CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 14 January 2019

at 5:00 pm
Lady Osborne Room, Town Hall

SUPPLEMENTARY ITEMS

ORDER OF BUSINESS

COMMITTEE ACTING AS PLANNING AUTHORITY 3

APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

12. 19 Lillie Street, Glebe and Adjoining Right Of Way - Partial Demolition, Alterations and Extension and Two Multiple Dwellings (One New, One Existing) 4

13. 59 Grosvenor Street & 61 Grosvenor Street & 2 Churchill Avenue, Sandy Bay - Partial Demolition, Alterations and 13 Multiple Dwellings (Two Existing, 11 New) 108

The General Manager reports:

"That in accordance with the provisions of Part 2 Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*, these supplementary matters are submitted for the consideration of the Committee.

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

(a) information in relation to the matter was provided subsequent to the distribution of the agenda;

(b) the matter is regarded as urgent; and

(c) advice is provided pursuant to Section 65 of the Act."

COMMITTEE ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2 Regulation 25 of the *Local Government (Meeting Procedures) Regulations 2015*, the intention of the Committee to act as a planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted.

In accordance with Regulation 25, the Committee will act as a planning authority in respect to those matters appearing under this heading on the agenda, inclusive of any supplementary items.

The Committee is reminded that in order to comply with Regulation 25(2), the General Manager is to ensure that the reasons for a decision by a Council or Council Committee acting as a planning authority are recorded in the minutes.

12. 19 LILLIE STREET, GLEBE AND ADJOINING RIGHT OF WAY - PARTIAL DEMOLITION, ALTERATIONS AND EXTENSION AND TWO MULTIPLE DWELLINGS (ONE NEW, ONE EXISTING) PLN-18-573 - FILE REF: F19/3154

Address:	19 Lillie Street, Glebe and Adjoining Right Of Way
Proposal:	Partial Demolition, Alterations and Extension and Two Multiple Dwellings (One New, One Existing)
Expiry Date:	22 January 2019
Extension of Time:	Not applicable
Author:	Helen Ayers

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2018/01459-HCC dated 10/09/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 8

The front fence along the front boundary must be no more than 1.2m in height above footpath level and be no less than 30% transparent.

Reason for condition

To provide reasonable opportunity for privacy for dwellings, to maintain the streetscape, and to clarify the scope of the permit.

PLN s4

The gable roof proposed for the rear dwelling is not approved and must be replaced with a skillion roof which rakes up from the north-eastern side to a high point at its southwestern side.

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved showing:

1. **An amended roof design for the proposed new dwelling, whereby the gable roof over the living and dining rooms is replaced with a skillion roof that rakes up toward the southwestern side of the dwelling, to a maximum height of 700mm above the remaining roof form.**

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

Advice: The roof design submitted as plan 18015_DA14 Revision A and 18015_DA15 Revision A dated 3/1/2019 depict a roof form over the living and dining rooms that would satisfy this condition.

Reason for condition

To ensure compliance with 11.4.2 P3 when considering the visual bulk the proposed works present to adjoining properties.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice: it is noted that under the urban drainage act 2013 Council typically only approve one stormwater connection per property and that stormwater cannot be drained through a second property. It is likely that your stormwater from the new dwelling will be required to discharge through the existing kerb and gutter connection and that the proposed kerb and gutter connection will be permitted for draining the driveway only (which is on a separate title).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw4

Any proposed new storm water connection must be constructed and existing connections proposed to be abandoned sealed by the Council at the owner's expense, prior to the first occupation.

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

1. **the location of the proposed connection;**

2. **the size of the connection appropriate to satisfy the needs of the development; and**

3. **a long section of the proposed connection if the Council's City Infrastructure Stormwater Engineers deem this necessary.**

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

Advice:

- *The applicant is advised to submit detailed design drawings via the Council City Infrastructure Division application for a new stormwater connection. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with the Council's City Infrastructure Division.*

- *Where building / plumbing approval is also required, it is recommended that documentation to satisfy this condition is submitted well before submitting documentation for building/plumbing approval. Failure to address planning condition requirements prior to submitting for building/plumbing approval may result in unexpected delays.*

Reason for condition

To ensure the site is drained adequately.

ENG 4

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the commencement of use.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by the Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 1

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

Advice: For further guidance in preparing a Soil and Water Management Plan – in accordance with Fact sheet 3 Derwent Estuary Program click here.

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State legislation.

HER 11

All brickwork, internal early and original joinery such as, but not limited to, architraves, doors, skirting boards, floorboards and picture rails and must be retained as is and in situ.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the retention of all original and early fabric in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 12

The proposed demolition of walls to form two new door openings on the north east elevation is not approved. A revised proposal is required that reduces the width of both openings with only double doors in the proposed kitchen and sash windows in the proposed living room.

Prior to the issue of any approval under the *Building Act 2016*, documentation must be submitted and approved which details how the above modifications are to be achieved in accordance with the above requirement.

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

Advice:
It is recommended that the applicant discuss the above requirement prior to lodgement of the required documentation to ensure its meets Council's requirement.

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 17

The palette of exterior colours and materials must reflect the palette of materials within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing exterior colours and materials in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage place and in a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER s3

The rear deck, windows, doors and privacy screen to the attic room on the first floor as shown on drawings DA10, DA11, DA12, DA13, DA14 and DA15 are not approved.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved, showing either:

- **the deck and associated elements removed from the proposal, or skylights to a maximum of three, or**
- **two traditional style dormer windows on the rear roof plane.**

All works required by this condition must be undertaken in accordance with the approved documentation.

Reason for condition

To ensure that development at a heritage place and in a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER s4

Revised plans are to be submitted showing the following:

- **further and greater separation of the new rear extension with a wide box gutter to retain the existing rear eaves line and gutter of the heritage house.**

- **an increased recess between the external face of the existing brick chimney and the proposed extension to expose all of the rear brick chimney.**

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the above.

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

Reason for condition

To ensure development at a heritage place and within a heritage precinct is undertaken in a sympathetic manner that does not cause loss of historic cultural heritage significance.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's website for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City Infrastructure Division to initiate the application process for your new stormwater connection.

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Hydraulic Services By law. Click here for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Highways By law. Click here for more information.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - CPC Agenda Documents ⇩
Attachment C:	PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - Planning Referral Officer Cultural Heritage Report ⇩
Attachment D:	PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - Applicant Submission of Proposed Changes to Satisfy Conditions ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	21 January 2019
Expiry Date:	22 January 2019
Application No:	PLN-18-573
Address:	19 LILLIE STREET , GLEBE ADJOINING RIGHT OF WAY
Applicant:	David Button (JAWS Architects) level 1 / 21 Castray Esplanade
Proposal:	Partial Demolition, Alterations and Extension and Two Multiple Dwellings (One New, One Existing)
Representations:	Twenty four (24)
Performance criteria:	Zone Development Standards Parking and Access Code Historic Heritage Code

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1. Executive Summary

1.1 Planning approval is sought for partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way.

1.2 More specifically the proposal includes:

- Demolition of a number of outbuildings and roofed areas at the rear of the dwelling.
- Demolition of a lean-to kitchen and bathroom addition.
- Demolition of the walls that enclose the verandah at the front of the dwelling.
- Demolition of the walls that enclose the garage at the front of the dwelling, as well as the non-original section of the garage adjacent to the eastern boundary.
- Extension to the carport at the front of the property.
- Internal alterations to the middle western bedroom to create a bathroom, laundry and ensuite to the front bedroom.
- Conversion of the eastern bedroom into a kitchen.
- New french doors on the eastern elevation from both the living room and the new kitchen onto a terrace.
- New deck cut into the rear roof of the existing dwelling, accessible from the two dormer bedrooms.
- Separation of the rear bedroom from the existing dwelling to include it as part of a new rear dwelling on the site.
- New two bedroom rear dwelling on the site, co-joined to the existing dwelling.
- Terraced area between the new dwelling and the rear boundary.
- Single car garage and laundry under the new dwelling at the rear.

1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

1.3.1 Zone Development Standards - Building Envelope, Site Coverage and Private Open Space, Sunlight, Privacy
1.3.2 Parking and Access Code
1.3.3 Historic Heritage Code

1.4 Twenty four (24) representations (23 objecting to and 1 supporting the proposal) were received within the statutory advertising period between 8 and 22 November 2018.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The application site is a regularly shaped 439m² lot on the northern side of Lillie Street, Glebe. It contains an existing heritage listed dwelling, and associated outbuildings. The existing built form occupies most of the site. A carport has also been historically constructed for the use of the site at the rear of the adjacent right of way, between 19 and 21 Lillie Street. The surrounding area is primarily occupied by residential development.

Figure 1: The location of the application site is highlighted in yellow.

3. Proposal

3.1 Planning approval is sought for partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way.

3.2 More specifically the proposal is for:

- Demolition of a number of outbuildings and roofed areas at the rear of the dwelling (including the carport that had been constructed in the right of way shared between 19 and 21 Lillie Street).
- Demolition of a lean-to kitchen and bathroom addition.
- Demolition of the walls that enclose the verandah at the front of the dwelling.
- Demolition of the walls that enclose the garage at the front of the dwelling, as well as the non-original section of the garage adjacent to the eastern boundary.
- Extension to the carport at the front of the property.
- Internal alterations to the middle western bedroom to create a bathroom, laundry and ensuite to the front bedroom.
- Conversion of the eastern bedroom into a kitchen.
- New french doors on the eastern elevation from both the living room and the new kitchen onto a terrace.
- New deck cut into the rear roof of the existing dwelling, accessible from the two dormer bedrooms.
- Separation of the rear bedroom from the existing dwelling to include it as part of a new rear dwelling on the site.
- New two bedroom rear dwelling on the site, co-joined to the existing dwelling.
- Terraced area between the new dwelling and the rear boundary.
- Single car garage and laundry under the new dwelling at the rear.

4. Background

4.1 There is no relevant background for this application.

5. Concerns raised by representors

5.1 Twenty four (24) representations (23 objecting to, and one in support of the proposal) were received within the statutory advertising period between 8 and 22 November 2018.

5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

Privacy:

	Several representors were concerned that the proposed new deck that is to be recessed into the rear of the roof of the existing dwelling will provide occupants with opportunity to overlook the rear gardens of the surrounding properties, thus removing their privacy.
	Representors have suggested that an alternative that would increase privacy for surrounding dwellings would be to replace the proposed deck that is set into the rear roof plane with dormer windows.
	Representors are concerned that the removal of the enclosure of the front porch of the existing dwelling will open up views from the dwellings living room into dwelling on the other side of Lillie Street, reducing the privacy and amenity of the occupants.
	One representor has suggested that the proposed screening of decks is not adequate, and should be higher. They have also requested additional screening around all windows and outdoor areas to protect the privacy of adjacent dwellings. The representor has also suggested that it would be desirable to condition the installation and maintenance of screening vegetation around the boundaries to further protect the privacy of adjacent properties.
Amenity:	
	Representors suggested that the proposed built form for the second dwelling is overly intrusive, and that a skillion roof, rather than the proposed gable feature, would be more sympathetic to the surrounding area, and as such not obstruct views and amenity from adjoining properties
	Representors are concerned that the additional dwelling will result in additional occupants on the site, and will therefore result in increased noise from the site impacting on the amenity of the surrounding dwellings.
	One representor is concerned that smoke will be emitted by the proposed wood heater in the new dwelling, and that this smoke will cause a negative impact on surrounding residents.
	Representors are concerned that the proposed development will reduce the sunlight available to the surrounding dwellings and their private open space.
	Representors are concerned that the use of the proposed new garage for the rear dwelling will be difficult, and will require multiple vehicle movements, the noise from which will result in a loss of amenity for surrounding dwellings.

Neighbourhood Character:
Several representors were concerned that the proposed second dwelling, occupying the bulk of the rear yard of the existing dwelling, is not in-keeping with the surrounding character of houses with rear yards.
Representors were concerned that the approval of this proposed second dwelling that occupies the bulk of the rear yard will set a precedent for such development in the surrounding neighbourhood, thus detracting from its charm.
Representors are concerned that the proposed second dwelling introduces high density residential development into an area they say does not currently contain this style of development. The representors are concerned that this will irreparably alter and damage the coherence of the streetscape and integrity of the suburb.
Representors are concerned that the roof of the second dwelling will be visible from the street, and as such will have a negative impact on the character of the neighbourhood.
Representors are concerned that the "*proposed development is an inappropriate and excessive intensification of the site*".
Representors are concerned that the second dwelling proposed for the site will result in a feeling of 'crowding' people and dwellings into the area with an overall negative impact on the amenity of the surrounding area.
Representors are concerned that the proposed new development will be highly visible from both the surrounding area, and from more distant vantage points around Hobart. The representors suggest that the form of the development is not consistent with the heritage values or existing character of the surrounding area.
Subdivision:
Several representors were concerned that the proposal will result in subdivision of land, which they do not support for the area.
Representors were concerned that this proposal will set a precedent for subdivision in the area.
Heritage:
Representors are concerned that the introduction of a second dwelling to the site will erode the heritage values of the site and of the wider precinct as it is not typical of the surrounding development.

Representors have suggested that the applicant is seeking to maximise financial return from the site at the cost of the historic character of the neighbourhood.
Representors are concerned that the proposed second dwelling is not consistent with the historic pattern of development that comprises a single house with rear garden.
Representors are concerned that the proposed rear deck cut into the roof of the existing dwelling is not in-keeping with the heritage values of the area.
Representors are concerned that the modern design for the proposed second dwelling is not sympathetic to the heritage values of the existing dwelling, and surrounding neighbourhood.
One representor has indicated that the reduction of the height of the chimney stacks is not consistent with the heritage values of the site, and has requested that they be retained at their original height.
One representor has suggested that the introduction of a second dwelling at the rear of the exising will add "an additional layer of townscape and inconsistent with maintaining a balance between the built environment and open space.
Representors are concerned about the proposed changes to the floor plan, which will see the rear bedroom excised from the existing dwelling, and included in the new dwelling. The representors feel that t his alteration to the heritage fabric is not appropriate and should not be supported.
One representor suggests that the proposal will remove open space and trees, replacing them with built form, at the rear of the existing dwelling at 19 Lillie Street.
Construction Impacts:
Representors are concerned that there will be significant impact upon the residential amenity and convenience for the surrounding neighbourhood during the construction phase due to skip bins and the like being stored in the street, as well as the tradespeople and delivery vehicles whilst they are working at the property.
Use:
Representors are concerned that the second dwelling will be used for rental or short term (Air BnB style) accommodation, and that if it is it will have a detrimental impact upon the surrounding properties as it will not be occupied by the owners.

Density:
One representor is concerned that the right of way may have been used in the calculation of the density for the proposed development. They have asked whether the density will be compliant without the area of the right of way.
Parking and Access:
Representors are concerned that there is not sufficient car parking provided on the site to accommodate future occupants of the dwellings, or their visitors. The representors are concerned that there is not (in their view) sufficient on-street car parking to meet this demand and as such there will be a resultant detriment both to the occupants of the dwellings, and to surrounding residents.
Traffic Impact Assessment:
One representor has questioned the accuracy of the Traffic Impact Assessment (TIA). The representor has suggested that the TIA doe snot take into account driver behaviour, and underestimates the average speeds of vehicles travelling on Lillie Street, thus altering the safe site distances that should be required for vehicles to enter and exit the site.
Site Coverage:
Representors have questioned whether the existing outbuilding structures should be able to be relied upon as 'existing site cover' and therefore influence the assessment of the proposed site cover for the development.
Representors are concerned that the proposed site cover will remove any available outdoor space for the occupants of the dwellings.
Fencing:
One representor is concerned that the rear walls of existing structures, which have acted as fencing between the properties for a number of years are to be removed, and replaced with 1.8m high paling fences, and they have yet to be consulted as the shared boundary owners. The representors have indicated that they do not support the proposed fences, and would prefer to contribute to the design of the future shared fence.
Sunshadow Diagrams:

One representor is concerned with the accuracy of the sun shadow diagrams. In particular, they are concerned that the diagrams show overshadowing of the dwelling to the south west at 9am on the winter solstice. Anecdotal evidence suggests that the kitchen of this adjacent property receives sunlight by 9am on the winter solstice.
Support:
One representor has indicated a belief that there is a *"small group of local residents attempting to stop this development with unfounded concerns. I do not like how this resident is being targeted and hope the planing committee will look favourably on the proposal"* The representor has further stated that they are "*in full support of the proposed development. It is sympathetic to the area and locals"*.

6. Assessment

6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.

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

6.3 The existing use is residential (single dwelling). The proposed use is residential (multiple dwellings). The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 Part E - E6.0 Parking and Access Code

6.4.3 Part E - E7.0 Stormwater Management Code

6.4.4 Part E - E13.0 Historic Heritage Code

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

6.5.1 Setbacks and Building Envelope - Part D 11.4.2

6.5.2 Site Coverage and Private Open Space - Part D 11.4.3

6.5.3 Sunlight - Part D 11.4.4

6.5.4 Number of Car Parking Spaces - Part E E6.6.1

6.5.5 Design Of Vehicular Accesses - Part E E6.7.2

6.5.6 Layout of Parking Areas - Part E E6.7.5

6.5.7 Surface Treatment of Parking Area - Part E E6.7.6

6.5.8 Development Standards for Heritage Place - Part E E13.7

6.5.9 Development Standards for Heritage Precincts - Part E E13.8

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope - Part D 11.4.2 P2

6.7.1 The acceptable solution at clause 11.4.2 A2 requires carports to be setback 4m from the frontage.

6.7.2 The proposal includes modification of the existing garage at a setback of 1.4m from the frontage to make it into a slightly wider carport.

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

6.7.4 The performance criterion at clause 11.4.2 P2 provides as follows:

The setback of a garage or carport from a frontage must:

(a) provide separation from the frontage that complements or enhances the existing streetscape, taking into account the specific constraints and topography of the site; and

(b) allow for passive surveillance between the dwelling and the

street.

6.7.5 The proposal is to remove the side walls of the existing garage, remove an old lean-to addition on the north eastern side, and replace it with a new extension. This will open up the frontage beyond that which currently exists, and renovate the structure into something that is more sympathetic with the site and surrounds.

The carport is located in the south eastern corner of the site, and does not encroach further in front of the dwelling than the existing garage. As such, the carport will not reduce the capacity for passive surveillance between the dwelling and the street.

6.7.6 The proposal complies with the performance criterion.

6.8 Setback and Building Envelope - Part D 11.4.2 P3

6.8.1 The acceptable solution at clause 11.4.2 A3 requires buildings and works to be contained within a three dimensional building envelope which starts at 3m in height at the side boundaries and 3m in height at a setback of 3m from the rear boundary, which then increases in height at a 45 degree angle to a maximum height of 9.5m. The acceptable solution also requires walls within 1.5m of the side boundary to have a maximum length of one third of the length of the boundary.

6.8.2 The proposal includes a rear 'terrace' and stairs built to the rear boundary, and additions to the building within 1.5m of the western boundary, resulting in the structure being greater in length than one third the length of the boundary.

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

6.8.4 The performance criterion at clause 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:
(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
(ii) overshadowing the private open space of a dwelling on an adjoining lot; or
(iii) overshadowing of an adjoining vacant lot; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

6.8.5 Recent Tribunal decisions, including *The House Family Office Pty Ltd v Hobart City Council,* have determined that when assessing an application against the performance criterion, reference must not be had to the building envelope authorised by the acceptable solution. That is, the permitted building envelope does not provide the test of 'reasonableness' against which a discretionary application is assessed. Instead, the development must be assessed on its merits against the provisions of the performance criterion; that is, (a) does the development cause an unreasonable loss of amenity to adjoining neighbours by reduction in sunlight to a habitable room (other than a bedroom) of a dwelling, by overshadowing of a dwelling's private open space, or by visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot, and (b) does the development provide separation between dwellings on adjoining lots that is compatible with that prevailing in the vicinity?

The overshadowing caused by the proposed second dwelling is not a significant increase on that which already exists, and as such, is not considered unreasonable. This is demonstrated by the attached sun shadow diagrams, which demonstrate that there is no overshadowing of the adjacent private open space to the south west by midday on the winter solstice, and no overshadowing of the private open space of the property to the north east. The sun shadow diagrams also demonstrate that the overshadowing of the dwelling to the south west exists as a product of the existing dwelling, and will not be significantly increased by the proposed second dwelling.

Due to the gradients of the site and surrounding area, it is difficult to achieve any further development without some visual bulk. However, this will typically be experienced by down-slope properties and is what could be expected for the neighbourhood. Notwithstanding this, it is considered that the visual bulk should be minimal to up-slope properties for the same reasons. Accordingly, the currently proposed roof form for the rear dwelling will introduce more bulk into the view lines than would be expected. As such, it has been negotiated with the applicant that the roof form for the rear dwelling be altered and the gable feature be replaced with a separate skillion form which rakes back toward the north east, thus

reducing the bulk of the dwelling and providing a more 'outbuilding-like' appearance to the structure when viewed from this angle. It is considered that the visual bulk of the second dwelling when viewed from the south west is sufficiently broken through alternate materials and stepping of the building to ensure that it is not unreasonable, particularly as a significant portion of it will be screened by the existing outbuilding on the adjacent property to the south west.

The separation between dwellings remains unchanged, as the pattern of dwellings on the Glebe is to be built quite close to both side boundaries, and there is no change to the existing setbacks in this instance. In terms of the second dwelling's encroachment into the rear yard, while the use is different from the typical dwelling additions in the surrounding area, the extent of the building extending into the rear yard is largely comparable to others in the area.

6.8.6 The proposal complies with the performance criterion, subject to the roof modifications detailed above being required by condition.

6.9 Site Coverage - Part D 11.4.3 P1

6.9.1 The acceptable solution at clause 11.4.3 A1 requires a maximum site coverage of 50%.

6.9.2 The proposal includes 58% site cover.

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

6.9.4 The performance criterion at clause 11.4.3 P1 provides as follows:

Dwellings must have:

(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:
(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and
(ii) operational needs, such as clothes drying and storage;

unless the projected requirements of the occupants are

considered to be satisfied by public open space in close proximity; and

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

6.9.5 There is sufficient, conveniently located outdoor space to accommodate outdoor dining and recreation needs for all occupants of the dwellings. This space has capacity for storage and for clothes drying, though storage is also accommodated elsewhere on the site. The front yard of the existing dwelling provides ample opportunity for the planting of gardens and for landscaping that is sympathetic to the era of the house. There are pockets of garden that are proportional to the needs of the proposed new dwelling at the rear of the site.

6.9.6 The proposal complies with the performance criterion.

6.10 Private Open Space - Part D 11.4.3 P2

6.10.1 The acceptable solution at clause 11.4.3 A2 requires multiple dwellings to have a minimum of 50m^2 of private open space per dwelling, 24m^2 of which is north facing, directly adjacent to and accessible from a habitable room (other than a bedroom), and has a minimum dimension of 3m.

6.10.2 The proposal includes a 21m^2 north facing terrace, adjacent to and accessible from the dining room of the proposed new dwelling, with a minimum 3m dimension. When the remainder of the outdoor areas are added, the total area for the proposed dwelling is 50m^2

The proposal also includes an east facing 27m^2 terrace, adjacent to and accessible from the kitchen and the living room of the existing dwelling, with a minimum dimension of 2.7m. When the remainder of the outdoor areas are added (including the front garden), the total area for the existing dwelling is 98m^2.

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

6.10.4 The performance criterion at clause 11.4.3 P2 provides as follows:

A dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and

children's play that is:
(i) conveniently located in relation to a living area of the dwelling; and
(ii) orientated to take advantage of sunlight;

unless the projected requirements of the occupants are considered to be satisfied by communal open space or public open space in close proximity.

6.10.5 There is sufficient, conveniently located outdoor space to accommodate outdoor dining and recreation needs for all occupants of the dwellings. This space has capacity for storage and for clothes drying, though storage is also accommodated elsewhere on the site. The front yard of the existing dwelling provides ample opportunity for the planting of gardens and for landscaping that is sympathetic to the era of the house. There are pockets of garden that are proportional to the needs of the proposed new dwelling at the rear of the site.

6.10.6 The proposal complies with the performance criterion.

6.11 Sunlight - Part D 11.4.4 P1

6.11.1 The acceptable solution at clause 11.4.4 A1 requires dwellings to have at least one habitable room, other than a bedroom, to have a north facing window.

6.11.2 The proposal includes a compliant window for the proposed new rear dwelling, but only east, north east and south facing windows for the existing dwelling.

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

6.11.4 The performance criterion at clause 11.4.4 P1 provides as follows:

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

6.11.5 The existing dwelling will have two new wide glazed french doors, one to the living room and one to the kitchen, both of which face east/north east. The windows will receive morning sunlight to midday.

6.11.6 The proposal complies with the performance criterion.

6.12 Number of Car Parking Spaces - Part E E6.6.1 P1

6.12.1 The acceptable solution at clause E6.6.1 A1 requires two car parking spaces per dwelling, giving a total of four spaces for the site.

6.12.2 The proposal includes one covered car parking space per dwelling, with a total of two car parking spaces for the site.

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

6.12.4 The performance criterion at clause E6.6.1 P1 provides as follows:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;

(b) the availability of on-street and public car parking in the locality;

(c) the availability and frequency of public transport within a 400m walking distance of the site;

(d) the availability and likely use of other modes of transport;

(e) the availability and suitability of alternative arrangements for car parking provision;

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

(g) any car parking deficiency or surplus associated with the existing use of the land;

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

(k) any relevant parking plan for the area adopted by Council;

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.

6.12.5 The existing dwelling has a single approved garage at the front of the property. This will be retained for the front dwelling, along with the 'credit' for the lacking second car parking space on the site.

The new dwelling will be provided a single car parking space, again with a deficit of one space for the dwelling.

The dwellings are within easy walking distance of the city centre, and as such are likely to use alternate means of transport, such as walking or riding into the city for day-to-day commuting. The site is also within 100m of a public transport corridor (Brooker Avenue) which provides further alternatives to cars for longer trips from the site.

6.12.6 The proposal complies with the performance criterion.

6.13 Design Of Vehicular Accesses - Part E E6.7.2 P1

6.13.1 The acceptable solution at clause E6.7.2 A1 requires a pedestrian sight triangle in accordance with AS/NZS 2890.1:2004 section 3 for all access driveways.

6.13.2 The proposal includes access adjacent to an existing 1.2m fence which encroaches into these pedestrian sight triangles.

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

6.13.4 The performance criterion at clause E6.7.2 P1 provides as follows:

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

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

(c) suitability for the type and volume of traffic likely to be generated by the use or development;

(d) ease of accessibility and recognition for users.

6.13.5 The proposal has been assessed by Council's Development Engineer, who has advised that *"a Traffic Impact Statement has been provided by a traffic engineer that identifies sight distances to vehicles and pedestrians are acceptable. The sight distances are acceptable in accordance with the performance criteria"*.

6.13.6 The proposal complies with the performance criterion.

6.14 Layout of Parking Areas - Part E E6.7.5 P1

6.14.1 The acceptable solution at clause E6.7.5 A1 requires access and manoeuvring to be provided in accordance with AS/NZS 2890.1:2004, which includes the provision of a 3m minimum width driveway.

6.14.2 The proposal includes reliance upon a 2.6m wide driveway.

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

6.14.4 The performance criterion at clause E6.7.5 P1 provides as follows:

The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.

6.14.5 The proposal has been assessed by Council's Development Engineer, who has provided the following comment:

The existing driveway to the parking space for the new dwelling at the rear of the property is 2.6m wide which is narrower than the 3.0m required by AS/NZS 2890.1:2004, however the driveway is existing. The car parking space for the new dwelling meets the requirements AS/NZS 2890.1:2004. The manoeuvre area for the vehicle accessing the parking space for the new dwelling has been determined to be acceptable by the Traffic Impact Statement. The Traffic Impact Statement provided by a traffic engineer identifies the parking area for the new dwelling and the existing driveway is acceptable and enables safe, easy and efficient use. The existing car park space and driveway at the front of the property for the existing dwelling are existing with no changes.

6.14.6 The proposal complies with the performance criterion.

6.15 Development Standards for Heritage Place and Precinct - Part E E13.7 and E13.8

6.15.1 There are no acceptable solutions for the relevant provisions of clauses E13.7 and E13.8.

6.15.2 The proposal includes removal of the enclosed front verandah, rebuilding the front garage in a similar form, re-roofing the pressed metal roof tiles with Colorbond, a new front fence, relocating an existing double hung window to the west elevation, demolition of the external east wall for two large new openings, internal demolition and alteration of the floor plan to create a 3 bedroom dwelling in the front and a new rear addition to form a second rear dwelling. To the rear of the front heritage listed house, but within the main roof form is a proposal for a large deck that extends across the full width of the rear roof plane. It is contemporary in form with horizontal timber slatted screens.

6.15.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

6.15.4 The relevant performance criterion at clauses E13.7 and E13.8 provide as follows:

E13.7.1
P1 - Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

E13.7.2
P1 - Development must not result in any of the following:

(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;

(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

P2 - Development must be designed to be subservient and complementary to the place through characteristics including:

(a) scale and bulk, materials, built form and fenestration;

(b) setback from frontage;

(c) siting with respect to buildings, structures and listed elements;

(d) using less dominant materials and colours.

P3 - Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

P4 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

P5 - New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period

and characteristics of the building to which they belong.

13.8.1
P1 - Demolition must not result in the loss of any of the following:

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;
unless all of the following apply;
(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(ii) there are no prudent or feasible alternatives;
(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

13.8.2
P1 - Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

P3 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

P4 - 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.

6.15.5 The proposal has been assessed by Council's Cultural Heritage Officer, who has provided the following comments:

Demolition:
The new works to the front of the house, in general, reinstate some of the original features of the heritage place, a positive outcome, given that it has been subject to unfortunate changes. The rear extension is two storey with parking, laundry and storage below and a two bedroom second dwelling above with the substantial part of the roof presenting as low pitched roof with a gable roof form over the dining and living room in a room with a 2.1 metre high ceiling, adding volume and ceiling height to the space. A large

wide deck is proposed for the rear attic space of the original house with stairs and access via the rear deck or from within the parking space at ground level.

This proposal needs to be seen in the context of surrounding houses where neighbouring properties overlook and have direct lines of sight toward the house from their rear gardens/yards and rear living spaces of their houses with the visibility of the rear of the subject property magnified by the stepping of the blocks and steep street alignment. In a couple of instances, the rear of 19 Lillie Street is in the direct line of site or at eye level from neighbouring properties. While much of the proposed development is to the rear of the block and not visible from the street to the front, there are locations where the proposed development will be highly visible for neighbours.

New Works:
The form and design of the rear deck and attic window are at odds with the historical form of the listed building and involves demolition and alteration of the traditional part of the roof, far beyond what is acceptable for a heritage listed place. This element would be better off being deleted as part of the proposal, but could be replaced with skylights or traditional dormer windows. This could be achieved by a condition of permit with a replacement of either a single or two smaller traditional attic dormer windows or skylights to both attic rooms. This would result in the removal of the balcony, screening and resolve the awkward connection of the deck into the rear roof wing of the house.

The extent of demolition on the northern elevation to form triple glazed doors to the east and to provide connection to the outside terrace is logical, but involves too much demolition that is acceptable when assessed against the provisions of the Heritage Code (E13.7.1 and E13.8.1). A reduction to the extent of the size of the doors to one of the two rooms would resolve this - to either the proposed kitchen or living room with the introduction of a window or variation of a sash double hung window to the other room. Again this could be achieved by a condition of permit. The reuse of the sash window from the existing bedroom and proposed kitchen to the proposed ensuite on the other side of the building (west elevation) is acceptable.

The rear chimney that is visible externally is a feature of the house

that is worth revealing and respecting. The proposal has a wall from the kitchen that buts directly into the brick wall, obscuring part of the brickwork. It is recommended that the wall be set further back to reveal the brickwork of the chimney in its entirety and this can be achieved by a condition of permit. In addition with this, the junction between the existing rear wing (ie the room that houses the above mentioned chimney) and the proposed rear extension for the second dwelling, requires greater resolution and a greater degree of separation with wider box gutters allowing the eaves line and gutter of the existing house to remain visible. This too could be achieved by a condition of permit.

The original door and door frame that is at the end of the hall will become redundant as part of this proposal as a fire rated wall is required between the front and rear dwelling. It is recommended that this feature remain in situ and be closed off with all fire rated walls and materials on the other side. This would enable the doorway to be reinstated and a re-connection made between the front and the rear second dwelling should it ever be required, although it is recognised that this is highly unlikely.

The roof form over the proposed kitchen and living space of the rear second dwelling, while not prominent from the street, was raised as being of concern by representors, as a feature that would be prominent and overly bulky when viewed from their property. This could be addressed by a condition of permit to reduce the pitch of the gable roof or to alter its form to be lesser in bulk and height.

With such conditions of permit, the proposal would then satisfy the above provisions of the Scheme, being subservient in scale, bulk, siting with respect to the listed building, not detracting or being incompatible in design whilst reducing the amount and degree of demolition. In addition, the proposal would not be considered to detract from or result in detriment to the historic cultural heritage significance of the precinct. The proposed new fence and gate, traditional and low in height (1.2 metres) is also be considered acceptable.

In summary, the proposal, with appropriate conditions, satisfies the relevant provisions E13.7.1 P1, E13.8.1 P2, E13.7.2 P1, P2, P3, P4 and P5 and E13.8.2 P1, P3 and P4 of the Heritage Code of the Scheme.

6.15.6 The proposal complies with the performance criterion, subject to the recommended conditions.

7. Discussion

7.1 Planning approval is sought for partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way.

7.2 The application was advertised and received twenty four representations. The representations raised concerns including privacy, amenity, neighbourhood character, subdivision, heritage, construction impacts, use, density, parking and access, traffic impact assessment, site coverage, fencing, sun shadow diagrams.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well subject to a number of conditions.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, and Cultural Heritage Officer. The officers have raised no objection to the proposal, subject to a number of conditions.

7.5 The proposal is recommended for conditional approval.

8. Conclusion

8.1 The proposed partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and extension and two multiple dwellings (one new, one existing) at 19 Lillie Street, Glebe and adjoining right of way for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-18-573 - 19 LILLIE STREET GLEBE TAS 7000 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2018/01459-HCC dated 10/09/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 8

The front fence along the front boundary must be no more than 1.2m in height above footpath level and be no less than 30% transparent.

Reason for condition

To provide reasonable opportunity for privacy for dwellings, to maintain the streetscape, and to clarify the scope of the permit.

PLN s4

The gable roof proposed for the rear dwelling is not approved and must be replaced with a skillion roof which rakes up from the northeastern side to a

high point at its southwestern side.

Prior to the issue of any approval under the *Building Act 2016,* revised plans must be submitted and approved showing:

1. **An amended roof design for the proposed new dwelling, whereby the gable roof over the living and dining rooms is replaced with a skillion roof that rakes up toward the southwestern side of the dwelling, to a maximum height of 700mm above the remaining roof form.**

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

Advice: The roof design submitted as plan 18015_DA14 Revision A and 18015_DA15 Revision A dated 3/1/2019 depict a roof form over the living and dining rooms that would satisfy this condition.

Reason for condition

To ensure compliance with 11.4.2 P3 when considering the visual bulk the proposed works present to adjoining properties.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice: it is noted that under the urban drainage act 2013 Council typically only approve one stormwater connection per property and that stormwater cannot be drained through a second property. It is likely that your stormwater from the new dwelling will be required to discharge through the existing kerb and gutter connection and that the proposed kerb and gutter connection will be permitted for draining the driveway only (which is on a separate title).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw4

Any proposed new storm water connection must be constructed and existing connections proposed to be abandoned sealed by the Council at the owner's expense, prior to the first occupation.

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

1. **the location of the proposed connection;**
2. **the size of the connection appropriate to satisfy the needs of the development;**
3. **a long section of the proposed connection if Council City Infrastructure Stormwater Engineers deem this necessary.**

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

Advice:

- *The applicant is advised to submit detailed design drawings via a Council City Infrastructure Division application for a new stormwater connection. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Infrastructure Division.*
- *Where building / plumbing approval is also required, it is recommended that documentation to satisfy this condition is submitted well before submitting documentation for building/plumbing approval. Failure to address planning condition requirements prior to submitting for building/plumbing approval may result in unexpected delays.*

Reason for condition

To ensure the site is drained adequately.

ENG 4

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior

to the commencement of use.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 1

The cost of repair of any damage to the Council's infrastructure resulting from the implementation of this permit, must be met by the owners within 30 days of the completion of the development or as otherwise determined by the Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 1

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

Advice: For further guidance in preparing a Soil and Water Management Plan – in accordance with Fact sheet 3 Derwent Estuary Program click here.

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State legislation.

HER 11

All brickwork, internal early and original joinery such as, but not limited to, architraves, doors, skirting boards, floorboards and picture rails and must be retained as is and in situ.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the retention of all original and early fabric in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 12

The proposed demolition of walls to form two new door openings on the north east elevation is not approved. A revised proposal is required that reduces the width of both openings with only double doors in the proposed kitchen and sash windows in the proposed living room.

Prior to the issue of any approval under the *Building Act 2016*, documentation must be submitted and approved which details how the above modifications are to be achieved in accordance with the above requirement.

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

Advice:
It is recommended that the applicant discuss the above requirement prior to lodgement of the required documentation to ensure its meets Council's requirement.

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner

which does not cause loss of historic cultural heritage significance.

HER 17

The palette of exterior colours and materials must reflect the palette of materials within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing exterior colours and materials in accordance with the above requirement.

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

Reason for condition

To ensure that development at a heritage place and in a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER s3

The rear deck, windows, doors and privacy screen to the attic room on the first floor as shown on drawings DA10, DA11, DA12, DA13, DA14 and DA15 are not approved.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved, showing either:

- **the deck and associated elements removed from the proposal, or**
- **skylights to a maximum of three, or**
- **two traditional style dormer windows on the rear roof plane.**

All works required by this condition must be undertaken in accordance with the approved documentation.

Reason for condition:

To ensure that development at a heritage place and in a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER s4

Revised plans are to be submitted showing the following:

- **further and greater separation of the new rear extension with a wide box gutter to retain the existing rear eaves line and gutter of the heritage house.**
- **an increased recess between the external face of the existing brick chimney and the proposed extension to expose all of the rear brick chimney.**

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved showing the above.

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

Reason for condition

To ensure development at a heritage place and within a heritage precinct is undertaken in a sympathetic manner that does not cause loss of historic cultural heritage significance.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's website for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click here for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click here for more

information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City Infrastructure Division to initiate the application process for your new stormwater connection.

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Hydraulic Services By law. Click here for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Highways By law. Click here for more information.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

(Helen Ayers)
Acting Senior Statutory Planner

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

(Rohan Probert)
Manager Development Appraisal

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 7 January 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Report (Cultural Heritage)

Attachment D - Applicant Submission of Proposed Changes to Satisfy Conditions

PROJECT DETAILS	
DESIGNERS NAME	JAWSARCHITECTS DAVID BUTTON
ACCREDITATION NUMBER	CC 989E
OWNER / CLIENT	Van der Merwe S/F
PROJECT ADDRESS	19 LILLIE STREET, GLEBE, TAS, 7000
LAND TITLE REF. NO. (CERTIFICATE FOLIO AND VOLUME)	4/96250
AREAS	
EXISTING HOUSE (INC ALL REAR OUT BUILDINGS (GF))	250m²
EXISTING HOUSE (AFTER DEMO OF REAR OUTBUIDINGS (GF))	132m²
PROPOSED NEW FLOOR AREA (GF)	86m²
COMBINED RETAINED EXISTING AND NEW AREA (GF)	218m²
DESIGN WIND SPEED	*TBA
SOIL CLASSIFICATION	*TBA
BUSHFIRE-FIRE PRONE AREA BAL RATING (BUSHFIRE ATTACK LEVEL)	N/A
ALPINE AREA	N/A
CORROSION ENVIRONMENT	N/A
OTHER KNOWN SITE HAZARDS (FLOODING, LANDSLIP, DISPERSIVE SOILS, SALINE SOILS, SAND DUNES, MINE SUBSIDENCE, LANDFILL ETC.)	*TBA
PLANNING OVERLAYS	ZONE 11.0: INNER RESIDENTIAL HERITAGE PRECINCT
CLIMATE ZONE	7

DRAWING No.	DESCRIPTION
DA01	COVER PAGE
DA02	SURVEY
DA03	SITE PLAN
DA04	EXISTING / DEMOLITION GROUND FLOOR PLAN
DA05	EXISTING FIRST FLOOR PLAN
DA06	EXISTING ELEVATIONS 01
DA07	EXISTING ELEVATIONS 02
DA08	PROPOSED SUB-FLOOR & SITE DRAINAGE
DA09	PROPOSED GROUND FLOOR PLAN
DA10	PROPOSED FIRST FLOOR PLAN
DA11	PROPOSED ROOF PLAN
DA12	PROPOSED SECTIONS 01
DA13	PROPOSED SECTIONS 02
DA14	PROPOSED ELEVATIONS 01
DA15	PROPOSED ELEVATIONS 02
DA16	3D VIEWS 01
DA17	3D VIEWS 02
DA18	PHOTOMONTAGE
DA19	SUN SHADING DIAGRAMS

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AUSTRALIA 7004

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www.jawsarchitects.com

DA01

JAWS ARCHITECTS

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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SCALE			
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

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COVER PAGE

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OF 19 DRAWINGS

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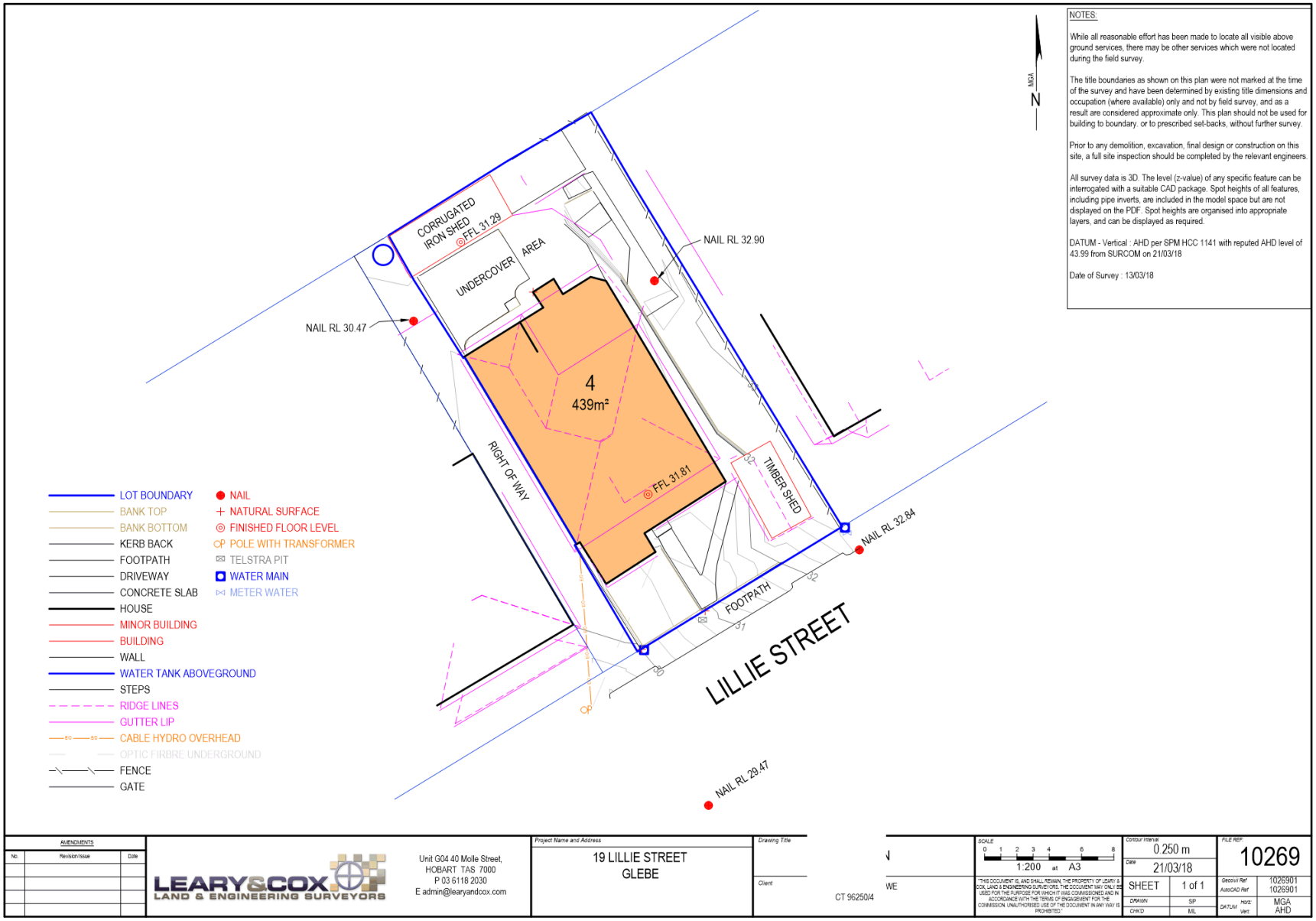
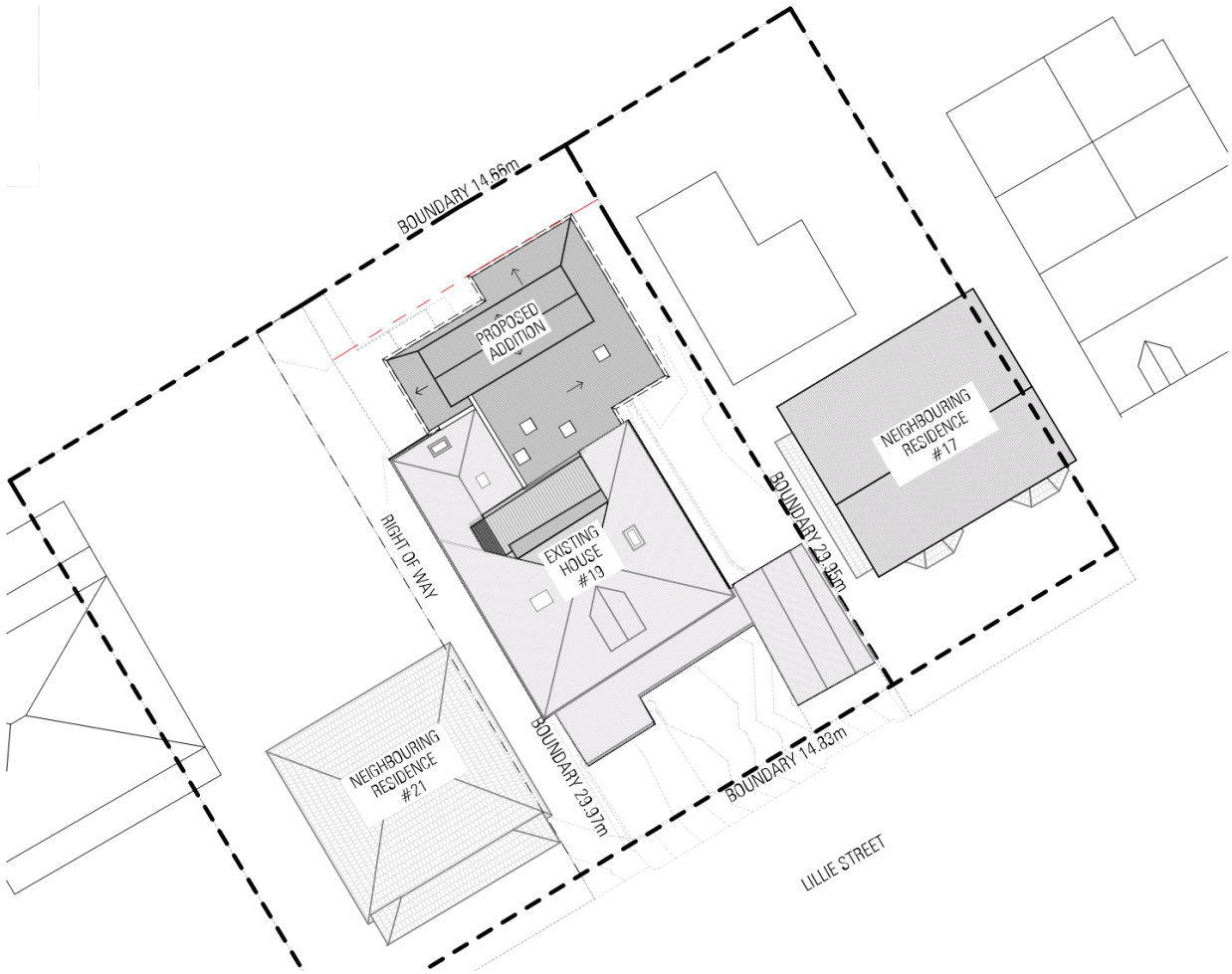

NOTES:
While all reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the field survey.
The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by existing title dimensions and occupation (where available) only and not by field survey, and as a result are considered approximate only. This plan should not be used for building to boundary, or to prescribed set-backs, without further survey.
Prior to any demolition, excavation, final design or construction on this site, a full site inspection should be completed by the relevant engineers.
All survey data is 3D. The level (z-value) of any specific feature can be interrogated with a suitable CAD package. Spot heights of all features, including pipe inverts, are included in the model space but are not displayed on the PDF. Spot heights are organised into appropriate layers, and can be displayed as required.
DATUM - Vertical : AHD per SPM HCC 1141 with reputed AHD level of 43.99 from SURCOM on 21/03/18
Date of Survey : 13/03/18
MGA
N
CORRUGATED IRON SHED
FFL 31.29
UNDERCOVER AREA
NAIL RL 32.90
NAIL RL 30.47
4
439m²
FFL 31.81
RIGHT OF WAY
TIMBER SHED
NAIL RL 32.84
FOOTPATH
LILLIE STREET
NAIL RL 29.47
LOT BOUNDARY
BANK TOP
BANK BOTTOM
KERB BACK
FOOTPATH
DRIVEWAY
CONCRETE SLAB
HOUSE
MINOR BUILDING
BUILDING
WALL
WATER TANK ABOVEGROUND
STEPS
RIDGE LINES
GUTTER LIP
CABLE HYDRO OVERHEAD
OPTIC FIRBRE UNDERGROUND
FENCE
GATE
NAIL
NATURAL SURFACE
FINISHED FLOOR LEVEL
POLE WITH TRANSFORMER
TELSTRA PIT
WATER MAIN
METER WATER
AMENDMENTS
No.
Revision/Issue
Date
LEARY&COX
LAND & ENGINEERING SURVEYORS
Unit G04 40 Molle Street,
HOBART TAS 7000
P 03 6118 2030
E admin@learyandcox.com
Project Name and Address
19 LILLIE STREET
GLEBE
Drawing Title
Client
CT 96250/4
SCALE
0 1 2 3 4 6 8
1:200 at A3
"THIS DOCUMENT IS, AND SHALL REMAIN, THE PROPERTY OF LEARY & COX, LAND & ENGINEERING SURVEYORS. THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION. UNAUTHORISED USE OF THE DOCUMENT IN ANY WAY IS PROHIBITED."
Contour Interval
0.250 m
Date
21/03/18
SHEET
1 of 1
DRAWN
SP
CHK'D
ML
FILE REF:
10269
Geovil Ref
AutoCAD Ref
1026901
1026901
DATUM
Horz:
Vert:
MGA
AHD



MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

SITE PLAN
SCALE 1:200

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DA03

ARCHITECTSWAY

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
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GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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N

SCALE	1:200 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

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SITE PLAN

DRAWING NO 18015_DA03 REV
OF 19 DRAWINGS

REVISIONS:
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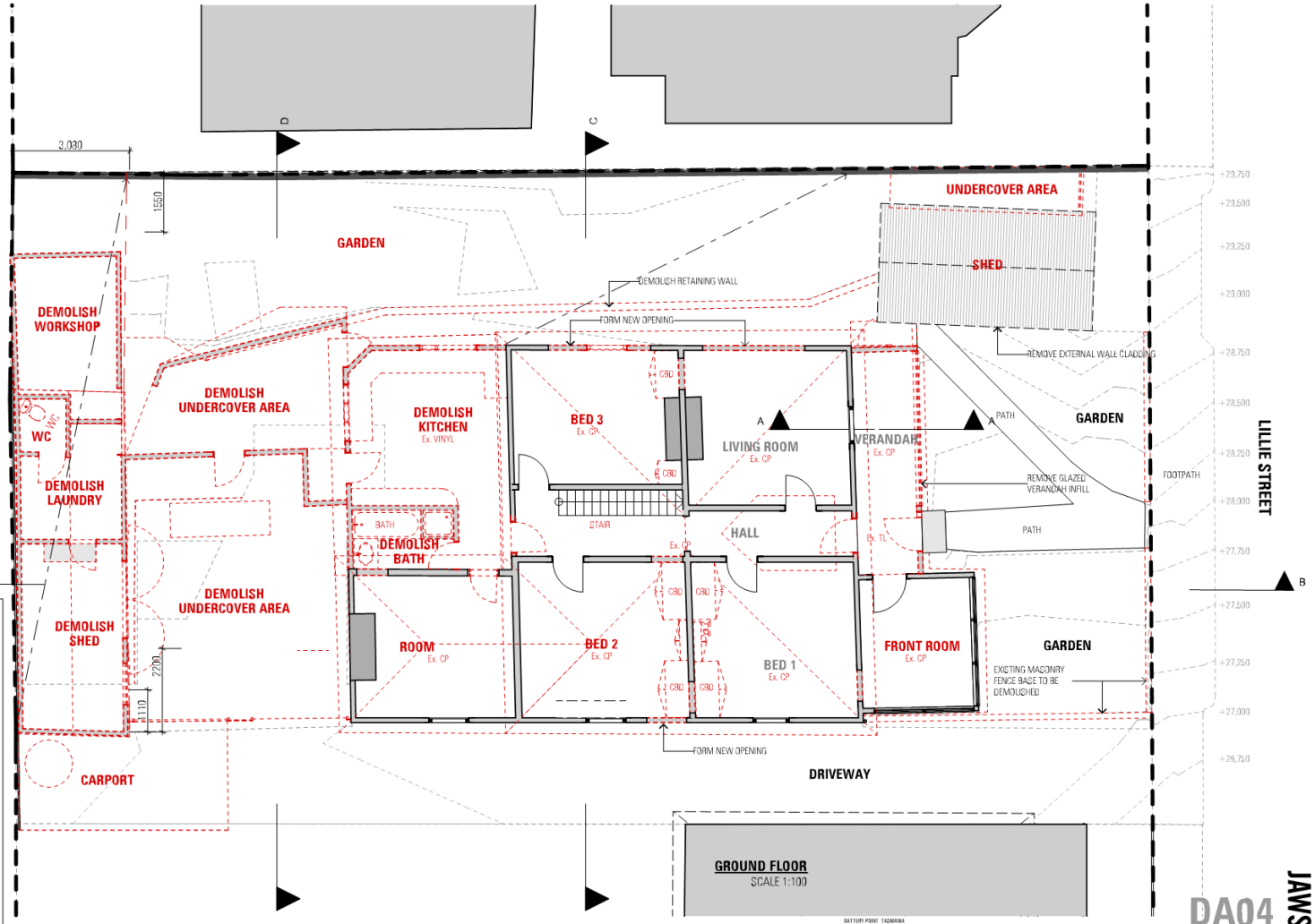

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
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PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
13 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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BATTERY POINT TASMANIA AUSTRALIA 7004

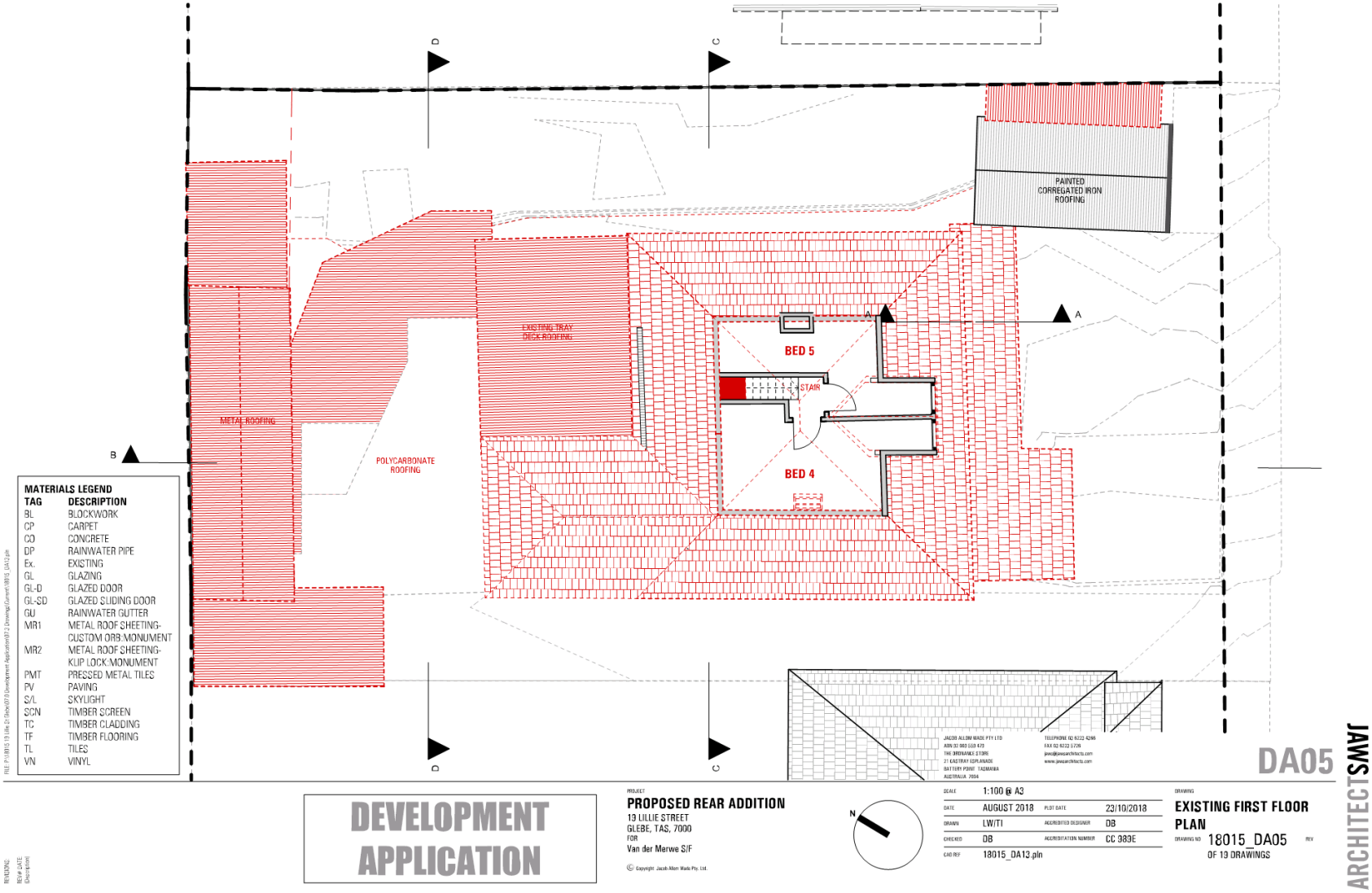
SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 983E
CAD REF	18015_DA13.pln		

DRAWING
EXISTING / DEMOLITION GROUND FLOOR PLAN
DRAWING NO 18015_DA04 REV
OF 19 DRAWINGS

DA04

JAWS ARCHITECTS

REVISIONS:
REV# DATE Description


PAINTED CORREGATED IRON ROOFING
EXISTING TRAY DECK ROOFING
METAL ROOFING
POLYCARBONATE ROOFING
BED 5
BED 4
STAIR
A
B
C
D
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
DA05
JAWS ARCHITECTS
DEVELOPMENT APPLICATION
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N
SCALE 1:100 @ A3
DATE AUGUST 2018
PLOT DATE 23/10/2018
DRAWN LW/TI
ACCREDITED DESIGNER DB
CHECKED DB
ACCREDITATION NUMBER CC 989E
CAD REF 18015_DA13.pln
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EXISTING FIRST FLOOR PLAN
DRAWING NO 18015_DA05
OF 19 DRAWINGS
REV
REVISIONS:
REV# DATE
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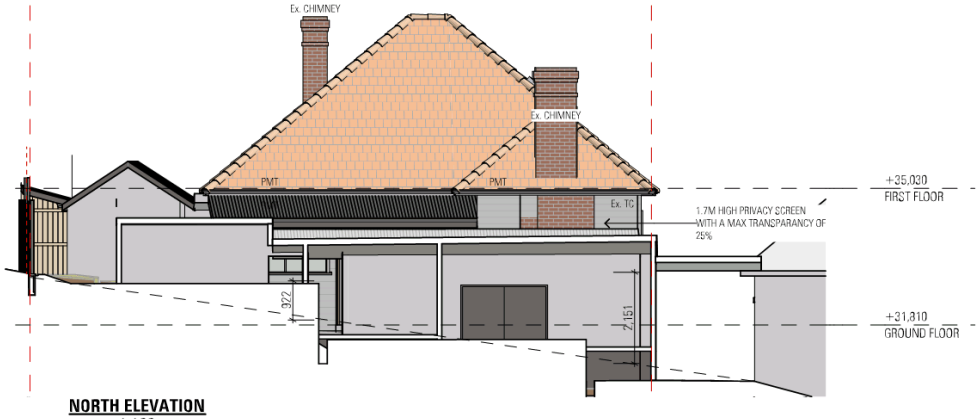

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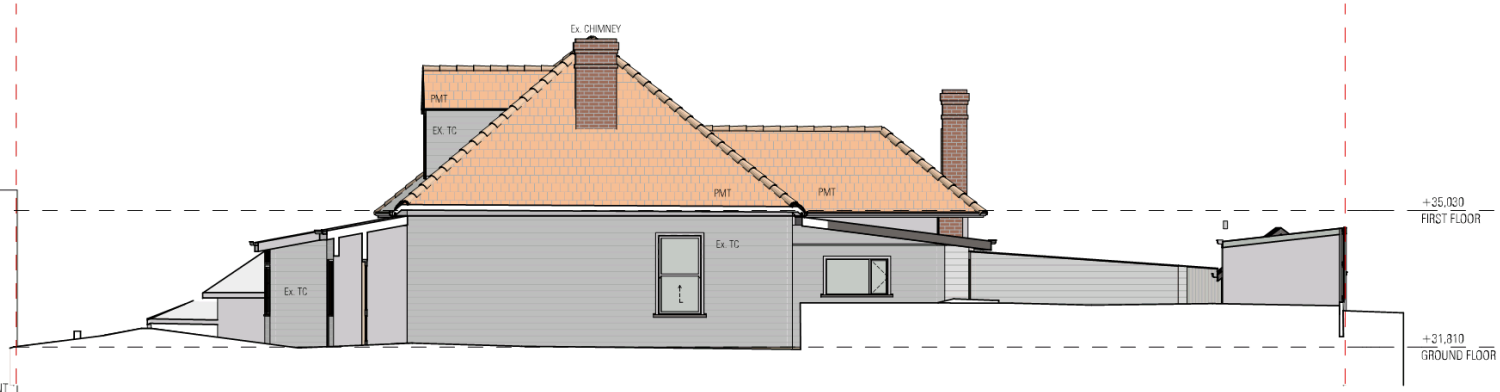

EAST ELEVATION
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
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PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA06

ARCHITECTS

DEVELOPMENT APPLICATION

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DATE	AUGUST 2018	PLOT DATE	23/10/2018
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CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

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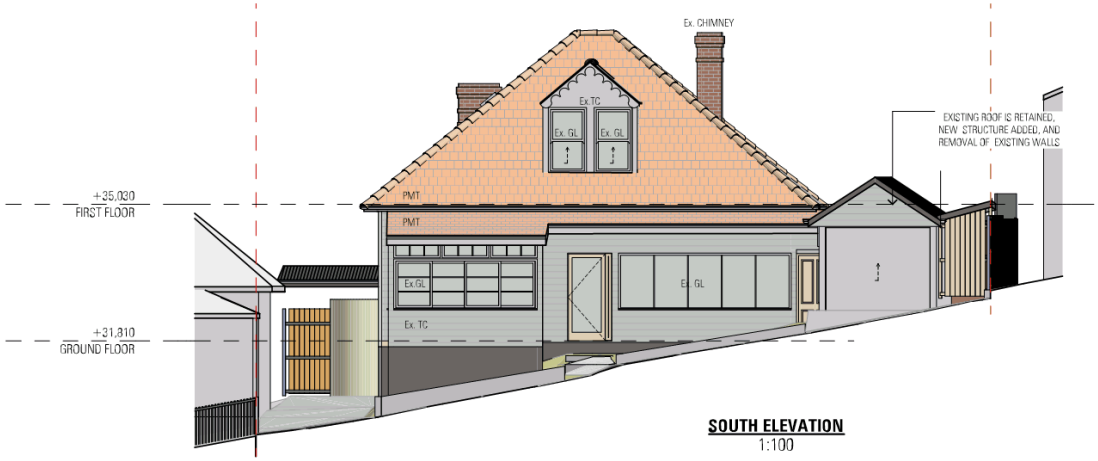
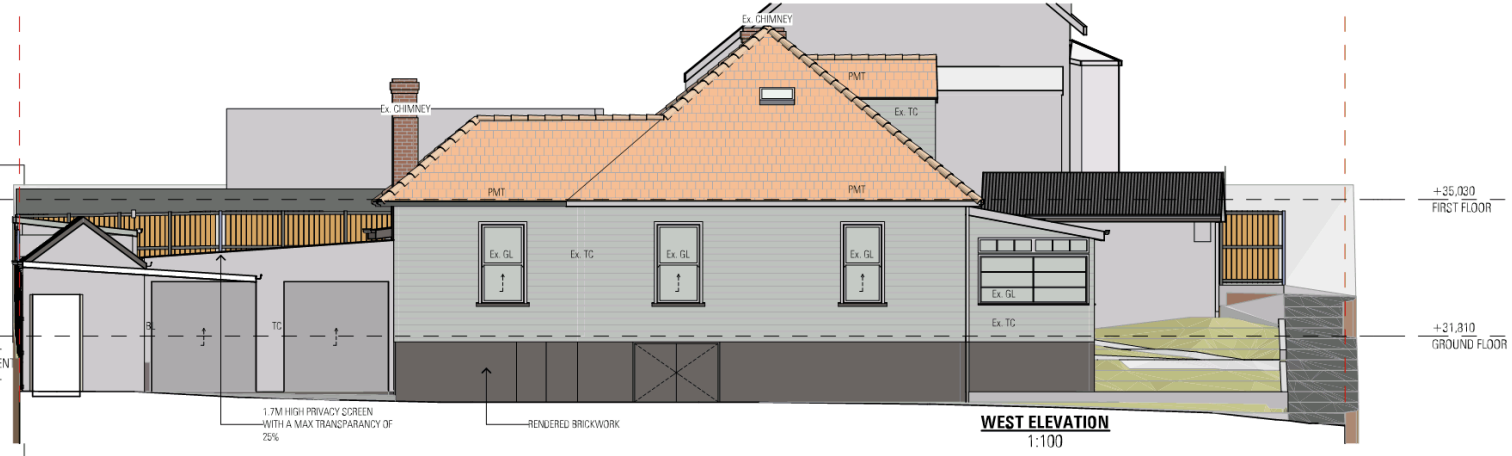
EXISTING ELEVATIONS 01

DRAWING NO 18015_DA06 REV
OF 19 DRAWINGS

REVISIONS:
REV# DATE:
Description:



SOUTH ELEVATION
1:100



WEST ELEVATION
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA07

ARCHITECTS

DEVELOPMENT APPLICATION

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FOR
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SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

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EXISTING ELEVATIONS 02

DRAWING NO 18015_DA07 REV
OF 19 DRAWINGS

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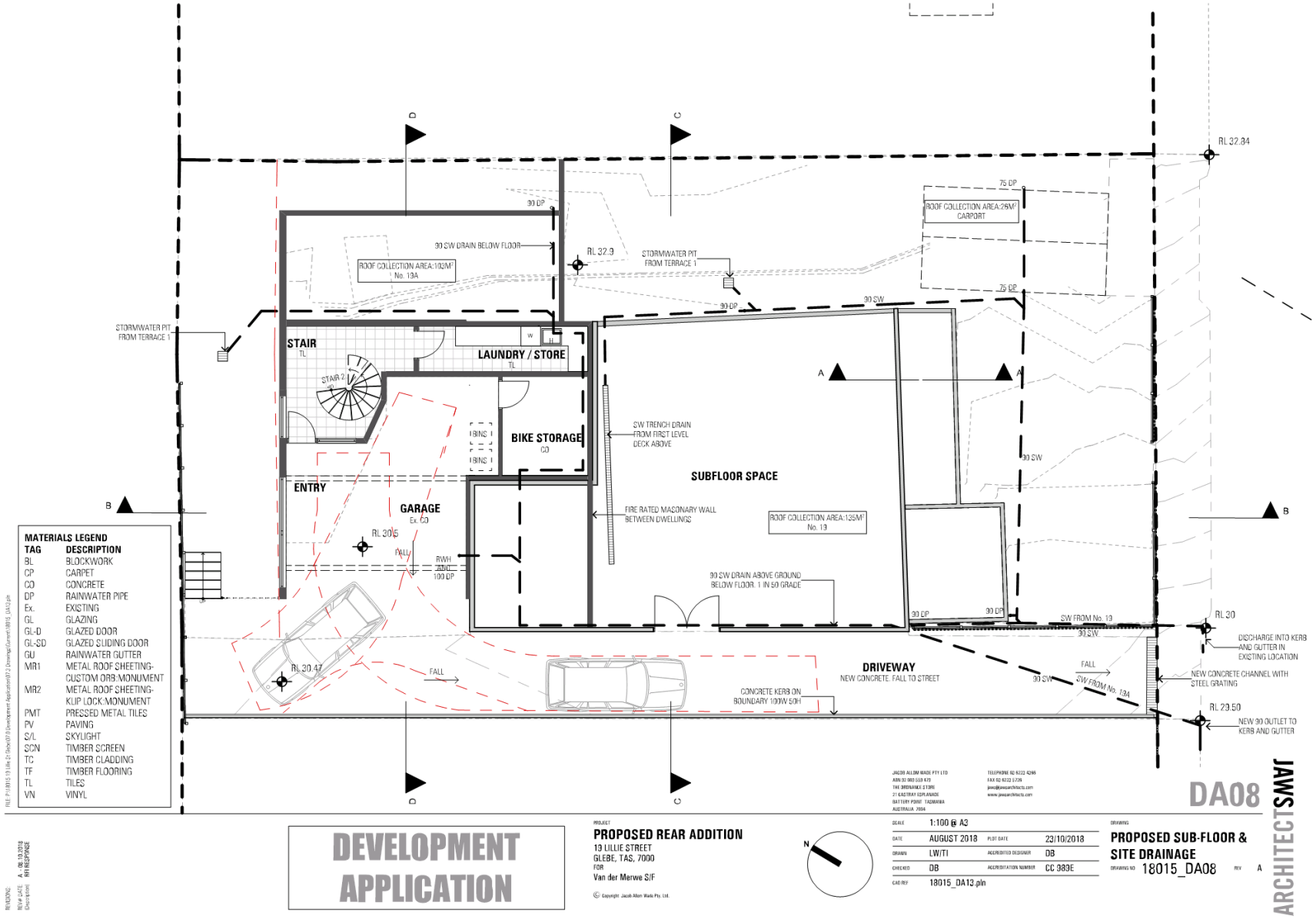
RL 32.84
75 DP
ROOF COLLECTION AREA:26M²
CARPORT
90 DP
90 SW DRAIN BELOW FLOOR
RL 32.9
STORMWATER PIT
FROM TERRACE 1
ROOF COLLECTION AREA:103M²
No. 19A
90 SW
STORMWATER PIT
FROM TERRACE 1
STAIR
TL
STAIR 2
LAUNDRY / STORE
TL
BINS
BINS
BIKE STORAGE
CO
SW TRENCH DRAIN
FROM FIRST LEVEL
DECK ABOVE
SUBFLOOR SPACE
ENTRY
GARAGE
Ex. CO
RL 30.5
FALL
RWH
AND
100 DP
FIRE RATED MASONARY WALL
BETWEEN DWELLINGS
ROOF COLLECTION AREA:135M²
No. 19
90 SW DRAIN ABOVE GROUND
BELOW FLOOR. 1 IN 50 GRADE
SW FROM No. 19
RL 30
DISCHARGE INTO KERB
AND GUTTER IN
EXISTING LOCATION
RL 30.47
FALL
DRIVEWAY
NEW CONCRETE. FALL TO STREET
CONCRETE KERB ON
BOUNDARY 100W 50H
FALL
SW FROM No. 19A
NEW CONCRETE CHANNEL WITH
STEEL GRATING
RL 29.50
NEW 90 OUTLET TO
KERB AND GUTTER
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
DEVELOPMENT
APPLICATION
PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F
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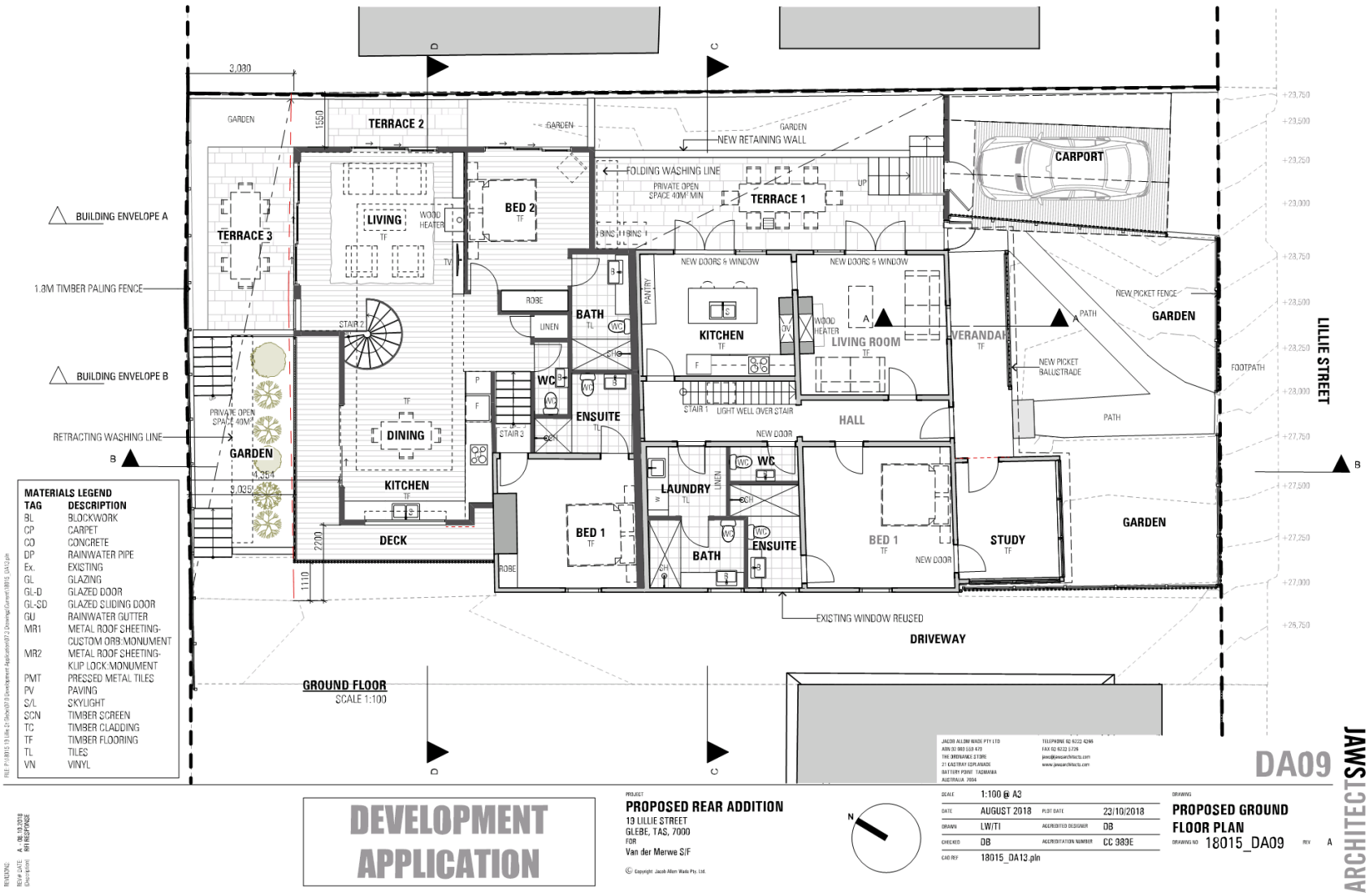
DA08
JAWS
ARCHITECTS
SCALE 1:100 @ A3
DATE AUGUST 2018
PLOT DATE 23/10/2018
DRAWN LW/TI
ACCREDITED DESIGNER DB
CHECKED DB
ACCREDITATION NUMBER CC 989E
CAD REF 18015_DA13.pln
DRAWING
PROPOSED SUB-FLOOR &
SITE DRAINAGE
DRAWING NO 18015_DA08
REV A


TERRACE 2
TERRACE 3
TERRACE 1
LIVING
BED 2
BATH
KITCHEN
LIVING ROOM
VERANDAH
CARPORT
GARDEN
DINING
KITCHEN
DECK
WC
ENSUITE
LAUNDRY
BED 1
BATH
ENSUITE
BED 1
STUDY
HALL
NEW RETAINING WALL
FOLDING WASHING LINE
PRIVATE OPEN SPACE 40M² MIN
BUILDING ENVELOPE A
BUILDING ENVELOPE B
1.8M TIMBER PALING FENCE
RETRACTING WASHING LINE
NEW DOORS & WINDOW
NEW PICKET FENCE
NEW PICKET BALUSTRADE
FOOTPATH
PATH
LILLIE STREET
EXISTING WINDOW REUSED
DRIVEWAY
GROUND FLOOR
SCALE 1:100
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
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DEVELOPMENT APPLICATION
PROJECT
PROPOSED REAR ADDITION
13 LILLIE STREET
GLEBE, TAS, 7000
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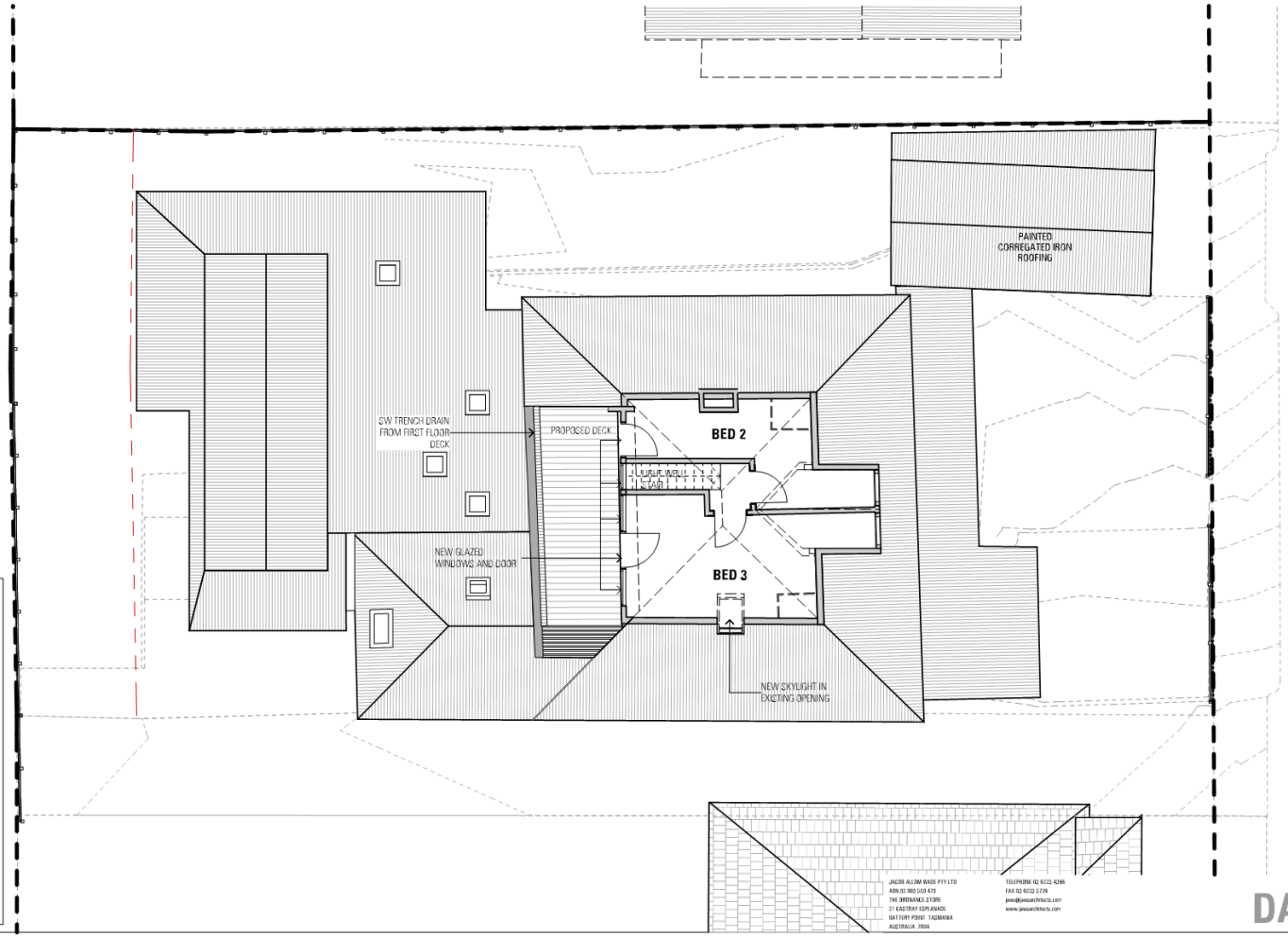
DATE AUGUST 2018
PLOT DATE 23/10/2018
DRAWN LW/TI
ACCREDITED DESIGNER DB
CHECKED DB
ACCREDITATION NUMBER CC 989E
CAD REF 18015_DA13.pln
DRAWING
PROPOSED GROUND FLOOR PLAN
DRAWING NO 18015_DA09
REV A
DA09
ARCHITECTS



MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
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PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

FILE: P:\18015 19 Lillie St Glebe\07.0 Development Application\07.2 Drawings\Current\18015_DA12.pln

REVISIONS:
REV# DATE: A - 08.10.2018
Description: RFI RESPONSE

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
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GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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DA10

SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
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CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
PROPOSED FIRST FLOOR PLAN
DRAWING NO 18015_DA10 REV
OF 19 DRAWINGS

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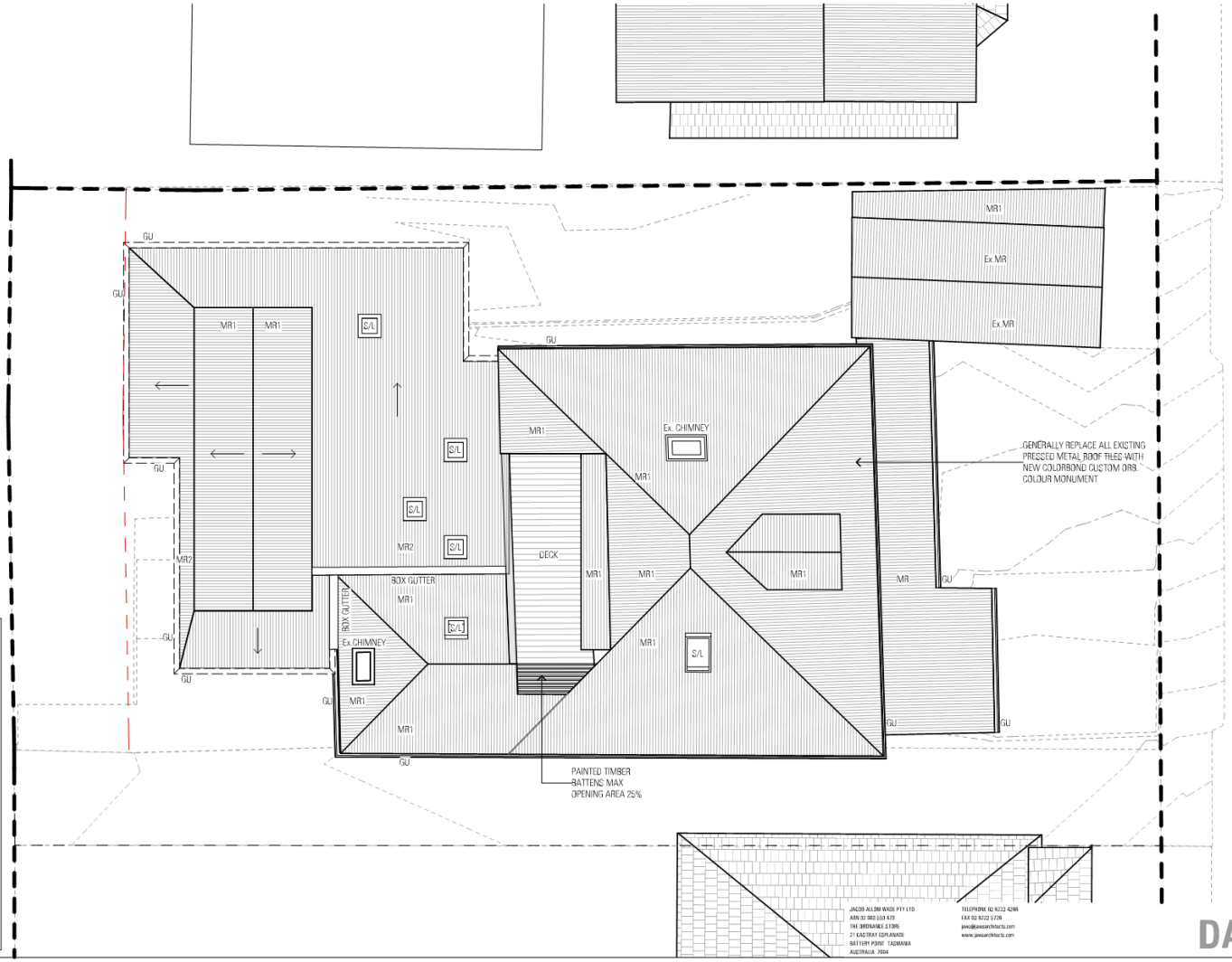

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA11

ARCHITECTS

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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N

SCALE	1:100 @ A3		
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CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
PROPOSED ROOF PLAN

DRAWING NO 18015_DA11 REV
OF 19 DRAWINGS

REVISIONS:
REV# DATE:
Description:

SECTION B
1:100

SECTION A
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

FILE: P:\18015 19 Lillie St Glebe\07.0 Development Application\07.2 Drawings\Current\18015_DA12.pln

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DA12

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
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CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

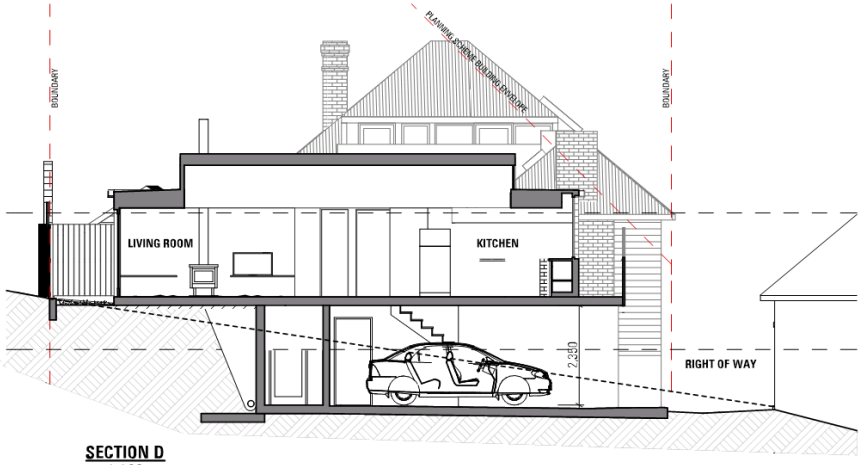
DRAWING
PROPOSED SECTIONS 01

DRAWING NO 18015_DA12 REV
OF 19 DRAWINGS

ARCHITECTS JAWS

REVISIONS:
REV# DATE:
Description:

SECTION C
1:100



SECTION D
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA13

JAWS ARCHITECTS

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REV# DATE Description

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
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FOR
Van der Merwe S/F

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CAD REF	18015_DA13.pln		

DRAWING
PROPOSED SECTIONS 02

DRAWING NO 18015_DA13 REV
OF 19 DRAWINGS

NORTH ELEVATION
1:100

PROPOSED EXTERIOR COLOURS

	ALL ROOFS:	COLORBOND MONUMENT
	PAINTED WEATHERBOARD WALLS ORIGINAL HOUSE:	DULUX WINNIPEG FOG
	PAINTED WEATHERBOARD WALLS NEW ADDITION:	DULUX TIMELESS GREY
	WINDOWS:	DULUX WHITE ON WHITE
	FRONT DOOR	DULUX BLACK

EAST ELEVATION
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
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MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA14

ARCHITECTS

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
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FOR
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SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
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CAD REF	18015_DA13.pln		

DRAWING
PROPOSED ELEVATIONS 01
DRAWING NO 18015_DA14 REV A
OF 19 DRAWINGS

REVISIONS:
REV# DATE A - 08.10.2018
Description RFI RESPONSE

PROPOSED EXTERIOR COLOURS

	ALL ROOFS:	COLORBOND MONUMENT
	PAINTED WEATHERBOARD WALLS ORIGINAL HOUSE:	DULUX WINNIPEG FOG
	PAINTED WEATHERBOARD WALLS NEW ADDITION:	DULUX TIMELESS GREY
	WINDOWS:	DULUX WHITE ON WHITE
	FRONT DOOR	DULUX BLACK

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
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GU	RAINWATER GUTTER
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MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

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DA15

ARCHITECTS

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
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CAD REF	18015_DA13.pln		

DRAWING
PROPOSED ELEVATIONS 02
DRAWING NO 18015_DA15 REV A
OF 19 DRAWINGS

REVISIONS:
REV# DATE: A - 08.10.2018
Description: RFI RESPONSE

FROM LILLIE ST

FROM LILLIE ST

FROM LILLIE ST

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DA16

ARCHITECTS JAWS

DEVELOPMENT APPLICATION

PROJECT
PROPOSED REAR ADDITION
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SCALE	1:164.95, 1:297.35, 1:540.78 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
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CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
3D VIEWS 01

DRAWING NO 18015_DA16 REV
OF 19 DRAWINGS

REVISIONS:
REV# DATE:
Description:

FROM THE NORTH

FROM THE NORTH WEST

FROM NORTH WEST

FROM RIGHT OF WAY

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DA17

ARCHITECTSWAY

DEVELOPMENT APPLICATION

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PROPOSED REAR ADDITION
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SCALE	1:200, 1:295.39, 1:142.86 @ A3		
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
3D VIEWS 02

DRAWING NO 18015_DA17 REV
OF 19 DRAWINGS

REVISIONS:
REV# DATE
Description

ORIGINAL FROM DAVENPORT ST

ORIGINAL FROM DAVENPORT ST

MONTAGE FROM DAVENPORT ST

MONTAGE FROM DAVENPORT ST

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THE ORDNANCE STORE
21 EASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

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DA18

ARCHITECTS

DEVELOPMENT APPLICATION

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PROPOSED REAR ADDITION
19 LILLIE STREET
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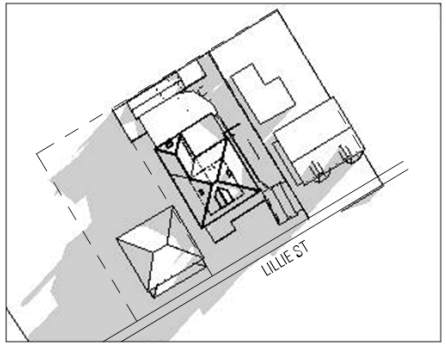
SCALE			
DATE	AUGUST 2018	PLOT DATE	23/10/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

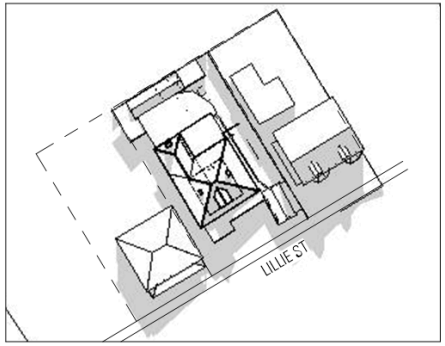
DRAWING
PHOTOMONTAGE

DRAWING NO 18015_DA18 REV
OF 19 DRAWINGS

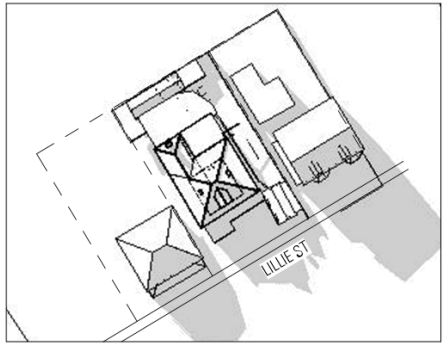
REVISIONS:
REV# DATE
Description



JUNE 21: 9 AM - EXISTING



JUNE 21: 12 PM - EXISTING



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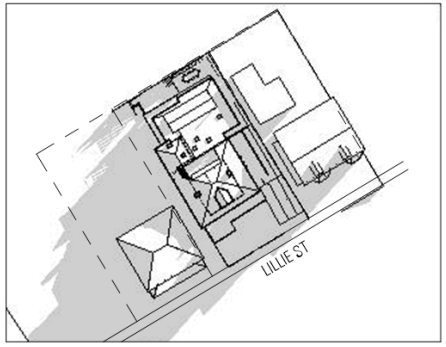
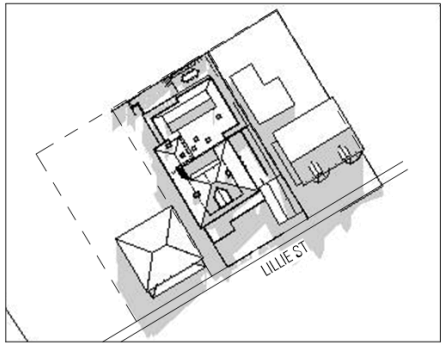


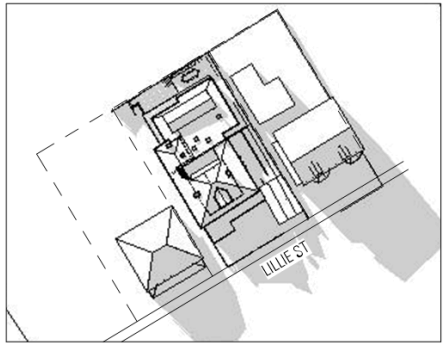
JUNE 21: 9 AM - PROPOSED

*MORNING SUN BEHIND HILL



JUNE 21: 12 PM - PROPOSED

*SITE EXPOSED TO MIDDAY SUN



JUNE 21: 3 PM - PROPOSED

*SUN BEHIND HILL

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DA19

ARCHITECTS JAWS

DEVELOPMENT APPLICATION

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PROPOSED REAR ADDITION
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FOR
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SCALE			
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DRAWING
SUN SHADING DIAGRAMS

DRAWING NO 18015_DA19 REV
OF 19 DRAWINGS

REVISIONS:
REV# DATE
Description

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
96250	4

EDITION	DATE OF ISSUE
4	16-Mar-2018

Page 1	of 1

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Alice Kawa

Recorder of Titles.

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

City of HOBART
Lot 4 on Plan 96250 (formerly being P350)
Derivation : Part of 10 Acres Gtd to J Whyte and Ors
Prior CT 2965/11

SCHEDULE 1

M682970 TRANSFER to INA VAN DER MERWE and JOHN VAN DER MERWE
Registered 16-Mar-2018 at 12.02 PM

SCHEDULE 2

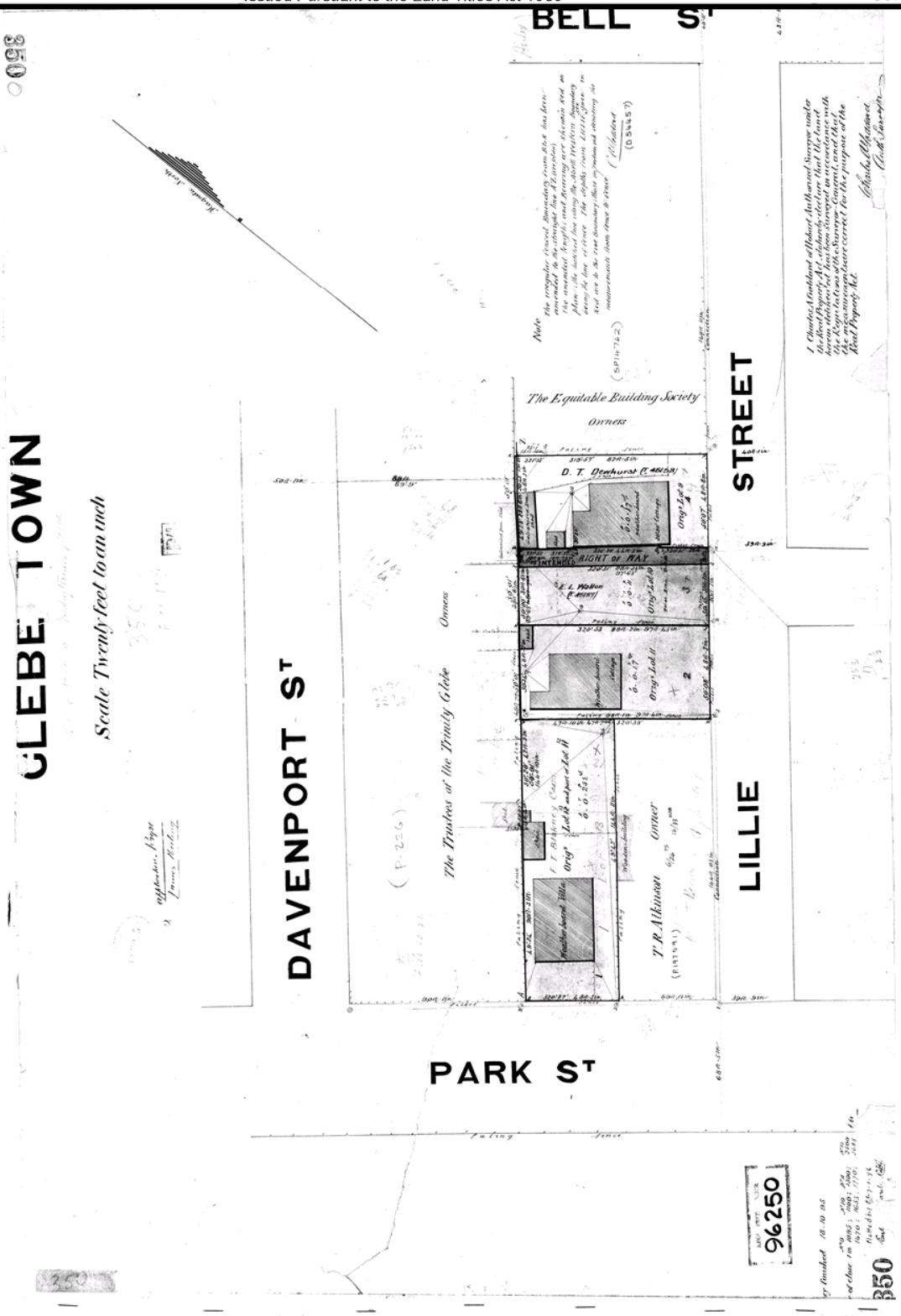
Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: a right of carriage way over the Right of Way on P 96250

WARNING: BEFORE DEALING WITH THIS LAND SEARCH THE CURRENT FOLIO OF THE REGISTER

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
249621	1
EDITION	DATE OF ISSUE
1	03-Jul-1995

SEARCH DATE : 05-Nov-2018
SEARCH TIME : 12.42 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 249621
Derivation : Part of 10 Acres Gtd to J Whyte & Ors
Prior CT 3224/9

SCHEDULE 1

44013 WILLIAM HENRY BROWN and JOHN CONNELL BROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Carriageway [appurtenant to Lots 3 and 4 on Plan No. 350] over the said land within described

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended

NOT TO BE REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book
Vol. Fol.
3224 9

Cert. of Title Vol. 247 **Fol.** 59

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

CITY OF HOBART
THREE PERCHES on the Plan hereon

FIRST SCHEDULE (continued overleaf)

WILLIAM HENRY THOMAS BROWN of Hobart, Esquire and

JOHN CONNELL BROWN of Hobart, Clerk.

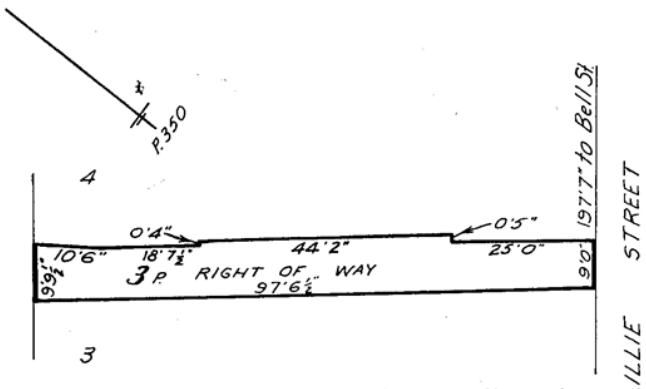
SECOND SCHEDULE (continued overleaf)

SUBJECT TO a right of carriage way (appurtenant to Lots 3 and 4 on Plan No. 350) over the said land within described.

RECORDER OF TITLES ARE NO LONGER SUBSISTING.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER 249621



Part of 10 Acres. - Gtd. to J. Whyte & Ors. - Meas. in ft. & ins.

SECOND Edition. Registered

Derived from

C.T. Vol.247.Fol.59. Transfer 44013 W.H.T. Brown.

ARCHITECTSJAWS

DIRECTORS
NEAL MACKINTOSH
SCOTT VERDOUW

ASSOCIATES
FIONA GRAHAM
CATHERINE WILLIAMS
HANZ LEE

CONSULTANT
DAVID BUTTON

21 |August |2018

The Senior Planner
Hobart City Council

19 Lillie Street, Glebe. Proposed additional dwelling.

This Planning Application is for the restoration of an 1890s weather board dwelling and minor alterations to the original fabric, the demolition of non significant rear additions and the construction of a new dwelling behind the existing house. The original house will be restored and presented in an earlier state.
The new rear additions will be visually recessive, reading as traditional outbuilding roofs.

The house is located in **Zone 11.0 Inner Residential** of the Hobart City Council Interim Planning Scheme 2015 (the Scheme)

It is also subject to two Overlays:

1) The **Glebe Heritage Precinct G1.** Glebe is significant mainly because it contains the largest collection of weatherboard Victorian and Federation houses in Hobart. The garden settings are important and the original and/or significant external detailing, finishes and materials are important to the area's integrity.
19 Lillie Street is listed in HCC **Table E13.1 Heritage Places**- number 1716.

   A separate Heritage Assessment has been prepared for this site by Graeme Corney. This discusses the Planning Scheme requirements for Heritage Precinct G1 and explains the design responses of the proposal. It concludes that the *...proposal is a well considered design response to the heritage values of the place and of the precinct.....and satisfies the heritage requirements of its heritage listing and within the heritage Precinct G1.*

   This Heritage assessment is attached to the planning application.

2) **Specific Area Plan 116.SAP3 RHH Helipad Airspace** Inner Area which limits height to 64.5m AHD. The planning scheme limits building heights to 9.5m in this zone so the Specific Area Plan is redundant here.

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EXPERIENCE CREATIVE QUALITY

ARCHITECTSMAI

Zone Purpose 11.1.

The Inner residential Zone Purpose Statements include 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.*

19 Lillie Street is some 900m from the Hobart City Centre and access to multiple bus routes and all the services and facilities of the city centre.

11.4.1 Residential Density

For multiple dwellings the Scheme requires a residential density of 200 to 400 m2

The site has an area of 439m2 and with 2 dwellings the density will be 219.5m2 which satisfies the Scheme.

11.4.2 Setbacks and building envelope

The proposed new addition at the rear of the existing dwelling has a main floor which accesses the outside ground on the high side of the site, to allow level garden access.

There is a low basement consisting of a car parking space, entry stair and laundry at the level of the ROW.

The entire building volume including roof is designed to fit within the building envelope given in diagram 11.4.2A of the Scheme.

The building is setback 3m from the rear boundary and 1 m from the side boundary.

To the west of the house there is a Right of Way which effectively positions the proposed new habitable space over 4.5m from the boundary of no. 21 Lillie Street.

Drawings DA11 and DA 12 show the Building Envelope lines.

11.4.3 Site coverage and private open space.

The total site coverage of the proposed two dwellings will be 218m2 which will be 50% of the site area of 439m2.

(The site coverage of the existing house and all outbuildings is currently around 250m2)

Each dwelling will have private open spaces that total over 50m2 each. Half of the private open spaces are free from impervious services.

At least 40m2 private open space will be in an area at least 3m wide, is directly accessible from the Living Room and is situated to the North and East of the dwellings to receive at least 3 hours of sunlight between 9am and 3pm on 21st June.

11.4.4 Sunlight and overshadowing

The existing house has a living room on the eastern corner with no window to admit sunlight or warmth. It is proposed to install a pair of glazed doors into the east wall to allow for sunlight access.

The living room in the new dwelling has large glazed sliding doors facing North and East.

The majority of the private open space of the modified existing dwelling will receive at least 3 hours of sunlight on the winter solstice. (see shadow diagrams) Note the on June 21 at 9am and 3pm the sun is so low that it is blocked by the Queens Domain Hill and not shining on the Glebe.

11.4.5 Width of openings for garages.

The existing small garage between the house and the street dates from the 1920s or 1930s.

ARCHITECTSMAT

The existing pitched corrugated iron roof will be retained on new posts.
The wall cladding and existing roller shutter door will be removed to open up the view to the house.
The total width of opening to the street is around 3m.

11.4. 6 Privacy

Balconies and Decks more than 1m above natural ground and within 3m of a rear or side boundary must have a permanently fixed screen to a height of 1.7m above the floor level with a uniform transparency of no more than 25%.
There is a narrow strip of deck to the north of the kitchen dining room, however it is more than 3m from the rear boundary.
The small deck to the west of the kitchen is setback 1.1m from the side boundary.
Between the side boundary and the neighbouring site of number 21 Lillie Street there is a Right of Way between 2.5 and 2.7m wide.
The balustrade of this proposed deck will be some 3.6m from the neighbours side boundary.

Performance Criteria P1 is satisfied in that the setback from the neighbour's side boundary will achieve the Privacy objectives of an acceptable solution with a 3m setback.
Similarly the window of the kitchen will be over 4.5m from the neighbours side boundary and have no greater loss of privacy than an acceptable solution 3m setback from the side boundary.

The upper level of the original house will have a deck formed into the roof to provide sunny north facing windows to the two attic bedrooms.
This deck will have horizontal painted battens across its western end to a height of 1.7m and with a transparency no more than 25%. This satisfies the Acceptable Solution.

11.4.7 Frontage Fences

New painted timber picket fences 1.2m high will be provided to the Lillie Street boundary.

11.4.8 Waste Storage

Each dwelling has an area at least 1.5m2 in an area for the exclusive use of the dwelling for the storage of garbage and recycling bins.

Table E6.1 Number of car parking spaces

Multiple dwellings require 2 car spaces per dwelling.

This application proposes to provide one off-street car space per dwelling.

Typically, the Glebe houses were built in the late 1800s, prior to the advent of the automobile as mass transport. The area is also very steep, and so space suitable for parking cars is not available on many sites.
Number 19 Lillie Street is fortunate in that it has an existing small car garage between the house and the street, as well as a car space at the rear accessible off the Right of Way.

This proposal will retain both these spaces.

The Glebe is located only some 900m from the Hobart city centre and is within walking distance of public bus routes, shops and all the facilities of the city.We therefore request that this inner urban

location and the access to services as a pedestrian reduces the demand for cars and carparking, and that one space per dwelling will satisfy the intent of the scheme.
Further, the heritage listing of the place and the precinct is based on the existing situation of very few on-site carparks and that a requirement to provide additional spaces will have negative heritage impacts.
It is intended to turn vehicles at the end of the right of way by multiple manoeuvre to enable forward direction entry to and exit from the site.

Design intent of proposed works

Existing House;

The 1890s portion of the current house will be retained, restored and adapted.

The roof framing still has closely spaced battens indicating an original roof cladding of shingles or slates. The original roof covering has been removed in the past and replaced by corrugated iron and subsequently reroofed again with the current pressed metal tiles. The pressed metal tiles will be removed and replaced by corrugated Custom Orb in a dark grey Colorbond finish.

The front veranda was originally an open veranda and at a later date enclosed with an unsympathetic glazed wall. This glazed wall will be removed and the veranda returned to an open form. A new picket balustrade will be added.

The current glazed front door is not original. It will be replaced by a solid four panel timber door - either a second hand 1890s door or a new replacement of the same pattern.

The 1920s era glazed room at the front of the house will be retained.

A new painted picket fence 1200mm high will be built on the front boundary and the original front garage gable roof retained, supported on new columns with no enclosing walls. This will allow the original garage to be practical for parking a modern car and will open up sight lines to the front of the house.

The kitchen and small bathroom at the rear is a later addition, possibly done in the 1960s or 70s. These will be removed.

The structures behind the house are all crudely constructed ad-hoc sheds and infill roofs with low or no heritage significance. These will be removed.

An original room with fireplace at the rear will be retained and used as a bedroom in the new second dwelling.

The two dwellings will be separated by a fire rated masonry wall extending from ground level up to the underside of the roof covering .The current living room has a south facing window, but no window to allow admittance of sunlight and warmth. It is proposed to install a pair of painted timber framed glazed doors into the eastern wall of the living room.

Similarly a pair of glazed doors will replace a single window in the wall of the proposed kitchen to allow for sunlight and access to the private outdoor space.

An opening will be formed between living room and new kitchen to provide intercommunication. The original picture rail will be retained.

The two first floor attic bedrooms will remain, however it is proposed to create a small deck on the north side, within the roof area and to provide glazed doors to the bedrooms to admit sunlight. Another window will allow daylight down into the stairwell and ground floor hallway.

These decks will not be visible from Lillie Street.

Weatherboards, timber windows, eaves and fascias will be painted in light grey with white and black trims as indicated on the elevations.

Overall, 19 Lillie Street will have the inappropriate later accretions and claddings removed, and significant 1890s fabric retained and restored.

Its presentation will return it to a former state which will help contribute to the coherent collection of weatherboard Victorian and Federation houses of the Glebe.

New Rear Dwelling;

The new dwelling at the rear is designed to be subservient in size and generally not be visible from Lillie Street. There are few public vantage points on the Glebe from which the rear buildings will be discernible, from most locations they will not be visible.

The new-build ground floor area is around 86m2, compared with the retained ground floor area of the existing house of 132m2

The new rear addition is made up of small components and the gable roof is also small in size so that the new building elements read as a group of outbuildings significantly smaller and lower than the house

.Recessed behind the existing house on the Right of Way side the new building will be finished in darker colours forming a recessive palette to further reduce the visual impact. The 3D model images indicate that the rear dwelling is not visible from a pedestrian viewpoint in Lillie Street on the west (ROW) side and the glimpse on the east (uphill) side will present as a gable roofed outbuilding.

Views from Davenport Street are restricted to a few narrow glimpses between houses. These glimpses are further obstructed by vegetation between buildings.

Three pages of photographs of the existing building follow;

David Button

18015
19 Lillie Street, Glebe
Photos of existing house

ARCHITECTSWAJ

From Lillie Street

Front Garage

ROW from Lillie Street

ROW looking to Lillie Street

Skillion roof over later kitchen

Rear shed roofs 1

18015
19 Lillie Street, Glebe
Photos of existing house

ARCHITECTSWAJ

Rear shed roofs 2

Eastern garden rear of garage

Eastern garden view

Front window in enclosed verandah

Kitchen c1970's

Front door frame and highlight

18015
19 Lillie Street, Glebe
Photos of existing house

ARCHITECTSWAJ

Stair looking down

Stair and hall

Living room fireplace

Room to be laundry-bath-wc

Fireplace rear bedroom 1

Rear sheds

Rear sheds and roofs

25 |October |2018

City of Hobart
Senior Statutory Planner

ARCHITECTS JAWS

DIRECTORS
NEAL MACKINTOSH
SCOTT VERDOUW

ASSOCIATES
FIONA GRAHAM
CATHERINE WILLIAMS
HANZ LEE

CONSULTANT
DAVID BUTTON

19 Lillie Street, Glebe –PLN-18-573 **Response to RFI dated 12 September 2018**

In response to your request for additional information dated 12 September 2018 we provide the following advice:
Several drawings have been amended and a complete new set of drawings are attached incorporating the amendments. The previously submitted drawings are now superseded by these new drawings.

Planning
PLN Fi 1 Front Picket Fence. The details and height of the front picket fence have been amended to show its maximum height above ground to be 1.2m. Details of picket type, size and spacing have been added.
PLN Fi 2 Privacy screening. The privacy from the rear outdoor areas is clarified by an amended rear elevation which shows natural ground level and terrace heights.
The rear garden will be screened by the 1.8m high timber paling fence on the boundary. This boundary fence will step down the slope and will be 1.8m above the ground surface of Terrace 3 and the rear Garden levels.

Parking and Access
A traffic impact statement (TIS) has been prepared by Milan Prodanovic which provides responses to the requests from Council.

PA 2.2 Vehicular and pedestrian sight distances.
The TIS concludes that sight distances are considered quite good given the location.

PA 5.1 and PA 5.2 Car Parking space and turning area.
The plans have been amended to increase manoeuvring and turning space at the end of the driveway. The TIS is based on this improved plan and determines that the garage can be entered and exited using multiple manoeuvres to allow cars to enter Lillie Street in a forward direction.

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EXPERIENCE CREATIVE QUALITY

ARCHITECTSJAWS

Stormwater Code

Sw 1 The Proposed Sub-Floor plan has now been amended to include Stormwater Drainage. Separate stormwater disposal drainage systems have been provided from each dwelling. The original house (No 19) drains to the existing outlet on the kerb and channel on Lillie Street. The rear addition (No 19A) will drain to a new outlet into the kerb and channel on Lillie Street.

This information should now enable Council to complete the assessment .

Yours faithfully

David Button

Senior Architect JAWS Architects

MILAN PRODANOVIC B.E. PEng
TRAFFIC ENGINEERING & ROAD SAFETY

TRAFFIC IMPACT STATEMENT

PROPOSED ADDITIONAL DWELLING AND RENOVATIONS

19 LILLIE STREET, GLEBE

1. INTRODUCTION

A development application has been lodged with the Hobart City Council for modifications to the residential dwelling at 19 Lillie Street in Glebe and construction of an adjoining residential unit to the rear of the existing dwelling.

In considering the application, the council has raised concern about:

- the height of the front fence;
- the adequacy of sight distance between motorists using the two driveways and vehicles approaching along Lillie Street;
- the sight distance between motorists exiting the two driveways and pedestrians using the footpath along Lillie Street;
- the layout of car parking space, turning areas, driveway and access designed to ensure that parking area enables safe, easy and efficient use (PA5.1 is assumed to refer to the existing garage parking space on the eastern side of the site);
- the design of access, driveway, turning area and parking space located at the rear of the site (PA 5.2 is assumed to refer to the parking space at the end of the driveway on the western side of the site).

This Traffic Impact Statement (TIS) has been prepared to address these issues.

2. PROPOSED DEVELOPMENT

Currently, there is an existing dwelling on the development site.

There is a driveway along the western side of the property which has a straight alignment between the dwelling on the development site and the dwelling on

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the neighbouring property leading to a carport located near the northern end of the property.

There is also a garage located at the eastern side of the property, slightly set back from the frontage boundary.

Views of the current frontage of the development site are seen in Photographs 2.1 to 2.4.

Part of a proposed renovation and additions to this heritage house includes the addition of a residential unit at the rear of the existing dwelling.

The design drawing of the changes to the development show the proposed continued use of the western side driveway but removal of the carport and construction of a garage under the new unit for the use of the unit residents.

The garage at the eastern side of the site will be modified into a carport.

The design drawings showing the layout of the dwellings, driveways and fencing details are attached.

Photograph 2.1: View to east along Lillie Street with development site on left at parked car

Photograph 2.2: View of frontage of 19 Lillie Street

Photograph 2.3: View of western driveway to 19 Lillie Street

Photograph 2.4: View of eastern garage to 19 Lillie Street

3. CONSIDERATION OF SIGHT DISTANCES

The request from Council refers to available sight distances between motorists and pedestrians on the Lillie Street roadway and footpath approaching the driveways to 19 Lillie Street and motorist using the driveways to exit the property.

Sight distances to approaching vehicles

Clause E5.6.4 is also not relevant in this case because the requirements of this clause are about the adequacy of the available sight distance between vehicles at a public road intersection.

Clause E6.7.2 A1 states: *the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.*

AS 2890.1 details the required sight distances to approaching vehicles on public roads from a domestic driveway which is the case in this assessment.

The required sight distance for approach vehicle speeds of 50km/h is 40m from a point 2.5m back from the edge of road. Due to the steep grade of the road, 85th percentile vehicle speeds in Lillie Street is less than 40km/h for which the required sight distance is 30m (for a domestic driveway). The

downgrade on Lillie Street would require an additional 5m for vehicles travelling to the west.

A driver entering Lillie Street in a forward or reverse direction will be able to see much further than 30-35m in both directions along Lillie Street at both driveways (over 100m), if there are cars parked intermittently along Lillie Street, as seen in Photographs 3.1 to 3.4.

If there are parked cars fully lining Lillie Street, exiting drivers could safely continue to enter Lillie Street up to the edge of the outer parking lane to obtain sufficient sight distance along Lillie Street before moving into the traffic stream. This is normal and common practice at any driveway on a public street where there are parked cars along the near side of the road.

As indicated above, the sight distance is measured from a point 2.5m back for the edge of road. This distance is the same for a driver entering the road in a forward or reverse direction as the position of the driver in a 5m long car is generally around the middle of the car.

There are no issues or concerns with the adequacy of sight distance along Lillie Street to/from approaching vehicles for drivers entering 19 Lillie Street.

Photograph 3.1: View to west along Lillie Street from eastern driveway

Photograph 3.2: View to east along Lillie Street from eastern driveway

Photograph 3.3: View to west along Lillie Street from western driveway

Photograph 3.4: View to east along Lillie Street from western driveway

Sight distances to approaching pedestrians

The Council advice states that there is a need to achieve the required pedestrian sight triangles, as detailed in AS 2890.1 with the sight triangles to be fully within the development site, but height or transparency options can be allowed.

Both driveways are existing, and their potential use will not change as a result of the proposed development from what it could be at present.

There will be no changes to the driveways which will adversely change pedestrian/vehicles conflicts or safety.

Photographs 3.5 to 3.8 provide views of the sight lines available between drivers entering Lillie Street and pedestrians for both driveways.

While Council refers to a potential 1.6m high frontage fence, this will not be the case. A drawing attached to this report details the improvement to the frontage fence and that the height will be between 1.0m and 1.2m.

The sight lines between pedestrians and drivers entering Lillie Street at the western driveway are more than required, as seen in Photographs 3.5 and 3.6.

The sight line to the west relies on a view across the corner of the adjacent property, which is a quite common requirement for driveways across the state.

There is no practical alternative for this driveway except closing the driveway, which is not supported; the situation does not require any other interventions.

The sight lines between pedestrians and drivers entering Lillie Street at the eastern driveway are more than required to the west but slightly less than required to the east, as seen in Photographs 3.7 and 3.8.

The corner of the garage is offset from the corner of the property, both from the side boundary and back from the frontage boundary by around 1.5m to 1.7m, such that from the actual position of the driver exiting the garage, the driver would just see a pedestrian from the east when laterally 2m from the driver's position and 2.5m back from the frontage boundary.

The sight distances are considered quite good given the location and also when considering the situation at many other driveways in this area which have virtually no lateral sight distance.

Therefore, it has been concluded there is no justification for any interventions in this case, having regard to each and all the above relevant factors in assessing the geometric characteristic of the driveway, potential for any incidents and the safety of the driveway. This includes due consideration of the performance criteria for Clause E6.7.2, which state:

Clause E6.7.2 Design of Vehicular Accesses – Performance Criteria P1

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

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

(c) suitability for the type and volume of traffic likely to be generated by the use or development;

(d) ease of accessibility and recognition for users.

Photograph 3.5: View to west along Lillie Street footpath from western driveway

Photograph 3.6: View to east along Lillie Street footpath from western driveway

Photograph 3.7: View to east along Lillie Street footpath from eastern driveway

Photograph 3.8: View to west along Lillie Street footpath from eastern driveway

4. CONSIDERATION OF CAR ACCESS AND CIRCULATION

The proposed renovation and additions on the site will retain the two driveways located at each side of the property. This is not seen as a concern given the driveways will provide access to parking for different dwellings.

There will be no change to the eastern garage and driveway other than the garage will be modified to become a carport.

The forward entry to the carport and reverse exit onto Lillie Street is not a concern given Lillie Street is a local low volume residential street. The existing gutter crossover will remain unchanged.

The entry and exit movements will be quite standard manoeuvres as with any residential driveway. The carport will have a length of around 6.5m and width of around 3m.

The existing western driveway, between the two dwellings is 2.6m wide up to the proposed/garage/parking area. It is normal to require a 3.0m wide driveway, but this is an existing driveway and physical constraints do not allow it to be widened.

The 2.6m width does not preclude a car from using the driveway, it is still quite trafficable, given the width of a B85 car is 1.87m and a B99 car is 1.94m, leaving 300-350mm clearance each side.

The driveway and trafficable areas will be quite flat (grade around 1%).

With these circumstances, there is no reason cars will not be able to physically use the driveway safely, and therefore, it is not recommended vehicles use and access along this driveway be denied.

The garage at the end of the driveway will be quite large and open, allowing for required car manoeuvres.

There will be more than sufficient width for a parked car (more than the required 5.4m x 2.4m and 300mm side clearances). The height clearance will at least 2.4m, more than the required minimum of 2.2m.

While the attached drawings indicate a three-point car manoeuvre to and from the garage including a reverse movement into the garage, checks of the available space, using the AS 2890.1 templates for a B85 car, indicate that a two-point manoeuvre would be required to park the car in the garage (reverse in) and a five-point manoeuvre to exit (possibly a three-point exit manoeuvre for small cars).

A more comfortable use of the available manoeuvring space would be to enter the garage in a three-point manoeuvre and exit in a two-point manoeuvre.

While a five-point manoeuvre will be required in either case, AS 2890.1 discusses the need for more than three manoeuvres, albeit for larger cars.

Again, given the nature of the site, this multiple parking manoeuvre is quite acceptable and much more preferable to having cars reversing along the driveway and into Lillie Street.

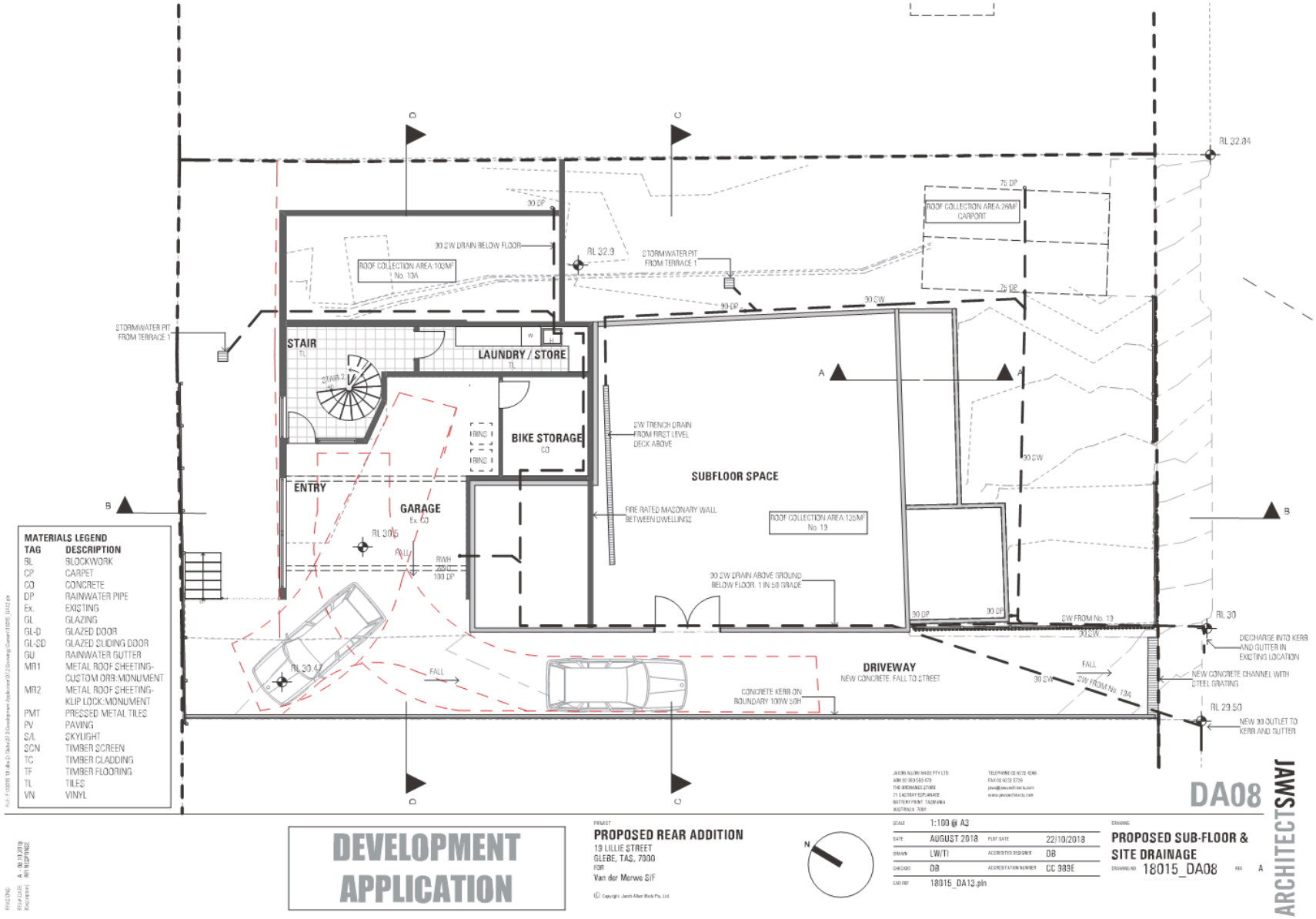
5. CONCLUSIONS

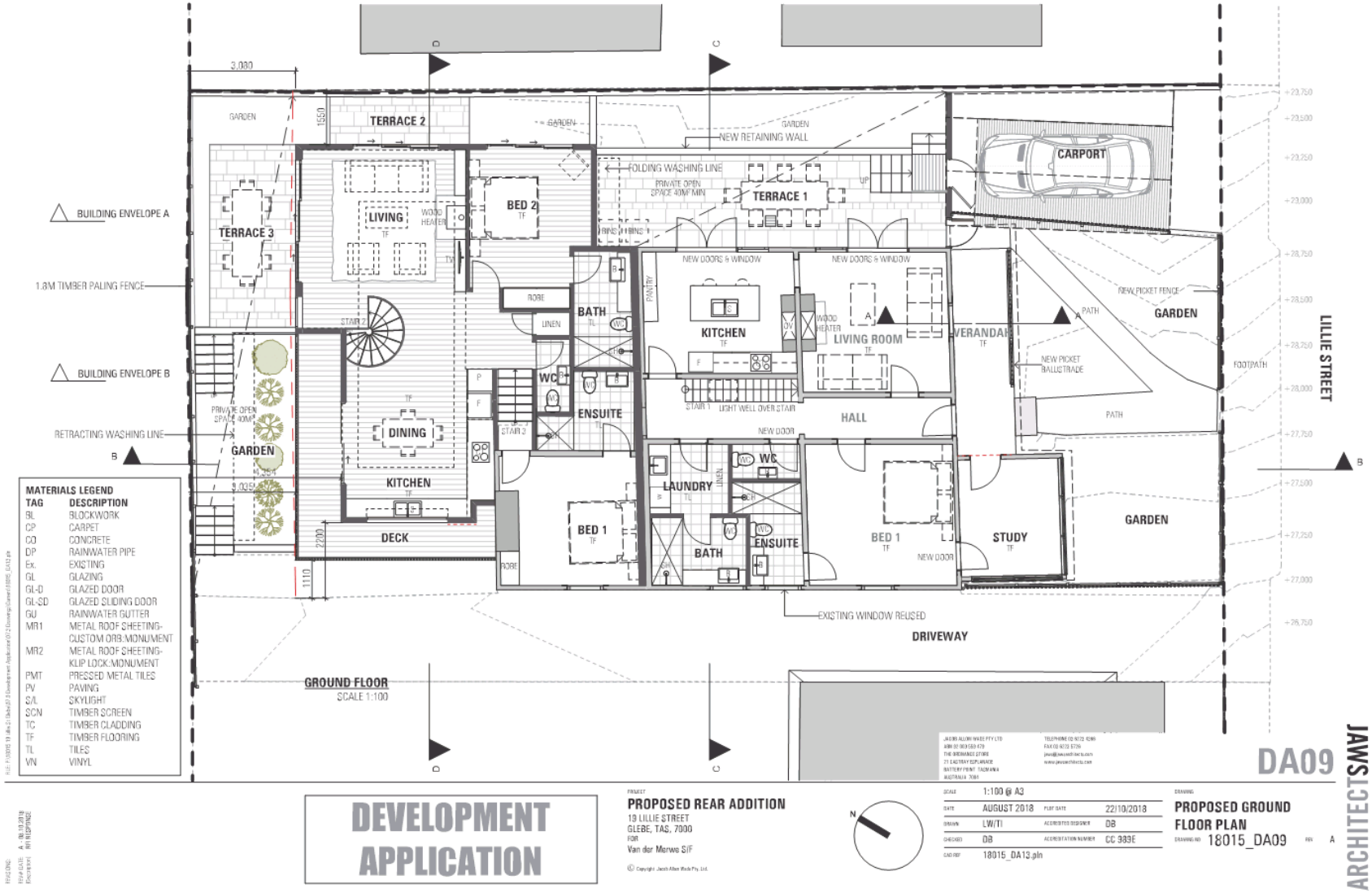
In considering the concerns raised by Council about motorist and pedestrian sight distances at the access driveways to 19 Lillie Street as well as the parking and access arrangements, it has been concluded:

- there are no issues or concerns with the adequacy of sight distance along Lillie Street for drivers exiting the driveway to 19 Lillie Street, the sight distances are more than required;
- no changes or any interventions to the current arrangements are recommended with respect to the pedestrian sight distances at the driveways as a consideration of all relevant factors lead to a conclusion that the potential for or risk of any incident is extremely low;
- the car parking and manoeuvring arrangements are considered quite acceptable; and
- the narrower than normal driveway at the western end of the site does not preclude a car from using the driveway safely; there is no reason to not support vehicles use and access along this driveway.

Milan Prodanovic

23 October 2018


STAIR
LAUNDRY / STORE
BIKE STORAGE
ENTRY
GARAGE
SUBFLOOR SPACE
DRIVEWAY
NEW CONCRETE. FALL TO STREET
ROOF COLLECTION AREA:102M² No. 13A
ROOF COLLECTION AREA:28M² CARPORT
ROOF COLLECTION AREA:125M² No. 13
STORMWATER PIT FROM TERRACE 1
90 SW DRAIN BELOW FLOOR
SW TRENCH DRAIN FROM FIRST LEVEL DECK ABOVE
FIRE RATED MASONARY WALL BETWEEN DWELLINGS
90 SW DRAIN ABOVE GROUND BELOW FLOOR. 1 IN 50 GRADE
CONCRETE KERB ON BOUNDARY 100W 50H
SW FROM No. 13
SW FROM No. 13A
DISCHARGE INTO KERB AND GUTTER IN EXISTING LOCATION
NEW CONCRETE CHANNEL WITH STEEL GRATING
NEW 90 OUTLET TO KERB AND GUTTER
RL 32.84
RL 32.9
RL 30.6
RL 30.47
RL 30
RL 29.50
FALL
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
DA08
JAWS ARCHITECTS
DEVELOPMENT APPLICATION
PROJECT
PROPOSED REAR ADDITION
13 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F
SCALE 1:100 @ A3
DATE AUGUST 2018
PLOT DATE 22/10/2018
DRAWN LW/TI
ACCREDITED DESIGNER DB
CHECKED DB
ACCREDITATION NUMBER CC 983E
CAD REF 18015_DA13.pln
DRAWING
PROPOSED SUB-FLOOR & SITE DRAINAGE
DRAWING NO 18015_DA08
REV A


TERRACE 2
TERRACE 3
TERRACE 1
LIVING
BED 2
BATH
KITCHEN
LIVING ROOM
VERANDAH
CARPORT
GARDEN
DINING
KITCHEN
DECK
WC
ENSUITE
HALL
LAUNDRY
BED 1
BATH
ENSUITE
BED 1
STUDY
GARDEN
GARDEN
NEW RETAINING WALL
FOLDING WASHING LINE
PRIVATE OPEN SPACE 40M² MIN
BUILDING ENVELOPE A
BUILDING ENVELOPE B
1.8M TIMBER PALING FENCE
RETRACTING WASHING LINE
NEW DOORS & WINDOW
NEW DOORS & WINDOW
NEW PICKET FENCE
NEW PICKET BALUSTRADE
PATH
FOOTPATH
LILLIE STREET
EXISTING WINDOW REUSED
DRIVEWAY
GROUND FLOOR
SCALE 1:100
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
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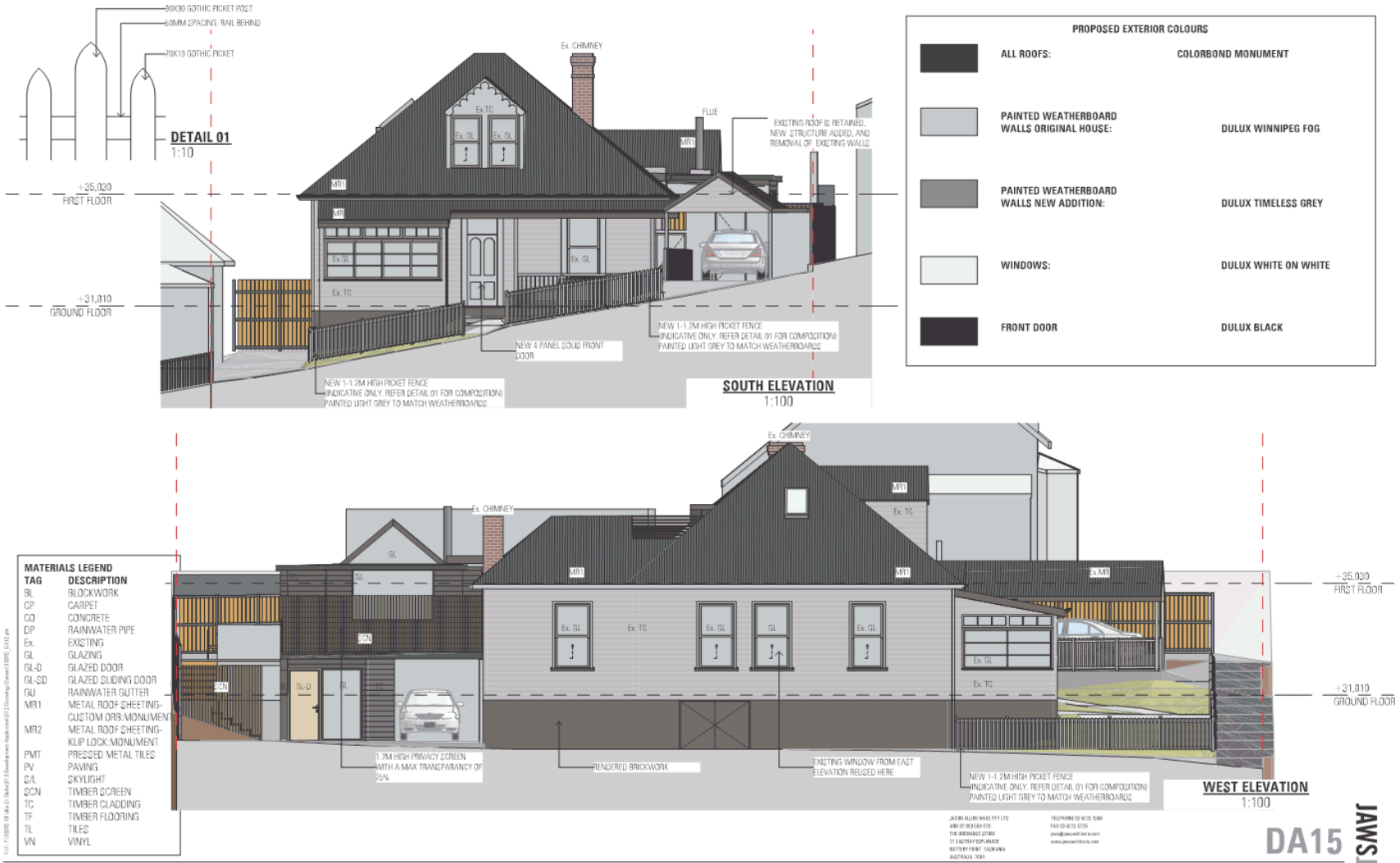
DB
DB
CC 989E
18015_DA13.pln
PROPOSED GROUND FLOOR PLAN
18015_DA09
DA09
ARCHITECTS


90X90 GOTHIC PICKET POST
60MM SPACING, RAIL BEHIND
70X19 GOTHIC PICKET
DETAIL 01
1:10
+35,030
FIRST FLOOR
+31,810
GROUND FLOOR
Ex. CHIMNEY
Ex. TC
Ex. GL
FLUE
MR1
EXISTING ROOF IS RETAINED, NEW STRUCTURE ADDED, AND REMOVAL OF EXISTING WALLS
NEW 4 PANEL SOLID FRONT DOOR
NEW 1-1.2M HIGH PICKET FENCE (INDICATIVE ONLY. REFER DETAIL 01 FOR COMPOSITION) PAINTED LIGHT GREY TO MATCH WEATHERBOARDS
SOUTH ELEVATION
1:100
PROPOSED EXTERIOR COLOURS
ALL ROOFS: COLORBOND MONUMENT
PAINTED WEATHERBOARD WALLS ORIGINAL HOUSE: DULUX WINNIPEG FOG
PAINTED WEATHERBOARD WALLS NEW ADDITION: DULUX TIMELESS GREY
WINDOWS: DULUX WHITE ON WHITE
FRONT DOOR DULUX BLACK
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
1.7M HIGH PRIVACY SCREEN WITH A MAX TRANSPARANCY OF 25%
RENDERED BRICKWORK
EXISTING WINDOW FROM EAST ELEVATION REUSED HERE
WEST ELEVATION
1:100
DA15
JAWS ARCHITECTS
DEVELOPMENT APPLICATION
PROJECT
PROPOSED REAR ADDITION
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CAD REF 18015_DA13.pln
DRAWING
PROPOSED ELEVATIONS 02
DRAWING NO 18015_DA15
REV A
OF 13 DRAWINGS

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-18-573	Council notice date	04/09/2018
TasWater details			
TasWater Reference No.	TWDA 2018/01459-HCC	Date of response	10/09/2018
TasWater Contact	Amanda Craig	Phone No.	03) 6345 6318
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	19 LILLIE ST, GLEBE	Property ID (PID)	5666565
Description of development	Partial demolition, alterations and extension and two multiple dwellings		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Jaws Architects	18015_DA03 Site Plan	--	21/08/18

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection/sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

BOUNDARY TRAP AREA

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

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $211.63 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater.

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

Advice

General

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

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

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	
Date Completed:	
Address:	19 LILLIE STREET, GLEBE ADJOINING RIGHT OF WAY
Proposal:	Partial Demolition, Alterations and Extension and Two Multiple Dwellings (One New, One Existing)
Application No:	PLN-18-573
Assessment Officer:	Helen Ayers,

Referral Officer comments:

This place is heritage listed in table E13.1 of the Scheme and also located in the Glebe Heritage Precinct. (G1)

The house is a c.1885 Victorian Georgian house with a symmetrical facade, original dormer central to the roof, sash windows, panel doors and originally would have had two symmetrically positioned chimneys and an open verandah to the street. The house has had a number of successive changes, many of which are unsympathetic, however, overall the original plan configuration remains apparent as does the form of the house. It is one of a group of heritage listed houses in this street and also within the area, hence it being part of a heritage precinct.

The proposal is supported by a report "Heritage Assessment" by Graeme Corney dated 24 July 2018.

This precinct is significant for reasons including:
1. It demonstrates the three distinct sections of land granted to church groups which were leased and developed initially, in the 1880s and 1890s by the Anglican and Presbyterian Churches.
2. It contains the largest collection of weatherboard Victorian and Federation houses in Hobart.
3. The individual residential buildings and elements contribute to a coherent precinct highly visible throughout Hobart.
4. The garden settings of properties and parkland spaces are important and reinforce the precinct's connection to the Queens Domain.
5. The large number of landmark residential and institutional buildings that are of historic and architectural merit.
6. The original and/or significant external detailing, finishes and materials demonstrating a high degree of integrity with a homogenous historic character.

The proposal is for demolition and alterations to the front and rear as well as internal and external changes. A rear extension is proposed converting the single house into two separate houses/dwellings.

Twenty-four (24) representations were received, 23 against and 1 for the proposal.

In summary, the heritage related comments are:
- The block will lose its typical Glebe character of house with a rear garden.
- This sort of subdivision is not sympathetic

- Putting decks into roof areas is not consistent with the character of a house in the Glebe.
- The high density will impact on the coherence of the street and integrity of the suburb.
- The addition will have an impact on the heritage values of this suburb.
- I would challenge the statement that is is 'generally not visible from Lillie St'.
- It is at the expense of the historical character of the Glebe.
- The shed at the back of the property has been there for over 70 years and forms the back fence.
- We object to the loss of our heritage and we ask that Glebe is thought of as a whole, not just one development.
- The charm of Glebe is in the properties - large extensions and balconies does not fit with what is best for the neighbourhood.
- A more sympathetic proposal would be a dormer window in the rear upstairs window without the deck and a low profile flat roof. ie remove the gable roof.
- In the Glebe, the house lots are very small and thus houses are very close to each other and the ground levels are all at different levels, such that some houses are higher than the top of fences.
- We believe the dwelling should be lower in height with fences that are higher and privacy screens.
- The deck at the rear disrupts the continuity of the heritage landscape.
- The Glebe is a unique collection of weatherboard houses with unique roof lines, streetscapes and arrangement of high density housing. This threatens the heritage values of the entire precinct.
- The development is excessive in scale and unsympathetic to the heritage precinct.
- It does not respect the neighbourhood character and does not encourage open space or garden that reinforce the Precinct's connection to the Queens Domain.
- It will be highly visible from Lillie, Bayley and Davenport Streets and suburbs that look into the Glebe, such as North Hobart, Mt Stuart and Hobart central.
- It does not keep the integrity of the chimney and the rear wing which will, under this proposal, belong to the rear dwelling and not to the original house.
- It does not represent the heritage area of the Glebe and change its nature.
- It is inappropriate because it is a loss of heritage amenity in an historical location.
- It impacts on the heritage and social fabric of the Glebe.
- The second residence is not in keeping with or supported by the heritage precinct statements. It is a heritage listed house and the integrity of the house should be maintained. ie no deck or glass doors into the roofline. It adds another layer to the townscape that is not in keeping with the integrity of Glebe.
- More open space and garden would better reflect the historic values of the suburb.
- The precedent of allowing this development will change the nature of the area and degrade its heritage values.
- It is impossible to see where one house ends and the other begins and eliminates most of the usable open space.

The idea of an alternative roof form for the rear extension is repeated in a number of representations as is the removal of the rear roof deck/balcony. The representations nominate a flat roof to the rear extension as a preferred option. There is also concern that the early rear wing is incorporated into the new rear dwelling and not part of the original house.

The proposal must be assessed against E13.7.1, E13.7.2, E13.8.1 and E13.8.2. The application does not involve subdivision.

The house, although earlier, appears in drainage plans dated 1906 with a rear shed along the rear boundary and the house having a four bedroom floor plan with central hallway and an externally accessed room on the north west rear corner of the house with a brick chimney.

The details of the proposed changes to the existing heritage listed house are as follows:

removal of the enclosed front verandah, rebuild the front garage in a similar form, reroof the pressed metal roof tiles with Colorbond, a new front fence, relocate an existing double hung window to the west elevation, demolition of the external east wall for two large new openings, internal demolition and alteration of the floor plan to create a 3 bedroom dwelling in the front house and a new rear addition to form a second rear dwelling. To the rear of the front heritage listed house, but within the main roof form is a proposal for a large deck that extends across the full width of the rear roof plane. It is contemporary in form with horizontal timber slatted screens.

The proposed demolition must satisfy E13.7.1 and E13.8.1 which state:
E13.7.1 P1
Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;
(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(b) there are no prudent and feasible alternatives;
(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;
(d) significant fabric is documented before demolition.

E13.8.1 P1
Demolition must not result in the loss of any of the following:
(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;
(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;
(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(ii) there are no prudent or feasible alternatives;
(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

The new works to the front of the house, in general, reinstate some of the original features of the heritage place, a positive outcome, given that it has been subject to unfortunate changes. The rear extension is two storey with parking, laundry and storage below and a two bedroom second dwelling above with the substantial part of the roof presenting as low pitched roof with a gable roof form over the dining and living room in a room with a 2.1 metre high ceiling, adding volume and ceiling height to the space. A large wide deck is proposed for the rear attic space of the original house with stairs and access via the rear deck or from within the parking space at ground level.

This proposal needs to be seen in the context of surrounding houses where neighbouring properties overlook and have direct lines of sight toward the house from their rear gardens/yards and rear living spaces of their houses with the visibility of the rear of the subject property magnified by the stepping of the blocks and steep street alignment. In a couple of instances, the rear of 19 Lillie Street is in the direct line of site or at eye level from neighbouring properties. While much of the proposed development is to the rear of the block and not visible from the street to the front, there are locations where the proposed development will be highly visible for neighbours.

The proposal must also be assessed against E13.7.2 and E13.8.2 which state:

E13.7.2 P1
Development must not result in any of the following:

(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;
(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

E13.7.2 P2
Development must be designed to be subservient and complementary to the place through characteristics including:
(a) scale and bulk, materials, built form and fenestration;
(b) setback from frontage;
(c) siting with respect to buildings, structures and listed elements;
(d) using less dominant materials and colours.

E13.7.2 P3
Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

E13.7.2 P4
Extensions to existing buildings must not detract from the historic cultural heritage significance of the place

E13.7.2 P5
New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong.

E13.8.2 P1
Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

E13.8.2 P3
Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

E13.8.2 P4
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.

The form and design of the rear deck and attic window are at odds with the historical form of the listed building and involves demolition and alteration of the traditional part of the roof, far beyond what is acceptable for a heritage listed place. This element would be better off being deleted as part of the proposal, but could be replaced with skylights or traditional dormer windows. This could be achieved by a condition of permit with a replacement of either a single or two smaller traditional attic dormer windows or skylights to both attic rooms. This would result in the removal of the balcony, screening and resolve the awkward connection of the deck into the rear roof wing of the house.

The extent of demolition on the northern elevation to form triple glazed doors to the east and to provide connection to the outside terrace is logical, but involves too much demolition that is acceptable when assessed against the provisions of the Heritage Code (E13.7.1 and E13.8.1). A reduction to the extent of the size of the doors to one of the two rooms would resolve this - to either the proposed kitchen or living room with the introduction of a window or variation of a sash double hung window to the other room. Again this could be achieved by a condition of permit. The reuse of the sash window from the existing bedroom and proposed kitchen to the proposed ensuite on the other side of the building (west elevation) is acceptable.

The rear chimney that is visible externally is a feature of the house that is worth revealing and respecting. The proposal has a wall from the kitchen that buts directly into the brick wall, obscuring part of the brickwork. It is recommended that the wall be set further back to reveal the brickwork of the chimney in its entirety and this can be achieved by a condition of permit. In addition with this, the junction between the existing rear wing (ie the room that houses the above mentioned chimney) and the proposed rear extension for the second dwelling, requires greater resolution and a greater degree of separation with wider box gutters allowing the eaves line and gutter of the existing house to remain visible. This too could be achieved by a condition of permit.

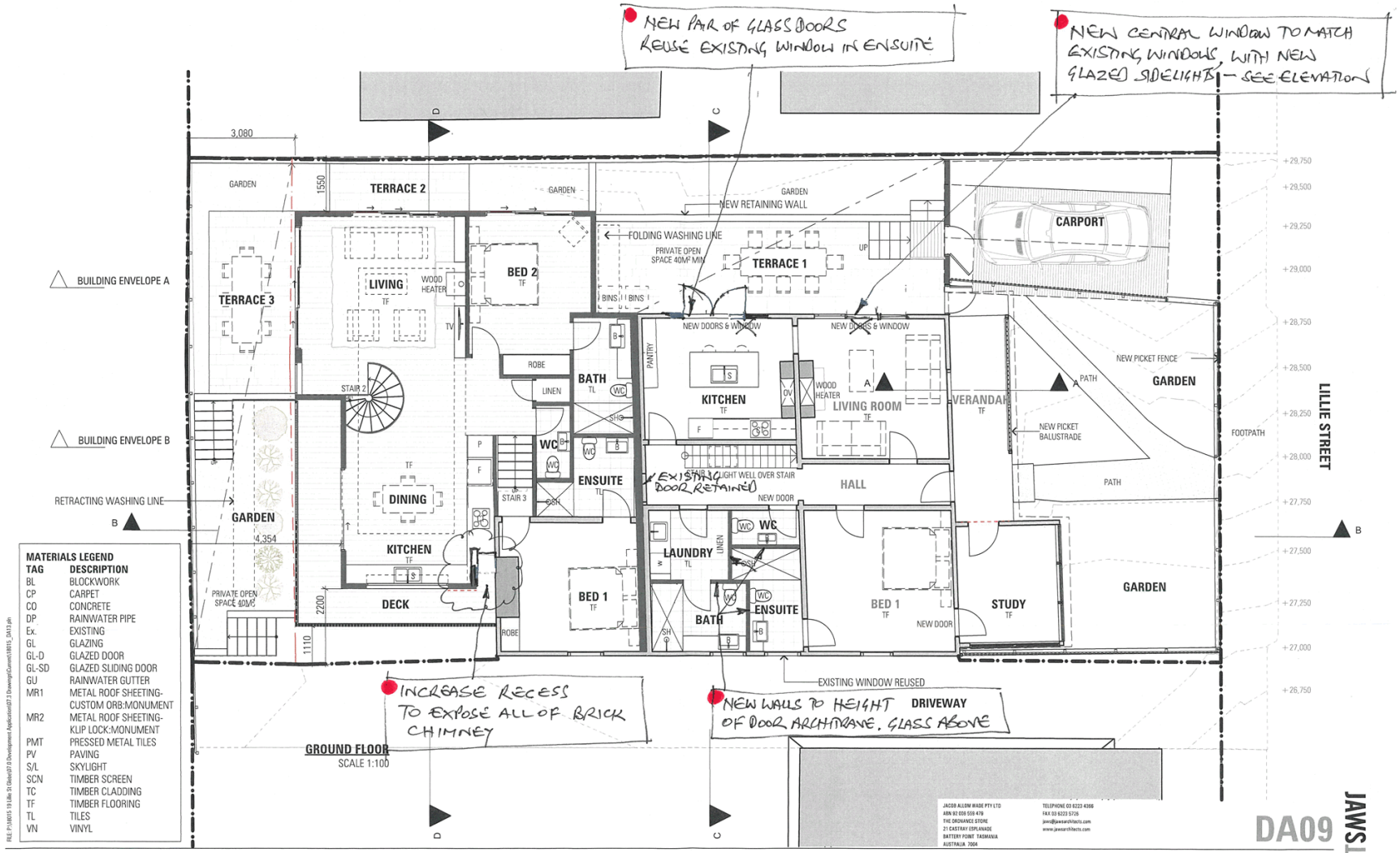
The original door and door frame that is at the end of the hall will become redundant as part of this proposal as a fire rated wall is required between the front and rear dwelling. It is recommended that this feature remain in situ and be closed off with all fire rated walls and materials on the other side. This would enable the doorway to be reinstated and a re-connection made between the front and the rear second dwelling should it ever be required, although it is recognised that this is highly unlikely.

The roof form over the proposed kitchen and living space of the rear second dwelling, while not prominent from the street, was raised as being of concern by representors, as a feature that would be prominent and overly bulky when viewed from their property. This could be addressed by a condition of permit to reduce the pitch of the gable roof or to alter its form to be lesser in bulk and height.

With such conditions of permit, the proposal would then satisfy the above provisions of the Scheme, being subservient in scale, bulk, siting with respect to the listed building, not detracting or being incompatible in design whilst reducing the amount and degree of demolition. In addition, the proposal would not be considered to detract from or result in detriment to the historic cultural heritage significance of the precinct. The proposed new fence and gate, traditional and low in height (1.2 metres) isalso be considered acceptable.

In summary, the proposal, with appropriate conditions, satisfies the relevant provisions E13.7.1 P1, E13.8.1 P2, E13.7.2 P1, P2, P3, P4 and P5 and E13.8.2 P1, P3 and P4 of the Heritage Code of the Scheme.

Sarah Waight
Cultural Heritage Officer
7 January 2018


NEW PAIR OF GLASS DOORS
REUSE EXISTING WINDOW IN ENSUITE
NEW CENTRAL WINDOW TO MATCH EXISTING WINDOWS, WITH NEW GLAZED SIDELIGHTS – SEE ELEVATION
BUILDING ENVELOPE A
BUILDING ENVELOPE B
RETRACTING WASHING LINE
TERRACE 3
TERRACE 2
TERRACE 1
GARDEN
LIVING
WOOD HEATER
BED 2
FOLDING WASHING LINE
PRIVATE OPEN SPACE 40M² MIN
NEW RETAINING WALL
CARPORT
BINS
NEW DOORS & WINDOW
ROBE
LINEN
BATH
PANTRY
KITCHEN
LIVING ROOM
VERANDAH
NEW PICKET FENCE
PATH
NEW PICKET BALUSTRADE
FOOTPATH
LILLIE STREET
STAIR 2
STAIR 3
WC
ENSUITE
EXISTING DOOR RETAINED
LIGHT WELL OVER STAIR
HALL
NEW DOOR
DINING
LAUNDRY
BED 1
STUDY
DECK
PRIVATE OPEN SPACE 40M²
EXISTING WINDOW REUSED
INCREASE RECESS TO EXPOSE ALL OF BRICK CHIMNEY
NEW WALLS TO HEIGHT OF DOOR ARCHITRAVE, GLASS ABOVE
DRIVEWAY
GROUND FLOOR
SCALE 1:100
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
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DA09
JAWS ARCHITECTS
DEVELOPMENT APPLICATION
PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F
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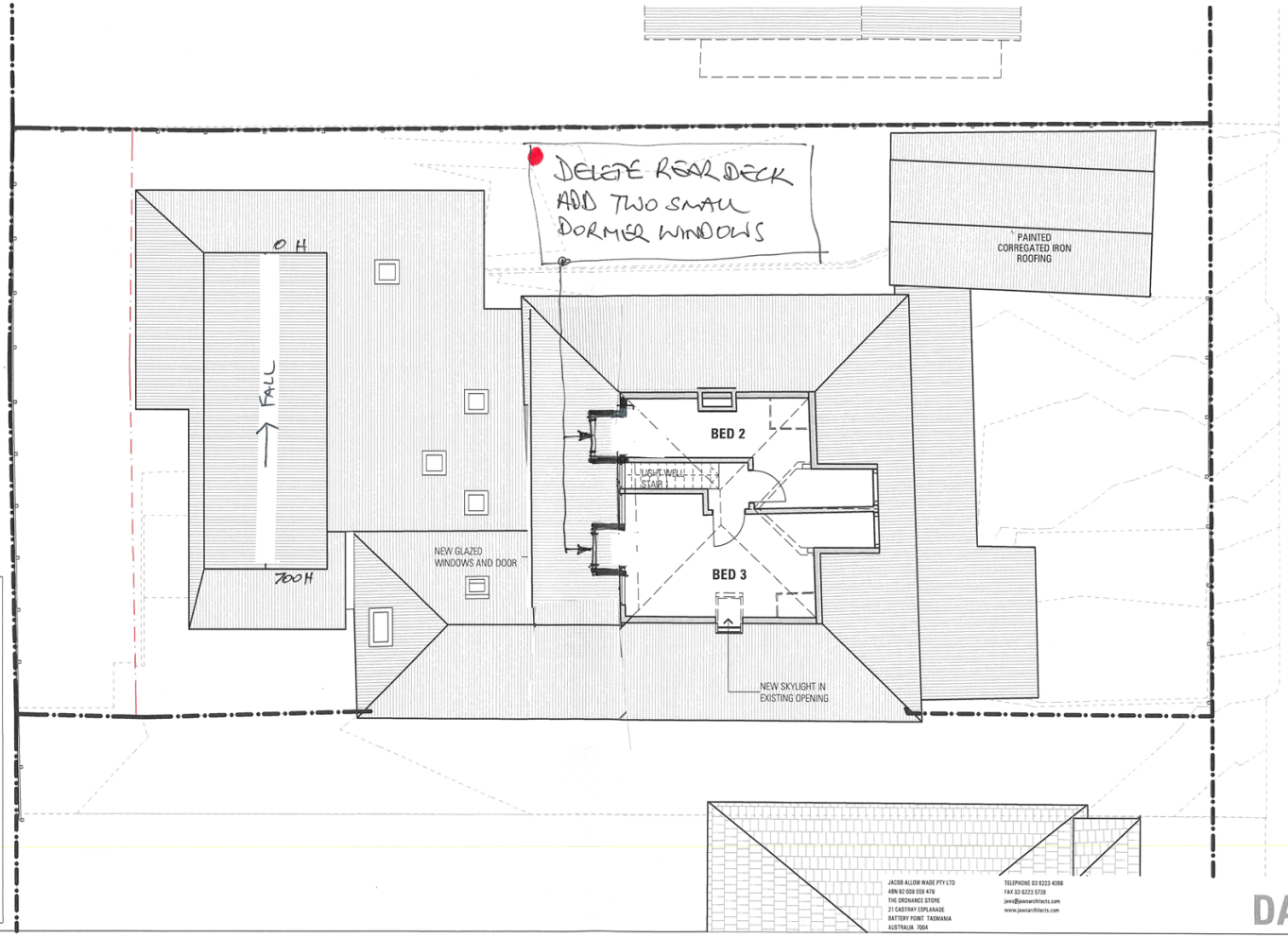
SCALE 1:100 @ A3
DATE AUGUST 2018
PLOT DATE 21/08/2018
DRAWN LW/TI
ACCREDITED DESIGNER DB
CHECKED DB
ACCREDITATION NUMBER CC 989E
CAD REF 18015_DA13.pln
DRAWING
PROPOSED GROUND FLOOR PLAN
DRAWING NO 18015_DA09
REV A
3/1/2019
REVISIONS:
REV# DATE: (Description)



MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
GL-SD	GLAZED SLIDING DOOR
GU	RAINWATER GUTTER
MR1	METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2	METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

REL: P:\18015 19 Lillie St Glebe\07.0 Development Applications\07.3 Drawings\Current\18015_DA13.pln

REVISIONS:
REV# (DATE: (Description)

DEVELOPMENT APPLICATION

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DA10

JAWS ARCHITECTS

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
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Van der Merwe S/F

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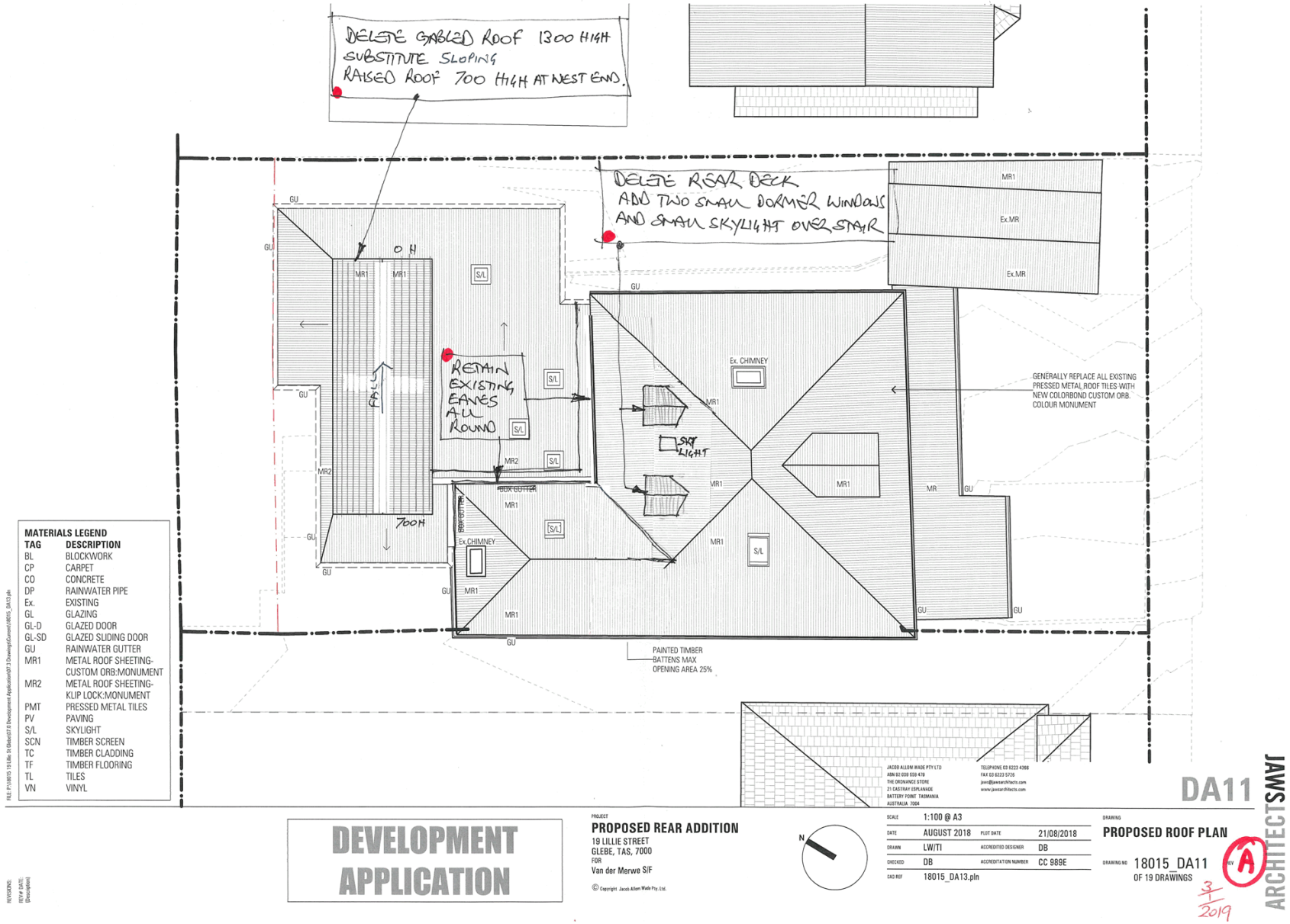
SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	21/08/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
PROPOSED FIRST FLOOR PLAN
DRAWING NO 18015_DA10 REV A
OF 19 DRAWINGS

3/1/2019



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CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
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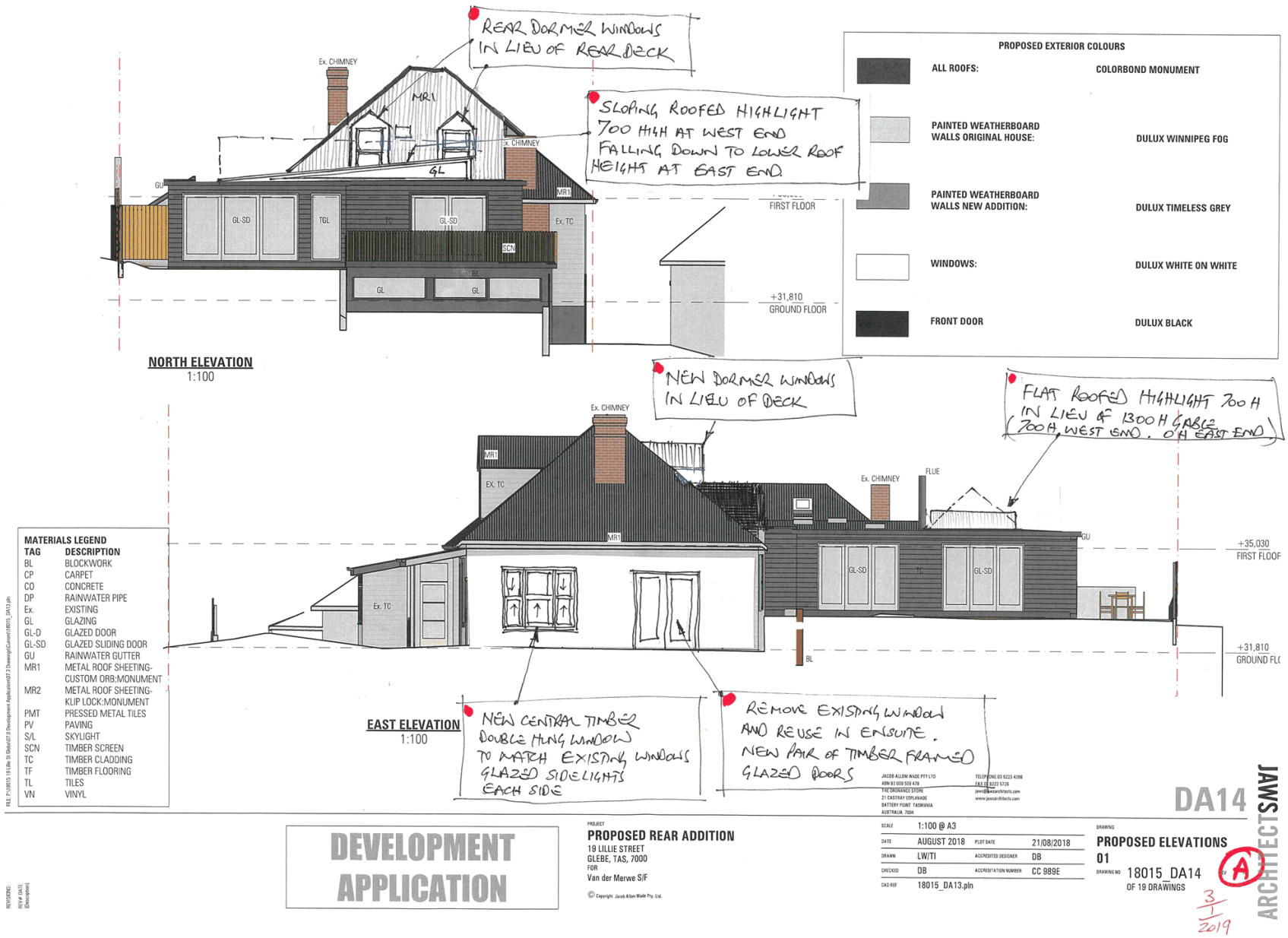
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL


REAR DORMER WINDOWS IN LIEU OF REAR DECK
SLOPING ROOFED HIGHLIGHT 700 HIGH AT WEST END FALLING DOWN TO LOWER ROOF HEIGHT AT EAST END.
Ex. CHIMNEY
MR1
GL
GU
GL-SD
TGL
TC
Ex. TC
SCN
BL
FIRST FLOOR
+31,810
GROUND FLOOR
NORTH ELEVATION
1:100
PROPOSED EXTERIOR COLOURS
ALL ROOFS: COLORBOND MONUMENT
PAINTED WEATHERBOARD WALLS ORIGINAL HOUSE: DULUX WINNIPEG FOG
PAINTED WEATHERBOARD WALLS NEW ADDITION: DULUX TIMELESS GREY
WINDOWS: DULUX WHITE ON WHITE
FRONT DOOR DULUX BLACK
NEW DORMER WINDOWS IN LIEU OF DECK
FLAT ROOFED HIGHLIGHT 700 H IN LIEU OF 1300 H GABLE (700 H WEST END. 0 H EAST END)
FLUE
+35,030
FIRST FLOOR
+31,810
GROUND FL
EAST ELEVATION
1:100
NEW CENTRAL TIMBER DOUBLE HUNG WINDOW TO MATCH EXISTING WINDOWS GLAZED SIDELIGHTS EACH SIDE
REMOVE EXISTING WINDOW AND REUSE IN ENSUITE. NEW PAIR OF TIMBER FRAMED GLAZED DOORS
MATERIALS LEGEND
TAG DESCRIPTION
BL BLOCKWORK
CP CARPET
CO CONCRETE
DP RAINWATER PIPE
Ex. EXISTING
GL GLAZING
GL-D GLAZED DOOR
GL-SD GLAZED SLIDING DOOR
GU RAINWATER GUTTER
MR1 METAL ROOF SHEETING-CUSTOM ORB:MONUMENT
MR2 METAL ROOF SHEETING-KLIP LOCK:MONUMENT
PMT PRESSED METAL TILES
PV PAVING
S/L SKYLIGHT
SCN TIMBER SCREEN
TC TIMBER CLADDING
TF TIMBER FLOORING
TL TILES
VN VINYL
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PROPOSED ELEVATIONS 01
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OF 19 DRAWINGS
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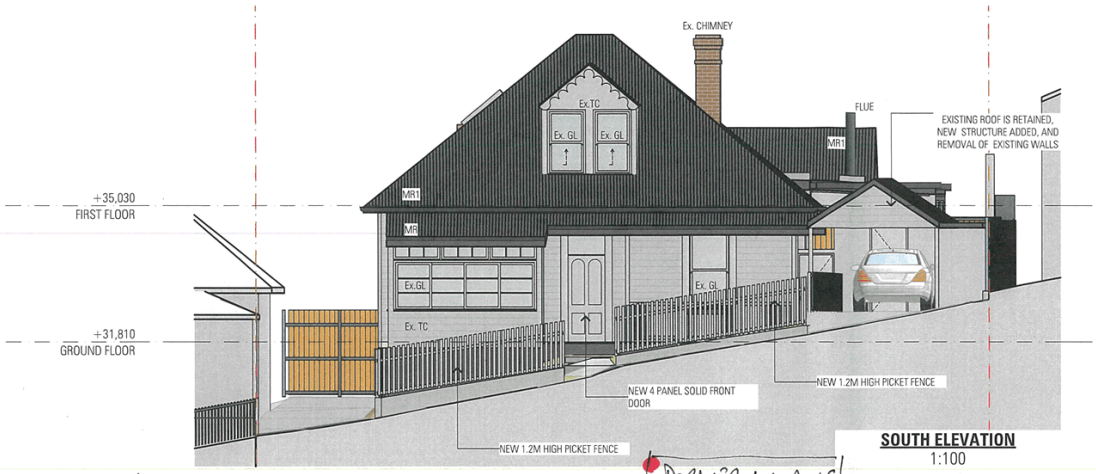
ARCHITECTS
A
3/1/2019



SOUTH ELEVATION
1:100

PROPOSED EXTERIOR COLOURS

	ALL ROOFS:	COLORBOND MONUMENT
	PAINTED WEATHERBOARD WALLS ORIGINAL HOUSE:	DULUX WINNIPEG FOG
	PAINTED WEATHERBOARD WALLS NEW ADDITION:	DULUX TIMELESS GREY
	WINDOWS:	DULUX WHITE ON WHITE
	FRONT DOOR	DULUX BLACK

SLOPING ROOFED HIGHLIGHT 700 H GLAZED ON WEST END. IN LIEU OF 1300 H GABLE

DORMER WINDOWS IN LIEU OF REAR DECK

WEST ELEVATION
1:100

MATERIALS LEGEND

TAG	DESCRIPTION
BL	BLOCKWORK
CP	CARPET
CO	CONCRETE
DP	RAINWATER PIPE
Ex.	EXISTING
GL	GLAZING
GL-D	GLAZED DOOR
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PMT	PRESSED METAL TILES
PV	PAVING
S/L	SKYLIGHT
SCN	TIMBER SCREEN
TC	TIMBER CLADDING
TF	TIMBER FLOORING
TL	TILES
VN	VINYL

FILE: P:\18015 191 Lillie St Glebe\07 0 Development Application\07.3 Drawings\Current\18015_DA13.pln

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DA15

JAWS ARCHITECTS

DEVELOPMENT APPLICATION

REVISIONS:
REV# DATE
(Description)

PROJECT
PROPOSED REAR ADDITION
19 LILLIE STREET
GLEBE, TAS, 7000
FOR
Van der Merwe S/F

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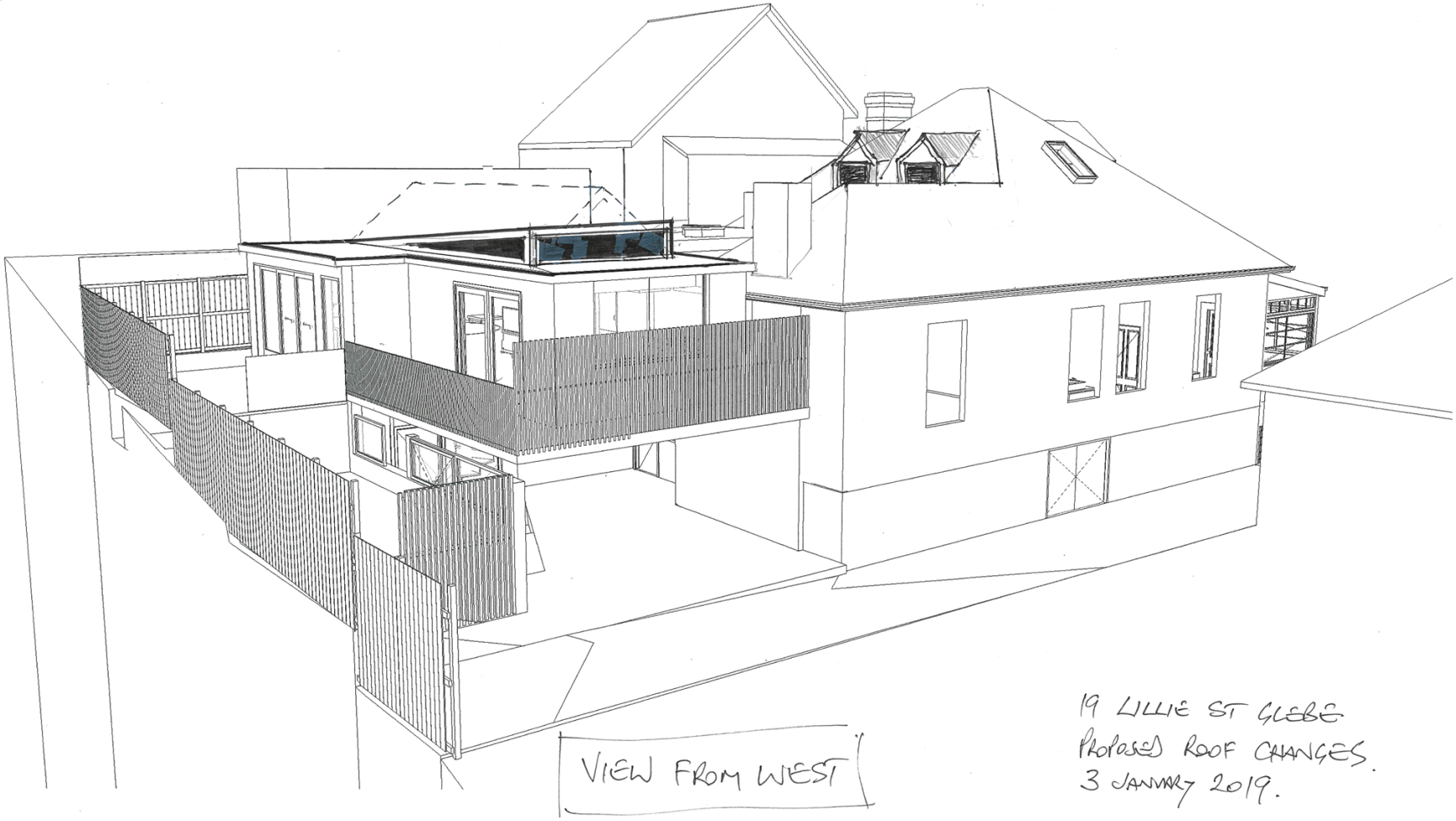
SCALE	1:100 @ A3		
DATE	AUGUST 2018	PLOT DATE	21/08/2018
DRAWN	LW/TI	ACCREDITED DESIGNER	DB
CHECKED	DB	ACCREDITATION NUMBER	CC 989E
CAD REF	18015_DA13.pln		

DRAWING
PROPOSED ELEVATIONS 02
DRAWING NO 18015_DA15 REV A
OF 19 DRAWINGS

3/1/2019


VIEW FROM WEST
19 LILLIE ST GLEBE
PROPOSED ROOF CHANGES.
3 JANUARY 2019.

13. 59 GROSVENOR STREET & 61 GROSVENOR STREET & 2 CHURCHILL AVENUE, SANDY BAY - PARTIAL DEMOLITION, ALTERATIONS AND 13 MULTIPLE DWELLINGS (TWO EXISTING, 11 NEW) PLN-18-760 - FILE REF: F19/2780

Address:	59 Grosvenor Street & 61 Grosvenor Street & 2 Churchill Avenue, Sandy Bay
Proposal:	Partial Demolition, Alterations and 13 Multiple Dwellings (Two Existing, 11 New)
Expiry Date:	21 January 2019
Extension of Time:	Not applicable
Author:	Helen Ayers

RECOMMENDATION

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-18-760 59 & 61 GROSVENOR STREET AND 2 CHURCHILL AVENUE SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2018/01934-HCC dated 04/12/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw1

The development (including hardstand) must be drained to a piped system. The new private stormwater connection must be constructed, and any existing connections be abandoned and sealed at the owner's expense prior to occupation.

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

1. **The location of the proposed connection and all existing connections to be abandoned;**

2. **The size and design of the connection such that it is appropriate to safely service the development;**

3. **Written permission for the works outside 59 and 61 Grosvenor Street; and**

4. **Certify that the receiving stormwater pipe has sufficient capacity.**

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

Advice: The applicant is advised to submit detailed design drawings as part of the plumbing permit application in this instance as the receiving stormwater pipe which your development is proposing to connect to is actually a private stormwater main owned by University of Tasmania on University of Tasmania land. (The University of Tasmania main connects to Council's stormwater system near Sandy Bay Road and the system upstream of this point has been considered as a shared private stormwater system).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw7

Stormwater pre- treatment for storm water discharges from the development must be installed prior to commencement of use.

The stormwater pre-treatment system must incorporate a treatment system of a size and design sufficient to achieve the stormwater quality targets in accordance with the State Stormwater Strategy 2010.

The stormwater pre-treatment system must be maintained during the life of the development.

Advice: Failure to ensure consistency between the stormwater treatment system proposed in the planning application documentation and plumbing permit application documentation may result in delays in the issue of any approval under the Building Act 2016*.*

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG sw8

A 3,400 litre stormwater detention system must be installed to limit stormwater discharges from the development to 14.8 L/s for a 5 minute 5% AEP storm event, prior to first occupation.

A detailed detention design must be submitted and approved by Council, prior to the issuing of any plumbing approval under the *Building Act 2016*. The design must:

1. **Be prepared by a suitably qualified engineer,**

2. **Include design drawings of the detention tank showing the layout, the inlet and outlet (including long section), the overflow mechanism.**

3. **Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice:

- *The applicant is required to submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any plumbing approval under the* Building Act 2016*.*

- *Once the stormwater management report and design has been approved the Council will issue a condition endorsement.*

- *It is advised that documentation for condition endorsement is lodged well before a Building / Plumbing Permit is required, as failure to address design requirements until Building / Plumbing Permit stage may result in unexpected delays.*

Reason for condition

To ensure that the stormwater runoff quantity is managed to take into account the limited receiving capacity of the downstream Council stormwater infrastructure.

ENG tr2

A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition).

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to any approval under the *Building Act 2016* (including demolition). The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**

2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**

3. **Include a start date and finish dates of various stages of works.**

4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**

5. **Nominate a superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

All work required by this condition must be undertaken in accordance with the approved construction traffic and parking management plan.

Advice:

- *Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*

- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure the safety of vehicles entering and leaving the development and the safety and access around the development site for the general public and adjacent businesses.

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required) with the exception of the following:

1. **The blind aisle end widening for car parking space 01 to be a minimum of 700mm wide, with an aisle width of 6.0m.**

2. **The maximum aisle gradient within the site to be 6.5%**

3. **The minimum side clearance for the design envelope for 61 Grosvenor Street car parking space to be 250mm.**

Advice:

- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with Condition ENG 3a.

Prior to the first occupation, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

- *Certification may be submitted to Council as part of the* Building Act 2016 *approval process or via condition endorsement (see general advice on how to obtain condition endorsement). It is noted that the certification is not to ensure structural integrity but rather to ensure compliance with AS2890.1 (and relaxations associated with Condition ENG 3a).*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 4

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 5

The number of parking spaces approved on the site is:

1. **Fourteen (14) User Class 1A car parking spaces**

2. **A minimum number of Class B (AS2890.3) bicycle parking spaces of six (6) [secure tenant parking]**

3. **A minimum number of Class C (AS2890.3) bicycle parking spaces of two (2) [visitor parking]**

Prior to first occupation:

- **All car parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004.**

- **All bicycle parking spaces must be installed in accordance with AS/NZS 2890.3 2015.**

- **Install signage (in accordance with AS1742.11 2009 or Council approved equivalent) at the entrance to the main car parking area indicating that the parking area is for residents only;**

Reason for condition

To ensure the provision of parking for the use is safe and efficient.

ENG 1

Any damage to council infrastructure resulting from the implementation of this permit, must, at the discretion of the Council:

1. **Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or**

2. **Be repaired and reinstated by the owner to the satisfaction of the Council.**

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council’s infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council’s infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council’s infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 2

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice: Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's website for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

CONDITION ENDORSEMENT ENGINEERING

All engineering drawings required to be submitted and approved by this planning permit must be submitted to the City of Hobart as a CEP (Condition Endorsement) via the City's Online Service Development Portal. When lodging a CEP, please reference the PLN number of the associated Planning Application. Each CEP must also include an estimation of the cost of works shown on the submitted engineering drawings. Once that estimation has been confirmed by the City's Engineer, the following fees are payable for each CEP submitted and must be paid prior to the City of Hobart commencing assessment of the engineering drawings in each CEP:

Value of Building Works Approved by Planning Permit Fee:

- Up to $20,000: $150 per application.

- Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

These fees are additional to building and plumbing fees charged under the Building and Plumbing Regulations.

Once the CEP is lodged via the Online Service Development Portal, if the value of building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.
Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a permit for the occupation of the public highway for construction or special event (e.g. placement of skip bin, crane, scissor lift etc). Click here for more information.

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

You may require a permit to construct public infrastructure, with a 12 month maintenance period and bond (please contact the Hobart City Council's City Infrastructure Division to initiate the permit process).

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council’s Hydraulic Services By law. Click here for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council’s Highways By law. Click here for more information.

RIGHT OF WAY

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

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

TITLE ADHESION

An adhesion of your titles is required because a portion of your development is across one or more title boundaries. Contact your solicitor or a registered land surveyor to initiate the process.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A:	PLN-18-760 - 59 GROSVENOR STREET SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-18-760 59 & 61 GROSVENOR STREET AND 2 CHURCHILL AVENUE SANDY BAY TAS 7005 - CPC Agenda Documents ⇩
Attachment C:	PLN-18-760 - 59 GROSVENOR STREET SANDY BAY TAS 7005 - Planning Referral Officer Cultural Heritage Report ⇩
Attachment D:	PLN-18-760 59 & 61 GROSVENOR STREET AND 2 CHURCHILL AVENUE SANDY BAY TAS 7005 - CPC Supporting Documents (Supporting information)

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	21 January 2019
Expiry Date:	21 January 2019
Application No:	PLN-18-760
Address:	59 GROSVENOR STREET , SANDY BAY 61 GROSVENOR STREET , SANDY BAY 2 CHURCHILL AVENUE , SANDY BAY
Applicant:	Josh Crossin (LXN Architecture and Consulting) 21a Cross Street
Proposal:	Partial Demolition, Alterations and 13 Multiple Dwellings (Two Existing, 11 New)
Representations:	Twenty five (25)
Performance criteria:	Zone Development Standards Parking and Access Code Stormwater Management Code Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay.

1.2 More specifically the proposal includes:

- Demolition of the rear stairs for the existing dwellings at 59 and 61 Grosvenor Street, and the restoration of the rear verandahs to these dwellings.
- Construction of a three storey, multiple dwelling building spanning both the rear yards of 59 and 61 Grosvenor Street.
- The ground floor of the new building will house 10 car parking spaces on the western side, which are open to the driveway, as well as three, two bedroom dwellings on the eastern side, all with one bathroom, open living / dining / kitchen areas, and private open space to the east (and north for apartment 1).
- The first floor of the new building will house four, two bedroom dwellings, all with two bathrooms, open living / dining / kitchen areas, and small decks off the living areas.
- The second floor of the new building will house four, two bedroom dwellings, all with two bathrooms, open living / dining / kitchen areas, and small decks off the living areas.
- Garbage bins will be located in a fenced / screened storage area on the southern side of the access to the university law school.

1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

1.3.1 Zone Development Standards - Dwelling Density, Building Envelope, Private Open Space, Sunlight, Privacy and Waste Storage
1.3.2 Parking and Access Code
1.3.3 Historic Heritage Code

1.4 Twenty five (25) representations objecting to the proposal were received within the statutory advertising period between 6 and 20 December 2018.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The site is located on the eastern side of Grosvenor Street, adjacent to the entrance to the University of Tasmania sports facilities, and Faculty of Law building. There are two existing dwellings located toward the front of the two properties. Access to the university is via a right of way over 61 Grosvenor Street. There is a substantial, under-utilised area at the rear of the dwellings which is currently used for informal car parking by the occupants of the dwellings. The application also relies upon stormwater works on the adjacent university land, though these are contained within an existing easement. As these works on the university campus are included in the proposal, that land is included in the application site.

Figure 1: Application site is highlighted in purple and includes area required for stormwater works (University of Tasmania).

Figure 2: Area where new multiple dwellings will be located is highlighted in purple.

3. Proposal

3.1 Planning approval is sought for partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay.

3.2 More specifically the proposal is for:

- Demolition of the rear stairs for the existing dwellings at 59 and 61 Grosvenor Street, and the restoration of the rear verandahs to these dwellings.
- Construction of a three storey multiple dwelling building spanning both the rear yards of 59 and 61 Grosvenor Street.
- The ground floor of the new building will house 10 car parking spaces on the western side, which are open to the driveway, as well as three, two bedroom dwellings on the eastern side, all with one bathroom, open living / dining / kitchen areas, and private open space to the east (and north for apartment 1).
- The first floor of the new building will house four, two bedroom dwellings, all with two bathrooms, open living / dining / kitchen areas, and small decks off the living areas.
- The second floor of the new building will house four, two bedroom dwellings, all with two bathrooms, open living / dining / kitchen areas, and small decks off the living areas.
- Garbage bins will be located in a fenced / screened storage area on the southern side of the access to the university law school.

4. Background

4.1 There have been a number of applications to re-develop the application site over recent years. The three most recent of these are:

PLN-09-00401 - Application for the demolition of the existing dwellings and the construction of 30 new dwellings within a 4 storey, 3 building complex with sub-surface car parking. This application was refused by Council, appealed by the applicant, with the Council decision ultimately being upheld by the Appeal Tribunal.

PLN-15-00253-01 - Application for the demolition of the existing dwellings and for the construction of 4 new multiple dwellings and a local shop. This application was refused by Council, appealed by the applicant, and ultimately approved by the Appeal Tribunal, with the permit taking effect on 25 November 2015, but not acted upon.

PLN-16-1068 - Application for the retention of the existing dwellings and for the construction of a building at the rear of the site containing a basement car park for 14 cars, and 8 new dwellings over three levels above this. Council approved this permit on 27 February 2017, but it is yet to be acted on.

5. Concerns raised by representors

5.1 Twenty five (25) representations objecting to the proposal were received within the statutory advertising period between 6 and 20 December 2018.

5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

Density:
Representors are concerned that there is insufficient site area per dwelling, stating that the surrounding area is characterised by single sandstone dwellings on lots, not unit buildings. As such, the representors indicate that the design and density of the dwellings proposed is inappropriate.
Representors are concerned that the density is too high for the site in the context of the surrounding area and will result in a loss of residential amenity for surrounding dwellings due to the number of occupants of the site.
Building Envelope Protrusion:
Several representors have indicated that the building protrudes excessively outside of the building envelope on the eastern side.
One representor is concerned that the extent of the building envelope protrusion in terms of height is out of character with the surrounding area, and will detract form the amenity of the area.
Car Parking:
Representors have indicated that there is insufficient car parking for the number of dwellings proposed for the site as there is already limited on-street car parking.
Representors have noted that there appears to be no accessible parking spaces provided for people with mobility issues.
One representor has cited Australian Bureau of Statistics figures which indicate that it is likely that there would be more than one vehicle per dwelling, and as such the representor suggests the parking provided is insufficient.
Several representors have indicated that the lack of visitor parking for the site will be problematic in light of the existing car parking availability in the street and surrounds.

Sunlight:
Representors are concerned that there is insufficient sunlight entering units 7 and 11 to provide for reasonable amenity to future occupants.
Representors are concerned that there is insufficient light penetrating the outdoor space (decks) of the south facing dwellings.
Heritage:
Representors are concerned that the proposed development of a unit block in the rear yard of the existing dwellings is not consistent with the heritage values and character of the area.
Pedestrian and Vehicular Safety:
Representors are concerned that the shared vehicle and pedestrian access to the rear unit building will result in user conflict and safety concerns given the number of vehicle movements anticipated per day.
Representors have indicated that the Traffic Impact Assessment fails to address any inter-campus travel likely to be required by students occupying the proposed dwellings. The representors are concerned that there will be far more need for cars, and with them car parking spaces, and far more vehicle movements than have been suggested in the Traffic Impact Assessment.
Amenity / Privacy:
Representors are concerned that a number of windows overlook adjacent dwellings and their private open space, reducing the amenity of the properties unreasonably.
One representor is concerned that the proposed development will result in increased traffic and ambient noise due to the number of occupants and the proposed construction method.
Precedent:
Representors are concerned that approval of this proposal will result in other such developments being proposed in the area, eroding heritage and neighbourhood values.
Potential Flooding:

One representor is concerned that, in light of recent storm events, the ground floor residences may flood should there be more extreme weather events.
Neighbourhood Character:
Several representors are concerned that the proposed scale of the development and number of occupants of the space will erode the character of the neighbourhood.
Private Open Space:
Representors are concerned that there is not sufficient private open space for the occupants of the proposed development.
Retain Existing Dwellings:
A number of representors have indicated strong support for the retention of the existing dwellings at the front of the properties.

6. Assessment

6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.

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

6.3 The existing use is two single dwellings. The proposed use is thirteen multiple dwellings. The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 Part E - E5.0 Road and Railway Assets Code

6.4.3 Part E - E6.0 Parking and Access Code

6.4.4 Part E - E7.0 Stormwater Management Code

6.4.5 Part E - E13.0 Historic Heritage Code

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

6.5.1 Residential Density for Multiple Dwellings - Part D 11.4.1 P1

6.5.2 Setback and Building Envelope Part D 11.4.2 P3

6.5.3 Private Open Space - Part D 11.4.3 P2

6.5.4 Sunlight - Part D 11.4.4 P1

6.5.5 Privacy - Part D 11.4.6 P1

6.5.6 Waste Storage for Multiple Dwellings - Part D 11.4.8 P1

6.5.7 Existing Road Accesses and Junctions - Part E E5.5.1

6.5.8 Number of Parking Spaces - Part E E6.6.1 P1

6.5.9 Layout of Parking Area - Part E E6.7.5 P1

6.5.10 Stormwater Drainage and Disposal - Part E E7.7.1 P2

6.5.11 Development Standards for Heritage Precincts - Part E E13.8

6.6 Each performance criterion is assessed below.

6.7 Residential Density for Multiple Dwellings - Part D 11.4.1 P1

6.7.1 The acceptable solution at clause 11.4.1 A1 requires a density of one dwelling per 200m^2 of site area.

6.7.2 The proposal includes a density of one dwelling per 114.5m^2 of total site area.

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

6.7.4 The performance criterion at clause 11.4.1 P1 provides as follows:

Site area per dwelling may be:

(a) less than 200m2 if any of the following applies:
(i) the development contributes to a range of dwelling types and sizes appropriate to the locality;
(ii) the development provides for a specific accommodation need, such as aged care, special needs or student accommodation;

(b) more than 400m2 if any of the following applies:
(i) site constraints preclude development at a higher density;
(ii) the development is designed or located to make provision for future development with a site area per dwelling of 400m2 or less.

6.7.5 The applicant has indicated that the likely uptake of dwellings will be by students, families of students, and academic and other university staff. Given the location of the application site, it is likely that the amenity impacts for those living in that location would limit the desirability for occupation of these dwelling by people with no connection to the university. Given the current shortage of student accommodation, this proposal would address a portion of the current need.

There are also a variety of dwelling types and sizes to be provided on the site. The original dwellings at the front of the site are to be retained, with a mixture of two and three bedroom dwellings being provided in the new building. It is considered that this mixture of dwelling sizes will contribute to the range of dwelling types and sizes appropriate to the locality and will help cater for the student population of the surrounding area.

6.7.6 The proposal complies with the performance criterion.

6.8 Setback and Building Envelope Part D 11.4.2 P3

6.8.1 The acceptable solution at clause 11.4.2 A3 requires that development fit within a three dimensional envelope as described in the Planning Scheme.

6.8.2 The proposal includes a new building which is outside the prescribed building envelope on the north, south and east boundaries.

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

6.8.4 The performance criterion at clause 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:
(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
(ii) overshadowing the private open space of a dwelling on an adjoining lot; or
(iii) overshadowing of an adjoining vacant lot; or
(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

6.8.5 Recent Tribunal decisions, including *The House Family Office Pty Ltd v Hobart City Council,* have determined that when assessing an application against the performance criterion, reference must not be had to the building envelope authorised by the acceptable solution. That is, the permitted building envelope does not provide the test of 'reasonableness' against which a discretionary application is assessed. Instead, the development must be assessed on its merits against the provisions of the performance criterion; that is, (a) does the development cause an unreasonable loss of amenity to adjoining neighbours by reduction in sunlight to a habitable room (other than a bedroom) of a dwelling, by overshadowing of a dwelling's private open space, or by visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot, and (b) does the development provide separation between dwellings on adjoining lots that is compatible with that prevailing in the vicinity?

In relation to each of the above matters the following assessment is provided:

- The orientation of the lot is such that the new building will not reduce the sunlight to the habitable rooms of any dwellings on adjoining lots;
- The orientation of the lot is such that the new building will not cause an unreasonable degree of overshadowing of the private open space of any dwellings on adjoining lots, with a small amount of the rear yard at 14 View Street being overshadowed in the later afternoon at the winter solstice;
- There are no vacant residential lots adjoining the site.
- The building faces a facade of the University Law School which has

limited office and classroom windows with views across the site. Similarly, the building will face a carpark on the land to the north of the application site. The dwelling to the east has a significant outbuilding (approximately 3.8m-4m high) which screens the majority of the proposed new building from the rear yard, and the entire building from the dwelling that is on that site. As such, the scale of the building is not considered unreasonable.

- Buildings on surrounding blocks are quite closely located, providing little separation between them. As such, the separation offered by the proposal is considered consistent with and adequate for the surrounds.

6.8.6 The proposal complies with the performance criterion.

6.9 Private Open Space - Part D 11.4.3 P2

6.9.1 The acceptable solution at clause 11.4.3 A2 requires dwellings 1, 2 and 3 and the existing dwellings to have a minimum of 50m^2 of private open space, with a minimum of 24m^2 that is level, north-facing, a minimum of 3m wide and directly adjacent to and accessible from a habitable room. It also requires that the remainder of the dwellings have a minimum of 12m^2 of private open space that is level, north facing, a minimum of 2m wide and directly adjacent to and accessible from a habitable room.

6.9.2 The proposal includes insufficient compliant private open space for all dwellings.

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

6.9.4 The performance criterion at clause 11.4.3 A1 provides as follows:

A dwelling must have private open space that:

(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play that is:
(i) conveniently located in relation to a living area of the dwelling; and
(ii) orientated to take advantage of sunlight;

unless the projected requirements of the occupants are considered to be satisfied by communal open space or public

open space in close proximity.

6.9.5 Each dwelling has an area of private open space that is capable of acting as an extension to the living area that is conveniently located and that will take advantage of available sunlight, albeit that the dwellings towards the southern end of the building will have a lower degree of access to sunlight than other dwellings. In addition to this, there are numerous recreation trails, reserve areas and parks in close proximity to the site, enabling alternatives for outdoor recreation.

6.9.6 The proposal complies with the performance criterion.

6.10 Sunlight - Part D 11.4.4 P1

6.10.1 The acceptable solution at clause 10.4.4 A1 requires all dwellings to have a habitable room with a window facing within 30 degrees of north.

6.10.2 The proposal includes dwellings 2,3, 6, and 7 with east-facing habitable rooms, and dwellings 7 and 11 with west-facing habitable rooms.

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

6.10.4 The performance criterion at clause 11.4.4 P1 provides as follows:

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

6.10.5 All dwellings that do not have north-facing habitable room windows will either receive morning or afternoon sunlight.

6.10.6 The proposal complies with the performance criterion.

6.11 Privacy - Part D 11.4.6 P1

6.11.1 The acceptable solution at clause 11.4.6 A1 requires decks to be a minimum of 3m from side and rear boundaries, or to have a minimum 1.7m high privacy screen.

6.11.2 The proposal includes decks to dwellings 4-11 that are within 3m of side boundaries without any proposed screening.

6.11.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on.

6.11.4 The performance criterion at clause 11.4.6 P1 provides as follows:

P1 - A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or otherwise designed, to minimise overlooking of:

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

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

(c) an adjoining vacant residential lot.

6.11.5 The adjacent property to the north is a doctor's surgery, with its car parking located to the rear, adjacent to the proposed new decks. The adjacent property to the south is the University of Tasmania, specifically the law school and access and car parking for the sports centre. As such, there is no need to consider privacy for either of the adjacent properties, as there is no dwelling on either property.

6.11.6 The proposal complies with the performance criterion.

6.12 Waste Storage for Multiple Dwellings - Part D 11.4.8 P1

6.12.1 The acceptable solution at clause 11.4.8 A1 requires that waste storage for multiple dwellings be located behind the dwellings.

6.12.2 The proposal includes waste storage in an enclosure at the front of the property, on the opposite side of the access driveway / right of way to the law school.

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

6.12.4 The performance criterion at clause 11.4.8 P1 provides as follows:

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

(a) capable of storing the number of bins required for the site; and

(b) screened from the frontage and dwellings; and

(c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

6.12.5 The bin storage area is of sufficient size to meet the needs of the occupants of the site. It is separated from the dwellings on the site and is screened to prevent views of the bins from both the dwellings and from the street.

6.12.6 The proposal complies with the performance criterion.

6.13 Existing Road Accesses and Junctions - Part E E5.5.1 P3

6.13.1 The acceptable solution at clause E5.5.1 A3 requires an increase in traffic using an existing access to be no greater than 20% or 40 vehicle movements per day.

6.13.2 The proposal includes an increase of 160 vehicle movements per day.

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

6.13.4 The performance criterion at clause E5.5.1 P3 provides as follows:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the increase in traffic caused by the use;

(b) the nature of the traffic generated by the use;

(c) the nature and efficiency of the access or the junction;

(d) the nature and category of the road;

(e) the speed limit and traffic flow of the road;

(f) any alternative access to a road;

(g) the need for the use;

(h) any traffic impact assessment; and

(i) any written advice received from the road authority.

6.13.5 The proposal has been assessed by the Council's Senior Development Engineer, who has advised that:

The TIA states that there will be an increase of 60vpd for the apartment complex car parking area.
The existing access is shared with the University and has around 18 car parking spaces.
TIA Figure 4.1 and 4.2 show 15 and 16 vph, which equates to an estimate of 160vpd on the basis of the peak hour being 10% of total daily traffic.

On this basis, the intensification of use does not comply with A3, and will need assessment [against] P3 as the intensification is greater than 20% and 40vpd.
The TIA states that:
There are no concerns with an increase of this level to the future traffic volumes along Grosvenor Street, Alexander Street or the site access street or also through the intersection of these streets. The addition of some six vehicles/hour to the traffic volume on these streets is not of concern as this will not create any operational issues.

In this case, more than adequate gaps will be available in the opposing traffic streams at Grosvenor Street/Alexander Street/Grosvenor Crescent/site access street intersection such that turning motorists will experience minimal delay and queuing.
The expected future traffic conflict at the intersection will be less than 400 vehicles/hour, allowing for some significant growth in UTAS traffic through the intersection.

On this basis SDE is supportive of approval under P3.

6.13.6 The proposal complies with the performance criterion.

6.14 Number of Parking Spaces - Part E E6.6.1 P1

6.14.1 The acceptable solution at clause E6.6.1 A1 requires the proposed

development to have two onsite car parking spaces per multiple dwelling plus 1 visitor space per 4 dwellings (rounded up to the nearest whole number). This equates to 26 spaces for the 13 dwellings plus 4 visitor spaces, giving a total of 30 spaces being required to meet the acceptable solution.

6.14.2 The application proposes 14 onsite spaces, two of which are accessed from Grosvenor Street in a jockey arrangement. None of the proposed spaces have been designated for visitors.

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

6.14.4 The performance criterion at clause E6.6.1 P1 provides as follows:

> *The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*
>
> *(a) car parking demand;*
>
> *(b) the availability of on-street and public car parking in the locality;*
>
> *(c) the availability and frequency of public transport within a 400m walking distance of the site;*
>
> *(d) the availability and likely use of other modes of transport;*
>
> *(e) the availability and suitability of alternative arrangements for car parking provision;*
>
> *(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
>
> *(g) any car parking deficiency or surplus associated with the existing use of the land;*
>
> *(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the*

case of substantial redevelopment of a site;

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

(k) any relevant parking plan for the area adopted by Council;

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.

6.14.5 Council's Senior Development Engineer has assessed the application and has advised as follows:

TIA states there will be 1x parking space per dwelling minimum, and that the site is close to buses, bicycle parking will be provided, there [are] likely to be [residents] who work/study at the university and as such have no need for vehicles. On the basis that at least 1x parking space will be available for each dwelling this is supported under Performance Criteria.
It is noted that there are a number of representations on parking grounds. Many provide sound arguments which I have raised with Council's Manager Traffic Engineering whom has advised that they are supportive of this development as there is one car parking space per dwelling and that this aligns with Hobart's Transport Strategy of moving towards a city with more cycling, public transport etc.
(a) Demand is likely to be less than typical dwellings (Table E6.1) due to the likely tenants being associated with study at the university.
(b) No on street available in the area for tenants, but timed parking will provide area for visitors.
(c) Public transport near by
(d) Other modes of transport likely as in close proximity to University so students can cycle and walk
(e) No other arrangements

(f) No sharing
(g) 2x existing deficiency.
(h) No Credit
(i) No Financial Contribution
(j) No Prior Payment
(k) No Parking Plan
(l) No heritage influencing parking
(m) No Significant Trees

6.14.6 The above assessment is supported.

6.14.7 The proposal complies with the performance criterion.

6.15 Layout of Parking Area - Part E E6.7.5 P1

6.15.1 The acceptable solution at clause E6.7.5 A1 requires side clearances for parking spaces of 300mm each side (600mm total).

6.15.2 The proposal includes a combined total clearance for spaces of 500mm.

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

6.15.4 The performance criterion at clause E6.7.5 P1 provides as follows:

The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.

6.15.5 The proposal has been assessed by the Council's Senior Development Engineer, who has advised as follows:

This is approvable under Performance Criteria as 300mm on one side and 200mm on the other is acceptable for a regular user of the car parking space, given this is only one space and that the aisle width means that the vehicle is still able to enter and exit the parking space in a single movement.

6.15.6 The proposal complies with the performance criterion.

6.16 Stormwater Drainage and Disposal - Part E E7.7.1 P2

6.16.1 The acceptable solution at clause E7.7.1 A2 requires water sensitive

urban design for development of this scale.

6.16.2 The proposal includes no provision of water sensitive urban design.

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

6.16.4 The performance criterion at clause 7.7.1 P2 provides as follows:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

6.16.5 The proposal has been assessed by the Council's Senior Development Engineer, who has advised as follows:

Clause is triggered due to parking and impervious area. Applicant proposes mechanical treatment method which requires assessment under Performance Criteria.
Approved under P2 of Clause E7.7.1 subject to condition.

6.16.6 The proposal complies with the performance criterion.

6.17 Development Standards for Heritage Precincts - Part E E13.8

6.17.1 There is no acceptable solution for clause E13.8.

6.17.2 The proposal includes the construction of an apartment block in the rear yards of two existing houses, 59 and 61 Grosvenor Street. The properties have had several recent planning applications. There is a currently approved proposal for redevelopment of the two properties. The properties fall within a Heritage Precinct under the new interim planning scheme (Hobart Interim Planning Scheme 2015).

6.17.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

6.17.4 The performance criterion at clause E13.8 provide as follows:

13.8.1
P1 - Demolition must not result in the loss of any of the following:

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;
unless all of the following apply;
(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(ii) there are no prudent or feasible alternatives;
(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

13.8.2
P1 - Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

P2 - Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

P3 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

P4 - 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.

P5 - The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

6.17.5 The application has been assessed by the Council's Cultural Heritage Officer, who has provided the following advice:

It could be argued that the development of the rear yards of the existing buildings could result in detriment to the historic cultural heritage significance of the precinct, and that such development is not a desirable pattern for protection of heritage values within the

precinct. A case could be made that the proposal fails to to meet the Performance Criteria P1 of E13.8.2. Weighing against this argument are (a) the fact that the rear yards do not have the appearance of traditional back gardens but are currently used for informal car parking; (b) the fact that the two properties are sandwiched between a commercial venture (consulting rooms) to the north and the university to the south and (c) the fact that the proposal involves the retention of the primary significant structures which contribute to the overall streetscape. The statement provided by the applicant is supported.

The merits of the current proposal should also be considered in the context of the existing approved development proposals for the site.

In light of the above, it is considered that the proposal, could meet the relevant performance criteria of the Heritage Code.

6.17.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay.

7.2 The application was advertised and received twenty five representations. The representations raised concerns including density, building envelope, car parking, sunlight, heritage, pedestrian and vehicle safely, amenity / privacy, precedent, potential flooding, neighbourhood character, and private open space.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.

7.4 The proposal has been assessed by other Council officers, including the Council's Senior Development Engineer, Cultural Heritage Officer, Cadastral Surveyor and Civil Engineer. The officers have raised no objection to the proposal, subject to conditions.

7.5 The application has been assessed by TasWater, who have provided conditions for approval should a permit be issued.

7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations and 13 multiple dwellings (two existing, 11 new) at 59 and 61 Grosvenor Street and 2 Churchill Avenue, Sandy Bay for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-18-760 59 & 61 GROSVENOR STREET AND 2 CHURCHILL AVENUE SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2018/01934-HCC dated 04/12/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw1

The development (including hardstand) must be drained to a piped system. The new private stormwater connection must be constructed, and any existing connections be abandoned and sealed at the owner's expense prior to occupation.

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

1. **the location of the proposed connection and all existing connections to be abandoned;**
2. **the size and design of the connection such that it is appropriate to**

safely service the development;

3. **written permission for the works outside 59 and 61 Grosvenor St.**
4. **Certify that the receiving stormwater pipe has sufficient capacity.**

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

Advice: The applicant is advised to submit detailed design drawings as part of the plumbing permit application in this instance as the receiving stormwater pipe which your development is proposing to connect to is actually a private stormwater main owned by Utas on Utas land. (The Utas main connects to Council's stormwater system near Sandy Bay Road and the system upstream of this point has been considered as a shared private stormwater system).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw7

Stormwater pre- treatment for storm water discharges from the development must be installed prior to commencement of use.

The stormwater pre-treatment system must incorporate a treatment system of a size and design sufficient to achieve the stormwater quality targets in accordance with the State Stormwater Strategy 2010.

The stormwater pre-treatment system must be maintained during the life of the development.

Advice: Failure to ensure consistency between the stormwater treatment system proposed in the planning application documentation and plumbing permit application documentation may result in delays in the issue of any approval under the Building Act 2016.

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG sw8

A 3,400 litre stormwater detention system must be installed to limit stormwater discharges from the development to 14.8 L/s for a 5 minute 5% AEP storm event, prior to first occupation.

A detailed detention design must be submitted and approved by Council, prior to the issuing of any plumbing approval under the Building Act 2016. The design must:

1. **be prepared by a suitably qualified engineer,**
2. **include design drawings of the detention tank showing the layout, the inlet and outlet (including long section), the overflow mechanism.**
3. **include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice:

- *The applicant is required to submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any plumbing approval under the Building Act 2016.*
- *Once the stormwater management report and design has been approved the Council will issue a condition endorsement.*
- *It is advised that documentation for condition endorsement is lodged well before a Building / Plumbing Permit is required, as failure to address design requirements until Building / Plumbing Permit stage may result in unexpected delays.*

Reason for condition

To ensure that the stormwater runoff quantity is managed to take into account the limited receiving capacity of the downstream Council stormwater infrastructure.

ENG tr2

A construction traffic and parking management plan must be implemented prior to the commencement of work on the site (including demolition).

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to any approval under the Building Act 2016 (including demolition). The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**
2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**
3. **Include a start date and finish dates of various stages of works.**
4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**
5. **Nominate a superintendant, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

All work required by this condition must be undertaken in accordance with the approved construction traffic and parking management plan.

Advice:

- *Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure the safety of vehicles entering and leaving the development and the safety and access around the development site for the general public and adjacent businesses.

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004

(including the requirement for vehicle safety barriers where required) with the exception of the following:

1. **The blind aisle end widening for car parking space 01 to be a minimum of 700mm wide, with an aisle width of 6.0m.**
2. **The maximum aisle gradient within the site to be 6.5%**
3. **The minimum side clearance for the design envelope for 61 Grosvenor Street car parking space to be 250mm.**

Advice:

- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with Condition ENG 3a.

Prior to the first occupation, documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

- *Certification may be submitted to Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement). It is noted that the certification is not to ensure structural integrity but rather to ensure compliance with AS2890.1 (and relaxations associated with Condition ENG 3a).*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 4

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 5

The number of parking spaces approved on the site is:

1. **Fourteen (14) User Class 1A car parking spaces**
2. **A minimum number of Class B (AS2890.3) bicycle parking spaces of six (6) [secure tenant parking]**
3. **A minimum number of Class C (AS2890.3) bicycle parking spaces of two (2) [visitor parking]**

Prior to first occupation:

- **All car parking spaces must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004.**
- **All bicycle parking spaces must be installed in accordance with AS/NZS 2890.3 2015.**
- **Install signage (in accordance with AS1742.11 2009 or Council approved equivalent) at the entrance to the main car parking area indicating that the parking area is for residents only;**

Reason for condition

To ensure the provision of parking for the use is safe and efficient.

ENG 1

Any damage to council infrastructure resulting from the implementation of this permit, must, at the discretion of the Council:

1. **Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or**
2. **Be repaired and reinstated by the owner to the satisfaction of the Council.**

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 2

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice: Once the SWMP has been approved, the Council will issue a condition

endorsement (see general advice on how to obtain condition endorsement).

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's website for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

CONDITION ENDORSEMENT ENGINEERING

All engineering drawings required to be submitted and approved by this planning permit must be submitted to the City of Hobart as a CEP (Condition Endorsement) via the City's Online Service Development Portal. When lodging a CEP, please reference the PLN number of the associated Planning Application. Each CEP must also include an estimation of the cost of works shown on the submitted engineering drawings. Once that estimation has been confirmed by the City's Engineer, the following fees are payable for each CEP submitted and must be paid prior to the City of Hobart commencing assessment of the engineering drawings in each CEP:

Value of Building Works Approved by Planning Permit Fee:

- Up to $20,000: $150 per application.
- Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

These fees are additional to building and plumbing fees charged under the Building and Plumbing Regulations.

Once the CEP is lodged via the Online Service Development Portal, if the value of

building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.

Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016.* Click here for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a permit for the occupation of the public highway for construction or special event (e.g. placement of skip bin, crane, scissor lift etc). Click here for more information.

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

You may require a permit to construct public infrastructure, with a 12 month maintenance period and bond (please contact the Hobart City Council's City Infrastructure Division to initiate the permit process).

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Hydraulic Services By law. Click here for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Highways By law. Click here for more information.

RIGHT OF WAY

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

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

TITLE ADHESION

An adhesion of your titles is required because a portion of your development is across one or more title boundaries. Contact your solicitor or a registered land surveyor to initiate the process.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

(Helen Ayers)
Acting Senior Statutory Planner

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

(Rohan Probert)
Manager Development Appraisal

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 7 January 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Report (Cultural Heritage)

Attachment D - CPC Supporting Documents

Grosvenor Street

DEVELOPMENT APPLICATION

59 & 61 Grosvenor Street,
Sandy Bay

PROJECT LOCATION

PROJECT INFORMATION

ADDRESS
59 & 61 GROSVENOR STREET,
SANDY BAY, TAS
7002

LAND TITLE REFERENCE
C.T. 55178 / 197 (59 GROSVENOR ST.)
C.T. 111774 / 1 (61 GROSVENOR ST.)
C.T. 111773 / 1 (61 GROSVENOR ST.)
C.T. 167424 / 1 (2 CHURCHILL AVE.)

MUNICIPALITY
CITY OF HOBART

AREA SUMMARY
SUBJECT SITE: 1492m²
TOTAL SITE COVERAGE: 680m²

EXISTING DWELLING AREA
EXST. DWELLING 59 GROSVENOR: 159.12m²
EXST. DWELLING 61 GROSVENOR: 164.84m²

PROPOSED BUILDING
GROUND FLOOR AREA: 214.14m² (376.93m² covered)
FIRST FLOOR AREA: 376.93m²
SECOND FLOOR AREA: 376.93m²

TOTAL GFA: 968m²
(MEASURED TO OUTSIDE FACE OF WALL INCLUDES EXTERNAL AREAS AND BALCONIES)

WIND CLASSIFICATION:	Refer Consultant Report
SOIL CLASSIFICATION:	Refer Consultant Report
BUILDING CLASS:	2,
BAL RATING:	N/A
CLIMATE ZONE:	7
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	N/A
OTHER HAZARDS:	Refer Consultant Report

DRAWING SCHEDULE

Sheet No:	Sheet Name:	Current Rev
DA-01	Cover Page	C
DA-02	Survey	A
DA-03	Existing Condition	A
DA-04	Site Analysis	A
DA-05	Proposed Site Plan	B
DA-06	Proposed Strata Plan	B
DA-07	Ground Floor Plan	B
DA-08	Level 1 Floor Plan	A
DA-09	Level 2 and Roof Plan	A
DA-10	Elevations	C
DA-11	Elevations	C
DA-12	Street Elevation	B
DA-13	Sun Study Diagram	A
DA-14	Swept Paths	A

DEVELOPMENT APPLICATION

NOT FOR CONSTRUCTION

LXN
Architecture & Consulting
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CONSULTANTS
Structural Engineer:

Member Australian Institute of Architects

PROJECT
Grosvenor St

LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

CLIENT
Grosvenor Holdings (TAS) Pty Ltd

PROJECT No.	:	A18063
SCALE @	:	
CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

Rev	Description	Date
A	Development Application	16/10/18
B	Development Application	22/10/18
C	Request for Additional Information	6/11/18

SHEET TITLE
Cover Page

DRAWING	ISSUE	DATE
DA-01	C	16/11/18

1 Site Survey
1:200

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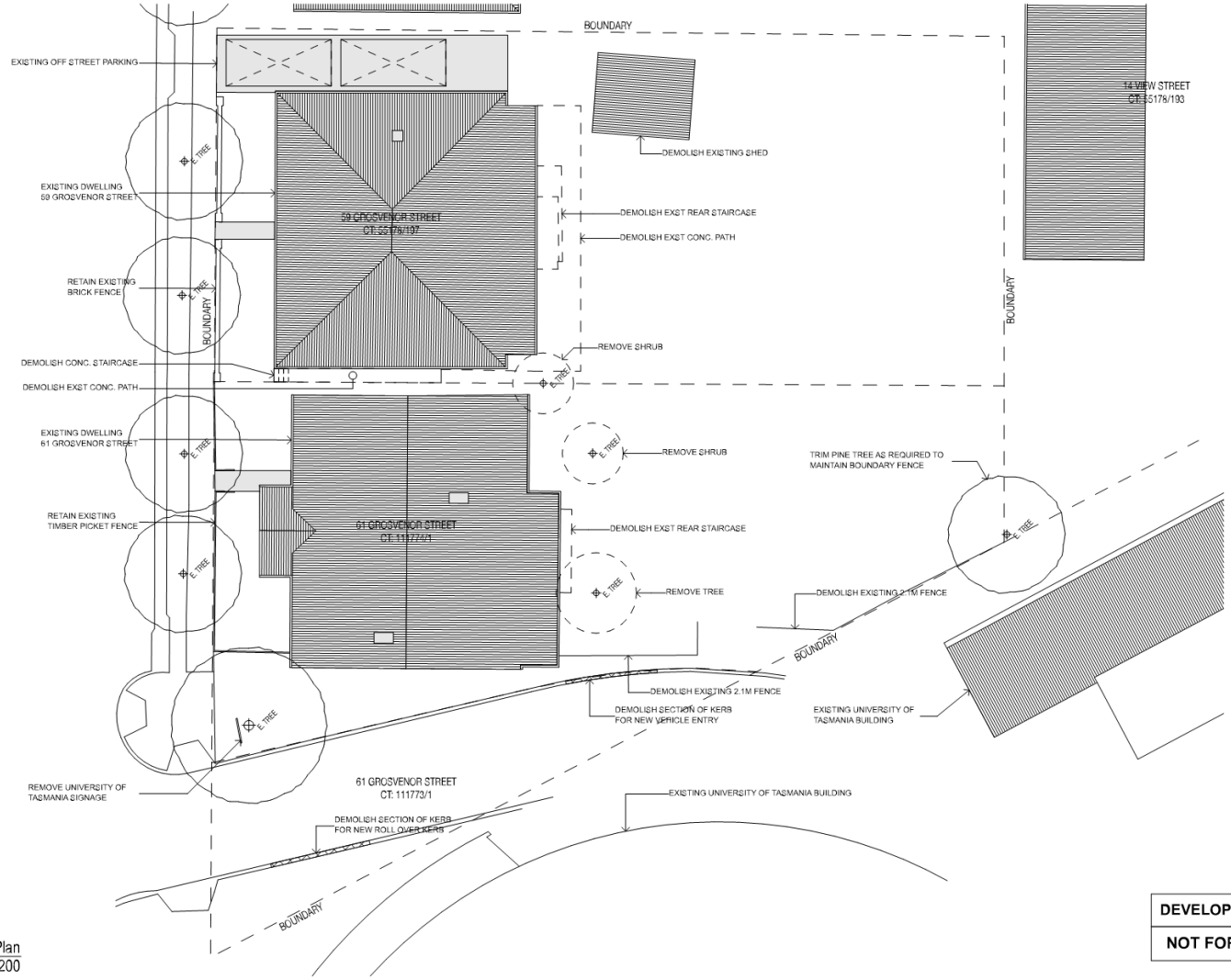
SCALE @	:	1:200
CAD FILE	:	A18063 Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Survey

DRAWING	ISSUE	DATE
DA-02	A	22/10/18



1 Existing Site Plan
1:200

DEVELOPMENT APPLICATION

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PROJECT No.	:	A18063
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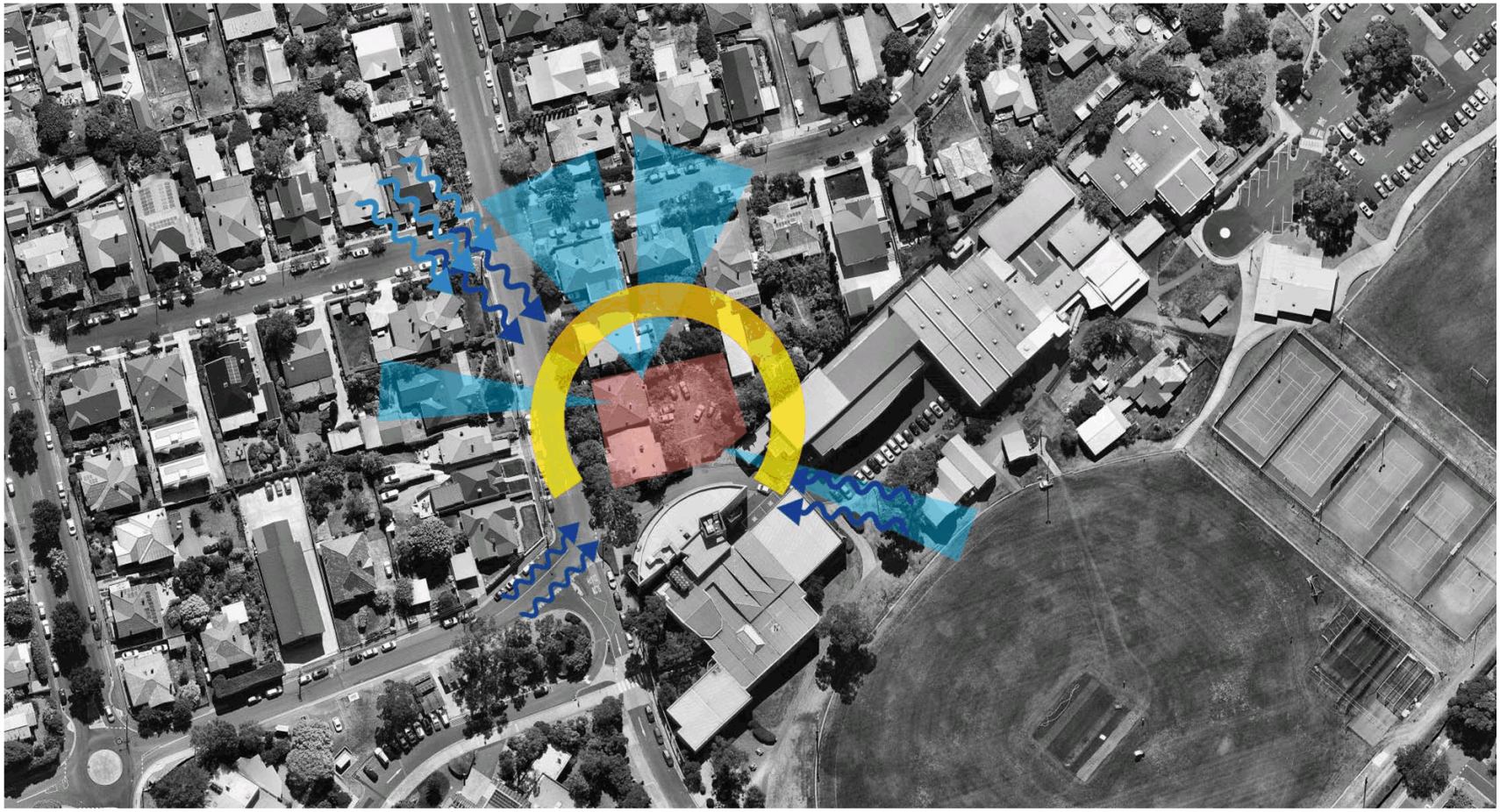
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Existing Condition

DRAWING	ISSUE	DATE
DA-03	A	22/10/18



1 Site Analysis

DEVELOPMENT APPLICATION

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PROJECT
Grosvenor St

LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

CLIENT
Grosvenor Holdings (TAS) Pty Ltd

N

PROJECT No.	:	A18063
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DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Site Analysis

DRAWING	ISSUE	DATE
DA-04	A	22/10/18

1 Proposed Site Plan
1:200

DEVELOPMENT APPLICATION

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PROJECT
Grosvenor St

LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

CLIENT
Grosvenor Holdings (TAS) Pty Ltd

PROJECT No.	:	A18063
SCALE @	:	1:200, 1:1
CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

Rev	Description	Date
A	Development Application	16/10/18
B	Request for Additional Information	6/11/18

SHEET TITLE
Proposed Site Plan

DRAWING	ISSUE	DATE
DA-05	B	6/11/18

1 Proposed Strata Plan
1:200

NOTE:

STRATA TITLE BOUNDARIES ARE INDICATIVE AND ARE TO BE FINALISED BY SURVEYOR FOLLOWING COMPLETION OF BUILDINGS AND AT THE TIME OF APPLICATION FOR STRATA TITLE.

DEVELOPMENT APPLICATION

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SCALE @	:	1:200
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DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

Rev	Description	Date
A	Development Application	16/10/18
B	Request for Additional Information	6/11/18

SHEET TITLE
Proposed Strata Plan

DRAWING	ISSUE	DATE
DA-06	B	6/11/18

1 Ground Floor Plan
1:200

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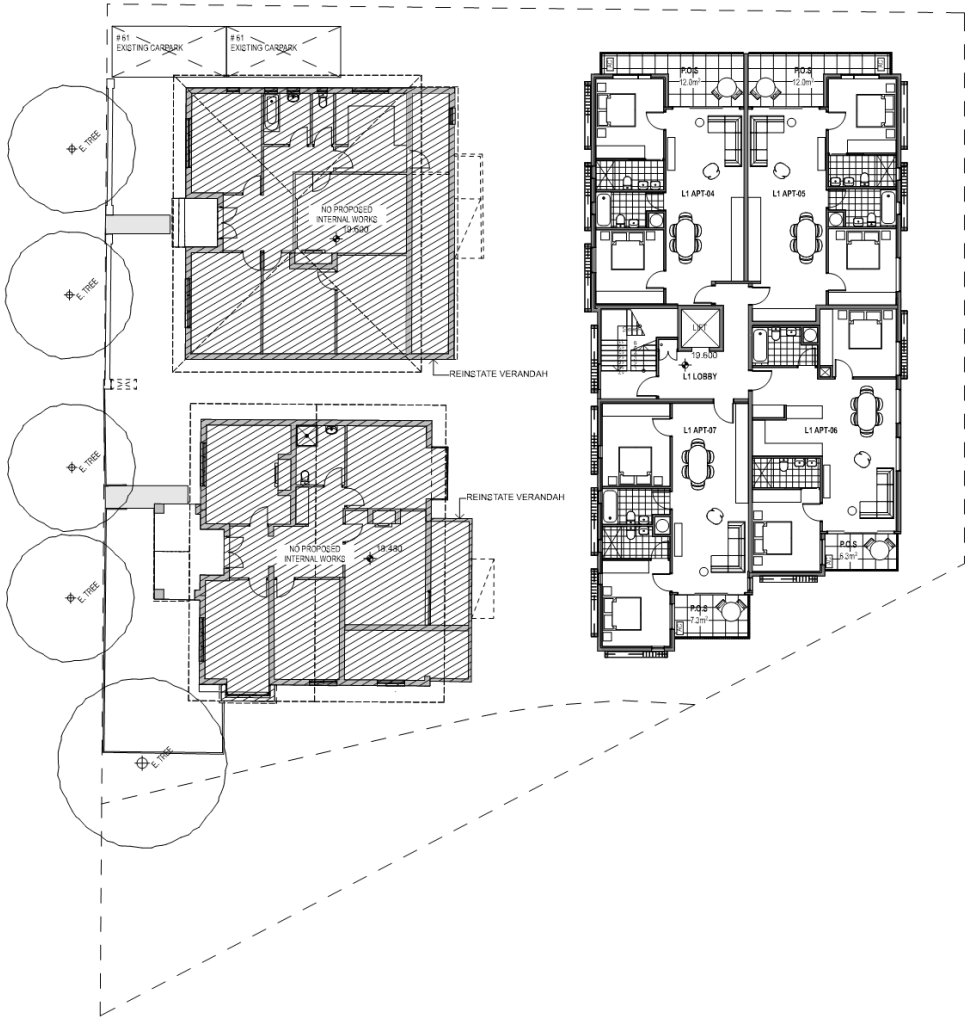
CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18
B	Development Application	19/10/18

SHEET TITLE
Ground Floor Plan

DRAWING	ISSUE	DATE
DA-07	B	22/10/18



1 Level 1 Floor Plan
1:200

DEVELOPMENT APPLICATION

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PROJECT No.	:	A18063
SCALE @	:	1:200
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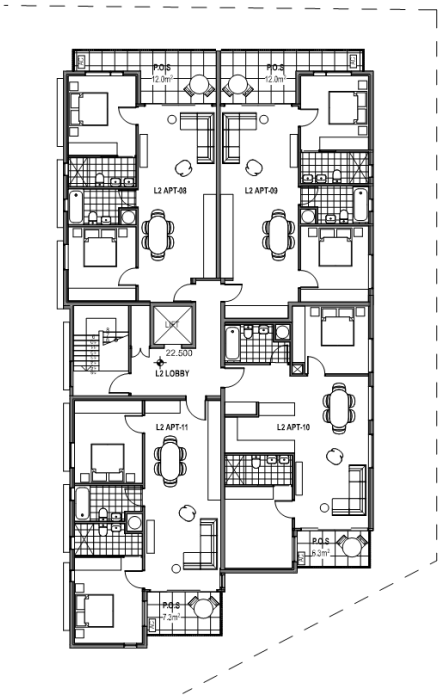
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

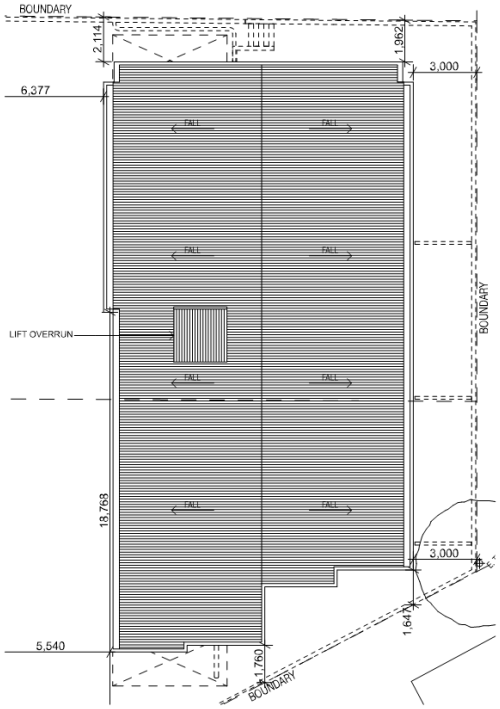
RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Level 1 Floor Plan

DRAWING	ISSUE	DATE
DA-08	A	22/10/18



1 Level 2 Floor Plan
1:200



2 Roof Plan
1:200

DEVELOPMENT APPLICATION

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CLIENT
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CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Level 2 and Roof Plan

DRAWING	ISSUE	DATE
DA-09	A	22/10/18

MATERIALS & FINISHES LEGEND

RW	RENDERD WALL PAINT FINISH
SCN	VERTICAL SCREEN PAINT FINSIH
BSC	BARESTONE OR SIMILAR CLADDING
CGL	CLEAR GLAZING POWDERCOAT FRAME
OGL	OPAQUE GLAZING POWDERCOAT FRAME
BAL	METAL BALUSTRADE POWDERCOAT FINISH

1 West Elevation
1:200

2 North Elevation
1:200

DEVELOPMENT APPLICATION

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LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

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N

PROJECT No.	:	A18063
SCALE @	:	1:200, 1:2
CAD FILE	:	A18063. Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

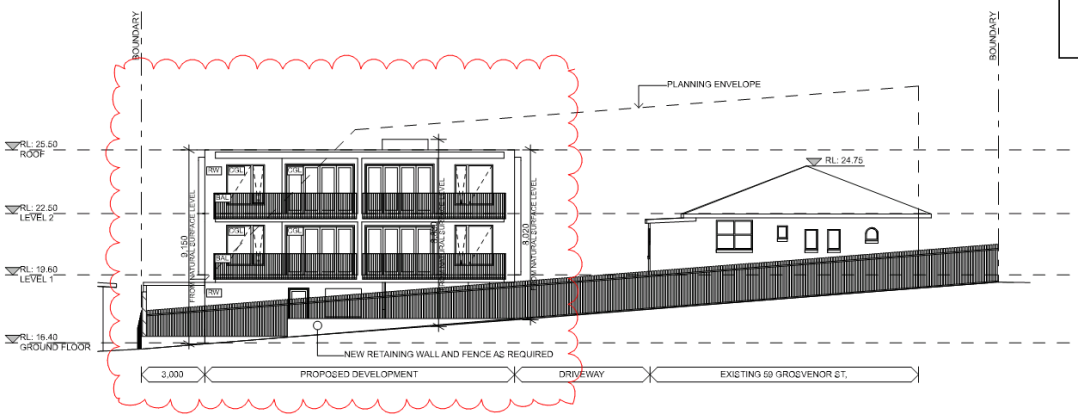
Rev	Description	Date
A	Development Application	16/10/18
B	Development Application	19/10/18
C	Request for Additional Information	6/11/18

SHEET TITLE
Elevations

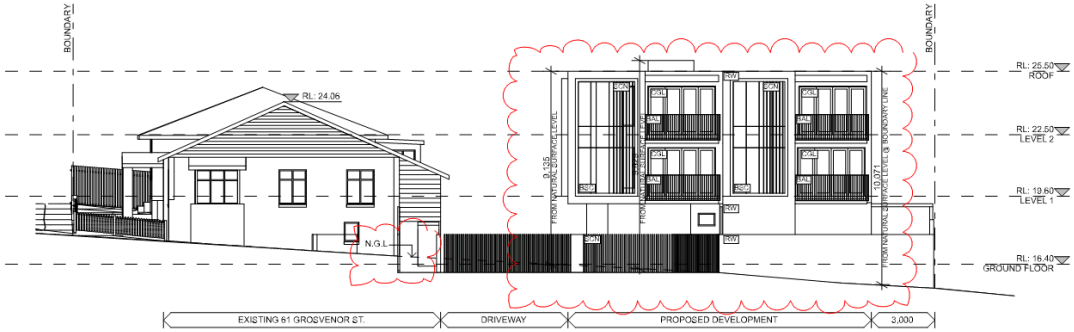
DRAWING	ISSUE	DATE
DA-10	C	6/11/18

MATERIALS & FINISHES LEGEND

RW	RENDERD WALL PAINT FINISH
SCN	VERTICAL SCREEN PAINT FINISH
BSC	BARESTONE OR SIMILAR CLADDING
CGL	CLEAR GLAZING POWDERCOAT FRAME
OGL	OPAQUE GLAZING POWDERCOAT FRAME
BAL	METAL BALUSTRADE POWDERCOAT FINISH



1 North Elevation
1:200



2 South Elevation
1:200

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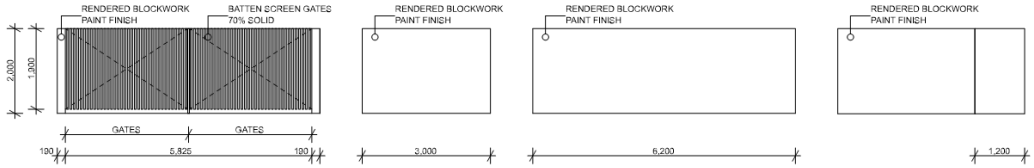
PROJECT No.	:	A18063
SCALE @	:	1:200, 1:2
CAD FILE	:	A18063. Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

Rev	Description	Date
A	Development Application	16/10/18
B	Development Application	22/10/18
C	Request for Additional Information	6/11/18

SHEET TITLE
Elevations

DRAWING	ISSUE	DATE
DA-11	C	6/11/18

1 Grosvenor Street Elevation
1:200



2 Refuse Enclosure
1:100

DEVELOPMENT APPLICATION

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PROJECT No.	:	A18063
SCALE @	:	1:1, 1:100
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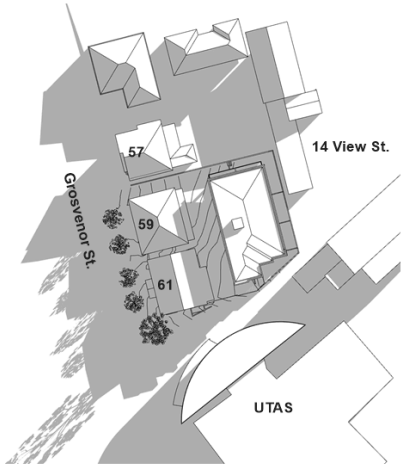
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

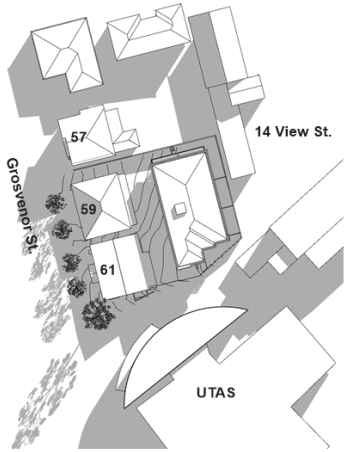
Rev	Description	Date
A	Development Application	16/10/18
B	Request for Additional Information	6/11/18

SHEET TITLE
Street Elevation

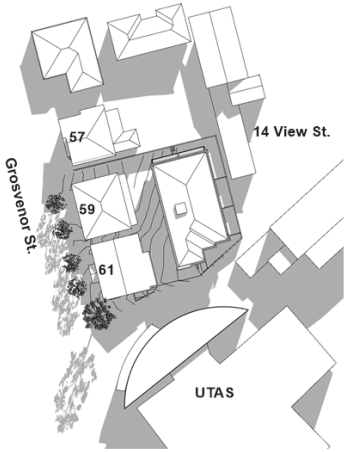
DRAWING	ISSUE	DATE
DA-12	B	6/11/18



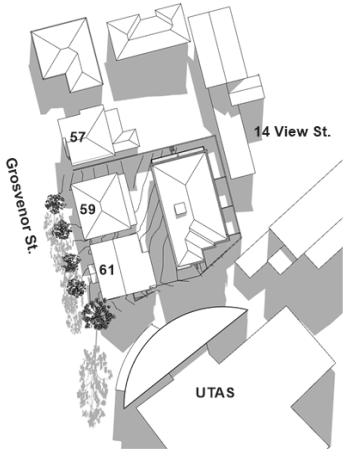
22. JUNE, 9am



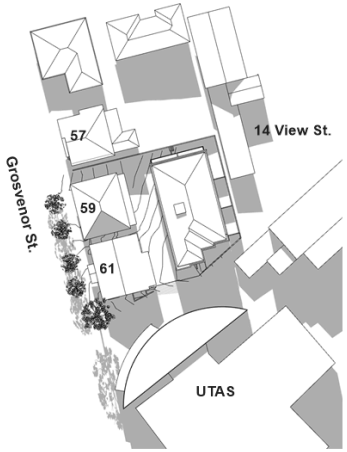
22. JUNE, 10am



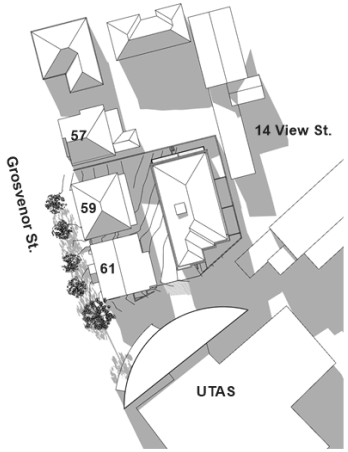
22. JUNE, 11am



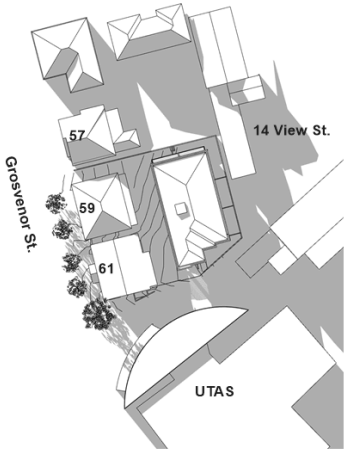
22. JUNE, 12 noon



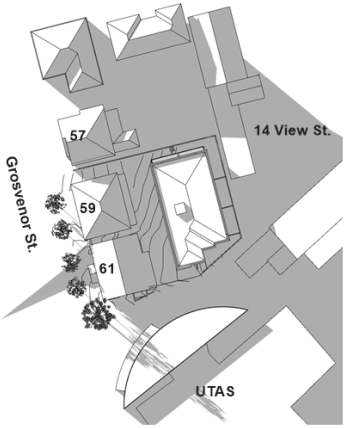
22. JUNE, 1pm



22. JUNE, 2pm



22. JUNE, 3pm



22. JUNE, 4pm

DEVELOPMENT APPLICATION

NOT FOR CONSTRUCTION

LXN

Architecture & Consulting

21a Cross St. New Town, 7008
PO Box 136, North Hobart, 7002

p. 0438 918 549 / 0402 412 636

hello@lxn.com.au
lxn.com.au

ABN 20 169 938 336

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CONSULTANTS
Structural Engineer:

Member Australian Institute of Architects

PROJECT
Grosvenor St

LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

CLIENT
Grosvenor Holdings (TAS) Pty Ltd

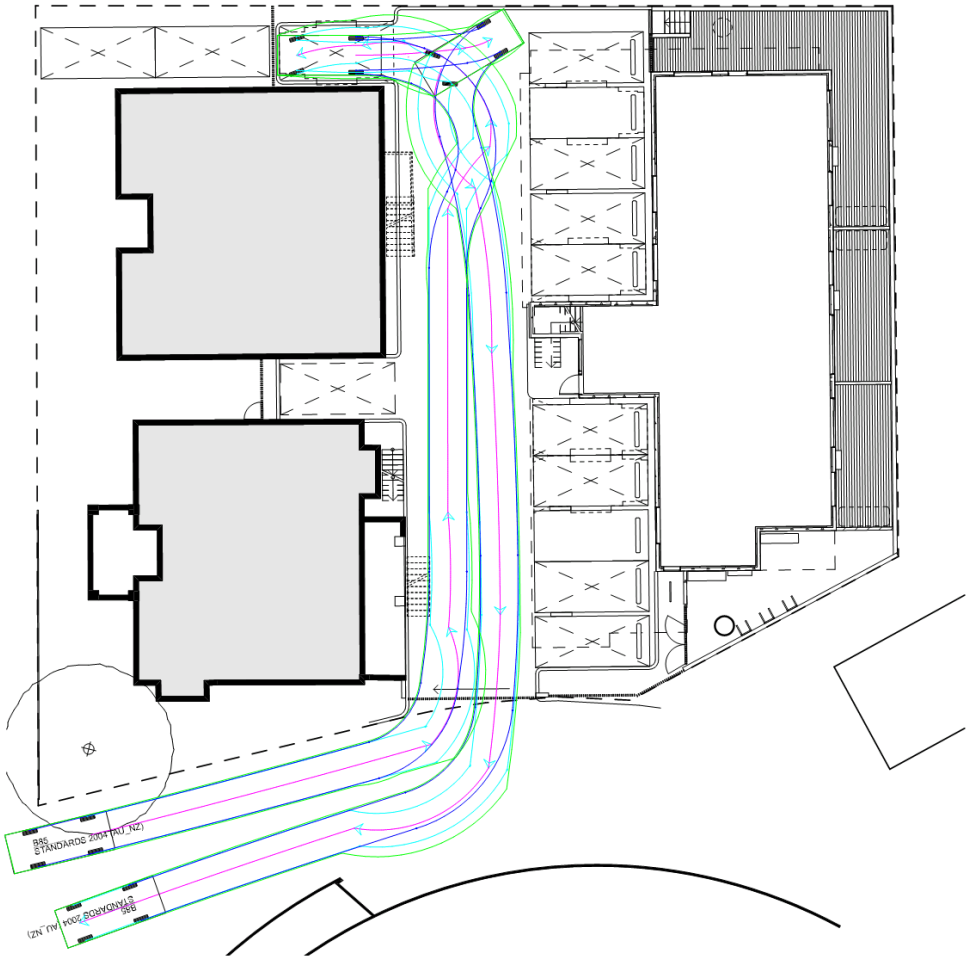
N

PROJECT No.	:	A18063
SCALE @	:	1:1
CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

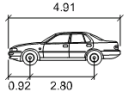
SHEET TITLE
Sun Study Diagram

DRAWING	ISSUE	DATE
DA-13	A	22/10/18



1 B85_Vehicle Swept Path
1:200

Australia & Oceania : STANDARDS 2004 (AU_NZ) : B85
Units: Meters



DEVELOPMENT APPLICATION

NOT FOR CONSTRUCTION

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CONSULTANTS
Structural Engineer:

Member Australian Institute of Architects

PROJECT
Grosvenor St

LOCATION
59/61 Grosvenor St, Hobart, Tasmania 7005 Australia

CLIENT
Grosvenor Holdings (TAS) Pty Ltd

N

PROJECT No.	:	A18063
SCALE @	:	1:200
CAD FILE	:	A18063_Grosvenor_DA.pln
DRAWN BY	:	JC, SL, HG
CHECKED BY	:	Josh Crossin
ACC No.	:	CC5710 N

RevID	Issue Name	Date
A	Development Application	16/10/18

SHEET TITLE
Swept Paths

DRAWING	ISSUE	DATE
DA-14	A	19/10/18

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55178	197
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.46 AM

DESCRIPTION OF LAND

City of HOBART
Lot 197 on Plan 55178 (formerly being P767)
Derivation : Part of 65A-2R-0Ps Gtd to D Lord
Prior CT 2789/81

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

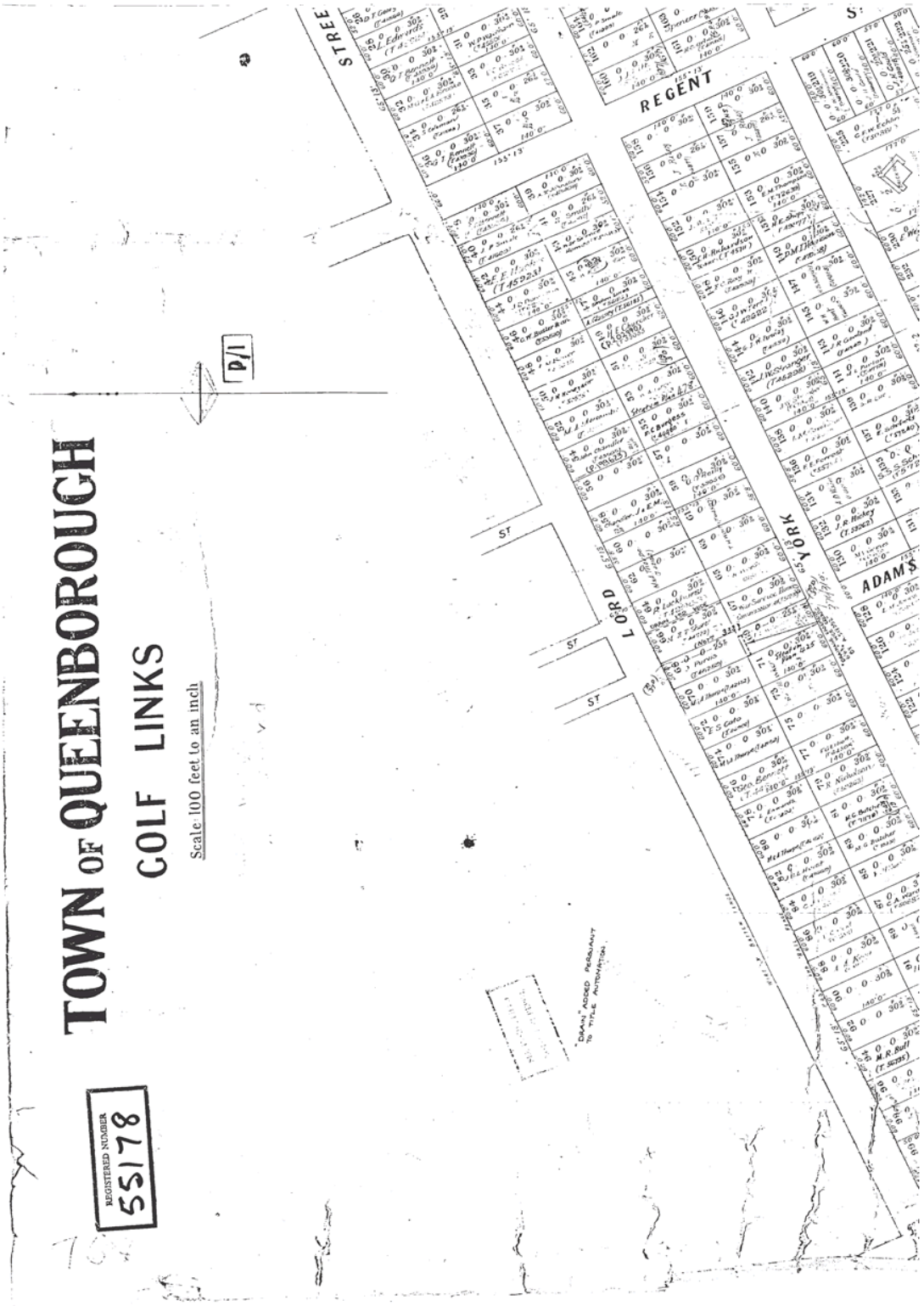
the List...

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government



the List...

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

the List...

FOLIO PLAN

RECORDER OF TITLES

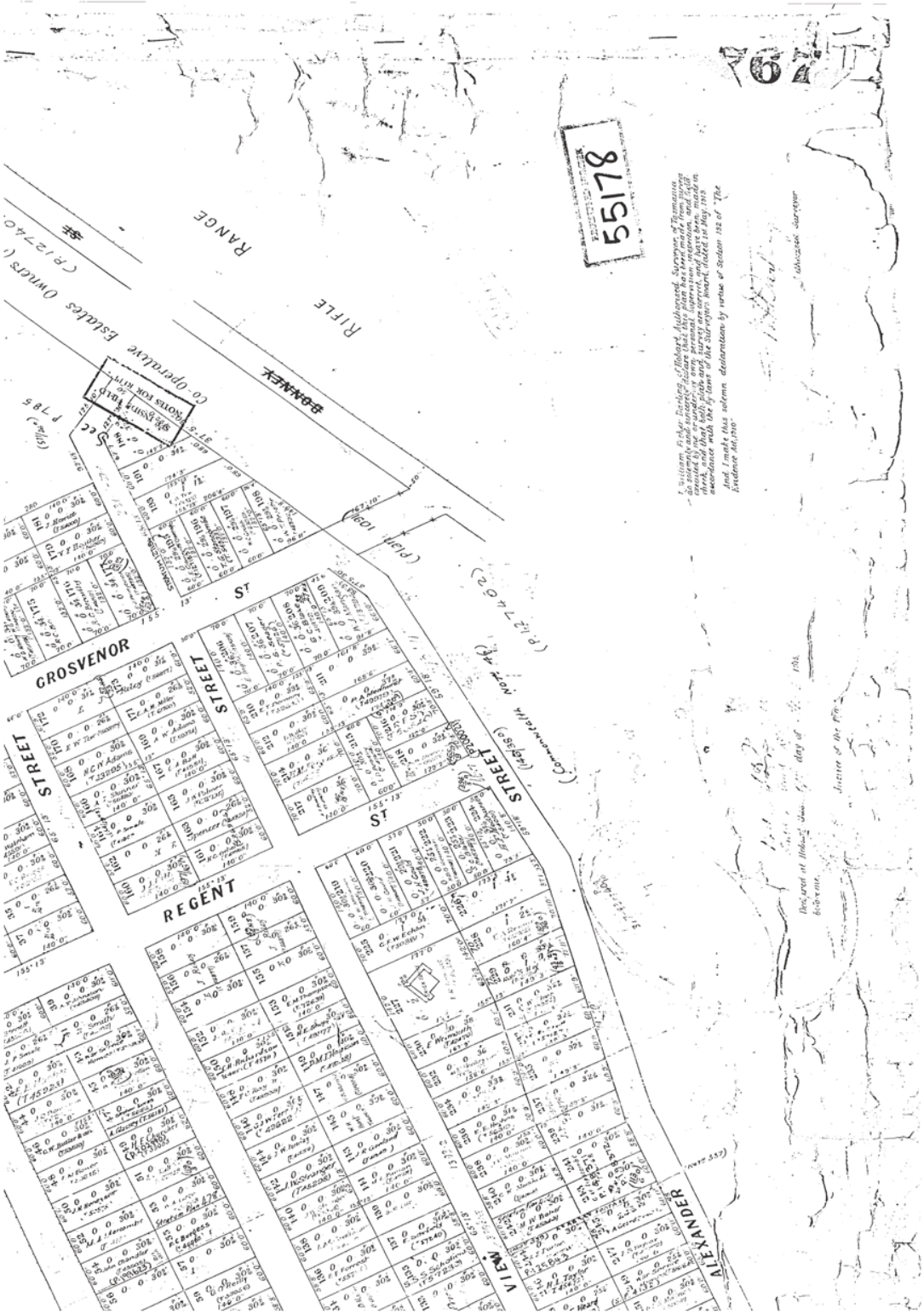
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
111773	1
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.47 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 111773
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord
Prior CT 55178/198

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 111773 EASEMENTS in Schedule of Easements
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

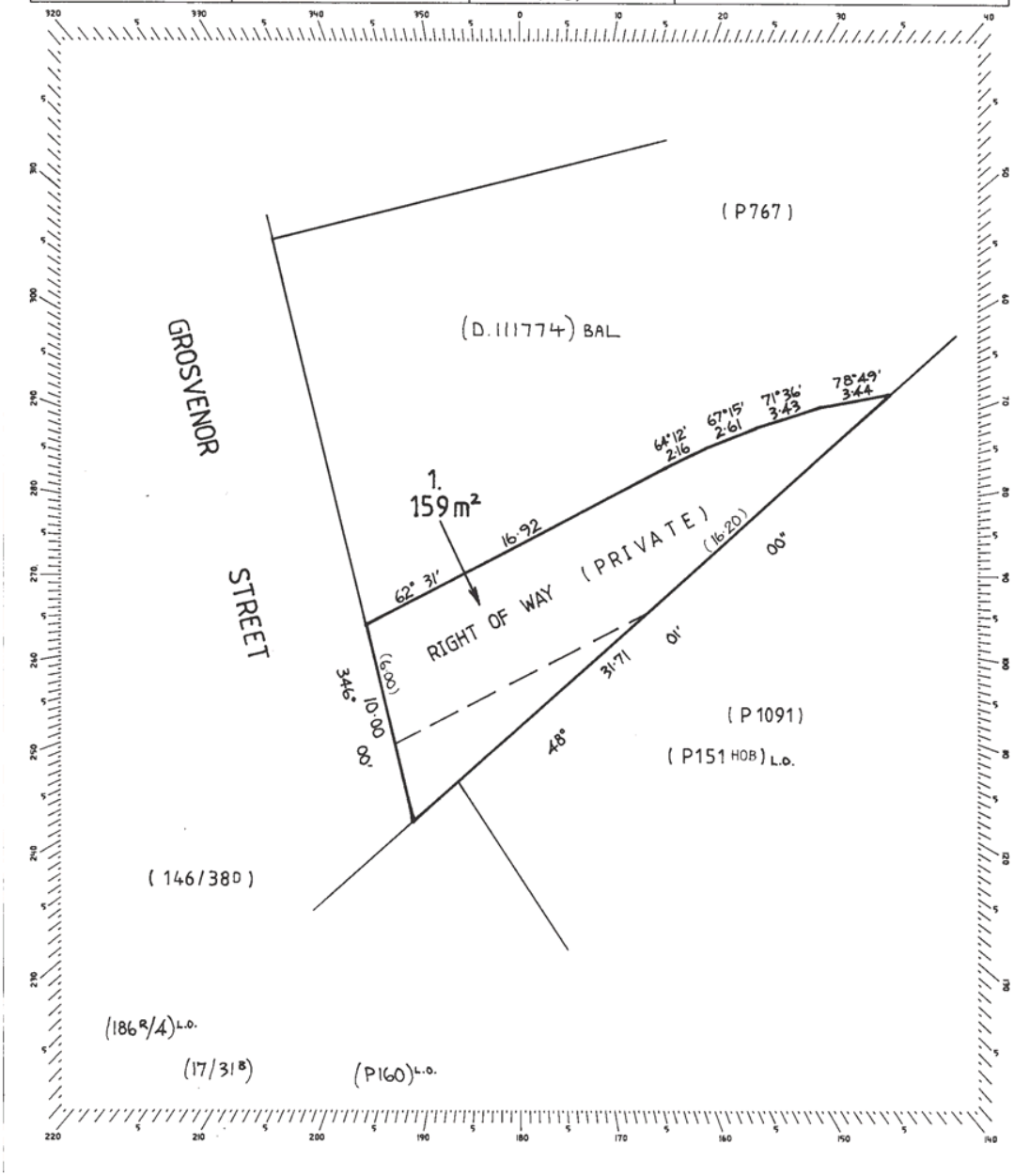
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER University of Tasmania FOLIO REFERENCE C.T. ~~3003-88~~ 55178-19B GRANTEE Part of 65^-2^-0^. Gtd to David Lord.	PLAN OF SURVEY BY SURVEYOR A.M. Peacock of PEACOCK, DARCEY & ANDERSON P/L AUTHORISED SURVEYORS 127 BATHURST STREET - HOBART LOCATION CITY OF HOBART SCALE 1: 2000 LENGTHS IN METRES	REGISTERED NUMBER SP111773 APPROVED EFFECTIVE FROM - 9 AUG 1995 Recorder of Titles

~~TASMAP SHEET~~ MUNC. No. ~~5224~~ 114	LAST UPI No. 2209952	LAST SURVEY PLAN No. P767	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
111774	1
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.49 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 111774
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord
Prior CT 55178/198

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT the full and free right of The Co-Operative Estates Limited its successors and assigns and the owners and occupiers of the time being of and part of the Golf Links Estate of using all sewers and drains now or hereafter to be made in or over any part thereof with power at any time upon giving previous reasonable notice to enter upon the said property to make lay repair cleanse and maintain any pipes or drains the person or persons entering to make good any damage to the surface occasioned thereby provided that any pipes or drains shall be laid within five feet of the North Eastern or South Eastern boundaries of the said land within described.
SP 111773 BENEFITING EASEMENT: Right of carriageway over Right of Way shown on Diagram No. 111774
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

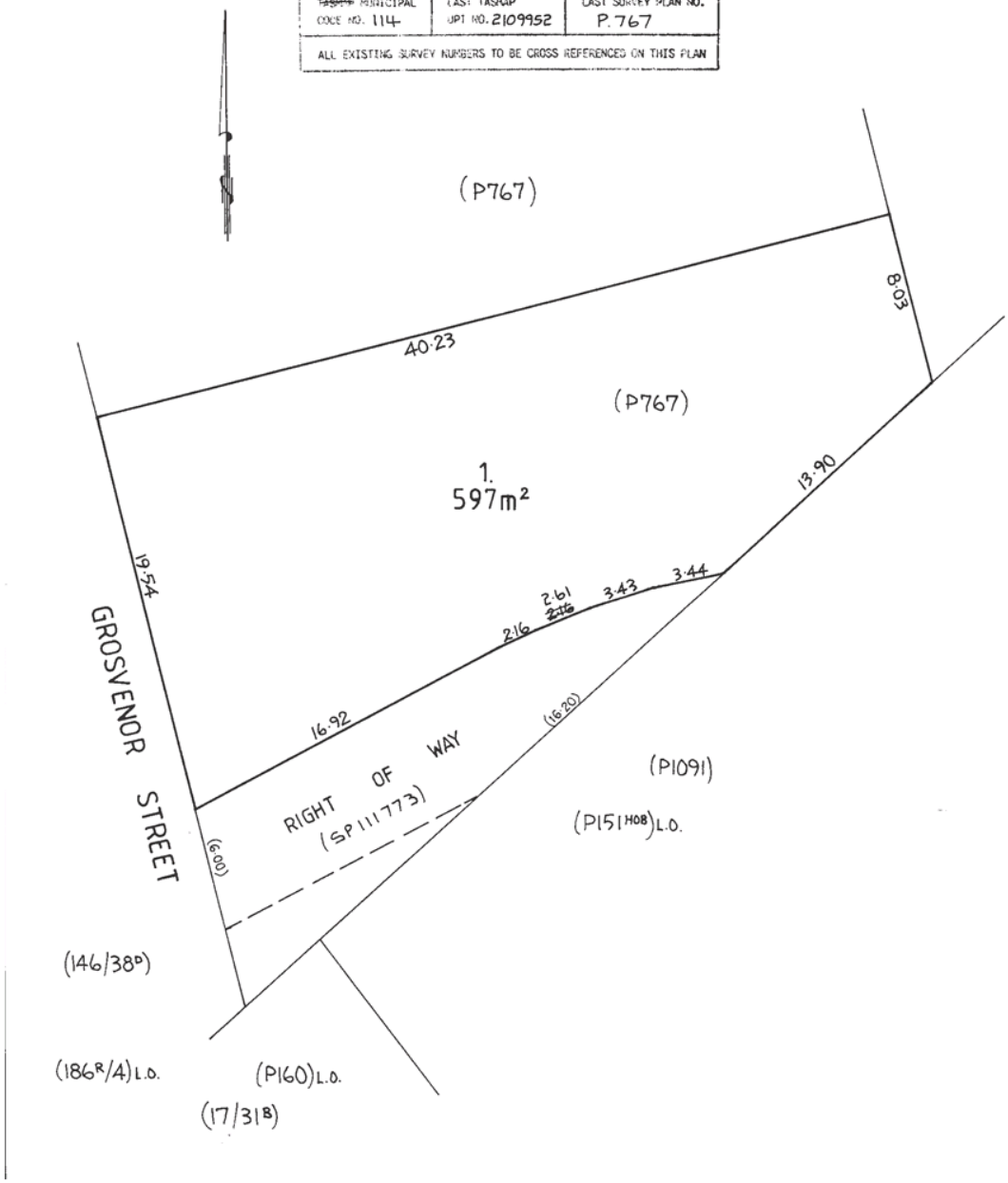
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner: University of Tasmania	PLAN OF TITLE of land situated in the CITY OF HOBART	REGISTERED NUMBER D 111774
Title Reference: C.T. ~~3003-88~~ 55178-198	COMPILED FROM ~~CT 3003-88~~, P767, ~~SP~~	Approved - 9 AUG 1995 Recorder of Titles
Grantee: Part of 65A 2R 0P. Gtd to David Lord.	COMPILED BY PEACOCK, DARCEY & ANDERSON P/L SCALE 1: 2000 MEASUREMENTS IN METRES	

BALANCE PLAN

~~TASMAP~~ MUNICIPAL CODE NO. 114	LAST TASMAP UPI NO. 2109952	LAST SURVEY PLAN NO. P.767
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55178	197
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.46 AM

DESCRIPTION OF LAND

City of HOBART
Lot 197 on Plan 55178 (formerly being P767)
Derivation : Part of 65A-2R-0Ps Gtd to D Lord
Prior CT 2789/81

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

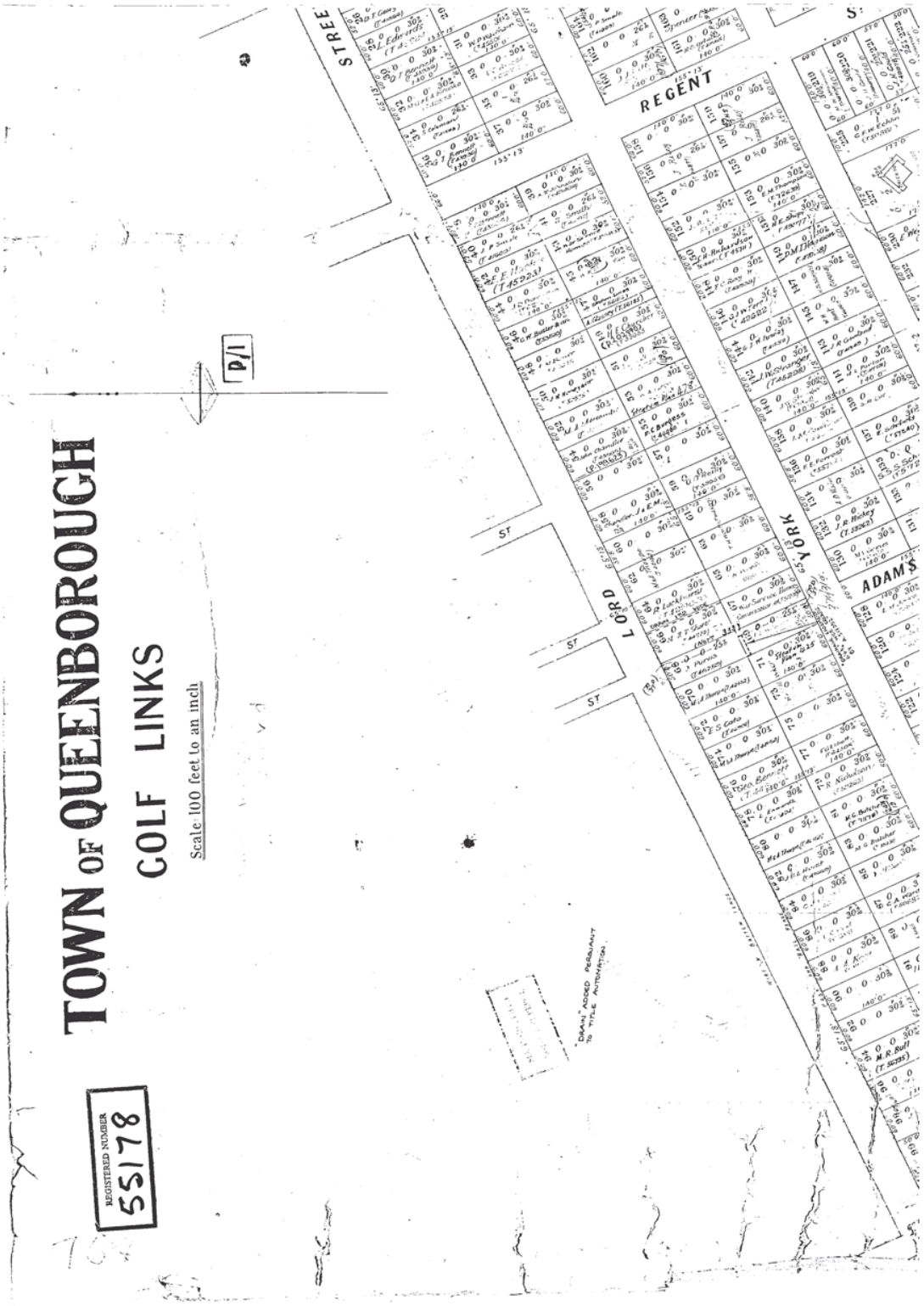
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



the List...

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

the List...

FOLIO PLAN

RECORDER OF TITLES

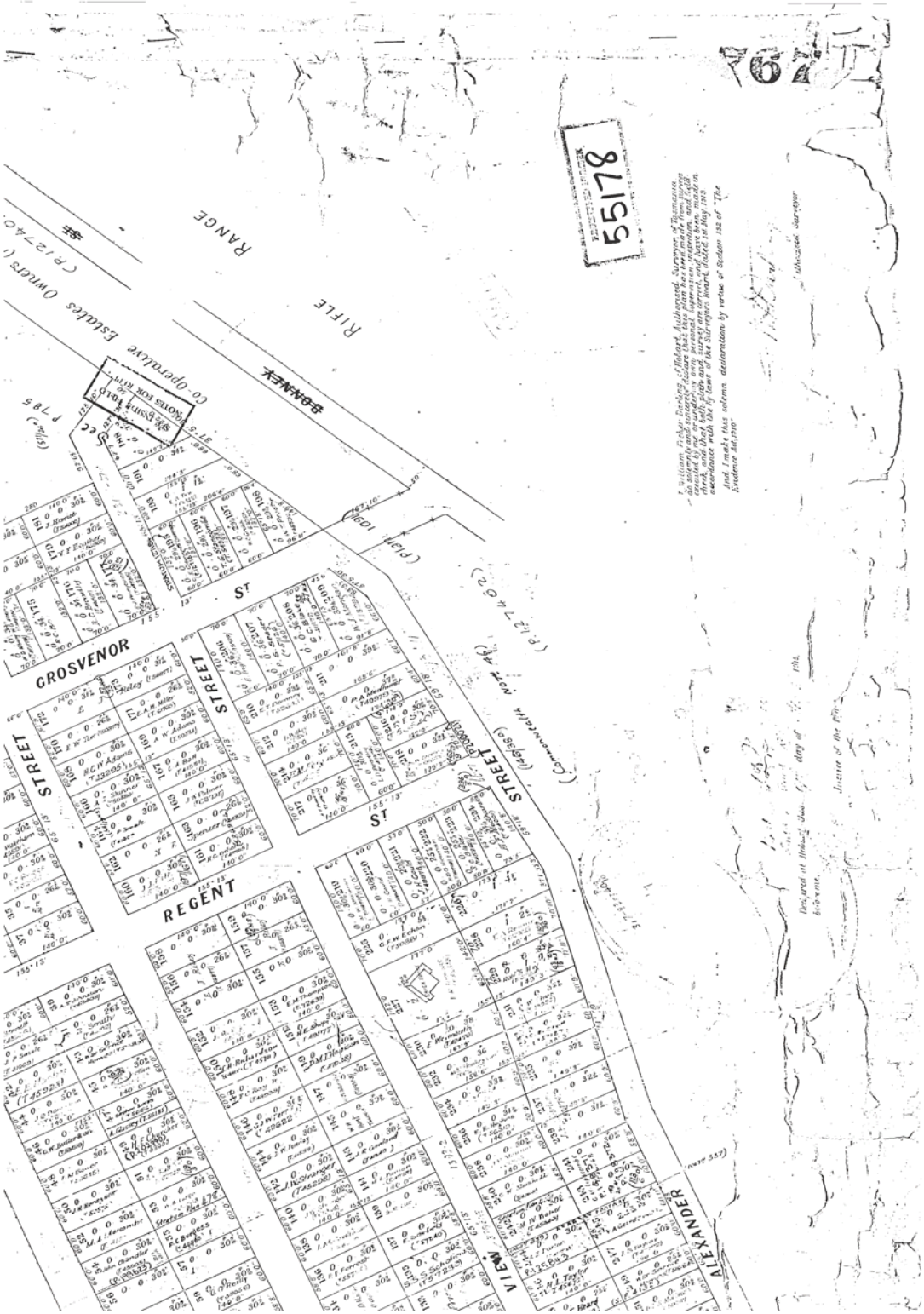
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
111773	1
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.47 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 111773
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord
Prior CT 55178/198

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 111773 EASEMENTS in Schedule of Easements
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the List...

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SCHEDULE OF EASEMENTS

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

REGISTERED NUMBER

SP 111773

EASEMENTS AND PROFITS

PAGE 1 OF 1 PAGE

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Right of Way

~~The balance is together with a right of carriageway over the strip of land marked "right of way (private)" passing through lot 1 on the plan.~~

Lot 1 is subject to a right of carriageway appurtenant to the balance over the strip of land marked "right of way (private)" on the plan.

"The balance" is all that land apart from lot 1 comprised in Certificate of Title Volume 3003 Folio 88.

THE COMMON SEAL of the UNIVERSITY OF TASMANIA the registered proprietor of the land in Certificate of Title Volume 3003 Folio 88 was affixed in the presence of:-

Lot 1 is subject to the full and free right of The Co-Operative Estates Limited its successors and assigns and the owners and occupiers of the time being of and part of the Golf Links Estate of using all sewers and drains now or hereafter to be made in or over any part thereof with power at any time upon giving previous reasonable notice to enter upon the said property to make lay repair cleanse and maintain any pipes or drains the person or persons entering to make good any damage to the surface occasioned thereby provided that any pipes or drains shall be laid within five feet of the North Eastern or South Eastern boundaries of such lot.

(THIS IS A SINGLE PAGE FORM)

(USE FOLDED FORM FOR MULTIPLE PAGES)

SUBDIVIDER : UNIVERSITY OF TASMANIA

FOLIO REF : C.T. 3003-88

SOLICITOR & REFERENCE : DOBSON MITCHELL ALLPORT

PLAN SEALED BY : THE HOBART CITY COUNCIL

DATE : 18.7.1995

538.3
REF No.

Town Clerk/Council Clerk
MANAGER SURVEYING SERVICES

NOTE: THE TOWN CLERK/COUNCIL CLERK MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER
University of Tasmania

FOLIO REFERENCE
C.T. ~~3003-88~~ 55178-19B

GRANTEE
Part of 65^-2R-0P. Gtd to David Lord.

PLAN OF SURVEY

BY SURVEYOR A.M. Peacock of PEACOCK, DARCEY & ANDERSON P/L AUTHORISED SURVEYORS 127 BATHURST STREET - HOBART

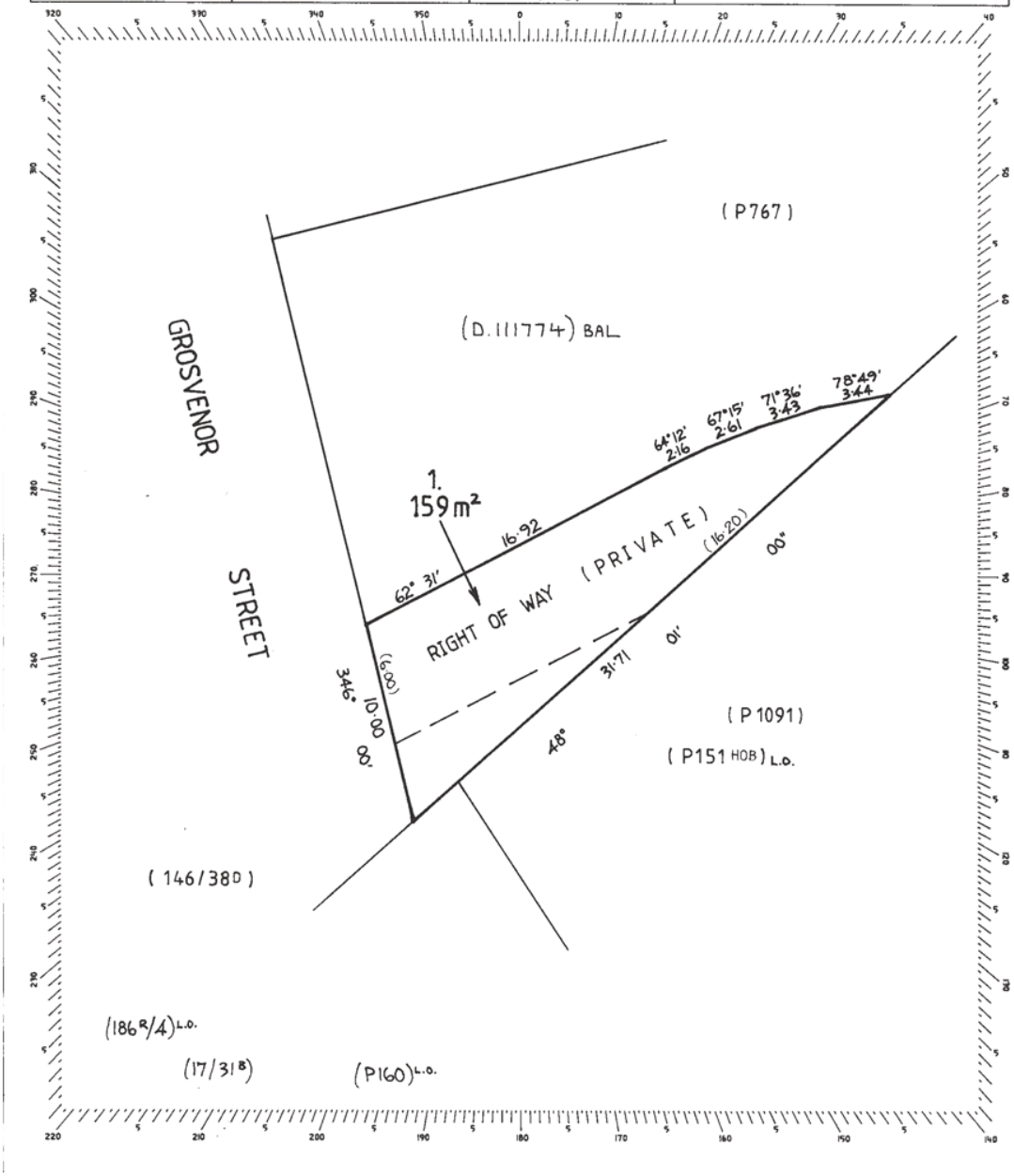
LOCATION
CITY OF HOBART

SCALE 1: 2000 LENGTHS IN METRES

REGISTERED NUMBER
SP111773

APPROVED EFFECTIVE FROM - 9 AUG 1995
Recorder of Titles

~~TASMAP SHEET~~ MUNC. No. ~~5224~~ 114 | LAST UPI No. 2209952 | LAST SURVEY PLAN No. P767 | ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
111774	1
EDITION	DATE OF ISSUE
4	16-Mar-2015

SEARCH DATE : 30-Mar-2017
SEARCH TIME : 08.49 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 111774
Derivation : Part of 65A-2R-0Ps. Gtd. to D. Lord
Prior CT 55178/198

SCHEDULE 1

M505102 TRANSFER to GROSVENOR HOLDINGS (TAS) PTY LTD
Registered 16-Mar-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT the full and free right of The Co-Operative Estates Limited its successors and assigns and the owners and occupiers of the time being of and part of the Golf Links Estate of using all sewers and drains now or hereafter to be made in or over any part thereof with power at any time upon giving previous reasonable notice to enter upon the said property to make lay repair cleanse and maintain any pipes or drains the person or persons entering to make good any damage to the surface occasioned thereby provided that any pipes or drains shall be laid within five feet of the North Eastern or South Eastern boundaries of the said land within described.
SP 111773 BENEFITING EASEMENT: Right of carriageway over Right of Way shown on Diagram No. 111774
D158190 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 16-Mar-2015 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

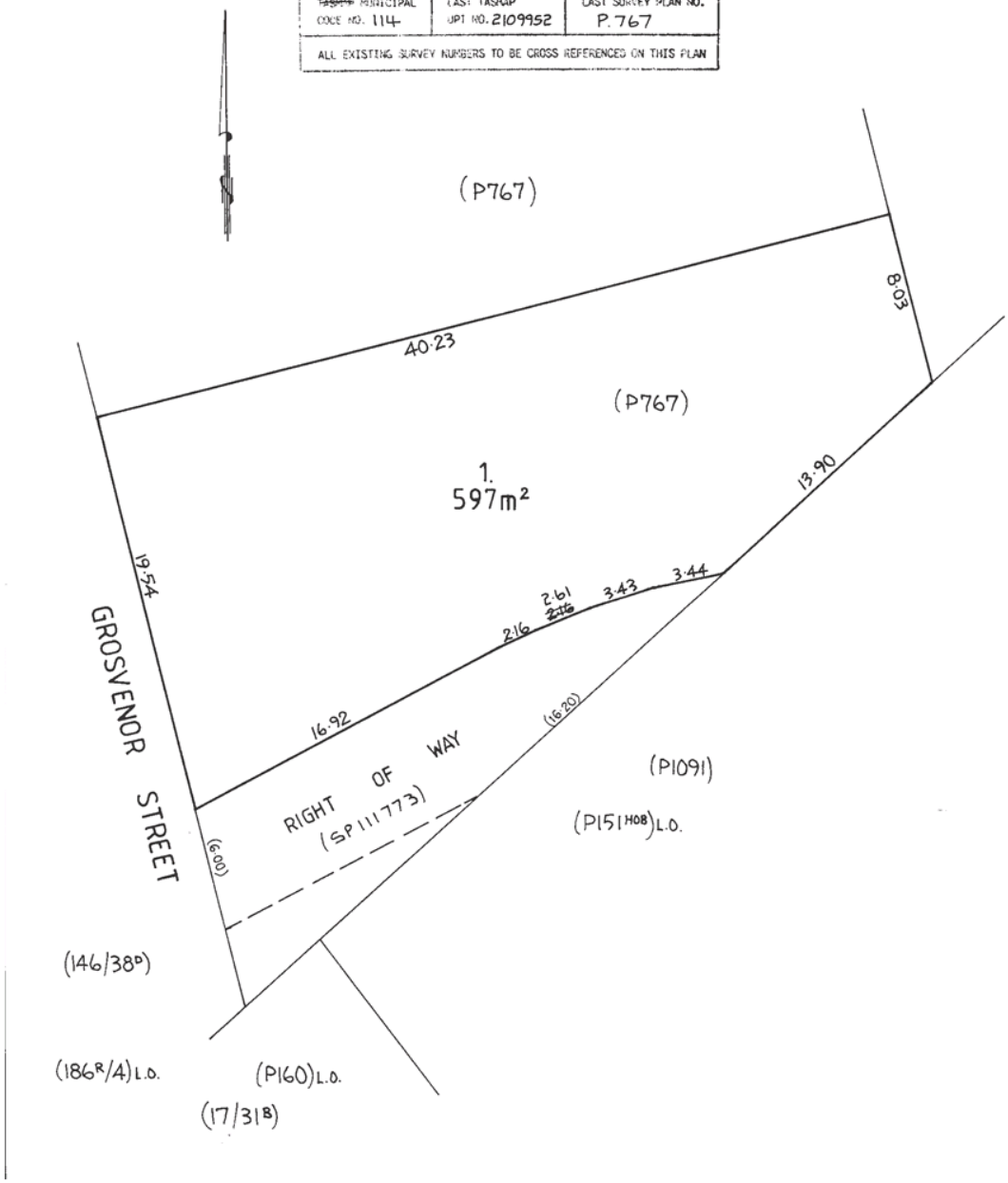
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Owner: University of Tasmania	PLAN OF TITLE of land situated in the CITY OF HOBART	REGISTERED NUMBER D 111774
Title Reference: C.T. ~~3003-88~~ 55178-198	COMPILED FROM ~~CT 3003-88~~, P767, ~~SP~~	Approved - 9 AUG 1995 Recorder of Titles
Grantee: Part of 65A 2R 0P. Gtd to David Lord.	COMPILED BY PEACOCK, DARCEY & ANDERSON P/L SCALE 1: 2000 MEASUREMENTS IN METRES	

BALANCE PLAN

~~TASMAP~~ MUNICIPAL CODE NO. 114	LAST TASMAP UPI NO. 2109952	LAST SURVEY PLAN NO. P.767
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
167424	1
EDITION	DATE OF ISSUE
2	13-May-2015

SEARCH DATE : 27-Sep-2016
SEARCH TIME : 01.49 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 167424
Derivation : Part of 251A-2R-18 2/10P Vested in the University of Tasmania
Prior CT 153995/1

SCHEDULE 1

A800944 B382690 C21681 C411349 UNIVERSITY OF TASMANIA
Registered 03-Jun-2003 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP153903 BENEFITING EASEMENT: (of that part of the said land within described formerly comprised in Folio of the Register Volume 153903 Folio 3) a right of drainage over the Drainage Easement Variable Width shown on P167424
SP153903 BURDENING EASEMENT: right of drainage in favour of Hobart City Council over the Drainage Easement 2.00 Wide shown on P167424
SP153903 BURDENING EASEMENT: a right of drainage (appurtenant to Lots 1 & 2 on SP153903) over the Drainage Easements 2.00 Wide shown on P167424
C973919 BURDENING GAS SUPPLY EASEMENT and ancillary rights (fully defined therein) for the benefit of Tas Gas Networks Pty Ltd over the Gas Supply Easement 'P' and Gas Supply Easement 'Q' shown passing through the said land within described on P.167424 (Subject to Conditions) Registered 28-Jun-2011 at noon
C973920 BURDENING TELECOMMUNICATIONS EASEMENT with the benefit of a restriction as to user of land in favour of Tas The Crown over the land marked Easement for Services 'T' and Easement for Services 'V' on P. 167424 (Subject to Conditions) Registered 28-Jun-2011 at noon
SP167420 BURDENING EASEMENT: Right of Carriageway (appurtenant

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

to Lots 1 & 2 on SP167420) over the Rights of Way 'A' & 'B' variable width on P167424

SP167420 BURDENING EASEMENT: Right of Carriageway (appurtenant to Lot 1 on SP167420) over the Right of Way 'C' variable width on P167424

SP167420 BURDENING EASEMENT: a pipeline easement (appurtenant to Lot 2 on SP167420) over the Pipeline Easement 0.60 wide on P167424

D137394 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with the benefit of a restriction as to user of land in favour of Tasmanian Networks Pty Ltd over the land marked Electricity Infrastructure Easement on Plan 167424 (Subject to Provisions) Registered 13-May-2015 at noon

C560395 BURDENING EASEMENT: a Pipeline Easement in favour of Hobart City Council over the Pipeline Easement 3.00 wide on Plan 167424 Registered 18-Apr-2008 at noon

C188641 LEASE to OPTUS MOBILE PTY LTD of a leasehold estate for the term of "ten years from 1-May-2009" (of portion of the said land within described as defined therein) Registered 09-Sep-1999 at 12.01 PM

C248926 LEASE to COMMONWEALTH SCIENTIFIC AND INDUSTRIAL RESEARCH ORGANISATION of a leasehold estate for the term of 99 years from 1-Jan-1999 (of Lot 1 on P. 127885 only) Registered 04-Oct-2000 at noon
Leasehold Title(s) issued: 127885/1

C274695 CAVEAT by University Co-operative Bookshop Limited "against portion of the land as described therein" Registered 23-Jan-2001 at noon

C840784 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 28-May-2008 at noon

C907046 CAVEAT by University Co-operative Bookshop Limited affecting such portion of the said land within described as shown hatched on the plan attached thereto Registered 28-Apr-2009 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

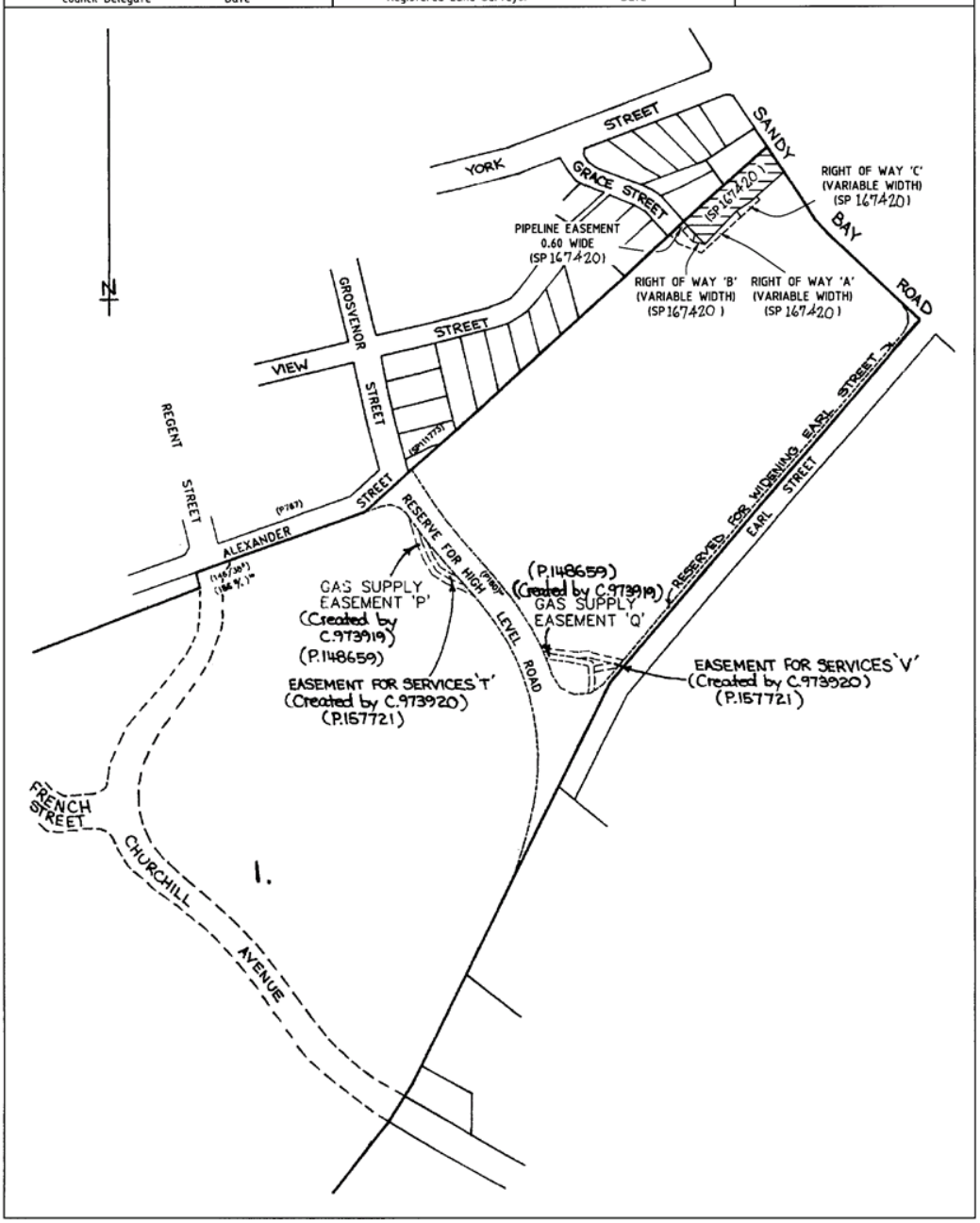
No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

PLAN OF TITLE ANNEXURE SHEET SHEET 1 OF 1 SHEETS	OWNER University of Tasmania FOLIO REFERENCE C.T.153995/1 SCALE 1: 2500 LENGTH IN METRES	Registered Number P 167424
SIGNED FOR IDENTIFICATION PURPOSES Council Delegate Date	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET Registered Land Surveyor Date	APPROVED EFFECTIVE FROM 30 APR 2014 Alice Kawa Recorder of Titles

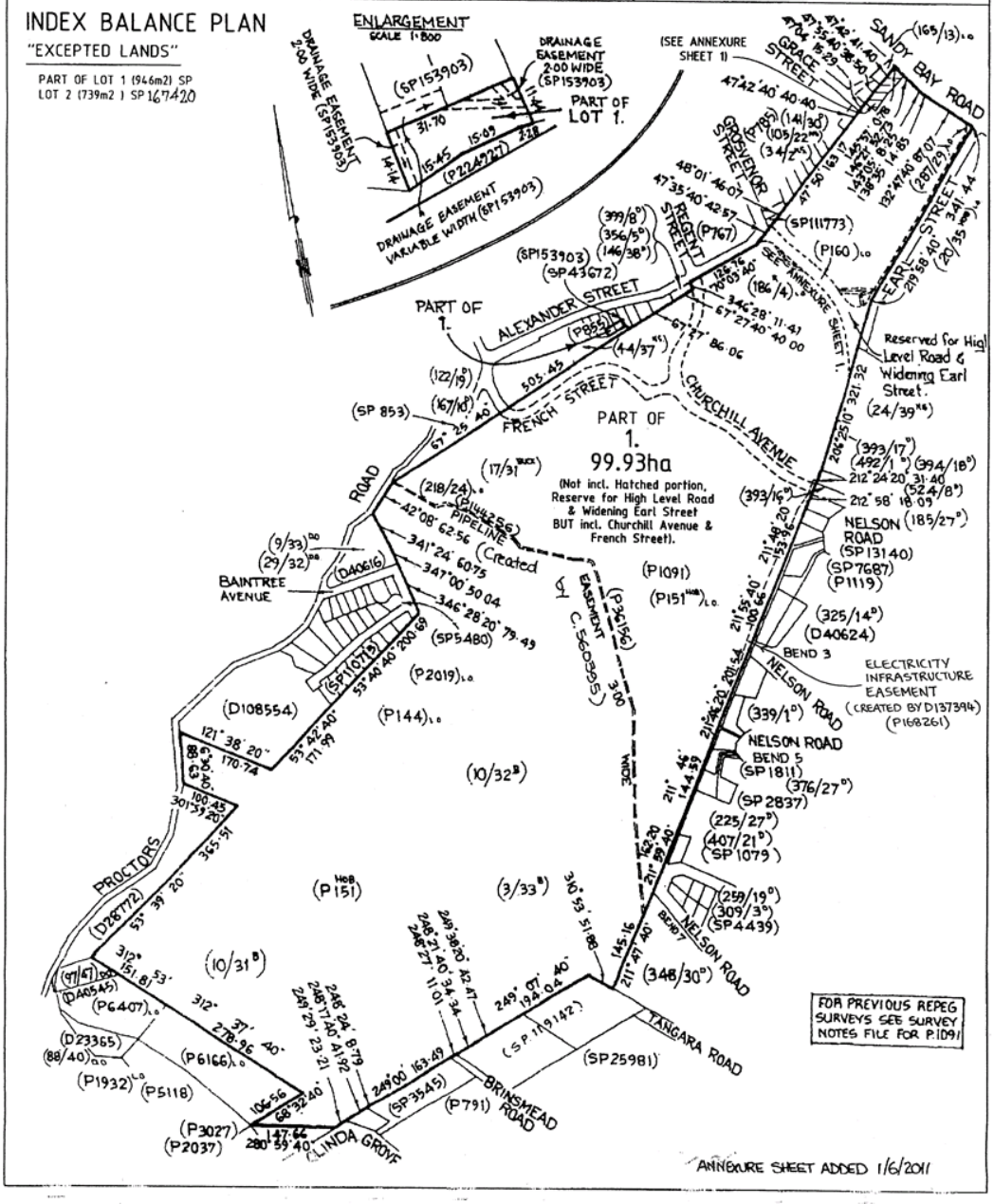


FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER University of Tasmania	PLAN OF TITLE		REGISTERED NUMBER P167424
FOLIO REFERENCE C.T.153995/1	LOCATION CITY OF HOBART		
GRANTEE Part of 251A-2R-18 2/10P, Vested in the University of Tasmania	FIRST SURVEY PLAN No.		APPROVED EFFECTIVE FROM 30 APR 2014
	COMPILED BY PDA Surveyors		Recorder of Titles
	SCALE: 1:6000	LENGTHS IN METRES	SURVEYORS REF: Q744M-2
MAPSHEET CODE No. MUNICIPAL 114 (5225 & 5224-12)	LAST UPI No	LAST PLAN No. P153995	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-18-760	Council notice date	27/11/2018
TasWater details			
TasWater Reference No.	TWDA 2018/01934-HCC	Date of response	04/12/2018
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	59 GROSVENOR ST, SANDY BAY	Property ID (PID)	5614968
Description of development	Partial demolition, alterations and 13 multiple dwellings (two existing, 11 new)		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Rare	Site Services Plan / CDA01	B	23/11/2018

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized metered water property connection must be provided to service the domestic and fire demands of the proposed development in accordance with TasWater standards.
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.

ASSET CREATION & INFRASTRUCTURE WORKS (SEWER MAIN DIVERSION)

3. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
4. Prior to applying for a Permit to Construct new TasWater infrastructure the developer must obtain Engineering Design Approval for the new infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for the sewer main realignment to TasWater's satisfaction.
5. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
6. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
7. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
8. After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

9. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

   a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;

   b. A request for a joint on-site inspection with TasWater's authorised representative must be made;

   c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;

   d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

10. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.

11. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

12. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

56W CONSENT

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

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

    a. Existing pipe depth and location relative to proposed buildings;

    b. Footings must be no closer than

    c. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;

    d. A note on the plan indicating how the pipe location and depth were ascertained.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be

obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

15. Pipeline easements, to TasWater's satisfaction, must be created over the proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

DEVELOPMENT ASSESSMENT FEES

16. The applicant or landowner as the case may be, must pay a development assessment fee of $675.71 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

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

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

Service Locations
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
The location of TasWater infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

Application Referral Cultural Heritage - Response

From:	Brendan Lennard
Recommendation:	
Date Completed:	
Address:	59 GROSVENOR STREET, SANDY BAY 61 GROSVENOR STREET, SANDY BAY 2 CHURCHILL AVENUE, SANDY BAY
Proposal:	Partial Demolition, Alterations and 13 Multiple Dwellings (Two Existing, 11 New)
Application No:	PLN-18-760
Assessment Officer:	Helen Ayers,

Referral Officer comments:

The proposal involves the construction of an apartment block in the rear yards of two existing houses, 59 and 61 Grosvenor Street. The properties have had several recent planning applications. There is a currently approved proposal for redevelopment of the two properties. The properties fall within a Heritage Precinct under the new interim planning scheme (Hobart Interim Planning Scheme 2015).

The Golf Links Estate - Historical Background

The residential area within which the subject development site is located was formerly the Golf Links Estate, subdivided by Co-operative Estates Ltd in three parts between 1915 and 1917. The land had previously been the golf links of the Hobart Golf Club (between 1907 and 1916). A further strip of land between Alexander Street and the creek (also owned by Co-operative Estates Ltd was subdivided in 1923. The lots were very popular, and land sold quickly. Most of the houses in this area were built in the following two decades, resulting in a very homogeneous pattern of residential development. The most obvious exception is the block of flats on an internal block at No. 7 View Street – which was formerly the Tennis Court of the Hobart Golf Club.

An examination of documentary records, including Council's drainage records and Post Office Directories reveals that by 1930 a total of 275 houses had been constructed, with another 44 being built in the 1930s. By 1940 there were 319 houses (including four houses with corner shops) constructed on the estate. This represents over 90% of the total subdivided estate – with the remaining section (nearer Sandy Bay Road and Grace Street) being developed after the Second World War.

A survey of these properties was undertaken in 2010, to ascertain which places remain. Of the 319 places erected before 1940, only three had been demolished (less than 1%). The houses demolished are 48 View Street (demolished 1973), 35 Alexander Street (demolished 1988) and 3 Alexander Street (demolished 2008-2009)
Over 99% of the houses erected before 1940 within this estate have survived. This remarkable level of intactness provides the area with a strong and homogeneous sense of character.

This character is reflected by the area's inclusion as a Heritage Precinct within the Hobart Interim Planning Scheme 2015.

Table E13.2 Heritage Precincts

SB6
Golf Links Estate

This precinct is significant for reasons including:

1. Its value as the largest single subdivision in Sandy Bay with a very fine group of c1920-1930 houses, the best such group in Hobart.

2. Its predominantly single storey Edwardian character with very intact streetscapes. The houses are all very good examples of Edwardian cottages and Californian Bungalow styles.

3. The predominantly intact building stock.

4. The connection of the site with the former golf links which is still readable in the subdivision pattern.

Historical background of existing properties

Image 1: 61 Grosvenor Street - HCC photo (also used by applicant in submission documents)

Image 2: 59 Grosvenor Street - HCC photo (also used by applicant in submission documents)

The two properties date from 1921-22 (Balleen, No. 61) and 1935-36 (Ferry Hill, No. 59) and exhibit typical Inter-War Bungalow features. No 61 Grosvenor in particular, presents as an extremely neat and intact example of this era, with dominant gabled roof forms, with a large entrance porch and covered area, with splayed timber supports on brick pillars with infilled panels of vertical timber slats acting as a balustrade. Together with rectangular bay windows and scalloped board (simulating shingles) gabled ends, the building is considered to be a typical example of its architectural period, and is consistent with the architectural form of neighbouring residential development. The building at 59 Grosvenor St represents a more modest and later architectural design, but still displaying a level of architectural detail (e.g. the leadlight windows and the use of clinker bricks above the window heads) and contributing significantly to the traditional streetscape of the local residential area. Together the buildings display aspects of the subtle evolution in architectural treatment of domestic architecture from the 1920s to the 1930s.

A positive aspect of the current proposal is that the two existing buildings are to be retained. The timber framed sunroom at the rear of No. 61 is to be demolished. This is an element of the building shown in original drainage plans and likely to be as old as the rest of the building.

Relevant Scheme Provisions

As stated above, the property is located within a Heritage Precinct. It is therefore subject to the provisions of the Heritage Code.

The purpose of the Heritage Code is as follows:

E13.1 Purpose

E13.1.1

To recognise and protect the historic cultural heritage significance of places, precincts, landscapes and areas of archaeological potential by regulating development that may impact

on their values, features and characteristics.

The following relevant provisions apply to Heritage Precincts:

E13.8.1 Demolition

Objective:

To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Acceptable Solutions	Performance Criteria
A1 No Acceptable Solution	P1 Demolition must not result in the loss of any of the following: (a) buildings or works that contribute to the historic cultural heritage significance of the precinct; (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply; (i) there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place; (ii) there are no prudent or feasible alternatives; (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

E13.8.2 Buildings and Works other than Demolition

Objective:

To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

Acceptable Solutions	Performance Criteria

A1 No Acceptable Solution	P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.
A2 No Acceptable Solution	P2 Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.
A3 No Acceptable Solution	P3 Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.
A4 New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	P4 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.
A5 Areas of landscaping between a dwelling and the street must be retained.	P5 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.

The purpose of the Heritage Code is, inter alia, to recognise and protect the historic cultural heritage significance of precincts by regulating development that may impact on their values, features and characteristics.

The design and siting of the proposed apartment complex at the rear of the existing houses takes advantage of the slope of the land, ensuring that the new building is only marginally higher than the existing buildings, and comparable to the height of the previously approved proposal.

The applicant has provided the following assessment in support of the proposal:

The proposed development is set behind the building line of the existing dwellings and due to the sloping site, sits only 800mm above the ridge line of 59 Grosvenor Street. In the context of the University buildings, the proposed building is 2m lower than the northern facade of the Faculty of Law building, (which continues to rise in height as it returns to front Grosvenor Street). The proposed building is located in excess of 20m from the street frontage and is setback a minimum of 6m from the rear building line of the existing dwellings. This separation allows the building to be read in the context of the existing

contemporary University buildings, reduces the visual bulk of the building when viewed from the street and preserves the street address of the existing dwellings. The proposal is considered to comply with the Performance Criteria.

Comment

It could be argued that the development of the rear yards of the existing buildings could result in detriment to the historic cultural heritage significance of the precinct, and that such development is not a desirable pattern for protection of heritage values within the precinct. A case could be made that the proposal fails to to meet the Performance Criteria P1 of E13.8.2. Weighing against this argument are (a) the fact that the rear yards do not have the appearance of traditional back gardens but are currently used for informal car parking; (b) the fact that the two properties are sandwiched between a commercial venture (consulting rooms) to the north and the university to the south and (c) the fact that the proposal involves the retention of the primary significant structures which contribute to the overall streetscape. The statement provided by the applicant is supported.

The merits of the current proposal should also be considered in the context of the existing approved development proposals for the site.

In light of the above, it is considered that the proposal, could meet the relevant performance criteria of the Heritage Code.