the front façade and facades facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;</i></p> <p>(d) <i>ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</i></p> <p>(e) <i>ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual</i></p>

<i>(f) not include security shutters over windows or doors with a frontage to a street or public place.</i>	<p>impact;</p> <p><i>(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;</i></p> <p><i>(g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;</i></p> <p><i>(h) be consistent with any Desired Future Character Statements provided for the area.</i></p>
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The proposal has been designed so to provide safe pedestrian access between the Hobart Private Hospital and its new floorspace within the mixed-use development at 34-36 Argyle Street, consistent with (a).

No works are proposed to the façade at ground level, therefore (b) is not applicable.

No works are proposed to the façade at ground level or to a façade facing a public space, therefore (c) is not applicable.

The proposal is for a pedestrian airbridge only and does not require the installation of additional mechanical plant, equipment or roof-top services. (d) and (e) are not applicable.

No security shutters are proposed over windows or doors with a frontage to a street or public space, consistent with (f).

The proposal is consistent with A1.

<p>A2</p> <p><i>Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.</i></p>	<p>P2</p> <p><i>No Performance Criteria.</i></p>
--	--

The development site does not face a residential zone. A2 is not applicable.

<p>A3</p> <p><i>The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p><i>(a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and</i></p> <p><i>(b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.</i></p>	<p>P3</p> <p><i>The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:</i></p> <p><i>(a) be of a design sympathetic to the elevational treatment and materials of the existing heritage building; and</i></p> <p><i>(b) not unreasonably detract from the historic cultural heritage significance of the existing heritage place.</i></p>
---	--

The site at 34-36 Argyle Street adjoins the 'Lewis Building (former Red Cross House)' which is listed in the Historic Heritage Code. The proposed development will project from the building façade, provide articulation. It is considered that the proposal is consistent with (a).

No awnings are proposed. (b) does not apply.

The proposal is consistent with A3.

<p>A4</p> <p><i>For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) provide windows with clear glazing and door openings at ground floor level in the front façade and façades facing other public space boundaries no less than 80% of the surface area;</i></p>	<p>P4</p> <p><i>Provide windows in the front façade in a way that enhances the streetscape, provides for an active street frontage and passive surveillance of public spaces.</i></p>
<p>A5</p> <p><i>For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) awnings must be provided over public footpaths.</i></p>	<p>P5</p> <p><i>Awnings may not be provided over the public footpath only if there is no benefit to the streetscape or pedestrian amenity.</i></p>

Whilst the development site fronts an area identified in the Active Frontage Overlay, the proposal does not involve works at ground level. Therefore, the provisions of A4 and A5 are not applicable.

22.4.4 Passive Surveillance

22.4.4 Passive Surveillance	
<p>A1</p> <p><i>Building design must comply with all of the following:</i></p> <p><i>(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;</i></p> <p><i>(b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade;</i></p> <p><i>(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the façade;</i></p> <p><i>(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;</i></p> <p><i>(e) provide external lighting to illuminate car parking areas and pathways;</i></p> <p><i>(f) provide well-lit public access at the ground floor level from any external car park.</i></p>	<p>P1</p> <p><i>Building design must enhance the streetscape by satisfying all of the following:</i></p> <p><i>(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;</i></p> <p><i>(b) locate windows to adequately overlook the street and adjoining public spaces;</i></p> <p><i>(c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;</i></p> <p><i>(d) locate external lighting to illuminate any entrapment spaces around the building site;</i></p> <p><i>(e) provide external lighting to illuminate car parking areas and pathways;</i></p> <p><i>(f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;</i></p> <p><i>(g) provide for sight lines to other buildings and public spaces.</i></p>

The proposal has been designed to provide safe pedestrian access between the existing Hobart Private Hospital complex and new hospital floorspace within the mixed-use development at 34-36 Argyle Street. The airbridge will be accessible from the 3rd floor of the Hobart Private Hospital and level 2 of the new development at 34-36 Argyle Street. The proposal is considered to be consistent with (a).

No works are proposed to the façade at ground level, therefore (b) is not applicable.

No works are proposed to the façade at ground level or to a façade facing a public space, therefore (c) is not applicable.

The proposal is for a pedestrian airbridge only and will not result in the creation of entrapment spaces near public spaces, consistent with (d).

Appropriate lighting will be provided to illuminate the pedestrian airbridge to ensure safe and efficient movement of pedestrians, consistent with (e).

The proposal does not include any external car parking areas. (f) is not applicable.

22.4.6 Outdoor Storage Areas

22.4.6 Outdoor Storage Areas	
<p>A1</p> <p><i>Outdoor storage areas for non-residential uses must comply with all of the following:</i></p> <p>(a) be located behind the building line;</p> <p>(b) all goods and materials stored must be screened from public view;</p> <p>(c) not encroach upon car parking areas, driveways or landscaped areas.</p>	<p>P1</p> <p><i>Outdoor storage areas for non-residential uses must satisfy all of the following:</i></p> <p>(a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality;</p> <p>(b) not encroach upon car parking areas, driveways or landscaped areas.</p>

No outdoor storage areas are proposed. A1 is not applicable.

22.4.7 Fencing

22.4.7 Fencing	
<p>A1</p> <p><i>Fencing must comply with all of the following:</i></p> <p>(a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage;</p> <p>(b) fences along a frontage must be at least 50% transparent above a height of 1.2m;</p> <p>(c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.</p>	<p>P1</p> <p>...</p>

No fencing is proposed. A1 is not applicable.

22.4.8 Pedestrian Links

22.4.8 Pedestrian Links	
<p>A1</p> <p><i>Existing malls, arcades and through-site links must be retained.</i></p>	<p>P1</p> <p><i>The building design must comply with all of the following;</i></p> <p>(a) Opportunities for through site pedestrian links are not reduced;</p> <p>(b) Connections are provided to existing malls and arcades.</p>

The proposed development will provide a new pedestrian link between the Hobart Private Hospital and the new development at 34-36 Argyle Street. No existing pedestrian links will be removed as a result of the proposed development. The proposal is consistent with A1.

4.3 Parking and Access Code

The Parking and Access Code applies to all use and development as per clause E6.2. No use or development is exempt from the Code (E6.4.1).

The applicable standards have therefore been addressed.

E6.6.1 Number of Car Parking Spaces	
A1 <i>The number of on-site car parking spaces must be:</i> <i>(a) no less than and no greater than the number specified in Table E6.1;</i> ...	P1 ***

As no additional floor area will be created as a result of the proposal, no additional parking spaces are required. The proposal complies with A1.

E6.6.4 Number of Bicycle Parking Spaces	
A1 <i>The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</i>	P1 ***

The proposed development will not increase the number of patient beds, therefore no additional bicycle parking spaces are required. The proposal complies with A1.

E6.7.1 Number of Vehicular Accesses	
A1 <i>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</i>	P1 ***

No change to the number of vehicular access is proposed, consistent with A1.

4.4 Stormwater Management Code

The Stormwater Management Code applies to all development requiring management of stormwater (E7.3.1; no development is exempt from this code (E7.4.1). The applicable standards of this code have been addressed.

E7.7.1 Stormwater Drainage and Disposal	
A1 <i>Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</i>	P1 ***

The proposed development will create new impervious surfaces. Stormwater will be drained by gravity to public infrastructure compliant with A1.

<p>A2</p> <p><i>A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:</i></p> <p><i>(a) the size of new impervious area is more than 600 m²;</i></p> <p><i>(b) new car parking is provided for more than 6 cars;</i></p> <p><i>(c) a subdivision is for more than 5 lots.</i></p>	<p>P1</p> <p>***</p>
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The new impervious surface will be approximately 76 m², no new car parking is proposed and the application does not involve subdivision of more than 5 lots. Therefore, A2 is not applicable.

<p>A3</p> <p><i>A minor stormwater drainage system must be designed to comply with all of the following:</i></p> <p><i>(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;</i></p> <p><i>(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</i></p>	<p>P1</p> <p>***</p>
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No change to the stormwater drainage system is proposed. The existing system can accommodate a storm with ARI of 20 years (a).

The expected increase in stormwater can be accommodated within the existing stormwater infrastructure (a).

The proposal therefore, complies with A3.

<p>A4</p> <p><i>A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</i></p>	<p>P4</p> <p>***</p>
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No major drainage system is proposed therefore A4 is not applicable.

4.5 Historic Heritage Code

The Historic Heritage Code applies to this development as the Hobart Private Hospital is partially affected by a heritage precinct overlay (HR1) for the Hobart Rivulet.

The applicable standards of the Code have been addressed.

The Hobart Private Hospital (33 Argyle Street) is partially affected by the Hobart Rivulet heritage precinct. The Historic Heritage Code provides the following Statement of Historic Cultural Heritage Significance:

The precinct is significant for reasons including:

- 1. The numerous remaining buildings, complexes, intact infrastructure and archaeological features which demonstrate the importance of the Rivulet in the development of early Hobart industrial activity and settlement;*
- 2. The significant former Female Factory complex of structures and features which are contained within an important visual and physical setting;*

3. *The contribution by the Rivulet to the aesthetic and visual qualities of the Precinct and wider Hobart area through its diverse setting and structures along its length;*

4. *Its representation of a multitude of integrated historical themes, a complex history and a wide variety of elements and physical features.*

The Historic Heritage Code applies to this development as the Hobart Private Hospital is partially affected by a heritage precinct overlay (HR1) for the Hobart Rivulet. It is important to note that the area of heritage significance relates to the Hobart Rivulet which traverses under the Hobart Private Hospital site and does not have a visible street presence at this location.

The proposed development, whilst captured by the provisions of the Historic Heritage Code, is located approximately 15.2 m above street level and outside the area of the Rivulet. It is therefore considered unlikely that the proposed development will have detrimental impacts on the cultural or heritage significance of the historic place.

The provisions of the Historic Heritage Code are addressed below.

E13.9.2 Buildings and Works other than Demolition (Heritage Precincts)	
A1 <i>No Acceptable Solution.</i>	P1 <i>Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.</i>

The proposed pedestrian bridge is approximately 15.2 m above street level and is unlikely to cause detrimental impacts to the historic cultural heritage significance of the precinct as it is located above ground and outside the area of the Hobart Rivulet cultural heritage precinct. The proposal is consistent with P1.

A2 <i>No Acceptable Solution.</i>	P2 <i>Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.</i>
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There are no conversation policies or relevant design criteria listed in Table E13.2 that relate to the historic place. P2 does not apply.

A3 <i>No Acceptable Solution.</i>	P3 <i>Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.</i>
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The significance of the Hobart Rivulet is the pattern of development along the bank of the Rivulet, including the Female Factory, as well as the natural qualities of the rivulet itself. The existing Hobart Private Hospital building has been constructed over the Rivulet stream and does not, in itself, contribute to the historic significance of the place. Further, the section of the Hobart Rivulet that traverses the site is below ground and not visible from the street.

The proposed pedestrian bridge, as an extension to the existing Hobart Private Hospital building, is located approximately 15.2 m above street level will have no interference with the cultural heritage significance of the precinct or the character of the Hobart Rivulet itself. The proposal is consistent with P3.

<p>A4</p> <p><i>New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.</i></p>	<p>P4</p> <p><i>New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.</i></p>
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No new front fences or gates are proposed. A4 does not apply.

<p>A5</p> <p><i>Areas of landscaping between a dwelling and the street must be retained.</i></p>	<p>P5</p> <p><i>The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.</i></p>
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There are no existing landscaped areas between the existing development. A5 is not applicable.

5 Impact Assessment

5.1 Visual

An assessment has been undertaken to evaluate the visual impact of the proposed development. The proposal is located on Argyle Street which functions as a main transport and pedestrian route connecting North Hobart with the CBD and the harbour foreshore. The immediate surrounding development includes commercial and hospital uses. There is an existing airbridge connecting 42 Argyle Street (the 'Wellington Centre') with the Royal Hobart Hospital.

The proposed airbridge will be visible from Argyle Street as well as at the intersections with Liverpool Street (Figure 3) and Collins Street (Figure 4). Photomontages are provided at Appendix D.

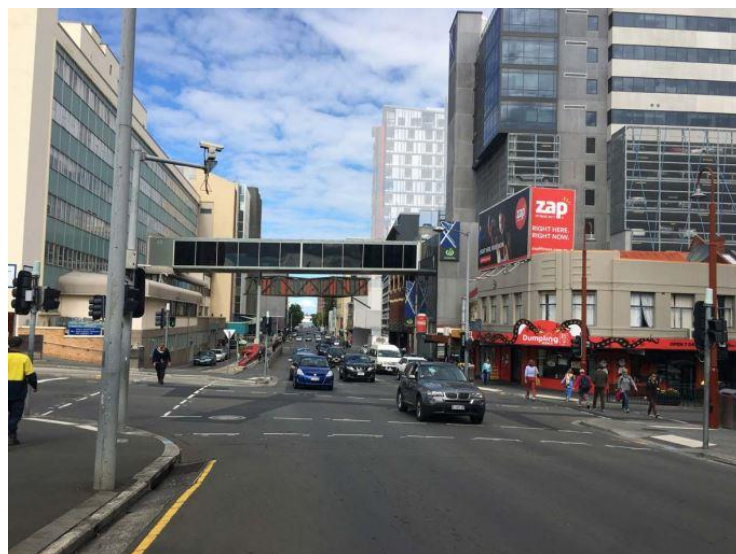


Figure 3 - View from intersection with Liverpool Street

When looking south-east down Argyle Street, and from the intersection with Liverpool Street, the proposed airbridge will be partially obscured by the existing 'Wellington Centre' airbridge. The existing airbridge sits approximately 9.8 m above Argyle Street or 1.05 m lower than the proposed. Due to this, the proposed bridge will be massed, visually, with the existing bridge and therefore will be less visible from this view aspect as illustrated in Figure 3.

Distant views looking south-east down Argyle Street will similarly be obscured by the existing 'Wellington Centre' airbridge however view corridors to the River Derwent and Droughty Point beyond, will be retained at street level.



Figure 4 - View from intersection with Collins Street

When looking north-west along Argyle Street and from the intersection with Collins Street, the proposal will be more apparent as illustrated in Figure 4. However, the geometry and form of the airbridge structure, and the materials, patterns and colours of the walkway have been designed to reference the design features of the future development at 34-36 Argyle Street thus providing consistency within the streetscape.

Interference with view corridors north-west and south-east along Argyle Street at street level will be minimal due to the overall height of the proposal being well above street level. Distant views of the proposed airbridge down Argyle Street will be partially obscured by the existing 'Wellington Centre' airbridge.

The proposal has been designed to provide a positive contribution to the hospital precinct without detrimental impact on the Argyle Street streetscape, cultural significance of the Hobart Rivulet, pedestrian amenity or street vistas.

5.2 Traffic and Transport Networks

The proposed development provides a maximum clearance above Argyle Street of 10.85 m, ensuring ample clearance for the passing of vehicles. Further, the proposed height of the airbridge is greater than the existing pedestrian bridge at 42 Argyle Street (9.8 m above street level), thus ensuring minimal impact to the function of the existing network.

5.3 Water Quality

The proposed development will create new impervious surfaces that will be drained by gravity to public stormwater infrastructure.

5.4 Noise

The development will generate noise during construction typical of road works and will be required to be carried out within acceptable hours.

5.5 Natural Hazards

There are no natural hazards identified for the site.

5.6 Heritage

The Historic Heritage Code applies to this development as the Hobart Private Hospital is partially affected by a heritage precinct overlay (HR1) for the Hobart Rivulet. The development site also adjoins the 'Lewis Building (former Red Cross House)', which is listed as a heritage place under Table E13.1.

It is important to note that the area of heritage significance relates to the Hobart Rivulet which traverses under the Hobart Private Hospital site and does not have a visible street presence at this location.

The proposed development, whilst captured by the provisions of the Historic Heritage Code, is located a minimum of 10.85 m above street level and outside the area of the Rivulet. It is therefore considered unlikely that the proposed development will have detrimental impacts on the cultural or heritage significance of the historic place.

Further, the proposed development is approximately 30 m to the south-west of the 'Lewis Building (former Red Cross House)' which is a heritage place listed under the Planning Scheme. Potential impacts on this heritage place have been discussed in sections 22.4.1 and 22.4.3. The proposal will not generate unreasonable impact on the heritage significance of this place.

The development site is also a place of archaeological potential as per Figure E13.4.1. No excavation works are proposed as part of the subject application, therefore potential for uncovering a place of archaeological significance is unlikely.

5.7 Flora and Fauna

There are no native flora or fauna impacted by the development.

5.8 Safety, Security and Crime Prevention

The proposed airbridge will be used by hospital staff, patients and visitors and will not be open for general public access.

5.9 Social Impacts

The proposed development will improve pedestrian connectivity with the expanded Hobart Private Hospital.

6 Conclusion & Recommendations

The proposal seeks to develop a pedestrian airbridge connecting the existing Hobart Private Hospital with two levels of hospital expansion floorspace at 34-36 Argyle Street within a Particular Purpose, Central Business and Utilities zones under the *Hobart Interim Planning Scheme 2015*.

The proposed development generates the following discretions under the Planning Scheme:

- 22.2 Discretionary Use
- 41.4.1 Extent of Further Buildings and Works
- 22.4.1 Building Height

The proposal has been assessed against all relevant performance criteria and found to be acceptable.

In conclusion, the application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

APPENDIX A

Title Information

SEARCH OF TORRENS TITLE

VOLUME 125255	FOLIO 1
EDITION 2	DATE OF ISSUE 28-Mar-2013

SEARCH DATE : 05-Oct-2017

SEARCH TIME : 09.35 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 125255

Derivation : Part of 1A-0R-8Ps. Gtd.to A.F.Kemp and duly surrendered to H.M.the Queen by Transfer A357654 and regranted to The Tasmanian Government Insurance General Manager by Transfer A370686

Prior CTs 72832/1, 87099/2 and 87099/3

SCHEDULE 1

D79197 TRANSFER to RUSSELL FALLS PTY LIMITED Registered
28-Mar-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BENEFITING EASEMENT: A Right of Carriageway (appurtenant to the land marked KLMNOPJ on P.125255) over the lands marked `Roadway' on P.125255

BURDENING EASEMENT: the right of Australian Red Cross Society Tasmanian Division (herein called "the Society") to the free passage and running of water and soil from the land comprised in Certificate of Title Volume 925 Folio 83 through the drains now in or upon the said piece of land and to enter upon the said piece of land and every part thereof for the purpose of repairing cleaning and maintaining those drains and removing therefrom any obstruction the Society making good forthwith any damage occasioned to the said piece of land by reason of any such entry as aforesaid.

A41523 BURDENING EASEMENT: Right to light and air in the terms more fully set forth therein for Australian Red Cross Society Tasmanian Division and appurtenant to the land comprised in Folio of Register Vol. 925 Fol. 83 over the lands marked A.B.C.D. and E.F.G.H. on P. 125255

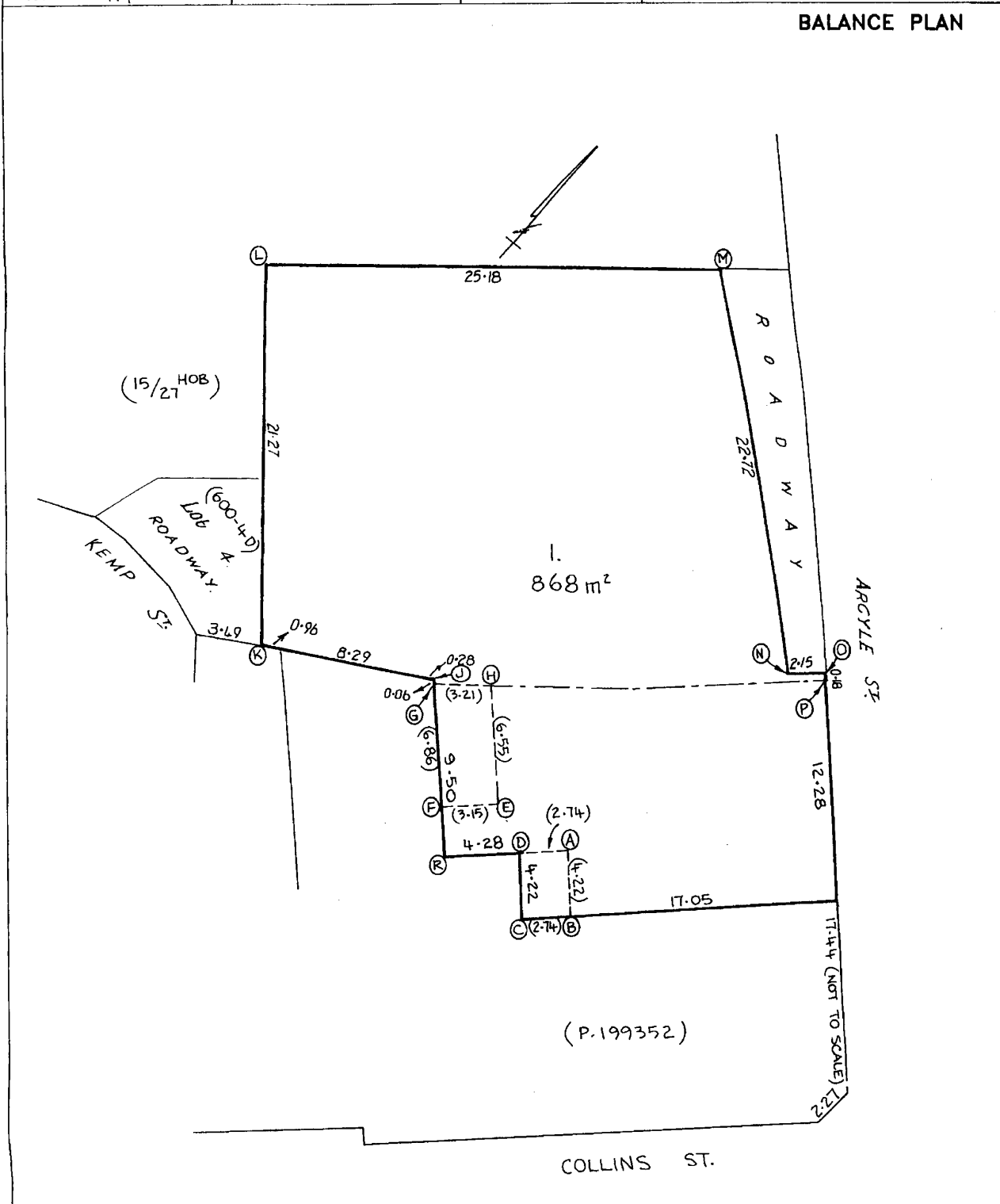
B966689 ADHESION ORDER under Section 110 of the Local

Government (Building and Miscellaneous Provisions)
Act 1993 Registered 14-Aug-1996 at noon
M585930 CAVEAT by Healthscope Operations Pty Ltd Registered
01-Aug-2016 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER		PLAN OF TITLE		REGISTERED NUMBER	
FOLIO REFERENCE F/R 87099 - 2, 3 F/R 72032 - 1		LOCATION CITY OF HOBART (SEC. R)		P 125255	
GRANTEE		FIRST SURVEY PLAN No. 600-4D & 154-21D		APPROVED 07 JUL 1996 <i>M. H. Smith</i>	
		COMPILED BY		Recorder of Titles	
		SCALE 1: 200		LENGTHS IN METRES	
MAPSHEET MUNICIPAL CODE No. 114		LAST UPI No		LAST PLAN No.	
				ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



SEARCH OF TORRENS TITLE

VOLUME 131391	FOLIO 1
EDITION 3	DATE OF ISSUE 14-Oct-2008

SEARCH DATE : 05-Oct-2017

SEARCH TIME : 09.35 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Sealed Plan 131391

Derivation : For grantees see plan

Derived from SP 131391

Prior CTs 119912/1, 206101/1 and 246216/1

SCHEDULE 1

A256392 TRANSFER to THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP 131391 EASEMENTS in Schedule of Easements

C192862 LEASE to HPH DEVELOPMENTS PTY. LTD. of a leasehold estate for the term of twenty six years from 26-Feb-1999 expiring on the earlier of (1) the date 26 years from the Development Commencement Date (26/2/99) and (2) The day preceding the 20th anniversary of the Commissioning Date Registered 31-Jul-2000 at 12.01 PM
Leasehold Title(s) issued: 131391A/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**PLAN OF SURVEY
ANNEXURE SHEET**
SHEET 1 OF 2 SHEETS

OWNER THE CROWN

FOLIO REFERENCE

SCALE 1: 300

LENGTHS IN METRES

Registered Number

SP131391

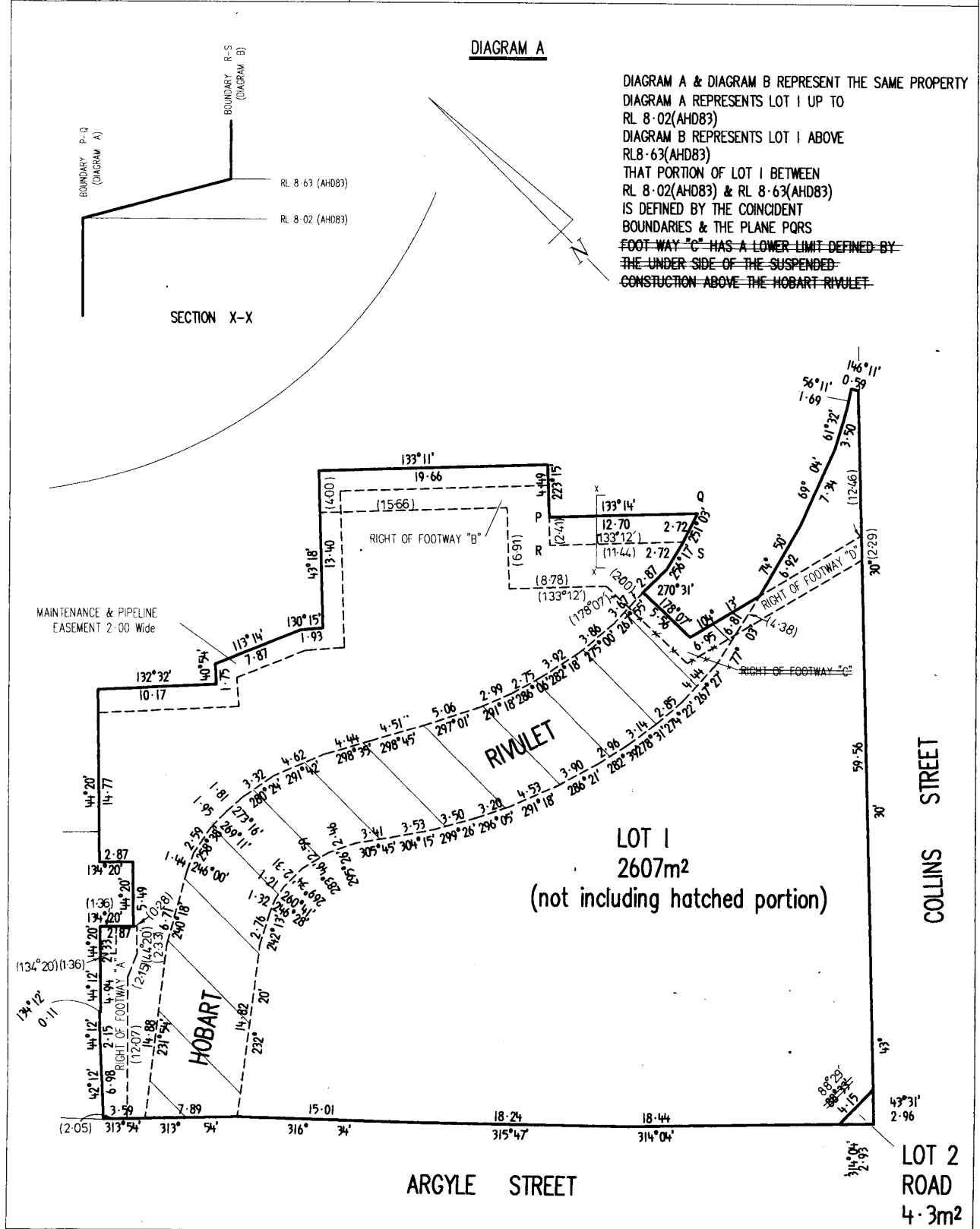
SIGNED FOR IDENTIFICATION PURPOSES

Council General Manager

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

Registered Surveyor *[Signature]*

Date 11/12/98



**PLAN OF SURVEY
ANNEXURE SHEET**

SHEET 2 OF 2 SHEETS

OWNER THE CROWN

FOLIO REFERENCE

SCALE 1: 300

LENGTHS IN METRES

Registered Number

SP131391

SIGNED FOR IDENTIFICATION PURPOSES

Council General Manager

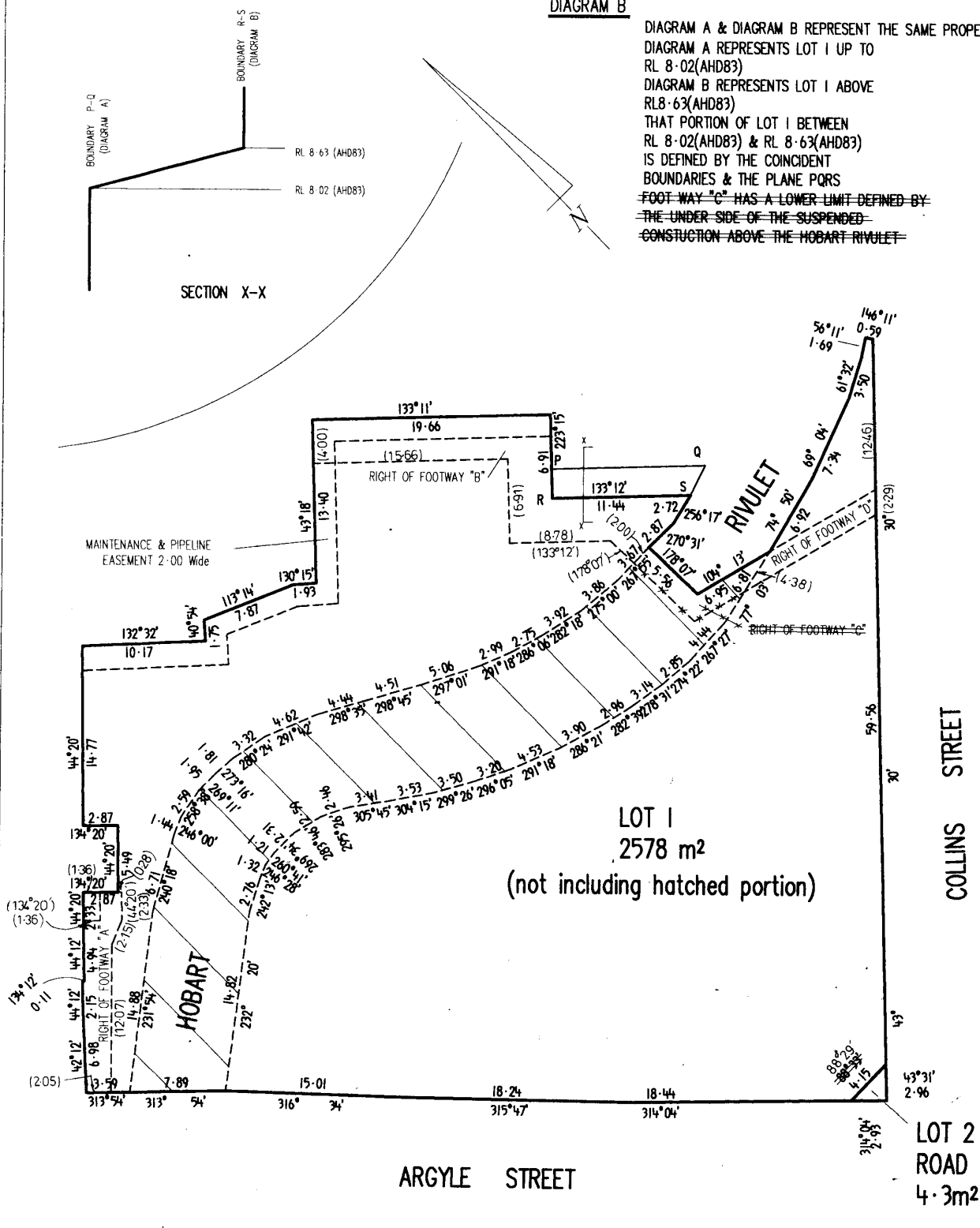
THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

Registered Surveyor

Date 11/12/98

DIAGRAM B

DIAGRAM A & DIAGRAM B REPRESENT THE SAME PROPERTY
DIAGRAM A REPRESENTS LOT 1 UP TO
RL 8.02(AHD83)
DIAGRAM B REPRESENTS LOT 1 ABOVE
RL 8.63(AHD83)
THAT PORTION OF LOT 1 BETWEEN
RL 8.02(AHD83) & RL 8.63(AHD83)
IS DEFINED BY THE COINCIDENT
BOUNDARIES & THE PLANE PQRS
~~FOOTWAY "C" HAS A LOWER LIMIT DEFINED BY
THE UNDER SIDE OF THE SUSPENDED
CONSTRUCTION ABOVE THE HOBART RIVULET~~

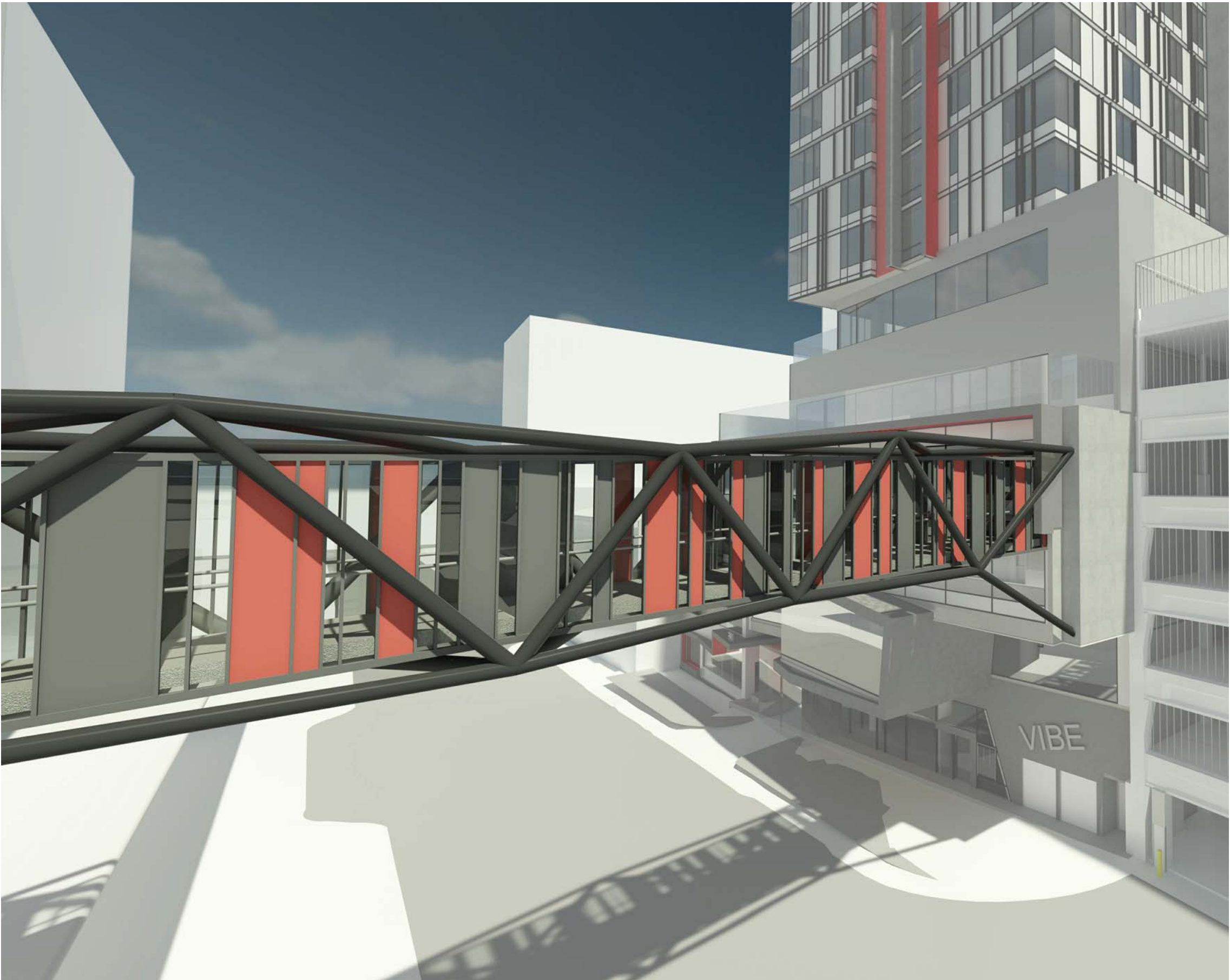


APPENDIX B

Proposal Plans

Drawing Schedule

1671	A000	A	Coverpage
1671	A100	A	Proposed Bridge
1671	A101	A	Section
1671	A102	A	Elevation
1671	A103	A	3D Views
1671	A104	A	3D Images



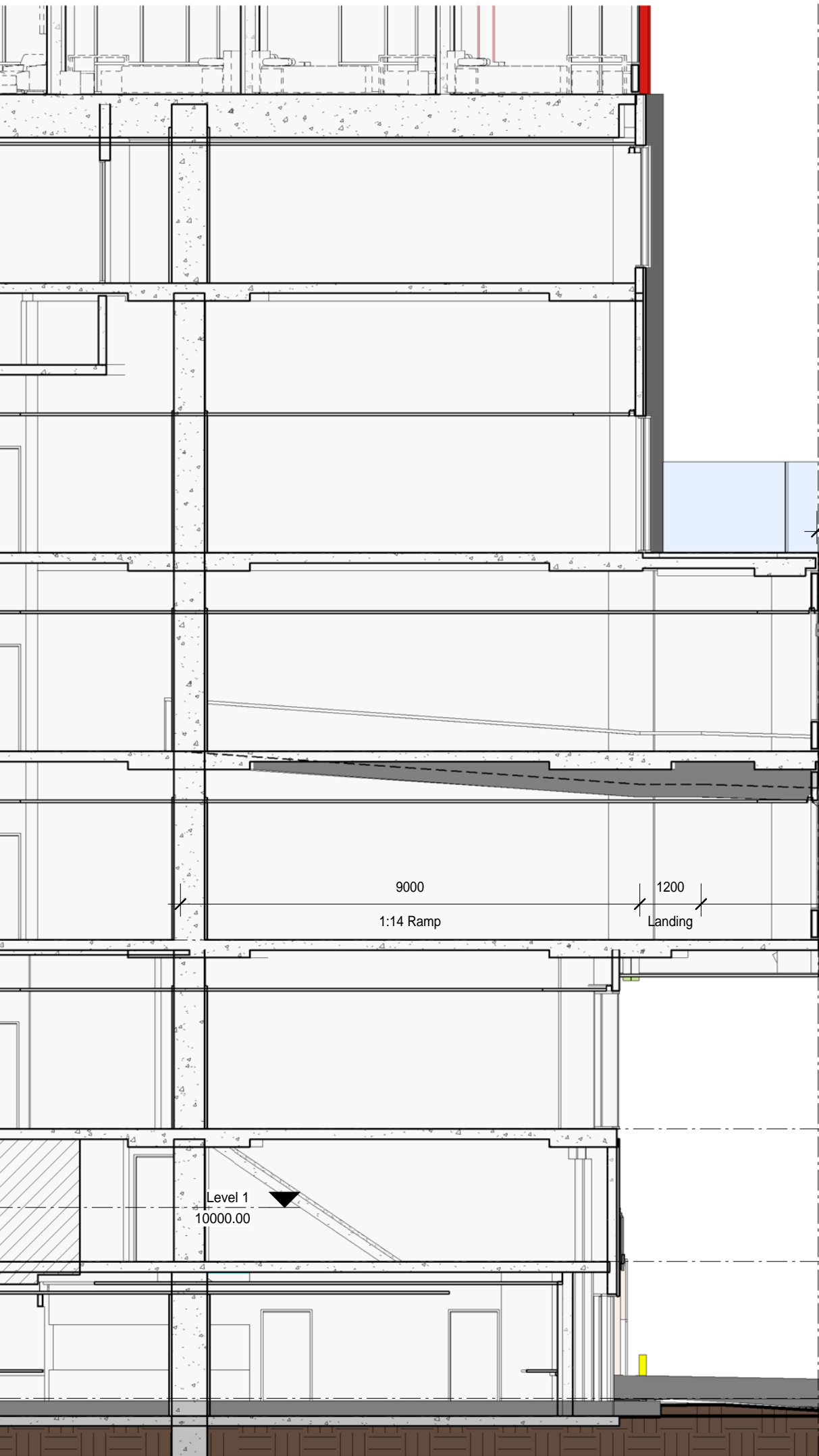
36 Argyle St to HPH Airbridge

36 Argyle Street, Hobart
Raadas Property Pty Ltd.

Sept 2017

Planning Application

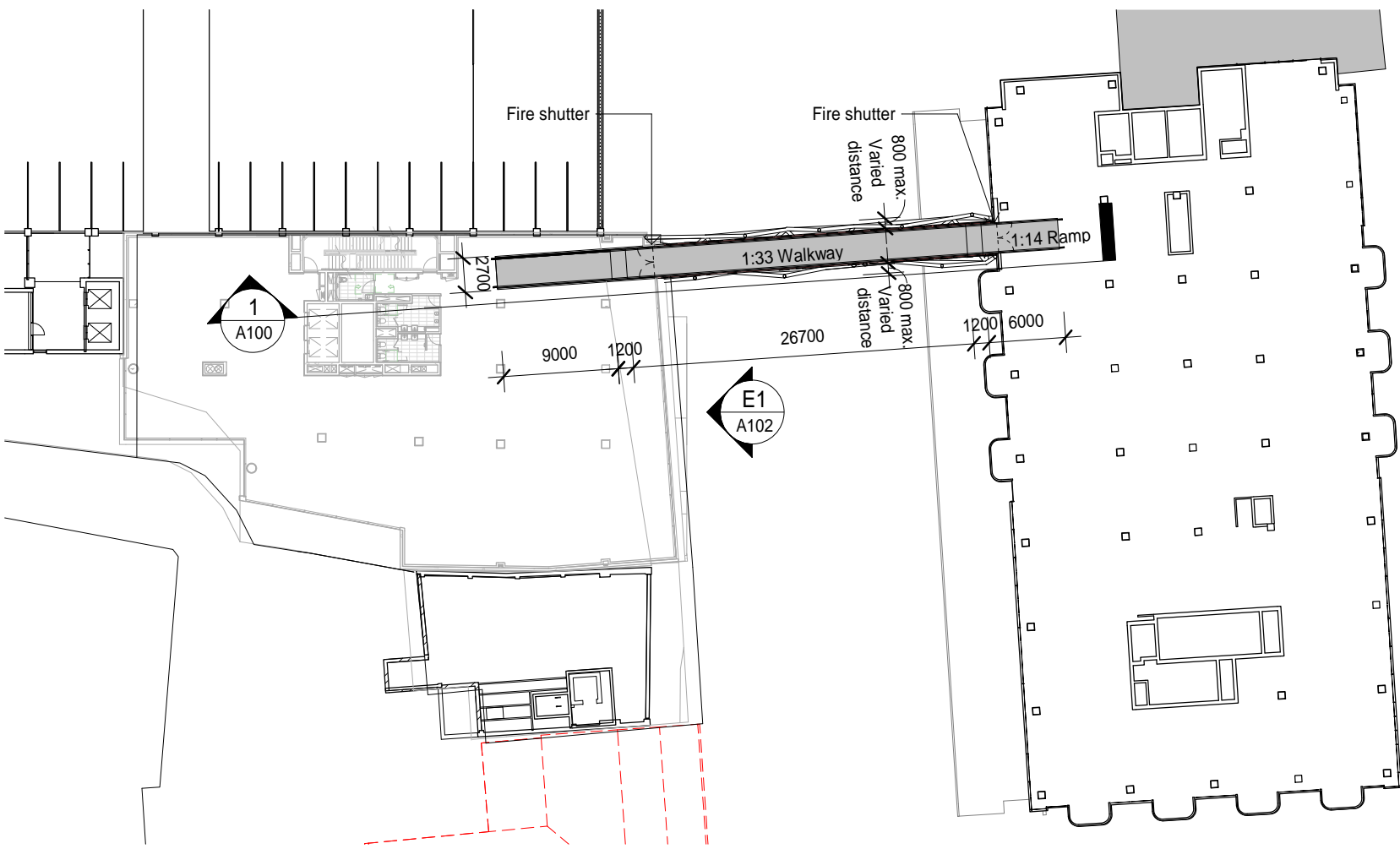
Artist's Impression



1 Section 3
1:100

Disclaimer:

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4 Level 3 Plan
1:500

Level 4	24163.00
4th Floor	22825.00
HPH ThirLevel 3	20608.00
3rd Floor	18940.00
Level 2	17053.00
2nd Floor	15240.00
HPH FirLevel 1	13493.00
1st Floor	11540.00
Ground Floor	10233.00
Mezzanine - Plant	8940.00
HPH LG Level	6838.00
HCC Units	
Ground Floor	5910.00

PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application

DRAWING
Proposed Bridge

PROJECT TITLE
36 Argyle St to HPH Airbridge

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Sept 2017

SCALE @ A2
As indicated

DRAWN
RF

CHECKED
RF

A100_A



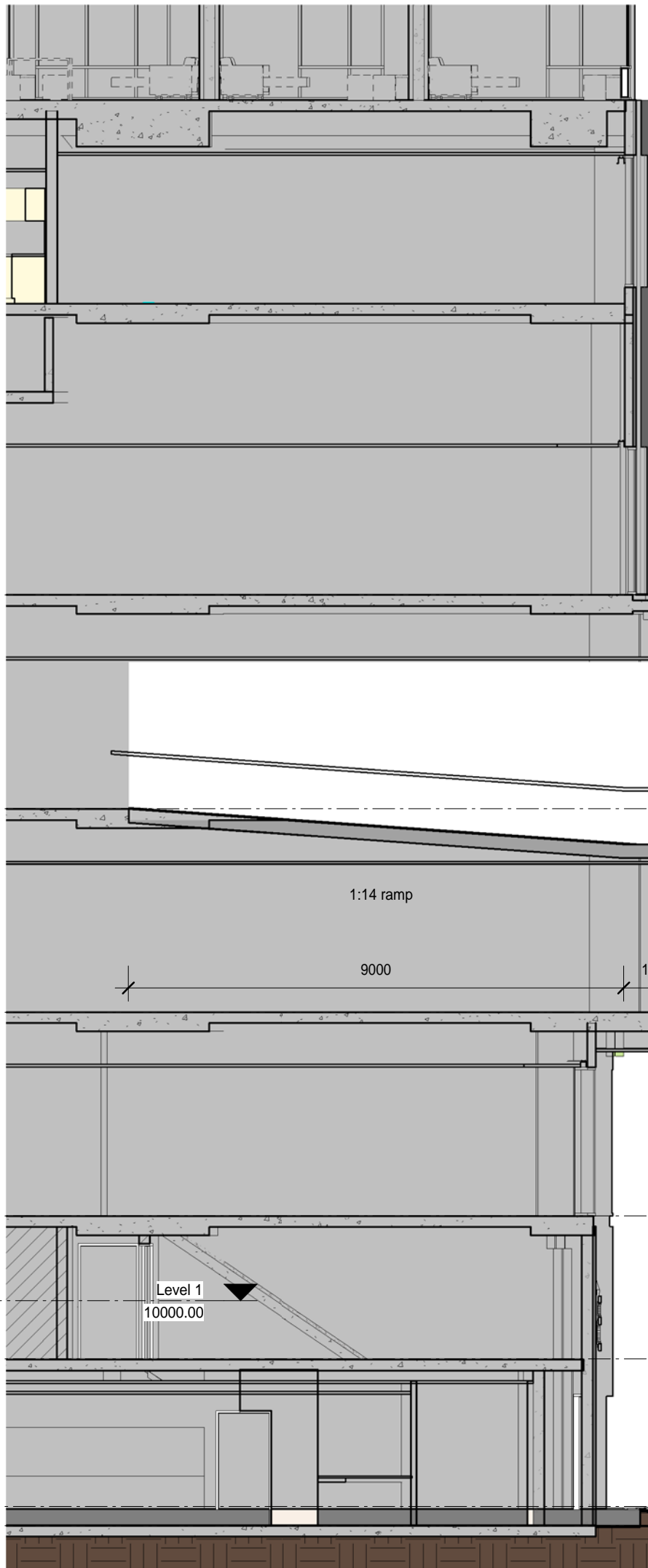
HOBART
1st Floor
125 Collins Street
Hobart Tasmania 7000
t: 03 6224 9370

LAUNCESTON
Suite 4, 1st Floor
39 Paterson Street
Launceston Tasmania 7250
t: 03 6334 9590

e: admin@xsa.net.au

www.xsa.net.au



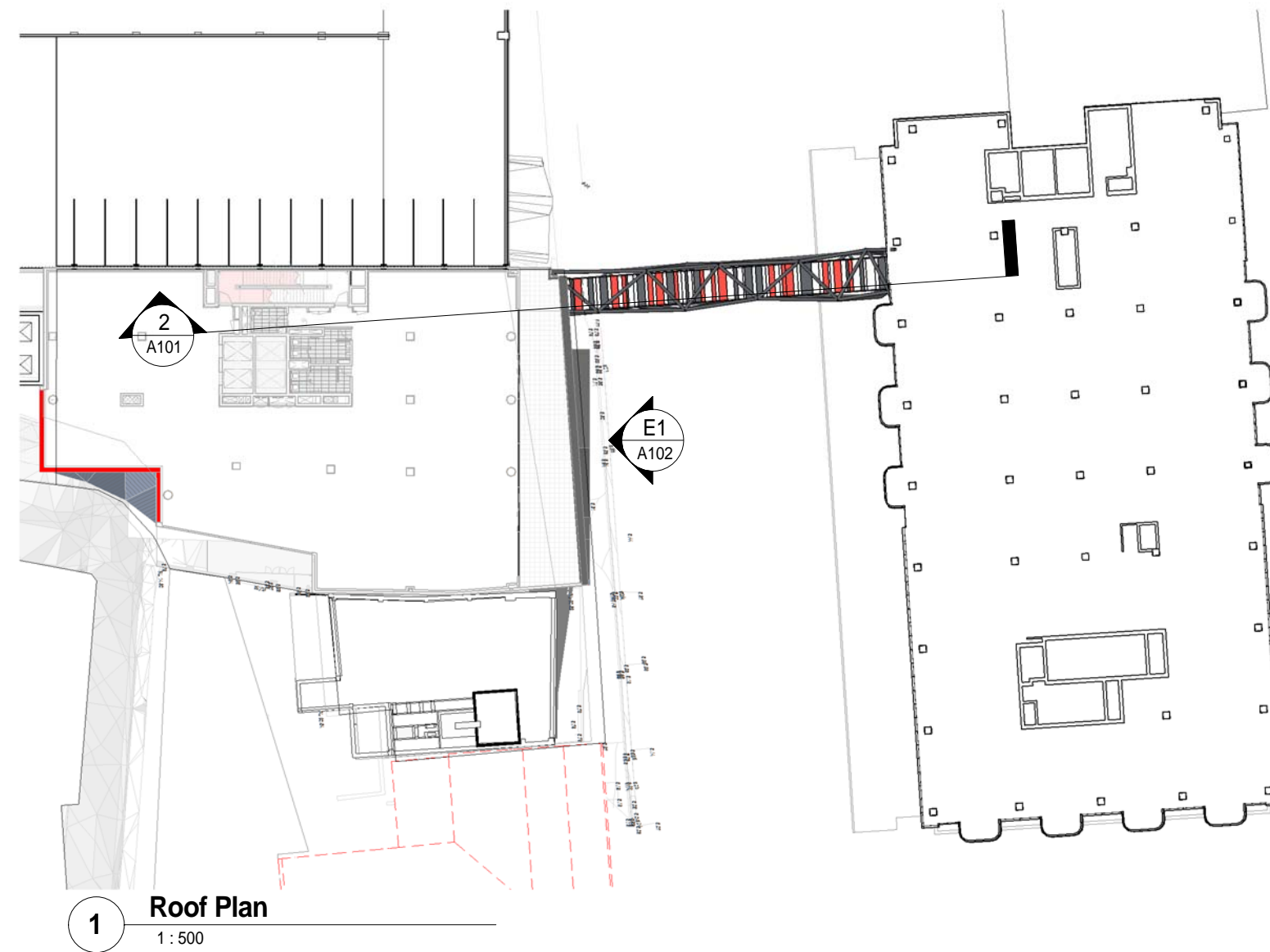


2 Section 3 Sheet 2
1:100

Disclaimer:

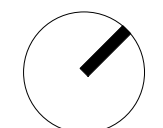
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1A



1 Roof Plan
1:500

Level 4	▼	24163.00
4th Floor	▼	22825.00
HPH ThirLevel 3	▼	20608.00
3rd Floor	▼	18940.00
Level 2	▼	17053.00
2nd Floor	▼	15240.00
HPH FirLevel 1	▼	13493.00
1st Floor	▼	11540.00
Ground Floor	▼	10233.00
Mezzanine - Plant	▼	8940.00
HPH LG Level	▼	6838.00
HCC 1 Units	▼	6260.00
Group	▼	5910.00



PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application

DRAWING
Section

PROJECT TITLE
36 Argyle St to HPH
Airbridge

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Sept 2017

SCALE @ A2
As indicated

DRAWN
RF
CHECKED
RF

A101 A



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1 Street Elevation
1 : 300

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PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application

DRAWING
Elevation

PROJECT TITLE
36 Argyle St to HPH Airbridge

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Sept 2017

SCALE @ A2
1 : 300

DRAWN
RF

CHECKED
RF

A102_A

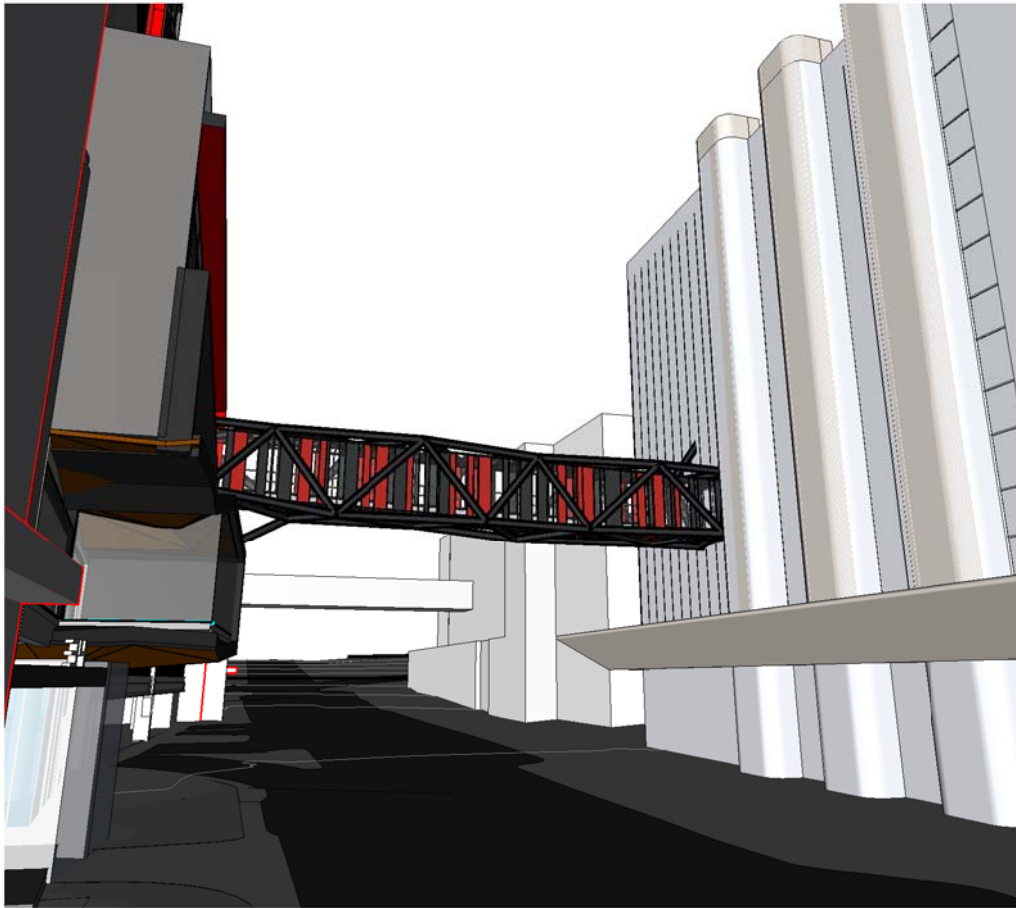


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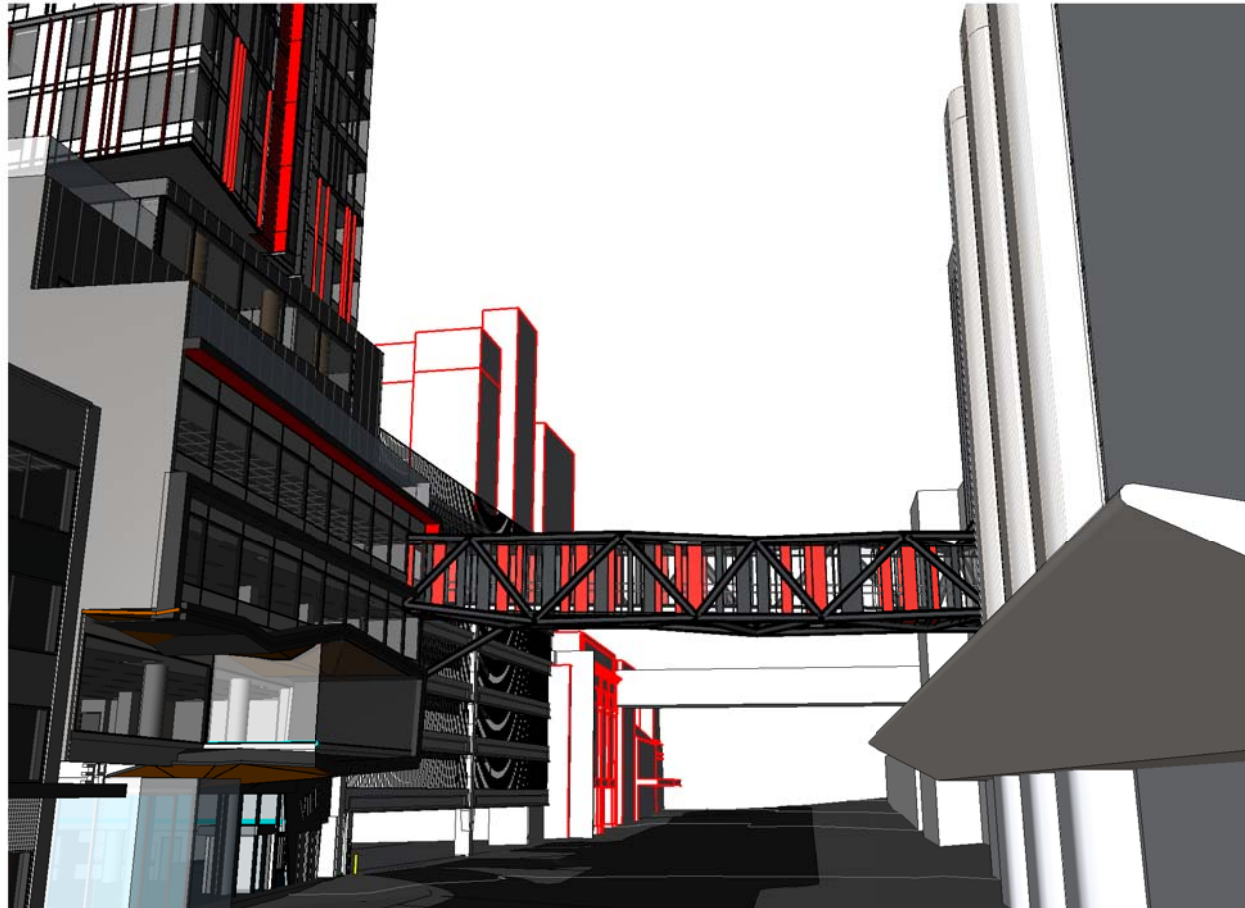
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39 Paterson Street
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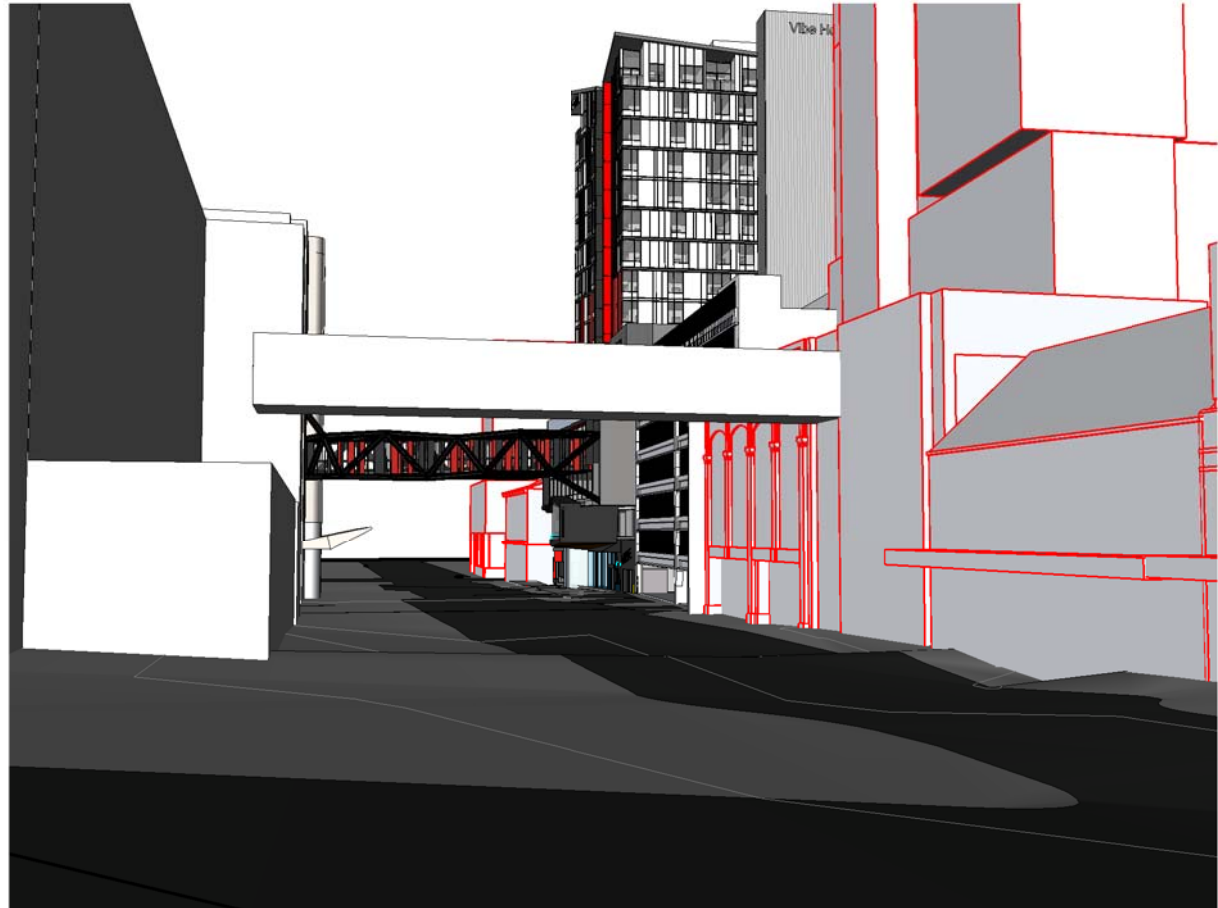
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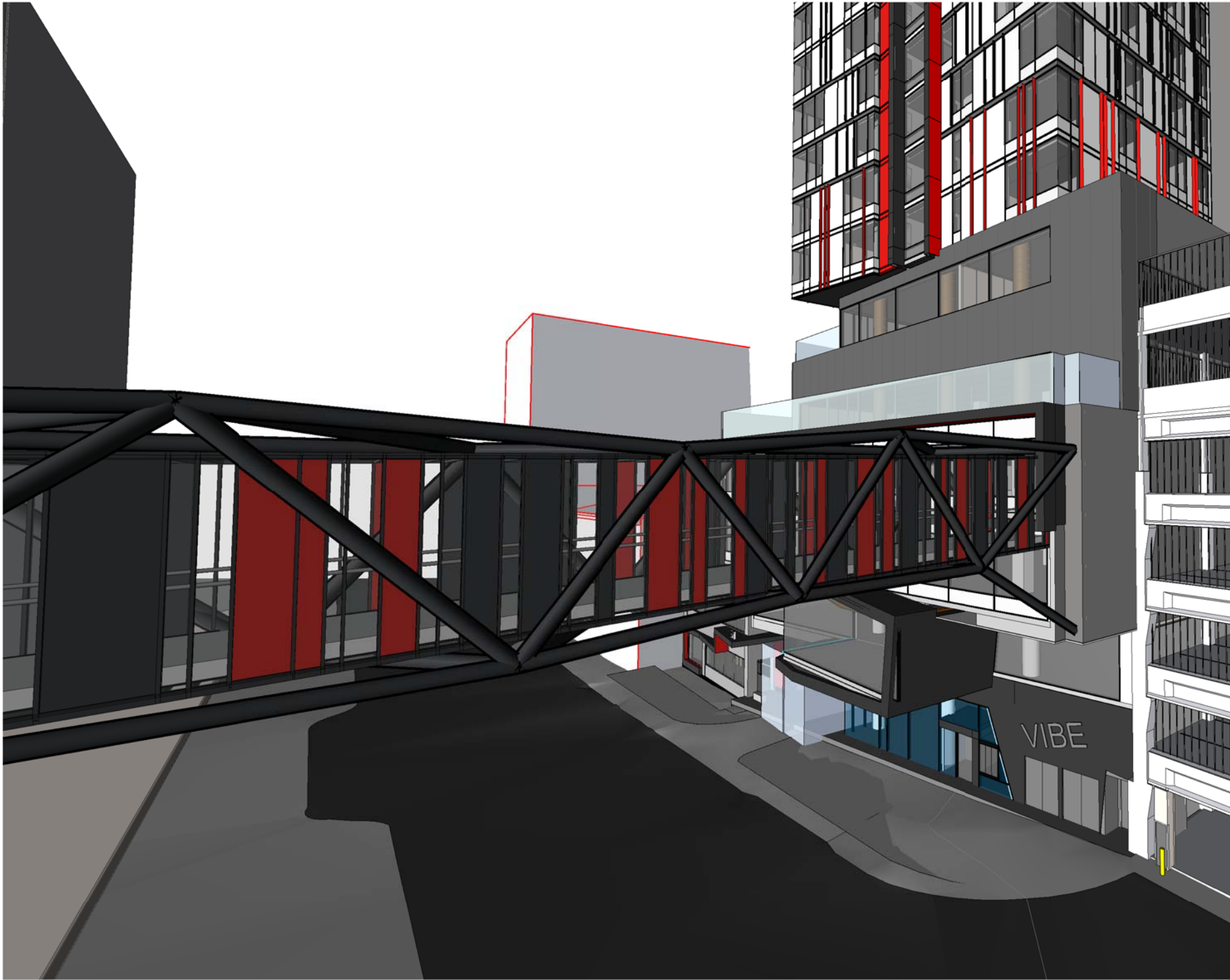
1 3D View 1



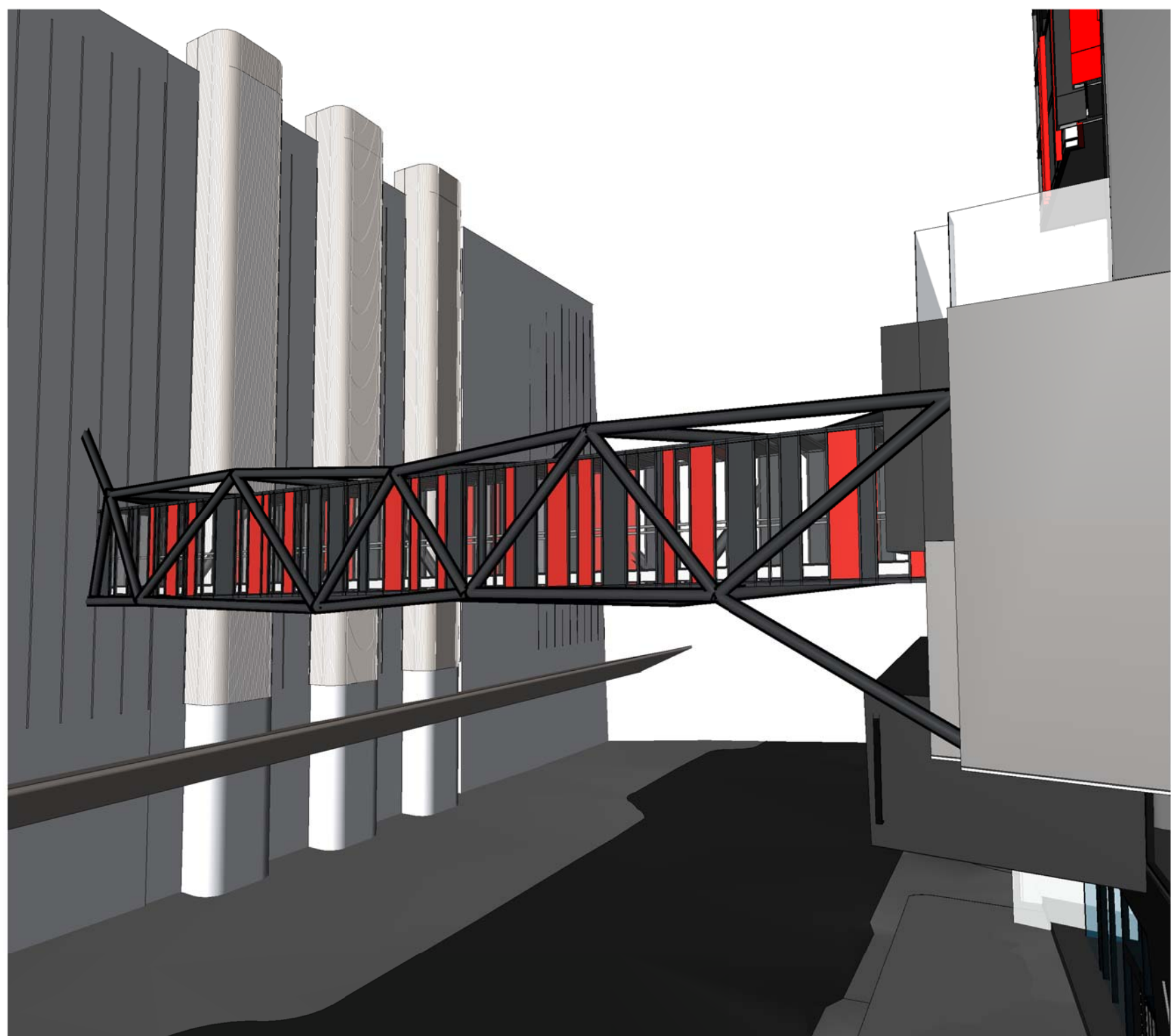
2 3D View 2



3 3D View 3



4 3D View 4



5 3D View 5

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PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application

DRAWING
3D Views

PROJECT TITLE
36 Argyle St to HPH Airbridge

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Sept 2017

SCALE @ A2

DRAWN
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RF

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APPENDIX C

Architectural Design Statement

Architectural Statement:

The proposed airbridge link between 36 Argyle Street and the Healthscope Hobart Private Hospital at 33 Argyle Street will provide a connection between the third floor of the yet to be constructed 36 Argyle Street development and the second floor of the existing Hobart Private Hospital. The location of the airbridge provides access to the lift lobbies of both buildings and connects at the levels determined by the Hobart Private Hospital to best suit their operational requirements.

The span between the two buildings is approximately 27 metres with a 1.8 metre fall from level three of 36 Argyle St to level two of the Hobart Private Hospital. The change in levels represents a gradient of 1:15 between the landing points on the facades of the buildings, however the proposed design maintains a much flatter gradient of 1:33 for the majority of the visible extent of the airbridge. The inclusion of steeper 1:14 ramps internally within each of the buildings provides the ramping required to achieve an accessible path of travel between the two properties.

The minimum clearance above Argyle Street is approximately 10.85 metres. By way of comparison, the Wellington Centre bridge is approximately 9.8 metres above Argyle Street.

The form of any bridge is typically influenced by its function and structural system. The proposed airbridge has been designed to span the full distance between the buildings without any intermediate columns, partly due to the potential impact that columns would have at pedestrian/street level, but also the proximity of the Hobart Rivulet which further limits and complicates the potential location for additional support.

The selected structural system provides the ability for the airbridge to be prefabricated into sections that can be lifted and bolted together in place to reduce the duration of road closures, and also to facilitate the dismantling of the airbridge if it were to be removed in the future.

Xsquared Architects worked with Gandy and Roberts structural engineers to assess a number of standard truss options, with the final selected design being an exposed triangulated truss as an 'exoskeleton' wrapped around a lightweight internal walkway. The truss members have been offset to provide faceted triangular shapes.

The airbridge walkway is a simple rectangular tube clad with irregular vertical solid and glazed panels. The solid coloured panels will be a prefinished Equitone fibre cement cladding that will wrap all four sides of the walkway, including the underside and roof. The extent of the vision glazing provides a degree of transparency to the bridge while also providing privacy to staff traversing the bridge.

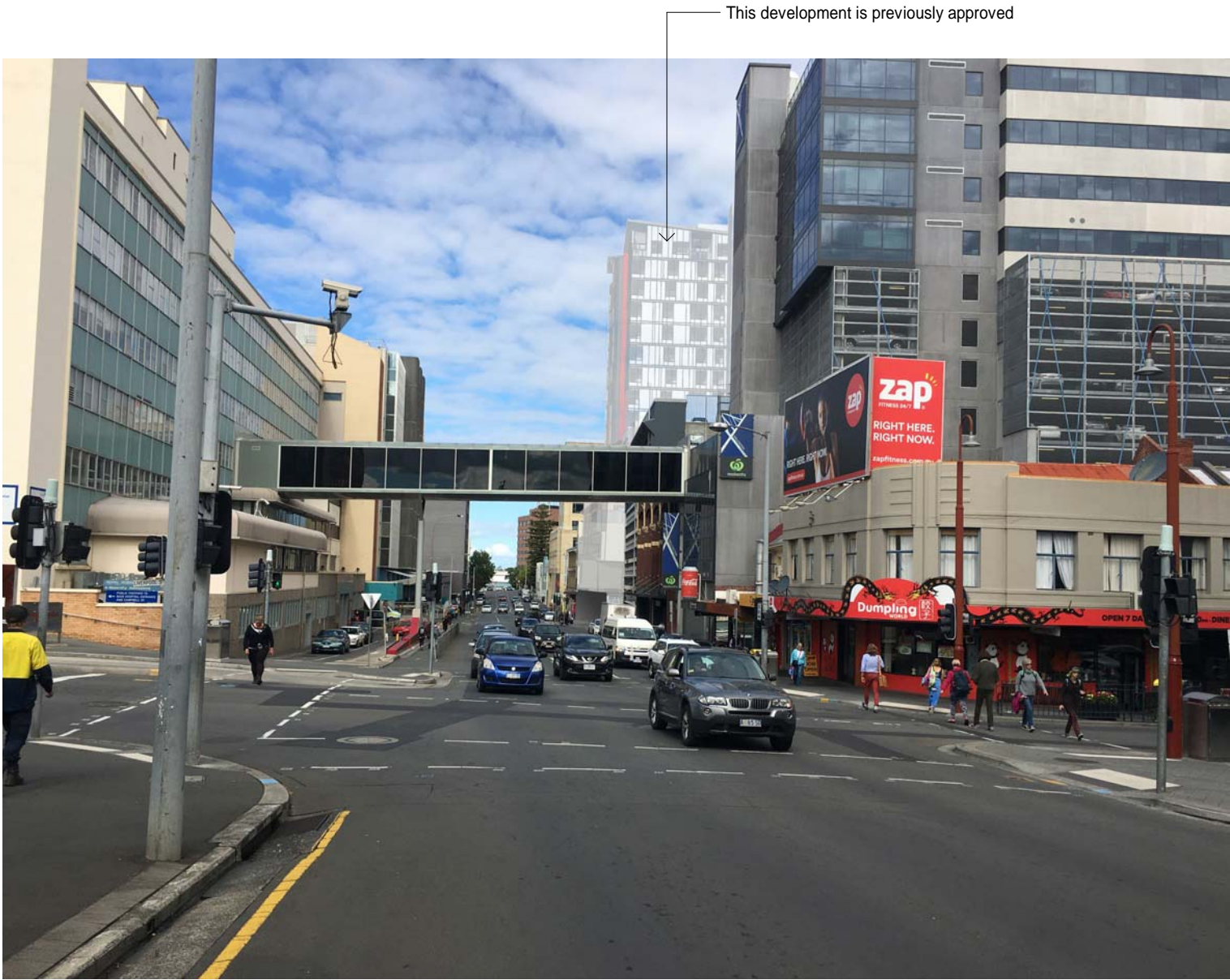
The geometry and form of the airbridge structure, and the materials, patterns and colours of the airbridge walkway, reference the design features of the 36 Argyle Street development.

The overall aesthetic qualities of the proposed airbridge are derived from the depth, pattern, and texture of the external frame contrasting with the internal walkway.

The airbridge has been thoughtfully considered to provide a positive contribution to the Hospital precinct without detrimental impact on the Argyle Street streetscape, pedestrian amenity, or street vistas.

APPENDIX D

Photomontage



Existing - View from Liverpool Street



Proposed - View from Liverpool Street



Existing - View from Collins Street



Proposed - View from Collins Street

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PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application

DRAWING
3D Images

PROJECT TITLE
36 Argyle St to HPH Airbridge

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Sept 2017

SCALE @ A2

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APPENDIX E

Crown Consent

Department of Health and Human Services

GPO Box 125, HOBART TAS 7001 Australia
Ph: 1300 135 513
Web: www.dhhs.tas.gov.au



Contact: John Backhouse
Phone: (03) 6166 1582
Email: john.backhouse@dhhs.tas.gov.au
File: 951-205-080-009-010

JMG Engineers and Planners
117 Harrington Street
HOBART TAS 7000

Subject: Landowner Consent for making application under the Land Use Planning Approvals Act 1993

Proposed Air-bridge - Hobart Private Hospital to 36 Argyle Street

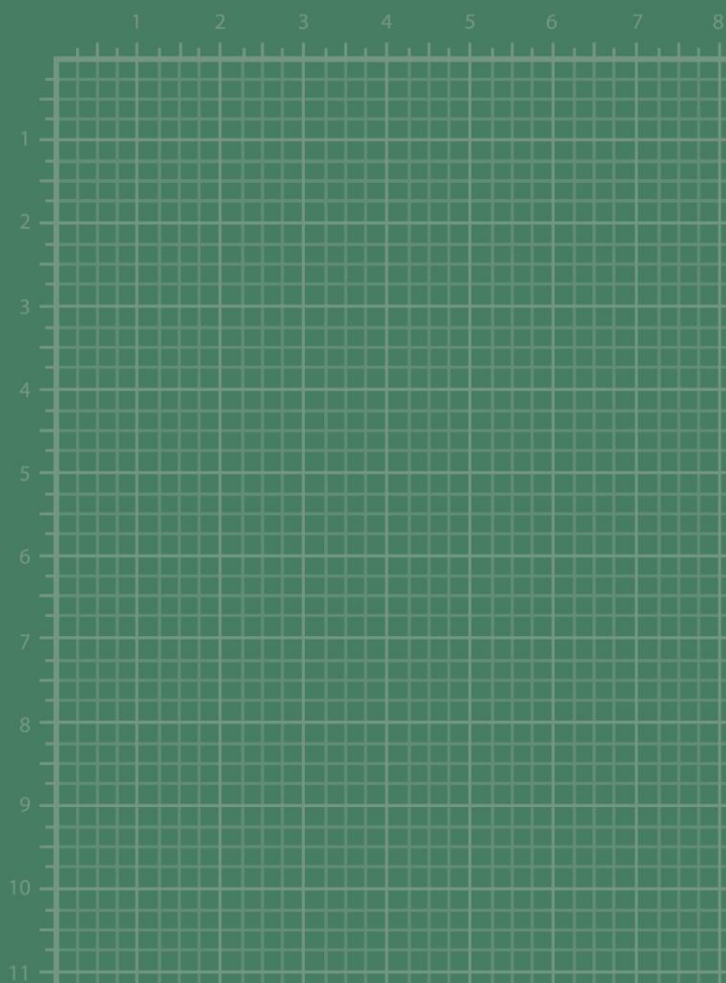
It is understood that JMG Engineers & Planners will prepare and lodge a development application with Hobart City Council for a pedestrian air-bridge that will connect from an approved building at 34-36 Argyle Street to the Hobart Private Hospital at 33 Argyle Street. This property at 33 Argyle Street is Portfolio land under the Crown lands Act 1976 as represented by the Department of Health and Human Services.

In accordance with S.52(1B) (1F) of the Land Use Planning and Approvals Act 1993, I with delegated authority give consent as the landowner's representative for JMG Engineers & Planners to make the above mentioned application.

Please note this consent is not approval for construction and will be subject to a further application.

Greg Cooper
Director, Asset Management Services

17 November 2017



Johnstone McGee and Gandy Pty Ltd

incorporating Dale P Luck & Associates
(trading as JMG Engineers and Planners)

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

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Phone (03) 6334 5548
Fax (03) 6331 2954
infohbt@jmg.net.au



Engineers & Planners
Your Vision is Our Mission

JMG Ref: J173031PH

9 January 2018

General Manager
Hobart City Council
Via ePortal - <https://apply.hobartcity.com.au>

Attention: Ting Wei

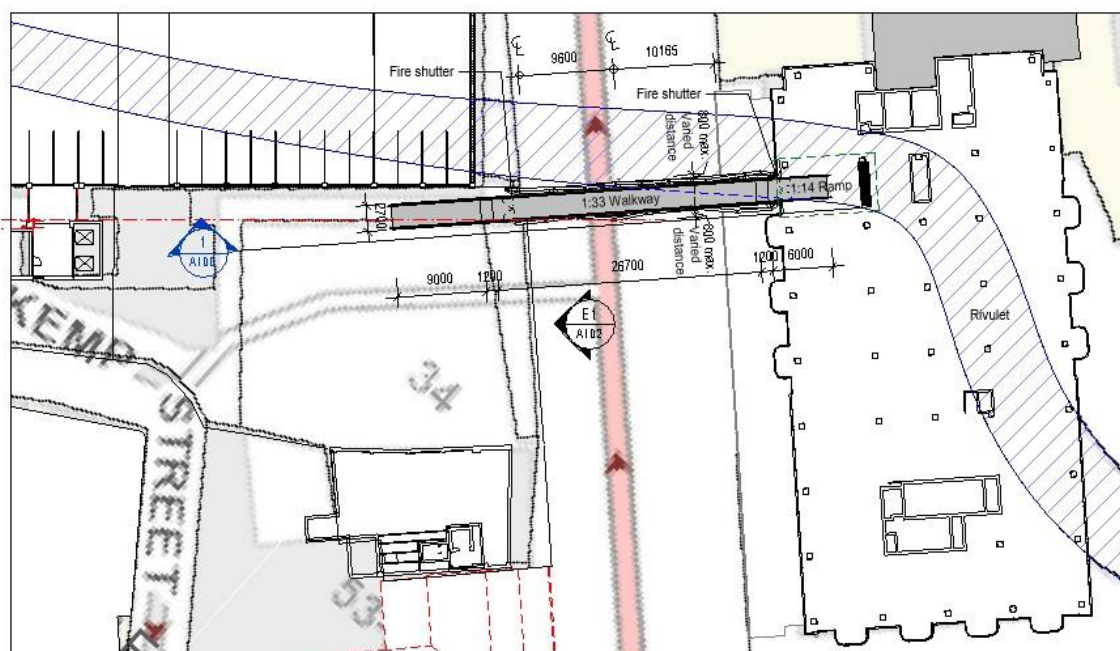
Dear Ting,

DEVELOPMENT APPLICATION - 34-36 ARGYLE STREET, HOBART

We write in response to Council's email on 13 December 2017 regarding landlord consent. The matters raised in Council's email are addressed in sequence below.

a) Scaled and dimensioned site plan. Council's strong preference is for the air bridge to be located clear of the Rivulet (including external walls). Please demonstrate why this is not possible. Noting that Council needs to maintain free access to its Rivulet, which would include free access for a large crane to affect the works

A detailed site plan has been prepared and is provided under Attachment A. An excerpt of the site plan is shown in Figure 1 below and demonstrates the proximity of the proposed airbridge relative to the rivulet. This was prepared using survey data and Council's overlay mapping provided in List Maps.



117 Harrington Street
Hobart 7000
Phone (03) 6231 2555
Fax (03) 6231 1535
infohbt@jmg.net.au

49-51 Elizabeth Street
Launceston 7250
Phone (03) 6334 5548
Fax (03) 6331 2954
infohbt@jmg.net.au

Johnstone McGee &
Gandy Pty Ltd
ABN 76 473 834 852
ACN 009 547 139
as trustee for Johnstone
McGee & Gandy
Unit Trust

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Figure 1 - Excerpt from location plan

It is noted that the Hobart Private Hospital section of the airbridge is predominantly above the existing canopy of the building with only a small extent of the structure that is suspended above the rivulet area as demonstrated in Figure 2.

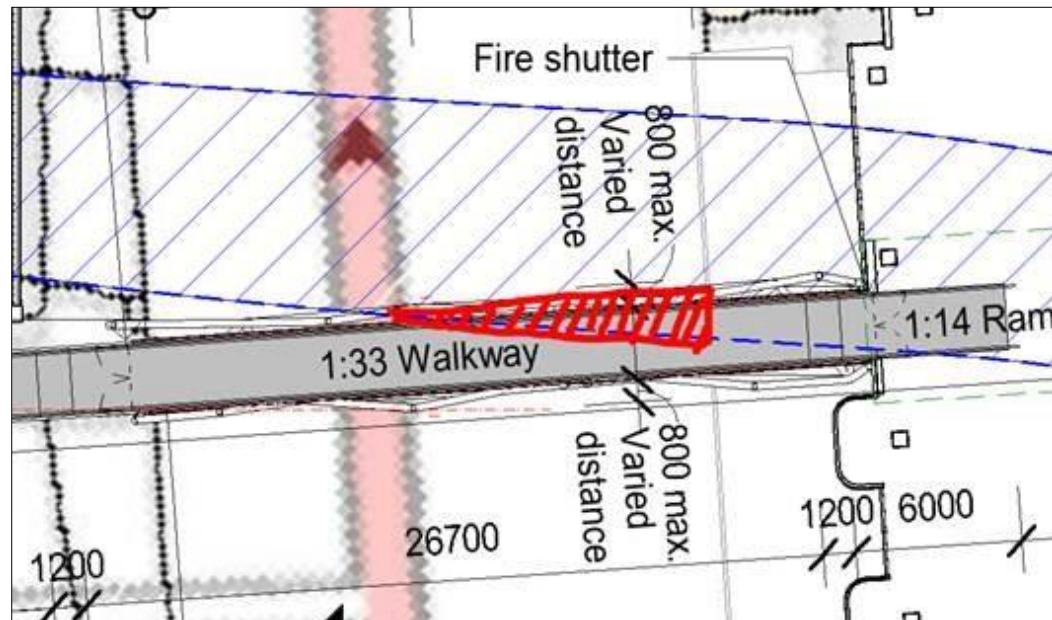


Figure 2 - Detail of portion of suspended structure above rivulet overlay

The location of the proposed airbridge has been determined by the operational requirements of the Hobart Private Hospital, the proximity of the link to the existing lifts used by hospital staff and the spacing of the structural columns of the building. As such an alternative location is not possible.

b) Should it not be possible, provide an indicative Rivulet replacement methodology, demonstrating that adequate access would still be provided.

The majority of the proposed airbridge is positioned south and outside of the rivulet corridor. The rivulet will thus remain accessible for large cranes from the northern side of the airbridge. The airbridge is also 10 m above street level, thus allowing sufficient room for small mobile cranes and excavators to work within the road reserve below.

c) An indicative construction methodology for the air bridge which suggests measures to avoid inappropriate loading on the existing Rivulet and abutments.

A rivulet replacement construction methodology is not required as adequate access will be maintained in the current proposal. It is anticipated that the airbridge will be hoisted into place via a crane from the southern side and thus be well away from the river bank. If a permit is granted it would be expected that a Construction Management Plan would be a condition of approval and would detail construction methodology in detail.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at mclark@jmg.net.au.

Yours faithfully

JOHNSTONE McGEE & GANDY PTY LTD

A handwritten signature in blue ink, appearing to read 'Mat Clark', is positioned below the company name.

Mat Clark

ASSOCIATE/SENIOR TOWN PLANNER

ATTACHMENT A
Updated Site Plan

JMG Ref: J163108PH

13 February 2018

General Manager
Hobart City Council
Via ePortal - <https://apply.hobartcity.com.au>

Attention: Adam Smee

Dear Adam,

34-36 ARGYLE STREET, HOBART - PLN-17-916

We write in response to Council's letter dated 22 November 2017 regarding the proposed development at 33 and 34 Argyle Street, Hobart. We have now obtained land owner consent from Council for the lodgement of this application (Attachment A).

The second matter in Council's letter referred to the submission of a 3D model which has since been provided to Council.

We trust this now satisfies Council's request and the application can now be made valid. However, if any further information or clarification is required with respect to this application, please contact me on 6231 2555 or at fbeasley@jmg.net.au.

Yours faithfully

JOHNSTONE MCGEE & GANDY PTY LTD



Frances Beasley
TOWN PLANNER

117 Harrington Street
Hobart 7000
Phone (03) 6231 2555
Fax (03) 6231 1535
infohbt@jmg.net.au

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Gandy Pty Ltd
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ACN 009 547 139
as trustee for Johnstone
McGee & Gandy
Unit Trust

www.jmg.net.au

ATTACHMENT A

Landowner consent



City of **HOBART**

Enquiries to: Wei Ting

☎: (03) 6238 2108

✉: coh@hobartcity.com.au

Our Ref: PLN-17-916

DA-18-5013

8 February 2018

Ms Frances Beasley
JMG Engineers and Planners
117 Harrington Street
HOBART TAS 7000

Via email to: fbeasley@jmg.net.au

Dear Ms Beasley

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	Argyle Street Highway Reservation 34-36 Argyle Street, Hobart
Description of Proposal:	Argyle Street Pedestrian Air Bridge between the existing Hobart Private Hospital and the medical services at future mixed-use development 34 Argyle Street, Hobart
Applicant Name:	Ms Frances Beasley - JMG
PLN (if applicable):	PLN-17-916

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached document.

Please note that the granting of the consent is only for the making of the application and in no way should such consent be seen as prejudicing any decision the Council is required to make as the statutory planning authority or as the owner/administrator of the land.

Yours sincerely

(N. D. Heath)

GENERAL MANAGER

Attachment: Land Owner Consent



LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address: **Argyle Street Highway Reservation
34-36 Argyle Street, Hobart**

Description of Proposal: **Argyle Street Pedestrian Air Bridge between the
existing Hobart Private Hospital and the medical
services at future mixed-use development
34 Argyle Street, Hobart**

Applicant Name: **Ms Frances Beasley - JMG**

PLN (if applicable): **PLN-17-916**

The land indicated above is owned or is administered by the Hobart City Council.

The applicant proposes to lodge an application for a permit, pursuant to the *Land Use Planning and Approvals Act 1993*, in respect to the proposal described above.

Part or all of the application proposes use and/or development on land owned or administered by the City located at **Argyle Street Highway Reservation** (as shown on the attached plans).

Being and as General Manager of the Hobart City Council, I provide written permission to the making of the application pursuant to Section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993*.

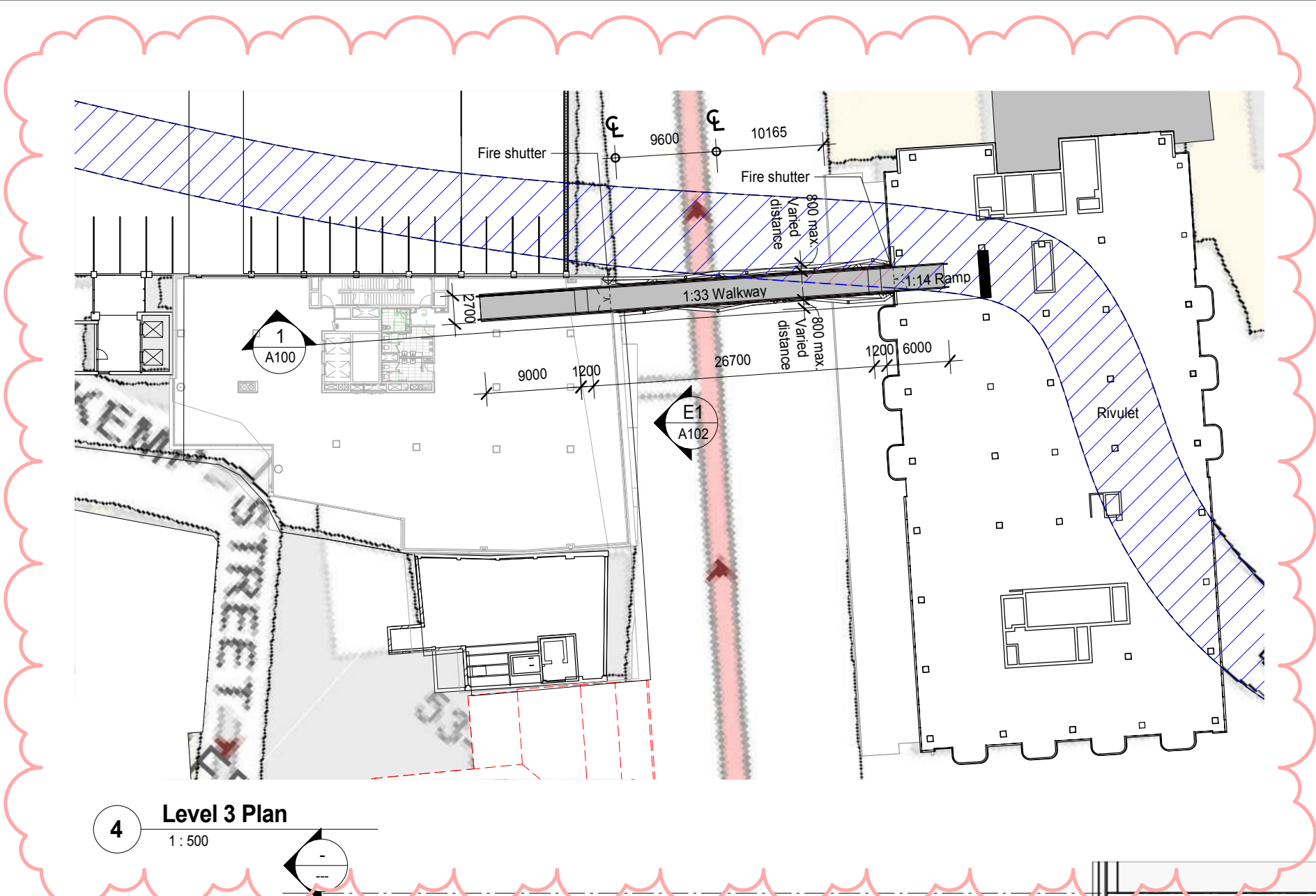

(N. D. Heath)
GENERAL MANAGER

Date: 9/2/18

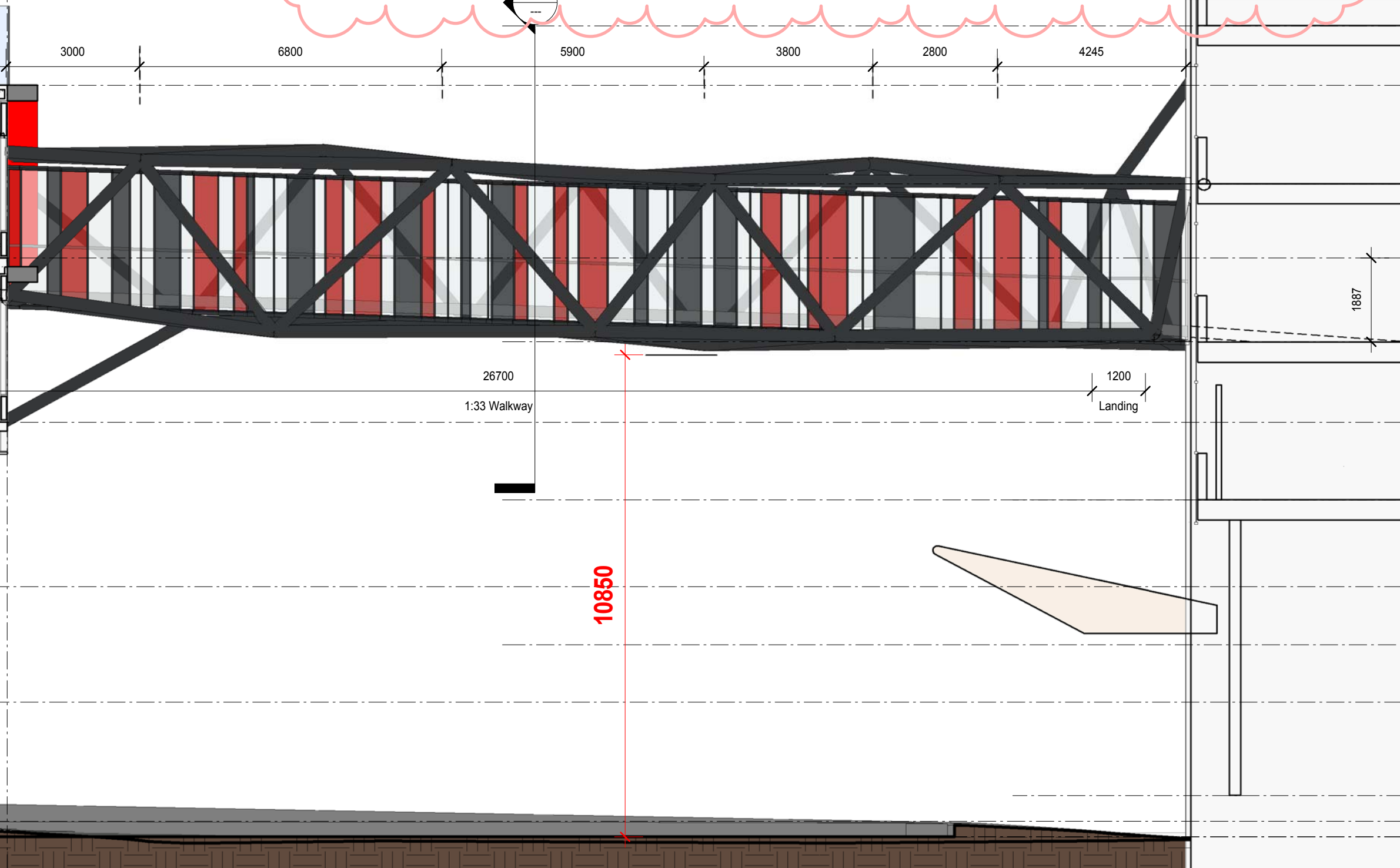
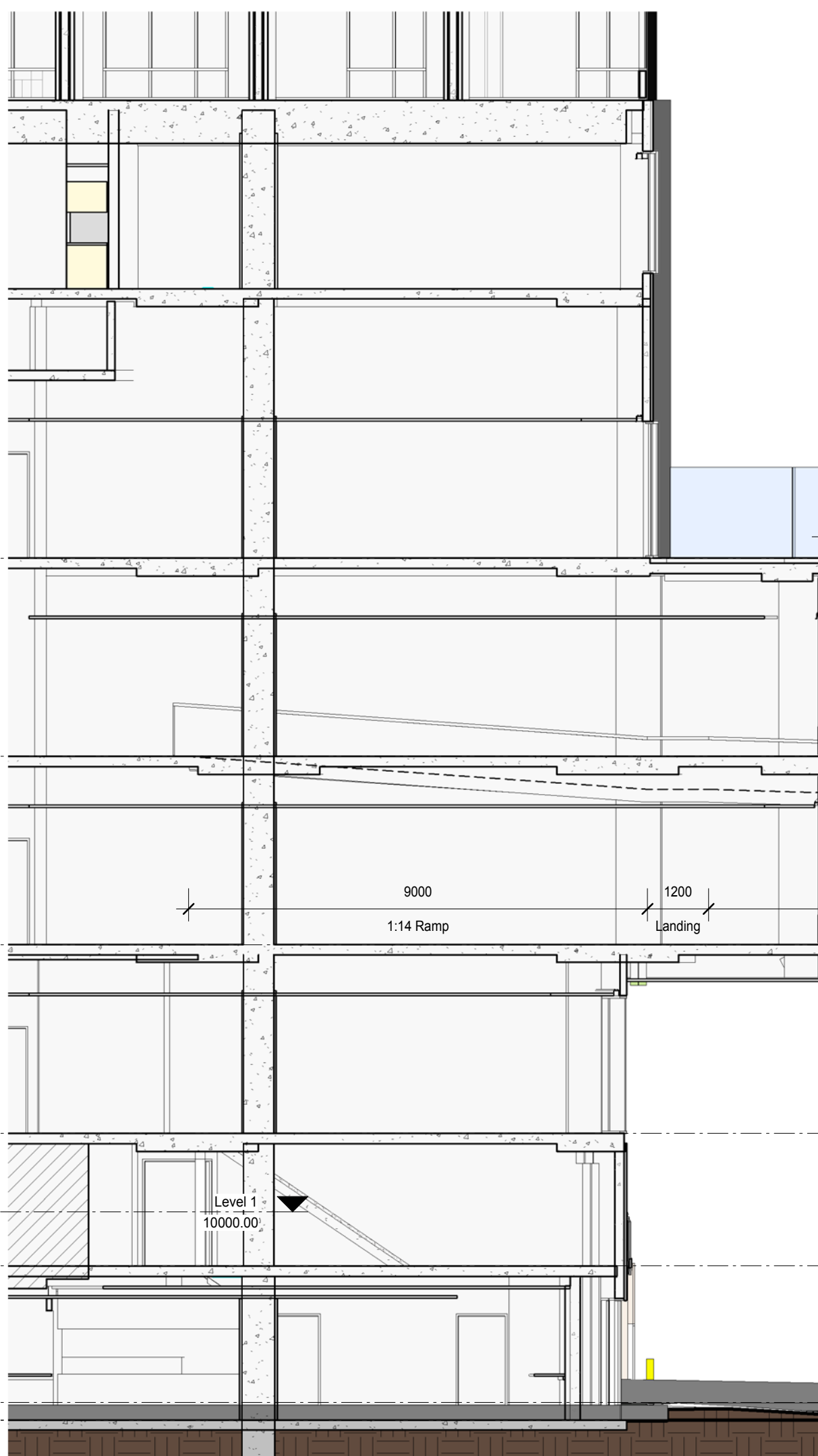
This consent is for the making of a planning application only, and does not constitute landlord consent for the development to occur.

Attachments:

- Architecture Plan X-Square A100B dated October 2017



4 Level 3 Plan
1 : 500



- Level 4
24163.00
- 4th Floor
22825.00
- HPH ThirLevel 3
20608.00
- 3rd Floor
18940.00
- Level 2
17053.00
- 2nd Floor
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- HPH FirLevel 1
13493.00
- 1st Floor
11540.00
- Ground Floor
10233.00
- Mezzanine - Plant
8940.00
- HPH LG Level
6838.00
- HCC Units
- Ground Floor
5910.00

PLANNING APPLICATION

REVISIONS
A 2017/09/29 Planning Application
B 2018/01/09 Planning Clarification

DRAWING
Proposed Bridge

PROJECT TITLE
Proposed Airbridge - Hobart Private Hospital to 36 Argyle Street

PRINCIPAL
Raadas Property Pty Ltd.

PROJECT ADDRESS
34-36 Argyle Street, Hobart

JOB NUMBER
1671

DATE
Oct 2017

SCALE @ A2
As indicated

DRAWN
RF

CHECKED
RF

A100_B



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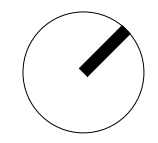
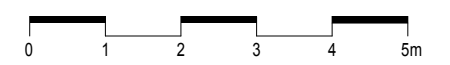
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1 Section 3
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JMG Ref: J163108PH

19 February 2018

General Manager
Hobart City Council
Via ePortal - <https://apply.hobartcity.com.au>

Attention: Tristan Widdowson

Dear Adam,

34-36 ARGYLE STREET, HOBART - PLN-17-916

We write in response to Council's letter dated 16 February 2018 regarding the proposed development at 33 and 34 Argyle Street, Hobart.

We confirm that the stormwater runoff generated by the proposed development will be diverted into an internal, reticulated system within the Hobart Private Hospital which will then be disposed of via gravity into the existing public infrastructure.

We trust this now satisfies Council's request and the application can now be made valid. However, if any further information or clarification is required with respect to this application, please contact me on 6231 2555 or at fbeasley@jmg.net.au.

Yours faithfully

JOHNSTONE MCGEE & GANDY PTY LTD



Frances Beasley
TOWN PLANNER

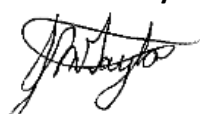
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ACN 009 547 139
as trustee for Johnstone
McGee & Gandy
Unit Trust

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Submission to Planning Authority Notice

Council Planning Permit No.	PLN-17-916	Council notice date	20/03/2018
TasWater details			
TasWater Reference No.	TWDA 2018/00411-HCC	Date of response	22/03/2018
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	33 ARGYLE ST, HOBART	Property ID (PID)	1928150
Description of development	Airbridge between 33 and 34 Argyle Street		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
JMG	Planning Report	2	17/11/2017
Conditions			
<p>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater does not object to the proposed development and no conditions are imposed.</p>			
Advice			
<p>General</p> <p>For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards</p> <p>For application forms please visit http://www.taswater.com.au/Development/Forms</p>			
Declaration			
The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.			
<p>Authorised by</p>  <p>Jason Taylor Development Assessment Manager</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au