CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 24 June 2019

at 5:00 pm
Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY 5

2. CONFIRMATION OF MINUTES..... 5

3. CONSIDERATION OF SUPPLEMENTARY ITEMS 5

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST..... 6

5. TRANSFER OF AGENDA ITEMS..... 6

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS..... 6

7. COMMITTEE ACTING AS PLANNING AUTHORITY 7

7.1 APPLICATIONS UNDER THE SULLIVANS COVE PLANNING SCHEME 1997 8

7.1.1 24 Salamanca Square, Battery Point and Adjacent Road Reserve - Partial Demolition and New Umbrellas 8

7.2 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015 71

7.2.1 211 Churchill Avenue, Sandy Bay - Partial Demolition and Two Multiple Dwellings (One Existing, One New) 71

7.2.2 53 Hillcrest Road, Tolmans Hill and Adjacent Road Reserve - Dwelling 163

7.2.3 4 Hillborough Road, South Hobart and Adjacent Road Reserve - Partial Demolition, Alterations, Extension and Carport 231

7.2.4 PLN-17-1069 – 720 Sandy Bay Road and 718a Sandy Bay Road, Sandy Bay - Demolition and Two Multiple Dwellings.....287

8 REPORTS 433

8.1 Central Hobart Precincts Plan - Project Brief..... 433

8.2 Civic Precinct Master Plan Proposal - Response from Minister 462

8.3 City Planning - Advertising Report..... 469

8.4 Delegated Decisions Report (Planning)..... 474

9 COMMITTEE ACTION STATUS REPORT 478

9.1 Committee Actions - Status Report 478

10. QUESTIONS WITHOUT NOTICE 492

11. CLOSED PORTION OF THE MEETING 493

City Planning Committee Meeting (Open Portion) held Monday, 24 June 2019 at 5:00 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS
Deputy Lord Mayor Burnet (Chairman)
Briscoe
Denison
Harvey
Behrakis

Apologies:

Leave of Absence: Nil.

NON-MEMBERS
Lord Mayor Reynolds
Zucco
Sexton
Thomas
Dutta
Ewin
Sherlock

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on Tuesday, 11 June 2019, are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

In accordance with the requirements of Part 2 Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the General Manager is to arrange the agenda so that the planning authority items are sequential.

In accordance with Part 2 Regulation 8(4) of the *Local Government (Meeting Procedures) Regulations 2015*, the Committee by simple majority may change the order of any of the items listed on the agenda, but in the case of planning items they must still be considered sequentially – in other words they still have to be dealt with as a single group on the agenda.

Where deputations are to be received in respect to planning items, past practice has been to move consideration of these items to the beginning of the meeting.

RECOMMENDATION

That in accordance with Regulation 8(4) of the *Local Government (Meeting Procedures) Regulations 2015*, the Committee resolve to deal with any items which have deputations by members of the public regarding any planning matter listed on the agenda, to be taken out of sequence in order to deal with deputations at the beginning of the meeting.

7. 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.

7.1 APPLICATIONS UNDER THE SULLIVANS COVE PLANNING SCHEME 1997

7.1.1 24 SALAMANCA SQUARE, BATTERY POINT AND ADJACENT ROAD RESERVE - PARTIAL DEMOLITION AND NEW UMBRELLAS PLN-19-114 - FILE REF: F19/79239

Address:	24 Salamanca Square, Battery Point and Adjacent Road Reserve
Proposal:	Partial Demolition and New Umbrellas
Expiry Date:	25 July 2019
Extension of Time:	Not applicable
Author:	Richard Bacon

RECOMMENDATION

That pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council approve the application for a partial demolition and extension (new umbrella roof and structure) at 24 Salamanca Square, Battery Point TAS 7004 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-19-114 - 24 SALAMANCA SQUARE BATTERY POINT AND ADJACENT ROAD RESERVE BATTERY POINT TAS 7000 - CPC Agenda 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 2019/00364-HCC dated 2 May 2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw4

The proposed covered area must be drained to Council infrastructure. Any new stormwater connection required must be constructed by the Council at the owner's expense prior to use.

Detailed design drawings showing both existing and proposed services must be submitted and approved. The detailed design drawings must:

1. **Include the proposed levels of the connection;**
2. **Include long-sections of the proposed connection, clearly showing any nearby services, cover, size, material and delineation of public and private infrastructure;**
3. **Provide sufficient details of reinstatement required;**
4. **Show a pedestrian suitable cover lid for the connection point when not in use; and**
5. **Be checked and certified by a qualified and experienced person(s).**

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

Advice:

Prior to commencing any works the applicant must obtain an 'application for a new stormwater connection', from Council's City Amenity Division.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet, and not pose a risk to pedestrians.

In accordance with the hazard and risk mitigation of the Planning Scheme Environmental Objectives.

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.

ENG r1

The proposal must ensure it does not compromise the area's primary function as a public space that may on occasion be utilised for public events or as a public roadway for access. To achieve this, the proposal must demonstrate that:

1. **Emergency vehicle access to Salamanca Square is not compromised;**
2. **The structure can be safely and readily decommissioned, as well as removed from site, within a reasonable time frame;**
3. **Damage and intrusion into the road pavement is minimized;**

4. **Mitigation measures to ensure no pedestrian trip hazards will be present after removal; and**
5. **There is no obstruction of access to utility service access point.**

Advice:

- *Prior to undertaking construction, the applicant must obtain a Traffic Management and Road Opening permit from Council's City Amenity Division.*
- *Prior to commencement of use of the proposal, the applicant must obtain a new Occupancy Agreement from Council's City Planning Division.*

Reason for condition

To ensure access and amenity of the roadway is not permanently compromise.

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.

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.

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 for the occupation of the public highway for construction (e.g. placement of skip bin, crane, scissor lift etc). Click here for more information.

You may require an occupational licence for use of Hobart City Council highway reservation (e.g. outdoor seating, etc). Click here for more information.

You may require an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click here for more information.

You may require a road closure permit for construction. 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.

STORMWATER

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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Amenity Division.

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.

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-19-114 - 24 SALAMANCA SQUARE BATTERY POINT TAS 7004 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-19-114 - 24 SALAMANCA SQUARE BATTERY POINT TAS 7004 - CPC Agenda Documents ⇩
Attachment C:	PLN-19-114 - 24 SALAMANCA SQUARE BATTERY POINT TAS 7004 - Planning Referral Officer Cultural Heritage Report ⇩

City of HOBART

APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997

Type of Report:	Committee
Council:	8 July 2019
Expiry Date:	25 July 2019
Application No:	PLN-19-114
Address:	24 SALAMANCA SQUARE , BATTERY POINT ADJACENT ROAD RESERVE
Applicant:	Dee-Ann Simmons (LivEat Salamanca Square) Level 3 118 Liverpool St
Proposal:	Partial Demolition and New Umbrellas
Representations:	Eight (8)
Performance criteria:	Public Urban Space Schedule

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1. Executive Summary

1.1 Planning approval is sought for a partial demolition and extension (new umbrella roof and structure), within Salamanca Square adjacent to 24 Salamanca Square, which is currently occupied by Botanica Bar.

1.2 More specifically the proposal includes the refurbishment of existing outdoor dining area with new umbrellas and retractable screens.

1.3 The proposal relies on performance criteria to satisfy the following provisions and schedules.

1.3.1 Public Urban Space Clause 24.4.6

1.4 Eight (8) representations objecting to the proposal were received within the statutory advertising period between the 24th May and 7th June 2019.

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 the existing outdoor seating area within Salamanca Square adjacent to 24 Salamanca Square, which is currently occupied by Botanica Bar.

Figure 1: full Salamanca Square site with No.24 at upper left of image.

Figure 2: aerial photograph showing existing outdoor seating area to the rear of No.24 Salamanca Square.

Figure 3: the existing seating and umbrella arrangement at Botanica Bar.

3. Proposal

3.1 Planning approval is sought for a partial demolition and extension (new umbrella roof and structure), within Salamanca Square adjacent to 24 Salamanca Square, which is currently occupied by Botanica Bar.

3.2 More specifically the proposal is for refurbishment of existing outdoor dining area with new umbrellas and retractable screens.

Figure 4: An artist's impression of the proposed umbrellas, showing the retractable screens on either side.

4. Background

4.1 The refurbishment of 24 Salamanca Square to allow for Botanic Bar was approved under delegation under PLN-18-869.

4.2 The General Manager provided consent for the lodging of this development application on 18 March 2019.

5. Concerns raised by representors

5.1 Eight representations, one on behalf of five parties, objecting to the proposal were received within the statutory advertising period between the 24th May and 7th June 2019.

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.

Opposition to full umbrella coverage with roll down transparent blinds - We are strongly opposed to this proposal to allow full umbrella coverage over the current seating area outside the above premises together with roll down transparent blinds. - Salamanca Square is gradually being taken over by the restaurants and cafes operating within the Square. Not content with the seating within their building structures, they continue to press for expanding their presence in this public area by extending their outdoor seating. Where will these encroachments finish? - There is strong resentment building among many of the residents facing the Square as these areas continue to expand and also where existing businesses with existing casual seating now seek to create a more permanent year around outdoor area for their patrons. The once lovely vista is disappearing. Many families and visitors enjoy the serenity and beauty of our Square. Allowing complete umbrella coverage of this area together with the ability to completely enclose it with pull down blinds would see it viewed as a permanent structure. - 'Clear' blinds misleading; - title of application is misleading - it is an outdoor room; - 'essentially a permanent structure'; - precedent for other uses to expand in a similar fashion.
Loss of public space, openness, views and amenity within the Square. - My concerns relate principally to the loss of public space and amenity within Salamanca Square, an area which was originally conceived as fully open to public access. - The original Square concept allowed for and encouraged outdoor tables and seating in front of cafes and bars around the perimeter of the Square, and retractable awnings and umbrellas where deemed acceptable as the appropriate form of shelter if and when required. - The current proposal, like so many along the Salamanca Place frontage, follows an incremental transformation from openly arranged furniture to a fully enclosed compound, and from retractable awnings/umbrellas to rigid, fixed framed fabric roofs covering the whole space. Spaces which were once permeable have become barriers to both movement and views.

- Within Salamanca Square, as along Salamanca Place, the canopies in front of most establishments abut each other and uniformly cling to the building edges. Contrary to this prevailing situation, the proposed outdoor area and canopy at 24 Salamanca Square projects out into the Square as an isolated element. This is right at the entrance to the Square and forms a bottleneck which seriously restricts access. Perhaps of greater impact, it has the potential to restrict views into the Square from Kennedy Lane.
- This is a particularly significant view position. Salamanca Square is a people space and commercial hub which, could be argued, is disadvantaged by being tucked in behind Salamanca Place. It is not visible from the main street and has to some degree struggled to draw people in. A visitor has to make their way up Kennedy Lane to the corner to get themselves in a position where they can actually see the Square unfold. Only at this point can they get any appreciation of what the space holds. From this vantage point you can see there is a space worth coming into, a beautiful public space with trees, fountain, rotunda and seating, ringed by shops and cafes.
- As can be seen on the attached sketch plan, the outdoor area and canopy proposed at 24 Salamanca Square has the potential to significantly restrict this view and diminish a visitor's appreciation of what is on offer. This has a very real potential to adversely impact on visitations to, and the viability of, other commercial premises surrounding the Square.
- The application proposes the use of 'transparent' retractable blinds to each section on all sides, giving the option to enclose the compound fully. Such plastic blinds are not truly transparent, and they are not flat like glass but are soft, flexible, and have folds and creases. They flex in the wind. They transmit light but provide a very distorted view.
These blinds, more than the proposed canopy, have the potential to impact on the view into the Square. Especially if all sides are down which will mean the inherent distortion will be compounded by multi-layering. The end result will be a total loss of clarity to the view into the Square and a potential denial of any visible presence for most of the other commercial premises around the edge, particularly the Hobart Bookshop whose frontage will be almost entirely obscured.
- In this regard I would argue there are strong grounds for refusal, if not of the whole application, certainly of the proposal for any side blinds.
-The Square should not be considered a road, it is an open space for all to enjoy.
Hence the band stand, fountain and pod, chess board, landscaping - a public amenity;

- loss of community open space;
- barrier when entering the Square;
- continual 'creep' of loss of open space;
- excessive size;
- loss of active vibrant space;
- will become 'cluttered ugly space';
- public space should remain open as intended;
- concern that area was designed as a 'welcoming open space, with businesses on the edges, and it's important for people coming from Kennedy Lane (to) have an unimpeded view of what the Square has to offer';
- inappropriate intrusion on 'delightful' open space;
- will 'devalue' public amenity of Square;
- loss of space for events such as, previously, choirs, Chinese New Year and Christmas events;
- loss of ambiance of Square;
- popular space with large numbers of people frequenting it;
- proposal would not add to the value of the area, but would rather detract from it.

Loss of visual amenity

-We do not agree that the proposal will improve the presentation and attraction of
Salamanca Square for the residents and general public. To the contrary the area will
appear more permanent and have far less appeal if this type of structure is
permitted to cover the existing seating.
- The only added value likely is to the business presently occupying this 84m2 of public
area. As residents with their main view from their apartments overlooking the
Square, and also regularly accessing the area on foot along together with other locals
and interstate and overseas visitors, it is becoming too cluttered and we believe is
losing its appeal as this public area is slowly and progressively being taken over by
restaurants, cafes, bars, and yes, even night clubs.
- Yes it may well maximise the number of patrons utilizing this particular business. Is
the existing building already packed out inside with patrons in Winter?
- Residents of the Square don't wish to see further deterioration in the presentation
and amenity of this lovely area which is right on our doorsteps and main viewing
from our apartments. Many families visit and it is such joy to see them gaining so
much pleasure from utilizing the open spaces.
- What experience will people take away from a visit to Salamanca Square when this
once lovely open and casual area has what will appear to be more permanent
structures erected which in cooler weather will be completely closed off.
- tent with no aesthetic appeal.

Precedent and detriment to the local environment - We are writing to place on record our objection to the construction of a substantial frame that will enclose the existing area for which the application is being made. - Believe that the more permanent structure that is proposed over and around the space that is already used may establish a precedent that may lead to more applications in the future that will ultimately lead to more leased areas of ratepayer owned land being given to single commercial businesses that will be to the detriment of the environment of Salamanca Square and the occupier/owners who came to the area to enjoy all the benefits of a residential space.
Noise concern from music and activity - Soft music? Already residents are subjected to loud and annoying music which will soon be subject to a separate complaint. Many of the occupiers are older people who came here to take up residence in what initially was a peaceful and quiet neighbourhood. Not any longer. - Concern at outside music. *(Council's Environmental Health Officer advises that any noise concerns if they arise would be addressed by Council under the Environmental Management and Pollution Control Act 1994).* - The changes that have occurred are acceptable to most but to have more changes continue bringing more noise, late into the night and early morning activity to this area must be given more consideration, remembering that any additional activity if encouraged by Council may not be what the ratepayers in Salamanca Square want and expect from their elected Councillors. - We ask that our Lord Mayor and Councillors show us the respect that this area deserves and protects us from this proposed outside late night/early morning night club style activity and the noise that it will bring to the Square. Noise concern.
Access and safety - Limited remaining width of Square remaining, access and safety concern for public and service vehicles.

Heritage - Proposal will hide adjacent heritage buildings.
Impact on neighbouring businesses - Loss of view of adjacent business from Square, concern that loss of trade would result from being cut off from public view; - 'Thriving' business is conducted on Square, and disagreement with the description of the site as a 'currently lifeless section of Salamanca Square'; - Applicant site has been 'lively' to date, and 'we're sure it can enjoy the same degree of success without damaging other businesses'.
Other - unpleasant and undesirable wind tunnel effects; - difficult to maintain and clean 'roof' of umbrellas' with unsightly result.
Other comment and suggestions - I would argue there are strong grounds for refusal, if not of the whole application, certainly of the proposal for any side blinds. - I hope that Councillors will not approve this application on ratepayer owned land that will favour one. - Commercial business and not be in the best interests of those who live in this area and the families and visitors who enjoy the Square as it is. I hope that Council and Councillors accept the responsibility of representing the interests of all ratepayers in Salamanca Square who pay high rates to live in an area that has already changed in recent years. - Unwalled tables and umbrellas do not restrict vision, movement through and openness of the Square. - Strong grounds for refusal of the application. - Suggestion that the subject outdoor dining area not increase from the present level.

6. Assessment

6.1 The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be ‘permitted’ subject to specific

'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the planning scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.

6.2 The site is located in the Sullivans Cove Mixed Use 2.0 Activity Area of the *Sullivans Cove Planning Scheme 1997*.

6.3 The existing use is as an outdoor dining area associated with a bar. There is no change of use or intensification of use proposed as part of this development application.

6.4 The proposal has been assessed against:

6.4.1 Parts A and B – Strategic Framework

6.4.2 Part D – Clause 16.3.1 – Activity Area Controls

6.4.3 Part E – Schedule 1 – Conservation of Cultural Heritage Values

6.4.4 Part E – Schedule 3 – Public Urban Space

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

6.5.1 Public Urban Space (Building or Works) – clause 22.4.6

6.6 Each performance criterion is assessed below.

6.7 Public Urban Space Part E Clause 24.4.6

6.7.1 There is no acceptable solution for 'other building or construction works' within the 'Cove Floor' Public Urban Space type.

6.7.2 The proposal includes outdoor dining furniture which is 'fixed' rather than 'ephemeral' (with regard to the definition under Clause 24.4.6 of the Scheme).

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

6.7.4 The performance criterion at clause 24.4.6 provides as follows:

All buildings or works nominated in the table to Clause 24.4.2 as 'D' (Discretionary) require a permit, except where the site is within the area identified by Figure 9a, the building or works are 'permitted'. The Planning Authority may exercise its discretion to approve, approve with conditions, or refuse any application.

In considering such applications, the Planning Authority must satisfy itself that the proposed buildings or works are compatible with the following:

- *The 'Civic Works and Public Street Furniture' Guidelines outlined in Clause 24.4.8.*
- *The function of the Public Urban Space as described in Clause 24.4.10.*
- *The provisions of clause 24.4.9 apply where appropriate*

Clause 24.4.8B states as follows.

Positioning of Civic Works and Public Street Furniture in Secondary Spaces

- *The following guidelines are to be applied to Secondary Spaces in all Public Urban Space Type Areas.*
- *Civic Works and Public Street Furniture are to create an irregular patterning while still being 'squared up' to the walls of spaces and are not required to run parallel to the dominant lines of the space.*
- *Minor landscape works are encouraged.*

Clause 24.4.10A states as follows.

- *The function of this public urban space type is to primarily facilitate pedestrian movement. Other movements, including public transport, private vehicles and cyclists will not be precluded from these spaces. Nor will vehicle parking. However, priority will be given to the use and development of these roads to improve the safe and efficient movement of pedestrians, and to the creation of a comfortable and aesthetically pleasing pedestrian environment.*
- *At certain times, the exclusion of motor vehicles for street festivals, markets, etc is considered appropriate.*
- *Vehicle speed in these areas must be restricted to a speed compatible with mixing motor vehicles, cyclists and pedestrians. The total number, siting and design of vehicle parking areas must only be developed after considering their impact on the pedestrian environment.*

6.7.5 It is noted that the site comes under Figure 10 of the Planning Scheme which sets out where 'Commercial and Community Furniture' is exempt from requiring a planning permit. However, Commercial and Community Furniture is defined as being outdoor dining furniture that is 'ephemeral' (i.e. non-permanent) under Clause 24.6. The proposal is for permanent items, and therefore they cannot be exempt as Commercial and Community Furniture.

The proposal would be similar to the outdoor dining arrangement existing at the site, but with a higher degree of enclosure than currently exists. There are other outdoor seating arrangements in the vicinity in Salamanca Square, as well as along the Salamanca Place frontage nearby. As stated, there would be two conjoined umbrellas with perimeter screen, comprising 'transparent, retractable blinds'.

The present separation of the outdoor dining area from the building frontage would be retained under the proposal. This separation would also be maintained by the umbrellas. The structure would remain largely open on the side facing the parent building. A central opening would also face south into the Square. The surrounding solid perimeter barrier of around 1.2 metres in height with planting screening above, would remain.

The proposal would be consistent with the performance criterion in terms of 'squaring up' to the adjacent building frontage.

The proposal would not obstruct pedestrian movement around the Square to any greater degree than the current arrangement.

The proposal would amount to the upgrade of the existing outdoor dining area in that the umbrellas would conjoin and that there would be a full height perimeter screen. The concern is the real and perceived 'privatisation' of public urban space, i.e. that the proposal will alter the nature and perception of Salamanca Square as a public space. On the other hand, some precedent exists along the Salamanca Place frontage for substantially privatised outdoor dining areas. A relatively recent example is the planning approval for outdoor dining at 1/63 Salamanca Place, under PLN-17-537, issued dated the 18th September 2017. That approval relates to a fixed umbrella and seating arrangement for from 40 to 50 patrons on the Salamanca Place frontage (the current proposal would be comparable in terms of size at around a 44 seat capacity). The difference is that the previous approval has enclosing barriers but no full height perimeter screens. It is accepted that the proposed screens are likely to be fully extended and therefore enclosed during inclement

weather. The proposal would have the appearance of a solid building at such times. There would be consequent loss at such times of the openness of Salamanca Square as a public open space.

The applicant submission states as follows.
'Our venue aims to build upon the vibrant atmosphere currently seen during the warmer months, by proposing a setting that is comfortable throughout the winter months, day and night'. The applicant further states 'Our venue will improve the presence and populate a currently lifeless section of Salamanca Square year round, day and night'.

The Council's Cultural Heritage Officer states no objection on the basis that the proposal satisfies the deemed to comply standards of height and area of facade on a site adjacent to a place of cultural significance. It is therefore permitted under 22.5.4 under Schedule 1 - Conservation of Cultural Heritage Values. (Please see full Cultural Heritage Officer comment in discussion part of this report).

The Council's Road Asset Engineer raises no concern with regard to the proposal subject to conditions.

In general the proposal is not considered to be problematic, and complies with the Public Urban Space Schedule of the planning scheme. The primary issue is the presence of the retractable screens, and the impact these screens will have on privatising the public urban space of Salamanca Square. While this issue is understood and acknowledged, regrettably there does not appear to be a head of power within this Schedule to either justify a refusal of this particular proposal, or to condition the retractable screens in this instance.

7. Discussion

7.1 Planning approval is sought for a partial demolition and extension (new umbrella roof and structure), within Salamanca Square adjacent to 24 Salamanca Square, which is currently occupied by Botanica Bar.

7.2 The application was advertised and received eight (8) representations. The representations raised concerns including objection to full umbrella coverage with roll down blinds, loss of visual amenity, loss of openness, public views and public amenity within the Square, and noise concern from music.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet provisions under the Public Urban Space schedule under the *Sullivans Cove Planning Scheme 1997*. The primary issue is the presence of the retractable screens, and the impact these screens will have on privatising the public urban space of Salamanca Square. While this issue is understood and acknowledged, regrettably there does not appear to be a head of power within this Schedule to either justify a refusal of this particular proposal, or to condition the retractable screens in this instance.

7.4 It is noted that the proposal complies with the permitted standards under the Heritage Schedule. The Council's Cultural Heritage Officer has provided the following comment:

> This place is adjacent to a place listed in Table 1: Places of Cultural Significance of the *Sullivans Cove Planning Scheme 1997*, site reference numbers 94 to 102, also known as 44 to 63 Salamanca Place. This numbering does not reflect the current street numbers of 22 and 24 Salamanca Square, as these are new numbers introduced since the preparation of Table 1. However, the extent of the heritage listing is clarified in Figure 5 Places of Cultural Significance within the Scheme which shows all buildings bounded by Salamanca Place, Woobys Lane, Salamanca Square and Kennedy Lane as being heritage listed.
>
> The proposal is for additional outdoor dining furniture and infrastructure in the area currently occupied by a fenced outdoor dining area. This infrastructure is a single 'tent/umbrella' over the outdoor area (rather than the existing four umbrellas) bench seating backed by an enclosure wall with plants, tables and chairs. The enclosure walls with plants are existing. The sides of the outdoor area will be enclosed with drop down clear blinds.
>
> In summary, the proposal is a new building and a new form to Sullivans Cove in that it is a complete structure anchored to the ground, a single roof with drop down blinds and solid side walls occupying a large part of Salamanca Square.
>
> In spite of this, under Schedule 1, the proposal satisfies the deemed to comply standards of height and area of facade on a site adjacent to a place of cultural significance. It is therefore permitted under 22.5.4.
>
> Clause 23.3 of Schedule 2 Urban Form states that the provisions of Schedule 1 Conservation of Cultural Values takes precedence over provisions of this Schedule.

In this respect the proposal is permitted under clause 22.5.4 of Schedule 1 Conservation of Cultural Values of the Sullivans Cove Planning Scheme 1997.

In full, Clause 23.3 Scope under Schedule 2 Urban Form under the Planning Scheme, states as follows.

This schedule applies to all new buildings and extension to existing buildings in the Sullivans Cove Planning Area.
The provisions of Schedule 1 - Conservation of Cultural Heritage Values, take precedence over provisions of this Schedule. Height and scale of detailing of development adjacent to Places of Cultural Significance must be such that the place is not compromised by height discrepancies, scale discrepancies or a superficially "historic" or similar appearance.

In any case, the proposal would meet the permitted provisions for New Buildings under Clause 23.6.1A Building Form under Schedule 2 Urban Form under the Planning Scheme, which relates to height, alignment - secondary space, plot ratio and apparent size.

7.5 The Council's Environmental Health Officer has also commented that any noise concerns if they arise would be addressed by Council under the *Environmental Management and Pollution Control Act 1994*).

7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed partial demolition and extension (new umbrella roof and structure) at 24 Salamanca Square Battery Point TAS 7004 satisfies the relevant provisions of the Sullivans Cove Planning Scheme 1997, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council approve the application for a partial demolition and extension (new umbrella roof and structure) at 24 Salamanca Square Battery Point TAS 7004 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-19-114 - 24 SALAMANCA SQUARE BATTERY POINT AND ADJACENT ROAD RESERVE BATTERY POINT TAS 7000 - CPC Agenda 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 2019/00364-HCC dated 2 May 2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw4

The proposed covered area must be drained to Council infrastructure. Any new stormwater connection required must be constructed by the Council at the owner's expense prior to use.

Detailed design drawings showing both existing and proposed services must be submitted and approved. The detailed design drawings must:

1. **Include the proposed levels of the connection.**
2. **Include long-sections of the proposed connection, clearly showing any nearby services, cover, size, material and delineation of public and private infrastructure.**

3. **Provide sufficient details of reinstatement required.**
4. **Show a pedestrian suitable cover lid for the connection point when not in use.**
5. **Be checked and certified by a qualified and experienced person(s).**

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

Advice: Prior to commencing any works the applicant must obtain a 'application for a new stormwater connection', from Council's City Amenity Division.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet, and not pose a risk to pedestrians.
In accordance with the hazard and risk mitigation of the Planning Scheme Environmental Objectives.

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.

ENG r1

The proposal must ensure it does not compromise the area's primary function as a public space that may on occasion be utilised for public events or as a public roadway for access. To achieve this, the proposal must demonstrate that:

1. **Emergency vehicle access to Salamanca Square is not compromised.**
2. **The structure can be safely and readily decommissioned, as well as removed from site, within a reasonable time frame.**
3. **Damage and intrusion into the road pavement is minimised.**
4. **Mitigation measures to ensure no pedestrian trip hazards will be present after removal.**
5. **There is no obstruction of access to utility service access point.**

Advice:

- *Prior to undertaking construction, the applicant must obtain a Traffic Management and Road Opening permit from Council's City Amenity Division.*
- *Prior to commencement of use of the proposal, the applicant must obtain a new Occupancy Agreement from Council's City Planning Division.*

Reason for condition

To ensure access and amenity of the roadway is not permanently compromise.

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.

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.

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 for the occupation of the public highway for construction (e.g. placement of skip bin, crane, scissor lift etc). Click here for more information.

You may require an occupational licence for use of Hobart City Council highway reservation (e.g. outdoor seating, etc). Click here for more information.

You may require an occupational license for structures in the Hobart City Council highway reservation, in accordance with conditions to be established by the Council. Click here for more information.

You may require a road closure permit for construction. 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.

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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Infrastructure Division.

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.

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.

(Richard Bacon)

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.

(Ben Ikin)
Senior Statutory Planner

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

Date of Report: 18 June 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

SCHEDULE OF DRAWINGS

ARCHITECTURAL	
A01	COVER PAGE
A02	SITE PLAN
A03	OUTDOOR PLAN EXISTING/DEMO
A04	OUTDOOR PLAN PROPOSED
A05	OUTDOOR ELEVATION 01 PROPOSED
A06	OUTDOOR ELEVATION 02 PROPOSED
A07	PROPOSED PLAN WITH EXIST. SERVICES
A08	PROPOSED SECTION WITH EXIST. SERVICES

FOR APPROVAL

Revision notes:

NOT FOR CONSTRUCTION

Rev:	Date:	Notes:	By:
A	21/02/2019	Design Development. ISSUE: For Information	DS
B	05/03/2019	Design Development. ISSUE: For Planning Approval	DS
C	18/04/2019	Existing services added to context. Structure adjusted as per shop drawings	DS
D	26/04/2019	Column sizes revised	DS
E	08/05/2019	Column connection detail revised -cross section added showing existing services	DS

Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: COVER PAGE, Schedule of Drawings

Date: 08 May 2019

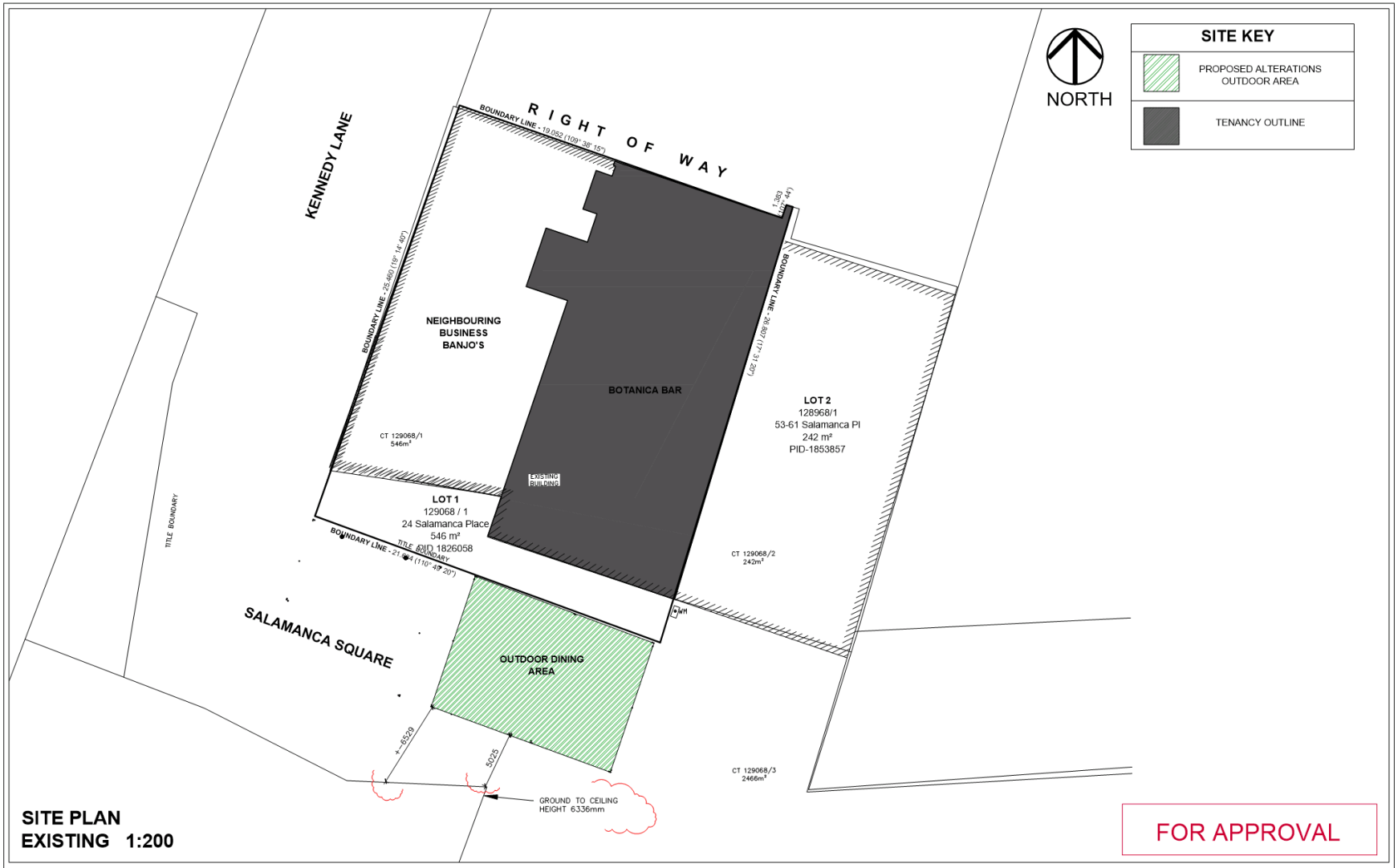
Scale @ A3: NTS

Revision: E

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-01

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR



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NOT FOR CONSTRUCTION

Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: SITE PLAN, Existing

Date: 08 May 2019

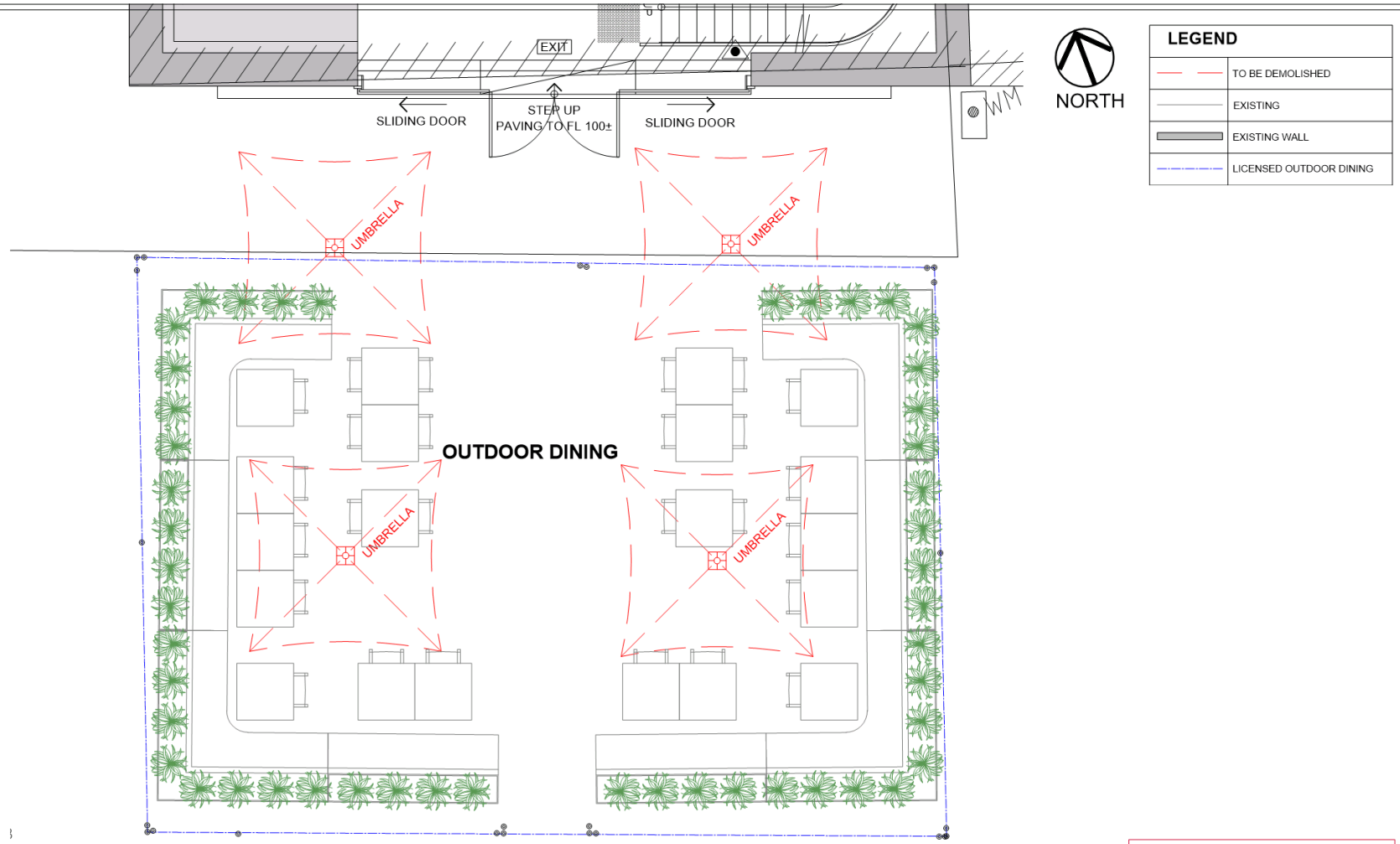
Scale @ A3: 1:200

Revision: E

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-02

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR



LEGEND

	TO BE DEMOLISHED
	EXISTING
	EXISTING WALL
	LICENSED OUTDOOR DINING

OUTDOOR PLAN
EXISTING/DEMO 1:50

FOR APPROVAL

Revision notes:

NOT FOR CONSTRUCTION

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Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: OUTDOOR DINING, Existing/Demo

Date: 08 May 2019

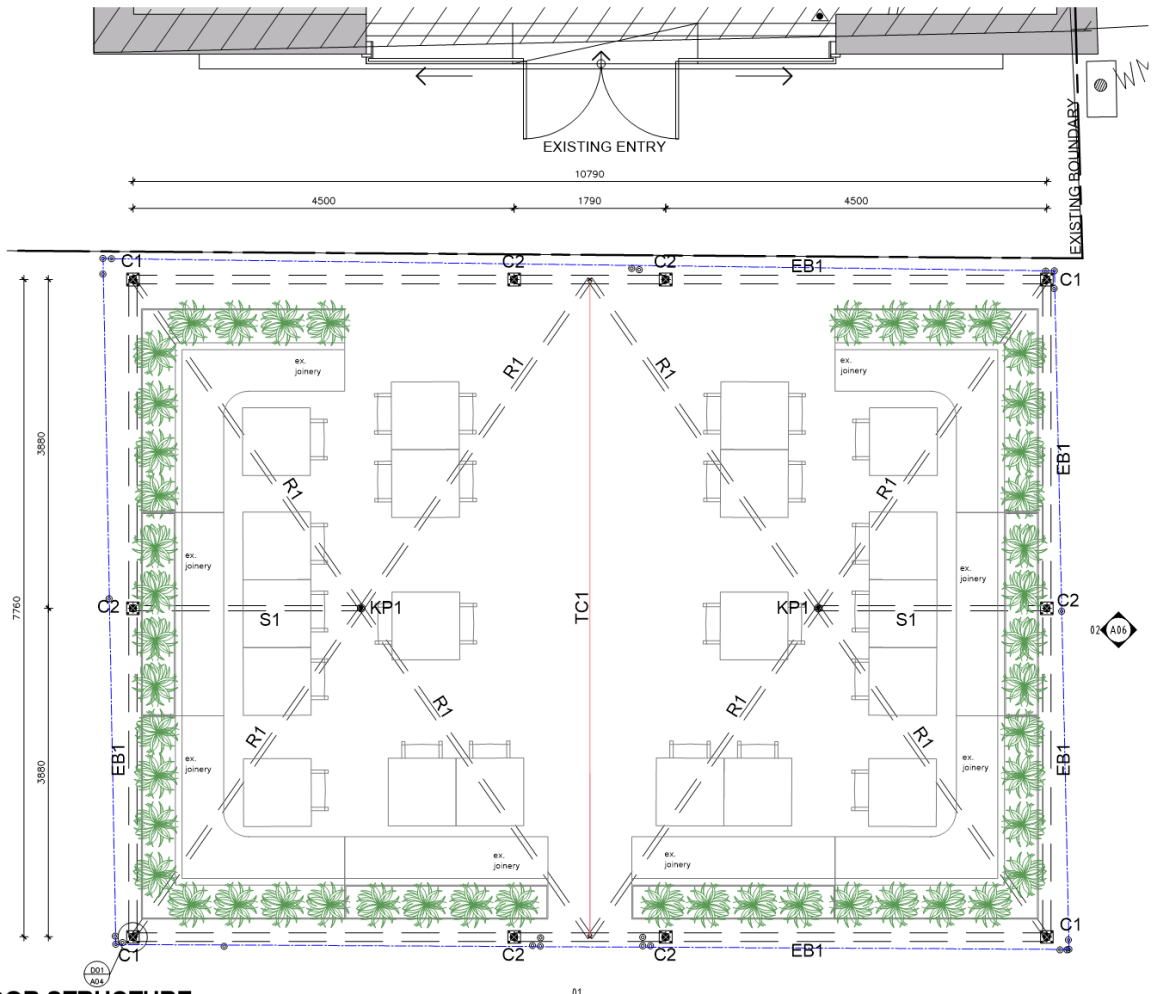
Scale @ A3: 1:50

Revision: E

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-03

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR

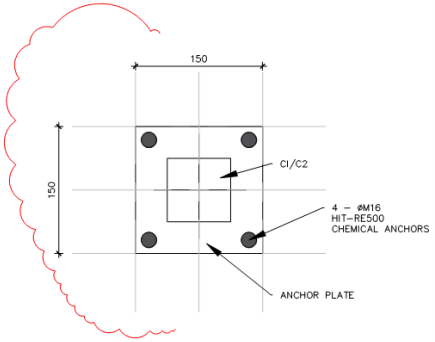


NORTH

LEGEND

	EXISTING
	EXISTING WALL
	LICENSED OUTDOOR DINING
	PROPOSED OVERHEAD STRUCTURE

MEMBER SCHEDULE			
MARK	SECTION SIZE	GRADE	DESCRIPTION
C1	75x75x5 SHS	C350	COLUMNS
C2	75x75x3.5 SHS	C350	COLUMNS
EB1	100x100x5.0 SHS	C350	EDGE BEAM
KP1	76.1 x 3.2 CHS	C350	KING POST
R1	88.9 x 3.2 CHS	C350	RAFTER
S1	60.3 x 2.3 CHS	C350	STRUT
TC1	ø8 1x19 GAL STRAND	MBL 56.0kN	TIE CABLE (UNDER FABRIC)
FABRIC	FR700	–	WHITE
STEEL	PAINTED	–	



D01 A04 **PLAN DETAIL 01 1:5**

TYPICAL POST (C1) BOLT DOWN PLATE

OUTDOOR STRUCTURE
PROPOSED 1:50

FOR APPROVAL

NOT FOR CONSTRUCTION

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Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: OUTDOOR DINING, Existing/Demo

Date: 08 May 2019

Scale @ A3: 1:50

Revision: E

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-04

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR

01 / A04 **ELEVATION 01 - 1:50**

OUTDOOR PROPOSED ELEVATION

FINISHES SCHEDULE

	EXISTING SEATING
	POWDERCOAT-DRIFTWOOD
	WHITE PVC UMBRELLA FABRIC

note dimensions shown are indicative only

FOR APPROVAL

Revision notes:

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E	08/05/2019	Column connection detail revised –cross section added showing existing services	DS

Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: OUTDOOR DINING, Proposed Elevation 01

Date: 08 May 2019

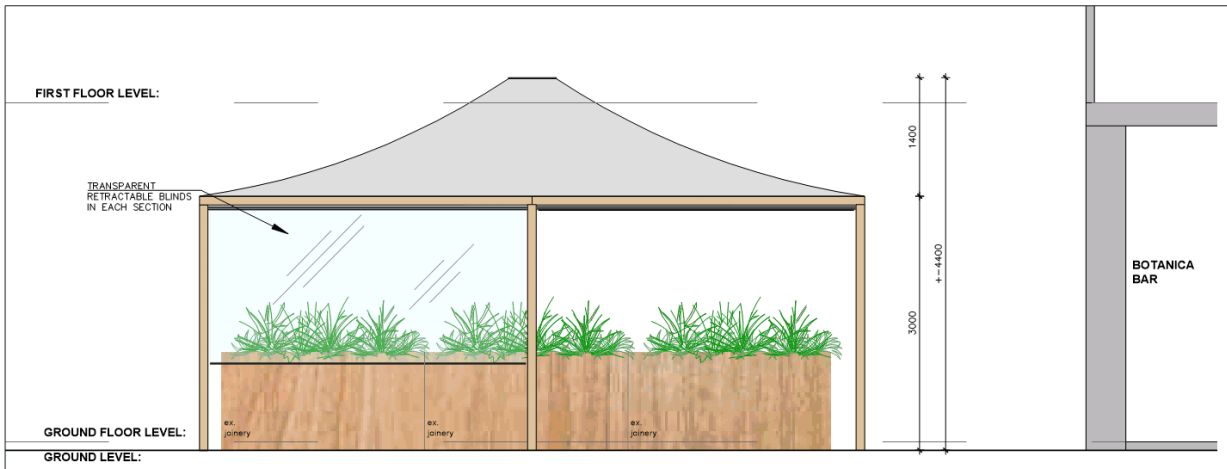
Scale @ A3: 1:50

Revision: E

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-05

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR



FINISHES SCHEDULE	
	EXISTING SEATING
	POWDERCOAT-DRIFTWOOD
	WHITE PVC UMBRELLA FABRIC

note dimensions shown are indicative only

FOR APPROVAL

02 / A04 **ELEVATION 02 - 1:50**
OUTDOOR PROPOSED ELEVATION

03 / --- **PROPOSED IMAGE - NTS**

02 / --- **EXAMPLE OF PROPOSED BLINDS - NTS**

Revision notes:

NOT FOR CONSTRUCTION

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Drawn by: Dee-Ann Simmons, Project Development Coordinator

Project: Botanica Bar, Outdoor Proposal

Date: 08 May 2019

Scale @ A3: 1:50

Revision: E

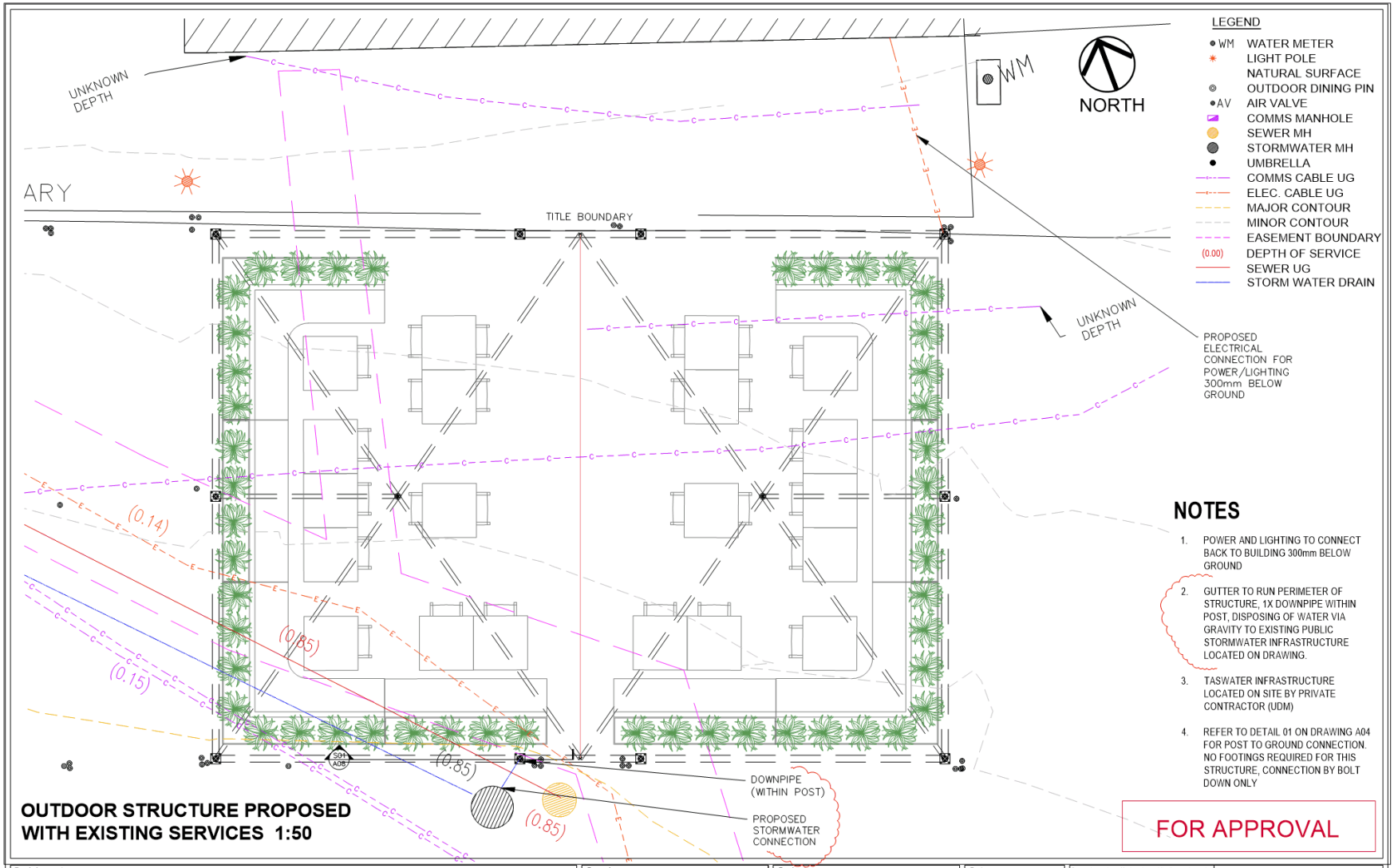
Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Drawing Title: OUTDOOR DINING, Proposed Elevation 02

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-06

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR



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NOT FOR CONSTRUCTION

Drawn by: Dee-Ann Simmons, Project Development Coordinator

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

Project: Botanica Bar, Outdoor Proposal

Drawing Title: OUTDOOR DINING, PROPOSED STRUCTURE & EXISTING SERVICES

Date: 08 May 2019

Scale @ A3: 1:50

Revision: E

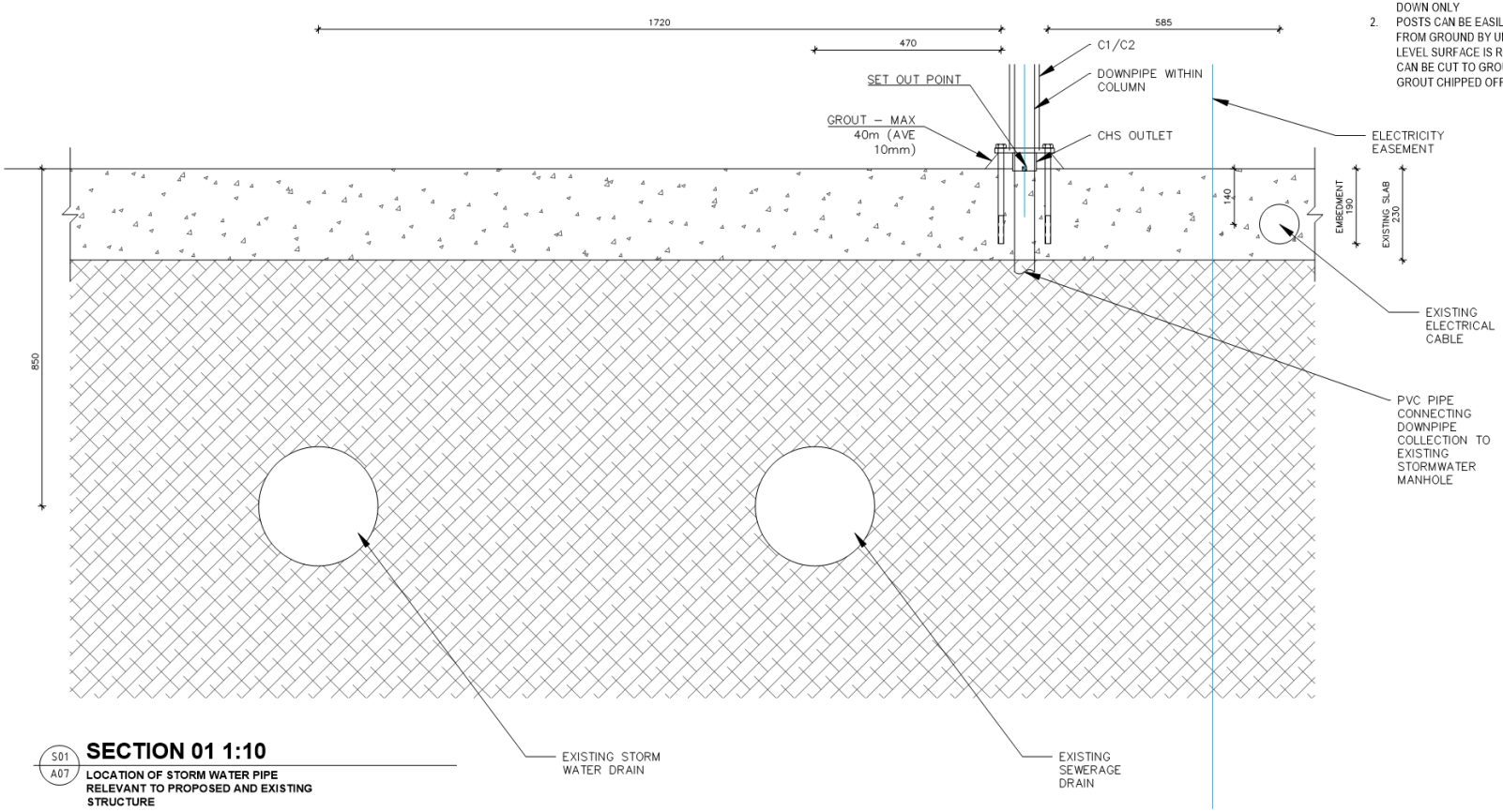
Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-07

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR

NOTES

1. REFER TO DETAIL 01 ON DRAWING A04 FOR POST TO GROUND CONNECTION. NO FOOTINGS REQUIRED FOR THIS STRUCTURE, CONNECTION BY BOLT DOWN ONLY
2. POSTS CAN BE EASILY REMOVED FROM GROUND BY UNBOLTING. IF LEVEL SURFACE IS REQUIRED, BOLTS CAN BE CUT TO GROUND LEVEL AND GROUT CHIPPED OFF.



S01 A07 **SECTION 01 1:10**

LOCATION OF STORM WATER PIPE RELEVANT TO PROPOSED AND EXISTING STRUCTURE

FOR APPROVAL

NOT FOR CONSTRUCTION

Revision notes:

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Drawn by: Dee-Ann Simmons, Project Development Coordinator

Project: Botanica Bar, Outdoor Proposal

Date: 08 May 2019

Scale @ A3: 1:50

Revision: E

Client: LivEat Salamanca Square Pty Ltd, Botanica Bar

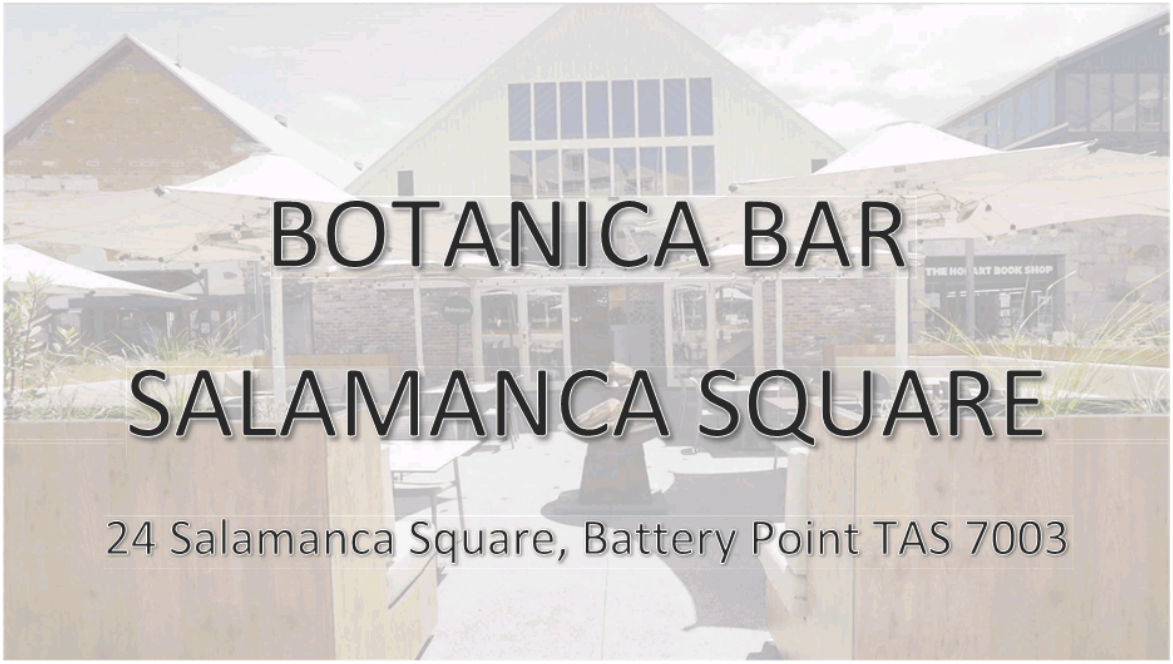
Drawing Title: OUTDOOR DINING - SECTION, PROPOSED STRUCTURE & EXISTING SERVICES

Do not scale off drawing. All dimensions to be checked on site prior to construction

Drawing Number: A-08

LivEat Salamanca Square Pty Ltd
Level 3, 118 Liverpool St, Hobart TAS 7000
BOTANICA BAR

Request for Road Services Consent



ALFRESCO DINING

APPLICATION FOR ROAD SERVICES CONSENT

Introduction

This request for 'roads services consent' is related to our recent development application submission for the minor refurbishment of the outdoor dining area at 23 Salamanca Place.

Visitors enjoy the vibrant atmosphere of Salamanca Square during the warmer months, when it is a comfortable setting to eat, drink and socialise.

Our venue aims to build upon the vibrant atmosphere currently seen during the warmer months, by proposing a setting that is comfortable throughout the winter months also, both day and night.

The following proposal for the improvement of the current outdoor dining area outside of 23 Salamanca Square has been carefully prepared following consultation with Hobart City Council staff, including Emily Burch from the Traffic Engineering Department as well as Senior Statutory Planner, Ben Ikin. The proposal has also received land owner consent to lodge a planning application from the GM Nick Heath.

Intent of the Development

Our proposal fits within the existing licenced outdoor dining area, requiring no change to the existing seating and dining arrangement.

The design gives consideration to the site context, utilising the umbrella style overhead coverage that is prominent in the area. Focus has been on reducing the size of individual structural members, to allow for ease of dismantling should it be required. The size of the individual members fixed to the ground are a lot smaller and easier to handle than if a single central umbrella post were used.

An important driver for this design is to make the outdoor dining area a place that is desirable for patrons to use year-round, including the colder winter months. The perimeter posts play an important role in providing a sense of enclosure and comfort, while keeping the undercover area open and spacious, resulting in an atmosphere people will be drawn to. We believe this proposal will provide Salamanca Square with a liveliness year-round that is currently missing in the winter months.

Essential elements to our proposal include:

- Umbrella coverage over full area fixed to perimeter posts
- Soft lighting, music and heating incorporated neatly within the umbrella structure
- Roll down transparent blinds (these will mostly be rolled up, but available to be rolled down on those occasions where the area cannot comfortable be used without them due to the weather).

Please note the current banquette seating and loose furniture is to remain with the proposed structure built over/around.

Existing Below Ground Services

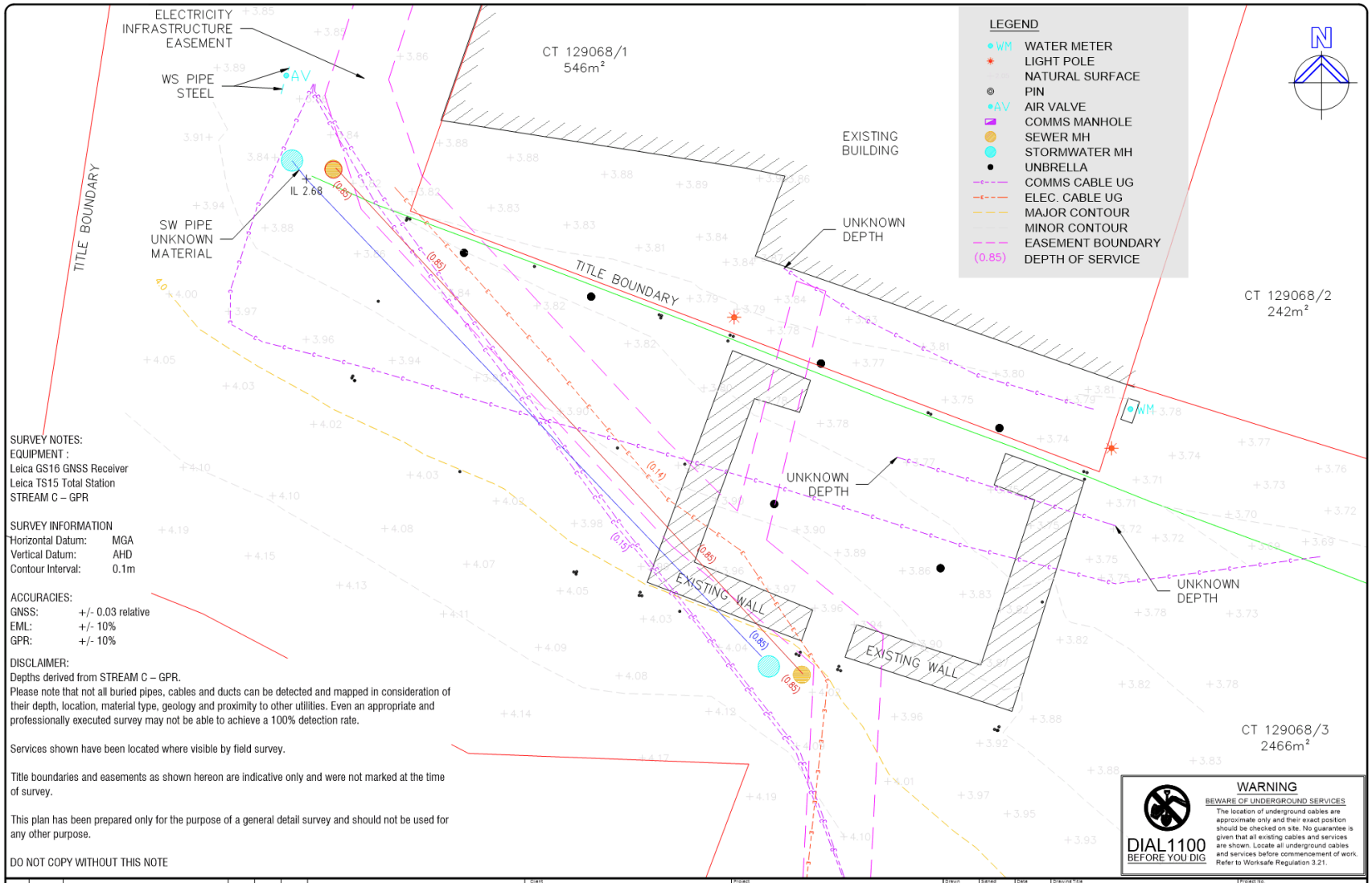
A survey has been completed to map out all existing underground service locations and heights. Careful consideration will be given to ensure the proposed structure does not intrude on these services as per HCC and council requirements.
The proposed structure does not require footings, all posts will be bolted down to existing slab.
Stormwater runoff from the proposed structure will be connected to the existing stormwater services on site.

Summary

By providing approval to our proposal, our venue will:

1. Improve the presence and populate a currently lifeless section of Salamanca Square year-round, day and night
2. Add value to the Salamanca square area
3. Maximise the number of patrons to our venue
4. Provide a comfortable amenable seating area for patrons to experience Salamanca Square

We would value the opportunity to provide further information if required. Please find annexed details of our outdoor dining proposal.


ELECTRICITY INFRASTRUCTURE EASEMENT
WS PIPE STEEL
AV
IL 2.68
SW PIPE UNKNOWN MATERIAL
TITLE BOUNDARY
CT 129068/1
546m²
EXISTING BUILDING
UNKNOWN DEPTH
TITLE BOUNDARY
CT 129068/2
242m²
WM
UNKNOWN DEPTH
UNKNOWN DEPTH
EXISTING WALL
EXISTING WALL
CT 129068/3
2466m²
LEGEND
WM WATER METER
LIGHT POLE
NATURAL SURFACE
PIN
AV AIR VALVE
COMMS MANHOLE
SEWER MH
STORMWATER MH
UNBRELLA
COMMS CABLE UG
ELEC. CABLE UG
MAJOR CONTOUR
MINOR CONTOUR
EASEMENT BOUNDARY
(0.85) DEPTH OF SERVICE
N
SURVEY NOTES:
EQUIPMENT :
Leica GS16 GNSS Receiver
Leica TS15 Total Station
STREAM C – GPR
SURVEY INFORMATION
Horizontal Datum: MGA
Vertical Datum: AHD
Contour Interval: 0.1m
ACCURACIES:
GNSS: +/- 0.03 relative
EML: +/- 10%
GPR: +/- 10%
DISCLAIMER:
Depths derived from STREAM C – GPR.
Please note that not all buried pipes, cables and ducts can be detected and mapped in consideration of their depth, location, material type, geology and proximity to other utilities. Even an appropriate and professionally executed survey may not be able to achieve a 100% detection rate.
Services shown have been located where visible by field survey.
Title boundaries and easements as shown hereon are indicative only and were not marked at the time of survey.
This plan has been prepared only for the purpose of a general detail survey and should not be used for any other purpose.
DO NOT COPY WITHOUT THIS NOTE
WARNING
BEWARE OF UNDERGROUND SERVICES
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.
DIAL1100
BEFORE YOU DIG
Rev No
Date
Revision Note
Drn
Ver.
App.
UDM Utility Detection & Mapping
UDM Group
www.udmgroup.com.au
PO Box 4168, Bathurst St PO, Hobart Tas 7000
Client
BANJO'S CORPORATION PTY. LTD.
Project
BANJOS
SALAMANCA
TOPOGRAPHIC SURVEY
Drawn BE
Designed
Checked RB
Approved
Signed
Date 04/04/2019
Drawing Title
TOPOGRAPHIC SURVEY
Project No. 1942
Scale 1:100
Sheet Size A3
Drawing No. 1942-D01
Rev A

FOLIO PLAN

RECORDER OF TITLES

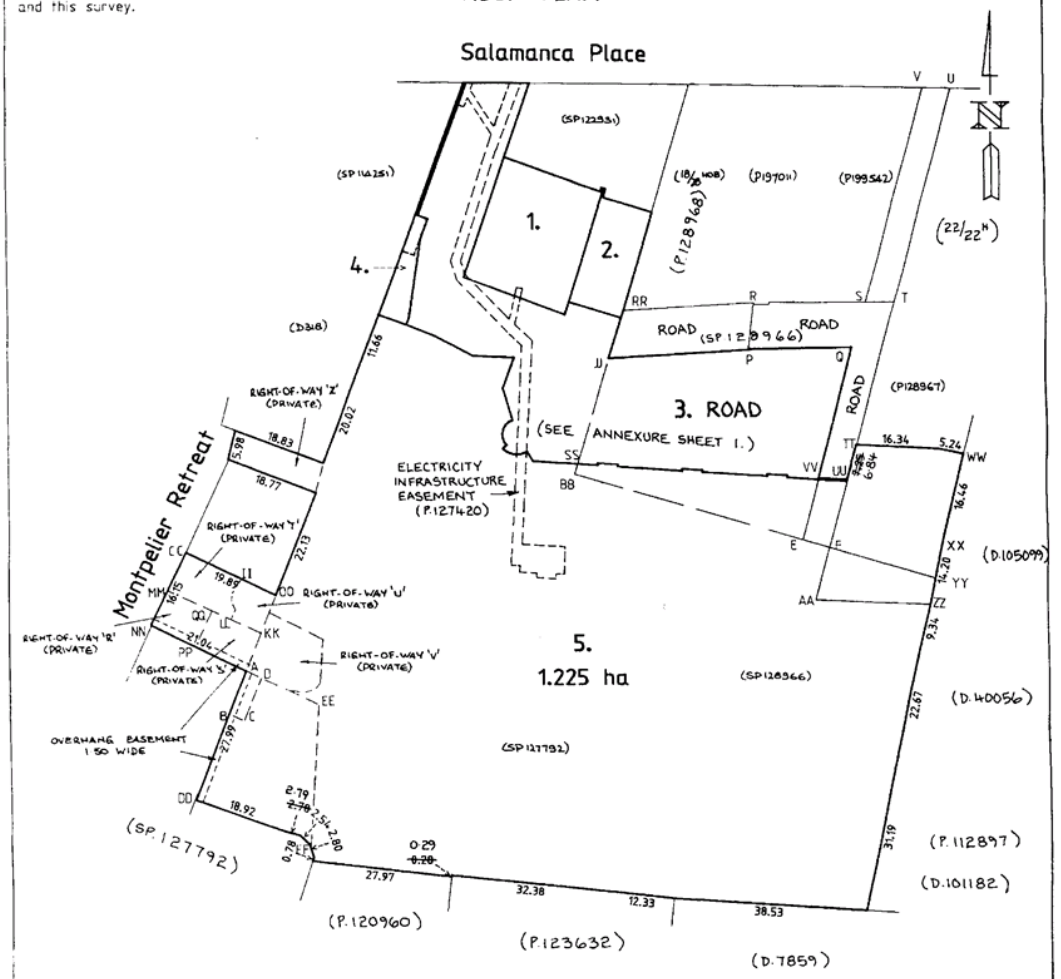
Issued Pursuant to the Land Titles Act 1980

OWNER John Fuglsang Developments Pty.Ltd. FOLIO REFERENCE C.T. 128966/1 GRANTEE Part of 8.1.9,Granted to John Montagu, Part of 2.0.3,Granted to Andrew Haigh, Part of 3 acres Granted to James Grant and Part of 0.3.27,Granted to Thomas Hewitt.	PLAN OF SURVEY BY SURVEYOR Anthony Owen Carrick Brooks Lark & Carrick, Surveyors 7 Despard Street Hobart LOCATION City of Hobart (SECTION W3) SCALE 1: 750 LENGTHS IN METRES	REGISTERED NUMBER SP 129068 APPROVED EFFECTIVE FROM 26 NOV 1997 Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114 (522552)	LAST UPI No. FPP66	LAST PLAN No. SP 128966	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

Lot 5 is compiled from C.T.128966/1 and this survey.

INDEX PLAN

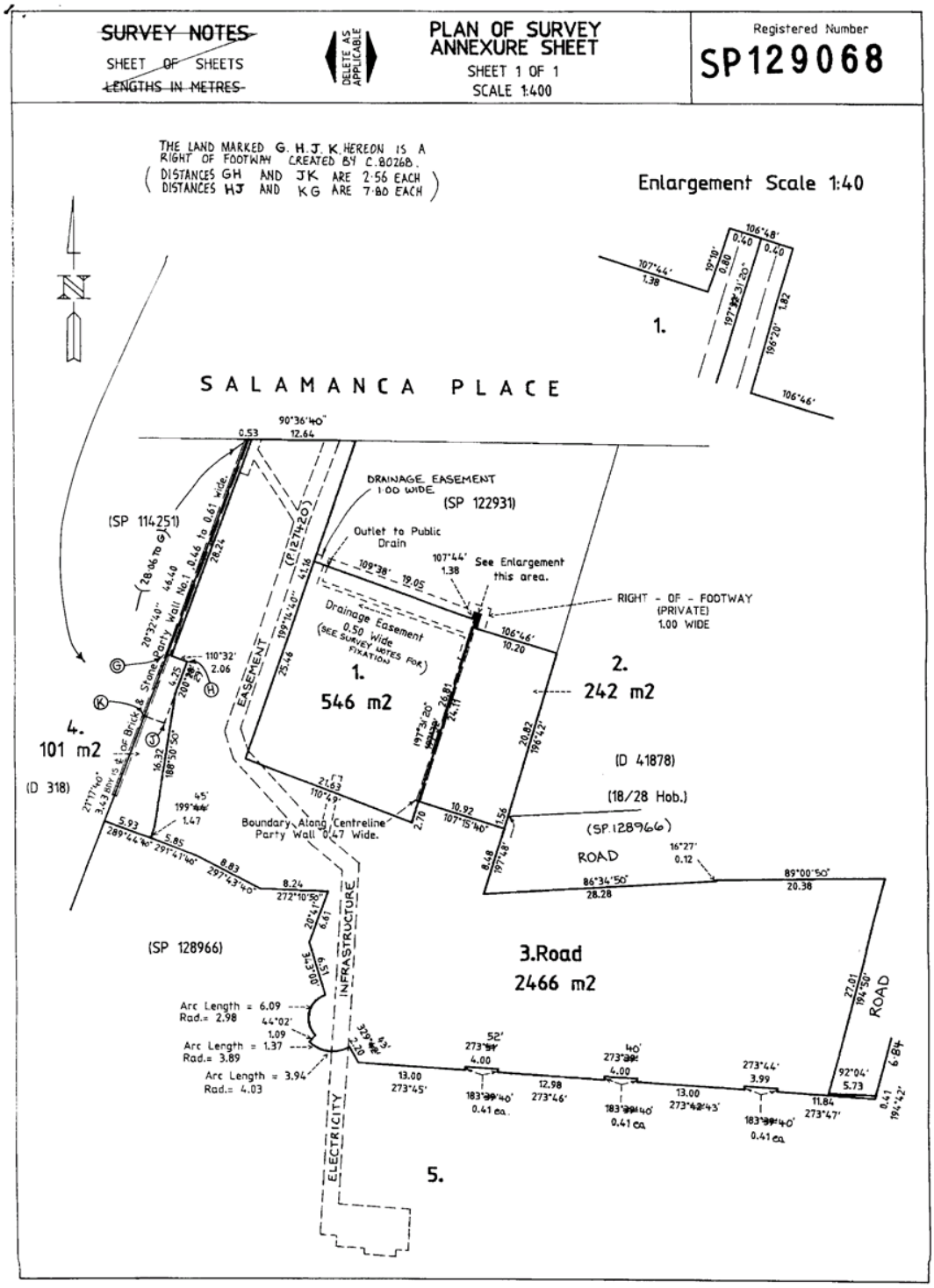


RIGHT OF WAY 'R' (PRIVATE) (LABELLED MM,KK,A,NN) IS LIMITED IN HEIGHT FROM THE SURFACE OF THE ACCESS WAY OR RAMP TO 4 METRES ABOVE THE ACCESS WAY OR RAMP.
RIGHT OF WAY 'S' (PRIVATE) (LABELLED QQ,KK,A,PP) IS LIMITED IN HEIGHT FROM GROUND LEVEL TO THE UNDERSIDE OF THE RAMP.
RIGHT OF WAY 'T' (PRIVATE) (LABELLED CC,OO,KK,MM) IS LIMITED IN HEIGHT FROM THE CONCRETE FLOOR TO 2.5 METRES ABOVE THE CONCRETE FLOOR.
RIGHT OF WAY 'U' (PRIVATE) (LABELLED II,OO,KK,LL) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.77 AHD.
RIGHT OF WAY 'V' (PRIVATE) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.83 AHD.

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
129068	1
EDITION	**DATE OF ISSUE**
6	15-Jun-2007

SEARCH DATE : 03-Oct-2018
SEARCH TIME : 10.06 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 129068
Derivation : Part of 8a 1r 9ps Gtd. to J. Montague, part of 2a 0r 3ps Gtd. to A. Haigh, part of 3a 0r 0ps Gtd. to J. Grant & part of 0a 3r 27ps Gtd. to T. Hewitt
Prior CT 128966/1

SCHEDULE 1

C792261 TRANSFER to GIAMEOS HOLDINGS PTY LTD Registered 15-Jun-2007 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 129068 EASEMENTS in Schedule of Easements
SP 127792, SP 128966, SP 129068 COVENANTS in Schedule of Easements
C94436 INSTRUMENT Creating Restrictive Covenants Registered 13-May-1998 at noon
C465337 LEASE to SCOTT ANDREW MACKINNON of a leasehold estate for the term of 5 years from 1-July-2001. Registered 10-Sep-2003 at 12.03 PM
Leasehold Title(s) issued: 129068A/1
C791917 MORTGAGE to Commonwealth Bank of Australia Registered 15-Jun-2007 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	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP129068

PAGE 1 OF 10 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

Lots 1, 3 & 5 on the plan are each subject to an Electricity Infrastructure Easement for the Hydro-Electric Corporation in the terms created by and more fully set forth in Transfer of Easement No. C69691 over such portion of the Electricity Infrastructure Easement shown on the plan passing through such lot.

1. LOT 1 is:

together with:

1.1 a right of footway over the "Right of Footway (Private) 1.00 wide" shown on the Plan passing through Lot 1 on Sealed Plan 122931;

1.2 a right of drainage over the "Drainage Easement 1.00 wide" shown on the Plan passing through Lot 1 on Sealed Plan 122931;

subject to:

1.3 a right of drainage (appurtenant to LOT 2) over the "Drainage Easement 0.50 wide" shown on the Plan;

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REF: 128966/1 SOLICITOR & REFERENCE: DOBSON MITCHELL & ALLPORT (Mr. A. R. Logan)	PLAN SEALED BY: HOBART CITY COUNCIL DATE: 19.11.1997 817.6 REF NO. Council Delegate MANAGER SURVEYING SERVICES

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

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

together with and subject to:

1.4 a party wall easement within the meaning of section 34B of the Conveyancing and Law of Property Act 1884 over the "Boundary Along Party Wall 0.47 wide" shown on the Plan along the common boundary of LOT 1 and LOT 2.

2. LOT 2 is:

together with:

2.1 a right of footway over the "Right of Footway (Private) 1.00 wide" shown on the Plan passing through Lot 1 on Sealed Plan 122931;

2.2 a right of drainage over the "Drainage Easement 0.50 wide" shown on the Plan passing through LOT 1;

2.3 a right of drainage over the "Drainage Easement 1.00 wide" shown on the Plan passing through Lot 1 on Sealed Plan 122931;

together with and subject to:

2.4 a party wall easement within the meaning of section 34B of the Conveyancing and Law of Property Act 1884 over the "Boundary Along Party Wall 0.47 wide" shown on the Plan along the common boundary of LOT 2 and LOT 1.

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

3. LOT 3 is:

together with:

3.1 right for Gabriel Butler his heirs and assigns the tenants and occupiers for the time being of the piece of land or any part thereof and his and their servants and at all times thereafter at his or their will and pleasure by night and by day and for all purposes to go return pass and repass with horses cattle and other beasts carts waggons and all other carriages laden or unladen to and from the said piece of land through over across and along All that strip of land extending from the said land to the New Wharf and being throughout of the width of 18'6" wide or thereabouts and which strip of land is shown on the plan endorsed on Indenture of Release No. 3/1562 and therein coloured brown and marked "STUV" on the Plan;

3.2 a right of drainage over Lot 3 on Sealed Plan 128966; as marked R.S.T.UU.VV.Q.P on the plan.

3.3. ~~a right of carriageway over Lot 3 on Sealed Plan 128966~~.

4. That part of LOT 3 marked "VV.SS.JJ.Q" on the Plan is together with a right of driftway ~~over LOT 3 on Sealed Plan 128966 and~~ over the strip of land marked "S.T.U.V" on the Plan.

5. LOT 4 is together with and subject to a party wall easement within the meaning of section 34B of the Conveyancing and Law of Property Act 1884 over the "Brick and Stone Party Wall No.1" shown on the Plan along the common boundary of LOT 4 on the Plan with Lot 1 on Sealed Plan 114251.

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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the List...

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

6. LOT 5 is:

subject to:

6.1 a right of carriageway (but not including any right to stop, to load or unload vehicles) limited in height from the concrete floor to 2.5 metres above the concrete floor (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 5 marked "Right of Way "T" (Private)" on the Plan for the purpose only of providing access to and egress from the ground floor of the building constructed on LOT 1 on Sealed Plan No. 127792; and

6.2 a right of carriageway (but not including any right to stop, to load or unload vehicles) (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 5 marked "Right of Way "R" (Private)" on the Plan limited in height over that part of LOT 5 marked "NN.MM.QQ.PP" from the concrete floor to 4 metres above the concrete floor and limited in height over that part of LOT 5 marked 'PP.QQ.LL.KK.A" from the surface of the existing ramp to 4 metres above the ramp for the purpose only of providing access to and egress from:

(a) that part of LOT 5 marked "I.OO.KK.LL" on the Plan; and

(b) the first floor of the building erected on LOT 1 on Sealed Plan No. 127792;

6.3 a right of carriageway (but not including any right to stop, to load or unload vehicles) limited in height from the concrete floor to 2.5 metres above the concrete floor (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 5 marked "Right of Way "T" (Private)" on the Plan for the purpose only of providing access to and egress from the basement of the building constructed on LOT 3 on Sealed Plan No. 127792 and the exercise of the right specified in clause 6.8 of this Schedule;

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 5 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

6.4 a right of carriageway limited in height from ground level to the underside of the existing ramp (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 5 marked "Right of Way "S" (Private)" on the Plan for the purpose only of providing access to and egress from the basement of the building constructed on LOT 3 on Sealed Plan No. 127792 and the exercise of the right specified in clause 6.8 of this Schedule;

6.5 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 5 marked "CC.OO.A.NN" on the Plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 1 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by the erection and use of the existing ramps erected on LOT 5 on the Plan;

6.6 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 5 marked "CC.OO.A.NN" on the Plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 3 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by the erection and use of the existing access ramp erected on LOT 5 and the existing wall erected approximately on the line "A.KK";

6.7 an easement for encroachment (appurtenant to LOT 3 on Sealed Plan No. 127792) to permit balconies constructed at any point along that part of the boundary between LOT 5 on the Plan

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

and LOT 3 on Sealed Plan No. 127792 marked "NN.PP.A" on the Plan to overhang that part of LOT 5 marked "NN.CC.OO.A" on the Plan by no more than 1.5 metres at a height of not less than 4 metres vertically above:

(a) the concrete floor of that part of LOT 5 marked "NN.MM.QQ.PP" on the Plan; and

(b) the surface of the existing ramp constructed on that part of LOT 5 marked "PP.QQ.LL.KK.A" on the Plan;

6.8 an exclusive right limited in height from ground level to the underside of the existing ramp (appurtenant to LOT 3 on Sealed Plan No. 127792) for the owner of LOT 3 on Sealed Plan No. 127792 and every person authorised by that owner (including customers, invitees and employees) to park motor vehicles on the surface of that part of the ground level of LOT 5 marked "PP.QQ.LL.KK.A" on the Plan;

6.9 an exclusive right to stop to load and unload motor vehicles (appurtenant to LOT 1 on Sealed Plan No. 127792) for the owner of LOT 1 on Sealed Plan No. 127792 and every person authorised by that owner on that part of LOT 5 marked "Right of Way "U" (Private)" on the Plan;

6.10 an exclusive right (appurtenant to LOT 1 on Sealed Plan No. 127792):

(a) for the owner of LOT 1 on Sealed Plan No. 127792 and every person authorised by that owner, to use and enjoy for the purposes of recreation or a garden that part of LOT 5 marked "Right of Way "U" (Private)" on the Plan; and

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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the List...

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 7 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

(b) for the owner of LOT 1 on Sealed Plan No. 127792 to erect a barrier along the line marked "OO.KK" on the Plan to prevent unauthorised entry by motor vehicles onto that area of LOT 5.

6.11 a right of carriageway (but not including any right to stop, to load or unload) (appurtenant to LOT 1 on Sealed Plan No. 127792) over that part of LOT 5 marked "Right of Way "Z" (Private)" on the Plan;

6.12 a right of carriageway (but not including any right to stop, to load or unload) (appurtenant to LOT 1 on Sealed Plan No. 127792) limited in height from 14.33 Australian Height Datum to 16.83 Australian Height Datum over that part of LOT 5 marked "Right of Way "V" (Private)" on the Plan;

6.13 an easement for encroachment (appurtenant to LOT 3 on Sealed Plan No. 127792) to permit balconies constructed at any point along that part of the boundary between LOT 5 on the Plan and LOT 3 on Sealed Plan No. 127792 marked "A.B.DD" on the Plan to overhang that part of LOT 5 marked "A.D.EE.FF.DD.B" on the Plan by no more than 1.5 metres;

6.14 a right to the unimpeded passage of light and other beneficial properties of solar radiation (appurtenant to LOT 3 on Sealed Plan No. 127792) over that part of LOT 5 marked "A.D.EE.FF.DD.B" on the plan to all windows and other apertures of any building or buildings erected or to be erected on LOT 3 on Sealed Plan No. 127792 without any interruption or obstruction other than that caused by:

Witness to the Common Seal of John Fuglsang Developments Pty Ltd	))	
Witnesses to the Common Seal of Tasmanian Trustees Limited	))	
Signed by the Attorneys for Trust Bank	)	

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

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ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 8 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

(a) a building erected in compliance with the height restriction imposed by clauses 10.1 and 10.2 of this Schedule; and

(b) aerials, satellite receiving dishes, bushes, trees or shrubs erected or growing on the roof of the building referred to in sub-paragraph (a).

together with:

6.15 a right of drainage over Lot 3 on Sealed Plan 128966. as marked R.S.T.UU.VV.Q.P on the plan.

6.16 ~~a right of carriageway over Lot 3 on Sealed Plan 128966~~.

6.17 a right for Gabriel Butler his heirs and assigns the tenants and occupiers for the time being of the piece of land or any part thereof and his and their servants and at all times thereafter at his or their will and pleasure by night and by day and for all purposes to go return pass and repass with horses cattle and other beasts carts waggons and all other carriages laden or unladen to and from the said piece of land through over across and along All that strip of land extending from the said land to the New Wharf and being throughout of the width of 18'6" wide or thereabouts and which strip of land is shown on the plan endorsed on Indenture of Release No. 3/1562 and therein coloured brown and marked "STUV" on the Plan.

7. That part of LOT 5 marked "E.BB.SS.VV" on the Plan is together with a right of drift way ~~over Lot 3 on Sealed Plan 128966 and~~ over the strip of land marked "S.T.U.V." on the Plan.

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 9 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

8. That part of LOT 5 marked "TT.WW.YY.ZZ.AA.F.UU" on the Plan is together with a right of carriage and drift way in through over along and ~~upon that part of Lot 3 on Sealed Plan 128966 marked "S.T.UU.VV.Q" on the Plan and~~ over the strip of land marked "S.T.U.V" on the Plan.

9. That part of LOT 5 marked "VV.UU.F.E" on the Plan is together with a right of carriage way and drift way in through over along and upon the strip of land marked "STUV" on the Plan.

RESTRICTIVE COVENANTS

That portion of Lot 5 on the plan marked A.D.EE.FF.DD.B on the plan which formerly comprised part of Lot 7 on Sealed Plan No. 127792 is burdened by the restrictive covenants created by Sealed Plan No. 127792

10. ~~The owner or owners of that part of LOT 5 marked "A.D.EE.FF.DD.B" on the Plan covenants with~~ the owner or owners for the time being of LOT 3 on Sealed Plan No. 127792 ~~and~~ each and every part of it to the intent that the burden of this covenant ~~will~~ run with and bind that part of LOT 5 marked "A.D.EE.FF.DD.B" on ~~the Plan~~ (and each and every part of it) and that the benefit will be annexed to ~~and devolve with each and every part of LOT 3 on Sealed Plan No. 127792 as follows:~~
which benefit Lot 3 on Sealed Plan No. 127792 as follows:

10.1 not to construct or permit to be constructed on that part of LOT 5 marked "ABCD" on the Plan any temporary or permanent buildings or structures the highest point of which exceeds 11.70 metres above the Australian Height Datum as at 1st December 1996; and

10.2 not to construct or permit to be constructed on that part of LOT 5 marked "C.D.EE.FF.DD.B" on the plan any temporary or permanent buildings or structures (other than aerials, satellite receiving dishes, bushes, trees or shrubs) the highest point of which exceeds 14.82 metres above the Australian Height Datum as at 1st December, 1996.

Witness to the Common Seal of)
John Fuglsang Developments Pty Ltd)

Witnesses to the Common Seal of)
Tasmanian Trustees Limited)

Signed by the Attorneys for Trust Bank)

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 10 OF 10 PAGE/S	Registered Number SP 129068
SUBDIVIDER: JOHN FUGLSANG DEVELOPMENTS PTY LTD FOLIO REFERENCE: 128966/1	

PROFITS

No profits a prendre are created to benefit or burden any of ~~the lots~~ on the Plan.

The Common Seal of)
JOHN FUGLSANG DEVELOPMENTS)
PTY LTD (A.C.N. 009 530 812) (as registered)
proprietor of Certificate of Title Volume 128966)
Folio 1) was hereunto affixed in the presence of:)

JOHN FUGLSANG DEVELOPMENTS PTY LTD
COMMON SEAL
A.C.N. 009 530 812

.....
Sole Director and Secretary
John Theodore Fuglsang

The Common Seal of)
TASMANIAN TRUSTEES LIMITED)
(A.C.N. 009 475 629) (as mortgagee under)
Mortgage No. B948255) was hereunto affixed)
in the presence of:)

COMMON
TASMANIAN TRUSTEES LIMITED
A.C.N. 009 475 629
SEAL

.....
Director

.....
Director/Secretary

Executed by **TRUST BANK** ARBN 052 531 567)
(as mortgagee under Mortgage No. B948256))
SIGNED BY
TRUST BANK by its
attorney Geoffrey David Colls & Barry William
Cruise under power No. 67/4762 (and the said
Geoffrey David Colls & Barry William Cruise
declare that they have received No Notice of
revocation of the said power in the presence of

.....
Witness - Bank Officer, Hobart

Principal Officer.....

Principal Officer.....

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Dee-Ann Simmons

From: George Giameos <george.giameos@gcdconstructions.com.au>
Sent: Tuesday, 5 March 2019 10:02 AM
To: Dee-Ann Simmons
Subject: FW: Owner Consent - outdoor works Botanica Bar Salamanca Square

---

From: Giameos Construction & Development <admin@gcdconstructions.com.au>
Sent: 05 March 2019 09:59
To: George Giameos <george.giameos@gcdconstructions.com.au>
Subject: RE: Owner Consent - outdoor works Botanica Bar Salamanca Square

Dear Dee-Ann,

I have looked at your proposed plans for the refurbishment of Botanica's outdoor area and I give consent for you to submit the plans to Council for approval.

Have you received the Plumbing certificate from the Hobart City Council for the interior work that has been completed as we have not received a copy yet?

Regards,

George Giameos
Managing Director

Giameos Constructions & Developments Pty Ltd
Level 2, 100 Melville Street, Hobart TAS 7000
Ph: 03 62 343366 Fx: 03 62 343422

From: Dee-Ann Simmons <dsimmons@banjosrc.com.au>
Sent: 05 March 2019 08:17
To: George Giameos <george.giameos@gcdconstructions.com.au>; Giameos Construction & Development <admin@gcdconstructions.com.au>
Subject: Owner Consent - outdoor works Botanica Bar Salamanca Square

Dear George,

We are proposing an upgrade of the outdoor area of Botanica Bar in Salamanca Square to bring it up to the standard of the recently refurbished interior. I am writing on behalf of the tenant LivEat Salamanca Square for your consent as owner to proceed with this application.

Please see attached documents outlining the proposed works. Feel free to call and discuss if you would like further details of the proposal.

Kind Regards,

Dee-Ann Simmons

Project & Business Development Officer

Banjo's Corporation Pty Ltd

GPO Box 491
Hobart TAS 7001

P | 03 6210 5071

M | 0436 648 162
E | dsimmons@banjosrc.com.au

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City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-19-114 (F19/27337)
DA-19-11983

18 March 2019

Ms Dee-Ann Simmons
Project Coordinator
LivEat Salamanca Square

Via Email: dsimmons@banjosrc.com.au

Dear Ms Simmons

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Salamanca Square at 24 Salamanca Square, Battery Point**
Description of Proposal:	**Umbrellas and transparent roll down blinds**
Applicant Name:	**Ms Dee-Ann Simmons - LivEat Salamanca Square**
PLN *(if applicable)*:	**PLN-19-114**

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

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

Yours sincerely

N. D. Heath
GENERAL MANAGER

Attachment: Plans A-01 to A-06 by LivEat Salamanca Square Pty Ltd

City of HOBART

PLN-19-114
DA-19-11983

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Salamanca Square at 24 Salamanca Square, Battery Point**
Description of Proposal:	**Umbrellas and transparent roll down blinds**
Applicant Name:	**Ms Dee-Ann Simmons - LivEat Salamanca Square**
PLN *(if applicable)*:	**PLN-19-114**

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

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

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

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

N. D. Heath
GENERAL MANAGER

Date: 18/3/19

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

Attachments/Plans: Plans A-01 to A-06 by LivEat Salamanca Square Pty Ltd

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
129068	3
EDITION	**DATE OF ISSUE**
2	09-Jan-1998

SEARCH DATE : 20-Mar-2019
SEARCH TIME : 07.58 AM

DESCRIPTION OF LAND

City of HOBART
Lot 3 on Sealed Plan 129068
Derivation : Part of 8a 1r 9ps Gtd. to J. Montague, part of 2a 0r 3ps Gtd. to A. Haigh, part of 3a 0r 0ps Gtd. to J. Grant & part of 0a 3r 27ps Gtd. to T. Hewitt
Prior CT 128966/1

SCHEDULE 1

C80269 TRANSFER to HOBART CITY COUNCIL Registered 09-Jan-1998 at 12.04 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 129068 EASEMENTS in Schedule of Easements
SP 127792, SP 128966, SP 129068 COVENANTS in Schedule of Easements
C80272 INSTRUMENT Creating Restrictive Covenants Registered 09-Jan-1998 at 12.07 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER John Fuglsang Developments Pty.Ltd.

FOLIO REFERENCE C.T. 128966/1

GRANTEE
Part of 8.1.9, Granted to John Montagu,
Part of 2.0.3, Granted to Andrew Haigh,
Part of 3 acres Granted to James Grant and
Part of 0.3.27, Granted to Thomas Hewitt.

PLAN OF SURVEY

BY SURVEYOR Anthony Owen Carrick
Brooks Lark & Carrick, Surveyors
7 Despard Street Hobart

LOCATION
City of Hobart
(SECTION W3)

SCALE 1: 750 LENGTHS IN METRES

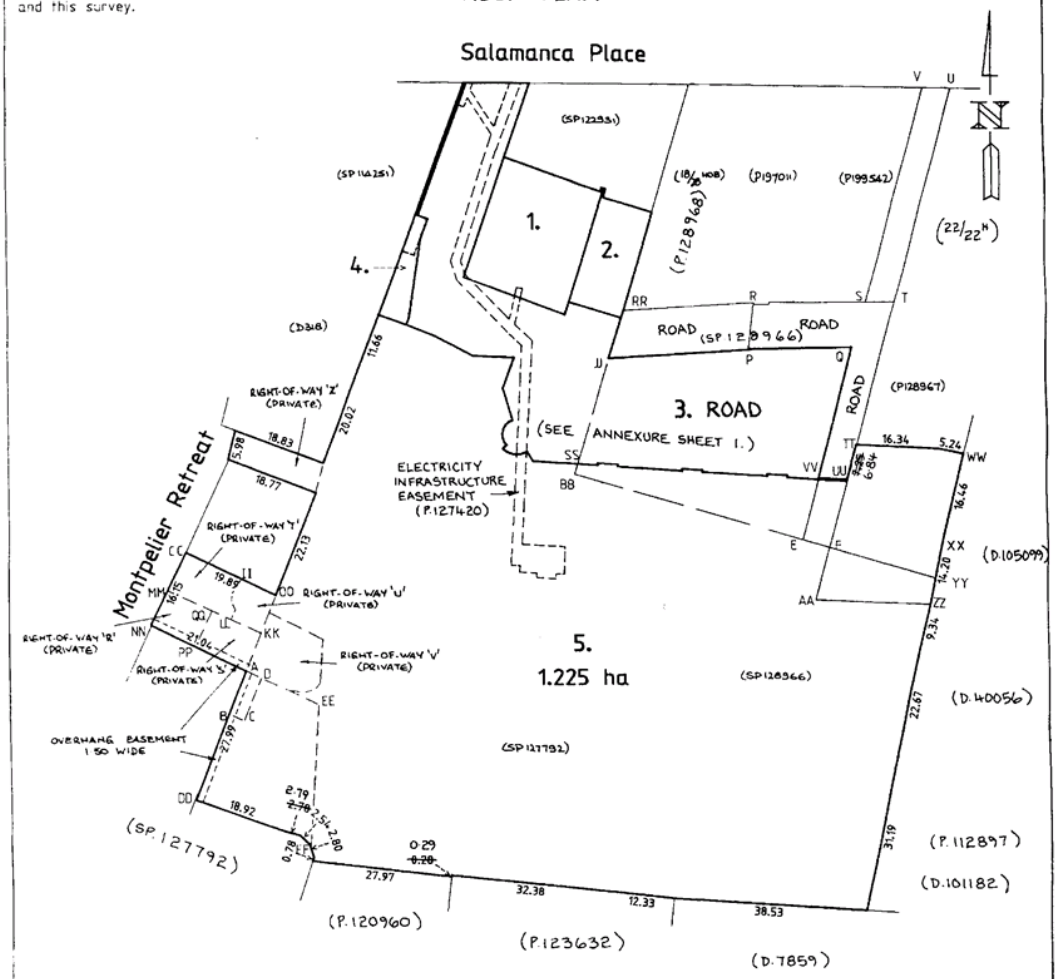
REGISTERED NUMBER
SP 129068

APPROVED 26 NOV 1997
EFFECTIVE FROM
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114 (522552)	LAST UPI No. FPP66	LAST PLAN No. SP 128966	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

Lot 5 is compiled from C.T.128966/1 and this survey.

INDEX PLAN

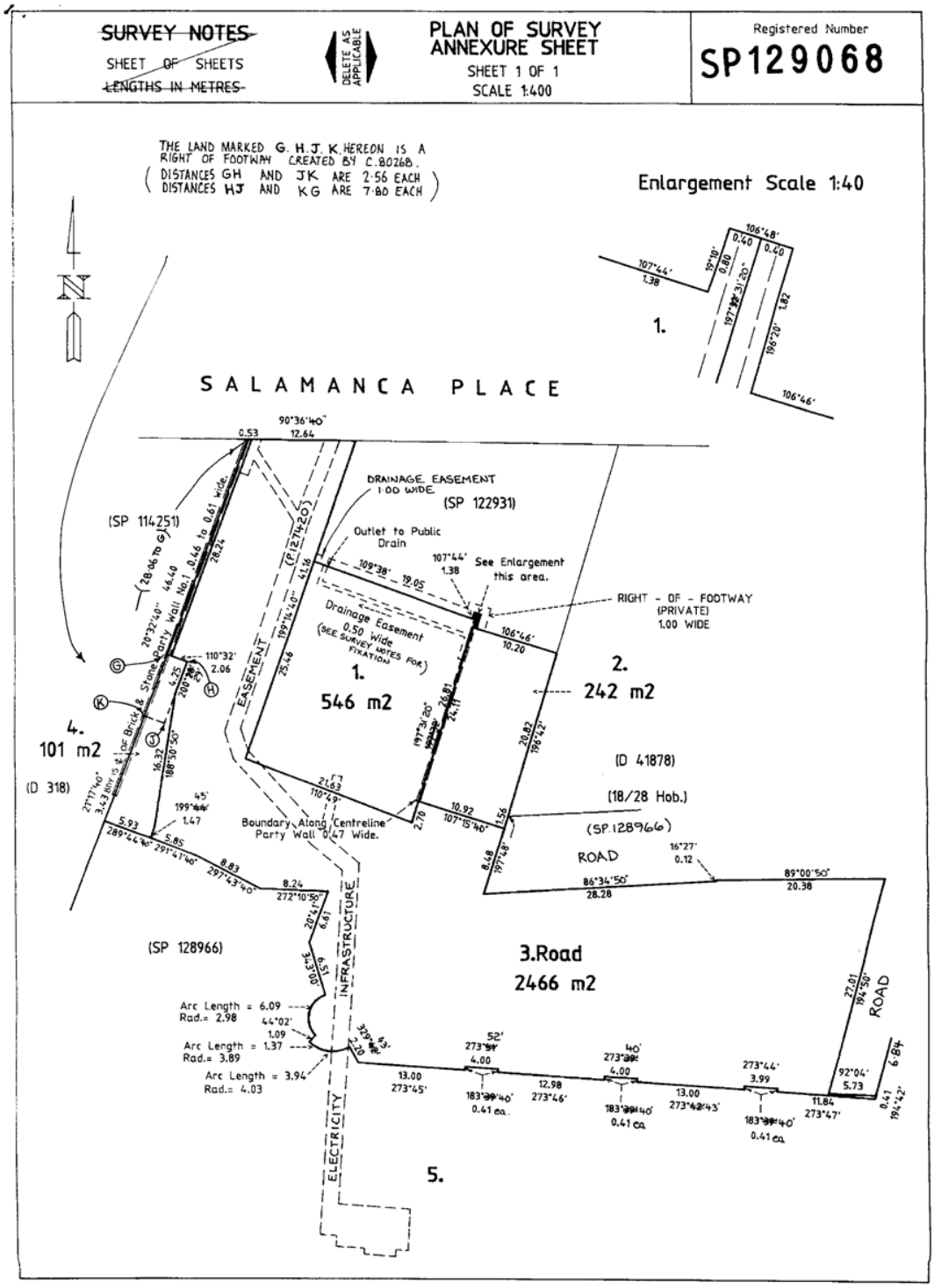


RIGHT OF WAY 'R' (PRIVATE) (LABELLED MM,KK,A,NN) IS LIMITED IN HEIGHT FROM THE SURFACE OF THE ACCESS WAY OR RAMP TO 4 METRES ABOVE THE ACCESS WAY OR RAMP.
RIGHT OF WAY 'S' (PRIVATE) (LABELLED QQ,KK,A,PP) IS LIMITED IN HEIGHT FROM GROUND LEVEL TO THE UNDERSIDE OF THE RAMP.
RIGHT OF WAY 'T' (PRIVATE) (LABELLED CC,OO,KK,MM) IS LIMITED IN HEIGHT FROM THE CONCRETE FLOOR TO 2.5 METRES ABOVE THE CONCRETE FLOOR.
RIGHT OF WAY 'U' (PRIVATE) (LABELLED II,OO,KK,LL) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.77 AHD.
RIGHT OF WAY 'V' (PRIVATE) IS LIMITED IN HEIGHT FROM 14.33 AHD TO 16.83 AHD.

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-114		Council notice date	19/03/2019
TasWater details				
TasWater Reference No.	TWDA 2019/00364-HCC		Date of response	02/05/2019
TasWater Contact	Sam Bryant	Phone No.	(03) 6237 8642	
Response issued to				
Council name	HOBART CITY COUNCIL			
Contact details	coh@hobartcity.com.au			
Development details				
Address	24 SALAMANCA SQ, BATTERY POINT		Property ID (PID)	1826058
Description of development	Outdoor extension - umbrella roof and structure			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Dee-Ann Simmons	Outdoor Structure Proposed/ A04	B	21/02/2019
UDM	Topography Survey/1942-D01	A	04/04/2019

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:

56W CONSENT

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

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

   a. Existing pipe depth and proposed finished surface levels over the pipe;

   b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;

   c. A note on the plan indicating how the pipe location and depth were ascertained.

DEVELOPMENT ASSESSMENT FEES

2. 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 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 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:	Sarah Waight
Recommendation:	Proposal is acceptable without conditions.
Date Completed:	
Address:	24 SALAMANCA SQUARE, BATTERY POINT ADJACENT ROAD RESERVE
Proposal:	Partial Demolition and New Umbrellas
Application No:	PLN-19-114
Assessment Officer:	Richard Bacon,

Referral Officer comments:

This place is adjacent to a place listed in Table 1: Places of Cultural Significance of the *Sullivans Cove Planning Scheme 1997*, site reference numbers 94 to 102, also known as 44 to 63 Salamanca Place. This numbering does not reflect the current street numbers of 22 and 24 Salamanca Square, as these are new numbers introduced since the preparation of Table 1. However, the extent of the heritage listing is clarifies in Figure 5 Places of Cultural Significance within the Scheme which shows all buildings bounded by Salamanca Place, Woobys Lane, Salamanca Square and Kennedy Lane as being heritage listed.

The proposal is for additional outdoor dining furniture and infrastructure in the area currently occupied by a fenced outdoor dining area. This infrastructure is a single 'tent/umbrella' over the outdoor area (rather than the existing four umbrellas) bench seating backed by an enclosure wall with plants, tables and chairs. The enclusre walls with plants are existing. The sides of the outdoor area will be enclosed with drop down clear blinds.

In summary, the proposal is a new building and a new form to Sullivans Cove in that it is a complete structure anchored to the ground, a single roof with drop down blinds and solid side walls occupying a large part of Salamanca Square.

In spite of this, under Schedule 1, the proposal satisfies the deemed to comply standards of height and area of facade on a site adjacent to a place of cultural significance. It is therefore permitted under 22.5.4.

Clause 23.3 of Schedule 2 Urban Form states that the provisions of Schedule 1 Conservation of Cultural Values takes precedence over provisions of this Schedule.

In this respect the proposal is permitted under clause 22.5.4 of Schedule 1 Conservation of Cultural Values of the Sullivans Cove Planning Scheme 1997.

Sarah Waight
Cultural Heritage Officer
29 May 2019

7.2 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.2.1 211 CHURCHILL AVENUE, SANDY BAY - PARTIAL DEMOLITION AND TWO MULTIPLE DWELLINGS (ONE EXISTING, ONE NEW) PLN-19-156 - FILE REF: F19/79687

Address:	211 Churchill Avenue, Sandy Bay
Proposal:	Partial Demolition and Two Multiple Dwellings (One Existing, One New)
Expiry Date:	2 August 2019
Extension of Time:	Not applicable
Author:	Ben Ikin

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition and two multiple dwellings (one existing, one new) at 211 Churchill Avenue, Sandy Bay, 7005 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-19-156 - 211 CHURCHILL AVENUE SANDY BAY TAS 7005 – Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TASWATER

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 2019/00403-HCC dated 28/03/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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. Sediment controls must be maintained until all areas of disturbance have been stabilized or revegetated.

Advice: For further guidance in preparing Soil and Water Management Plans in accordance with Fact Sheet 3 Derwent Estuary Program go to www.hobartcity.com.au development engineering standards and guidelines.

Reason for condition

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

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.

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

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

Reason for condition

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

ENG sw1

All stormwater runoff from the proposed development (including but not limited to: roofed areas, 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).

Reason for condition

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

ENG sw2.1

A pre-construction CCTV video of the 300mm diameter Council stormwater main that is located within the property must be undertaken and submitted to Council prior to the commencement of work.

The post construction CCTV will be relied upon to establish the extent of any damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a pre-construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV video will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw2.2

A post construction CCTV video of the Council stormwater main within the subject site must be undertaken and submitted to the Council on completion of all work.

The post construction CCTV video will be relied upon to establish the extent of any damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a pre-construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV video will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed new dwelling (including foundations and overhangs), driveways and parking areas must be designed to ensure the protection and access to the Council's existing stormwater main.

A detailed design must be submitted and approved prior to the issuing of any consent under the *Building Act 2016.* The design must demonstrate how protection, adequate clearances and access to the stormwater main will be achieved.

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

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

ENG sw4

The new stormwater connection must be constructed and any existing connections to be abandoned must be 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; and**
2. **The size of the connection appropriate to satisfy the needs of the development.**

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 Amenity 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 13

An ongoing waste management plan for all domestic waste and recycling must be implemented post construction.

A waste management plan must be submitted and approved, prior to commencement of work on the site. A waste management plan must include provisions for the handling, storage, transport and disposal of domestic waste and recycle bins from the development, either by Council or commercial waste services.

All work required by this condition must be undertaken in accordance with the approved waste management plan.

Advice:

- *Note that for Council to collect waste and recycling, wheelie bins must be placed either in Churchill Ave roadside or Waimea Ave roadside (about 70m from the rear of this property). Council will not collect rubbish from the narrow gravel lane.*
- *Once the waste management plan has been approved 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 that solid waste management from the site meets the Council's requirements and standards.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes steeper than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 3b

The design of the access driveway, parking and turning areas must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016*.

The design must:

1. **Be prepared and certified by a suitably qualified engineer,**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,**
3. **Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and**
4. **Show dimensions, levels, gradients and other details as Council deem necessary to satisfy the above requirement.**

Reason for condition

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

ENG 3c

The access driveway, parking and turning areas must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking areas have been constructed in accordance with the above drawings must be lodged with Council.

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, parking and turning areas 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 areas, and so that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 11

Prior to the commencement of the use, the proposed crossovers to the Churchill Avenue and Waimea Avenue highway reservations must be designed and constructed in general accordance with:

1. **LGAT Standard Drawing - Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing;**
2. **LGAT Standard Drawing - Footpath - Urban Roads Footpaths TSD-R11-v1; or**
3. **A Council City Infrastructure Division approved alternate design.**

Advice:

- *Local Government Association (LGAT) Tasmanian Standard Drawings (TSD) can be viewed electronically via the LGAT Website.*
- *It is advised that designers consider the detailed design of the crossover, 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.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*
- *Please contact Council City Infrastructure Division to discuss*

approval of alternate designs. Based on a site specific assessment, Council City Infrastructure Division Road Engineer may permit extending non-approved concrete slab crossover, and where non-standard kerb and channel exists a concrete plinth to Council standards may be permitted for construction at the gutter.

- *You are likely to require a Permit to Open Up and Temporarily Occupy a Highway (for work within the highway reservation). Click here for more information.*

Reason for condition

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

ENG 13

The front fencing and gate at the frontage to Churchill Ave and Waimea Ave must allow for adequate visibility and sight distance between user vehicles, cyclists and pedestrians.

Amended drawings must be submitted and approved, prior to the commencement of work. The drawings must demonstrate how the fence on either side of the driveways provides for adequate sight distance between user vehicles, cyclists and pedestrians by one of the following methods:

1. **Compliance with Australian/NZ Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004 Fig 3.3;**
2. **Increasing the clear opening gate width of the driveway to at least 5m; or**
3. **Another Council approved method.**

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

Advice:

- *The applicant may submit amended drawings to satisfy this condition as either part of a Building Application, or alternatively 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]).*
- *Failure to address condition 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 of pedestrians and traffic in the vicinity.

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 Permitted Planning Permit issued in accordance with section 58 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.

NEW SERVICE CONNECTION

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

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-19-156 - 211 CHURCHILL AVENUE SANDY BAY TAS 7005 - Planners Assessment Report FINAL - Planning Committee Delegated Report externally prepared ⇩
Attachment B:	PLN-19-156 - 211 CHURCHILL AVENUE SANDY BAY TAS 7005 – CPC Agenda Documents ⇩
Attachment C:	PLN-19-156 - 211 CHURCHILL AVENUE SANDY BAY TAS 7005 - Planning Referral Officer Development Engineering Report ⇩

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

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report	Council
Committee:	24 June 2019
Council:	8 July 2019
Expiry Date:	2 August 2019
Application No:	PLN-19-156
Address:	211 Churchill Avenue, Sandy Bay, 7005
Applicant:	Mr Stuart Hall (Next 50 Architects), 208a Collins Street, Hobart 7000
Proposal:	Partial Demolition and Two Multiple Dwellings (One Existing, One New)
Representations:	29
Performance criteria:	Road and Railway Assets Code and Parking and Access Code

1. Executive Summary

1.1. Planning approval is sought for multiple dwellings at 211 Churchill Avenue, Sandy Bay.

1.2. More specifically the proposal includes:

- Partial demolition and two multiple dwellings (one existing, one new).

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

1.3.1. Road and Railway Assets Code – Number of Accesses, Sight Distances
1.3.2. Parking and Access Code – Sight Distances, Layout of Parking Areas

1.4. 29 representations objecting the proposal were received within the statutory advertising period between 29 May 2019 and 12 June 2019.

1.5. The final decision is delegated to the Council.

2. Site Detail

2.1. 211 Churchill Avenue, Sandy Bay is rectangular in shape with an approximate area of 735 m^2. The site is awarded two frontages: Churchill Avenue, on the south-west boundary and Waimea Avenue laneway, on the north-east boundary. The site is within an established residential area and includes one existing dwelling.

Figure 1 Aerial view of the subject site and surrounds.

Figure 2 Churchill Avenue frontage

Figure 3 Waimea Avenue laneway access

3. Proposal

3.1. Planning approval is sought for partial demolition and two multiple dwellings (one existing, one new).

3.2. More specifically, the proposal involves:

- The construction of an additional dwelling at the rear of the existing dwelling.
- The proposed building includes 11 bedrooms, six bathrooms plus one additional toilet, three lounge/living areas, one laundry and one kitchen and two car parking spaces.
- Access, including entry and exit, to the proposed building is via Waimea Avenue laneway.
- The existing dwelling includes three bedrooms and two car parking spaces.
- Access, including both entry and exit, to the existing dwelling is from Churchill Avenue.
- The demolition involves the removal of existing fences, garden beds, clothes lines and the removal of four trees.

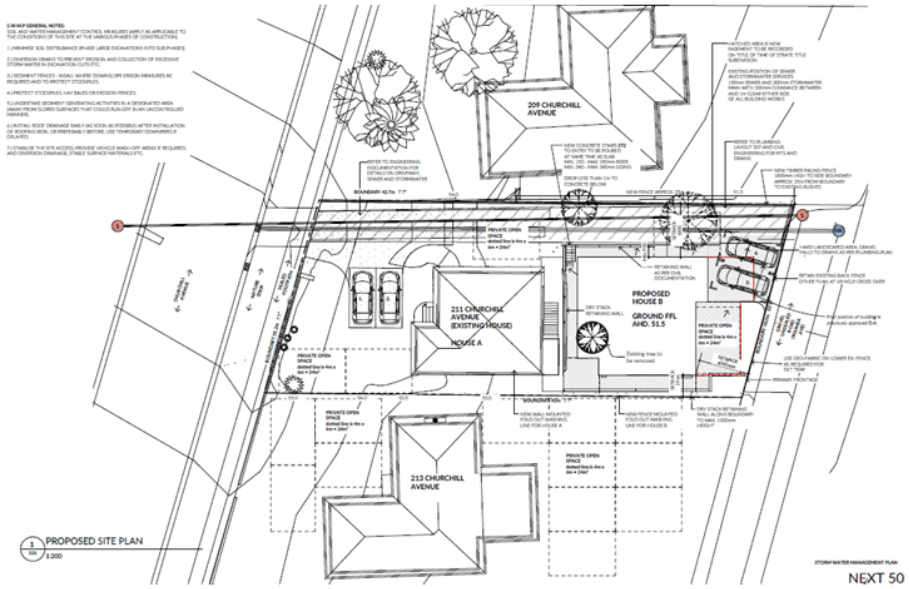


Figure 4 Proposed site plan

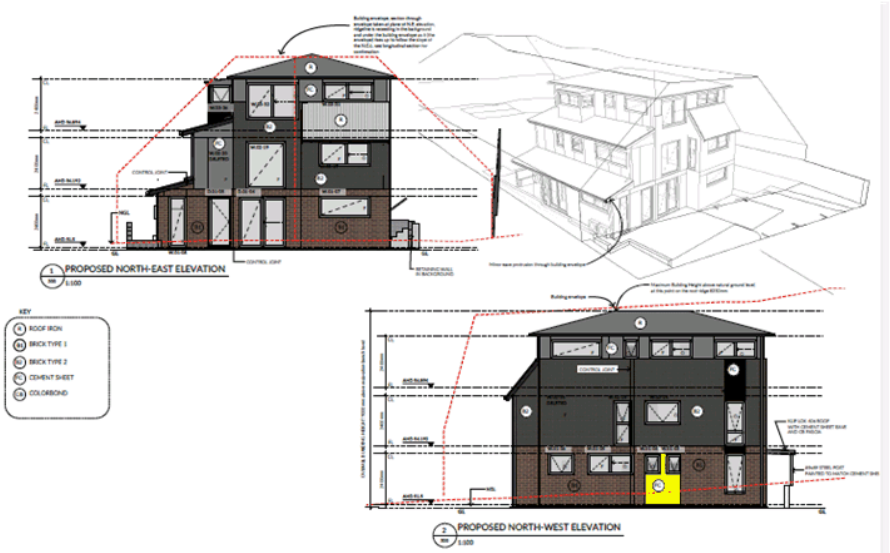


Figure 5 The proposed north east (facing the laneway) and north west elevation

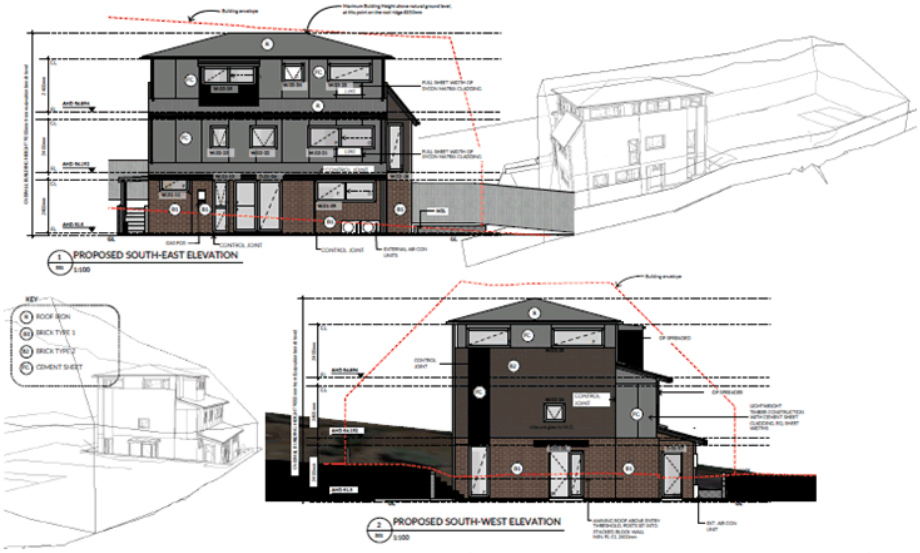


Figure 6 The proposed south east and south west (facing towards the existing house on the site) elevations

4. Background

4.1. Similar proposals for a three storey dwelling were previously approved under the *City of Hobart Planning Scheme 1982* under the planning application PLN-11-00099-01 and under the *Hobart Interim Planning Scheme 2015* application reference PLN-15-01003-01. Both planning permits expired prior to the substantial commencement of development.

4.2. Development application PLN-18-603 for partial demolition and two multiple dwellings (one existing, one new) at 211 Churchill Avenue, Sandy Bay was refused by Hobart City Council on 19 November 2018.

4.3. Pursuant to the *Hobart Interim Planning Scheme 2015*, Council refused the application for the following reasons:

1. The proposal does not meet the acceptable solution or the performance criteria with respect to clause 10.4.2 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the proposal does not have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints.

2. The proposal does not meet the acceptable solution or the performance criteria with respect to clause 10.4.2 A3 and P3 of the *Hobart Interim Planning* Scheme *2015* because the siting and scale of the proposal causes an unreasonable loss of amenity by:

   (i) A reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot;
   (ii) Overshadowing the private open space of a dwelling on an adjoining lot;
   (iii) Visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and does not provide

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

3. The proposal does not meet the acceptable solution or the performance criteria with respect to clause 10.4.3 A2 and P2 of the *Hobart Interim Planning Scheme 2015* because the proposal does not have private open space that includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is conveniently located in relation to a living area of the dwelling, and is orientated to take advantage of sunlight.

4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause 10.4.4 A1 and P1 of the *Hobart Interim Planning Scheme 2015* because the proposal is not sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom)

4.4. On 3 January 2019, the applicant appealed against the decision of Hobart City Council.

4.5. On 11 January 2019, Billett Legal on behalf of Jonathan and Linda Shulman filed an application to the Tribunal to enlarge issues in dispute. The orders sought included that the issues in dispute be enlarged to include asserted non-compliance with clause 10.4.1. A1 and P1 of the *Hobart Interim Planning Scheme 2015.*

4.6. Similarly on 11 January 2019, Richard Grueber and Zdravka Milutinovic filed an application to the Tribunal to enlarge the issues in dispute. The Joined Parties seek an order that the issues in dispute be enlarged to include an assertion that:

The proposal does not meet the acceptable solution or performance criteria in clause 10.4.6 A2 and P2 of the Hobart Interim Planning Scheme 2015.

4.7. The application was withdrawn and a new application was submitted to Council in March 2019 with an amended design.

5. Concerns raised by representors

5.1. 29 representations objecting to the proposal were received within the statutory advertising period between 29 May 2019 and 12 June 2019.

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.

Concern Raised
Use / Character • Use classification inaccurately detailed in proposal   ○ Proposal appears to be designed for multi-tenanted occupancy and or commercial use • Proposal inconsistent with the purpose of the zone as it is not of size and/or intensity

that respects the existing character and does not provide a high standard of residential amenity
- Proposed dwelling design is capable of being modified into multiple separate dwellings

Density / Scale
- Size and scale of proposal in relation to the size of the land is considered unreasonable and an overdevelopment of the site
- Scale is excessive and doesn't align with the proposed use for a family home
- Three storey building will dominate streetscape
- Minimal separation distances between existing and proposed dwelling
- Overshadowing of neighbouring private open space
- Excess rubbish generated from scale of development
- Unreasonable noise levels generated from scale and number of people
- Private open space relative to the scale of the building inadequate (11 bedroom)

Privacy
- The height and proximity to the boundary negatively impacts on the adjacent properties with regard to:
  - Privacy, amenity, noise, overshadowing and light;
  - Loss of privacy - specifically the creation of a physical access point where abusive behaviour may occur
- Windows in the south western elevation of the proposed building do not satisfy the scheme's requirement

Traffic and Parking
- Proposal does not satisfy Scheme requirement regarding number of accesses
- Access to parking spaces not considered to be safe
- Proposal does not include sufficient parking
  - Proposed 11 bedrooms in addition to the existing dwelling likely to generate greater parking demand than an average dwelling
  - No visitor parking
- Overflow parking onto surrounding streets and laneway is already at capacity due to proximity to schools etc and will
  - restrict laneway users existing rights
  - cause safety concerns, existing crash history
- Proposed car parking not located behind building line
- Access and parking to the site during construction (large vehicles)
- Crash history along Churchill Avenue
- Uncertainty regarding if Waimea Avenue Laneway is a private access or a public road.
  - Request formal advice as to the ownership of the laneway and maintenance program history
- Waimea Avenue design (width, treatment, drainage) insufficient to accommodate the additional traffic based of the scale of the proposal
  - No ability to safely pass or overtake along laneway
- Increase in vehicles along laneway have adverse effect on pedestrian safety.
- Traffic congestion

Other
- No consideration for and impact on existing residents in the area.
- The site boundary to Waimea Avenue Laneway is, in a 'common sense assessment', the rear boundary of the property
- Construction noise
- Damages to Waimea Avenue Laneway during construction

- Excavation works impacting on tree root systems
- Safety concerns of surrounding school children due to increases in traffic
- Value of surrounding properties depreciating
- Precedent being set by the scale of development
- Fire evacuation based on design of house with one exist
- Lack of detail regarding fence height

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 General Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3. The proposal is for Residential Use. A Residential Use including Multiple Dwellings is a Permitted Use in the General Residential Zone.

6.4. The proposal has been assessed against;

6.4.1. Part D-10 - General Residential Zone
6.4.2. E5.0 – Road and Railway Assets Code
6.4.3. E6.0 - Parking and Access Code
6.4.4. E7.0 - Stormwater Management Code

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

6.5.1. Road and Railway Assets Code:-

Number of Accesses to Roads – clause E5.6.2 P2
Sight Distances – clause E5.6.4 P1

6.5.2. Parking and Access Code:-

Design of Vehicular Accesses – clause E6.7.2 P1
Layout of Parking Areas – clause E6.7.5 P1 P1

6.6. Each performance criterion is assessed below.

6.7. Number of Accesses to Roads – clause E5.6.2 P2

6.7.1. Acceptable solution E5.6.2 A2 requires no more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.

6.7.2. The site has an existing access off Churchill Avenue providing entry and exit. The proposal includes a second access, off Waimea Lane at

the rear, also providing both entry and access.

6.7.3. The proposal does not comply with the acceptable solution, therefore assessment against the performance criterion is required. The performance criterion at clause E5.6.2 P2 provides as follows:

For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use;
(b) the nature of the road;
(c) the speed limit and traffic flow of the road;
(d) any alternative access to a road;
(e) the need for the access or junction;
(f) any traffic impact assessment; and
(g) any written advice received from the road authority.

6.7.4. The Council's Development Engineer has provided the following assessment:

A2 is not achievable due to proposed second access off Waimea Avenue providing both entry and exit. However, the new access should be safe and because parking is for only 2 vehicles, it is not likely to generate much additional traffic, the second dwelling is also close to public transport and within walking distance to the university so the use of vehicles will not be essential all the time.

6.7.5. The officer's full report is provided at Attachment C.

6.7.6. The proposal complies with the performance criterion.

6.8. Sight Distances – clause E5.6.4 P1

6.8.1. Acceptable solution E5.6.4 A1 requires a new access to comply with the Safe Intersection Sight Distance (SISD), as set out in Table E5.1.

6.8.2. The proposal includes a new access onto Waimea Lane, which cannot comply with the SISD as set out in Table E5.1. The

6.8.3. The proposal does not comply with the acceptable solution, therefore assessment against the performance criterion is required. The performance criterion at clause E5.6.4 P1 provides as follows:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

(a) the nature and frequency of the traffic generated by the use;
(b) the frequency of use of the road or rail network;
(c) any alternative access;
(d) the need for the access, junction or level crossing;
(e) any traffic impact assessment;

(f) any measures to improve or maintain sight distance; and
(g) any written advice received from the road or rail authority.

6.8.4. The Council's Development Engineer has provided the following assessment:

For the new access to the Waimea Avenue [meeting the]… Acceptable Solution is not possible as table E5.1 requires a safe intersection sight distance of at least 80m which is not achievable at this location. However I am confident that the proposed layout of access and parking for the development off the Waimea Avenue lane (as shown on dwg 16087-C01, rev G) will provide adequate sight distance. The lane will have very little traffic, traffic will be low speed due to narrow width, gravel surface and bend. Also proposed access will be at the far end of a dead end lane, with very few other properties actually needing access to the far end of this lane.

6.8.5. The officer's full report is provided at Attachment C.

6.8.6. The proposal complies with the performance criterion.

6.9. Design of Vehicular Accesses – clause E6.7.2 P1

6.9.1. Acceptable solution E6.7.2 A1 requires new accesses to have a sight distance that complies with the Australian Standard.

6.9.2. The proposal includes a new access off Waimea Lane that cannot comply with the Australian Standard, and a widened access off Churchill Avenue that does not meet the Acceptable Solution.

6.9.3. The proposal does not comply with the acceptable solution, therefore assessment against the performance criterion is required. The performance criterion at clase 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.

6.9.4. The Council's Development Engineer has provided the following assessment:

Access from Waimea Avenue lane: Dimensions of proposed parking area comply with AS2890. Pedestrian Sight Distances also comply with AS2890.1, Fig 3.3 (2 .5m deep x 2m wide sight triangles on either side of access). However Vehicular Sight Distances cannot comply with AS2890.1, Fig 3.2 as the minimum sight distance of 30m cannot

be achieved as a driver trying to exit from 211 Churchill Ave into the narrow Waimea Avenue lane would need to see through the neighbouring property (no.213) to achieve this sight distance. This is not acceptable as there could be vegetation, fences, etc on the neighbour's property - something beyond the control of the owner of no. 211. So an Acceptable Solution is not possible. However I am confident that the proposed layout of access and parking for the development off the Waimea Avenue lane (as shown on dwg 16087-C01, rev G) will be safe with adequate sight distances. The lane will have very little traffic, traffic will be low speed due to narrow width, gravel surface and bend. Also proposed access will be at the far end of a dead end lane, with very few other properties actually needing access to the far end of this lane.

The proposed widened vehicle access from Churchill Ave also does not comply with AS2890 so cannot be an Acceptable Solution, because the width of the front gate/entrance is only 5m with an existing high fence/ tall shrubs on either side allowing zero transparency. To accommodate the required sight triangles (for pedestrian visibility) a 7m wide entry would be required. However I think a 5m wide gate width will be adequate for Performance Criteria solution as onsite turning will be possible here so a careful driver exiting in a forward direction should have adequate visibility of pedestrians on the footpath. Once out the gate a vehicle will pass through a wide grass nature strip which provides the driver a safe space to see road traffic from both directions before entering the road. Sight distance of road traffic from within the nature strip is quite good, although there are a few trees as well as parked vehicles which may obstruct the view at times.

6.9.5. The officer's full report is provided at Attachment C.

6.9.6. The proposal complies with the performance criterion.

6.10. Layout of Parking Areas – clause E6.7.5 P1 P1

6.10.1. Acceptable solution E6.7.5 A1 requires the layout of parking areas to comply with the relevant Australian Standard.

6.10.2. The proposal includes a new parking area off Waimea Lane, which has a layout that does not meet the Australian Standard.

6.10.3. The proposal does not meet the acceptable solution, therefore assessment against the performance criterion is required. 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.

6.10.4. The Council's Development Engineer has provided the following assessment:

Mostly complies with AS2890, except for turning area gradients being excessive. New parking area for existing house (off Churchill Avenue) has spaces that are the minimum size and if retaining walls or vehicle safety barriers are required on either side or end will need to be widened /lengthened. Parking area off Waimea Avenue lane does not show gradients, but covered by conditions.

6.10.5. The officer's full report is provided at Attachment C.

6.10.6. The proposal complies with the performance criterion.

7. Discussion

7.1. Planning approval is sought for Two Multiple Dwellings (One Existing, One New) at 211 Churchill Avenue, Sandy Bay.

7.2. The application was advertised and received 29 representations. The representations raised concerns regarding the proposed use as well as claiming that the proposed development is out of character with its surroundings, the scale and siting will impact on adjoining privacy and overshadowing as well as significant concerns regarding the traffic and safety impacts of the proposal.

7.3. The proposal has been assessed against the relevant provision of the planning scheme and has shown to comply with all requirements of the General Residential Zone as detailed in the paragraphs below.

7.4. Confirmation regarding the use classification with the applicant was sought through a further information request. The applicant detailed that

The proposed house is to be occupied as a single dwelling to accommodate the owner's family (related persons and not separately let).

7.5. Despite this, it should be acknowledged that due to the previous plans, the scale of the proposal and the design flexibility associated with the floor layout that the proposed building could be easily modified to multiple dwellings.

7.6. The proposal complies with the Clause 10.4.1 Residential density for multiple dwelling Acceptable Solution (AS) requirement being that multiple dwellings must have a site area per dwelling of not less than 325 m^2 and the proposal is for two dwellings on a site with an area of 754 m^2. If the dwelling is modified in the future, this clause would not be satisfied.

7.7. The proposal complies with the Clause 10.4.2 Setbacks and building envelopes for all dwellings A1. Council has advised that Waimea Avenue Laneway is designated as a road, and therefore it is the primary frontage. The proposal is setback 4.5 m from this frontage. A2 is not applicable. The proposal complies with A3 as the building is contained within the building envelope as shown in the elevation drawings.

7.8. The proposal complies with Clause 10.4.3 Site coverage and private open space for all dwellings A1 as the proposal has a site cover of less than 50%(a), each dwelling includes 60 m^2 of private open space (b) and more than

25% of the site is free from impervious surfaces (c). The proposal complies with A2 as there is adequate and appropriate private open space provided.

7.9. The proposal complies with Clause 10.4.4 Sunlight and overshadowing for all dwellings A1 as each dwelling includes a north facing window from a habitable room. A2 (b) and A3 are satisfied based on the shadow study provided.

7.10. Clause 10.4.5 does not apply.

7.11. The proposal complies with Clause 10.4.6 Privacy for all dwellings A1 does not apply. The proposal complies with A2 (b) as the windows in the south west elevation of the proposed building have appropriate vertical offsets. The proposal complies with A3 as it does not involve a driveway or parking space within 2.5 m of the dwelling.

7.12. Clause 10.4.7 does not apply.

7.13. The proposal complies with Clause 10.4.8 Waste storage for multiple dwellings.

7.14. The proposal has been assessed by Council's Development Engineer. The officer has raised no objection to the proposal, subject to conditions.

7.15. The proposal is recommended for approval.

8. Conclusion

8.1. The proposed Partial Demolition and Two Multiple Dwellings (One Existing, One New) at 211 Churchill Avenue, Sandy Bay, 7005 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 and Two Multiple Dwellings (One Existing, One New) at 211 Churchill Avenue, Sandy Bay, 7005 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-19-156 - 211 CHURCHILL AVENUE SANDY BAY TAS 7005 – Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

TASWATER

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 2019/00403-HCC dated 28/03/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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. Sediment controls must be maintained until all areas of disturbance have been stabilized or revegetated.

Advice: For further guidance in preparing Soil and Water Management Plans in accordance with Fact Sheet 3 Derwent Estuary Program go to www.hobartcity.com.au development engineering standards and guidelines.

Reason for condition

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

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.

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

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

Reason for condition

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

ENG sw1

All stormwater runoff from the proposed development (including but not limited to: roofed areas, 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).

Reason for condition

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

ENG sw2.1

A pre-construction CCTV video of the 300mm diameter Council stormwater main that is located within the property must be undertaken and submitted to Council prior to the commencement of work.

The post construction CCTV will be relied upon to establish the extent of any damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a pre-construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV video will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw2.2

A post construction CCTV video of the Council stormwater main within the subject site must be undertaken and submitted to the Council on completion of all work.

The post construction CCTV video will be relied upon to establish the extent of any damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a pre-construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV video will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed new dwelling (including foundations and overhangs), driveways and parking areas must be designed to ensure the protection and access to the Council's existing stormwater main.

A detailed design must be submitted and approved prior to the issuing of any

consent under the *Building Act 2016.* The design must demonstrate how protection, adequate clearances and access to the stormwater main will be achieved.

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

Reason for condition

To ensure the protection of the Council's hydraulic infrastructure.

ENG sw4

The new stormwater connection must be constructed and any existing connections to be abandoned must be 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; and**
2. **The size of the connection appropriate to satisfy the needs of the development.**

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 13

An ongoing waste management plan for all domestic waste and recycling must be implemented post construction.

A waste management plan must be submitted and approved, prior to commencement of work on the site. A waste management plan must include provisions for the handling, storage, transport and disposal of domestic waste and recycle bins from the development, either by Council or commercial waste

services.

All work required by this condition must be undertaken in accordance with the approved waste management plan.

Advice:

- *Note that for Council to collect waste and recycling, wheelie bins must be placed either in Churchill Ave roadside or Waimea Ave roadside (about 70m from the rear of this property). Council will not collect rubbish from the narrow gravel lane.*
- *Once the waste management plan has been approved 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 that solid waste management from the site meets the Council's requirements and standards.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes steeper than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 3b

The design of the access driveway, parking and turning areas must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016*.

The design must:

1. **Be prepared and certified by a suitably qualified engineer,**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,**
3. **Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and**
4. **Show dimensions, levels, gradients and other details as Council deem necessary to satisfy the above requirement.**

Reason for condition

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

ENG 3c

The access driveway, parking and turning areas must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to the commencement of use, documentation by a suitably qualified engineer certifying that the access driveway and parking areas have been constructed in accordance with the above drawings must be lodged with Council.

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, parking and turning areas 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 areas, and so that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 11

Prior to the commencement of the use, the proposed crossovers to the Churchill Avenue and Waimea Avenue highway reservations must be designed and constructed in general accordance with:

1. **LGAT Standard Drawing - Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing;**

2. **LGAT Standard Drawing - Footpath - Urban Roads Footpaths TSD-R11-v1; or**
3. **A Council City Infrastructure Division approved alternate design.**

Advice:

- *Local Government Association (LGAT) Tasmanian Standard Drawings (TSD) can be viewed electronically via the LGAT Website.*
- *It is advised that designers consider the detailed design of the crossover, 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.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*
- *Please contact Council City Infrastructure Division to discuss approval of alternate designs. Based on a site specific assessment, Council City Infrastructure Division Road Engineer may permit extending non-approved concrete slab crossover, and where non-standard kerb and channel exists a concrete plinth to Council standards may be permitted for construction at the gutter.*
- *You are likely to require a Permit to Open Up and Temporarily Occupy a Highway (for work within the highway reservation). Click here for more information.*

Reason for condition

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

ENG 13

The front fencing and gate at the frontage to Churchill Ave and Waimea Ave must allow for adequate visibility and sight distance between user vehicles, cyclists and pedestrians.

Amended drawings must be submitted and approved, prior to the commencement of work. The drawings must demonstrate how the fence on either side of the driveways provides for adequate sight distance between user vehicles, cyclists and pedestrians by one of the following methods:

1. **Compliance with Australian/NZ Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004 Fig 3.3;**
2. **Increasing the clear opening gate width of the driveway to at least 5m; or**
3. **Another Council approved method.**

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

Advice:

- *The applicant may submit amended drawings to satisfy this condition as either part of a Building Application, or alternatively 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]).*
- *Failure to address condition 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 of pedestrians and traffic in the vicinity.

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 Permitted Planning Permit issued in accordance with section 58 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.

NEW SERVICE CONNECTION

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

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.

(Odin Kelly)
CONSULTANT 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.

(Ben Ikin)
SENIOR STATUTORY PLANNER

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

Date of Report: 18 June 2019

Attachments:

Attachment B – CPC Agenda Documents

Attachment C – Development Engineering Referral Report

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-156	Council notice date	27/03/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00403-HCC	Date of response	28/03/2019
TasWater Contact	Stephen Purvis	Phone No.	(03) 6237 8838
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	211 CHURCHILL AVE, SANDY BAY	Property ID (PID)	5607522
Description of development	Additional single dwelling at the rear of the existing dwelling		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Next 50 Architects	Proposed Site Plan	01	20/03/2019

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 connections and sewerage connections 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 of the development, any water connection utilised must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

56W CONSENT

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

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

   a. Existing pipe depth and proposed finished surface levels over the pipe;

   b. The line of influence from the base of the footing must pass below the invert of the pipe and

be clear of the pipe trench and;

c. A note on the plan indicating how the pipe location and depth were ascertained.

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 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 this 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

CHANGES MADE COMPARED TO PREVIOUS D.A. ON THE SAME SITE:

a. The proposed additional dwelling will be setback 4.5m from the Primary Frontage, which is Waimea laneway.

b. The proposed additional dwelling, will stay benched at the same A.H.D. levels as before.

c. Point A and B above will bring the building wholly within the building envelope in every respect

d. Parking arrangements will be changed, such that the proposed additional dwelling will have two parking spaces accessed off the Waimea Laneway, primary frontage.

e. Private Open Space will for the proposed additional dwelling will be to the North directly in front of the dwelling abutting Waimea laneway.

f. Private Open space for the existing dwelling will be located to the West of the existing house which is currently an old dilapidated driveway, which will be demolished and lanscaped.

g. Parking arrangements for the existing dwelling will stay as proposed with two parking spaces accessed from Churchill Ave. as shown on the site plan proposed.

h. The kitchen on the ground floor of the proposed additional dwelling will be removed.

i. A bay-window has been added to the upper most level to provide a North facing window to this living space.

j. There is only one laundry in the new proposed dwelling on the ground floor

KEY

INTERNAL ELEVATION REFERENCE, REFER TO CONTENTS FOR CORRESPONDING PAGE NUMBER	A B C
WINDOW REFERENCE, REFER TO WINDOW SCHEDULE AND SPECIFICATION FOR DETAILS, **W.01-** (LEVEL) **01** (WINDOW REF.)	W.01-01
DOOR REFERENCE, REFER TO DOOR SCHEDULE AND SPECIFICATION FOR DETAILS, **D.01-** (LEVEL) **01** (DOOR REF.)	D.01-01
JOINERY ITEM, REFER TO INTERNAL ELEVATIONS AND SPECIFICATION FOR DETAILS	J01
WALL TYPE, REFER TO PAGE 400 FOR DETAILS	WT01
RELATIVE LEVEL, REFERENCING SURVEY	AHD15.05

AREA ANALYSIS

SITE:	754m2
EX. HOUSE:	101m2
PROPOSED HOUSE:	122m2

PROPOSED
SITE COVERAGE
29.5%

TITLE TO BE CONVERTED TO STRATA ONCE BUILD COMPLETE

DRAWINGS TO BE READ IN CONJUNCTION WITH:

PLANNING PERMIT PLN-15-01003-01	HOBART CITY COUNCIL 25-01-2016
BUILDING PERMIT BLD-17-104 (to be amended)	Hobart City Council 29-05-2017 (Current)
PLUMBING PERMIT PMB-17-51 (to be amended)	Hobart City Council 30/03/2017 (Current)
GEOTECHNICAL SOIL REPORT	STEPHEN COLE ENGINEER
LAND SURVEYING	LARK AND CREESE 19-07-2005
ENGINEERING DOCUMENTATION + REPORTS	STEPHEN COLE ENGINEER
ENERGY REPORT	HOBART BUILDING ASSESSMENT SERVICES
BUILDING SURVEYOR CERTIFICATES	LEE TYERS BUILDING SURVEYORS
PLANNERS REPORT	ALL URBAN PLANNING - Mr. Frazer Reed 20-03-2019
TRAFFIC ENGINEER'S REPORT	Milan Prodanovic 19-03-2019

DEVELOPMENT APPLICATION

211 CHURCHILL AVE.

LOT 9, VOL 55834
PID 5607522

WIND SPEED: N2
SOIL CLASSIFICATION: H1
CLIMATE ZONE: 7
BAL: NONE

001 CONTENTS
100 EXISTING/DEMOLITION SITE PLAN
101 PROPOSED SITE PLAN
200 PROPOSED FLOOR PLAN GROUND
201 PROPOSED FLOOR PLAN FIRST
202 PROPOSED FLOOR PLAN SECOND
203 PROPOSED ROOF PLAN
300 PROPOSED ELEVATIONS NORTH-EAST, NORTH-WEST
301 PROPOSED ELEVATIONS SOUTH-EAST, SOUTH-WEST
302 SECTION AA, BB, CC
105 PARKING PLAN 1
900 SHADOW STUDY 1
901 SHADOW STUDY 2
902 SHADOW STUDY 3
903 SHADOW STUDY 4

NEXT 50 ARCHITECTS
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info@next50architects.com.au | T: (03) 6234 4110
ABN: 97 606 476 804 | APB: CC4672E
www.NEXT50Architects.com.au

REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	NTS
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

DRAWING
CONTENTS

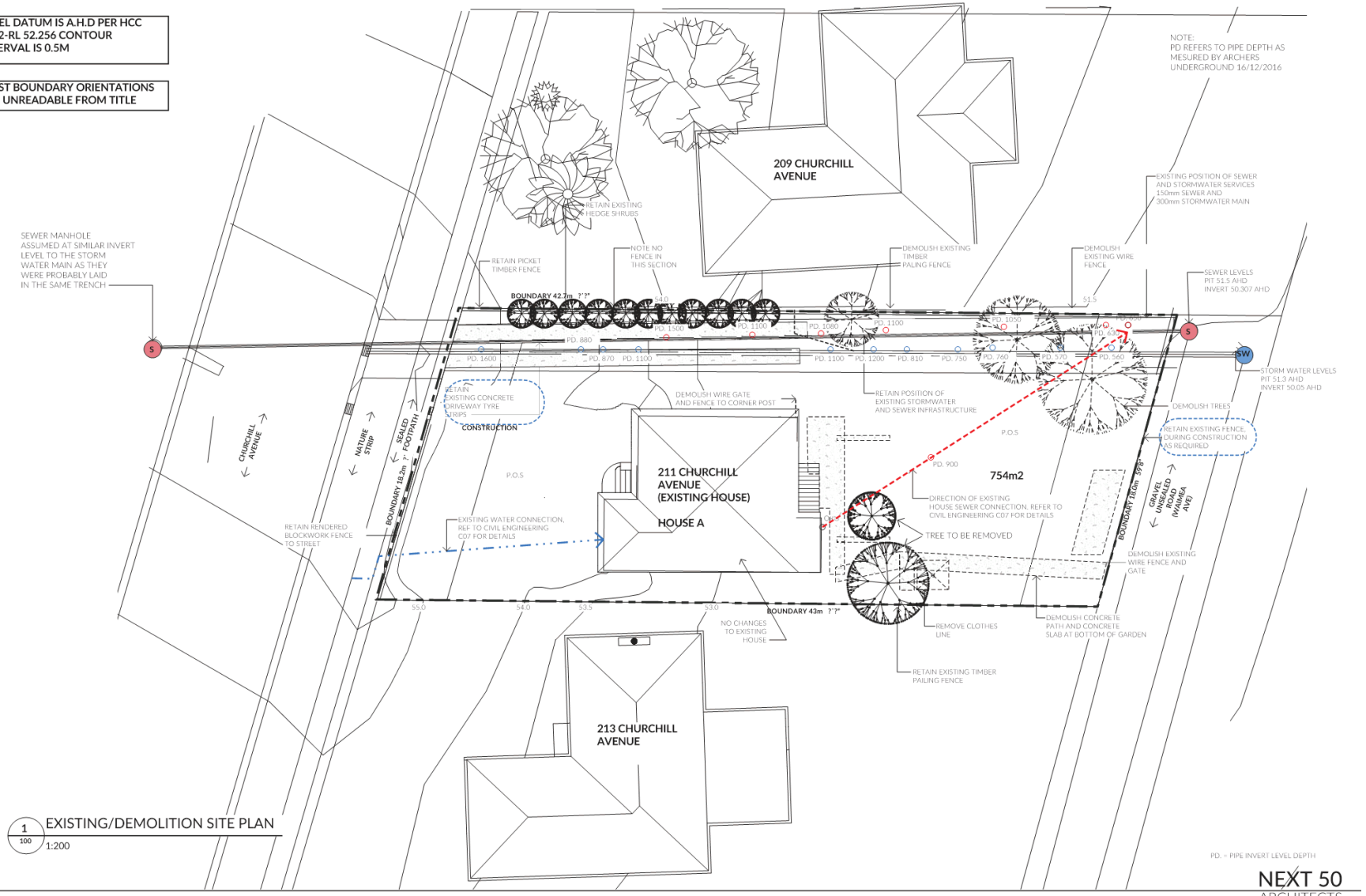
DRAWING NO. **23816_001**

NEXT 50 ARCHITECTS

GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.

LEVEL DATUM IS A.H.D PER HCC 1162-RL 52.256 CONTOUR INTERVAL IS 0.5M

MOST BOUNDARY ORIENTATIONS ARE UNREADABLE FROM TITLE



1/100 EXISTING/DEMOLITION SITE PLAN
1:200

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PROJECT
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WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	1:200
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

DRAWING
EXISTING/DEMOLITION SITE PLAN
DRAWING NO. **23816_100**

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S.W.M.P GENERAL NOTES:
SOIL AND WATER MANAGEMENT CONTROL MEASURES (APPLY AS APPLICABLE TO THE CONDITIONS OF THIS SITE AT THE VARIOUS PHASES OF CONSTRUCTION).

1.) MINIMISE SOIL DISTRUBANCE (PHASE LARGE EXCAVATIONS INTO SUB PHASES)

2.) DIVERSION DRAINS TO PREVENT EROSION AND COLLECTION OF EXCESSIVE STORM WATER IN EXCAVATION CUTS ETC.

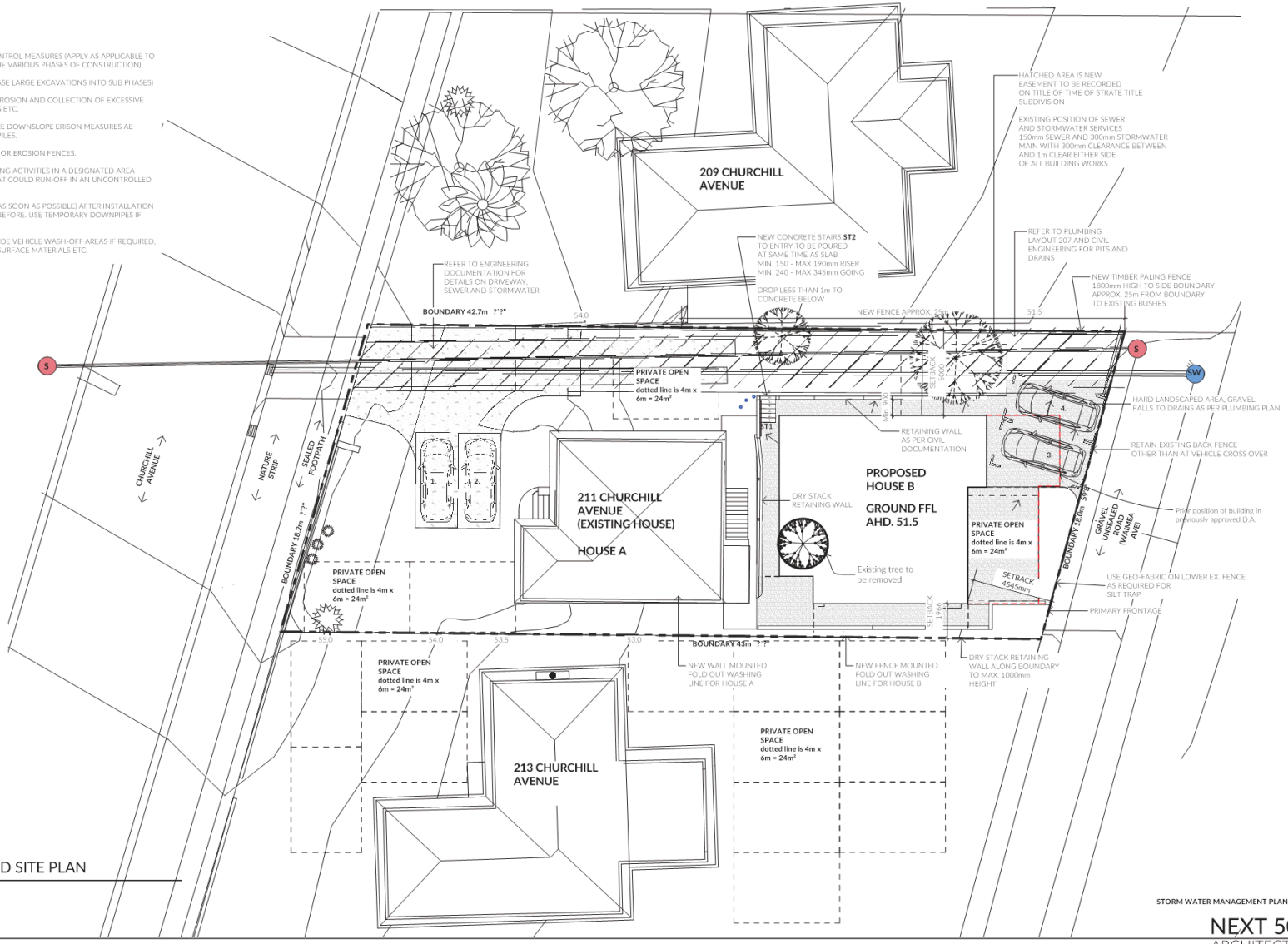
3.) SEDIMENT FENCES - INSALL WHERE DOWNSLOPE ERISON MEASURES AE REQUIRED AND TO PROTECT STOCKPILES.

4.) PROTECT STOCKPILES, HAY BALES OR EROSION FENCES.

5.) UNDERTAKE SEDIMENT GENERATING ACTIVITIES IN A DESIGNATED AREA (AWAY FROM SLOPED SURFACES THAT COULD RUN-OFF IN AN UNCONTROLLED MANNER).

6.) INSTALL ROOF DRAINAGE EARLY (AS SOON AS POSSIBLE) AFTER INSTALLATION OF ROOFING IRON, OR PREFERABLY BEFORE. USE TEMPORARY DOWNPIPES IF DELAYED.

7.) STABILISE THE SITE ACCESS, PROVIDE VEHICLE WASH-OFF AREAS IF REQUIRED, AND DIVERSION DRAINAGE, STABLE SURFACE MATERIALS ETC.



1 / 101 PROPOSED SITE PLAN
1:200

STORM WATER MANAGEMENT PLAN

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WENDY FANG
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SANDY BAY, TASMANIA, 7006

SCALE	1:200
DATE	20/03/2019
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REV	01

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DRAWING
PROPOSED SITE PLAN

DRAWING NO. **23816_101**

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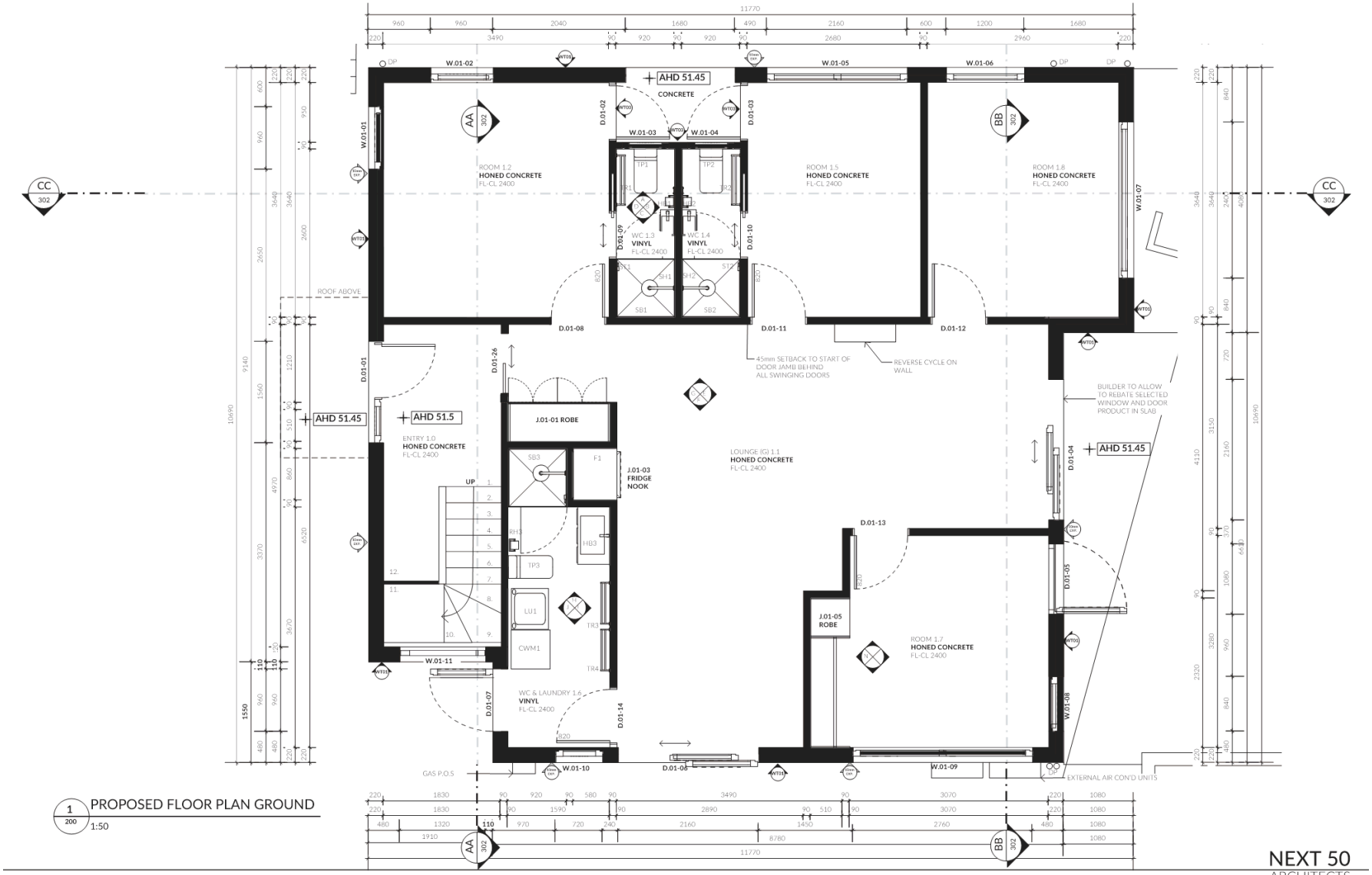

1 / 200 PROPOSED FLOOR PLAN GROUND
1:50

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PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	1:50
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

DRAWING
PROPOSED FLOOR PLAN GROUND
DRAWING NO. **23816_200**

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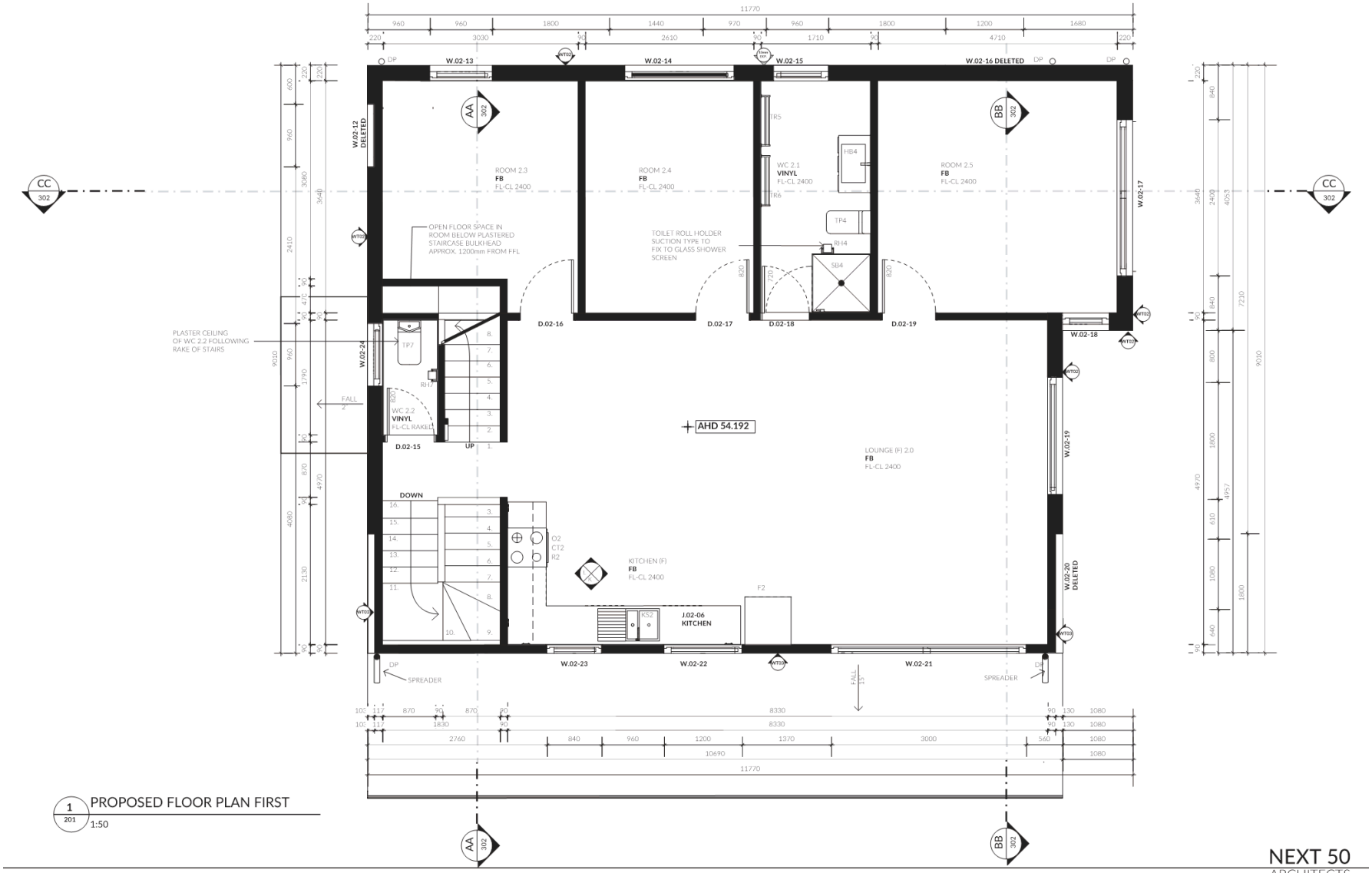

1 / 201 PROPOSED FLOOR PLAN FIRST
1:50

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SCALE	1:50
DATE	20/03/2019
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DRAWING
PROPOSED FLOOR PLAN FIRST
DRAWING NO. **23816_201**

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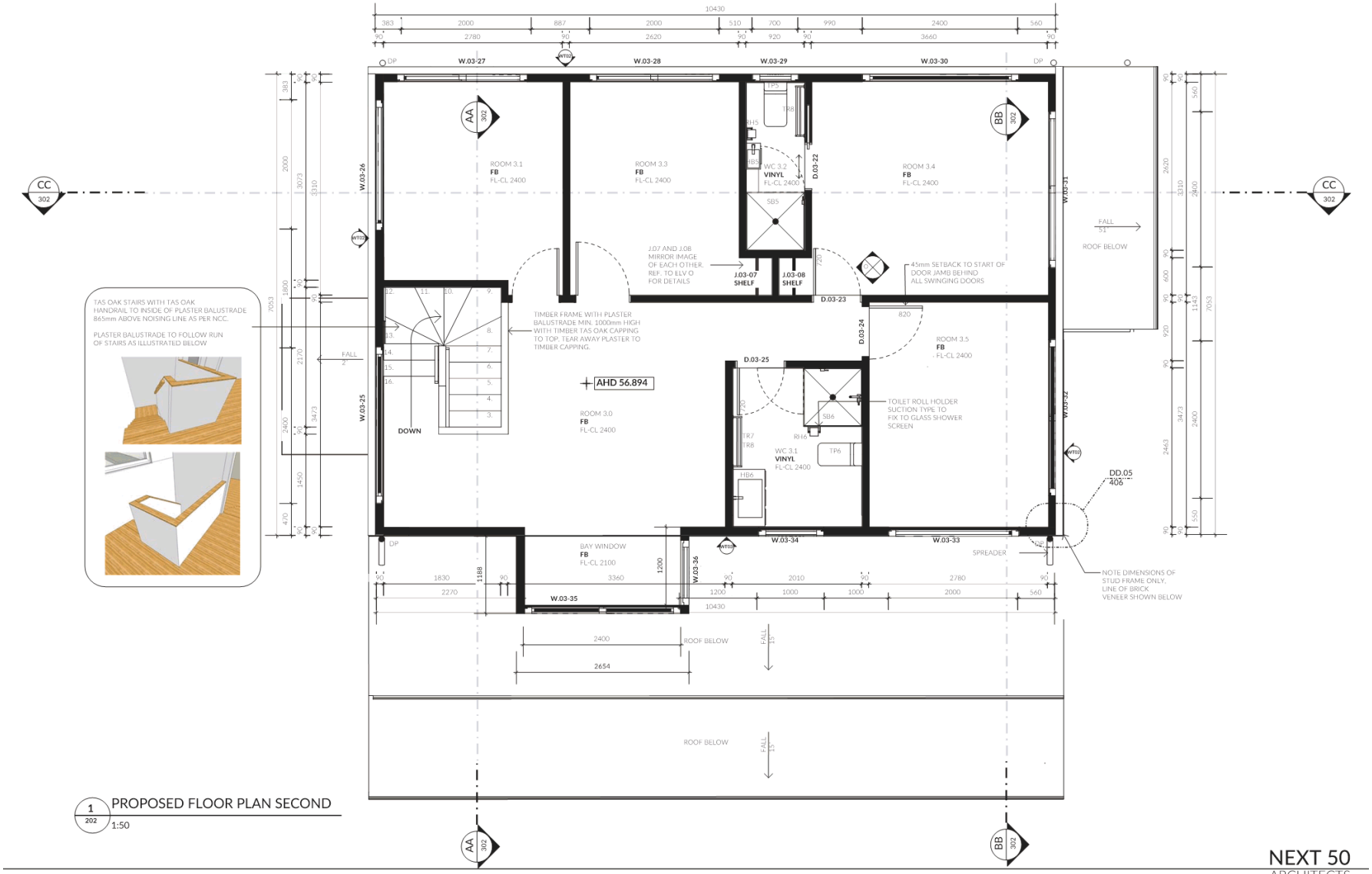

1 / 202 PROPOSED FLOOR PLAN SECOND
1:50

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SANDY BAY, TASMANIA, 7006

SCALE	1:50
DATE	20/03/2019
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DRAWING
PROPOSED FLOOR PLAN SECOND
DRAWING NO. **23816_202**

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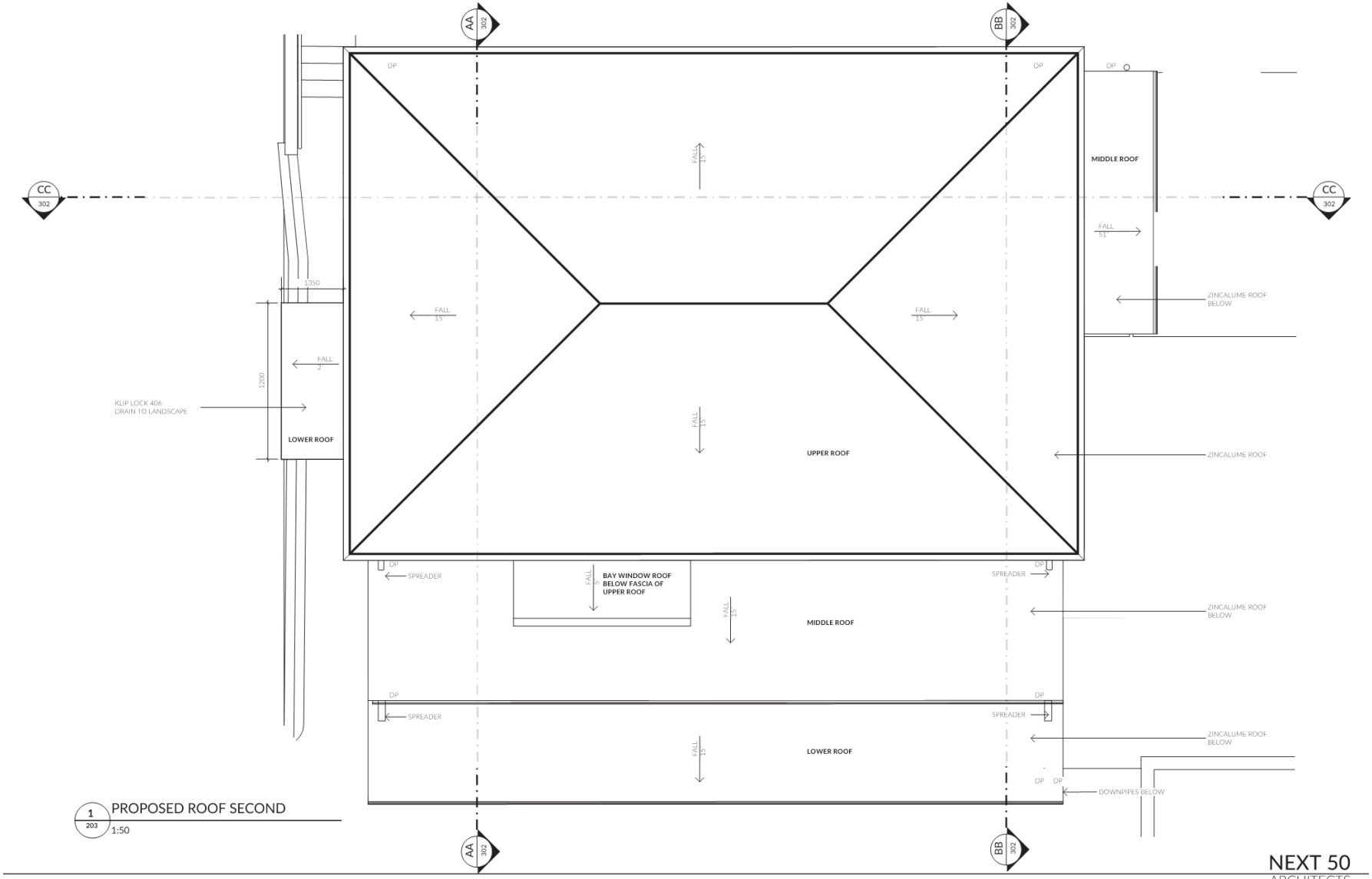

1 / 203 PROPOSED ROOF SECOND
1:50

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SANDY BAY, TASMANIA, 7006

SCALE	1:50
DATE	20/03/2019
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DRAWING
PROPOSED ROOF PLAN

DRAWING NO. **23816_202**

NEXT 50 ARCHITECTS

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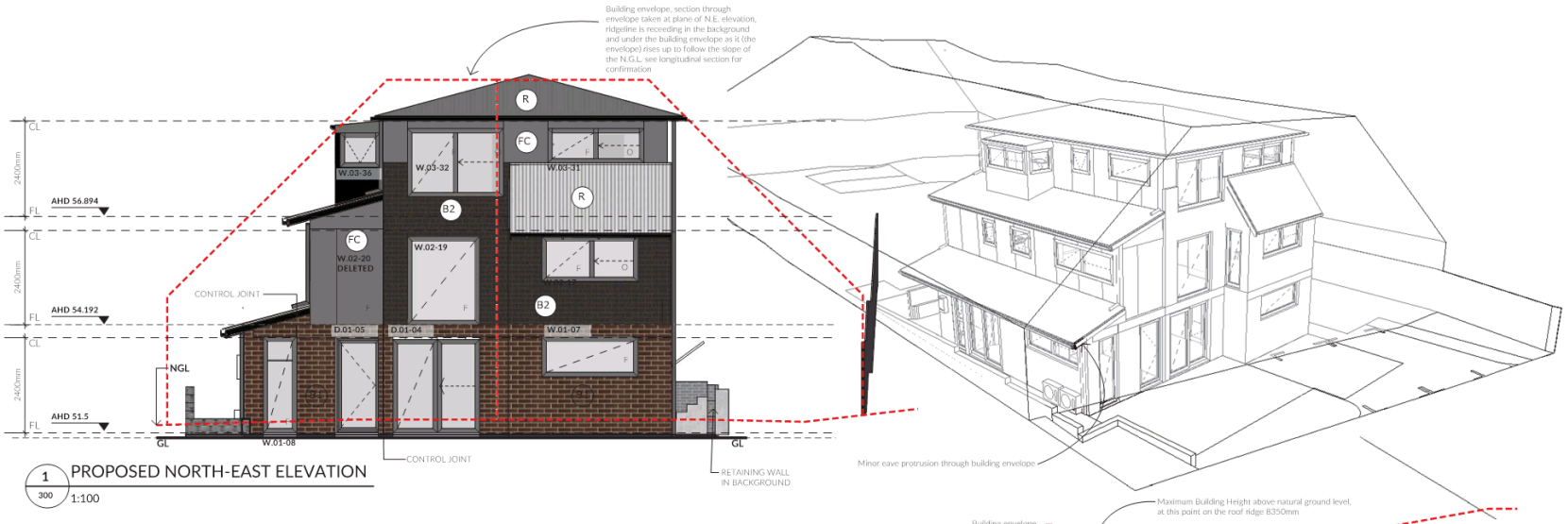
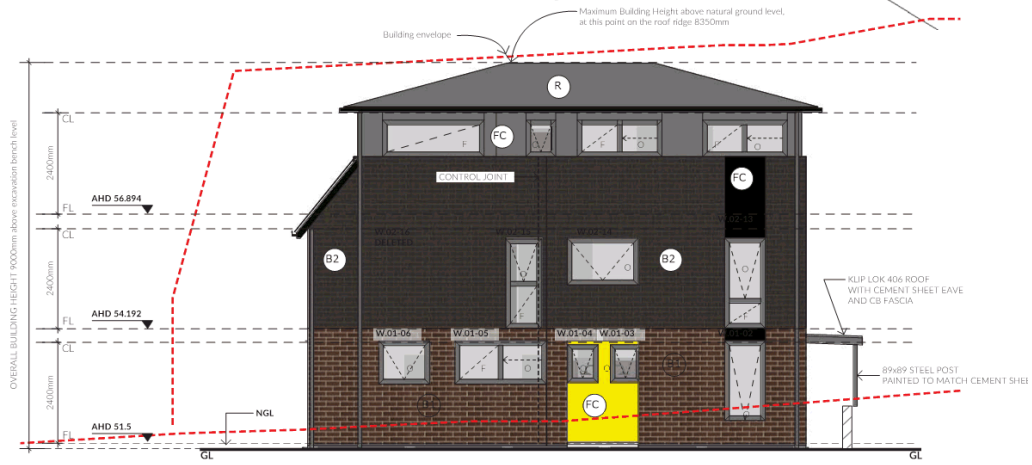


1 / 300 PROPOSED NORTH-EAST ELEVATION
1:100

KEY

- R ROOF IRON
- B1 BRICK TYPE 1
- B2 BRICK TYPE 2
- FC CEMENT SHEET
- CB COLORBOND



2 / 300 PROPOSED NORTH-WEST ELEVATION
1:100

NEXT 50 ARCHITECTS

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PROJECT
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WENDY FANG
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SANDY BAY, TASMANIA, 7006

SCALE	1:100
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

DRAWING
PROPOSED ELEVATIONS NORTH-EAST, NORTH-WEST
DRAWING NO. **23816_300**

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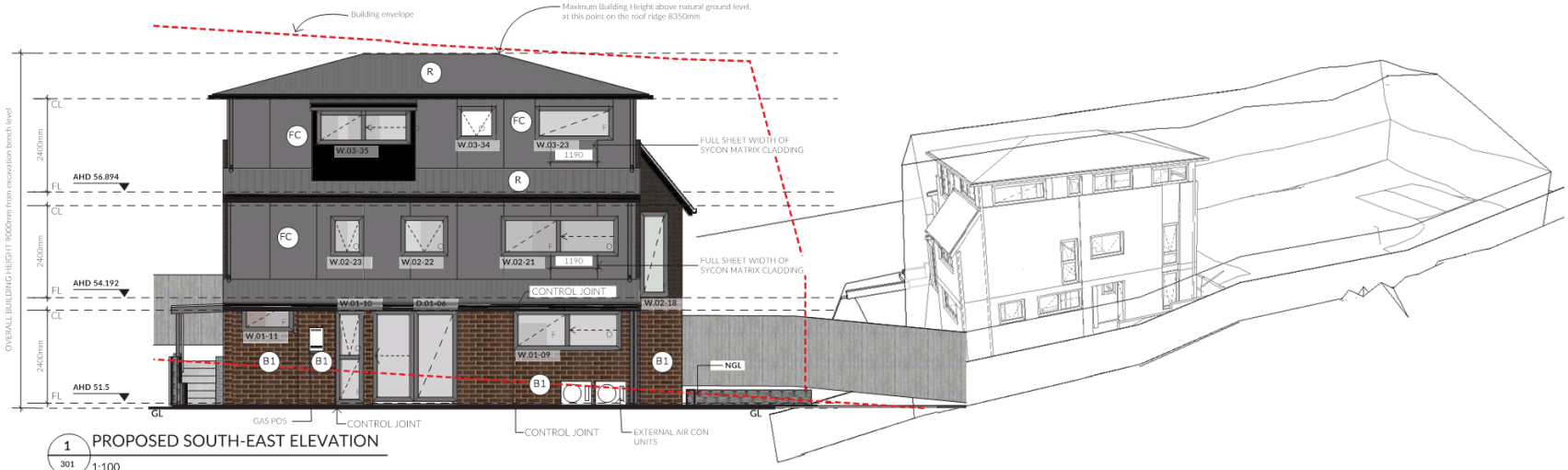
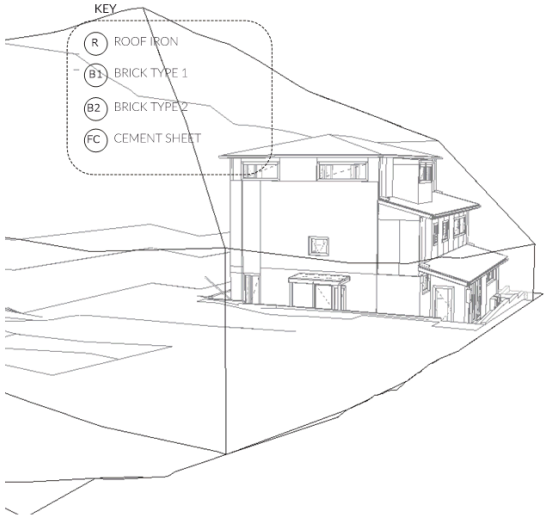
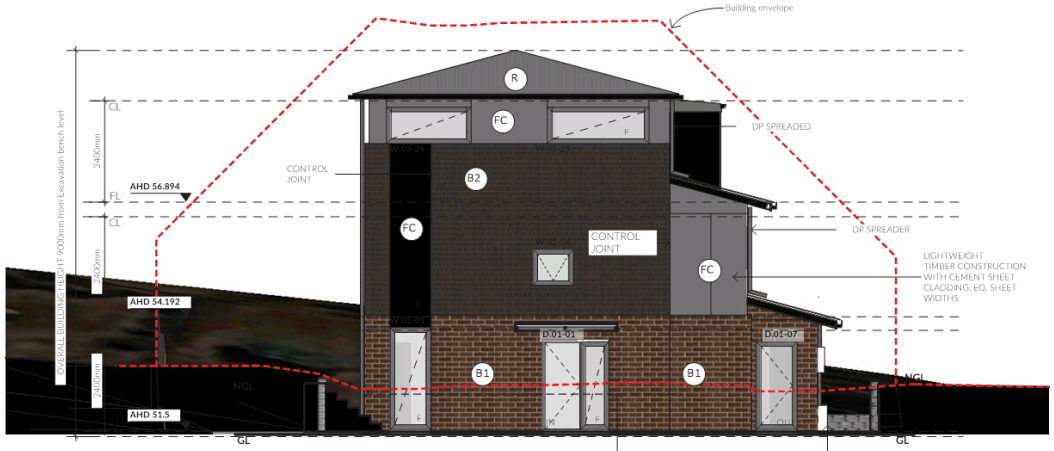


1 / 301 PROPOSED SOUTH-EAST ELEVATION
1:100





2 / 301 PROPOSED SOUTH-WEST ELEVATION
1:100

NEXT 50 ARCHITECTS

208a Collins St | Hobart | Tasmania | 7000
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info@next50architects.com.au | T: (03) 6234 4110
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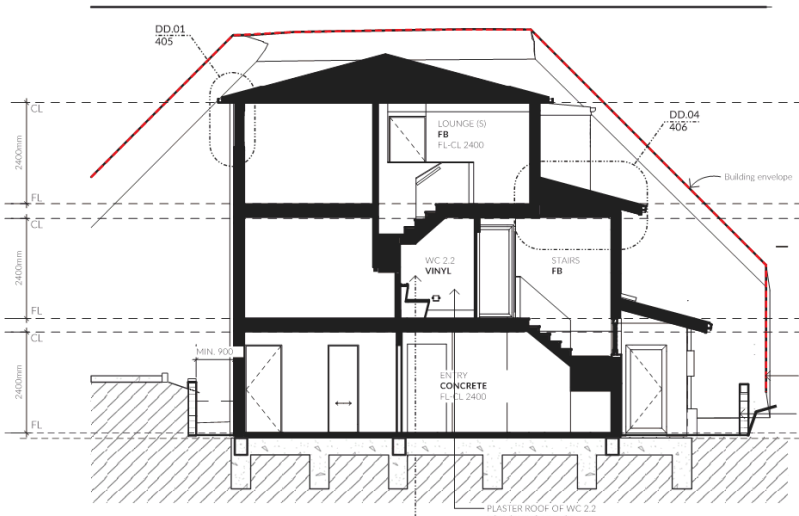
REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

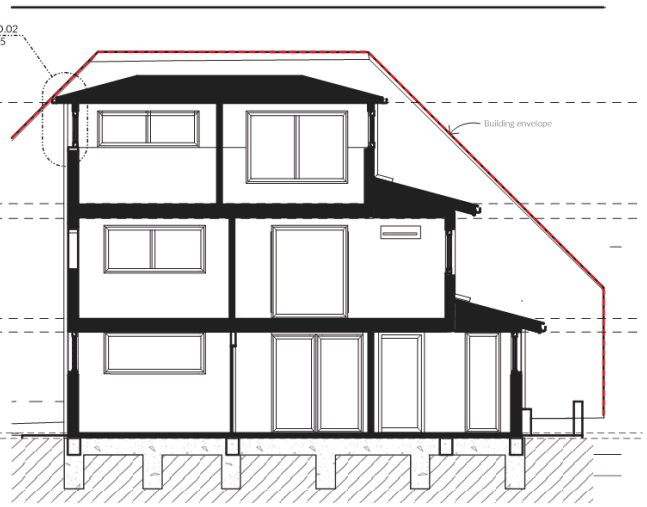
SCALE	1:100
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

DRAWING
PROPOSED ELEVATIONS SOUTH-EAST, SOUTH-WEST
DRAWING NO. **23816_301**

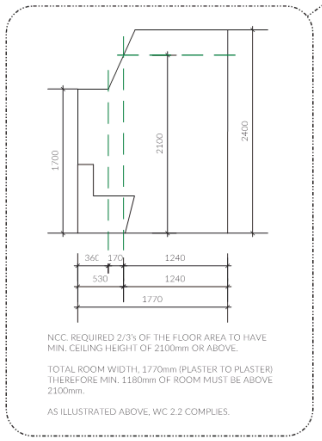
GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.

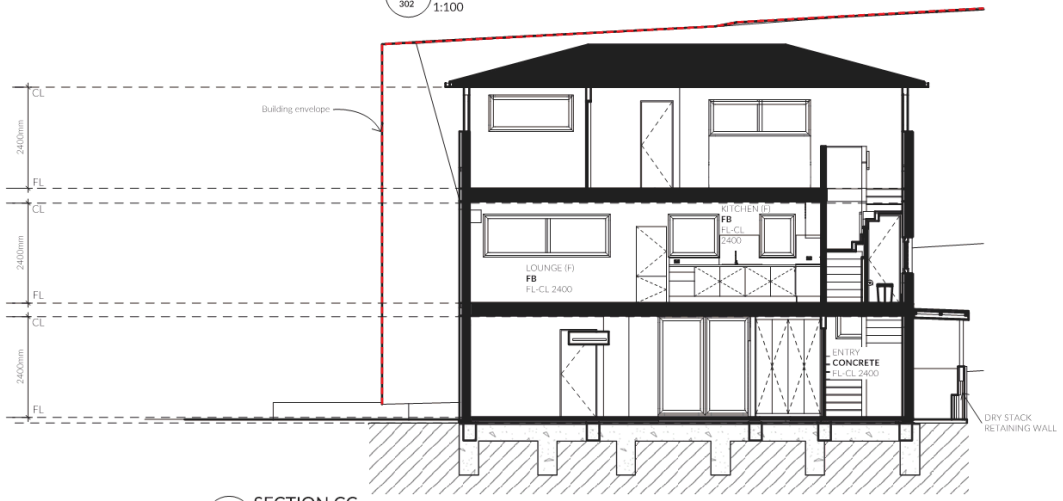


1 302 SECTION AA
1:100



2 302 SECTION BB
1:100





3 302 SECTION CC
1:100

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REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

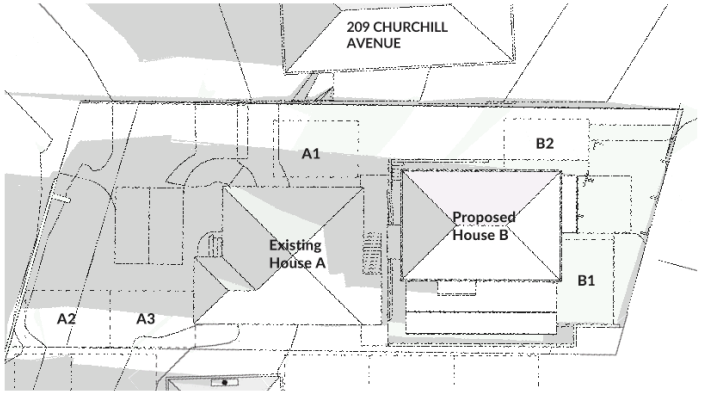
PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	1:100
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

DRAWING
SECTIONS AA, BB, CC

DRAWING NO. **23816_302**

GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.

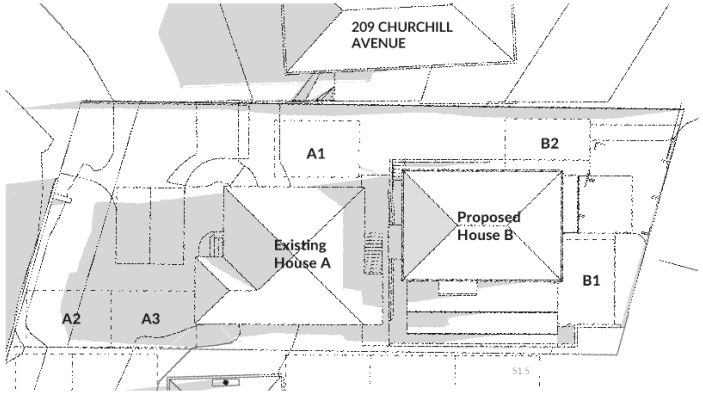


1 / 900 — 1:300

21st June 9am

Pos A1: >50% sun
Pos A2: >50% sun
Pos A3: >50% sun

Pos B1: 100% sun
Pos B2: 100% sun

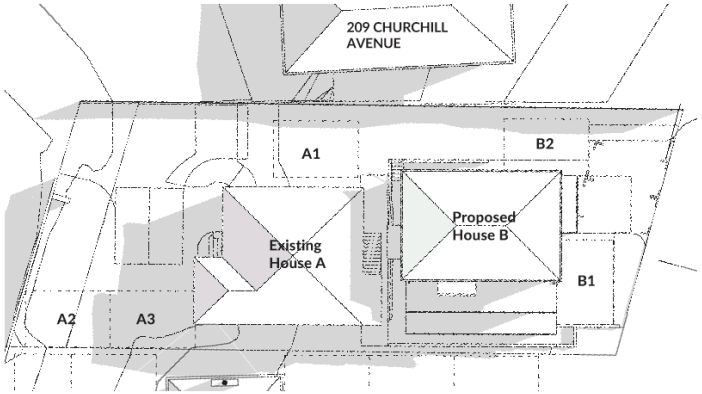


2 / 900 — 1:300

21st June 10am

Pos A1: 100% sun
Pos A2: <50% sun
Pos A3: no sun

Pos B1: 100% sun
Pos B2: 100% sun

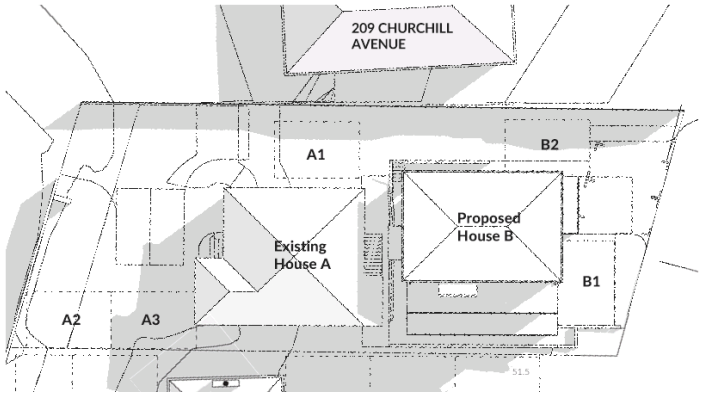


3 / 900 — 1:300

21st June 11am

Pos A1: 80% sun
Pos A2: 75% sun
Pos A3: no sun

Pos B1: 100% sun
Pos B2: >50% sun



4 / 900 — 1:300

21st June 12noon

Pos A1: 66% sun
Pos A2: 100% sun
Pos A3: 12% sun

Pos B1: 100% sun
Pos B2: >50% sun

NEXT 50 ARCHITECTS

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REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

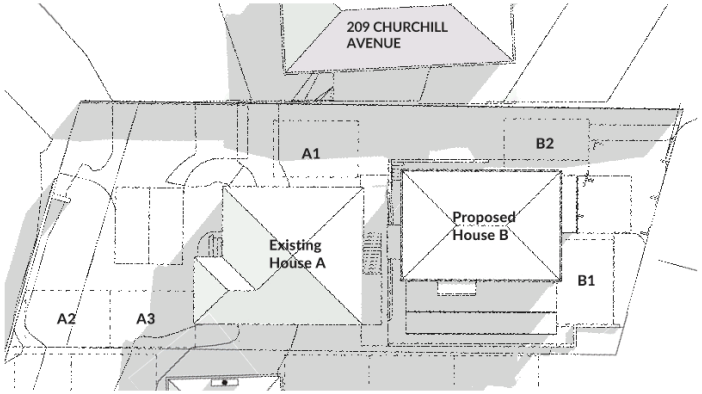
SCALE	1:300
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

DRAWING
SHADOW STUDY 1

DRAWING NO. **23816_900**

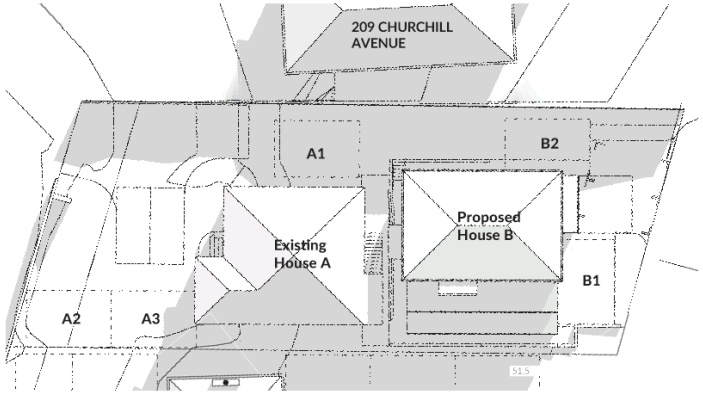
GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.



1 901 — 21st June 1pm — 1:300

Pos A1: >25% sun
Pos A2: >100% sun
Pos A3: >40% sun

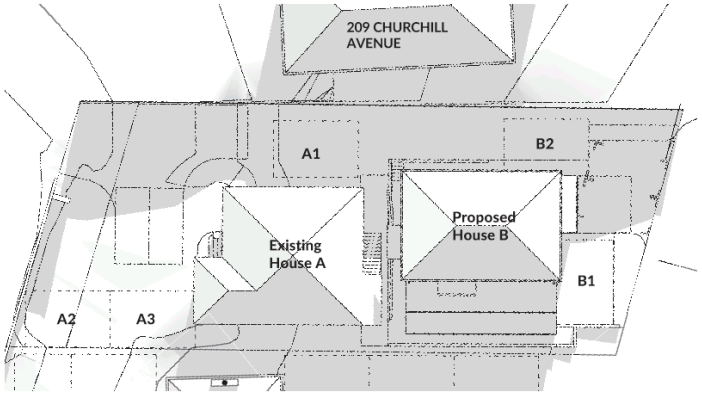
Pos B1: >90% sun
Pos B2: 10% sun (fence)



2 901 — 21st June 2pm — 1:300

Pos A1: no sun
Pos A2: 100% sun
Pos A3: >50%

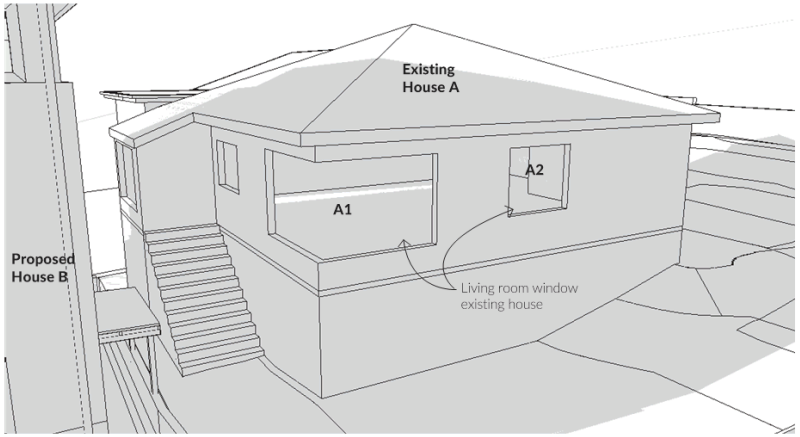
Pos B1: >90% sun
Pos B2: no sun (fence)



3 901 — 21st June 3pm — 1:300

Pos A1: no sun
Pos A2: >75% sun
Pos A3: >75% sun

Pos B1: >80% sun
Pos B2: no sun (fence)



4 901 — 21st June 9am

Pos A1: no sun
Pos A2: no sun

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REV	DATE	DESCRIPTION
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-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

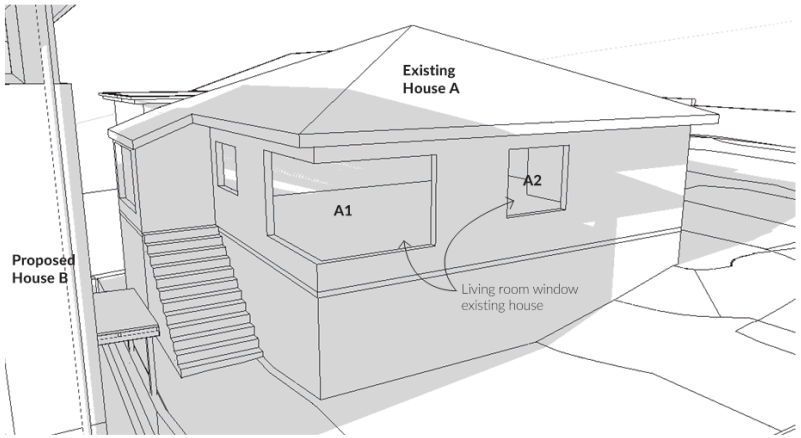
SCALE	1:300
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

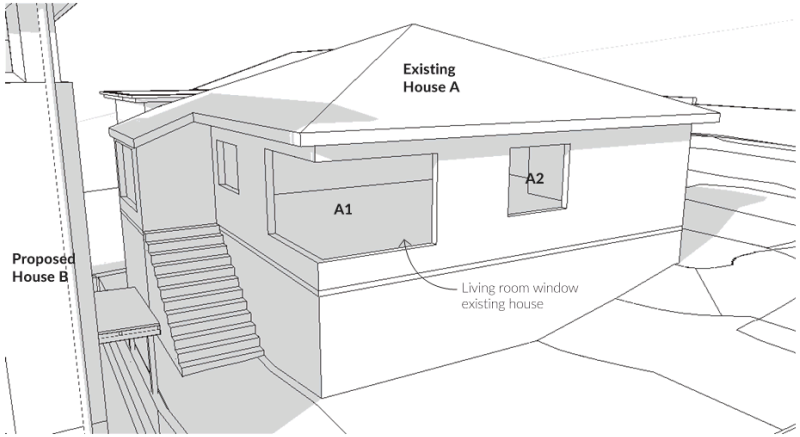
DRAWING
SHADOW STUDY 2

DRAWING NO. **23816_901**

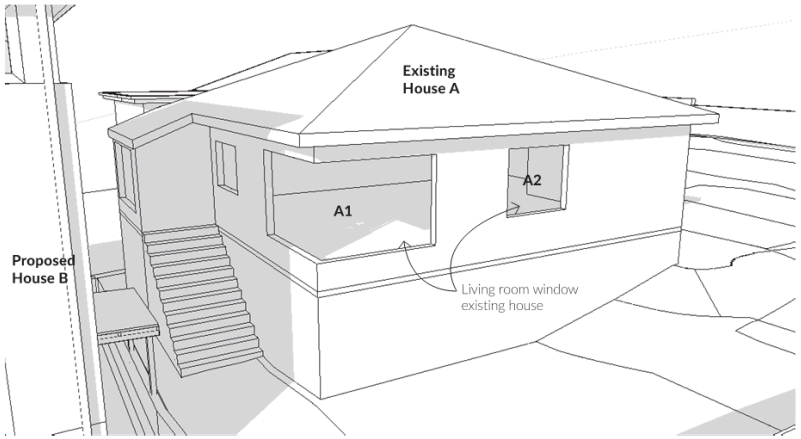
GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.



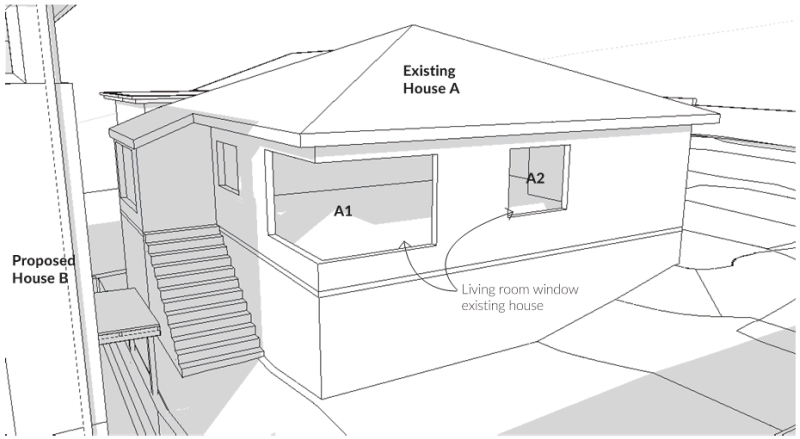
1 902 21st June 10am
Pos A1: no sun
Pos A2: no sun



2 902 21st June 11am
Pos A1: sun enters window, see different angle view on 903
Pos A2: sun enters window, see different angle view on 903



3 902 21st June 12noon
Pos A1: sun enters window
Pos A2: sun enters window



4 902 21st June 1pm
Pos A1: sun enters window
Pos A2: sun enters window

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REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
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-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

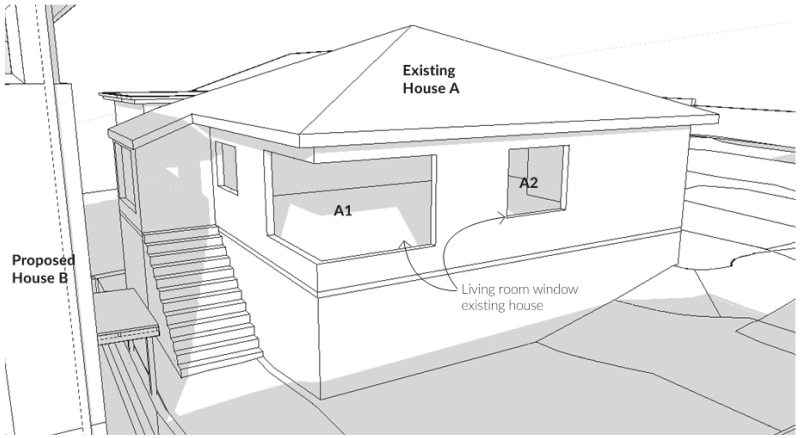
SCALE	1:300
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

DRAWING
SHADOW STUDY 3

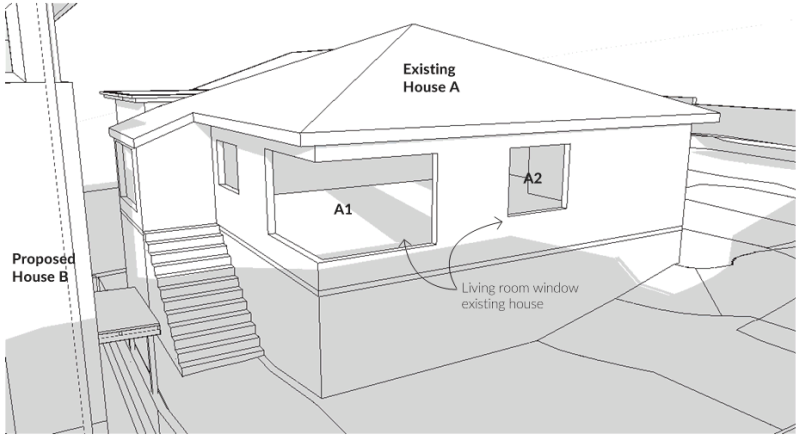
DRAWING NO. **23816_902**

GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.



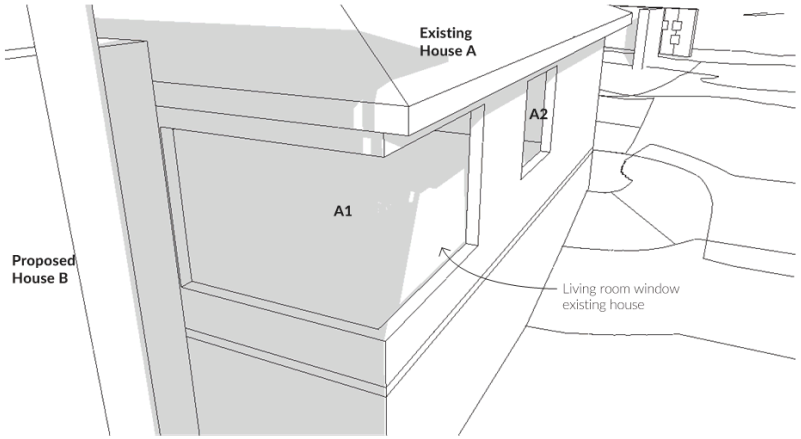
1 903 21st June 2pm

Pos A1: sun enters window
Pos A2: sun enters window



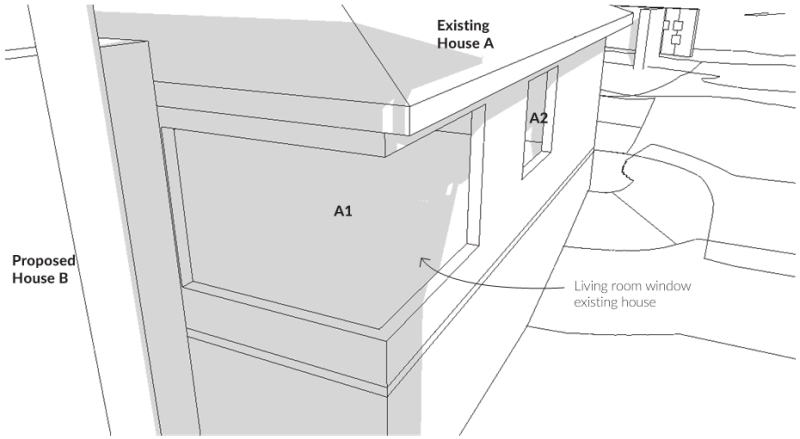
2 903 21st June 3pm

Pos A1: sun enters window
Pos A2: sunt enters window



3 903 21st June 11am

Pos A1: sun enters window
Pos A2: sun enters window



4 903 21st June 10:45am

Pos A1: sun enters window
Pos A2: sun enters window

NEXT 50 ARCHITECTS

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REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	N.T.S.
DATE	20/03/2019
DRAWN	BN & SMH
ISSUE	D.A.
REV	01

N

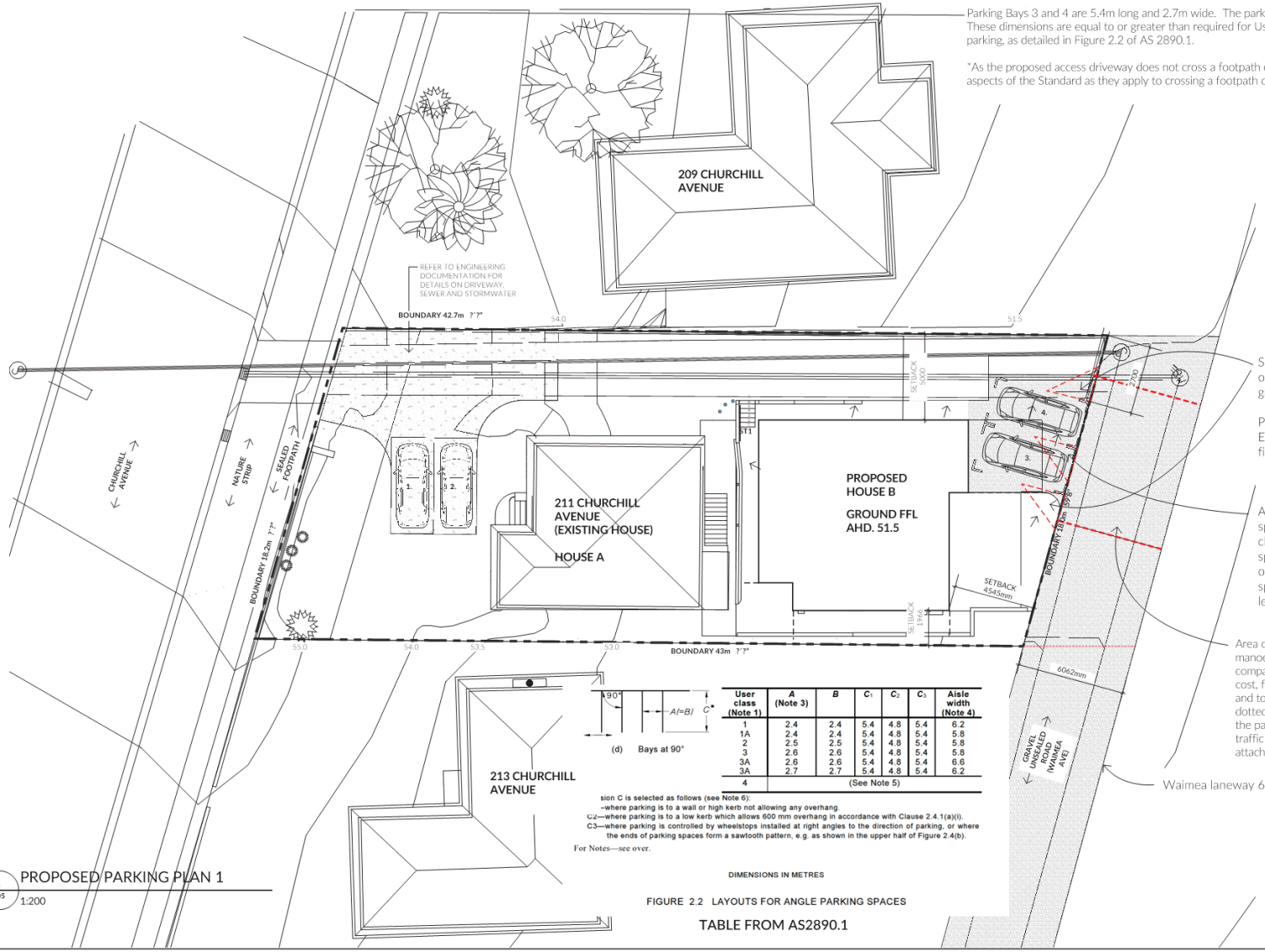
DRAWING
SHADOW STUDY 4

DRAWING NO. **23816_903**

GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.

Parking Bays 3 and 4 are 5.4m long and 2.7m wide. The parking aisle is 6.065m. These dimensions are equal to or greater than required for User Class 1A – residential parking, as detailed in Figure 2.2 of AS 2890.1.

*As the proposed access driveway does not cross a footpath on Waimea Laneway, the aspects of the Standard as they apply to crossing a footpath do not apply.



Site triangles, contain no obstructions (effectively flat ground)

PARKING SPACES: Exposed agregate concrete finish

AS2890.1:2004 Parking spaces 2.7 x 5.4m, clearance to the left of space 3 on the level with no obstructions, clearance to space 4, to the right, on the level.

Area of laneway for vehicle manoeuvring to be sealed with compacted FCR at developers cost, for full width of laneway, and to extent between red dotted lines, 1.5m either side of the parking bays. Refer to traffic engineers report attached.

Waimea laneway 6.065m wide

1 / 105 PROPOSED PARKING PLAN 1
1:200

NEXT 50 ARCHITECTS

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REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
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-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE 1:200
DATE 10/05/2019
DRAWN BN & SMH
ISSUE D.A. RFI
REV 01

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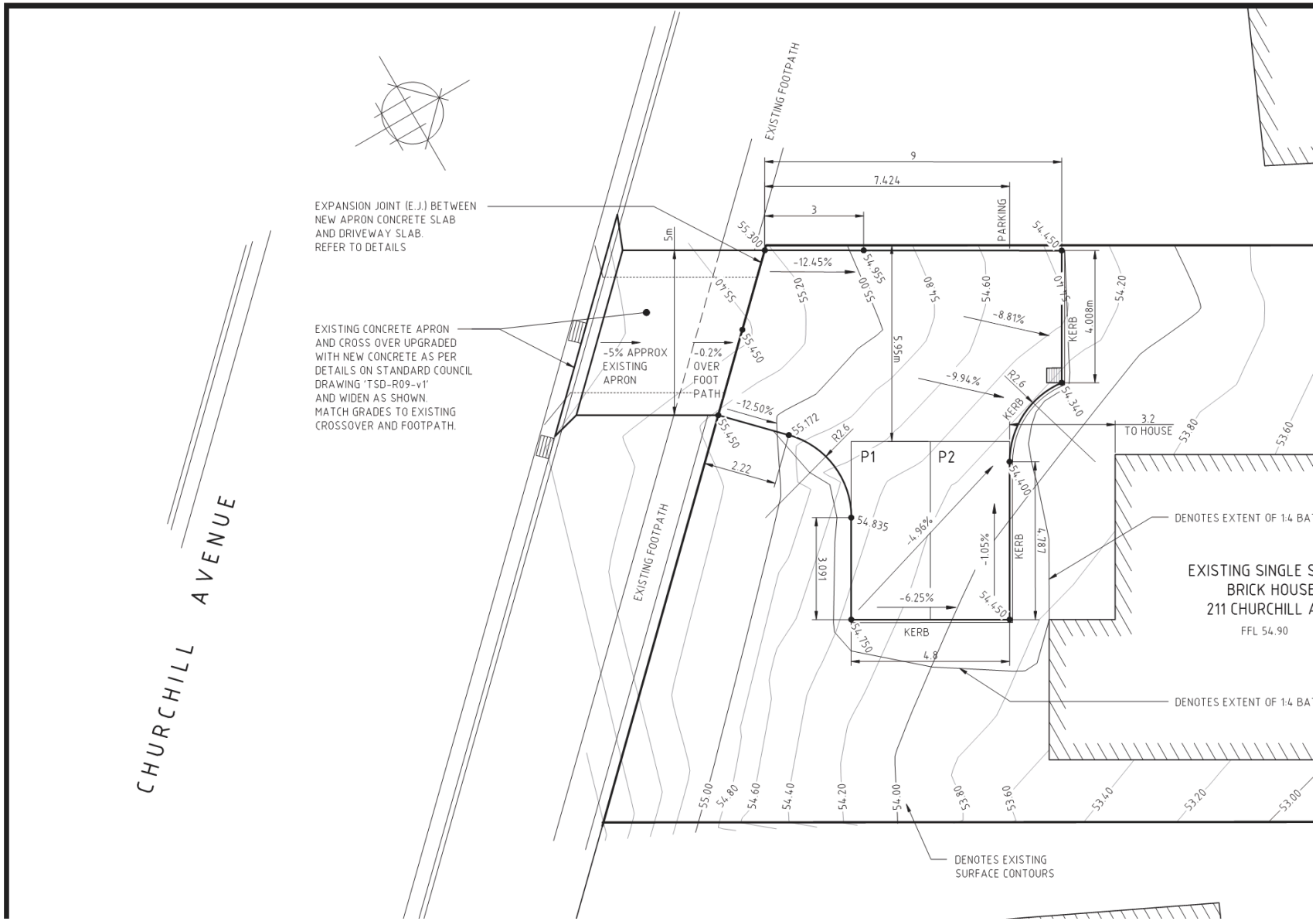
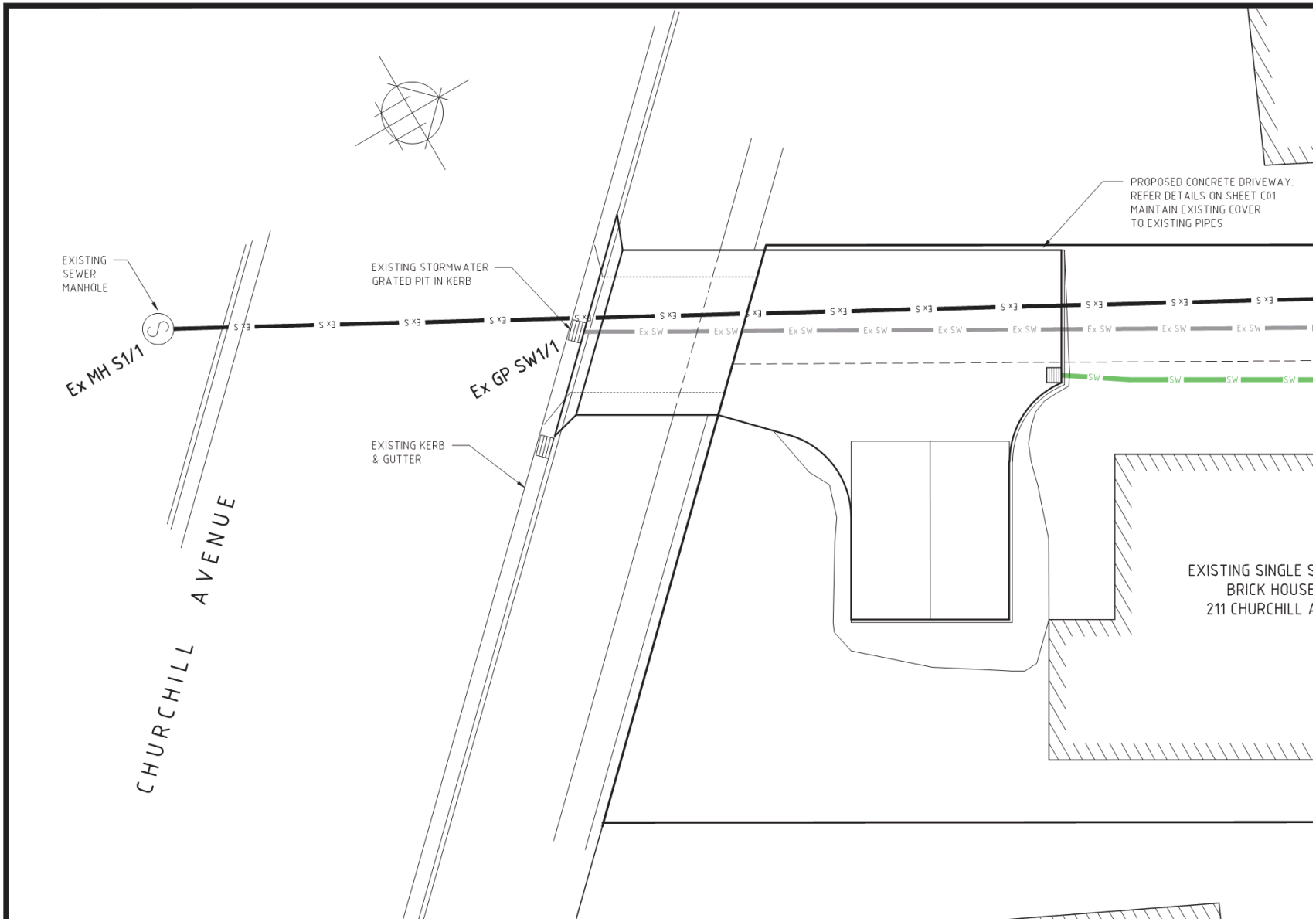
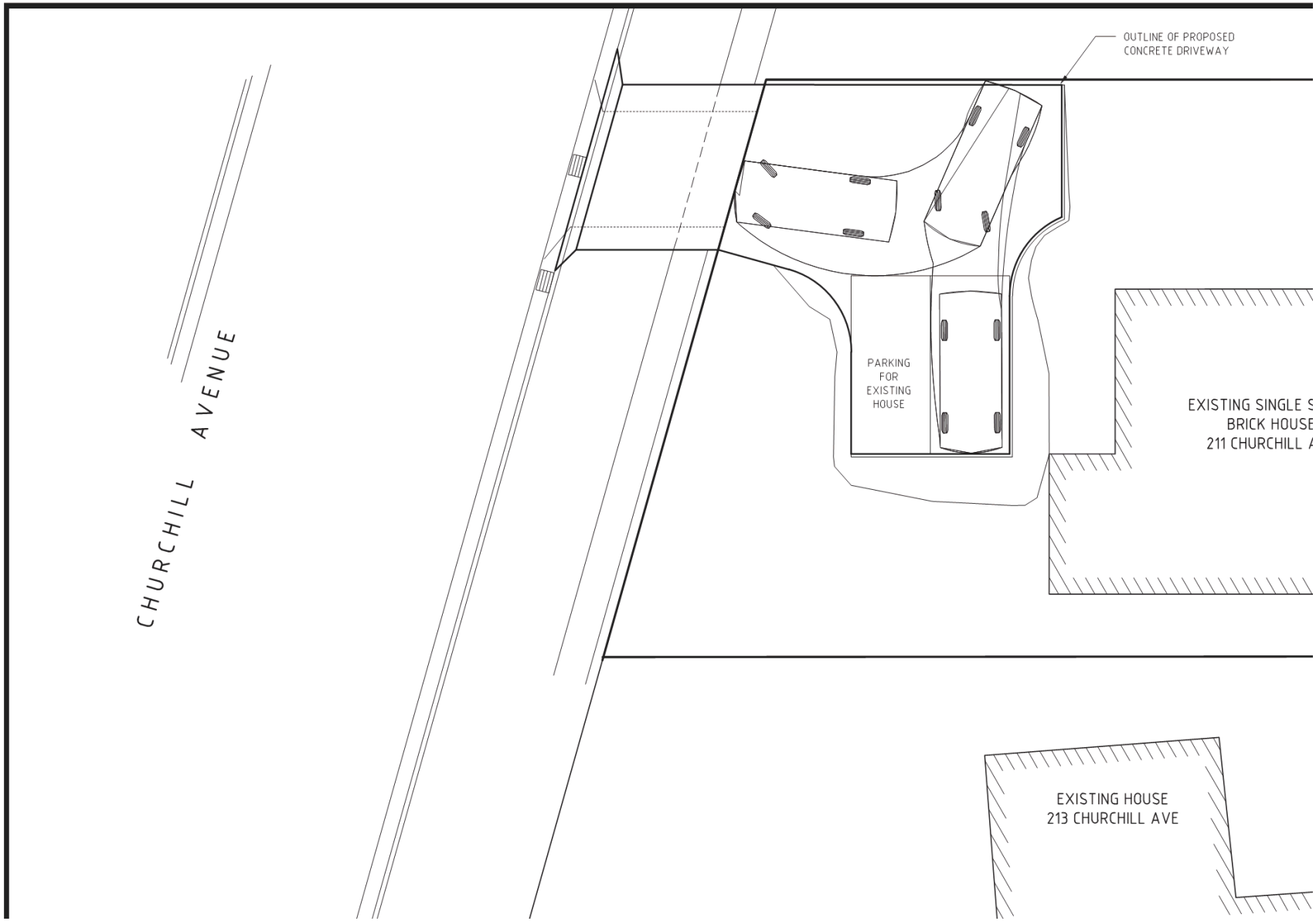
DRAWING
PROPOSED PARKING PLAN 1

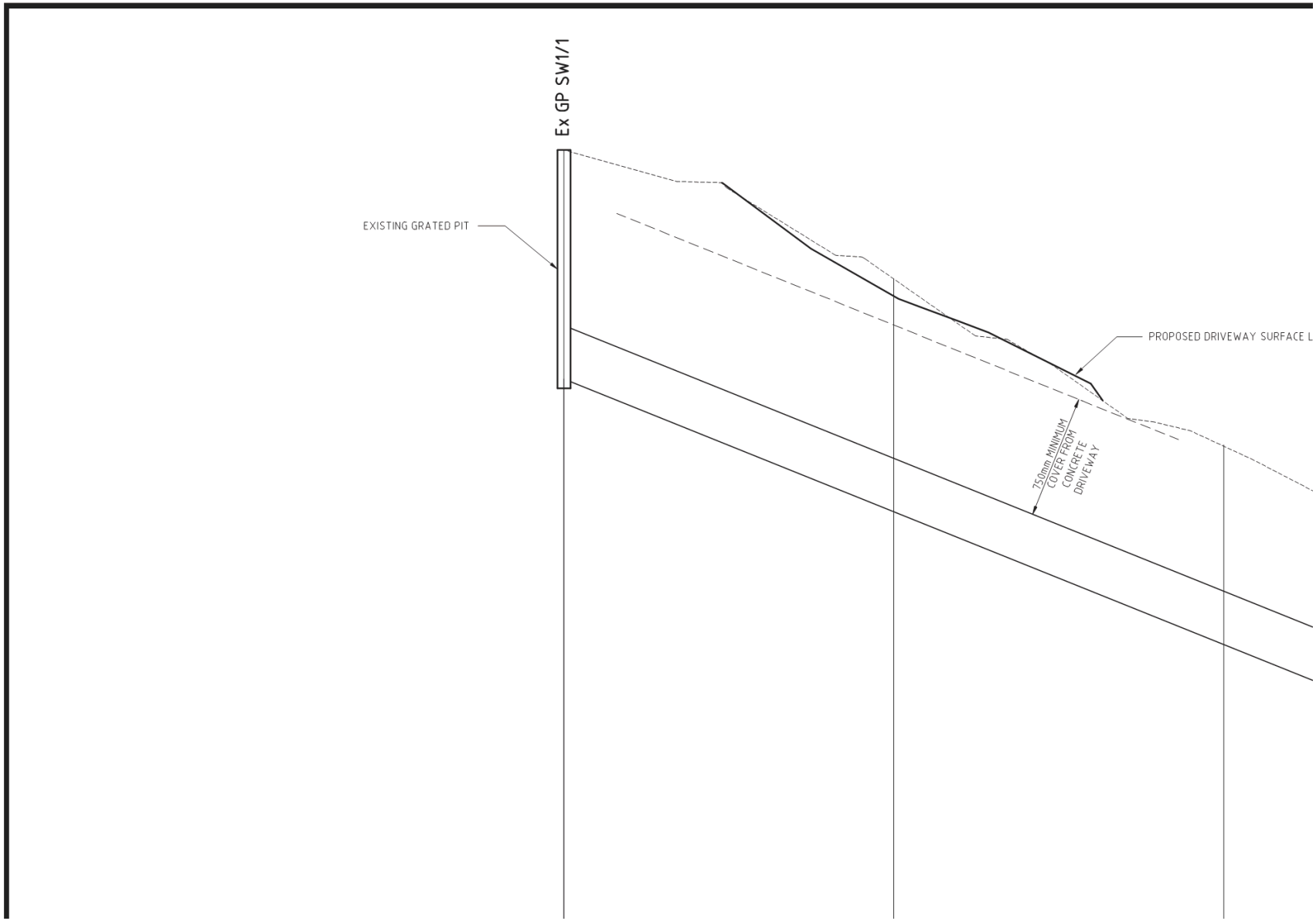
DRAWING NO. **23816_105**

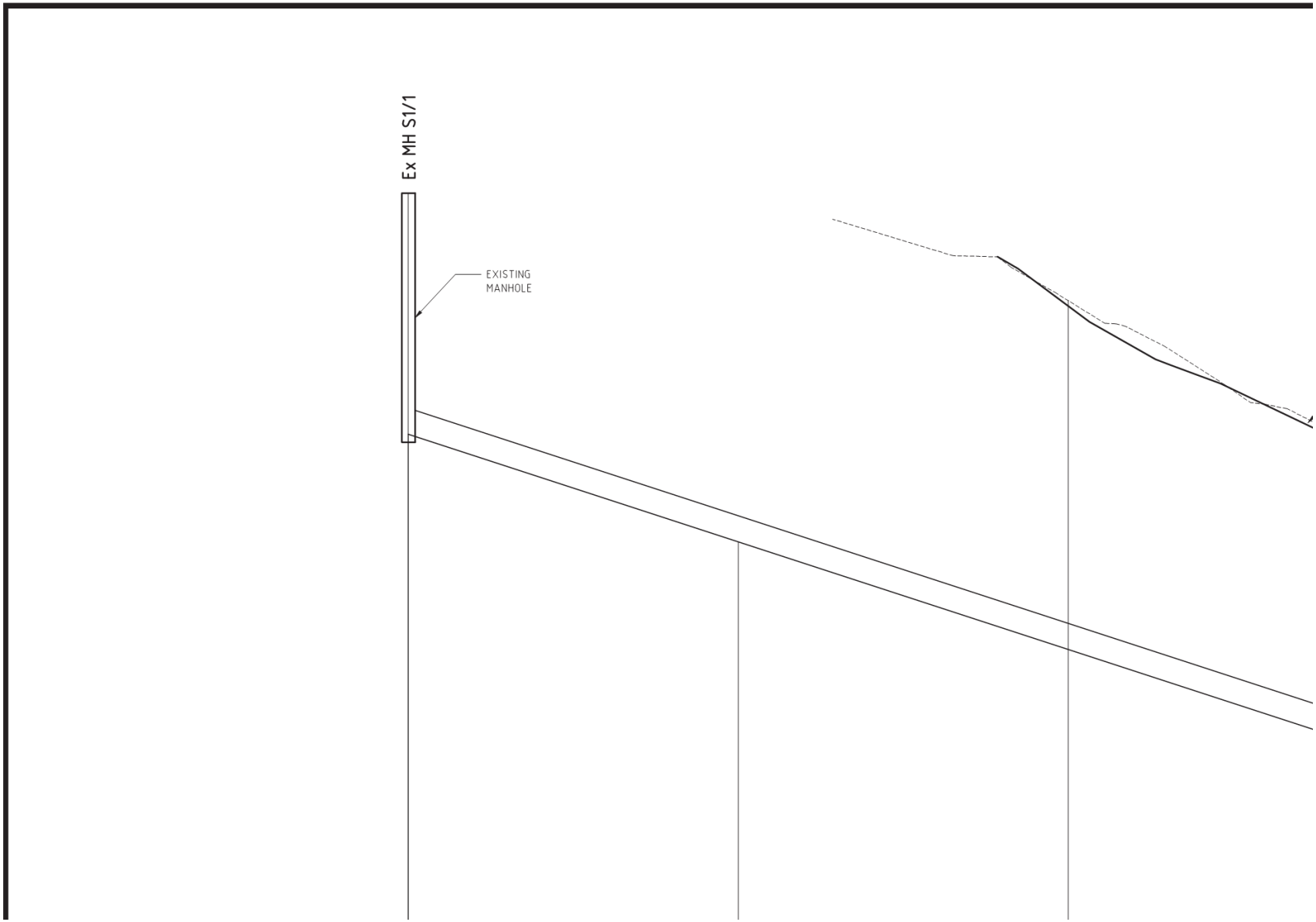
GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in a accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.


EXPANSION JOINT (E.J.) BETWEEN NEW APRON CONCRETE SLAB AND DRIVEWAY SLAB. REFER TO DETAILS
EXISTING CONCRETE APRON AND CROSS OVER UPGRADED WITH NEW CONCRETE AS PER DETAILS ON STANDARD COUNCIL DRAWING 'TSD-R09-v1' AND WIDEN AS SHOWN. MATCH GRADES TO EXISTING CROSSOVER AND FOOTPATH.
-5% APPROX EXISTING APRON
-0.2% OVER FOOT PATH
EXISTING FOOTPATH
PARKING
KERB
TO HOUSE
P1
P2
DENOTES EXTENT OF 1:4 BA
EXISTING SINGLE S
BRICK HOUSE
211 CHURCHILL A
FFL 54.90
DENOTES EXISTING SURFACE CONTOURS
CHURCHILL AVENUE


EXISTING SEWER MANHOLE
Ex MH S1/1
EXISTING STORMWATER GRATED PIT IN KERB
Ex GP SW1/1
EXISTING KERB & GUTTER
PROPOSED CONCRETE DRIVEWAY. REFER DETAILS ON SHEET C01. MAINTAIN EXISTING COVER TO EXISTING PIPES
Ex S
Ex SW
SW
CHURCHILL AVENUE
EXISTING SINGLE S
BRICK HOUSE
211 CHURCHILL A

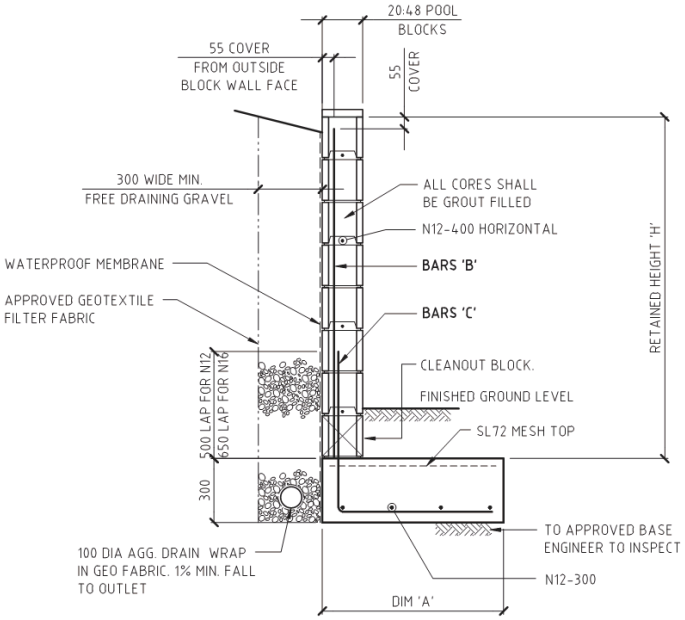

OUTLINE OF PROPOSED
CONCRETE DRIVEWAY
CHURCHILL AVENUE
PARKING
FOR
EXISTING
HOUSE
EXISTING SINGLE S
BRICK HOUSE
211 CHURCHILL A
EXISTING HOUSE
213 CHURCHILL AVE


Ex GP SW1/1
EXISTING GRATED PIT
PROPOSED DRIVEWAY SURFACE L
750mm MINIMUM COVER FROM CONCRETE DRIVEWAY


Ex MH S1/1
EXISTING
MANHOLE

RETAINING WALL CONSTRUCTION NOTES

1. MORTAR SHALL BE CEMENT : LIME : SAND RATIO THUS:1 : 0-0.25 : 3
2. BLOCKS TO BE GRADE 12 TO A.S. 2733
3. GROUT - MAX. AGGREGATE SIZE 10mm - SLUMP 230 +/- 30 - MIN. CHARACTERISTIC STRENGTH 20 MPa.
4. CLEANOUT HOLES ARE TO BE PROVIDED TO THE BASE OF ALL CORES. AT THE END OF EACH DAYS BLOCK LAYING, & BEFORE THE WALL IS FILLED, MORTAR DROPPINGS ARE TO BE WASHED OUT REINFORCEMENT TIED AND HOLES BLOCKED OFF.
5. RETAINING WALL FOOTINGS ARE TO BE FOUNDED ON APPROVED TRIMMED SUBGRADE WITH A MIN. BEARING CAPACITY OF 150 KPa.
6. CONCRETE STRENGTH(MPa)/SLUMP(mm) FOOTINGS 25/90
7. 50 COVER TO FOOTING BASE REINFORCEMENT
8. ALL CORES SHALL BE GROUT FILLED TO ONE COURSE ABOVE FINISHED SURFACE LEVEL.
9. ALLOW MIN. 14 DAYS AFTER FILLING BLOCKS PRIOR TO BACKFILLING BEHIND WALL.
10. CORE FILL TO BE PLACED WITH A PENCIL VIBRATOR.
11. MOIST CURE WALL CONCRETE FOR 14 DAYS PRIOR TO WATERPROOFING.
12. BACK OF WALL TO BE COATED WITH MIN. 2 COATS OF AN APPROVED BITUMINOUS PAINT, LINED WITH FORTECON PROTECTED BY COREFLUTE OR SIMILAR SACRIFICIAL SHEETING.
13. PROVIDE EXPANSION JOINTS AT MAX. 10m CRS. PROVIDE R10 DOWEL BARS ACROSS JOINTS AT 400 CRS., GREASED AND CAPPED ONE END



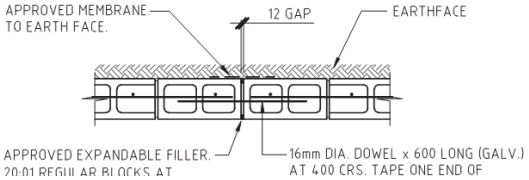
N12 B
LAPP
TREN

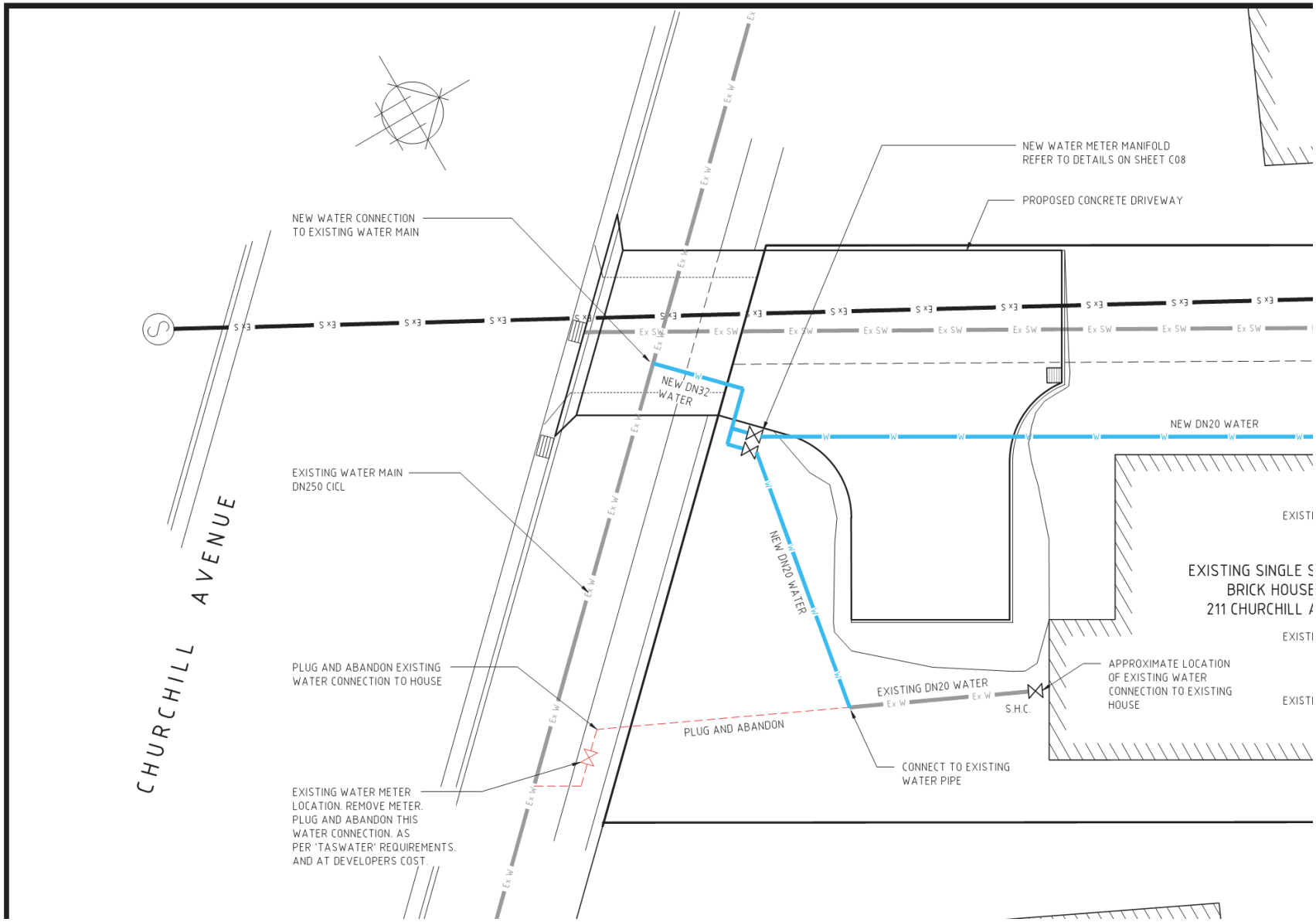
REINFORCING LAP CHART	
SIZE	LAP LENGTH U.N.O.
N12	500
N16	650
N20	800
N24	1000
N28	1150
N32	1300
N36	1450

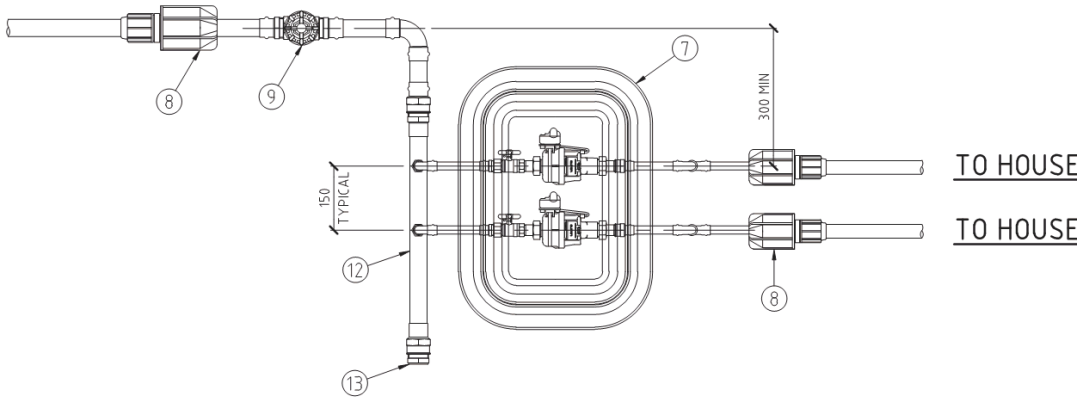
RETAINING WALL - RW1

SCALE 1:20. REFER TO PLAN FOR LOCATION
READ IN CONJUNCTION WITH 'RETAINING WALL CONSTRUCTION NOTES'

DIM 'H'	DIM 'A'	BARS 'B'	BARS 'C'
600	600	N12-400	N12-400
1200	900	N16-400	N16-400
1600	1200	N16-400	N16-400

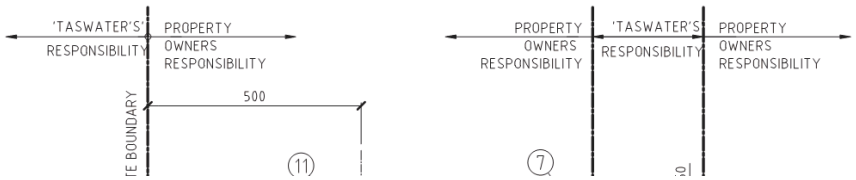



NEW WATER METER MANIFOLD
REFER TO DETAILS ON SHEET C08
PROPOSED CONCRETE DRIVEWAY
NEW WATER CONNECTION
TO EXISTING WATER MAIN
NEW DN32
WATER
NEW DN20 WATER
EXISTING WATER MAIN
DN250 CICL
NEW DN20 WATER
EXISTING SINGLE S
BRICK HOUSE
211 CHURCHILL A
PLUG AND ABANDON EXISTING
WATER CONNECTION TO HOUSE
EXISTING DN20 WATER
S.H.C.
APPROXIMATE LOCATION
OF EXISTING WATER
CONNECTION TO EXISTING
HOUSE
PLUG AND ABANDON
CONNECT TO EXISTING
WATER PIPE
EXISTING WATER METER
LOCATION. REMOVE METER.
PLUG AND ABANDON THIS
WATER CONNECTION. AS
PER 'TASWATER' REQUIREMENTS.
AND AT DEVELOPERS COST.
CHURCHILL AVENUE



PLAN OF WATER CONNECTION MANIFOLD

SCALE: 1:10



AllUrbanPlanning PTY LTD

20 March 2019

Ben Ikin
Senior Statutory Planner
Hobart City Council
GPO Box 503
HOBART 7005

Dear Ben

211 Churchill Avenue, Sandy Bay
Planning Assessment – New Application for a Planning Permit for Multiple Dwelling
All Urban Planning Pty Ltd has prepared the following planning assessment to accompany a new application for a planning permit for the use and development of a second dwelling at 211 Churchill Avenue.

Use

- Multiple Dwellings are a Permitted Use in the General Residential Zone;
- There are no applicable use standards.

10.4.1 Residential density for multiple dwellings

Objective

To provide for suburban densities for multiple dwellings that:

(a) make efficient use of suburban land for housing; and

(b) optimise the use of infrastructure and community services.

Development Standard	***Assessment***
A1 *Multiple dwellings must have a site area per dwelling of not less than:* *(a) 325m2; or* *(b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.*	The proposal for 2 dwellings on the combined site of 754m^2 equates to a density of 377m^2 and therefore complies with A1. There is no applicable density area.

10.4.2 Setbacks and building envelope for all dwellings

To control the siting and scale of dwellings to:

(a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and

(b) assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes; and

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(c) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and

(d) provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Development Standard	***Assessment***
A1 *Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is:* *(a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or* *(b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or* *(c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or* *(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.*	The site has frontage to both Churchill Avenue and to the rear laneway from Waimea Avenue. Council advise that the Waimea laneway is designated as a road. The Waimea laneway frontage is the *primary frontage* on the basis that the frontage to the Waimea laneway is shorter than the Churchill Avenue frontage (18m compared with 18.2m). The proposed dwelling is setback 4.5m from the primary frontage to the rear lane from Waimea and therefore complies with A1.
A2 *A garage or carport must have a setback from a primary frontage of at least:* *(a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or* *(b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or* *(c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.*	The proposal does not involve a garage or carport. This standard does not apply.

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A3 *A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must:* *(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:* *(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and* *(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and* *(b) only have a setback within 1.5 m of a side boundary if the dwelling:* *(i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or* *(ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).*	The buildings are sited within the building envelope as shown on drawings 23816_300, 301 and 302. The proposal complies with A3.

10.4.3 Site coverage and private open space for all dwellings

Development Standard	***Assessment***
A1 *Dwellings must have:* *(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and* *(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or*	The proposal has a site cover of 29.5% and complies with the Permitted site coverage for roofed buildings of 50% (Complies with A1a); Each dwelling will have 60m^2 private open space (Complies with A1b); More than 25% of the site will be free from impervious surfaces (Complies with A1 c);

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entry foyer); and *(c) a site area of which at least 25% of the site area is free from impervious surfaces.*	
A2 *A dwelling must have an area of private open space that:* *(a) is in one location and is at least:* *(i) 24 m²; or* *(ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and* *(b) has a minimum horizontal dimension of:* *(i) 4 m; or* *(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and* *(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and* *(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and* *(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and* *(f) has a gradient not steeper than 1 in 10; and* *(g) is not used for vehicle access or parking.*	Each dwelling has an area of private open spaces that is: • $24m^2$ in one location; • A minimum of 4m wide • Has a gradient less than 1:10; The POS for the new dwelling is directly accessible from the ground floor lounge room.(A2c) It is also located north east of the dwelling and complies with A2(d). Access to POS from the existing dwelling remains unchanged from either the front door or rear steps direct from the kitchen /living area (no change to compliance with (A2c). The POS for the existing dwelling will receive at least 3hrs sunlight to 50% of the area. Complies with A2d.

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10.4.4 Sunlight and overshadowing for all dwellings

Objective:

To provide:

(a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and

(b) separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space.

Development Standard	***Assessment***
A1 *A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).*	Complies. Each dwelling will have a north facing window from at least one habitable room (other than a bedroom)
A2 *A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c):* *(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B):* *(i) at a distance of 3 m from the window; and* *(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.* *(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.* *(c) That part, of a multiple dwelling, consisting of:* *(i) an outbuilding with a building height no more than 2.4 m; or* *(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m*	The new dwelling will be sited to the north of the loungeroom window of the existing dwelling. However the lounge room will continue to receive more than 3 hours sunlight between 9am and 3pm on 21 June through the corner window and complies with A2b).

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horizontally from the multiple dwelling.	
A3 *A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c):* *(a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C):* *(i) at a distance of 3 m from the northern edge of the private open space; and* *(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.* *(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.* *(c) That part, of a multiple dwelling, consisting of:* *(i) an outbuilding with a building height no more than 2.4 m; or* *(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.*	The POS of the existing dwelling will receive at least 3 hrs sunlight and complies with A3(b).

10.4.5 Width of openings for garages and carports for all dwellings

The proposal does not involve a garage or carport. This standard does not apply.

10.4.6 Privacy for all dwellings

Objective:

To provide reasonable opportunity for privacy for dwellings.

Development Standard	***Assessment***
A1 *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 1 m above natural ground level must have a permanently fixed screen to a*	Not applicable. The proposal does not involve new decks or other areas with a finished level greater than 1m above ground. The existing steps on the northern side of the existing dwelling are not a balcony, deck, roof

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height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: *(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and* *(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and* *(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:* *(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or* *(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.*	terrace or parking area and are not subject to the privacy requirements of A1.
A2 *A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):* *(a) The window or glazed door:* *(i) is to have a setback of at least 3 m from a side boundary; and* *(ii) is to have a setback of at least 4 m from a rear boundary; and* *(iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and* *(iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site.* *(b) The window or glazed door:*	All windows to a room with a floor height greater than 1m above NGL comply with A2 relative to side and rear boundaries in that they are setback 3m from side boundaries. The windows in the south west elevation of the new dwelling facing the existing dwelling on the site comply with A2b) in that they have the following vertical offsets • 2nd floor sill to sill of existing living 2980mm vertical offset • grnd floor sill to sill of existing living - 3830mm vertical offset

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(i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or *(ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or* *(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.*	
A3 *A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least:* *(a) 2.5 m; or* *(b) 1 m if:* *(i) it is separated by a screen of at least 1.7 m in height; or* *(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.*	Complies. The proposal does not involve a shared driveway or parking space within 2.5m of the other dwelling.

10.4.7 Frontage fences for all dwellings

No front fences are proposed

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10.4.8 Waste storage for multiple dwellings

Each dwelling will have sufficient space to accommodate the 1.5m^2 minimum storage area.

Parking and Access Code

The proposal includes parking provision for 4 cars.

The proposal does not include more than one access per frontage.

On site turning is not required in the General Residential zone for 2 multiple dwellings.

Traffic engineer, Milan Prodanovic confirms that the parking layout complies with AS2890.1.

Conclusion

In my assessment the proposal complies with the provisions of the planning scheme.

I would be pleased to discuss as necessary.

Yours sincerely

Frazer Read
Principal
All Urban Planning Pty Ltd

AllUrbanPlanning PTY LTD

4 April 2019

Ben Ikin
Senior Statutory Planner
Hobart City Council
GPO Box 503
HOBART 7001

Dear Ben

Further Information PLN-19-156

211 Churchill Avenue, Sandy Bay – Partial Demolition and Two Multiple Dwellings (One Existing, One New)

I refer to your request for further information 3 April 2019 and respond on behalf of Stuart Hall, Next 50 Architects in relation to each of the matters as follows:

Survey Plan

Please see attached survey plan prepared by Lark and Creese surveyors confirming the title dimensions. Please note that no subdivision is proposed and that the plan is provided to confirm the boundary dimensions only.

Floor Plan of Existing Dwelling

Please see attached a floor plan of the existing dwelling

Private Open Space for New Dwelling

Please see attached plan showing POS areas for each dwelling. House A Is to have a POS of 223m^2 and House B 187m^2.

Use Classification

The proposed house is to be occupied as a single dwelling to accommodate the owner's family (related persons and not separately let). It would therefore satisfy the definition of a dwelling and therefore multiple dwellings on the site.

Updated Traffic Assessment

The proposal is for a Multiple Dwelling and no updates to the TIA are necessary.

I would be pleased to discuss as necessary.

19 Mawhera Ave, Sandy Bay Tasmania 7005 Call 0400 109 582 Email frazer@allurbanplanning.com.au allurbanplanning.com.au

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Yours sincerely

Frazer Read
Principal
All Urban Planning Pty Ltd

LARK & CREESE
Land & Engineering Surveyors

62 Channel Highway
Kingston 7050 Ph 6229 6563
Fax 6229 8011
Mobile: 0427 879 023
Email : lar3146.bigpond.net.au

20 Main Road
Huonville 7109 Ph 6264 1859

DEVELOPMENT APPLICATION -SUBDIVISION-

Owner: **B & N Samadani**

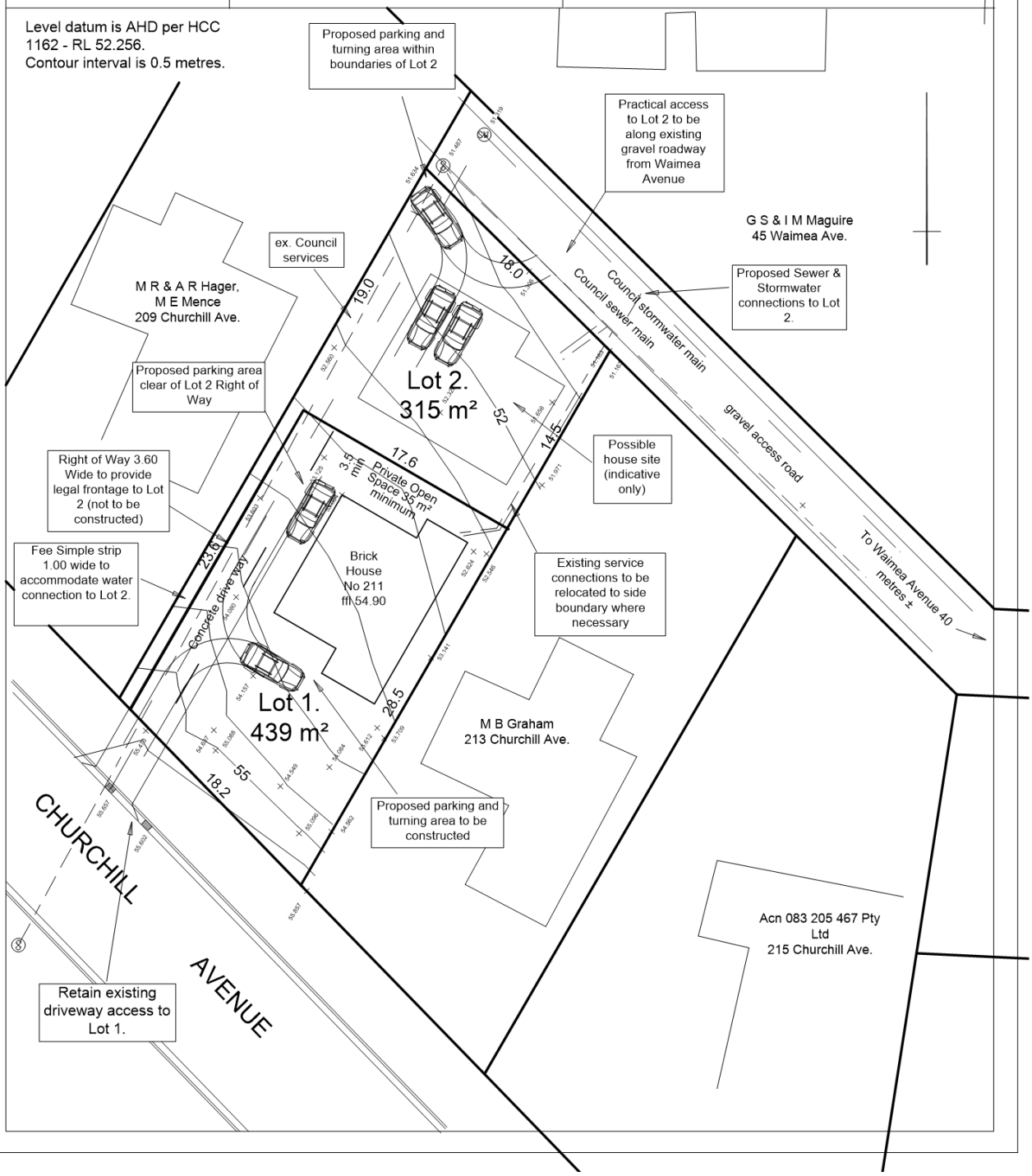
Location: **211 Churchill Ave, Sandy Bay**

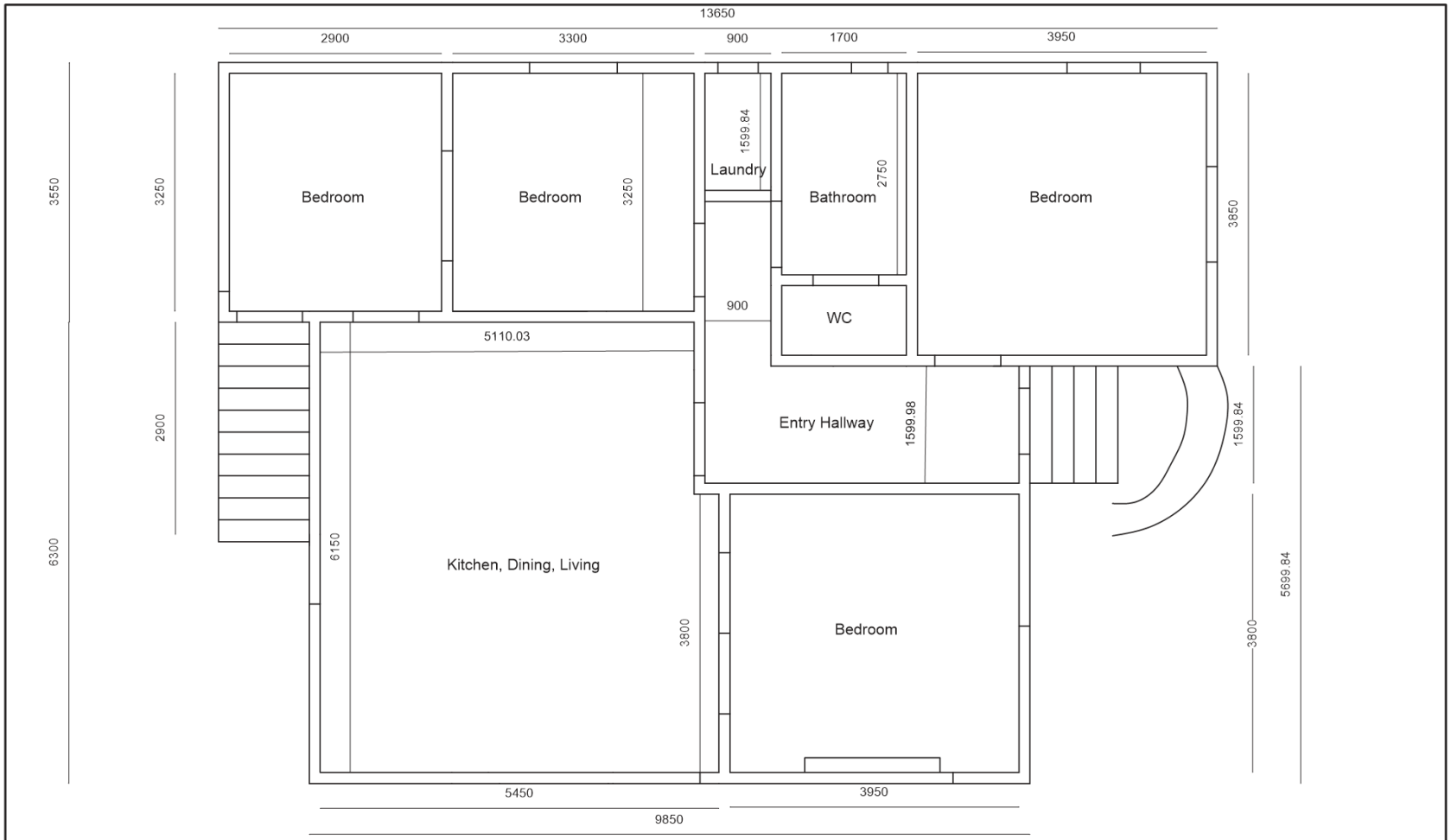
Title Reference: **C.T. 55834 - 9**

Scale: **1: 250** Date: **28th October 2005**

Note: This plan has been prepared for the sole purpose of application to Council for development approval and is not to be reproduced, copied or used for any other purpose without the express permission of Lark & Creese.

All boundaries and dimensions are approximate only and are subject to Council approval and final survey.





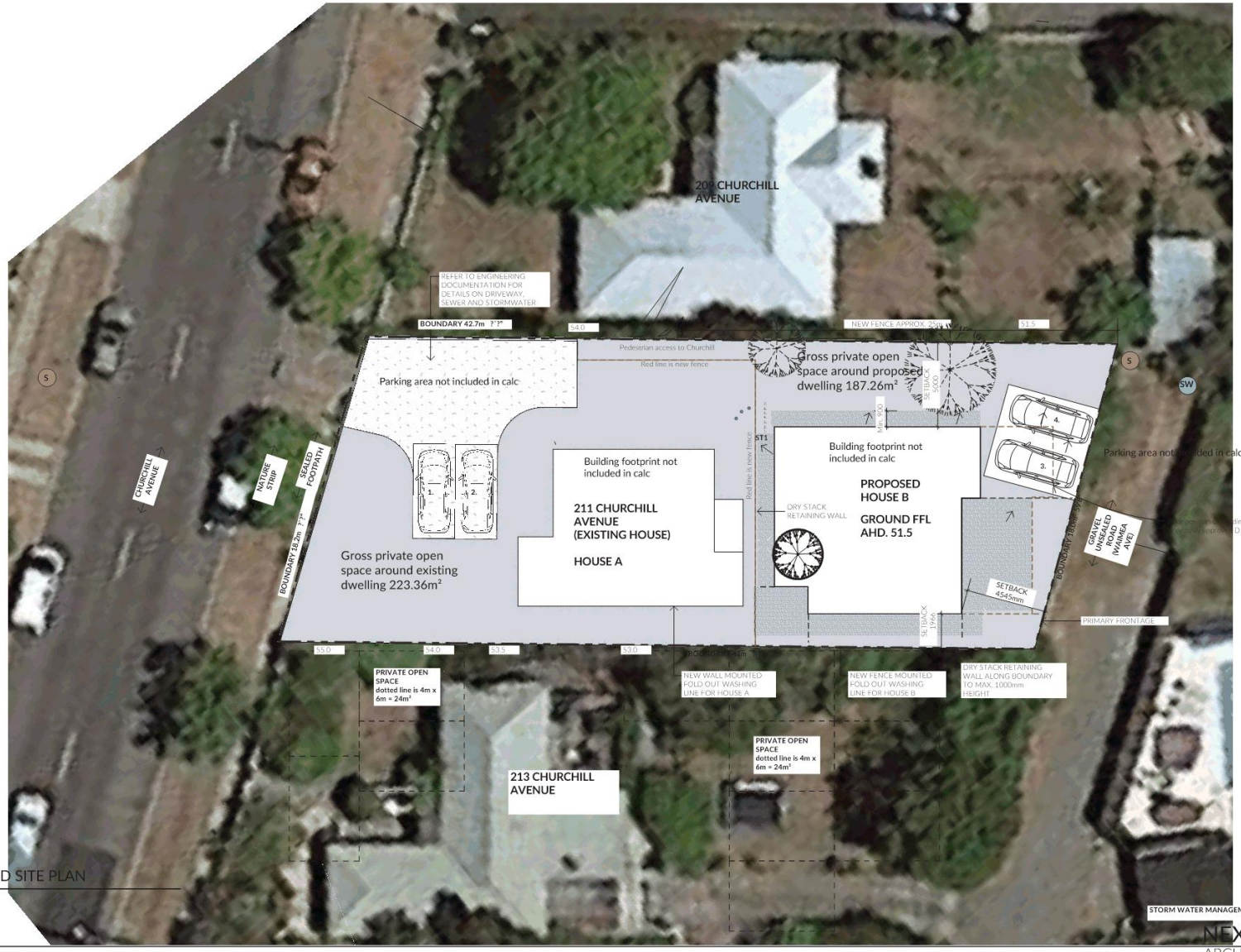
LARK & CREESE
Land & Engineering Surveyors

LARK & CREESE
Land & Engineering Surveyors

62 Channel Highway, Kingston 7050 Ph 6229 6563 Fax 6229 8011
20 Main Road, Huonville 7109 Ph 6264 1859
Mobile 0427 879 023 Email lar3146@bigpond.net.au

FLOOR PALN
211 CHURCHILL AVENUE
SANDY BAY

DRAWING No. 05140-1	SCALE 1: 50	DATE 19-07-2005	DRAWN Matt Suwart



1 / 101 PROPOSED SITE PLAN
1:200

NEXT 50 ARCHITECTS

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PO Box 279 | South Hobart | Tasmania | 7004
info@next50architects.com.au | T: (03) 6234 4110
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www.NEXT50Architects.com.au

REV	DATE	DESCRIPTION
01	20-03-2019	D.A. set
-	-	-
-	-	-
-	-	-

PROJECT
211 CHURCHILL AVE.
WENDY FANG
211 CHURCHILL AVENUE, SANDY BAY
SANDY BAY, TASMANIA, 7006

SCALE	1:200
DATE	04/04/2019
DRAWN	BN & SMH
ISSUE	D.A. RFI
REV	01

N

DRAWING
SITE PLAN P.O.S AREAS

DRAWING NO. **23816_101b**

GENERAL NOTES: Contractor shall verify all dimensions onsite before undertaking work or shop drawings. Written dimensions take precedence, written specification takes precedence over this drawing. DO NOT SCALE. Dimensions are indicative only, must cross reference with details and maintain minimum dimensions according to NCC. All work must be in in accordance with NCC all relevant Australian Standards, drawing is copyright and the property of NEXT 50 Architects.

from: **Frazer Read** <frazer@allurbanplanning.com.au>

to: Stuart McKenzie Hall <stuartmckenziehall@gmail.com>, Stuart McKenzie Hall <stuart@next50architects.com.au>

date: Apr 18, 2019, 12:12 PM

subject: 211 Churchill Avenue

Stuart, as discussed I approach Clause E5.6.2 A2 on the basis that the reference to "roads" is to be read as "a road" and that a proposal complies if it involves no more than one access or two accesses providing separate entry and exit to each road frontage. If it was intended to limit development to no more than 1 access or two if separate entry and exit per site, sensibly the clause would have been drafted to state that by reference to the "site" or "lot" rather than roads. This interpretation allows consistent and logical operation of the terms "roads" and "the road" in A1/P1 and P2 of E5.6.2 .

E5.6.2 Road accesses and junctions

Objective:
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

A2	P2
No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority.

I also note that a similar but differently worded standard is included in the Parking and Access Code E6.0

E6.7.1 Number of Vehicular Accesses

Objective:
To ensure that:

(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
(i) the number of vehicle access points; and
(ii) loss of on-street car parking spaces;
(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
(c) vehicle access points do not have a dominating impact on local streetscape and character.

Acceptable Solutions	Performance Criteria
A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	**P1** The number of vehicle access points for each road frontage must be minimised, having regard to all of the following: (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points; (b) whether the additional access points can be provided without compromising any of the following: (i) pedestrian safety, amenity and convenience; (ii) traffic safety; (iii) residential amenity on adjoining land; (iv) streetscape; (v) cultural heritage values if the site is subject to the Local Historic Heritage Code; (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

Regards

Frazer Read
Principal

Call 0400 109 582 Email frazer@allurbanplanning.com.au
19 Mawhera Ave, Sandy Bay Tasmania 7005
allurbanplanning.com.au

DON ARMSTRONG
LLB, Grad Dip UP

Barrister & Solicitor

ABN 78 334 181 675

9 Colville Street
Battery Point Tas 7004

Email: donarmstrong@bigpond.com

Telephone: (03) 6224 5600

OUR REF: DA: Hall
YOUR REF:

29 April 2019

Mr Stuart McKenzie Hall
Architect
PO Box 358
NORTH HOBART TAS 7002

Dear Sir

211 CHURCHILL AVENUE SANDY BAY

I refer to your request for advice in relation to a particular provision of the Hobart Interim Planning Scheme 2015 (the planning scheme) as it affects a proposed development at the above location.

The proposal is for the construction of an additional dwelling to the rear of the existing dwelling on the site. Access to the existing dwelling will remain directly from Churchill Avenue. Access for the additional dwelling is proposed to be from a laneway at the rear of the site. Each access is to provide for entry and exit at a single point.

On the current information available to me, it is not clear whether the laneway is a public or a private way. For the purposes of this advice, I have assumed that it may be a public way and therefore within the definition of "road" under the planning scheme.

The question upon which my advice is sought relates to the provisions of clause E5.6.2 A2 of the planning scheme which is as follows:

> **"A2**
>
> No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less."

Hobart City Council has asserted that the proposed access arrangements do not meet the requirements of clause E5.6.2 A2 as there are 2 accesses to roads, even though those roads are not the same. For the reasons which follow, I am of the opinion that the Council's interpretation of the provision is incorrect.

The starting point is to consider the meaning of "access". It is defined in clause 4.1 of the planning scheme as:

> "land over which a vehicle enters or leaves a road from land adjoining a road."

It will be seen that any access relates to a single "road".

This is consistent with the Objective of clause E5.6.2 which is:

> "To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions."

That Objective is the applicable standard that must be met – see clause 7.5 of the planning scheme.

It is hard to imagine a circumstance where the safety and efficiency of a particular road will be reduced by the mere creation of an additional access onto another road. I accept that the location of an additional access onto a different road may, in some circumstances, have some impact but that is dealt with under other provisions.

My view is further reinforced by considering the position if, instead of a second dwelling being constructed on the same lot, land with frontages onto 2 roads that do not directly connect is subdivided such that each lot has a single access to the 2 different roads. Each lot would comply with clause E5.6.2 A2, even though the physical development would be virtually the same.

I have also considered the provisions of clause E6.7.1 A1 of the planning scheme which further deals with the number of accesses onto roads. That provision is as follows:

> "The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater."

It may be thought that the additional words "for each road frontage" have significance and that clause E5.6.2 A2 which does not contain those words should be interpreted differently. However, notwithstanding the different words used, the planning principles embodied in the Objectives for each provision remain, in the relevant sense, essentially the same.

Planning schemes are not perfect documents. They are drafted generally by lay persons who sometimes express similar concepts in a different way. It is then necessary in interpreting an ambiguous provision to consider the purpose or object of the provision being considered.

The Acts Interpretation Act 1931, section 8A provides as follows:

> **8A. Regard to be had to purpose or object of Act**
>
> (1) In the interpretation of a provision of an Act, an interpretation that promotes the purpose or object of the Act is to be preferred to an interpretation that does not promote the purpose or object.
>
> (2) Subsection (1) applies whether or not the purpose or object is expressly stated in the Act.

In both clauses, E5.6.2 A2 and E6.7.1 A1, the objective is to ensure that the safety and efficiency of roads is not impacted upon by the creation of additional accesses. That objective is only furthered by an interpretation that involves the consideration of each road separately where those roads are not directly connected.

For all of the above reasons, I am of the opinion that the proposal to construct an additional access to the rear laneway abutting the northern boundary of the subject land does not offend against clause E5.6.2 A2 of the planning scheme. It meets the permitted standard.

Yours faithfully

DON ARMSTRONG

NEXT 50
ARCHITECTS

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To: Hobart City Council planning department, ATTN: Ben Ikin

From: Stuart McKenzie Hall

Date: May 10, 2019

Re: PLN-19-156 211 Churchill Cover letter RFI

REF: 23816_20190510_211 Churchill Cover letter RFI PLN-19-156

Dear Ben,

Thanks for your request for further information in relation to the proposed new dwelling at 211 Churchill Ave. I've included updated plans from the Civil engineering in order to satisfy points 4.1 and 4.3 from the RFI letter.

Please note the Australian Standard AS2890.1 Figure 3.3 in relation to visibility triangles allows for no obstructions in the triangle, accordingly our documents have been amended to reflect this.

Point 3 has been addressed via the previous portal submission with the Planner's advice, Mr. Frazer Read and legal opinion letter from Mr. Don Armstrong.

Point 4.1 requires further analysis in terms of the interpretation of the standard. Waimea laneway ends in alignment with the side boundary of the property in question, therefore all vehicles approaching this end would be doing so at a very slow speed, it's simply impossible to pass into the area of Waimea laneway, directly to the rear of the subject property, at 50km/hr and stop in time to reach the end of the laneway. Therefore a common sense reading of the Australian Standard Fig 3.2 from AS2890.1 needs to be employed. There is no limit set on Waimea avenue, however given it is a gravel road, short in length, which has a sharp bend in the middle, it's reasonable to assume most vehicles will travel less than 40km/hr and will slow down in order to stop in anticipation of the end of the laneway in alignment with the side property boundary. Fig 3.2 allows for a sight distance of only 30m's for a domestic property given a speed of 40km/h on the frontage road, and as demonstrated vehicles will move at less than this speed in this instance. Sight distances exceeding the Australian Standard are not a requirement. Furthermore 80m sight distances are not relevant as Waimea Laneway is less than 80m's long.

FIG 1.0 above demonstrates that Waimea laneway turns sharply approximately 40m's from the property where the first proposed parking bay is located, it is therefore physically impossible to have an 80m sight distance, and not relevant otherwise no other vehicle would be able to use this laneway on any of the access points. The 30m sight distance requirement from AS2890.1 Fig 3.2 is easily complied with however as shown in the above Fig 1.0. (see red arrow), a 40m sight line on this axis is also possible allowing for the 50km/h scenario. On the ground the tree's on the neighbours property have a high canopy and as asserted by the neighbours are also deciduous allowing for the sight line to occur. This scenario is no different to the existing dwelling and the street trees along the nature strip on Churchill Ave, however the speeds on Waimea Laneway will be greatly reduced when compared to Churchill Ave, and therefore the safety of uses is not an issue, which is the intent of the Standards.

Furthermore we have been asked to show compliance with the road and railway asset clause E5.6.4 A1. We note this code states, in A1 (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1. A1 (b) does not apply. In Table E5.1 note (a) states that the vehicle speed is the actual or recorded speed of traffic passing along the road. We asked our Traffic engineer to record speeds on Waimea laneway and record vehicle speeds. These will be provided in his report. It is noted the S.I.S.D drops 25m for every 10km/h drop in speed. Therefore a speed of 40km/h would need an S.I.S.D of 55m and 30km/h = 30m, this is a logical extrapolation of the table provided. We are fully confident that the Traffic engineer will not be able to record any vehicles moving at greater than 30km/h in the 30m zone on Waimea Laneway at any time of use. Furthermore Table E5.1 contains a diagram which shows the road as a "priority road", it is clear that by any definition Waimea laneway cannot be considered a Priority Road, therefore on this basis alone the standard should not even apply strictly speaking.

To ensure the issue in point 4.1in the RFI letter is fully satisfied I have asked the Traffic Engineer for an opinion / advice letter with relevant speed records as mentioned above, which will be lodged next week with Council.

We trust this information satisfies the RFI letters.

Kind Regards,

Stuart McKenzie Hall

NEXT 50 ARCHITECTS
208a Collins Street, Hobart, 7000 / (03) 6234 4110
ABN 97 606 476 804 / CC4672E
AUSTRALIAN PASSIVE HOUSE ASSOCIATION MEMBER | 2017

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

TRAFFIC ADVICE

PROPOSED RESIDENTIAL DEVELOPMENT
211 CHURCHILL AVENUE, SANDY BAY

Following a consideration of the development application for a second dwelling on the above property, the Hobart City Council has raised a number of traffic issues requiring further information.

One of these issues is in regard to the adequacy of sight distances to and from the proposed driveway for the new dwelling which will be off a laneway which passes along the rear of the property from Waimea Avenue as well as sight distances between reversing vehicles and any pedestrian walking along the laneway.

Views along the northern section of the driveway are seen in Photographs 1 and 2.

The advice from council states the sight distance along the laneway needs to comply with the acceptable solution in Clause E5.6.4 of the Hobart Interim Planning Scheme which requires a sight distance of 80m.

The advice also states the sight distances triangles between motorists exiting the property and pedestrians approaching along the laneway need to be fully clear, not just above one metre.

Firstly, the drawing attached to this letter shows that there will not be any fencing along the property boundary within 2m of the driveway. Full and unimpeded pedestrian sight triangle will be available in accordance with Figure 3.3 of AS 2890.11 and hence it will meet this aspect of Clause E6.7.2 of the planning scheme.

In regard to sight distances between vehicles exiting the driveway and approaching along the laneway, it is not correct to state that a sight distance of 80m is required in this instance. Required sight distances are always determined from the 85th percentile speed of approaching vehicles and nearly always they are different to the speed limit along the road under consideration.

The speed limit along the laneway is 50km/h but the speed of vehicles along the laneway is much lower due to the geometric characteristics of the laneway.

The laneway has a length of around 90m with a bend to the right around 40m from Waimea Avenue. The laneway has a width of around 6m, but the normal trafficable width is around 3m.

It is not reasonably possible to undertake a speed survey of local vehicle movements along the laneway as the number vehicles using the laneway is extremely low. Under such circumstances it is quite acceptable for an experienced traffic engineer to travel the laneway a number of times and establish the realistic maximum speed by users of the driveway.

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170
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These travel runs along the driveway have determined the approach 85th percentile speed of vehicles along the laneway is 20-22km/h when approaching from the south and negotiating the bend. Vehicles exiting the neighbouring property from the north would be 10km/h.

The sight lines from the driveway exit point at the proposed development site driveway are seen in Photographs 3 and 4.

The available sight distances to and from a vehicle turning at the proposed driveway location are at least 45m to the east and at least 15m to the west.

While there is overgrowing vegetation into the laneway from the neighbouring property to the east, it currently does not adversely restrict the line of sight. If it does in the future, the vegetation (tree branches) can be easily removed when required.

Code E5 of the planning scheme addresses requirements in regard to public road intersections (includes sight distances at public road junctions and accesses) and Code E6 applies to accesses to private property. Clause E6.7.2, which includes the reference to sight distance, states the vehicle accesses must comply with Australian Standard AS 2890.1.

The origins of Table E5.1 are from former editions of the Austroads Guidelines where it was states that these required sight distances applied to intersections (public road intersections). AS 2890.1 clearly addresses accesses to private property and the sight distance requirement in this standard have been produced to allow a lesser standard to that in the Austroads Guidelines, at the request of local government representations to Standards Australia.

Notwithstanding the above, the available sight distances have been assessed against the current (2017) Austroads Guidelines. These guidelines set a higher standard and generally demand longer sight distances that required by either Table E5.1 in Clause E.5.6.4 or Clause E6.7.2 which refers to AS 2890.1.

Applying these current Austroads requirements for sight distances at public road intersections to this local driveway in the laneway, the required sight distances for the above approach speeds are 35m to the east and 13m to the west.

For reasons given above, Table E5.1 requires lesser sight distances than these and if the requirements of AS 2890.1 were applied, which are fully applicable to this location, the required sight distances would be only 15m to the east and 10m to the west.

The assessment has therefore determined the available sight distances exceed the required for the 85th speed environment in the laneway and hence the requirements of Clauses E5.6.4 A1 and also E,6.7.2 A1(a) are met.

Milan Prodanovic

24 May 2019

Photograph 1: View to south along access laneway with proposed driveway immediately on right

Photograph 2: View to north along laneway with proposed driveway at parked vehicle

Photograph 3: View to east from driveway to development site

Photograph 4: View to west from driveway to development site

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55834	9
EDITION	**DATE OF ISSUE**
4	01-Jun-2016

SEARCH DATE : 24-Jun-2016
SEARCH TIME : 09.30 AM

DESCRIPTION OF LAND

City of HOBART
Lot 9 on Plan 55834 (formerly being P1057)
Derivation : Part of 42 Acres. Gtd. to J C Firth
Prior CT 2724/26

SCHEDULE 1

M574857 TRANSFER to WENFANG WU Registered 01-Jun-2016 at 12.
01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: A right of carriage way over all roads
and right of way shown on Plan No. 1057
106405 BOUNDARY FENCES AND OTHER CONDITIONS in Transfer
E50011 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 01-Jun-2016 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ATTACHMENT B

ATTACHMENT B

Planning: #174849

Property

211 CHURCHILL AVENUE SANDY BAY TAS 7005

People

Applicant
*
Next 50 Architects
Stuart Hall
208a Collins Street, Hobart TAS 7000
17 Aotea Road, Sandy Bay
HOBART TAS 7000
0404709832
stuartmckenziehall@gmail.com

Owner
*

Wenfang Wu
759 Sandy Bay Road
SANDY BAY TAS 7005
0449551986
wwf850921@gmail.com

Entered By
STUART HALL
0404709832
stuartmckenziehall@gmail.com

Use

Multiple dwellings

Details

Have you obtained pre application advice?

- _ No

If YES please provide the pre application advice number eg PAE-17-xx

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.
*

- _ No

Is the application for SIGNAGE ONLY? If yes, please enter $0 in the cost of development, and you must enter the number of signs under Other Details below.

- No

If this application is related to an enforcement action please enter Enforcement Number

Details

What is the current approved use of the land / building(s)?
*
Single dwelling residential

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*
Additional single dwelling at the rear of the existing dwelling

Estimated cost of development
*
500000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
101.00	254.00	754

Carparking on Site

Total parking spaces	Existing parking spaces	N/A
4	2	!! Other (no selection chosen)

Other Details

Does the application include signage?
*
No

How many signs, please enter 0 if there are none involved in this application?
*
0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register? No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
23816Churchill_20160928_Title.pdf

Plans (proposed, existing)
*
23816Churchill211_20190320_DA v1.pdf

Covering Letter
Planning Assessment New Application for a Planning Permit 211 Churchill Ave.pdf

Supporting Documents

Traffic Impact Assessment
Letter 211 Churchill Traffic Engineer.pdf

Application Referral Development Engineering - Response

From:	sergio
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	211 CHURCHILL AVENUE, SANDY BAY
Proposal:	Partial Demolition and Two Multiple Dwellings (One Existing, One New)
Application No:	PLN-19-156
Assessment Officer:	Ben Ikin,

Referral Officer comments:

E5.0 Road and railway access code - as per E5.2, only applies for the new access to the Waimea Ave narrow lane. The access to Churchill Ave is not new and its use will not be intensified.

Clause for Assessment	AS	PC	Comments / Discussion
E5.5.1 Existing road accesses and junctions	y		**for the access to Churchill Ave**
E5.5.2 Existing level crossings			**NA**
E5.6.1 development adjacent to roads and railways			NA (Access to Category 1 & 2 Roads ONLY)
E5.6.2 road and access junctions		**y**	**A1 is NA, A2 is not achievable due to proposed 2nd access off Waimea Ave providing both entry and exit. However the new access should be safe and because parking is for only 2 vehicles, it is not likely to generate much additional traffic, the 2nd dwelling is also close to public transport and within walking distance to the university so the use of vehicles will not be essential all the time. See also comments for 5.6.4 below.**
E 5.6.3 new level crossings			NA
E 5.6.4 sight distance at access and junctions		**y**	**for the new access to the Waimea Ave. An Acceptable Solution is not possible as table E5.1 requires a safe intersection sight distance of at least 80m which is not achievable at this location. However I am confident that the proposed layout of access and parking for the development off the Waimea Ave lane (as shown on dwg 16087-C01, rev G) will provide adequate sight distance. The lane will have very little traffic, traffic will be low speed due to narrow width, gravel surface and bend. Also proposed access will be at the far end of a dead end lane, with very few other properties actually needing access to the far end of this lane.**

E 6.0 Parking and Access Code

Clause for Assessment	AS	PC	Comments / Discussion
Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.			
Clause 6.7.1 number of vehicle accesses	y		One access per frontage.

Clause 6.7.2 design vehicle access		y	**Access from Waimea Ave lane: Dimensions of proposed parking area comply with AS2890. <u>Pedestrian</u> Sight Distances also comply with AS2890.1, Fig 3.3 (2 .5m deep x 2m wide sight triangles on either side of access).** **However <u>Vehicular</u> Sight Distances cannot comply with AS2890.1, Fig 3.2 as the minimum sight distance of 30m cannot be achieved as a driver trying to exit from 211 Churchill Ave into the narrow Waimea Ave lane would need to see through the neighbouring property (no.213) to achieve this sight distance. This is not acceptable as there could be vegetation, fences, etc on the neighbour's property - something beyond the control of the owner of no.211. <u>So an Acceptable Solution is not possible.</u> However I am confident that the proposed layout of access and parking for the development off the Waimea Ave lane (as shown on dwg 16087-C01, rev G) will be safe with adequate sight distances. The lane will have very little traffic, traffic will be low speed due to narrow width, gravel surface and bend. Also proposed access will be at the far end of a dead end lane, with very few other properties actually needing access to the far end of this lane.** **The proposed widened vehicle access from Churchill Ave also does not comply with AS2890 so cannot be an Acceptable Solution, because the width of the front gate/entrance is only 5m with an existing high fence/ tall shrubs on either side allowing zero transparency. To accommodate the req'd sight triangles (for pedestrian visibility) a 7m wide entry would be req'd. However I think a 5m wide gate width will be adequate for Performance Criteria solution as onsite turning will be possible here so a careful driver exiting in a forward direction should have adequate visibility of pedestrians on the footpath. Once out the gate a vehicle will pass through a wide grass nature strip which provides the driver a safe space to see road traffic from both directions before entering the road. Sight distance of road traffic from within the nature strip is quite good, although there are a few trees as well as parked vehicles which may obstruct the view at times.**
Clause 6.7.3 vehicle passing			NA within 211 Churchill Ave
Clause 6.7.4 on site turning			NA - not req'd by this clause for the proposed development. However there is proposed adequate onsite turning for the access to Churchill Ave. For access to Waimea Ave lane proposal is to turn around using the lane, not within the property.

Clause 6.7.5 layout of parking area		**y**	**mostly complies with AS2890, except for turning area gradients being excessive. New parking area for existing house (off Churchill Ave) has spaces that are the minimum size and if retaining walls or vehicle safety barriers are req'd on either side or end will need to be widened /lengthened. Parking area off Waimea Ave lane does not show gradients, but covered by conditions.** **Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance):** **Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope):**
Clause 6.7.6 surface treatment Only when a new hard stand area is proposed or new development is within a car park area.	y		also covered by condition
Clause 6.7.7 Lighting of parking area Planner and health unit to assess			Planner to assess
Clause 6.7.8 Landscaping Planner to assess			Planner to assess
Clause 6.7.9 motor bike parking			NA
Clause 6.7.10 bicycle parking			NA
Clause 6.7.11 bicycle end trip Planner to assess			Planner to assess
Clause 6.7.12 siting of car parking Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area			Planner to assess
Clause 6.7.13 facilities for commercial vehicles			NA
Clause 6.7.14 access to a road			NA
Clause 6.7.15 access to Niree Lane			NA

E 7.0 Stormwater

Clause for Assessment	AS	PC	Comments / Discussion
A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump)	y		

A2 (WSUD) /P2 (Mechanical Treatment)			**NA**
A3 (Minor SW System (a) 1:20 ARI (b) Runoff no greater than existing or able to be accommodated in Council SW System)			NA
A4 (Major SW System accommodates 1:100 ARI)			NA

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	**Why?**
Stormwater pipes	yes, covered by conditions
Council road network	no

COMMENTS:

The proposal will be OK with DE subject to the conditions and advice below. Discretions will be req'd under HIPS 2015 for clauses 5.6.2, 5.6.4, 6.7.1, 6.7.2 and 6.7.5.

See the comments in the table above.

Conditions:
ENG1: Pay Costs, ENV1: SWMP, Stormwater Drainage ENG sw1, 2.1, 2.2, 3 and 4, ENG 13 (waste mgt plan), access & parking ENG 2a, 3b, 3c, 4 and 11, fence sight line ENG 13

ADVICE:
Building Permit, Plumbing Permit, Work within the Highway Reservation, Road Opening Permit (Occupation of the Public Highway), New Stormwater Connection

S.Montes
17/6/19

7.2.2 53 HILLCREST ROAD, TOLMANS HILL AND ADJACENT ROAD RESERVE - DWELLING PLN-18-696 - FILE REF: F19/79152

Address:	53 Hillcrest Road, Tolmans Hill and Adjacent Road Reserve
Proposal:	Dwelling
Expiry Date:	17 July 2019
Extension of Time:	Not applicable
Author:	Cameron Sherriff

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a dwelling at 53 Hillcrest Road, Tolmans Hill 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-18-696 - 53 HILLCREST ROAD TOLMANS HILL TAS 7007 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

THLAP 2

Landscaping of the site must be completed within 12 months of first occupation and maintained for the life of the building.

All work required by this condition must be undertaken in accordance with the approved Landscape Plan included in the Final Planning Documents.

Reason for condition

In the interest of protection of the landscape value of the area, and to minimise the spread of weeds.

THLAP 3

No additional trees or bushland growth outside the building envelope area (as shown in the Building Envelope Plan Figure 01 of Stage 17A of the Tolmans Hill Local Area Plan), or as otherwise approved by this permit, are to be removed or disturbed, unless further and separate planning approval is obtained.

The bushland area to be retained is to be temporarily fenced off, prior to any excavation work being undertaken on site and must remain in place until completion of building work.

Reason for condition

In order that the bushland nature of the Tolmans Hill Estate is retained.

PLN s1

**The use of Colorbond Surfmist is not approved. An alternative, darker or mid-
toned colour must be used.**

The use of natural (bare) concrete for the access drive and path to the front door is not approved. An alternative, darker or mid-toned finish, or an incorporate exposed aggregate, must be used.

Details of appropriate alternative colours, materials and finishes must be submitted and approved prior to the issue of any approval under the *Building Act 2016*. The details must:

1. **Identify the colour/finish/material name and manufacturer brand (if relevant); and**
2. **Include a sample image of the colour/finish/material.**

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

Reason for condition

To ensure housing is integrated with the bushland character, and to ensure the new buildings are unobtrusive.

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).

Reason for condition

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

ENG 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to Council.

Advice:

- *If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.*
- *If the development's building approval is covered under Notifiable Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice:

- *Certification may be submitted to the Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3b

The access driveway and parking module (parking spaces, aisles and manoeuvring area) design must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016*.

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) design must:

1. **Be prepared and certified by a suitably qualified engineer;**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004;**
3. **Demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, where the design deviates from AS/NZS2890.1:200; and**
4. **Show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement.**

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.*
- *Once the design 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 users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the design drawings approved by Condition ENG 3b.

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)*

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 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.

ENG r1

The excavation and/or earth-retaining structures (i.e. embankments, cuttings, retaining walls) and footings and driveway within or supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the embankments, footings, retaining walls and driveway supporting and/or within the Hillcrest Road highway reservation must be submitted and approved, prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer;**
2. **Not undermine the stability of the highway reservation;**
3. **Be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works;**
4. **Take into account any additional surcharge loadings as required by relevant Australian Standards;**
5. **Take into account and reference accordingly any Geotechnical findings;**
6. **Include pedestrian handrails on all retaining walls greater than 900mm located within the highway reservation;**
7. **Detail any mitigation measures required; and**
8. **Ensure that the structure certificated and/or drawings is notated in accordance with the above.**

All work required by this condition must be undertaken in accordance with the approved select design drawing and structural certificates.

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENGR 3

Prior to the commencement of use, the proposed driveway crossover Hillcrest Road highway reservation must be designed and constructed generally in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**
- **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved prior to the commencement of work. The design drawings must:

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property;**
2. **Detail any services or infrastructure (i.e. light poles, pits, awnings) at or near the proposed driveway crossover;**
3. **Be designed for the expected vehicle loadings;**
4. **Show swept path templates in accordance with AS/NZS 2890.1 2004 that demonstrates a B85 vehicle can enter and exit the site and can be fully contained within the extents of the sealed driveway for all manoeuvres;**
5. **If the design deviates from the requirements of the TSD, demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway**

from the road pavement into the property without scraping the vehicle's underside; and

6. Be prepared and certified by a suitable qualified person, to satisfy the above requirement.

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

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that works will comply with the Council’s standard requirements.

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.

Part 5 r1

The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to the protection of retaining walls, buildings adjacent to the Hillcrest Road highway reservation prior to the commencement of work.

The owner must not undertake any works at any time (including excavation and building) that will have any effect on the integrity of the Hillcrest Road highway reservation or any retaining structure adjacent to Hillcrest Road highway reservation or the road formation themselves or undermine the structural integrity of the highway reservation.

All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.

The owner must comply with the Part 5 Agreement which will be placed on the property title.

Advice:

- *For further information with respect to the preparation of a Part 5 agreement please contact Council Development Engineering Staff.*

Reason for condition

To ensure the protection of Council are retained.

SUB s1

The width and location of the existing Embankment Easement over Lot 6 on SP 163561 is to be amended under the provisions of Section 103 of the *Local Government (Building & Miscellaneous) Provisions Act 1993*. The amendment to the embankment easement is to be undertaken to the satisfaction of the Council's Director of City Planning prior to the issue of any building consent, building permit and/or plumbing permit pursuant to the *Building Act 2016* (if applicable), or the commencement of works on site (whichever occurs first).

Reason for condition

To ensure that the proposed development does not encroach into the Embankment Easement over Lot 6 on SP 163561.

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.

TOLMANS HILL LOCAL AREA PLAN

The Tolmans Hill Local Area Plan (Stage 17A) is available here.

Front fences must not be erected on the property, and side boundary fences must be in accordance with the provisions of the relevant Tolmans Hill Local area Plan.

This approval and subsequent conditions are given in the knowledge that the Part 5 Agreement on the title (CT 163561/6) to the property is effective and binds the applicant to the restrictions and controls of the Local Area Plan.

Plant species listed in Council's Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas (June 2011) must not be planted on the lot (available here).

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.

BUILDING OVER AN EASEMENT

In order to build over the service easement, you will require the written consent of the person on whose behalf the easement was created, in accordance with section 74 of the *Building Act 2016.*

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.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

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.

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-18-696 - 53 HILLCREST ROAD TOLMANS HILL TAS 7007 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-18-696 - 53 HILLCREST ROAD TOLMANS HILL TAS 7007 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	8 July 2019
Expiry Date:	17 July 2019
Application No:	PLN-18-696
Address:	53 HILLCREST ROAD , TOLMANS HILL ADJACENT ROAD RESERVE
Applicant:	Brian Richardson (Quality Home Design) 7 Ruthwell Street
Proposal:	Dwelling
Representations:	Nil
Performance criteria:	Development Standards; Parking and Access Code

1. Executive Summary

1.1 Planning approval is sought for a Dwelling.

1.2 More specifically the proposal includes:

- Four bedroom, contemporary design with two skillion roof elements. The dwelling is in part stepped to follow the slope of the site, and is also elevated on poles except for is rearmost part where a lower level extends to the ground.
- A double garage is incorporated into the front of the dwelling. A new driveway access alignment, built up and incorporating vehicle barriers extends to the garage from the highway reservation outside of the front property boundary. Landlord consent has been provided for the application.
- A deck extending from the living/dining area is located at the south-eastern rear corner of the dwelling.
- External cladding consists of colorbond in Monument (black), Basalt (grey) and Surfmist (clay white), as well as clay-toned brickwork for the base of the lower level at the rear of the dwelling.
- Planting of native vegetation is proposed around the front of the dwelling and side boundaries of the site.

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

1.3.1 Zone Development Standards - Setbacks and Building Envelope; Private Open Space; Sunlight; Privacy

1.3.2 Parking and Access Code - Design of Vehicular Accesses

1.4 No representations were received during the statutory advertising period between 09/05 and 23/05/2019.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council.

2. Site Detail

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

2.1 53 Hillcrest Road, Tolmans Hill is an 832m^2 vacant property within Stage 17A of the Tolmans Hill Estate, semi-bushland residential subdivision. The site slopes downwards to the south-east from the road frontage. Established vegetation has previously been cleared from the site and there is evidence of gorse establishing within the top half of the property.

2.2 Site photos.

Plate 1: The front of the site as viewed from across Hillcrest Road.

Plate 2: Looking down into the interior of the site.

Plate 3: Looking diagonally up to the site from below on Woodcutters Road. The dwelling with the dark roof in the foreground lies adjacent to the rear of the subject site

3. Proposal

3.1 Planning approval is sought for a Dwelling.

3.2 More specifically the proposal is for:

- Four bedroom, contemporary design with two skillion roof elements. The dwelling is in part stepped to follow the slope of the site, and is also elevated on poles except for is rearmost part where a lower level extends to the ground.
- A double garage is incorporated into the front of the dwelling. A new driveway access alignment, built up and incorporating vehicle barriers extends to the garage from the highway reservation outside of the front property boundary. Landlord consent has been provided for the application.
- A deck extending from the living/dining area is located at the south-eastern rear corner of the dwelling.
- External cladding consists of colorbond steel in Monument (black), Basalt (grey) and Surfmist (clay white), as well as clay-toned brickwork for the base of the lower level at the rear of the dwelling.
- Planting of native vegetation is proposed around the front of the dwelling and side boundaries of the site.

4. Background

4.1 None relevant.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 09 May and 23 May 2019.

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 Low Density Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 There is no existing use occurring on the vacant site. The proposed use is single dwelling (Residential). The proposed use is a No Permit Required use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 12 Low Density Residential Zone

6.4.2 E6.0 Parking and Access Code

6.4.3 E7.0 Stormwater Management Code

6.4.4 E10.0 Biodiversity 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 12.4.2 P1; P3

6.5.2 Private Open Space - Part D 12.4.3 P2

6.5.3 Sunlight - Part D 12.4.4 P1

6.5.4 Privacy - Part D 12.4.6 P2

6.5.5 Design of Vehicle Access - Part E 6.7.2 P1

6.6 Each performance criterion is assessed below.

6.7 Setbacks and Building Envelope - Part D 12.4.2 P1

6.7.1 The acceptable solution at clause Part D 12.4.2 A1 requires a minimum 4.5m setback from a frontage for a dwelling.

6.7.2 The proposal includes the garage portion of the front of the dwelling at a width of 6.2m, extending to 1.05m from the front property boundary.

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 Part D 12.4.2 P1 provides as follows:

A dwelling must:

(a) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; and

(b) have regard to streetscape qualities or assist the integration of new development into the streetscape.

6.7.5 The proposed dwelling sits low relative to the level of Hillcrest Road due to the slope of the hillside falling away from the street edge. There is also a substantial width of road reserve between the front property boundary and the road pavement. The dwelling has a reasonably narrow width at the front of the site which then widens moving back into the site where its stepped form follows the slope of the land and presents a further reduced height relative to the road. The proposed dwelling will not unreasonably impact the local streetscape and is considered to respond well to the physical constraints of the site.

6.7.6 The proposal complies with the performance criterion.

6.8 Setbacks and Building Envelope - Part D 12.4.2 P3

6.8.1 The acceptable solution at clause Part D 12.4.2 P3 requires development to fit within the shape of the defined acceptable building envelope as it is influenced by the characteristics of the site.

6.8.2 The proposal includes the front 3.5m of the dwelling outside of the envelope, due to its reduced front setback, but also minor sections of the upper level walls under the roof eaves to the north-eastern side protruding outside of the 45 degree tangent of the acceptable building envelope.

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 Part D 12.4.2 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 The extent of protrusion of the dwelling outside the side of the acceptable element is minor, and to a generally consistent extent given the dwelling's height is kept reasonably consistent above the sloping ground. On the north-eastern side of the property, the dwelling corresponds with an existing adjacent dwelling, however as the proposal is located to the south-west of this adjacent dwelling, it generates no shadowing impact upon it. Elsewhere, diagrams submitted with the application indicate shadowing onto the adjoining dwelling to the rear occurs in the mid-afternoon, which is when the local hillside rising above would begin to influence the extent of sunlight received by the majority of Tolmans Hill properties. Adjacent to the south-west, the top, front-half of the vacant lot receives shadow from the early part of the day which reduces to minimal levels by midday. A large part of this site remains unaffected by shade.

The proposed dwelling is sited reasonably on the site so as to demonstrate compatible separation distances to dwellings on adjoining developed lots, where existing.

The proposed dwelling is not unreasonably tall and sits comfortably under the 8.5m height maximum of the building envelope. The dwelling appears bulkiest from the rear where the slope and the corresponding roof form gives the impression of a solid plane of bulk in elevation. In reality the dwelling would not be viewed in this manner. This bulky appearance from the rear is accentuated by the slope of the site and analysis of the design shows that the lower level is confined to a small floor plate at the rear of the dwelling, with the remainder of the structure a single level elevated on poles. This provides openings to either side, reduces bulk to ground level and provides visual relief in the break up of materials. The proposed dwelling is at least 14m from the rear property boundary and the dwelling below shares a similar outlook, away from the subject site. Visual impacts caused relative to this property will not be unreasonable.

6.8.6 The proposal complies with the performance criterion.

6.9 Private Open Space - Part D 12.4.3 P2

6.9.1 The acceptable solution at clause Part D 12.4.3 A2 requires dwellings to

have a minimum 24m² area of private open space in one location; having a minimum dimension of 4m, directly accessible from and adjacent to a habitable room other than a bedroom; not to the south, south-east or south-west of the dwelling unless receiving adequate sunlight; only between the front of the dwelling and the street if the frontage is orientated between 30 degrees west and 30 degrees east of north; has a gradient not steeper than 1 in 10; and is not used for vehicle parking.

6.9.2 The proposal includes an upper level deck at the south-eastern rear corner of the dwelling, accessed from the living/dining area. This deck has an area of 15m² (3m x 5.04m). Otherwise, the rear of the site is available for use as private open space but would be at a reasonable grade and accessed from a lower level habitable room.

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 Part D 12.4.3 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 and that is:

(i) conveniently located in relation to a living area of the dwelling; and

(ii) orientated to take advantage of sunlight.

6.9.5 There is sufficient space available to provide private open space areas suitable for the needs of occupants. The upper level deck provides a reasonably-sized, formalised area, whilst the land available to the rear of the dwelling provides opportunity for future use combining landscaping and garden areas. The landscape plan refers to private open space areas at ground level to the rear of the dwelling to be levelled and landscaped to achieve a maximum 1:6 fall. The development is therefore considered to provide a reasonable degree of scope for private open space to act as an extension to the dwelling, both as designed into the dwelling itself and also in terms of the potential for back yard space to be utilised.

6.9.6 The proposal complies with the performance criterion.

6.10 Sunlight - Part D 12.4.4 P1

6.10.1 The acceptable solution at clause Part D 12.4.4 A1 requires a dwelling to have at least one habitable room (other than a bedroom) window that faces between 30 degrees west of north and 30 degrees east of north.

6.10.2 The proposal includes living room windows facing east/south-east and south/south-west given the orientation of the dwelling.

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 Part D 12.4.4 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 Given the dwelling's layout and orientation towards views and taking into account the local topography, the primary outlook of main living room windows does not meet the acceptable solution for sunlight capture. Nonetheless the dwelling's main living areas would receive reasonable levels of sunlight, particularly in the first half of the day. The dwelling design incorporates a central inset section which includes a window with a compliant orientation. This window corresponds with an internal set of stairs which lead down into the kitchen, living and dining area. Afternoon sunlight would filter through this window and into this internal space, therefore offsetting the lack of north-facing windows elsewhere.

6.10.6 The proposal complies with the performance criterion.

6.11 Privacy - Part D 12.4.6 P2

6.11.1 The acceptable solution at clause Part D 12.4.6 A2 requires a minimum 3m setback from side boundaries for habitable room windows associated with floor levels above 1m.

6.11.2 The proposal includes an upper level bedroom in the north-eastern side of the dwelling with two windows, between 1.8m and 2.3m from the north-eastern side boundary of the property.

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 Part D 12.4.6 P2 provides as follows:

A window or glazed door, to a habitable room of a dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:

(a) a window or glazed door, to a habitable room of another dwelling; and
(b) the private open space of another dwelling; and
(c) an adjoining vacant residential lot.

6.11.5 The proposed upper level bedroom corresponds with the south-western side of the adjacent dwelling to the north-east, where there are laundry and bedroom windows in the lower level, and two bathroom windows in the upper level. The proposed bedroom windows correspond primarily with the height of the upper level of the adjacent dwelling. The proposed windows are relatively narrow in width at 0.9m wide. They are not the primary outlook for the bedroom, which also has a larger 2.5m wide window in its south-eastern side.

The proposed bedroom windows do not have direct views to habitable rooms of another dwelling. They are offset in alignment (vertically and horizontally) from the lower level bedroom window in the adjacent dwelling. The proposed windows do not have a direct outlook to the private open space of the adjoining property. They do not impact upon any adjoining vacant lot.

6.11.6 The proposal complies with the performance criterion.

6.12 Design of Vehicular Accesses - Part E 6.7.2 P1

6.12.1 The acceptable solution at clause Part E 6.7.2 A1 requires a vehicular access to be designed in accordance with the requirements of Australian Standard AS2890.1.

6.12.2 The proposal includes a non-compliant access in terms of grade and crossover angle.

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 Part E 6.7.2 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.

6.12.5 The Council's Development Engineer has assessed this aspect of the proposal, along with Council's Roads Engineers during their consideration of the proposal for landlord consent. The Development Engineer states:

The existing crossover is to [be] made redundant and have the kerb reinstated. A new crossover is to be provided at an alternate location on the frontage of the property. Stormwater is proposed to be disposed of by gravity to public stormwater infrastructure via an existing stormwater connection. Access, driveway and garage involve works within the Embankment Easement.

Driveway gradient is greater than maximum 5% crossing the property boundary as required AS/NZS 2890.1:2004, however is acceptable in accordance with the performance criteria. Angle of crossover greater than maximum 70 degrees as required by AS/NZS 2890.1:2004, however is acceptable in accordance with the performance criteria as and a condition has been applied that requires vehicle swept paths to be provided with the design that demonstrates vehicles can adequately manoeuvre to and from the site.

6.12.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for a Dwelling.

The application was advertised and no representations were received.

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

The proposal has also been considered with regard to its consistency with the Tolmans Hill Local Area Plan, as prepared for the applicable Stage 17A. Of note is the fact that the proposed dwelling is sited outside of the building area attached to the title. This is actually considered to be beneficial to the site in terms of the extent of disturbance required for cutting and filling, and also the extent of works and infrastructure required for access, given the sloping site. Siting the dwelling closer to the street frontage represents an overall superior outcome in this regard, as opposed to the need to locate development centrally on the site in accordance with the defined building area. There is substantial area to the rear of the dwelling which will remain undisturbed by the development and this considered an appropriate offset.

In terms of height, the proposed dwelling is 0.5m taller than the maximum allowable height of the Tolmans Hill Local Area Plan, however as discussed elsewhere, the dwelling will not generate an adverse visual impact when viewed from adjacent properties, nearby streets or from outside Tolmans Hill.

Proposed colours and finishes are generally acceptable however the use of colorbond surfmist, albeit minimal in area for fascia, gutters and windows is considered inconsistent as this is a lighter, almost white tone. Remaining colours are mid and darker tones, which is acceptable. An alternative to surfmist should be required as a condition on any approval granted.

The site has previously been cleared of much of its established vegetation. New planting of native species is proposed amongst limited landscaping of the site. This will assist twofold in offsetting the loss of native vegetation as well as softening the appearance of the dwelling, particularly when viewed from the street and properties to either side.

Minor site features are not prominent within the proposal.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Dwelling at 53 Hillcrest Road, TOLMANS HILL 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 a Dwelling at 53 Hillcrest Road, TOLMANS HILL 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-18-696 - 53 HILLCREST ROAD TOLMANS HILL TAS 7007 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

THLAP 2

Landscaping of the site must be completed within 12 months of first occupation and maintained for the life of the building.

All work required by this condition must be undertaken in accordance with the approved Landscape Plan included in the Final Planning Documents.

Reason for condition

In the interest of protection of the landscape value of the area, and to minimise the spread of weeds.

THLAP 3

No additional trees or bushland growth outside the building envelope area (as shown in the Building Envelope Plan Figure 01 of Stage 17A of th Tolmans Hill Local Area Plan), or as otherwise approved by this permit, are to be removed or disturbed, unless further and separate planning approval is obtained.

The bushland area to be retained is to be temporarily fenced off, prior to any excavation work being undertaken on site and must remain in place until completion of building work.

Reason for condition

In order that the bushland nature of the Tolmans Hill Estate is retained.

PLN s1

The use of Colorbond Surfmist is not approved. An alternative, darker or mid-toned colour must be used.

The use of natural (bare) concrete for the access drive and path to the front door is not approved. An alternative, darker or mid-toned finish, or an incorporate exposed aggregate, must be used.

Details of appropriate alternative colours, materials and finishes must be submitted and approved prior to the issue of any approval under the *Building Act 2016*. The details must:

1. **Identify the colour/finish/material name and manufacturer brand (if relevant).**
2. **Include a sample image of the colour/finish/material.**

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

Reason for condition

To ensure housing is integrated with the bushland character, and to ensure the new buildings are unobtrusive.

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).

Reason for condition

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

ENG 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to Council.

Advice:

- *If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.*
  If the development's building approval is covered under Notifiable Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice:

- *Certification may be submitted to the Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3b

The access driveway and parking module (parking spaces, aisles and manoeuvring area) design must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016*.

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) design must:

1. **Be prepared and certified by a suitably qualified engineer,**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,**
3. **Demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, where the design deviates from AS/NZS2890.1:200; and**
4. **Show dimensions, levels, gradients and transitions, and other details as Council deem necessary to satisfy the above requirement.**

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.*
- *Once the design 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 users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the design drawings approved by Condition ENG 3b.

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)*

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 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.

ENG r1

The excavation and/or earth-retaining structures (i.e. embankments, cuttings, retaining walls) and footings and driveway within or supporting the highway reservation must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the embankments, footings, retaining walls and driveway supporting and/or within the Hillcrest Road highway reservation must be submitted and approved, prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer;**
2. **Not undermine the stability of the highway reservation;**
3. **Be designed in accordance with AS4678, with a design life in accordance with table 3.1 typical application major public infrastructure works;**
4. **Take into account any additional surcharge loadings as required by relevant Australian Standards;**
5. **Take into account and reference accordingly any Geotechnical findings;**
6. **Include pedestrian handrails on all retaining walls greater than 900mm located within the highway reservation;**
7. **Detail any mitigation measures required; and**
8. **Ensure that the structure certificated and/or drawings is notated in accordance with the above.**

All work required by this condition must be undertaken in accordance with the approved select design drawing and structural certificates.

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.

- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENGR 3

Prior to the commencement of use, the proposed driveway crossover Hillcrest Road highway reservation must be designed and constructed generally in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**
- **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved prior to the commencement of work. The design drawings must:

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property.**
2. **Detail any services or infrastructure (i.e. light poles, pits, awnings) at or near the proposed driveway crossover.**
3. **Be designed for the expected vehicle loadings.**
4. **Show swept path templates in accordance with AS/NZS 2890.1 2004 that demonstrates a B85 vehicle can enter and exit the site and can be fully contained within the extents of the sealed driveway for all manoeuvres.**
5. **If the design deviates from the requirements of the TSD, demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the vehicle's underside.**
6. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.

- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that works will comply with the Council's standard requirements.

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.

Part 5 r1

The owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to the protection of retaining walls, buildings adjacent to the Hillcrest Road highway reservation prior to the commencement of work.

The owner must not undertake any works at any time (including excavation and building) that will have any effect on the integrity of the Hillcrest Road highway reservation or any retaining structure adjacent to Hillcrest Road highway reservation or the road formation themselves or undermine the structural integrity of the highway reservation.

All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.

The owner must comply with the Part 5 Agreement which will be placed on the property title.

Advice:

- *For further information with respect to the preparation of a Part 5 agreement please contact Council Development Engineering Staff.*

Reason for condition

To ensure the protection of Council are retained.

SUB s1

The width and location of the existing Embankment Easement over Lot 6 on SP 163561 is to be amended under the provisions of Section 103 of the *Local Government (Building & Miscellaneous) Provisions Act 1993*. The amendment to the embankment easement is to be undertaken to the satisfaction of the Council's Director of City Planning prior to the issue of any building consent, building permit and/or plumbing permit pursuant to the *Building Act 2016* (if applicable), or the commencement of works on site (whichever occurs first.)

Reason for condition

To ensure that the proposed development does not encroach into the Embankment Easement over Lot 6 on SP 163561.

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.

TOLMANS HILL LOCAL AREA PLAN

The Tolmans Hill Local Area Plan (Stage 17A) is available here.

Front fences must not be erected on the property, and side boundary fences must be in accordance with the provisions of the relevant Tolmans Hill Local area Plan.

This approval and subsequent conditions are given in the knowledge that the Part 5 Agreement on the title (CT 163561/6) to the property is effective and binds the applicant to the restrictions and controls of the Local Area Plan.

Plant species listed in Council's Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas (June 2011) must not be planted on the lot (available here).

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.

BUILDING OVER AN EASEMENT

In order to build over the service easement, you will require the written consent of the person on whose behalf the easement was created, in accordance with section 74 of the *Building Act 2016*.

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.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

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.

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.

(Cameron Sherriff)
Development Appraisal Planner

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

(Ben Ikin)
Senior Statutory Planner

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

Date of Report: 11 June 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Planning: #163351

Property

53 HILLCREST ROAD TOLMANS HILL TAS 7007

People

Applicant
*
Quality Home Design
Brian Richardson
7 Ruthwell Street
MONTROSE TAS 7010
0418 121 481
brian@qhdtas.com.au

Owner
*

Gregory Crail
c/o 95 Main Road
MOONAH TAS 7009
0362 28 6016
meg.gray@gjgardner.com.au

Entered By
QUALITY HOME DESIGN
0418 121 481
bgr01@bigpond.com

Use

Single dwelling

Details

Have you obtained pre application advice?

- No

If YES please provide the pre application advice number eg PAE-17-xx

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.
*

- No

Is the application for SIGNAGE ONLY? If yes, please enter $0 in the cost of development, and you must enter the number of signs under Other Details below.
*

- No

If this application is related to an enforcement action please enter Enforcement Number

Details

What is the current approved use of the land / building(s)?
*

Vacant

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*

New dwelling with setback variation request due to site terrain

Estimated cost of development
*

430000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
0.00	275.50	832

Carparking on Site

Total parking spaces	Existing parking spaces	N/A
2	0	Other (no selection chosen)

Other Details

Does the application include signage?
*

No

How many signs, please enter 0 if there are none involved in this application?
*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

- No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
Crail - Title Document.pdf

Plans (proposed, existing)
*
53 Hillcrest Road - Planning Application drawings.pdf

Surveyors Details
DETAIL SURVEY 53 HILLCREST RD TOLMANS HILL RevA.pdf

the list

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
163561	6
EDITION	**DATE OF ISSUE**
2	19-Jan-2018

SEARCH DATE : 21-Sep-2018
SEARCH TIME : 01.54 PM

DESCRIPTION OF LAND

City of HOBART
Lot 6 on Sealed Plan 163561
Derivation : Part of 633 Acres Granted to R Murray
Prior CT 145332/1

SCHEDULE 1

M673434 TRANSFER to GREGORY WILLIAM CRAIL and SONIA MARIE CRAIL Registered 19-Jan-2018 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP163561 EASEMENTS in Schedule of Easements
SP163561 FENCING COVENANT in Schedule of Easements
D5936 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 04-May-2012 at noon
E119114 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 19-Jan-2018 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

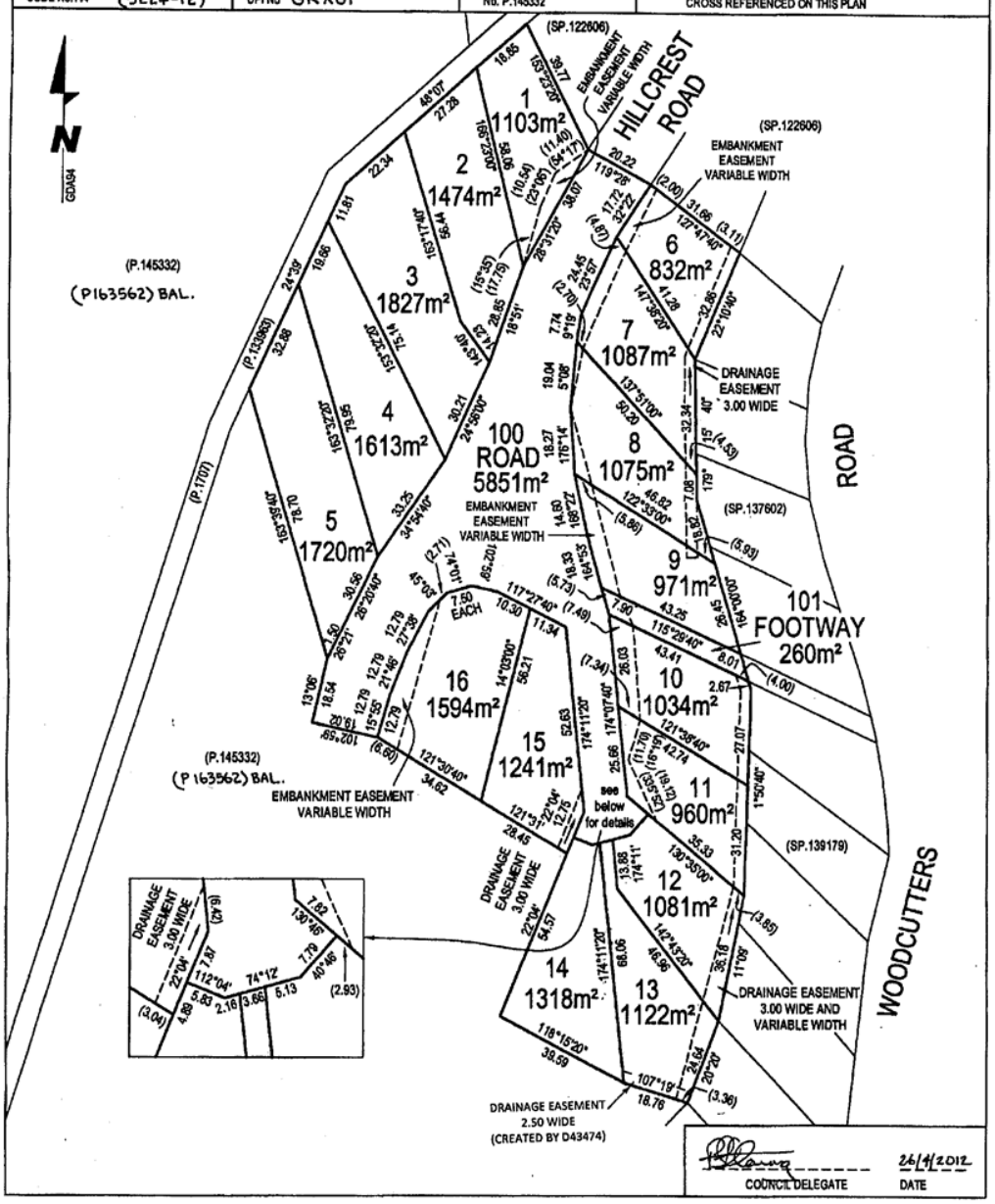
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER: A W A & J F GRANT	PLAN OF SURVEY		REGISTERED NUMBER SP163561
FOLIO REFERENCE: CT 145332/1	BY SURVEYOR N. D. LEARY of NOEL LEARY & ASSOCIATES 132 DAVEY STREET HOBART 7000 PH 6230 2099 FX 6230 2080 MOB 0418 120 320		
GRANTEE: Part of 633 Acres Granted to Robert Lathrop Murray	LOCATION CITY OF HOBART		~~APPROVED~~ EFFECTIVE FROM - 4 MAY 2012 Alice Kawa Recorder of Titles
	SCALE 1:1000	LENGTHS IN METRES	Surveyors Ref. 7082NL
MAPSHEET MUNICIPAL CODE No.114 (5224-12)	LAST UPI No GKX61	LAST PLAN No. P.145332	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



the list

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SCHEDULE OF EASEMENTS	Registered Number
THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 163561

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

(3) a right of drainage over the Drainage Easements shown on the plan in favour of the Hobart City Council and Tasmanian Water and Sewerage Corporation (Southern Region) Pty Ltd

Lot 1 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 6 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 7 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Frederick James Grant and Annabelle Wendy Allison Grant FOLIO REF: Certificate of Title volume 145332/1 SOLICITOR & REFERENCE: Murdoch Clarke (RJB:1184280)	PLAN SEALED BY: Hobart City Council DATE: 26-4-2012 761-05 REF NO. Council Delegate
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

the list

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 163561
SUBDIVIDER: Frederick James Grant and Annabelle Wendy Allison Grant FOLIO REFERENCE: Certificate of Title volume 145332/1	

Lot 8 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 9 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 101 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 10 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

Lot 11 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

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

the LIST

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

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ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 163561
SUBDIVIDER: Frederick James Grant and Annabelle Wendy Allison Grant FOLIO REFERENCE: Certificate of Title volume 145332/1	

Lot 16 is

SUBJECT TO an Embankment Easement (as herein defined) over the Embankment Easement variable width passing through that Lot in favour of the Hobart City Council.

FENCING COVENANT

In respect of each lot shown on the plan (except for lots 100 and 101) the Vendors (Frederick James Grant and Annabelle Wendy Allison Grant) shall not be required to fence.

COVENANTS

The owners of Lots 1, 2, 3, 4, 5, 12, 13, 14, 15 and 16 covenant with the Vendors (Frederick James Grant and Annabelle Wendy Allison Grant) and the owners for the time being of every other lot shown on the plan to the intent that the burden of this covenant may run with and bind the covenantors lot and every part thereof and that the benefit thereof shall be annexed to and devolved with each and every other lot shown on the plan to observe the following stipulation:

(a) Not to subdivide the lot without the consent of the Vendors and their successors and assigns

INTERPRETATION

"Embankment Easement" means the full and free right and liberty for the Hobart City Council to enter upon the land to carry out any works from time to time that may be necessary to retain and maintain the earth works and drainage associated with the local highway (as defined by the Local Government

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

the LIST

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 163561
SUBDIVIDER: Frederick James Grant and Annabelle Wendy Allison Grant FOLIO REFERENCE: Certificate of Title volume 145332/1	

[Highways] Act 1982) but not precluding the servient tenements subject to the approval of the Local Authority from constructing or erecting any structure on the land as required to provide access to any part of, or to maintain the stability of the servient lots.

SIGNED by the said FREDERICK JAMES GRANT and ANNABELLE WENDY ALLISON GRANT as the Registered Proprietors of the land comprised in the Folio of the Register Volume 145332 Folio 1 in the presence of:

witness
name: Robert John Badenach
address: Solicitor
occupation: 10 Victoria St HOBART TAS 7000

EXECUTED by MURDOCH CLARKE MORTGAGE MANAGEMENT LIMITED (ACN 115 958 560) in accordance with section 127 of the Corporations Act 2001

..... Director
David Milne Whitehead

..... Director
Darrian Francis Egan

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

City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-18-696 (DA-19-8006)
DA-19-11858
EB:JAH

18 March 2019

Mr Brian Richardson
Quality Home design
7 Ruthwell Street
MONTROSE TAS 7010

Via Email: bgr01@bigpond.com

Dear Mr Richardson

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Hillcrest Road Highway Reservation at 53 Hillcrest Road, Tolmans Hill**
Description of Proposal:	**Driveway embankment and crash barrier**
Applicant Name:	**Brian Richardson at Quality Home Design**
PLN *(if applicable)*:	**PLN-18-696**

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

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

Yours sincerely

N D Heath
GENERAL MANAGER

Attachment: Plan 2018-004-3-S1 by Quality Home Design

City of HOBART

PLN-18-696
DA-19-11858

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Hillcrest Road Highway Reservation at 53 Hillcrest Road, Tolmans Hill**
Description of Proposal:	**Driveway embankment and crash barrier**
Applicant Name:	**Mr Brian Richardson at Quality Home Design**
PLN *(if applicable)*:	**PLN-18-696**

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

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

Part or all of the application proposes use and/or development on land owned or administered by the City located at Hillcrest Road Highway Reservation (as shown on the attached plan).

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

N D Heath
GENERAL MANAGER

Date: 19/3/19

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

Attachments/Plans: Plan 2018-004-3-S1 by Quality Home Design

Existing scrub to be removed where new ccess is to be constructed. Trees on Boundary are to be retained.

Existing redundant driveway to be re-instated to footpath, kerb and channel in accordance with IPWEA LGAT - standard drawings TSD-R14-v1, TSD-R15-v1 TYPE KC and TSD-R11-v1 to match existing footpath, prior to occupation of residence.

HILLCREST ROAD

BM SH NailEbit RL296.27

Provide a 200 wide grated drain at carport to divert stormwater from pavement to SWdrains

BM DPIN IN CONC SEWERMH SURROUNDS RL283.03

Sewer MH

Grated Pit

Paling fence

DRAINAGE EASEMENT 3.00 WIDE

31.656

41.277

33.832

FINISHED FLOOR LEVELS

GARAGE: 293.80
ENTRY: 292.60
LEVEL 2: 291.00
LEVEL 1: 288.10

EXISTING KERB

BOUNDARY

1200 1500 2000 2000 2000 1950 1050

294.88 294.90 294.82 294.46 294.10 293.90 293.80 292.60 292.50 292.60 291.00 288.10

Fill to be provided to suit new access especially over the existing cut access

1.6% Grade 5.3% grade 18% grade 18% grade 10% grade 3% grade

RETAINING WALL LOCATED WITHIN PROPERTY BOUNDARY

SOUTH WEST ELEVATION

QUALITY HOME DESIGN

7
RUTHWELL STREET
MONTROSE
Ph: 0418 121 481

MEMBER
Building Designers
Association of Tasmania

TCC Acreditation No.718R
(Building Designer)

G.J. Gardner. HOMES

L.V. BUILT Pty Ltd
95 MAIN ROAD
MOONAH TAS 7009
Ph: 0362 28 6016

AREAS	
RESIDENCE L1	77.30 sq m
RESIDENCE L2	136.30 sq m
GARAGE	41.20 sq m
TOP DECK	15.40 sq m
ENTRANCE	5.30 sq m
TOTAL AREA:	275.50 sq m
TOTAL HOUSE	254.80 sq m

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT
for GREG & SONIA CRAIL
at 53 HILLCREST ROAD, TOLMANS HILL

ISSUES

SCALES 1:200

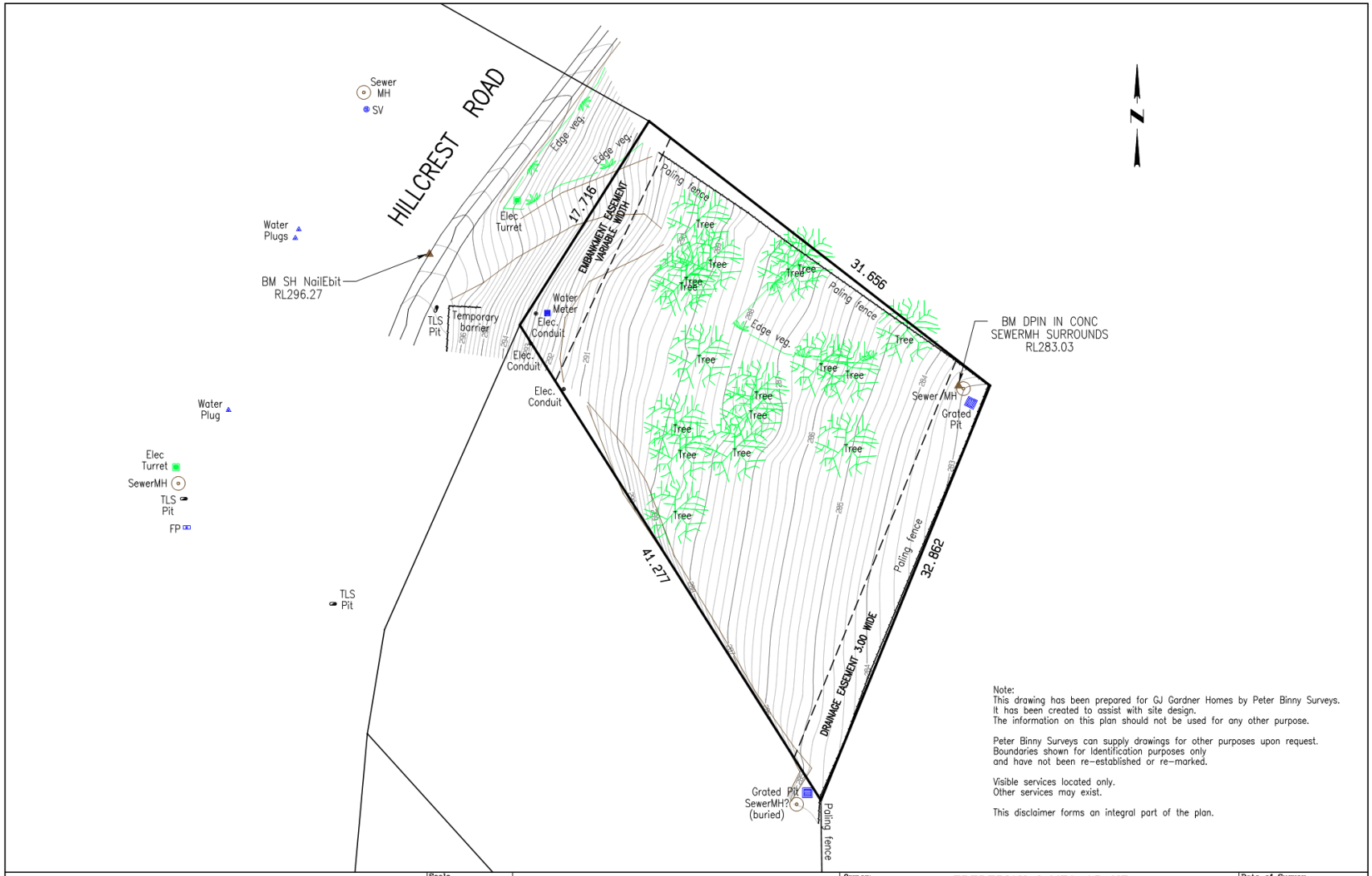
DRAWN: BRIAN

DATE: 13/09/18

SITE PLAN - LEVELS

DRAWING No. 2018-004-3-S1

ISSUE NO. 4



Note:
This drawing has been prepared for GJ Gardner Homes by Peter Binny Surveys.
It has been created to assist with site design.
The information on this plan should not be used for any other purpose.

Peter Binny Surveys can supply drawings for other purposes upon request.
Boundaries shown for Identification purposes only
and have not been re-established or re-marked.

Visible services located only.
Other services may exist.

This disclaimer forms an integral part of the plan.

Peter Binny Surveys

1/236 Roslyn Ave
Blackmans Bay 7052
&
11 Atkins Road
Granton 7030

Ph: 0419 368 180
russell@peterbinnysurveys.com.au

Scale	1:250
Contours	0.2 m
Sheet Size	A3
Sheet	1 of 1
Plotted	12/1/2018

DETAIL SURVEY

Datum: Horz: MGA94 Scaled to Plane about 524898.514E, 5249303.308N
Vert: AHD CSF: 0.99956317927450

Owner: FREDERICK JAMES GRANT
ANNABELLE WENDY ALLISON GRANT

Address: 53 HILLCREST RD TOLMANS HILL TAS 7007

Date of Survey: 11/01/2018

Title Ref: 163561/6

Drawing Ref: 17275

QUALITY HOME DESIGN

7 Ruthwell Street, Montrose TAS 7010

Postal Address:
P O Box 555, Glenorchy 7010
Email: bgr01@bigpond.com
Phone: (03) 62733039
Mob: 0418 121 481

Ms Emily Burch

Dear Emily,

RE: PLN 18-696 – 53 HILLCREST ROAD, TOLMANS HILL – NEW DWELLING

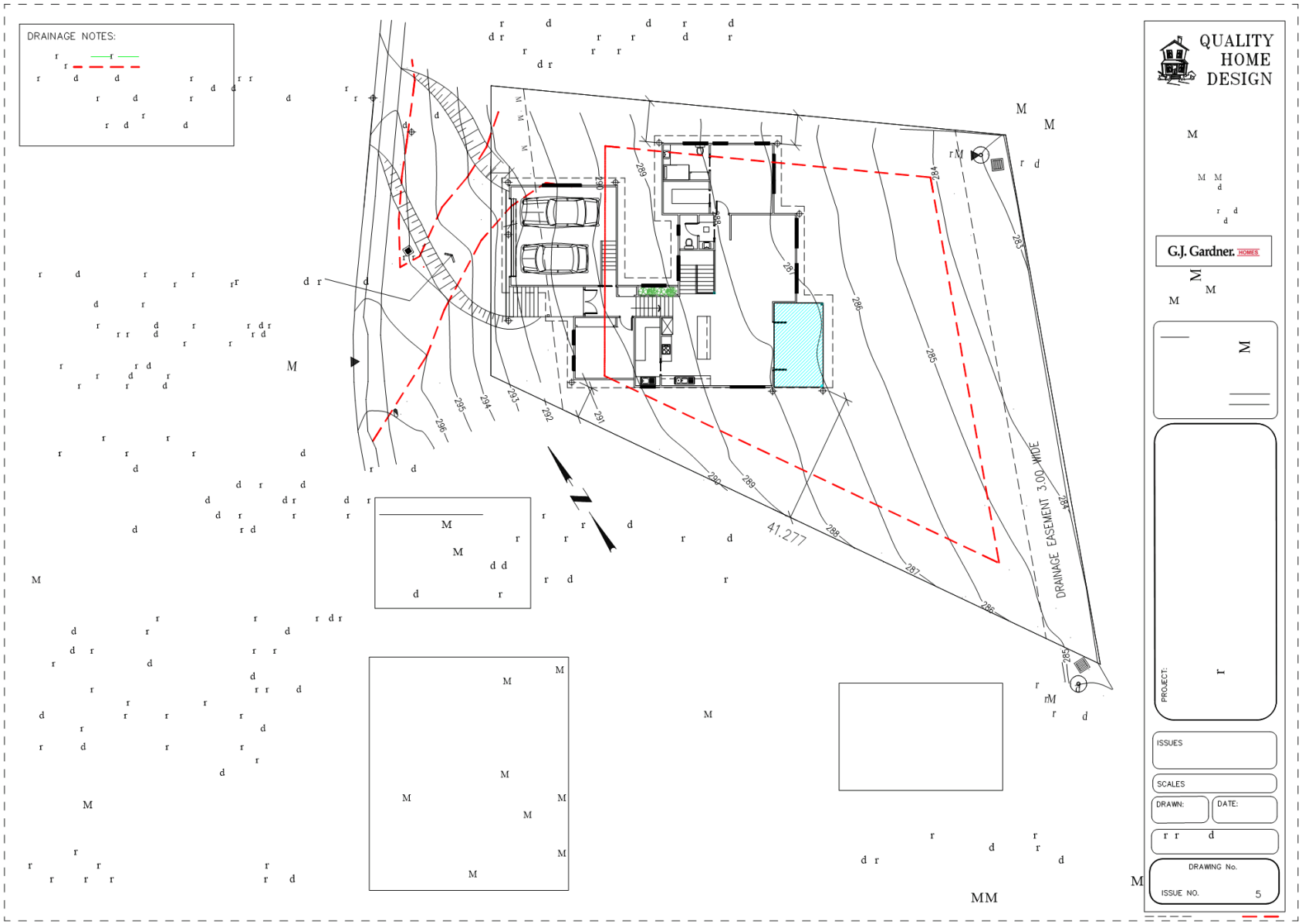
In response to your email dated 26 November 2018, I apologize for not responding earlier, but have been waiting for information from G.J.Gardner with respect to BAL assessment.

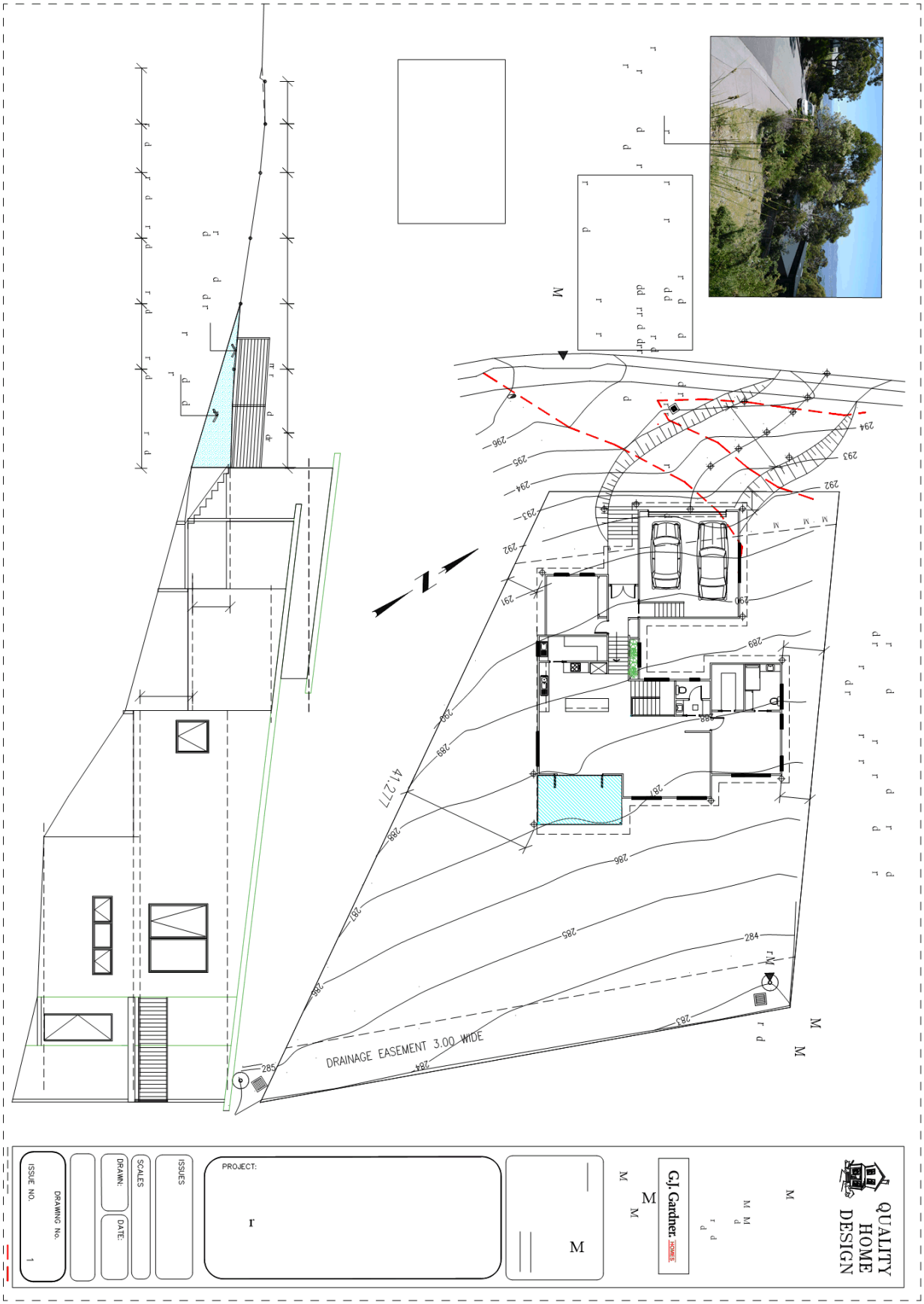
1. I have amended the site plan to reflect the grades referred by you, in your email.
2. The Boundary has been reflected correctly on the elevation drawings (04 & 05)
   The vehicle shown was not a parked vehicle, but just showing the grade into the Garage. As there are 2 garages, this complies with the requirements of the Planning Scheme. No formal Visitor parking will be provided onsite so cars will be parked on the street.
3. There will be no structural components located within the highway reservation. Fill will be provided and compacted in layers within the area of the driveway and be supported by a retaining wall located in the front wall of the garage, located inside the boundary of the property (See Drawing 05). Whilst this wall is in the Embankment Easement, engineer designed footings and retaining wall will be provided in conjunction with the Working Drawings.
4. The Site plan has had a note added to reflect the removal of the existing crossover in accordance with relevant drawings. These drawings will be added to the working drawings. The new crossover will be constructed in accordance with these drawings, as well.

If you require any further details, please do not hesitate to contact me.

Kind regards,

Brian Richardson
15th January 2019


DRAINAGE NOTES:
QUALITY HOME DESIGN
G.J. Gardner. HOMES
DRAINAGE EASEMENT 3.00 WIDE
41.277
PROJECT:
ISSUES
SCALES
DRAWN:
DATE:
DRAWING No.
ISSUE NO.
5

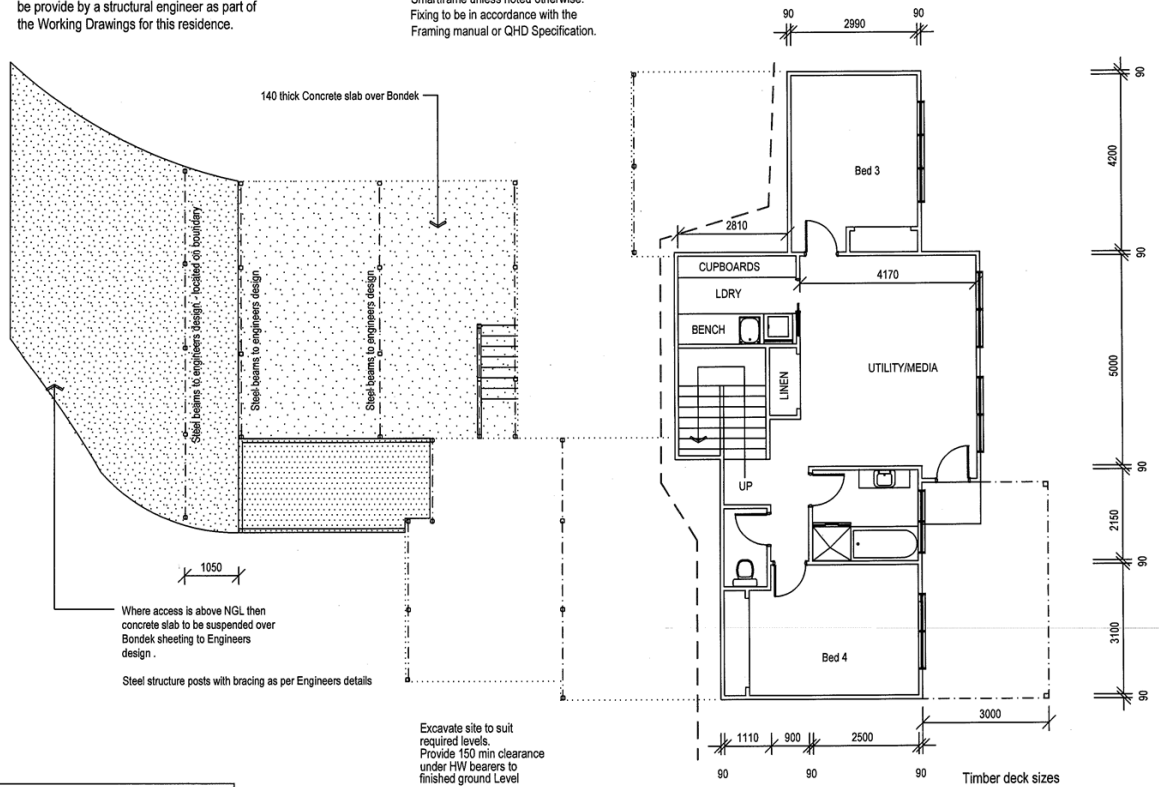

DRAINAGE EASEMENT 3.00 WIDE
41.277
QUALITY HOME DESIGN
G.J. Gardner
PROJECT:
ISSUES
SCALES
DRAWN:
DATE:
DRAWING No.
ISSUE NO.

Design of suspended driveway and carport to be provide by a structural engineer as part of the Working Drawings for this residence.

Framing shall be in accordance with the AS1684-2 (2010) Timber Framing Manual. Timber to be MPG10 and floor joists to be Smartframe unless noted otherwise. Fixing to be in accordance with the Framing manual or QHD Specification.

ALL WINDOWS TO BE ALUMINIUM FRAMED WITH AWNING SASHES WHERE SHOWN. PROVIDE FIXED VENTS TO ALL WC WINDOWS.

All aluminium windows and doors, as shown on the floor plan, are to comply with AS 2047. BCA Part 3.6.0 refers.



Excavate site to suit required levels.
Provide 150 min clearance under HW bearers to finished ground Level

6 cement sheet eaves lining.
Joint to be at rafters only.
Fit PVC casing bead to edge

All masonry to compy with part 3.3 of the B.C.A.

Structural steel members and associated parts must be protected from corrosion attack. Builder to refer to BCA Table 3.4.4.2 for details to be used in the construction of this residence.

Provide weatherboard cladding to this wall as selected by owner.

Timber deck sizes
Posts: 90 x 3.5 SHS on 450 dia x 600 deep concrete piers
Bearer - 200 PFC welded to SHS posts
Joists - 190 x 45 (f7) at 450 cts
Flooring - Merbau or similar selected boards

All construction work shall be carried out in accordance with State Building regulations, Local Council By-Laws and relevent S.A.A. Codes.

BUILDER TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCING CONSTRUCTION.

GENERAL NOTES:
1. All plumbing shall be in accordance with Local Council By-laws and the National Plumbing and Drainage Code AS 3500
2. Floors, walls and roof structures to be framed, fixed and braced in accordance with AS1684-2 (2010). All timber sizes are in direct reference to the Code and manufactured sizes must not be undersized to those specified.
3. All glazing must conform to the requirements of AS1288
4. Smoke detectors are to be fitted in accordance with AS3786 and the Building Code of Australia.

QUALITY HOME DESIGN
7
RUTHWELL STREET
MONTROSE
Ph: 0418 121 481

MEMBER
Building Designers Association of Tasmania
TCC Acreditation No.718R
(Building Designer)

G.J. Gardner. HOMES

L.V. BUILT Pty Ltd
95 MAIN ROAD
MOONAH TAS 7009
Ph: 0362 28 6016

AREAS	
RESIDENCE L1	77.30 sq m
RESIDENCE L2	136.30 sq m
GARAGE	41.20 sq m
TOP DECK	15.40 sq m
ENTRANCE	5.30 sq m
TOTAL AREA:	275.50 sq m
TOTAL HOUSE	254.80 sq m

PROJECT:
PROPOSED RESIDENTIAL DEVELOPMENT
for GREG & SONIA CRAIL
at 53 HILLCREST ROAD, TOLMANS HILL

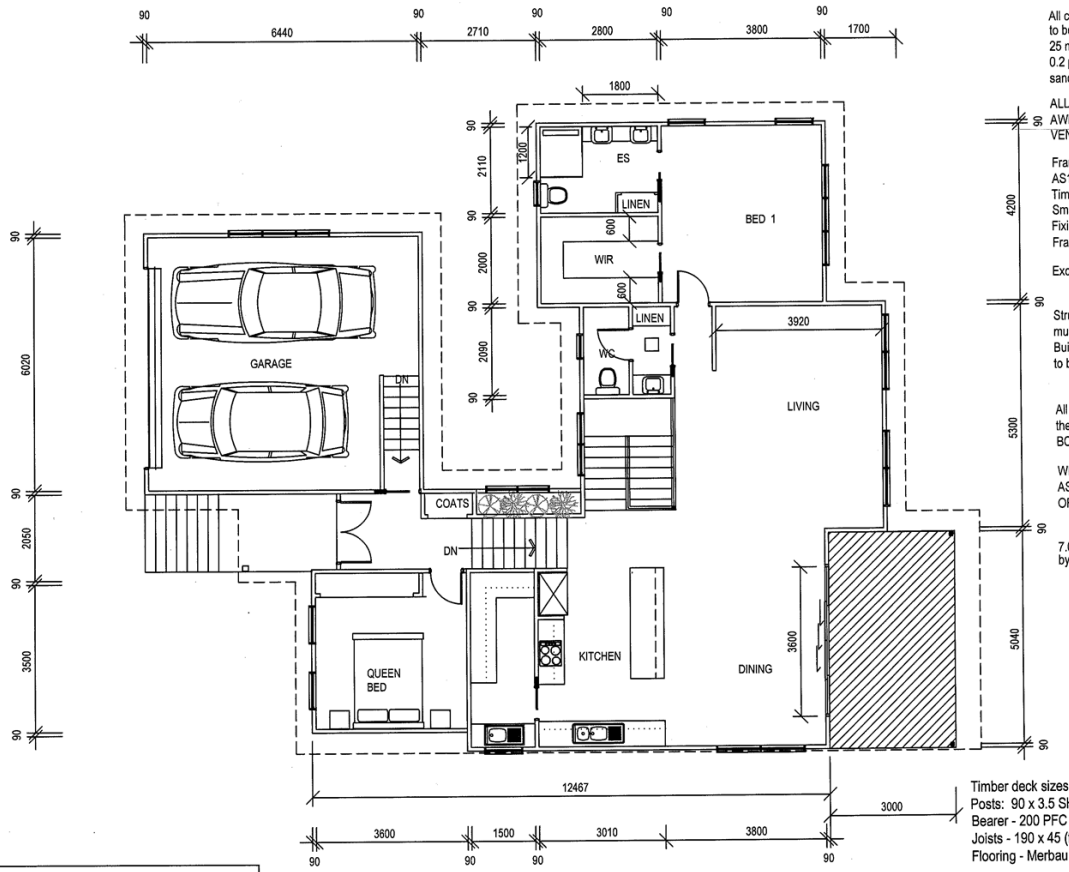
ISSUES

SCALES 1:100

DRAWN: BRIAN
DATE: 13/09/18

LEVEL 1 FLOOR PLAN

DRAWING No.
2018-004-3-02
ISSUE NO. 6



All concrete steps and landings to be 100 thick. SL82 bottom mesh 25 min cover. Slab to be poured on 0.2 polythene membrane, 50 well bedded sand and consolidated aggregate.

ALL WINDOWS TO BE ALUMINIUM FRAMED WITH AWNING SASHES WHERE SHOWN. PROVIDE FIXED VENTS TO ALL WC WINDOWS.

Framing shall be in accordance with the AS1684-2 (2010) Timber Framing Manual. Timber to be MPG10 and floor joists to be Smartframe unless noted otherwise. Fixing to be in accordance with the Framing manual or QHD Specification.

Excavate site to suit required finished levels.

Structural steel members and associated parts must be protected from corrosion attack. Builder to refer to BCA Table 3.4.4.2 for details to be used in the construction of this residence.

All aluminium windows and doors, as shown on the floor plan, are to comply with AS 2047. BCA Part 3.6.0 refers.

WINDOW TIMBER LINTELS TO BE AS SPECIFIED BY TRUSS MANUFACTURER OR AS DEPICTED IN TIMBER FRAMING MANUAL

7.0 degree gang nailed roof trusses by an approved manufacturer.

Timber deck sizes
Posts: 90 x 3.5 SHS on 450 dia x 600 deep concrete piers
Bearer - 200 PFC welded to SHS posts
Joists - 190 x 45 (f7) at 450 cts
Flooring - Merbau or similar selected boards

GENERAL NOTES:
1. All plumbing shall be in accordance with Local Council By-laws and the National Plumbing and Drainage Code AS 3500
2. Floors, walls and roof structures to be framed, fixed and braced in accordance with AS1684-2 (2010). All timber sizes are in direct reference to the Code and manufactured sizes must not be undersized to those specified.
3. All glazing must conform to the requirements of AS1288
4. Smoke detectors are to be fitted in accordance with AS3786 and the Building Code of Australia.

Provide stainless steel ballustrade to all decks . Installation to be carried out in accordance with relevant AS standards and Building Code of Australia. Reg 3.9.2.3 (g)

NOTE: All ramps, decks and steps greater than 1.0m in height above natural ground must have a 1.0m high ballustrade with no gaps greater than 125mm as per the Building Code of Australia.

All construction work shall be carried out in accordance with State Building regulations, Local Council By-Laws and relevent S.A.A. Codes.

BUILDER TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCING CONSTRUCTION.

QUALITY HOME DESIGN
7 RUTHWELL STREET MONTROSE
Ph: 0418 121 481
MEMBER Building Designers Association of Tasmania
TCC Acreditation No.718R (Building Designer)

G.J. Gardner. HOMES
L.V. BUILT Pty Ltd
95 MAIN ROAD
MOONAH TAS 7009
Ph: 0362 28 6016

AREAS	
RESIDENCE L1	77.30 sq m
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GARAGE	41.20 sq m
TOP DECK	15.40 sq m
ENTRANCE	5.30 sq m
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TOTAL HOUSE	254.80 sq m

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT for GREG & SONIA CRAIL at 53 HILLCREST ROAD, TOLMANS HILL

ISSUES

SCALES 1:100

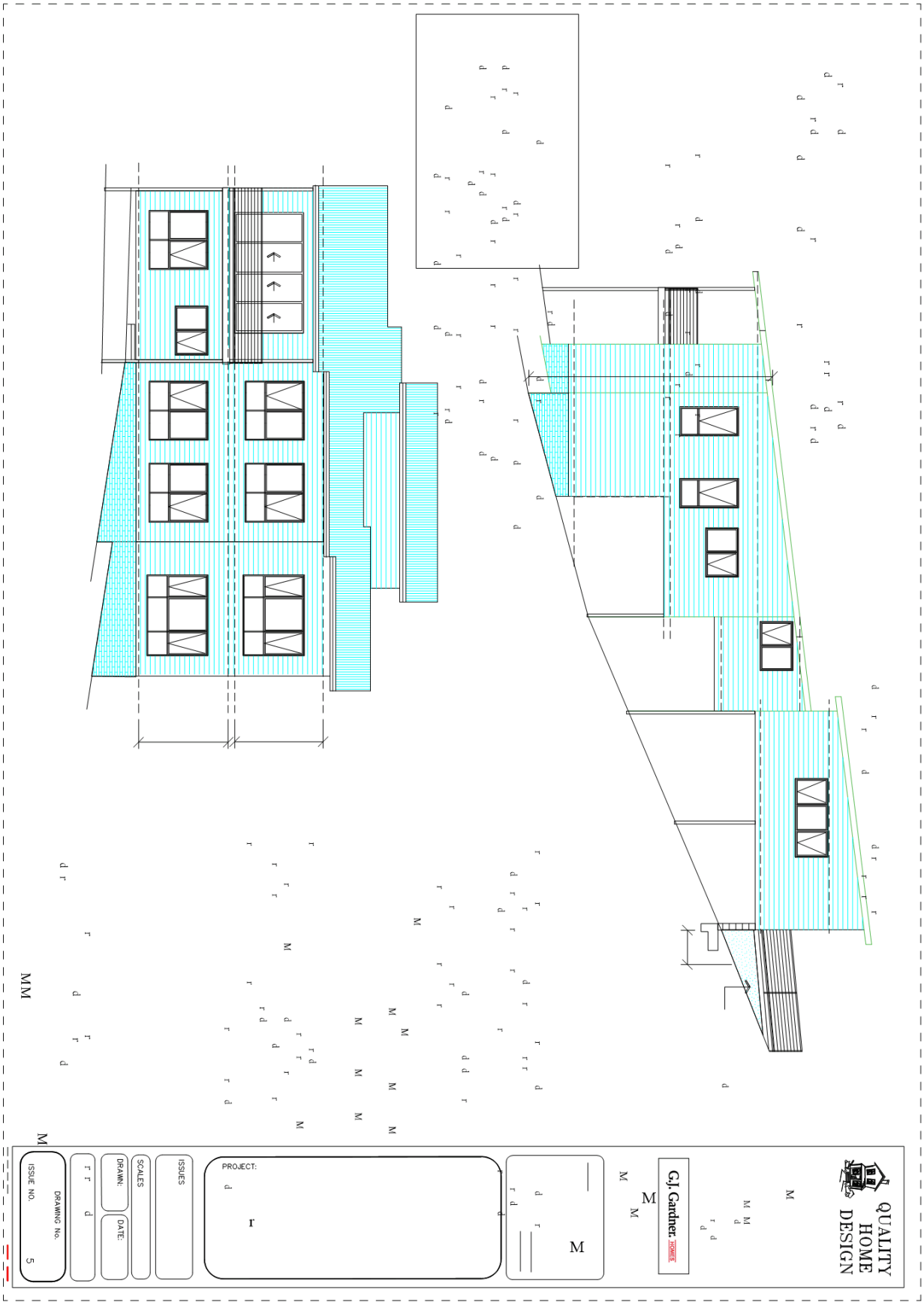
DRAWN: BRIAN

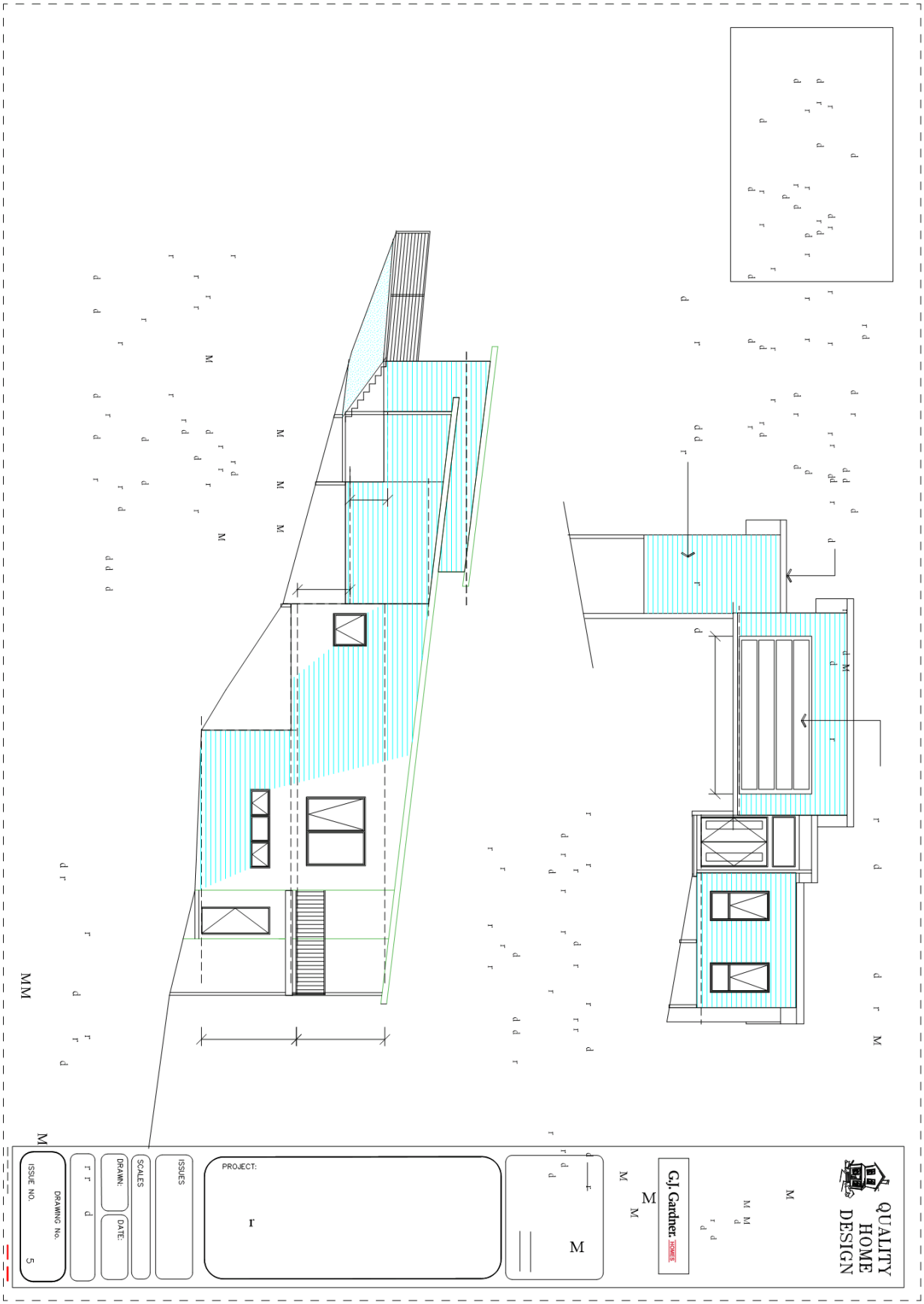
DATE: 13/09/18

LEVEL 2 FLOOR PLAN

DRAWING No. 2018-004-3-03

ISSUE NO. 7


QUALITY
HOME
DESIGN
G.J. Gardner
PROJECT:
ISSUES
SCALES
DRAWN:
DATE:
DRAWING No.
ISSUE NO.
5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DESIGN
G.J. Gardner
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ISSUES
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DRAWING No.
ISSUE NO.
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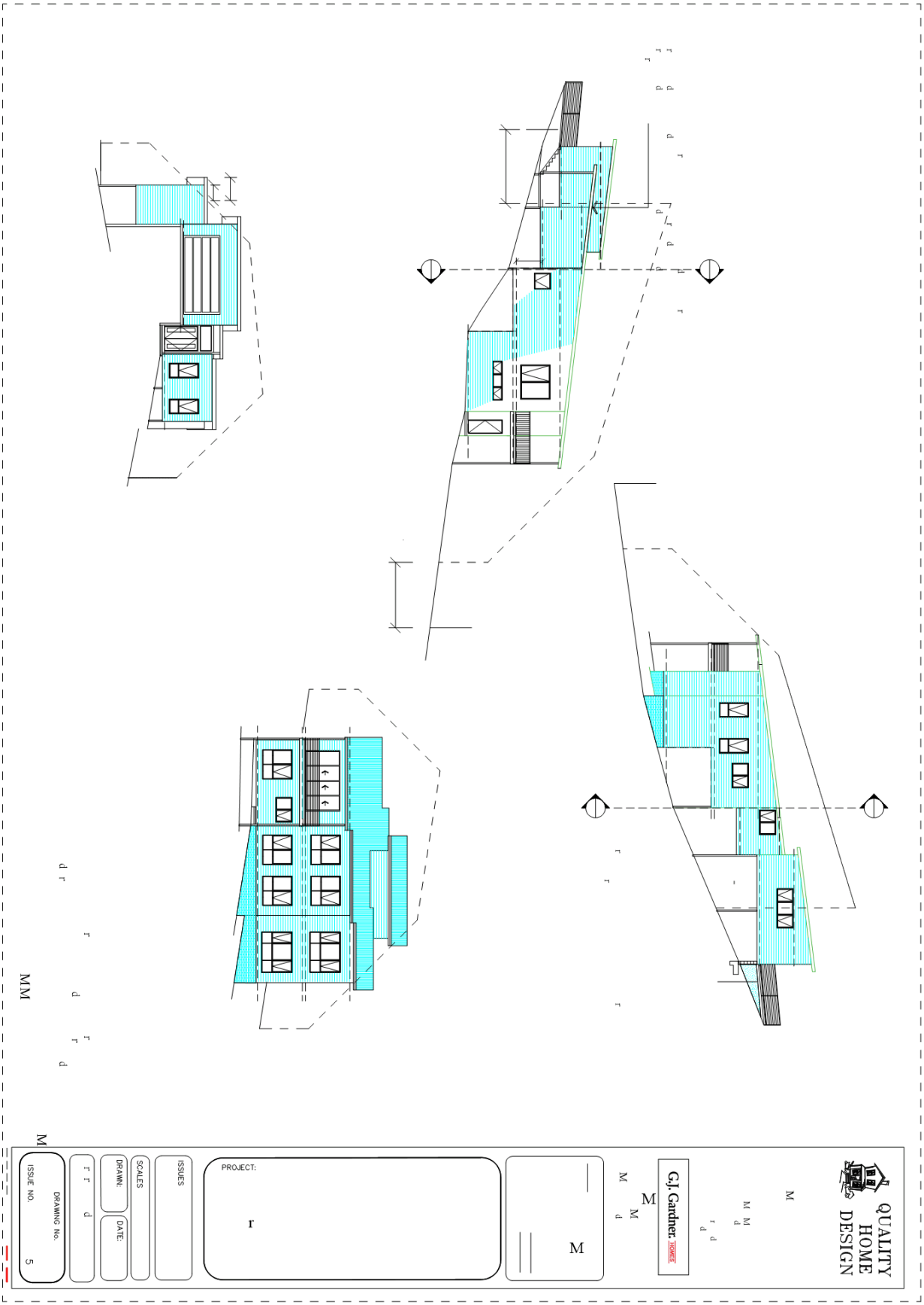
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DATE:
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ISSUE NO.
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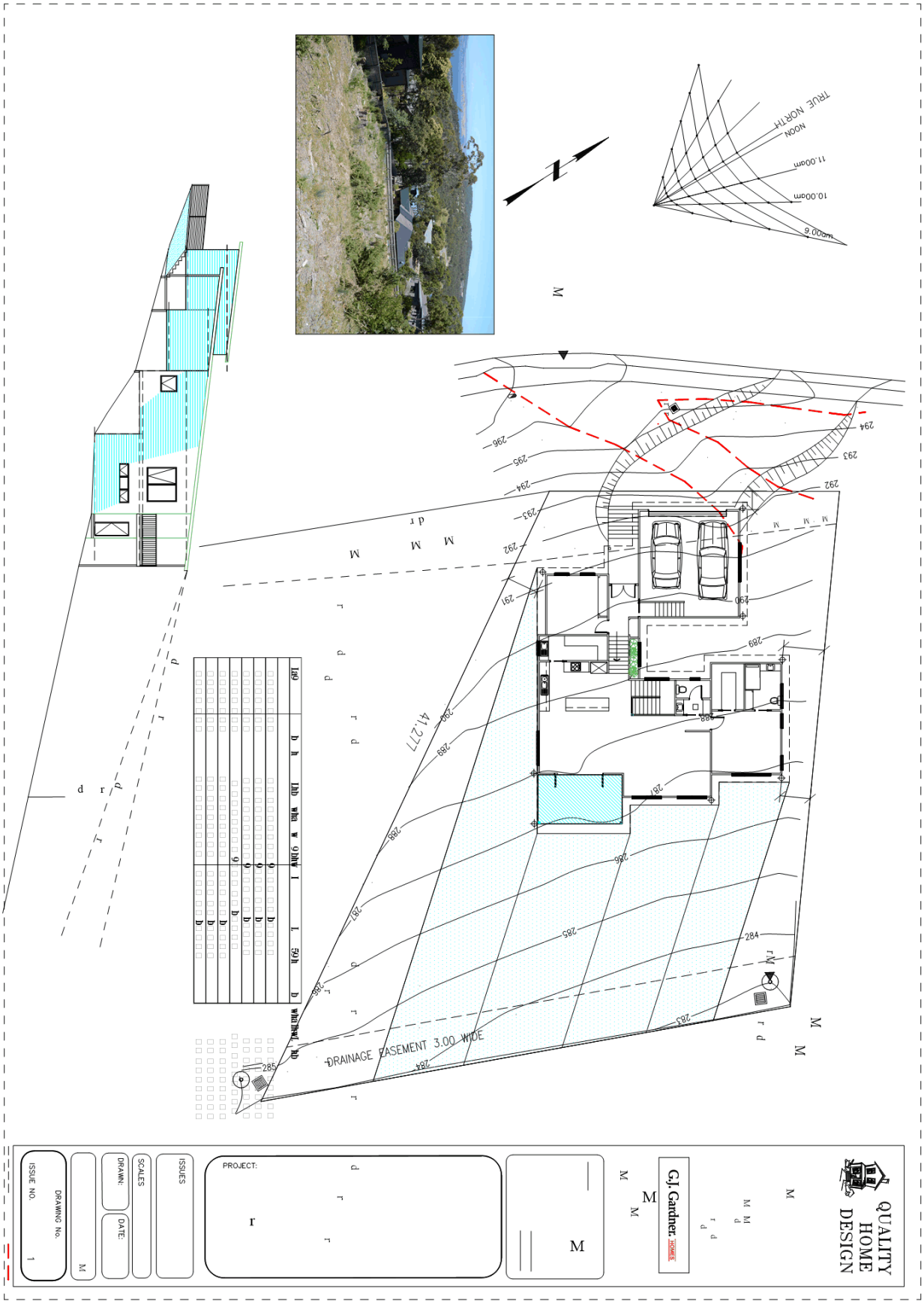
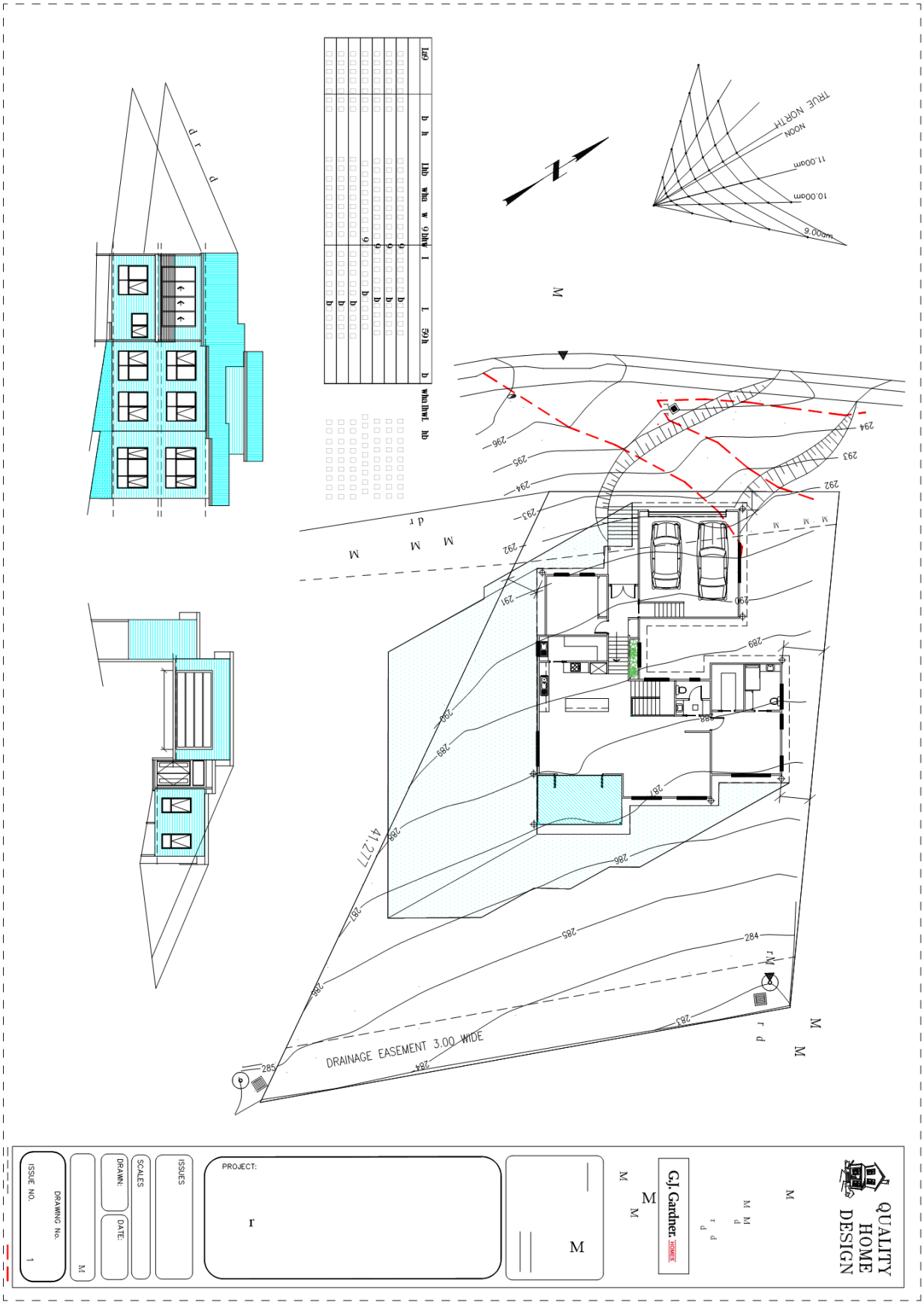

QUALITY HOME DESIGN
G.J. Gardner HOMES
PROJECT:
ISSUES
SCALES
DRAWN:
DATE:
DRAWING No.
ISSUE NO.
1
DRAINAGE EASEMENT 3.00 WIDE
41.277
TRUE NORTH
NOON
11.00am
10.00am
9.00am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G.J. Gardner HOMES
PROJECT:
ISSUES
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DRAWING No.
ISSUE NO.
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TRUE NORTH
NOON
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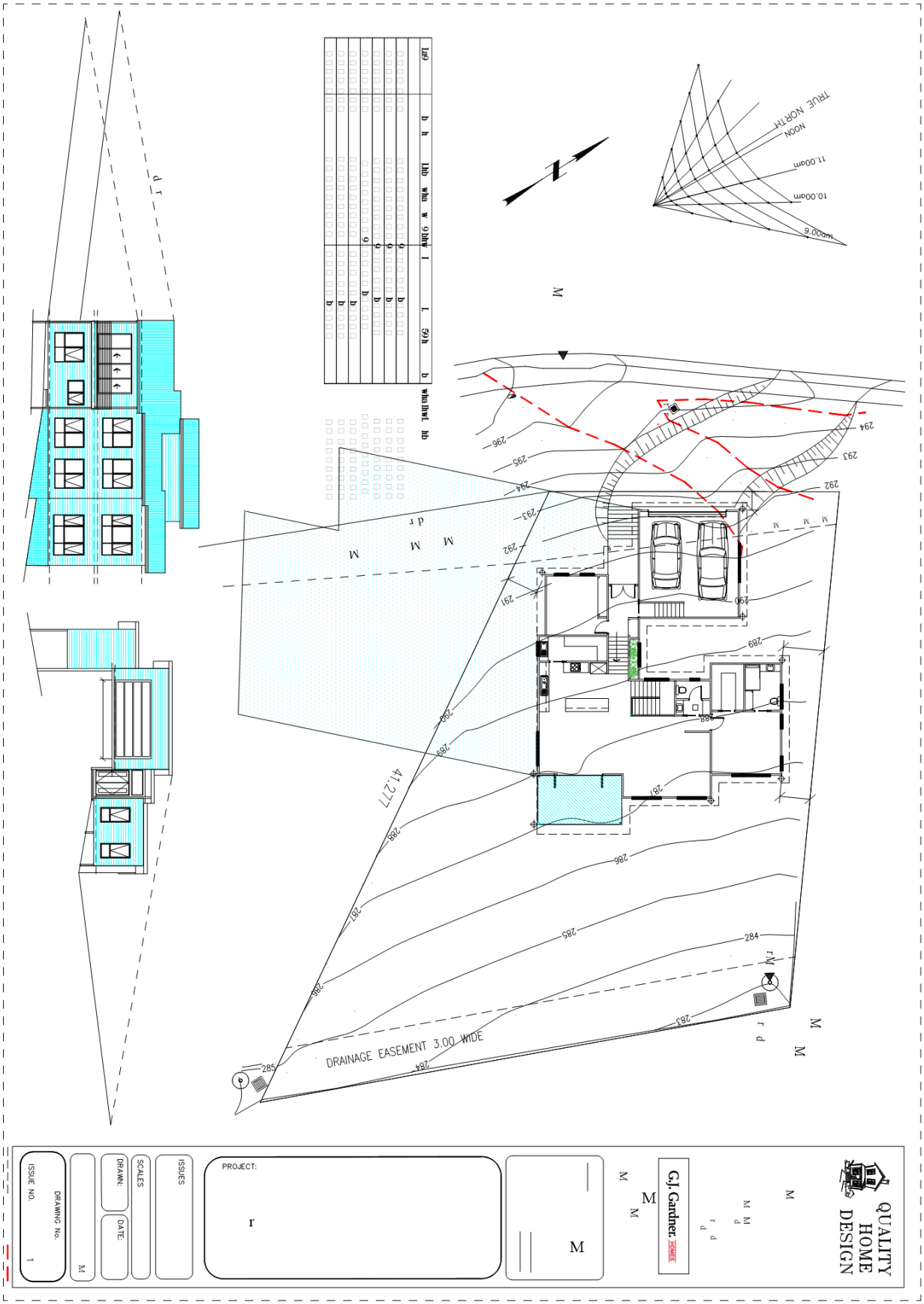
9.00am


QUALITY HOME DESIGN
G.J. Gardner HOMES
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ISSUES
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DATE:
DRAWING No.
ISSUE NO.
DRAINAGE EASEMENT 3.00 WIDE
TRUE NORTH
NOON
11.00am
10.00am
9.00am

QUALITY HOME DESIGN
G.J. Gardner HOMES
Species common to Tolmans Hill include:
Black wattle (Acacia mearnsii)
White Gum (Eucalyptus viminalis)
Kangaroo Grass (Themeda triandra)
Wallaby Grass (Danthonia caespitosa)
Bluebell (Wahlenbergia stricta)
Bulbine lily (Bulbine glauca)
White peppermint (Eucalypts pulchella)
Tasmanian Blue Gum (Eucalyptus globulus)
She oak (Allocasuarina verticillata)
Common heath (Epacris impressa)
Honeysuckle (Banksia marginata)
Stringybark (Eucalyptus obliqua)
Blanket leaf (Bedfordia salicina)
Silver Wattle (Acacia dealbata)
Prickly Box (Bursaria spinosa)
Segs (Lomandra longifolia)
Bracken (Pteridium esculentum)
Prickly Beauty (Pultenea juniperina)
DRAINAGE EASEMENT 3.00 WIDE
41.277
PROJECT:
ISSUES
SCALES
DRAWN:
DATE:
DRAWING No.
ISSUE NO.
1

7.2.3 4 HILLBOROUGH ROAD, SOUTH HOBART AND ADJACENT ROAD RESERVE - PARTIAL DEMOLITION, ALTERATIONS, EXTENSION AND CARPORT PLN-18-855 - FILE REF: F19/78947

Address:	4 Hillborough Road, South Hobart and Adjacent Road Reserve
Proposal:	Partial Demolition, Alterations, Extension and Carport
Expiry Date:	28 July 2019
Extension of Time:	Not applicable
Author:	Michael McClenahan

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, alterations, extension and carport at 4 Hillborough Road, and adjacent road reserve, South Hobart 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-18-855 - 4 HILLBOROUGH ROAD SOUTH HOBART TAS 7004 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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).

Reason for condition

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

ENG sw4

Any new stormwater connection must be constructed and any existing abandoned connections 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; and**
2. **the size of the connection appropriate to satisfy the needs of the development.**

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 Amenity 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 Amenity 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 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to and approved by Council.

Advice:

- *If the development's building approval includes the need for a building permit from the Council, the applicant is advised to submit detailed design of vehicular barrier as part of the building application.*
  If the development's building approval is covered under notifiable work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the commencement of use, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice:

- *Certification may be submitted to the Council as part of the* Building Act 2016 *approval process or via condition endorsement (see general advice on how to obtain condition endorsement).*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3a

The access driveway, 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), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

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 and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the design drawings approved by Conditions ENG r1 and ENGR 3.

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 the 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)*

Reason for condition

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

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.

ENG r1

The footings and driveway deck within the highway reservation of the unnamed laneway at the southern end of the site must not undermine the stability and integrity of the highway reservation and

its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the footings and driveway deck within the highway reservation must be submitted and approved prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer.**
2. **Not undermine the stability of the highway reservation.**
3. **Take into account and reference accordingly any geotechnical findings.**
4. **Detail the design and location of the footings.**
5. **Include drawings and structural certificates which notes the driveway deck will be supported independently of the existing Council road infrastructure and not transfer additional loads onto the existing Council road infrastructure.**
6. **Include pedestrian handrails or similar on the driveway deck where the vertical drop off is greater than 900mm located within the highway reservation.**
7. **Include structure certificate and drawings which notes the driveway**
   slab will not transfer additional loads onto the existing retaining wall and that the footings will not undermine the highway reservation.
8. **Ensure that any structural certificates and drawings are notated in accordance with the above.**

All work required by this condition must be undertaken in accordance with the approved detailed design drawings, structural certificates and associated geotechnical assessments.

Advice:

- *The applicant is required 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 building approval under the* Building Act 2016*.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENGR 3

The proposed driveway crossover within the highway reservation must be designed and constructed in accordance with Urban - TSD-R09-v1 – Urban Roads Driveways, TSD R14-v1 Type KC vehicular crossing and Urban Roads Footpaths TSD-R11-v1 prior to the commencement of the use.

Design drawings must be submitted and approved prior to the commencement of work (or any approval under the *Building Act 2016*). The design drawings must:

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property.**
2. **Detail existing and new services/infrastructure (ie light poles) at or near the proposed driveway crossover showing clearances with reference to the requirements of the relevant authority.**
3. **Detail the removal of the vegetation.**
4. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that works will comply with the Council's standard requirements.

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 stabilised 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.

OPS s1

Prior to the issue of any consent under the *Building Act 2016*, or the commencement of any work on site, whichever occurs first, a payment of $800 is to be made to City of Hobart for removal of the street tree, *Acacia dealbata* Silver Wattle, in the road reserve of the unnamed laneway at the southern end of the site in the area of the proposed carport.

Advice:

- *To arrange payment of the tree removal fee, please contact the Council's Open Space Unit on 6238 2887.*

Reason for condition

To compensate for the loss of the amenity value of the tree on public land.

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 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.

STORMWATER

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.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

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.

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-18-855 - 4 HILLBOROUGH ROAD SOUTH HOBART TAS 7004 - Planning Committee or Delegated Report ⇩

Attachment B: PLN-18-855 - 4 HILLBOROUGH ROAD SOUTH HOBART TAS 7004 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	8 July 2019
Expiry Date:	28 July 2019
Application No:	PLN-18-855
Address:	4 HILLBOROUGH ROAD , SOUTH HOBART ADJACENT ROAD RESERVE
Applicant:	Danny Macgregor 3 Eldon Street
Proposal:	Partial Demolition, Alterations, Extension and Carport
Representations:	Nil
Performance criteria:	General Residential Zone Development Standards, Road and Railway Assets Code, Parking and Access Code

1. Executive Summary

1.1 Planning approval is sought for Demolition, Alterations, Extension and Carport, at 4 Hillborough Road South Hobart.

1.2 More specifically the proposal includes:

- Construction of a two car carport on the primary frontage, which is at the rear of the site adjacent to an unnamed road off Hillborough Road).
- New primary frontage fence approximately 1m in height.
- Construction of external stairs and landscaping between the proposed carport and the existing dwelling.
- Internal demolition (lower floor and upper floor).
- Creation of bedroom, rumpus and bathroom on lower floor.
- New deck on lower floor facing Hillborough Road frontage.
- Construction of two new windows and one door on lower floor.
- Part of the access to the carport, including the removal of two trees on the primary frontage, are within the Council's road reserve.

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

1.3.1 General Residential Zone Development Standards - Setbacks and Building Envelope

1.3.2 Road and Railway Assets Code - Sight Distance at Accesses, Junctions and Level Crossings

1.3.3 Parking and Access Code - Design of Vehicular Accesses

1.4 No representations were received during the statutory advertising period between 22/05/19 - 05/06/19.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council due to works within the Council's road reserve.

2. Site Detail

2.1 The subject site is located at 4 Hillborough Road, South Hobart. The site is approximately 597m2 in size and has two frontages, Hillborough Road to the north (secondary frontage), and an unnamed laneway to the south (primary frontage). The site rises from the Hillborough Road frontage uphill to the primary frontage, and presently comprises a two storey residential dwelling. The surrounding area is similarly characterised by single dwelling residential development, and is in close proximity to Wellesley Park to the east.

Figure 1: Aerial image of the subject site (bordered in blue) and surrounding area.

3. Proposal

3.1 Planning approval is sought for Partial Demolition, Alterations, Extension and Carport, at 4 Hillborough Road South Hobart.

3.2 More specifically the proposal includes:

- Construction of a two car carport on the primary frontage, which is at the rear of the site adjacent to an unnamed road off Hillborough Road).
- New primary frontage fence approximately 1m in height.
- Construction of external stairs and landscaping between the proposed carport and the existing dwelling.
- Internal demolition (lower floor and upper floor).
- Creation of bedroom, rumpus and bathroom on lower floor.
- New deck on lower floor facing Hillborough Road frontage.
- Construction of two new windows and one door on lower floor.
- Part of the access to the carport, including the removal of two trees on the primary frontage, are within the Council's road reserve.

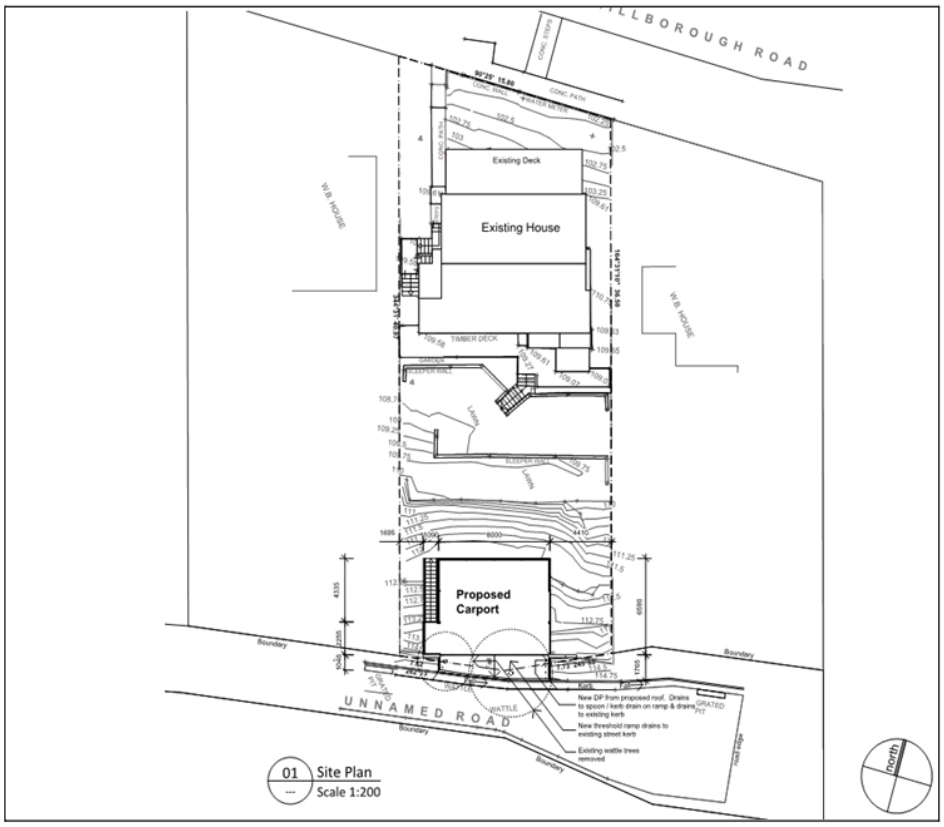


Figure 2: Site plan illustrating proposed carport and alterations.

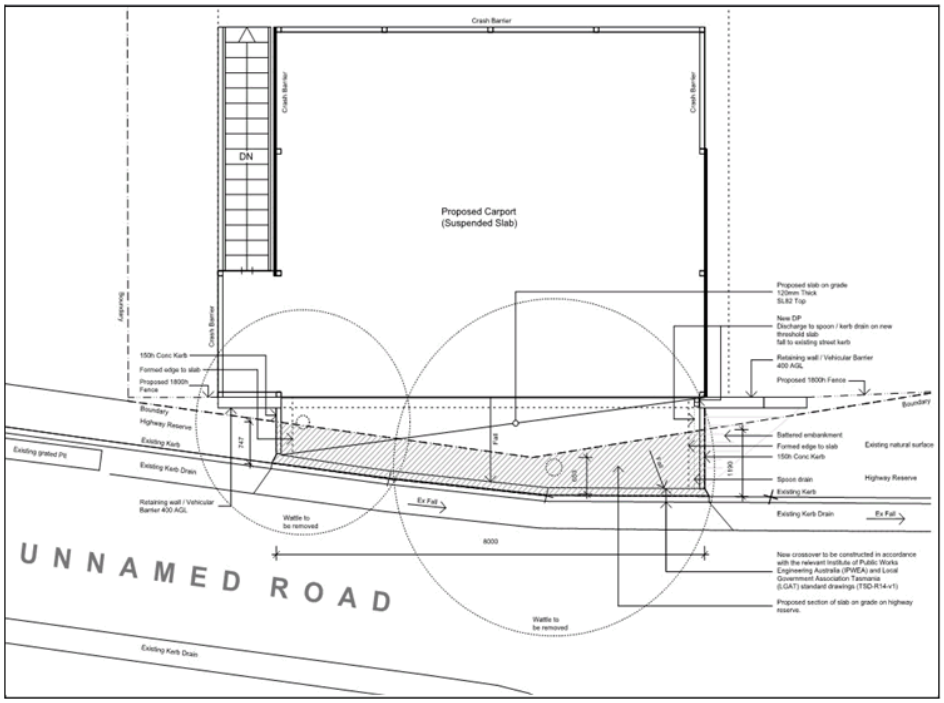


Figure 3: Details of proposed carport and location of trees to be removed.

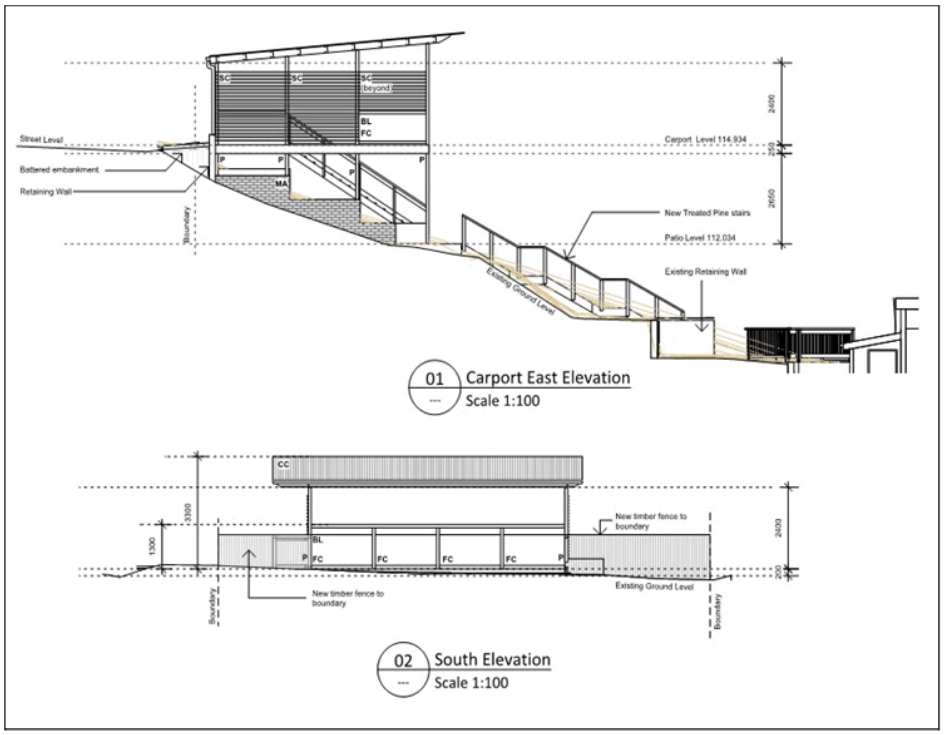


Figure 4: East and South elevation of proposed carport.

4. Background

4.1 Landlord consent to lodge the planning application was required because of the works in the road reservation, and was provided on 18 April 2019.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 22/05/19 - 05/06/19.

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 General Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing use is Residential (single dwelling). There is no proposed change of use. The existing use is a no permit required use in the zone.

6.4 The proposal has been assessed against:

6.4.1 D10.0 General Residential Zone

6.4.2 E5.0 Road and Railway Assets Code

6.4.3 E6.0 Parking and Access Code

6.4.4 E7.0 Stormwater Management Code

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

6.5.1 General Residential Zone Development Standards:-

Setbacks and Building Envelope – D 10.4.2 P1; P2; P3

6.5.2 Road and Railway Assets Code:-

Sight Distance at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.5.3 Parking and Access Code:-

Design of Vehicular Accesses - E6.7.2 P1

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 10.4.2 P1

6.7.1 The acceptable solution at clause 10.4.2 A1 requires a dwelling must have a setback from a frontage that is 4.5m if the frontage is the primary frontage.

6.7.2 The proposal includes a carport setback less than 1m from the primary frontage.

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 10.4.2 P1 provides as follows:

A dwelling must:

(a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and
(b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.

6.7.5 The proposed carport is to have a setback of less than 1m from the primary frontage (the unnamed laneway to the south) which is assessed as being compatible with existing structures along the same frontage, taking into account the topographical constraints of the site. The nearby properties at 2, 6 and 16 Hillborough Road have carports/garages/parking decks built in similar positions. Siting these structures in this location is necessary as the fall of the land along the frontage is of a gradient that would not easily allow a structure to be built

within the acceptable solutions setback or would suit construction of a driveway.

6.7.6 The proposal complies with the performance criterion.

6.8 Setback and Building Envelope Part D 10.4.2 P2

6.8.1 The acceptable solution at clause 10.4.2 A2 requires a garage or carport must have a setback from a primary frontage of at least 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage

6.8.2 The proposal includes a carport which is to be positioned on land where and the ground level slopes down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage but the setback will be less than 1m from the primary frontage.

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 10.4.2 P2 provides as follows:

A garage or carport must have a setback from a primary frontage that is compatible with the existing garages or carports in the street, taking into account any topographical constraints.

6.8.5 As per paragraph 6.7.5 above, the proposed setback from the primary frontage is considered to be appropriate for the site, and not inconsistent with the existing streetscape.

6.8.6 The proposal complies with the performance criterion.

6.9 Setback and Building Envelope Part D 10.4.2 P3

6.9.1 The acceptable solution at clause 10.4.2 A3 requires a dwelling must be contained within a building envelope determined by a distance equal to the frontage setback; and projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries to a building height of not more than 8.5m above natural ground level.

6.9.2 The proposal includes a carport that will be setback less than 1m from the primary frontage.

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 10.4.2 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.

6.9..5 Due to the north-south direction of the subject site, the proposed carport will not present an unreasonable overshadowing impact to either dwellings on adjoining lots. The majority of shadows will be directed towards the unnamed laneway to the south of the site during the Winter Solstice. Furthermore, both dwellings on adjoining lots, at 2 and 6 Hillborough Road are located to the northern end of their site and will not be within reach of any potential shadows. As the topography of the area is quite steep and potential overshadowing of the adjoining lots will not be upon private open space, there is no potential for any unreasonable loss of amenity.

With respect to visual impacts, the proposed carport will be a single storey open structure with obscure screening along both side elevation's and as such is assessed as not presenting an impact through apparent scale, bulk or proportions.

Finally, the proposed carport will be in a similar position to carports on adjoining and nearby lots, sufficiently setback from dwellings, and as such will provide separation that is compatible with that prevailing in the surrounding area.

6.9.6 The proposal complies with the performance criterion.

6.10 Sight Distance at Accesses, Junctions and Level Crossings - E5.6.4 P1

6.10.1 The acceptable solution at clause 5.6.4 A1 requires sign distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1.

6.10.2 The proposal includes an access with a site distance which does not comply with the Safe Intersection Sight Distance shown in Table E5.1.

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 5.6.4 P1 provides as follows:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

(a) the nature and frequency of the traffic generated by the use;
(b) the frequency of use of the road or rail network;
(c) any alternative access;
(d) the need for the access, junction or level crossing;
(e) any traffic impact assessment;
(f) any measures to improve or maintain sight distance; and
(g) any written advice received from the road or rail authority.

6.10.5 The proposal was referred to Council's Development Engineer who has determined that the design, layout and location of the access would provide adequate sight distances to ensure the safe movement of vehicles due to the low frequency of traffic generated by the use and the low frequency of traffic on the roadway. As such this proposal was deemed to be acceptable under the performance criterion.

6.10.6 The proposal complies with the performance criterion.

6.11 Design of Vehicular Accesses - E6.7.2 P1

6.11.1 The acceptable solution at clause 6.7.2 A1 requires that, in the case of non-commercial vehicle access, the design of vehicle access points must demonstrate that the location, sight distance, width and gradient of an access is 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.

6.11.2 The proposal features an access with sight distances impacted upon by the proposed fence which will not be in compliance with the acceptable solution.

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 6.7.2 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.

6.11.5 The proposal was referred to Council's Development Engineer who has determined that the proposed sight distances for the access will be sufficient to provide a safe, efficient and convenient access point and therefore acceptable under the performance criterion.

6.11.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Alterations, Extension and Carport.

7.2 The application was advertised and no representations were received.

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 Development Engineer and Open Space and Recreation Officer. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Partial Demolition, Alterations, Extension and Carport at 4 Hillborough Road, South Hobart 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, Extension and Carport at 4 Hillborough Road, South Hobart 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-18-855 - 4 HILLBOROUGH ROAD SOUTH HOBART TAS 7004 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

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).

Reason for condition

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

ENG sw4

Any new stormwater connection must be constructed and any existing abandoned connections 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; and**
2. **the size of the connection appropriate to satisfy the needs of the**

development.

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 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to and approved by Council.

Advice:

- *If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.*
  If the development's building approval is covered under Notifiable Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the commencement of use, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice:

- *Certification may be submitted to the Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement).*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3a

The access driveway, 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), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

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 and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the design drawings approved by Conditions ENG r1 and ENGR 3.

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)*

Reason for condition

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

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.

ENG r1

The footings and driveway deck within the highway reservation of the unnamed laneway at the southern end of the site must not undermine the stability and integrity of the highway reservation and its infrastructure.

Detailed design drawings, structural certificates and associated geotechnical assessments of the footings and driveway deck within the highway reservation must be submitted and approved prior to the commencement of work and must:

1. **Be prepared and certified by a suitable qualified person and experienced engineer.**
2. **Not undermine the stability of the highway reservation.**
3. **Take into account and reference accordingly any Geotechnical findings.**
4. **Detail the design and location of the footings.**
5. **Include drawings and structural certificates which notes the driveway deck will be supported independently of the existing Council road infrastructure and not transfer additional loads onto the existing Council road infrastructure.**
6. **Include pedestrian handrails or similar on the driveway deck where the vertical drop off is greater than 900mm located within the highway reservation.**
7. **Include structure certificate and drawings which notes the driveway slab will not transfer additional loads onto the existing retaining wall and that the footings will not undermine the highway reservation.**
8. **Ensure that any structural certificates and drawings are notated in accordance with the above.**

All work required by this condition must be undertaken in accordance with the approved detailed design drawings, structural certificates and associated geotechnical assessments.

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.*

- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that the stability and integrity of the Council's highway reservation is not compromised by the development.

ENGR 3

The proposed driveway crossover within the highway reservation must be designed and constructed in accordance with Urban - TSD-R09-v1 – Urban Roads Driveways, TSD R14-v1 Type KC vehicular crossing and Urban Roads Footpaths TSD-R11-v1 prior to the commencement of the use.

Design drawings must be submitted and approved prior to the commencement of work (or any approval under the *Building Act 2016*). The design drawings must:

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property.**
2. **Detail existing and new services/infrastructure (ie light poles) at or near the proposed driveway crossover showing clearances with reference to the requirements of the relevant authority.**
3. **Detail the removal of the vegetation.**
4. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

Advice:

- *The applicant is required 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 building approval under the Building Act 2016.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To ensure that works will comply with the Council's standard requirements.

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.

OPS s1

Prior to the issue of any consent under the *Building Act 2016*, or the commencement of any work on site, whichever occurs first, a payment of $800 is to be made to City of Hobart for removal of the street tree, *Acacia dealbata* Silver Wattle, in the road reserve of the unnamed laneway at the southern end of the site in the area of the proposed carport.

Advice:

- *To arrange payment of the tree removal fee, please contact the Council's Open Space Unit on 6238 2887.*

Reason for condition

To compensate for the loss of the amenity value of the tree on public land.

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 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.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

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.

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.

(Michael McClenahan)
Assistant 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.

(Ben Ikin)
Senior Statutory Planner

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

Date of Report: 7 June 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Planning: #166695

Property

4 HILLBOROUGH ROAD SOUTH HOBART TAS 7004

People

Applicant
*

Danny Macgregor
3 Eldon Street
LINDISFARNE TAS 7015
+61466828778
dannyleighmacgregor@gmail.com

Owner
*

Joshua McDonald
4 Hillborough Road
SOUTH HOBART TAS 7004
0404666997
cascadedraught@hotmail.com

Entered By
DANNY MACGREGOR
0466 828 778
dannyleighmacgregor@gmail.com

Use

Single dwelling

Details

Have you obtained pre application advice?

- No

If YES please provide the pre application advice number eg PAE-17-xx

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.
*

- No

Is the application for SIGNAGE ONLY? If yes, please enter $0 in the cost of development, and you must enter the number of signs under Other Details below.
*

- No

If this application is related to an enforcement action please enter Enforcement Number

Details

What is the current approved use of the land / building(s)?
*

Residential

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*

New Carport, New Driveway, New External Stairs, New Deck, Internal alterations

Estimated cost of development
*

50000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
135.00	186.00	535

Carparking on Site

Total parking spaces	Existing parking spaces	N/A
2	0	Other (no selection chosen)

Other Details

Does the application include signage?
*

No

How many signs, please enter 0 if there are none involved in this application?
*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

- No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
4 Hillborough Rd Title.pdf

Plans (proposed, existing)
*
1808 - McDonald House 15-11-2018 DA.pdf

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
59722	14
EDITION	DATE OF ISSUE
5	21-Jun-2018

SEARCH DATE : 03-Jul-2018
SEARCH TIME : 11.44 AM

DESCRIPTION OF LAND

City of HOBART
Lot 14 on Plan 59722 (formerly being P1336)
Derivation : Parts of 1A-1R-20.6/10Ps., 0A-3R-11.1/10Ps. and 1A-0R-28.4/10Ps. Gtd. to the Director of Housing.
Prior CT 3614/90

SCHEDULE 1

(C910680) E121322 JOSHUA GREGORY MCDONALD and SARAH EVELYN MCDONALD as tenants in common in equal shares Registered 21-Jun-2018 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E121323 MORTGAGE to Members Equity Bank Limited Registered 21-Jun-2018 at 12.02 PM

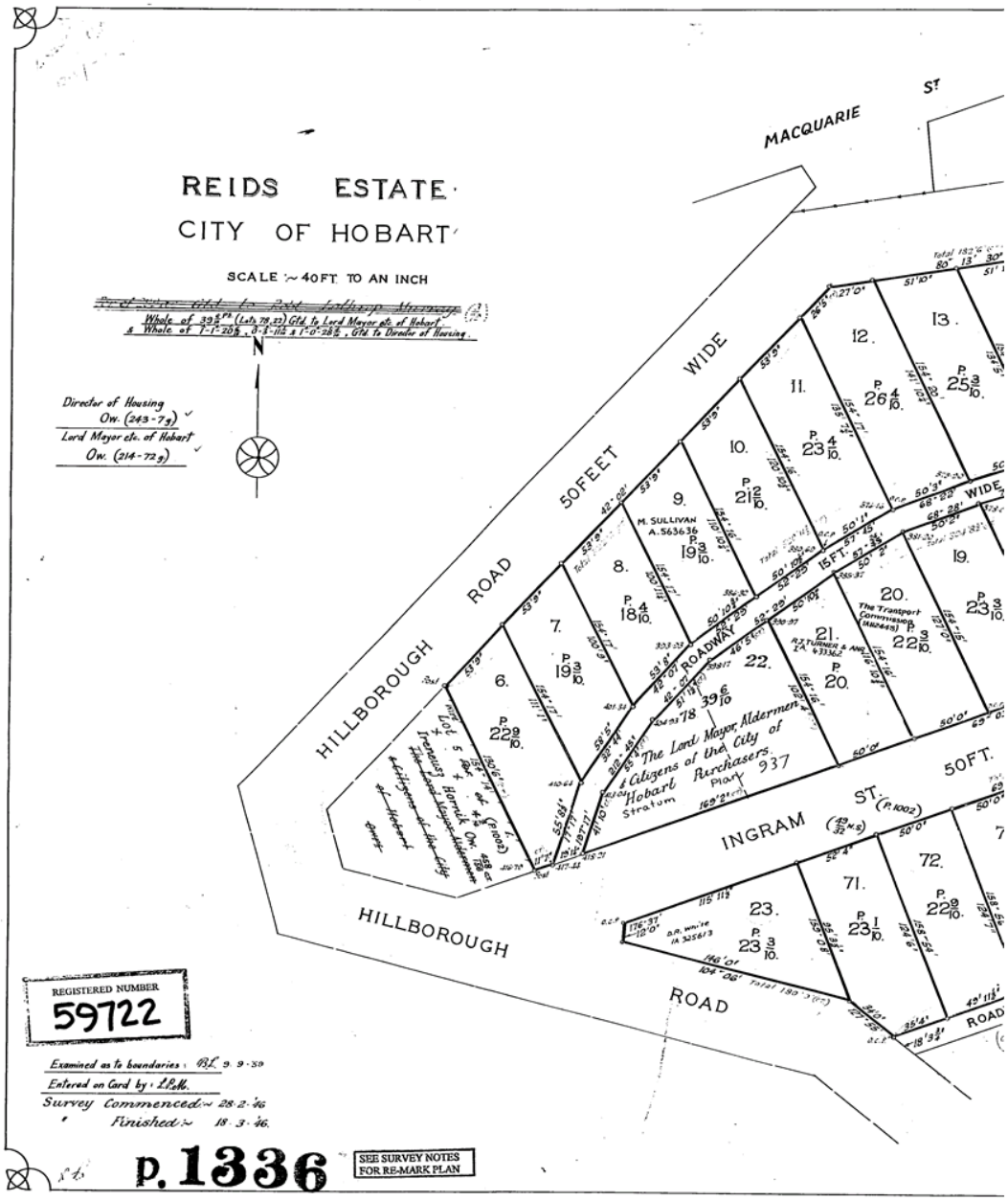
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

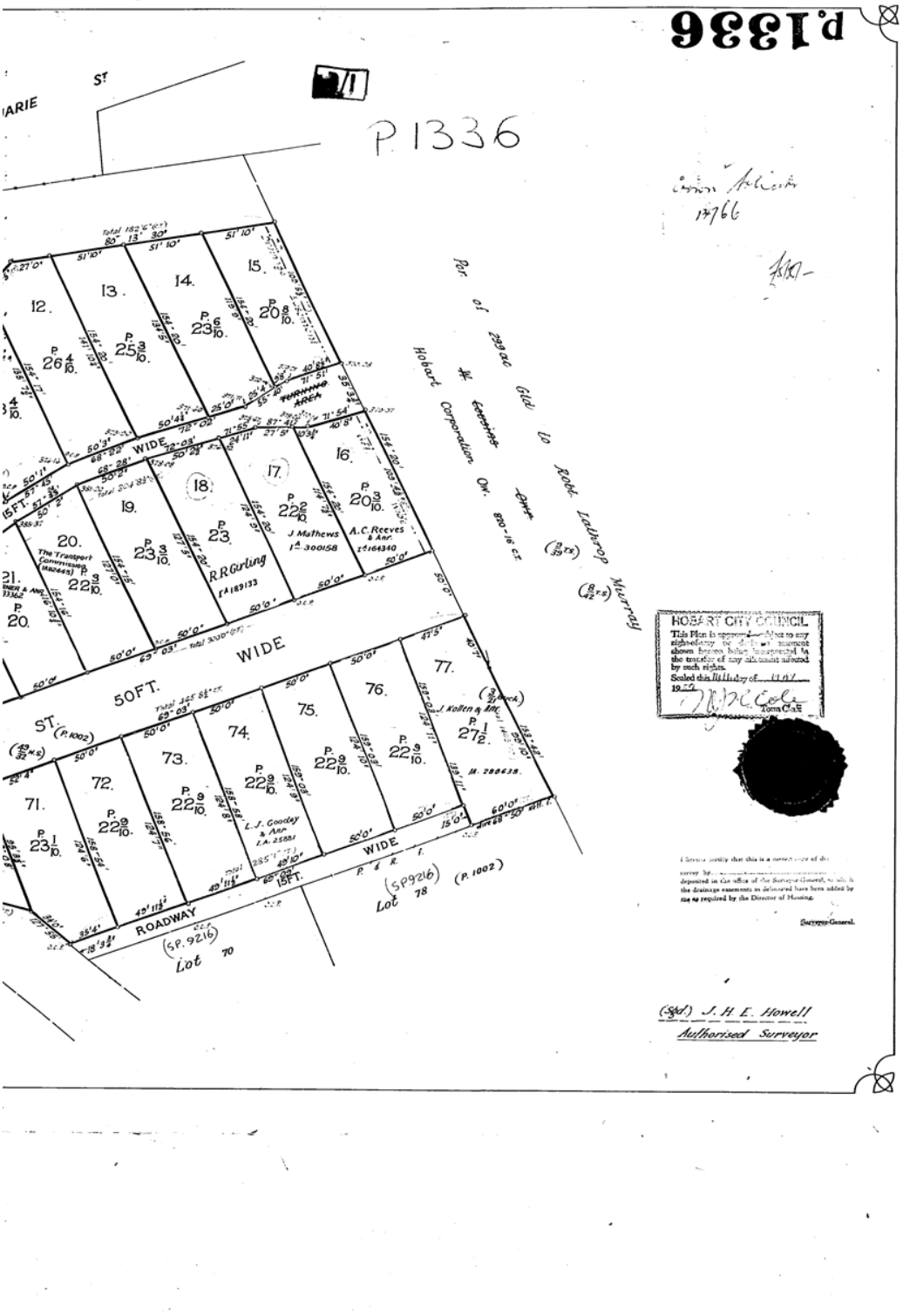
Issued Pursuant to the Land Titles Act 1980



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

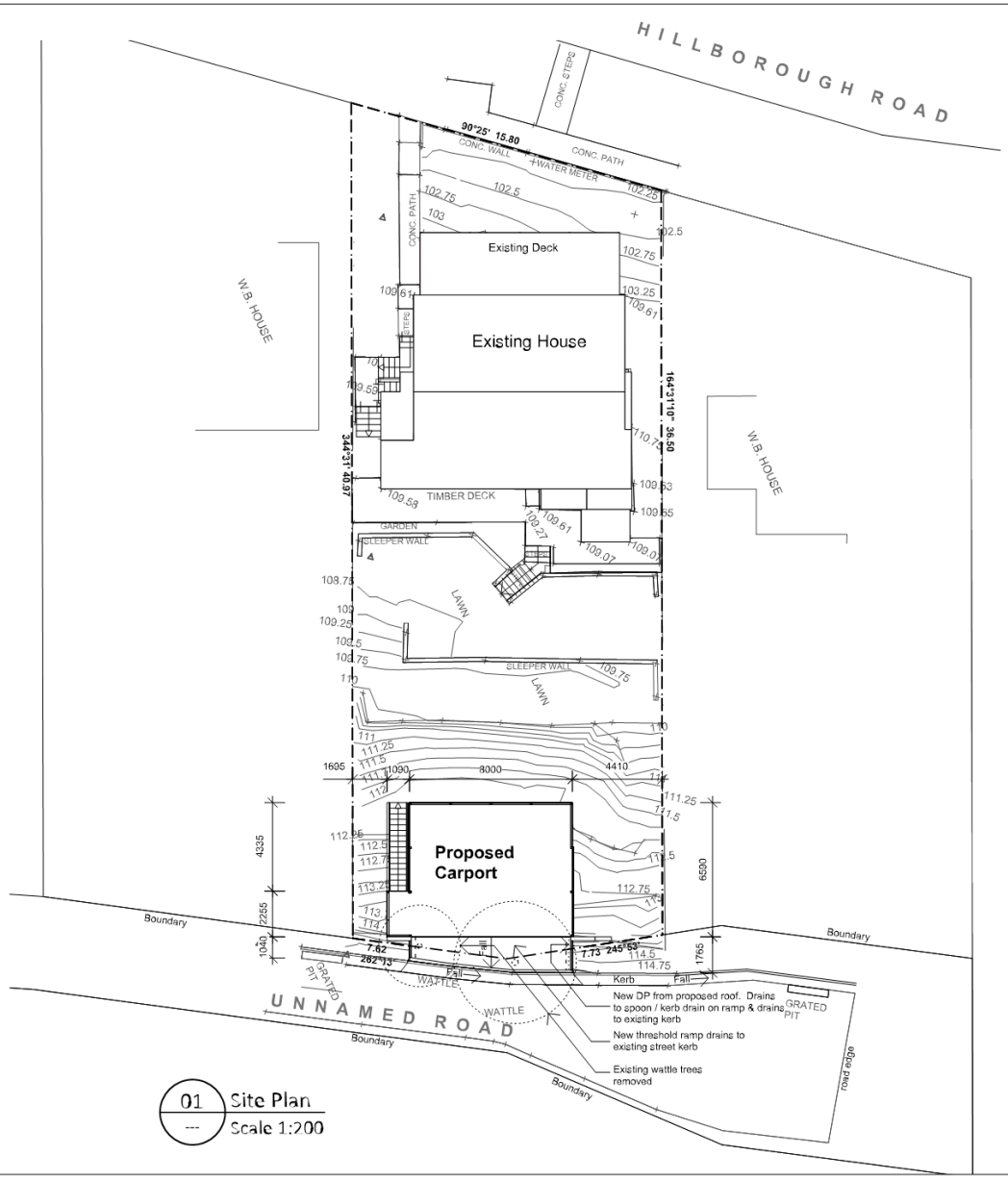


Sketch Design Set

Drawing List					
Sheet No.	**Sheet Name**	**Sheet Size**	**Rev. No.**	**Rev. Date**	**Project No.**
101	Site Plan	A3	DA		1808
102	Lower Floor Demolition Plan	A3	DA		1808
103	Upper Floor Demolition Plan	A3	DA		1808
104	Proposed Lower Floor Plan	A3	DA		1808
105	Proposed Upper Floor Plan	A3	DA		1808
106	Proposed Patio Plan	A3	DA		1808
107	Proposed Carport Plan	A3	A		1808
108	Proposed Carport Threshold Details	A3	DA		1808
201	Carport Elevations	A3	DA		1808
202	Carport Elevations	A3	DA		1808
203	House Elevations	A3	DA		1808
204	House Elevations	A3	DA		1808

McDonald House Alterations
4 Hillborough Rd
South Hobart
Tasmania

dlm
danny leigh macgregor design



01 Site Plan
--- Scale 1:200

Area Details

Site Area	**597m²**
Building Footprint Existing	**136m²**
Building Footprint Proposed	**193m²**
Proposed Carport	**57m²**

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
Site Plan

Dwg No.
DA 101

Scale
1:200

Date
15-05-2019

Rev.	Job No.
	1808

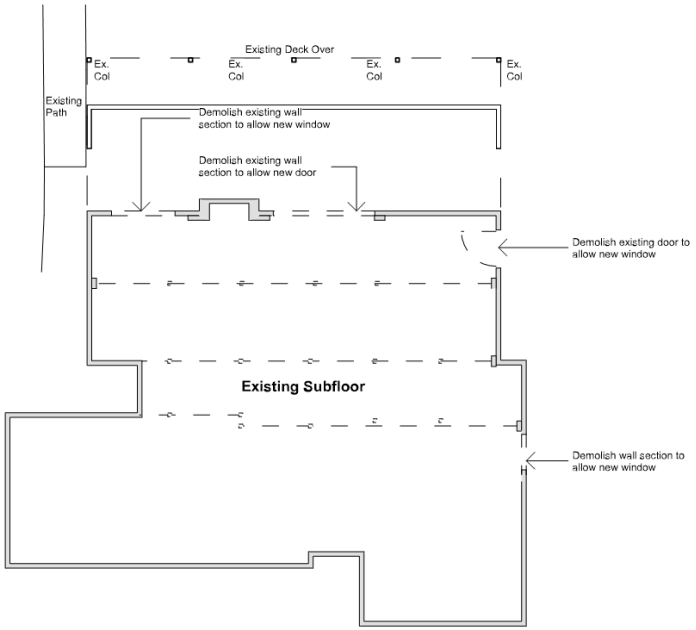
dlm
danny leigh macgregor design
3 Eldon Street, Lindisfarne, Tasmania
m 0466828778
e dannyleighmacgregor@gmail.com
ACC. Number. CC7328

Legend

Wall Types

- Indicates Existing walls
- New Timber Stud Walls
- New Conc. Block Retaining Wall
- Building elements to be demolished

CT	Ceramic Tiles
TD	Timber Decking To be selected
CA	Carpet over 19mm particle board
TF	12mm Tas Oak Timber Overlay Floor over 19mm Particle Board
SA	Hard Wired Smoke Alarm



01 Lower Floor Demolition Plan
--- Scale 1:100

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
Lower Floor Demolition Plan

Dwg No.
DA 102

Scale
1:100

Date
15-05-2019

Rev.	Job No.
	1808

north

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3 Eldon Street, Lindisfarne, Tasmania
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ACC. Number. CC7328

Legend

Wall Types

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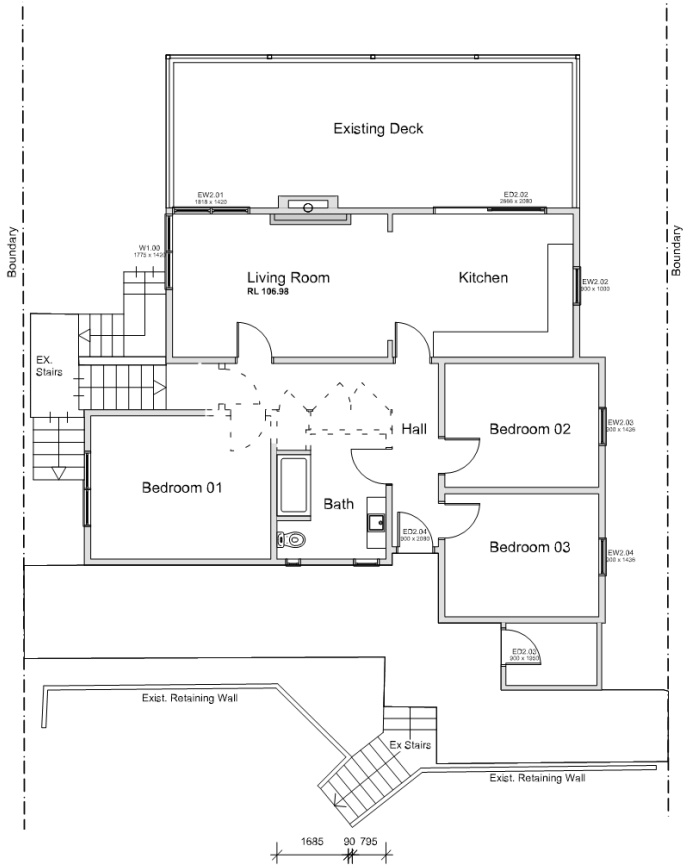

01 Upper Floor Demolition Plan
--- Scale 1:100

Area Details

Site Area	535m²
Building Footprint Existing	113m²
Building Footprint Proposed	141m²
Proposed Decks	28m²

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

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DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd,
South Hobart

Project
McDonald House Alterations

Drawing
Upper Floor Demolition Plan

Dwg No.
DA 103

Scale
1:100

Date
15-05-2019

Rev.

Job No.
1808

north

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3 Eldon Street, Lindisfarne, Tasmania
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ACC. Number. CC7328

Legend

Wall Types

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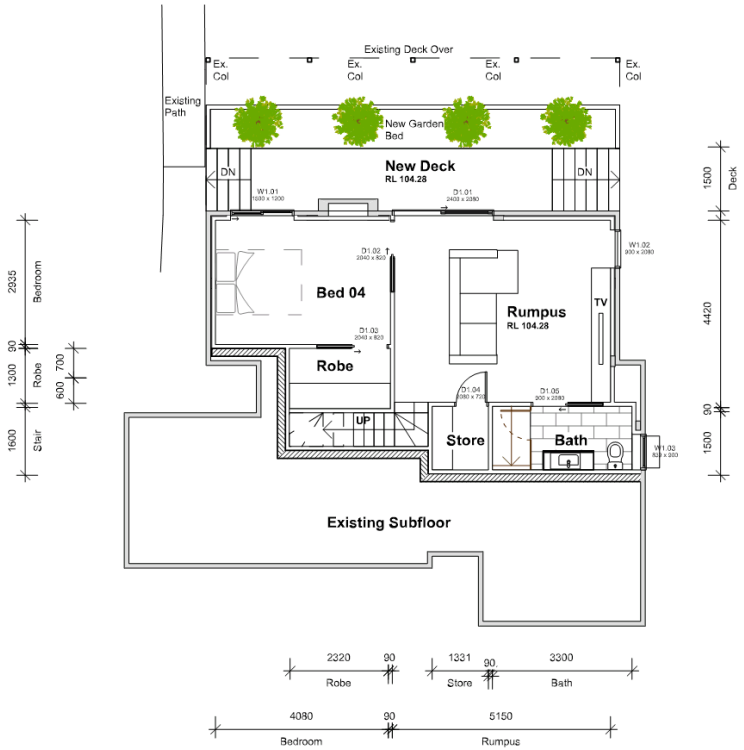

01 Proposed Lower Floor Plan
--- Scale 1:100

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All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
Proposed Lower Floor Plan

Dwg No.
DA 104

Scale
1:100

Date
15-05-2019

Rev.

Job No.
1808

north

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ACC. Number. CC7328

Legend

Wall Types

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- New Timber Stud Walls
- New Conc. Block Retaining Wall
- Building elements to be demolished

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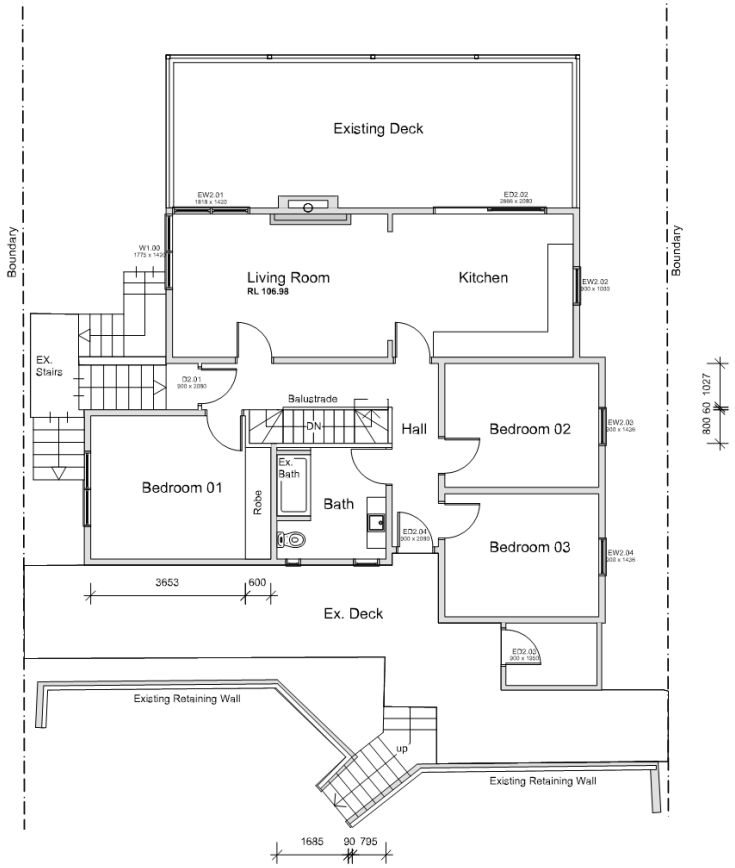
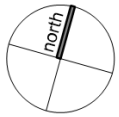


01 Proposed Upper Floor Plan
--- Scale 1:100



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DO NOT SCALE OFF DRAWINGS
Report all discrepancies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd,
South Hobart

Project
McDonald House Alterations

Drawing
Proposed Upper Floor Plan

Dwg No.
DA 105

Scale
1:100

Date
15-05-2019

Rev.

Job No.
1808

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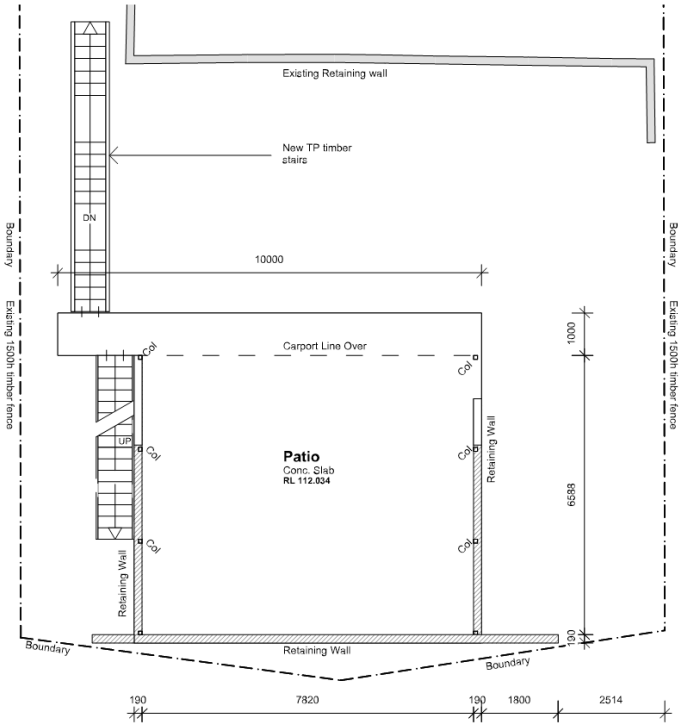

01 Proposed Patio Plan
--- Scale 1:100

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepancies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
Proposed Patio Plan

Dwg No.
DA 106

Scale
1:100

Date
15-05-2019

Rev.

Job No.
1808

north

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3 Eldon Street, Lindisfarne, Tasmania
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e dannyleighmacgregor@gmail.com
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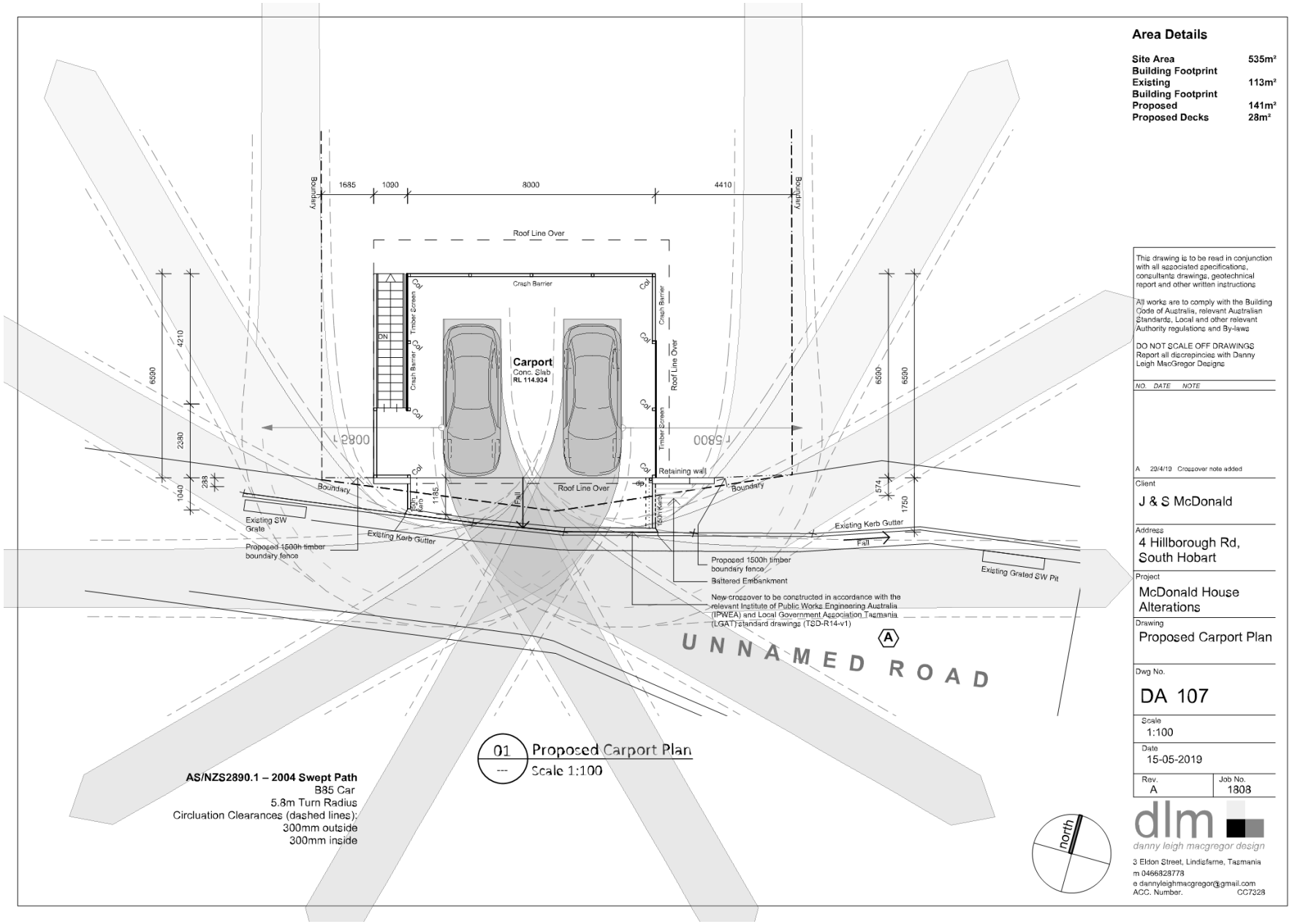
Area Details
Site Area 535m²
Building Footprint Existing 113m²
Building Footprint Proposed 141m²
Proposed Decks 28m²
Roof Line Over
Crash Barrier
Timber Screen
Carport
Conc. Slab
RL 114.934
Retaining wall
Boundary
Existing SW Grate
Existing Kerb Gutter
Proposed 1500h timber boundary fence
Battered Embankment
New crossover to be constructed in accordance with the relevant Institute of Public Works Engineering Australia (IPWEA) and Local Government Association Tasmania (LGAT) standard drawings (TSD-R14-v1)
Existing Grated SW Pit
UNNAMED ROAD
01 Proposed Carport Plan
Scale 1:100
AS/NZS2890.1 – 2004 Swept Path
B85 Car
5.8m Turn Radius
Circluation Clearances (dashed lines):
300mm outside
300mm inside
north
This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions
All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws
DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs
NO. DATE NOTE
A 29/4/19 Crossover note added
Client
J & S McDonald
Address
4 Hillborough Rd, South Hobart
Project
McDonald House Alterations
Drawing
Proposed Carport Plan
Dwg No.
DA 107
Scale
1:100
Date
15-05-2019
Rev. A
Job No. 1808
dlm
danny leigh macgregor design
3 Eldon Street, Lindisfarne, Tasmania
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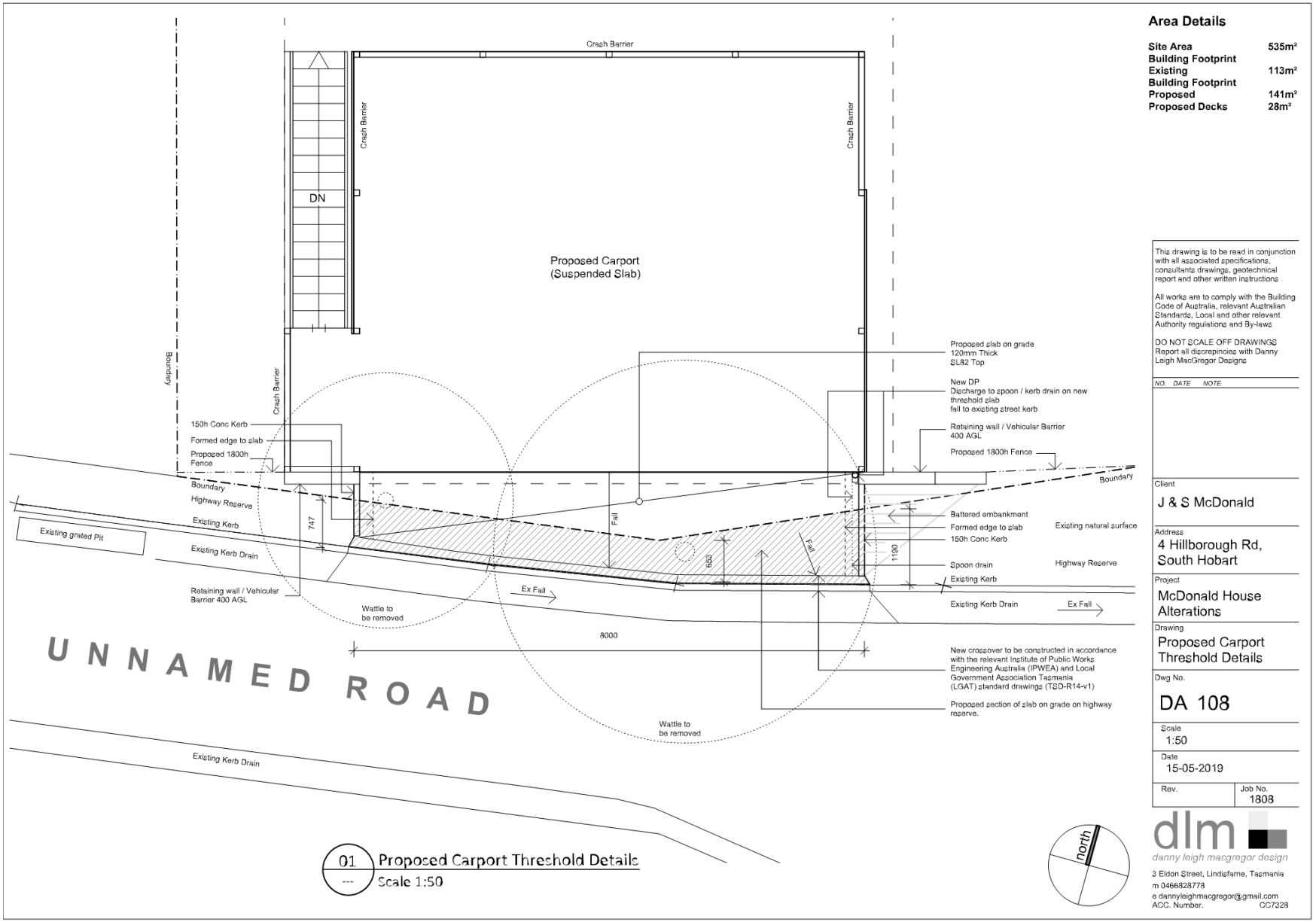
ACC. Number. CC7328



Area Details

Site Area	**535m²**
Building Footprint Existing	**113m²**
Building Footprint Proposed	**141m²**
Proposed Decks	**28m²**

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd,
South Hobart

Project
McDonald House Alterations

Drawing
Proposed Carport Threshold Details

Dwg No.
DA 108

Scale
1:50

Date
15-05-2019

Rev.	Job No.
	1808

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danny leigh macgregor design
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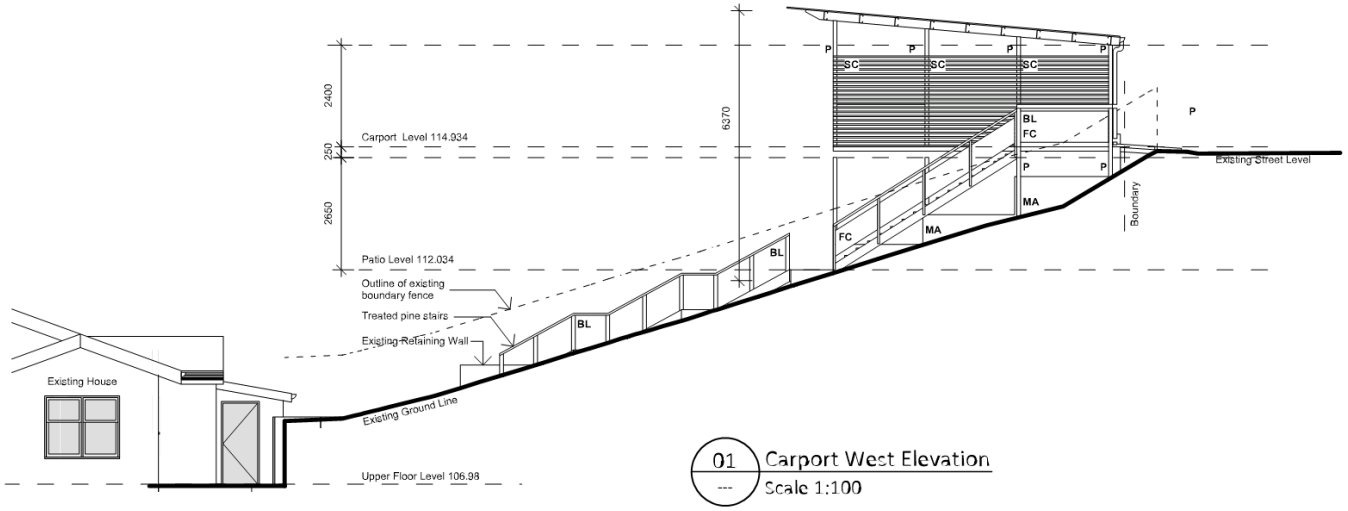
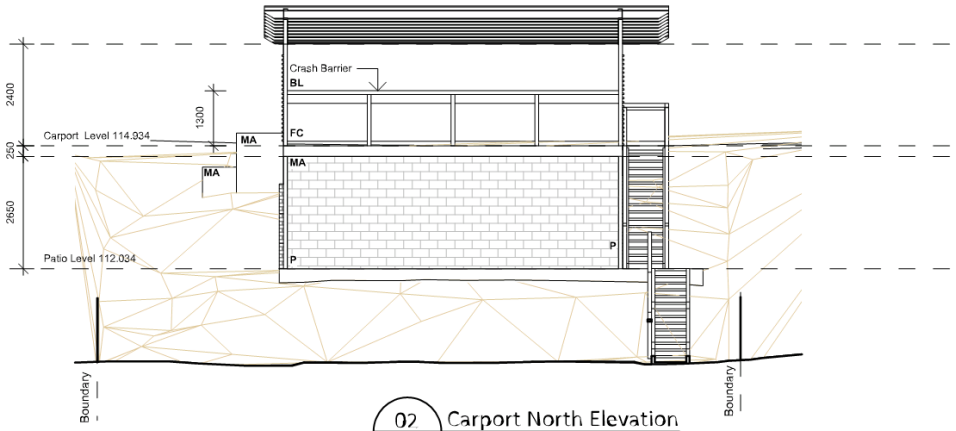
m 0466828778
e dannyleighmacgregor@gmail.com
ACC. Number. CC7328



01 Carport West Elevation
--- Scale 1:100



02 Carport North Elevation
--- Scale 1:100

KEY

FC -	FC SHEET CLADDING (SCYON MATRIX OR SIMILAR) PAINT FINISH TO MATCH EXISTING
SC -	TIMBER BATTEN SCREEN
MA -	BLOCKWORK MASONRY
BL -	NEW BALUSTRADE TO NCC PART 3.9.2
CC -	COLORBOND CLADDING (COLOUR AS SELECTED)
P -	PAINTED STEEL POSTS

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO. DATE NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
Carport Elevations

Dwg No.
DA 201

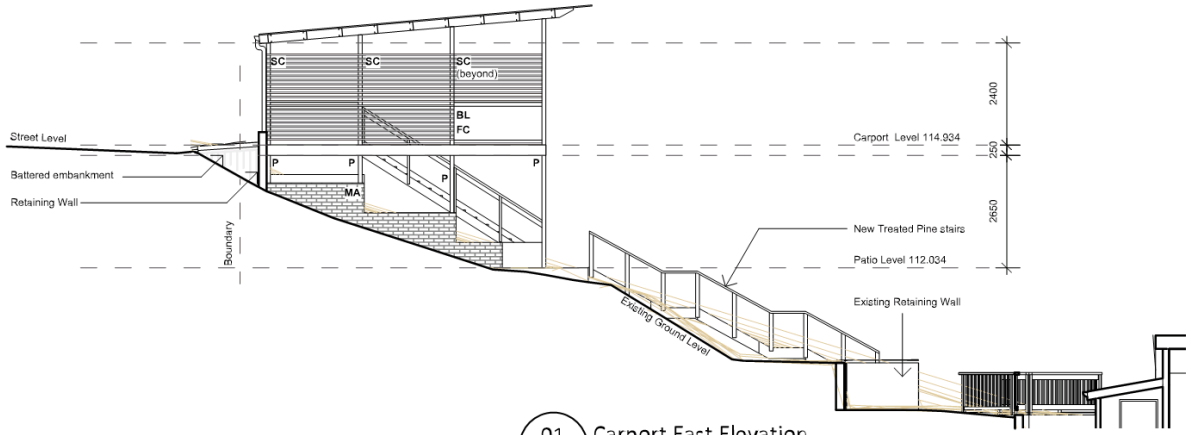
Scale
1:100

Date
15-05-2019

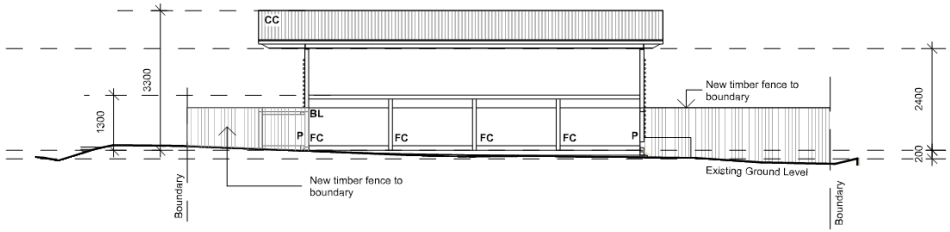
Rev.

Job No.
1808

danny leigh macgregor design
3 Eldon Street, Lindisfarne, Tasmania
m 0466828778
e dannyleighmacgregor@gmail.com
ACC. Number. CC7328



01 Carport East Elevation
--- Scale 1:100



02 South Elevation
--- Scale 1:100

KEY

FC -	FC SHEET CLADDING (SCYON MATRIX OR SIMILAR) PAINT FINISH TO MATCH EXISTING
SC -	TIMBER BATTEN SCREEN
MA -	BLOCKWORK MASONRY
BL -	NEW BALUSTRADE TO NCC PART 3.9.2
CC -	COLORBOND CLADDING (COLOUR AS SELECTED)
P -	PAINTED STEEL POSTS

This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions

All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws

DO NOT SCALE OFF DRAWINGS
Report all discrepincies with Danny Leigh MacGregor Designs

NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd,
South Hobart

Project
McDonald House Alterations

Drawing
Carport Elevations

Dwg No.
DA 202

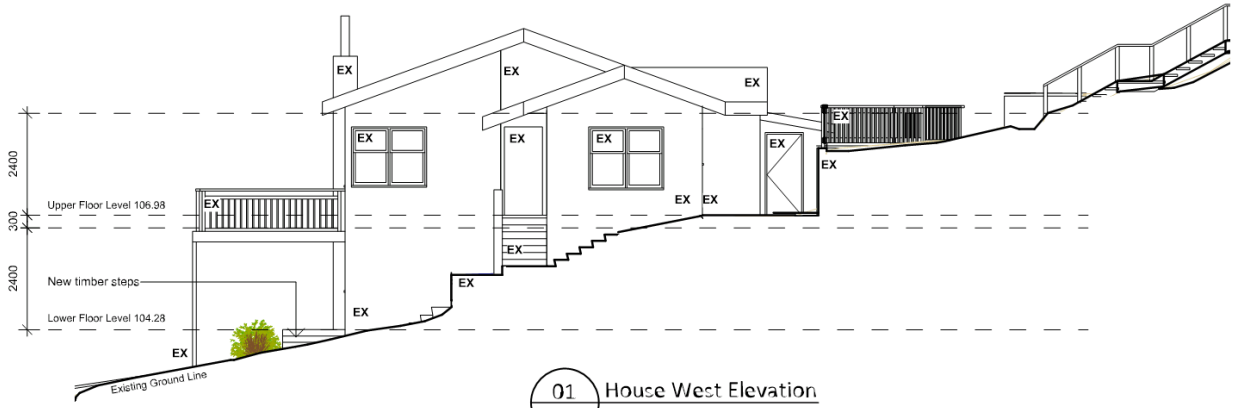
Scale
1:100

Date
15-05-2019

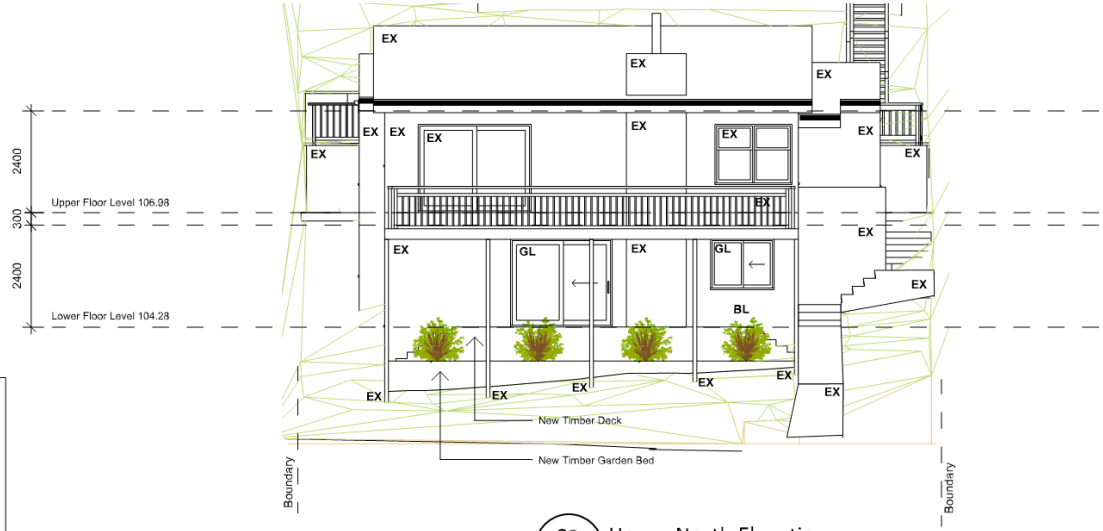
Rev.

Job No.
1808

dlm
danny leigh macgregor design
3 Eldon Street, Lindisfarne, Tasmania
m 0466828778
e dannyleighmacgregor@gmail.com
ACC. Number. CC7328



01 House West Elevation
--- Scale 1:100



02 House North Elevation
--- Scale 1:100

KEY

FC -	FC SHEET CLADDING (SCYON MATRIX OR SIMILAR) PAINT FINISH TO MATCH EXISTING
SC -	TIMBER BATTEN SCREEN
MA -	BLOCKWORK MASONRY
BL -	NEW BALUSTRADE TO NCC PART 3.9.2
CC -	COLORBOND CLADDING (COLOUR AS SELECTED)
P -	PAINTED STEEL POSTS

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McDonald House Alterations

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House Elevations

Dwg No.
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Scale
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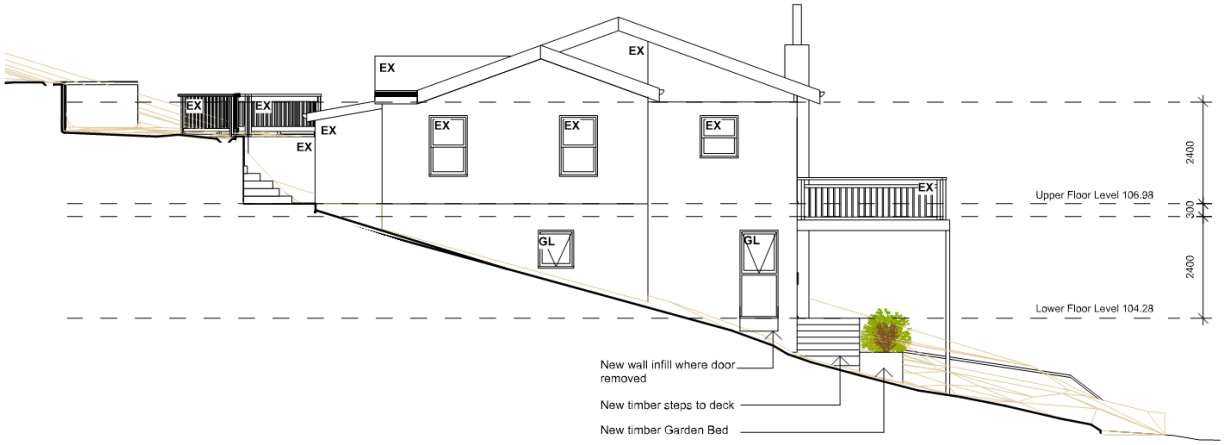

01 House East Elevation
--- Scale 1:100

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NO.	DATE	NOTE

Client
J & S McDonald

Address
4 Hillborough Rd, South Hobart

Project
McDonald House Alterations

Drawing
House Elevations

Dwg No.
DA 204

Scale
1:100

Date
15-05-2019

Rev.

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City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-18-855; (F19/29924)
DA-19-17050

17 April 2019

Danny Macgregor
Building Designer

Via Email: dannyleighmacgregor@gmail.com

Dear Mr Macgregor

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Hillborough Road Highway Reservation at 4 Hillborough Road, South Hobart**
Description of Proposal:	**Driveway and removal of two trees**
Applicant Name:	**Danny Macgregor, Building Designers**
PLN *(if applicable)*:	**PLN-18-855**

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

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

Yours sincerely

Heather Salisbury
ACTING GENERAL MANAGER

Attachment: Plan DA 108 by dlm

City of HOBART

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Hillborough Road Highway Reservation at 4 Hillborough Road, South Hobart**
Description of Proposal:	**Driveway and removal of two trees**
Applicant Name:	**Danny Macgregor, Building Designers**
PLN *(if applicable)*:	**PLN-18-855**

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

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

Part or all of the application proposes use and/or development on land owned or administered by the City located within the Highway Reservation as noted in the site address and as shown on the attached plan(s).

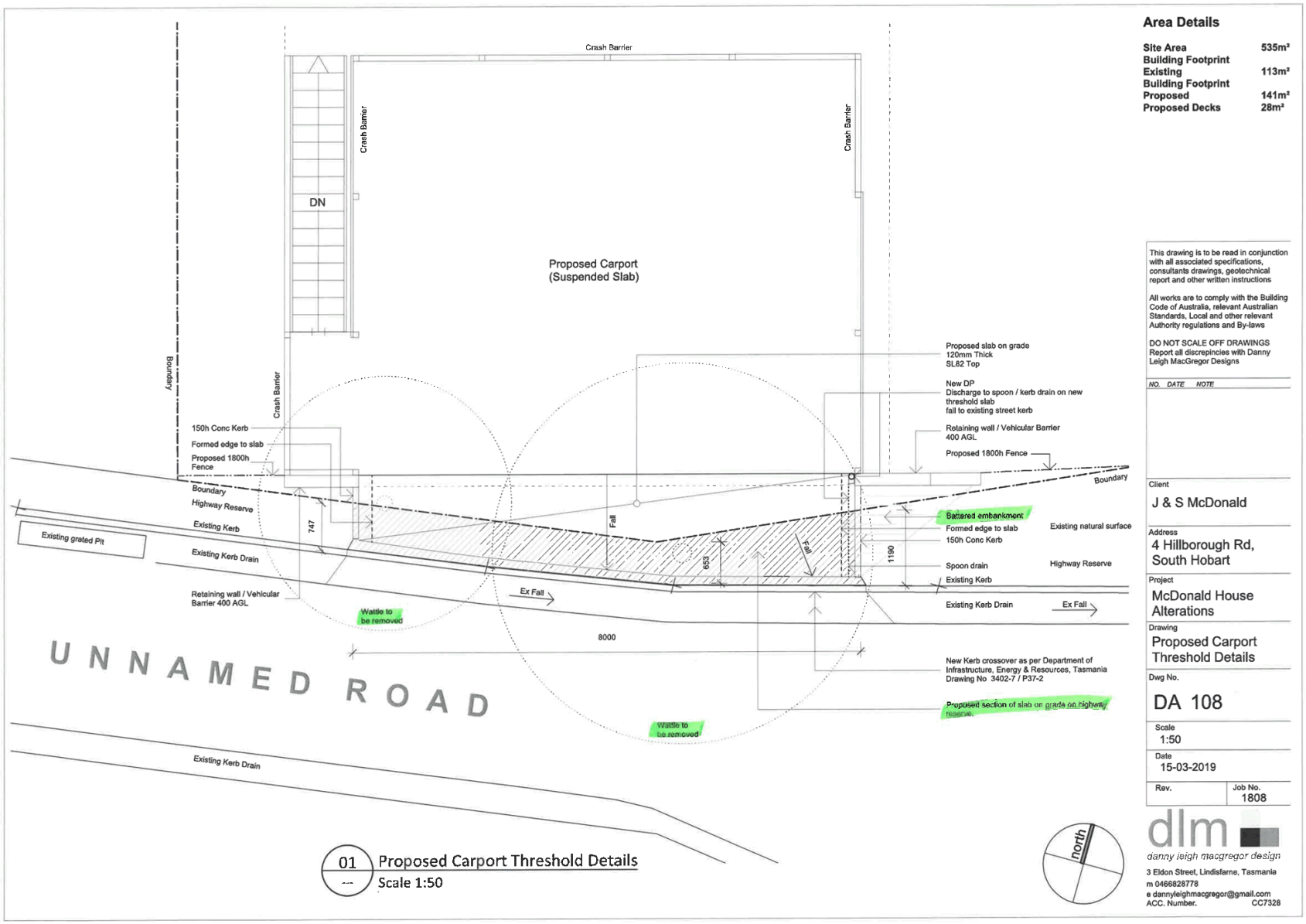
Being and as General Manager of the Hobart City Council, I provide written permission to the making of the application pursuant to Section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993.*

Heather Salisbury
ACTING GENERAL MANAGER

Date: 18/4/2019

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

Attachments/Plans: Plan DA 108 by dlm


Area Details
Site Area 535m²
Building Footprint Existing 113m²
Building Footprint Proposed 141m²
Proposed Decks 28m²
Crash Barrier
Crash Barrier
Crash Barrier
Crash Barrier
DN
Proposed Carport
(Suspended Slab)
Boundary
Boundary
Boundary
150h Conc Kerb
Formed edge to slab
Proposed 1800h Fence
Highway Reserve
Existing Kerb
Existing grated Pit
Existing Kerb Drain
Retaining wall / Vehicular Barrier 400 AGL
Waitle to be removed
747
Fall
653
Fall
1190
Ex Fall
8000
UNNAMED ROAD
Existing Kerb Drain
Proposed slab on grade
120mm Thick
SL82 Top
New DP
Discharge to spoon / kerb drain on new threshold slab
fall to existing street kerb
Retaining wall / Vehicular Barrier
400 AGL
Proposed 1800h Fence
Battered embankment
Formed edge to slab
150h Conc Kerb
Existing natural surface
Spoon drain
Highway Reserve
Existing Kerb
Existing Kerb Drain
Ex Fall
New Kerb crossover as per Department of Infrastructure, Energy & Resources, Tasmania Drawing No 3402-7 / P37-2
Proposed section of slab on grade on highway reserve.
Waitle to be removed
01
Proposed Carport Threshold Details
Scale 1:50
north
This drawing is to be read in conjunction with all associated specifications, consultants drawings, geotechnical report and other written instructions
All works are to comply with the Building Code of Australia, relevant Australian Standards, Local and other relevant Authority regulations and By-laws
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7.2.4 PLN-17-1069 – 720 Sandy Bay Road and 718a Sandy Bay Road, Sandy Bay - Demolition and Two Multiple Dwellings File Ref: F19/79448

Memorandum of the Manager Development Appraisal of 19 June 2019 and attachments.

Delegation: Council

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

PLN-17-1069 – 720 Sandy Bay Road and 718a Sandy Bay Road, Sandy Bay - Demolition and Two Multiple Dwellings

This memorandum relates to planning application PLN-17-1069 proposing demolition and two multiple dwellings at 720 Sandy Bay Road and 718A Sandy Bay Road, Sandy Bay.

The application proposes the demolition of the existing dwelling and carport on 720 Sandy Bay Road and the construction of two new dwellings and two garages on that property. The proposal includes 718A Sandy Bay Road due to a proposed new stormwater connection to the existing Council stormwater main running through that property.

The proposal generates discretion under the *Hobart Interim Planning Scheme 2015* in relation to setbacks and building envelope, site coverage and private open space, waste storage for multiple dwellings, frontage fences, residential density for multiple dwellings, siting buildings close to the Lower Sandy Bay Escarpment, and vehicular access and passing.

Thirty seven representations (thirty six objecting to and one supporting the proposal) were received during the application's public notification period. Those objecting raised concerns including overshadowing and visual bulk, site coverage and density, privacy, the fairness of the planning process and erosion.

The report at Attachment A to this memorandum contains the officer assessment of the proposal against the *Hobart Interim Planning Scheme 2015* and recommends approval subject to conditions.

The application was considered by the Council's City Planning Committee at its meeting of 29 April 2019. At that meeting, the Committee resolved as follows:

> *That the item be deferred to a subsequent City Planning Committee meeting for the purposes of seeking further advice to ascertain if a reduction in the ceiling heights of the proposed dwelling at 720A Sandy Bay Road would reduce the impact of overshadowing upon the neighbouring property to the south.*

The applicant has provided a series of shadow diagrams showing the shadows associated with the proposed dwelling at 720A Sandy Bay Road (the lower proposed

dwelling, closest to the River Derwent) at five lower heights in 100mm increments (ie. 100mm lower, 200mm lower, 300mm lower, 400mm lower and 500mm lower than the 9300mm maximum height proposed). The diagrams show the shadows associated with those heights at 9am, 10am, 11am, 12 noon and 3pm on June 21.

The applicant has also provided shadow diagrams showing the proposed dwelling at 720A Sandy Bay Road with a maximum building height of 8500mm, achieved by reducing the building by 500mm in height and 600mm in length from its eastern (River Derwent) end.

These shadow diagrams have been peer reviewed as being accurate by a third party (Another Perspective Drafting and Design).

While the officer recommendation (as detailed in the officer report at Attachment A) is for approval of the proposal as advertised, if Elected Members prefer the proposed dwelling at 720A Sandy Bay Road to have a lower height, a condition requiring that outcome has been prepared.

Background

The application was originally advertised in June/July 2018, received 15 representations and was presented as agenda item 7.1.1 to the Council's City Planning Committee on 27 August 2018 with an officer recommendation for approval. At that meeting, the accuracy of the proposal plans, and in particular the sun shadow information, was brought into question, and the Committee recommended that the application be refused on overshadowing and visual impact grounds. At the subsequent Council meeting of 3 September 2018, and in response to a request to defer by the applicant, the application was deferred in the following terms:

That the item be deferred for two weeks at the request of the applicant.

The applicant sought deferral of the application to enable confirmation of the accuracy or otherwise of the proposal plans, having particular regard to the accuracy of the depiction of the dwellings to the south of the application site, and the potential impacts this proposal will have on them.

The plans were referred to a third party (Another Perspective Drafting and Design) for independent verification. They advised that the ground levels shown on this application and a recent application for the adjacent property at 724 Sandy Bay Road were not consistent. This information was conveyed back to the applicant for consideration and a response.

Following a number of discussions and questions regarding various aspects of the plans for both the application site and the adjacent property to the south, the discrepancies were resolved, and amended plans replacing the original set were submitted by the applicant for confirmation, re-advertising, and assessment.

The amended plans were again independently reviewed by Another Perspective Drafting and Design prior to being publicly advertised. They verified that the amended plans (those the subject of the attached assessment report) now accurately reflect the natural ground lines, the approval for the development that has

commenced on the adjacent property, the original dwelling on the adjacent property, and the shadowing impacts the proposal will have on the adjacent dwellings.

The result of the corrected plans is that the maximum building height has increased from 9.0m to 9.3m for the waterside dwelling and 7.1m to 7.38m for the road side dwelling, and subsequently the sun shadow impacts are greater than was previously demonstrated.

This amended set of plans are the basis of advertising, the assessment in the officer's report attached to this memorandum and determination of the proposal.

Conclusion

The report at Attachment A to this memorandum contains the officer assessment of the proposal against the *Hobart Interim Planning Scheme 2015* and recommends approval subject to conditions.

Following extensions of time being granted by the applicant, the application is due to expire on 16 August 2019. Due to the number of representations received, delegation to determine the application rests with the Council.

As requested by the City Planning Committee's deferral of the application on 29 April 2019, the applicant has provided a series of shadow diagrams showing the shadows associated with the proposed dwelling at 720A Sandy Bay Road (the lower proposed dwelling, closest to the River Derwent) at a series of lower heights (Attachment C). These shadow diagrams have been peer reviewed as being accurate by a third party (Another Perspective Drafting and Design).

While the officer recommendation (as detailed in the officer report at Attachment A) is for approval of the proposal as advertised, if Elected Members prefer the proposed dwelling at 720A Sandy Bay Road to have a lower height than that shown on the advertised plans, a condition requiring that outcome has been prepared.

RECOMMENDATION

That:

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for demolition and two multiple dwellings at 720 Sandy Bay Road and 718A Sandy Bay Road, 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-17-1069 - 720 SANDY BAY ROAD 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 2018/00001-HCC dated 24/05/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

All external building surfaces must be clad in muted, non-reflective colours and materials.

Reason for condition

To ensure compliance with clause 12.4.10 of the *Hobart Interim Planning Scheme 2015*.

PLN s4

The upper levels of the southern elevations of both dwellings must have different cladding to the lower levels of the southern elevations of both dwellings.

Prior to the issue of any approval under the *Building Act 2016*, amended plans must be submitted to and approved by the Council's Director City Planning. The plans must show:

1. **Darker cladding for the lower level of the southern elevation of the waterside dwelling.**
2. **Lighter, textured cladding for the upper level of the southern elevation of the waterside dwelling.**

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

Reason for condition

To ensure that there is not an unreasonable loss of amenity to adjacent properties through the scale and massing of the building.

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.

Reason for condition

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

ENG sw4

The new storm water connection must be constructed and any existing abandoned connections 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; and**
2. **the size of the connection appropriate to satisfy the needs of the development.**

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 Amenity 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 Amenity 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.*
- *If the proposed stormwater connection works will occur on third party property, the applicant is advised that they are required (seperate to this planning permit) to obtain the relevant permissions necessary under any other Act in order to undertake the works.*

Reason for condition

To ensure the site is drained adequately.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to Council.

Advice:

- *If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.*

  If the development's building approval is covered under Notifiable Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice: Certification may be submitted to the Council as part of the Building Act 2016 *approval process or via condition endorsement (see general advice on how to obtain condition endorsement)*.

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3c

The access, driveway 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).

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 AS2/NZS2890.1 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)*

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 car parking spaces approved on the site is four (4).

No visitor parking is approved on site, and the turning areas are required to be kept clear from parked cars at all times to ensure vehicles are able to exit the property in a forward direction.

Reason for condition

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

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.

ENG 13

The front fencing/wall and gate at 720 Sandy Bay Road must allow adequate sight distance between user vehicles, cyclists and pedestrians.

Amended drawings must be submitted and approved, prior to the commencement of work. The amended drawings must demonstrate how the fence either side of the driveway provides for adequate sight distance between

user vehicles, cyclists and pedestrians by one of the following methods:

1. **Compliance with Australian/NZ Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004 Fig 3.3; or**
2. **Increasing the gate opening width to 5m; or**
3. **Increasing the transparency of fencing/gate/wall for at least 1m on each side of driveway so that those sections of fencing are at least 50% transparent; or**
4. **Setting gates/fence/wall back 1m from the front property boundary for at least 1m on each side of the driveway.**

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

Advice:

- *Once the amended drawing 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 of pedestrians and traffic in the vicinity.

ENGR 3

Prior to the commencement of use, the redundant driveway crossover in the Sandy Bay Road highway reservation must be reinstated.

Prior to the commencement of use, the proposed driveway crossover in the Sandy Bay Road highway reservation must be designed and constructed generally in accordance with:

1. **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R17-v1 Plinth and Grate vehicular crossing; and**
2. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

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

Reason for condition

To ensure crossovers match surrounding crossovers and provide a safe environment for users of the adjacent cycle path.

ENG s1

The proposed sliding gate must not encroach onto the Sandy Bay Road Highway Reservation.

Reason for condition

To ensure that safety of pedestrians on the Council's highway reservation is not compromised by the development.

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 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 service connection.

STORMWATER

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.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings.
Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

STORM WATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

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.

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.

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

Date: 19 June 2019
File Reference: F19/79448

Attachment A: PLN-17-1069 - 720 SANDY BAY ROAD SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩

Attachment B: PLN-17-1069 - 720 SANDY BAY ROAD SANDY BAY TAS 7005 - CPC Agenda Documents (second round) ⇩

Attachment C: PLN-17-1069 - 720A Sandy Bay Road - Additional sun shadow diagrams showing 720A Sandy Bay Road at lower heights as requested by City Planning Committee deferral of 29 April 2019 ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	6 May 2019
Expiry Date:	24 May 2019
Application No:	PLN-17-1069
Address:	720 SANDY BAY ROAD , SANDY BAY 718 A SANDY BAY ROAD , SANDY BAY
Applicant:	Nathan Gray 720 Sandy Bay Road
Proposal:	Demolition and Two Multiple Dwellings
Representations:	Thirty Seven (37)
Performance criteria:	Low Density Residential Zone Development Standards for Buildings and Works, Parking and Access Code

1. Executive Summary

1.1 Planning approval is sought for demolition and two multiple dwellings at 720 Sandy Bay Road (with stormwater connection through 718A Sandy Bay Road).

1.2 More specifically the proposal includes:

- Demolition of the existing dwelling and carport on site.
- Construction of two new dwellings on the site and two new associated garages.
- The garages are both single storey, with skillion roofs cut into the slope of the land, and accommodate two vehicle parking spaces.
- The roadside dwelling has an open living/dining/kitchen area with a study on the south side and an open deck and swimming pool to the north side on the upper level, and two bedrooms, two bathrooms and a laundry on the lower level.
- The waterside dwelling has an open living/dining/kitchen area with a study on the south side and an open deck and swimming pool to the north on the upper level, and three bedrooms, two bathrooms and a laundry on the lower level.
- Both the dwellings and the garages will have sedum (turf) roofs.
- There is a shared driveway proposed along the southern boundary.

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

1.3.1 Low Density Residential Zone Development Standards - Setbacks and Building Envelope, Site Coverage and Private Open Space, Waste Storage for Multiple Dwellings, Frontage Fences, Residential Density for Multiple Dwellings, and Siting Buildings Close to the Lower Sandy Bay Escarpment.

1.3.2 Parking and Access Code - Vehicular Access and Passing.

1.4 Thirty six (36) representations objecting to, and one (1) representation generally supporting, the proposal were received within the statutory advertising period between 14 and 28 March 2019.

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 1467m² lot on the eastern side of Sandy Bay Road. There is an existing dwelling located within the western half of the site that is to be demolished as part of this application. The eastern side of the lot includes the Sandy Bay Escarpment, and is bounded by the highwater line for the River Derwent. The escarpment area that is adjacent to the river is moderately vegetated with a mixture of introduced and native coastal plants, and is not proposed to be modified as part of this application.

2.2 The application site includes the adjacent property to the north at 718A Sandy Bay Road. This property only forms part of the application site for the purposes of providing a new stormwater connection to the existing Council stormwater main running through it for the proposed development at 720 Sandy Bay Road.

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

3. Proposal

3.1 Planning approval is sought for demolition and two multiple dwellings at 720 Sandy Bay Road (with stormwater connection through 718A Sandy Bay Road).

3.2 More specifically the proposal is for:

- Demolition of the existing dwelling and carport on site.
- Construction of two new dwellings on the site and two new associated garages.
- The garages are both single storey, with skillion rooves, cut into the slope of the land, and accommodate two vehicle parking spaces each.
- The roadside dwelling has an open living/dining/kitchen area with a study on the south side side and an open deck and swimming pool to the north on the upper level, and two bedrooms, two bathrooms and a laundry on the lower level.
- The waterside dwelling has an open living/dining/kitchen area with a study on the south side and an open deck and swimming pool to the north on the upper level, and three bedrooms, two bathrooms and a laundry on the lower level.
- Both the dwellings and the garages will have sedum (turf) roofs.
- There is a shared driveway proposed along the southern boundary.

4. Background

4.1 The application was advertised from 20 June to 4 July 2018 and received 15 representations. The application was presented to the City Planning Committee on 27 August 2018 with an officer recommendation for approval. At the meeting, the accuracy of the proposal plans, and in particular the sun shadow information, was brought into question, and Committee resolved to recommend refusal of the proposal to a full Council meeting on 3 September 2018 on overshadowing and visual impact grounds.

4.2 Prior to the full Council meeting of 3 September 2018, the applicant sought deferral of the application to enable confirmation of the accuracy or otherwise of the proposal plans, having particular regard to the accuracy of the depiction of the dwellings to the south of the application site, and the potential impacts this proposal will have on them.

4.3 The plans were referred to a third party (Another Perspective Drafting and Design) for independent verification. They advised that the ground levels shown on this application and a recent application for the adjacent property at 724 Sandy Bay Road were not consistent. This information was conveyed back to the applicant for consideration and a response.

4.4 Following a number of discussions and questions regarding various aspects of the plans for both the application site and the adjacent property to the south, the discrepancies were resolved, and amended plans replacing the original set were submitted by the applicant for confirmation, re-advertising, and assessment.

4.5 The amended plans were again independently reviewed by Another Perspective Drafting and Design prior to being publicly advertised. They verified that the amended plans (those the subject of the attached assessment report) now accurately reflect the natural ground lines, the approval for the development that has commenced on the adjacent property, the original dwelling on the adjacent property, and the shadowing impacts the proposal will have on the adjacent dwellings.

4.5 The result of the corrected plans is that the maximum building height has increased from 9.0m to 9.3m for the waterside dwelling and 7.1m to 7.38m for the road side dwelling, and subsequently the sun shadow impacts are greater than was previously demonstrated.

4.6 This amended set of plans are the basis of advertising, the assessment in this report and determination of the proposal.

5. Concerns raised by representors

5.1 Thirty six (36) representations objecting to, and one (1) representation generally supporting the proposal were received within the second statutory advertising period between 14 and 28 March 2019.

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.

Overshadowing and Visual Bulk
The heights of the proposed buildings, particularly the lower building would not comply with the Acceptable Solution.
There should be a maximum height near the side boundary of 3m.
The approved adjoining dwelling to the south is a passive solar house with a north facing kitchen, dining room, art studio and green wall which would be overshadowed.
An area of private open space to the north of the adjoining dwelling at 724A Sandy Bay Road would be overshadowed, reducing the sunlight to less than 3 hours a day on the winter solstice.
There has not been adequate consideration of the impact on the approved, partially constructed adjoining dwelling to the south.
Access to direct sunlight is important for the long term health and wellbeing of the occupants of the adjoining dwelling.

	The submitted report states that the sides of buildings are only viewed from service areas and driveways. This is incorrect as adjoining dwellings to the south have private open space, gardens and north facing habitable room windows on the side elevation.
	The northern elevation of the adjoining dwelling will receive less than 3 hours of sunlight between 9am and 3pm on June 21.
	The lower dwelling will deprive the main living areas and primary areas of private open space, of the approved adjacent dwelling to the south, of almost all direct access to northern sunlight in the middle of winter. Land to the east is not suitable for gardens because of the gradient.
	Council assured the owners of the adjacent property to the south a minimum of 3 hours sunlight to habitable rooms and private open space, and this has not been retained in the current design.
Site Coverage and Density	
	Concerns regarding site coverage and density.
	The proposed dwelling at 720A Sandy Bay Road has a large footprint.
	The site coverage is 40%.
	There is a mistake in the consultant's report which states a requirement for a minimum of 25% site coverage rather than a maximum. This is misleading.
Privacy	
	The proposal plans cause a significant loss of privacy for at least one neighbour.
Process	
	The process to date has been protracted and unfairly biased against the adjoining property owners.
	The process is lacking equity and fairness for adjacent property owners.
Erosion	
	Many properties are subdividing or building second dwellings. The clearing associated with this has a negative impact on the foreshore and nearby land through erosion.
General	

Concerns regarding the potential cost of this development to the adjacent property owners, both to the value of their partially constructed property and the costs associated with challenging the current proposal.
The approved dwelling on the adjoining lot to the south should not be jeopardised by this development.
The proposal does not include sufficient consideration of the extent of impact on the adjoining lot through overshadowing, visual impact and bulk.
Belief that development of this land would need to comply with the planning scheme and protect the amenity of the adjoining lot, and that the current proposal fails to do this adequately.
Concerns with the money and time that has been invested in the dwelling immediately to the south, and the implication that this would not have occurred had the currently proposed dwellings at 720 have been foreshadowed as it will devalue the house that is under construction to the south.
The developers were asked to amend their plans late last year, and have come back with something that increases the height of the proposed dwellings, and did nothing to improve the design.
No visual impact assessment was provided from the adjoining property to the south.
As the existing house is being demolished, the site is a clean canvas and therefore an opportunity to design two new dwellings with far less impact on the neighbours that the current proposal.
Following recent decisions of the Resource Management and Planning Appeal Tribunal, it is considered that the application would be incapable of complying with Clause 12.4.2 P3 of the Planning Scheme.
The proposed size and form of the new dwellings is not consistent with the surrounding development.
The proposed sedum roofing is not appropriate for our climate and if it is not maintained adequately it will result in the roof being a dry bed of weeds that blows seeds all over the neighbourhood.

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 Low Density Residential Zone of the *Hobart Interim Planning Scheme 2015.*

6.3 The existing use is a single dwelling. The proposed use is for two 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 - 12.0 Low Density Residential Zone

6.4.2 Part E - E5.0 Road and Railway Asset 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 - E11.0 Waterways and Coastal Protection Code

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

6.5.1 Low Density Residential Zone:-

Setback and Building Envelope - Part D 12.4.2 P2 and P3
Site Coverage and Private Open Space - Part D 12.4.3 P1 and P2
Frontage Fences - Part D 12.4.7 P1
Waste Storage for Multiple Dwellings - Part D 12.4.8 P1
Residential Density for Multiple Dwellings - Part D 12.4.9 P1
Siting Buildings Close to the Lower Sandy Bay Escarpment - Part D 12.4.10 P1

6.5.2 Parking and Access Code:-

Design of Vehicular Access - Part E E6.7.2 P1
Vehicular Passing Areas Along an Access - E6.7.3 P1

6.6 Each performance criterion is assessed below.

6.7 Setback and Building Envelope Part D 12.4.2 P2

6.7.1 The acceptable solution at clause 12.4.2 A2 requires garages to be set back 5.5m from the front boundary.

6.7.2 The proposal includes a garage with no setback to the front boundary.

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 12.4.2 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 garage doors are located such that the access is from the eastern side, not the western (road) side. The gradient of the site is sufficient that the garage will have a maximum height at the boundary of 1.4m and will be incorporated into the design of the front fence, providing a continuous 1.4m high solid wall across the whole of the frontage (other than the driveway). This will enable mutual passive surveillance between the street and the dwelling over the garage.

There are other examples of garages and carports along this section of Sandy Bay Road with no setback from the road. These are accessed at street level, making them far more prominent in the streetscape than the proposed garage will be, as it will present to the road as a front fence.

6.7.6 The proposal complies with the performance criterion.

6.8 Setback and Building Envelope Part D 12.4.2 P3

6.8.1 The acceptable solution at clause 12.4.2 A3 requires that all new building works be contained within a three dimensional building envelope as described in the Scheme.

6.8.2 The proposal includes two new dwellings, both of which are outside the building envelope to varying degrees on their northern and southern

sides. More specifically:

- The roadside dwelling has a maximum building height of 6.8m at a setback of 1.14m from the northern boundary and a building height of 7.38m at a setback of 3.4m on the southern side.
- The waterside dwelling has a maximum building height of 7.6m at a setback of 2.06m from the northern boundary and a building height of 9.3m at a setback of 2.98m on the southern side.
- The combined building length within 1.5m of the northern side boundary is approximately 32m.

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 12.4.2 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 The eastern side of Sandy Bay Road between 708 and 728 is generally characterised as having capacity for, or having at least two dwellings between the road and the river. Generally speaking, the common design element for these dwellings is that habitable room windows face in an easterly direction to address the river, as do their areas of outdoor space (decks and gardens), in order to take advantage of the excellent solar access and views.

Generally speaking, the dwellings do not have significant setbacks to the adjoining lots to the north or south. As a result, there is less glazing in these elevations, than in the east facing elevations.

Where present, the waterside dwellings on these lots are typically built (or currently under construction) within the 20m setback from the Lower Sandy Bay Escarpment Line, and as close to that line as possible.

The dwellings are typically two to two and a half storeys at the eastern or waterside of the dwelling, and single storey on the western or roadside of the dwelling as a result of the slope of the land.

6.8.6 The application seeks to demolish the existing two storey dwelling on the site and replace it with two two-storey dwellings. These dwellings will be generally in alignment with the dwellings to either side, having been designed such that the furthest projection toward the river aligns with the adjacent dwellings. See the purple lines in Figure 2 below, which illustrate this.

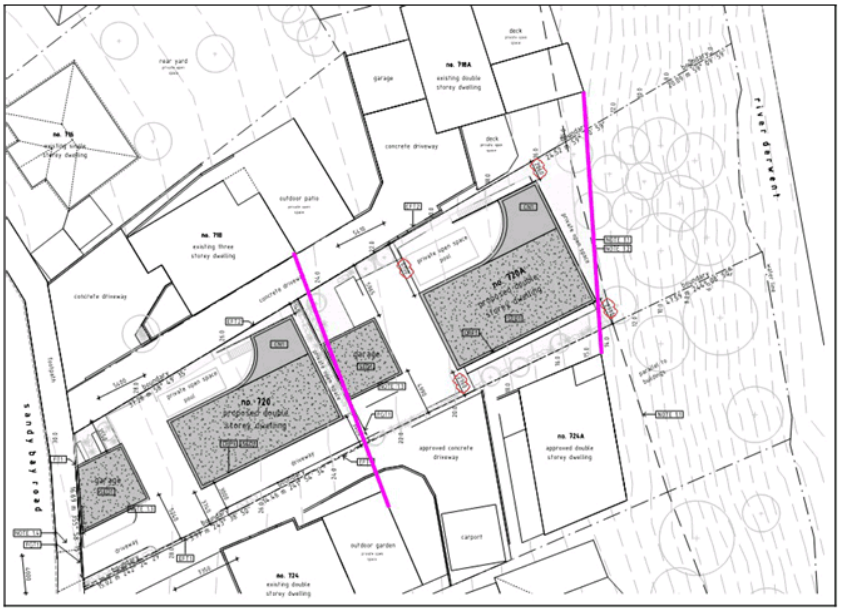

Figure 2: diagram showing the location of the proposed new dwellings in relation to the approved (partially constructed) and existing development on either side. The purple lines show the building alignment between development on the adjacent lots to the subject site.

6.6.7 See Figure 3 for illustration of the consistency of scale and design.

6.6.8 Figure 3 illustrates that dwellings on the roadside of the adjacent lots are either higher than, or similar height to, the proposed roadside dwelling in this development.

6.6.9 Figure 3 illustrates that dwellings on the waterside of the adjacent lots are both lower than the proposed waterside dwelling, but not so much so that it appears as an incongruous or obtrusive element in the overall context of development in the area.

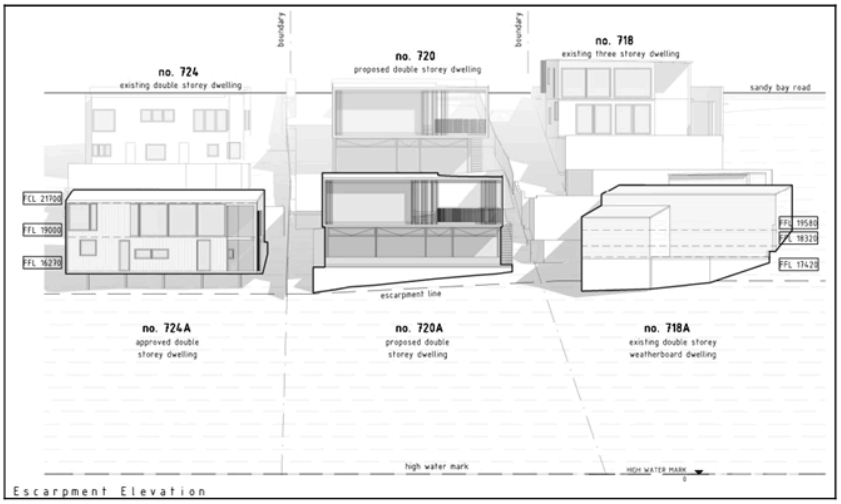

Figure 3: Waterside elevation of the proposed new dwellings in the context of the adjacent approved (partially constructed) and existing dwellings.

6.8.10 Due to the orientation of the site, there will be no overshadowing, or loss of solar access issues for the dwellings to the north of the application site (718 and 718A Sandy Bay Road).

6.8.11 The proposed new dwellings are to be set back variously from a minimum of around 0.45m to a maximum of 2.06m from the northern property boundary. There is a 4m right of way with a driveway constructed in it separating the northern neighbouring roadside dwelling from the boundary, resulting in a minimum separation of 4.5m between it and the proposed new dwelling. There is a 5.9m deck separating the northern neighbouring waterside dwelling from this boundary, resulting in over 7m between it and the proposed dwelling. The proposed dwellings both have moderate stepping in them along the northern facade, as well as privacy screens for sections of the facade. The design is typical of the surrounding area in terms of its skillion roof, and square protrusions. As such, the visual bulk of the proposed new dwellings is considered consistent with what can be reasonably expected for the area and therefore the site, and as such unlikely to cause an unreasonable loss of amenity for the adjacent dwellings to the north.

6.8.12 The proposed new roadside dwelling is to be setback between 3.7m and 3.4m from the southern boundary, which provides an average separation of approximately 6.3m from the adjacent existing (roadside) dwelling to the south (724 Sandy Bay Road). Due to the orientation of the site, this will result in the primary living areas of this neighbouring dwelling (which

are oriented toward the river) receiving full morning sun, and only losing sunlight gradually from midday, until the northern window of the eastern, upper level living area is completely in shadow by 3pm. The shadow diagrams show that the private open space for this dwelling will retain good solar access until beyond 1pm on June 21. As such, the shadow diagrams provided with the application confirm that the shadow impact upon the existing adjacent dwelling (724 Sandy Bay Road) to the south is not unreasonable.

6.8.13 The proposed new waterside dwelling is to be setback between 2.76m and 2.98m from the southern boundary, which provides a separation of approximately 4.5m from the approved, partially constructed, adjacent dwelling to the south 724A Sandy Bay Road. Due to the orientation of the site, this will result in the primary living areas (open plan kitchen/dining/living room) of the neighbouring dwelling to the south (which are oriented toward the river) receiving full morning sun (which is a minimum of 3 hours), that is the excellent solar access afforded to this dwelling by its easterly aspect will not be impacted at all by the proposal. There is a northern kitchen window which also provides light to the open living area, which will lose sunlight completely from around 11am on June 21, however, as stated, this room retains full morning sunlight from the eastern side, and there is a north facing window on the north eastern corner of the living room (behind the deck), which the shadow diagrams indicate will retain at least partial sunlight until around, or just after 12pm.

6.8.14 Representations have been made regarding the loss of sunlight to an area between the partially constructed waterside neighbouring dwelling at 724A Sandy Bay Road and its northern boundary fence. It is noted that on the planning approved plans for this neighbouring dwelling (Figures 4 and 5 below), the area for private open space was nominated as being within the northern corner of the dwelling (provided as decks), and to the west of the dwelling (provided as garden). The area between the dwelling and its northern boundary was not indicated as being private open space. The fact that the area now identified in representations as being for private open space was not at the time of approval identified as being private open space, is a matter to be weighed up when considering the amenity impacts of the proposal on this dwelling.

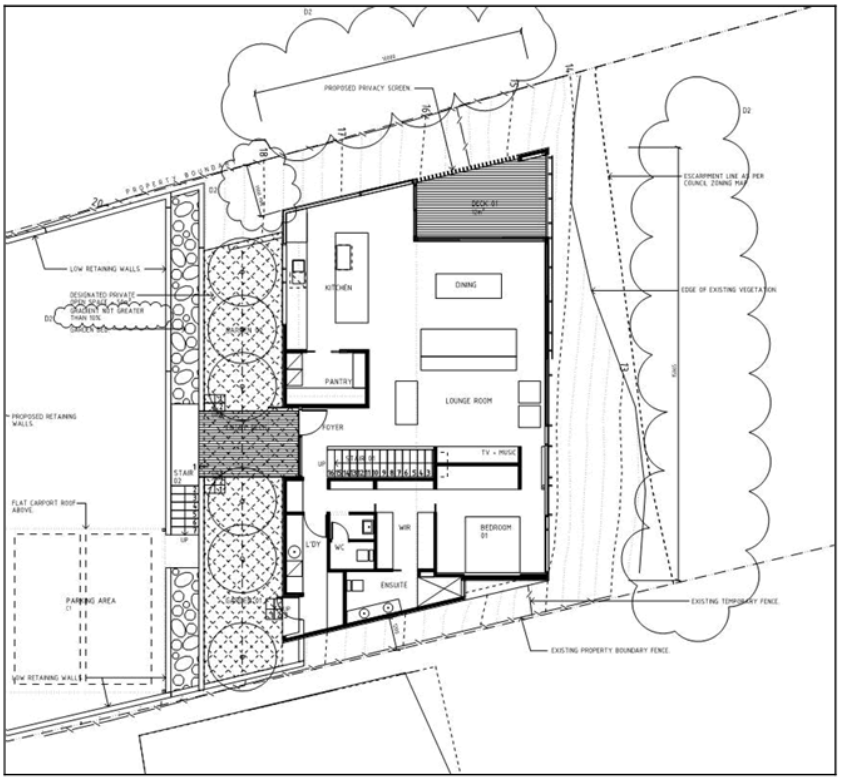

Figure 4. The approved upper floor plan of 724A Sandy Bay Road.

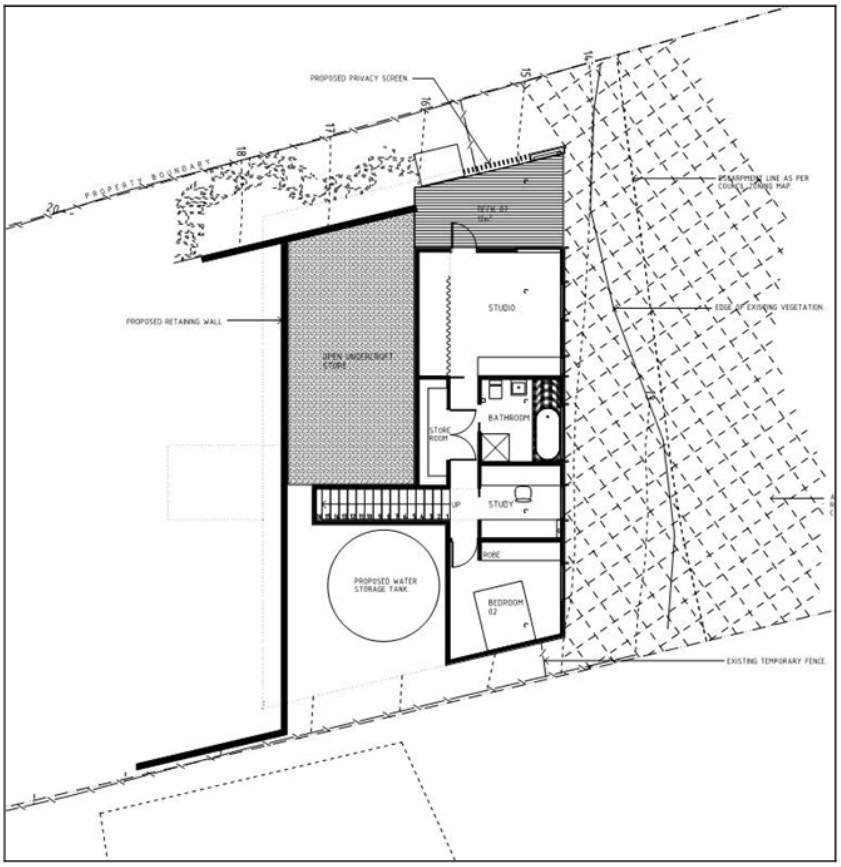

Figure 5: The approved lower floor plan of 724A Sandy Bay Road.

6.8.15 Noting the above plans, the submitted shadow diagrams show that the decks for the neighbouring dwelling will remain largely unimpacted until at least 12 noon on June 21. The area to the west of the neighbouring dwelling approved as 'garden' will be largely overshadowed by the neighbouring dwelling itself except between around 1pm to 3pm. The submitted shadow diagrams show that this area will be impacted to an extent, but that it will still remain largely unshaded between around 1pm to 3pm. It should be emphasised that the planning scheme does not specify that all private open space must retain minimum solar access, only that the dwelling has some private open space that retains minimum solar access. It is considered that the solar access retained by the decks and the garden area to the west is acceptable. As such, the shadow diagrams provided with the application are considered to confirm that the shadow impact upon the approved (partially constructed) dwelling at 724A Sandy Bay Road is not unreasonable.

6.8.16 The proposed roadside dwelling replaces an existing dwelling of similar scale. As such, the bulk of this dwelling, coupled with its setback from the

southern boundary, are such that the visual bulk is not considered to cause an unreasonable loss of amenity for the adjacent dwelling to the south.

The waterside dwelling presents a more complex assessment. This is because it is typical of existing and approved (partially constructed) development in the immediate area and as such, the bulk and massing are considered what could be reasonably expected for the site. Given the existing completed development of the land immediately to the south (i.e. a dwelling occupying the upper portion of the lot) it is considered that the bulk and massing is sufficiently removed from this dwelling and its outdoor space that it will not be overbearing or compromise the amenity of the site.

There is also a partially constructed dwelling approved on the southern portion of 724 Sandy Bay Road which is in line with that proposed on the water side. Some consideration has been afforded to this dwelling in the design of the proposed water side dwelling in terms of privacy and boundary setback. As the floor plans show in figures 4 and 5 above, the approved dwelling at 724A Sandy Bay Road has an open kitchen/dining/living area which has full windows to the waterfront and waterfront deck, and a northern side window to the kitchen area. As such, whilst it will not be the primary focus of occupants of the dwelling, there will be views from the dwelling at 724A Sandy Bay Road to the proposed new waterside house. These views will be of a large side elevation which is devoid of any windows and has minimal articulation of form if the proposal is approved in its current form.

Following the previous round of advertising, the applicant has responded to representor and Council concerns, and has provided elevation plans showing alternate cladding materials for the upper and lower levels of the dwellings, which will assist to break the visual bulk and massing of the building to some extent. Notwithstanding this, as the final detail of the finishes has not been provided, it is considered necessary to include a condition requiring the final finished to be approved by the Director City Planning prior to issuing of a building permit to ensure that the contrast of materials is fit for the purpose of breaking the visual bulk and massing. Previously, the applicant had offered a darker treatment to the lower element, and a non-smooth finish to the upper element, so this is generally what would be expected in any final finishes proposed.

6.8.17 To summarise the above, the proposed development is not considered to cause an unreasonable amount of overshadowing, or loss of solar access

to adjacent dwellings. The form of the proposed development is consistent with development on immediately adjacent properties, and with other development in the wider area. As such, the visual bulk of the proposal is not considered to be out of character with that prevailing in the area. In any event, the adjacent dwellings are oriented to concentrate their views out to the river, and not across to the neighbouring dwellings. As such, and subject to condition, the proposed visual bulk is considered, on balance, to be acceptable.

6.8.18 The proposal complies with the performance criterion, subject to the condition specified above.

6.9 Site Coverage and Private Open Space Part D 12.4.3 P1 and P2

6.9.1 The acceptable solution at clause 12.4.3 A1 requires a maximum site cover of 25% of the site, excluding any area east of the Lower Sandy Bay Escarpment Line.

6.9.2 The acceptable solution at clause 12.4.3 A2 requires a minimum of 60m2 of private open space per dwelling, with a minimum horizontal dimension of 4m, and a maximum gradient of 1 in 10, which is directly accessible from a habitable room.

6.9.3 The proposal includes a site coverage of 40% of the site, excluding the area east of the Lower Sandy Bay Escarpment Line.

There is an area of private open space for the roadside dwelling which is approximately 4.5m-6m wide, 69.6m^2, directly accessible from a habitable room and to the north of the dwelling, but has a solid wall to the northern side and roof over precluding it from being considered 'north facing'. There is a second area at the ground level which is 72m^2, and north facing, but is not directly accessible from a habitable room.

There is an area of private open space for the waterside dwelling which is approximately 7.0m wide, 112m^2, directly accessible from a habitable room and to the north of the dwelling, but has a solid wall to the northern side and roof over precluding it from being considered 'north facing'. There is a second area at the ground level which is 41m^2, and north facing, but is not directly accessible from a habitable room.

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

6.9.5 The performance criterion at clauses 12.4.3 P1 and P2 provide as follows:

P1 - 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
(ii) operational needs, such as clothes drying and storage; and
(b) have reasonable space for the planting of gardens and landscaping.
(c) not be out of character with the pattern of development in the surrounding area; and
(d) not result in an unreasonable loss of natural or landscape values.

P2 - 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 and that is:
(i) conveniently located in relation to a living area of the dwelling; and
(ii) orientated to take advantage of sunlight.

6.9.6 Both dwellings have sufficient private open space to accommodated gardens, clothes drying and other such utilities, outdoor dining and children's play. These areas are oriented to take advantage of sunlight at different times of day and to act as extensions of the habitable spaces of the dwellings. The areas are considered to be in character with the pattern of development in the surrounding area and not result in an unreasonable loss of natural or landscape values.

6.9.7 The proposal complies with the performance criterion.

6.10 Frontage Fences Part D 12.4.7 P1

6.10.1 The acceptable solution at clause 12.4.7 A1 requires fences to have a maximum height of 1.5m above the natural ground level, with a minimum transparency of 30% for the portion above 1.2m above the natural ground level.

6.10.2 The proposal includes a solid 1.4m high front fence.

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 12.4.7 P1 provides as follows:

A fence (including a free-standing wall) within 4.5 m of a frontage must allow for mutual passive surveillance between the road and the dwelling (particularly on primary frontages), and maintain or enhance the streetscape.

6.10.5 The fence height is such that it will still provide for mutual passive surveillance between the dwellings and the street.

There is no uniform fence material in the street, however, the proposed fence height is consistent with those in the surrounding area. The proposal to render the fence will provide an improvement on the existing lapped paling fence on the front boundary in terms of the streetscape.

6.10.6 The proposal complies with the performance criterion.

6.11 Waste Storage for Multiple Dwellings Part D 12.4.8 P1

6.11.1 The acceptable solution at clause 12.4.8 A1 requires bin storage not to be located in the area between the dwellings and the frontage.

6.11.2 The proposal includes areas for garbage bins on the southern side of the garages, in front of the dwellings.

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 12.4.8 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.

6.11.5 Each bin storage area is of sufficient size to fit the number of bins

required for each dwelling. The bins are sufficiently removed from the dwellings to ensure that there is minimal impact in terms of odour or noise.

6.11.6 The proposal complies with the performance criterion.

6.12 Residential Density for Multiple Dwellings Part D 12.4.9 P1

6.12.1 The acceptable solution at clause 12.4.9 A1 requires a maximum dwelling density of one dwelling per 1500m^2.

6.12.2 The proposal includes a proposed density of one dwelling per 733.5m^2.

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 12.4.9 P1 provides as follows:

> *Multiple dwellings may only have a site area per dwelling of less than 1500m2 if the number of dwellings:*
> *(a) is not out of character with the pattern of development in the surrounding area; and*
> *(b) does not result in an unreasonable loss of natural or landscape values; and*
> *(c) does not exceed the capacity of the current or intended infrastructure services in the area.*

6.12.5 The pattern of development in the surrounding area is not distinct, with evidence of one, two and three dwellings between Sandy Bay Road and the river for properties within approximately 100m north and south of the the subject site (between 706 and 734 Sandy Bay Road). For example, 708 to 710 Sandy Bay Road have three dwellings between the road and the river, 714 and 712 have two dwellings between the road and the river, 718 and 718A have been subdivided to allow for two dwellings between the road and the river, with the same occurring at 728 and 728A Sandy Bay Road and 732 and 732A Sandy Bay Road. There are two dwellings between the road and the river at 726 and 726A. There is a partially constructed second dwelling at the water side of 724 Sandy Bay Road. Numbers 706, 730, and 734 are single dwellings only. This indistinct pattern is broadly replicated further to the north and south along Sandy Bay Road. The proposed development is not considered to be out of keeping with this pattern of development.

6.12.6 Both dwellings will be located in an area that has previously been cleared of all coastal vegetation and maintained as a lawn area, or occupied by the existing dwelling. The natural and landscape values of the escarpment will not be affected by the proposal.

6.12.7 The proposal will not exceed the capacity of the current or intended infrastructure services in the area.

6.12.8 The proposal complies with the performance criterion.

6.13 Siting Buildings Close to the Lower Sandy Bay Escarpment Part D 12.4.10 P1

6.13.1 The acceptable solution at clause 12.4.10 A1 requires buildings to be set back 20m landward of the Lower Sandy Bay Escarpment Line.

6.13.2 The proposal includes a dwelling within the 20m setback from the Lower Sandy Bay Escarpment Line (note that the proposal is set back from the Escarpment Line.)

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 12.4.10 P1 provides as follows:

> *A building must be sited and designed to minimise unreasonable impacts on views of the escarpment from the Derwent Estuary by means that must include all of the following:*
> *(a) minimising land disturbance, and retention of native vegetation;*
> *(b) the use of suitable landscaping;*
> *(c) the use of non-reflective materials on facades visible from the estuary;*
> *(d) the use of subdued colours on external building surfaces;*
> *(e) no part of a building shall extend seaward of the Lower Sandy Bay Escarpment Line (shown on the Local Overlay Maps).*

6.13.5 The dwelling is located entirely to the landward side of the Lower Sandy Bay Escarpment Line. There is minimal soil disturbance proposed as part of the development. There is no proposal to remove vegetation beyond that necessary for the construction of the dwelling.

The proposal includes finishes of glass, timber, rendered concrete, and some brushed metal. While those materials are considered to be

consistent with the performance criteria above, it is recommended that a condition limiting the reflectivity of materials be included in the permit to ensure that design changes do not alter this during the final build process.

6.13.6 The proposal complies with the performance criterion.

6.14 Design of Vehicular Accesses Part E E6.7.2 P1

6.14.1 The acceptable solution at clause E6.7.2 A1 requires accesses to 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. Specifically, it requires that there be no obstructions to site distances immediately adjacent to a driveway.*

6.14.2 The proposal includes a 1.4m high solid fence adjacent to the proposed driveway access. Sight distances are marginally inconsistent with the standard, but the applicant has designed the accesses to maximise sight distances, and obtained a Traffic Impact Assessment to support their proposed design.

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 E6.7.2 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*

6.14.5 The Council's Senior Development Engineer has assessed the application, in particular the Traffic Impact Assessment provided by the applicant, and has advised that the access sight distances are adequate, subject to conditions increasing the gate opening width to 5m, and increasing the transparency of the front fence above 1m to 50%.

6.14.6 The proposal complies with the performance criterion.

6.15 Vehicle Passing Areas Along an Access Part E E6.7.3 P1

6.15.1 The acceptable solution at clause E6.7.3 A1 requires driveways that are more than 30m long to have passing bays which are 6m long and 5.5m wide every 30m, with the first passing bay being constructed at the kerb.

6.15.2 The proposal includes a driveway to the rear dwelling which is approximately 45m long and does not include a passing bay at the kerb.

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 E6.7.3 P1 provides as follows:

> *Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is 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.*

6.15.5 The Council's Senior Development Engineer has assessed the application and provided the following comment:

No passing bay at the kerb [is supported] on the basis of:

- the low traffic volumes from the development the likelihood of a conflict occurring is low.
- Sandy Bay Road in this location does not contain 6000vpd and the lane width will facilitate south bound through traffic being able to pass a car queueing to enter the property.

JSA plans show the first passing bay is provided approximately 10m into the property and it is 7.3m x 5.24m in size. Clause E6.7.3 requires a 6m x 5.5m passing bay with tapers. The length is [acceptable] and provides the tapers, but it is a little narrow. Having said that, the proposed passing bay has the aisle servicing Unit 1 carparking coming off the centre of it, so in effect if vehicles meet each other on the driveway there is scope to pull into the aisle coming off the centre of the passing bay. On this basis the

first passing bay is adequate for use as a passing bay.

JSA plans show a third area for passing approximately 25m on from the first passing bay. This is a 5.4m wide aisle at 90 degrees to the driveway which services Unit 2 garage. Again it is technically not wide enough to meet Clause E6.7.3 5.5m width requirement, but has an extension past the garage to provide onsite turning. This extension can be used for passing. Due to the lack of line of sight round the 90 degree corner, it is required that no cars park in the turning area as this will negate passing. On this basis it is recommended to condition the number of car parking spaces approved on site and stipulate that no visitor parking is approved.

6.15.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for demolition and multiple dwellings at 720 Sandy Bay Road (with stormwater disposal through 718A Sandy Bay Road).

7.2 The application was advertised and received thirty seven (37) representations (one of which was generally in support of the proposal). The representations raised concerns including overshadowing and visual bulk, site coverage and density, privacy, process, and erosion. The concerns raised that relate to discretions have been addressed in section 6 of the above report.

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 and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed demolition and multiple dwellings at 720 Sandy Bay Road (with stormwater disposal through 718A Sandy Bay Road) 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 demolition and multiple dwellings at 720 Sandy Bay Road (with stormwater disposal through 718A Sandy Bay Road) 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-17-1069 - 720 SANDY BAY ROAD 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 2018/00001-HCC dated 24/05/2018 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

All external building surfaces must be clad in muted, non-reflective colours and materials.

Reason for condition

To ensure compliance with clause 12.4.10 of the *Hobart Interim Planning Scheme 2015.*

PLN s4

The upper levels of the southern elevations of both dwellings must have different cladding to the lower levels of the southern elevations of both

dwellings.

Prior to the issue of any approval under the *Building Act 2016*, amended plans must be submitted to and approved by the Council's Director City Planning. The plans must show:

1. **Darker cladding for the lower level of the southern elevation of the waterside dwelling.**
2. **Lighter, textured cladding for the upper level of the southern elevation of the waterside dwelling.**

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

Reason for condition

To ensure that there is not an unreasonable loss of amenity to adjacent properties through the scale and massing of the building.

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.

Reason for condition

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

ENG sw4

The new storm water connection must be constructed and any existing abandoned connections 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; and**
2. **the size of the connection appropriate to satisfy the needs of the development.**

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.*
- *If the proposed stormwater connection works will occur on third party property, the applicant is advised that they are required (seperate to this planning permit) to obtain the relevant permissions necessary under any other Act in order to undertake the works.*

Reason for condition

To ensure the site is drained adequately.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of*

access to a building.

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to Council.

Advice:

- *If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.*
  If the development's building approval is covered under Notifiable Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice: Certification may be submitted to the Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the relevant standards.

ENG 3c

The access, driveway 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).

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 AS2/NZS2890.1 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)*

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 car parking spaces approved on the site is four (4).

No visitor parking is approved on site, and the turning areas are required to be

kept clear from parked cars at all times to ensure vehicles are able to exit the property in a forward direction.

Reason for condition

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

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.

ENG 13

The front fencing/wall and gate at 720 Sandy Bay Road must allow adequate sight distance between user vehicles, cyclists and pedestrians.

Amended drawings must be submitted and approved, prior to the commencement of work. The amended drawings must demonstrate how the fence either side of the driveway provides for adequate sight distance between user vehicles, cyclists and pedestrians by one of the following methods:

1. **Compliance with Australian/NZ Standard, Parking facilities Part 1: Off-**

street car parking AS/NZS 2890.1: 2004 Fig 3.3; or

2. **Increasing the gate opening width to 5m; or**
3. **Increasing the transparency of fencing/gate/wall for at least 1m on each side of driveway so that those sections of fencing are at least 50% transparent; or**
4. **Setting gates/fence/wall back 1m from the front property boundary for at least 1m on each side of the driveway.**

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

Advice:

- *Once the amended drawing 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 of pedestrians and traffic in the vicinity.

ENGR 3

Prior to the commencement of use, the redundant driveway crossover in the Sandy Bay Road highway reservation must be reinstated.

Prior to the commencement of use, the proposed driveway crossover in the Sandy Bay Road highway reservation must be designed and constructed generally in accordance with:

1. **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R17-v1 Plinth and Grate vehicular crossing; and**
2. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

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

Reason for condition

To ensure crossovers match surrounding crossovers and provide a safe environment for users of the adjacent cycle path.

ENG s1

The proposed sliding gate must not encroach onto the Sandy Bay Road Highway Reservation.

Reason for condition

To ensure that safety of pedestrians on the Council's highway reservation is not compromised by the development.

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 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 service 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.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Highways By law. Click here for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click here for more information.

STORM WATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

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.

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)
Development Appraisal Planner

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

(Ben Ikin)
Senior Statutory Planner

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

Date of Report: 12 April 2019

Attachment(s):

Attachment B - CPC Agenda Documents

William, James and Kate Casserly

three c architects

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Fax/Memo/Telephone/File Note

To	Kate Loveday	Date	05 June 2018			
Attention	Kate Loveday	Fax No.				
From	Riley Woosnam	Total pg.	1 of 6			
Project	720 Sandy Bay Road, Sandy Bay	Project No.	S017-10	File	3.0	
Subject	Planning amendments	Fax	Mail	Hand	Email	X

Kate

Refer to letter from City of Hobart dated 24 May 2018.

We have updated the plans to reflect the latest civil engineering drawings from JSA (Revision B dated 23/03/218).
Privacy screens have been added to both dwellings along the northern boundary.

Refer to attached drawings.
The drawings have been amended to reflect the items discussed as follows.

DD 1.0 04,
3.7m high privacy screens with 25% transparency added to both dwellings at 1.0m above NGL.
Street crossover amended to reflect civil engineering drawings.
Driveway increased for 720 and 720A to reflect civil engineering drawings.

DD 3.0 04
3.7m high privacy screen with 25% transparency added to northern boundary at 1.0m above NGL.
Street crossover amended to reflect civil engineering drawings.
Driveway increased to reflect swept path diagrams from civil engineer.

DD 3.2 03
3.7m high privacy screen with 25% transparency added to northern boundary at 1.0m above NGL.
External stair pushed back 2.3m to align with edge of privacy screen.
Driveway increased to reflect swept path diagrams from civil engineer.

DD 11 03
3.7m high privacy screen with 25% transparency added to northern boundary at 1.0m above NGL.

DD 13 03
3.7m high privacy screen with 25% transparency added to northern boundary at 1.0m above NGL.
External stair pushed back 2.3m to align with edge of privacy screen.

Regards

Three C Architects
Riley Woosnam

Copies distribution	Attention	Fax number / email	Issue to	Fax	Mail	Hand	Email
Kate Loveday	Kate	lovedayk@primusonline.com.au	Yes				X

Sheet Name	Status	Sheet Number	Current Revision
Sheet List	DD	0.0	
Site & Roof Plan	DD	1.0	01
Demolition Site Plan	DD	2.0	01
Upper Level Plan 720	DD	3.0	01
Lower Level Plan 720	DD	3.1	01
Upper Level Plan 720A	DD	3.2	01
Lower Level Plan 720A	DD	3.3	01
Shadow Diagrams 21 June	DD	7.0	01
Proposed Elevations 720	DD	10	01
Proposed Elevations 720	DD	11	01
Proposed Elevations 720A	DD	12	01
Proposed Elevations 720A	DD	13	01
Proposed Street Elevation & Materials	DD	14	01
Height Diagrams	DD	15	01
Perspectives	DD	16	01

T:\8-3C-current\5017-10-sandy\bay\3.0-design development\drawings\RVT\5017-10 Sandy Bay_DD_Central_rev.bvt

Scale (m)
0 1 2 3 4 5

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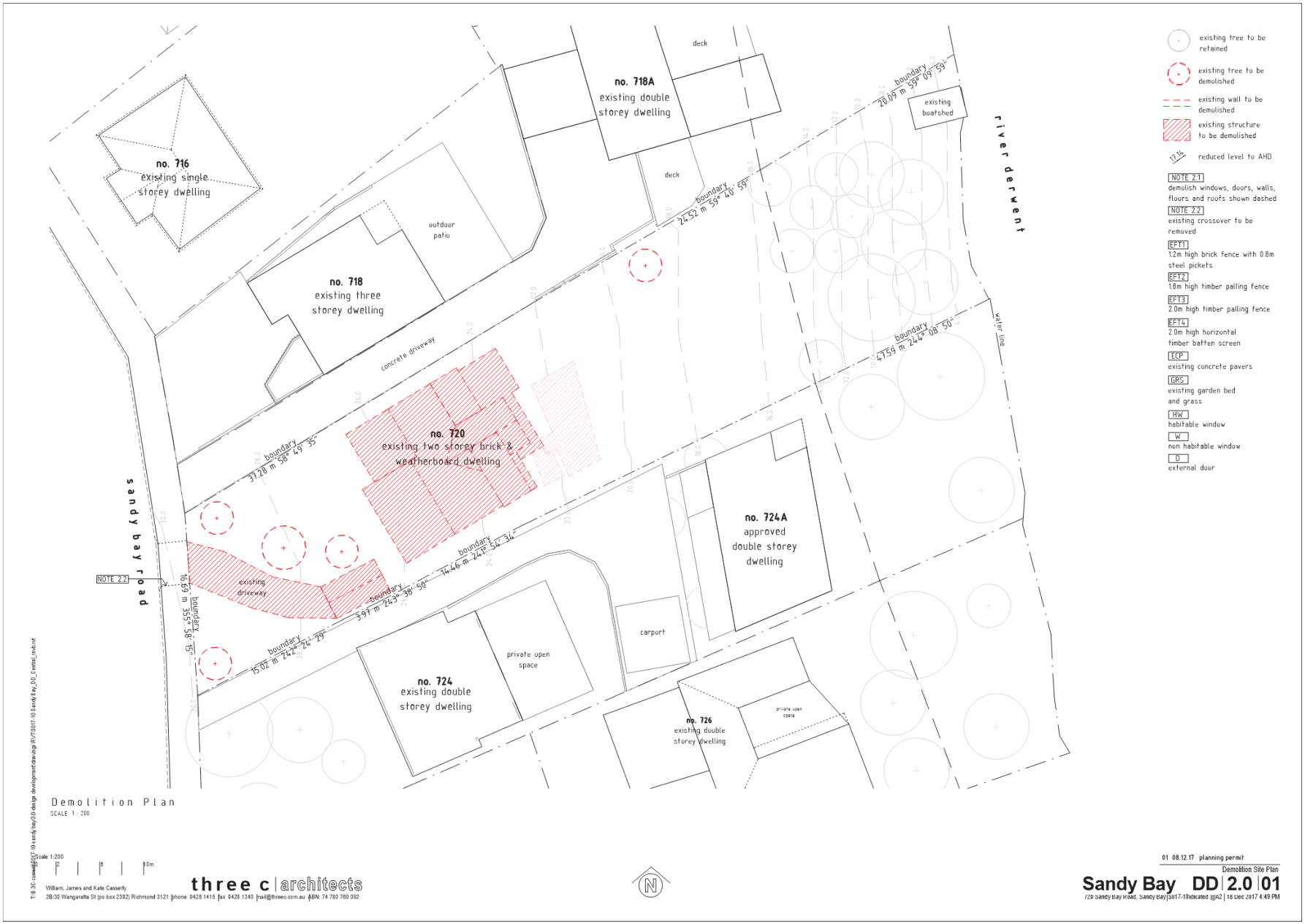
three c | architects

N

Sheet List

Sandy Bay DD | 0.0 |

720 Sandy Bay Road, Sandy Bay | 5017-10 | @A2 | 18 Dec 2017 4:49 PM


no. 716
existing single storey dwelling
no. 718
existing three storey dwelling
outdoor patio
no. 718A
existing double storey dwelling
deck
deck
existing boatshed
river derwent
concrete driveway
no. 720
existing two storey brick & weatherboard dwelling
existing driveway
sandy bay road
NOTE 2.2
no. 724A
approved double storey dwelling
carport
private open space
no. 724
existing double storey dwelling
no. 726
existing double storey dwelling
water line
boundary 20.09 m 59° 09' 59"
boundary 24.52 m 59° 40' 59"
boundary 47.59 m 244° 08' 50"
boundary 31.28 m 58° 49' 35"
boundary 14.46 m 241° 54' 34"
boundary 3.97 m 243° 38' 50"
boundary 15.02 m 242° 24' 29"
boundary 16.69 m 355° 58' 15"
existing tree to be retained
existing tree to be demolished
existing wall to be demolished
existing structure to be demolished
reduced level to AHD
NOTE 2.1
demolish windows, doors, walls, floors and roofs shown dashed
NOTE 2.2
existing crossover to be removed
EFT1
1.2m high brick fence with 0.8m steel pickets
EFT2
1.8m high timber palling fence
EFT3
2.0m high timber palling fence
EFT4
2.0m high horizontal timber batten screen
ECP
existing concrete pavers
GRS
existing garden bed and grass
HW
habitable window
W
non habitable window
D
external door
Demolition Plan
SCALE 1 : 200
Scale 1:200
three c architects
William, James and Kate Casserly
01 08.12.17 planning permit
Demolition Site Plan
Sandy Bay DD 2.0 01

Site & Roof Plan
SCALE 1 : 200

existing tree

proposed tree

existing building footprint with roof over shown dashed to be retained

proposed building footprint with roof over shown dashed

neighbouring building footprint with roof over shown dashed

NOTE 1.1
escarpment line as per council zoning map

NOTE 1.2
edge of existing vegetation

NOTE 1.3
screened bin & waste storage 1.5m²

NOTE 1.4
proposed crossover

SED1
sedum roof

CN1
concrete type 1

FT1
1.4m high concrete render wall

FTG1
1.4m high sliding security gate

EFT1
timber paling fence 2.1m high

EFT2
staggered concrete blockwork wall

Prop. Site Area Analysis

site area (excluding area beyond escarpment)	1080m²
proposed site coverage	437m²
proposed site coverage	40%
proposed permeable area	367m²
proposed permeable area	34%

06 19.11.18 shadow amendments
05 16.10.18 amended contours
04 05.06.18 amended plans
03 14.02.18 driveway amendments
02 11.01.18 request for further info
01 08.12.17 planning permit

Scale 1:200

William, James and Kate Casserly

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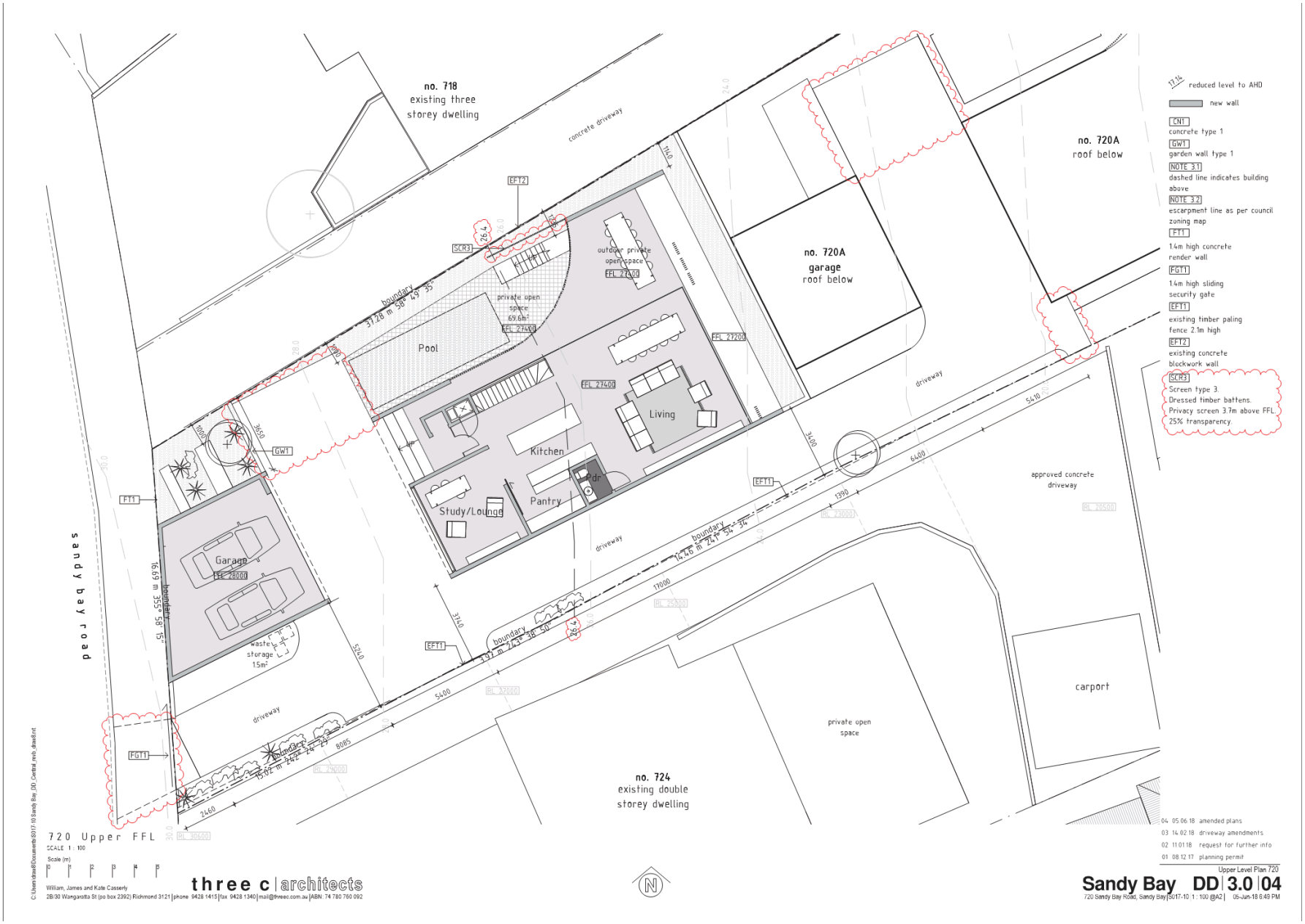
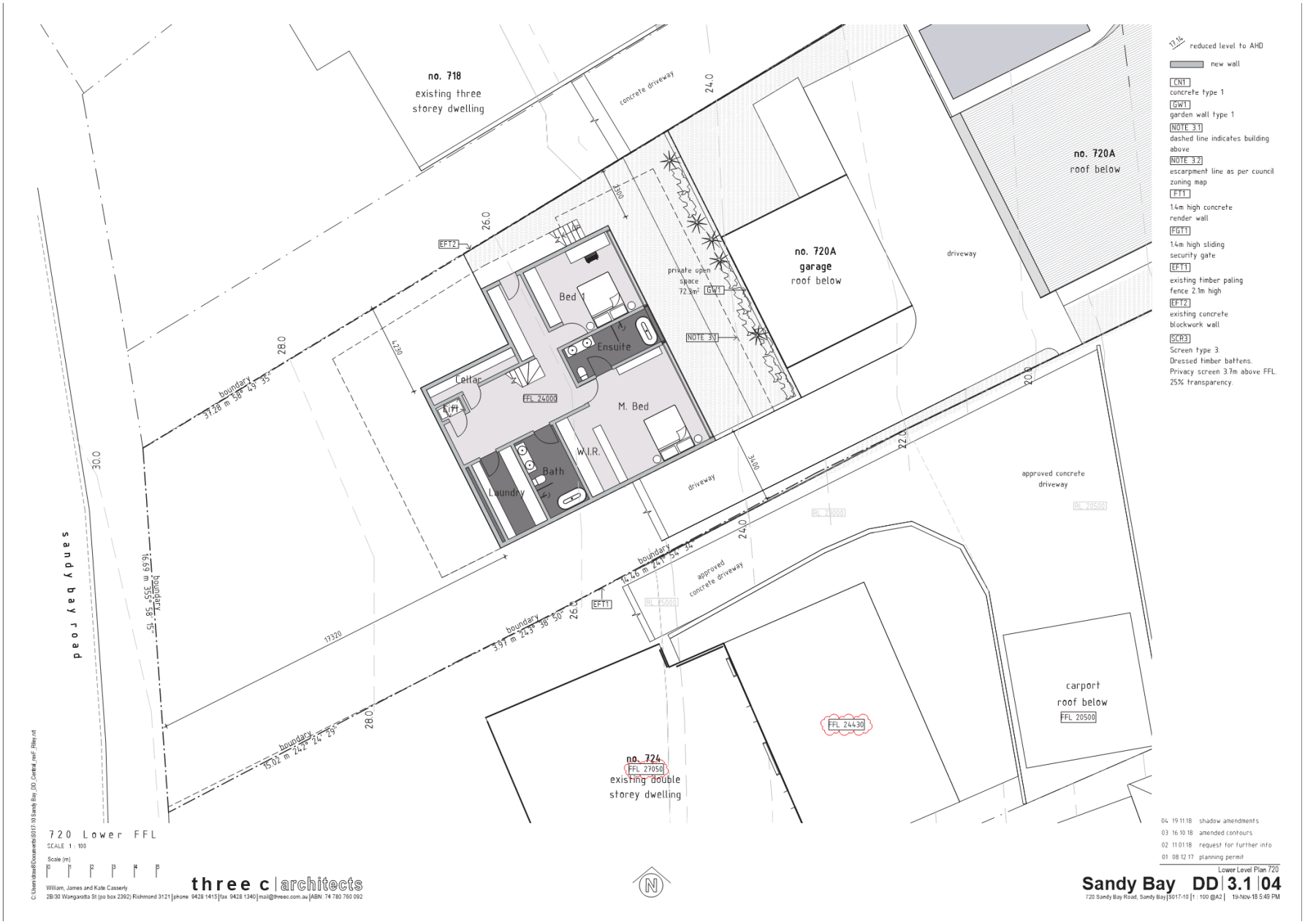
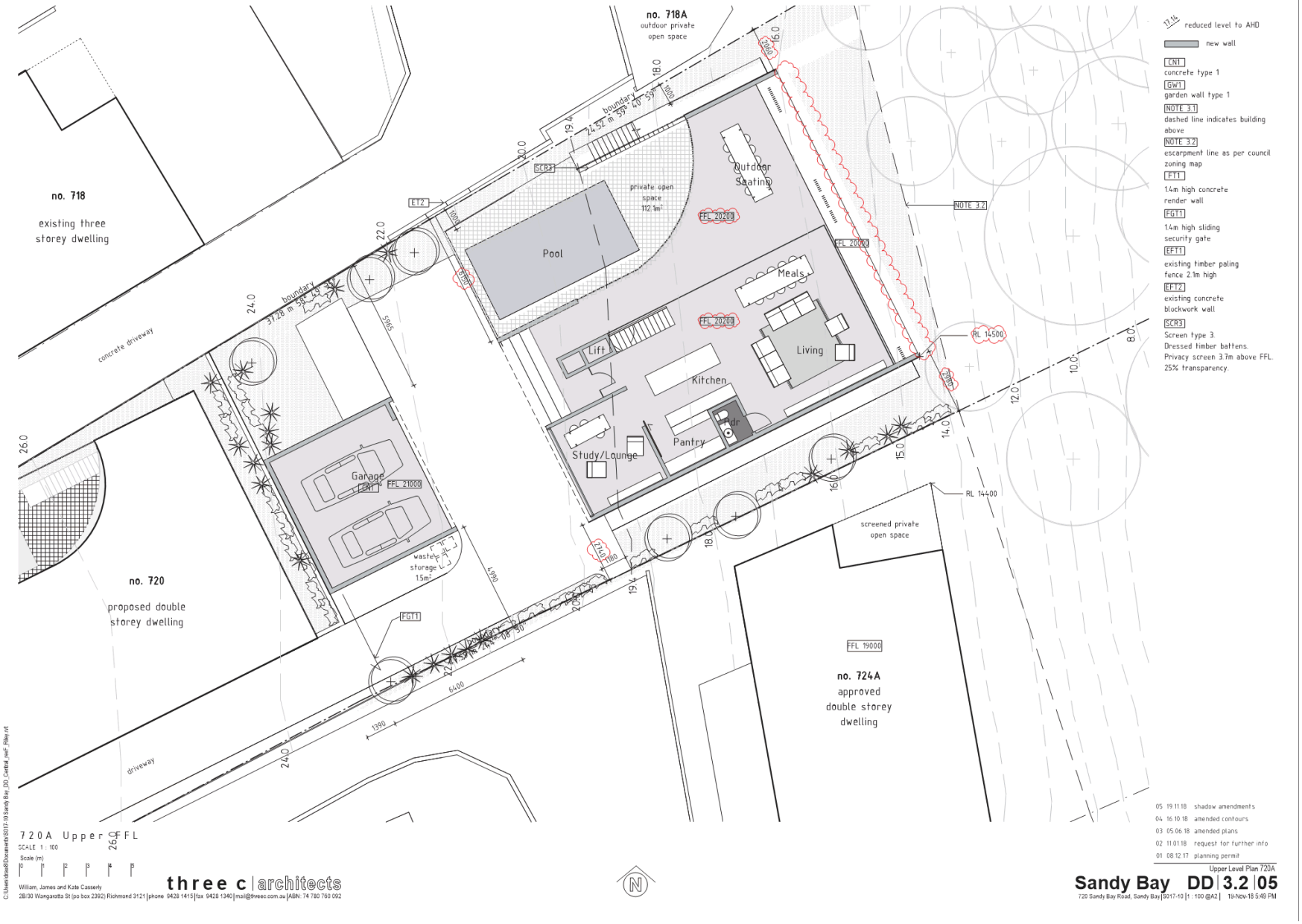
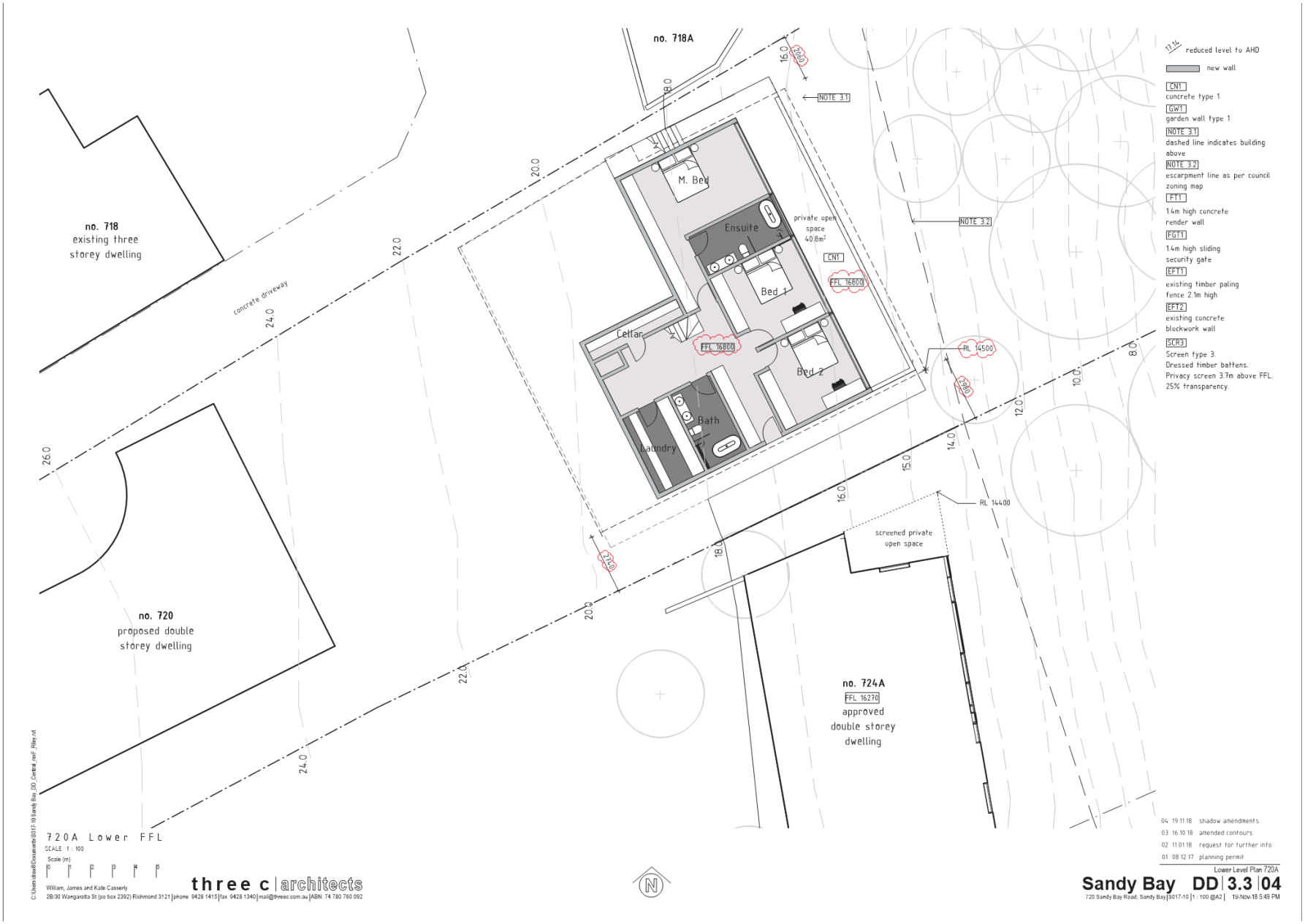
Site & Roof Plan
Sandy Bay DD | 1.0 | 06
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 200 @A2 | 19-Nov-18 5:49 PM

C:\Users\three8\Documents\S017-10 Sandy Bay_DD_Central_revF.rvt


no. 718
existing three
storey dwelling
concrete driveway
no. 720A
roof below
no. 720A
garage
roof below
outdoor private
open space
FFL 27400
private open
space
69.6m²
Pool
Living
Kitchen
Pantry
Study/Lounge
Garage
FFL 28000
waste
storage
1.5m²
sandy bay road
driveway
approved concrete
driveway
carport
private open
space
no. 724
existing double
storey dwelling
boundary
37.28 m 58° 49' 35"
boundary
16.69 m 355° 58' 15"
boundary
14.46 m 241° 54' 34"
boundary
3.97 m 243° 38' 50"
boundary
15.02 m 242° 24' 29"
EFT2
SCR3
GW1
FT1
FGT1
EFT1
17.14 reduced level to AHD
new wall
CN1
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building
above
NOTE 3.2
escarpment line as per council
zoning map
FT1
1.4m high concrete
render wall
FGT1
1.4m high sliding
security gate
EFT1
existing timber paling
fence 2.1m high
EFT2
existing concrete
blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
720 Upper FFL
SCALE 1 : 100
Scale (m)
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092
three c | architects
04 05.06.18 amended plans
03 14.02.18 driveway amendments
02 11.01.18 request for further info
01 08.12.17 planning permit
Upper Level Plan 720
Sandy Bay DD 3.0 04
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 100 @A2 | 05-Jun-18 6:49 PM


no. 718
existing three storey dwelling
concrete driveway
no. 720A
roof below
no. 720A
garage
roof below
driveway
private open space
72.3m²
GW1
NOTE 3.1
EFT2
Bed 1
Ensuite
Cellar
FFL 24000
M. Bed
W.I.R.
Bath
Laundry
driveway
approved concrete driveway
EFT1
boundary
sandy bay road
carport
roof below
FFL 20500
FFL 24430
no. 724
FFL 27050
existing double storey dwelling
reduced level to AHD
new wall
CN1
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building above
NOTE 3.2
escarpment line as per council zoning map
FT1
1.4m high concrete render wall
FGT1
1.4m high sliding security gate
EFT1
existing timber paling fence 2.1m high
EFT2
existing concrete blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
720 Lower FFL
SCALE 1 : 100
Scale (m)
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092
three c | architects
04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 11.01.18 request for further info
01 08.12.17 planning permit
Lower Level Plan 720
Sandy Bay DD 3.1 04
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:49 PM


no. 718A
outdoor private open space
no. 718
existing three storey dwelling
concrete driveway
no. 720
proposed double storey dwelling
driveway
no. 724A
approved double storey dwelling
screened private open space
Pool
private open space 112.1m²
Outdoor Seating
Meals
Living
Kitchen
Pantry
Lift
Study/Lounge
Garage
waste storage 1.5m²
FFL 20200
FFL 20000
FFL 21000
FFL 19000
RL 14500
RL 14400
NOTE 3.2
SCR3
ET2
FGT1
boundary
reduced level to AHD
new wall
CN1
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building above
NOTE 3.2
escarpment line as per council zoning map
FT1
1.4m high concrete render wall
FGT1
1.4m high sliding security gate
EFT1
existing timber paling fence 2.1m high
EFT2
existing concrete blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
05 19.11.18 shadow amendments
04 16.10.18 amended contours
03 05.06.18 amended plans
02 11.01.18 request for further info
01 08.12.17 planning permit
Upper Level Plan 720A
Sandy Bay DD 3.2 05
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 100 @A2 | 19-Nov-18 5:49 PM
720A Upper FFL
SCALE 1 : 100
Scale (m)
three c architects
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092


no. 718A
no. 718
existing three
storey dwelling
concrete driveway
no. 720
proposed double
storey dwelling
no. 724A
FFL 16270
approved
double storey
dwelling
M. Bed
Ensuite
Bed 1
Bed 2
Cellar
Bath
Laundry
private open
space
40.8m²
CN1
FFL 16800
FFL 16800
NOTE 3.1
NOTE 3.2
RL 14500
RL 14400
screened private
open space
reduced level to AHD
new wall
CN1
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building
above
NOTE 3.2
escarpment line as per council
zoning map
FT1
14m high concrete
render wall
FGT1
14m high sliding
security gate
EFT1
existing timber paling
fence 2.1m high
EFT2
existing concrete
blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
720A Lower FFL
SCALE 1 : 100
Scale (m)
William, James and Kate Casserly
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three c | architects
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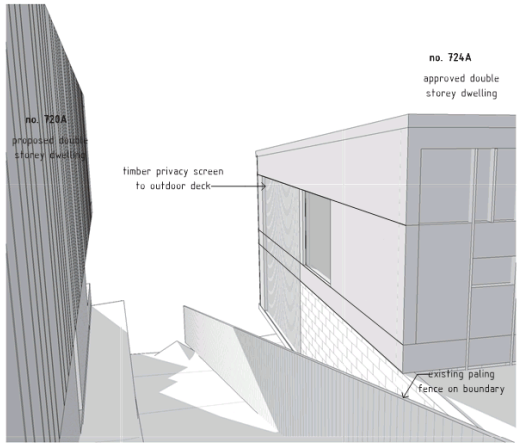
01 08.12.17 planning permit
Lower Level Plan 720A
Sandy Bay DD 3.3 04
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:49 PM

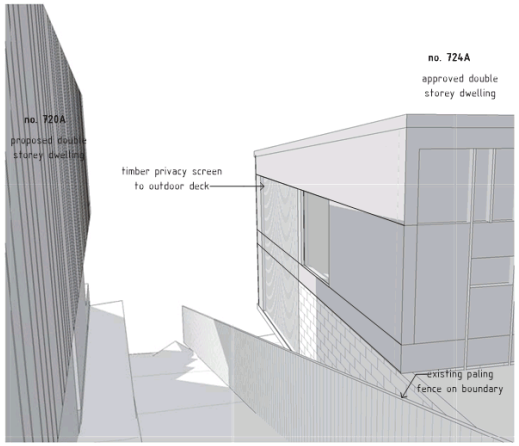
Shadow Diagram 9am 21 June
SCALE 1 : 500

Shadow Diagram 10 am 21 June
SCALE 1 : 500

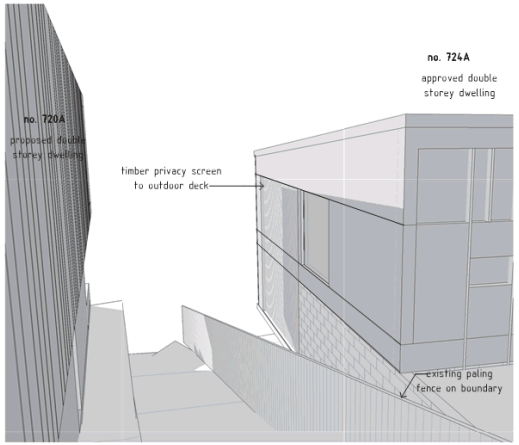
Shadow Diagram 11 am 21 June
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am June 21
SCALE



Shadow Projection to 724A along adjoining boundary 10am June 21
SCALE



Shadow Projection to 724A along adjoining boundary 11am June 21
SCALE

17.14 reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m) 0 1 2 3 4 5

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three c | architects

N

04	19.11.18	shadow amendments
03	17.10.18	724 west windows added
02	16.10.18	amended contours
01	08.12.17	planning permit

Shadow Diagrams 21 June

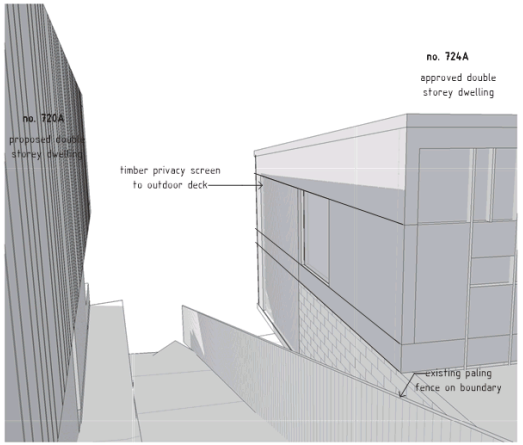
Sandy Bay DD | 7.0 | 04

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 19-Nov-18 5:49 PM

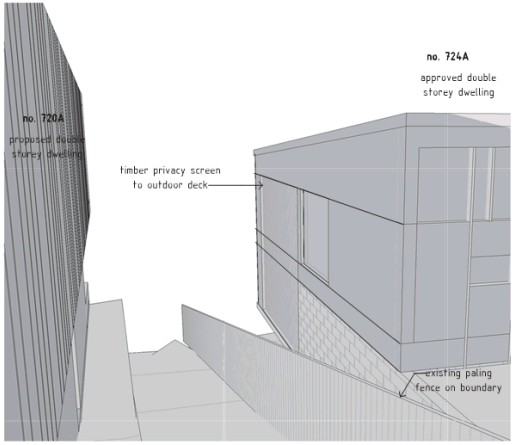
C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

Shadow Diagram 12pm 21 June
SCALE 1 : 500

Shadow Diagram 3pm 21 June
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)
0 1 2 3 4 5

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Shadow Diagrams 21 June

Sandy Bay DD | 7.1 | 04

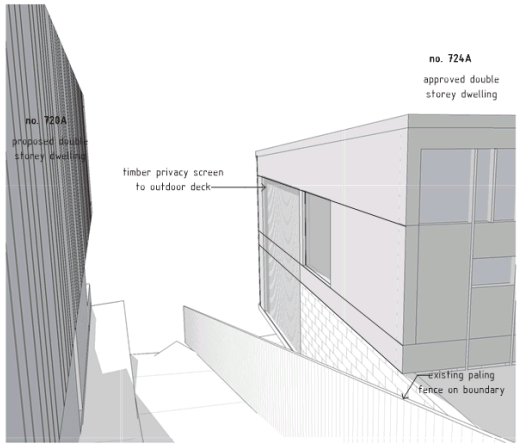
720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 19-Nov-18 5:49 PM

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

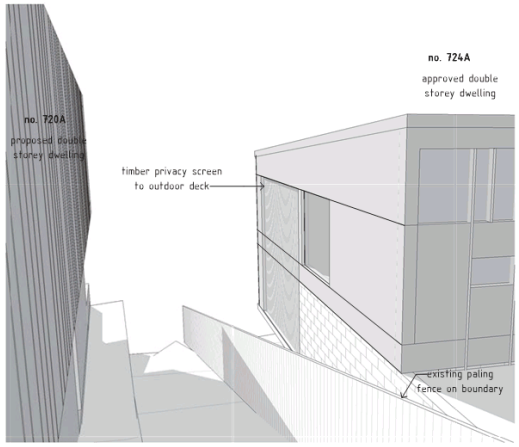
Shadow Diagram 9am 21 September
SCALE 1 : 500

Shadow Diagram 10 am 21 September
SCALE 1 : 500

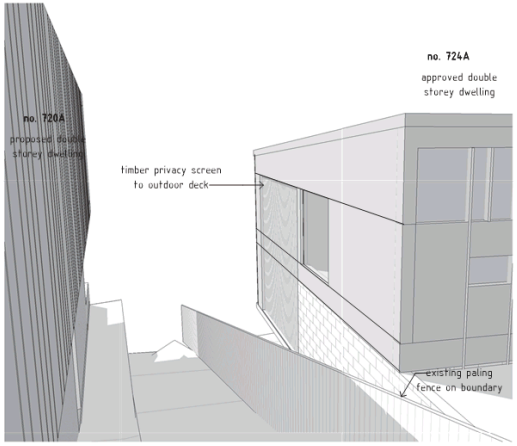
Shadow Diagram 11 am 21 September
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 10am 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 11am 21 September
SCALE

17.14 reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m) 0 1 2 3 4 5

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three c | architects

N

03 19.11.18 shadow amendments
02 17.10.18 724 west windows added
01 16.10.18 amended contours

Shadow Diagrams 21 September
Sandy Bay DD | 7.2 | 03
720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 19-Nov-18 5:49 PM

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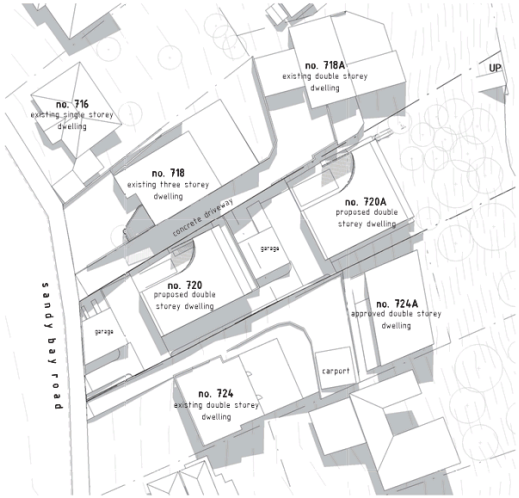
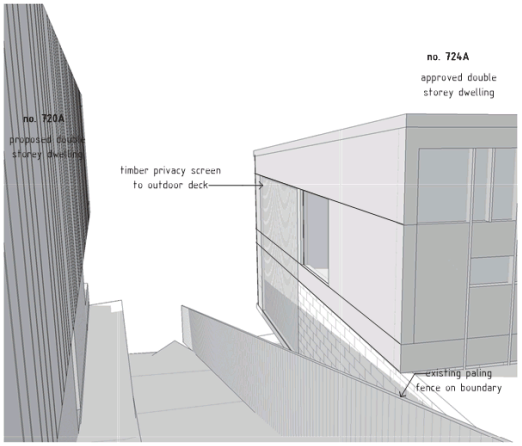
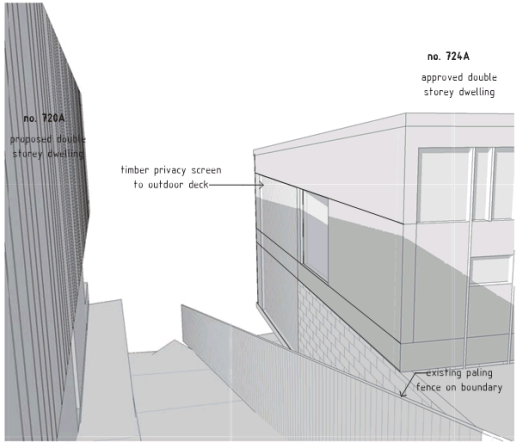


Shadow Diagram 12pm 21 September
SCALE 1 : 500

Shadow Diagram 3pm 22 September
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 3pm 21 September
SCALE

17.14 reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m) 0 1 2 3 4 5

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N

03 19.11.18 shadow amendments
02 17.10.18 724 west windows added
01 16.10.18 amended contours

Shadow Diagrams 21 September
Sandy Bay DD | 7.3 | 03
720 Sandy Bay Road, Sandy Bay | 5017-10 indicated @A2 | 19-Nov-18 5:49 PM

Existing Shadow Diagram 9am 21 June
SCALE 1 : 500

Existing Shadow Diagram 10am 21 June
SCALE 1 : 500

Existing Shadow Diagram 11am 21 June
SCALE 1 : 500

Existing Shadow Projection to 724 along adjoining boundary 9am June 21
SCALE

Existing Shadow Projection to 724 along adjoining boundary 10am June 21
SCALE

Existing Shadow Projection to 724 along adjoining boundary 11am June 21
SCALE

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Scale (m)
0 1 2 3 4 5

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02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

Existing Shadow Diagrams 21 June 724

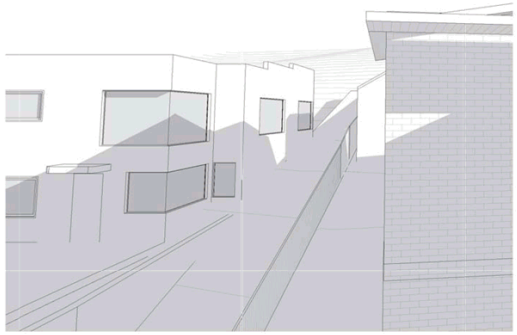
Sandy Bay DD | 7.4 | 02
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

Existing Shadow Diagram 12pm 21 June
SCALE 1 : 500

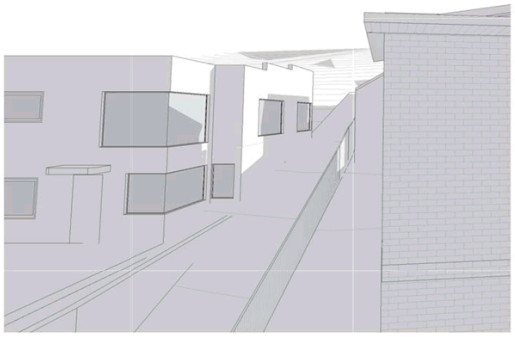
Existing Shadow Diagram 1pm 21 June
SCALE 1 : 500

Existing Shadow Diagram 3pm 21 June
SCALE 1 : 500

Existing Shadow Projection to 724 along adjoining boundary 12pm June 21
SCALE



Existing Shadow Projection to 724 along adjoining boundary 1pm June 21
SCALE



Existing Shadow Projection to 724 along adjoining boundary 3pm June 21
SCALE

C:\Users\draw8\Documents\S017-10 Sandy Bay_DD_Central_revG_draw8.rvt

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly
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02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

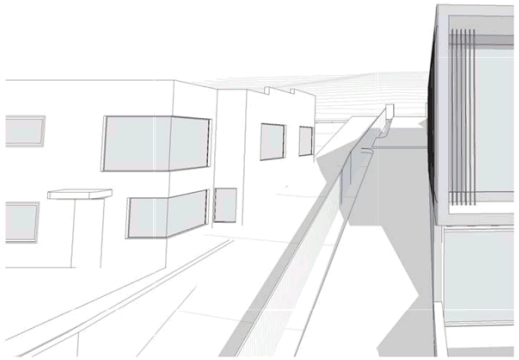
Existing Shadow Diagrams 21 June 724

Sandy Bay DD | 7.5 | 02
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

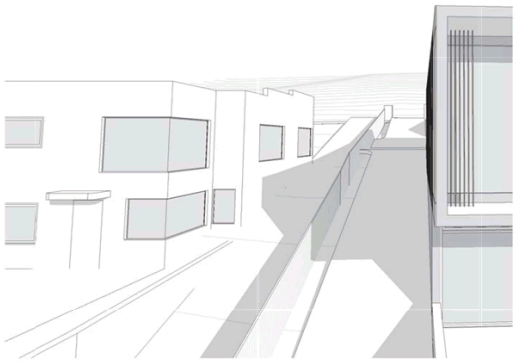
Shadow Diagram 9am 21 June 724
SCALE 1 : 500

Shadow Diagram 10 am 21 June 724
SCALE 1 : 500

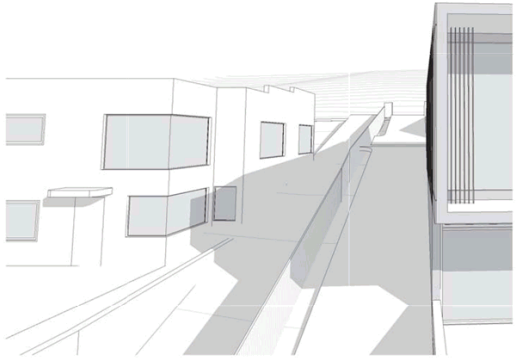
Shadow Diagram 11 am 21 June 724
SCALE 1 : 500



Shadow Projection to 724 along adjoining boundary 9am June 21
SCALE



Shadow Projection to 724 along adjoining boundary 10am June 21
SCALE



Shadow Projection to 724 along adjoining boundary 11am June 21
SCALE

C:\Users\draw8\Documents\S017-10 Sandy Bay_DD_Central_revG_draw8.rvt

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092

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02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

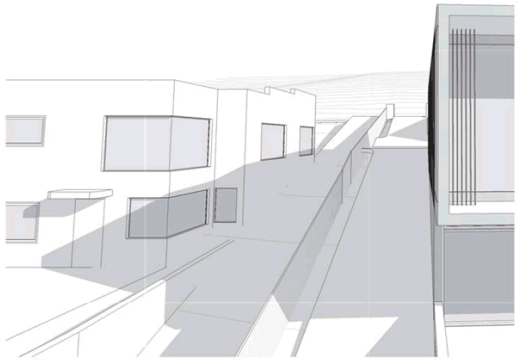
Shadow Diagrams 21 June 724

Sandy Bay DD | 7.6 | 02
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

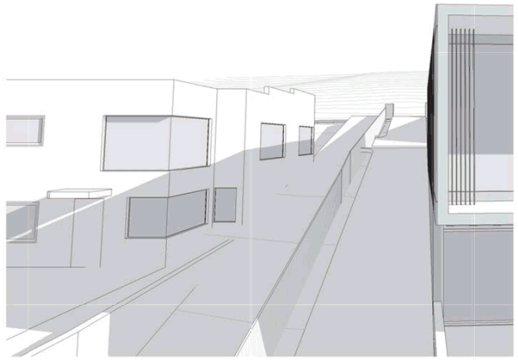
Shadow Diagram 12pm 21 June 724
SCALE 1 : 500

Shadow Diagram 1pm 21 June 724
SCALE 1 : 500

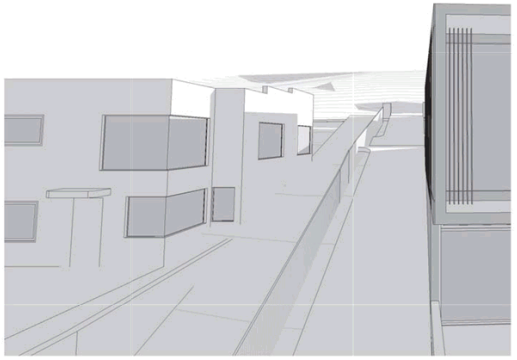
Shadow Diagram 3pm 21 June 724
SCALE 1 : 500



Shadow Projection to 724 along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724 along adjoining boundary 1pm June 21
SCALE



Shadow Projection to 724 along adjoining boundary 3pm June 21
SCALE

C:\Users\draw8\Documents\S017-10 Sandy Bay_DD_Central_revG_draw8.rvt

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly
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three c | architects

02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

Shadow Diagrams 21 June 724

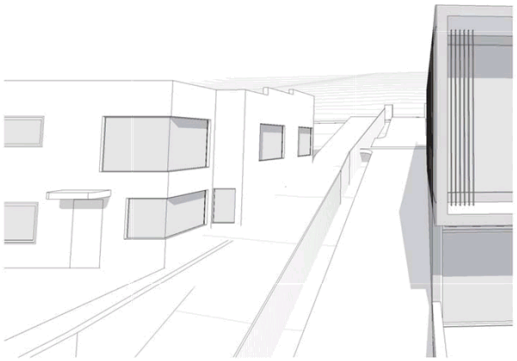
Sandy Bay DD | 7.7 | 02

720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

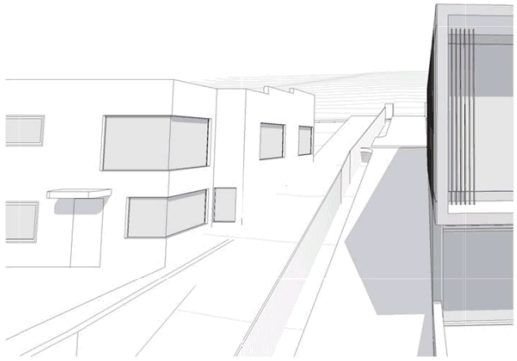
Shadow Diagram 9am 21 September 724
SCALE 1 : 500

Shadow Diagram 10 am 21 September 724
SCALE 1 : 500

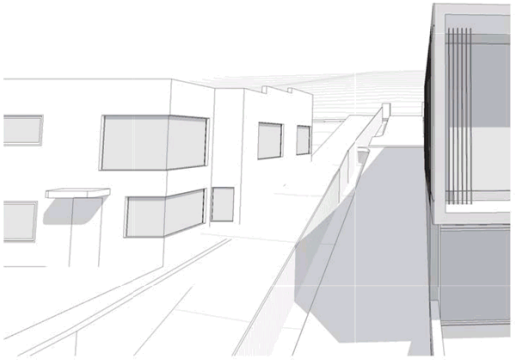
Shadow Diagram 11 am 21 September 724
SCALE 1 : 500



Shadow Projection to 724 along adjoining boundary 9am September 21
SCALE



Shadow Projection to 724 along adjoining boundary 10am September 21
SCALE



Shadow Projection to 724 along adjoining boundary 11am September 21
SCALE

C:\Users\draw8\Documents\S017-10 Sandy Bay_DD_Central_rev6_draw8.rvt

Scale (m)
0 1 2 3 4 5

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three c | architects

02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

Shadow Diagrams 21 September 724

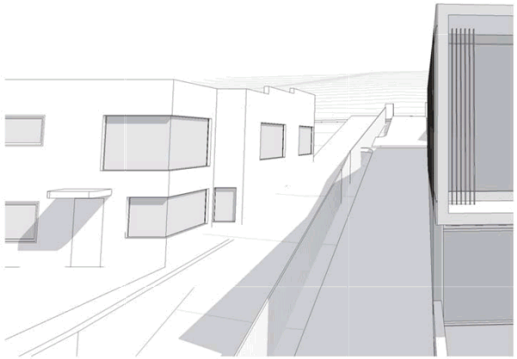
Sandy Bay DD | 7.8 | 02

720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

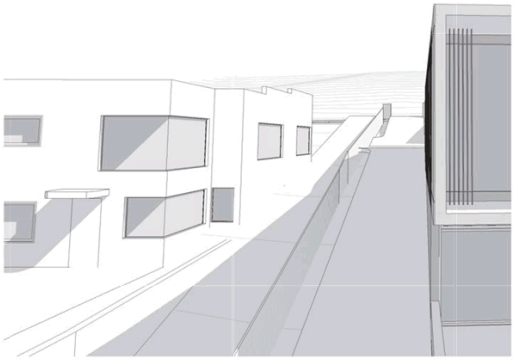
Shadow Diagram 12pm 21 September 724
SCALE 1 : 500

Shadow Diagram 1pm 22 September 724
SCALE 1 : 500

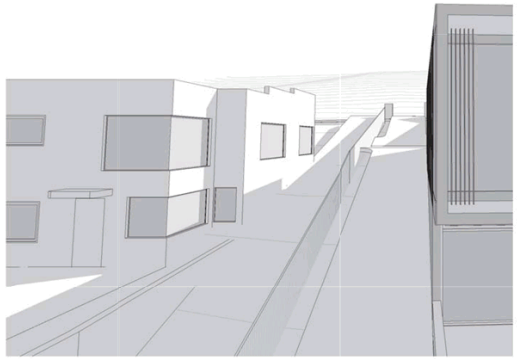
Shadow Diagram 3pm 22 September 724
SCALE 1 : 500



Shadow Projection to 724 along adjoining boundary 12pm September 21
SCALE



Shadow Projection to 724 along adjoining boundary 1pm September 21
SCALE



Shadow Projection to 724 along adjoining boundary 3pm September 21
SCALE

02 21.02.19 shadow amendments
01 19.11.18 shadow amendments

Scale (m)
0 1 2 3 4 5

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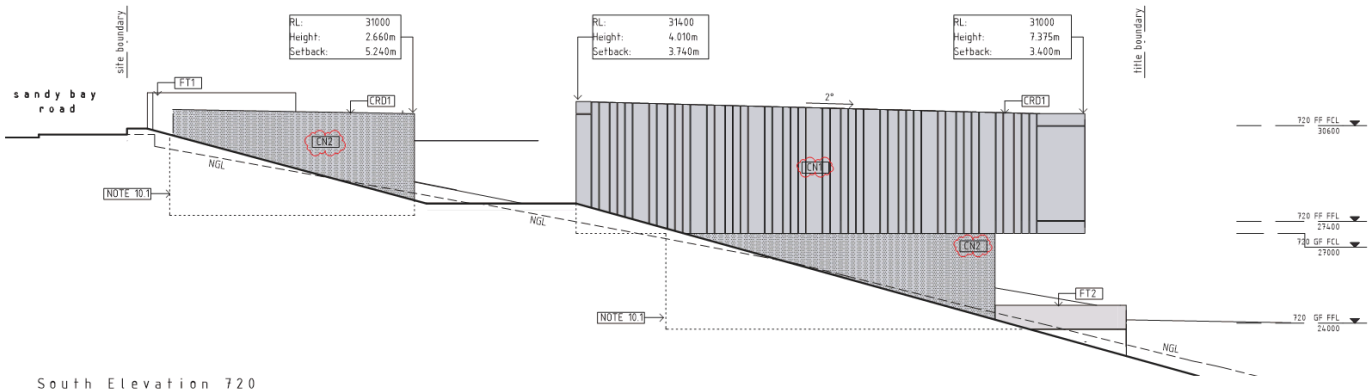
Shadow Diagrams 21 September 724

Sandy Bay DD | 7.9 | 02

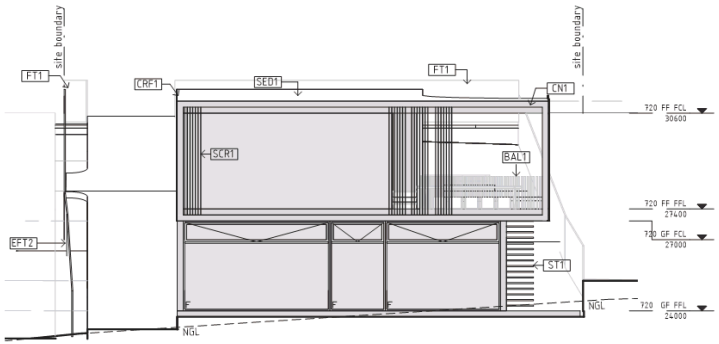
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 500 @A2 | 21-Feb-19 10:57 AM

C:\Users\draw8\Documents\5017-10 Sandy Bay_DD_Central_revG_draw8.rvt

NOTE:
height above natural ground level



South Elevation 720
SCALE 1 : 100



East Elevation 720
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1-2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3.
Privacy screen 3.7m above FFL.
25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

Scale (m)
0 1 2 3 4 5

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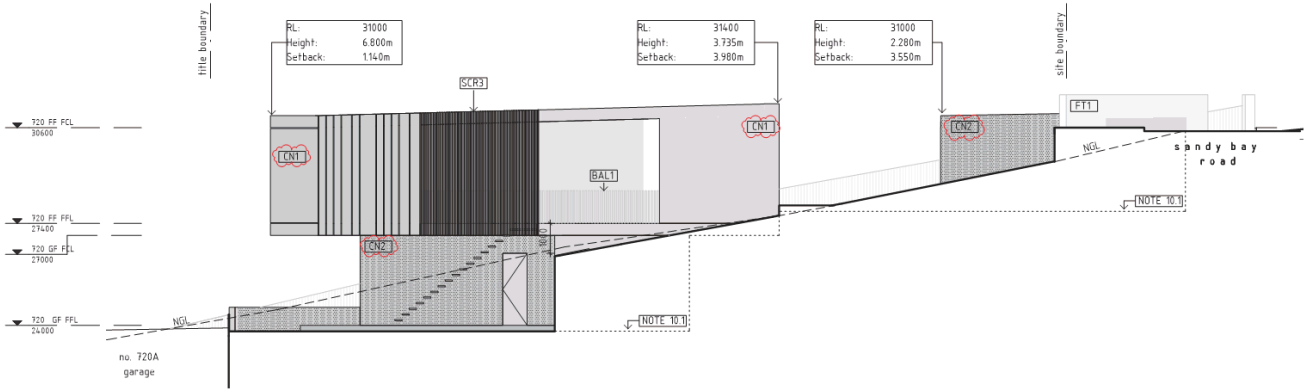
three c | architects

04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 11.01.18 request for further info
01 08.12.17 planning permit

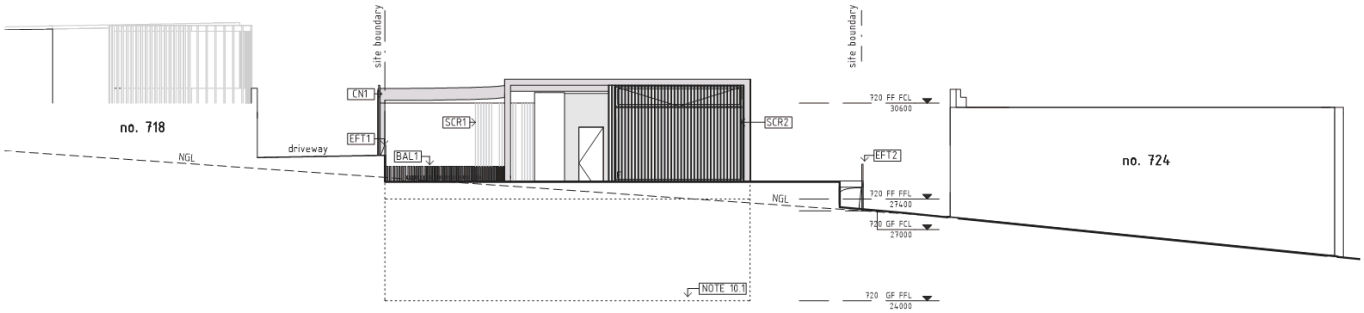
Proposed Elevations 720

Sandy Bay DD | 10 | 04
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:50 PM

NOTE:
height above natural ground level



North Elevation 720
SCALE 1 : 100



West Elevation 720
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1-2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3.
Privacy screen 3.7m above FFL.
25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed

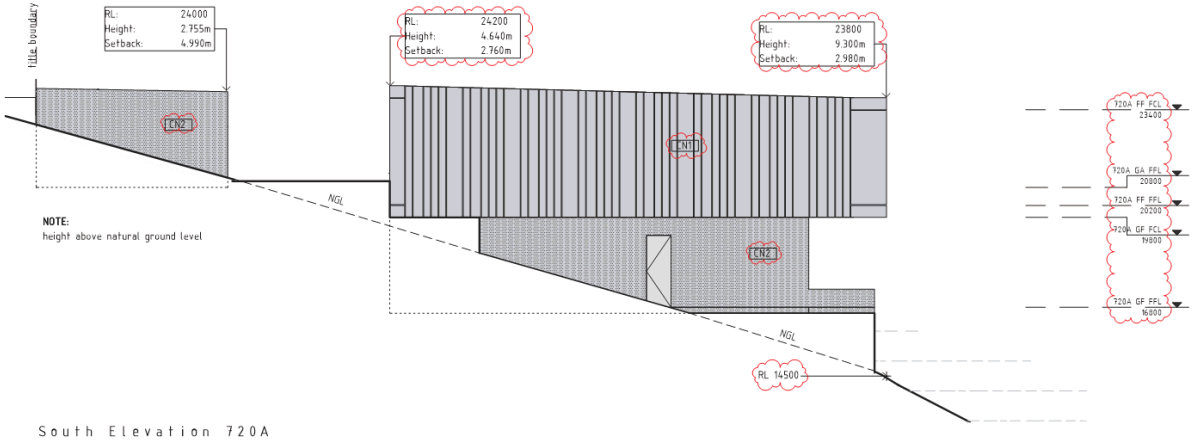
05	19.11.18	shadow amendments
04	16.10.18	amended contours
03	05.06.18	amended plans
02	11.01.18	request for further info
01	08.12.17	planning permit

Scale (m)
0 1 2 3 4 5

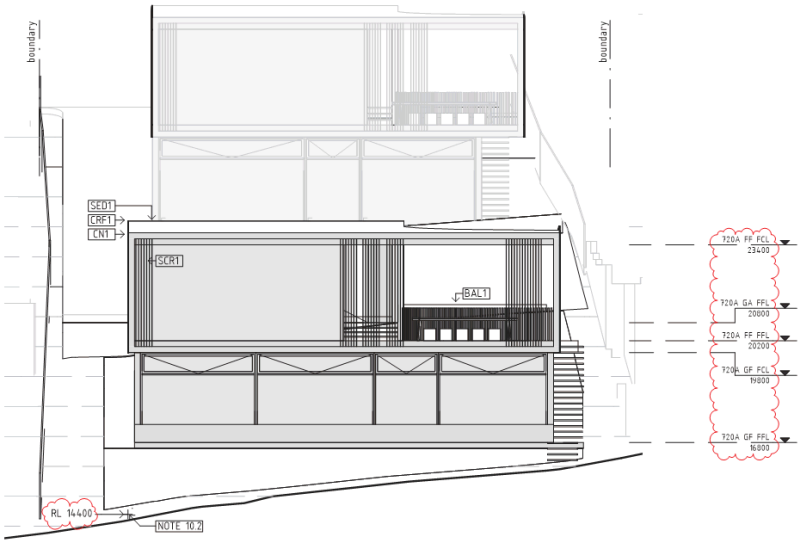
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092
three c | architects

Proposed Elevations 720
Sandy Bay DD | 11 | 05
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:50 PM

C:\Users\three6\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt



South Elevation 720A
SCALE 1 : 100



East Elevation 720A
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1–2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3. Privacy screen 3.7m above FFL. 25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed

04	19.11.18	shadow amendments
03	16.10.18	amended contours
02	11.01.18	request for further info
01	08.12.17	planning permit

Scale (m) 0 1 2 3 4 5

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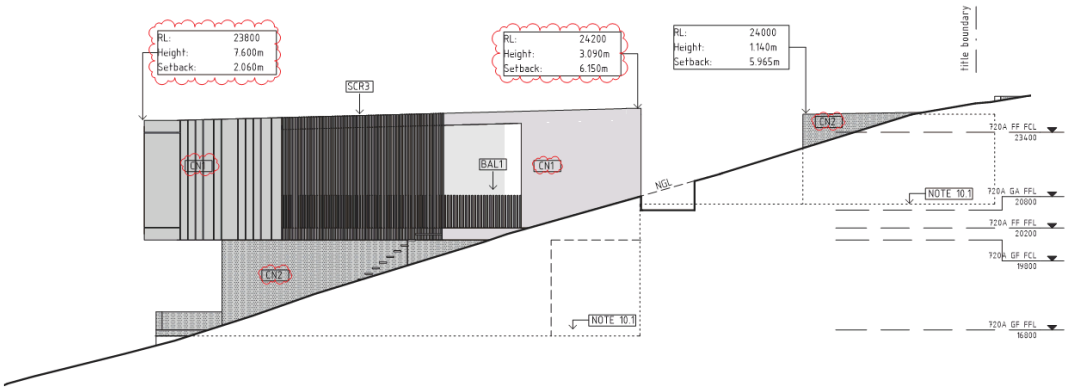
three c | architects

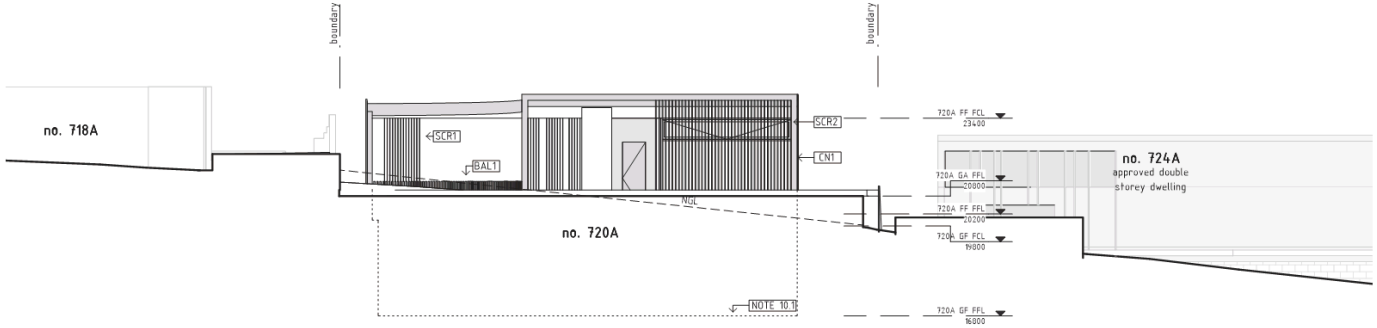
Proposed Elevations 720A
Sandy Bay DD | 12 | 04
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:50 PM

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

NOTE:
height above natural ground level



North Elevation 720A
SCALE 1 : 100



West Elevation 720A
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1-2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3. Privacy screen 3.7m above FFL. 25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

Scale (m)
0 1 2 3 4 5

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2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092

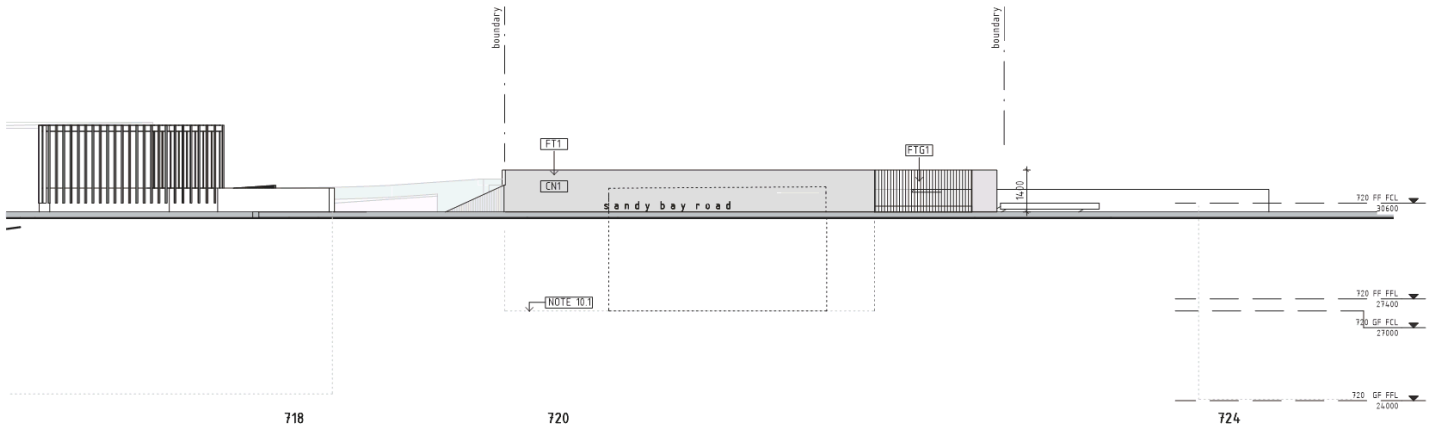
three c | architects

05	19.11.18	shadow amendments
04	16.10.18	amended contours
03	05.06.18	amended plans
02	11.01.18	request for further info
01	08.12.17	planning permit

Proposed Elevations 720A

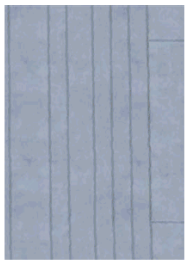
Sandy Bay DD | 13 | 05

720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 19-Nov-18 5:50 PM



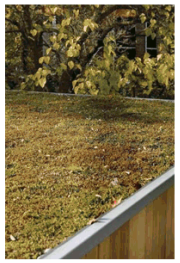
West Elevation- Street
SCALE 1 : 100

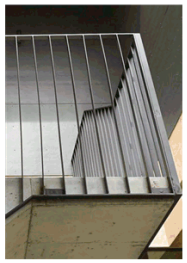
F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1-2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3. Privacy screen 3.7m above FFL. 25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed


CN1
concrete finish type 1
precast concrete panels

CN2
concrete finish type 2
bush hammered concrete

SCR1
screen type 1
fixed vertical timber battens.


SED1
sedum roof type 1


BAL1
balustrade type 1

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

Scale (m)
0 1 2 3 4 5

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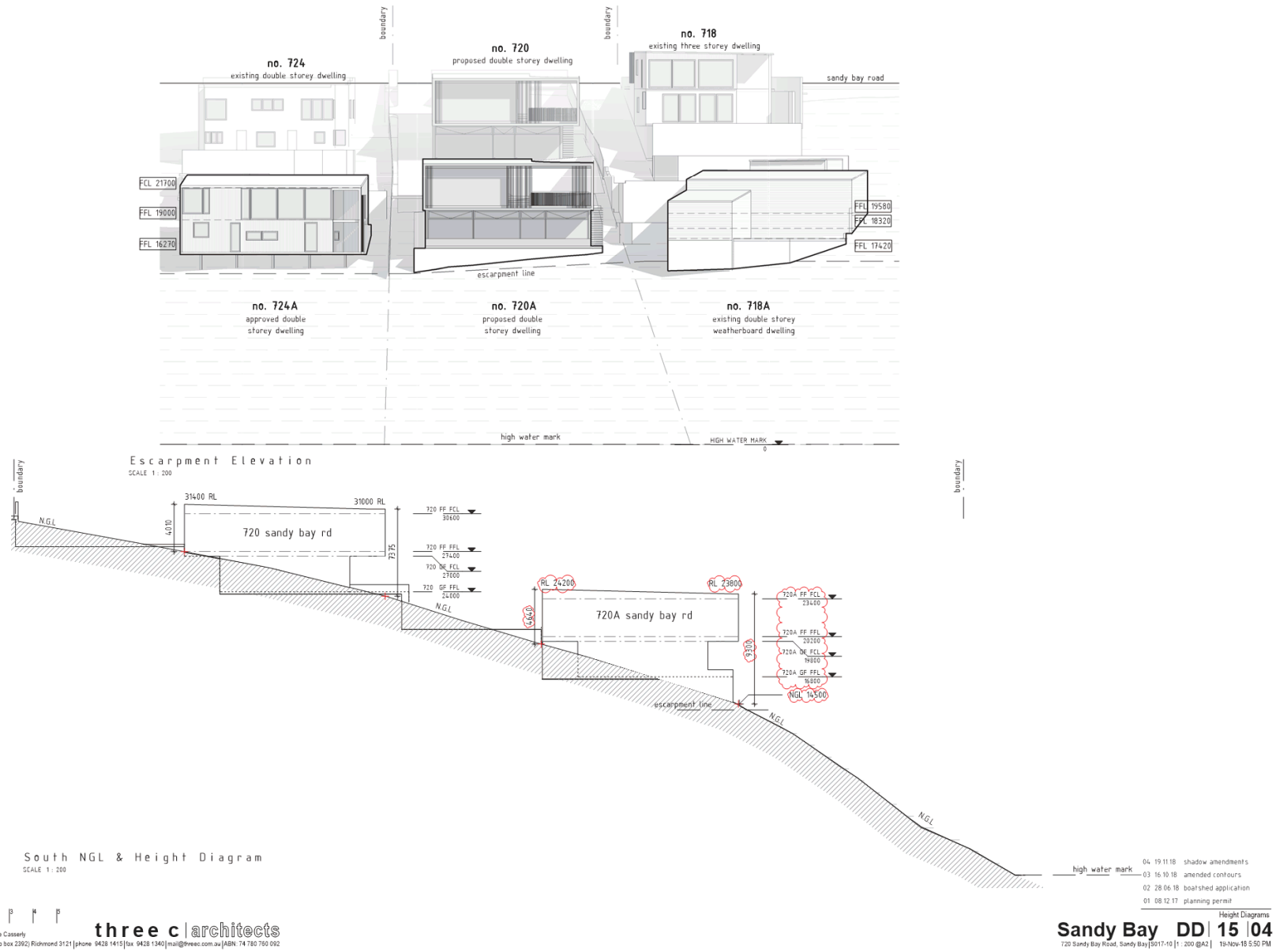
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092

three c | architects

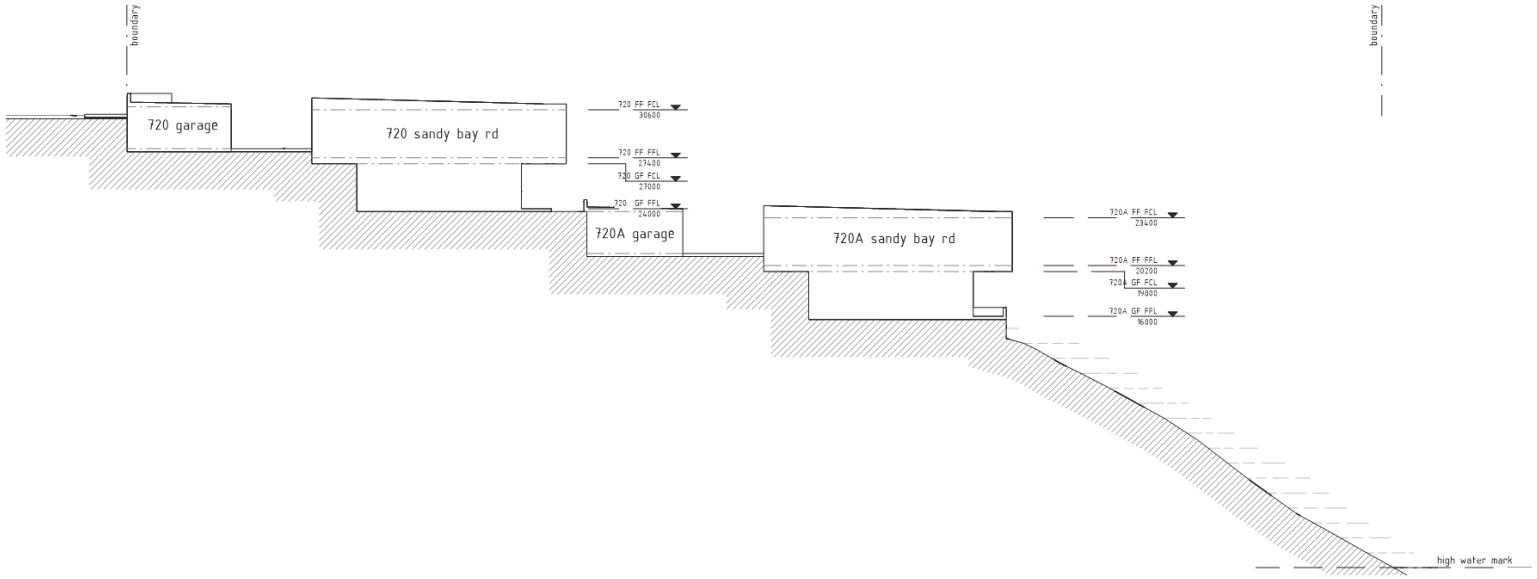
02 19.11.18 shadow amendments
01 08.12.17 planning permit

Proposed Street Elevation & Materials

Sandy Bay DD | 14 | 02
720 Sandy Bay Road, Sandy Bay | 5017-10 indicated @A2 | 19-Nov-18 5:50 PM


boundary
no. 724
existing double storey dwelling
no. 720
proposed double storey dwelling
no. 718
existing three storey dwelling
sandy bay road
FCL 21700
FFL 19000
FFL 16270
FFL 19580
FFL 18320
FFL 17420
escarpment line
no. 724A
approved double storey dwelling
no. 720A
proposed double storey dwelling
no. 718A
existing double storey weatherboard dwelling
high water mark
HIGH WATER MARK
Escarpment Elevation
SCALE 1 : 200
31400 RL
31000 RL
720 sandy bay rd
N.G.L
720 FF FCL 30600
720 FF FFL 27400
720 GF FCL 27000
720 GF FFL 24000
RL 24200
RL 23800
720A sandy bay rd
720A FF FCL 23400
720A FF FFL 20200
720A GF FCL 19800
720A GF FFL 16800
NGL 14500
escarpment line
high water mark
South NGL & Height Diagram
SCALE 1 : 200
04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 28.06.18 boatshed application
01 08.12.17 planning permit
Scale (m)
William, James and Kate Casserly
three c architects
Height Diagrams
Sandy Bay DD 15 04
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 200 @A2 | 19-Nov-18 5:50 PM

Site Plan Proposed
SCALE 1 : 500



2/15.1 Height Section Diagram
SCALE 1 : 200 SECTION

Scale (m)
0 1 2 3 4 5

C:\Users\three60\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

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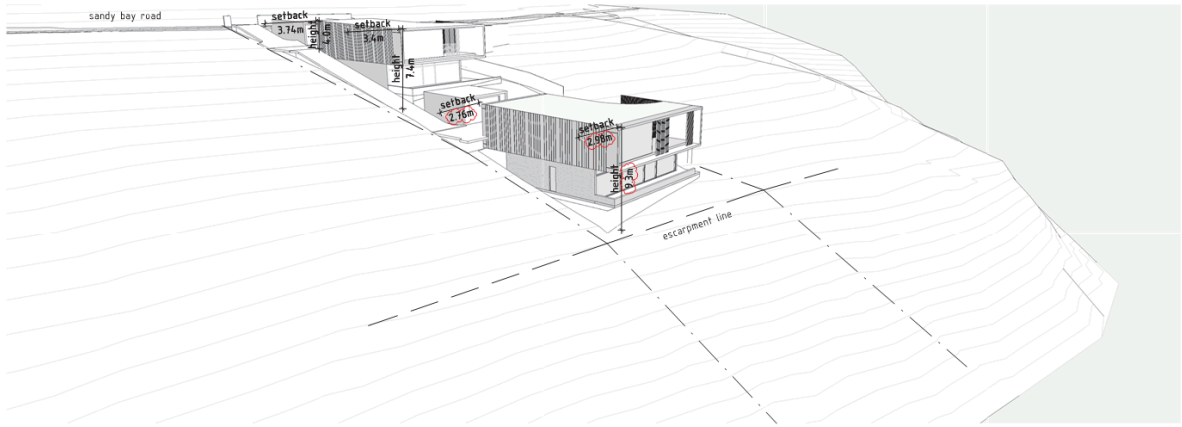
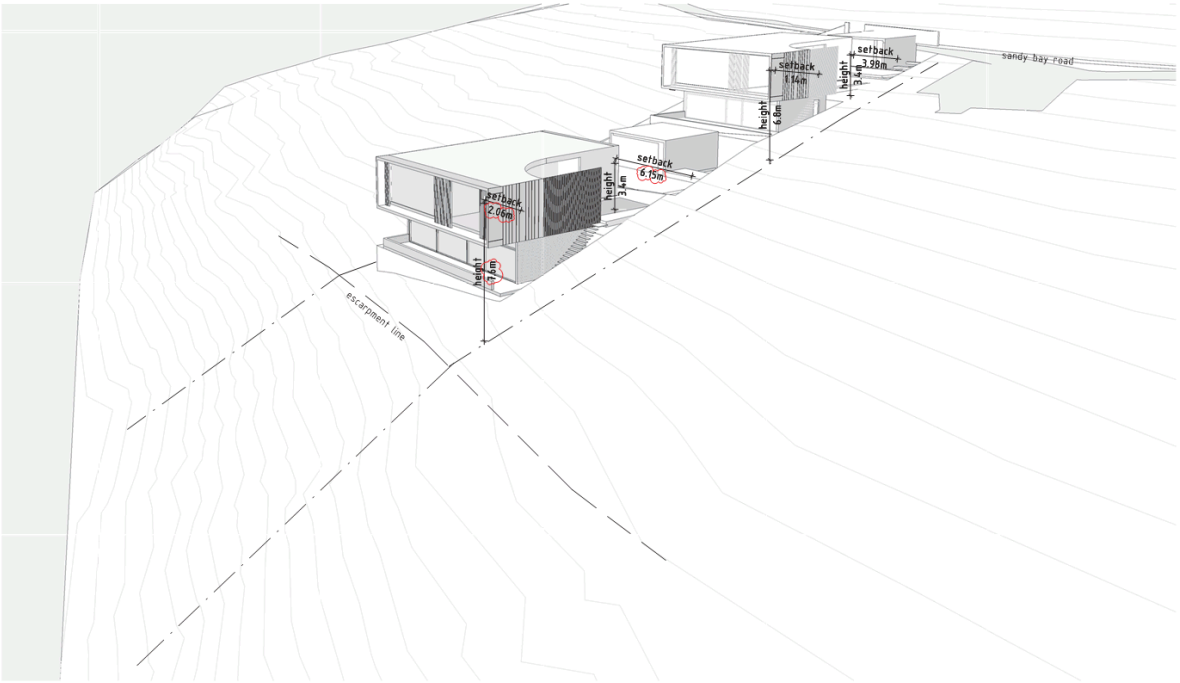
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092
three c | architects

01 19.11.18 shadow amendments

Height Diagrams
Sandy Bay DD 15.1 01
720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 19-Nov-18 5:50 PM



South Perspective
SCALE



North Perspective
SCALE

04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 28.06.18 boatshed application
01 08.12.17 planning permit

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly
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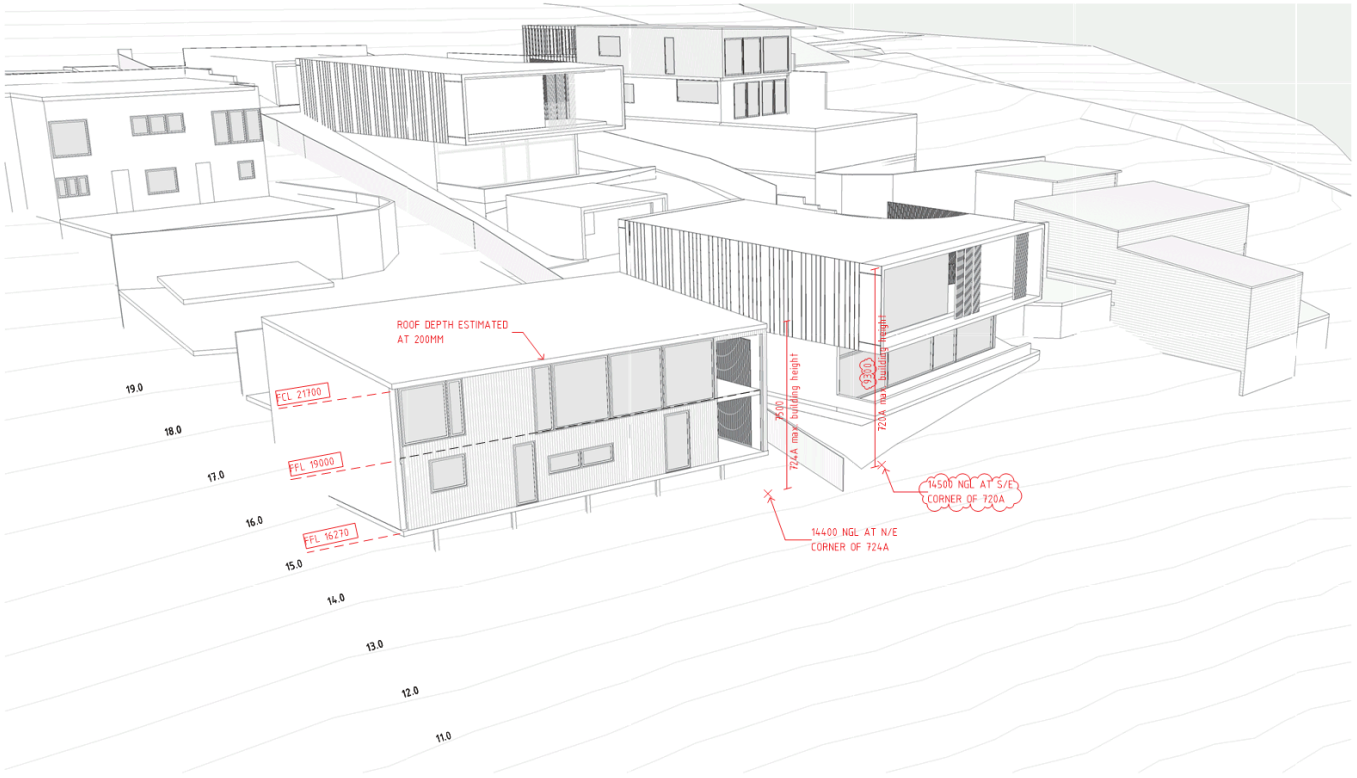
three c | architects

Perspectives
Sandy Bay DD | 16 | 04
720 Sandy Bay Road, Sandy Bay | S017-10 | @A2 | 19-Nov-18 5:50 PM

C:\Users\draw8\Documents\S017-10 Sandy Bay_DD_Central_revF_Riley.rvt



724 Levels - Approved Plans

SCALE

C:\Users\three8\Documents\5017-10 Sandy Bay_DD_Central_revF_Riley.rvt

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly

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2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092

04	19.11.18	shadow amendments
03	16.10.18	amended contours
02	17.09.18	RL 14500 clarified
01	17.09.18	preliminary issue for information

724 Levels - Approved Plans

Sandy Bay **DD | 22 | 04**

720 Sandy Bay Road, Sandy Bay | 5017-10 | @A2 | 19-Nov-18 5:50 PM

718 A AND 720 SANDY BAY ROAD, SANDY BAY

DEMOLITION OF EXISTING DWELLING AND REPLACEMENT WITH TWO DWELLINGS (AT 720 SANDY BAY RD)

TOWN PLANNING REPORT

KATE LOVEDAY B ARCH

MAY 2018

720 SANDY BAY ROAD: TOWN PLANNING REPORT

INTRODUCTION

This is a town planning assessment report in support of a proposal for demolition of the existing dwelling and replacement with two dwellings at 720 Sandy Bay Road, Sandy Bay. The report provides an overview of the proposal, identifies and assesses the proposal against the provisions of the Hobart Interim Planning Scheme 2015. The site also includes 718 A Sandy Bay Road only for the purpose of providing stormwater connection. 718A is a single dwelling and no changes are proposed to this site.

SITE AND SURROUNDINGS

The site is located in Sandy Bay. It is within an established area of Sandy Bay known as Lower Sandy Bay which stretches along the western bank of the Derwent River. This area is characterised by larger homes on blocks with many new dwellings having been constructed – 2 or 3 per block. Most blocks are quite elongated and have a significant slope to the river.

The title to the land is Lot 1 Folio 23604. The site area is 1,467m2. A copy of the title is included with this application. There are no burdening easements or covenants. A copy of the title for 718A is also included.

The areas of greatest slope (the two "Escarpment Lines" in figure 1 and 2) have been identified by Hobart Council on their Planning Scheme maps. Development below the lowest Escarpment line is not permitted and figures 1 and 2 show how development on the blocks adjacent to and near the subject site has taken place over time with second houses having been built between the two lines but always above the lowest line. There is also a planning approval for a second house at 724 Sandy Bay Road, immediately adjacent to the subject site to the south. The aerial view in figure 2 is a little out of date as the 2 dwellings at 718 Sandy Bay Road, shown here as under construction, immediately to the north of the subject site have now been completed.

Figure 1: Location of site

Figure 2: Site and adjacent properties

Kate Loveday B Arch Town Planning Consultant

May 2018

720 SANDY BAY ROAD: TOWN PLANNING REPORT

The site is approximately 250 metres south of the intersection of Sandy Bay Road and Churchill Avenue. The pattern of subdivision in the area is of larger elongated lots, with some sites subdivided into two lots (while others have been strata subdivided). Figures 3 and 4 below shows the site within this pattern and identifies the zoning under the Planning Scheme to be Low Density Residential.

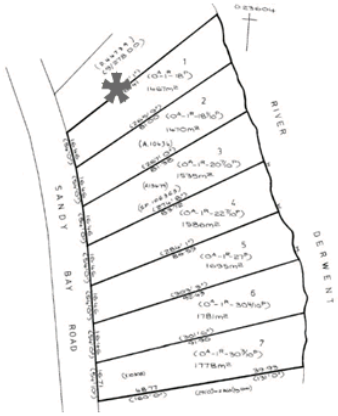


Figure 3: Subdivision pattern on title

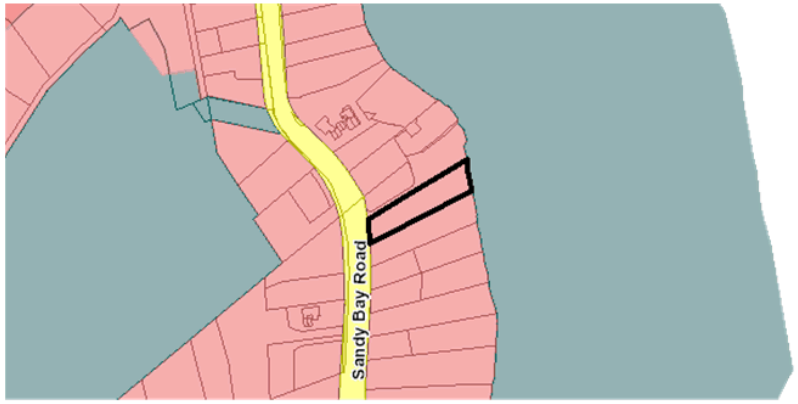


Figure 4: Zoning and present subdivision pattern

The site is occupied by an existing house which is accessed by a curved driveway with a single car garage close to the dwelling (Figure 5). The house is elevated at the rear (because of the slope), with terraces and decks to the view. The back garden is planted with fruit trees and grass and the Escarpment area is now overgrown. There is a set of steps leading down to the water and a boat shed.

Figure 5: Existing house and garage

The neighbouring properties are also developed for dwellings: 718 and 718A are to the north and are recently constructed (Figure 6), while 724 to the south is an existing dwelling with a second dwelling approved but not yet constructed.

Figure 6: Driveway between 718 and 720, also leads to 718 A

Figure 7: Street view of 720 from across Sandy Bay Rd

THE DESIGN

It is proposed to demolish the existing house and construct two dwellings on the site, one of which will be for the present owners. The two houses will have similar layouts – each having two storeys with the upper floor having the living areas and the lower floor providing bedrooms. 720 A (closest to the river) will have 3 bedrooms and a study while 720 will have 2 bedrooms plus a study. Each house will have a separate garage for 2 cars and a swimming pool on the northern side. This arrangement – living areas above and bedrooms below - is common in the area where the sites have a steep slope and houses are designed to maximise views from the main living areas to the river and the eastern shore.

Figure 8: Site plan showing footprint of proposed houses and driveway.

The driveway will be positioned along the southern side of the two dwellings. This will reflect the arrangement of the approved driveway proposed for the approved second house on adjacent site to the south at 724 Sandy Bay Road. This approved house at 724 Sandy Bay Rd and its driveway are shown on the architect's plans.

A full list of materials and finishes is also included with the architect's drawings. The colours are proposed are also shown and these are proposed to be comparable and complementary to the houses on either side and the houses in the area.

The application submitted includes:

- A copy of the title
- engineering for the driveway and parking areas by JSA Consulting Engineers

ZONING

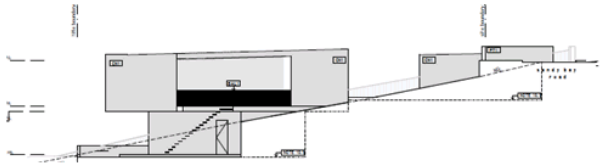
The site is zoned "Low Density Residential" (12.0) under the Hobart Interim Planning Scheme 2015. The surrounding area is similarly zoned.

The Use as Residential is Permitted (Use Table 12.2).

DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS (Clause 12.4)

The following is an assessment of the proposal against the Acceptable Solutions and Performance Criteria of the Scheme. If the Acceptable Solution is met, no discussion is required and the Acceptable Solution (AS) is stated as being satisfied. If the Acceptable Solution is not met, the application is assessed for compliance with the Performance Criteria (PC) under the heading "Design Response".

Clause	Acceptable Solution (AS)	Performance Criteria (PC)	Design Response
Setbacks and building envelope (12.4.2)	A1 - Frontage setback The application relies upon the Performance Criteria P1	A dwelling must: (a) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; and (b) have regard to streetscape qualities or assist the integration of new development into the streetscape.	(a) the new dwellings are consistent in terms of their placement on site with their neighbours. (b) the garage is lower than street level enabling it to have minimal impact on streetscape and assist in the integration of the development.

			 Figure 9: Elevation showing street level, garage and house below The proposal meets the PC.
	A2 – Garage setback The application relies on the Performance Criteria P2	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.	(a) the garage is set well below the street level itself and only has a wall height of 1.4 metres above ground at the frontage, this is due to the extreme slope of the site and this approach – with entry down the driveway and curved back, enables minimal visual impact of the garage structure (b) being only 1.4 metres above the street level with an open driveway there remains a view from the street to the water over the roofs of the garage and the houses below.
	A3 – Building envelope The proposal relies on the Performance Criteria P3	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	(a) (i) and (ii) The two houses are south of the dwellings at 718 and 718 A therefore no loss of sunlight occurs to rooms or open space – the dwellings at 718 and 718A would in fact overshadow their own spaces and rooms. The proposal includes shadow diagrams. The existing dwelling and the proposed dwelling at 724 to the south have been carefully considered. As the two sites have driveways running parallel, there is sufficient space between the dwellings for sunlight penetration and the alignment of the proposed houses relative to the existing and approved houses at 724 ensure sunlight and views are maintained. (iii) is not relevant as there is no vacant lot. The proposed house at 724A has been considered. (iv) the visual impacts of the two new houses have been minimised by their alignment next to the dwellings on either side. There is a symmetry in the arrangement so each site – 718 and 718A, 720 and 724 all look to the water and respond to the slope with similar

		(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.	floor levels. This also reduces the visual impact between the sites as the bulk of the buildings is only viewed "side on" from service areas and driveways (see Figure 9). (b) The rhythm of the two dwellings and their vehicular access and levels reflects that of the neighbouring development and other houses along the waterfront side of Sandy Bay Rd. The driveways create physical separation as do the open space areas and pools. The floor levels of the proposed dwellings are also comparable to the adjacent existing and proposed buildings. The proposal therefor meets the Performance Criteria in regard to building envelope.
Site Coverage and private open space POS (Clause 12.4.3)	*A1 – Site coverage, area free of impervious surface and total area of private open space.*	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 (ii) operational needs, such as clothes drying and storage; and (b) have reasonable space for the planting of gardens and landscaping. (c) not be out of character with the pattern of development in the surrounding area; and (d) not result in an unreasonable loss of natural or landscape values.	The proposal has a site coverage of 40% excluding the area below the escarpment (see DD 1.0/01). The AS is a minimum of 25%. The application relies on the Performance Criteria P1 in regard to site coverage. The percentage of the site free from impervious surface is 34%. This satisfies the AS of a minimum of 25%. Each house has the required area of 60m2 of POS, The PC must be considered only in regard to Site Coverage. (a) (i) Each house has outdoor decks and patios as well as a swimming pool. (ii) Each house also has open space on the same level as the laundry facing north east for drying purposes with space around the garages for storage as well as a separate laundry; (b) There is space on the north and south side of both dwellings for planting of gardens in terraces and the existing escarpment area will be upgraded and landscaped and has pedestrian access to the waterfront; (c) The proposed dwellings and their open space are similar to the pattern of development in the area as discussed in regard to the section for the PC for the building envelope on the previous page of this report; (d) The main landscape value of the site is the escarpment. This will be improved as it is presently uncared for and in

			need of maintenance. The houses will not impact on this value and will sit within the existing pattern of development as seen from the water (see Figure 9)
	A2 - Open space for each dwelling	N/A	The two proposed dwellings meet all of the Acceptable Solution requirements for open space.
Sunlight and Overshadowing (Clause 12.4.4)	A1 – sunlight to habitable rooms (other than bedrooms)	N/A	Both dwellings meet the AS.
	A2 – Not applicable		
	A3 – Not applicable		
Width of openings for garages (Clause 12.4.5)	A1 – the garage openings do not face the primary frontage therefore this clause is not applicable	N/A	
Privacy (Clause 12.4.6)	A1 – Privacy from decks and balconies.	N/A	(a) The AS is satisfied by the decks of both dwellings which have permanent fixed screens on all sides facing neighbouring properties. (b) It not applicable (c) Is satisfied as the deck of dwelling 1 is over 6 m from the POS of dwelling 2 The proposal meets the Acceptable Solution.
	A2 – Privacy from windows and glazed doors.	N/A	The two dwellings both satisfy the requirements of sub clause (a) and meet the AS.
	A3 – Privacy from shared driveways and parking spaces.	N/A	Both dwellings have no windows or glazed doors facing the driveway and the car spaces are all enclosed within garages. The AS is satisfied.

Frontage Fences **(Clause 12.4.7)**	A solid front fence can meet the AS if it is no higher than 1.2 metres	A fence (including a free-standing wall) within 4.5 m of a frontage must allow for mutual passive surveillance between the road and the dwelling (particularly on primary frontages), and maintain or enhance the streetscape.	Drawing DD 14/01 shows the proposed front fence/wall of the garage in the context of the neighbouring front fences. The front fence is 1.4 metres in height and is the rear wall of the garage below. It is only 200mm higher than the AS and obviously because it is the retaining wall of the garage the 200mmm cannot be partially transparent. One will however be able to view over the flat roof which is a planted sedam roof. This enables views to the water and houses beyond in compliance with the PC.
Waste storage **(Clause 12.4.8)**	Each house requires a waste storage area available that is 1.5m2.	N/A	The proposal meets the Acceptable Solution
Residential density for multiple dwellings **(Clause 12.4.9)**	The application relies on the Performance Criteria in regard to density	Multiple dwellings may only have a site area per dwelling of less than 1500m2 if the number of dwellings: (a) is not out of character with the pattern of development in the surrounding area; and (b) does not result in an unreasonable loss of natural or landscape values; and (c) does not exceed the capacity of the current or intended infrastructure services in the area.	(a) The building reflects the pattern of development of its neighbours both north and south having two dwellings – one close to the street and one more centrally located on the block (b) The dwellings will only require the removal of exotic species on site from the older garden. The landscape values of the escarpment and the vegetation thereon will be retained. The houses will align visually when viewed from the water with their neighbours. (c) one additional dwelling will not exceed the capacity of any infrastructure services in the area. The proposal satisfies the Performance Criteria.
Siting Buildings close to the Escarpment **(Clause 12.4.10)**	The application relies upon the Performance Criteria in regard to Siting.	A building must be sited and designed to minimise unreasonable impacts on views of the escarpment from the Derwent Estuary by means that must include all of the following: (a) minimising land disturbance, and retention of native vegetation; (b) the use of suitable landscaping; (c) the use of non-reflective materials on facades visible from the estuary; (d) the use of subdued colours on external building surfaces;	(a) there will be no land disturbance beyond areas which have already been disturbed by the existing house and garden. No native vegetation of the lower escarpment will be removed. (b) The weed species will be removed and the slope generally improved with appropriate species for the waterfront location and the climate. (c) The roof finish material will be planted sedam grasses and the walls concrete painted render. The fixed timber vertical screens will be timber finish and the balustrade a brushed metal thin profile (see DD 14/01)

		(e) no part of a building shall extend seaward of the Lower Sandy Bay Escarpment Line (shown on the Local Overlay Maps).	(d) The colours will all be natural colours of the materials and the concrete render will be reflective f the colour schemes on the houses surrounding. (e) No part of the building will extend beyond the Lower Escarpment Line.

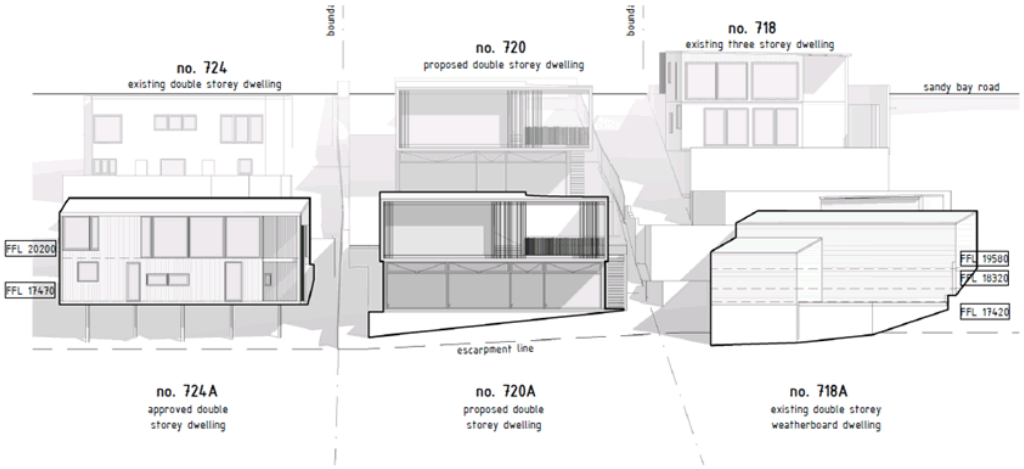


Figure 10: Diagram from architect showing the relationship between the proposed dwellings and their neighbours in elevation from the water.

Figure 11: View of site and surrounds from the water

OVERLAYS AND CODES

Road and Railway Assets E5.0

The proposal involves the relocation of the existing driveway from the northern half of the site to the southern corner. This will involve a new crossover with 4 metre width and a 3 metre wide driveway.

Figure 9: Existing driveway position

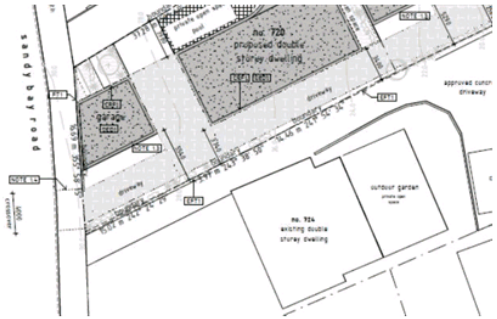


Figure 10: Proposed driveway position

The Road and Railway Assets Code is applicable as the access is being relocated (although it is not a new access) and the use of the access is intensifying with the additional house.

The Acceptable Solution A3 of Clause E 5.51 Use Standards is the applicable standard and it states:

> *The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.*

The provision of one additional house would not generate more than 40 vehicle movements per day – usually in the order of 6-8 vehicle movements only for a dwelling, therefore this A3 is satisfied.

The Development Standards at Clause 5.6 are addressed below and not all are applicable:

- E 5.6.1 - A1.1.and A1.2 do not apply;
- E 5.6.2 – A1 does not apply
- E 5.6.2 – A 2 does apply and is met by the proposal
- E 5.6.3 – does not apply
- E 5.6.4 – A1 sight distance is addressed by Aldanmark Engineers

Parking and Access E6.0

Clause E6.6 gives the Use Standards, in particular the number of car spaces required at E6.6.1. The Table E6.1 identifies that multiple dwellings containing two or more bedrooms require 2 car spaces per dwelling and one dedicated visitor space per 4 dwellings rounded up to the nearest whole number. The Acceptable Solution in this case would therefore be 5 car spaces – 2 per dwelling and one visitor space. The proposal provides the 2 spaces per dwelling as each house has a double garage however the one (dedicated) visitor space is not provided although visitors can jockey park outside the garages without interfering with the shared access.

The Performance Criteria must therefore be considered:

Performance Criteria	**Design Response**
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;	The proposal is only generating a shortfall of one dedicated car space. This is not a high demand for car parking.
(b) the availability of on-street and public car parking in the locality;	There is on- street parking in front of the site.

c) the availability and frequency of public transport within a 400m walking distance of the site;	There are buses to and from the City and Sandy Bay with a bus stop approximately 100 metres from the site in each direction as well as bus route along Churchill Avenue to the University. Figure 11: Bus route map from Metro
(d) the availability and likely use of other modes of transport;	Sandy Bay Road also has a dedicated cycle track.
(e) the availability and suitability of alternative arrangements for car parking provision;	Both the houses have the potential to jockey park visitor's cars in front of the garages without obstructing the access way.
(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;	Not applicable
(g) any car parking deficiency or surplus associated with the existing use of the land;	Not applicable
(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;	Not applicable

(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;	Not applicable
(j) any verified prior payment of a financial contribution in lieu of parking for the land;	Not applicable
(k) any relevant parking plan for the area adopted by Council;	Not applicable
(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;	Not applicable
(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.	Not applicable

The proposed parking arrangements are therefore in compliance with the Performance Criteria P1 of Clause E6.6.1.

E6.7 Development Standards

- E6.7.1 Number of accesses - The proposal satisfies Acceptable Solution A1 for accesses having only one access point to the road.
- E6.7.2 Design of vehicle accesses – this clause is dealt with by JSA Consulting Engineers.
- E 6.7.3 Vehicle passing areas are required as the access is more than 30 metres long. A non-standard passing bay is provided approximately 10 metres within the property which satisfies the Performance Criteria, as it is associated with a double garage and is easily recognisable, does not cause and conflicts with pedestrians, does not interfere with the road, and is suitable for the likely volume of traffic generated.
- E6.7.4 On -site turning - the proposal satisfies Acceptable Solution A1 having on-site turning from both garages.
- E6.7.5 Layout of parking spaces – is dealt with by JSA Consulting Engineers.
- E6.7.6 Surface treatment of parking areas. The Acceptable Solution A1 is met by the design as the parking and access is sealed and drained.
- E6.7.7 Lighting of parking and E 6.7.8 Landscaping of parking areas – both clauses are not applicable as the driveway does not serve 5 or more car parking spaces.

In conclusion, the proposal satisfies the Acceptable Solution and Performance Criteria for the Parking and Access Code.

Stormwater Management Code E 7.0

The development will dispose of all stormwater to the public stormwater system. This meets the Acceptable Solution A1 of Clause E7.7.1.

CONCLUSION

The proposed pair of dwellings reflect the existing and approved development on surrounding sites. They are placed so as to respond to the positioning of neighbouring dwellings. They also reflect the floor levels and heights of the neighbouring buildings so ensuring an appropriate level of privacy and sunlight is available to all.

Although the site has significant slope, the dwellings provide a high standard of accommodation on site with generous open space and living areas. The appearance of the development from the street is minimal due to the flat planted roofs. The proposal meets the Acceptable Solutions and Performance Criteria of the Scheme as applicable.

The existing house has no streetscape or heritage values and like other houses on the waterfront side of Sandy Bay Road can be demolished to make way for an increased density with modern standards of living for both dwellings. The development will also enable the Escarpment area to be weeded, repaired and upgraded with landscaping appropriate to the location.

Kate Loveday B Arch

28/5/2018

JSA CONSULTING ENGINEERS

Ben Ikin
Senior Statutory Planner
City Planning
Hobart City Council
GPO Box 503
Hobart TAS 7001

19 February 2018
Your reference: PLN-17-1069
TasWater reference: TWDA 2018/00001-HCC
JSA reference: 17L99-131-1

Dear Ben,

RE: 720 SANDY BAY ROAD, SANDY BAY - DEMOLITION OF EXISTING DWELLING AND TWO NEW DWELLINGS

JSA Consulting Engineers have prepared a response to the request for information from Council dated 10 January 2018 and TasWater dated 3 January 2018 regarding the proposed development at 720 Sandy Bay Road, Sandy Bay.

The following points have been addressed:

Planning

PLN Fi 7 *Scaled and dimensioned site plan and elevation plan showing:*

1. *Maximum building heights above natural ground level for all elements of the proposed new buildings.*
2. *Maximum finished floor levels above natural ground level for all external deck areas (including those surrounding the swimming pools).*
3. *Setbacks of all elements of the proposed buildings to the property boundaries.*
4. *Confirmation that all works are contained within the property boundaries (plans 3.0 01 and 3.2 01 appear to show retaining walls on the adjacent property)*

Response:

Provided by others.

Stormwater Code

Sw 1 *A site plan to demonstrate how stormwater from the proposed development (including roofed areas, ag drains and impervious surfaces - driveways etc) will be disposed of via gravity to Council stormwater infrastructure.*

Response:

Please refer to JSA existing site plan C01 and proposed stormwater plan H01. The proposed stormwater lot connection will be to the existing stormwater main on 718A Sandy Bay Road, subject to landowner consent.

Hydraulic calculations included in Appendix 1 indicate that Council's DN150 pipe has sufficient capacity to carry flow from 718, 718A and 720 Sandy Bay Road, due to the steep grade of the pipe.

Parking and Access

PA 2.1 *Scaled and dimensioned drawing(s) demonstrating the vehicular access design, or a design that provides safe and efficient access.*

To satisfy Hobart Interim Planning Scheme 2015 clause E6.7.2 Acceptable Solution A1, E5.6.4 Acceptable Solution A1 and AS/NZS 2890.1:2004 Section 3, the scaled and dimensioned design drawings must include:

- *Site plan showing an access design complying with AS2890.1 Section 3*
- *Site plan showing an access design complying with Hobart Interim Planning Scheme 2015 Code 5 Table E5.1 and Figure E5.1.*

Where the access design drawing(s) do not comply with the above, provide a certification by a suitably qualified engineer that the design provides for a safe and efficient access, this will then be assessed under Performance Criteria.

Response:

Refer to JSA proposed site plan C02 showing access design of minimum 3.6m reducing to 3m wide driveway.

Refer to JSA safe intersection sight distance plan C06, showing line of sight from proposed crossover. As per AS2890.1:2004 Section 3, the line of sight is 55m as required in the 60km/h zone.

PA 3 *Scaled and dimensioned plan(s) demonstrating on site vehicular passing areas along the vehicular access driveway, or a design that ensures safe, efficient and convenient access.*

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.3 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

- *Plan view of vehicular passing areas every 30m along the vehicular access driveway, with the first passing area at the kerb.*

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design provides for a safe, efficient and convenient access. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

Response:

Please refer to JSA proposed site plan C02, which has been updated to include a 7.33m x 5.24m passing bay.

PA 5.1 *Scaled and dimensioned plan(s) showing the layout of car parking spaces, turning areas, driveway and access designed to comply with AS/NZS 2890.1:2004 or a design which ensures that parking areas enable safe, easy and efficient use.*

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

- *A layout of car parking spaces, access aisles, circulation roadways and ramps, turning areas and driveway that is designed to comply with Section 2 of AS/NZS 2890.1:2004 and must have sufficient headroom to comply with Section 5.3 of AS/NZS 2890.1:2004.*

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design is safe and ensures ease of access, egress and manoeuvring on site. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

Response:

Please refer to JSA proposed site plan C02 and vehicle movement plans C04A-C04B. The driveway design has been updated to provide increased turning area adjacent to the proposed garages.

TasWater

1. Please provide a concept servicing plan for water & sewer services as follows:

a. The exact location of the existing property water & sewer connection(s);
b. Indicative location of water and or sewer main extensions required to service the development;
c. Indicative location of proposed TasWater easements in accordance with the relevant TasWater supplement (outline the minimum widths);
d. The required location of property water & sewer connection(s) accurately dimensioned relative to the existing/proposed boundaries noting that:
i. One sewer and one water property service connection must be provided to each lot;
ii. The property water service for each lot must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection details contained in TasWater's Water Metering Guidelines;
iii. The sewer property service connections for each lot must be sized appropriately and must be located at the low point of the lot just inside the property boundary;
iv. Redundant connections must be shown to be cut and sealed.

Response:

a. Please refer to JSA existing site plan C01, detailing the existing water and sewer connections.
b. No water or sewer main extensions are required to service the development.
c. No TasWater easements are proposed as part of this development.
d. Please refer to JSA sewer & water plan H02.
i. One sewer and one water property service connection are proposed for the development.
ii. The existing water connection is proposed to be upgraded to DN32 ID25 to service the two proposed dwellings.
iii. The existing sewer lot connection is proposed to be utilised to service the proposed development.
iv. There are no redundant connections resulting from this development.

Please contact Rachel Horner on 6224 5625 or rachel@jsa.com.au if you require any further information.

Yours sincerely,

Rachel Horner

Graduate Civil / Environmental Engineer

Appendix 1: Calculation Sheets

JSA CONSULTING ENGINEERS	**720 Sandy Bay Road, Sandy Bay** ARI 1 in 20 years AS3500 Runoff Calculation	PROJECT No: 17E99-131 BY: RH DATE: 23/03/2018 SHEET No: 1

ARI	**1:20**	years	CCC
Duration	**5**	minutes	
Inundation, I	**101**	mm/hr	BOM

Flow rates calculated using rational method:

Q = (C I A) / 3600 L/s
C= runoff coefficient (AS3500 5.4.6)
I = inundation mm/hr
A = plan area m2

Coefficient, C: AS 3500.3 section 5.4.6

Surface	C	Surface	C
Roof	1		
Hardstand	0.9		
Grass (clay soil)	0.2	(sand)	0.15
Gravel	0.85		

Catchment Areas - 718 Sandy Bay Road

Proposed catchment 1 area	520.25	m2	Area 1
Runoff coefficient, C1	1		Roof area
Proposed catchment 2 area	385.25	m2	Area 2
Runoff coefficient, C2	0.9		Driveway area
Proposed catchment 3 area	784.5	m2	Area 3
Runoff coefficient, C3	0.2		Landscape area

Post-Development Catchment Areas - 720 Sandy Bay Road

Proposed catchment 1 area	437	m2	Area 1
Runoff coefficient, C1	1		Roof area
Proposed catchment 2 area	276	m2	Area 2
Runoff coefficient, C2	0.9		Driveway area
Proposed catchment 3 area	367	m2	Area 3
Runoff coefficient, C3	0.2		Landscape area

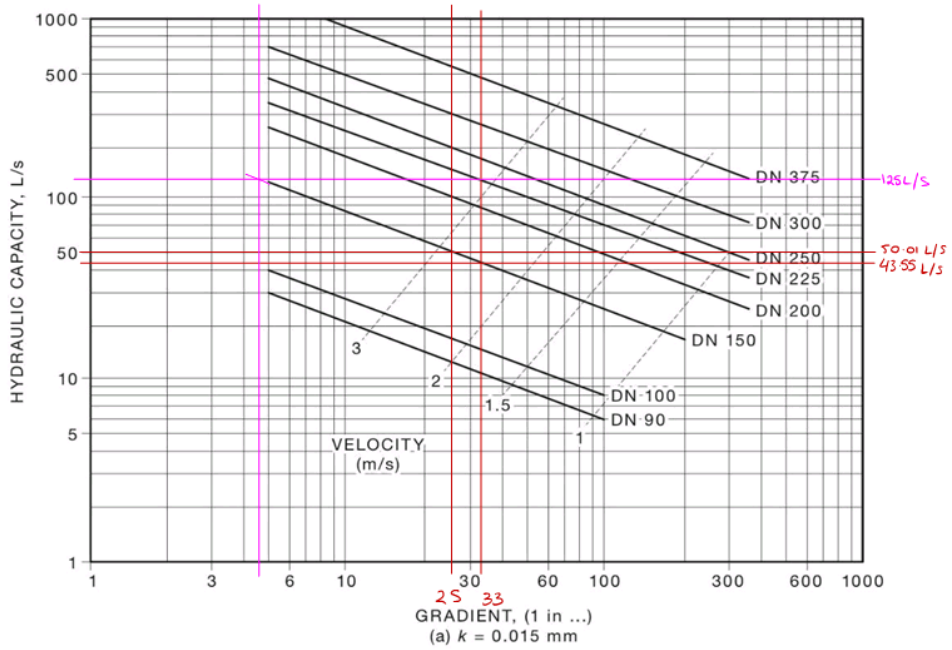
718 Sandy Bay Road Runoff

Runoff from area 1, Q1	14.60	L/s	Roof area
Runoff from area 2, Q2	9.73	L/s	Driveway area
Runoff from area 3, Q3	4.40	L/s	Landscape area
Runoff from site:	28.73	L/s	Total area

720 Sandy Bay Road Runoff

Runoff from area 1, Q1	12.26	L/s	Roof area
Runoff from area 2, Q2	6.97	L/s	Driveway area
Runoff from area 3, Q3	2.06	L/s	Landscape area
Runoff from site:	21.29	L/s	Total area

JSA CONSULTING ENGINEERS	**720 Sandy Bay Road, Sandy Bay** ARI 1 in 20 years AS3500 Pipe Size Calculation	PROJECT No: 17E99-131 BY: RH DATE: 23/03/2018 SHEET No: 2



Ref: AS3500.3:2015 Figure 5.4.11.2

Runoff from 718 Sandy Bay Road

Runoff from area 1, Q1	14.60 L/s	Roof area
Runoff from area 2, Q2	9.73 L/s	Driveway area
Runoff from impervious areas Q1+Q2	24.32 L/s	Roof + Driveway area
Runoff from area 3, Q3	4.40 L/s	Landscape area
Runoff from total site:	28.73 L/s	Total area

Runoff from 720 Sandy Bay Road

Runoff from area 1, Q1	12.26 L/s	Roof area
Runoff from area 2, Q2	6.97 L/s	Driveway area
Runoff from impervious areas Q1+Q2	19.23 L/s	Roof + Driveway area
Runoff from area 3, Q3	2.06 L/s	Landscape area
Runoff from site:	21.29 L/s	Total area

Total runoff from 718 & 720 Sandy Bay Road

Runoff from impervious areas Q1+Q2	**43.55 L/s**	**Roof + Driveway area**
Runoff from area 3, Q3	6.46 L/s	Landscape area
Runoff from site:	**50.01 L/s**	**Total area**

Max runoff for 5 minute duration event between 43.55L/s and 50.01L/s, therefore 1:25 (4%) grade is required for DN150 pipe. Capacity of DN150 22% pipe is 125L/s.

JSA CONSULTING ENGINEERS

720 Sandy Bay Road
DN150 Council Stormwater
Pipe Grade

PROJECT No: 17E99-131
BY: RH
DATE: 27/3/2018
PAGE: 3 OF 4

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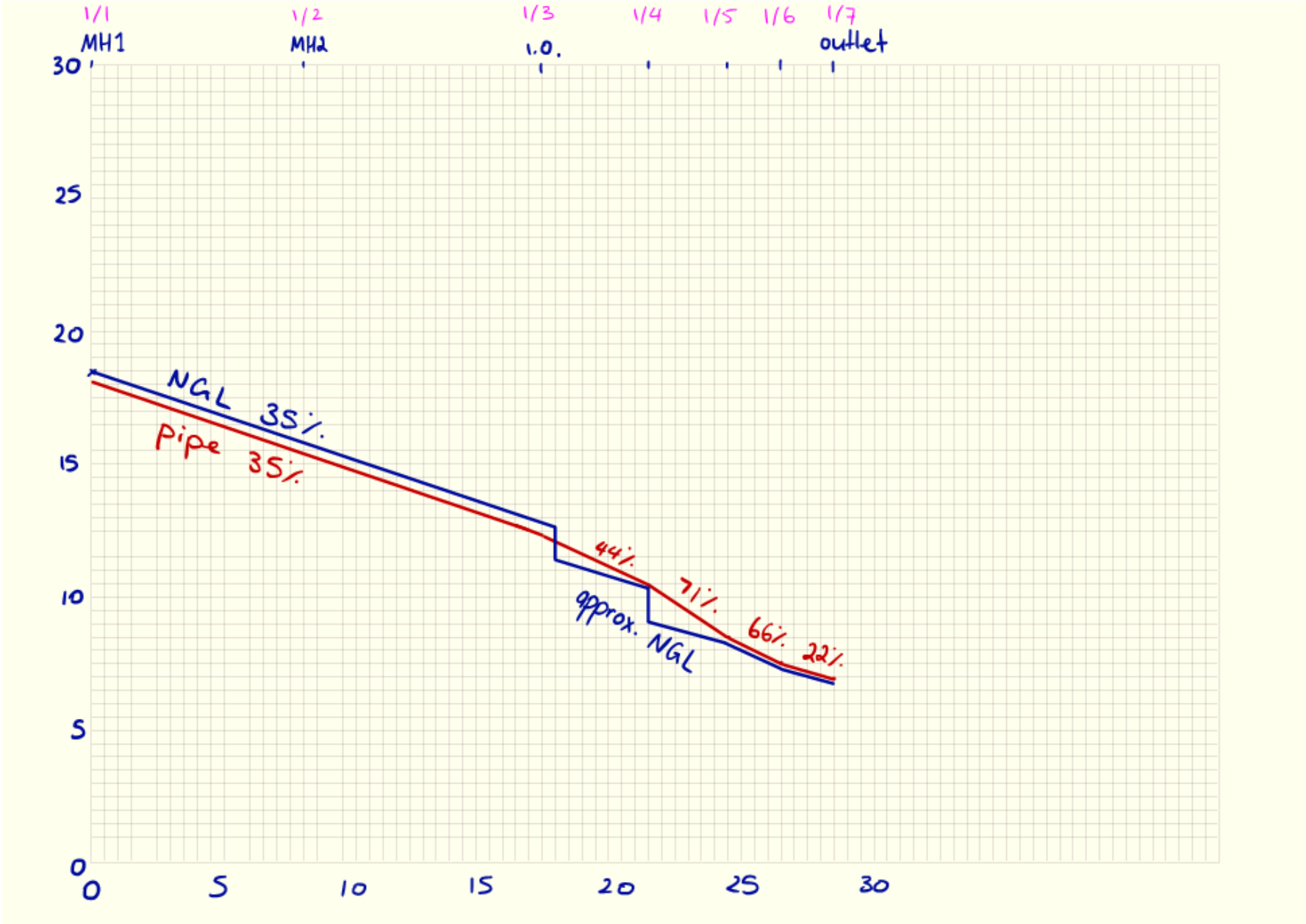
JSA Consulting Engineers Pty Ltd | ABN 45 165 277 681


1/1
MH1
1/2
MH2
1/3
I.O.
1/4
1/5
1/6
1/7
outlet
30
25
20
15
10
5
0
0
5
10
15
20
25
30
NGL 35%
Pipe 35%
44%
71%
66%
22%
approx. NGL

PROPOSED DEVELOPMENT
720 SANDY BAY ROAD,
SANDY BAY, 7004
TASMANIA

INDEX

N00	INDEX & COVER SHEET
N01	CIVIL & HYDRAULIC NOTES
N02	SYMBOLS & LINE LEGENDS
C01	EXISTING SITE PLAN
C02	PROPOSED SITE PLAN
C03	DRIVEWAY LONG SECTION
C04A	VEHICLE MOVEMENT PLAN SH.1
C04B	VEHICLE MOVEMENT PLAN SH.2
C05	TYPICAL DRIVEWAY SECTION
C06	SAFE INTERSECTION SIGHT DISTANCE PLAN
H01A	CONCEPT STORMWATER PLAN - 1
H01B	CONCEPT STORMWATER PLAN - 2
H02	SEWER & WATER PLAN

LOCALITY PLAN
SCALE: NTS

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
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ENGINEER	SCALE	SIZE	PROJECT	DRAWING TITLE
M. HORSHAM CC5865 I	AS SHOWN	A3	PROPOSED DEVELOPMENT 720 SANDY BAY ROAD SANDY BAY, 7005	INDEX & COVER SHEET
STATUS: PLANNING APPROVAL				PROJECT NO: 17E99-131 / DWG NO: N00 / REV: B

12-Sep-17 12:59:03 PM

CIVIL AND HYDRAULIC NOTES

GENERAL NOTES

1. THE MAIN CONTRACTOR AND ALL SUB CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT AND ALL RELEVANT CODES OF PRACTICE.
2. ALL HYDRAULICS WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA STANDARD DRAWINGS AND SPECIFICATIONS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
3. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR CONTACTING TASNETWORKS TO APPLY FOR NEW CONNECTIONS AND/OR ADDITIONAL SUPPLY. SUFFICIENT TIME FOR TASNETWORKS DESIGN AND REVIEW PROCESSES SHOULD BE ALLOW FOR.
4. NO TOP SOIL SHALL BE REMOVED FROM THE SITE WITHOUT THE CONSENT OF COUNCIL. TOP SOIL DISTURBED OR REMOVED AS A RESULT OF WORKS SHALL BE STOCK-PILED ON SITE AND LATER USED FOR REDRESSING ANY DISTURBED SURFACES.
5. ALL DISTURBED SURFACES ON SITE, EXCEPT THOSE SET ASIDE FOR ROADWAYS AND FOOTPATHS SHALL BE DRESSED WITH IMPORTED FILL AND REVEGETATED TO THE SATISFACTION OF THE COUNCIL'S DEVELOPMENT ENGINEER.
6. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
7. ALL LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
8. ALL CONNECTIONS TO EXISTING STORMWATER MAINS TO BE CARRIED OUT BY COUNCIL AT DEVELOPERS COST UNLESS APPROVED OTHERWISE, ALL CONNECTIONS TO SEWER/WATER MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE
9. GENERAL MATERIALS, INSTALLATION AND TESTING SHALL COMPLY WITH TASMANIAN MUNICIPAL STANDARDS PART 4.
10. EXCAVATED AND IMPORTED MATERIAL USED AS FILL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
11. ANY DEPARTURES FROM THE DESIGN DRAWINGS ARE TO BE AT THE WRITTEN APPROVAL OF THE ENGINEER AND APPROVAL FROM THE AUTHORITY. CHANGES INCLUDES CONFLICTS WITH EXISTING SERVICES.
12. UNLESS NOTED OTHERWISE, THESE NOTES SHALL APPLY TO ALL DRAWINGS IN THE SET
13. BATTERS:

MAX EMBANKMENT SLOPE	1:3.0
MAX CUTTING SLOPE	1:2.0 (LOOSE ROCK)
	1:3.0 (SOIL)

APPROVALS:

1. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
2. THE APPLICANT SHALL NOT COMMENCE CIVIL CONSTRUCTION WORKS WITHIN A ROAD RESERVE UNTIL THE FOLLOWING REQUIREMENTS ARE MET:
3. A 'PERMIT TO CARRY OUT WORKS WITHIN A COUNCIL ROAD RESERVATION' HAS BEEN ISSUED BY THE COUNCIL AND THE ASSOCIATED FEE PAYMENT MADE
4. TRAFFIC MANAGEMENT AND PEDESTRIAN PLAN HAS BEEN PRODUCED AND FOLLOWED IN ACCORDANCE WITH DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES 'TRAFFIC CONTROL AT WORK SITES' CODE OF PRACTICE.

GENERAL HYDRAULICS NOTES:

1. DURING CONSTRUCTION ANY OPEN PIPES TO BE SEALED TEMPORARILY DURING WORKS TO PREVENT ENTRY OF FOREIGN MATTER
2. CONCEAL ALL PIPEWORK IN DUCTS, CEILING SPACES, WALL CAVITIES UNLESS OTHERWISE NOTED
3. CONFIRM ALL INVERT LEVELS PRIOR TO EXCAVATION.
4. THE LOCATION OF EXISTING SERVICES SHOULD BE CONFIRMED ONSITE INCLUDING: MAINS WATER, GAS, TELECOMMUNICATIONS, POWER, SEWER STORMWATER.
5. ALL PIPEWORK UNDER TRAFFICABLE AREAS TO BE BACKFILLED TO FULL DEPTH WITH DIER CLASS A 19MM FCR COMPACTED TO AS3798.
6. FOR CLASS H AND E SITES, JOINTS IN PLUMBING SHALL BE ARTICULATED WITHIN 3M OF THE BUILDING UNDER CONSTRUCTION TO ACCOMMODATE GROUND MOVEMENT WITHOUT LEAKAGE.
7. ALL PIPEWORK SHALL BE ADEQUATELY SUPPORTED. SUPPORT SHALL ALLOW FOR EXPANSION AND BE FITTED AT THE TIME OF PIPE INSTALLATION
8. WHERE PIPEWORK PENETRATES FIRE RATED WALL OR FLOORS A FIRE STOP COLLAR SHALL BE INSTALLED

SEWER NOTES:

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WSAA SEWERAGE CODE OF AUSTRALIA WSA 02-2002-2.3 MRWA EDITION V1.0, TASWATERS SUPPLEMENT TO THIS CODE, AS3500.2 AND TO THE SATISFACTION OF TASWATER'S DEVELOPMENT ENGINEER.
2. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE.
4. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH WSAA SEWERAGE CODE OF AUSTRALIA WSA 02-2002-2.3 MRWA EDITION V1.0, TASWATERS SUPPLEMENT TO THIS CODE, AS3500.2:2003 AND TO THE SATISFACTION OF TASWATER'S DEVELOPMENT ENGINEER.
5. ALL DROPS MUST BE INTERNAL AND IN ACCORDANCE WITH SEW-1306-V.
6. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH FCR.
7. LOT CONNECTIONS SHALL BE DN100 UPVC U.N.O. AS PER SEW-1106 AND BRING INSPECTION OPENING TO SURFACE INSIDE LOT BOUNDARY.
8. ALL SEWER MAINS TO BE PIPE CLASS SN8.
9. PIPEWORK SHALL BE PRESSURE TESTED PROGRESSIVELY DURING INSTALLATION TO ENSURE ABSENCE OF LEAKS.
10. ALL PIPEWORK SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE UNDERSIDE OF FLOORS.

STORMWATER NOTES:

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL MUNICIPAL STANDARDS, AS3500 AND IPWEA (TAS) MUNICIPAL STANDARD DRAWINGS AND SPECIFICATIONS WHERE APPLICABLE AND TO THE SATISFACTION OF COUNCIL'S MUNICIPAL ENGINEER
2. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY COUNCIL AT DEVELOPERS COST UNLESS APPROVED OTHERWISE.
3. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH TASMANIAN MUNICIPAL STANDARDS PART 4. PROVIDE 600mm MIN COVER TO ALL SERVICES.
4. ALL PIPE WORK UNDER TRAFFICABLE AREAS INCLUDING DRIVEWAYS IS TO BE FILLED WITH FCR.
5. LOT CONNECTIONS SHALL BE DN150 UPVC UNO MINIMUM PIPE CLASS TO BE CLASS SN4, PIPE UNDER ROADS TO BE CLASS SN8.
6. ALL MAINTENANCE HOLES DEEPER THAN 1m FROM FINISHED SURFACE LEVEL TO MAINTENANCE HOLE BASE TO BE FITTED WITH APPROVED STEP IRONS.
7. IPWEA STANDARD DRAWINGS REFERENCED ARE THE MOST RECENT DRAWING SET UNO.

WATER NOTES:

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WSAA WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 MRWA EDITION V2.0, TASWATERS SUPPLEMENT TO THIS CODE AND TO THE SATISFACTION OF TASWATERS DEVELOPMENT ENGINEER.
2. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORK.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE.
4. GENERAL MATERIALS INSTALLATION AND TESTING SHALL COMPLY WITH WSA 03-2011-3.1 AND TASWATER APPROVED PRODUCTS CATALOGUE.
5. WATER MAIN TO BE oPVC SERIES 2 CLASS 16 OR APPROVED EQUIVALENT, WITH RODS AND CONNECTIONS BEING POLY PN16 PE100.
6. THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES, BLANK ENDS, VALVES, FIRE HYDRANTS, REDUCERS AND BENDS GREATER THAN 5°.
7. INDIVIDUAL LOT CONNECTIONS TO BE MIN DN25 ID20 PN16 POLY UNO.
8. DEVELOPER TO MAKE APPLICATION TO TASWATER FOR THE SUPPLY OF WATER METER AND BOX, PRIOR TO COMMENCEMENT OF WORKS ONSITE. METER TO BE INSTALLED BY PLUMBING CONTRACTOR.
9. ALL ISOLATION VALVES SHALL BE INSTALLED IN ACCESSIBLE LOCATIONS. VALVES LOCATED IN WALLS OR DUCTS SHALL BE FITTED WITH APPROVED ACCESS COVERS.
10. INTERNAL PLUMBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1, 2 & 3 AND THE TASMANIAN PLUMBING CODE.
11. THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND PRESSURE TESTING REQUIRED BY TASWATER OR THE LOCAL AUTHORITY PRIOR TO CONCEALMENT.
12. ALL STOP VALVES TO BE CLOCKWISE CLOSING.
13. PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
14. STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDANCE WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
15. FIRE PLUGS AND VALVE POSITIONS TO BE MARKED ON KERB BACKS WITH HIMARK CONCRETE PAINT.
16. PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.
17. ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TW-SD-W-20 SERIES. THEY SHALL BE DN25 (ID20) HDPE PE100 SDR11 PN16 PIPE
18. ALL FITTINGS TO BE F.B.E.
19. FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
20. TASWATER TO WITNESS PRESSURE TEST TO 1200kPA PRIOR TO BACKFILL AT JOINTS.
21. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK. REFER TO WSA CODE FOR DETAILS.
22. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING; THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINSS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT.

ROAD NOTES:

1. MINIMUM SUB BASE THICKNESS TO BE 200mm.
2. PRIOR TO PLACEMENT OF SUB BASE COURSE, PAVEMENT CUT IS TO BE ROLLED AND TESTED FOR CBR VALUES BY METHOD APPROVED BY THE SUPERINTENDENT. WHERE THE CBR VALUES ARE LESS THAN 5 WITHIN THE FIRST 200mm THEN ADDITIONAL TESTS WILL BE REQUIRED TO ALLOW SUFFICIENT DESIGN ALTERATIONS TO THE SUB BASE.
3. PAVEMENT DESIGN BASED ON A CBR VALUE OF 3-4%.
4. ROAD MARKINGS AND SIGNS AS PER AS1742
5. IF THE CBR VALUE IS LESS THAN 5 AT ANY DEPTH GREATER THAN 200mm THEN THE SUB BASE IS TO BE INCREASED GENERALLY ACCORDING TO THE FOLLOWING TABLE & CONSULT ENGINEER:

CBR VALUES:	DESIGN:
5-12	AS PER PAVEMENT DETAIL
~4	ADVISE & CONSULT ENGINEER. TYPICALLY INCREASE SUB BASE TO 400mm THICK (SUBGRADE REPLACEMENT)
<4	ADVISE & CONSULT ENGINEER. SPECIAL PAVEMENT DESIGN TO BE SPECIFIED.

DRIVEWAY NOTES:

1. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
2. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED OTHERWISE.
3. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
4. TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
5. THE SUB GRADE SHALL BE CHECKED FOR A MINIMUM BEARING CAPACITY OF 50 kPa.
6. FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
7. THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
8. EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95%, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
9. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO DEMONSTRATE COMPACTION PRIOR TO THE PLACEMENT OF BASE OR SUB-BASE COURSES.
10. UNREINFORCED CONCRETE KERBS AND CHANNELS SHALL HAVE TROWELLED JOINTS AT NOT MORE THAN 3.0m CRS

CONTROLLED FILL:

1. CONTROLLED FILL SHALL BE LAID IN STRICT ACCORDANCE WITH AS2870 AND AS3798 REQUIREMENTS. THE FOLLOWING METHOD IS APPROVED:
2. FILL MATERIAL SHALL BE WELL GRADED FCR OR SITE ROCK REVIEWED DURING EXCAVATION.
3. THE SUB GRADE SHALL BE CHECKED FOR BEARING CAPACITY WHICH IS A MINIMUM OF 50kPa FOR SLABS AND A MINIMUM OF 100kPa FOR FOOTINGS.
4. THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 150mm
5. THE FILL SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% FOR RESIDENTIAL APPLICATIONS. IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS LEVEL OF COMPACTION IS ACHIEVED. IMPORTED MATERIAL, CONTRARY TO THE ABOVE SPECIFICATION, INTENDED FOR USE AS STRUCTURAL FILL SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO USE.

CONCRETE:

1. CONCRETE SHALL BE NOT LESS THAN N20 GRADE, WITH 20mm NOMINAL MAXIMUM AGGREGATE SIZE, SLUMP SHALL BE SELECTED TO SUIT THE CONSTRUCTION CONDITIONS. UNLESS NOTED OTHERWISE THE MINIMUM APPROPRIATE SPECIFICATIONS FROM AS3600 AND AS2870 SHALL BE ADOPTED.
2. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
3. CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS USING CURRENT BEST PRACTICE METHODS. SPRAY APPLIED CURING COMPOUNDS ARE GENERALLY NOT DEEMED SATISFACTORY AS SOLE CURING METHOD.
4. CONCRETE SHALL BE MECHANICALLY VIBRATED U.N.O.
5. ADDITIONAL WATER SHALL NOT BE ADDED TO THE CONCRETE ON SITE UNLESS SIGNED BY THE DRIVER AND APPROVED BY THE SUPPLIER.

DISCLAIMER
ENGINEERING NOTES ARE INTENDED FOR USE AS A GUIDE TO RELEVANT CODES, REGULATIONS AND STANDARDS FOR THE BUILDER OR CONTRACTOR DURING THE CONSTRUCTION PROCESS, THEY SHALL NOT REPLACE THEM IN ANY WAY. THESE NOTES ARE NOT SITE SPECIFIC AND SHALL NOT BE USED TO CONTRAVENE APPROVED PLANS OR TO SPECIFY ANY UNAPPROVED WORKS.

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
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ENGINEER	SCALE	SIZE	PROJECT	DRAWING TITLE
M. HORSHAM CC5865 I	AS SHOWN	A3	PROPOSED DEVELOPMENT 720 SANDY BAY ROAD SANDY BAY, 7005	CIVIL & HYDRAULIC NOTES
STATUS: PLANNING APPROVAL				PROJECT NO: 17E99-131 / DWG NO: N01 / REV: B

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PIPE LEGEND

MARK	DESCRIPTION
AG	SLOTTED HDPE SN8 DRAINAGE PIPE
W	PROPOSED PE PN16 WATER SUPPLY
S	PROPOSED SEWER PIPE
SW	PROPOSED STORMWATER PIPE
MW	PROPOSED MAIN WATER PIPE
P	POWER CIRCUIT
T	COMMUNICATIONS
FS	DN100 PVC-M PN16 PVC
EX AG	EXISTING SLOTTED AG DRAINAGE PIPE.
EX W	EXISTING WATER SUPPLY
EX S	EXISTING SEWER PIPE.
EX SW	EXISTING STORMWATER.
EX MW	EXISTING MAIN WATER
EX P	EXISTING POWER
MW	DEMOLISHED MAIN WATER
SW	DEMOLISHED STORMWATER
>	SWALE DRAIN
SW	STORMWATER MAIN
S	SEWER MAIN
WM	BULK TRANSFER WATER MAIN

LINE LEGEND

MARK	DESCRIPTION
	PROPERTY BOUNDARY
	SURROUNDING PROPERTY BOUNDARY
	PROPOSED PROPERTY BOUNDARY
	EXISTING EASEMENT
	PROPOSED EASEMENT
	NATURAL SURFACE CONTOUR (MAJOR)
	NATURAL SURFACE CONTOUR (MINOR)
	BANK TOP
	BANK BOTTOM
	EXISTING BUILDING OUTLINE
	PROPOSED BUILDING OUTLINE
	PROPOSED ROAD CENTRELINE
	PROPOSED ROAD
	EXISTING ROAD
	EXISTING KERB
	PROPOSED BARRIER FENCE

SYMBOL LEGEND

MARK	DESCRIPTION
MM	DN50 ID 40 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
M	DN25 ID 20 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
	450 x 450 x 600 DEEP PIT WITH GRATED LID
	'ACO' K300 CHANNEL DRAIN & INCLINE PIT WITH CLASS 'B' TRAFFICABLE GRATE
SW	STORMWATER MANHOLE AS PER LGAT STANDARD DRAWING TSD-SW02-v1
S	SEWER MAINTENANCE HOLE TYPE P2 AS PER WSAA STANDARD DRAWING SEW-1300
	DN150 STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
H	DN100 SEWER LOT CONNECTION AS PER WSAA STANDARD DRAWING SEW-1106
FH	FIRE HYDRANT AS PER MRWA-W-302
	ISOLATING VALVE AS PER MRWA-W-302
	THRUST BLOCK (CONCRETE) AS PER MRWA-W-205A
	CONCRETE HEADWALL
	SIDE ENTRY PIT TYPE 5 AS PER TSD-SW12-v1
	SIDE ENTRY PIT TYPE 3 AS PER TSD-SW09-v1
PS-1	POWER SUBSTATION
	POWER TURRET
P5	NBN PIT
	STREETLIGHT

HATCH LEGEND

MARK	DESCRIPTION
	CONCRETE DRIVEWAY WITH PR. CONTOUR SHOWN 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE
	CONCRETE FOOTPATH 100 THICK SL72 CENTRAL
	RETAINING WALL
	SUSPENDED/CANTILEVERED DRIVEWAY

SURFACE LEGEND

MARK	DESCRIPTION
FSL XX.XX	PROPOSED FINISHED SURFACE LEVEL
Δ XX.XX	HEIGHT OF PROPOSED SURFACE RELATIVE TO NATURAL SURFACE (FILL REQUIRED)
Δ -XX.XX	HEIGHT OF PROPOSED SURFACE RELATIVE TO NATURAL SURFACE (CUT REQUIRED)

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
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ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL
PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005
DRAWING TITLE: SYMBOLS & LINE LEGENDS
PROJECT NO: 17E99-131
DWG NO: N02
REV: B

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REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
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ENGINEER	SCALE	SIZE	PROJECT	DRAWING TITLE
M. HORSHAM CC5865 I	AS SHOWN	A3	PROPOSED DEVELOPMENT 720 SANDY BAY ROAD SANDY BAY, 7005	EXISTING SITE PLAN
STATUS: PLANNING APPROVAL				PROJECT NO: 17E99-131 / DWG NO: C01 / REV: B

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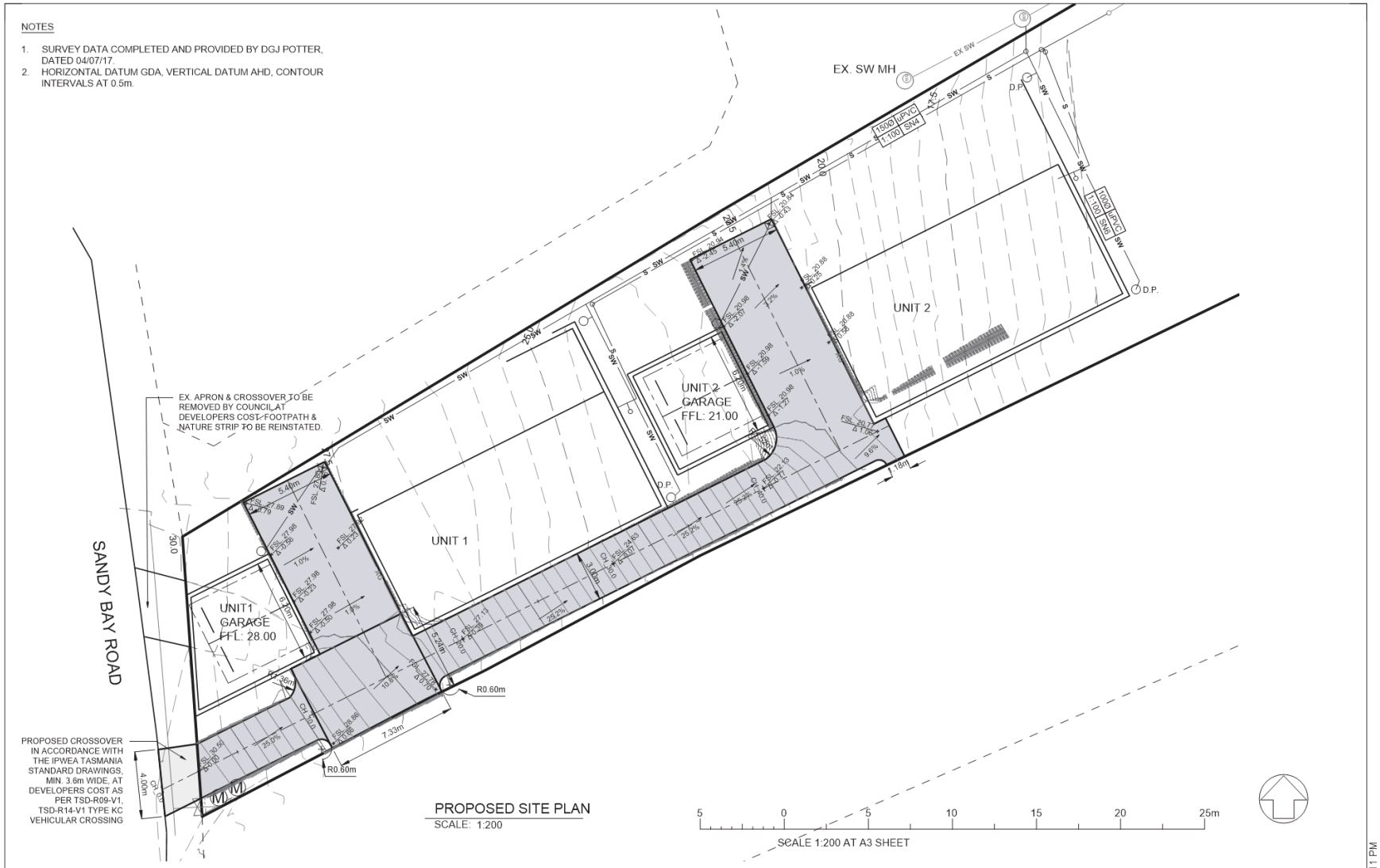
NOTES

1. SURVEY DATA COMPLETED AND PROVIDED BY DGJ POTTER, DATED 04/07/17.
2. HORIZONTAL DATUM GDA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.5m.



PROPOSED SITE PLAN
SCALE: 1:200

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

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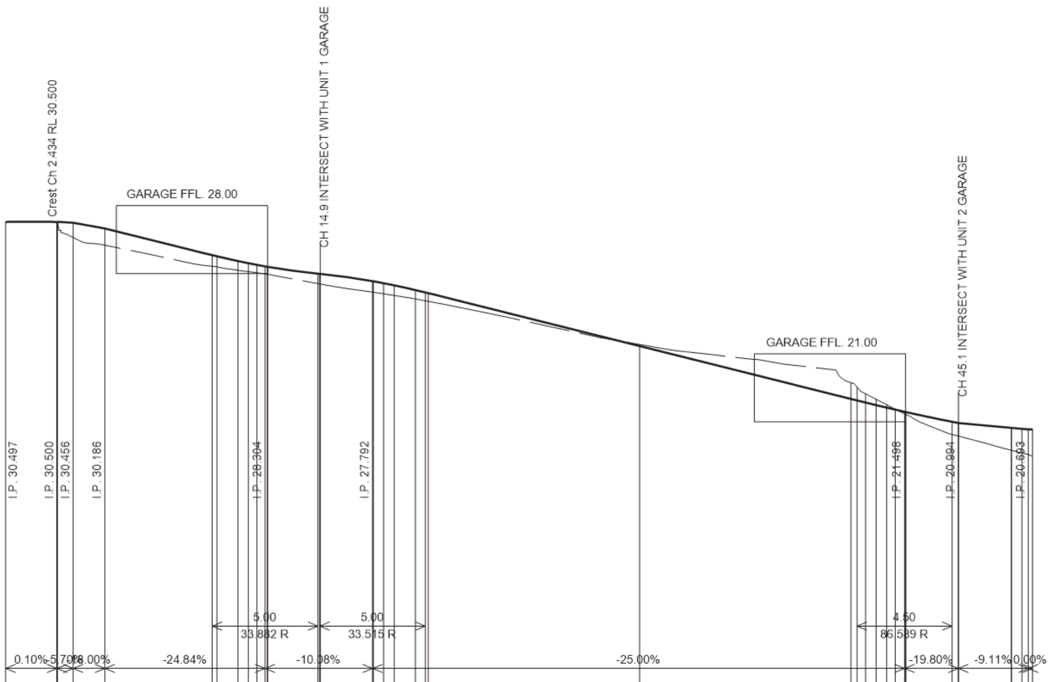
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER	SCALE	SIZE	PROJECT	DRAWING TITLE
M. HORSHAM CC5865 I	AS SHOWN	A3	PROPOSED DEVELOPMENT 720 SANDY BAY ROAD SANDY BAY, 7005	PROPOSED SITE PLAN
STATUS: PLANNING APPROVAL				PROJECT NO: 17E99-131 / DWG NO: C02 / REV: B

12-Sep-17 12:59:11 PM



Design Levels	30.50	30.50	30.50	30.50	30.46	30.19	28.93	28.87	28.65	28.54	28.47	28.40	28.38	28.38
Existing Levels	**30.50**	30.50	**30.50**	**30.50**	29.76	29.39	28.40	28.37	28.21	28.15	28.09	28.04	**28.03**	**28.03**
Cut Fill	+0.00	+0.00	+0.00	+0.00	+0.70	+0.80	+0.53	+0.50	+0.44	+0.39	+0.38	+0.36	+0.35	+0.35
Chainage	0.0	2.4	2.4	2.4	3.2	4.7	9.8	10.0	11.0	11.5	11.9	12.3	12.4	12.4

Design Levels	28.05	28.04	28.04	27.70	27.69	27.69	27.60	27.50	27.28	27.17	27.13	24.63	22.13	22.06
Existing Levels	27.58	27.57	27.56	27.18	**27.18**	**27.17**	27.11	27.03	26.86	26.77	26.74	24.71	22.90	22.69
Cut Fill	+0.47	+0.47	+0.48	+0.52	+0.51	+0.52	+0.49	+0.47	+0.42	+0.40	+0.39	-0.08	-0.77	-0.63
Chainage	14.8	14.9	14.9	17.4	17.4	17.4	17.9	18.4	19.4	19.9	20.0	30.0	40.0	40.3

Design Levels	21.96	21.84	21.72	21.63	21.53	21.52	21.51	21.05	20.99	20.99	20.77	20.76	20.72	20.69	20.69
Existing Levels	22.38	22.12	21.86	21.65	21.43	**21.41**	**21.40**	20.45	20.38	20.38	**19.71**	**19.71**	19.58	19.50	19.43
Cut Fill	-0.42	-0.28	-0.14	-0.02	+0.10	+0.11	+0.11	+0.60	+0.61	+0.61	+1.06	+1.05	+1.14	+1.19	+1.26
Chainage	40.7	41.2	41.7	42.1	42.5	42.6	42.6	44.8	45.1	45.1	47.6	47.6	48.1	48.4	48.6

DRIVEWAY Scales: H 1:200 V 1:200

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

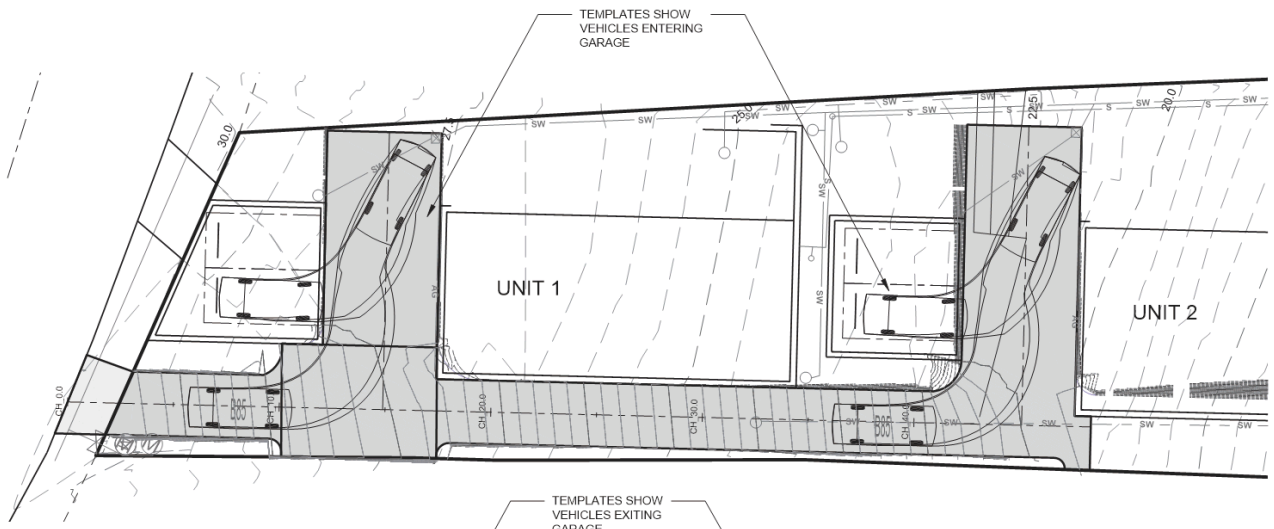
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL

PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005

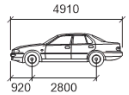
DRAWING TITLE: DRIVEWAY LONG SECTION
PROJECT NO: 17E99-131
DWG NO: C03
REV: B

19/06/2017 4:55:40 PM

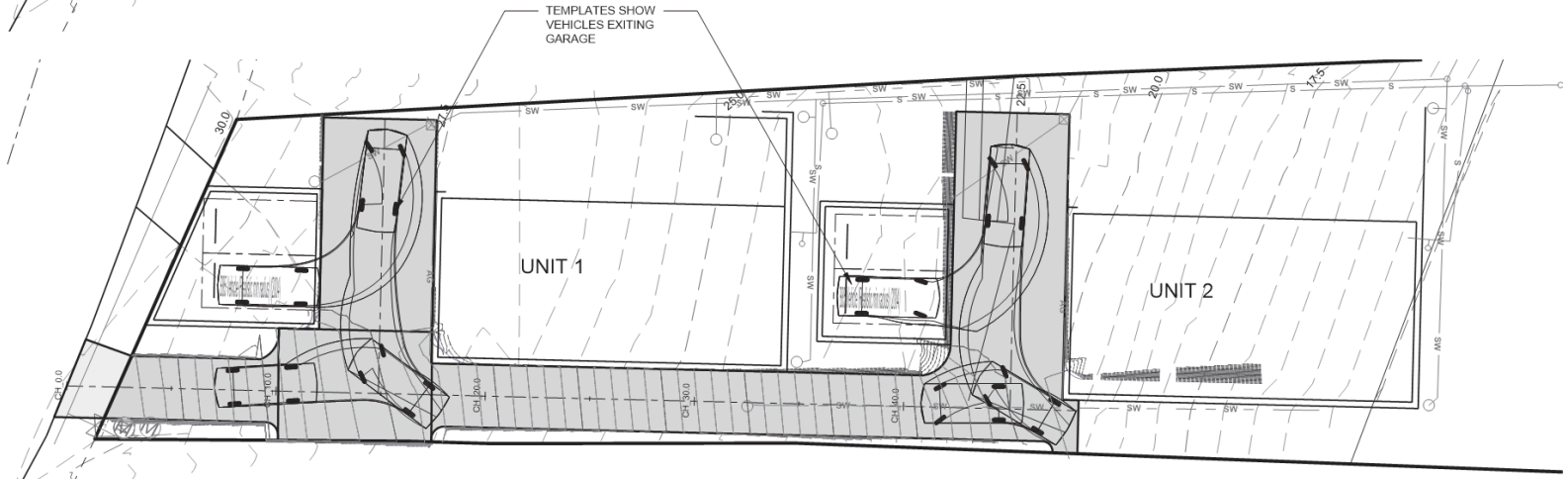


VEHICLE MOVEMENT NOTES:

1. MOVEMENT TEMPLATES DEMONSTRATE ABILITY OF VEHICLES TO ENTER INTERSECTION IN A FORWARDS DIRECTION AND LEAVE IN A FORWARDS DIRECTION.
2. THE BASE DIMENSIONS OF THE CAR TEMPLATE REPRESENT THE B85 (85th PERCENTILE) VEHICLE
3. THE SWEPT PATH OF THE VEHICLE REPRESENT THE OUTER EXTENTS OF THE VEHICLE BODY
4. THE PATHS WERE GENERATED WITH A TURNING SPEED OF 10km/hr FROM THE STREET.



B85	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



VEHICLE MOVEMENT PLAN
SCALE: 1:200

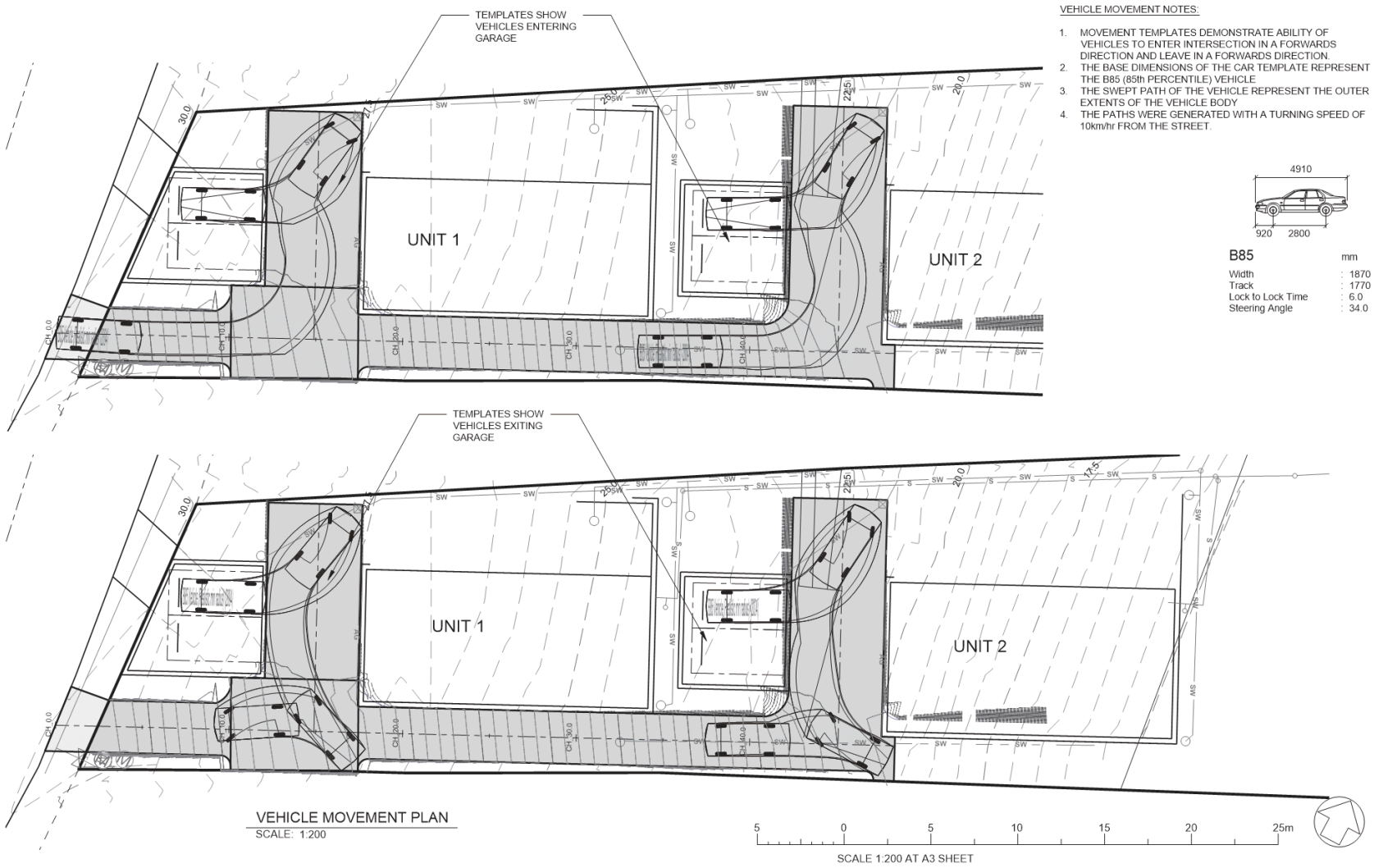
5 0 5 10 15 20 25m
SCALE 1:200 AT A3 SHEET

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL
PROJECT: PROPOSED DEVELOPMENT, 720 SANDY BAY ROAD, SANDY BAY, 7005
DRAWING TITLE: VEHICLE MOVEMENT PLAN SH.1
PROJECT NO: 17E99-131
DWG NO: C04A
REV: B

19/06/2017 4:55:16 PM



VEHICLE MOVEMENT NOTES:

1. MOVEMENT TEMPLATES DEMONSTRATE ABILITY OF VEHICLES TO ENTER INTERSECTION IN A FORWARDS DIRECTION AND LEAVE IN A FORWARDS DIRECTION.
2. THE BASE DIMENSIONS OF THE CAR TEMPLATE REPRESENT THE B85 (85th PERCENTILE) VEHICLE
3. THE SWEPT PATH OF THE VEHICLE REPRESENT THE OUTER EXTENTS OF THE VEHICLE BODY
4. THE PATHS WERE GENERATED WITH A TURNING SPEED OF 10km/hr FROM THE STREET.

VEHICLE MOVEMENT PLAN
SCALE: 1:200

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
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Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER	SCALE	SIZE
M. HORSHAM CC5865 I	AS SHOWN	A3

STATUS: PLANNING APPROVAL

PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005

DRAWING TITLE: VEHICLE MOVEMENT PLAN SH.2

PROJECT NO	DWG NO	REV
17E99-131	C04B	B

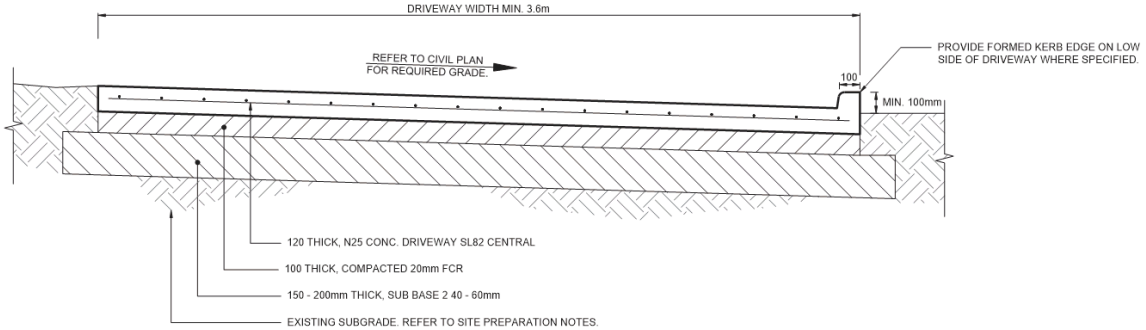
19/06/2017 4:55:16 PM

GENERAL

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDER GROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE.
2. AREAS DISTURBED BY EARTHWORKS ARE TO BE STRIPPED OF TOPSOIL TO A DEPTH OF 100mm (OR AS DIRECTED BY THE SUPERINTENDENT). TOPSOIL IS TO BE STOCKPILED ON SITE AND RE-SPREAD AFTER EARTHWORKS ARE COMPLETE.

DRIVEWAY NOTES:

3. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
4. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150MM IN DIAMETER UNLESS APPROVED OTHERWISE.
5. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   a. TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100MM.
   b. THE SUB GRADE SHALL BE KEYED 150MM INTO NATURAL GROUND.
   c. THE FILL SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95%, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
6. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO DEMONSTRATE COMPACTION PRIOR TO THE PLACEMENT OF BASE OR SUB BASE COURSES.
7. UNREINFORCED CONCRETE KERBS AND CHANNELS SHALL HAVE TROWELED JOINT AT NOT MORE THAN 3.0M CENTRES.
8. 40x3 SAW CUTS AT MAX 5m CENTRES ALONG DRIVEWAY SLAB, CONTROL JOINTS AT MAX 15m, REFER TO DRIVEWAY SETOUT PLAN FOR LOCATION.



TYP. DRIVEWAY SECTION
SCALE: 1:20

CONCRETE QUALITY					
ELEMENT	SLUMP	AGGREGATE (MAX. SIZE)	CEMENT TYPE	ADMIXTURE	F'c (MPa)
DRIVEWAY	100	20	SL	NIL	25

0 1 2 3m
SCALE 1:20 AT A3 SHEET

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

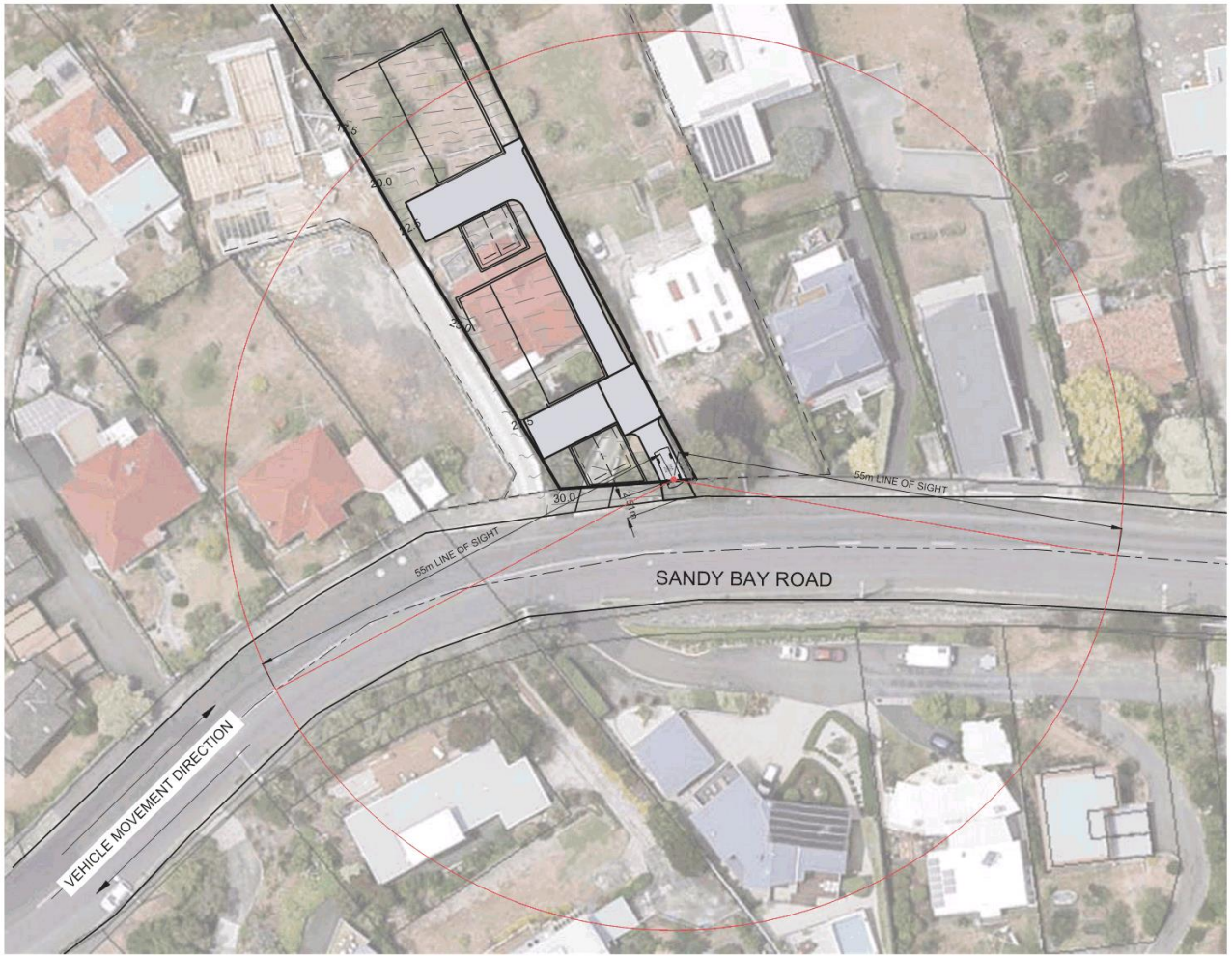
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL
PROJECT: PROPOSED DEVELOPMENT, 720 SANDY BAY ROAD, SANDY BAY, 7005
DRAWING TITLE: TYPICAL DRIVEWAY SECTION
PROJECT NO: 17E99-131
DWG NO: C05
REV: B

19/06/2017 4:55:40 PM

SIGHT DISTANCE NOTES

1. SPEED LIMIT FOR SANDY BAY ROAD IS 60km/h.



SAFE INTERSECTION SIGHT DISTANCE PLAN
SCALE: 1:500

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL

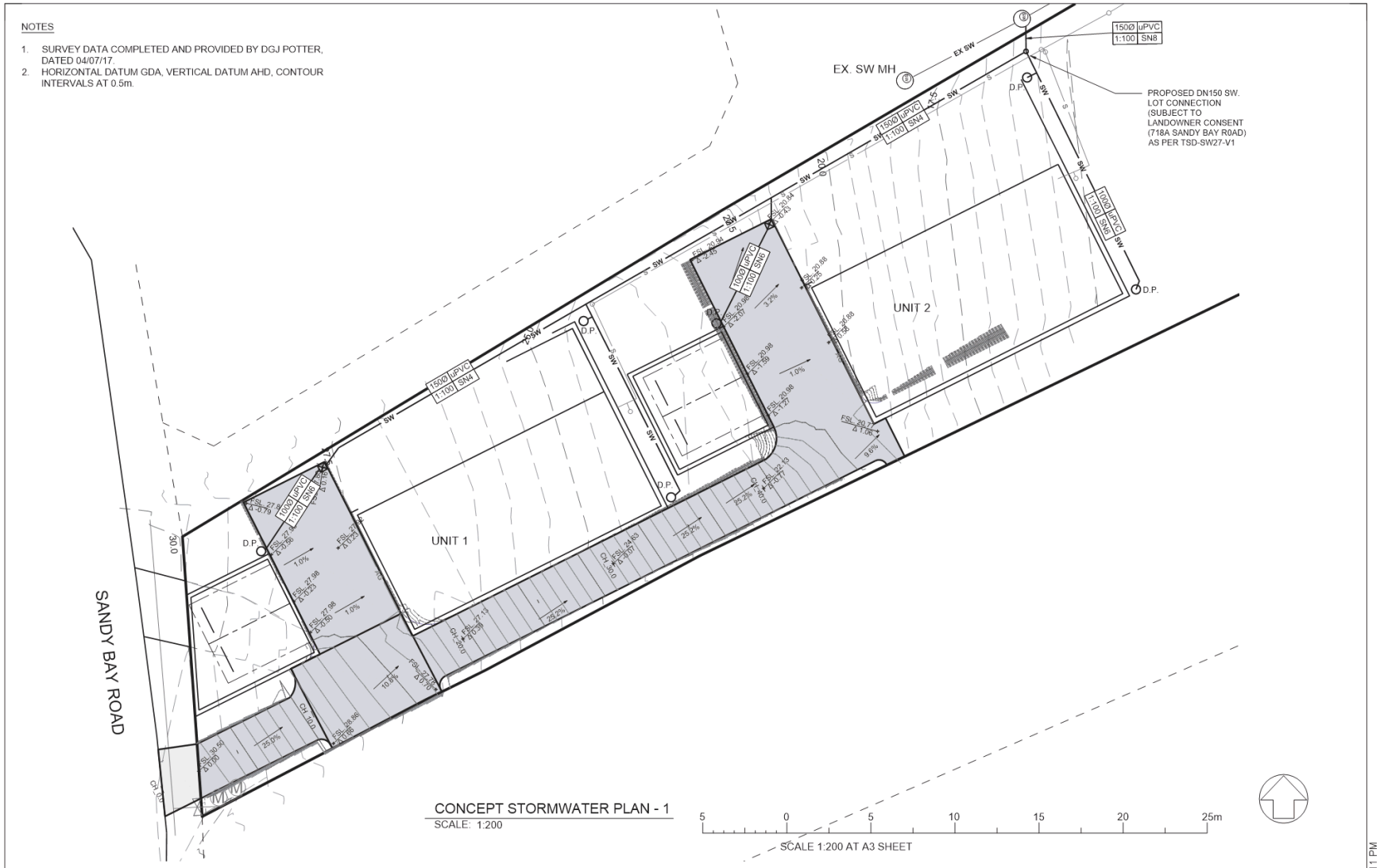
PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005

DRAWING TITLE: SAFE INTERSECTION SIGHT DISTANCE PLAN
PROJECT NO: 17E99-131
DWG NO: C06
REV: B

12-Sep-17 12:59:11 PM

NOTES

1. SURVEY DATA COMPLETED AND PROVIDED BY DGJ POTTER, DATED 04/07/17.
2. HORIZONTAL DATUM GDA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.5m.



REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL

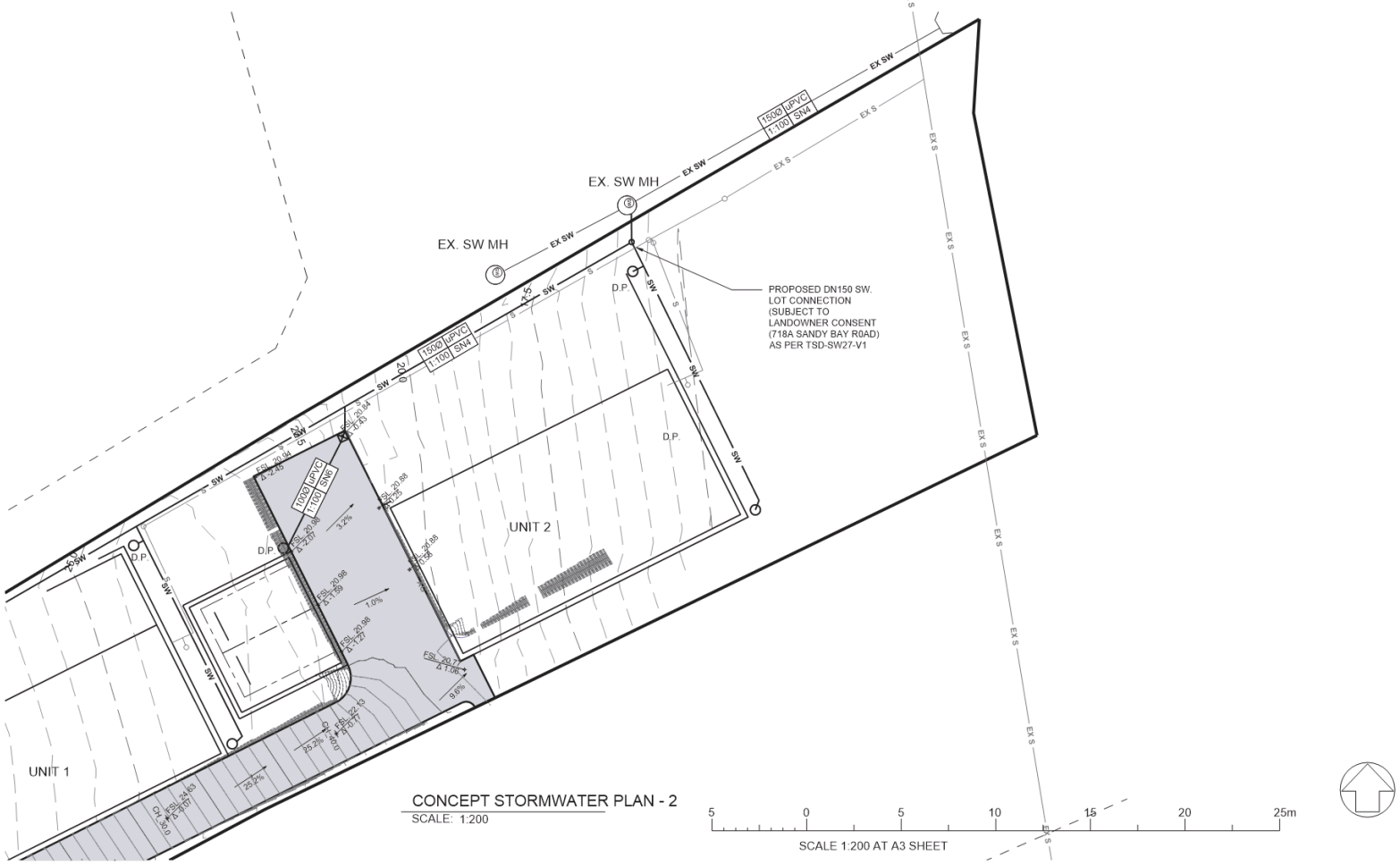
PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005

DRAWING TITLE: CONCEPT STORMWATER PLAN - 1
PROJECT NO: 17E99-131
DWG NO: H01A
REV: B

12-Sep-17 12:59:11 PM

NOTES

1. SURVEY DATA COMPLETED AND PROVIDED BY DGJ POTTER, DATED 04/07/17.
2. HORIZONTAL DATUM GDA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.5m.



CONCEPT STORMWATER PLAN - 2
SCALE: 1:200

5 0 5 10 15 20 25m
SCALE 1:200 AT A3 SHEET

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

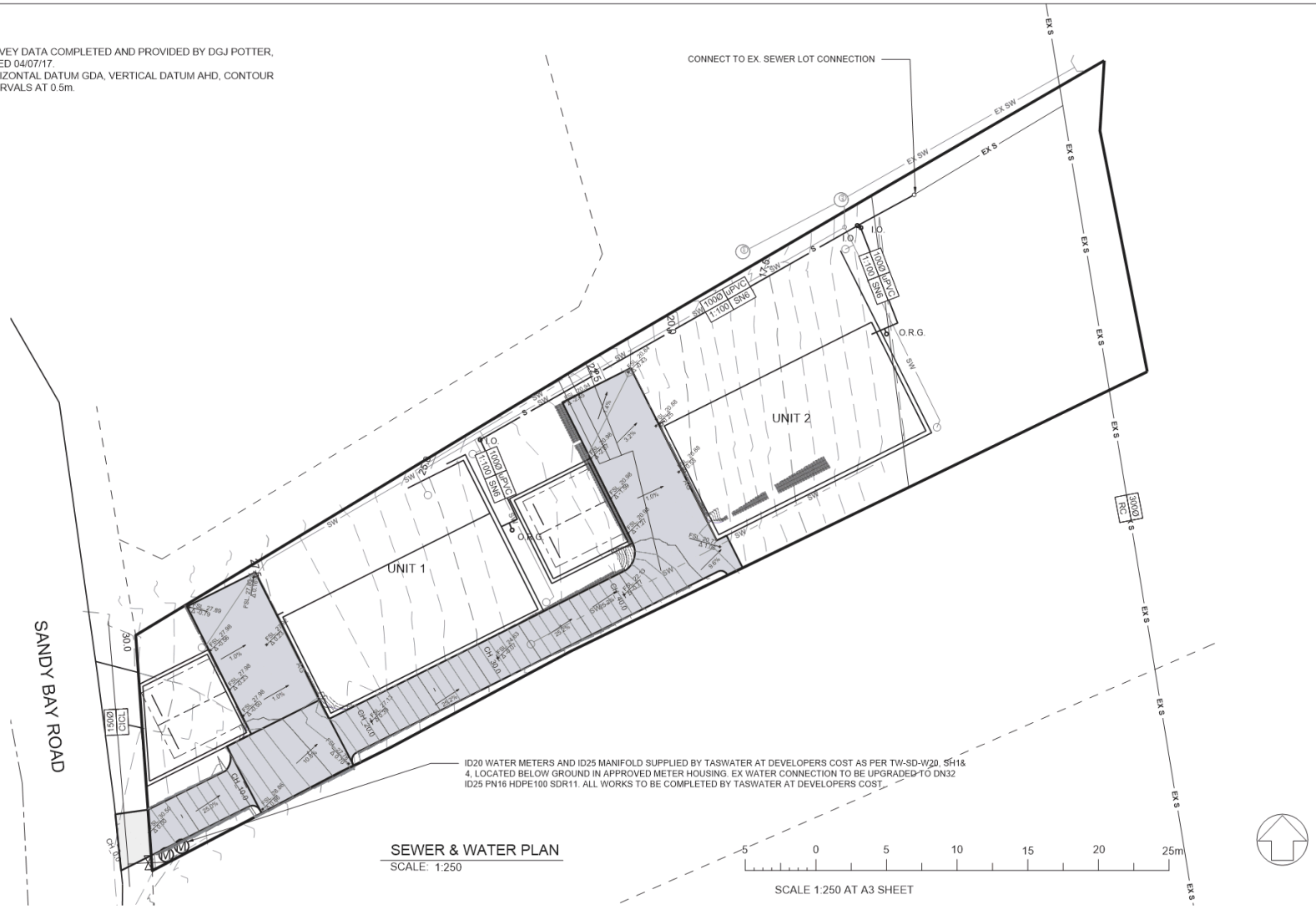
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER: M. HORSHAM CC5865 I
SCALE: AS SHOWN
SIZE: A3
STATUS: PLANNING APPROVAL
PROJECT: PROPOSED DEVELOPMENT, 720 SANDY BAY ROAD, SANDY BAY, 7005
DRAWING TITLE: CONCEPT STORMWATER PLAN - 2
PROJECT NO: 17E99-131
DWG NO: H01B
REV: B

12-Sep-17 12:59:11 PM

NOTES

1. SURVEY DATA COMPLETED AND PROVIDED BY DGJ POTTER, DATED 04/07/17.
2. HORIZONTAL DATUM GDA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.5m.



SEWER & WATER PLAN
SCALE: 1:250

REV	DESCRIPTION	BY	CHK	DATE
B	PLANNING APPROVAL - RFI RESPONSE - PARKING & STORMWATER	AK	MH	23/03/18
A	FOR PLANNING APPROVAL	DG	MH	22/12/17

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5626 www.jsaengineers.com.au

ENGINEER	SCALE	SIZE
M. HORSHAM CC5865 I	AS SHOWN	A3

STATUS: PLANNING APPROVAL

PROJECT: PROPOSED DEVELOPMENT
720 SANDY BAY ROAD
SANDY BAY, 7005

DRAWING TITLE: SEWER & WATER PLAN

PROJECT NO	DWG NO	REV
17E99-131	H02	B

12-Sep-17 12:59:11 PM

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
23604	1
EDITION	DATE OF ISSUE
3	18-Jul-2017

SEARCH DATE : 29-Nov-2017
SEARCH TIME : 08.55 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Diagram 23604
Being the land described in Conveyance 23/3486
Derivation : Part of 30 Acres Granted to Daniel Anderson
Derived from A17188

SCHEDULE 1

M638165 TRANSFER to NATHAN PHILLIP GRAY and ELIZA ALEXANDRA KHARMA GRAY Registered 18-Jul-2017 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E97738 MORTGAGE to Bendigo and Adelaide Bank Limited Registered 18-Jul-2017 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

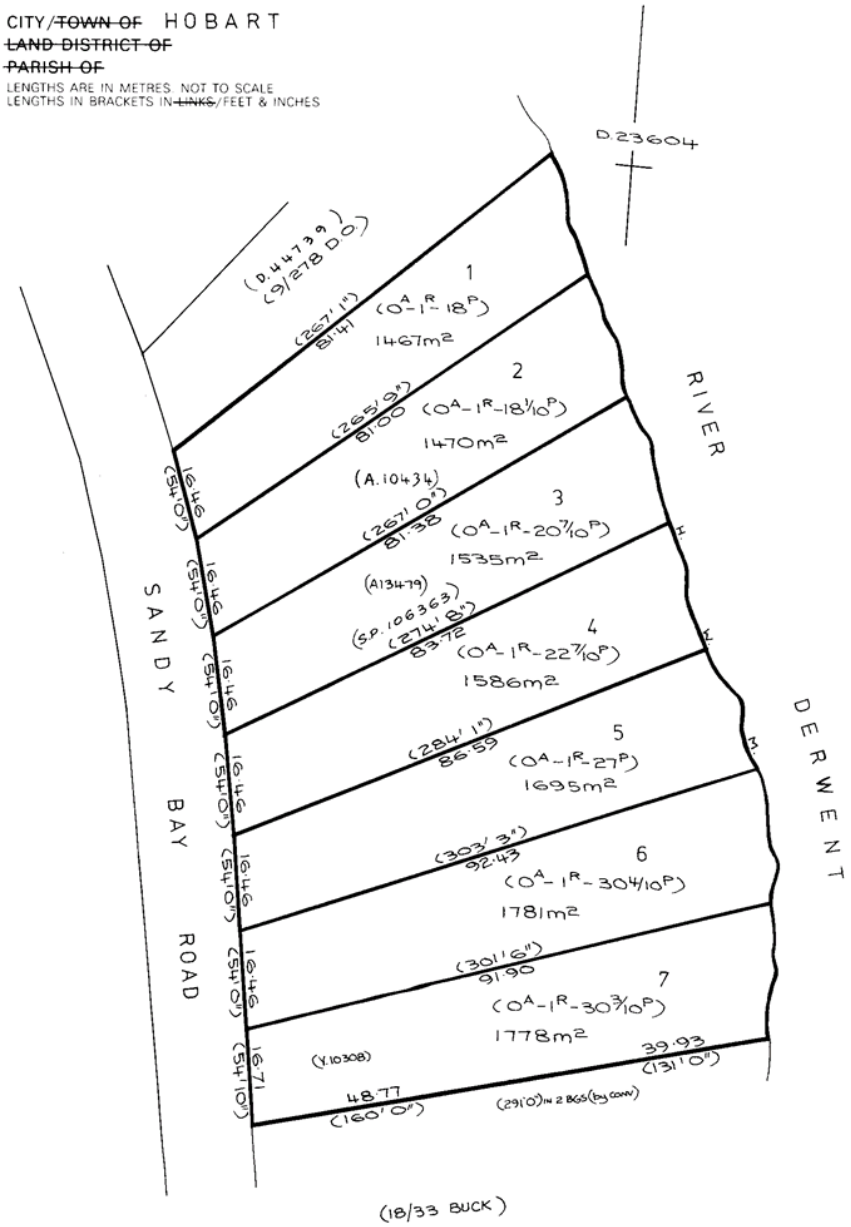
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED ~~FROM~~ 30 JUL 1984 E. R. Thorp RECORDER OF TITLES	CONVERSION PLAN	REGISTERED NUMBER D. 23604
FILE NUMBER	GRANTEE PART OF 30^A-0^R-0^P GTD. TO DANIEL ANDERSON S.L. 23/7/84	

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/~~TOWN OF~~ HOBART
~~LAND DISTRICT OF~~
~~PARISH OF~~
LENGTHS ARE IN METRES. NOT TO SCALE
LENGTHS IN BRACKETS IN ~~LINKS~~/FEET & INCHES



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
168447	2
EDITION	DATE OF ISSUE
2	18-May-2015

SEARCH DATE : 30-May-2018
SEARCH TIME : 09.12 AM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Sealed Plan 168447
Derivation : Part of 30 Acres Gtd. to Daniel Anderson and Part of 5A-3R-18 3/10P Gtd to Robert Emil Bohmann
Prior CTs 44739/1 and 201611/1

SCHEDULE 1

M376798 TRANSFER to DONNA MAREE TORY Registered 17-Aug-2012 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP168447 EASEMENTS in Schedule of Easements
SP168447 FENCING PROVISION in Schedule of Easements
E4733 MORTGAGE to National Australia Bank Limited Registered 18-May-2015 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

OWNER: DONNA MAREE TORY

FOLIO REFERENCE: C.T.44739-1 & C.T.201611-1

GRANTEE: PART OF 30 ACRES GRANTED TO DANIEL ANDERSON AND PART OF 5-3-18.3 GRANTED TO ROBERT EMIL BOHMANN

PLAN OF SURVEY

BY SURVEYOR TIMOTHY LEIGH GOWLLAND
ROGERSON AND BIRCH SURVEYORS
UNIT 1 – 2 KENNEDY DRIVE, CAMBRIDGE PARK
PH 6248-5898 MOB. 0419-594-966

CITY OF HOBART

SCALE 1: 400 LENGTHS IN METRES

REGISTERED NUMBER
SP168447

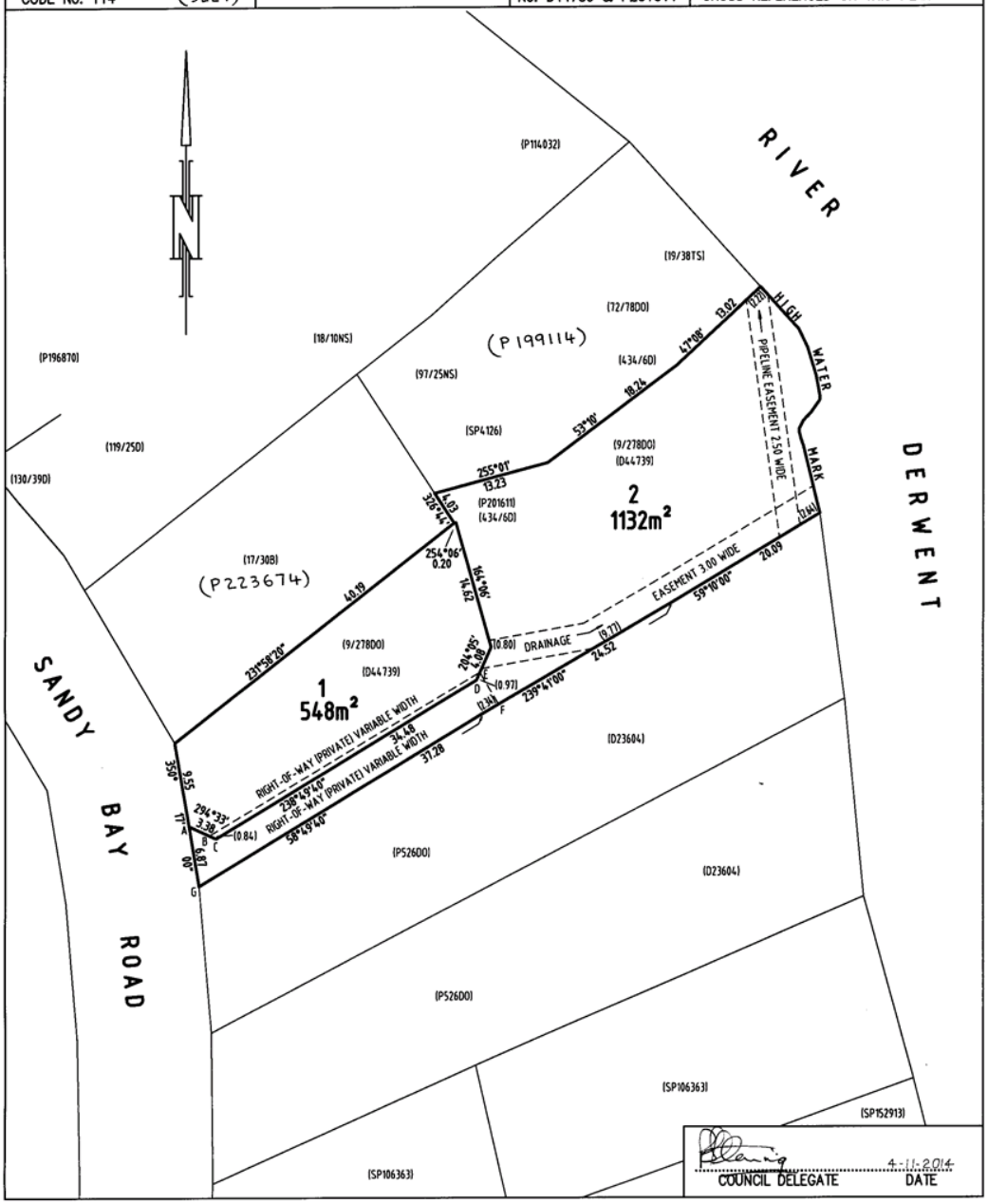
~~APPROVED~~
EFFECTIVE FROM - 7 NOV 2014
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114 (5224)

LAST UPI No.

LAST PLAN No. D44739 & P201611

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP168447

PAGE 1 OF 3 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 1 is together with a right of carriageway over the land marked RIGHT OF WAY (PRIVATE) VARIABLE WIDTH "ABCDEFG" on the plan

Lot 1 is subject to a right of carriageway (appurtenant to lot 2) over the land marked RIGHT OF WAY (PRIVATE) VARIABLE WIDTH "BCDE" on the plan

Lot 2 is together with a right of carriageway over the land marked RIGHT OF WAY (PRIVATE) VARIABLE WIDTH "BCDE" on the plan

Lot 2 is subject to a right of carriageway (appurtenant to lot 1) over the land marked RIGHT OF WAY (PRIVATE) VARIABLE WIDTH "ABCDEFG" on the plan

Lot 2 is subject to a pipeline easement (in favour of Taswater) over the land marked PIPELINE EASEMENT 2.50 WIDE passing through that lot on the plan

Lot 2 is subject to a right of drainage (in favour of Hobart City Council) over the land marked DRAINAGE EASEMENT 3.00 WIDE passing through that Lot on the plan

FENCING PROVISION

In respect to the lots on the plan the vendor (Donna Maree Tory) shall not be required to fence

INTERPRETATION

"TasWater" means the Tasmanian Water and Sewerage Corporation Pty Ltd

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: D M TORY	PLAN SEALED BY: HOBART CITY COUNCIL
FOLIO REF: 44739/1 & 201611/1	DATE: 4-11-2014
SOLICITOR & REFERENCE: TREMAYNE FAY & RHEINBERGER	~~PLN-13-00217-01~~ REF NO. 820-78 — Council Delegate

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

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 3 PAGES	Registered Number SP168447
SUBDIVIDER: ToryD M TORY FOLIO REFERENCE: 44739/1 & 201611/1	

"Pipeline Easement" means the full right and liberty for TasWater at any time to:

(1) Enter and remain upon the land marked "Pipeline Easement 2.50 Wide & Pipeline and Drainage Easement 3.00 Wide" on the plan ("the Easement Land") with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;

(2) Investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;

(3) Install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;

(4) Remove and replace the Infrastructure;

(5) Run and pass sewage and water through and along the Infrastructure

(6) Do all works reasonably required in connection with such activities or as may be authorised or required by any law:

a) without doing unnecessary damage to the Easement Land; and

b) leaving the Easement Land in a clean and tidy condition; and

(7) If the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any then existing vehicle entry and cross the Lot to the Easement Land; and

(8) Use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

PROVIDED ALWAYS THAT:

(1) The registered proprietors of the Lot in the folio of the Register ("the Owner") must not without the written consent of TasWater first had and obtained and only in compliance with any conditions which form the consent:

a) Alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;

b) Install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;

c) Remove any thing that supports, protects or covers and Infrastructure on or in the Easement Land;

d) Do anything which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;

e) In any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or

f) Permit or allow any action which the Owner must not do or acquiesce in that action

Donna Maree Tory: .....

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

the List...

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 3 PAGES	Registered Number SP168447
SUBDIVIDER: ToryD M TORY FOLIO REFERENCE: 44739/1 & 201611/1	

(2) TasWater is not required to fence any part of the Easement Land

(3) The Owner may erect a fence across the Easement Land at the boundaries of the Lot.

(4) The owner may erect a gate across any part of the Easement Land subject to these conditions:

a) The Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and

b) If the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.

(5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.

(6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:

a) Reinstate the ground level of the Easement Land; or

b) Remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or

c) Replace anything that supported, protected or covered the Infrastructure.

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

a) Sewer pipes and water pipes and associated valves;

b) Telemetry and monitoring devices;

c) Inspection and access pits;

d) Markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or Infrastructure;

e) Anything responsibly required the support, protect or cover any of the Infrastructure;

f) Any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water through the Easement Land or monitoring or managing that activity; and

g) Where the context permits, any part of the Infrastructure

Signed by the said DONNA MAREE TORY being the registered)
proprietor of Folios 44739/1 & 201611/1 in the presence of-)
Witness: .....)
name: Robert Fay
Legal Practitioner
address: 3 Heathfield Avenue
HOBART 7000
Ph: 03 6234 9888

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

Planning: #144184

Property

720 SANDY BAY ROAD SANDY BAY TAS 7005

People

Applicant
*

Nathan Gray
720 Sandy Bay Road
SANDY BAY TAS 7005
0417022010
ngray@bespokefurniture.net.au

Owner
*

Nathan Gray
720 Sandy Bay Road
SANDY BAY TAS 7005
0417022010
ngray@bespokefurniture.net.au

Entered By
KATE LOVEDAY
0408 996 526

Use

Multiple dwellings

Details

Have you obtained pre application advice?

- No

If YES please provide the pre application advice number eg PAE-17-xx

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.
*

- No

Is the application for SIGNAGE ONLY? If yes, please enter $0 in the cost of development, and you must enter the number of signs under Other Details below.
*

- No

If this application is related to an enforcement action please enter Enforcement Number

Details

What is the current approved use of the land / building(s)?
*
single dwelling

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*
demolition of existing dwelling and two new dwellings

Estimated cost of development
*
950000.00

Existing floor area (m2)
0.00

Proposed floor area (m2)

Site area (m2)

Carparking on Site

Total parking spaces
4

Existing parking spaces
1

N/A
Other (no selection chosen)

Other Details

Does the application include signage?
*
No

How many signs, please enter 0 if there are none involved in this application?
*
0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?
No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
FolioPlan-23604-1.pdf

Title (Folio text and Plan and Schedule of Easements)
*
FolioText-23604-1.pdf

Plans (proposed, existing)
*
S017-10 Sandy Bay_DD_18.12.17.pdf

Supporting Documents

Planning Report
720 SANDY KL FINAL.pdf

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-17-1069	Council notice date	2/01/2018
TasWater details			
TasWater Reference No.	TWDA 2018/00001-HCC	Date of response	24/05/2018
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	720 SANDY BAY RD, SANDY BAY	Property ID (PID)	5642117
Description of development	Demolition of existing dwelling and two new multiple dwellings		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
JSA	Sewer & Water Plan / H02	B	23/03/2018

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. Prior to demolition, pipes connected to TasWater's water and sewer property connections must be cut and capped on the property side of the connection to ensure contaminants do not enter TasWater's water and sewerage network.
2. A suitably sized metered water property connection(s) must be provided to service the proposed development in accordance with TasWater standards.
3. A single shared sewer property connection must be utilised to service the proposed development in accordance with TasWater standards.
4. 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.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $206.97 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date it is 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 List and DBYD is indicative only.

- *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.*

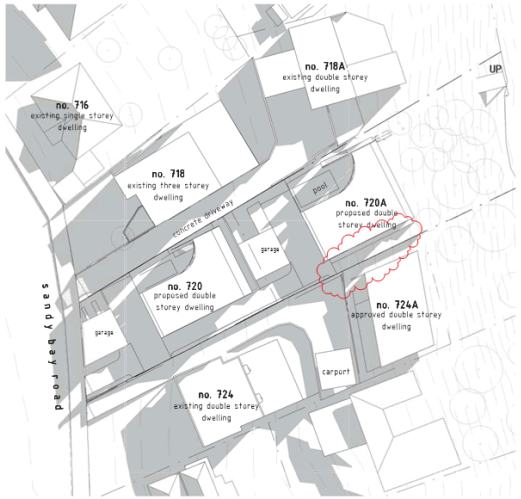
Declaration

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

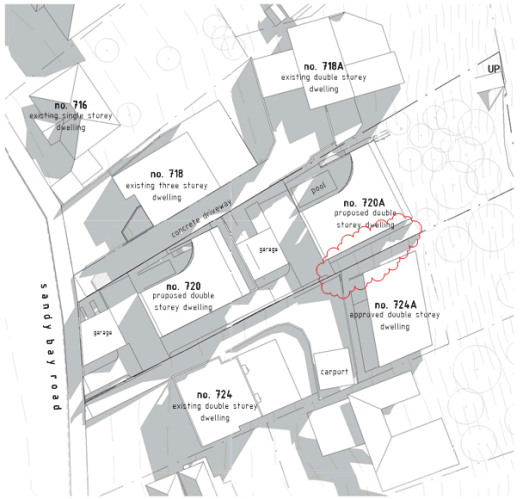
Authorised by

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



Shadow Diagram 9am 21 June



Shadow Diagram 10 am 21 June

Shadow Diagram 11 am 21 June

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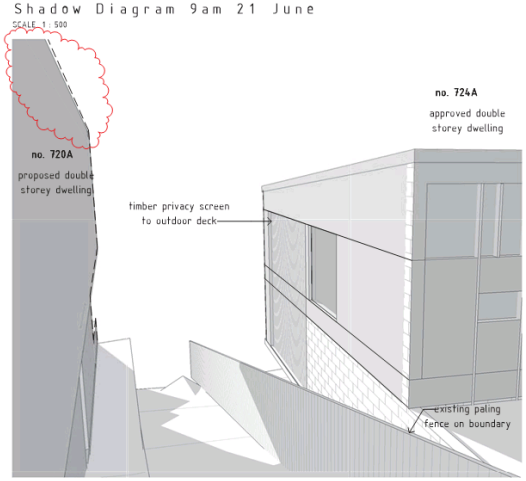

Shadow Projection to 724A along adjoining boundary 9am June 21

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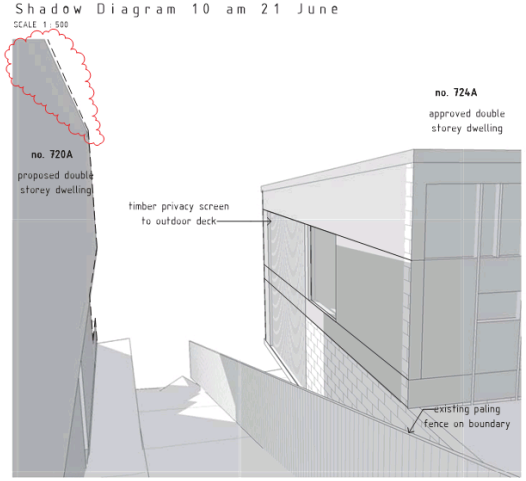

Shadow Projection to 724A along adjoining boundary 10am June 21

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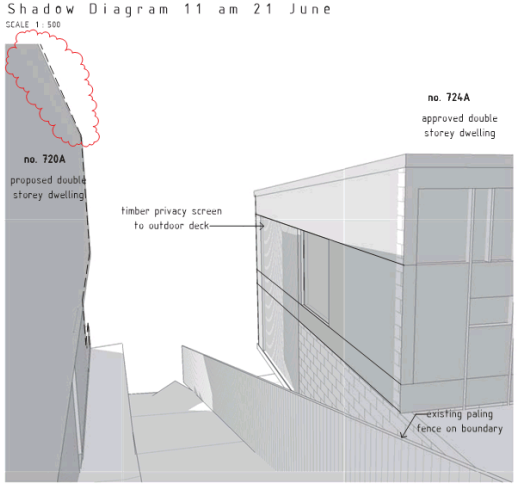

Shadow Projection to 724A along adjoining boundary 11am June 21

SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)

William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092

three c | architects

01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 100mm lower

Sandy Bay DD 7.10 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:13:28 PM

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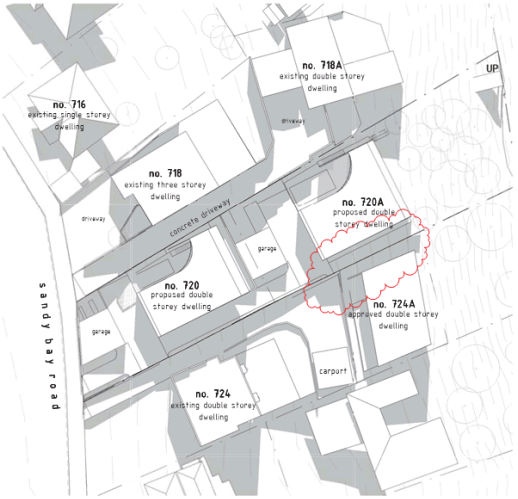

Shadow Diagram 12pm 21 June
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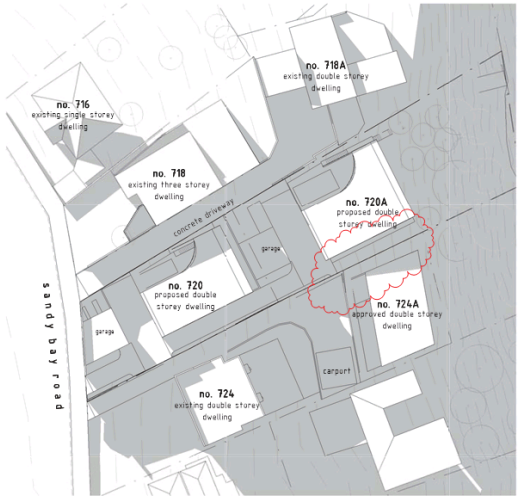

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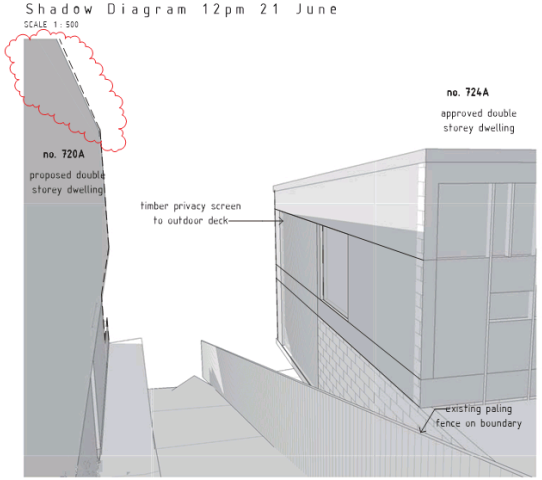
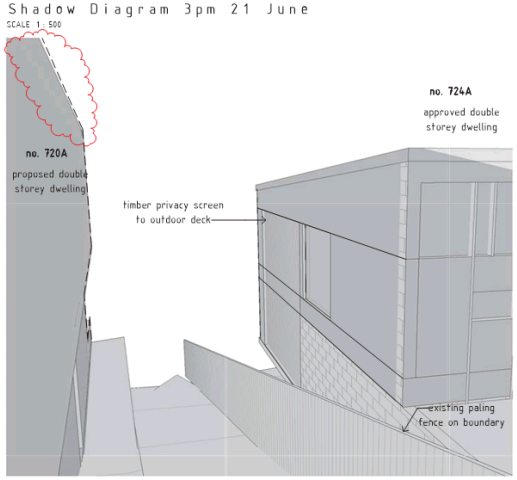


Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)

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three c | architects

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Shadow Diagrams 21 June 100mm lower

Sandy Bay DD 7.11 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:13:32 PM

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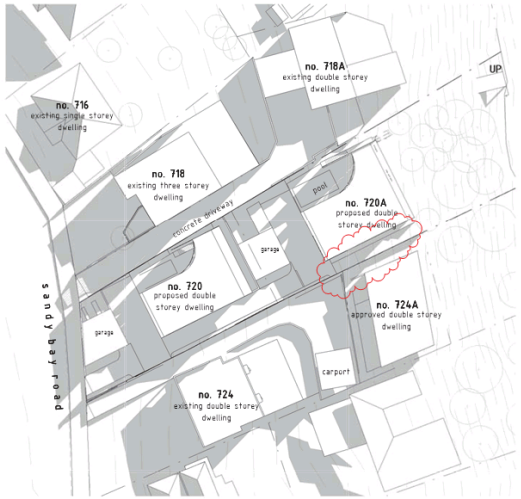

Shadow Diagram 9am 21 June

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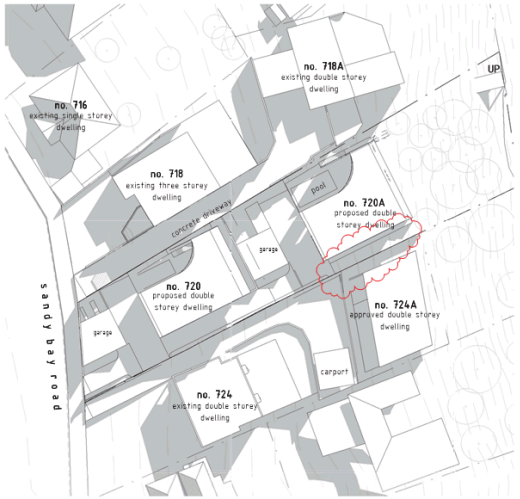
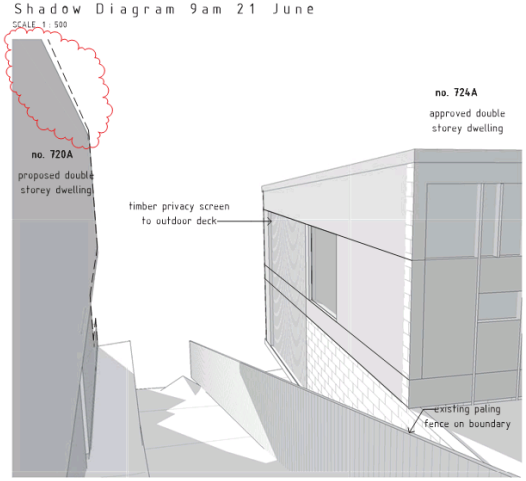


Shadow Diagram 10 am 21 June

SCALE 1 : 500

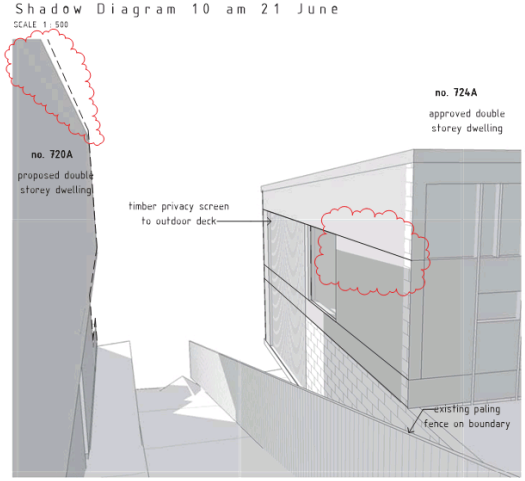
Shadow Diagram 11 am 21 June

SCALE 1 : 500



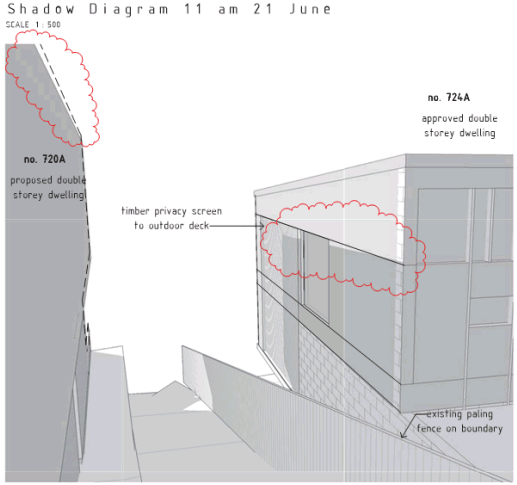
Shadow Projection to 724A along adjoining boundary 9am June 21

SCALE



Shadow Projection to 724A along adjoining boundary 10am June 21

SCALE



Shadow Projection to 724A along adjoining boundary 11am June 21

SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)

William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092

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01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 200mm lower

Sandy Bay DD 7.12 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:14:39 PM

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Shadow Diagram 12pm 21 June
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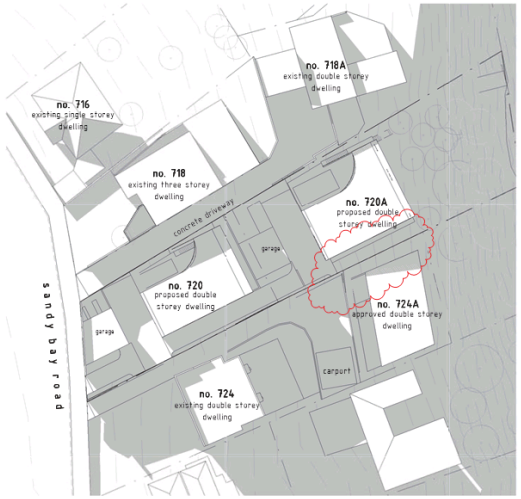

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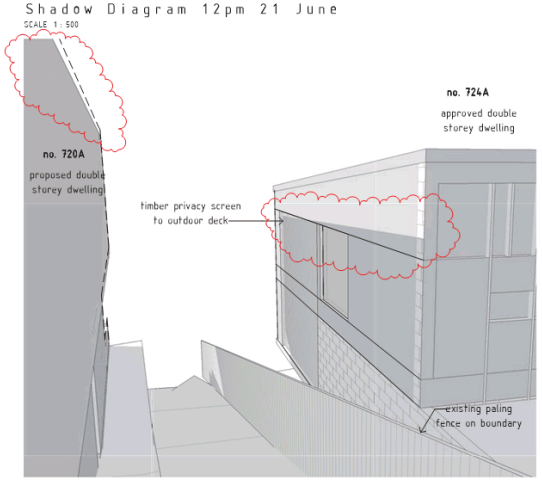
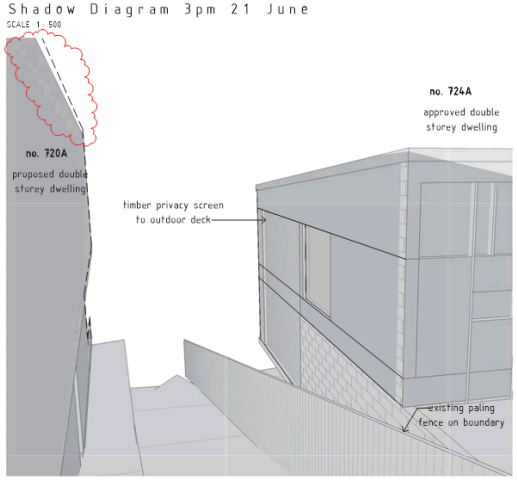
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)

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01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 200mm lower

Sandy Bay DD 7.13 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:14:43 PM

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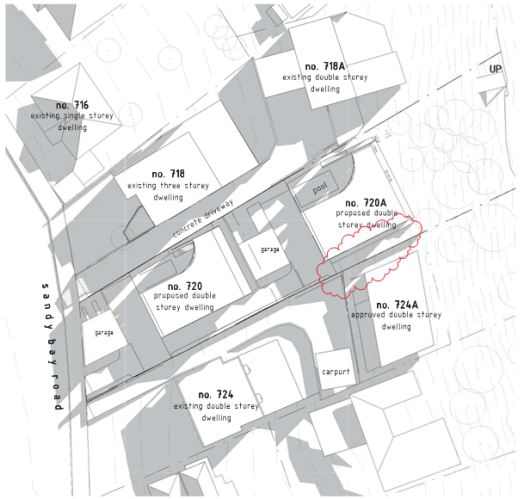

Shadow Diagram 9am 21 June

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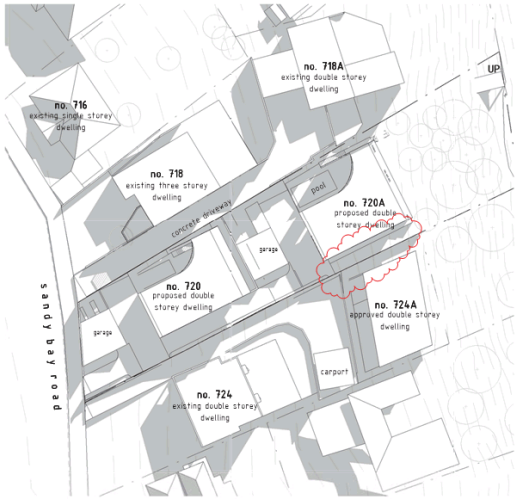
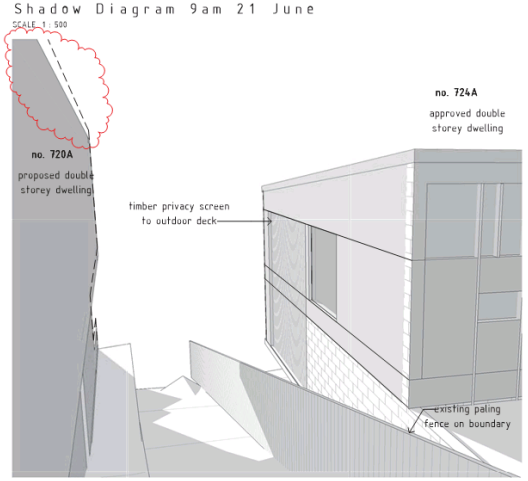


Shadow Diagram 10 am 21 June

SCALE 1 : 500

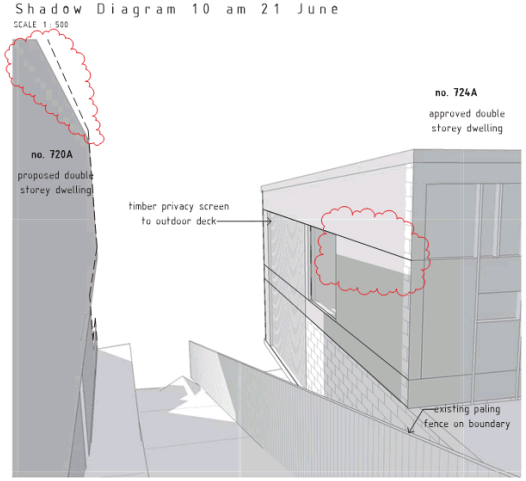
Shadow Diagram 11 am 21 June

SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am June 21

SCALE



Shadow Projection to 724A along adjoining boundary 10am June 21

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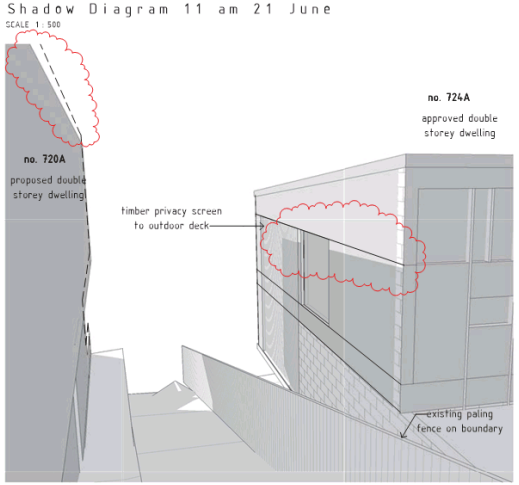

Shadow Projection to 724A along adjoining boundary 11am June 21

SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)

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three c | architects

01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 300mm lower

Sandy Bay DD7.1 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:18:30 PM

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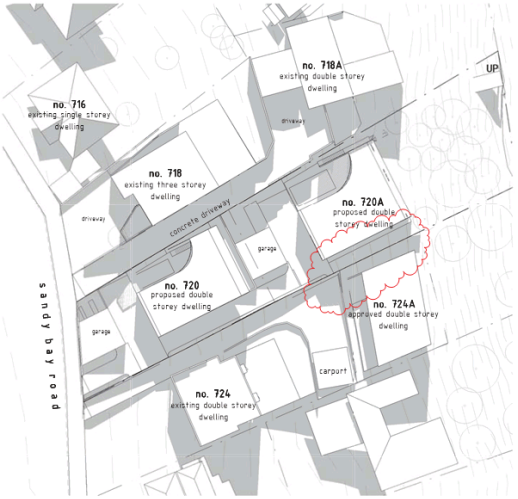

Shadow Diagram 12pm 21 June
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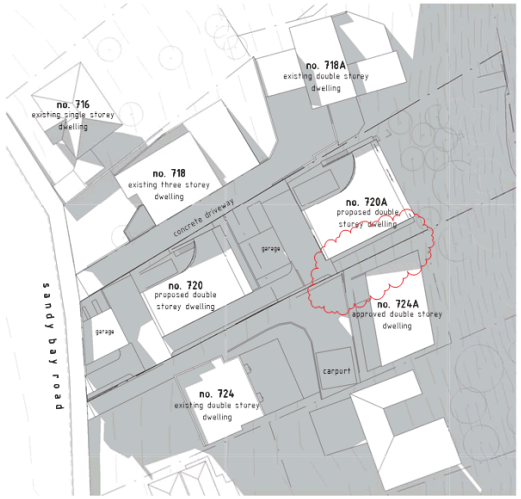

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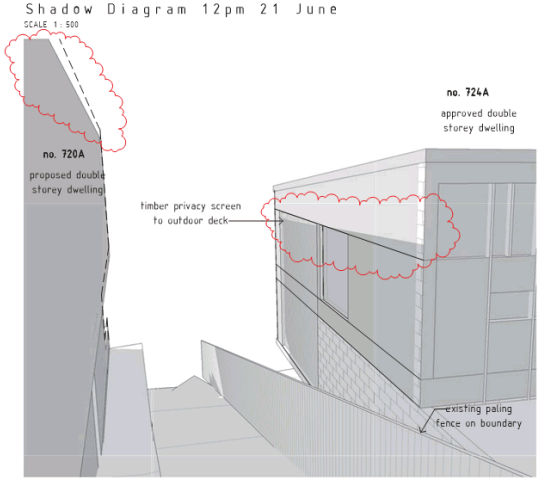
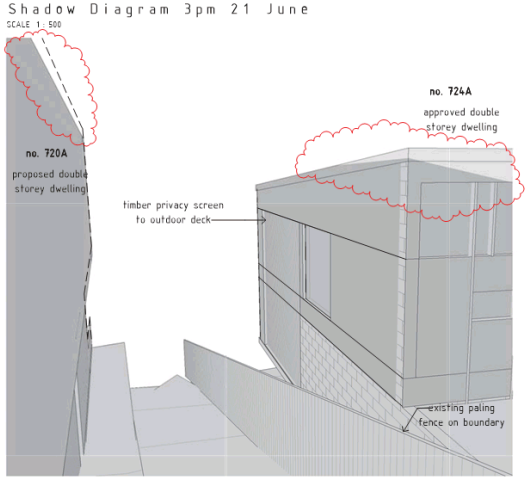


Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)

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three c | architects

01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 300mm lower

Sandy Bay DD 7.1 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:18:33 PM

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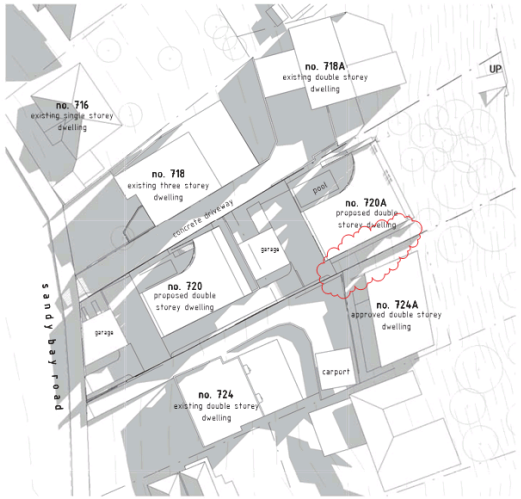
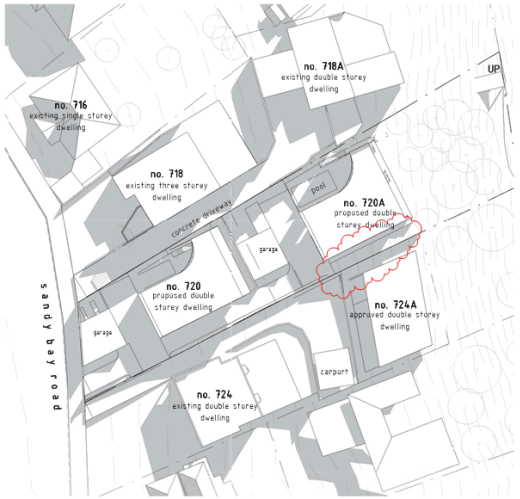


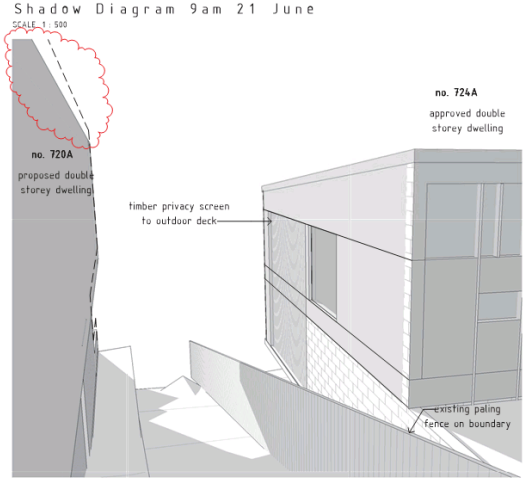
Shadow Diagram 9am 21 June



Shadow Diagram 10 am 21 June

Shadow Diagram 11 am 21 June

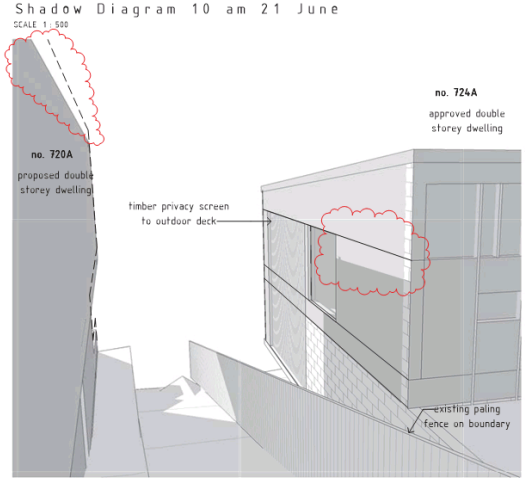
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am June 21

SCALE

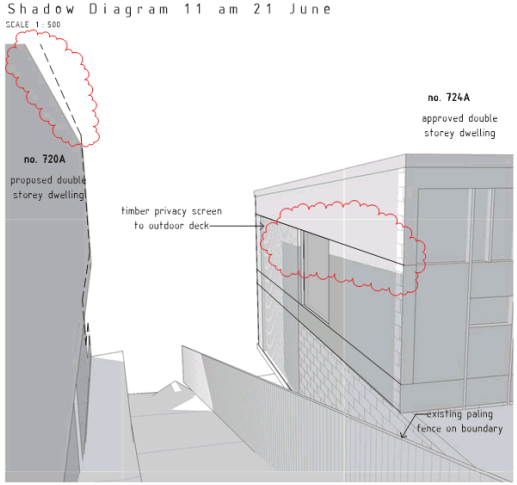
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 10am June 21

SCALE

SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 11am June 21

SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)

William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092

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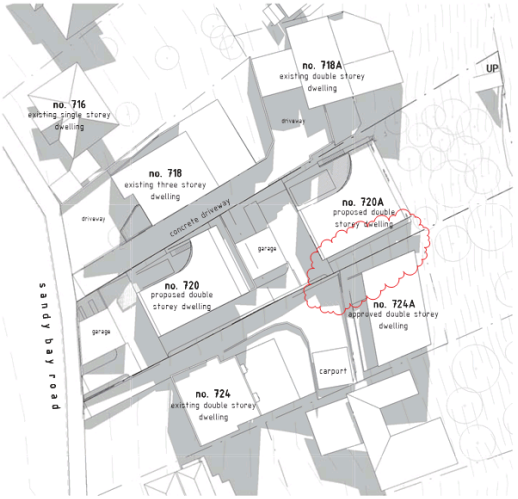
01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 400mm lower

Sandy Bay DD 7.1 01

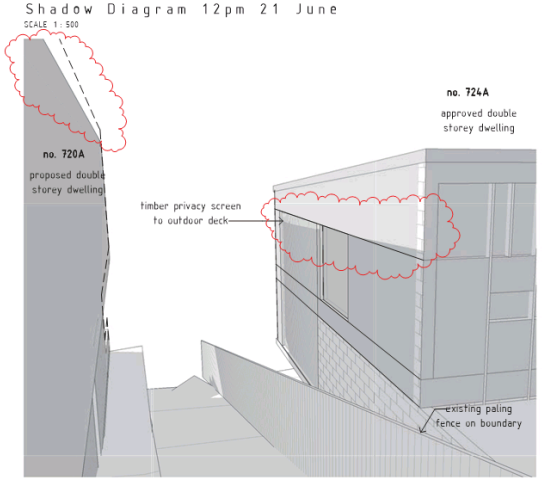
720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:05:08 PM

T:\B-3C-current\5017-10-sandy bay\3-design development\drawings\RVT\revit shadows\5017-10 Sandy Bay_DD_Central_revH_400lower.rvt

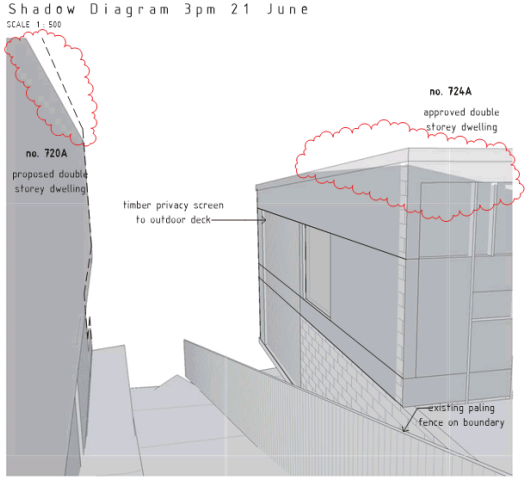


Shadow Diagram 12pm 21 June
SCALE 1 : 500

Shadow Diagram 3pm 21 June
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)

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01 30.04.19 additional shadow drawings
Shadow Diagrams 21 June 400mm lower

Sandy Bay DD 7.17 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:05:11 PM

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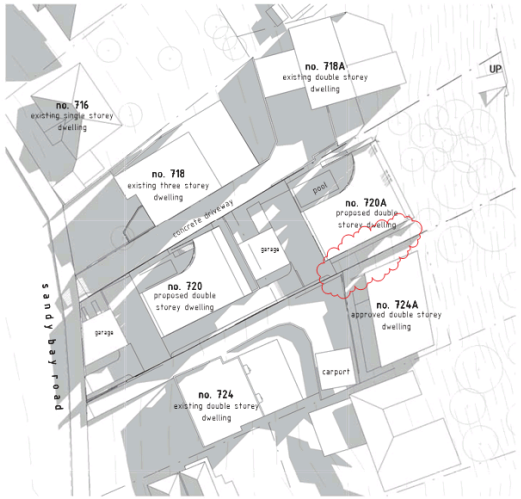
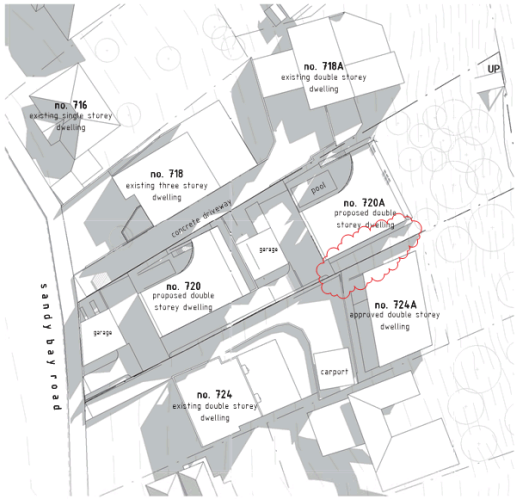


Shadow Diagram 9am 21 June

SCALE 1 : 500

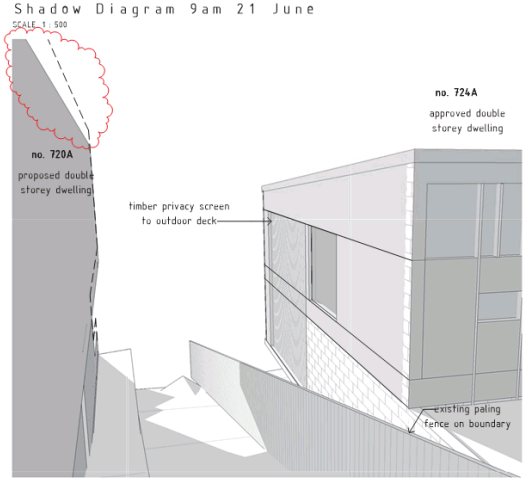


Shadow Diagram 10 am 21 June

SCALE 1 : 500

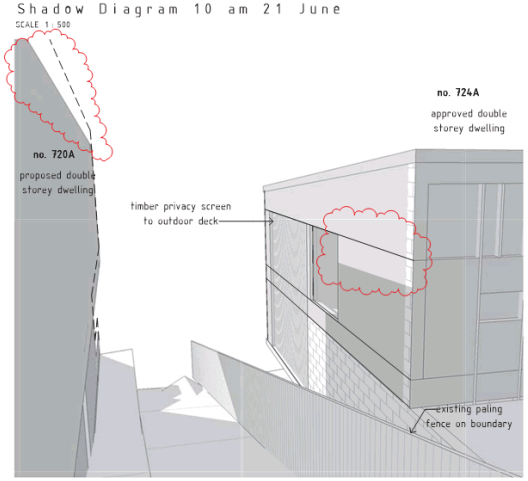
Shadow Diagram 11 am 21 June

SCALE 1 : 500



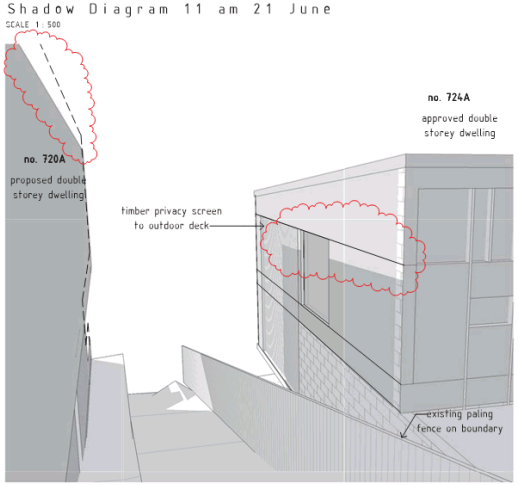
Shadow Projection to 724A along adjoining boundary 9am June 21

SCALE



Shadow Projection to 724A along adjoining boundary 10am June 21

SCALE



Shadow Projection to 724A along adjoining boundary 11am June 21

SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)

William, James and Kate Casserly
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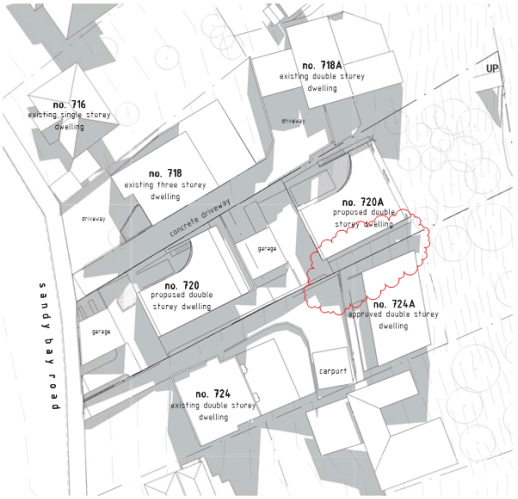
01 30.04.19 additional shadow drawings

Shadow Diagrams 21 June 500mm lower

Sandy Bay DD7.1 01

720 Sandy Bay Road, Sandy Bay | S017-10ndicated @A2 30/04/2019 1:02:20 PM

T:\B-3C-current\S017-10-sandy bay\3-design development\drawings\RVT revit shadows\S017-10 Sandy Bay_DD_Central_revH_500lower.rvt

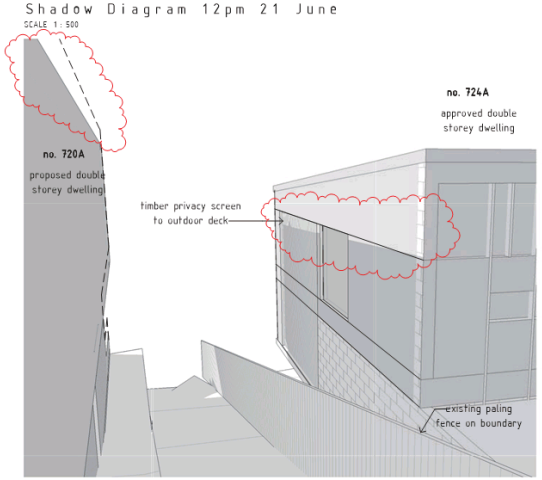


Shadow Diagram 12pm 21 June

SCALE 1 : 500

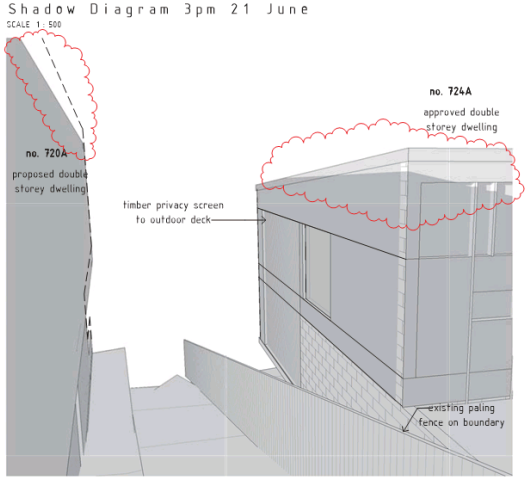
Shadow Diagram 3pm 21 June

SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm June 21

SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21

SCALE

reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)

William, James and Kate Casserly
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three c | architects

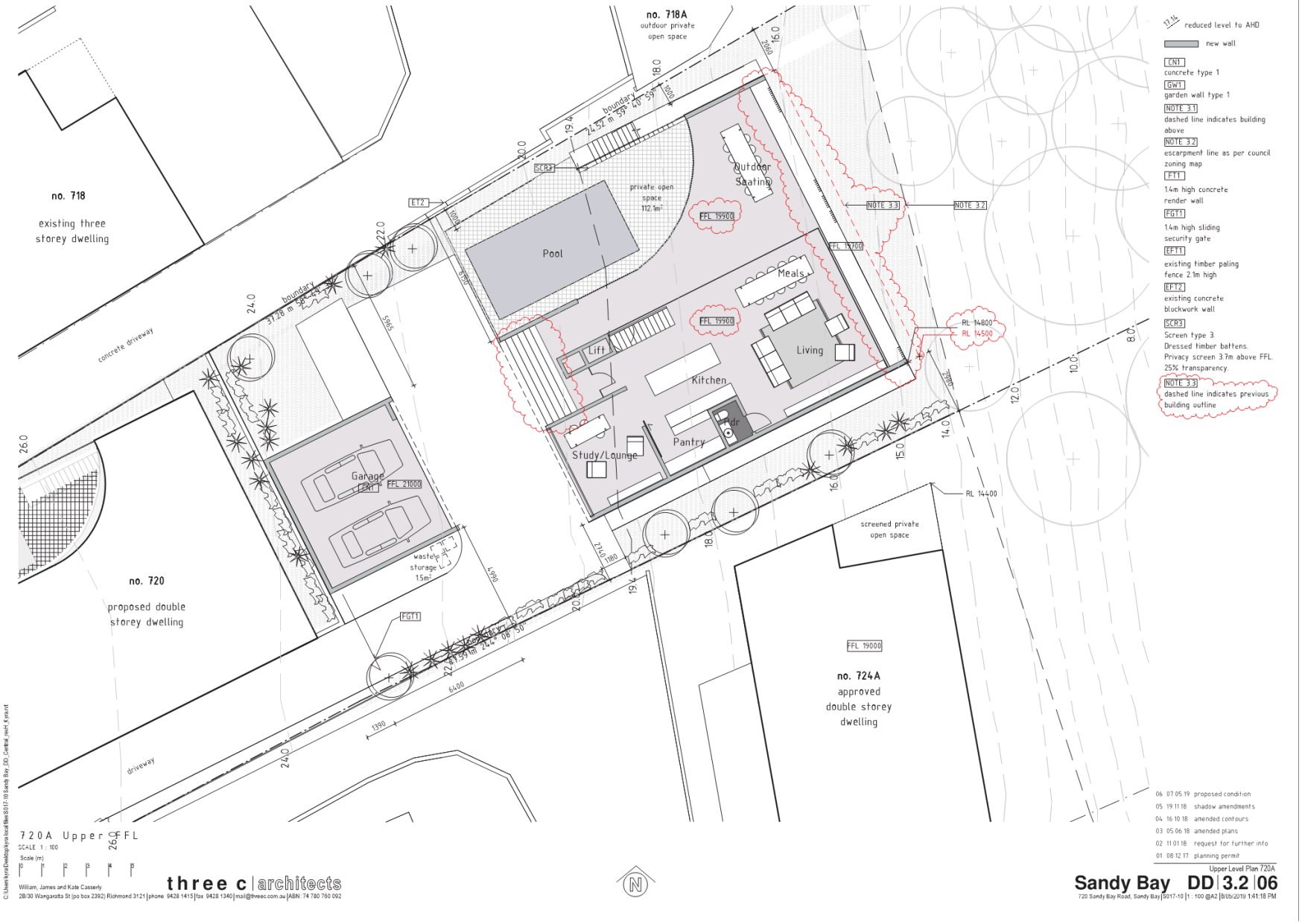
01 30.04.19 additional shadow drawings

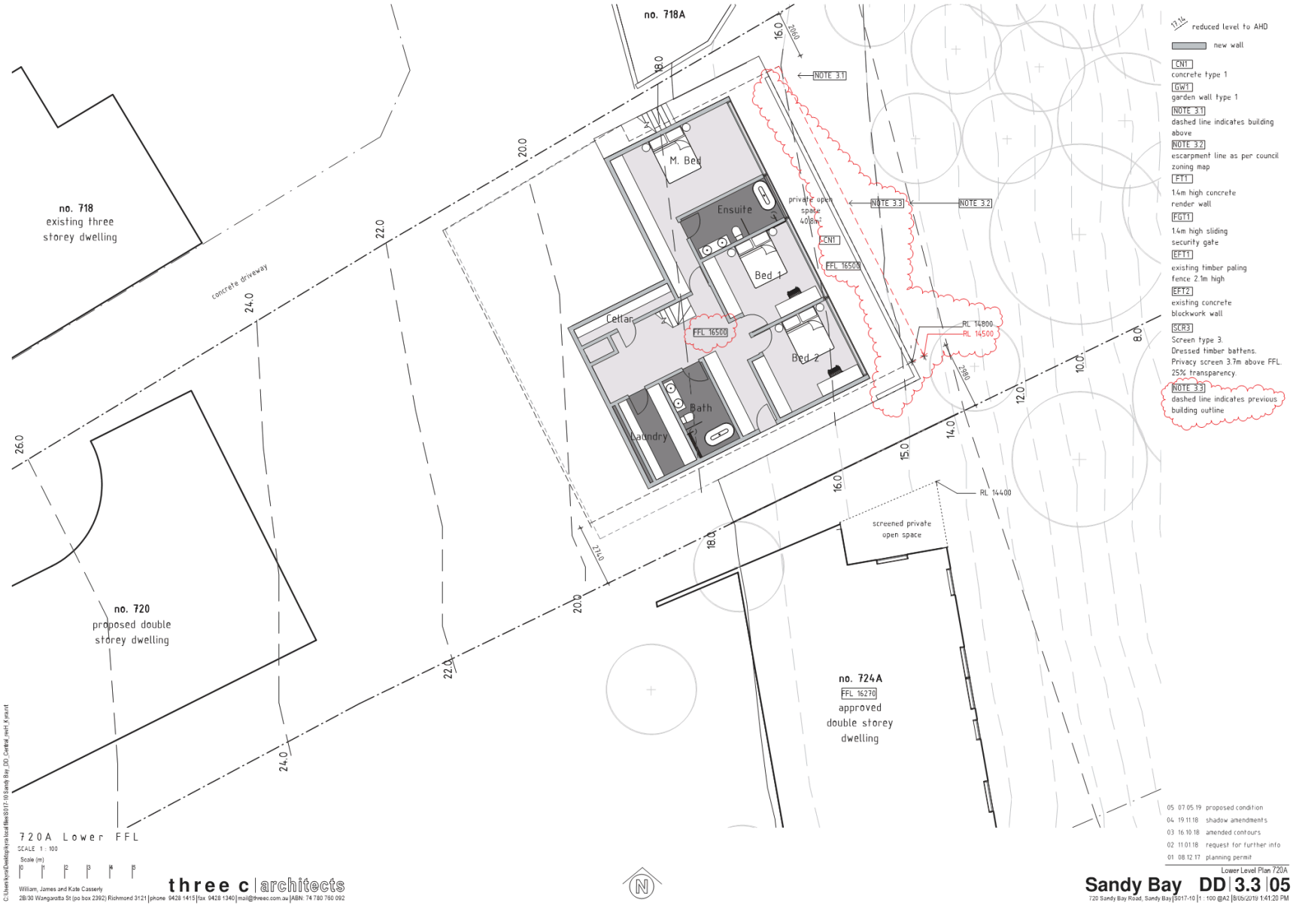
Shadow Diagrams 21 June 500mm lower

Sandy Bay DD 7.1 01

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 30/04/2019 1:02:23 PM

T:\B-3C-current\5017-10-sandy bay\3-design development\drawings\RVT\rev H shadows\5017-10 Sandy Bay_DD_Central_revH_500 lower.rvt

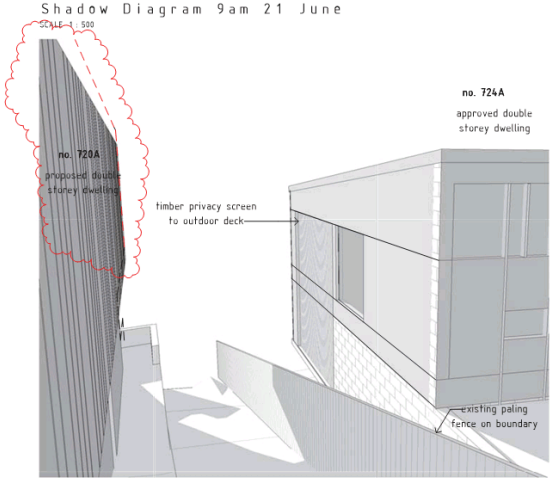

no. 718A
outdoor private open space
no. 718
existing three storey dwelling
concrete driveway
no. 720
proposed double storey dwelling
driveway
no. 724A
approved double storey dwelling
screened private open space
Pool
private open space 112.1m²
Outdoor Seating
Meals
Living
Kitchen
Pantry
Study/Lounge
Lift
Garage
FFL 21000
waste storage 1.5m²
FFL 19900
FFL 19700
FFL 19000
RL 14800
RL 14500
RL 14400
NOTE 3.1
NOTE 3.2
NOTE 3.3
SCR3
ET2
FGT1
boundary
reduced level to AHD
new wall
CNT
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building above
NOTE 3.2
escarpment line as per council zoning map
FT1
1.4m high concrete render wall
FGT1
1.4m high sliding security gate
EFT1
existing timber paling fence 2.1m high
EFT2
existing concrete blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
NOTE 3.3
dashed line indicates previous building outline
06 07.05.19 proposed condition
05 19.11.18 shadow amendments
04 16.10.18 amended contours
03 05.06.18 amended plans
02 11.01.18 request for further info
01 08.12.17 planning permit
720A Upper FFL
SCALE 1 : 100
Scale (m)
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 790 092
three c architects
Upper Level Plan 720A
Sandy Bay DD 3.2 06
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 100 @A2 | 8/05/2019 1:41:18 PM


no. 718A
no. 718
existing three
storey dwelling
concrete driveway
no. 720
proposed double
storey dwelling
no. 724A
FFL 16270
approved
double storey
dwelling
M. Bed
Ensuite
Bed 1
Bed 2
Cellar
Bath
Laundry
FFL 16500
private open
space
40.8m²
CN1
NOTE 3.1
NOTE 3.2
NOTE 3.3
RL 14800
RL 14500
RL 14400
screened private
open space
17.14 reduced level to AHD
new wall
CN1
concrete type 1
GW1
garden wall type 1
NOTE 3.1
dashed line indicates building
above
NOTE 3.2
escarpment line as per council
zoning map
FT1
1.4m high concrete
render wall
FGT1
1.4m high sliding
security gate
EFT1
existing timber paling
fence 2.1m high
EFT2
existing concrete
blockwork wall
SCR3
Screen type 3.
Dressed timber battens.
Privacy screen 3.7m above FFL.
25% transparency.
NOTE 3.3
dashed line indicates previous
building outline
05 07.05.19 proposed condition
04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 11.01.18 request for further info
01 08.12.17 planning permit
720A Lower FFL
SCALE 1 : 100
Scale (m)
William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092
three c | architects
Lower Level Plan 720A
Sandy Bay DD | 3.3 | 05
720 Sandy Bay Road, Sandy Bay | S017-10 | 1 : 100 @A2 | 8/05/2019 1:41:20 PM

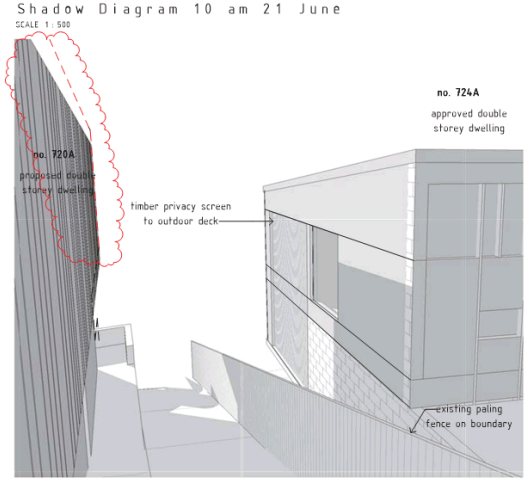
Shadow Diagram 9am 21 June
SCALE 1 : 500

Shadow Diagram 10 am 21 June
SCALE 1 : 500

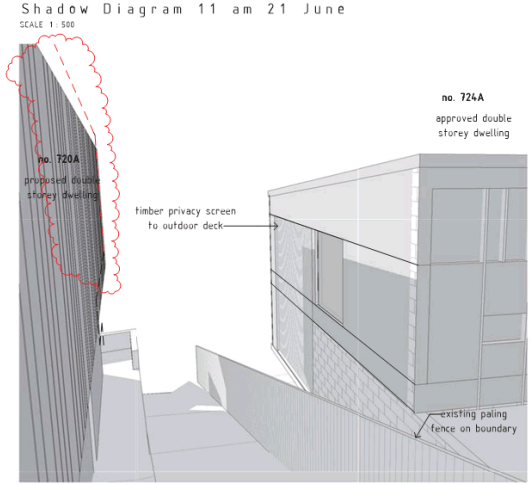
Shadow Diagram 11 am 21 June
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am June 21
SCALE



Shadow Projection to 724A along adjoining boundary 10am June 21
SCALE



Shadow Projection to 724A along adjoining boundary 11am June 21
SCALE

17.14 reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m)
0 1 2 3 4 5

05 07.05.19 proposed condition
04 19.11.18 shadow amendments
03 17.10.18 724 west windows added
02 16.10.18 amended contours
01 08.12.17 planning permit

Shadow Diagrams 21 June

Sandy Bay DD 7.0 05
720 Sandy Bay Road, Sandy Bay | S017-10 indicated @A2 | 8/05/2019 1:41:24 PM

William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092

three c | architects

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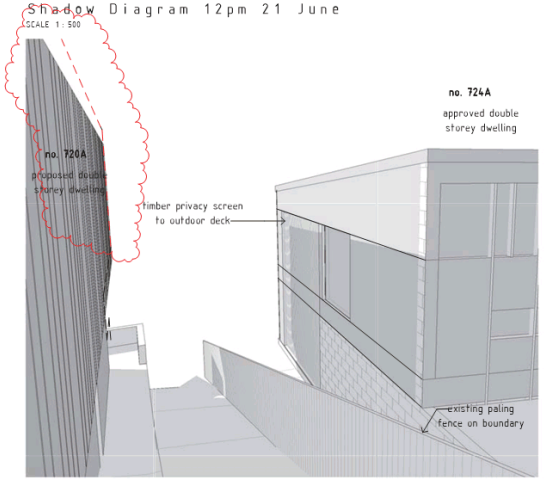
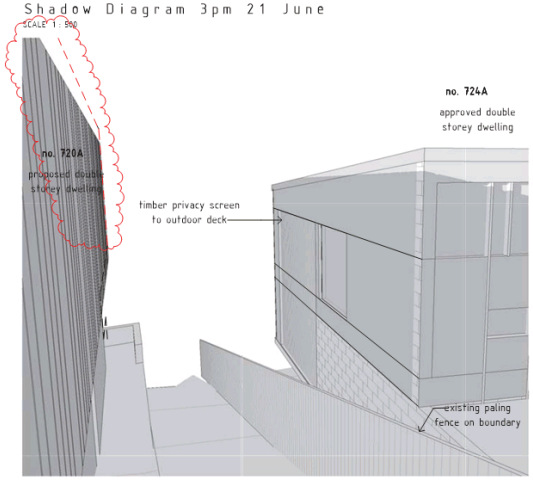
Shadow Diagram 12pm 21 June
SCALE 1 : 500

Shadow Diagram 3pm 21 June
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm June 21
SCALE



Shadow Projection to 724A along adjoining boundary 3pm June 21
SCALE

reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)
0 1 2 3 4 5

William, James and Kate Casserly
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05	07.05.19	proposed condition
04	19.11.18	shadow amendments
03	17.10.18	724 west windows added
02	16.10.18	amended contours
01	08.12.17	planning permit

Shadow Diagrams 21 June

Sandy Bay DD | 7.1 | 05

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 9/05/2019 1:41:27 PM

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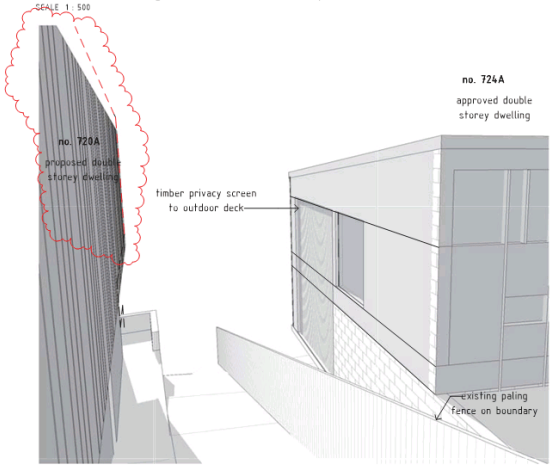
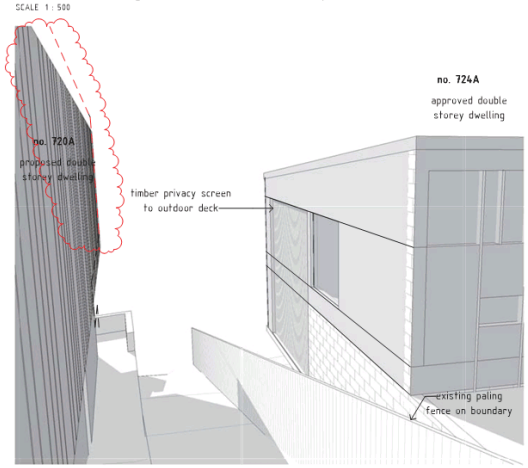
Shadow Diagram 9am 21 September
SCALE 1 : 500

Shadow Diagram 10 am 21 September
SCALE 1 : 500

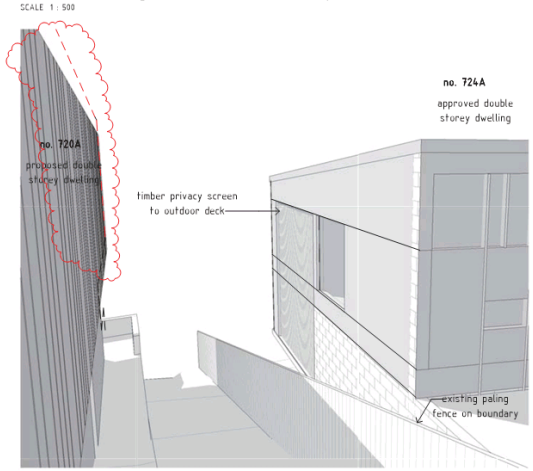
Shadow Diagram 11 am 21 September
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 9am 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 10am 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 11am 21 September
SCALE

17.14 reduced level to AHD
extent of shadow
existing trees
proposed trees

Scale (m) 0 1 2 3 4 5

William, James and Kate Casserly
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three c | architects

N

04 07.05.19 proposed condition
03 19.11.18 shadow amendments
02 17.10.18 724 west windows added
01 16.10.18 amended contours

Shadow Diagrams 21 September

Sandy Bay DD | 7.2 | 04

720 Sandy Bay Road, Sandy Bay | 5017-10ndicated @A2 | 9/05/2019 1:41:30 PM

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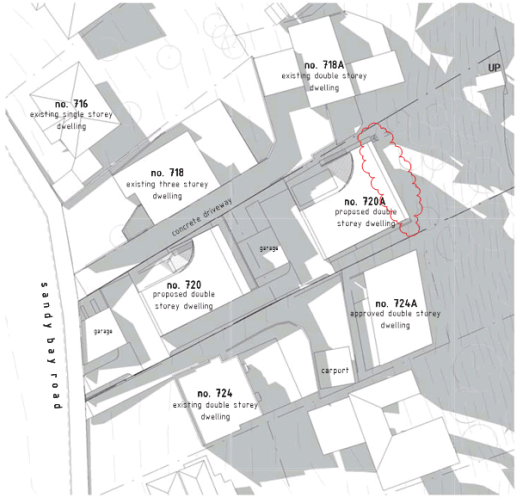
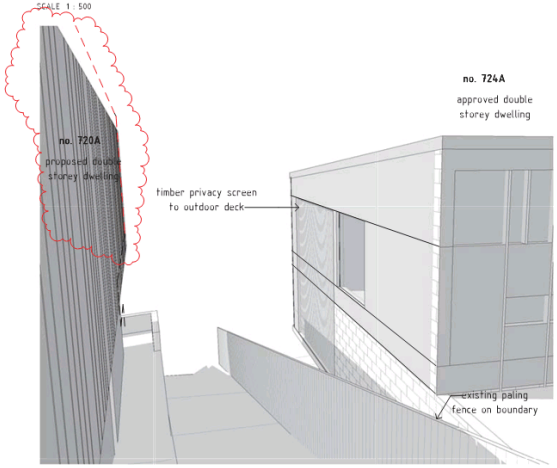
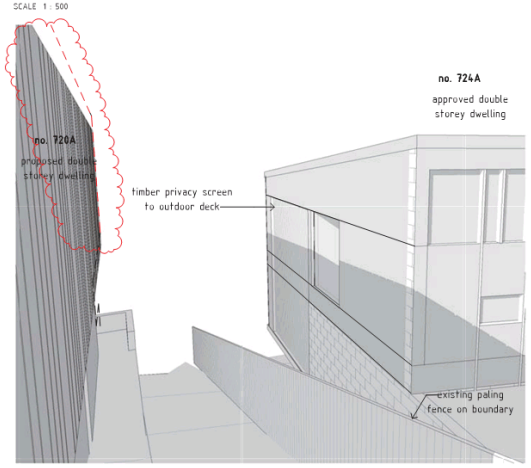
Shadow Diagram 12pm 21 September
SCALE 1 : 500



Shadow Diagram 3pm 22 September
SCALE 1 : 500



Shadow Projection to 724A along adjoining boundary 12pm 21 September
SCALE



Shadow Projection to 724A along adjoining boundary 3pm 21 September
SCALE

17.14 reduced level to AHD
existing trees
extent of shadow
proposed trees

Scale (m)
0 1 2 3 4 5

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William, James and Kate Casserly
2B/30 Wangaratta St (po box 2392) Richmond 3121 | phone 9428 1415 | fax 9428 1340 | mail@threec.com.au | ABN: 74 780 760 092

three c | architects

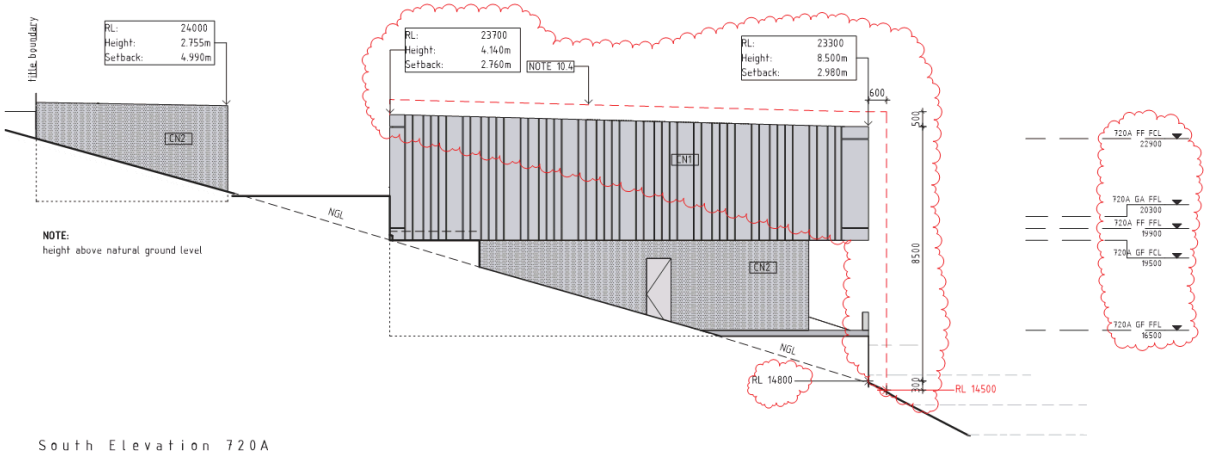
N

04 07.05.19 proposed condition
03 19.11.18 shadow amendments
02 17.10.18 724 west windows added
01 16.10.18 amended contours

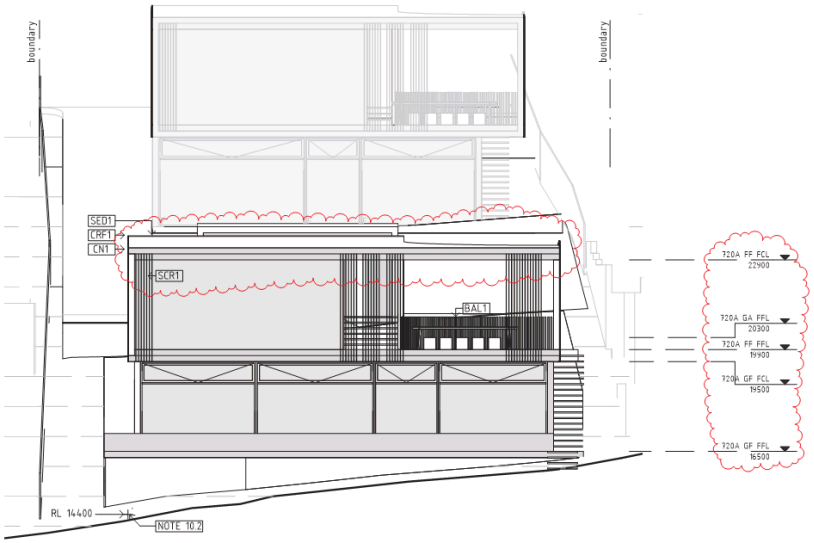
Shadow Diagrams 21 September

Sandy Bay DD | 7.3 | 04

720 Sandy Bay Road, Sandy Bay | S017-10ndicated @A2 | 8/05/2019 1:41:33 PM



South Elevation 720A
SCALE 1 : 100



East Elevation 720A
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1–2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3. Privacy screen 3.7m above FFL. 25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
NOTE 10.2
N.G.L. at face of building
NOTE 10.3
building no. 718 in background shown dashed
NOTE 10.4
dash line indicates previous building outline

05	07.05.19	proposed condition
04	19.11.18	shadow amendments
03	16.10.18	amended contours
02	11.01.18	request for further info
01	08.12.17	planning permit

Scale (m) 0 1 2 3 4 5

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Proposed Elevations 720A
Sandy Bay DD 12 05
720 Sandy Bay Road, Sandy Bay | 5017-10 | 1 : 100 @A2 | 8/05/2019 1:41:34 PM

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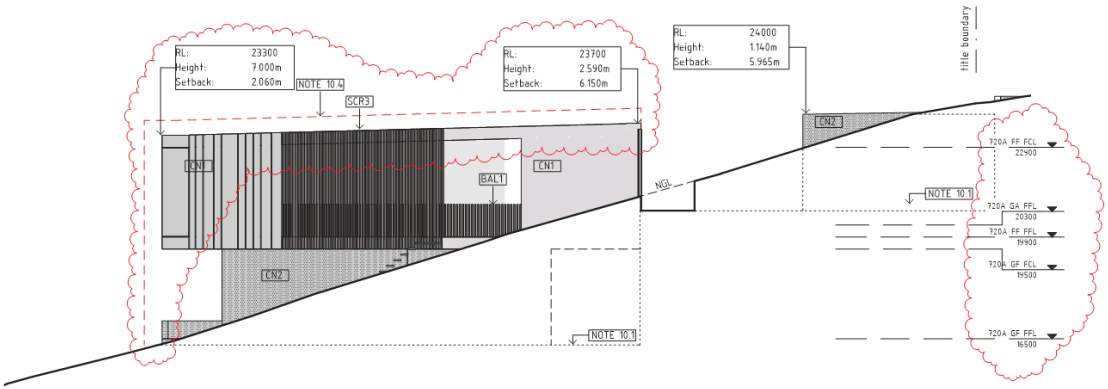
NOTE:
height above natural ground level



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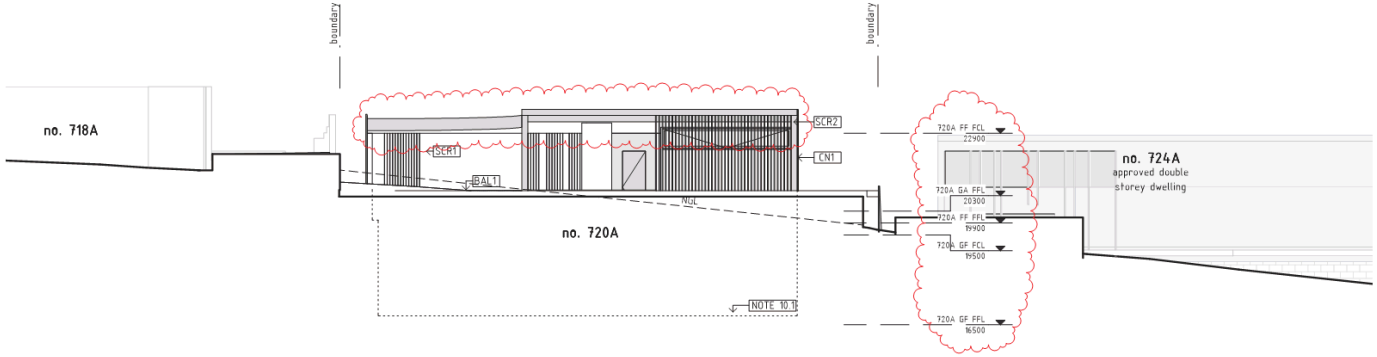
SCALE 1 : 100



West Elevation 720A
SCALE 1 : 100

F
fixed glass window
AW
awning glass window
SL
sliding glass door
C
casement glass window
CN1
concrete finish type 1
CN2
concrete finish type 2
EC1
external cladding type 1
CRF1 CRF2
roof flashing type 1-2
FB1
external blockwork type 1
TD1
timber deck type 1
CRD1
corrugated roof sheeting type 1
SCR1
Dressed timber battens type 1.
SCR2
Dressed timber battens type 2.
SCR3
Dressed timber battens type 3.
Privacy screen 3.7m above FFL.
25% transparency.
BAL1
balustrade type 1
BAL2
balustrade type 2
FT1
concrete render wall type 1
FT2
concrete render wall type 2
outline of adjoining building shown grey
NOTE 10.1
dashed line indicates extent of floor below ground
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N.G.L. at face of building
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building no. 718 in background shown dashed
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06 07.05.19 proposed condition
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04 16.10.18 amended contours
03 05.06.18 amended plans
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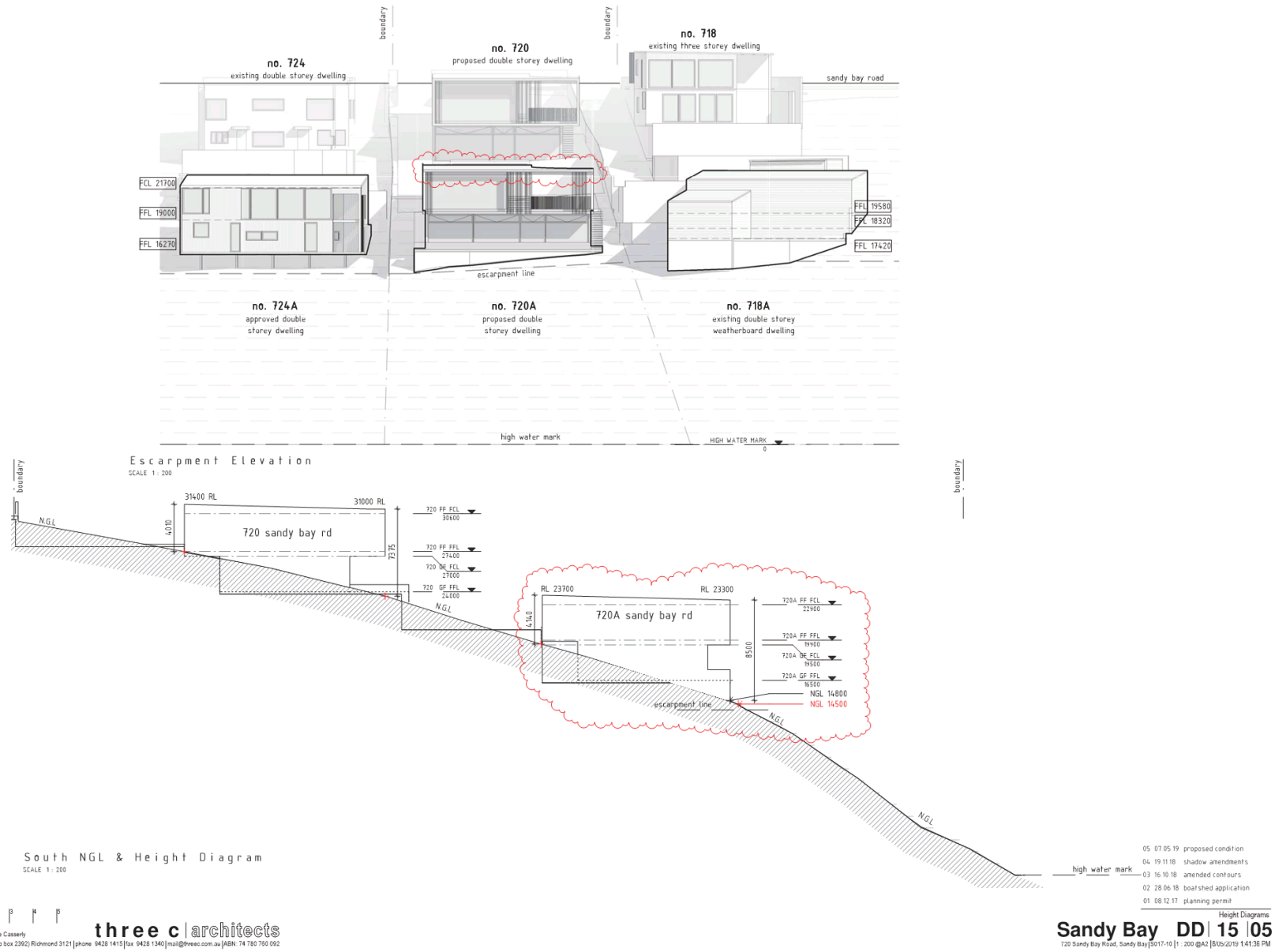
boundary
no. 724
existing double storey dwelling
no. 720
proposed double storey dwelling
no. 718
existing three storey dwelling
sandy bay road
FCL 21700
FFL 19000
FFL 16270
FFL 19580
FFL 18320
FFL 17420
escarpment line
no. 724A
approved double storey dwelling
no. 720A
proposed double storey dwelling
no. 718A
existing double storey weatherboard dwelling
high water mark
HIGH WATER MARK
Escarpment Elevation
SCALE 1 : 200
31400 RL
31000 RL
720 sandy bay rd
N.G.L
4010
7375
720 FF FCL 30600
720 FF FFL 27400
720 GF FCL 27000
720 GF FFL 24000
RL 23700
RL 23300
720A sandy bay rd
4140
8500
720A FF FCL 22900
720A FF FFL 19900
720A GF FCL 19500
720A GF FFL 16500
NGL 14800
NGL 14500
South NGL & Height Diagram
SCALE 1 : 200
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04 19.11.18 shadow amendments
03 16.10.18 amended contours
02 28.06.18 boatshed application
01 08.12.17 planning permit
Height Diagrams
Sandy Bay DD 15 05
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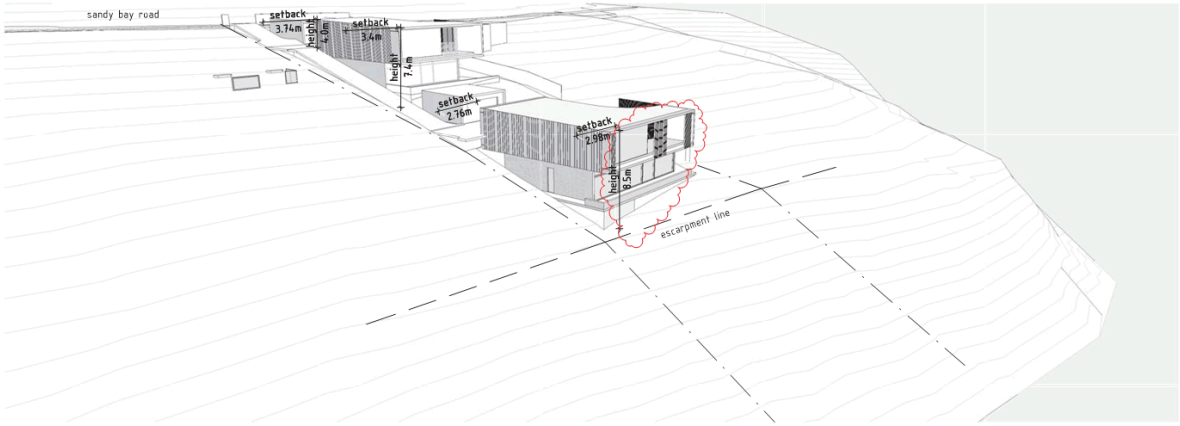
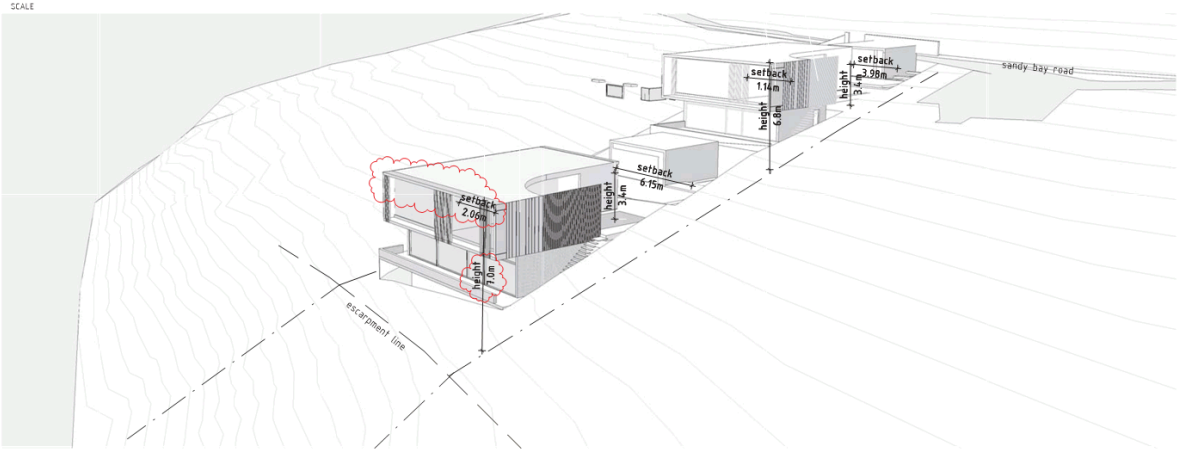


South Perspective
SCALE



North Perspective
SCALE

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three c | architects

Perspectives
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8 REPORTS

8.1 Central Hobart Precincts Plan - Project Brief
File Ref: F19/77737; 17/167

Report of the Manager Planning Policy & Heritage and Director City Planning of 19 June 2019 and attachment.

Delegation: Council

REPORT TITLE: **CENTRAL HOBART PRECINCTS PLAN - PROJECT BRIEF**

REPORT PROVIDED BY: Manager Planning Policy & Heritage
Director City Planning

1. Report Purpose and Community Benefit

1.1. The report seeks Councils endorsement of the project brief (**Attachment A**) for the proposed Central Hobart Precincts Plan Project.

1.2. The proposal benefits the community by helping to ensure that future development and public infrastructure provision and funding in Central Hobart is guided by an appropriate planning framework.

2. Report Summary

2.1. This report seeks Councils endorsement of the project brief (Attachment A) for the proposed Central Hobart Precincts Plan Project.

2.2. The scope of the Central Hobart Precincts Plan will include the following components:

2.2.1. Activities and land use - This section will articulate and develop the vision in terms of activities and land use for Central Hobart.

2.2.2. Urban Precincts and built form - This section will articulate and develop the vision in terms of the Precincts and built form in Central Hobart.

2.2.3. Movement and access - This section will articulate the vision relating to pedestrian, bicycle, vehicle, freight and public transport access in Central Hobart.

2.2.4. Public realm - This section will articulate and develop the vision in terms of open space and street design.

2.2.5. Community infrastructure and services - This section will articulate and develop the vision in terms of community facilities required in Central Hobart related to land use, built form and population and employment forecasts.

2.2.6. Implementation Plan - This section will set out immediate, short term and long term actions for Central Hobart. It will include an infrastructure staging plan and funding sources.

2.3. The Project Plan is outlined in Section 5 of the Brief and has a timeframe of 18 months.

2.4. The Project Plan proposes extensive community engagement as outlined in section 6 of the Project Brief. A more detailed Communication and Engagement Plan is to be developed prior to project commencement.

3. Recommendation

That Council endorse the Central Hobart Precincts Plan Project Brief provided as Attachment A to the report titled 'Central Hobart Precincts Plan – Project Brief' of 19 June 2019.

4. Background

4.1. The Minister for Planning, the Hon Roger Jaensch wrote to the Council on 4 March 2019 to offer a pathway forward on both the issue of building heights within Hobart and progressing the City Deal strategic approach to urban growth through the development of comprehensive precinct plans.

4.2. The Minister subsequently followed this offer up with a discussion with elected members on 8 April 2019, where he tabled an indicative scoping document developed between officers of the Council and the State Government.

4.3. At its meeting on 15 April 2019, the Council considered a report on the outcomes of the meeting with the Minister and the scope of work for the preparation of a Precincts Plan. Council agreed to work with the State Government to prepare a Terms of Reference and detailed work breakdown including a proposed allocation of tasks, funding and in-kind contribution for a Hobart Precincts Plan for the area of the city as outlined in Attachment B to item 3.1 of the Special Open City Planning Committee agenda of 15 April 2019.

4.4. At its meeting on 6 May 2019 Council reaffirmed its decision of 15 April 2019 that it will work with the State Government to develop a Central Hobart Precincts Plan (which will include a socio-economic and environmental study and use).

5. Proposal and Implementation

5.1. It is proposed that the Central Hobart Precincts Plan Project Brief provided in Attachment A be endorsed.

5.2. The Project Brief has been prepared in consultation with officers in the Department of State Growth and Department of Justice - Planning Policy Unit.

5.3. The objectives of the Central Hobart Precincts Plan project are to:

5.3.1. establish a shared vision and framework for the future growth, development and character of Central Hobart;

5.3.2. identify a suite of places or precincts across the study area based on locational advantages, key opportunity sites, or the relationships between character, built form, landscape, heritage and future use;

5.3.3. outline a vision for each precinct, which:

5.3.3.1. provides guidance for future development considering the need to provide for alternative housing options for the future population;

5.3.3.2. takes into account existing use and development patterns including existing constraints;

5.3.4. identify opportunities:

5.3.4.1. for a range of housing types and increased residential densities, and the implications for social and physical infrastructure, commercial and community services and facilities;

5.3.4.2. to increase accessibility and permeability of the area, access to public transport and provide support for sustainable travel behaviour;

5.3.5. support detailed precinct planning and potential synergies with other Hobart City Deal commitments;

5.3.6. identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations;

5.3.7. ensure that community infrastructure, open space and transport provision meet the needs of a growing permanent and visitor population recognising the key role of the city centre in meeting transport and movement needs at a sub-regional and regional level;

5.3.8. ensure the ongoing viability of central Hobart as Tasmania's key administrative and commercial activity centre with a concentration of the key business, retail, administrative, professional, community, cultural and event activities; and

5.3.9. identify a set of actions to deliver the vision and framework for the growth of Central Hobart, likely to include planning scheme amendments and capital works proposals.

5.4. Consistent with Hobart City Deal key focus areas, the precinct planning approach provides the most appropriate mechanism to address the

complexity of planning, urban design, transport and movement, heritage, and the integration of these elements into a coherent set of planning, design and management objectives.

5.5. The scope of the Central Hobart Precincts Plan will include the following components:

5.5.1. Activities and land use - This section will articulate and develop the vision in terms of activities and land use for Central Hobart.

5.5.2. Urban Precincts and built form - This section will articulate and develop the vision in terms of the Precincts and built form in Central Hobart.

5.5.3. Movement and access - This section will articulate the vision relating to pedestrian, bicycle, vehicle, freight and public transport access in Central Hobart.

5.5.4. Public realm - This section will articulate and develop the vision in terms of open space and street design.

5.5.5. Community infrastructure and services - This section will articulate and develop the vision in terms of community facilities required in Central Hobart related to land use, built form and population and employment forecasts.

5.5.6. Implementation Plan - This section will set out immediate, short term and long term actions for Central Hobart. It will include an infrastructure staging plan and funding sources.

5.6. The Project Plan is outlined in Section 5 of the Brief and has a timeframe of 18 months.

6. Strategic Planning and Policy Considerations

6.1. The project will assist in the achievement of the strategic objectives of the Capital City Strategic Plan 2015-2025 particularly in relation to Goal 2 Urban Management - 2.3 "City and regional planning ensures quality design, meets community needs...."

6.2. The project is also relevant to the community aspirations for the future of Hobart as articulated in: *Hobart: A community vision for our island capital*, particularly in relation to the statements in:

6.2.1. Pillar 1. Sense of Place: *We are a city of unique beauty, environment, heritage and people, built on a shared sense of ownership, pride and wonder*.

6.2.2. Pillar 4. City Economies: *We are a city whose economies connect people, businesses, education and government to create a high-quality lifestyle in a thriving and diverse*

community. Our city is our workshop. We collaborate, embracing ideas, inventiveness and initiative.

6.2.3. Pillar 5. Movement and Connectivity: *We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment. We are able to maintain a pace of life that allows us to fulfil our needs, such as work, study, business, socialising, recreation, accessing services, shopping, entertainment and spending time with loved ones*.

6.2.4. Pillar 6. Natural Environment: *We are a city whose people see ourselves as part of a beautiful and unique natural environment, from the mountain to the river, which embrace us and shape our identity. We are proud custodians and advocates, ensuring resources are appreciated rather than wasted, supporting biodiverse ecosystems in honour of past, current and future generations.*

6.2.5. Pillar 7. Built Environment: *We are a city that maintains our unique built and ecological character, where we all have a safe, secure and healthy place to live. We are a city where people and communities can access world-class services and infrastructure and provide for their social, cultural and economic wellbeing. We embrace change but not at the expense of our Hobart identity and character*.

7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. The proposed budget for the project is $250,000. An appropriate budget allocation has been made for the 2019-20 financial year. The State Government has committed to providing half the funding for the project.

7.2. Impact on Future Years' Financial Result

7.2.1. A further budget allocation can be considered in the 2020/2021 financial year if necessary.

7.3. Asset Related Implications

7.3.1. This will be addressed in the implementation plan phase.

8. Legal, Risk and Legislative Considerations

8.1. None at this stage of the process.

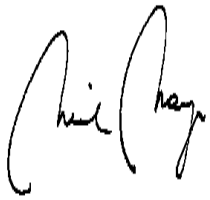
9. Community and Stakeholder Engagement

9.1. The community engagement approach will involve three stages, as outlined in section 6 of the Project Brief. A more detailed Communication and Engagement Plan is to be developed prior to project commencement.

10. Delegation

10.1. This matter is delegated to the Council.

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.



James McIlhenny
MANAGER PLANNING POLICY & HERITAGE

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 June 2019
File Reference: F19/77737; 17/167

Attachment A: Central Hobart Precincts Plan Project Brief ⇩

Central Hobart Precincts Plan

Project Brief

Draft June 2019

City of HOBART

Tasmanian Government

CONTENTS

1 PURPOSE **2**

2 STUDY AREA **2**

3 Context **4**

3.1 Hobart City Deal 4

3.2 Greater Hobart Bill 2019 4

3.3 Community Vision and Capital City Strategic Plan 5

3.4 Land Use Planning Initiatives 5

3.5 University of Tasmania 6

4 PROJECT DEFINITION **6**

4.1 Project Deliverable 6

4.2 Project Objectives 6

4.3 Project Principles 7

4.4 Scope 8

5 PROJECT PLAN **9**

6 ENGAGEMENT **12**

7 GOVERNANCE **13**

7.1 Project Team 13

7.2 Reporting 14

8 RESOURCES **14**

8.1 Project budget 14

8.2 Consultants 14

REFERENCE DOCUMENTS **16**

Appendix A **18**

Appendix B **20**

1 PURPOSE

The purpose of this project is to deliver a Central Hobart Precincts Plan that guides future development and public infrastructure provision and funding in Central Hobart.

The Central Hobart Precincts Plan will:

- articulate the role and function of Central Hobart as a key activity centre in the Greater Hobart area, as defined in the Greater Hobart Bill 2019. The role and function of the Central Hobart activity centre will be informed by the vision for Hobart set out in the Hobart City Deal and the objectives for the Greater Hobart area, as captured in the Greater Hobart Bill 2019;
- identify criteria to inform the development of precinct plans that are in keeping with the role and function of the activity centre. This includes social, economic, population and environmental factors and trends;
- deliver the optimal built form in central Hobart that would meet Hobart's future as the centre of commerce, administration and community and cultural activity, as well as its housing and development needs and meet the community aspirations for the future of the city as articulated in: *Hobart: A community vision for our island capital*;
- set out sub- precincts within the study area where urban renewal, growth and change is envisaged and people focused spaces are created;
- develop a clear and long term vision for growth and renewal in central Hobart that provides certainty about the nature of the future development required to achieve that vision, and flexibility in the case of change;
- identify future infrastructure needs and funding opportunities;
- inform the preparation of the new planning standards and tools for medium density residential development that can be applied as appropriate, in precinct planning across the Greater Hobart area as defined in the Greater Hobart Bill 2019 and to support the implementation of the actions on housing identified in the Hobart City Deal; and
- provide a model to inform precinct planning for activity centres across the Greater Hobart area.

2 STUDY AREA

The study area covers 64 blocks, comprising 1364 lots of land bounded by: Davey Street to the South, Burnett Street to the north, the Brooker Highway in the east and Molle and Harrington Streets to the west as shown on the map below.

The study area is strategically linked to other parts of Greater Hobart, particularly; the Elizabeth Street to Main Road corridor, the northern suburbs transit corridor which is identified as a key component of the City Deal and Macquarie Point.

Burnett St
Tasma St
Warwick St
Patrick St
Brisbane St
Campbell St
Argyle St
Elizabeth St
Murray St
Melville St
Bathurst St
Goulburn St
Liverpool St
Collins St
Macquarie St
Davey St
Molle St
Barrack St
Harrington St

Study Area

3 Context

3.1 Hobart City Deal

The Hobart City Deal is intended to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. It is a 10 year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges. The Hobart City Deal was signed on Sunday, 24 February 2019. This partnership provides a shared vision for central Hobart and the Greater Hobart area.

3.2 Greater Hobart Bill 2019

The Greater Hobart Bill 2019 provides a framework to support collaborative decision making between the Clarence, Glenorchy, Hobart and Kingborough councils and the Tasmanian Government.
The legislation is a key commitment identified in the Hobart City Deal and builds on the vision identified through that partnership.

The Greater Hobart Bill:

- contains objectives that identify priority areas for collaboration;
- requires the establishment of a work program identifying actions to achieve the prescribed objectives; and
- provides for the establishment of governance arrangements to support the development and implementation of the work program.

The Central Hobart Precincts Plan will forms a key component of the work program that will be progressed through the Bill.

The preparation of the Central Hobart Precincts Plan and the associated medium density residential standards will be developed in keeping with this framework and it will be co-funded by the Hobart City Council and the Tasmanian Government to support the implementation of actions in the Hobart City Deal and to inform the development of, and as an action to be progressed through, the Greater Hobart Act work program.

The Central Hobart Precincts Plan will develop a model to better understand existing urban conditions and maximise future opportunities that can be applied to other Activity Centres across the Greater Hobart Region.

A consistent approach to precinct planning across our urban centres will support informed and timely adjustments to the Southern Tasmania Regional Land Use Strategy (STRLUS), noting the importance of doing this collaboratively, particularly in partnership with the other three central councils – Clarence, Glenorchy and Kingborough.

3.3 Community Vision and Capital City Strategic Plan

'*Hobart – a vision for our island capital*' outlines the Hobart community's vision for the future the city, including specific pillars on Sense of Place and Built Environment. The document was developed with extensive community engagement – over 1100 contributions from community members and stakeholders. A new strategic plan is currently being developed, incorporating the vision.

Of relevance for future city planning, the vision establishes the community's strong desire to maintain Hobart's unique sense of place and identity as the city grows. The city's heritage built form, topography and landscape, human scale, mix of uses and the connections between these things create a liveable small city that is highly valued. While the vision expresses a strong urge to protect these qualities, there is also an acknowledgement of key challenges that the city ought to be engaging with as it grows such as housing affordability, climate change, social inclusion and mobility.

3.4 Land Use Planning Initiatives

The pending development of the Tasmanian Planning Policies, review of the STRLUS and the State Government's intention to provide permitted pathways for medium density housing will help to meet both the vision for Hobart as set out in the Hobart City Deal and the objectives of the Greater Hobart Act and will support the outputs of this project.

Supporting medium density housing - The Government is intending to prepare new planning rules to provide permitted pathways for medium density housing. This is intended to address the apparent need for new and different housing in areas that are strategically located and well serviced. The need to address the housing issue suggests that the identification of precincts for this new form of residential development and the preparation of precinct plans should be a priority.

This aligns to the Hobart City Council's longer term work to increase population and develop a 'liveable city' and recent identification of underutilised sites.

Building height, mass and form in central Hobart has been an issue of significant community interest in recent years and the Government has committed to working with the Hobart City Council to ensure that the controls on significant buildings in the central Hobart area are reflective of a range of urban design, economic and social matters while preserving the values of the city that make it unique in its setting.

The Hobart Transport Vision, prepared by Infrastructure Tasmania at the Tasmanian Government's request, currently provides the framework for transport planning in the greater Hobart area and has been adopted by Hobart City Council as the basis for its draft City of Hobart Transport Strategy 2018 -2030, and by other participating councils as the guiding transport strategy for the Hobart City Deal. The Hobart Transport Vision recognises that the greater Hobart transport system must support strategic city planning outcomes, including increasing residential densities in the Hobart Central Business District and inner urban areas.

3.5 University of Tasmania

The University has the potential to have a significant influence on the economic, social and residential development of the city. It has recently outlined its long range vision to relocate significant educational assets to the central city over a 10-15 year period. This has the capacity to effect the urban form, transport network planning and residential growth within substantial areas of central Hobart. Accordingly, engagement with the University is noted as being important to inform the development of the Central Hobart Precinct Plan.

4 PROJECT DEFINITION

4.1 Project Deliverable

The deliverable of this project is a Central Hobart Precincts Plan that guides future development and public infrastructure provision and funding in Central Hobart. This will be supported by findings and commentary as appropriate to inform the development of precinct planning guidelines.

4.2 Project Objectives

The objectives of the Central Hobart Precincts Plan project are to:

- establish a shared vision and framework for the future growth, development and character of Central Hobart;
- identify a suite of places or precincts across the study area based on locational advantages, key opportunity sites, or the relationships between character, built form, landscape, heritage and future use;
- outline a vision for each precinct, which:
  - provides guidance for future development considering the need to provide for alternative housing options for the future population;
  - takes into account existing use and development patterns including existing constraints;
- identify opportunities:
  - for a range of housing types and increased residential densities, and the implications for social and physical infrastructure, commercial and community services and facilities;
  - to increase accessibility and permeability of the area, access to public transport and provide support for sustainable travel behavior;
- support detailed precinct planning and potential synergies with other Hobart City Deal commitments;
- identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations;

- ensure that community infrastructure, open space and transport provision meet the needs of a growing permanent and visitor population recognising the key role of the city centre in meeting transport and movement needs at a sub-regional and regional level;
- ensure the ongoing viability of central Hobart as Tasmania's key administrative and commercial activity centre with a concentration of the key business, retail, administrative, professional, community, cultural and event activities; and
- identify a set of actions to deliver the vision and framework for the growth of Central Hobart, likely to include planning scheme amendments and capital works proposals.

4.3 Project Principles

Consistent with Hobart City Deal key focus areas, the precinct planning approach provides the most appropriate mechanism to address the complexity of planning, urban design, transport and movement, heritage, and the integration of these elements into a coherent set of planning, design and management objectives. The following principles will guide the preparation of the Precincts Plan:

- evidence based planning led by expert advice and research which deals with priorities first;
- is inclusive, participatory and transparent and follows due process in making statutory changes;
- seeks to identify shared visions and long term thinking and seeks to pursue the 'public interest' over private interests;
- meets local, regional and sub-regional expectations and needs and provides a balanced approach to new development and heritage; people and transport movement;
- acknowledges the unique qualities of Hobart and its setting and seeks to build a 'world class small city';
- seeks to achieve productive, sustainable and liveable outcomes for the city's future;
- climate change impacts and sustainability principles are embedded into our planning and decision making;
- provides for excellence and innovation in design and rewards inclusion of public benefits; and
- adopts the practice of 'subsidiarity' – devolves actions to the most appropriate level of government.

4.4 Scope

The scope of the Central Hobart Precincts Plan will include the following components:

1. **Activities and land use**

   This section will articulate and develop the vision in terms of activities and land use for Central Hobart.

2. **Urban Precincts and built form**

   This section will articulate and develop the vision in terms of the Precincts and built form in Central Hobart.

3. **Movement and access**

   This section will articulate the vision relating to pedestrian, bicycle, vehicle, freight and public transport access in Central Hobart.

4. **Public realm**

   This section will articulate and develop the vision in terms of open space and street design.

5. **Community infrastructure and services**

   This section will articulate and develop the vision in terms of community facilities required in Central Hobart related to land use, built form and population and employment forecasts.

6. **Implementation Plan**

   This section will set out immediate, short term and long term actions for Central Hobart. It will include an infrastructure staging plan and funding sources.

5 PROJECT PLAN

State Growth – Department of State Growth, **DoJ PPU** – Department of Justice Planning Policy Unit, **PP&H** – HCC Planning Policy & Heritage Unit, **CPU** – HCC City Place Making Unit, **TEU** – HCC Traffic Engineering Unit, **CPD** – HCC City Planning Division, **CLD** – HCC Community Life Division

	Principle Activities	Description	Output	Who	When
1	Initiation and Planning	Project scoping	Project Brief	CPD, State Growth, DoJ PPU	June - July 2019
2	Pre-planning engagement	Community engagement to identify vision, priorities and concerns for the area; Engage with government agencies, service providers and key stakeholders such as UTAS to determine future infrastructure, capital works, services, programs and/or any public and private investment planned in central Hobart.	Community engagement and stakeholder engagement summary	CLD, PP&H, State Growth, DoJ PPU	Feb – March 2020 Sept – Oct 2019
3	Baseline analysis/Issues and key opportunities	Existing conditions analysis: land use, planning controls, traffic, parking and access, movement, planning controls, land tenure, public life, European and Aboriginal heritage values, infrastructure, climate, urban form, design and character and public realm. Identify existing strategic work and policies relevant to managing growth. Economics, demographics and employment study - identify demand for housing, office, business mix, retail, entertainment, visitor and student accommodation, education and employment,	Baseline Report Economics and Employment Study Report	PP&H, TEU, CPU, State Growth, DoJ PPU Consultants	Aug 2019 – Jan 2020

		taking into account housing development data and capacity requirements, population, economic, tourism and retail projections (Refer Appendix A for more detailed scope).			
4	Planning Scheme Standards for Medium Density Residential	Identify problems and impediments that new planning standards tailored to medium density may address. Scope and prepare a set of standards for the residential development within precincts or a new residential growth zone. Process through statutory approval as part of the State Planning Provisions.	Standards for residential development	PP&H, State Growth, DoJ PPU Consultants DoJ PPU	August – Nov 2019 Jan – June 2020
5	Impact assessment	Assess the economic impacts of transitioning the land use of underutilised sites from commercial to residential and mixed use in the subject area. Assess existing and possible alternative built form outcomes and the economic, environmental and social impacts of the options taking into account the Central Hobart Building Height Standards Review (L Woolley 2018) and associated HCC reports (See Appendix B for more detailed scope). Test the development feasibility of the proposed medium density residential standards.	Impact assessment and built form and use options report	Consultants	Feb – April 2020

6	Key opportunity sites	Identify (based on substantial existing work) key opportunity sites, and provide guidance for future development of those in Precinct Plans.	Key sites development guidelines	PP&H, State Growth, DoJ PPU Consultants ? UTAS?	March – April 2020
7	Engagement on key opportunities	Identification of key issues and opportunities based on the above analysis. Engagement on discussion paper outlining key opportunities	Discussion Paper with key opportunities for engagement. Cmmunity engagement summary	PP&H, TEU, CPU, State Growth, DoJ PPU CLD, PP&H, State Growth, DoJ PPU	May 2020
8	Draft Precincts Plan	Develop draft Precincts Plan covering each of the elements in section 4.5, based on key opportunities and community engagement feedback.	Draft Precincts Plan	PP&H, TEU, CPU, State Growth, DoJ PPU	July - Aug 2020
9	Engagement on Draft Precincts Plan	Engagement on draft Precincts plan	Community engagement summary	CLD, PP&H, State Growth, DoJ PPU	Sept - Oct 2020
10	Finalise Precincts Plan	Finalise Precincts Plan based on feedback from phase three community engagement	Final Precincts Plan	PP&H, TEU, CPU, State Growth, DoJ PPU	Nov - Dec 2020
11	Implementation	Prepare statutory and non-statutory implementation plan including works program and funding requirements.	Implementation Plan and Planning Scheme amendments	PP&H, TEU, CPU, State Growth, DoJ PPU	Nov - Dec 2020

6 ENGAGEMENT

The following relates to the project with the exception of part 4 (medium density residential standards) which will be prepared under a separate project plan by the State Government.

The challenges of growth in Central Hobart present opportunities that will require careful consideration and meaningful engagement with the local community and other stakeholders.

The community engagement approach will involve three stages, as outlined below. A more detailed Communication and Engagement Plan is to be developed prior to project commencement.

Workshops will be held with elected members at key stages of the project.

Stakeholders for the project include, but are not limited to:

- Local residents
- Businesses and business associations
- Residents Associations
- Department of State Growth and other agencies
- Metro
- Development industry
- UTAS
- TASCOSS
- Urban design professional bodies (AIA, PIA, AILA, EA)
- RACT (and other mobility groups such as Bicycle Network)
- Heart Foundation
- Tourism sector
- City of Hobart Urban Design Advisory Panel

Stage One – Pre-planning community engagement

The first stage of community engagement will be a pre-planning consultation approach to be held in February – March 2020 following collection of the baseline data. Community and other stakeholders will be given the opportunity to identify their key issues and options for the area and help establish a future vision for Central Hobart. This pre-planning approach will provide the community and other stakeholders an opportunity to directly inform the development of the Precincts Plan. A report on the findings of the pre-planning engagement will be publically released. This will be an input which contributes to the broader analysis work.

Stage Two – Discussion paper and emerging key opportunities

The second stage of engagement will provide an opportunity for the community and other stakeholders to review the emerging key opportunities that have been established based on extensive background analysis and community feedback from part one engagement. This will involve both online and face to face engagement with community workshops similar to the pre-planning approach in part one. The

community and other stakeholders will be kept informed throughout the development of the draft Precincts Plan.

Stage Three – Community engagement on Draft Precincts Plan

The third stage of community engagement will provide an opportunity for the community and other stakeholders to comment on the draft Precincts Plan. This will be assisted by a communications strategy that:

- Illustrates the form of future development and suitable locations for a range of developments in and around central Hobart, to give clear direction about preferred locations for investment; and
- Identifies suitable locations for various forms of passive and active public spaces in the precincts and opportunities for active transport links.
- Shows how the quality and design of the public environment will be enhanced; and
- Demonstrates how central Hobart can accommodate projected requirements for housing, office, social and community infrastructure, business mix, retail, culture, events, recreation, entertainment and employment.

7 GOVERNANCE

7.1 Project Team

The project will be managed by the Hobart City Council as part of the work program under the Greater Hobart Act and its governance framework.

The project team incorporates the following roles and associated responsibilities:

Project Steering Group – this group is made up of senior officers who will provide high level guidance and direction to the project on behalf of the City of Hobart and the State Government and comprises the following members:

- Secretary - Department State Growth
- General Manager – Hobart City Council
- Director City Planning – Hobart City Council
- Director – Planning Policy Unit - Department of Justice

Project Working Group – this group is made up of officers in Council and State Government units who are working directly on the project or providing advice. – These units are responsible and accountable for various elements of the project and will also provide advice through workshops and review key deliverables. It is comprised of officers in the following units:

- **City of Hobart** –
  Planning Policy & Heritage, Traffic Engineering, City Place Making
- **Department of Justice** – Planning Policy Unit

- **Department of State Growth** - Strategy, Policy and Coordination Division, Network Management

Lead unit - City of Hobart - Planning Policy & Heritage Unit is the lead unit responsible for managing and delivering the project with the exception of the medium density residential standards which the State Government will lead.

External Reference Group – These organisations will be invited to nominate a member of the external reference group who will be consulted at key stages of the project:

- University of Tasmania
- Property Council
- Australian Institute of Architects
- Planning Institute of Australia
- RACT
- TasCoss

7.2 Reporting

The following project reporting will be implemented to manage the project:

- Working group project meetings will be held fortnightly to ensure the project is progressing in accordance with the developed schedule and all inputs are being received and issues are addressed in a timely manner.
- Project steering group meetings will be held at the end of each stage of the project and include a presentation on the progress of the project. The steering group will ensure the project is being delivered in accordance with the overall project objectives and review any changes to the project schedule identified above.
- The project will be presented to Council on several occasions. Council will be engaged through briefing notes and elected member workshops as required.

8 RESOURCES

8.1 Project budget

A budget of up to $250,000 (inclusive of all costs excluding GST) has been allocated for this project.

8.2 Consultants

The Central Hobart Precincts Plan will be prepared internally by the City of Hobart. Consultants or external assistance will be required for the following specific elements of the project:

Project	Estimated Cost
Economics, demographics and employment study	$50,000
Building Form and Use Impact Assessment	$50,000
Planning Scheme Standards for Medium Density Residential	$45,000
Key Site Development Guidelines	$40,000
Facilitator – Community Engagement Workshops & vision setting	$30,000
Graphic Design	$20,000

The use of consultants throughout the project and potential need for additional funding will be determined by the Project Steering Group following discussions with the Project Working Group as the project evolves.

The Project Steering Group will be responsible for approving any consultant project briefs prior to the Request for Quotation or tender process and the appointment of consultants in accordance with the City of Hobart Purchasing Policy and Guidelines.

REFERENCE DOCUMENTS

Hobart Interim Planning Scheme 2015 – Central Business Zone Height Standards – Performance Criteria Review (2016, L Woolley): https://yoursay.hobartcity.com.au/building-height-review

Building Height Standards Review: (2018, L Woolley) available at https://www.hobartcity.com.au/Projects/Current-projects/Building-Height-Standards-Review

Land Value Impact Study (Opteon) 2013; http://www.hobartcity.com.au/Development/Planning/Planning_Schemes/Reports_and_Studies

Central Area Zoning Review Stages 1 to 5 (2005, GHD Pty Ltd) and Central Area Review Background Report (2013 HCC)

http://www.hobartcity.com.au/Development/Planning/Planning_Schemes/Reports_and_Studies

Hobart Interim Planning Scheme 2015 https://www.hobartcity.com.au/Development/Planning/Planning-schemes/Hobart-and-Sullivans-Cove-Planning-Schemes

Sullivans Cove Planning Scheme 1997 https://www.hobartcity.com.au/Development/Planning/Planning-schemes/Hobart-and-Sullivans-Cove-Planning-Schemes

Southern Tasmania Regional Land Use Strategy https://www.planning.tas.gov.au/how_planning_works/tasmanian_planning_system

Hobart: A community vision for our island capital (Hobart City Council 2018) https://yoursay.hobartcity.com.au/the-vision

Capital City Strategic Plan 2015 – 2025 https://www.hobartcity.com.au/Council/Strategies-and-plans/Capital-city-strategic-plan-2015-2025

Inner City Action Plan https://www.hobartcity.com.au/Council/Strategies-and-plans/Inner-City-Action-Plan

Hobart 2010 Public Spaces and Public Life - A city with people in mind (Ghel Architects) https://www.hobartcity.com.au/Council/Strategies-and-plans/Inner-City-Action-Plan

Speculate: Expanding City – Underutilised Sites (2108 UTAS and City of Hobart)

Hobart Transport Vision (2018, Dept State Growth) https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf

Transport Strategy (2018, City of Hobart)

https://www.hobartcity.com.au/Council/Strategies-and-plans/City-of-Hobart-Transport-Strategy-2018-30

Guide to Low Carbon Precincts (2019) Giles Thomson, Peter Newton, Peter Newman and Josh Byrne

Creating places for people – an urban design protocol for Australian cities
https://urbandesign.org.au/content/uploads/2015/08/INFRA1219_MCU_R_SQUARE_URBAN_PROTOCOLS_1111_WEB_FA2.pdf

West Melbourne Structure Plan 2018, City of Melbourne

Macquarie Point Master Plan and Vision, Macquarie Point Development Corporation

City of Hobart Community Engagement results - Midtown Precinct and Community Vision project

City of Hobart Community Engagement Framework and Policy

Appendix A

Economics, demographics and employment study:

Identify the supply and demand for housing, office, business mix, retail, entertainment, education, visitor accommodation and employment uses in central Hobart taking into account housing development data and capacity requirements, economic, tourism and retail projections.

Scope:
Identify the current supply and demand for housing, office, retail, entertainment, visitor accommodation and education uses in the subject area, addressing the following:

Current situation

- Provide an economic profile of the subject area including clearly identifying the regional commercial and community role of central Hobart in the context of the Southern Tasmania Regional Land Use Strategy – Activity Centre Network;
- provide an employment profile in the subject area. How many jobs? What type of jobs are they?
- provide a demographic and socio-economic profile of the residents in the study area;
- estimate the floor space of each land use in the subject area;
- estimate the number of households residing in the subject area;
- assess the demand for inner city housing - numbers and demographics: how many people are looking? Who are they?
- identify why current residents choose to live in the subject area;
- Identify the attributes of the housing stock in the study are, typology, size density etc;
- Estimate visitor and student accommodation supply.

Future

Identify what the supply and demand for housing, office, retail, entertainment, visitor accommodation and education uses in the subject area is likely to be in the next 20 years, addressing the following:

- What is the predicted population growth for Greater Hobart?
- What is the demographic breakdown of this predicted population?
- What would this demographic makeup suggest for housing typology demand in the future?
- What percentage of this population will want to live in the central Hobart area by demographic group?
- What is the predicted growth of tourism and student populations in central Hobart?
- What types and sizes of dwellings are required to meet the anticipated needs of the likely residents?

- How might employment demands change and what floor space will be required to accommodate the various uses;
- How would the number and demographic of new residents in the subject area impact on demand for; schools, child care, health facilities, open space & recreation facilities, public transport, retail or other services.

Appendix B

Built Form and Use Impact Assessment

SCOPE

1. Assess the economic impacts of transitioning land use from commercial to residential and mixed use in the study area.
2. Assess existing and possible alternative built form outcomes and the economic, environmental and social impacts of the options taking into account the Central Hobart Building Height Standards Review (L Woolley 2018) and associated HCC reports.
3. Assess the potential for value capture from zoning changes; and developer contributions and financing models for public infrastructure requirements.
4. Test the development feasibility of the proposed medium density residential standards.

The project is to address the following questions:

(a) What are the comparative impacts of existing and possible alternative built form outcomes, in relation to the following?

- Social matters that affect people or communities such as; access to employment, access to housing generally and affordable housing, heritage values, urban form and residential amenity.
- Environmental matters arising from the form and density of development in central Hobart in relation to the optimal built form from the perspective of energy, transport and walkability.
- Economic matters in relation to:
  - changes in land values on sites likely to be impacted by height limits;
  - how much of the central city would be impacted by height limits at 45m, 60m and 75m taking into account existing constraints?;
  - the economic viability of development considering potential economic yield;
  - the cost of construction in relation to medium and high density;
  - achievement of the Activity Centre Regional Policies in the Southern Tasmania Regional Land Use Strategy;
  - the benefits of maintaining the existing townscape and heritage character of central Hobart.

- the benefits of enhancing townscape and public amenity through new development;
- the likely use of higher buildings; hotels vs residential vs other;
- costs for surrounding property and neighbourhood amenity due to impacts from traffic congestion, overshadowing, solar access, loss of residential character and amenity and visual bulk;
- a review of existing studies comparing the overall cost of housing, service provision and transport costs on the city fringe as compared to cost of housing, services and transport costs within or close to the CBD;
- the potential for value capture from zoning changes; and
- developer contributions and financing models for public infrastructure needs.

(b) Considering the above, what is the optimal built form in central Hobart that would meet Hobart's future housing and development needs and meet the community aspirations for the future of Hobart as articulated in: *Hobart: A community vision for our island capital?*

8.2 Civic Precinct Master Plan Proposal - Response from Minister
File Ref: F19/78434; 17/167

Memorandum of the Manager Planning Policy & Heritage and Director City Planning of 19 June 2019 and attachments.

Delegation: Council

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

Civic Precinct Master Plan Proposal - Response from Minister

At the Council meeting held 6 August 2018, the Council (Open Council) resolved that:

> *The State Government be invited to participate in and jointly fund the formulation of a Master Plan for the area bounded by Murray, Macquarie, Campbell and Davey Streets (*Civic Precinct*).*

When making the invitation the Minister for Local Government, the Hon Peter Gutwein MP, was advised by the Director City Planning as follows:

> *As you are aware, the area bounded by Murray, Macquarie, Campbell and Davey Streets contains many of Hobart's finest civic buildings and public spaces. The buildings are all heritage-listed and have Conservation Plans and other management documents. The precinct also accommodates part of Hobart's central public transport hub. The Council considers that there is some merit in adopting a co-ordinated approach to the future use and development of the historic precinct. Such an approach could feed into planning scheme controls.*
>
> *A Master Plan could draw together the various previous studies (including Conservation Plans) and include a comprehensive urban design analysis. The benefit of a co-ordinated Master Plan would be an integrated identification of opportunities within the precinct. The Master Plan would also identify site-specific use and development controls.*

The initial response from the Minister was to request further information and the response to that request from the Lord Mayor is provided in Attachment A.

The Council has now received a response from the Minister (Attachment B). The Minister has declined the Council's invitation. To summarise the Minister's response, he notes that there are already a number of mechanisms available under the Tasmanian Planning System to achieve the desired outcomes of a civic precinct master plan. The Minister advises, for example, that there is capacity to introduce specific controls as part of the Council's Local Provisions Schedule within the Tasmanian Planning Scheme, or creation of a Particular Purposes Zone (PPZ) or Specific Area Plan (SAP) within the Sullivans Cove Planning Scheme 1997.

The State Government has a key role in future planning of the area, as it owns the Franklin Square Offices and the Tasmanian Museum and Art Gallery sites within the nominated area. While the Council could pursue the development of specific planning mechanisms of its own volition, the involvement of the State Government would have been regarded as critical to a meaningful outcome.

It should be noted that a budget allocation has not been made for the preparation of a master plan for the Civic Precinct in the 2019-20 financial year.

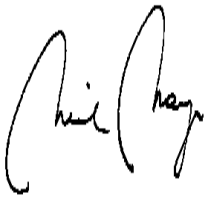
RECOMMENDATION

That:

1. ***That the information contained in the report title Civic Precinct Master Plan Proposal - Response from Minister' of 19 June 2019 be received and noted.***

2. ***The matter be considered by Council.***

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.



James McIlhenny
MANAGER PLANNING POLICY & HERITAGE

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 June 2019
File Reference: F19/78434; 17/167

Attachment A: Response to Further Information Request ⇩
Attachment B: Response from Minister Gutwein ⇩

LORD MAYOR'S OFFICE
TOWN HALL
MACQUARIE STREET
HOBART
TASMANIA

The Hon Peter Gutwein MP
Minister for Local Government
Level 9, 15 Murray Street
HOBART TAS 7000

Dear ~~Minister~~ Peter.

Thank you for your correspondence of 6 December 2018 regarding the Council's request that the Tasmanian Government participate in and jointly fund the formulation of a Master Plan for the area bounded by Murray, Macquarie, Campbell and Davey Streets.

I provide the following answers to the questions raised in your letter:

What would this plan deliver that the current Hobart Interim Planning Scheme does not deliver in terms of site specific uses and development controls?

The Precinct is currently covered by the Sullivans Cove Planning Scheme 1997 and is in Activity Area 2 – Mixed Use. Specific use and development controls for the Precinct would depend upon the outcomes of the master planning process but it is envisaged that the controls would be tailored to implement any vision for the future of the Precinct rather than rely on the more generic standards applying in Activity Area 2. Many of the matters addressed in the Master Plan, such as the detail of future civic works, would not necessarily be addressed in the Planning Scheme.

What would this plan deliver that current Heritage Legislation and controls (including Conservation Plans) do not address?

Central to the Master Plan would be the development of a clear vision and set of heritage design principles based on the community's aspirations for the Precinct. This vision could form the blueprint for future improvements to the Precinct to reinforce its sense of place and historic character. It is also relevant to note that the Tasmanian Planning Scheme Local Historic Heritage Code will not apply as all sites in the Precinct are listed on the Tasmanian Heritage Register.

Is the intention for the Master Plan to be a guiding document or have some form of control oversight?

It is proposed that the outcomes of the Master Plan would contain guiding principles and a vison for the future of the Precinct as well as specific standards that could be included in the Planning Scheme.

Cont…\

CITY OF HOBART
GPO Box 503, Hobart Tasmania 7001 • Telephone: +61 3 6238 2705 • Email: lord.mayor@hobartcity.com.au

Your letter refers to a 'comprehensive urban design analysis. What would such an analysis contain in terms of outputs and how would it be used in the context of other existing information?

An urban design analysis would address matters such as

- topography and contours of the Precinct and the surrounding area;
- street frontage features such as poles, street trees, street furniture and cross-overs
- the location, use and height of existing buildings and the location of any open space in the Precinct;
- existing solar access to the Precinct, surrounding properties and public spaces including footpaths;
- existing views to and from the Precinct,
- any pedestrian linkways or vehicular laneways in the surrounding area;
- the history and pattern of development in the Precinct and in the surrounding area;
- the building form, scale and rhythm of the surrounding area;
- the architectural style, building details and materials in the Precinct surrounding area;
- any other notable physical or cultural characteristics of the Precinct.

The outputs of this would be used to formulate guidelines, design principles and any Planning Scheme standards considered necessary.

Aside from the reasons stated in relation to the proposed physical footprint of the Master Plan, what is the rationale to limiting the work to only this area?

It is proposed the Master Plan apply only to this area as it is all in public ownership and most of the buildings in it have a historical and architectural relationship.

What is the expected cost of completing the Master Plan and level of co-funding would Council be seeking from the Government?

It is estimated that the cost of completing the Master Plan would be in the vicinity of $100,000 to $150,000. Council has not made a decision on funding at this stage but a 50% contribution from the Government would seem appropriate as a basis for discussion.

Yours sincerely

Anna Reynolds

Councillor Anna Reynolds
LORD MAYOR

Monday 7 January 2018

Treasurer
Minister for State Growth
Minister for Local Government
Level 9 15 Murray Street HOBART TAS 7000 Australia
Ph: +61 3 6165 7670

12 APR 2019

Tasmanian Government

RECEIVED
15 APR 2019
CITY OF HOBART

Alderman Anna Reynolds
Lord Mayor
Hobart City Council
PO Box 503
HOBART 7001

Dear ~~Lord Mayor~~ Anna,

Thank you for your letter dated 16 January 2019 responding to questions I raised about Hobart City Council's concept to develop a Civic Precinct Master Plan.

I am advised that there are already a number of mechanisms available under the Tasmanian Planning System to achieve the desired outcomes of a civic precinct master plan as proposed by the Hobart City Council.

There is capacity to introduce specific controls as part of the Council's Local Provisions Schedule within the Tasmanian Planning Scheme. I am advised that the Council may continue the existing Sullivans Cove Precinct controls as part of its LPS, through mechanisms such as a Particular Purposes Zone (PPZ) or a Specific Area Plan (SAP).

I understand these controls manage a range of matters that are pertinent to the scope of the Master Planning process and there is no need to provide any additional mechanisms to support this. Further, any specific planning controls can be amended or added to as a consequence of the Master Planning process, once undertaken.

With respect to Heritage matters, I note your concerns that as all sites in the Precinct are listed on the Tasmanian Heritage Register (THR), the Local Historic Heritage Code would not apply. It is important to note that given the listing of the properties on the THR, they are subject to the provisions of the Historic Cultural Heritage Act 1995 and future development of the sites would require assessment by the Tasmanian Heritage Council.

I am also advised that the Local Historic Heritage Code applies to the use of buildings and may also apply to those parts of the precinct which are not covered by listing on the THR (such as streets and footpaths). The Code does not restrict the application of a local heritage precinct, which would provide additional controls for those parts of the precinct not included on the THR.

Given the level of protection of the heritage values of these sites, as well as the options available in terms of planning controls in the current Sullivan's Cove Scheme and the Council's Local Provisions Schedule, the benefit of a further layer of management is in my view, questionable.

For the reasons outlined, the Government cannot support the establishment of a Civic Precinct Master Plan by participating in its development or providing funding for it

Yours sincerely

Peter Gutwein MP
Minister for Local Government

8.3 City Planning - Advertising Report
File Ref: F19/78655

Memorandum of the Director City Planning of 19 June 2019 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 3 June 2019 – 14 June 2019.

RECOMMENDATION

That the information contained in the memorandum titled 'City Planning - Advertising Report' 19 June 2019 be received and noted.

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 June 2019
File Reference: F19/78655

Attachment A: City Planning - Advertising Report ⇩

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-19-188	2 CHURCHILL AVENUE	SANDY BAY	Change of Use to Student Accommodation	$2,520,000	16/05/2019	ayersh	Director	06/06/2019	21/06/2019
PLN-19-106	19 WAVERLEY AVENUE	MOUNT STUART	Subdivision (One Additional Lot)	$0	11/04/2019	ayersh	Director	11/06/2019	25/06/2019
PLN-19-301	60 HAMPDEN ROAD	BATTERY POINT	Partial Demolition and Fencing	$20,000	03/07/2019	langd	Director	04/06/2019	19/06/2019
PLN-19-246	16 A QUEEN STREET	SANDY BAY	Partial Demolition, Alterations, Extension and Front Fencing	$200,000	11/06/2019	langd	Director	12/06/2019	26/06/2019
PLN-19-160	7 RUSHWOOD COURT	LENAH VALLEY	Dwelling	$255,000	02/05/2019	langd	Director	13/06/2019	27/06/2019
PLN-19-297	5D ZOMAY AVENUE (ALSO KNOW AS 15 MCDEVITT AVENUE)	DYNNYRNE	Dwelling	$480,000	02/07/2019	langd	Director	13/06/2019	27/06/2019
PLN-19-238	56 - 58 MELVILLE STREET	HOBART	Partial Demolition, Alterations, Signage, Partial Change of Use to Business and Proeffsional Services, and Alterations to Carparking	$100,000	07/06/2019	maxwellv	Director	04/06/2019	19/06/2019
PLN-19-255	198 SANDY BAY ROAD	SANDY BAY	Alterations, Signage and Partial Change of Use to General Retail and Hire	$10,000	13/06/2019	maxwellv	Director	06/06/2019	21/06/2019
PLN-19-300	73 - 81 MURRAY STREET	HOBART	Alterations and Partial Change of Use to Educational and Occasional Care	$40,000	03/07/2019	maxwellv	Director	06/06/2019	21/06/2019
PLN-19-205	91 YORK STREET	SANDY BAY	Partial Demolition, Alterations and Extension	$110,000	21/05/2019	maxwellv	Director	11/06/2019	25/06/2019

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-19-295	465 SANDY BAY ROAD	SANDY BAY	Partial Demolition, Alterations and Extension	$300,000	02/07/2019	maxwellv	Director	13/06/2019	27/06/2019
PLN-18-792	3 GIBLIN STREET	LENAH VALLEY	Subdivision (Boundary Adjustment and Three Additional Lots)	$0	17/12/2018	maxwellv	Council	14/06/2019	28/06/2019
PLN-19-40	29 BRUSHY CREEK ROAD	LENAH VALLEY	Dwelling	$300,000	14/03/2019	mcclenahanm	Director	07/06/2019	22/06/2019
PLN-18-740	66 ADELAIDE STREET	SOUTH HOBART	Demolition and Dwelling	$180,000	30/11/2018	mcclenahanm	Director	11/06/2019	25/06/2019
PLN-19-104	179 MACQUARIE STREET, 200 COLLINS STREET, CROWTHERS LANE & ADJACENT ROAD RESERVE	HOBART	Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works	$50,000,000	10/04/2019	sherriffc	Council	14/06/2019	28/06/2019
PLN-18-853	59 DAVEY STREET	HOBART	Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and associated Car Parking, Subdivision (Lot Consolidation), and associated works, including works within Road Reserve.	$30,000,000	03/01/2019	smeea	Council	03/06/2019	18/06/2019
PLN-18-902	9 ALBERRY AVENUE	NORTH HOBART	Partial Demolition, Alterations and Extension	$250,000	23/01/2019	smeea	Council	03/06/2019	18/06/2019
PLN-19-210	17 - 19 FEDERAL STREET	NORTH HOBART	Demolition, New Building for Service Industry, and Signage	$750,000	23/05/2019	smeea	Director	03/06/2019	18/06/2019

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-19-221	7 SOUTH STREET	BATTERY POINT	Partial Demolition, Alterations and Extension	$250,000	28/05/2019	widdowsont	Director	06/06/2019	21/06/2019
PLN-19-305	5 EURELLA AVENUE	SANDY BAY	Change of Use to Visitor Accommodation	$0	08/07/2019	widdowsont	Director	07/06/2019	22/06/2019
PLN-19-299	5 UNION STREET	WEST HOBART	Partial Demolition, Alterations and Extension	$15,000	03/07/2019	widdowsont	Director	07/06/2019	22/06/2019
PLN-19-278	20 CASTRAY ESPLANADE	BATTERY POINT	Signage	$0	25/06/2019	widdowsont	Director	13/06/2019	27/06/2019
PLN-19-154	73 MONTAGU STREET	NEW TOWN	Partial Demolition and Ancillary Dwelling	$75,000	02/05/2019	widdowsont	Director	14/06/2019	28/06/2019
PLN-19-332	91 LETITIA STREET	NORTH HOBART	Partial Demolition, Alterations and Extension	$20,000	16/07/2019	wilsone	Director	11/06/2019	25/06/2019

8.4 Delegated Decisions Report (Planning)
File Ref: F19/78756

Memoradum of the Director City Planning of 19 June 2019 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decisions Report (Planning)

Attached is the Delegated Planning Decision Report for the period 3 June 2019 until 17 June 2019.

RECOMMENDATION

That the information contained in the memorandum titled 'Delegated Decisions Report (Planning)' of 19 June 2019 be received and noted.

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 19 June 2019
File Reference: F19/78756

Attachment A: Delegated Decisions Report (Planning) ⇩

18 June 2019

Delegated Decisions Report (Planning)

33 applications found.

Approved | Withdrawn / Cancelled | All

Planning Description	Address	Works Value	Decision	Authority
PLN-18-143 Demolition and Multiple Dwellings	66 ALEXANDER STREET SANDY BAY TAS 7005	$ 600,000	Withdrawn	Applicant
PLN-18-497 Partial Demolition and Alterations	188 MACQUARIE STREET HOBART TAS 7000	$ 204,293	Approved	Delegated
PLN-18-862 Partial Demolition, Alterations and Extension	48 BAY ROAD NEW TOWN TAS 7008	$ 150,000	Approved	Delegated
PLN-18-889 Dwelling	430 STRICKLAND AVENUE SOUTH HOBART TAS 7004	$ 200,000	Approved	Delegated
PLN-19-109 Dwelling	67 ATHLEEN AVENUE LENAH VALLEY TAS 7008	$ 120,000	Approved	Delegated
PLN-19-140 Partial Demolition, Alterations and Extension	10 VIRGINIA COURT SANDY BAY TAS 7005	$ 250,000	Approved	Delegated
PLN-19-152 Dwelling	6 ANCANTHE AVENUE LENAH VALLEY TAS 7008	$ 440,000	Approved	Delegated
PLN-19-202 Alterations and Partial Change of Use to Multiple Dwelling (One Existing, One New)	25 KING STREET SANDY BAY TAS 7005	$ 35,000	Approved	Delegated
PLN-19-203 Partial Demolition and Alterations	22 LORD STREET SANDY BAY TAS 7005	$ 15,000	Approved	Delegated
PLN-19-217 Dwelling	26 LALWINYA ROAD MOUNT NELSON TAS 7007	$ 400,000	Approved	Delegated
PLN-19-218 Partial Demolition, Alterations and Extension	24 PIRIE STREET NEW TOWN TAS 7008	$ 400,000	Approved	Delegated
PLN-19-228 Alterations	42 VIEW STREET SANDY BAY TAS 7005	$ 15,830	Approved	Delegated
PLN-19-229 Partial Demolition, Alterations, Signage and Change of Use to Business and Professional Services	2/202 NEW TOWN ROAD NEW TOWN TAS 7008	$ 200,000	Approved	Delegated
PLN-19-230 Partial Demolition, Alterations, and Extension	726A SANDY BAY ROAD SANDY BAY TAS 7005	$ 60,000	Approved	Delegated
PLN-19-233 Signage	112 MURRAY STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-235 Partial Demolition and Alterations for Outbuilding (Studio)	11 STOKE STREET NEW TOWN TAS 7008	$ 100,000	Approved	Delegated
PLN-19-236 Signage	42 ARGYLE STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-247 Extension, Alterations and Garage	17 BRINSMEAD ROAD MOUNT NELSON TAS 7007	$ 25,000	Approved	Delegated
PLN-19-251 Alterations (Solar Panels)	18 RUPERT AVENUE MOUNT STUART TAS 7000	$ 10,000	Approved	Delegated
PLN-19-253 Partial Change of Use to Educational Purposes	65 MURRAY STREET HOBART TAS 7000	$ 50,000	Approved	Delegated
PLN-19-256 Bulky Goods Sales (Furniture)	220 ARGYLE STREET NORTH HOBART TAS 7000	$ 5,000	Withdrawn	Applicant
PLN-19-257 Signage	59-63 LIVERPOOL STREET HOBART TAS 7000	$ 60,000	Approved	Delegated
PLN-19-258 Partial Demolition, Alterations and Extension	7/1 BROMBY STREET NEW TOWN TAS 7008	$ 50,000	Approved	Delegated
PLN-19-260 Demolition and New Bridge	464B LENAH VALLEY ROAD LENAH VALLEY TAS 7008	$ 105,000	Withdrawn	Applicant
PLN-19-261 Partial Demolition and Alterations	2 MANING AVENUE SANDY BAY TAS 7005	$ 5,000	Approved	Delegated

Planning Description	Address	Works Value	Decision	Authority
PLN-19-264 Partial Demolition, Carport and Front Fencing	56 VIEW STREET SANDY BAY TAS 7005	$ 1,500	Approved	Delegated
PLN-19-268 Dwelling	2 WESTINWOOD ROAD LENAH VALLEY TAS 7008	$ 360,000	Approved	Delegated
PLN-19-275 Partial Change of Use to Visitor Accommodation	21A QUAYLE STREET SANDY BAY TAS 7005	$ 400	Approved	Delegated
PLN-19-313 Partial Demolition, Alterations, Extension, Ancillary Dwelling and Front Fencing	140 NELSON ROAD MOUNT NELSON TAS 7007	$ 700,000	Withdrawn	Applicant
PLN-19-327 Partial Change of Use to Visitor Accommodation	59-61 YORK STREET SANDY BAY TAS 7005	$ 0	Not Required	Delegated
PLN-19-344 Alterations (Deck)	61 DERWENTWATER AVENUE SANDY BAY TAS 7005	$ 6,000	Exempt	Delegated
PLN-19-350 Partial Change of Use to Food Services (Mobile Food Vendor)	3 ALEXANDER STREET SANDY BAY TAS 7005	$ 0	Withdrawn	Applicant
PLN-19-87 Partial Demolition, Alterations, Extension and Ancillary Dwelling	36 LIVERPOOL CRESCENT WEST HOBART TAS 7000	$ 300,000	Approved	Delegated

9 COMMITTEE ACTION STATUS REPORT

9.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: City Planning Status Report - May 2019

CITY PLANNING COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

May 2019

Ref.	Title	Report / Action	Action Officer	Comments
1	**SUSTAINABLE BUILDING PROGRAM** Open Council 15 December 2014 Item 10; Open CPC Item 8, 20 July 2015	1. The Council consider the development of a Sustainable Building Program based on Environmental Upgrade Finance (EUFs) in collaboration with the Tasmanian Government; 2. A detailed report for the Council's consideration, including the segmentation study and business case, be prepared on the Sustainable Buildings Program, based on EUFs by June 2015; 3. That a further report be prepared providing data on the uptake of EUFs in other cities; and 4. A report be prepared on the merits of the Council joining the Green Building Council of Australia along with the 49 of local city councils that have joined this organisation, that provides networks, training and capacity for the private and public sectors understanding sustainable building work.	Director City Innovation	The Tasmanian Government has engaged (as of Nov 2016) SGS Economics and Planning Consultants to prepare options study on which the report will be premised. SGS Economics and Planning Consultants has provided an interim report on Sustainable Buildings Program options for Tasmania (2 March 2018). The Tasmanian Climate Change Office is to convene a Steering Committee meeting (TBA) to discuss report and next steps

Progress report to May 2019

2	**PROPOSED NEW HERITAGE ADVISORY COMMITTEE** Open CPC Item 9, 20 July 2015	A report be sought on the merits of establishing a Heritage Advisory Committee in line with other councils' Heritage Advisory Committees operating around Australia.	Director City Planning	A workshop regarding the application of heritage precincts under the *Hobart Interim Planning Scheme 2015* was conducted on 31 July 2018. A report in regard to the establishment of a Heritage Advisory Committee will be provided by August 2019.
3	**CLIMATE CHANGE POLICY REVIEW** Open CPC Item 7, 4 April 2016	A report be prepared that builds on the City's existing corporate mitigation measures and recommends new climate change mitigation policies, strategies and programs to further reduce both corporate and community emissions and considers potential targets.	Director City Innovation	Seed Consulting has provided a report on consultation outcomes. Report to Council as part of draft Climate Change Strategy by July 2019.
4	**19-27 CAMPBELL STREET, 29 CAMPBELL STREET, 19 COLLINS STREET, CT.198531/2, ADJACENT ROAD RESERVATIONS, HOBART (UTAS CIPAD)** Open CPC 4 April 2016 - Supp. item 6.2.1	That the Council explore options for increasing pedestrian and bicycle access in the vicinity of the UTAS Creative Industries and Performing Arts Development at 19-27 Campbell Street and 19 Collins Street, Hobart in conjunction with the redevelopment of the site.	Director City Planning	This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project with initial project planning now commenced, with further design work to take place in 2019/2020.

5	**ILLEGAL DEMOLITION UNDER PLANNING SCHEME** Open Council 20 March 2017	That an urgent report be prepared to review the proposed new Tasmanian planning scheme as it relates to demolition works – and in particular illegal demolition and the removal of significant and listed trees. (i) The report also provide the current status as to what penalties are able to be enforced for illegal demolition works, and what the new legislation will impose. (ii) The report also consider a minimum range of penalties as per an example in the rationale. (iii) The report also consider options to lobby the government to impose criminal penalties when illegal demolitions occur that may endanger lives. (iv) The report also provide an overview of penalties relation to demolition of heritage listed buildings and other significant heritage sites.	Director City Planning	Report was on hold pending outcome of Full Court appeal. Full Court appeal now withdrawn. Report to be prepared for July 2019.

6	**FRONT FENCING** Open Committee 23 October 2017	That the Council significantly promote the risk of building front fences without appropriate Council approval and for this information to be promoted in writing to the architectural community and via suitable media platforms such as Capital City News and social media.	Director City Planning	Article to appear in June edition of City News and promoted via social media. Communication with architectural community still to be actioned.
7	**HISTORIC URBAN LANDSCAPE AND FRANKLIN SQUARE OFFICES** Open Council 6 August 2018	1. The State Government be invited to participate in and jointly fund the formulation of a Master Plan for the area bounded by Murray, Macquarie, Campbell and Davey Streets. 2. The Council write to the Tasmanian Heritage Council to encourage it to formally endorse the Conservation Management Plan for the Franklin Square Offices, prepared by Graeme Corney, dated 23 February 2017 as a basis for considering future works applications for the site. 3. Further action in respect to the nomination of the Franklin Square offices for listing as a National Heritage Place, pending investigation of other significant sites which have been recently nominated for the National Heritage List, be deferred. 4. The UNESCO Historic Urban Landscape (HUL) approach be referred to Committee for further consideration.	Director City Planning	Report to Council on State Government and Tasmanian Heritage Council response when response received.

8	**GLENORCHY TO HOBART PUBLIC TRANSIT CORRIDOR PROJECT UPDATE** Open Council 20 August 2018	1. The Glenorchy to Hobart Public Transit Corridor Study Reports (GHD Oct 2016) be provided to the State Government. 2. The Council engage with State and Federal Government in relation to process and opportunities for governance change to help drive urban renewal projects such as proposed with the Glenorchy to Hobart Public Transit Corridor Project. (i) A report be prepared on the formation of a steering committee, which is to be chaired by the Lord Mayor, to undertake the work required. 3. The Glenorchy to Hobart Public Transit Corridor Study outcomes (GHD Oct 2016) be considered as part of a future City Deal proposal. 4. A communications strategy be developed in relation to the Glenorchy to Hobart Public Transit Corridor Study Reports (GHD Oct 2016). 5. A further report be prepared regarding the potential for a medium density mixed use development project on the Hobart owned land	Director City Planning	The Glenorchy to Hobart Public Transit Corridor Implementation Facilitation Report - LUTI Consultants (June 2018) was presented to the Open City Planning Committee of 13 August 2018. Based on the advice from Minister Gutwein and the decision of the Glenorchy City Council made on 30 July 2018, further activities by the Hobart Glenorchy Public Transit Corridor Committee be put on hold pending finalisation of the Hobart City Deal process.

		forming part of the corridor		
9	**CENTRAL HOBART BUILDING HEIGHT STANDARDS REVIEW PROJECT – PROPOSED PLANNING SCHEME AMENDMENTS** Open Council 3 September 2019	1. The Council endorse the release of the Building Height Standards Review (L Woolley, 30 June 2018) report (marked as Attachment A to item 8.1 of the Open City Planning Committee agenda of 27 August 2018) and the suggested planning scheme amendments (marked as Attachment B to item 8.1 of the Open City Planning Committee Agenda of 27 August 2018), to implement its recommendations, for public comment for a 6 week period, prior to consideration of formally endorsing the report and initiating any planning scheme amendments in response. 2. A plain English synopsis and/or executive summary of the review be developed to provide the public with a simple explanation and that a clear distinction be made between the review and the Council's ultimate recommended planning scheme amendments in response to it. 3. Additional public information sessions be provided, as required, to match public interest.	Director City Planning	Council considered a report on the consultation outcomes and proposed planning scheme amendments to implement the outcomes of the review at its meeting on 17 December 2018 and resolved that a report be commissioned that considers the social, environmental, economic, affordable housing and visitor accommodation impacts of various building height standards. Council considered this matter at its meeting on 4 March 2019 and resolved to defer any decision in response to a letter from the Minister for Planning suggesting exploration of a collaborative strategic planning response. At its meeting on 15 April 2019 Council resolved as follows: 1. The Council agrees to work with the State Government to prepare a Terms of Reference and detailed work breakdown including a proposed allocation of tasks, funding and in-kind contribution for a Hobart Precinct Plan for the area of the city as outlined in Attachment B to item 3.1 of the Special Open City Planning Committee agenda of 15 April 2019. 2. That the draft Terms of Reference and work plan developed with the State Government be the subject of a

				subsequent report for consideration by the Council. 3. The Council enquire with the Minister for Planning regarding the ability of the outcomes from the Precinct Plan work to be incorporated within the Local Provisions Schedule currently being considered by the Tasmanian Planning Commission including height restrictions.
10	**AFFORDABLE HOUSING IN DEVELOPMENTS AND PRECINCTS** Open Council 8 October 2018	A report be prepared that provides options for the Council to seek State Government support for legislation changes that gives the Council a 'Head of Power' under the Local Government and/or *Land Use Planning and Approvals Acts* specifically allow the Council to require the provision of affordable and/or long term rental apartments/housing in certain developments and/or precincts. That a further report also consider: (a) Further planning incentives such as bonuses to density, building envelopes, dwelling unit factors or permitted height allowances similar to those within the Commercial Zone of the *Hobart Interim Planning Scheme 2015* for affordable and/or long term rental accommodation;	Director City Planning	Report submitted to the 25 March 2019 City Planning Committee meeting was deferred until the proposed Council meeting with the Minister for Housing the Honourable Roger Jaensch MP takes place. At its meeting on 15 April 2019 Council considered a report on the proposed Central Hobart Precinct Plan and the outcomes of the meeting with the Minister for Planning on 8 April 2019. That report advised Council that the issue of inclusionary zoning provisions for affordable housing can also be addressed in partnership with the State Government as part of this collaboration and be built into the planning provisions jointly developed. The Council resolution was as per Item 12 above.

		(b) Guidelines for binding agreements between the Council, developers and/or social housing providers to manage any affordable housing provided in accordance with any new head of power outlined above; and (c) Options to require any dwellings approved under bonus provisions to remain on the rental market for a minimum of 5 to 10 years depending on the development or planning bonuses.		
11	**HERITAGE ATTRIBUTES BRIEFING** Open Committee 15 October 2018	1. That Aldermen be offered a briefing from City of Hobart officers on the work undertaken to date to better define the values of the cultural heritage attributes of each heritage precinct and how those values will be disseminate to stakeholders. 2. Subsequent to clause 1 above, the City Planning Committee consider whether it wishes to request a further report on the capacity to assist applicants in meeting the values of Heritage Precincts as demands for different housing stock evolves in Hobart.		Briefing was given as part of LPS briefings in the January 2019.

12	**STANDARDS AND CONTROLS FOR RESIDENTIAL DEVELOPMENTS IN NON-RESIDENTIAL ZONES** Open Council 29 October 2018	A report be prepared on what standards and controls that might be applied to residential development occurring in Zones other than the Residential Zones, and specifically with regard to the trend for multiple dwelling inner city living complexes impacting on existing and future residential amenity values.	Director City Planning	Report to be provided in July 2019 after consideration by the Urban Design Advisory Panel.
13	**HISTORIC URBAN LANDSCAPES BALLARAT** Open Committee 29 October 2018	A further report on: (i) The outcomes of discussions between City of Hobart officers and the City of Ballarat about its consultation process for any learning on getting people involved in supporting local heritage precincts in their city; (ii) A rolling consultation process be undertaken over the next four years for local heritage precincts ratepayers, asking questions much like the City of Ballarat has, to check the planning premises; and (iii) To further investigate how planning conflicts between use of building stock in the precincts and desires for current and future use can be managed as social, cultural and economic demands change over time in our City.	Director City Planning	Report to be provided in August 2019.

Progress report to May 2019

14	**PROJECTED POPULATION AND ECONOMIC GROWTH MODEL** Open Council 1 April 2019	A report be prepared into the development of a useable model of projected population and economic growth of the Greater Hobart region. This modelling tool is to be integrated into Hobart City Council planning, infrastructure, strategy development and decision-making. The report also consider using the United Nations Sustainable Development Goals as a framework to achieve sustainable development.	Director City Life Director City Innovation	Report to be provided by August 2019.
15	**EXPANSION OF SMOKE-FREE AREAS** Open Council 15 April 2019	1. Under the provisions of 67B(1)(c) of the *Public Health Act 1997*, the Council resolve to declare the following areas as smoke free on 15 October 2019; a. Franklin Square CT 157664/1000 as outlined in Attachment A to item 8.2 of the City Planning Committee agenda of 8 April 2019. (i) The proposed 'public convenience' area marked in yellow within Attachment A to item 8.2 of the Open City Planning Committee agenda of 8 April 2019 will not apply and be declared as smoke free.	Director City Planning	The General Manager has approved the Tobacco Project Officer position for an initial period of 2yrs to effectively resource the project. The role will be advertised in June 2019 The General Manager has provided the motion (4) to the Local Government Association of Tasmania which is to be considered at the General Meeting on 3 July 2019.

		b. Soldiers Memorial Oval Community Hub CT 164058/1 as outlined in Attachment B to item 8.2 of the Open City Planning Committee agenda of 8 April 2019. c. University Rose Gardens CT 157663/1000 and CT 164058/1 as outlined in Attachment C to item 8.2 of the Open City Planning Committee agenda of 8 April 2019. 2. Under the provisions of 67B(1)(c) of the *Public Health Act 1997*, the Council resolve to declare the central business district as outlined in red and the areas adjacent to the Royal Hobart Hospital site outlined in blue in Attachment D to item 8.2 of the Open City Planning Committee agenda of 8 April 2019 as smoke free on 15 April 2020. 3. The Council allocates sufficient resources for an initial period of 12 months, as required, to effectively implement the new smoke free areas and enforce these and existing smoke free areas to the satisfaction of the General Manager.		

		4. The Council lobby the State Government and the Local Government Association of Tasmania to increase the smoking distance from doorways from 3m to 5m in support of local businesses. 5. Further investigations be undertaken over the next 12 months to identify additional areas within the Hobart municipality that could be strategically implemented as smoke free.		
16	**PROPOSED CENTRAL HOBART PRECINCT PLAN** Open Council 15 April 2014	1. The Council agrees to work with the State Government to prepare a Terms of Reference and detailed work breakdown including a proposed allocation of tasks, funding and in-kind contribution for a Hobart Precinct Plan for the area of the city as outlined in Attachment B to item 3.1 of the Special Open City Planning Committee agenda of 15 April 2019. 2. That the draft Terms of Reference and work plan developed with the State Government be the subject of a subsequent report for consideration by the Council. 3. The Council enquire with the Minister for Planning regarding the ability of the outcomes from the Precinct Plan work to be incorporated within the Local Provisions Schedule currently	Director City Planning	Report to be provided at June CPC Meeting

		being considered by the Tasmanian Planning Commission including height restrictions.		

10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
   (i) offer an argument or opinion; or
   (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Member, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
   (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
   (ii) a written response will be provided to all Elected Members, at the appropriate time.
   (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Council resolve by absolute majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Confirmation of closed minutes

The following items were discussed: -

Item No. 1	Minutes of the last meeting of the Closed Portion of the Council Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Planning Authority Items – Consideration of Items with Deputations
Item No. 5	City Acting as Planning Authority
Item No. 6	Questions Without Notice