CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 12 August 2019

at 5:00 pm
Lady Osborne Room, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We value people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We work to high ethical and professional standards and are accountable for delivering outcomes for our community.

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 4

2. CONFIRMATION OF MINUTES 4

3. CONSIDERATION OF SUPPLEMENTARY ITEMS 4

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4

5. TRANSFER OF AGENDA ITEMS 5

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS 5

7. COMMITTEE ACTING AS PLANNING AUTHORITY 6

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015 7

7.1.1 3 - 4 Montgomery Court, Sandy Bay - New Building for Five Multiple Dwellings 7

7.1.2 343 Davey Street, 3A Wentworth Street, 2/3 Wentworth Street, 1/3 Wentworth Street, South Hobart - Subdivision (Boundary Adjustment) 96

7.1.3 25 Hill Street West Hobart - Alterations, Signage and Change of Use to Service Industry - PLN-17-291 148

7.1.4 179 Macquarie Street, 200 Collins Street, Crowthers Lane and Adjacent Road Reserve, Hobart - Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works 180

8. REPORTS 594

8.1 Building Heights - Elector Poll Results 594

8.2 City Planning - Advertising Report 600

8.3 Delegated Decisions Report (Planning) 605

9. COMMITTEE ACTION STATUS REPORT 608

9.1 Committee Actions - Status Report 608

10. QUESTIONS WITHOUT NOTICE 614

11. CLOSED PORTION OF THE MEETING 615

City Planning Committee Meeting (Open Portion) held Monday, 12 August 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 Monday, 29 July 2019 and the Special City Planning Committee meeting held on Monday, 5 August 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 HOBART INTERIM PLANNING SCHEME 2015

7.1.1 3 - 4 MONTGOMERY COURT, SANDY BAY - NEW BUILDING FOR FIVE MULTIPLE DWELLINGS PLN-19-72 - FILE REF: F19/105096

Address:	3-4 Montgomery Court, Sandy Bay
Proposal:	New Building for Five Multiple Dwellings
Expiry Date:	19 September 2019
Extension of Time:	Not applicable
Author:	Helen Ayers

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a new building for five multiple dwellings at 3-4 Montgomery Court, 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-19-72 - 3-4 MONTGOMERY COURT 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 2019/00205-HCC dated 1 March 2019 as attached to the permit.

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

The new stormwater connection must be constructed and any existing connections be abandoned and sealed, by the Council at the owner's
expense, prior to the first occupation. The new connection must maximize the area of the lot which can drain via gravity and be directed down slope. The new connection must discharge stormwater by gravity and be free-flowing.

Detailed engineering drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016*. The detailed engineering drawings must include but not limited to:

1. **Be prepared and certified by a suitable qualified and experienced engineer;**
2. **The location of the proposed connection clear from any potential clashes (such as the crossover wing);**
3. **The size and design of the connection such that it is appropriate to satisfy the needs of the development;**
4. **Include flow rate at kerb and gutter connection must not exceed 15 l/s.**

5. **Longitudinal sections of the proposed connection that clearly shows clearance from any nearby services, depth of cover, size material and delineation of public and private infrastructure.**
6. **Clearly distinguish between public and private stormwater infrastructure**

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

Advice:
The applicant is required to submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [(see general advice on how to obtain condition endorsement)]. This is a separate process to any building approval under the Building Act 2016*. Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to initiate an application for new service connection.*

Any proposed public stormwater infrastructure will required detailed engineering drawings, which must be checked and certified by a qualified and experienced Civil Engineer. The construction of public infrastructure will require a Permit to Construct Public Infrastructure.

Maximum permissible discharge from a single kerb and gutter outlet must not exceed 15 l/s.

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 sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All stormwater which is practicable to drain to the Council's infrastructure via gravity (including suspended or charged systems) must do so. Any pumped or charged flows must be converted to free-flowing gravity within a private transition pit inside the property prior to discharging to the free-flowing gravity connection to the Council's infrastructure. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage must be submitted and approved prior to the issue of any consent under the *Building Act 2016*.

The design drawings and calculations must be prepared and certified by a suitable qualified and experience engineer and include but not be limited to:

1. **Plan and longitudinal section(s) showing levels, gradients, cover, sizing, material, pipe class, crossing services, connections and inspection openings;**
2. **Detail design of any proposed pump system which is to be in accordance with Australian Standard AS/NZS 3500.3:2015 Part 3: Stormwater Drainage Systems; and**
3. **Clearly distinguish between public and private stormwater infrastructure.**

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

Advice:
The applicant is required to submit detailed design documentation to satisfy this condition via the 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*.*

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

Reason for condition

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

ENG sw7

Stormwater pre- treatment and detention for stormwater discharges from the development must be installed prior to Certificate of Completion or commencement of use, whichever occurs first.

Design drawings and calculations of the proposed stormwater quantity and quality control systems must be submitted and approved, prior to the issue of any consent under the *Building Act 2016*. The design drawings and calculations must:

1. **Be prepared and certified by a suitable qualified and experience engineer.**
2. **In relation to the detention tank, show the layout, the inlet and outlet (including in long-section), the overflow mechanism, emptying times, outlet size.**
3. **Include Water Sensitive Urban Design and stormwater treatment with detailed design of the proposed treatment train that achieves the stormwater quality targets in accordance with the State Stormwater Strategy 2010.**
4. **Include detailed design and supporting calculations of the detention tank, sized such that the flow from the developed site up to 5% AEP storm events are limited to 15 l/s at the kerb and gutter discharge point. All assumptions must be clearly stated.**

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

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

Advice:
The applicant is required to submit detailed design documentation to satisfy this condition via the 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*.*

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

Reason for condition

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

ENG 3c

The access driveway, ramps and parking module (parking spaces, aisles and manoeuvring area must be constructed in accordance with the approved Planning Permit documents and conditions.

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 approved Planning Permit documents and conditions.

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

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENGR 3

Prior to the commencement of use, the proposed driveway crossover, replacement of footpath and kerb and channel in Montgomery Court highway reservation must be designed and constructed in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Vee Channel vehicular crossing;**
- **Footpath - Urban Roads Footpaths TSD-R11-v1; and**
- **Kerb and Channel - TSD R14-v1 Type KC (Kerb and Channel).**

Design drawings must be submitted and approved prior to issue of any consent 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. **Show the extent of the footpath and kerb and channel to be replaced.**
3. **Show the end of the new footpath and kerb and channel matching neatly to the existing footpath and kerb and channel.**
4. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover.**
5. **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*.*

Where building/plumbing permits are also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building/plumbing approval. 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.

SUB s1

Prior to the issue of any approval under the *Building Act 2016*, or the commencement of works on site, whichever occurs first, the titles comprising the development site (CT 61047/3 and CT 61047/4) must be adhered in accordance with the provisions of section 110 of the *Local Government Building & Miscellaneous Provisions Act 1993*, to the satisfaction of the Council.

Reason for condition

So that the titles are adhered and to ensure compliance with statutory provisions.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:
Up to $20,000: $150 per application.
Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

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

Once the CEP is lodged via the Online Service Development Portal, if the value of building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.

Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction or special event. 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.

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. 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.*

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

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.

STORMWATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

RESIDENTIAL PARKING PERMITS ELIGIBILITY

It is advised that this development will not be eligible for residential parking permits for on-street parking.

TITLE ADHESION

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

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click here for more information.

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-19-72 - 3-4 MONTGOMERY COURT SANDY BAY TAS 7005 - Planning Committee or Delegated Report ⇩
Attachment B:	DA-19-36652 PLN-19-72 - 3-4 MONTGOMERY COURT SANDY BAY TAS 7005 - CPC Agenda Documents ⇩
Attachment C:	PLN-19-72 - 3-4 MONTGOMERY COURT SANDY BAY TAS 7005 - Resource Management and Planning Appeals Tribunal Decision (The House Family Office Pty Ltd v J & S Morris and Ors [2019] TASRMPAT 10) ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 August 2019
Expiry Date:	19 September 2019
Application No:	PLN-19-72
Address:	3 - 4 MONTGOMERY COURT , SANDY BAY
Applicant:	Nik Masters (The House Family Office) 16/1110 Middle Head Road
Proposal:	New Building for Five Multiple Dwellings
Representations:	Six (6)
Performance criteria:	Stormwater Management Code

1. Executive Summary

1.1 Planning approval is sought for a New Building for Five Multiple Dwellings, at 3-4 Montgomery Court Sandy Bay.

1.2 More specifically the proposal includes:

- A new three storey building with basement carpark, to house five multiple dwelling units, 12 car parking spaces, and associated infrastructure.
- The car parking will be at the basement level, with the dwellings spread across the three storeys above that.
- All dwellings are to have three bedrooms, and an open living / dining / kitchen space, two allocated car parking spaces, and an outdoor area.
- Landscaping of the front of the property is proposed.

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

1.3.1 Stormwater Management Code - E7.1 Stormwater Drainage and Disposal E7.7.1 P1

1.4 Five (5) representations objecting to, and one (1) representation supporting the proposal, were received within the statutory advertising period between 12 and 26 July 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 subject site is a vacant site comprised of two lots located within an established residential area to the north-east of the cul-de-sac at the end of Montgomery Court, Sandy Bay. It is surrounded by a variety of residential developments, ranging from an apartment building in the cul-de-sac, to villa style multiple dwellings on the adjacent lot to the south, to larger single dwellings on large lots in the adjacent Fitzroy Place.



Figure 1: The location of the application site is outlined in blue.

3. Proposal

3.1 Planning approval is sought for a New Building for Five Multiple Dwellings, at 3-4 Montgomery Court Sandy Bay.

3.2 More specifically the proposal is for:

- A new three storey building with basement carpark.
- The building will house five multiple dwelling units, 12 associated car parking spaces, bicycle storage, garbage bin storage and and an elevator.
- The car parking, bicycle and bin storage are to be at the basement level.
- Units one and three are to be entirely on the ground level.
- Units two and four are to be on the ground and first floor.
- Unit five is to be on the first and second floor.
- All dwellings are to have three bedrooms, and an open living / dining / kitchen space, in varying configurations.
- All dwellings will have outdoor space provided via decks and patios.
- Car parking is provided in two sections, with two spaces per dwelling in the mostly secure, main section of car parking under the building, and two visitor spaces to be located in an alcove to the front of the building, in an unsecured area.
- Landscaping of the front of the property is proposed.

4. Background

4.1 Planning application PLN-16-1243 was considered by Council at its meeting of 20 November 2017. This application was for the construction of seven multiple dwellings within a three storey building, with car parking for 14 vehicles housed in the basement, spanning the two titles that comprise 3-4 Montgomery Court, Sandy Bay.

4.2 Planning application PLN-16-1243 was refused by Council at its meeting of 20 November 2017. This refusal was appealed by the applicant to the Resource Management and Planning Appeal Tribunal (RMPAT), and several of the representors to the application joined as parties to the appeal (in support of Council's refusal). The matter progressed to a full hearing, and Council's decision was upheld in a decision dated 18 April 2018.

4.3 The decision of RMPAT has been appealed by the applicant to the Supreme Court, and that matter is currently in abeyance pending the outcome of this current application.

4.4 The applicant sought confirmation from RMPAT that the current application is not substantially the same as application PLN-16-1243, and as such, that no leave was required prior to lodgement of the current application with Council. On 2 July 2019, RMPAT handed down its decision confirming that the current application is not substantially the same as PLN-16-1243, and as such, no leave is required for the lodgement of the current application. RMPAT's decision is provided at Attachment C to this report. It provides a useful comparison between the previous refused 2016 application, and the current application.

4.5 The plans which were originally advertised for this application included retaining structures within the rear setback. As a result of representor concerns, the applicant amended the proposal to remove these structures and to ensure that the works meet relevant exemptions. The application was subsequently re-advertised.

4.7 In response to representor concerns in the second round of advertising, the applicant undertook an extensive re-survey of the site. The applicant found a localised depression in the west/north west corner of the site. It is not possible to be definitive about the cause of the depression, and as a consequence, the applicant has taken the precautionary approach and accepted the depression as being the natural ground level. The applicant has amended the balustrade in that section of the site to ensure that the building remains within the permitted building envelope. This change resulted in a third round of advertising.

5. Concerns raised by representors

5.1 Five (5) representations objecting to, and one (1) representation supporting the proposal were received within the statutory advertising period between 12 and 26 July 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.

Heritage Values:
One representor has indicated that, due to its location adjacent to both individually heritage listed properties, and a Heritage Precinct, the proposed development is unacceptable. The representor indicates that the scale and style of the proposed works are such that they will dominate the adjacent properties of Heritage significance.
Accuracy of Plans:

Representors have questioned the accuracy of the plans based on the re-survey that was undertaken in response to representations received for the second round of advertising. The representors have indicated that they do not believe the survey to be accurate.
Representors have expressed concern regarding the documented proposed site cover for the development. They believe that the site cover is greater than that which is documented in the application plans.
Representors have expressed concern over the extent of excavation proposed. They believe that the extent of excavation is greater than that which is documented on the application documents.
Amenity:
Representors have expressed concern over the location of the void above a portion of the below ground car park. They have suggested that this will result in noise and fumes causing a detriment to the amenity of surrounding properties.
One representor has expressed concern with the design of the building and the location of the windows, decks and doors, indicating that they will have an impact on the privacy of adjacent properties.
Bulk / Massing:
One representor has indicated that the bulk and massing of the proposed development is unacceptable when viewed from adjoining properties in Star Street and Fitzroy Place.
Impact on Neighbouring Trees:
One representor is concerned that any proposed excavation on the application site that is in close proximity to the rear boundary will result in negative impacts to the trees of adjacent properties that are planted close to the shared boundary. The representor has provided a tree protection measures report which provides details of the likely tree protection zone to ensure stability of the tree roots. They have therefore requested that tree-protection measures be required of the applicant should they be granted a permit which includes excavation within the tree protection zone.
Support:

One representor has indicated unreserved support for the proposed development. The representor has indicated that the location is ideal for higher density dwelling development.
One representor has indicated concern at the capacity for residents in such areas to organise opposition to what the representor considered to be the best use of the available land. The representor has also expressed the belief that this results in decisions that are contrary to the Planning Scheme.
One representor has expressed general support for higher density housing in central locations, such as this, in preference to urban sprawl being allowed, in order to provide what the representor considered to be urgently needed housing growth. The representor cites amenity as well as environmental reasons for supporting higher density housing over urban sprawl.

6. Assessment

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

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

6.3 The site is currently vacant. The proposed use is residential (multiple dwellings). The proposed use is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11.0 Inner Residential Zone

6.4.2 Part E - 3.0 Landslide Code

6.4.3 Part E - 5.0 Road and Railway Assets Code

6.4.4 Part E - E6.0 Parking and Access Code

6.4.5 Part E - E7.0 Stormwater Management Code

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

6.5.1 Stormwater Management Code:-

Stormwater Drainage and Disposal - E7.7.1 P1

6.6 Each performance criterion is assessed below.

6.7 Stormwater Drainage and Disposal - Part E E7.7.1 P1

6.7.1 The acceptable solution at clause E7.7.1 A1 requires stormwater to be disposed of via gravity to public infrastructure.

6.7.2 The proposal includes a pump system to enable stormwater to be drained to public infrastructure.

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 E7.7.1 P1 provides as follows:

> *Stormwater from new impervious surfaces must be managed by any of the following:*
>
> *(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles*
>
> *(b) collected for re-use on the site;*
>
> *(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.*

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

> *The applicant proposes that stormwater from most impervious surfaces including roofs are to be drained by a combined gravity and pump system that discharges to the kerb and channel in Montgomery Court via a new connection which meets the performance criteria of the stormwater management code E.7.7.1*

P1, however all stormwater which is practicable to drain to Council infrastructure via gravity (including suspended or charged systems) must do so. The applicant has provided services concept drawings that includes the use of a detention tank and a stormwater quality treatment device which will meet the acceptable solution of the stormwater management code E.7.7.1 A2, A3 and A4 with the submission of detailed stormwater design drawings to Council for approval.

6.7.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for a New Building for Five Multiple Dwellings at 3-4 Montgomery Court, Sandy Bay.

7.2 The application was advertised and received six representations (one in support of and five opposed to the development). The representations raised concerns including heritage values, accuracy of plans, extent of excavation, residential amenity, landslip, bulk and massing of the proposed new building, planning scheme compliance, and the impact on trees on an adjacent property.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well, with the only discretion invoked relating to stormwater. It is noted that the proposal complies with key acceptable solutions including setbacks and building envelope, privacy, density, and site coverage.

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

7.5 During the initial advertising process the question was raised as to whether the proposed retaining walls within the rear setback triggered a building envelope discretion. The representors went on to suggest that if the retaining walls did trigger this discretion, then the proposal fails to meet the relevant performance criteria having regard to separation between dwellings, and the bulk and massing of the building.

7.6 The retaining walls that are located within the rear setback are at a distance of 1.5m from the rear boundary, and retain a maximum difference in levels of 995mm.

7.7 The limited exemption at Clause 6.4.1 and 6.4.2 (c) of the *Hobart Interim Planning Scheme 2015* states that *"A permit under this planning scheme is not required for ... The construction or demolition of ... retaining walls, set back more than 1.5m from a boundary, and which retain a difference in ground level of less than 1m"*.

7.8 The retaining walls are compliant with the above exemption. As such, they are not required to be assessed against the building envelope provisions of the planning scheme, and this in turn means that the issues of separation of buildings and the bulk / massing of the building are not relevant considerations.

7.9 During all three rounds of the advertising process, one representor raised concerns regarding the impacts the scale of the proposed development will have on the nearby heritage precinct and places, and in particular on Bishopscourt (26 Fitzroy Place). The application site itself is not Heritage listed, and is not covered by any of the Heritage Precincts as identified under the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015*. As such, whilst the heritage values of adjacent and nearby properties may be significant, it is not a relevant consideration for the assessment of this planning application.

7.10 During the second round of advertising, one representor raised concern that the site survey that the building envelope assessment is based upon is not accurate. This assertion is based on a survey undertaken on an adjoining lot, and the discrepancies between the levels on the two sites.

7.11 In response, the applicant chose to have a full detailed re-survey of the site undertaken to ensure that there are no errors on the plans that could lead to previously unconsidered discretions. This resulted in the identification of a small localised depression in the location of the western corner of the deck for unit 5. If accepted as the natural ground level, this localised depression resulted in the the balustrade proposed at the time being marginally outside the building envelope. Accordingly, the applicant adopted a precautionary approach and accepted the localised depression as natural ground level, and further amended the balustrade to ensure compliance with the building envelope. This amendment resulted in a third round of advertising to ensure that the amended plans were available for consideration by the public.

7.12 During the first two rounds of advertising, the assertion was made that the current application is substantially the same as a previous application for the site, PLN-16-1243, which was refused by Council, appealed by the applicant to RMPAT, with the Council's refusal upheld by the RMPAT on 18 April 2018. The representor then went on to say that this means Council has no capacity to determine the application unless the applicant has requested and been granted the leave of the RMPAT to make the application. During pre-lodgement discussions, this issue was raised with the applicant, and they presented legal submissions indicating that the current application is not substantially the same, and as such does not require the leave of RMPAT. On this basis, Council officers were content for the application to progress. Notwithstanding this, and in light of the fact that the issue was raised by representors, the applicant sought confirmation from RMPAT that the current application is not substantially the same, and as such that no leave is required. On 2 July 2019, RMPAT handed down its decision confirming that the applications are not substantially the same, and that as such, no leave was required before the lodgement of the current application. RMPAT's decision is provided at Attachment C to this report. It provides a useful comparison between the previous refused 2016 application, and the current application.

7.14 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed New Building for Five Multiple Dwellings at 3-4 Montgomery Court, Sandy Bay satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for a New Building for Five Multiple Dwellings at 3-4 Montgomery Court, 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-19-72 - 3-4 MONTGOMERY COURT 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 2019/00205-HCC dated 1 March 2019 as attached to the permit.

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

The new stormwater connection must be constructed and any existing connections be abandoned and sealed, by the Council at the owner's expense, prior to the first occupation. The new connection must maximize the area of the lot which can drain via gravity and be directed down slope. The new connection must discharge stormwater by gravity and be free-flowing.

Detailed engineering drawings must be submitted and approved, prior to issue of any consent under the *Building Act 2016*. The detailed engineering drawings must include but not limited to:

1. **Be prepared and certified by a suitable qualified and experienced engineer;**
2. **The location of the proposed connection clear from any potential clashes (such as the crossover wing);**
3. **The size and design of the connection such that it is appropriate to satisfy the needs of the development;**
4. **Include flow rate at kerb and gutter connection must not exceed 15 l/s.**
5. **Longitudinal sections of the proposed connection that clearly shows clearance from any nearby services, depth of cover, size material and delineation of public and private infrastructure.**
6. **Clearly distinguish between public and private stormwater infrastructure**

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

Advice:

- *The applicant is required to submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [(see general advice on how to obtain condition endorsement)]. This is a separate process to any building approval under the Building Act 2016.*
- *Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to initiate an application for new service connection.*
- *Any proposed public stormwater infrastructure will required detailed engineering drawings, which must be checked and certified by a qualified and experienced Civil Engineer. The construction of public infrastructure will require a Permit to Construct Public Infrastructure.*
- *Maximum permissible discharge from a single kerb and gutter outlet must not exceed 15 l/s.*
- *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 sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All stormwater which is practicable to drain to the Council's infrastructure via gravity (including suspended or charged systems) must do so. Any pumped or charged flows must be converted to free-flowing gravity within a private transition pit inside the property prior to discharging to the free-flowing gravity connection to the Council's infrastructure. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage must be submitted and approved prior to the issue of any consent under the *Building Act 2016*.

The design drawings and calculations must be prepared and certified by a suitable qualified and experience engineer and include but not be limited to:

1. **Plan and longitudinal section(s) showing levels, gradients, cover, sizing, material, pipe class, crossing services, connections and inspection openings;**
2. **Detail design of any proposed pump system which is to be in accordance with Australian Standard AS/NZS 3500.3:2015 Part 3: Stormwater Drainage Systems; and**
3. **Clearly distinguish between public and private stormwater infrastructure.**

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

Advice:

- *The applicant is required to submit detailed design documentation to satisfy this condition via the 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.

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

Reason for condition

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

ENG sw7

Stormwater pre- treatment and detention for stormwater discharges from the development must be installed prior to Certificate of Completion or commencement of use, which ever occurs first.

Design drawings and calculations of the proposed stormwater quantity and quality control systems must be submitted and approved, prior to the issue of any consent under the *Building Act 2016*. The design drawings and calculations must:

1. **Be prepared and certified by a suitable qualified and experience engineer.**
2. **In relation to the detention tank, show the layout, the inlet and outlet (including in long-section), the overflow mechanism, emptying times, outlet size.**
3. **Include Water Sensitive Urban Design and stormwater treatment with detailed design of the proposed treatment train that achieves the stormwater quality targets in accordance with the State Stormwater Strategy 2010.**
4. **Include detailed design and supporting calculations of the detention tank, sized such that the flow from the developed site up to 5% AEP storm events are limited to 15 l/s at the kerb and gutter discharge point. All assumptions must be clearly stated.**
5. **Include a supporting stormwater management plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency, cleanout procedures; descriptions and diagrams of how the installed systems**

operate; details of the life of assets and replacement requirements.

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

Advice:

- *The applicant is required to submit detailed design documentation to satisfy this condition via the 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.*
- *Where building/plumbing approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building/plumbing approval. Failure to address condition endorsement requirements prior to submitting for building/plumbing approval may result in unexpected delays.*

Reason for condition

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

ENG 3c

The access driveway, ramps and parking module (parking spaces, aisles and manoeuvring area must be constructed in accordance with the approved Planning Permit documents and conditions.

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 approved Planning Permit documents and conditions.

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

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

Reason for condition

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

ENG 1

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

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

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

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

then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

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

ENGR 3

Prior to the commencement of use, the proposed driveway crossover, replacement of footpath and kerb and channel in Montgomery Court highway reservation must be designed and constructed in accordance with:

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Vee Channel vehicular crossing;**
- **Footpath - Urban Roads Footpaths TSD-R11-v1; and**
- **Kerb and Channel - TSD R14-v1 Type KC (Kerb and Channel).**

Design drawings must be submitted and approved prior to issue of any consent 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. **Show the extent of the footpath and kerb and channel to be replaced.**
3. **Show the end of the new footpath and kerb and channel matching neatly to the existing footpath and kerb and channel.**
4. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover.**
5. **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.*

- *Where building/plumbing permits are also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building/plumbing approval. 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.

SUB s1

Prior to the issue of any approval under the *Building Act 2016*, or the

commencement of works on site, whichever occurs first, the titles comprising the development site (CT 61047/3 and CT 61047/4) must be adhered in accordance with the provisions of section 110 of the *Local Government Building & Miscellaneous Provisions Act 1993*, to the satisfaction of the Council.

Reason for condition

So that the titles are adhered and to ensure compliance with statutory provisions

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

- Up to $20,000: $150 per application.
- Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

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

Once the CEP is lodged via the Online Service Development Portal, if the value of building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of

works shown on the submitted engineering drawings has been accepted.

Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require a road closure permit for construction or special event. 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.

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. 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*.

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

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.

STORM WATER / ROADS / ACCESS

Services to be designed and constructed in accordance with the (IPWEA) LGAT – standard drawings. Click here for more information.

RESIDENTIAL PARKING PERMITS ELIGIBILITY

It is advised that this development will not be eligible for residential parking permits for on-street parking.

TITLE ADHESION

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

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click here for more information.

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.



(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

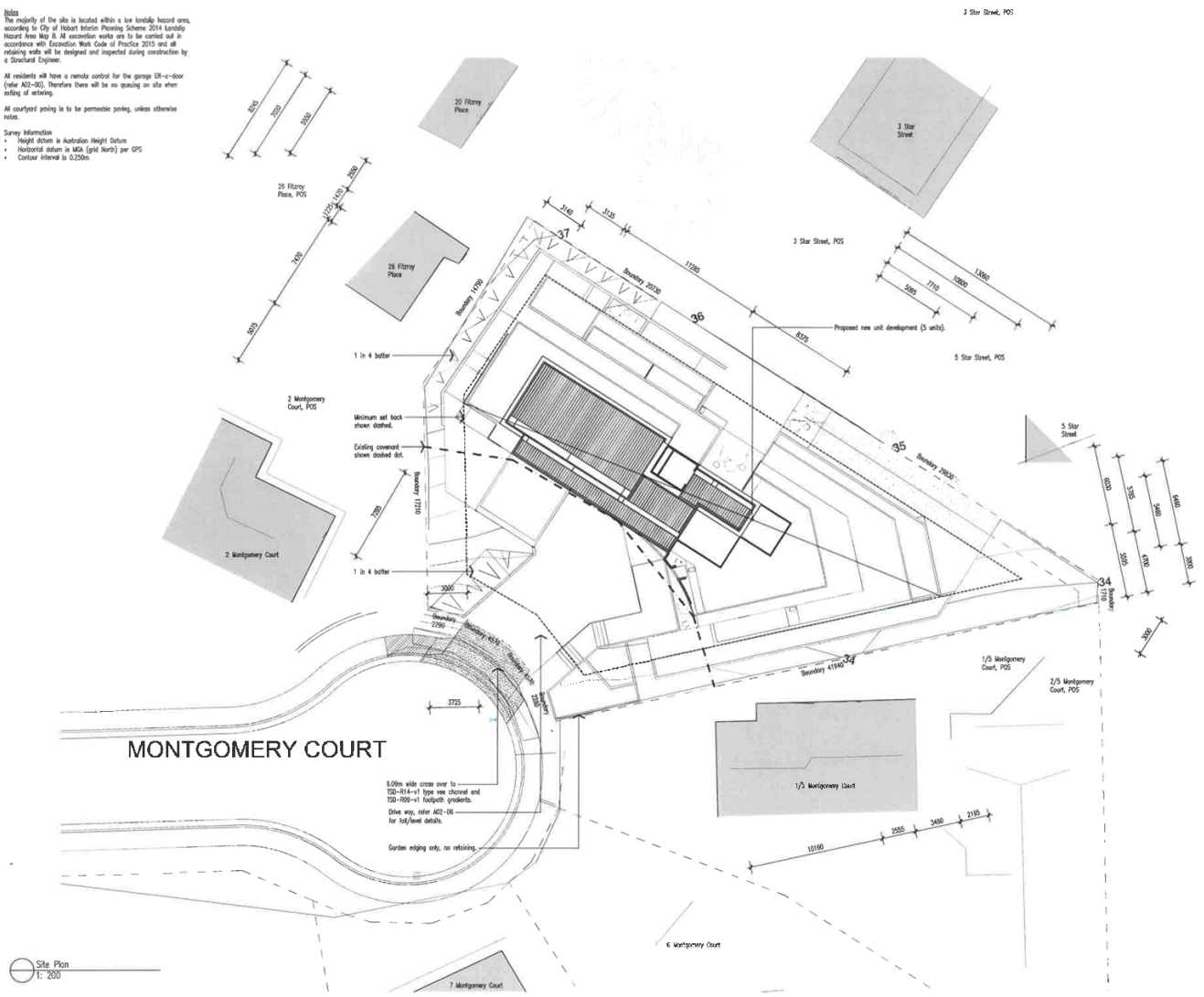
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 29 July 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Resource Management and Planning Appeals Tribunal Decision (*The House Family Office Pty Ltd v J & S Morris and Ors [2019] TASRMPAT 10*)



DESIGN DETAILS	
TITLE REFERENCE	
CERTIFICATE FOLIO	3 and 4
VOLUME	61047

FLOOR AREAS	
EXISTING SITE AREA	1051 m2
GROUND	429 m2
LEVEL 01	280 m2
LEVEL 02	102 m2
TOTAL FLOOR AREA	811 m2
DENSITY	210.2 m2 site area / unit
PERVIOUS SURFACES	34%
UNIT PARKING	10 spaces
VISITOR PARKING	2 spaces
SITE COVERAGE	522 m2 (49.6%)

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. PRESTON LANE ARCHITECTS ACCEPTS NO LIABILITY FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2923
ACC CC2007F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au

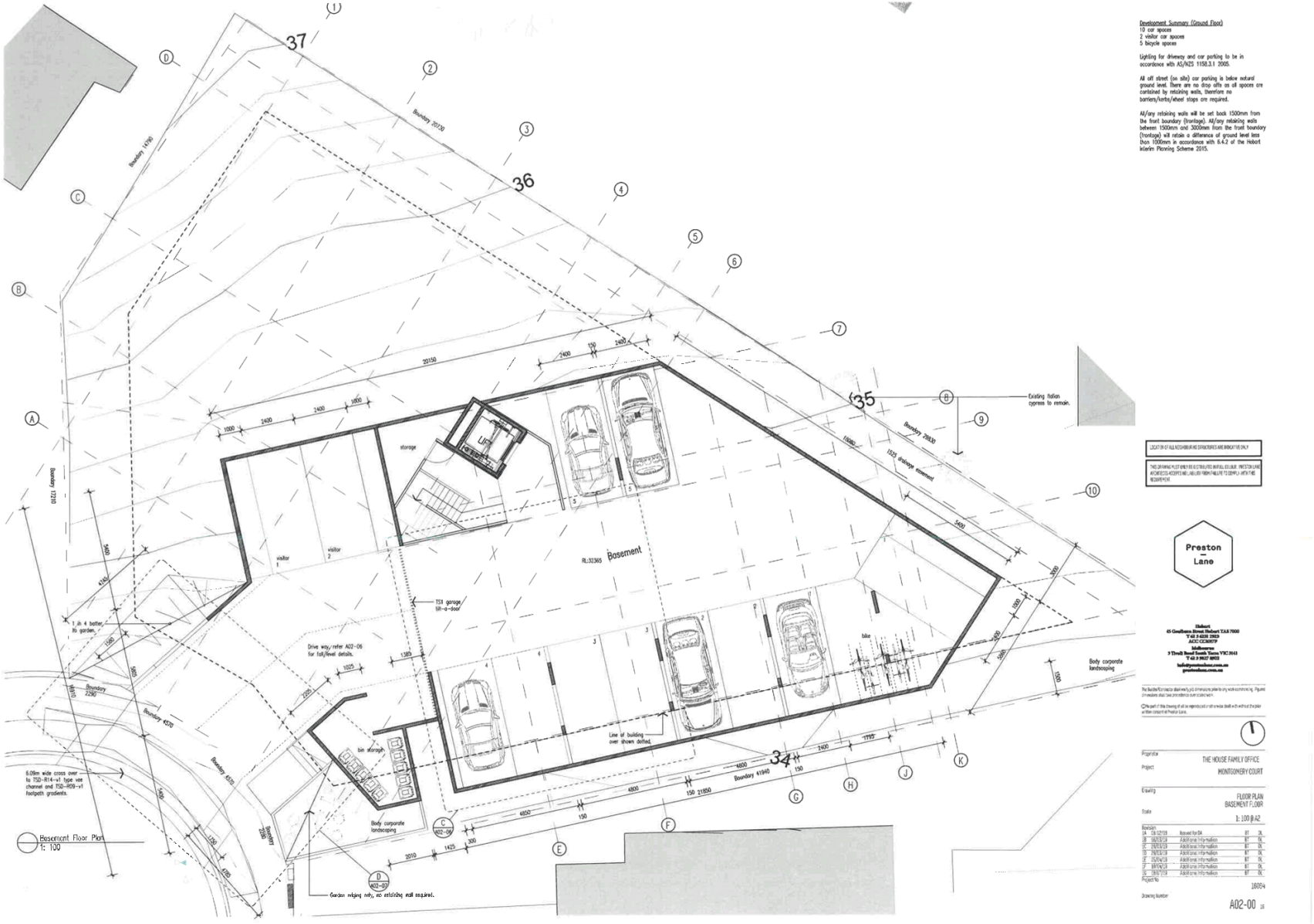
The Builder Contractor shall verify job dimensions prior to any work commencing. If good dimensions shall take precedence over scaled work.

© Reproduction of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane

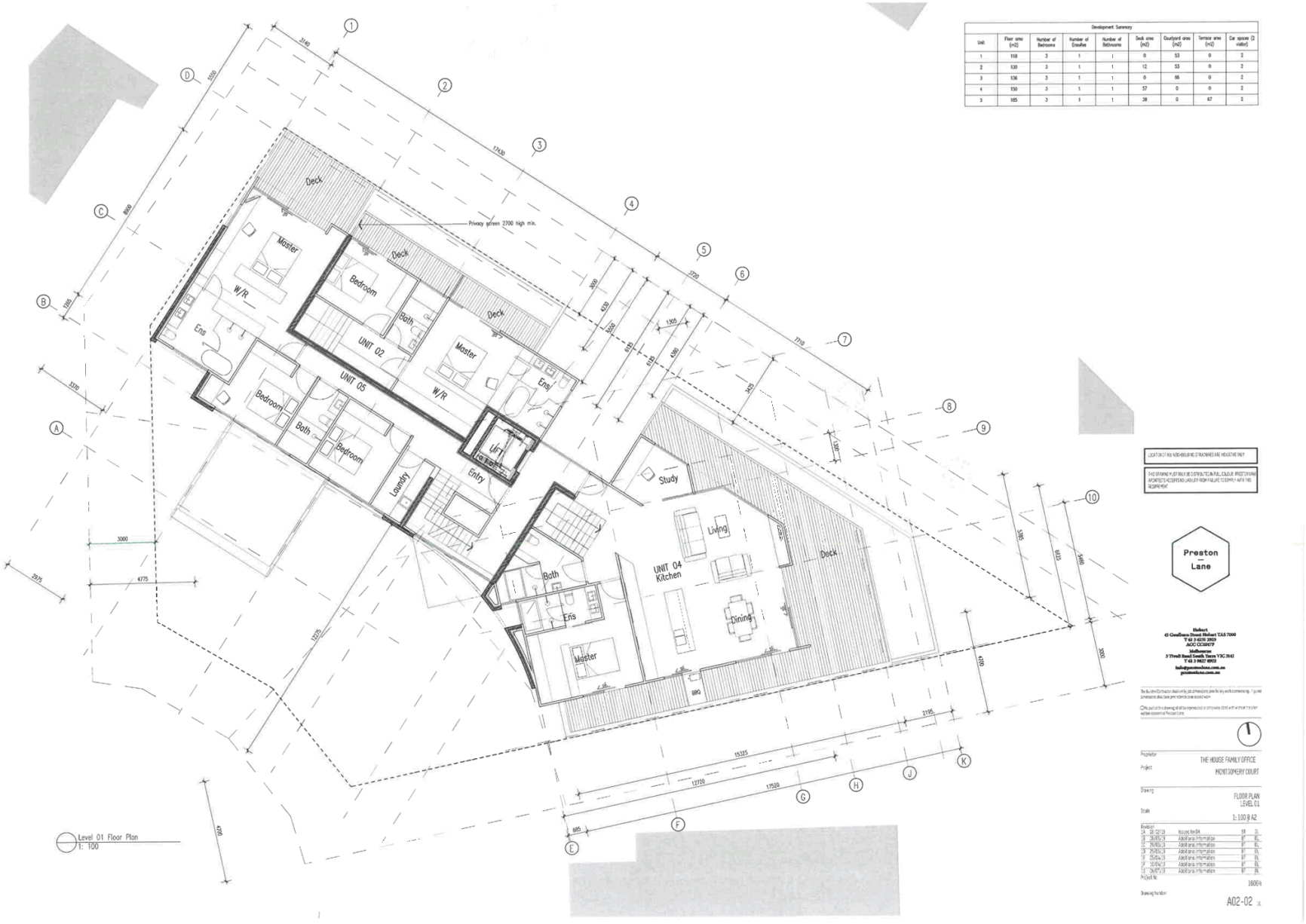
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
SITE PLAN
Scale
1: 200 @ A2

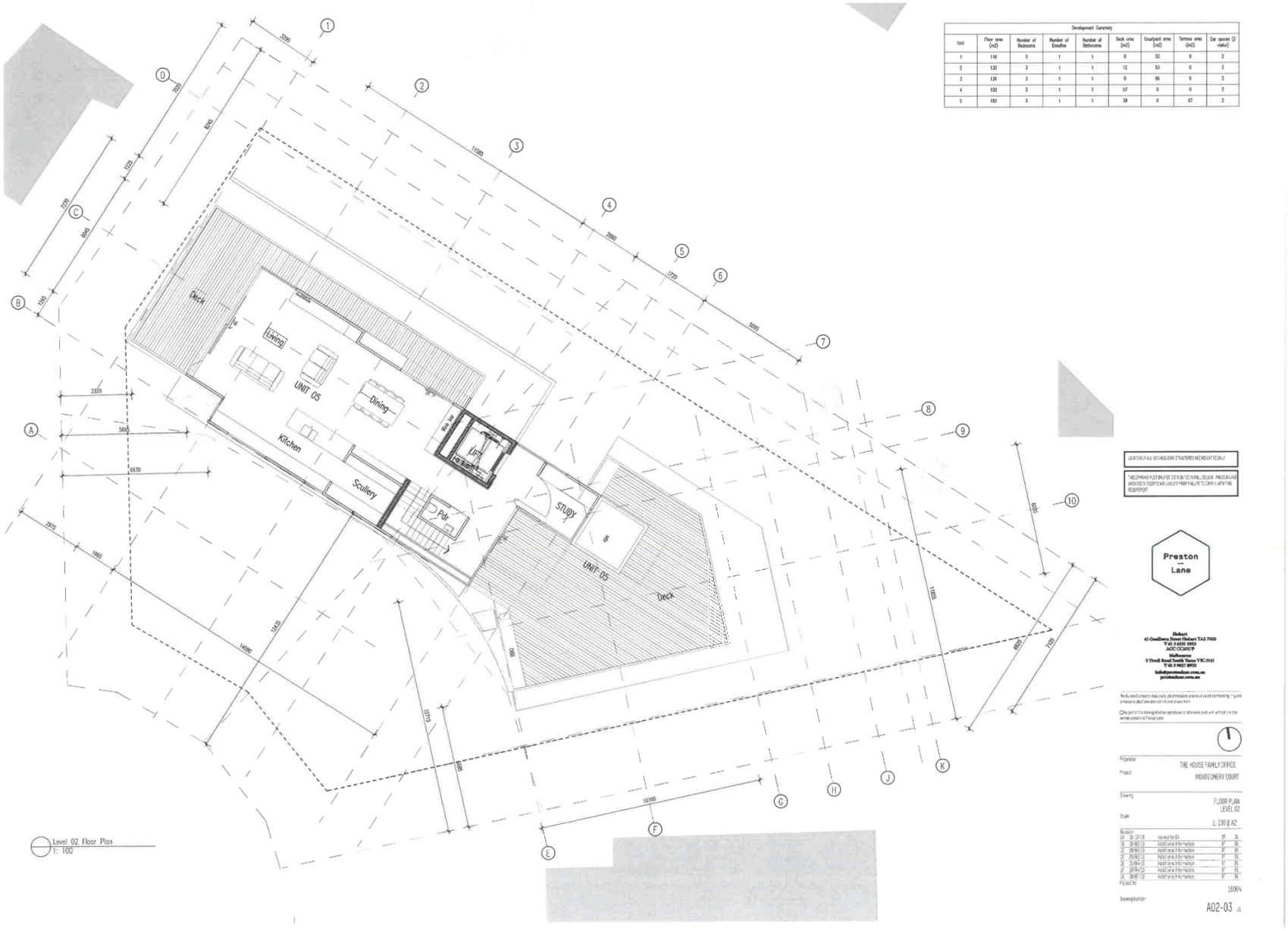
Revision				
1A	08/12/19	Issued for DA	BT	DL
1B	09/12/19	Additional Information	BT	DL
1C	29/01/19	Additional Information	BT	DL
1D	25/01/19	Additional Information	BT	DL
1E	25/04/19	Additional Information	BT	DL
1F	30/04/19	Additional Information	BT	DL
1G	29/07/19	Additional Information	BT	DL

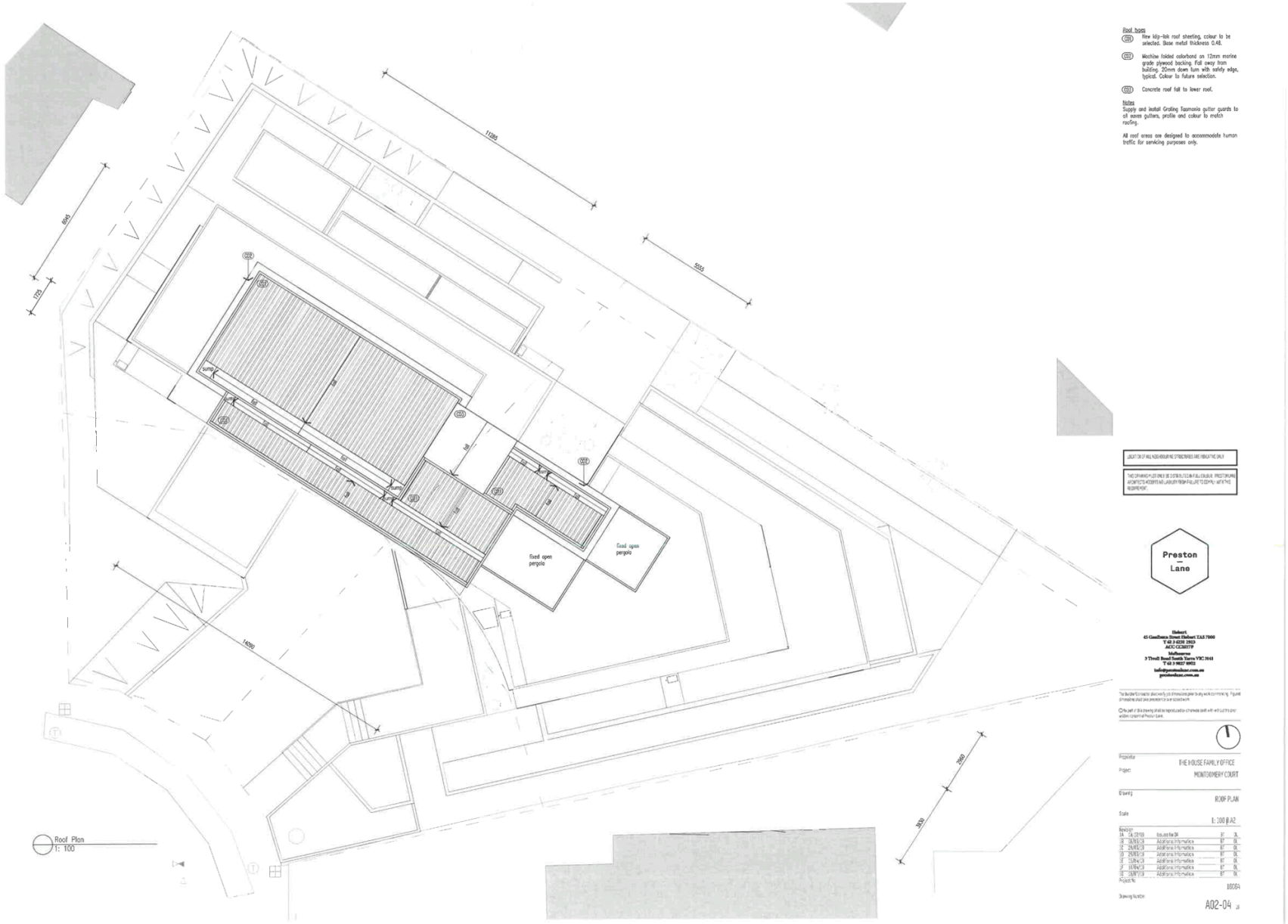
Project No
16084
Drawing Number
A00-00

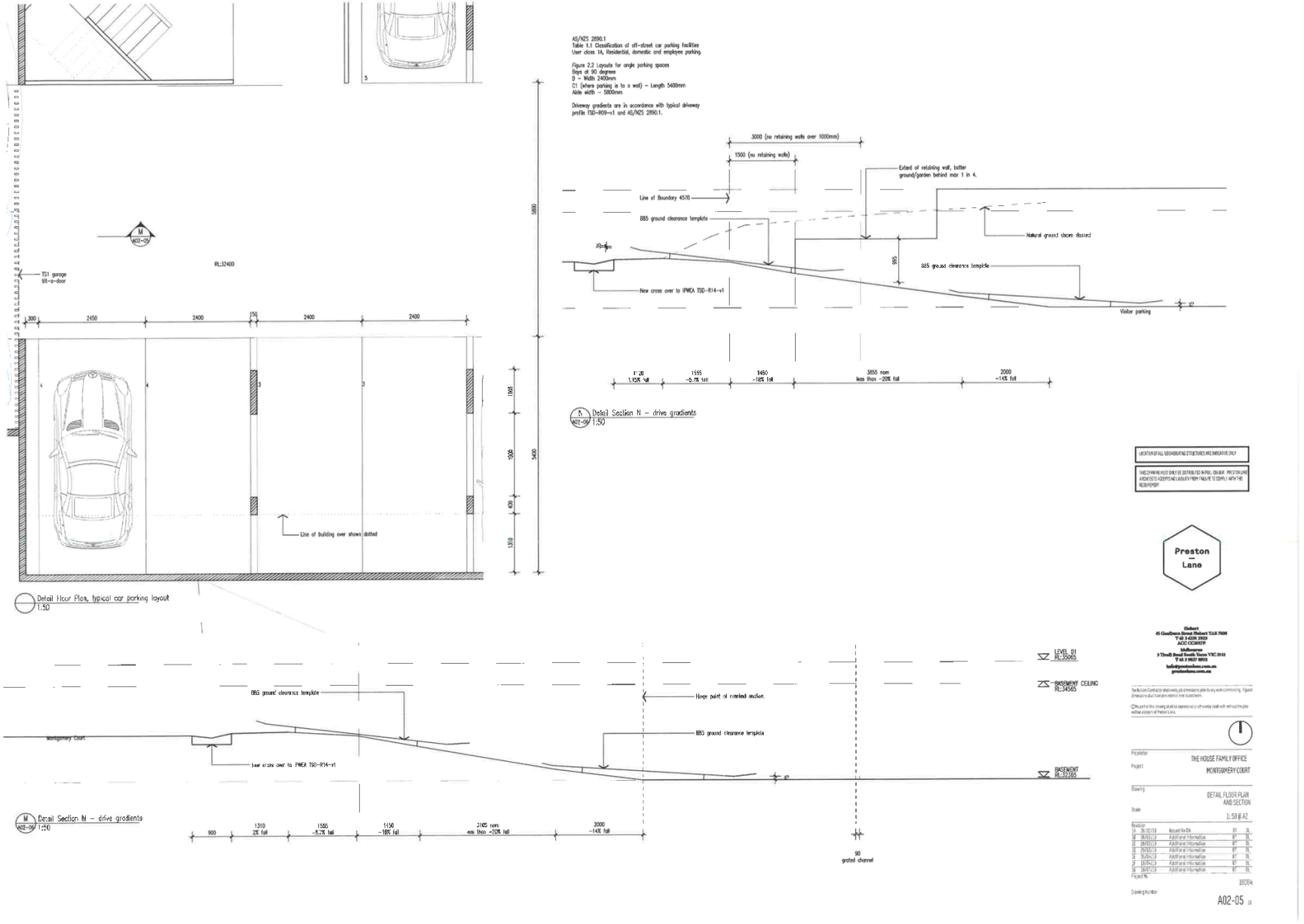

Development Summary (Ground Floor)
10 car spaces
2 visitor car spaces
5 bicycle spaces
Lighting for driveway and car parking to be in accordance with AS/NZS 1158.3.1 2005.
All off street (on site) car parking is below natural ground level. There are no drop offs as all spaces are contained by retaining walls, therefore no barriers/kerbs/wheel stops are required.
All/any retaining walls will be set back 1500mm from the front boundary (frontage). All/any retaining walls between 1500mm and 3000mm from the front boundary (frontage) will retain a difference of ground level less than 1000mm in accordance with 6.4.2 of the Hobart Interim Planning Scheme 2015.
Preston Lane
Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6228 2923
ACC CC8057F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8802
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
FLOOR PLAN
BASEMENT FLOOR
Scale
1: 100 @ A2
Revision
1A 08/12/19 Issued for DA BT DL
1B 08/01/19 Additional Information BT DL
1C 09/01/19 Additional Information BT DL
1D 09/01/19 Additional Information BT DL
1E 05/04/19 Additional Information BT DL
1F 09/04/19 Additional Information BT DL
1G 09/07/19 Additional Information BT DL
Project No
16054
Drawing Number
A02-00
Basement
storage
visitor 1
visitor 2
bin storage
bike
Existing Italian cypress to remain.
Drive way, refer A02-06 for fall/level details.
Line of building over shown dotted.
Body corporate landscaping
Garden edging only, no retaining wall required.
Basement Floor Plan
1: 100

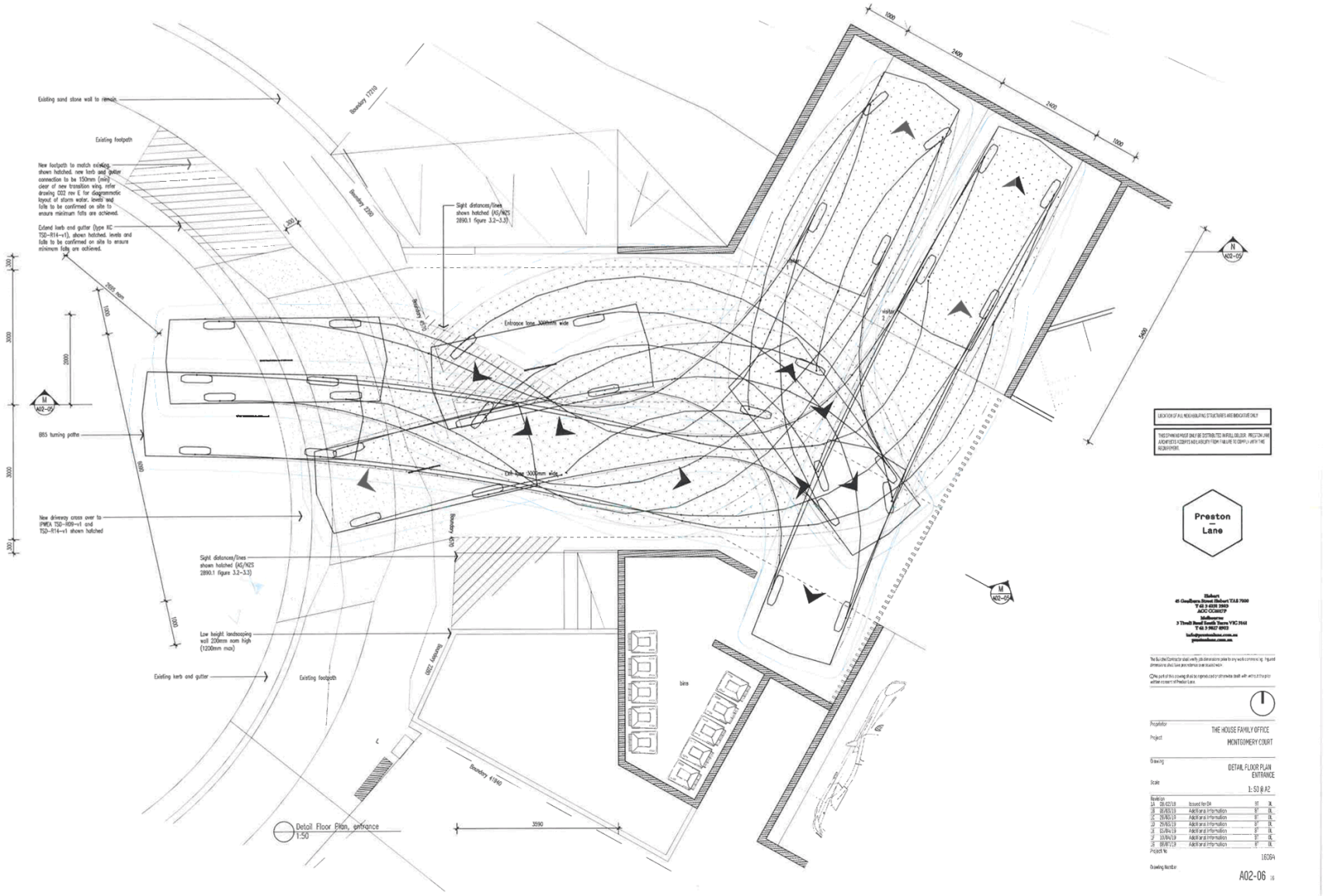

Development Summary
Unit
Floor area (m2)
Number of Bedrooms
Number of Ensuites
Number of Bathrooms
Deck area (m2)
Courtyard area (m2)
Terrace area (m2)
Car spaces (1 visible)
1 118 3 1 1 0 53 0 2
2 130 3 1 1 12 53 0 2
3 136 3 1 1 9 66 0 2
4 150 3 1 1 57 0 0 2
5 185 3 1 1 38 0 67 2
UNIT 01
UNIT 02
UNIT 03
UNIT 04
Lounge
Kitchen
Dining
Bedroom
Master
Ens
Bath
Laundry
Pdr
Entry
Foyer
Study
Court
Void
Ground Floor Plan
1: 100
Garden edging only, no retaining.
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
FLOOR PLAN
GROUND FLOOR
1:100 @ A2
A02-01

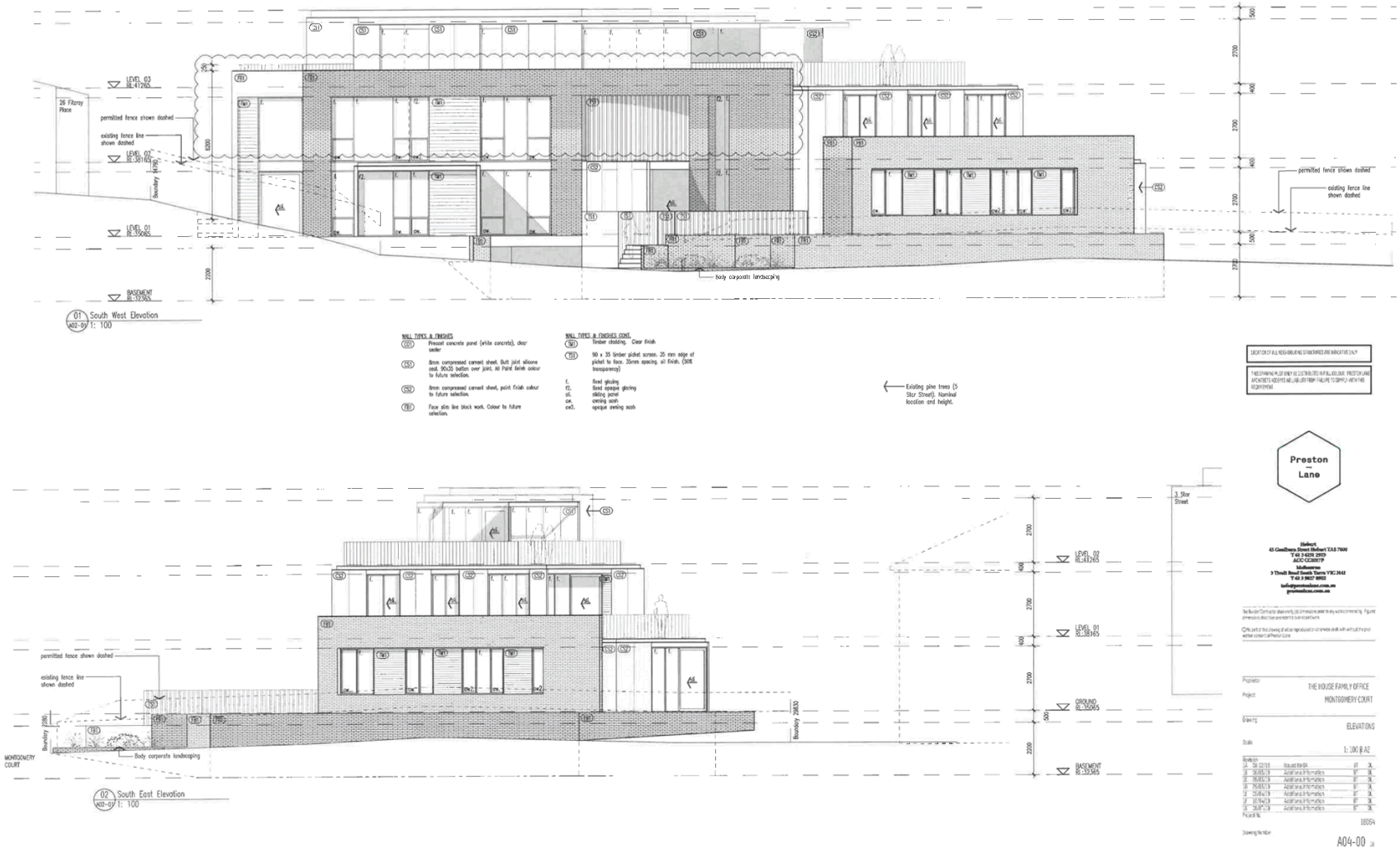

Development Summary
Unit | Floor area (m2) | Number of Bedrooms | Number of Ensuites | Number of Bathrooms | Deck area (m2) | Courtyard area (m2) | Terrace area (m2) | Car spaces (1 visitor)
1 | 118 | 3 | 1 | 1 | 0 | 53 | 0 | 2
2 | 130 | 3 | 1 | 1 | 12 | 53 | 0 | 2
3 | 136 | 3 | 1 | 1 | 0 | 66 | 0 | 2
4 | 150 | 3 | 1 | 1 | 57 | 0 | 0 | 2
5 | 185 | 3 | 1 | 1 | 38 | 0 | 67 | 2
Deck
Privacy screen 2700 high min.
Master
W/R
Ens
Bedroom
Bath
UNIT 02
UNIT 05
Laundry
Entry
UP
Study
Living
UNIT 04
Kitchen
Dining
Level 01 Floor Plan
1: 100
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
FLOOR PLAN
LEVEL 01
1: 100 @ A2
A02-02

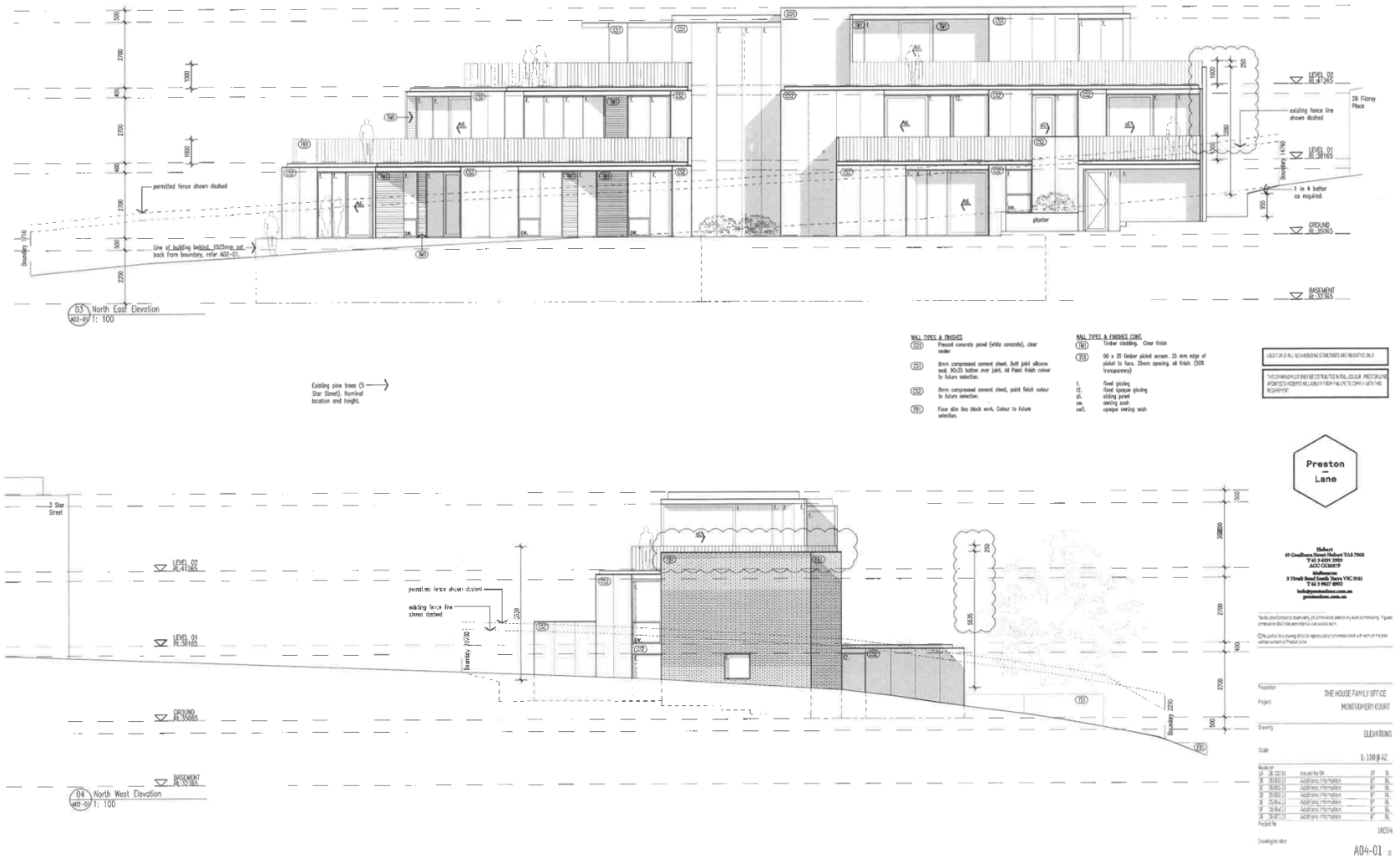

Development Summary
Unit | Floor area (m2) | Number of Bedrooms | Number of Ensuites | Number of Bathrooms | Deck area (m2) | Courtyard area (m2) | Terrace area (m2) | Car spaces (2 visitor)
1 | 110 | 3 | 1 | 1 | 0 | 53 | 0 | 2
2 | 130 | 3 | 1 | 1 | 12 | 53 | 0 | 2
3 | 136 | 3 | 1 | 1 | 0 | 86 | 0 | 2
4 | 150 | 3 | 1 | 1 | 57 | 0 | 0 | 2
5 | 185 | 3 | 1 | 1 | 38 | 0 | 87 | 2
Deck
Living
UNIT 05
Dining
Kitchen
Scullery
Pdr
Lift
STUDY
UNIT 05
Deck
Level 02 Floor Plan
1: 100
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
FLOOR PLAN
LEVEL 02
1: 100 @ A2
A02-03

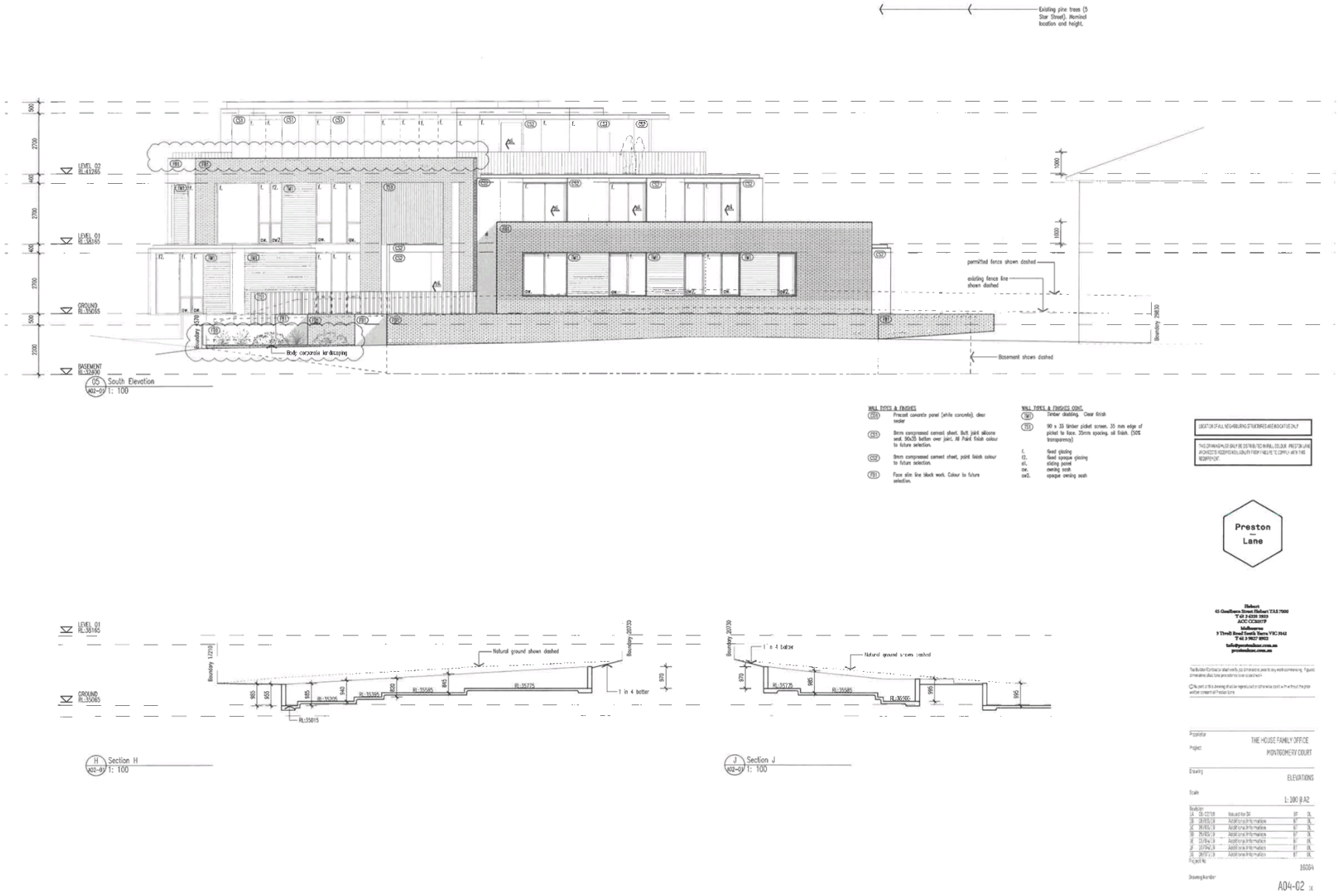

Roof hoes
C01 New kip-lok roof sheeting, colour to be selected. Base metal thickness 0.48.
C02 Machine folded colorbond on 12mm marine grade plywood backing. Fall away from building. 20mm down turn with safety edge, typical. Colour to future selection.
C03 Concrete roof fall to lower roof.
Notes
Supply and install Grating Tasmania gutter guards to all eaves gutters, profile and colour to match roofing.
All roof areas are designed to accommodate human traffic for servicing purposes only.
11285
5555
6645
1725
14050
2960
3030
fixed open pergola
fixed open pergola
Roof Plan
1: 100
Preston Lane
Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6228 2023
ACC CC2027F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
ROOF PLAN
Scale
1: 100 @ A2
Revision
1A 04/12/19 Issued for DA BT DL
1B 04/12/19 Additional Information BT DL
1C 04/12/19 Additional Information BT DL
1D 04/12/19 Additional Information BT DL
1E 05/04/19 Additional Information BT DL
1F 05/04/19 Additional Information BT DL
1G 05/07/19 Additional Information BT DL
Project No
18064
Drawing Number
A02-04

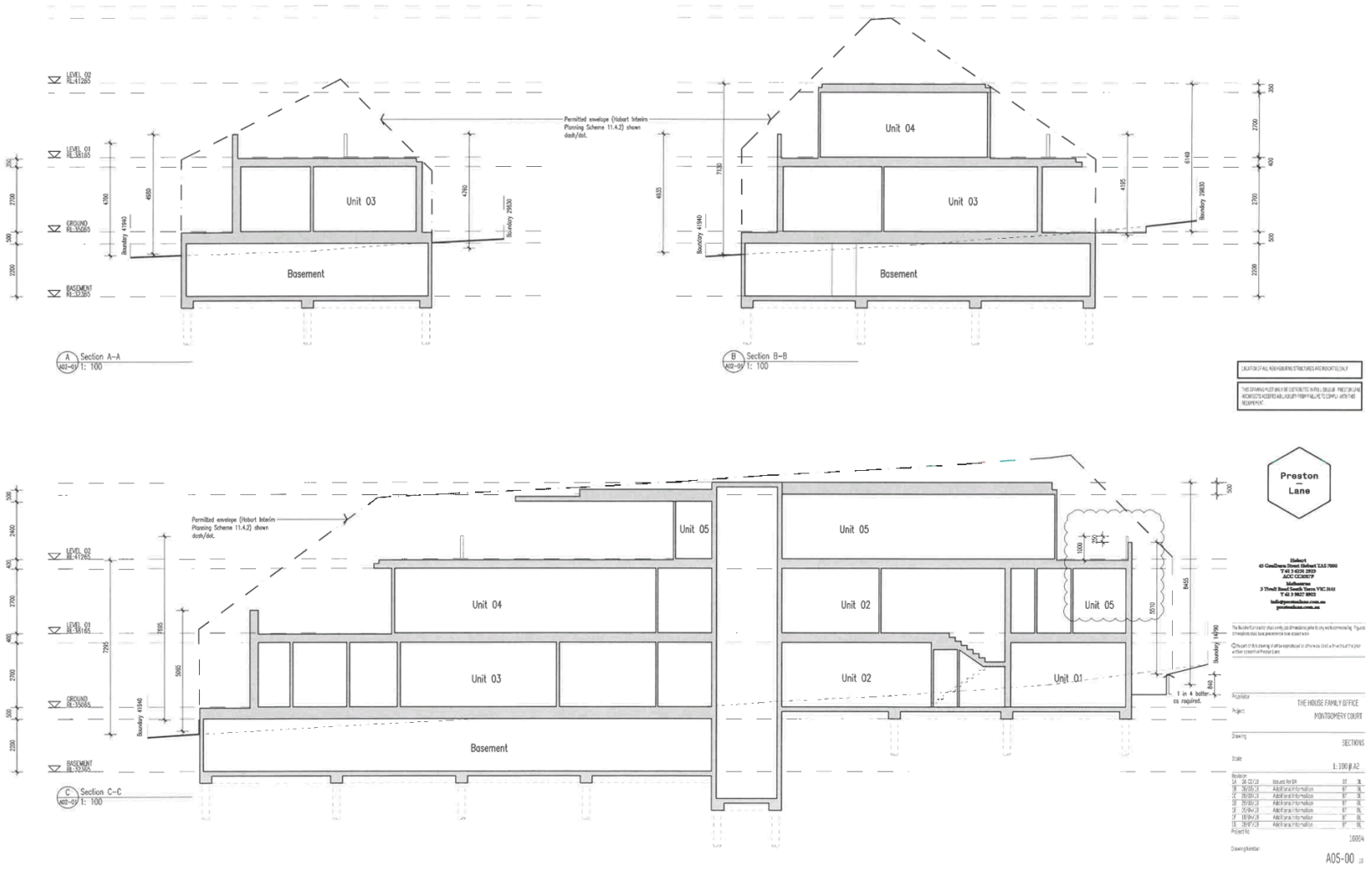

AS/NZS 2890.1
Table 1.1 Classification of off-street car parking facilities
User class 1A, Residential, domestic and employee parking.
Figure 2.2 Layouts for angle parking spaces
Bays at 90 degrees
B – Width 2400mm
C1 (where parking is to a wall) – Length 5400mm
Aisle width – 5800mm
Driveway gradients are in accordance with typical driveway profile TSD-R09-v1 and AS/NZS 2890.1.
3000 (no retaining walls over 1000mm)
1500 (no retaining walls)
Extent of retaining wall, batter ground/garden behind max 1 in 4.
Line of Boundary 4570
B85 ground clearance template
Natural ground sharm dashed
New cross over to IPWEA TSD-R14-v1
Visitor parking
Detail Section N – drive gradients
1:50
RL:32400
TS1 garage tilt-a-door
Line of building over shown dotted
Detail Floor Plan, typical car parking layout
1:50
LEVEL 01
RL:35065
BASEMENT CEILING
RL:34565
BASEMENT
RL:32365
Hinge point of cranked section.
Montgomery Court
Detail Section M – drive gradients
1:50
90
grated channel
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
DETAIL FLOOR PLAN AND SECTION
1:50 @ A2
A02-05

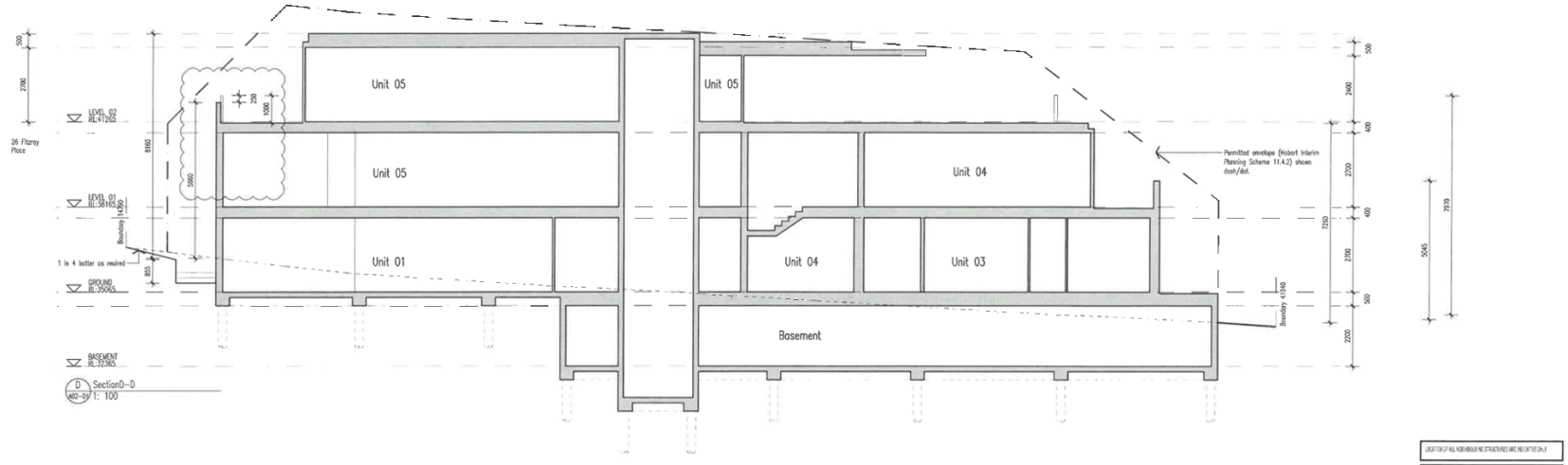

Existing sand stone wall to remain
Existing footpath
New footpath to match existing, shown hatched, new kerb and gutter connection to be 150mm (min) clear of new transition wing, refer drawing D22 rev E for diagrammatic layout of storm water, levels and falls to be confirmed on site to ensure minimum falls are achieved.
Extend kerb and gutter (type KC TSD-R14-v1), shown hatched, levels and falls to be confirmed on site to ensure minimum falls are achieved.
Boundary 17.70
Boundary 22.00
Sight distances/lines shown hatched (AS/NZS 2890.1 figure 3.2-3.3)
Entrance lane 3000mm wide
Exit lane 3000mm wide
B85 turning paths
New driveway cross over to IPWEA TSD-R09-v1 and TSD-R14-v1 shown hatched
Low height landscaping wall 200mm nom high (1200mm max)
Existing kerb and gutter
Existing footpath
Boundary 41.60
Boundary 30.00
Boundary 43.10
bins
visitor
3590
Detail Floor Plan, entrance
1:50
1000
2400
2400
1000
5980
2855 min
2000
6980
3000
3000
300
300
1000
1000
N
A02-05
M
A02-07
M
A02-05
LOCATION OF ALL MECHANICALLY STRUCTURES ARE INDICATIVE ONLY
THESE DRAWINGS MUST ONLY BE DISTRIBUTED AS A FULL COLOUR PRESTON LANE ARCHITECTS A3 DRAWING SET. ANY COPY FROM FAILURE TO COMPLY WITH THIS NOTICE IS VOID.
Preston Lane
Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2902
ACC C28037F
Melbourne
3 Threll Road South Yarra VIC 3141
T 61 3 9827 8903
hello@prestonlane.com.au
prestonlane.com.au
The Building Contractor shall verify job dimensions prior to any work commencing. Figured dimensions should take precedence over scaled work.
No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
DETAIL FLOOR PLAN ENTRANCE
Scale
1: 50 @ A2
Revision
1A 09/07/19 Issued for DA BT DL
1B 30/07/19 Additional Information BT DL
1C 29/08/19 Additional Information BT DL
1D 25/09/19 Additional Information BT DL
1E 11/04/19 Additional Information BT DL
1F 10/04/19 Additional Information BT DL
1G 08/07/19 Additional Information BT DL
Project No
18084
Drawing Number
A02-06 1G

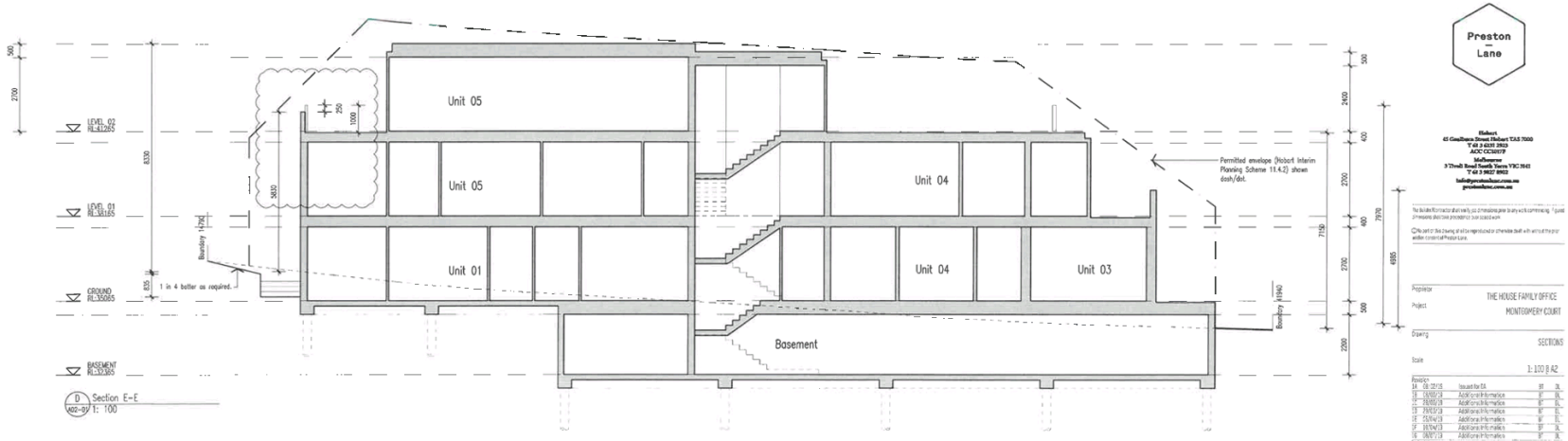

LEVEL 03
RL:41265
26 Fitzroy Place
permitted fence shown dashed
existing fence line shown dashed
LEVEL 02
RL:38165
Boundary 4790
LEVEL 01
RL:35065
BASEMENT
RL:32365
body corporate landscaping
01 South West Elevation
A02-07 1: 100
WALL TYPES & FINISHES
CO1 Precast concrete panel (white concrete), clear sealer
CS1 8mm compressed cement sheet. Butt joint silicone seal. 90x35 batten over joint. All Paint finish colour to future selection.
CS2 8mm compressed cement sheet, paint finish colour to future selection.
TB1 Face slim line block work. Colour to future selection.
WALL TYPES & FINISHES CONT.
TW1 Timber cladding. Clear finish
TS1 90 x 35 timber picket screen. 35 mm edge of picket to face. 35mm spacing. oil finish. (50% transparency)
f. fixed glazing
f2. fixed opaque glazing
oi. sliding panel
ow. awning sash
ow2. opaque awning sash
Existing pine trees (5 Star Street). Nominal location and height.
Preston Lane
3 Star Street
LEVEL 02
RL:41265
LEVEL 01
RL:38165
GROUND
RL:35065
BASEMENT
RL:32365
permitted fence shown dashed
existing fence line shown dashed
Boundary 2280
Boundary 28830
MONTGOMERY COURT
Body corporate landscaping
02 South East Elevation
A02-07 1: 100
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
ELEVATIONS
Scale
1: 100 @ A2
Revision
Project No.
18054
Drawing No./Rev.
A04-00


03 North East Elevation
A02-01 1: 100
04 North West Elevation
A02-01 1: 100
LEVEL 02
LEVEL 01
GROUND
BASEMENT
26 Fitzroy Place
existing fence line shown dashed
permitted fence shown dashed
Line of building behind 1525mm set back from boundary, refer A02-01.
Existing pine trees (5 Star Street). Nominal location and height.
WALL TYPES & FINISHES
Precast concrete panel (white concrete), clear sealer
8mm compressed cement sheet. Butt joint silicone seal. 90x35 batten over joint. All Paint finish colour to future selection.
8mm compressed cement sheet, paint finish colour to future selection.
Face slim line block work. Colour to future selection.
WALL TYPES & FINISHES CONT.
Timber cladding. Clear finish
50 x 35 timber picket screen. 35 mm edge of picket to face. 35mm spacing. oil finish. (50% transparency)
f. fixed glazing
f2. fixed opaque glazing
sl. sliding panel
aw. awning sash
aw2. opaque awning sash
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
ELEVATIONS
1:100 @ A2
A04-01


Existing pine trees (5 Star Street). Nominal location and height.
LEVEL 02 RL:41265
LEVEL 01 RL:38165
GROUND RL:35065
BASEMENT RL:32500
permitted fence shown dashed
existing fence line shown dashed
Basement shown dashed
Body corporate landscaping
05 South Elevation
A02-07 1: 100
WALL TYPES & FINISHES
WALL TYPES & FINISHES CONT.
Preston Lane
Natural ground shown dashed
1 in 4 batter
H Section H
A02-07 1: 100
J Section J
A02-07 1: 100
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
ELEVATIONS
L: 100 @ A2
A04-02


Permitted envelope (Hobart Interim Planning Scheme 11.4.2) shown dash/dot.
Unit 03
Basement
Section A–A
1: 100
Unit 04
Unit 03
Basement
Section B–B
1: 100
Permitted envelope (Hobart Interim Planning Scheme 11.4.2) shown dash/dot.
Unit 05
Unit 05
Unit 04
Unit 02
Unit 05
Unit 03
Unit 02
Unit 01
Basement
1 in 4 batter as required.
Section C–C
1: 100
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
SECTIONS
1: 100 @ A2
A05-00





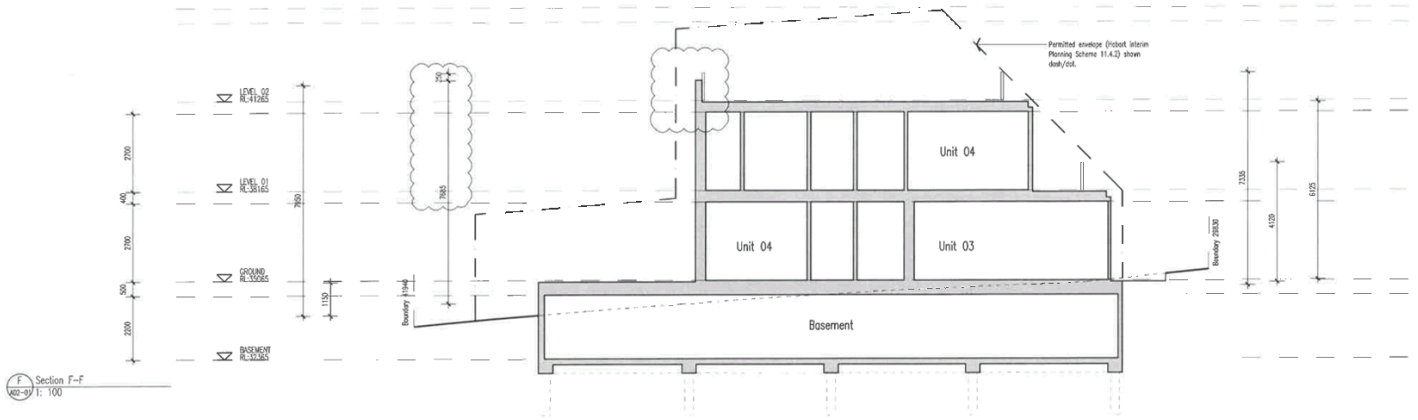
Preston Lane

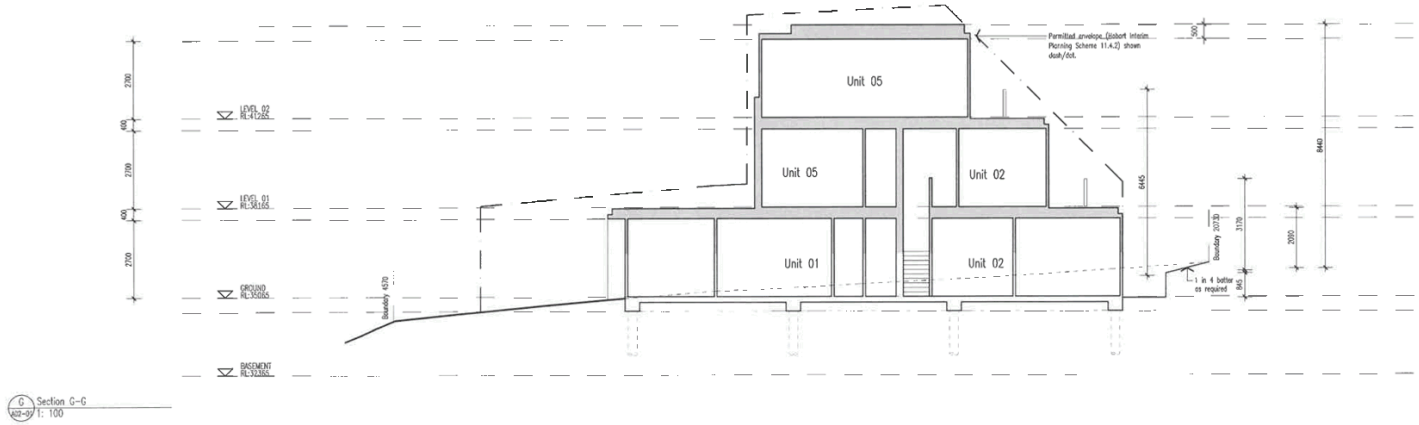
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT

SECTIONS

1: 100 @ A2

A05-01





Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T +61 3 6220 2929
ACN 124 110 979

Melbourne
3 Troedl Road South Yarra VIC 3141
T +61 3 9827 8900

hello@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify all dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

© No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Project: 7-8 HOUSE FAMILY OFFICE
MONTGOMERY COURT

Drawing: SECTIONS

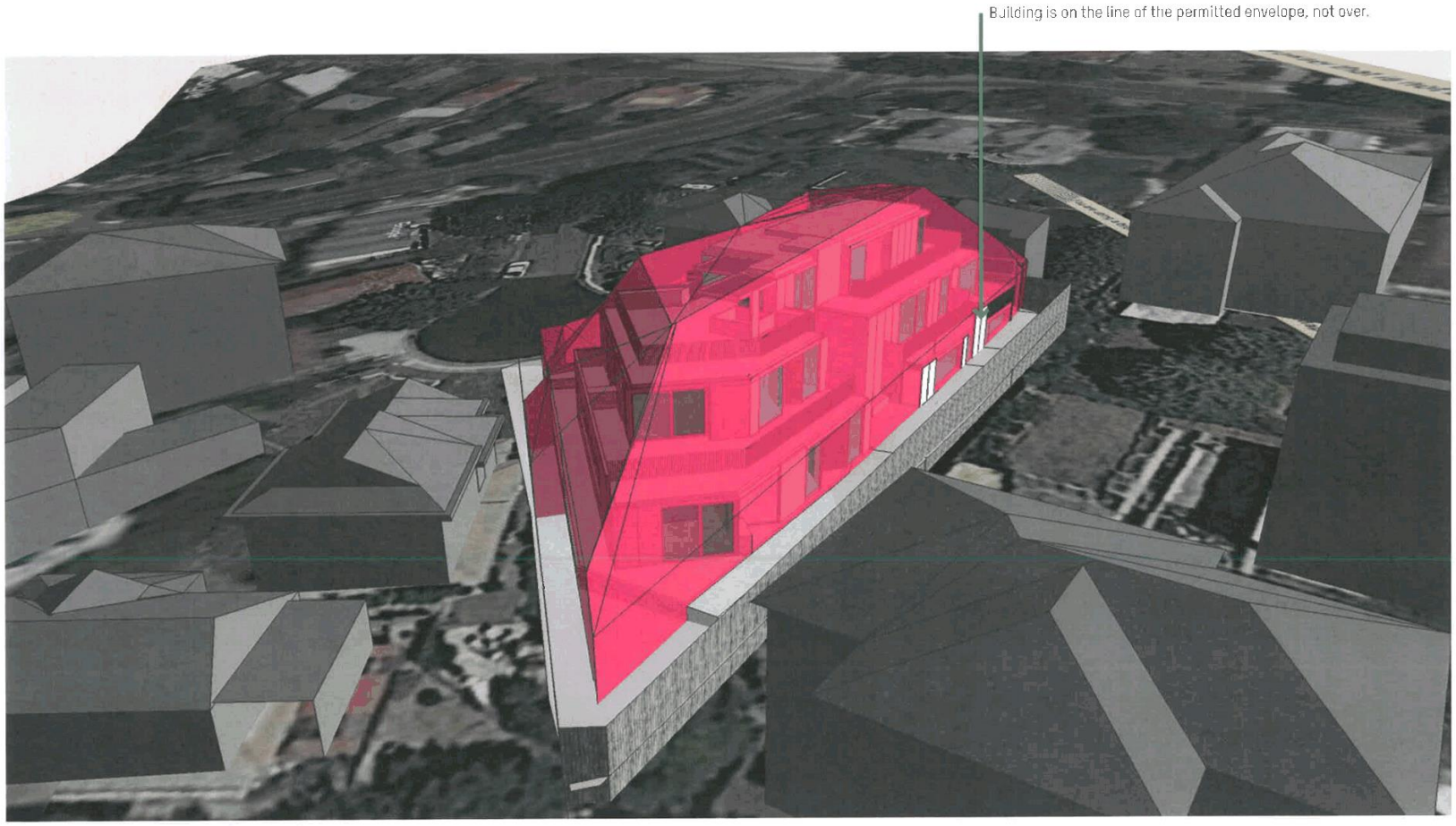
Date:

Scale: 1:100 @ A2

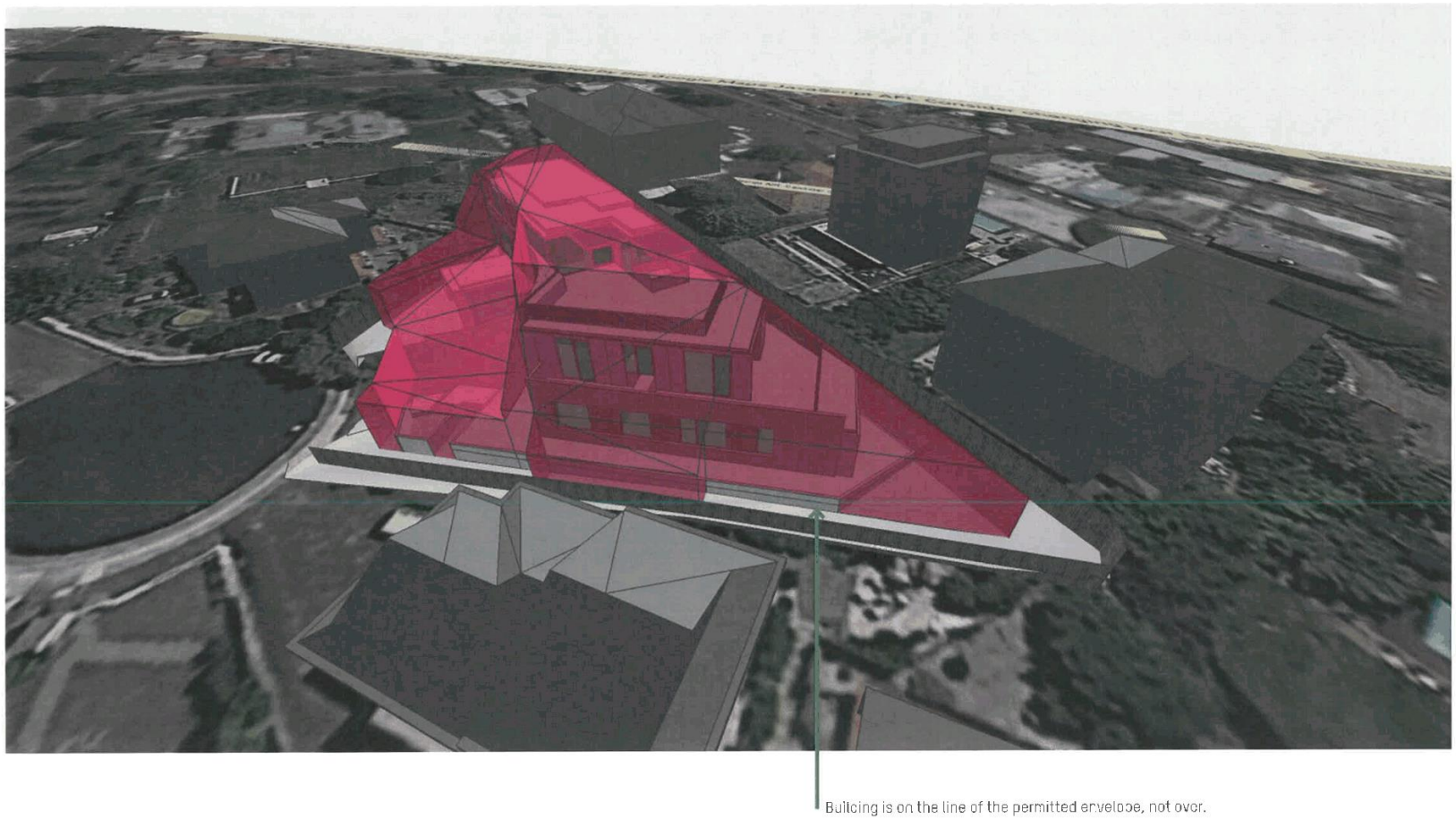
Rev	Description	By	Ck
A	DESIGN DEVELOPMENT	SC	TH
B	DESIGN DEVELOPMENT	SC	TH
C	DESIGN DEVELOPMENT	SC	TH
D	DESIGN DEVELOPMENT	SC	TH
E	DESIGN DEVELOPMENT	SC	TH
F	DESIGN DEVELOPMENT	SC	TH
G	DESIGN DEVELOPMENT	SC	TH

Project No: 16.089

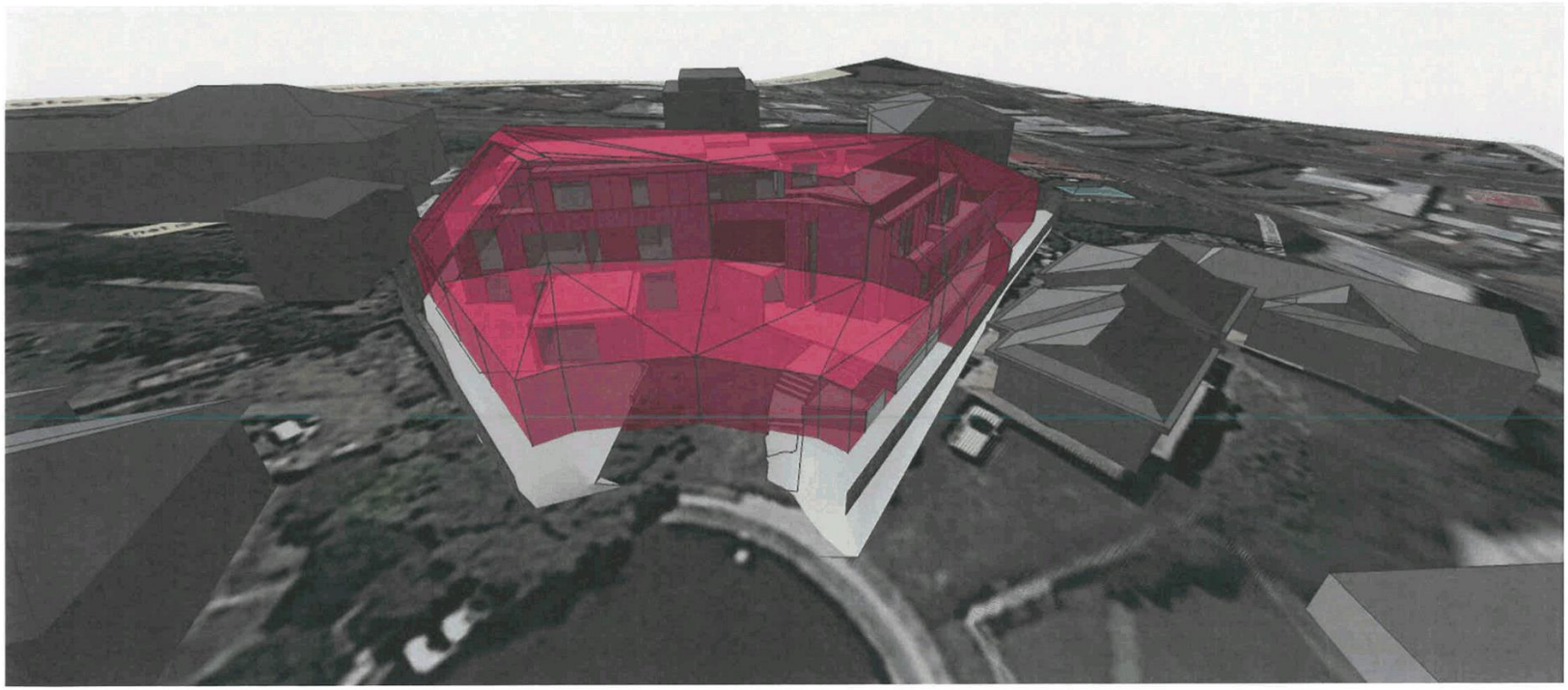
Drawing Number: A05-02



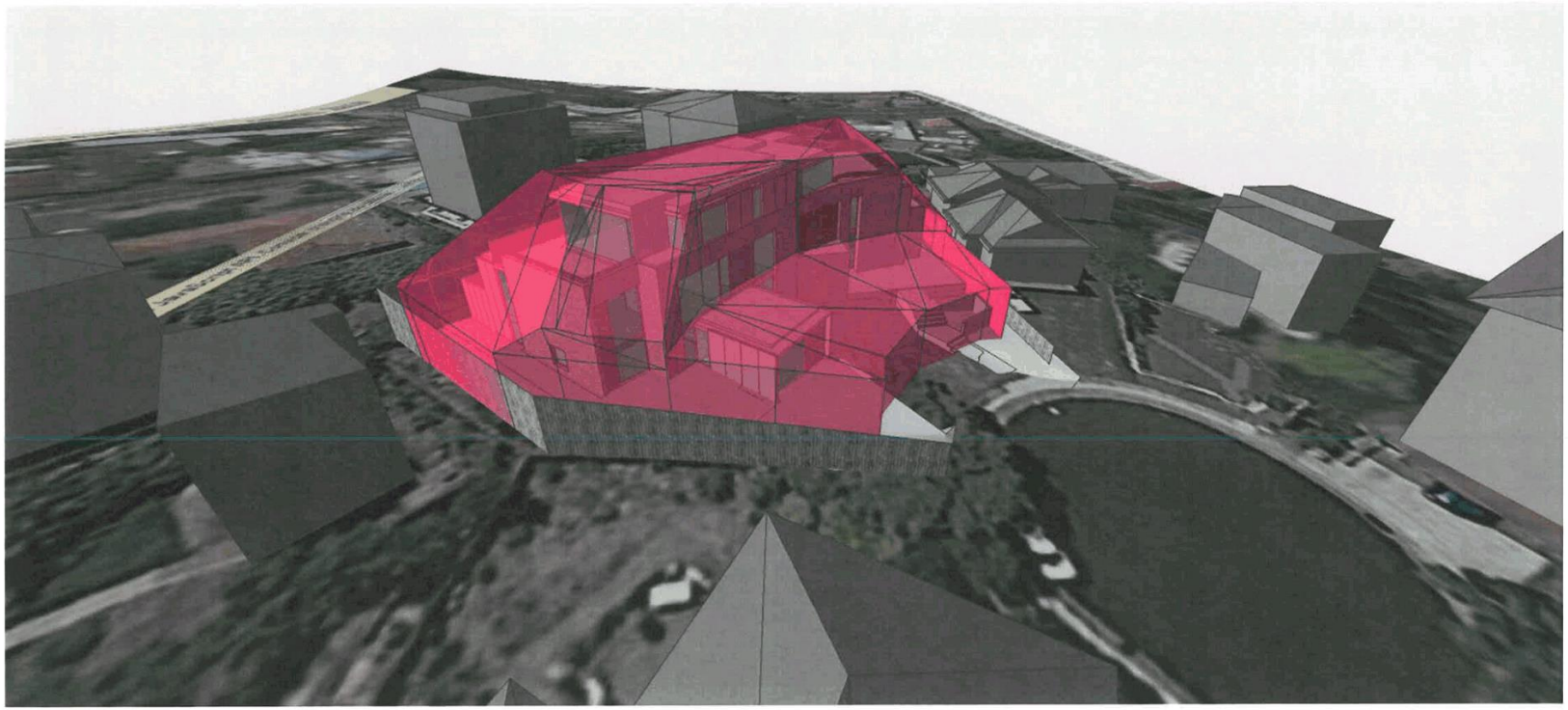
Permitted Envelope Perspective Diagram - Locking West



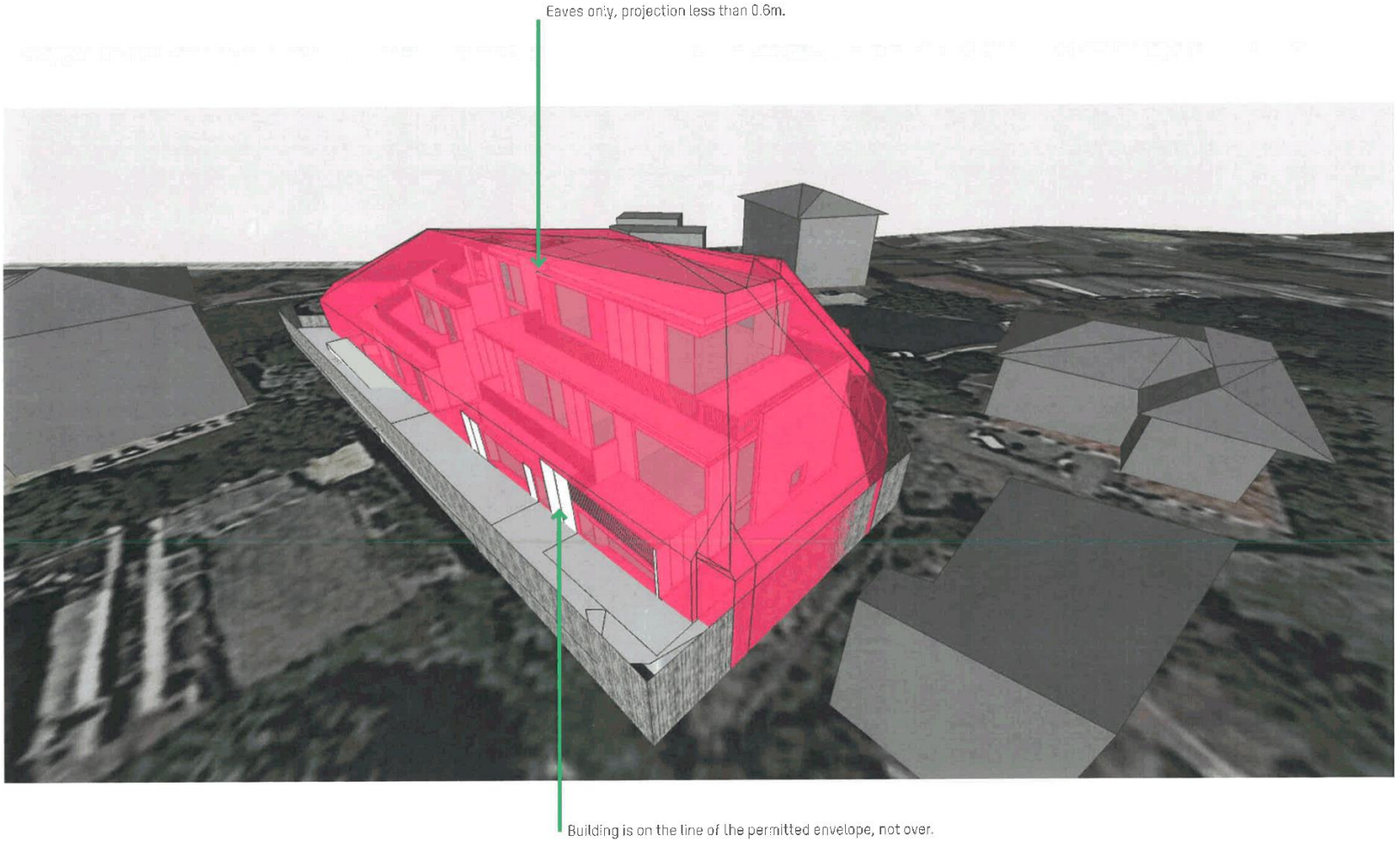
Permitted Envelope Perspective Diagram - Looking North



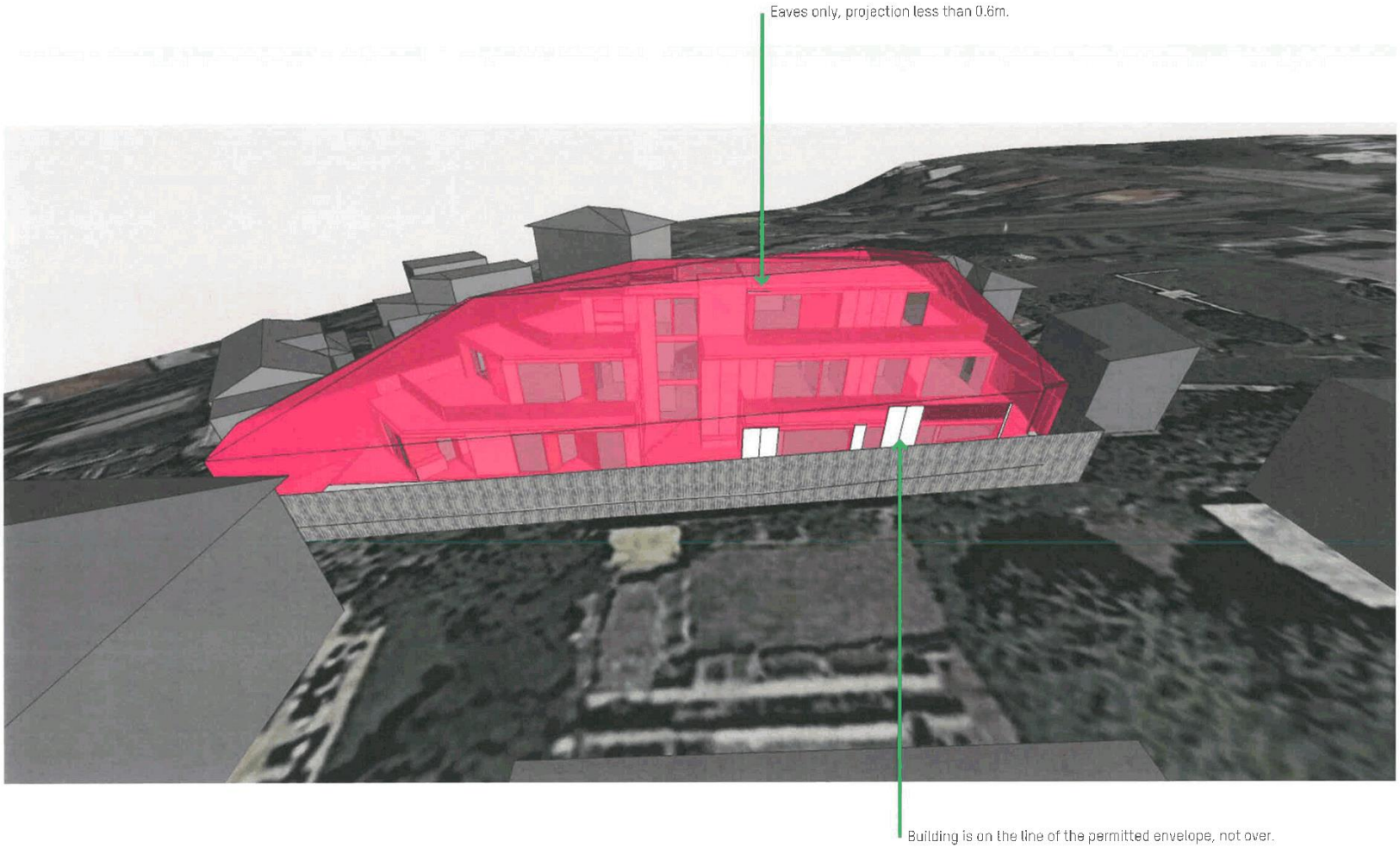
Permitted Envelope Perspective Diagram - Looking North/East



Permitted Envelope Perspective Diagram - Looking East



Permitted Envelope Perspect've D'agram- Looking South/East



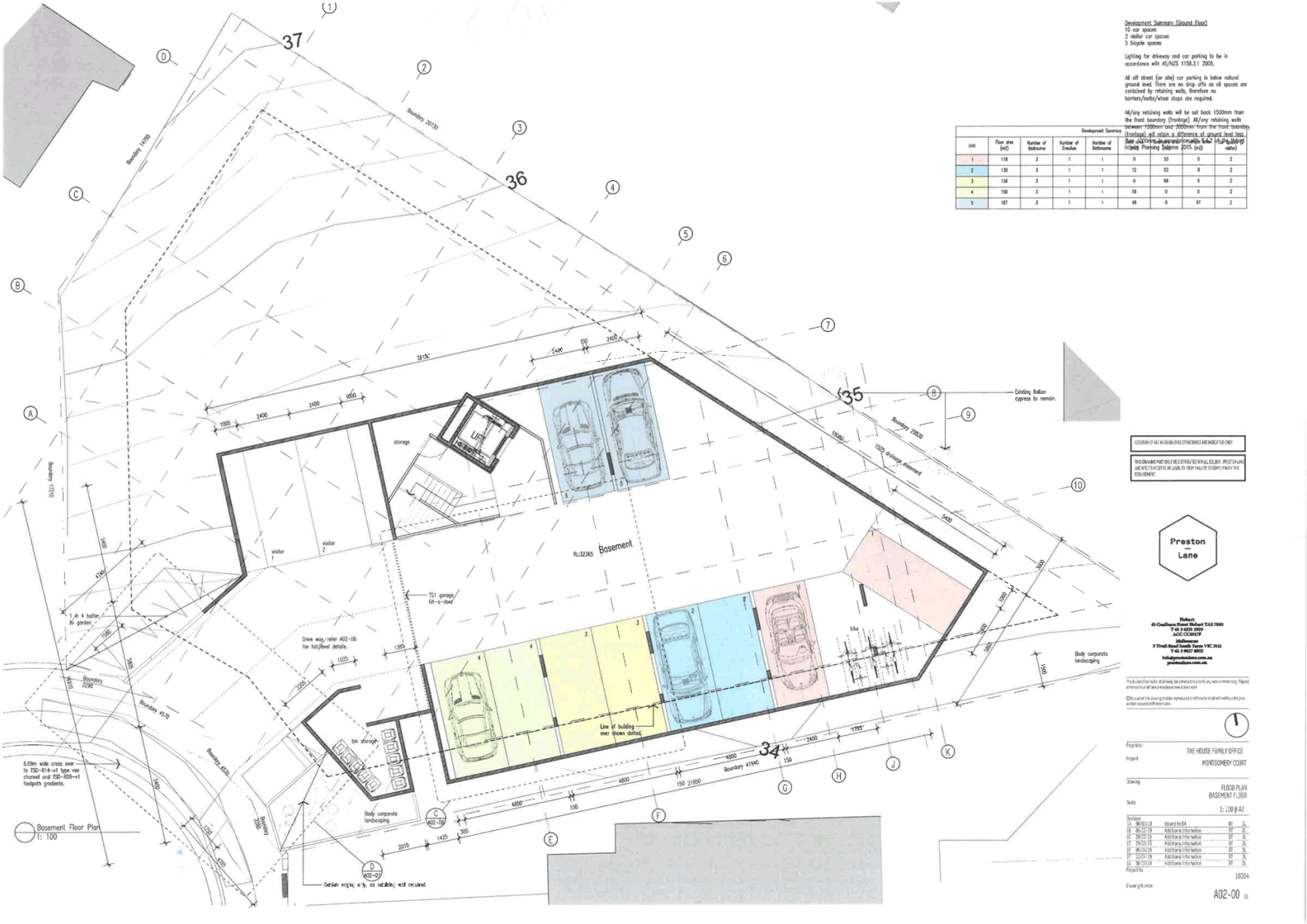
Permitted Envelope Perspective Diagram - Looking South/West

Preston Lane

MONTGOMERY COURT

Floor Plan diagrams
July 2019

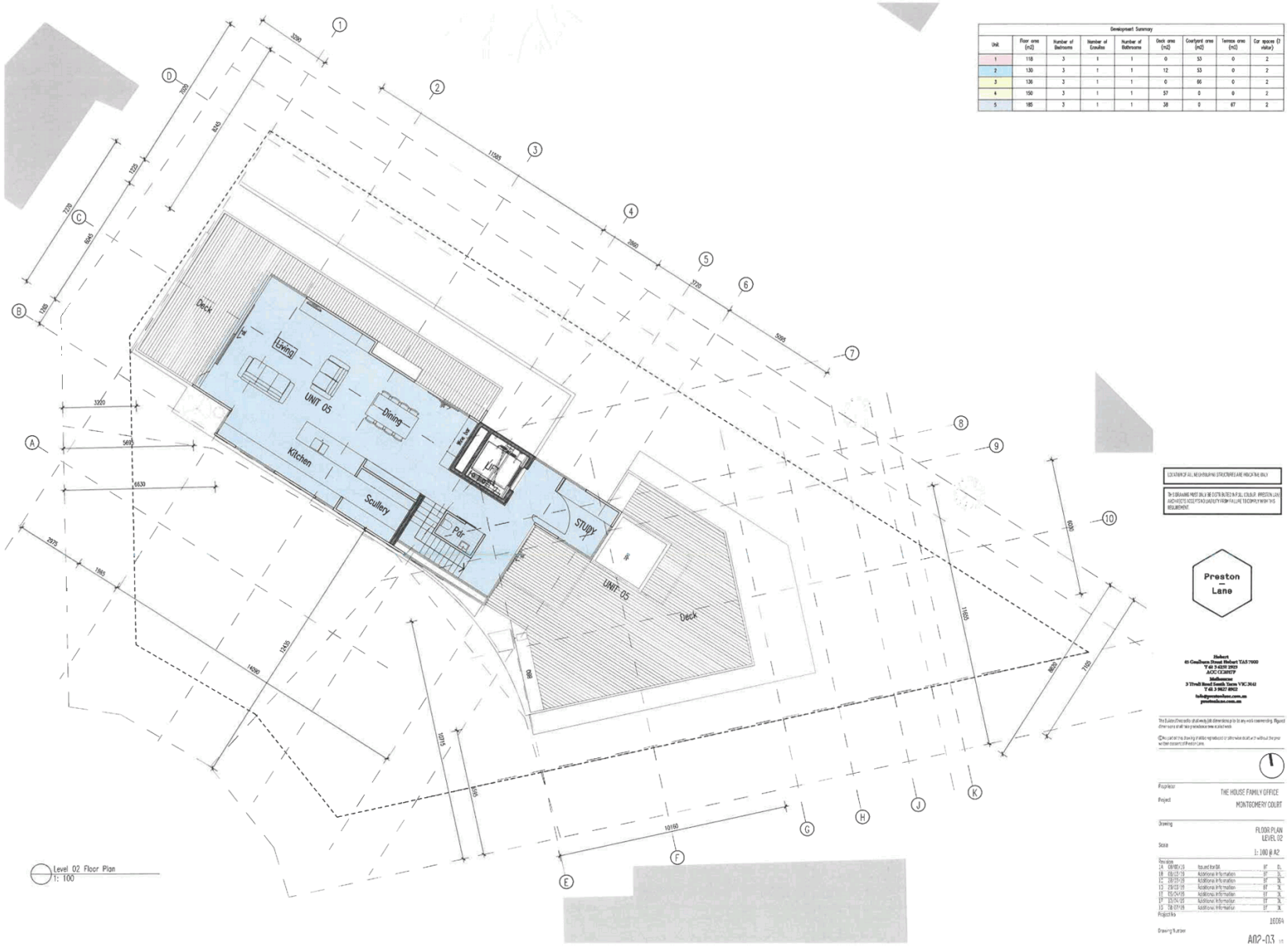
45 Goulburn Street Hobart Tas 7000
T 61 3 6231 2923
daniel@prestonlane.com.au


Development Summary (Ground Floor)
10 car spaces
2 visitor car spaces
5 bicycle spaces
Lighting for driveway and car parking to be in accordance with AS/NZS 1158.3.1 2005.
All off street (on site) car parking is below natural ground level. There are no drop offs as all spaces are contained by retaining walls, therefore no barriers/kerbs/wheel stops are required.
All/any retaining walls will be set back 1500mm from the front boundary (frontage). All/any retaining walls between 1500mm and 3000mm from the front boundary (frontage) will retain a difference of ground level less than 1000mm in accordance with 6.4.7 of the Hobart Interim Planning Scheme 2015. (n2)
Development Summary
Unit | Floor area (m2) | Number of Bedrooms | Number of Ensuites | Number of Bathrooms | Number of Bathrooms | Number of Bathrooms | Number of Bathrooms | Number of Bathrooms
1 | 118 | 3 | 1 | 1 | 0 | 53 | 0 | 2
2 | 130 | 3 | 1 | 1 | 12 | 53 | 0 | 2
3 | 136 | 3 | 1 | 1 | 0 | 66 | 0 | 2
4 | 150 | 3 | 1 | 1 | 59 | 0 | 0 | 2
5 | 187 | 3 | 1 | 1 | 48 | 0 | 67 | 2
Existing Italian cypress to remain.
Basement
RL:32365
storage
visitor 1
visitor 2
TS1 garage lift-a-door
Drive way, refer A02-06 for full level details.
bin storage
Line of building over shown dotted.
Body corporate landscaping
Garden edging only, no retaining wall required.
Basement Floor Plan
1: 100
Preston Lane
Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2929
ACC CC8027F
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8902
info@prestonlane.com.au
prestonlane.com.au
Proprietor
THE HOUSE FAMILY OFFICE
Project
MONTGOMERY COURT
Drawing
FLOOR PLAN
BASEMENT FLOOR
Scale
1:100 @ A2
Revision
Project No
16064
Drawing Number
A02-00


Development Summary
Unit
Floor area (m2)
Number of Bedrooms
Number of Ensuites
Number of Bathrooms
Deck area (m2)
Courtyard area (m2)
Terrace area (m2)
Car spaces (3 visitor)
1 118 3 1 1 6 53 0 2
2 130 3 1 1 12 53 0 2
3 136 3 1 1 6 66 0 2
4 150 3 1 1 57 0 0 2
5 185 3 1 1 38 0 67 2
37
36
35
34
Court
Lounge
Kitchen
Bedroom
Pdr
Laundry
Dining
Entry
Bath
Ens
Master
Foyer
Study
UNIT 01
UNIT 02
UNIT 03
UNIT 04
Void
Ground Floor Plan
1: 100
Preston Lane
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
FLOOR PLAN
GROUND FLOOR
1: 100 @ A2
A02-01



Development Summary								
Unit	Floor area (m2)	Number of Bedrooms	Number of Ensuites	Number of Bathrooms	Deck area (m2)	Courtyard area (m2)	Terrace area (m2)	Car spaces (2 visitor)
1	118	3	1	1	0	53	0	2
2	130	3	1	1	12	53	0	2
3	136	3	1	1	0	66	0	2
4	150	3	1	1	57	0	0	2
5	185	3	1	1	38	0	67	2



Development Summary								
Unit	Floor area (m2)	Number of Bedrooms	Number of Ensuites	Number of Bathrooms	Deck area (m2)	Courtyard area (m2)	Terrace area (m2)	Car spaces (1 visitor)
1	118	3	1	1	0	53	0	2
2	130	3	1	1	12	53	0	2
3	136	3	1	1	0	66	0	2
4	150	3	1	1	57	0	0	2
5	185	3	1	1	38	0	67	2

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

THIS DRAWING MUST BE LIVE DATA PLOTTED IN FULL COLOUR. PRESTON LANE ARCHITECTS ACCEPTS NO LIABILITY FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

Preston Lane

Hobart
49 Goulburn Street Hobart TAS 7000
T 61 3 6231 2955
ACC C130727

Melbourne
3 /7roll Road South Yarra VIC 3141
T 61 3 9827 8922

hello@prestonlane.com.au
prestonlane.com.au

The Builder/Tradesmen shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

© No part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: THE HOUSE FAMILY OFFICE

Project: MONTGOMERY COURT

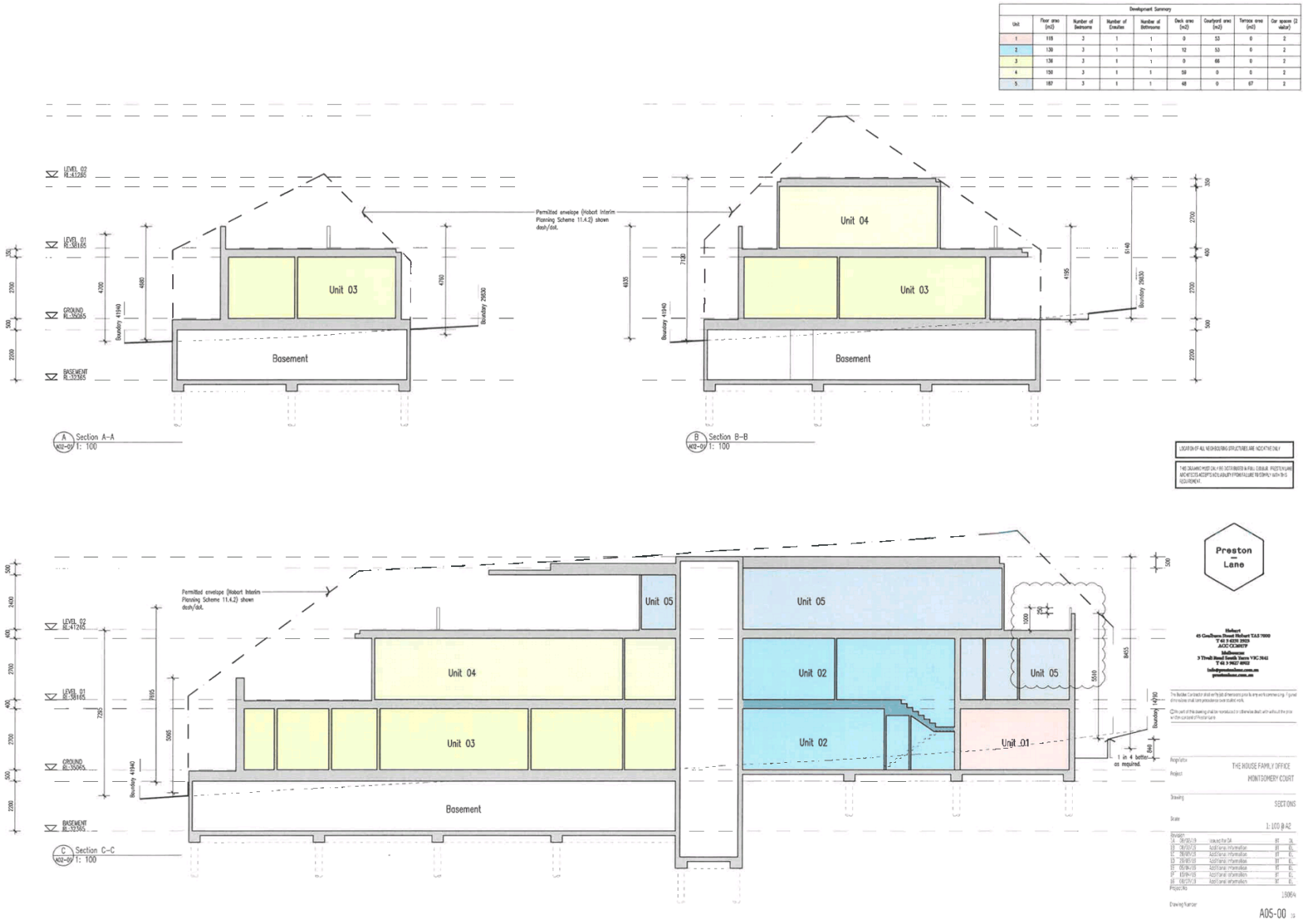
Drawing: FLOOR PLAN LEVEL 02

Scale: 1: 100 @ A2

Revision			
24	08/08/19	Issued for DA	BF
18	09/07/19	Additional Information	BF
14	28/06/19	Additional Information	BF
13	29/03/19	Additional Information	BF
12	05/04/19	Additional Information	BF
11	15/04/19	Additional Information	BF
10	28/01/19	Additional Information	BF

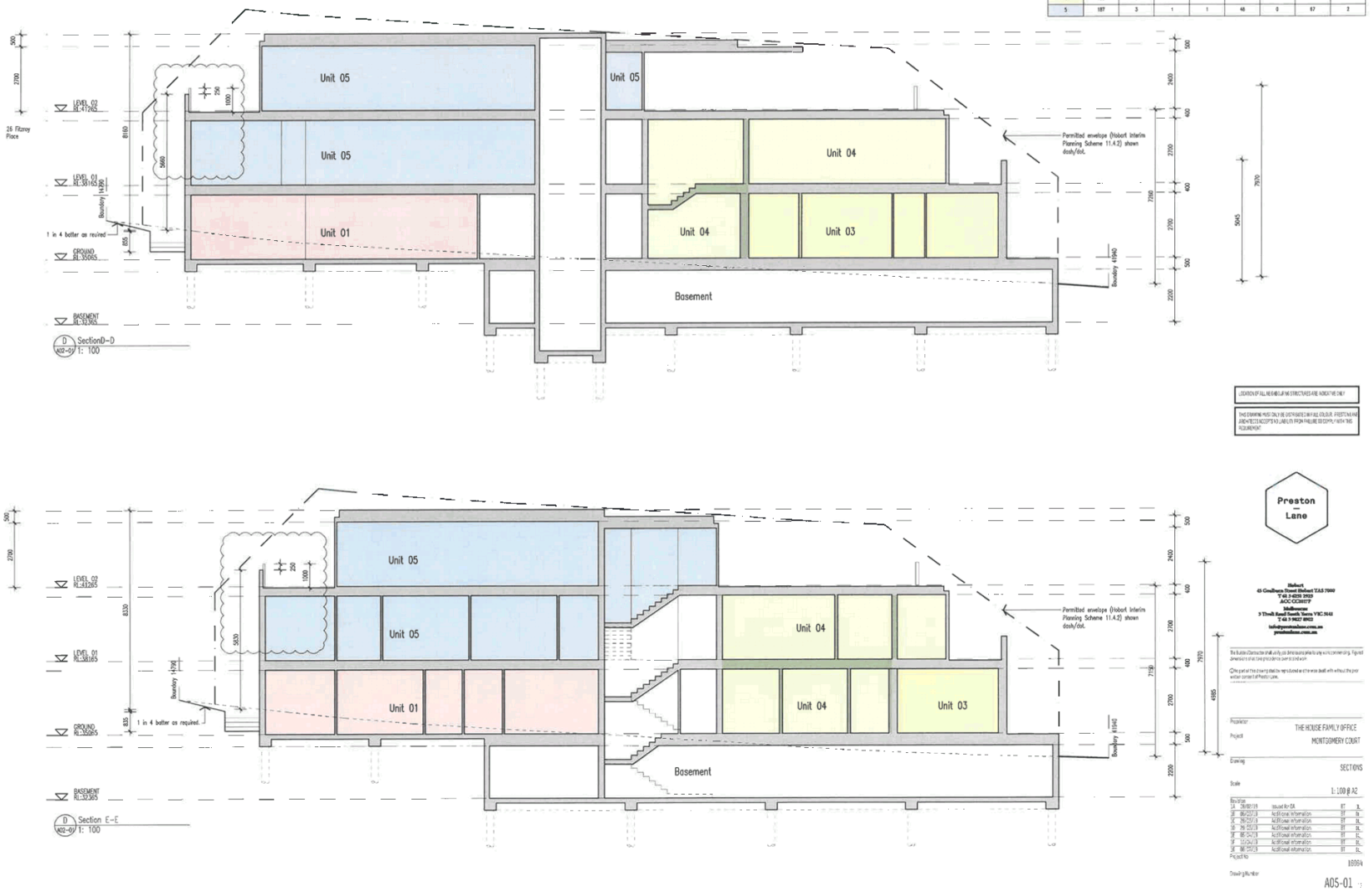
Project No: 16084

Drawing Number: A02-03

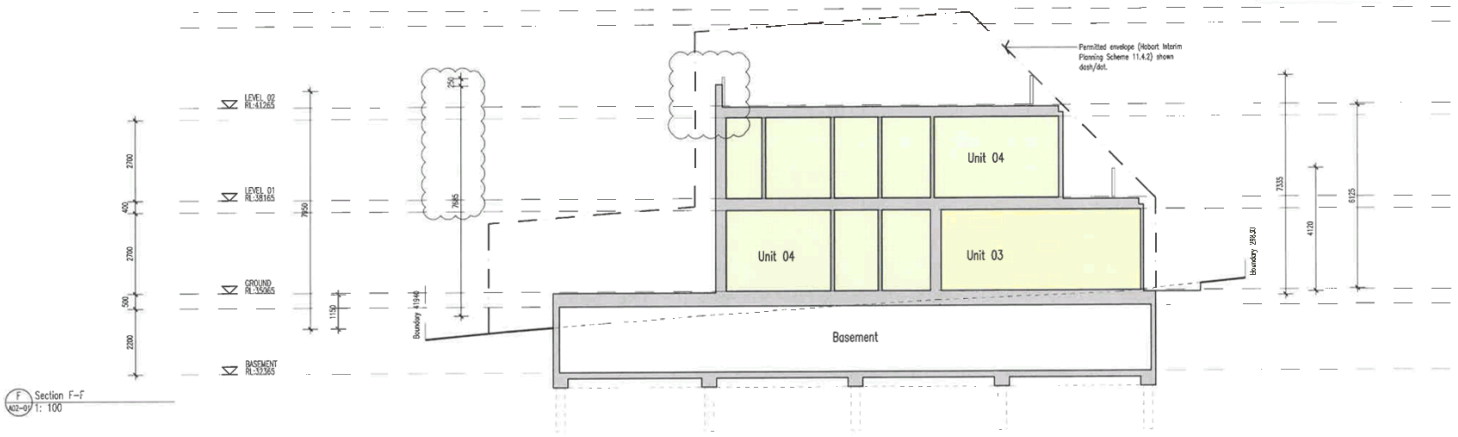

Development Summary
Unit
Floor area (m2)
Number of Bedrooms
Number of Ensuites
Number of Bathrooms
Deck area (m2)
Courtyard area (m2)
Terrace area (m2)
Car spaces (1 stacker)
1 115 3 1 1 0 53 0 2
2 130 3 1 1 12 53 0 2
3 138 3 1 1 0 66 0 2
4 150 3 1 1 59 0 0 2
5 187 3 1 1 48 0 67 2
LEVEL 02 RL:41265
LEVEL 01 RL:38165
GROUND RL:35065
BASEMENT RL:32365
Permitted envelope (Hobart Interim Planning Scheme 11.4.2) shown dash/dot.
Unit 03
Basement
Boundary 41940
Boundary 29530
A Section A-A A02-07 1: 100
Unit 04
Unit 03
Basement
Boundary 41940
Boundary 29530
B Section B-B A02-07 1: 100
LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL FORMAT. PRESTON LANE ARCHITECTS ACCEPTS NO LIABILITY FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
Permitted envelope (Hobart Interim Planning Scheme 11.4.2) shown dash/dot.
Unit 05
Unit 04
Unit 03
Unit 05
Unit 02
Unit 02
Unit 05
Unit 01
Basement
1 in 4 batter as required.
Boundary 41940
C Section C-C A02-07 1: 100
Preston Lane
Hobart
45 Cawthorn Street Hobart TAS 7000
T 61 3 6231 2929
ACC/C/20037
Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 6902
info@prestonlane.com.au
prestonlane.com.au
Project
THE HOUSE FAMILY OFFICE
MONTGOMERY COURT
Drawing
SECTIONS
Scale
1:100 @ A2
Revision
C1 08/02/19 Issued for DA BT DL
C2 08/04/19 Additional Information BT DL
C3 29/07/19 Additional Information BT DL
C4 29/08/19 Additional Information BT DL
C5 05/09/19 Additional Information BT DL
C6 10/09/19 Additional Information BT DL
C7 08/10/19 Additional Information BT DL
Project No
18064
Drawing Number
A05-00

Development Summary

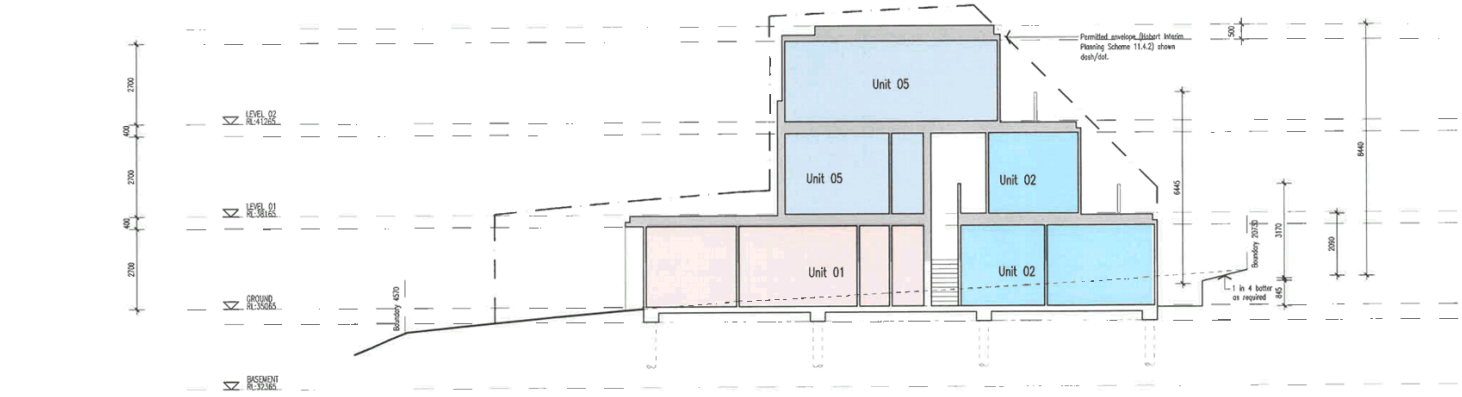
Unit	Floor area (m2)	Number of Bedrooms	Number of Ensuites	Number of Bathrooms	Deck area (m2)	Courtyard area (m2)	Terrace area (m2)	Car spaces (2 visitor)
1	118	3	1	1	0	53	0	2
2	130	3	1	1	12	53	0	2
3	136	3	1	1	0	66	0	2
4	150	3	1	1	59	0	0	2
5	187	3	1	1	48	0	67	2



Development Summary								
Unit	Floor area (m2)	Number of Bedrooms	Number of Ensuites	Number of Bathrooms	Deck area (m2)	Courtyard area (m2)	Terrace area (m2)	Car spaces (1 visitor)
1	118	3	1	1	0	53	0	2
2	130	3	1	1	12	53	0	2
3	136	3	1	1	0	66	0	2
4	150	3	1	1	58	0	0	2
5	187	3	1	1	48	0	67	2



F
A02-01 Section F-F
1: 100



G
A02-01 Section G-G
1: 100

LOCATION OF ALL NEIGHBOURING STRUCTURES ARE INDICATIVE ONLY

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. PRESTON LANE ARCHITECTS ACCEPTS NO LIABILITY FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

Preston Lane

Hobart
45 Goulburn Street Hobart TAS 7000
T 61 3 6231 2903
ACN 126 282 779

Melbourne
3 Tivoli Road South Yarra VIC 3141
T 61 3 9827 8923

info@prestonlane.com.au
prestonlane.com.au

The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

©This part of this drawing shall be reproduced or otherwise dealt with without the prior written consent of Preston Lane.

Proprietor: THE HOUSE FAMILY OFFICE
Project: MONTGOMERY COURT
Drawing: SECTIONS
Scale: 1: 100 @ A2

Revisions			
A	09/02/19	Issued for DA	BT BL
B	09/05/19	Additional information	BT CL
C	29/05/19	Additional information	BT CL
D	29/07/19	Additional information	BT BL
E	05/09/19	Additional information	BT CL
F	13/09/19	Additional information	BT CL
G	08/10/19	Additional information	BT CL

Project No: 18054
Drawing Number: A05-02 G

CIVIL DRAWINGS
MONTGOMERY COURT DEVELOPMENT
3-4 MONTGOMERY COURT,
SANDY BAY, TASMANIA 7005

SHEET	DRAWING	ISSUE	DATE
C01	INDEX, NOTES AND OVERALL PLAN	F	15/01/2019
C02	DETAIL & BASEMENT PLAN	F	15/01/2019
C04	CONCEPT STORMWATER SERVICING PLAN	F	15/01/2019

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, HYDRAULIC AND STRUCTURAL DRAWINGS AND SPECIFICATIONS. STANDARDS REFERENCED ARE TO BE THE MOST CURRENT VERSION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWINGS AND SPECIFICATIONS, AUSTRALIAN STANDARDS, IWSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
4. IPWEA/LGAT STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH COUNCIL EXCLUSION SHEETS TSD-E01-v1 & TSD-E02-v1
5. ALL WORKS ARE TO BE MAINTAINED IN A SAFE CONDITION.
6. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS
7. CONTRACTOR TO OBTAIN APPROVALS, SERVICE CLEARANCES AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A "START OF WORKS NOTICE" MUST BE OBTAINED FROM COUNCIL PRIOR TO ANY WORKS COMMENCING.
9. SURVEY DATA UNDERTAKEN AND PROVIDED BY ROGERSON BIRCH DATED 20-06-2016.
   - 9.1 HORIZONTAL DATUM PER GT 6104.7 - (NOT MGA)
   - 9.2 VERTICAL DATUM PER SPM 10619
10. ARCHITECTURAL LAYOUT PROVIDED BY PRESTON LANE ARCHITECTS.
11. INTERNAL UNIT HYDRAULICS TO BE DESIGNED DURING DETAILED DESIGN
12. PLANS PROVIDED ARE CONCEPT SERVICING PLANS ONLY AND ARE SUBJECT TO FULL ENGINEERING INVESTIGATION AND DETAILED DESIGN

WORKPLACE HEALTH & SAFETY NOTES:

BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS / JOB SAFETY ANALYSIS (JSA) WHICH SHALL IDENTIFY IN DOCUMENTED FORM;

- THE TYPE OF WORK,
- HAZARDS AND RISKS TO HEALTH AND SAFETY,
- THE CONTROLS TO BE APPLIED IN ORDER ELIMINATE OR MINIMIZE THE RISK POSED BY THE IDENTIFIED HAZARDS,
- THE MANNER IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

FOR THIS PROJECT; POSSIBLE HAZARDS INCLUDE (BUT ARE NOT LIMITED TO):

- EXCAVATION OF ANY TYPE & DEPTHS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- FELLING / LOPPING &/OR REMOVAL OF EXISTING TREES/VEGETATION
- UNDERGROUND STRUCTURES (MANHOLES / SUMPS / ETC)
- CONFINED SPACES
- OVERHEAD POWER LINES
- UNDERGROUND WATER AND SEWER PIPES
- TELECOMMUNICATION CABLES – BOTH UNDERGROUND & OVERHEAD
- WORKING AT HEIGHTS
- WORKING WITH ASBESTOS CONTAINING MATERIALS
- TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS".
2. ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED AND GRUBBED IN THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CROSSINGS SHALL BE IN ACCORDANCE WITH IPWEA STANDARD DRAWING TSD-R09-v1 AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED TO BE OTHERWISE.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   - TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
   - THE SUB GRADE SHALL HAVE A MINIMUM BEARING CAPACITY OF 100 kPa.
   - FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
   - THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
   - EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% STD, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED
7. 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 CONFIRM AN APPROVED BASE.
8. CONCRETE PAVEMENTS SHALL BE CURED FOR A MINIMUM OF 3 DAYS USING A CURRENT BEST PRACTICE METHOD.
9. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELLING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
10. BATTERS SHALL BE SET TO A SAFE ANGLE OF REPOSE IN ACCORDANCE WITH THE BCA VOL 2 AS INDICATED BELOW:

SOIL TYPE (* REFER BCA 3.2.4)		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK (A+)		2:3	8:1
SAND (A+)		1:2	1:2
SILT (P+)		1:4	1:4
CLAY	FIRM CLAY	1:2	1:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS (P)		NOT SUITABLE	NOT SUITABLE

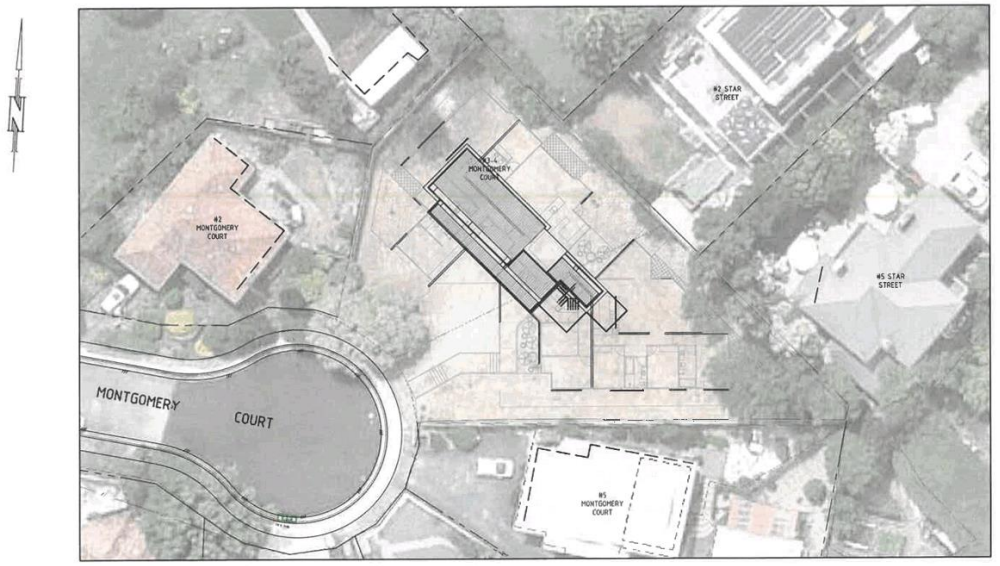
NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER IS TO BE CARRIED OUT IN ACCORDANCE WITH THE WSA PARTS 02 & 03 (WATER AND SEWERAGE CODES OF AUSTRALIA) AND TO THE SATISFACTION OF TASWATER.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.
4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE TASMANIAN PLUMBING CODE.
7. INSTALL ALL AG DRAINS TO THE REQUIREMENTS OF AS3500 AND PART 3.12 OF THE BCA.
8. PAVEMENT AND HARDSTAND AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.
9. ALL PIPE WORK UNDER TRAFFICABLE AREAS INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.
10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SN4, PIPES UNDER TRAFFICABLE AREAS TO BE SN8 U.N.O.
11. MINIMUM GRADES FOR DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1:65% FOR SEWER U.N.O.
12. MINIMUM COVER FOR DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.
13. WATER PIPES TO BE MIN. DN20 POLY PN16 AND FITTINGS TO BE MIN. CLASS 16 U.N.O
14. WATER CONNECTIONS SHALL BE PROVIDED WITH METERAGE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TW-SD-W-20.
15. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL.
16. STORMWATER TREATMENT TO BE PROVIDED AS PER TABLE E7.1 OF HOBART INTERIM PLANNING SCHEME WHICH WILL BE DESIGNED DURING DETAILED DESIGN.
17. CONCEPT SERVICING PLAN SHOWN FOR DEVELOPMENT APPROVAL ISSUE ONLY. SUBJECT TO DETAILED ENGINEERING INVESTIGATION AND DESIGN.

TASWATER SEWER & WATER NOTES:

1. AS PER WSA02-2002-2.3 & TASWATER SEWER SUPPLEMENT, SEWER LOADINGS FROM THE DEVELOPMENT ARE:
   - 1.1 Q_{dwf} = 0.049 L/s
   - 1.2 Q_{dwf} = 0.661 L/s
   - 1.3 $Q_{peak\ new}$ = 0.92 L/s
2. POTABLE WATER DEMAND FOR THE DEVELOPMENT AS PER AS3500 = 1.41 L/s



OVERALL PLAN
SCALE 1:200 (A1)

CONCEPT SERVICING PLAN ONLY
NOT FOR CONSTRUCTION

HALF SCALE PRINT

DIAL BEFORE YOU DIG www.1100.com.au

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

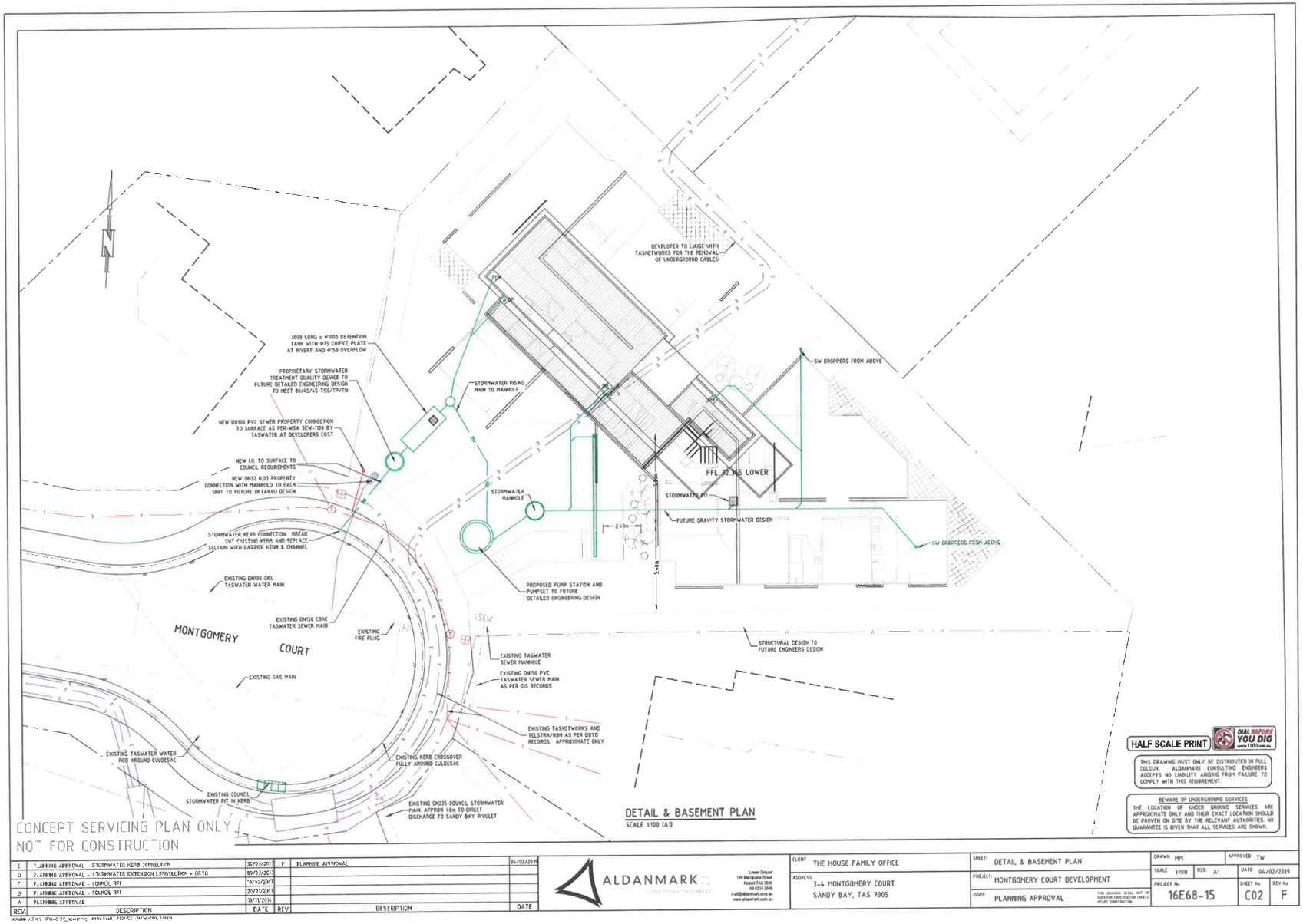
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN

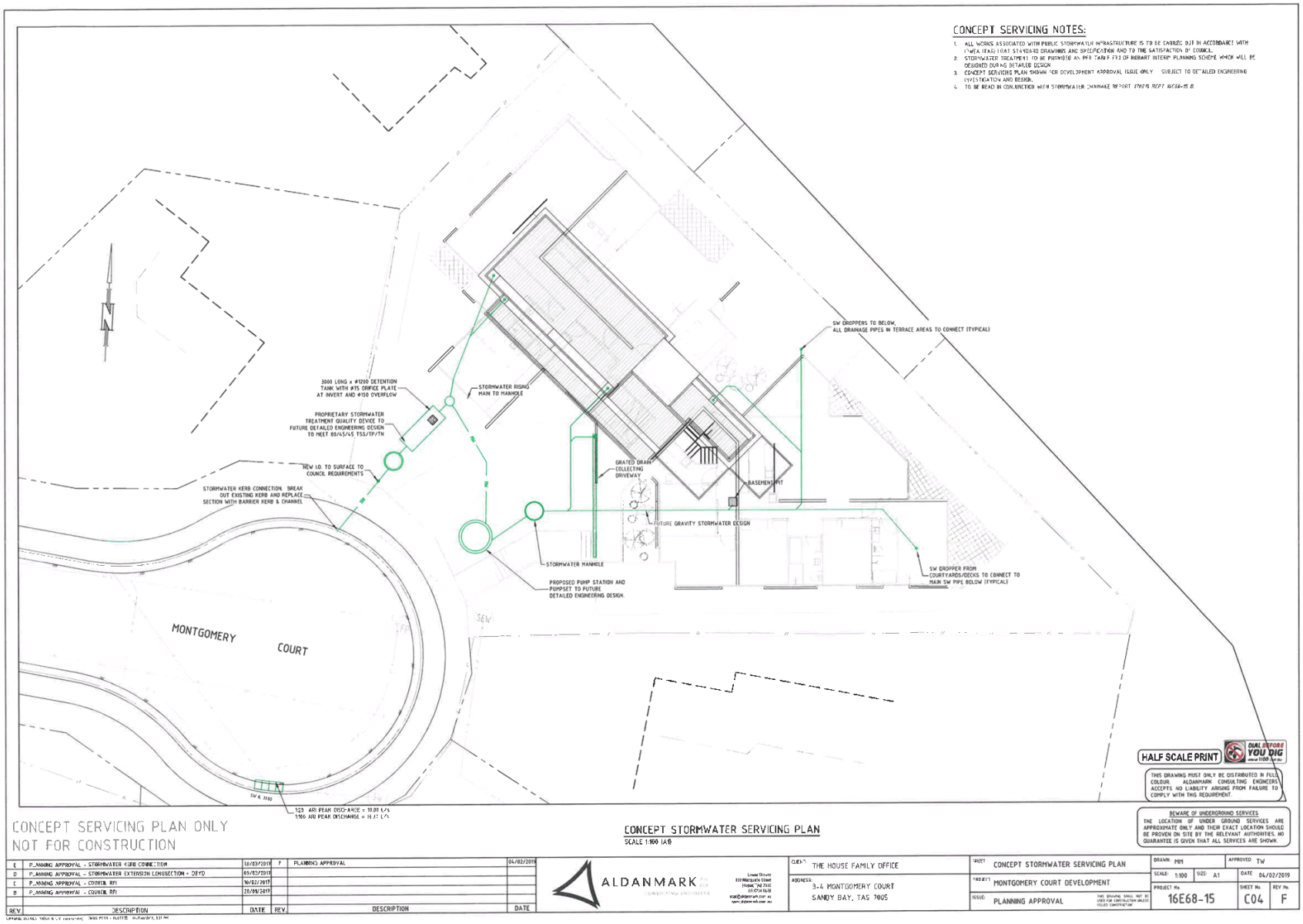
REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE
E	PLANNING APPROVAL - STORMWATER KERB CONNECTION	28/03/2019	F	PLANNING APPROVAL	04/02/2019
D	PLANNING APPROVAL - STORMWATER EXTENSION (CONNECTION + DSYD)	09/02/2019			
C	PLANNING APPROVAL - COUNCIL RFI	16/02/2011			
B	PLANNING APPROVAL - COUNCIL RFI	28/08/2019			
A	PLANNING APPROVAL	02/12/2016			

ALDANMARK

Lower Ground
109 Macquarie Street
Hobart TAS 7000
03 6234 9656
mail@aldanmark.com.au
www.aldanmark.com.au

CLIENT:	THE HOUSE FAMILY OFFICE
ADDRESS:	3-4 MONTGOMERY COURT SANDY BAY, TAS 7005
ISSUE:	PLANNING APPROVAL
SHEET:	OVERALL SITE PLAN
PROJECT:	MONTGOMERY COURT DEVELOPMENT
DRAWN:	MM
APPROVED:	TW
SCALE:	1:200
SIZE:	A1
DATE:	04/02/2019
PROJECT No.	16E68-15
SHEET No.	C01
REV No.	F


N
DEVELOPER TO LIAISE WITH TASNETWORKS FOR THE REMOVAL OF UNDERGROUND CABLES
3000 LONG x Ø1000 DETENTION TANK WITH Ø75 ORIFICE PLATE AT INVERT AND Ø150 OVERFLOW
PROPRIETARY STORMWATER TREATMENT QUALITY DEVICE TO FUTURE DETAILED ENGINEERING DESIGN TO MEET 80/45/45 TSS/TP/TN
STORMWATER RISING MAIN TO MANHOLE
SW DROPPERS FROM ABOVE
NEW DN100 PVC SEWER PROPERTY CONNECTION TO SURFACE AS PER-WSA SEW-1106 BY TASWATER AT DEVELOPERS COST
NEW I.O. TO SURFACE TO COUNCIL REQUIREMENTS
NEW DN32 (LO) PROPERTY CONNECTION WITH MANIFOLD TO EACH UNIT TO FUTURE DETAILED DESIGN
FFL 32.345 LOWER
STORMWATER MANHOLE
STORMWATER PIT
FUTURE GRAVITY STORMWATER DESIGN
SW DROPPERS FROM ABOVE
STORMWATER KERB CONNECTION. BREAK OUT EXISTING KERB AND REPLACE SECTION WITH BARRIER KERB & CHANNEL
EXISTING DN100 CICL TASWATER WATER MAIN
PROPOSED PUMP STATION AND PUMPSET TO FUTURE DETAILED ENGINEERING DESIGN
EXISTING DN150 CONC TASWATER SEWER MAIN
EXISTING FIRE PLUG
MONTGOMERY COURT
STRUCTURAL DESIGN TO FUTURE ENGINEERS DESIGN
EXISTING TASWATER SEWER MANHOLE
EXISTING DN150 PVC TASWATER SEWER MAIN AS PER GIS RECORDS
EXISTING GAS MAIN
EXISTING TASNETWORKS AND TELSTRA/NBN AS PER DBYD RECORDS. APPROXIMATE ONLY
EXISTING KERB CROSSOVER FULLY AROUND CULDESAC
EXISTING TASWATER WATER MAIN AROUND CULDESAC
EXISTING COUNCIL STORMWATER PIT IN KERB
EXISTING DN225 COUNCIL STORMWATER MAIN. APPROX 40m TO DIRECT DISCHARGE TO SANDY BAY RIVULET
DETAIL & BASEMENT PLAN
SCALE 1:100 (A1)
HALF SCALE PRINT
DIAL BEFORE YOU DIG
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.
CONCEPT SERVICING PLAN ONLY
NOT FOR CONSTRUCTION
E | PLANNING APPROVAL - STORMWATER KERB CONNECTION | 31/05/2017 | F | PLANNING APPROVAL | 04/02/2019
D | PLANNING APPROVAL - STORMWATER EXTENSION LONGSELECTION + DBYD | 09/03/2018
C | PLANNING APPROVAL - COUNCIL RFI | 19/12/2017
B | PLANNING APPROVAL - COUNCIL RFI | 20/01/2017
A | PLANNING APPROVAL | 19/12/2016
REV | DESCRIPTION | DATE | REV | DESCRIPTION | DATE
ALDANMARK
Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 6666 mail@aldanmark.com.au www.aldanmark.com.au
CLIENT: THE HOUSE FAMILY OFFICE
ADDRESS: 3-4 MONTGOMERY COURT SANDY BAY, TAS 7005
SHEET: DETAIL & BASEMENT PLAN
PROJECT: MONTGOMERY COURT DEVELOPMENT
ISSUE: PLANNING APPROVAL
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ISSUED 'CONSTRUCTION'
DRAWN: MM | APPROVED: TW
SCALE: 1:100 | SIZE: A1 | DATE: 04/02/2019
PROJECT No: 16E68-15 | SHEET No: C02 | REV No: F


CONCEPT SERVICING NOTES:
1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LOAD STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. STORMWATER TREATMENT TO BE PROVIDED AS PER TABLE F7.1 OF NORART INTERIM PLANNING SCHEME WHICH WILL BE DESIGNED DURING DETAILED DESIGN
3. CONCEPT SERVICING PLAN SHOWN FOR DEVELOPMENT APPROVAL ISSUE ONLY SUBJECT TO DETAILED ENGINEERING INVESTIGATION AND DESIGN.
4. TO BE READ IN CONJUNCTION WITH STORMWATER DRAINAGE REPORT 17021S REPT 16E68-15 B.
SW DROPPERS TO BELOW, ALL DRAINAGE PIPES IN TERRACE AREAS TO CONNECT (TYPICAL)
3000 LONG x Ø1200 DETENTION TANK WITH Ø75 ORIFICE PLATE AT INVERT AND Ø150 OVERFLOW
STORMWATER RISING MAIN TO MANHOLE
PROPRIETARY STORMWATER TREATMENT QUALITY DEVICE TO FUTURE DETAILED ENGINEERING DESIGN TO MEET 80/45/45 TSS/TP/TN
NEW I.O. TO SURFACE TO COUNCIL REQUIREMENTS
STORMWATER KERB CONNECTION. BREAK OUT EXISTING KERB AND REPLACE SECTION WITH BARRIER KERB & CHANNEL
GRATED DRAIN COLLECTING DRIVEWAY
BASEMENT PIT
FUTURE GRAVITY STORMWATER DESIGN
STORMWATER MANHOLE
PROPOSED PUMP STATION AND PUMPSET TO FUTURE DETAILED ENGINEERING DESIGN.
SW DROPPER FROM COURTYARDS/DECKS TO CONNECT TO MAIN SW PIPE BELOW (TYPICAL)
MONTGOMERY COURT
SEW
SW & 3180
1:20 ARI PEAK DISCHARGE = 10.00 L/s
1:100 ARI PEAK DISCHARGE = 16.37 L/s
HALF SCALE PRINT
DIAL BEFORE YOU DIG
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.
CONCEPT SERVICING PLAN ONLY
NOT FOR CONSTRUCTION
CONCEPT STORMWATER SERVICING PLAN
SCALE 1:100 (A1)
E PLANNING APPROVAL - STORMWATER KERB CONNECTION 28/03/2017
D PLANNING APPROVAL - STORMWATER EXTENSION CONGSECTION + DBYD 03/03/2017
C PLANNING APPROVAL - COUNCIL RFI 10/02/2017
B PLANNING APPROVAL - COUNCIL RFI 28/08/2017
F PLANNING APPROVAL 04/02/2019
REV. DESCRIPTION DATE
ALDANMARK
CLIENT: THE HOUSE FAMILY OFFICE
ADDRESS: 3-4 MONTGOMERY COURT SANDY BAY, TAS 7005
SHEET: CONCEPT STORMWATER SERVICING PLAN
PROJECT: MONTGOMERY COURT DEVELOPMENT
ISSUE: PLANNING APPROVAL
DRAWN: MM
APPROVED: TW
SCALE: 1:100
SIZE: A1
DATE: 04/02/2019
PROJECT No. 16E68-15
SHEET No. C04
REV No. F

9 July 2019

Hobart City Council

GPO Box 503

Hobart TAS 7001

Development Application - 3-4 Montgomery Court, Sandy Bay

Covering Statement to Re-Advertisement

This covering letter is provided in support of the re-advertisement of the present application for 5 dwellings at 3-4 Montgomery Court.

The attached plans include a minor change to the top floor deck balustrade. The solid brick section has been reduced by 250mm in height with a new semi-transparent balustrade sleeved behind. It is a small and ultimately insignificant change to the proposed building's appearance but one that is now required to ensure the proposed building fits within the Acceptable Solution's building envelope.

The issue of a very localised minor hollow in the land at the western boundary came to light following the previous advertisement. In the normal course of a development application the previous detailed survey (carried out in accordance with best practice industry standard) would be sufficient and the previous proposal that relied on that survey would have been appropriate to submit to Council.

As the slight variation in ground level was raised by a representation, the surveyor re-checked and confirmed the initial survey was accurate, however, the surveyor then took additional readings and noted the small hollow on the boundary. The proposed development has again been adjusted as a result.

I commend the design team for perservering to work within the constraints of the Acceptable Solutions of the HIPS and not to rely on the subjective Performance Criteria save for the management of storm water. Notwithstanding the design constraints, I believe the architects have managed to develop a proposed building of interest and integrity that will add to the supply of quality residential apartments within the Inner Residential zone of the city.

Nik Masters

12 February 2019

Hobart City Council

GPO Box 503

Hobart TAS 7001

Development Application - 3-4 Montgomery Court, Sandy Bay

This covering letter is provided in support of the present application for 5 dwellings at the site known at 3-4 Montgomery Court.

Since its inception, the concept of developing multiple dwellings on this site has been significantly revised a number of times. The response to a determination of the Resource Management and Planning Appeal Tribunal has resulted in the form the proposed development is now submitted.

This is an application for 5 apartment style dwellings on a double block on land zoned Inner Residential. In response to the Tribunal's findings as well as the views of Council and neighbours, the proposal has been reduced such that to the best of our knowledge this application meets the Acceptable Solutions of all relevant Standards of the Hobart Interim Planning Scheme save for that regulating the management of stormwater.

This is a different proposal from that which has previously been before Council. The overarching concept remains one of developing desirable living spaces at a density that meets the need for accommodation within a framework of quality and sympathetic architectural design. However, this proposal is expressed differently to its predecessor, being for 5 dwellings in place of 7, and conforming to the building envelope to address potential impacts upon its neighbours relating to visual impact and loss of sunlight. The result is a design that looks different, has a different configuration and aesthetic and addresses the requirements of the Planning Scheme differently.

This application is the result of significant efforts that have been made to find a development solution for this site that, while perhaps not achieving our original goals, will provide a quality infill development for the Hobart area.

Kind regards

Nik Masters

Attaching Application:

- Title Plan 61047 Folio 3 & 4
- Preston Lane, Project 16064, Drawing set 08/02/19
- Preston Lane, Project 16064, Coloured Floor Plans 08/02/19
- Preston Lane, Project 16064, Permitted Envelope Set 12/02/19
- Aldanmark, Project 16E68-15, Civil Drawings 15/01/19

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
61047	4
EDITION	DATE OF ISSUE
3	03-Sep-2015
Page 1	of 2

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

Alice Kawa

Recorder of Titles.

DESCRIPTION OF LAND

City of HOBART
Lot 4 on Plan 61047 (formerly being P1516)
Derivation : Part of 2A-1R-29Ps. Gtd. to W. Anley.
Prior CT 3733/58

SCHEDULE 1

B813378 MAGDA RANOGAJEC Registered 10-Jan-1996 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: A right of carriage way over the land marked (Proposed) Road 50' wide on P 61047
BENEFIITNG EASEMENT: A right of carriage way over the land marked "Temporary Right of Way" on P 61047 such right however being limited in duration until such time as the proposed extension of Regent Street shown on P 61047 has been taken over and constructed by the Hobart City Council whereupon the said right of carriage way shall cease and determine
BENEFITING EASEMENT: Right of Drainage over the drainage easement marked A.C. on P 61047
BURDENING EASEMENT: Right of Drainage [appurtenant to the balance of the land known as "Bishopscourt" and to Lot 3 shown on P 61047) over the Drainage Easement passing through the said land within described
BY INDENTURE OF CONVEYANCE NO. 33/6534 Montagu Investments Proprietary Limited for itself its successors and assigns did covenant with the Trustees of the Property of the Church of England in Tasmania to the intent that the burden of this covenant should run at law and in equity with the above land but not so as to be personally liable thereunder after it should have parted with possession of the said land as follows:-
(1) that no building or other structure shall be erected on Lot 4 within forty feet of the frontage thereof to a greater height than 12 feet
(2) that no trade or business (other than the letting of flats) shall be conducted or advertisements or

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

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
61047	4
EDITION	DATE OF ISSUE
3	03-Sep-2015
Page 2	of 2

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

Alice Kava

Recorder of Titles.

RECORDER OF TITLES TASMANIA

hoardings displayed on any part of the said land

E2025 MORTGAGE to Zeljko Tihomir Ranogajec Registered 03-Sep-2015 at noon

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

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
61047	3
EDITION	DATE OF ISSUE
3	03-Sep-2015

SEARCH DATE : 10-May-2016
SEARCH TIME : 03.04 PM

DESCRIPTION OF LAND

City of HOBART
Lot 3 on Plan 61047 (formerly being P1516)
Derivation : Part of 2A-1R-29ps. Gtd.t o W. Anley
Prior CT 2078/64

SCHEDULE 1

A647764, M519458 & E10496 MAGDA RANOGAJEC Registered 27-Aug-2015 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Drainage [appurtenant to the balance of the land known as "Bishopscourt") over the Drainage Easement passing thorugh the said land within described
BENEFITING EASEMENT: Right of Drainage over the drainage easement passing through lots 4 to 6 and D.C. on P. 61047
BENEFITING EASEMENT a right of carriageway over the road 50 feet wide on P. 61047
BENEFITING EASEMENT a right of carriageway over the piece of land marked "Temporary Right of Way" on P. 61047 such right however being limited in duration until such time as the proposed extension of Regent St. on P. 61047 has been taken over and constructed by the Hobart City Council whereupon the said right of carriageway shall cease and determine
33/6535 Joseph Clarence Gregg and Florence Gregg for themselves their personal representatives and assigns jointly and each of them as a separate convenient did severally covenant with the Trustees of the Property of the Church of England in Tasmania to the intent that the burden of this covenant should run at law and equity with the above land but not so as to be personally liable thereunder after they should have parted with possession of the said land as follows:

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

1) that no building or other structure should be erected on the said Lot 3 within 40 feet from the frontage thereof to a greater height than 12 feet 2) that no trade or business (other than the letting of flats) should be conducted or advertisements or hoardings displayed on any part of the above land

E2025 MORTGAGE to Zeljko Tihomir Ranogajec Registered 03-Sep-2015 at noon

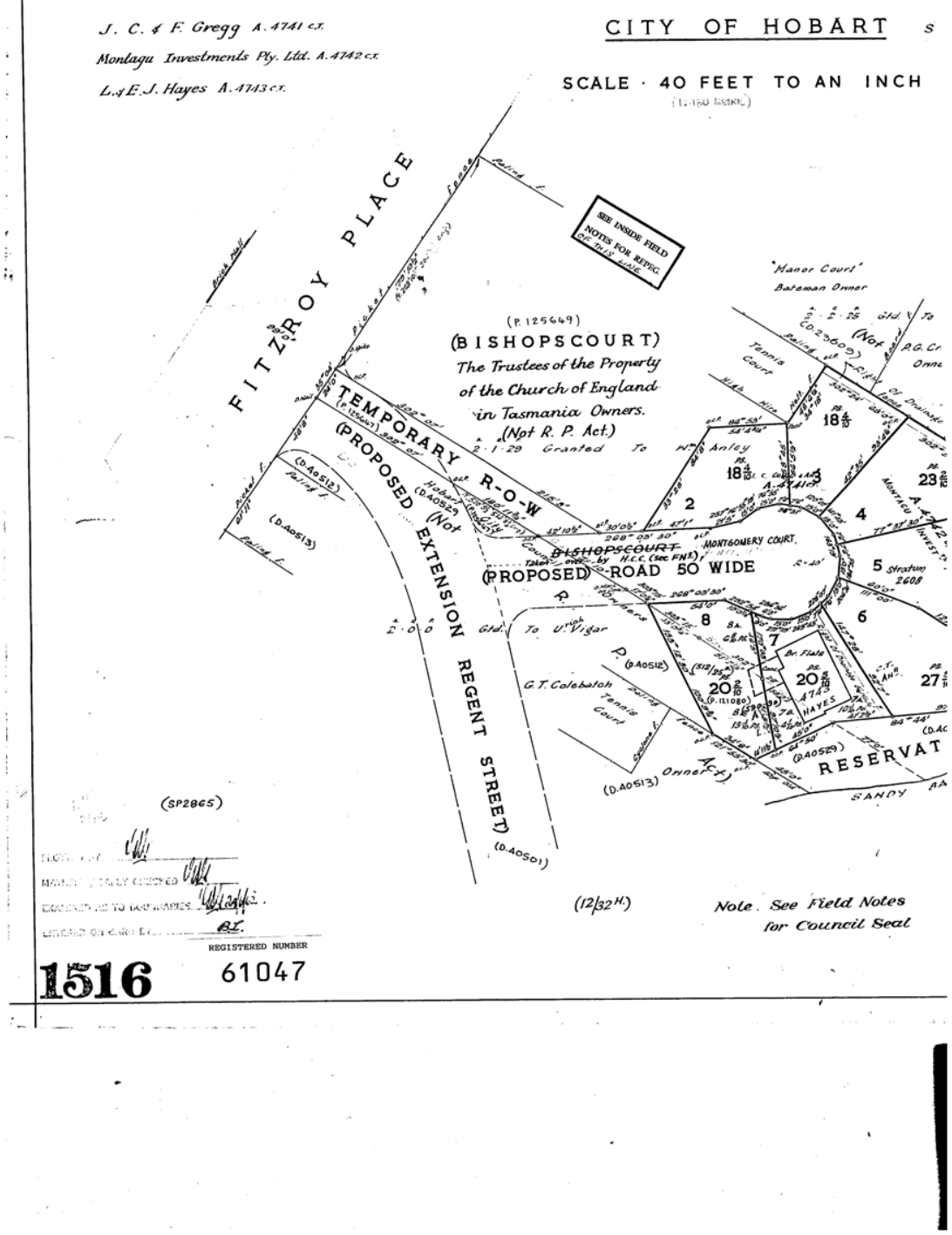
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

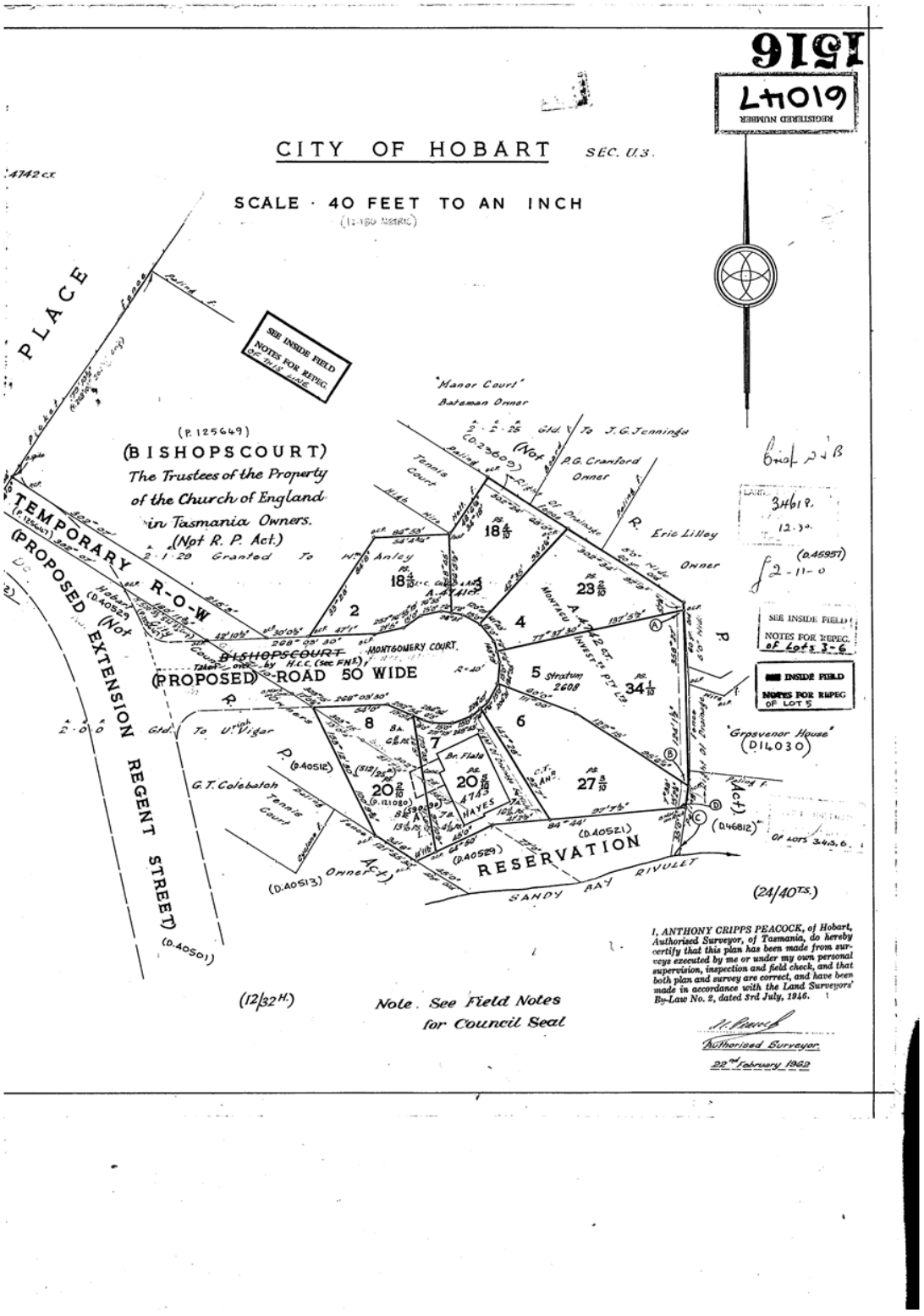


FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government



Planning: #171969

Property

3-4 MONTGOMERY COURT SANDY BAY TAS 7005

People

Applicant
*
The House Family Office
Nik Masters
16/1110 Middle Head Road
MOSMAN NSW 2088
0415848824
Nik@thehousefo.com

Owner
*
Magda Ranogajec
16/1110 Middle Head Road
MOSMAN NSW 2088
0415848824
Nik@thehousefo.com

Entered By
DANIEL LANE
45 GOULBURN STREET
HOBART TAS 7000
03 6231 2923
daniel@prestonlane.com.au

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)?
*
Inner residential

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*
5 unit, multi residential development with basement car parking

Estimated cost of development
*
3900000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
0.00	813.00	1051

Carparking on Site

N/A

Total parking spaces	Existing parking spaces	
12	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?
*

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
FolioText-61047-3.pdf

Title (Folio text and Plan and Schedule of Easements)
*
FolioPlan-61047-3.pdf

Title (Folio text and Plan and Schedule of Easements)
*
MR Montgomery - Title Folio 4 61047.pdf

Plans (proposed, existing)
*
16064 4.1 190208 issued for DA.pdf

Covering Letter
MR Montgomery - DA Final Cover Letter 140219 - Google Docs.pdf

Supporting Documents

Concept Servicing Plan
190204 CIV 16E68-15 F.pdf

Permitted Envelope diagrams
16064 190212 permitted envelope.pdf

Coloured floor plans

16064 190107 colour floor plans for DA.pdf

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-72		Council notice date	18/02/2019
TasWater details				
TasWater Reference No.	TWDA 2019/00205-HCC		Date of response	1 March 2019
TasWater Contact	Greg Clausen	Phone No.	(03) 6237 8242	
Response issued to				
Council name	HOBART CITY COUNCIL			
Contact details	coh@hobartcity.com.au			
Development details				
Address	3-4 MONTGOMERY CT, SANDY BAY		Property ID (PID)	5587074
Description of development	New Dwellings x5			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Preston and Lane	Floor Plan, Ground Floor	1A	08/02/19

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 to each dwelling unit 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 must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the development, any water connection utilised for construction must have a water meter installed, to the satisfaction of TasWater.

BOUNDARY TRAP AREA

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

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of $351.28 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date it is are paid to TasWater, and 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.
A copy of the GIS is included in email with this notice and should aid in updating of the documentation.
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.

Metering Vacant Lot

TasWater records indicate this property does not have a water meter installed on the connection to the TasWater water supply.

Prior to obtaining Building/Plumbing Approvals from council, the owner should make application to TasWater for the supply & installation of a water meter. TasWater will proceed to install a water meter on the water connection and forward an invoice for $266.72.

NOTE: In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 - SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

(a) a meter; and

(b) installing a meter.

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

RESOURCE MANAGEMENT AND PLANNING APPEAL TRIBUNAL

Citation:	The House Family Office Pty Ltd v J & S Morris and Ors [2019] TASRMPAT 10	
Parties:	*Applicant:*	The House Family Office Pty Ltd
	Respondent:	J & S Morris P Enright D & R Crean M & P Drury
Subject Land:	3-4 Montgomery Court, Sandy Bay	
Appeal No:	A01/19P	
Jurisdiction:	*Land Use Planning & Approvals Act 1993*	
Hearing Date(s):	Submissions were made and responded to in writing	
Decision Date:	2 July, 2019	
Delivered At:	Hobart	
Before:	M Duvnjak, Chairperson	
Representation:	*Applicant:* *Respondent:*	N Billett, Billett Legal S McElwaine SC, Shaun McElwaine & Associates
Catchwords:	S62 *Land Use Planning & Approvals Act 1993*	

REASONS FOR DECISION

Background

1. On 7 May 2019, The House Family Office Pty Ltd (the Applicant) made an application seeking leave pursuant to s62(2) of the *Land Use Planning & Approvals Act 1993* (LUPA) to lodge a new development application in relation to a development at 3-9 Montgomery Court, Sandy Bay.

2. The Applicant was the Appellant in appeal 128/17P (the Appeal) which was the subject of a Tribunal decision (the Tribunal decision)[1]. The Proposal, (the original Proposal) the subject of that appeal was for seven multiple dwellings, and was reliant upon the satisfaction of nine performance criteria under the Hobart City Council Interim Planning Scheme 2015 (the Scheme), which including those applicable to density, setback and building envelope compliance.

3. The Applicant has now made application to Council for a development at the same property for five multiple dwellings which, it was submitted, relies upon a single performance criteria under the Scheme in relation to stormwater (the new Proposal). It is with respect to this new Proposal that leave is sought pursuant to s62(2) of LUPA.

4. The Respondents were the Joined Parties in the appeal and sought to be heard with respect to the application.

5. The following material accompanied the application:

   a) The plans for the original Proposal be subject to the Tribunal's decision together with permitted envelope perspectives;

   b) Copy of the plans for the new Proposal together with permitted envelope perspective diagrams; and

   c) A comparison permitted building envelope perspective diagrams for the original and new Proposals.

6. It appears that the application now made arises as a result of advice received by the Applicant from Council. One of the representations received by the Council with respect to the new Proposal asserted that as the Proposal is substantially the same as the original development application, leave of the Tribunal was required pursuant to s62(2). Ms Billett's submission was that as a result of that representation, the Applicant now sought the leave of the Tribunal to submit the current application, notwithstanding the Applicant's position was that the new Proposal was not substantially the same as the original Proposal.

7. S62(2) of LUPA provides:

   s62(2) Where the Appeal Tribunal has determined an appeal, an application for a permit in respect of a use or development which is substantially the same as the use or development to which the appeal related may not, without the leave of the Appeal Tribunal, be made within a period of 2 years from the date on which the Appeal Tribunal made its decision.

[1] *The House Family Office Pty Ltd v Hobart City Council* [2018] TASRMPAT 6.

8. The Tribunal has been advised by both the Applicant and the Council that the development application for the new Proposal was accepted by Council and Council was satisfied that leave pursuant to s62(2) of the Act was not required on the following basis:

   - That the built form discretions had all been removed from the application;
   - The carparking discretion had been removed; and
   - The number of dwellings had been reduced from seven to five.

9. The Tribunal was advised by Council that the new Proposal was advertised between 13 April and 3 May 2019. In response to an inquiry by the Tribunal as to the status of the new Proposal, Council advised that that application was "on hold" at the request of the Applicant and has not yet been determined.

10. The new Proposal was made within a period of two years from the date on which the Tribunal determined the appeal. However, leave sought by the Applicant may only be granted by the Tribunal if the Tribunal is satisfied that the new Proposal is "substantially the same as the use or development" to which the original Proposal related.

11. The Tribunal is tasked with undertaking a comparison of the original Proposal with a new Proposal and assessing whether they are "substantially the same".

12. The application is an unusual one in that while the application seeks the leave contemplated the Applicant has submitted that s62(2) is not enlivened as the differences between the original development application and the new development application are such that they cannot be said to be "substantially the same".

13. The Tribunal was referred to the decision of *Artas Architects obo Boat Harbour Beach Blue Waters Pty Ltd v Waratah Wynyard Council*[2]. That decision identified the purpose of s62(2) at paragraph 6: as

> "6. *The legislative purpose of the provision is the imposition of a restriction on repeated applications for development which have already been the subject of consideration by a planning authority and the Tribunal. Every application for a use or development imposes obligations on a planning authority and upon those who have an interest in the subject matter of the application. That process is time consuming, demanding, and costly. Were it the case that applications could be lodged again and again without some control being exercised then those persons affected by the application could be exposed to intolerable demands upon their time and financial resources. They could become "worn down" and give in. We would have a system where planning approval could be secured by a process of attrition."*

14. Accepting the purpose of the provision as articulated above and adopting the ordinary meaning of the words in s62(2) for the new Proposal to be substantially the same, it would need to be 'materially similar in kind or amount, corresponding, unchanged in character, condition'. Ms Billett submits that there is no reasonable basis upon which it could be concluded that the new Proposal is substantially the same as that considered by the Tribunal as to trigger the requirement for leave under s62(2). She submits that this is particularly evident due to the Proposal's compliance with numerous scheme standards, particularly those relating to the density of the development and the development form.

[2] [2008] TASRMPAT 241

15. The differences between the original Proposal the subject of the Tribunal's decision and the new Proposal have been identified by the Applicant and as evident from the plans are as follows:

"(a) The original application proposed 7 dwellings. The current application proposes 5 dwellings. This change renders the Proposal compliant with Clause 11.4.1 A1, removing reliance upon the performance criterion in relation to residential density.

(b) The original application incorporated the proposed dwellings into a split form comprised of 2 levels sitting atop a podium element that comprised the ground level. Parking was located underneath, partially underground.

(c) The original application proposed a form which exceeded 9.5m in height (maximum height 12.35m) through the inclusion of the roof terraces and associated stair access. The form exceeded the building envelope drawn in compliance with Clause 11.4.2 A3 for the side and rear boundaries as well as the overall height.

(d) The form proposed by the current application is compliant with Clause 11.4.2 A3 (building envelope and setback). It has a maximum height of 9.5m.

(e) The roof terraces proposed by the original application and the associated stairwells have been removed.

(f) The units and decks are differently configured across the 3 levels.

(g) The original application proposed parking, partial underground with the south western wall of that parking protruding above ground level and within 1.5m of the side boundary.

(h) The current application proposes all built elements to be setback at least 1.5m form the side boundaries.

(i) The changes described in (b) and (h) above render the Proposal compliant with Clause 11.4.2 A3.

(j) The original application proposed 17 carparking spaces with 3 allocated as visitor spaces. The current application proposes 12 carparking spaces with 2 allocated as visitor spaces.

(k) The original application proposed approximately 437m3 of excavation, the current application proposes approximately 370m3 of excavation.

(l) The original application proposed a site coverage of 61%. The current application proposes a site coverage of 49.6% (552m2). The reduced site coverage renders the Proposal compliant with Clause 11.4.3 A1."

16. It was submitted by Mr McElwaine on behalf of the Respondent that the statutory task required to be taken by the Tribunal is "evaluative" requiring a qualitative as well as a quantitative assessment. His submission was that as s62(2) refers to a new application for a permit (in respect of a use or development), then each of the differences as identified by the Applicant, do not lead to the conclusion that the new Proposal is not substantially the same as the original one. He identifies the substantial similarities as:

(a) There is little change to the number of the multiple dwellings proposed;

(b) The visual impact of the overall building form is substantially the same as the refused Proposal;

(c) The overall visual impact of the alteration in height is not significant;

(d) The density of the overall development is similar;

(e) The side and rear boundary setbacks are similar;

(f) The use is the same; and

(g) The visual impact is similar when viewed from adjoining allotments and the street.

It was submitted that adverse visual impacts are relevant in any assessment and that the impacts of the new Proposal are likely to have substantially similar visual impacts as the original Proposal.

17. There was agreement between both the Applicant and the Respondent that a qualitative and quantitative assessment is required. The Tribunal accepts that as the proper approach in assessment whether the Proposals are substantially the same. What constitutes 'substantially the same' has been the subject of consideration in the New South Wales Land and Environment Court within the context of comparing two development applications under s96(2)(a) of the *Environmental Planning and Assessment Act 1979* (as it then was). That provision required an assessment of whether a modified Proposal was substantially the same as an original Proposal. In the decision of *Agricultural Equity Investments Pty Ltd v Westlime Pty Ltd* (No. 3)[3], the Court identified the principles governing the exercise of powers under s96(2)(a) and said, with respect to the approach to be undertaken in comparing a modified Proposal and an original Proposal, and assessing whether they were 'substantially the same', that:

> *"The comparative task involves more than a comparison of the physical features or components of the development as currently approved and modified. The comparison should involve qualitative and quantitative appreciation of the developments in their 'proper contexts'".*[4]

18. The Court had regard to the Judgment of Bighold J in *MotoProjects (No.2) Pty Ltd v North Sydney Council*[5] where at paragraph 59 his Honour said:

> *"The comparative task does not merely involve a comparison of the physical features or components of the development are currently approved and modified where the comparative exercises undertaken in some type of sterile vacuum. Rather, the comparison involves an appreciation, qualitative as well as quantitative, of the developments being compared..."*

19. On the material before the Tribunal, undertaking a qualitative assessment, the following qualitative differences are identified:

a) The basic design approach is different. The original design was for two masses over a single podium – each of two stories; the new Proposal is for a single, monolithic building with varying setbacks and design relief;

b) The elevations presented to, and visible from, adjoining properties, are markedly different;

[3] [2015] NSWLEC 75.
[4] Paragraph 173 of that decision.
[5] [1999] NSW LEC 280 at paragraph 59.

c) The bulk, height, scale, appearance and building materials are substantially different between the two Proposals; and

d) The apparent fact that the new Proposal complies with the building envelope controls in the relevant planning scheme is evidence of a significant difference between the two applications.

20. The Tribunal identifies the following quantitative differences between the two Proposals:

a) The new Proposal proposes a reduction in the number of units from seven to five, that is a 30% reduction;

b) The new Proposal contains fewer off-street parking spaces (15 rather than 20);

c) A significant reduction in floor area is proposed;

d) A significant reduction in site coverage is proposed;

e) Development density is reduced; one unit per 150m2, compared to one unit per 210m2;

f) Setbacks are increased to neighbouring properties;

g) Overall height is reduced from 12.35m to 9.5m;

h) Less excavation is proposed; and

i) No roof top terraces are proposed as were provided for in the original Proposal.

21. With respect to issues of visual impact, the Tribunal makes the following observations, having regard to the material before the Tribunal:

a) The current Proposal appears to significantly contrast with the original Proposal which relied on nine performance criteria in the same Scheme. Five of those nine criteria involved design aspects with direct relevance to visual impacts of the original Proposal[6]; and

b) Two of the more important visual aspect criteria (density and setbacks / building envelope) were agitated on appeal and were found to be unacceptable due to concerns arising from siting, scale, setbacks, building envelope, sunlight, shadowing, visual impacts and building separation. The scale setback and building separation are all the subject of amendment under the new Proposal.

22. Having had regard to the material before the Tribunal, it is evidence that the new Proposal cannot reasonable be considered to be "substantially the same" as contemplated by s62(2) of the LUPA Act and, as such, no leave pursuant to s62(2) of the LUPA Act can be granted.

[6] Development density, two setback provisions, site coverage, and the sunlight issue.

7.1.2 343 DAVEY STREET, 3A WENTWORTH STREET, 2/3 WENTWORTH STREET, 1/3 WENTWORTH STREET, SOUTH HOBART - SUBDIVISION (BOUNDARY ADJUSTMENT) PLN-18-262 - FILE REF: F19/106513

Address:	343 Davey Street, 3A Wentworth Street, 2/3 Wentworth Street, 1/3 Wentworth Street, South Hobart
Proposal:	Subdivision (Boundary Adjustment)
Expiry Date:	27 September 2019
Extension of Time:	Not applicable
Author:	Richard Bacon

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a subdivision (boundary adjustment) at 343 Davey Street and 3A and 3 Wentworth Street South Hobart, Tas, 7004 for the following reasons:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause 11.5.1 A1 and P1(a) of the *Hobart Interim Planning Scheme 2015* because the size of both lots requires a variance of more than 15% above the maximum permitted lot size of 400sqm (and neither lot is for a terrace housing development).

Attachment A:	PLN-18-262 - 343 DAVEY STREET SOUTH HOBART TAS 7004 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-18-262 - 343 DAVEY STREET SOUTH HOBART TAS 7004 - CPC Agenda Documents ⇩
Attachment C:	PLN-18-262 - 343 DAVEY STREET SOUTH HOBART TAS 7004 - Planning Referral Officer Cultural Heritage Report ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 August 2019
Expiry Date:	27 September 2019
Application No:	PLN-18-262
Address:	343 DAVEY STREET , SOUTH HOBART 3 A WENTWORTH STREET , SOUTH HOBART 2 / 3 WENTWORTH STREET , SOUTH HOBART 1 / 3 WENTWORTH STREET , SOUTH HOBART
Applicant:	(Rogerson and Birch Surveyors) Unit 1 2 Kennedy Drive
Proposal:	Subdivision (Boundary Adjustment)
Representations:	NIL
Performance criteria:	Inner Residential Zone Development Standards (subdivision), Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for a subdivision (boundary adjustment), between 3A Wentworth Street and 343 Davey Street. Associated works are proposed on 3 Wentworth Street.

1.2 More specifically the proposal includes:

- Lot 3 (236 square metres in area) is to be taken from No.3A Wentworth Street, and added to No.343 Davey Street.
- No.3 Wentworth Street forms part of the site due to proposed infrastructure.

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

1.3.1 Inner Residential Zone Development Standards - Subdivision
1.3.2 Historic Heritage Code - Heritage Precinct

1.4 No representations were received during the statutory advertising period between the 12th and 26th July 2019.

1.5 The proposal is recommended for refusal because it exceeds the absolute maximum lot size.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 Nos. 3A Wentworth Street and 343 Davey Street are each a rear lot containing a single dwelling. No.3 Wentworth Street is adjacent to both lots.



Figure 1: 343 Davey Street is shown highlighted pink. 3A Wentworth Street is shown highlighted green. 3 Wentworth Street is shown bordered in red (no subdivision proposed on this property).

3. Proposal

3.1 Planning approval is sought for a subdivision (boundary adjustment), between 3A Wentworth Street and 343 Davey Street. Associated works are proposed on 3 Wentworth Street.

3.2 More specifically the proposal is for:

- Lot 3 (236 square metres in area) is to be taken from No.3A Wentworth Street, and added to No.343 Davey Street.
- As a result, 343 Davey Street becomes 1281sqm in area, and 3A Wentworth Street becomes 568sqm in area.
- No.3 Wentworth Street forms part of the site due to proposed infrastructure.



Figure 2: The proposed subdivision is to add the hatched portion of land (236sqm) from 3a Wentworth Street (the green highlighted property) to 343 Davey Street (the pink highlighted property).

4. Background

4.1 The applicant was advised soon after the application was lodged that the planning scheme set an absolute maximum lot size in this zone, and that the current proposal exceeded that absolute maximum. The applicant was afforded the opportunity to provide a justification for why the application should be supported, notwithstanding its non-compliance with the absolute maximum lot size. The applicant contends that the proposal is a minor boundary adjustment and should be approved in accordance with clause 9.3.1 of the planning scheme. The applicant's justification is included in the CPC Agenda Documents at Attachment B to this report, and is discussed in more detail under paragraph 6.7.5 below.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between the 12th and 26th July 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 Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The lots are in residential use, and this is not proposed to change. Residential is a permitted use in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 11 Inner Residential Zone

6.4.2 E7.0 Stormwater Management Code

6.4.3 E13.0 Historic Heritage Code

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

6.5.1 Inner Residential Zone Development Standards:-

Subdivision maximum lot size - Part D 11.5.1 P1

6.5.2 Historic Heritage Code:-

Subdivision in a Heritage Precinct - Part E13.8.3 P1

6.6 Each performance criterion is assessed below.

6.7 Maximum lot size - Part D 11.5.1 P1

6.7.1 The acceptable solution at clause 11.5.1 A1 requires that the size of each lot must comply with the minimum and maximum lot sizes specified in Table 11.1, except if for public open space, a riparian or littoral reserve or utilities.The permitted lot size under Table 11.1 is a minimum of 250

square metres, and a maximum of 400 square metres.

6.7.2 The proposal will result in 3A Wentworth Street being 568 square metres in area, and 343 Davey Street being 1281 square metres in area. Neither property is to be used as public open space, a riparian or littoral reserve or utilities.

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

6.7.4 The performance criterion at clause 11.5.1 P1 provides as follows:

The size of each lot must satisfy all of the following:
(a) variance above the maximum lot size in Table 11.1 by no more than 15% and only to the extent necessary due to site constraints, unless for terrace housing development;
(b) be consistent with any applicable Local Area Objectives or Desired Future Character Statements for the area.

6.7.5 As previously stated, under the proposal, lot 3 (236 square metres in area) would be taken from No.3A Wentworth Street, and added to No.343 Davey Street. Under the proposal, 3A Wentworth Street would end up being 568 square metres in area, and 343 Davey Street would have a combined 1281 square metres in area.

The above performance criteria only allows variance above the maximum permitted lot size of 400sqm by 15%, which in effect creates an absolute maximum lot size of 460sqm. Both 3A Wentworth Street and 343 Davey Street would exceed 460sqm, and neither is for terrace housing development. The lots therefore do not satisfy (a), and as such, do not satisfy the performance criteria which requires both (a) and (b) to be satisfied.

Clause 11.5.1 P1(b) states a proposal must be consistent with any applicable Local Area Objectives or Desired Future Character Statements for the area. However, there are no Local Area Objectives or Desired Future Character Statements for the Inner Residential Zone.

It is acknowledged that both the properties are currently existing and in excess of the absolute maximum lot size allowed in this zone.

It is also noted that the planning scheme has a special provision relating to minor boundary adjustments, which states as follows (at clause 9.3.1):

An application for a boundary adjustment is permitted and a permit must be granted if:
(a) no additional lots are created;
(b) there is only minor change to the relative size, shape and orientation of the existing lots;
(c) no setback from an existing building will be reduced below the applicable minimum setback requirement;
(d) no frontage is reduced below the applicable minimum frontage requirement; and
(e) no lot boundary that aligns with a zone boundary will be changed.

The proposal is considered to comply with (a), (c), (d) and (e).

With respect to (b), the loss of 236sqm from 3A Wentworth Street is a 29% reduction in the size of that lot, and it would amount to a 23% increase in the size of 343 Davey Street. The extent of these changes in size are not considered to be minor, and therefore do not satisfy (b). As such, the proposal cannot be considered under clause 9.3.1.

The applicant has provided justification for the proposal's compliance with clause (b), including the following:

- *The word 'minor' is no defined and is hard to quantify.*
- *The proposal will not result in lot shapes that are inconsistent with the area.*
- *The proposal will not impact on any properties in the area.*
- *The resultant size of the lots is still acceptable, in terms of useable space.*

In conclusion the applicant states:

"It is important to consider the intent of the application and what it is trying to achieve. Although both of these properties and all directly neighbouring properties are zoned Inner Residential, it is highly unlikely that any of these properties will ever be developed to the scale that Inner Residential permits. The transferring of the land in this application is not being done to provide any greater development potential, or to hinder such potential. It is only being done to greater utilise an un-used portion of land."

While the argument being offered by the applicant is acknowledged, and the outcome of the proposal is not considered practically to be a bad result, the fact remains that the proposal exceeds the absolute maximum

lot size for the zone, and the extent of change cannot reasonably be considered as 'minor'. As a consequence, the proposal cannot be recommended for approval.

6.7.6 The proposal does not comply with the performance criterion.

6.8 Subdivision in a Heritage Precinct - Part E13.8.3 P1

6.8.1 There is no acceptable solution for E13.8.3 A1, for subdivision in a heritage precinct.

6.8.2 The proposal includes a subdivision (boundary adjustment) within a heritage precinct.

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

6.8.4 The performance criterion at clause E13.8.3 P1 provides as follows:

Subdivision must not result in any of the following:
(a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2;
(b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct;
(c) potential for a confused understanding of the development of the precinct;
(d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.

6.8.5 Assessment of the performance criterion by Council's Cultural Heritage Officer follows:

The proposal relates to two residential plots set behind the residential plots which form the main streetscape elements which form these parts of Davey and Wentworth Streets. The proposal seeks the re-drawing of the boundary between 343 Davey Street and 3a Wentworth Street to bring a section of garden from the Wentworth to the Davey Street property. The proposal would have no visual impact upon the appearance of either property or the perception of the pattern of development.

As such, it is considered that the proposal would have no impact whatsoever upon the character of the local Heritage Precinct and as such would comply with the heritage provisions of the Scheme.

6.8.6 The officer's report is provided at Attachment C to this report.

6.8.7 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is is sought for a subdivision (boundary adjustment), between 3A Wentworth Street and 343 Davey Street. Associated works are proposed on 3 Wentworth Street.

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 be more than a minor boundary adjustment, and to exceed the absolute maximum lot size for the zone.

7.4 The applicant has been consulted with regard to subdivision standards under the Planning Scheme, and has been advised of the likely planning officer recommendation of refusal of the proposal. The applicant has provided a justification for why the proposal is a minor boundary adjustment, and should supported. The arguments offered by the applicant are acknowledged, and the practical result of the proposal is not necessarily considered to be a bad outcome. However, technically the proposal does not meet the requirements of the planning scheme and therefore cannot be supported.

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

7.6 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed subdivision (boundary adjustment) at 343 Davey Street and 3A and 3 Wentworth Street South Hobart TAS 7004 does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for a subdivision (boundary adjustment) at 343 Davey Street and 3A and 3 Wentworth Street South Hobart TAS 7004 for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 11.5.1 A1 and P1(a) of the *Hobart Interim Planning Scheme 2015* because the size of both lots requires a variance of more than 15% above the maximum permitted lot size of 400sqm (and neither lot is for a terrace housing development).



(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

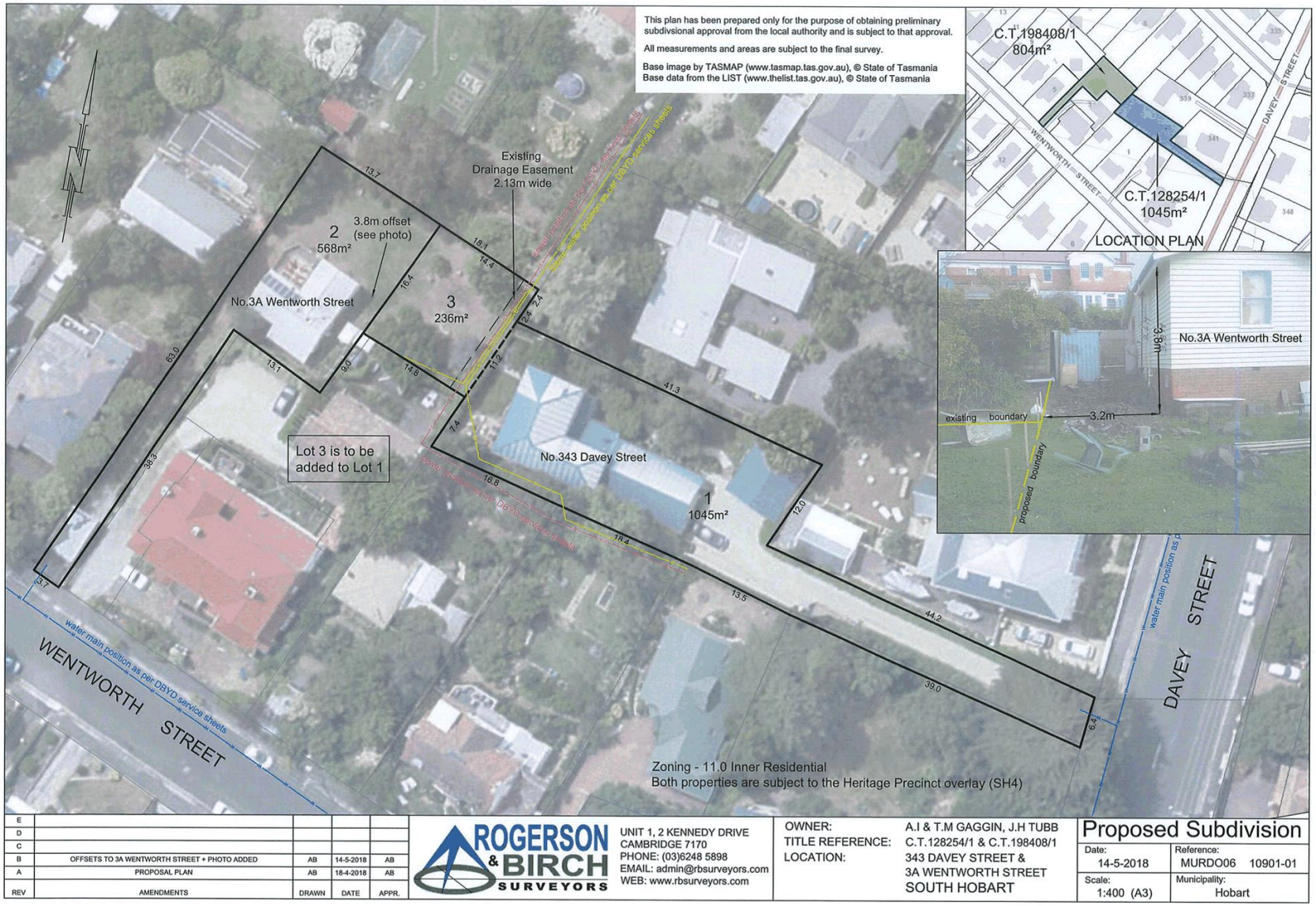
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 31 July 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report



REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B	OFFSETS TO 3A WENTWORTH STREET + PHOTO ADDED	AB	14-5-2018	AB
A	PROPOSAL PLAN	AB	18-4-2018	AB

ROGERSON & BIRCH SURVEYORS

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

OWNER:	A.I & T.M GAGGIN, J.H TUBB
TITLE REFERENCE:	C.T.128254/1 & C.T.198408/1
LOCATION:	343 DAVEY STREET & 3A WENTWORTH STREET SOUTH HOBART

Proposed Subdivision

Date: 14-5-2018	Reference: MURDO06 10901-01
Scale: 1:400 (A3)	Municipality: Hobart

ROGERSON & BIRCH SURVEYORS
ABN: 65 117 559 029

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE TAS 7170
Phone: (03) 6248 5898
Email: admin@rbsurveyors.com

Our Reference: MURDO06
cbr/ns
8th May 2018

Hobart City Council
GPO Box 503
HOPBART TAS 7001

Dear Sir/Madam

RE: Proposed Boundary Adjustment – 343 Davey Street & 3A Wentworth Street, South Hobart

Further to our client's instructions, please find attached:

1. Copy of the above named proposed boundary adjustment plan.
2. Copy of the relevant titles
3. Council's development application form.

Your advice in relation to the necessary council fees is requested. We advise that on receipt of council's invoice we will forward same to our client for payment.

The following matters are relevant to the application. The intent of the application is to adhere Lot 3 approximately 236 square metres to C.T. 128254/1 (Lot 1) as shown on the attached plan.

Should you have any queries or require any further information in relation to the proposed boundary adjustment please advise.

We await your further advice.

Yours faithfully

for: Andrew Birch

Craig Rogerson B.Surv., L.S., M.I.S.
Andrew Birch B.Surv., L.S., M.I.S.
David Miller B.Surv., L.S., M.I.S.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
128254	1
EDITION	DATE OF ISSUE
5	31-Aug-2015

SEARCH DATE : 27-Apr-2018
SEARCH TIME : 12.25 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 128254
Derivation : Part of 299 Acres Gtd. to R.L. Murray.
Prior CT 80567/3

SCHEDULE 1

D159831 TRANSFER to ANDREW IVAN GAGGIN and TANYA MAREE GAGGIN
Registered 31-Aug-2015 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP128253 BENEFITING EASEMENT: Right of Drainage over the drainage easement 1.52 wide on P128254
A114825 FENCING CONDITION AND OTHER CONDITIONS in Transfer
M530935 MORTGAGE to MyState Bank Limited Registered 31-Aug-2015 at 12.03 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the LIST

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER Kenneth William Shugg

FOLIO REFERENCE C.T. 80567-3

GRANTEE Part of 299 Acres, Granted to Robert Lathrop Murray.

PLAN OF TITLE

LOCATION

CITY OF HOBART

FIRST SURVEY PLAN No.

COMPILED BY Peacock, Darcey & Anderson Pty. Ltd.

SCALE 1: 500 LENGTHS IN METRES

REGISTERED NUMBER

P 128254

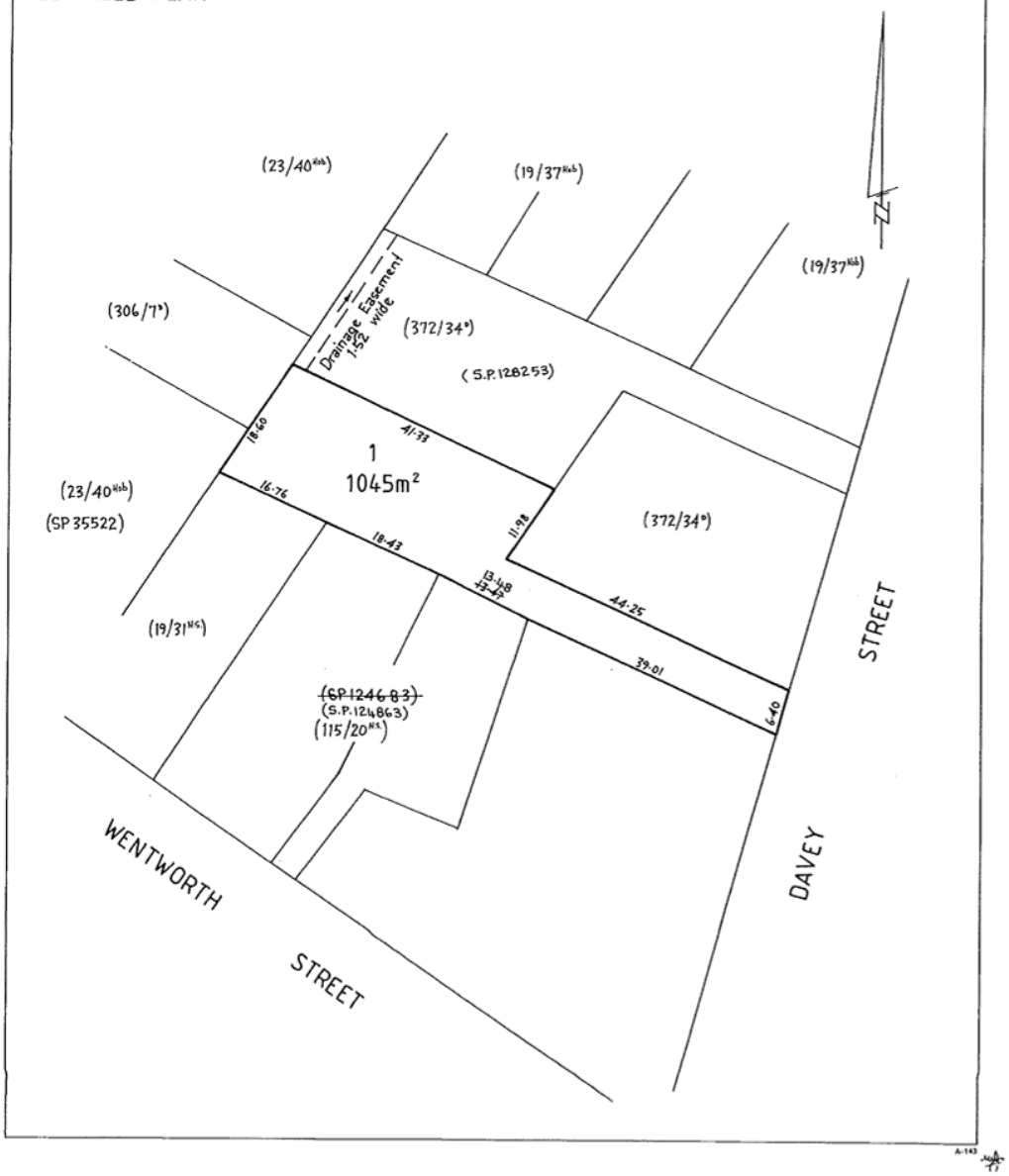
APPROVED - 5 SEP 1997

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. (5225) 114	LAST UPI No	LAST PLAN No. 372/34[b]	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

COMPILED PLAN

BALANCE PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
198408	1
EDITION	DATE OF ISSUE
1	08-Aug-1995

SEARCH DATE : 27-Apr-2018
SEARCH TIME : 12.26 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 198408
Derivation : Part of 299 Acres Gtd. to R.L. Murray.
Prior CT 3135/94

SCHEDULE 1

B151504 TRANSFER to JONATHAN HAYWOOD TUBB

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: the free right of passage and running of storm water from the said land within described through a proper earthernware drain running under the strip of land two feet wide marked C.D. on Plan No. 198408 with power to open into and make connections with such drain and to enter and repair the same making good all damage done thereby and restoring the surface as soon as may be.
BURDENING EASEMENT: Right of Drainage [appurtenant to the land comprised in Certificate of Title Volume 783 Folio 19) over the strip of land 7 feet wide marked A.B. on Plan No. 198408.
B151505 MORTGAGE to Commonwealth Savings Bank of Australia Registered 24-Nov-1987 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

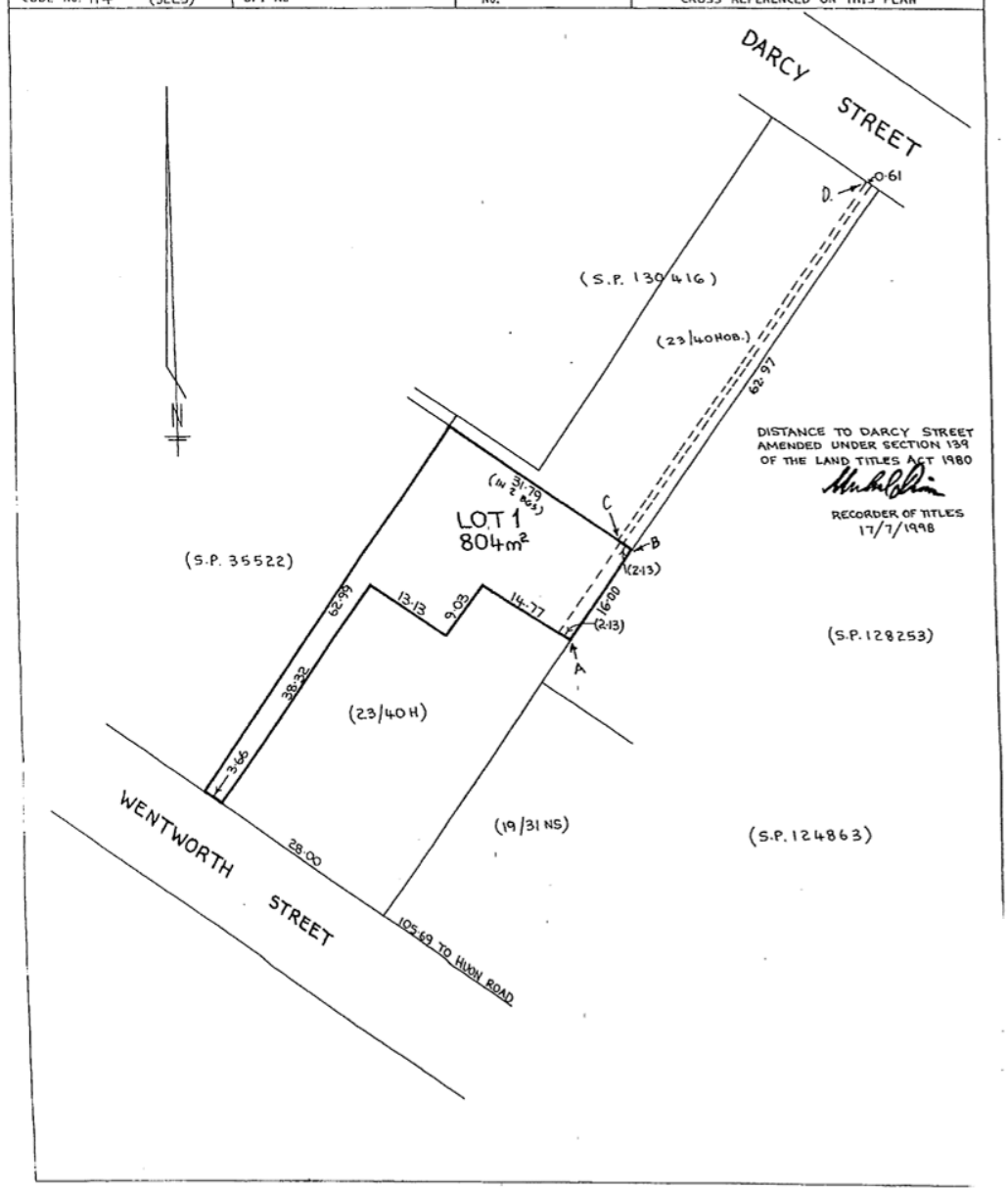
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER FOLIO REFERENCE CT 3135/94 GRANTEE	PLAN OF TITLE LOCATION CITY OF HOBART FIRST SURVEY PLAN No. (306/7D) COMPILED BY LTO SCALE 1: 500 LENGTHS IN METRES	Registered Number P198408 APPROVED 16 FEB 1998 Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225)	LAST UPI No	LAST PLAN No. / ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



ROGERSON & BIRCH SURVEYORS
ABN: 65 117 559 029

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE TAS 7170
Phone: (03) 6248 5898
Email: admin@rbsurveyors.com

MURDO06/ct
15th May 2018

Hobart City Council
Town Hall, Macquarie Street
GPO Box 503
Hobart Tasmania 7001

Dear Sir/ Madam

Re: Proposed Boundary Adjustment PLN-18-262 – 343 Davey Street & 3A Wentworth Street, South Hobart

Further to your letter dated 10-May-2018, please find attached a copy of our modified proposal plan. Also please note the following:

Given the restrictions imposed by the maximum lot area under the inner residential zone, we are applying for this boundary adjustment Under "Part C Special Provision – 9.3 – adjustment of a boundary".

In addressing the criteria of this provision please note the following:
(a) No additional lots are created – this application complies with this clause.
(b) There is only minor change to the relative size, shape and orientation of the existing lots – see detailed explanation of this clause below
(c) No setback from an existing building will be reduced below the applicable minimum – The closest point to the new boundary is 3.2m as shown on the proposal plan. The building is approximately 3.8m in height at this point. As this would be considered a "side boundary" for No.3A Wentworth street the building envelope would be well clear of the building and roof in this area.
(d) No frontage is reduced below the applicable minimum frontage requirement – this application complies as the frontage of each lot remains unchanged by this application.
(e) No lot boundary that aligns with a zone boundary will be changed – this application complies. Both properties are zoned inner residential.

9.3.1(b) is the only clause that needs some consideration as the other clauses are satisfied. The wording of 9.3.1(b) is quite vague as it uses the word "minor" as the only quantitative measure.

- No.3A Wentworth street is already quite irregular in shape and size, whereas No.343 Davey Street is a standard shaped internal lot. Adding the portion shown as "lot 3" to No.343 Davey Street simply changes No.3A

Craig Rogerson B.Surv., L.S., M.I.S.
Andrew Birch B.Surv., L.S., M.I.S.
David Miller B.Surv., L.S., M.I.S.

Wentworth Street to a standard shaped internal lot and makes No.343 Davey Street slightly more irregular. The resultant lot shapes are not significantly different to the current lot shapes. Other lots in the immediate area are also slightly irregular in shape so this proposal is still in keeping with the area.

- The "minor change" in size is something that is difficult to quantify as the change to the size of No.3A Wentworth Street is more significant to the change in size to No.343 Davey Street. However the impact of the resultant boundary change is minimal to any properties in this area. The land is currently not utilised by No.3A Wentworth Street and there are no windows or openings on No.3A that face the portion of land shown as Lot 3. The removal of Lot 3 from No.3a Wentworth Street has no impact at all to the property as a whole. The addition of this land to No.343 Davey Street is only going to improve the property as it provides it with an opportunity to utilise an un-used open space area that is otherwise inaccessible to others.

- The reduction in the size of No.3A Wentworth Street still allows for a reasonable size area of open space. Although the resultant area is still above the maximum of the scheme, the resultant No.3A Wentworth Street is a lot closer to the ideal outcome for this area.

Further to the above, it is important to consider the intent of the application and what it is trying to achieve. Although both of these properties and all directly neighbouring properties are zoned "Inner residential", it is highly unlikely that any of these properties will ever be developed to the scale that Inner Residential permits. The transferring of the land in this application is not being done to provide any greater development potential, or to hinder such potential. It is only being done to greater utilise an un-used portion of land. It is also worth noting that the portion of land shown as Lot 3 will not be accessible by vehicle access through No.343 Davey Street.

Should you require any further information, please do not hesitate to contact our office.

Yours faithfully

for: Andrew Birch

JSA CONSULTING ENGINEERS

Phil Papps
Taswater
GPO Box 503
Hobart TAS 7001

19 October 2018
Your reference: TWDA 2018/00732-HCC
Council reference: PLN-18-262
JSA reference: 18L99-101-2

Dear Phil,

RE: 343 DAVEY STREET & 3A WENTWORTH STREET, SOUTH HOBART
SUBDIVISION (BOUNDARY ADJUSTMENT) TWDA 2018/00732-HCC

JSA Consulting Engineers have prepared a response to the request for additional information from TasWater dated 17 May 2018 regarding the proposed boundary adjustment at 343 Davey St & 3A Wentworth St, South Hobart.

The following points have been addressed:

To enable assessment to continue please submit a concept servicing plan for sewer services as follows:

a. The exact location of the existing property sewer connection(s);

Response:

Please refer to sewer & water hydraulic plan (demolition) (H05) for the exact locations of the existing property sewer connections for both 3A Wentworth St and 343 Davey St.

b. Indicative location of sewer extensions required to service the development;

Response:

Please refer to the sewer & water hydraulic plan (proposed) (H06) for the indicative location of the proposed sewer extension and additional manhole required to service 3A Wentworth St under the proposed boundary adjustment.

c. Indicative location of proposed TasWater easements in accordance with the relevant TasWater supplement (outline the minimum widths);

Response:

Please refer to the sewer & water hydraulic plan (proposed) (H06) for the indicative location of the proposed drainage easement (3m wide) and the widening of the existing drainage easement (to 4m wide). Dimensions outlining minimum widths are provided on the plan.

d. The required location of new property 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 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;

iii. Redundant connections must be shown to be cut and sealed.

Response:

Please refer to the sewer & water hydraulic plan (proposed) (H06) for the proposed location of the new property service connection for 3A Wentworth St dimensioned relative to the proposed property boundary. Note that there are no proposed changes to the existing connection for 343 Davey St. Refer also to the sewer & water hydraulic plan (H05) where the redundant connection for 3A Wentworth St is shown to be cut and sealed.

Please contact Ben Aaltonen on 6240 9927 or ben@jsa.com.au if you require any further information.

Yours sincerely,



Ben Aaltonen

Graduate Civil / Structural Engineer

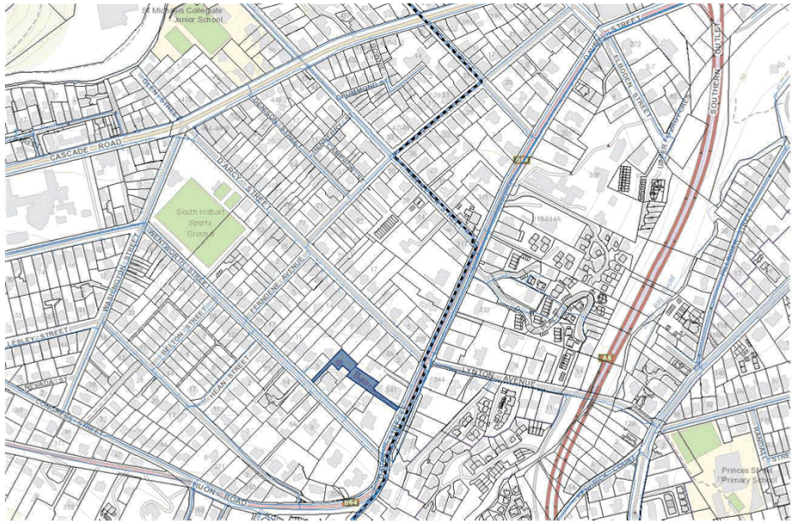
PROPOSED SUBDIVISION
343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
TASMANIA

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

NOT FOR CONSTRUCTION

INDEX

C00	INDEX & COVER SHEET
N01	CIVIL & HYDRAULIC NOTES
N02	SYMBOL & LINE LEGENDS
C01	EXISTING SITE PLAN
C02	PROPOSED SITE PLAN
C03	RETAINING WALL DETAILS - SH.1
C04	RETAINING WALL DETAILS - SH.2
H01	STORMWATER HYDRAULIC PLAN (DEMOLITION)
H02	STORMWATER HYDRAULIC PLAN (PROPOSED)
H03	STORMWATER LONG SECTIONS
H04	SEWER & WATER HYDRAULIC PLAN (DEMOLITION)
H05	SEWER & WATER HYDRAULIC PLAN (PROPOSED)
H06	PROPOSED SEWER LONG SECTION



LOCALITY PLAN
SCALE: NTS

N

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA	
STATUS: PLANNING APPROVAL		

PROJECT: PROPOSED SUBDIVISION
343 DAVEY ST & 3A WENTWORTH ST
SOUTH HOBART, 7004

DRAWING TITLE: INDEX & COVER SHEET

PROJECT NO	DWG NO	REV
18E99-101	C00	E

17/07/2018 2:16:33 PM

CIVIL AND HYDRAULIC NOTES

NOT FOR CONSTRUCTION

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 02-2014-3.1 MRWA EDITION V2.0, TASWATERS SUPPLEMENT TO THIS CODE, AS3500.2:2003 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'S APPROVED CONTRACTOR AT DEVELOPERS COST UNLESS APPROVED OTHERWISE.
4. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH WSAA SEWERAGE CODE OF AUSTRALIA WSA 02-2014-3.1 MRWA EDITION V2.0, 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 MRWA S-311.
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 MRWA S-302 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 20mm 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 CONTAINS 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 N25 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
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION, 343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		DRAWING TITLE: CIVIL & HYDRAULIC NOTES
STATUS: PLANNING APPROVAL			PROJECT NO: 18E99-101 / DWG NO: N01 / REV: E

20/07/2018 9:45:03 AM

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

NOT FOR CONSTRUCTION

PIPE LEGEND

MARK	DESCRIPTION
AG	SLOTTED HDPE SN8 DRAINAGE PIPE
W	PROPOSED PE PN16 WATER SUPPLY
S	PROPOSED PRIVATE SEWER PIPE
SW	PROPOSED PRIVATE STORMWATER PIPE
P	POWER CIRCUIT
T	COMMUNICATIONS
FS	DN100 PVC-M PN16 PVC
	PROPOSED PUBLIC STORMWATER MAIN
	PROPOSED PUBLIC SEWER MAIN
	PROPOSED PUBLIC WATER MAIN
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
EX SW	EXISTING PUBLIC STORMWATER MAIN
EX S	EXISTING PUBLIC SEWER MAIN
EX MW	EXISTING PUBLIC WATER MAIN
EX RSM	EXISTING PUBLIC RISING SEWER MAIN
	SWALE DRAIN

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 CENTERLINE
	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
	'ACO' 450 x 450 x 600 DEEP PIT WITH GRATED LID
	'ACO' K300 CHANNEL DRAIN & INCLINE PIT WITH CLASS 'B' TRAFFICABLE GRATE
SWI	STORMWATER MANHOLE OR I.O. AS MARKED. AS PER LGAT STANDARD DRAWING TSD-SW02-v1
S	SEWER MAINTENANCE HOLE TYPE P2 AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
	DN150 STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
H	DN100 SEWER LOT CONNECTION AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
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
PS	NBN PIT
	STREETLIGHT
C	TELECOMMUNICATIONS PIT (INCLUDES NBN, TELSTRA AND OPTUS)
P	POWER POLE

HATCH LEGEND

MARK	DESCRIPTION
	CONCRETE DRIVEWAY WITH PR. CONTOUR SHOWN 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE
	EASEMENT
	GROUND TO BE MODIFIED
	EXTENTS OF 3A WENTWORTH ST NOT DRAINED BY GRAVITY
	EXTENTS OF 343 DAVEY ST NOT DRAINED BY GRAVITY

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
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

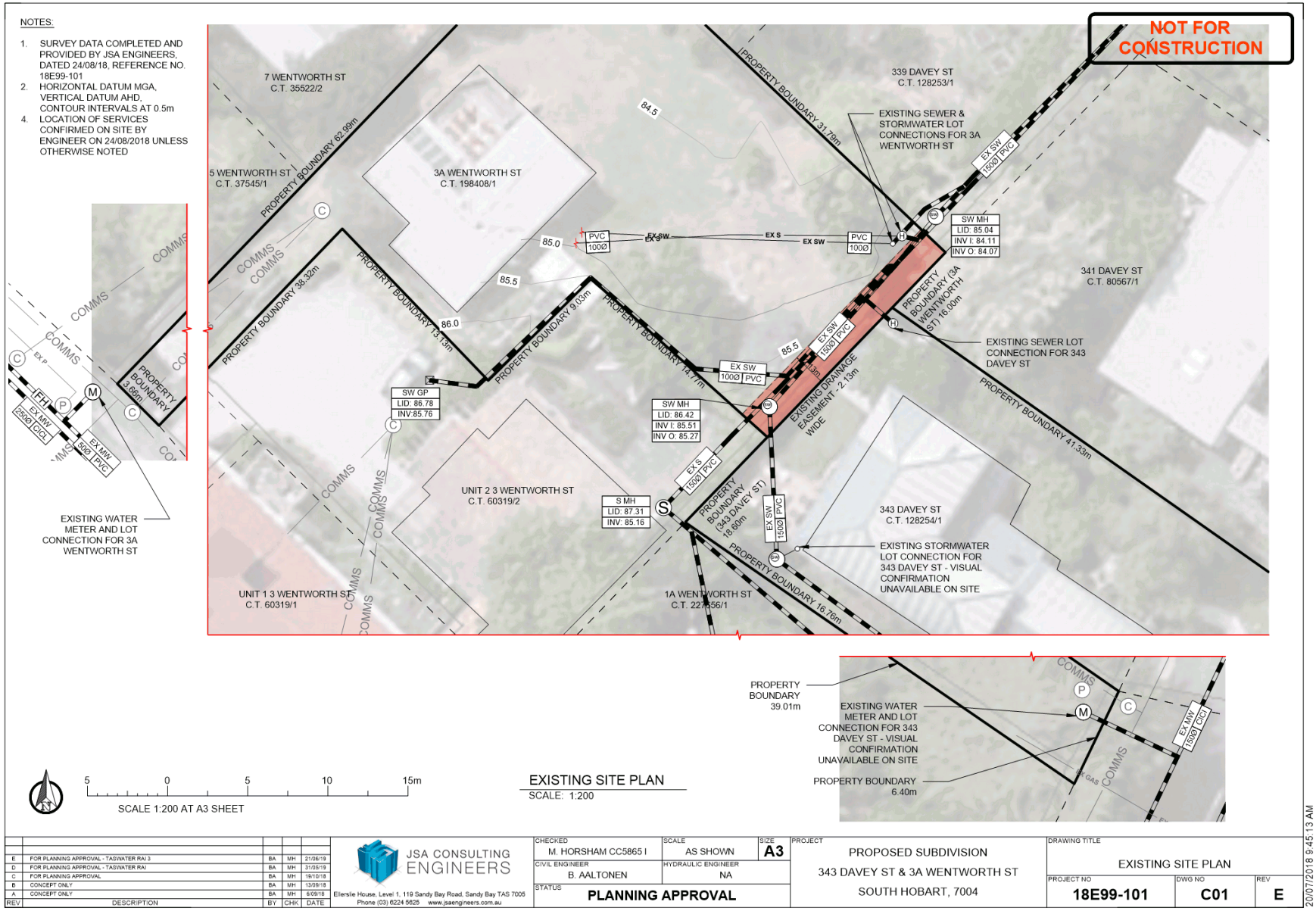
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION, 343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		
STATUS: PLANNING APPROVAL			

DRAWING TITLE: SYMBOL & LINE LEGENDS

PROJECT NO	DWG NO	REV
18E99-101	N02	E

20/07/2018 9:45:08 AM



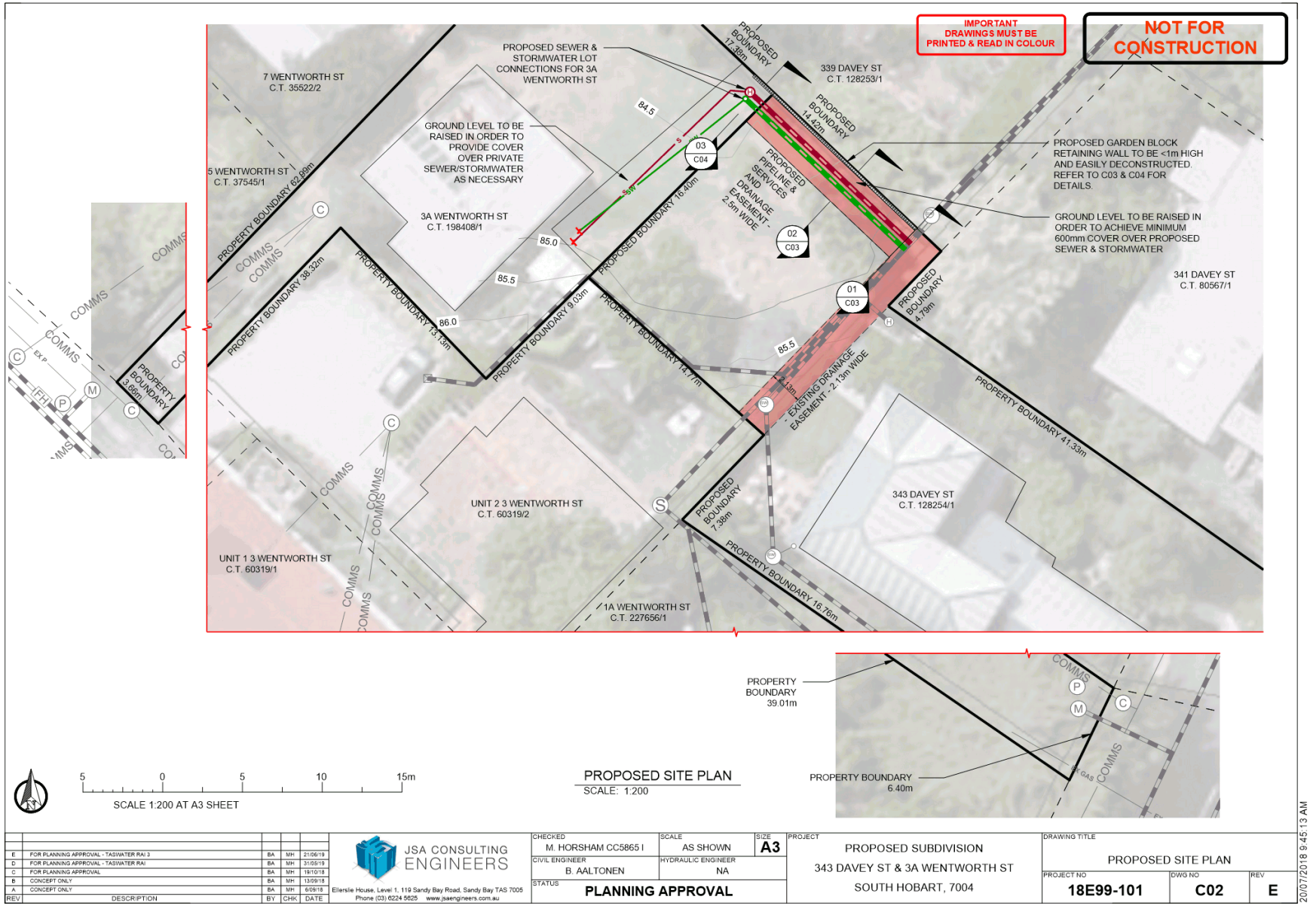
REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION 343 DAVEY ST & 3A WENTWORTH ST SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		
STATUS: PLANNING APPROVAL			

DRAWING TITLE	PROJECT NO	DWG NO	REV
EXISTING SITE PLAN	18E99-101	C01	E

20/07/2018 9:45:13 AM



REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

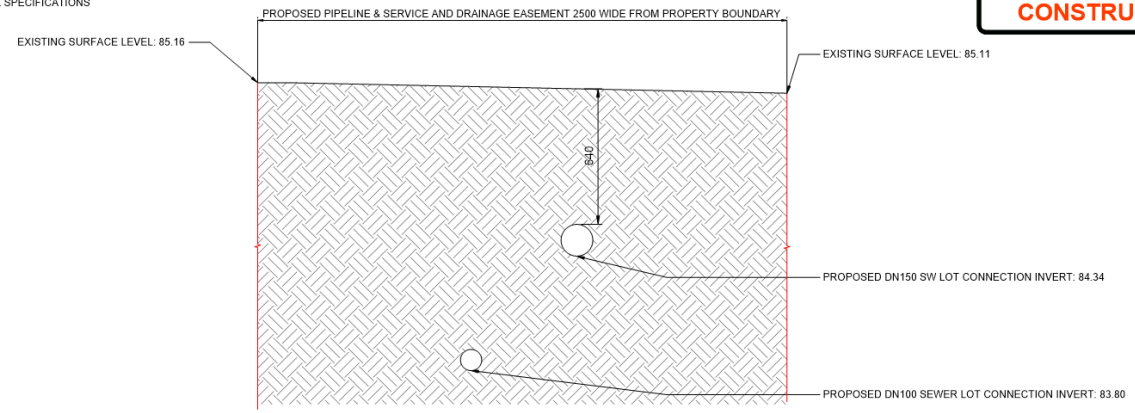
CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION, 343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		DRAWING TITLE: PROPOSED SITE PLAN
STATUS: PLANNING APPROVAL			PROJECT NO: 18E99-101 / DWG NO: C02 / REV: E

20/07/2018 9:45:13 AM

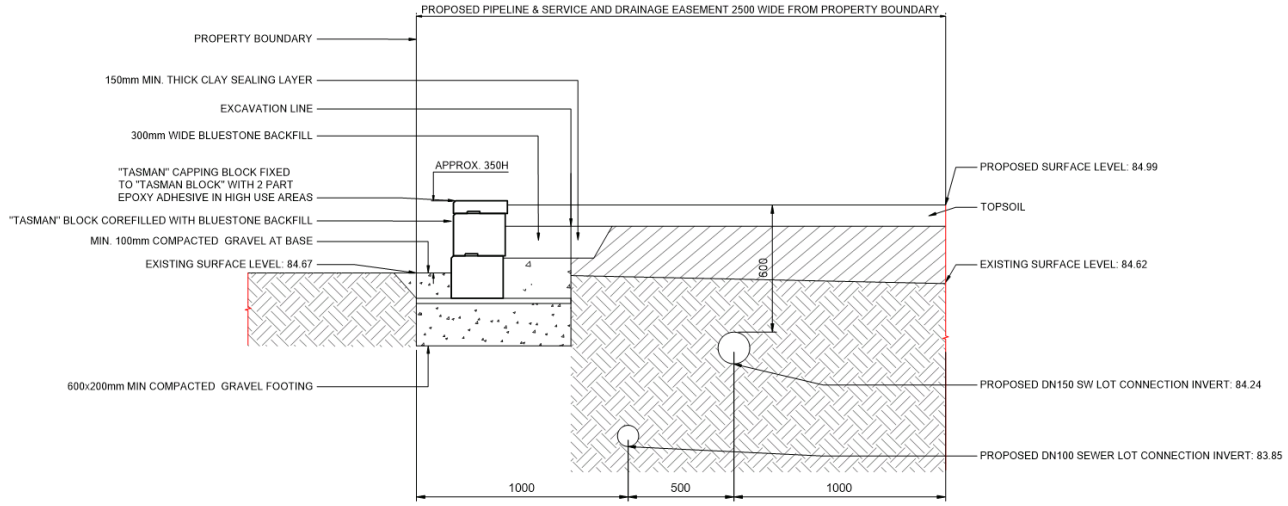
GENERAL NOTES:

- REFER TO "ISLAND BLOCK & PAVING" TASMAN BLOCK GRAVITY RETAINING WALL SPECIFICATIONS FOR MAXIMUM WALL HEIGHT AND CONSTRUCTION DETAILS

NOT FOR CONSTRUCTION



01 C02 RETAINING WALL CROSS SECTION 1
SCALE: 1:20



02 C02 RETAINING WALL CROSS SECTION 2
SCALE: 1:20

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION, 343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		
STATUS: PLANNING APPROVAL			

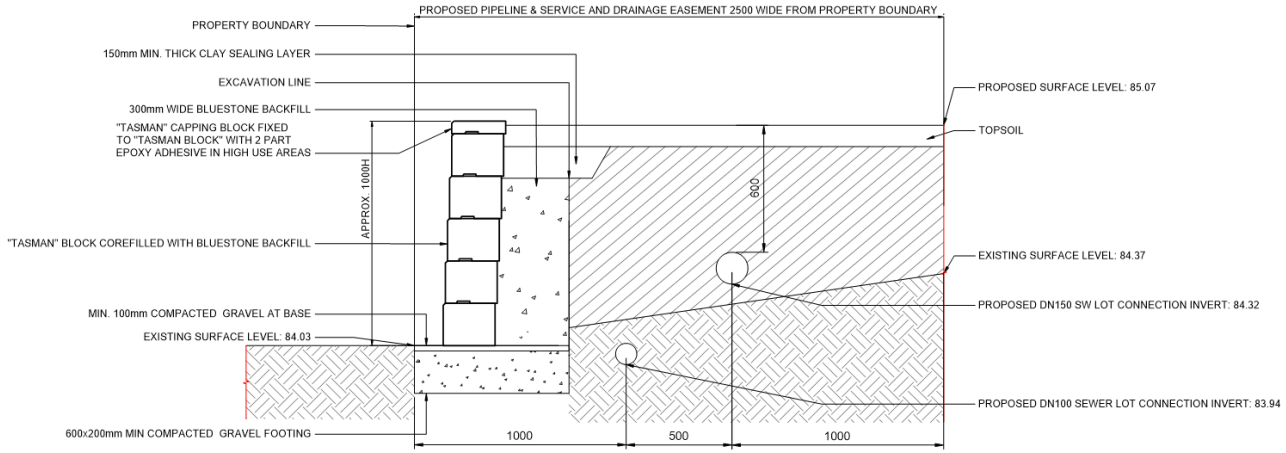
DRAWING TITLE		
RETAINING WALL DETAILS - SH.1		
PROJECT NO: 18E99-101	DWG NO: C03	REV: E

20/07/2018 9:45:13 AM

GENERAL NOTES:

- REFER TO "ISLAND BLOCK & PAVING" TASMAN BLOCK GRAVITY RETAINING WALL SPECIFICATIONS FOR MAXIMUM WALL HEIGHT AND CONSTRUCTION DETAILS

NOT FOR CONSTRUCTION



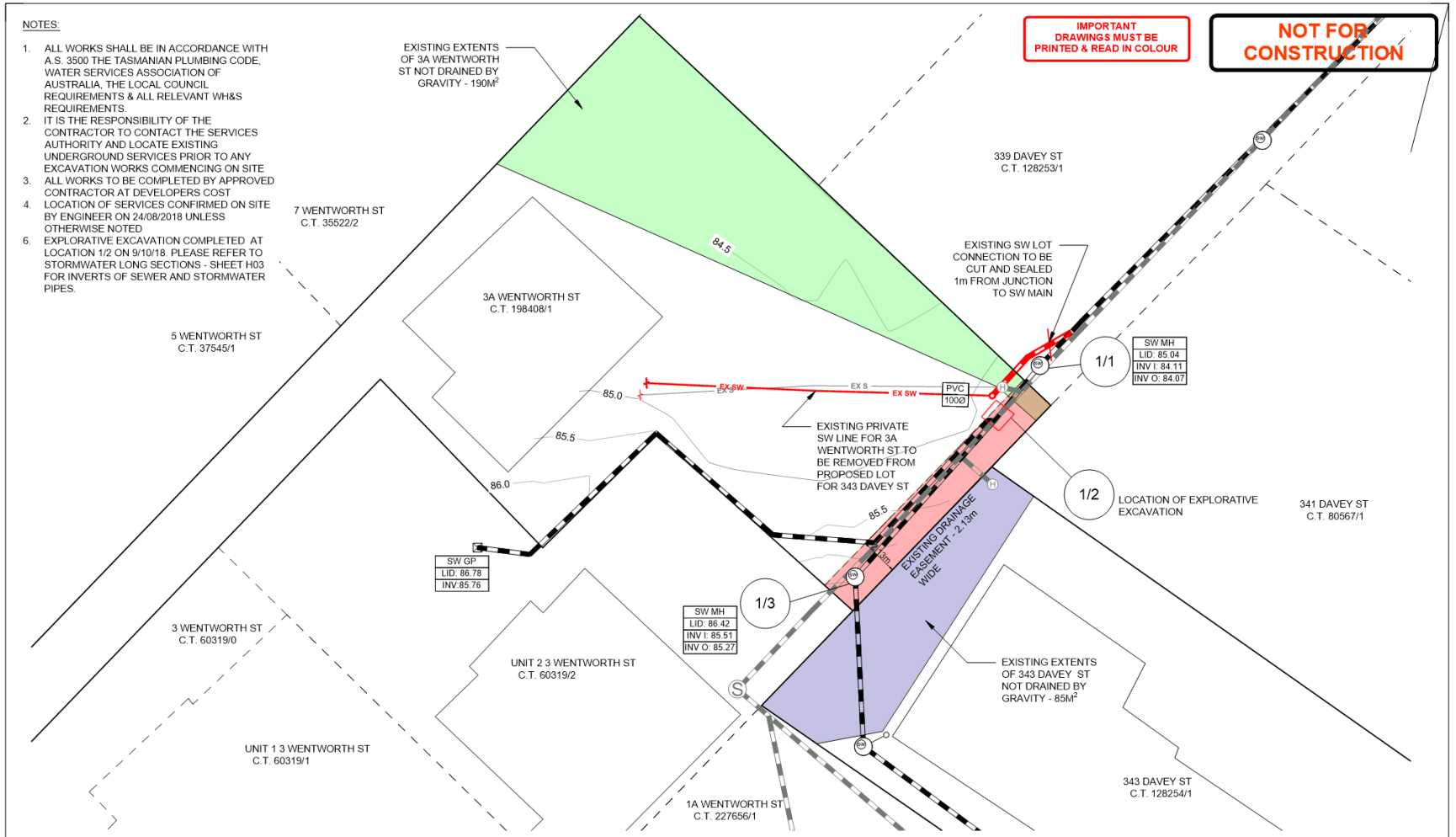
03 / C02 RETAINING WALL CROSS SECTION 3
SCALE: 1:20

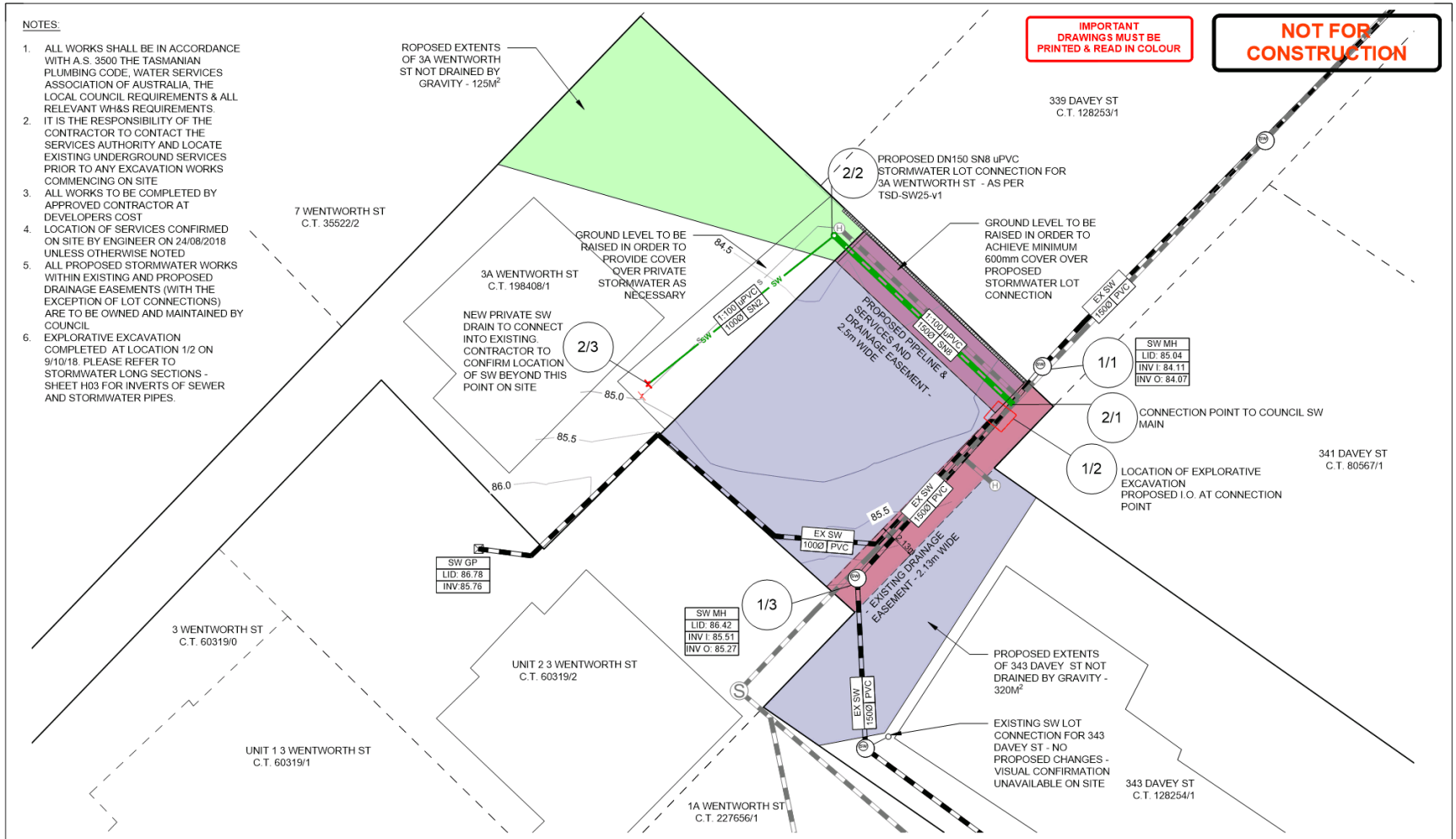
REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION, 343 DAVEY ST & 3A WENTWORTH ST, SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		DRAWING TITLE: RETAINING WALL DETAILS - SH.2
STATUS: PLANNING APPROVAL			PROJECT NO: 18E99-101 / DWG NO: C04 / REV: E

20/07/2018 9:45:13 AM

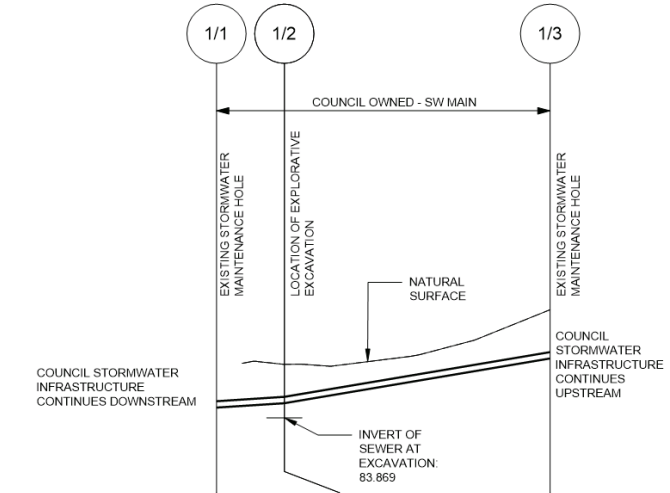

NOTES:
1. ALL WORKS SHALL BE IN ACCORDANCE WITH A.S. 3500 THE TASMANIAN PLUMBING CODE, WATER SERVICES ASSOCIATION OF AUSTRALIA, THE LOCAL COUNCIL REQUIREMENTS & ALL RELEVANT WH&S REQUIREMENTS.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
3. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
4. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18. PLEASE REFER TO STORMWATER LONG SECTIONS - SHEET H03 FOR INVERTS OF SEWER AND STORMWATER PIPES.
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
NOT FOR CONSTRUCTION
EXISTING EXTENTS OF 3A WENTWORTH ST NOT DRAINED BY GRAVITY - 190M²
339 DAVEY ST C.T. 128253/1
7 WENTWORTH ST C.T. 35522/2
3A WENTWORTH ST C.T. 198408/1
5 WENTWORTH ST C.T. 37545/1
EXISTING SW LOT CONNECTION TO BE CUT AND SEALED 1m FROM JUNCTION TO SW MAIN
SW MH LID: 85.04 INV I: 84.11 INV O: 84.07
1/1
84.5
85.0
85.5
86.0
EX SW
PVC 100Ø
EXISTING PRIVATE SW LINE FOR 3A WENTWORTH ST TO BE REMOVED FROM PROPOSED LOT FOR 343 DAVEY ST
1/2
LOCATION OF EXPLORATIVE EXCAVATION
341 DAVEY ST C.T. 80567/1
EXISTING DRAINAGE EASEMENT - 2.13m WIDE
SW GP LID: 86.78 INV 85.76
1/3
SW MH LID: 86.42 INV I: 85.51 INV O: 85.27
3 WENTWORTH ST C.T. 60319/0
UNIT 2 3 WENTWORTH ST C.T. 60319/2
EXISTING EXTENTS OF 343 DAVEY ST NOT DRAINED BY GRAVITY - 85M²
UNIT 1 3 WENTWORTH ST C.T. 60319/1
343 DAVEY ST C.T. 128254/1
1A WENTWORTH ST C.T. 227656/1
STORMWATER HYDRAULIC PLAN (DEMOLITION)
SCALE: 1:200
5 0 5 10 15m
SCALE 1:200 AT A3 SHEET
N
REV DESCRIPTION BY CHK DATE
E FOR PLANNING APPROVAL - TASWATER RAI 3 BA MH 21/06/19
D FOR PLANNING APPROVAL - TASWATER RAI BA MH 31/05/19
C FOR PLANNING APPROVAL BA MH 19/10/18
B CONCEPT ONLY BA MH 13/09/18
A CONCEPT ONLY BA MH 6/09/18
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au
CHECKED M. HORSHAM CC5865 I
SCALE AS SHOWN
SIZE A3
CIVIL ENGINEER B. AALTONEN
HYDRAULIC ENGINEER NA
STATUS PLANNING APPROVAL
PROJECT PROPOSED SUBDIVISION 343 DAVEY ST & 3A WENTWORTH ST SOUTH HOBART, 7004
DRAWING TITLE STORMWATER HYDRAULIC PLAN (DEMOLITION)
PROJECT NO 18E99-101
DWG NO H01
REV E
20/07/2018 9:45:13 AM


NOTES:
1. ALL WORKS SHALL BE IN ACCORDANCE WITH A.S. 3500 THE TASMANIAN PLUMBING CODE, WATER SERVICES ASSOCIATION OF AUSTRALIA, THE LOCAL COUNCIL REQUIREMENTS & ALL RELEVANT WH&S REQUIREMENTS.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
3. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
4. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
5. ALL PROPOSED STORMWATER WORKS WITHIN EXISTING AND PROPOSED DRAINAGE EASEMENTS (WITH THE EXCEPTION OF LOT CONNECTIONS) ARE TO BE OWNED AND MAINTAINED BY COUNCIL
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18. PLEASE REFER TO STORMWATER LONG SECTIONS - SHEET H03 FOR INVERTS OF SEWER AND STORMWATER PIPES.
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
NOT FOR CONSTRUCTION
ROPOSED EXTENTS OF 3A WENTWORTH ST NOT DRAINED BY GRAVITY - 125M2
339 DAVEY ST C.T. 128253/1
2/2
PROPOSED DN150 SN8 uPVC STORMWATER LOT CONNECTION FOR 3A WENTWORTH ST - AS PER TSD-SW25-v1
7 WENTWORTH ST C.T. 35522/2
GROUND LEVEL TO BE RAISED IN ORDER TO PROVIDE COVER OVER PRIVATE STORMWATER AS NECESSARY
GROUND LEVEL TO BE RAISED IN ORDER TO ACHIEVE MINIMUM 600mm COVER OVER PROPOSED STORMWATER LOT CONNECTION
3A WENTWORTH ST C.T. 198408/1
NEW PRIVATE SW DRAIN TO CONNECT INTO EXISTING. CONTRACTOR TO CONFIRM LOCATION OF SW BEYOND THIS POINT ON SITE
2/3
1:100 uPVC 1000 SN2
EX SW 1500 PVC
PROPOSED PIPELINE & SERVICES AND DRAINAGE EASEMENT - 2.5m WIDE
SW MH LID: 85.04 INV I: 84.11 INV O: 84.07
1/1
2/1
CONNECTION POINT TO COUNCIL SW MAIN
1/2
LOCATION OF EXPLORATIVE EXCAVATION PROPOSED I.O. AT CONNECTION POINT
341 DAVEY ST C.T. 80567/1
84.5
85.0
85.5
86.0
EX SW 1000 PVC
SW GP LID: 86.78 INV:85.76
EXISTING DRAINAGE EASEMENT - 2.13m WIDE
1/3
SW MH LID: 86.42 INV I: 85.51 INV O: 85.27
3 WENTWORTH ST C.T. 60319/0
UNIT 2 3 WENTWORTH ST C.T. 60319/2
PROPOSED EXTENTS OF 343 DAVEY ST NOT DRAINED BY GRAVITY - 320M2
EXISTING SW LOT CONNECTION FOR 343 DAVEY ST - NO PROPOSED CHANGES - VISUAL CONFIRMATION UNAVAILABLE ON SITE
343 DAVEY ST C.T. 128254/1
UNIT 1 3 WENTWORTH ST C.T. 60319/1
1A WENTWORTH ST C.T. 227656/1
STORMWATER HYDRAULIC PLAN (PROPOSED)
SCALE: 1:200
5 0 5 10 15m
SCALE 1:200 AT A3 SHEET
E FOR PLANNING APPROVAL - TASWATER RAI 3 BA MH 21/06/19
D FOR PLANNING APPROVAL - TASWATER RAI BA MH 31/05/19
C FOR PLANNING APPROVAL BA MH 19/10/18
B CONCEPT ONLY BA MH 13/09/18
A CONCEPT ONLY BA MH 6/09/18
REV DESCRIPTION BY CHK DATE
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au
CHECKED M. HORSHAM CC5865 I
SCALE AS SHOWN
SIZE A3
CIVIL ENGINEER B. AALTONEN
HYDRAULIC ENGINEER NA
STATUS PLANNING APPROVAL
PROJECT PROPOSED SUBDIVISION 343 DAVEY ST & 3A WENTWORTH ST SOUTH HOBART, 7004
DRAWING TITLE STORMWATER HYDRAULIC PLAN (PROPOSED)
PROJECT NO 18E99-101
DWG NO H02
REV E
20/07/2018 9:45:13 AM

NOTES:

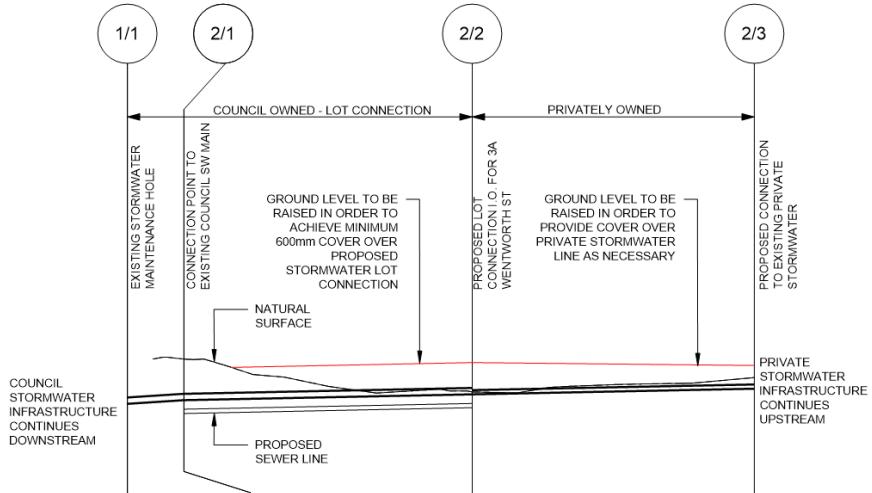
1. ALL WORKS SHALL BE IN ACCORDANCE WITH A.S. 3500 THE TASMANIAN PLUMBING CODE, WATER SERVICES ASSOCIATION OF AUSTRALIA, THE LOCAL COUNCIL REQUIREMENTS & ALL RELEVANT WH&S REQUIREMENTS.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
3. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
4. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
5. ALL PROPOSED STORMWATER WORKS WITHIN EXISTING AND PROPOSED DRAINAGE EASEMENTS (WITH THE EXCEPTION OF LOT CONNECTIONS) ARE TO BE OWNED AND MAINTAINED BY COUNCIL
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18.

NOT FOR CONSTRUCTION



PIPE DETAILS	DN150 PVC		DN150 PVC	
SLOPE/GRADE	3.2%		8.4%	
DATUM RL 80.5				
DEPTH TO INVERT	-84.11	0.92		1.15
INVERT LEVEL	84.11	84.21		85.27
TOP OF PIT LEVEL		85.13		86.42
EXISTING SURFACE		85.13		86.42
CHAINAGE	0.0	3.2		15.8
	3.20		12.55	

EXISTING STORMWATER LONG SECTION
SCALE: HORIZONTAL 1:200 VERTICAL 1:100



PIPE DETAILS	DN150 uPVC SN8 SCJ		DN150 uPVC SN8 SCJ		DN100 uPVC SN2 SCJ	
SLOPE/GRADE	3.2%		1.0%		1.0%	
DATUM RL 80.4						
DEPTH TO INVERT	-84.11	0.97		0.75	MIN	0.26
INVERT LEVEL	84.11	84.19		84.32		84.46
TOP OF PIT LEVEL		85.15		85.07	MIN	84.72
EXISTING SURFACE		85.15		84.38		84.72
CHAINAGE	2.68	2.68		16.29		26.91
	2.68		13.61		13.33	

PROPOSED STORMWATER LONG SECTION
SCALE: HORIZONTAL 1:200 VERTICAL 1:100

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA	
STATUS: PLANNING APPROVAL		

PROJECT: PROPOSED SUBDIVISION
343 DAVEY ST & 3A WENTWORTH ST
SOUTH HOBART, 7004

DRAWING TITLE: STORMWATER LONG SECTIONS

PROJECT NO	DWG NO	REV
18E99-101	H03	E

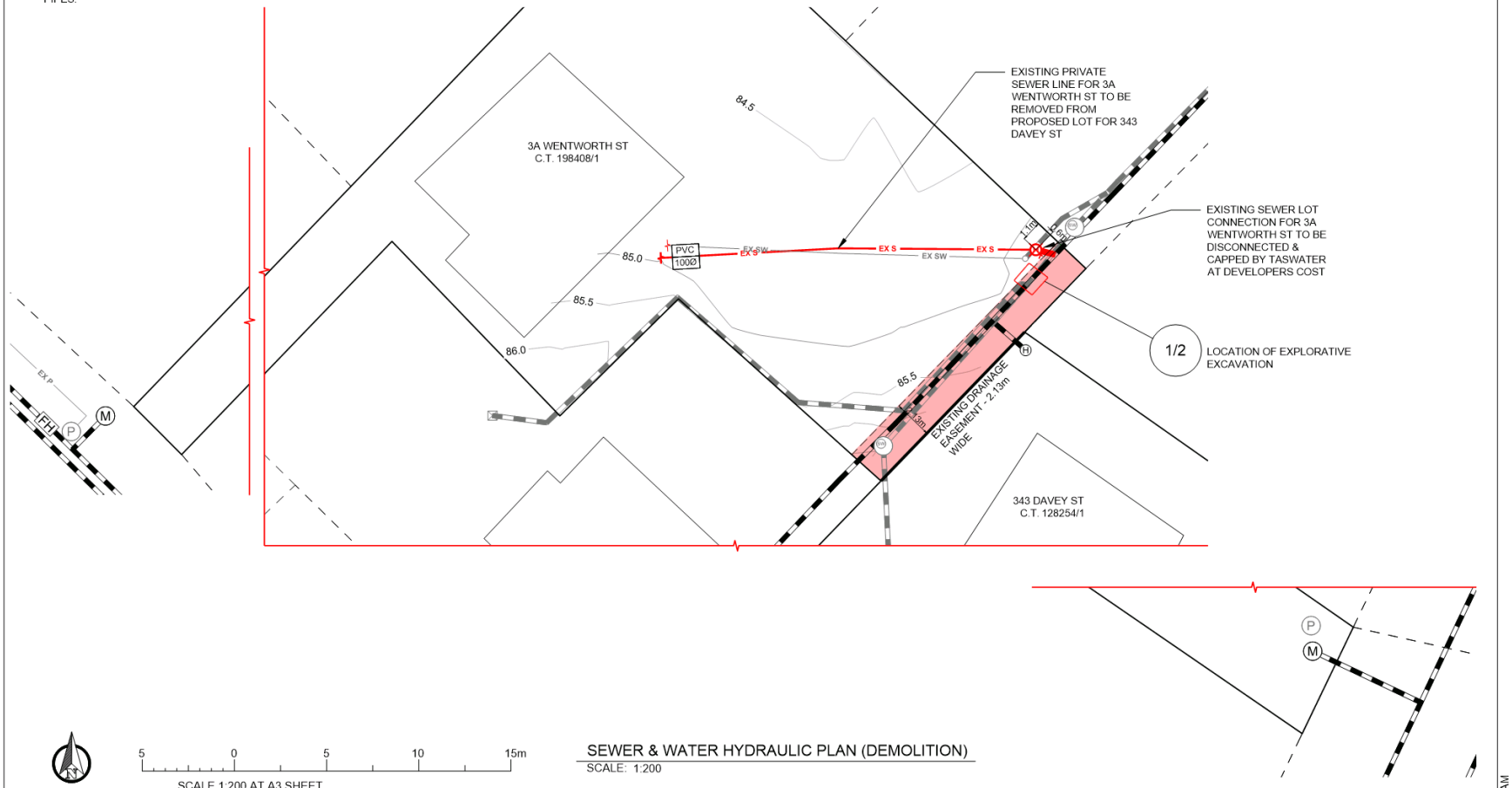
20/07/2018 9:45:13 AM

NOTES:

1. ALL WORKS MUST BE TO THE WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 MRWA EDITION V2, SEWERAGE CODE OF AUSTRALIA WSA 02-2014-3.1 MRWA EDITION V2 AND TASWATER SUPPLEMENTS, TASWATER STANDARD DRAWINGS TW-SD-W-20SERIES, WATER METERING POLICY/METERING GUIDELINES & AS3500.1:2015.
2. SEWER PIPEWORK TO BE INSTALLED BY PRIVATE CONTRACTOR AT DEVELOPERS COST.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
4. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
5. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18. PLEASE REFER TO STORMWATER LONG SECTIONS - SHEET H03 FOR INVERTS OF SEWER AND STORMWATER PIPES.

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

NOT FOR CONSTRUCTION



5 0 5 10 15m

SCALE 1:200 AT A3 SHEET

SEWER & WATER HYDRAULIC PLAN (DEMOLITION)
SCALE: 1:200

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA	
STATUS: PLANNING APPROVAL		

PROJECT: PROPOSED SUBDIVISION
343 DAVEY ST & 3A WENTWORTH ST
SOUTH HOBART, 7004

DRAWING TITLE: SEWER & WATER HYDRAULIC HYDRAULIC PLAN (DEMOLITION)

PROJECT NO	DWG NO	REV
18E99-101	H04	E

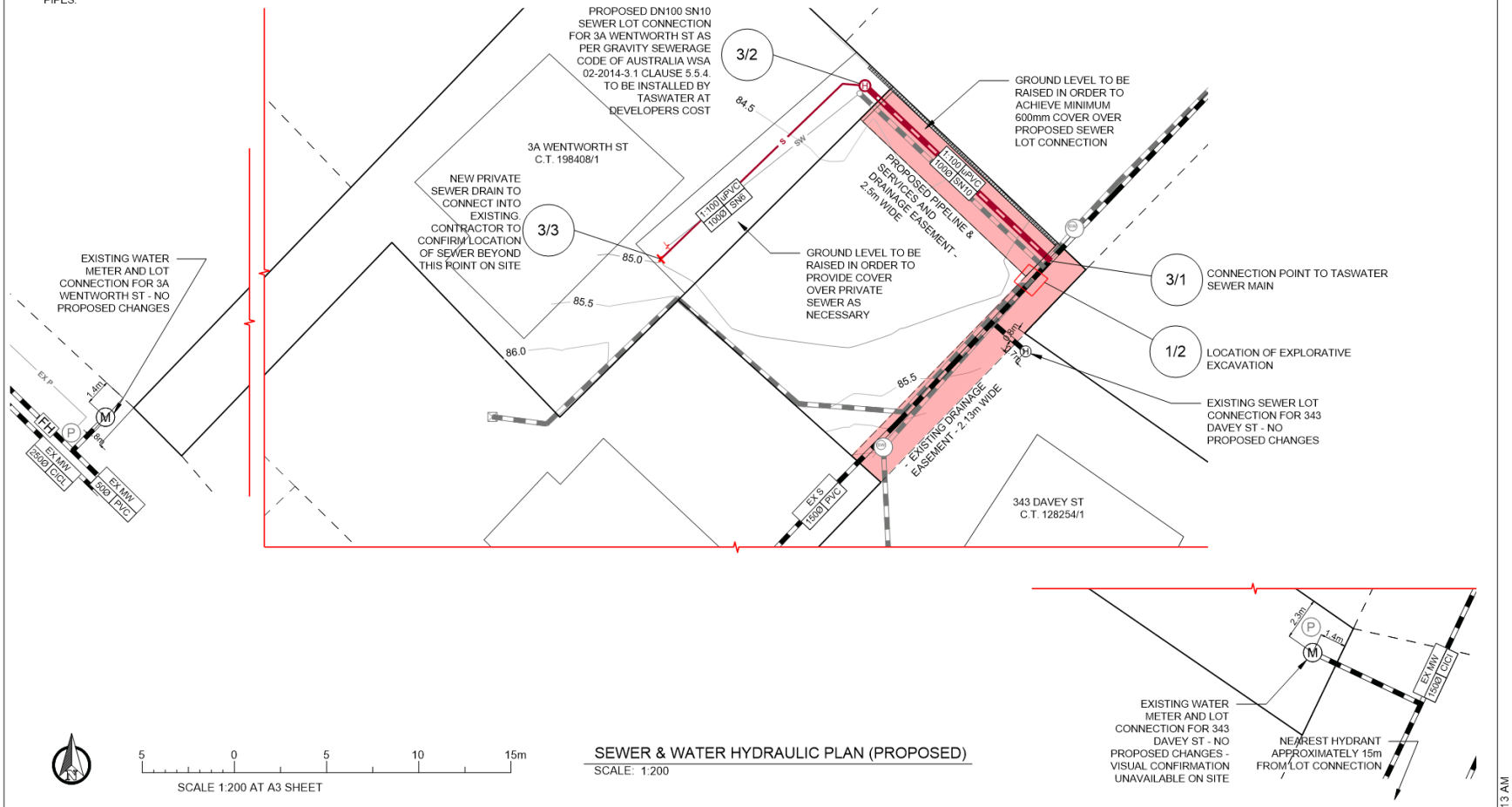
20/07/2018 9:45:13 AM

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

NOT FOR CONSTRUCTION

NOTES:

1. ALL WORKS MUST BE TO THE WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 MRWA EDITION V2, SEWERAGE CODE OF AUSTRALIA WSA 02-2014-3.1 MRWA EDITION V2 AND TASWATER SUPPLEMENTS, TASWATER STANDARD DRAWINGS TW-SD-W-20SERIES, WATER METERING POLICY/METERING GUIDELINES & AS3500.1:2015.
2. SEWER PIPEWORK TO BE INSTALLED BY PRIVATE CONTRACTOR AT DEVELOPERS COST.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
4. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
5. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18. PLEASE REFER TO STORMWATER LONG SECTIONS - SHEET H03 FOR INVERTS OF SEWER AND STORMWATER PIPES.



5 0 5 10 15m

SCALE 1:200 AT A3 SHEET

SEWER & WATER HYDRAULIC PLAN (PROPOSED)

SCALE: 1:200

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3	PROJECT: PROPOSED SUBDIVISION 343 DAVEY ST & 3A WENTWORTH ST SOUTH HOBART, 7004
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA		
STATUS: PLANNING APPROVAL			

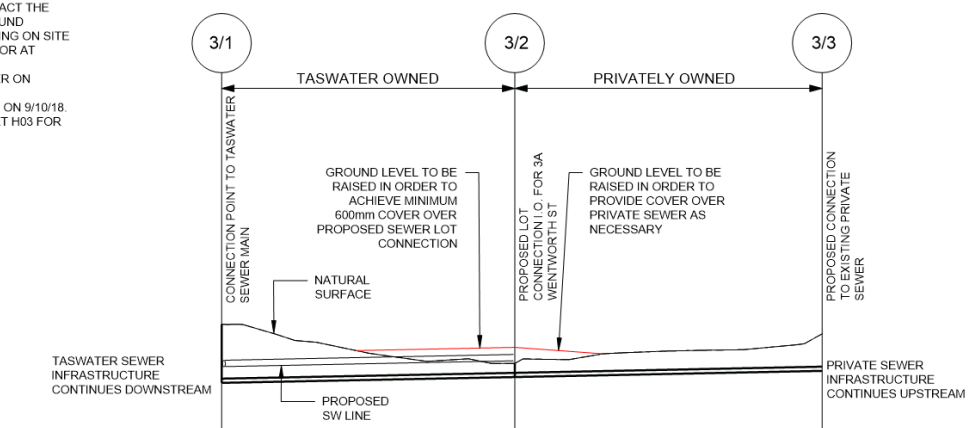
DRAWING TITLE	PROJECT NO	DWG NO	REV
SEWER & WATER HYDRAULIC PLAN (PROPOSED)	18E99-101	H05	E

20/07/2018 9:45:13 AM

NOTES:

1. ALL WORKS MUST BE TO THE WATER SUPPLY CODE OF AUSTRALIA WSA 03-2011-3.1 MRWA EDITION V2, SEWERAGE CODE OF AUSTRALIA WSA 02-2014-3.1 MRWA EDITION V2 AND TASWATER SUPPLEMENTS, TASWATER STANDARD DRAWINGS TW-SD-W-20SERIES, WATER METERING POLICY/METERING GUIDELINES & AS3500.1:2015.
2. SEWER PIPEWORK TO BE INSTALLED BY PRIVATE CONTRACTOR AT DEVELOPERS COST.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE SERVICES AUTHORITY AND LOCATE EXISTING UNDERGROUND SERVICES PRIOR TO ANY EXCAVATION WORKS COMMENCING ON SITE
4. ALL WORKS TO BE COMPLETED BY APPROVED CONTRACTOR AT DEVELOPERS COST
5. LOCATION OF SERVICES CONFIRMED ON SITE BY ENGINEER ON 24/08/2018 UNLESS OTHERWISE NOTED
6. EXPLORATIVE EXCAVATION COMPLETED AT LOCATION 1/2 ON 9/10/18. PLEASE REFER TO STORMWATER LONG SECTIONS - SHEET H03 FOR INVERTS OF SEWER AND STORMWATER PIPES.

NOT FOR CONSTRUCTION



PIPE DETAILS						
SLOPE/GRADE	DN100 uPVC SN10 SCJ			DN100 uPVC SN6 SCJ		
DATUM RL 80.2	1.0%			1.0%		
DEPTH TO INVERT	1.39	0.70	MIN		0.88	
INVERT LEVEL	83.80	83.94			84.08	
TOP OF PIT LEVEL	85.19	84.64	MIN		84.96	
EXISTING SURFACE	85.19	84.26			84.96	
CHAINAGE	0.0	13.8			28.32	
	13.84			14.52		

PROPOSED SEWER LONG SECTION
SCALE: HORIZONTAL 1:200 VERTICAL 1:100

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL - TASWATER RAI 3	BA	MH	21/06/19
D	FOR PLANNING APPROVAL - TASWATER RAI	BA	MH	31/05/19
C	FOR PLANNING APPROVAL	BA	MH	19/10/18
B	CONCEPT ONLY	BA	MH	13/09/18
A	CONCEPT ONLY	BA	MH	6/09/18

JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
Phone (03) 6224 5625 www.jsaengineers.com.au

CHECKED: M. HORSHAM CC5865 I	SCALE: AS SHOWN	SIZE: A3
CIVIL ENGINEER: B. AALTONEN	HYDRAULIC ENGINEER: NA	
STATUS: PLANNING APPROVAL		

PROJECT: PROPOSED SUBDIVISION
343 DAVEY ST & 3A WENTWORTH ST
SOUTH HOBART, 7004

DRAWING TITLE: PROPOSED SEWER LONG SECTION

PROJECT NO	DWG NO	REV
18E99-101	H06	E

20/07/2018 9:45:21 AM

MURDOCH CLARKE

4 July 2019

Our Ref AIG:LP 1901752
Your Ref



Hobart City Council
City Planning
16 Elizabeth Street
HOBART TAS 7000
Attention: Mr Richard Bacon

Dear Sir

PLN–18–262 – 343 DAVEY STREET, 3A WENTWORTH STREET AND 3 WENTWORTH STREET, SOUTH HOBART – BOUNDARY ADJUSTMENT

I refer to your email of 27 June 2019 to Rogerson & Birch Surveyors. Please find **enclosed** :

1. Certificates of Title for Title 60319/0, 60319/1 and 60319/2 together with relevant Plans.

2. Letter sent to Strata Corporation No. 60319.

Yours faithfully
MURDOCH CLARKE

Per:

ANDREW GAGGIN
Partner

P: (03) 6235 9348
E: andrew.gaggin@murdochclarke.com.au

MURDOCH CLARKE

4 July 2019

Our Ref AIG:LP 1901752
Your Ref

Strata Corporation No. 60319
3 Wentworth Street
SOUTH HOBART TAS 7004

Dear Sirs

BOUNDARY ADJUSTMENT – 343 DAVEY STREET AND 3A WENTWORTH STREET

This firm acts on behalf of the owners of 343 Davey Street, South Hobart, who have an application before Council concerning adhesion of a portion of the property situated at 3A Wentworth Street, South Hobart.

Attached for your information is a copy of the Plans which have been filed with Council.

Yours faithfully
MURDOCH CLARKE

Per:

ANDREW GAGGIN
Partner

P: (03) 6235 9348
E: andrew.gaggin@murdochclarke.com.au

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
60319	0
EDITION	DATE OF ISSUE
3	23-Jul-2001

SEARCH DATE : 02-Jul-2019
SEARCH TIME : 04.34 PM

DESCRIPTION OF LAND

City of HOBART
The Common Property for Strata Scheme 60319 (formerly being STR1626)
Derivation : Part of 299 Acres Gtd. to R.L. Murray
Prior CT 2444/60

SCHEDULE 1

STRATA CORPORATION NO. 60319, NO. 3 WENTWORTH ST. HOBART

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: A right of drainage over the strip of land 2.13 metres wide marked A.B. on Diagram No. 103937
BENEFITING EASEMENT: The free right of passage and running of strom water from the land comprised herein through a proper earthenware drain running water under the strip of land 0.61 metres wide marked C.D. on Diagram No. 103937 with power to open into and make connections with such drain and to enter and repair the same making good all damage done thereby and restoring the surface as soon as may be
B1990 APPLICATION to AMEND STRATUM PLAN Registered 15-Nov-1985 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

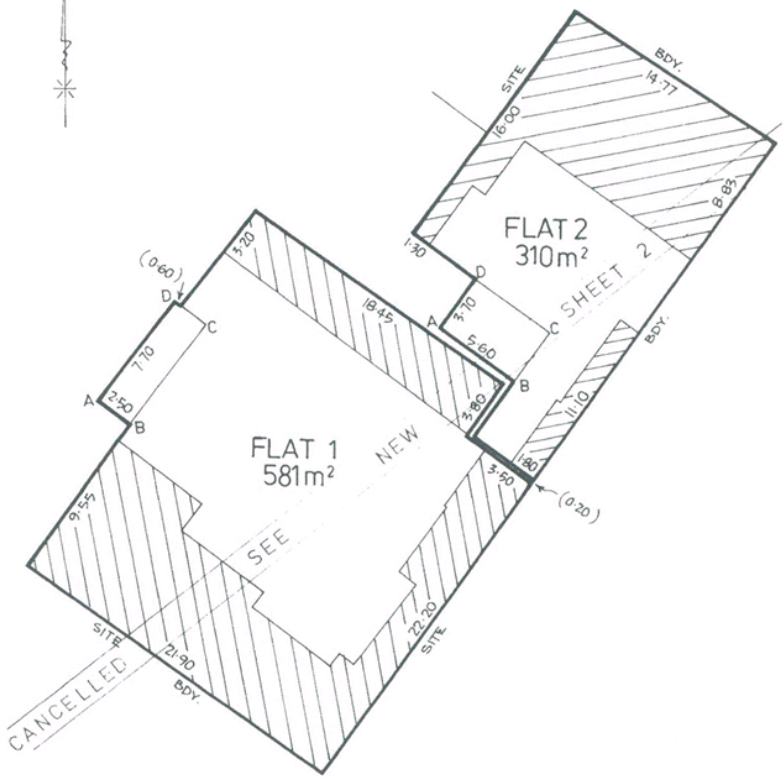
Tasmanian Government

Sheet 2 of 3 Sheets

No. 16-2L

Town Clerk/~~Council Clerk~~

GROUND FLOOR
SCALE 1:250



~~ALL~~ HORIZONTAL FLAT BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES
ALL BOUNDARIES ARE THE CENTRES OF WALLS, FLOORS AND CEILINGS UNLESS OTHERWISE STATED.
THE BOUNDARIES DESCRIBED BY MEASUREMENT ARE OPEN.
THE HATCHED PORTIONS ARE PRIVATE OPEN SPACES AND EXTEND VERTICALLY FROM GROUND LEVEL TO A HEIGHT OF 3·0 METRES.
THE PORTIONS OF THE FLATS MARKED A.B.C.D. ARE CARPORTS AND EXTEND ~~VERTICALLY TO THE ROOF ABOVE~~ FROM GROUND LEVEL

the List...

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Conveyancing and Law of Property Act 1884

STRATUM PLAN

REGISTERED NUMBER

No. 1626

Sheet 1 of 3 Sheets

60319

City ~~or Town~~ HOBART

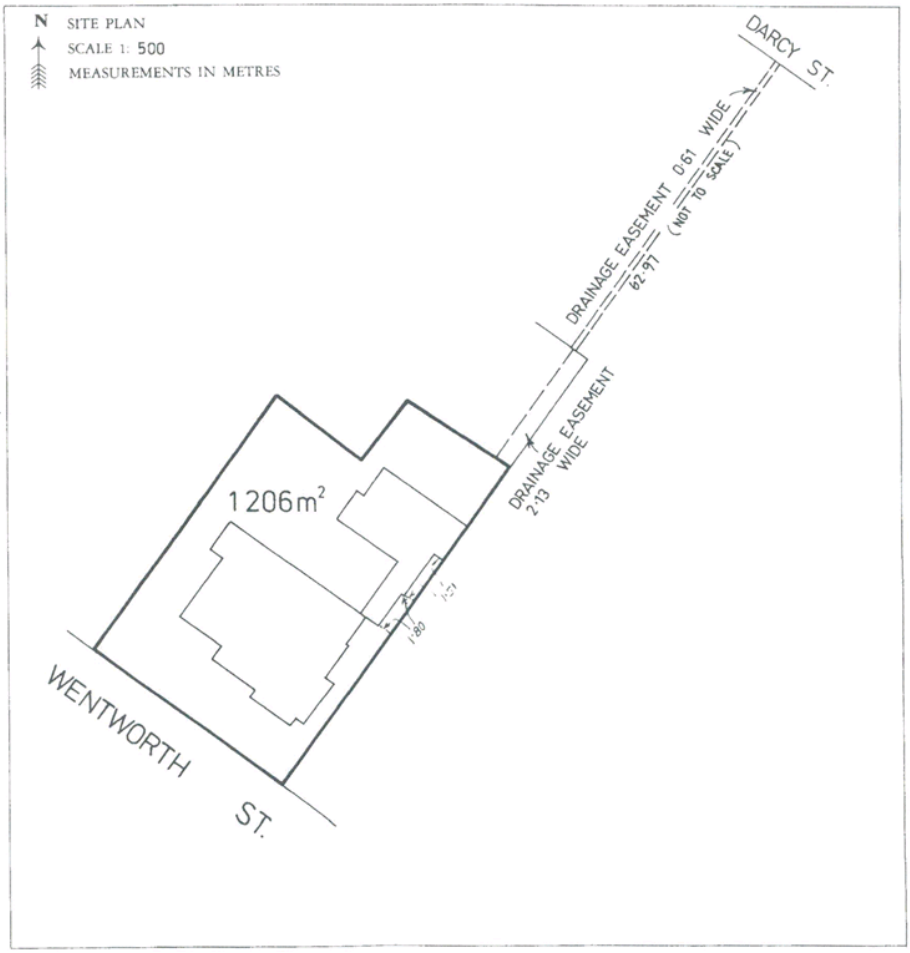
Locality SOUTH HOBART

Reference to Title CT. 2444-60

Site comprises ~~the whole~~ ~~portion~~ ~~of Lot~~ ~~2~~ THE WHOLE OF LOT 1 on ~~Plan~~ Diagram No. ~~23/40 HOB.~~ D.103937 in the Lands Titles Office

The name of the building is Nº 3 WENTWORTH ST. HOBART

External surface boundaries of the site and the location of the building in relation thereto to be delineated in this space



REGISTERED this 28th day of June 19 84, No. 1626

This plan is lodged for registration by McCulloch & McCulloch

E. R. Thorp

Recorder of Titles

OS-D 754

the LIST...

FOLIO PLAN
DEPUTY RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

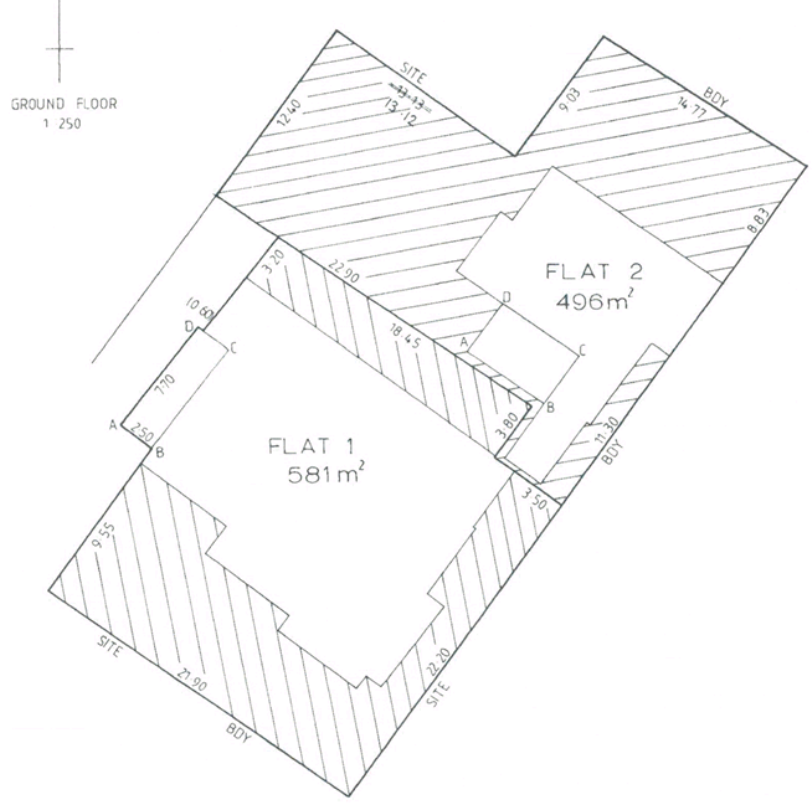
Tasmanian Government

Sheet 2 of 3 Sheets **STRATUM PLAN**

A.Town Clerk/~~Council Clerk~~ of 3 WENTWORTH STREET, HOBART
(insert here name of the building)

RECORDER OF TITLES TASMANIA

NEW SHEET 2



All horizontal flat boundaries are shown by heavy unbroken lines
All boundaries are the centres of walls, floors and ceilings unless otherwise stated.
The boundaries described by measurement are open.
The hatched portions are private open spaces and extend vertically from ground level to a height of 3.0 metres.
The portions of the flats marked A. B. C. D. are carports and extend vertically from ground level to the roof above.

73424

the LIST

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Sheet 3 of 3 Sheets

No. 1626

Town Clerk/~~Council Clerk~~

The address for service of notices on the company is:—

N°3 WENTWORTH ST.
SOUTH HOBART. 7000

UNIT ENTITLEMENTS

Flat	Unit Entitlement	For Office Use Only
1.	50	4096- 10
2.	50	" - 11

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
60319	1
EDITION	DATE OF ISSUE
4	05-Jun-2019

SEARCH DATE : 02-Jul-2019
SEARCH TIME : 04.34 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Strata Plan 60319 (formerly being STR1626) and a general unit entitlement operating for all purposes of the Strata Scheme being a 50 undivided 1/100 interest
Derived from Strata Plan 60319
Derivation : Part of 299 Acres Gtd. to R.L. Murray
Prior CT 4096/10

SCHEDULE 1

M756882 TRANSFER to BE KIND DEVELOPMENTS PTY LTD Registered 05-Jun-2019 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement subject to any interest noted on common property Folio of the Register volume 60319 folio 0
BENEFITING EASEMENT: a right of drainage over the strip of land 2.13 metres wide marked A.B. on D103937
BENEFITING EASEMENT: the free right of passage and running of storm water from the land comprised herein through a proper earthenware drain running water under the strip of land 0.61 metres wide marked C.D. on D103937 with power to open into and make connections with such drain and to enter and repair the same making good all damage done thereby and restoring the surface as soon as may be
E126313 MORTGAGE to Goldfinch Pty Limited Registered 05-Jun-2019 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
60319	2
EDITION	DATE OF ISSUE
12	30-Aug-2017

SEARCH DATE : 02-Jul-2019
SEARCH TIME : 04.35 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Strata Plan 60319 (formerly being STR1626) and a general unit entitlement operating for all purposes of the Strata Scheme being a 50 undivided 1/100 interest
Derived from Strata Plan 60319
Derivation : Part of 299 Acres Gtd. to R.L. Murray
Prior CT 4096/11

SCHEDULE 1

E41303 & E105331 JENNY FREHSE KURTIS Registered 30-Aug-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement subject to any interest noted on common property Folio of the Register volume 60319 folio 0
BENEFITING EASEMENT: a right of drainage over the strip of land 2.13 metres wide marked A.B. on D103937
BENEFITING EASEMENT: the free right of passage and running of storm water from the land comprised herein through a proper earthenware drain running water under the strip of land 0.61 metres wide marked C.D. on D103937 with power to open into and make connections with such drain and to enter and repair the same making good all damage done thereby and restoring the surface as soon as may be
E105332 MORTGAGE to AFSH Nominees Pty Ltd Registered 30-Aug-2017 at 12.02 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

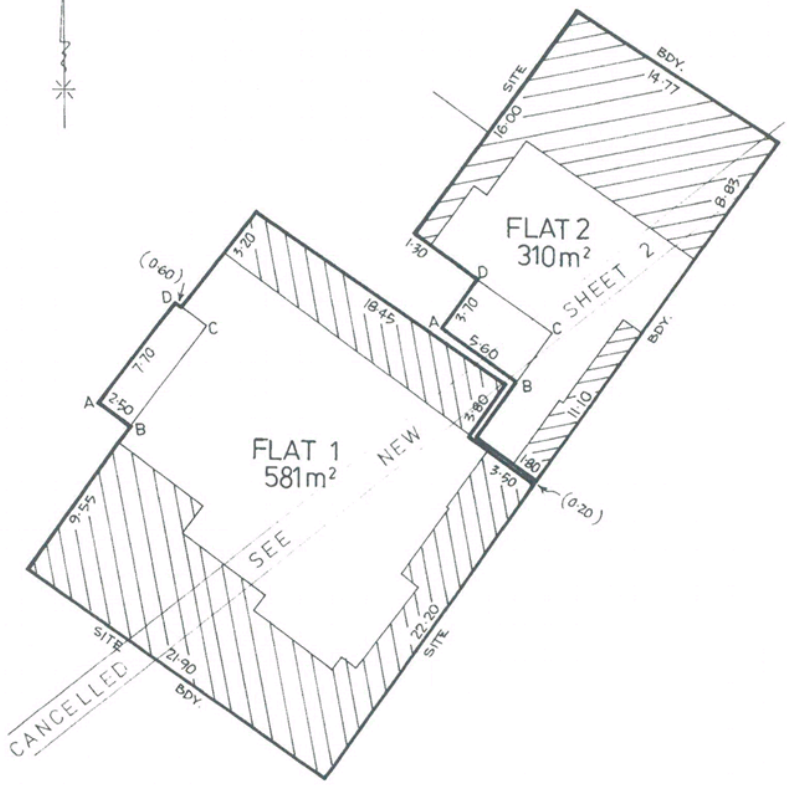
Tasmanian Government

Sheet 2 of 3 Sheets

No. 16226

Town Clerk/~~Council Clerk~~

GROUND FLOOR
SCALE 1:250



~~ALL~~ HORIZONTAL FLAT BOUNDARIES ARE SHOWN BY HEAVY UNBROKEN LINES
ALL BOUNDARIES ARE THE CENTRES OF WALLS, FLOORS AND CEILINGS UNLESS OTHERWISE STATED.
THE BOUNDARIES DESCRIBED BY MEASUREMENT ARE OPEN.
THE HATCHED PORTIONS ARE ~~PRIVATE~~ OPEN SPACES AND EXTEND VERTICALLY FROM GROUND LEVEL TO A HEIGHT OF 3·0 METRES.
THE PORTIONS OF THE FLATS MARKED A.B.C.D. ARE CARPORTS AND EXTEND ~~VERTICALLY TO THE ROOF ABOVE~~ FROM GROUND LEVEL

the List...

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Conveyancing and Law of Property Act 1884

STRATUM PLAN

REGISTERED NUMBER

60319

No. 1626

Sheet 1 of 3 Sheets

City ~~or Town~~ HOBART

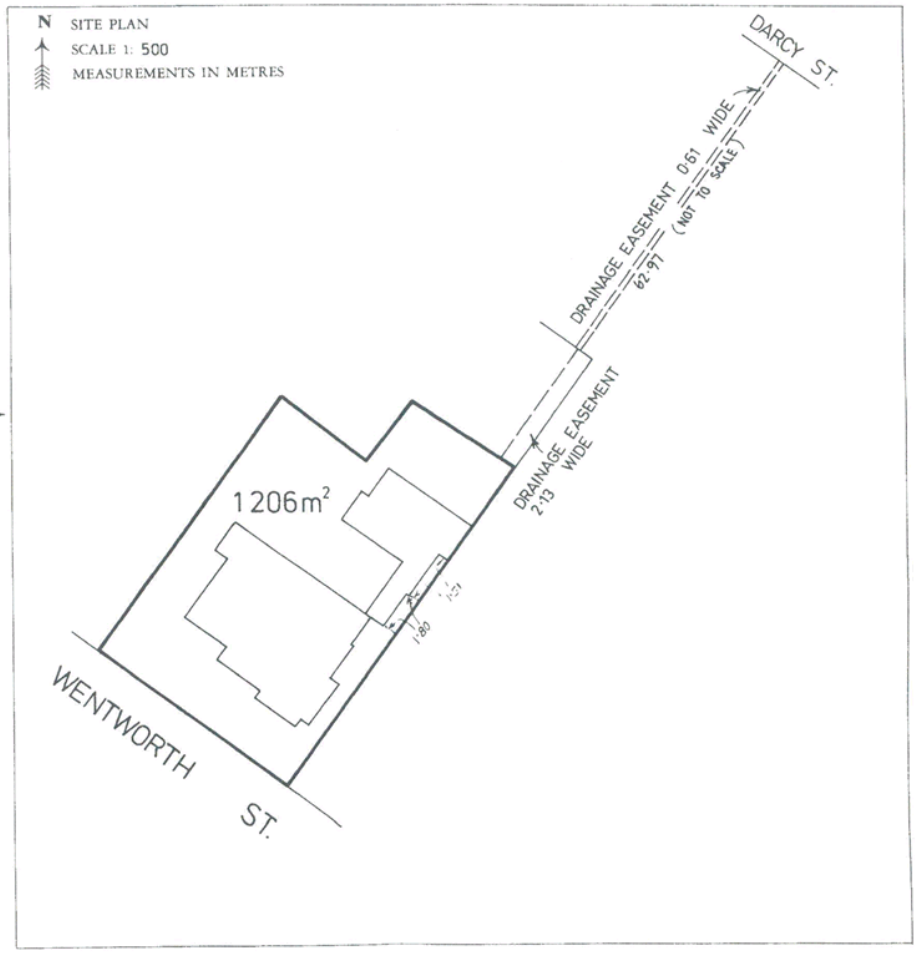
Locality SOUTH HOBART

Reference to Title CT. 2444-60

Site comprises ~~the whole~~ ~~portion~~ ~~of Lot 2~~ THE WHOLE OF LOT 1 on ~~Plan~~ Diagram No. ~~23/40 HOB.~~ D.103937 in the Lands Titles Office

The name of the building is Nº 3 WENTWORTH ST. HOBART

External surface boundaries of the site and the location of the building in relation thereto to be delineated in this space



REGISTERED this 28th day of June 19 84, No. 1626

This plan is lodged for registration by McCulloch & McCulloch

E. R. Thorp

Recorder of Titles

05-0 754

the LIST...

FOLIO PLAN
DEPUTY RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

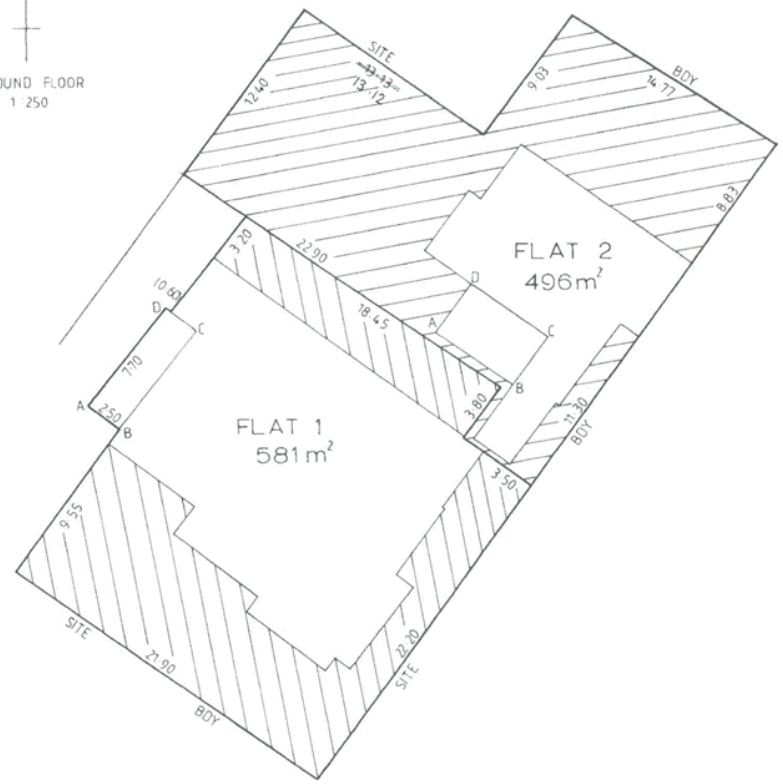
Sheet 2 of 3 Sheets **STRATUM PLAN**

[illegible] of 3 WENTWORTH STREET, HOBART
A.Town Clerk/~~Council Clerk~~ *(insert here name of the building)*

RECORDER OF TITLES TASMANIA

NEW SHEET 2

GROUND FLOOR
1:250



All horizontal flat boundaries are shown by heavy unbroken lines
All boundaries are the centres of walls, floors and ceilings unless otherwise stated.
The boundaries described by measurement are open.
The hatched portions are private open spaces and extend vertically from ground level to a height of 3.0 metres.
The portions of the flats marked A. B. C. D. are carports and extend vertically from ground level to the roof above.

73424

the LIST

FOLIO PLAN

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Sheet 3 of 3 Sheets

No. 1636

Town Clerk/~~Council Clerk~~

The address for service of notices on the company is:—

N°3 WENTWORTH ST.
SOUTH HOBART. 7000

UNIT ENTITLEMENTS

Flat	Unit Entitlement	For Office Use Only
1.	50	4096- 10
2.	50	" - 11

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-18-262		Council notice date	10/05/2018
TasWater details				
TasWater Reference No.	TWDA 2018/00732-HCC		Date of response	26 June 2019
TasWater Contact	Greg Clausen	Phone No.	(03) 6237 8242	
Response issued to				
Council name	HOBART CITY COUNCIL			
Contact details	coh@hobartcity.com.au			
Development details				
Address	343 DAVEY ST, SOUTH HOBART		Property ID (PID)	1813767
Description of development	Boundary adjustment			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
JSA Consulting Engineers	Retaining Walls – SH1 (C03)	E	21/06/19
JSA Consulting Engineers	Retaining Walls – SH2 (C04)	E	21/06/19
JSA Consulting Engineers	Sewer & Water Hydraulic Plan (H05)	E	21/06/19
JSA Consulting Engineers	Proposed Sewer Long section (H06)	E	21/06/19

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 / sewerage system and connections to each lot of 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.

ASSET CREATION & INFRASTRUCTURE WORKS

3. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
4. Prior to applying for a Permit to Construct the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
5. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
6. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
7. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development,

generally as shown on the Sewer & Water Hydraulic Plan are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

8. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

9. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

   a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;

   b. A request for a joint on-site inspection with TasWater's authorised representative must be made;

   c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;

   d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

10. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.

11. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

12. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

13. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.

15. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement

conditions.

DEVELOPMENT ASSESSMENT FEES

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

    a. $211.63, for development assessment; and

    b. $149.20 for Consent to Register a Legal Document

    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.
A copy of the GIS is included in email with this notice and should aid in updating of the documentation.
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

Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Proposal is acceptable without conditions.
Date Completed:	
Address:	343 DAVEY STREET, SOUTH HOBART 3 A WENTWORTH STREET, SOUTH HOBART 2 / 3 WENTWORTH STREET, SOUTH HOBART 1 / 3 WENTWORTH STREET, SOUTH HOBART
Proposal:	Subdivision (Boundary Adjustment)
Application No:	PLN-18-262
Assessment Officer:	Richard Bacon,

Referral Officer comments:

The proposal relates to two residential plots set behind the residential plots which form the main streetscape elements which form these parts of Davey and Wentworth Street. The proposal seeks the re-drawing of the boundary between 343 Davey Street and 3a Wentworth Street to bring a section of garden from the Wentworth to the Davey Street property. The proposal would have no visual impact upon the appearance of either property or the perception of the pattern of development.

As such, it is considered that the proposal would have no impact whatsoever upon the character of the local Heritage Precinct and as such would comply with the heritage provisions of the Scheme.

Nick Booth
Cultural Heritage
5 February 2019

7.1.3 25 Hill Street West Hobart - Alterations, Signage and Change of Use to Service Industry - PLN-17-291 File Ref: F19/105188

Memorandum of the Manager Development Appraisal of 6 August 2019 and attachments.

Delegation: Council

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

25 Hill Street West Hobart - Alterations, Signage and Change of Use to Service Industry - PLN-17-291

Introduction

Council is currently considering planning application PLN-17-291 proposing alterations, signage and change of use to service industry at 25 Hill Street, West Hobart.

The application broadly proposes the retrospective approval for the current Service Industry use of the site, along with associated alterations and signage.

The proposal is Prohibited under the *Hobart Interim Planning Scheme 2015*.

Four representations were received during the application's public notification period raising concerns including the hours of operation, noise, streetscape impacts, light pollution, and that the use is operating without a planning permit.

The officer recommendation is for refusal of the proposal because it is Prohibited under the planning scheme.

The application was due to be considered at the meeting of the Council's City Planning Committee on 11 June 2019, but the Committee resolved to defer the item at the request of the applicant to allow more time to prepare additional documentation in support of the proposal.

The application was then due to be considered at the meeting of the Council's City Planning Committee on 15 July 2019, but the Committee resolved to defer the item at the request of the Applicant due to family reasons.

Use Status

Legal advice in relation to the status of the use of site has been provided by the Council's Manager Development Compliance, and is provided below:

> Council's records identify the building was designed and constructed as a service station in the late 1950s - early 1960s. As the service station was established on the land prior to the commencement of the planning scheme on 9 December 1991, as at that date, the use of the land as a service station was a pre-existing non-confirming use right.

Section 12 of the *Land Use Planning and Approvals Act 1993* states that noting in any planning scheme is to, as far as relevant:

(a) prevent the continuance of the use, of any land, in the municipal area, upon which buildings or works are not erected, for the purposes for which the land was being lawfully used immediately before the provision came into effect; or

(b) prevent –

(i) the use, of any building in the municipal area that was erected before that provision came into effect in relation to the municipal area, for any purpose for which the building was lawfully being used immediately before the provision came into effect in relation to the municipal area; or

(ii) the maintenance or repair of such a building; or

(c) prevent the use, of any works constructed in the municipal area before the provision came into effect in relation to the municipal area, for any purpose for which the works were being lawfully used immediately before the provision came into effect in relation to the municipal area; or

(d) prevent the use of any building, or works, in the municipal area, for any purpose for which it or they were being lawfully erected, or carried out, immediately before the provision came into effect in relation to the municipal area; or

(e) require the removal or alteration of any lawfully constructed buildings, or works, in the municipal area.

These provisions expressly do not apply to;

- Use of land that has stopped for a continuous period of 2 years;
- The extension or transfer from one part of a parcel of land to another of a use previously confined to the first mentioned part of that parcel; or
- Any use of land, building or work which is substantially intensified.

It is a well-established principle of law that section 12 is only engaged to protect a use of land for a particular purpose. The enquiry must focus on what the actual use is rather than the way in which it might be classified under the provisions of the planning scheme.

In *Berowra RSL v Hornsby SC* (2000) 114 LGERA 354 Pearlman J summarised the principles applicable *to the task of characterising a use as "an existing use" (at 352-3):*

(1) The proper approach is to ask what, according to ordinary terminology, is the appropriate designation of the purpose being served by the use of the site at the relevant date: Shire of Perth v O'Keefe (1964) 110 CLR 529 at 534-535; 10 LGRA 147 at 150 per Kitto J.

(2) The task should not be approached through a meticulous examination of the details of the activities: Shire of Perth v O'Keefe (at 534-535; 150).

(3) What is required is to describe the purpose of the use of the site only at that level of generality which is necessary and sufficient to cover the individual activities, transactions or processes carried on at the relevant date: Royal Agricultural Society (NSW) v Sydney City Council (1987) 61 LGRA 305 at 310 per McHugh JA.

(4) Nevertheless, the general approach is to construe the use broadly. What is required is the determination of the appropriate genus which best describes the activities in question: North Sydney Municipal Council v Boyts Radio and Electrical Pty Ltd (1989) 16 NSWLR 50 at 59; 67 LGRA 344 at 353[PDF].

(5) It is erroneous to approach the task by searching for a purpose that is comprehended by a definition in the environmental planning instrument: Shire of Perth v O'Keefe (at 534-535; 150); Royal Agricultural Society (NSW) v Sydney City Council (at 310-311).

(6) Defining the existing use depends upon a detailed examination of the facts of each case, and there will be borderline cases where minds might differ: North Sydney v Boyts (at 59-60; 353) per Kirby P; Shire of Perth v O'Keefe (at 59-60; 534-535; 150).

(7) The task of characterisation must satisfy an objective test, in the sense that it refers to the end which is served by the use of the site, rather than a subjective test, in the sense of the objects or motives in the minds of particular individuals: Shire of Perth v O'Keefe (at 533-534; 149); Woollahra Municipal Council v Minister for the Environment (1991) 23 NSWLR 710 at 714-715; 73 LGRA 379 at 382[PDF] per Gleeson CJ.

In an unreported decision of the Tribunal in *C Hester and J Soldatos v. Hobart City Council and C McKibben* dated 17 April 2012, the Tribunal the considered the term “service station” as it is ordinarily understood and noted that typically service stations include:

- A building with unrestricted access to the general public during trading hours;
- A forecourt;
- Fuel bowsers;
- Facilities associated with the supply of LPG gas in bottle form or otherwise; and
- A mechanical workshop.

Having regard to the above, the correct categorisation of the existing use of the land at 25 Hill Street was for the purpose of a “service station”.

The application includes a report of Mr Read from All Urban Planning Pty Ltd dated 13 April 2017. In that report Mr Read states:

> *In my assessment the current use of the site for the sale and changing of tyres and mechanical repairs closely resembles the mechanical repair component of the long existing use. The removal of the fuel sale activity would in my opinion only reduce the activity on site and associated traffic movements. The proposal is therefore likely to be a net reduction in visitation and traffic to the site.*

It may be the case that the sale and changing of tyres and mechanical repairs closely resembles the mechanical repair component of the existing use however in my opinion this does not mean that component is protected by section 12 of the Act. The protected existing use of the land is as a service station. It is true that the use to which land may be put and the activity on it may change, increase or decrease, so long as the same purpose is served however in my opinion, using the land for the sale and changing of tyres and mechanical repairs is not the same purpose as a 'service station' which involves those elements set out above.

At paragraph 43-57 of *Gifford's Town Planning Law and* Practice it states:

> *A non-confirming use may be a matter of some complexity involving a number of component activities. The mere fact that one of those activities is discontinued may not amount to a change of non-confirming use, but it can do so. A change in the proportions of the component activities may amount to a change of a non-confirming use. Whether it does so is a matter of fact and degree which therefore has to be considered in individual cases, the test being to contrast the actual existing use with the use which it is said a continuance to determine whether the change of properly be regarded as a 'change of use of the premises as a whole'. The intention of the user is also a factor to be taken into consideration. In considering whether or not there has been a change of non-confirming use regard is to be had to the planning unit".*

Cessation of the primary components of the service station, that is fuel browsers and sale of fuel has changed the use in a material way. It is not simply a change in the proportions of the various uses but is a fundamental alteration to the purpose of the use of the land.

As the use of the service station ceased sometime between 6 April 2010 and 7 January 2011, in accordance with section 12 of the Act, the right to continue the use as an existing use right lapsed on 7 January 2013 at the latest.

Clause 9.1.1 of the planning scheme provides, as far as relevant, a discretion to approve an application to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme.

The term existing use is not defined in the planning scheme. The term existing non-conforming use is defined in clause 4.1 to mean a use which is Prohibited under the planning scheme but is one to which ss12(1)-(7) of the Act applies. Section 12 uses the term “existing use” and in my opinion, the reference to existing use in clause 9.1.1 of the planning scheme can only refer to an existing use to which section 12 applies. As the use of the land at 25 Hill Street as service station has stopped for more than 2 years it is not protected by section 12 of the Act and therefore clause 9.1.1 of the planning scheme has no application.

The above legal advice confirms that the approach adopted in the officer’s report is correct.

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for alterations, signage and change of use to service industry at 25 Hill Street, West Hobart for the following reasons:

1. Service Industry is a Prohibited use in the Use Table at clause 11.2 of the *Hobart Interim Planning Scheme 2015*, and in accordance with clause 8.9.1 of the planning scheme, a use or development must not be granted a permit if the use is within a use class specified in the applicable Use Table as being a use which is prohibited.

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: 6 August 2019
File Reference: F19/105188

Attachment A: PLN-17-291 - 25 HILL STREET WEST HOBART TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B: PLN-17-291 25 HILL STREET WEST HOBART TAS 7000 - CPC Agenda Documents ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	22 July 2019
Expiry Date:	20 August 2019
Application No:	PLN-17-291
Address:	25 HILL STREET , WEST HOBART
Applicant:	FRAZER ERIC READ 19 MAWHERA AVENUE SANDY BAY TAS 7005
Proposal:	Alterations, Signage and Change of Use to Service Industry
Representations:	Four (4)
Performance criteria:	Prohibited Use

1. Executive Summary

1.1 Planning approval is sought for Alterations, Signage and Change of Use to Service Industry at 25 Hill Street, West Hobart.

1.2 The proposal seeks retrospective approval of the current Service Industry use operating on the site as well as associated signage and alterations. Specifically, the use is for the sale and fitting of wheels and tyres, as well as mechanical repairs. The proposed hours of operation are from 7.30am to 6:00pm Monday to Friday. The use occupies the former service station building on the site, which includes the canopy area, product display and customer seating area, office, and three service bays, as well as associated onsite parking and manoeuvring areas. The third service bay was previously a roofed open bay but has been enclosed, and therefore the associated alterations also form part of the application. There is also a temporary storage container located over an existing car parking space on the Patrick Street frontage of the site. The additional signage that has been installed is limited to branding on the fascia of each frontage, labelling of the service bays and a small illuminated sign displaying services undertaken on site.

1.3 The proposal is for a Prohibited Use and therefore the use and development must not be granted a permit.

1.4 Four (4) representations objecting to the proposal were received within the statutory advertising period between 24 April and 9 May 2019.

1.5 The proposal must be refused.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The subject site is the previous, long term service station site located on the eastern side of the roundabout at the intersection of Hill Street and Patrick Street, West Hobart. The site involves two titles with a combined area of 1345m2, with part of the driveway area of the proposed use extending onto the title containing the existing heritage listed dwelling to the southeastern side of the former service station building. The site retains all aspects of the previous service station building except for the underground storage tanks, which have been removed.

The corner site is located within the Inner Residential Zone and West Hobart 3 "Lansdowne Crescent/Hill Street" Heritage Precinct, and adjoins residential properties. It is adjacent to the small commercial node containing the corner store and post office as well an existing shop and restaurant.



Figure 1: GIS Map Image 1:2000



Figure 2: GIS Map Image 1:1000



Figure 3: Hill Street frontage of the site



Figure 4: Patrick Street frontage of the site

3. Proposal

3.1 Planning approval is sought for Alterations, Signage and Change of Use to Service Industry at 25 Hill Street, West Hobart.

3.2 The proposal seeks retrospective approval of the current Service Industry use operating on the site as well as associated signage and alterations. Specifically, the use is for the sale and fitting of wheels and tyres, as well as mechanical repairs. The proposed hours of operation are from 7.30am to 6:00pm Monday to Friday. The use occupies the former service station building on the site, which includes the canopy area, product display and customer seating area, office, and three service bays, as well as associated onsite parking and manoeuvring areas. The third service bay was previously a roofed open bay but has been enclosed, and therefore the associated alterations also form part of the application. There is also a temporary storage container located over an existing car parking space on the Patrick Street frontage of the site. The additional signage that has been installed is limited to branding on the fascia of each frontage, labelling of the service bays and a small illuminated sign displaying services undertaken on site.



Figure 5: Site Plan

4. Background

4.1 The site is subject to longstanding enforcement action in respect of the use of the site for a Service Industry, associated signage and alterations, with that action being compounded by a change of business and variations to the signage.

The original service station use ceased some time between 6 April 2010 and 7 January 2011. A planning application (PLN-11-00015-01) for a change of use to shop was approved in February 2011, however that use was never acted upon. Any existing use rights associated with the former service station lapsed two years after that use ceased, which, noting the dates above, would have been 7 January 2013 at the latest.

Council records indicate that Tazzy Tyres began operating on the site some time before 29 November 2012. The owner and operators may have assumed that their business was consistent with the former service station from a planning perspective and didn't require planning approval. However, even at that point, when the *City of Hobart Planning Scheme 1982* was still in place, a planning permit for a change of use from service station (considered an 'unlisted use' under that previous planning scheme) to tyre retail and servicing (service industry) was required. No such application was submitted or approved. As existing use rights have ceased and the site has no approved use, a planning permit is still needed to enable the site to change from having no approved use to become a Service Industry under the current planning scheme, the *Hobart Interim Planning Scheme 2015.*

Through the course of this planning application, the applicant was given the opportunity to provide evidence of the continuation of existing use rights supporting their proposal or a position supporting the discretionary assessment of the proposed use under the planning scheme. However, the view of Council officers is that because the service station use has lapsed, and that there is no current approved use for the site, there is no discretionary pathway available to approve the application, and it must be refused because it is for a prohibited use.

4.2 The use has been operating without formal complaint since March 2017. The complaints prior to that date related to the 'out of hours' use and visitation of the business and the use of an air compressor, which appears to have been addressed through enclosure of the unit in combination with a Noise Emissions Report.

5. Concerns raised by representors

5.1 Four (4) representations objecting to the proposal were received within the statutory advertising period between 24 April and 9 May 2019.

5.2

Negative impact on the streetscape and the amenity of the area from the shipping container being located on the front boundary.
The shipping container should be removed.
The shipping container is an affront to the heritage values of Patrick Street.
The fascia signage has powerful flood lights which should be restricted to the hours of operation or at least turned off at a reasonable hour.
The proposed changes and alterations have already been undertaken.
The proposed hours of operation of 7:30am to 6:00pm Monday to Friday are not true as the workshop often operates 7 days a week, with a variety of activities including car cleaning and detailing.
Reasonable restrictions should be placed on these operating hours as the work is often noisy and impacts negatively on the neighbourhood.
Not opposed to the change of use however it should operate with respect and consideration of its neighbours.
We would hope that businesses would be advised to follow regulations through proper assessment and approval processes. This would ensure that development that takes place is both appropriate and sensitive to the local area.
The stacking of tyres near the boundary creates a potential fire risk and hiding location for potential thieves.
The illegal works should not be rewarded by retrospective approvals.
Impact on amenity as a result of the infilling of the service bay.
Disregard of the business has towards its neighbours.

6. Assessment

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

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

6.3 The proposed use is for a Service Industry, which is defined as:

use of land for cleaning, washing, servicing or repairing articles, machinery, household appliances or vehicles. Examples include a car wash, commercial laundry, electrical repairs, motor repairs and panel beating.

Service Industry is a Prohibited use in the Inner Residential zone. Clause 9.1.1 allows, in certain circumstances, for a discretionary pathway to approve changes to an existing non-conforming use - that is, to approve changes to a Prohibited use. Clause 9.1.1(a) states:

Notwithstanding any other provision in this planning scheme, whether specific or general, the planning authority may at its discretion, approve an application to bring an existing use of land that does not conform to the scheme into conformity, or greater conformity, with the scheme;

However, as detailed above in paragraph 4.1, the previous service station use ceased sometime between 6 April 2010 and 7 January 2011. As a consequence, the site does not have a lawful existing use and therefore the above provision cannot be used. That is, because the last lawful use of the site ceased in excess of two years ago, there is no lawful existing use on the site that can be brought into conformity, or greater conformity, with the planning scheme.

Because the proposal cannot use clause 9.1.1 of the planning scheme, the application is simply for a new Prohibited use in the zone. Clause 8.9.1(a) of the planning scheme directs how a proposal for a Prohibited use must be dealt with:

A use or development must not be granted a permit if the use is within a use class specified in the applicable Use Table as being a use which is prohibited.

6.4 Therefore, in light of the above, there is no discretionary pathway under clause 9.1.1 of the planning scheme to allow the proposal to be approved, and in accordance with clause 8.9.1 it must not be granted a permit.

7. Discussion

7.1 Planning approval is sought for Alterations, Signage and Change of Use to Service Industry at 25 Hill Street, West Hobart.

7.2 While the proposal could be seen as a logical evolution of the use of the site from the previous long standing service station, the planning scheme does not provide a discretionary pathway for it to be approved. As a consequence, the proposal is prohibited, and must be refused. However, it is acknowledged that the applicant contends that there is a discretionary pathway for the proposal to be approved, under clause 9.1.1 (changes to an existing non-conforming use), suggesting that the service station use was an existing use for the purposes of this clause. Although the applicant's position is not agreed with for the reasons set out in paragraphs 4.1, 6.3 and 6.4 above, if the Council preferred the applicant's approach, then it is recommended that conditions should be imposed to minimise any potential impacts of the use on residential amenity and to ensure consistency with Zone Use Standards. Conditions should address the following:

- Confirmation of operating hours of 7:30am to 6:00pm Monday to Friday.
- Ensuring the use does not exceed permissible noise standards under the Acceptable Solutions for the ongoing use, which is achievable under its current operation as concluded in the submitted Noise Emissions Assessment.
- External lighting to be only turned on within the operating hours, with the exception of security lighting that is baffled to ensure it does not cause emission of light into adjoining private land.
- Commercial vehicle movements to be within the operating hours.
- Removal of the shipping container within 30 days from the date of a planning permit being issued.

7.3 Setting aside their association with a prohibited use, the other aspects of the proposal, being the signage and enclosure of the previously open, roofed service bay, are considered acceptable. The new signage is limited to branding on the fascia of each frontage and is modest in size. There is also a small illuminated sign displaying services undertaken on site. The works associated with the infilling of the service bay meet the Acceptable Solution for setbacks and building envelope for the zone.

7.4 The application was advertised and received four (4) representations. The representations raised concerns relating to the operation outside the proposed hours and associated noise, streetscape impacts of the shipping container and that it should be removed, emissions from powerful flood lights on all night, the fact that the works and use have already been undertaken and the impact of the wall from the infilling of the service bay. If the Council preferred the applicant's argument with respect to the proposed use, the conditions discussed above would address the majority of the concerns raised in the representations.

7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Cultural Heritage Officer. The officers have raised no objection to the proposal, subject to the removal of the shipping container.

7.6 The proposal is prohibited and must be refused.

8. Conclusion

8.1 The proposed Alterations, Signage and Change of Use to Service Industry at 25 Hill Street, West Hobart does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Alterations, Signage and Change of Use to Service Industry at 25 Hill Street, West Hobart for the following reasons:

1 Service Industry is a Prohibited use in the Use Table at clause 11.2 of the *Hobart Interim Planning Scheme 2015,* and in accordance with clause 8.9.1 of the planning scheme, a use or development must not be granted a permit if the use is within a use class specified in the applicable Use Table as being a use which is prohibited.



(Tristan Widdowson)
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: 31 May 2019

Attachment(s):

Attachment B - CPC Agenda Documents



CARPARKING SCHEDULE

CP = CUSTOMER PARKING (3 BAYS PROVIDED)
SP = STAFF PARKING (4 BAYS PROVIDED)
WK = WORKSHOP PARKING (CARS AWAITING SERVICE, SERVICE BAYS 1–3 NOT INCLUDED) (4 BAYS PROVIDED)

ADDITIONAL ON-SITE PARKING PROVIDED:
WORKSHOP SERVICE BAYS 1–3 (3 BAYS)
CONTAINER LOCATION (1 BAY)

TOTAL PARKING PROVIDED ON SITE FOR 15 CARS

EXTERIOR LIGHTING SCHEDULE

L(1) & L(2) = POLE-MOUNTED LIGHTING APPROX. 6m ABOVE GROUND LEVEL
L(3) = SOFFIT-MOUNTED FLUORESCENT BATTEN (1 BATTEN PER FIXTURE)
L(4) = SOFFIT-MOUNTED SPOTLIGHT (AIMED AT PRODUCT DISPLAY)
L(5) = ILLUMINATED SIGNAGE AS DETAILED

N

SITE PLAN
SCALE 1 : 250

Chris L. Potter
CONSULTING ENGINEER
M.I.E. Australia C.P. Engineer CC 2679 R
9 Warwick St, HOBART TAS 7000 tel. (03) 6231 4143
www.chrispotterengineering.com.au fax. (03) 6234 3360

CHANGE OF USE - FORMER SERVICE STATION TO SERVICE CENTRE (TYRE BUSINESS) at 25 HILL STREET, HOBART for JOHN FIOTAKIS

Date :	13/4/2017	Job No. :	ISLTYR1701
Scale :	Shown at A3	Sheet :	1 of 3
Drawn :	DA	Issue :	PLANNING

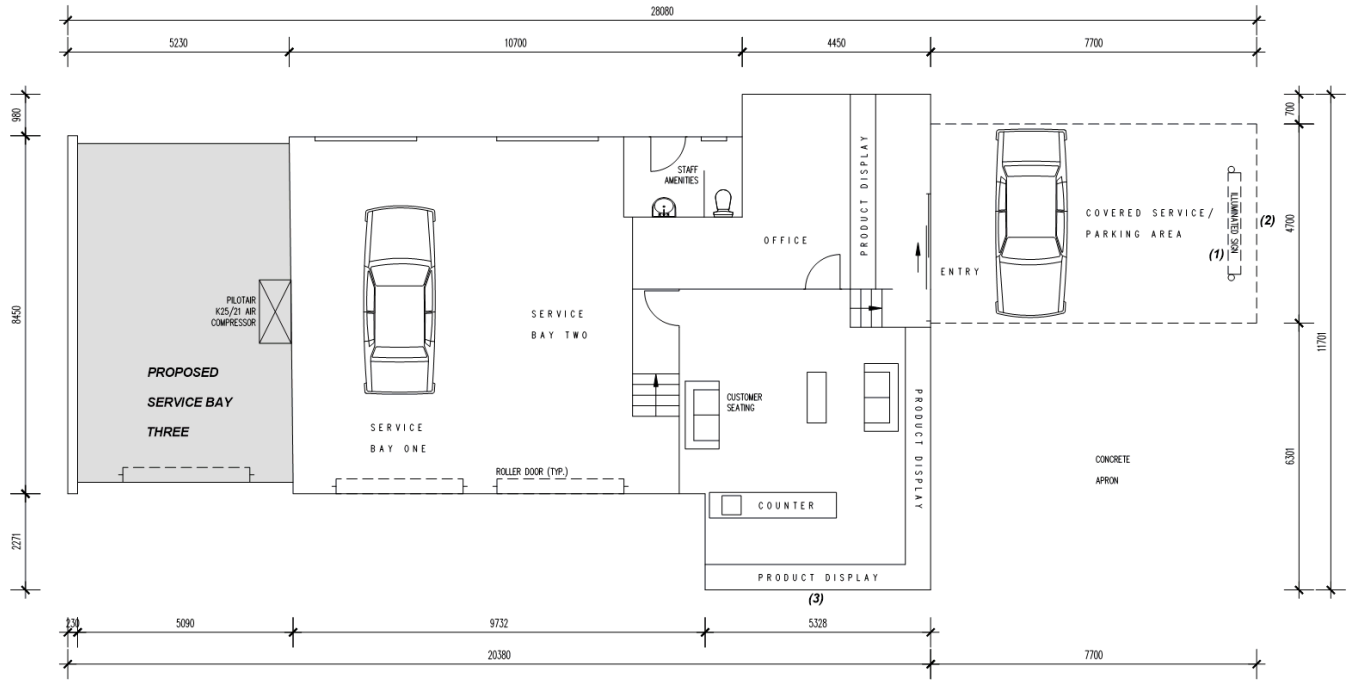
Check all dimensions on site before commencing work.
Do not scale from drawing.©Copyright Chris L. Potter.



ILLUMINATED SIGNAGE AT (1)
SIGN DIMENSIONS = 2.4m LONG x 0.6m HIGH x 0.3m DEEP.
UNDERSIDE OF SIGN AT 1.42m ABOVE GROUND LEVEL



FASCIA SIGNAGE AT (2) & (3)
FASCIA DEPTH = 0.4m, ADDITIONAL FONT HEIGHT FOR "ISLAND" = ±0.1m ABOVE AND BELOW FASCIA



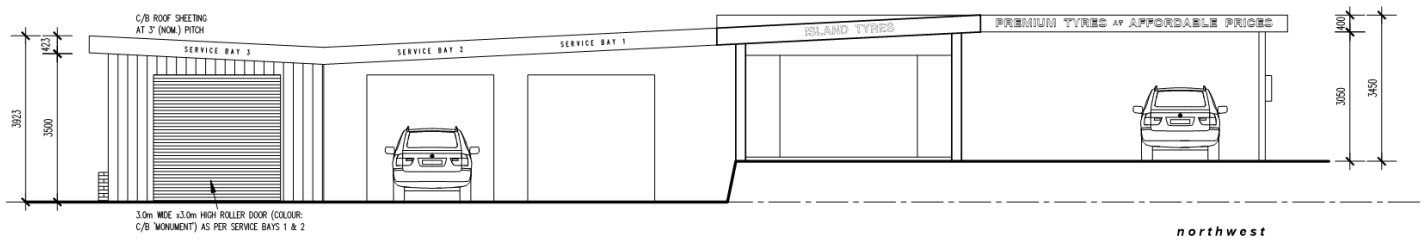
FLOOR PLAN
SCALE 1 : 100

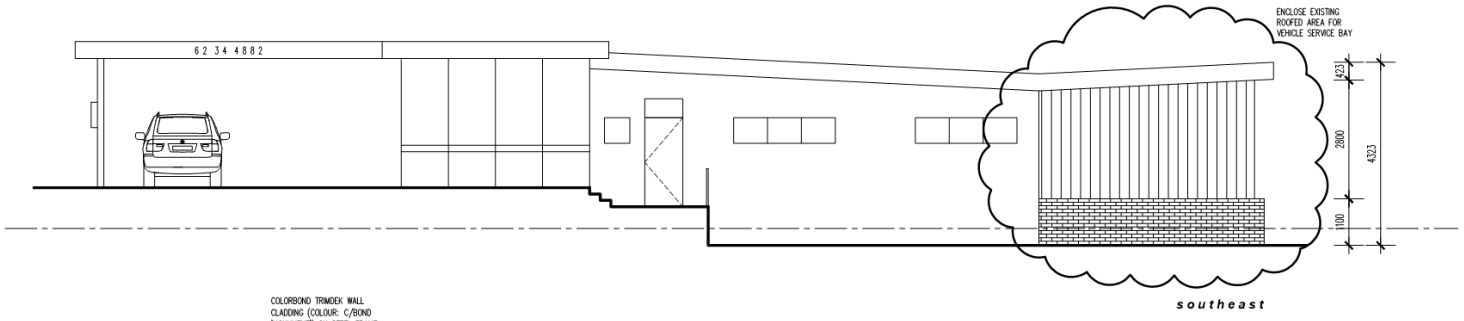
Chris L. Potter
CONSULTING ENGINEER
M.I.E. Australia C.P. Engineer CC 2679 R
9 Warwick St, HOBART TAS 7000 tel. (03) 6231 4143
www.chrispotterengineering.com.au fax. (03) 6234 3360

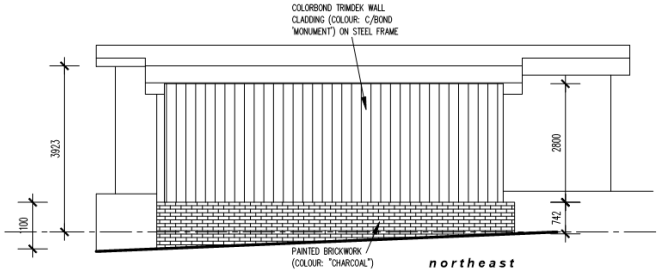
CHANGE OF USE - FORMER SERVICE STATION TO SERVICE CENTRE (TYRE BUSINESS) at 25 HILL STREET, HOBART for JOHN FIOTAKIS

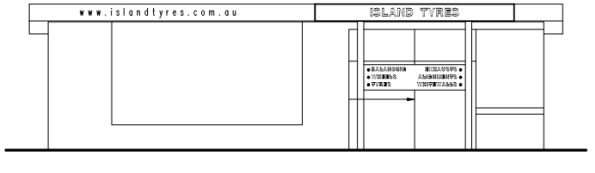
Date :	13/4/2017	Job No. :	ISLTYR1701
Scale :	Shown at A3	Sheet :	2 of 3
Drawn :	DA	Issue :	PLANNING

Check all dimensions on site before commencing work.
Do not scale from drawing.©Copyright Chris L. Potter.

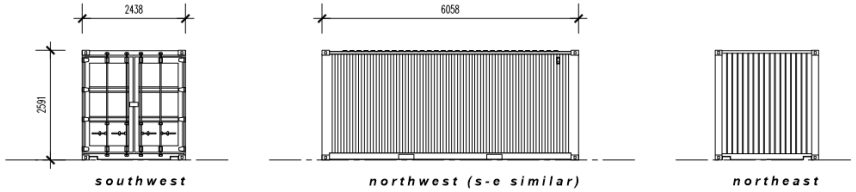








SERVICE CENTRE ELEVATIONS
SCALE 1 : 100



CONTAINER ELEVATIONS
SCALE 1 : 100

Chris L. Potter
CONSULTING ENGINEER
M.I.E. Australia C.P. Engineer CC 2679 R
9 Warwick St, HOBART TAS 7000 tel. (03) 6231 4143
www.chrispotterengineering.com.au fax. (03) 6234 3360

CHANGE OF USE - FORMER SERVICE STATION TO SERVICE CENTRE (TYRE BUSINESS) at 25 HILL STREET, HOBART for JOHN FIOTAKIS

Date :	13/4/2017	Job No. :	ISLTYR1701
Scale :	Shown at A3	Sheet :	3 of 3
Drawn :	DA	Issue :	PLANNING

Check all dimensions on site before commencing work.
Do not scale from drawing.©Copyright Chris L. Potter.

AllUrbanPlanning PTY LTD

13 April 2017

Rohan Probert
Senior Statutory Planner
Hobart City Council
GPO Box 503
HOBART 7001

Dear Rohan

25 Hill Street – New application for a planning permit

Please see attached a Development Application for alterations and signage at 25 Hill Street West Hobart.

Council and archive records extending back to 1957 confirm that the site has long existing use rights as a service station including approval for various complementary activities:

- A car wash bay in 1973 under BA 73153
- A mechanical garage work bay extension in 1957.

I understand that site operated as an 'old style' local garage/service station where fuel was sold and cars were serviced.

The service station operated with two garage service bays and a third covered carport style bay. Fuel was sold from bowsers on the Hill Street frontage of the site under the existing canopy with adjacent office and shop area.

The site is currently used for the fitting of tyres and wheels and for mechanical repairs.

The use includes a small shop and office, product display and three vehicle service bays

The sale of fuel has now ceased and the USTs removed.

The existing use involves:

- Hours of operation from 7.30am to 6pm Monday to Friday
- Typically up to 12 vehicle services or tyre changes per day
- 3 employees
- 3 deliveries of tyres, mufflers, mechanical parts etc per day.
- Deliveries only within the hours of operation.
- An air compressor is installed within service bay 3 and is used with a rattle gun.

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

AllUrbanPlanning

Proposal

The proposal includes:

- Alterations to enclose the former roofed carwash bay
- Additional signage as shown on the plans
- A temporary 20ft storage container located over an existing car parking space on the Patrick Street frontage of the site.

Planning Scheme

I've approached my assessment on the basis that as a pre-existing use dating back to the 1950's and predating event the previousl1982 City of Hobart Planning Scheme, it would be an error to classify the use in accordance with the use classes prescribed under the Interim Planning Scheme.

The critical issue is to look at the nature of the pre-existing use and compare that to the use that is now operating from the site. This approach is consistent with Clause 9.1 of the Planning Scheme and requires and assessment against the following criteria:

(a) no detrimental impact on adjoining uses; or

(b) the amenity of the locality; and

(c) no substantial intensification of the use of any land, building or work.

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

In my assessment the current use of the site for the sale and changing of tyres and mechanical repairs closely resembles the mechanical repair component of the long existing use. The removal of the fuel sale activity would in my opinion only reduce the activity on site and associated traffic movements. The proposal is therefore likely to be a net reduction in visitation and traffic to the site.

The proposed minor alterations to infill the existing service bay under the existing roof has in my opinion no tangible impact on adjoining uses.

Providing appropriate management measures are in place for the housing of the air compressor and use of all power tools only within the building I expect that the activities would not have an unacceptable impact on the amenity of the area.

I my opinion the storage container would not be an appropriate permanent structure but temporary occupation for an interim period would on balance be acceptable.

AllUrbanPlanning PTY LTD

Conclusion
In my assessment Council can approve the proposal as a discretionary application under Clause 9.1 of the Planning Scheme.

Please contact the undersigned as necessary for further information or clarification.

Yours sincerely



Frazer Read
Principal
All Urban Planning Pty Ltd

From: Frazer Read
To: Widdowson, Tristan
Subject: PLN-17-291 - 25 HILL STREET
Date: Friday, 22 March 2019 4:27:00 PM

Hi Tristan, as discussed today I do not have any further evidence at this point in relation to the matter of continuation of the service station and vehicle servicing use of the site.
The site is clearly a purpose built traditional service station with on site mechanical workshops stretching back from the 1950s.
The current vehicle servicing use has recently undertaken considerable upgrades to the noise attenuation measures for the compressor. The use appears to be operating well and to my knowledge without complaint.
I therefore consider that Council may be best to move forward with the assessment of the application as submitted.
I would be pleased to discuss as necessary

Regards

Frazer Read
Principal

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

AllUrbanPlanning

PIA Registered Planner Planning Institute Australia

NVC
NOISE VIBRATION CONSULTING

All Urban Planning
9 Mawhera Avenue
Sandy Bay TAS 7005

30 May 2018

5728_01.docx

Attention: Frazer Read

ISLAND TYRES – COMPRESSOR NOISE MEASUREMENTS

Island Tyres has applied for a wheel/tyre and detailing workshop at 27 Hill Street, West Hobart. Hobart City Council has requested a noise assessment to address the relevant Use Standard for noise under the Hobart Interim Planning Scheme 2015. Measurements of noise emissions from the air compressor unit were conducted by NVC, the details of which are presented in this letter.

1.0 SITE DESCRIPTION

The site is located within an inner residential zone, with roads on the north-western and south-western boundaries, and residences to the north-east and south-east. The façade of the nearest residence (to the north-east) is located approximately 3m from the building which contains the air compressor. The south-eastern residence is located approximately 7m from the building. The site (blue) and surrounding area is shown in Figure 1.



Figure 1: Site and surrounds.

The building construction is corrugated iron on a steel structure, and is sitting on a concrete slab. This particular section of the building (shown in red) houses the air compressor and tyre stock, and is separated from the workshop by a corrugated iron wall, and a door. The location of the air compressor within the building is shown in the figure. It is noted that the air compressor is used for tyre inflation rather than operating rattle guns – the detailing tools are battery powered.

CW Butler, trading as NVC A.B.N. 55 452 696 986 PO Box 476, Rosny Park, TAS 7018
t. 6244 5556 cwbutler@bigpond.net.au

2.0 CRITERIA

Clause 11.3.2 of the Hobart Interim Planning Scheme 2015 contains the following Acceptable Solutions criteria for noise from a non-residential use within an Inner Residential zone. The objective of which is *"to ensure that non-residential use does not unreasonably impact residential amenity."*

> *"Noise emissions measured at the boundary of a residential zone must not exceed the following:*
>
> *a) 55 dB(A) (LAeq) between the hours of 8:00 am to 6:00 pm;*
>
> *b) 5 dB(A) above the background (LA90) or 40 dB(A) (LAeq), whichever is the lower, between the hours of 6:00 pm to 8:00 am;*
>
> *c) 65 dB(A) (LAmax) at any time.* "

The operating hours of the site are within the day time (8:00AM to 6:00PM) period, so the Acceptable Solutions criterion is then 55 dBA (LAeq).

3.0 ASSESSMENT

Initial measurements were made on the 25th of May 2018 in clear and still conditions. Svan Type 1 sound level meters were used, calibrated before and after measurements. A sound level meter was located alongside the compressor, and a second meter was used to measure noise emissions at the two nearest residential boundaries (A and B in figure).

Noise emissions were in excess of the criterion for the initial measurements, and thus NVC recommended the compressor be enclosed. An insulated 18mm plywood enclosure was constructed around the compressor, and the measurements were repeated on the 29th of May 2018.

Once enclosed, the compressor noise was generally audible as a low level, low frequency hum at both boundaries, however is generally dominated by traffic, which is a clear and consistent noise source. Noise emissions from the compressor were measured as 49 dBA at both boundaries A and B. The spectra were assessed for tonality as per the TAS Noise Measurement Procedures Manual, and the noise emissions at both locations, corrected for tonality, was 51 dBA. It should be noted that this is a worst-case scenario, as the compressor was operating continuously. In real operation, the compressor is intermittent, and so emissions measured as an LAeq,15 min will be significantly lower.

Provided the compressor is not operated outside of the day time (8:00AM to 6:00PM) period, it's noise emissions are then significantly below the relevant criteria under the Planning Scheme.

The noise emissions from the air compressor are therefore deemed acceptable.

Should you have any queries, please do not hesitate to call this office directly.

Regards

Jack Pitt

NOISE VIBRATION CONSULTING

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
51174	2
EDITION	DATE OF ISSUE
2	16-Oct-2003

SEARCH DATE : 13-Apr-2017
SEARCH TIME : 05.52 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Diagram 51174
Being the land secondly described in Conveyance No. 53/5335
Derivation : Part of 1A-3R-8Ps Loc. to J Moir
Prior CT 4810/53

SCHEDULE 1

CONSTANTINOS TSIOKANTAS and MARIA TSIOKANTAS

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

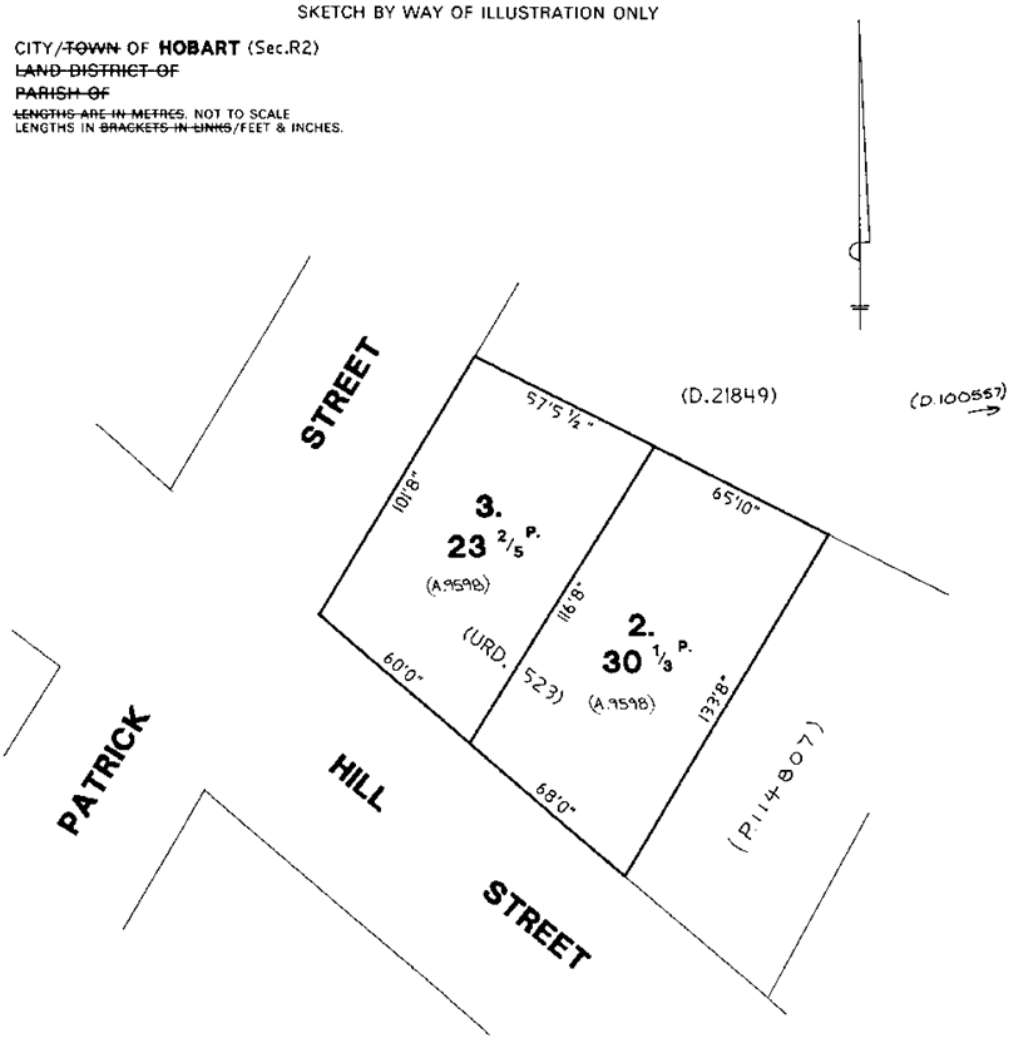
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED 17 SEP 1991 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 53/5335	REGISTERED NUMBER D.51174
FILE NUMBER A.9598	GRANTEE PART OF 1-3-8 LOCATED TO JOHN MOIR	DRAWN P-PERRI 9-9-91

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/~~TOWN~~ OF **HOBART** (Sec.R2)
~~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
51174	3
EDITION	DATE OF ISSUE
2	16-Oct-2003

SEARCH DATE : 13-Apr-2017
SEARCH TIME : 04.31 PM

DESCRIPTION OF LAND

City of HOBART
Lot 3 on Diagram 51174
Being the land firstly described in Conveyance No. 53/5335
Derivation : Part of 1A-3R-8Ps Loc. to J Moir
Prior CT 4810/52

SCHEDULE 1

CONSTANTINOS TSIOKANTAS and MARIA TSIOKANTAS

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

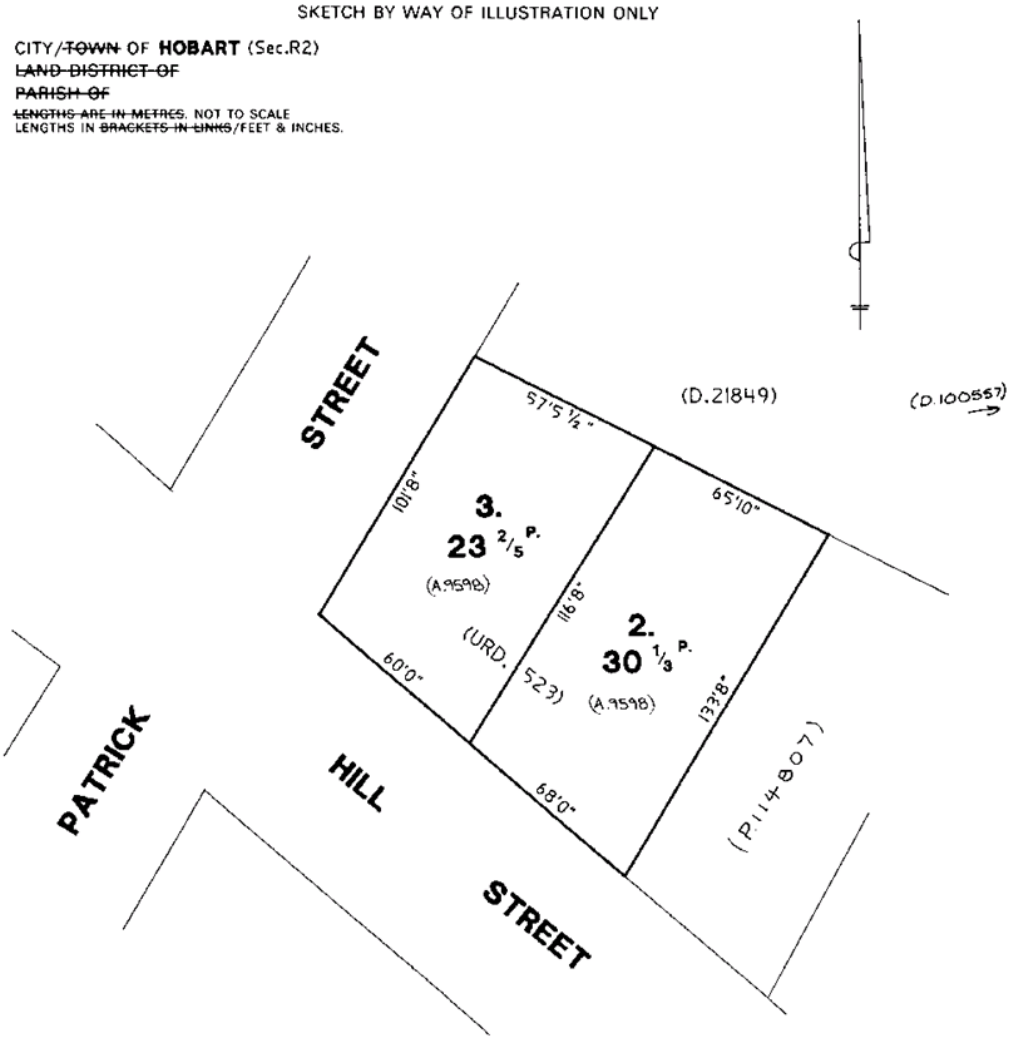
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED 17 SEP 1991 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 53/5335	REGISTERED NUMBER D.51174
FILE NUMBER A.9598	GRANTEE PART OF 1-3-8 LOCATED TO JOHN MOIR	DRAWN P-PERRI 9-9-91

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/~~TOWN~~ OF **HOBART** (Sec.R2)
~~LAND DISTRICT OF~~
~~PARISH OF~~
~~LENGTHS ARE IN METRES~~. NOT TO SCALE
LENGTHS IN ~~BRACKETS IN LINKS~~/FEET & INCHES.



7.1.4 179 MACQUARIE STREET, 200 COLLINS STREET, CROWTHERS LANE AND ADJACENT ROAD RESERVE, HOBART - DEMOLITION AND NEW BUILDING FOR HOTEL WITH RESTAURANT AND FUNCTION CENTRE AND ASSOCIATED INFRASTRUCTURE WORKS
PLN-19-104 - FILE REF: F19/107026

Address:	179 Macquarie Street, 200 Collins Street, Crowthers Lane and Adjacent Road Reserve, Hobart
Proposal:	Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works
Expiry Date:	23 August 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 demolition and new building for hotel with restaurant and function centre and associated infrastructure works at 179 Macquarie Street, 200 Collins Street, Crowthers Lane and Adjacent Road Reserve, 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-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/00448-HCC dated 11/04/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 5885 dated 02 July 2019, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s2

The exterior of the building must be finished to a high quality standard, substantially in accordance with that shown on the approved plans, and prior to first use.

Full details of all external materials must be submitted and approved, prior to construction works occurring (excluding construction works for demolition and excavation of the site), in accordance with the above requirement and to the satisfaction of the Council's Directory City Planning.

The documentation must:

1. **Detail each external material, its form and finish, as well as detailing its longevity and maintainability, to satisfy the above requirement.**
2. **The colour of the curtain wall and associated glazing.**

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

Advice:
Once the documentation 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 building is finished to a high standard ensuring a positive contribution to the streetscape and townscape.

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 sw2.1

A pre CCTV video of the existing Council stormwater main within the subject site (proposed to be retained) 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 damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council pre construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV 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

Recorded CCTV inspections and associated reports of the new public stormwater infrastructure and any other existing public stormwater infrastructure within two (2) metres of the proposed development must be undertaken and submitted to the Council:

1. **Prior to commencement of the maintenance period; and**
2. **Within 30 days of completion of works.**

The CCTV inspection must be taken no more than one month prior to commencement of the maintenance period. A maintenance period of 12 months will apply to the new pipes. The Council will perform a final inspection at the end of the maintenance period. Should any rectification works be required, these must be done at the owner's cost within a time frame specified by the Council, and an additional 12 month maintenance period may be applied.

The post construction CCTV 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 pre-construction CCTV video of the Council's infrastructure, then any damage to the Council's infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

Advice:

- *The CCTVs may be combined by delaying commencement of the maintenance period.*
- *Please note that CCTV will be required for existing Council stormwater mains within the subject site together with newly constructed public stormwater mains.*
- *A maintenance bond of 5% of the contract value of the proposed new public stormwater works will be required by the Council. Upon the expiry of the maintenance period, please contact the Council's Project and Development Inspector on telephone 6238 2967 to arrange the final inspection prior to the release of the maintenance bond.*

Reason for condition

To ensure that the Lots are serviced by adequate public infrastructure and that any Council infrastructure and connections affected by the works will be repaired at the owner's cost.

ENG sw3

The proposed works (including but not limited to footings, carpark,
ramps, overhangs) within two metres of the existing and proposed Council's stormwater infrastructure, must be designed to ensure the long term protection of and access to the Council's stormwater infrastructure.

A detailed engineering design must be submitted and approved prior to issue of any approval under the *Building Act 2016* or commencement of works , whichever occurs first (excluding demolition).

The detailed design must:

1. **Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching. Adequate access is defined for this project as a minimum 2.8m vertical clearance within a 3m wide corridor, with no columns or footings within one metre of the outside of the pipe. Reduction in this access requirement is possible for the wall at the boundary with adequate structural bridging.**

2. **Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.**
3. **Include a long-section of Council's stormwater main clearly showing proposed cover. If the cover is less than 600mm, engineering details and full calculations to relevant Australian Standards (including construction traffic loading) must be submitted to demonstrate the mains can withstand the likely forces and will be adequately protected. All assumptions must be stated.**
4. **Be certified by a suitably qualified engineer.**

Prior to first occupation under the *Building Act 2016,* confirmation from a suitably qualified engineer must be provided to the Council that the installation of the works within two metres of the Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

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*.*
- *Once the detailed 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 protection of the Council's hydraulic infrastructure.

ENG sw4

The new stormwater connection must be constructed and 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 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*.*
- *Once the detailed 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 site is drained adequately.

ENG sw5

The development (including hardstand) must be drained to the Council's stormwater infrastructure with sufficient receiving capacity, in a safe and legal manner through to Collins Street. The upgraded public stormwater system must be constructed prior to first occupation.

Engineering design drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act 201*6 (whichever occurs first but excluding demolition). The engineering design drawings must:

1. **Be certified by a qualified and experienced engineer.**
2. **Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, obstacles (such as other services or structures) and inspection openings.**
3. **Include adequate protection works where minimum cover cannot be achieved.**
4. **Include the associated calculations and catchment area plans. The stormwater system (including defined non-blocked overland flow paths) must cater for all 1% AEP flows as at 2100 (i.e. including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP flows from a fully-developed catchment.**
5. **Where overland flow paths are proposed to cater for flow in excess of the 5% AEP flows, provide detailed design of any proposed new outlets in the base of existing or proposed walls demonstrating that the outlets have sufficient capacity. All calculations must take into consideration a 50% blockage factor.**
6. **Identify all existing third-party connections to the mains to be upgraded and reconnected at the owner's cost.**
7. **Clearly distinguish between public and private infrastructure.**

8. Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines.

All work required by this condition must be undertaken in accordance with the approved engineering 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*.*
- *Once the detailed 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.*
- *Please note that once the condition endorsement has been issued you will need to contact Council's City Amenity Division to obtain a Permit to Construct Public Infrastructure. A maintenance period of 12 months and 5% maintenance bond will apply.*

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG sw6

A construction management plan (Crowther's Lane heritage walls) must be submitted and approved, detailing the installation of the Council's upgraded stormwater infrastructure in such a way as to ensure that the condition and structural integrity of the existing heritage walls on Crowther's Lane are not compromised.

The construction management plan (Crowther's Lane heritage walls) must be submitted and approved by the Council's Director City Amenity and Director City Planning prior to commencement of work or issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition).

The construction management plan (Crowther's Lane heritage walls) must:

1. **Be prepared and certified by a suitably experienced structural engineer, with input from a suitably experienced geotechnical engineer.**
2. **Be in accordance with any recommendations from any heritage protection report and requirements.**
3. **Include structural and geotechnical investigation of the heritage walls, underlying footings and existing ground conditions in Crowther's Lane.**
4. **Include an engineering risk analysis which demonstrates the rationale of the selected construction method for undertaking the works. Including how risk mitigation relating to design, construction, surrounding infrastructure and personnel to an acceptable level is achieved.**
5. **Detail construction methodology for undertaking the works, including any restrictions on machinery and access, staging of the works, critical hold points and safety management for both the general public and contractors.**
6. **Provide details of any monitoring controls and inspection regime that will be in place for the heritage walls or other associated infrastructure.**
7. **Include engineering drawings which detail any proposed permanent infrastructure (i.e. underpinning) required for undertaking the works. For any proposed temporary infrastructure (i.e. bracing), provide drawings sufficient for implementation.**
8. **Include engineering cross-sections detailing the relationship both vertically and horizontally of the main upgrade (including trenching) to the walls and associated infrastructure.**
9. **Demonstrate the wall is fully independent of the main and its trenching.**

Prior to first occupation or the commencement of the maintenance period on public infrastructure (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the main in relation to the heritage walls is in accordance with the approved construction management plan (Crowther's Lane heritage walls), and
complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

All work required by this condition must be undertaken in accordance with the approved construction management plan (Crowther's Lane heritage walls).

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*.*
- *Once the construction management plan (Crowther's Lane heritage walls) 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 that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw7

Stormwater pre-treatment for stormwater discharges from the development must be installed prior to commencement of use /the issue of any Completion Certificate under the *Building Act 2016* (whichever occurs first).

A stormwater management report and design must be submitted and approved, prior to commencement of work (excluding demolition and excavation). The stormwater management report and design must:

1. **Be prepared by a suitably qualified engineer.**
2. **Include detailed design of the proposed treatment train, including final estimations of contaminant removal.**
3. **Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice:

- *The applicant is required 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*.*

- *Once the stormwater management report and 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 avoid the possible pollution of drainage systems and natural watercourses, and to
comply with relevant State legislation.

ENG tr1

The Barrack Street access via the right of way is approved for

ENTRY ONLY. The southern Macquarie Street access is

approved for ENTRY ONLY.

The northern Macquarie Street access is approved for EXIT ONLY.

Traffic management for the accesses and parking module must be installed prior to the commencement of use.

Traffic management design drawing(s) of the proposed traffic management for the accesses (including signage and linemarking), must be submitted and approved , prior to commencement of use. The traffic management design drawing(s) must include (but not be limited to):

1. **'No Entry' signage must be installed at the northern Macquarie Street access (within the property) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

All work required by this condition must be undertaken in accordance with the approved traffic management design drawing(s).

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*.*
- *Once the traffic management design drawing(s) have 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

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

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to any approval under the *Building Act 2016* for the relevant stage (including demolition and excavation, separate stage related plans may be provided for each stage). The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**
2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**
3. **Include a start date and finish dates of various stages of works.**
4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**
5. **Nominate a superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

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

Advice:

- *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*.*
- *Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

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

ENG 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 3a

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

Jockey or tandem car parking is permitted for car parking spaces 23-24 and 33-34 on drawing DA1.01 Issue DA1 provided these car parking spaces are designated for employee (AS2890.1 Class 1) or valet customer parking (AS2890.1 Class 2).

Reason for condition

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

ENG 4

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

Reason for condition

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

ENG 5

The number of parking spaces approved on the site is a maximum of sixty (60) car parking spaces consisting of:

1. **Three (3) accessible car parking spaces (as shown in the Traffic Impact Assessment).**
2. **Fifty three AS/NZS 2890.1:2004 Class 2 car parking spaces.**
3. **Four (4) Class 1 (employee) or valet parking Class 2 car parking spaces (spaces 23-24 and 33-34 on drawing DA1.01 Issue DA1).**
4. **Minimum of six (6) employee bicycle parking spaces.**
5. **Minimum of fourteen (14) visitor bicycle parking spaces.**
6. **Minimum of three (3) motorcycle car parking spaces.**

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed two (2) (altered or new) driveway crossovers to the Macquarie Street highway reservation must be designed and constructed generally in accordance with the following Tasmanian Standard Drawings (TSD):

1. **Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**
2. **Commercial Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R16-v1 Type KCR and B1 or Type KCRB and B1.**
3. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to any approval under the *Building Act 2016* (excluding demolition and excavation). The design drawings must:

1. **Detail any services or infrastructure (e.g. light poles, pits, awnings, parking meter boxes, parking meter pavement sensors, public parking spaces) at or near the proposed driveway crossover; including relocation/decommissioning details (including timing of relocation/decommissioning).**
2. **Show pedestrian sight lines for exiting vehicles in accordance with AS/NZS 2890.1:2004.**
3. **Show the Northern Macquarie Street access as an exit only access.**
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.

- *Once the approved design drawings have 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.*
- *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.*

Reason for condition

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

ENG s1

Staff bicycle parking within the basement level must be constructed to Class 1 or Class 2 security level.

Advice:

- *The* Hobart Interim Planning Scheme 2015 *defines Class 1 security level as Fully enclosed individual lockers, and Class 2 as Locked compounds with communal access using duplicate keys.*

Reason for condition

To encourage cycling by providing secure, accessible and convenient bicycle parking spaces.

ENG s2

On-street car parking modifications between the two vehicular accesses on Macquarie Street including relocation of parking meter box must be completed prior to first occupation.

Advice:

- *Any changes to the existing on street parking arrangements in Macquarie Street does not form part of the planning approval and will require approval from Council's City Planning Division Manager Traffic Engineering in a process separate to the planning process. All works will be at the developer's expense. Please contact Council's City Planning Division Manager Traffic Engineering with regard to the application process for any changes to the on street parking arrangements in Macquarie Street. Once approval from the Manager Traffic Engineering has been obtained a request to temporarily or permanently remove any sensor will require a written application to be submitted to the Parking Operations Unit: https://www.hobartcity.com.au/City-services/Paring/Integrated-Parking-System/Dial-Before-You-Dig-Parking- Sensors .*

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.*
- *Note also the requirement to provide a soil and water management plan to satisfy condition ENV s1.*

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.

ENV s1

An approved Demolition and Construction Environmental Management Plan, prepared by suitably qualified persons, must be implemented.

A Demolition and Construction Environmental Management Plan must be submitted and approved prior to the commencement of works and prior to the issue of any approval under the *Building Act 2016*.

The plan must include, but is not limited to, the following:

1. **Details of the proposed construction methodology and expected likely time-frames.**

2. **The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site).**

3. **Details of potential environmental impacts associated with the development works including noise, vibration, erosion and pollution (air, land and water), and including the identification and disposal of any potentially contaminated waste and asbestos.**

4. **Details of proposed measures to avoid or mitigate to acceptable levelsall identified potential environmental impacts during development works including, but not limited to:**

    1. **A noise and vibration management plan generally consistent with AS 2436-2010 - *Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009) including, but not limited to:**

        1. **Identification of potentially noisy or vibration-causing activities;**

        2. **Procedures to ensure that all reasonable and feasible noise and vibration mitigation measures are applied during operation of the construction management plan; and**

        3. **Details of monitoring measures and triggers for corrective actions.**

    2. **A soil and water management plan including:**

        1. **Measures to minimise erosion and the discharge of contaminated stormwater off-site;**

2. **Measures to minimise dust emissions from the site;**

3. **Measures to manage the disposal of surface and groundwater from excavations; and**

4. **Measures to prevent soil and debris being carried onto the street.**

5. **Proposed screening of the site and vehicular access points during work.**

6. **Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.**

The approved Demolition and Construction Environmental Management Plan forms part of this permit and must be complied with.

Advice:

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

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

Reason for condition

To minimise the potential for environmental impacts from the construction works

HER 6

Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. **All excavation and/or disturbance must stop immediately; and**
2. **A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and**
3. **All and any recommendations made by the archaeologist engaged in accordance with (2) above must be complied with in full; and**
4. **All features and/or deposits discovered must be reported to the Council with one (1) day of the discovery; and**
5. **A copy of the archaeologists advice, assessment and recommendations obtained in accordance with (2) above must be provided to the Council within 30 days of receipt of the advice, assessment and recommendations.**

Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

HER s1

All documentation, including the construction management plan (Crowther's Lane heritage walls) required in condition ENG sw6, must contain protocols and recommendations for all contractors working in proximity to the stone walls on either side of Crowther's Lane to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a suitably qualified heritage practitioner.

Reason for condition

To ensure that there is no loss or damage to the heritage values or fabric of the site.

ENVHE 1

Recommendations in the report Fragrance Tas-Hobart Pty Ltd, 179 Macquarie
Street, Limited Preliminary Site Investigation dated May 2019 written by
GHD must be implemented, for the duration of the development.

Reason for condition

To ensure that the risk to future occupants of the building remain low and acceptable.

PLN s1

A Landscaping Plan for the landscaped public space and other areas of planting must be submitted and approved by the Council's Director City Planning prior to the issue of any consent under the *Building Act 2016,* excluding for demolition and excavation. The Landscaping Plan must include:

1. **Consideration to the inclusion of some mature trees along the western boundary to delineate the new proposal from the adjacent heritage site.**
2. **Landscaping should extend, if possible, the full length of the western boundary.**

All trees and landscaping must be planted and installed in accordance with the approved Landscaping Plan to the satisfaction of the Council's Director City Planning prior to commencement of use.

The trees and landscaping must be maintained, and replacement trees and landscaping in accordance with the approved Landscaping Plan must be planted if any is lost.

Once all trees shown on the approved Landscaping Plan have been planted in accordance with the approved plan to the satisfaction of the Council's Director City Planning, the Council will issue a statement confirming satisfactory planting of all trees and landscaping.

Reason for condition

To ensure that the development achieves a high standard of public amenity and to ensure appropriate landscaping close to the property boundary.

Part 5 1

Prior to any approval under the *Building Act 2016*, 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:

1. **Building over and within 1 metre of the Council's stormwater infrastructure. The owner must agree to:**
    1. **Provide 24hr emergency access to the Council's stormwater infrastructure.**
    2. **Indemnify the Council against any costs or claims arising from building over the Council's stormwater main or for damages incurred in the act of performing operation, maintenance, or replacement tasks on the stormwater main.**
2. **Ongoing compliance with the approved stormwater management plan for the proposed treatment system.**

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 that future owners are aware of their ongoing obligations.

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 PLANNING

If a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's online services e-planning portal.

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.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found here.

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:
Up to $20,000: $150 per application.
Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

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

Once the CEP is lodged via the Online Service Development Portal, if the value of building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.

Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

URBAN DESIGN ADVISORY PANEL

The following suggestions of Council's Urban Design Advisory Panel should be considered during the preparation of documentation for condition endorsement and/or building consent:

In regard to the principal public open space on the western boundary, more consideration needs to be given to the design of the space and that the landscaping elements, such as the paving and kerbing, separating vehicular and pedestrian activity, could be improved to provide a friendlier and more successful outcome.

The vehicle driveway into the porte cochere should be treated as more of a shared entry/pedestrian space.

The landscaping and green space areas on the upper levels on the Macquarie Street side and on the western boundary side appeared to have no direct access for maintenance. Further design consideration should be given to this.

The colour of the curtain wall and associated glazing needed further deliberation.

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.

CBD AND HIGH VOLUME FOOTPATH CLOSURES

Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's Traffic Engineering Unit on 6238 2804.

RIGHT OF WAY

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

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

Attachment A:	PLN-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Planning Committee or Delegated Report ⇩
Attachment B:	PLN-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - CPC Agenda Documents incl. Taswater and THC ⇩
Attachment C:	PLN-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Planning Referral Officer Cultural Heritage Report ⇩
Attachment D:	PLN-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Supplementary Height Response ⇩
Attachment E:	PLN-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Urban Design Advisory Panel Minutes ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	19 August 2019
Expiry Date:	23 August 2019
Application No:	PLN-19-104
Address:	179 MACQUARIE STREET , HOBART 200 COLLINS STREET , HOBART CROWTHERS LANE , HOBART ADJACENT ROAD RESERVE
Applicant:	(Fragrance Tas-Hobart Pty Ltd, by their agent, Ireneinc Planning and Urban Design) 49 Tasma Street
Proposal:	Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works
Representations:	Seven (7)
Performance criteria:	Central Business Zone Development Standards; Road and Railway Assets Code; Parking and Access Code; Historic Heritage Code

1. Executive Summary

1.1 Planning approval is sought for Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works, at 179 Macquarie Street.

1.2 More specifically the proposal includes:

- Demolition of the existing building on the site.
- Excavation of approximately 7,350m^3 of the site.
- Construction of a nine-storey hotel building with lobby, restaurant and drop-off area at ground level, along with a publicly accessible, landscaped open area into which an outdoor dining area for the restaurant will extend.
- Conference facilities, a guest swimming pool and gym are proposed on the first floor.
- Additional floors incorporate 206 hotel rooms.
- Two Basement levels of carparking will provide 60 car parking spaces on site.
- Bicycle parking will be provided for staff within Basement Level 1, and for visitors in the publicly accessible open area at ground level.
- Motorcycle parking is provided within both Basement levels.
- Access and egress for guest vehicles for drop-off/pick-up and parking in the Basement levels will be via two separate crossovers from/to Macquarie Street.
- Service vehicles will access the site via an existing Right-Of-Way from Barrack Street and exit onto Macquarie Street via the dedicated exit point.
- The building's lower levels are designed as a podium and finished with a sandstone cladding to complement the adjacent heritage building at 181-183 Macquarie Street.
- Upper levels are stepped back from the podium and clad with glazed curtain wall facades with some timber fin articulation.
- Lower roof elements will also be landscaped, along with the rear of the upper roof level to screen services.
- Upgrades to stormwater infrastructure within Crowthers Lane and extending to Collins Street are also proposed.
- Removal of up to four on street car parking spaces in front of the site to improve access site distances.

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

1.3.1 Central Business Zone Development Standards - Height; Setback; Design
1.3.2 Potentially Contaminated Land Code - Excavation
1.3.3 Road and Railway Assets Code - Existing Accesses and Junctions
1.3.4 Parking and Access Code - Number of Car Parking Spaces; Design of Vehicular Accesses; Vehicular Passing Areas along an Access; Layout of Parking Areas
1.3.5 Stormwater Management Code - Drainage and Disposal
1.3.6 Historic Heritage Code - Places of Archaeological Potential

1.4 Seven (7) representations (four objecting to / three supporting) the proposal were received within the statutory advertising period between 14/06 and 28/06/2019.

1.5 The proposal is recommended for approval subject to conditions.

1.6 The final decision is delegated to the Council.

2. Site Detail

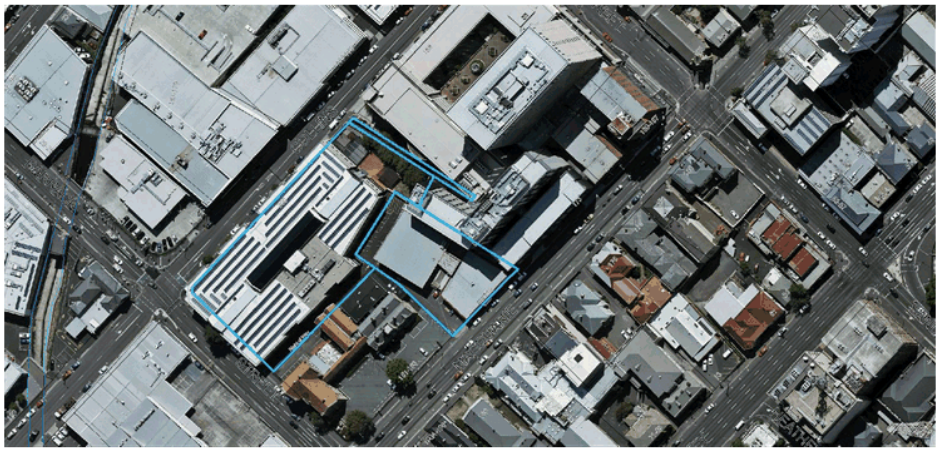


Image 1: Aerial view of the subject property and surrounds. The proposed building is located on the lot fronting Macquarie Street, with a south-easterly frontage.

2.1 The primary development site (Image 1), 179 Macquarie Street, is the site of the former Motors car showroom building which was previously occupied by Myer as their homewares retail store during the construction of their new building, and more recently has been used for general retail as the Macquarie Centre. The title has an area of 2162sq.m. The building on the site was constructed in 1969/1970.

The site is surrounded by commercial and administrative uses in a mix of building styles and scales, with older, generally two-storey heritage buildings on the eastern (opposite) side of Macquarie Street, and taller, multi-storey buildings to the rear and particularly to the north of the subject site, including the recently completed Ibis hotel, directly adjacent to the north-east. Adjacent to the south-west is the former Hutchins School sandstone building.

2.2 Photos of the subject site (Plates 1 to 5):



Plate 1: The existing building on Macquarie Street.



Plate 2: The subject property with the adjacent old Hutchins School building to the left and the new Ibis Hotel to the right.



Plate 3: Wider streetscape view from further up and across Macquarie Street.

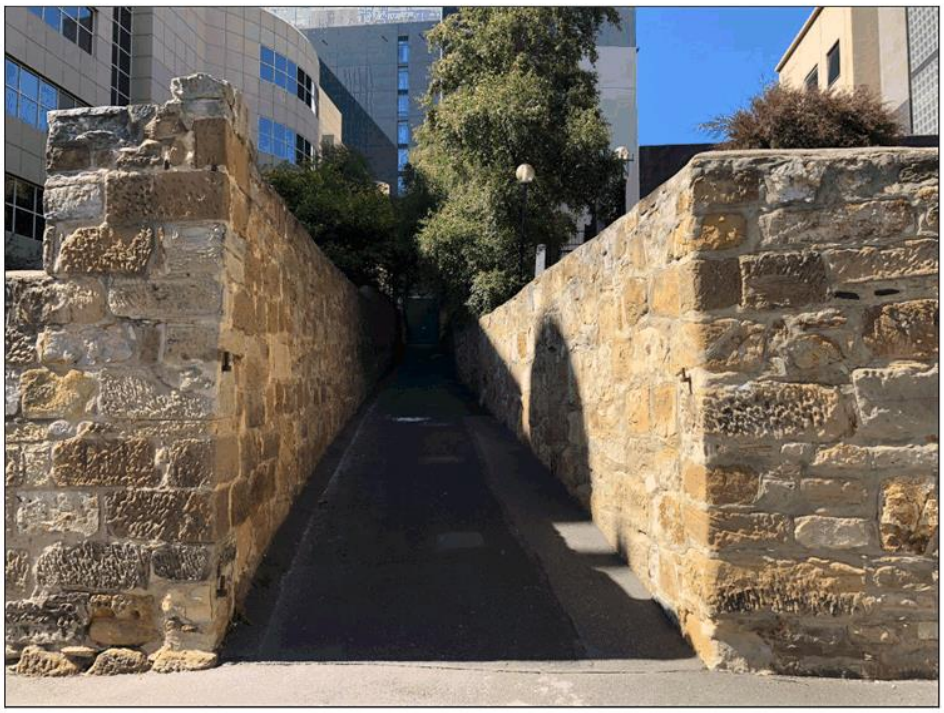


Plate 4: The exit of Crowthers Lane at Collins Street.



Plate 5: The laneway right of way access (gated) at Barrack Street running along the back of 200 Collins Street (left) to the rear of the subject site.

3. Proposal

3.1 Planning approval is sought for Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works, at 179 Macquarie Street.

3.2 More specifically the proposal is for:

- Demolition of the existing building on the site.
- Excavation of approximately 7,350m3 of the site.
- Construction of a nine-storey hotel building with lobby, restaurant and drop-off area at ground level, along with a publicly accessible, landscaped open area into which outdoor dining area for the restaurant will extend.
- Conference facilities, a guest swimming pool and gym are proposed on the first floor.
- Additional floors incorporate 206 rooms.
- Two Basement levels of carparking will provide 60 car parking spaces on site.
- Bicycle parking will be provided for staff within Basement Level 1, and for visitors in the publicly accessible open area at ground level.
- Motorcycle parking is provided within both Basement levels.
- Access and egress for guest vehicles for drop-off/pick-up and parking in the Basement levels will be via two separate crossovers from/to Macquarie Street.
- Service vehicles will access the site via an existing Right-Of-Way from Barrack Street and exit onto Macquarie Street via the dedicated exit point.
- The building's lower levels are designed as a podium and finished with a sandstone cladding to complement the adjacent heritage building at 181-183 Macquarie Street.
- Upper levels are stepped back from the podium and clad with glazed curtain wall facades with some timber fin articulation.
- Lower roof elements will also be landscaped, along with the rear of the upper roof level to screen services.
- Upgrades to stormwater infrastructure within Crowthers Lane and extending to Collins Street are also proposed.
- Removal of up to four on street car parking spaces in front of the site to improve access site distances.

3.3 Excerpts of the proposed development from submitted documentation (Images 2 - 8):



Image 2: An artist's impression of the proposed development as submitted with the development application.



Image 3: Macquarie Street (South-Eastern) elevation.

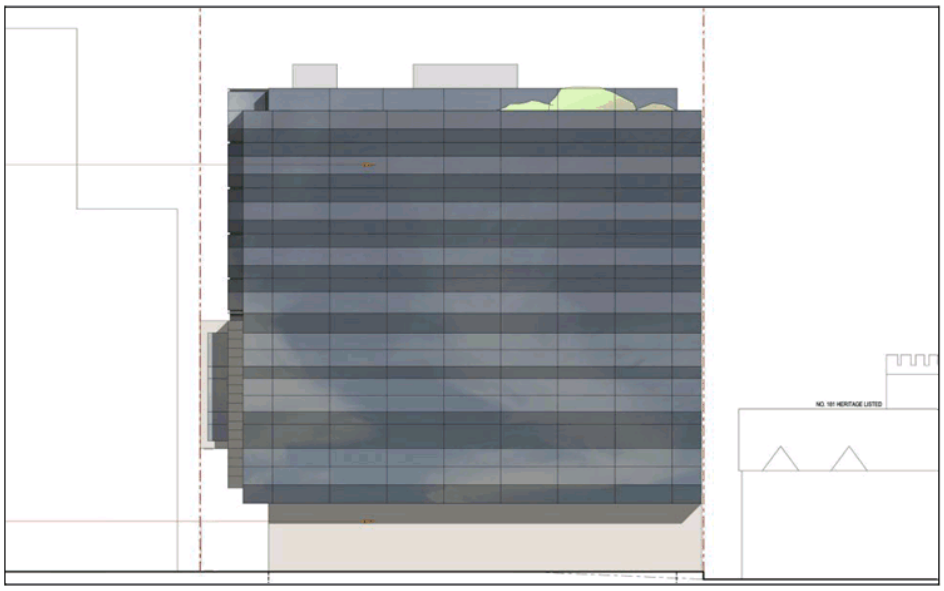


Image 4: Rear (North-Western) elevation.

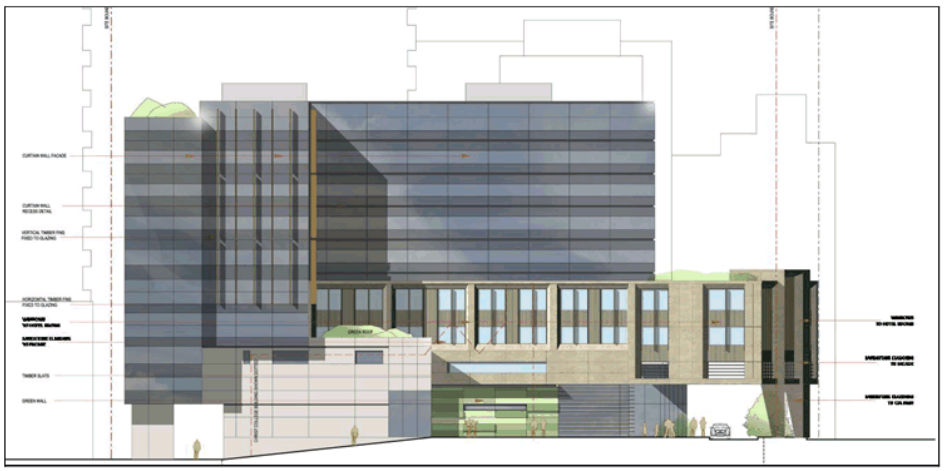


Image 5: South-Western side elevation, facing the former Hutchins School sandstone building.

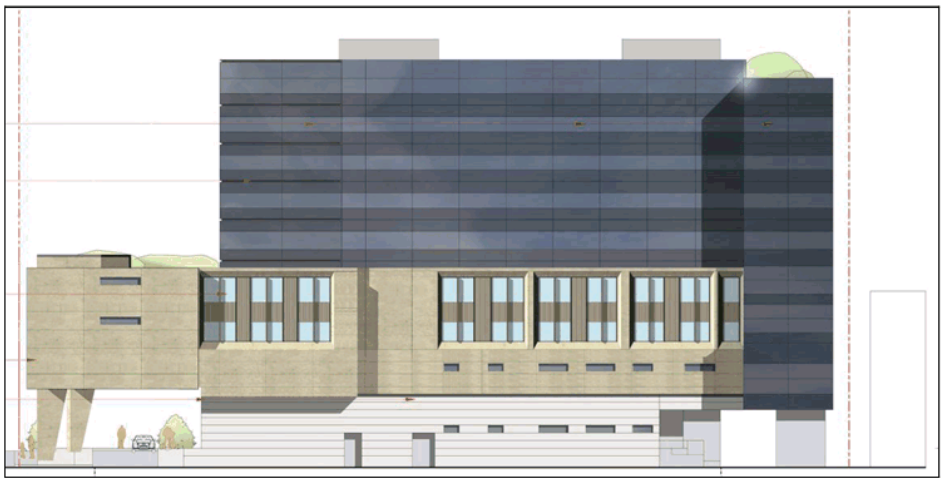


Image 6: North-Eastern side elevation, facing the new Ibis hotel.

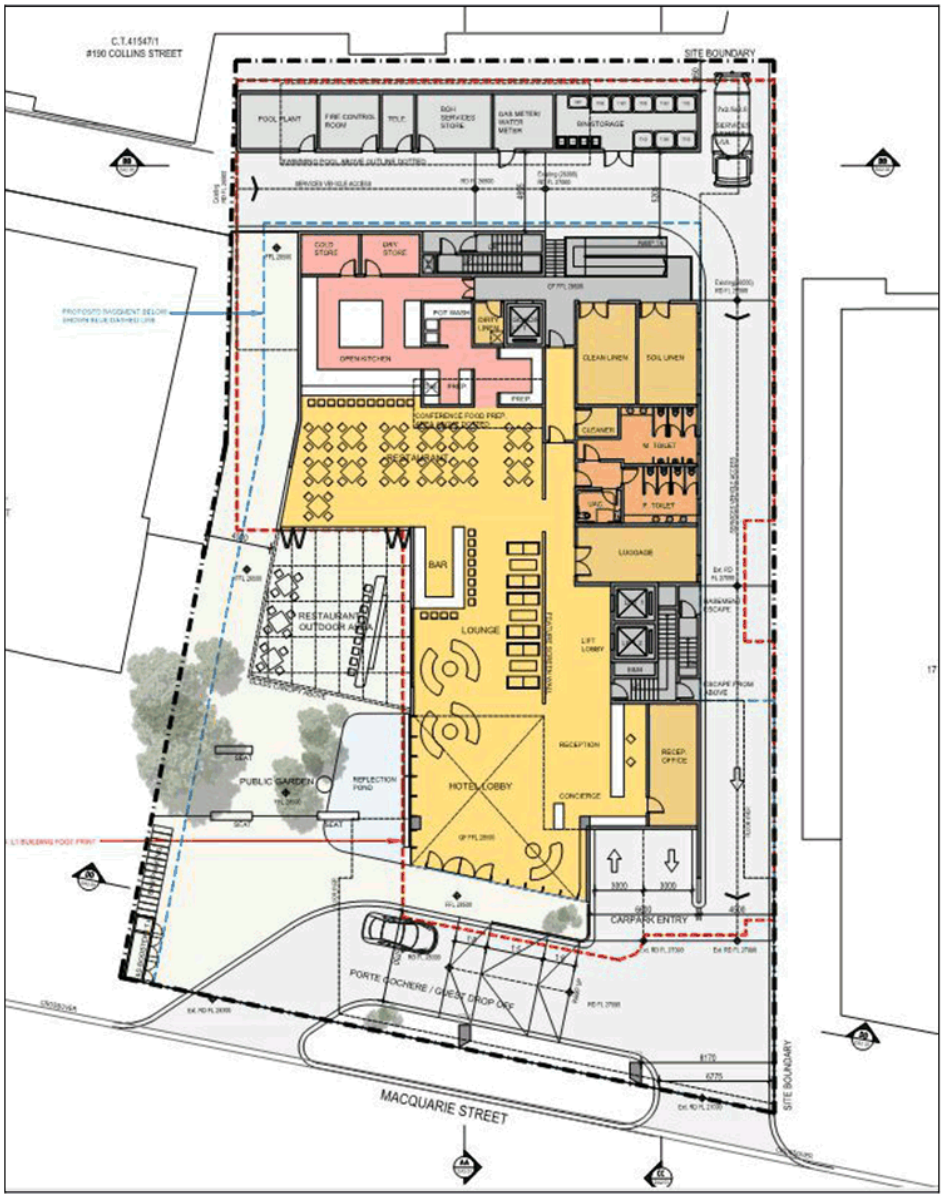


Image 7: Ground Floor Plan of the proposed building. The red dotted outline is the footprint of the previously approved hotel on the same site.



Image 8: Level 4-7 layout plan. The red dotted outline is the footprint of the previously approved hotel on the same site.

4. Background

4.1 A hotel was previously proposed for this site in 2015, subject to the previous *City of Hobart Planning Scheme 1982*. The proposal was originally recommended for refusal at officer level but was subsequently approved by the Council. This decision was appealed and the proposal was eventually refused by the Resource Management and Planning Appeal Tribunal (RMPAT).

4.2 Subsequent to the 2015 proposal, another application for a hotel was proposed in 2017 and was approved under the *Hobart Interim Planning Scheme 2015*. Although appealed to RMPAT by representors, the matter was resolved by consent.

4.3 Due to the extent of excavation proposed exceeding 5000m^3, the application was initially referred to the Environmental Protection Authority for consideration as a Level 2 Activity. The Authority however requested that the referral be withdrawn given a recent order made under Section 11 of the *Environmental Management and Pollution Control Act 1994* (EMPCA) to amend the definitions of "quarries" and "extractive pits" in clause 5(a) of Schedule 2 of EMPCA.

The Order effectively reinstated the traditional scope of "quarries" and "extractive pits" under EMPCA to include only activities which require a mining lease under the *Mineral Resources Development Act 1995*, and also quarries for forestry purposes which are exempt under that Act. It was confirmed therefore, that excavation for the purpose of activity types which are not otherwise described in Schedule 2 no longer constitutes a Level 2 activity and that no part of this development application constituted a Level 2 activity.

4.4 The current proposal was considered by the Council's Urban Design Advisory Panel at a post-lodgement meeting held during the application's public notification period, on 26 June 2019. The following comments arose from the Panel's consideration of the application. The minutes of the meeting are provided at Attachment E.

The Panel was generally in support of the approach taken and endorsed the changes to the overall form and use of materials, in comparison to the previous application. In particular the increased setbacks from the adjacent heritage listed site were noted and supported.

In regard to the principal public open space on the western boundary, the Panel suggested that more consideration needs to be given to the design of the space and that the landscaping elements, such as the paving and kerbing, separating vehicular and pedestrian activity, could be improved to provide a friendlier and more successful outcome.

The Panel was concerned with the vehicle driveway into the porte cochere and considered that this area should be treated as more of a shared entry/pedestrian space.

A detailed landscaping plan needs to be prepared and should be a condition on any subsequent approval. The plan should give consideration to the inclusion of some mature trees along the western boundary to delineate the new proposal from the adjacent heritage site. Landscaping should extend, if possible, the full length of the western boundary.

The landscaping and green space areas on the upper levels on the Macquarie Street side and on the western boundary side appeared to have no direct access for maintenance. Further design consideration was required.

The Panel was happy with the curtain wall design approach on the upper levels and the inclusion of vertical fins to some sections to give added interest is supported. The Panel considered that the colour of the curtain wall and associated glazing needed further deliberation and should be a condition on any subsequent approval.

Overall the Panel was in support of the proposal subject to the comments made above.

4.5 Comments made by representors pointed to the proposal's degree of compliance with relevant zone height standards. Further clarification was sought from the applicant to address performance criteria in this regard, particularly where the proposal does not fit within the amenity building envelope within the performance criteria P1.1 of the scheme regarding height. Initially submitted documents claimed compliance with this envelope, however an evaluation of the plans determined some extension outside of the envelope. The clarification showed that whilst the proposed building is clearly substantially below the maximum height of the envelope, there are three points at the very front of the lower podium level and a small portion across the front of the taller part of the building set further back into the site that extend outside the shape created by the envelope. These small extensions are primarily the result of the crossfall of the site heading down Macquarie Street, relative to the design of the building and the need to maintain levels. As the proposed building therefore exceeds the amenity building envelope, it must therefore be considered against the performance criteria P1.2 of the scheme regarding height. This matter is addressed in Section 6 of this report.

5. Concerns raised by representors

5.1 Seven (7) representations (four objecting to / three supporting) the proposal were received within the statutory advertising period between 14/06 and 28/06/2019.

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.

The heritage value of the area being diminished.
The proposed building along with existing adjacent taller buildings negatively impact the streetscape in terms of mass and height. Only low rise is suitable for this location.
The proposal does not comply with the Amenity Building Envelope and does not adequately address the performance criteria in such circumstances.
The proposed building does not comply with the acceptable solutions for facade height where adjacent to a heritage building, and therefore must satisfy the performance criteria.
Lines of sight to the mountain from properties adjacent on Macquarie Street will be blocked.
Overshadowing of nearby properties and adjacent streets.

Traffic congestion will be exacerbated. Construction traffic management must be implemented, and existing clearways on Macquarie Street must remain unimpeded. Construction of the adjacent Ibis hotel caused traffic congestion issues.
Removal of any on street parking close to the site will negatively impact nearby businesses.
Amenity impacts upon occupiers of adjacent and nearby buildings.
Concerns about impacts upon the occupants and operations of adjacent buildings, and the buildings themselves during the construction phase - noise, vibrations, traffic disruptions and air pollution. A management plan must be put in place.
The discretionary number of accesses proposed cannot comply with any applicable performance criteria and the proposal does not meet the objective, and therefore must be refused. *Planner's note: the number of accesses is assessed against the Road and Railway Assets Code and also the Objectives of the relevant clause of the Parking and Access Code.*
Fails to meet Scheme standards with regard to the location of car parking - the pickup and drop off area at the front of the building constitutes parking, as is evident at the similarly arranged Ibis Hotel adjacent. *Planner's note: the pick up and drop off area under the porte cochere at the front of the building is not considered to constitute on-site car parking. This area is a thoroughfare and not intended to provide for parking. As such, this clause of the planning scheme is not applicable.*
If approved, Council should include conditions regarding materials and finishes; construction management including noise and traffic

5.3 Representors supporting the proposal endorsed the height and scale of the development; noted improvements in the design over the previously approved development for the site; noted the design's consideration for the adjacent heritage building; noted the public benefits of the proposal; noted the thoughtful and articulated use of various materials; and indicated that the additional hotel rooms reduced the demand for airbnb-style conversion of residential properties, which is having a marked impact upon housing availability in Hobart.

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 Central Business Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing, although recently ceased, use is General Retail and Hire. The proposal includes Community Meeting and Entertainment, Food Services and Visitor Accommodation uses. The existing use is a No Permit Required use in the zone. The proposed uses are Permitted uses in the zone given a permit is required for the associated development.

6.4 The proposal has been assessed against:

6.4.1 Part D - 22 Central Business Zone

6.4.2 E2.0 Potentially Contaminated Land Code

6.4.3 E5.0 Road and Railway Assets Code

6.4.4 E6.0 Parking and Access Code

6.4.5 E7.0 Stormwater Management Code

6.4.6 E13.0 Historic Heritage Code

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

6.5.1 Central Business Zone Development Standards:-

Height - Part D 22.4.1 P1.2; P5
Setback - Part D 22.4.2 P1
Design - Part D 22.4.3 P1

6.5.2 Potentially Contaminated Land Code:-

Excavation - Part E 2.6.2 P1

6.5.3 Road and Railway Assets Code:-

Existing Accesses and Junctions - Part E 5.5.1 P3

6.5.4 Parking and Access Code:-

Number of Car Parking Spaces - Part E 6.6.1 P1
Design of Vehicular Accesses - Part E 6.7.2 P1
Vehicular Passing Areas Along an Access - Part E 6.7.3 P1
Layout of Parking Areas - Part E 6.7.5 P1

6.5.5 Stormwater Management Code:-

Stormwater Drainage and Disposal - Part E 7.7.1 P1; P2

6.5.6 Historic Heritage Code:-

Building, Works and Demolition (Places of Archaeological Potential) - Part E 13.10.1 P1

6.6 Each performance criterion is assessed below.

6.7 Building Height Part D 22.4.1 P1

6.7.1 The acceptable solution at clause Part D 22.4.1 A1 requires building height to be 15m if on or within 15m of a southeast facing frontage and 30m if set back more than 15m from a frontage.

6.7.2 The proposed building marginally exceeds the heights within the acceptable solution. This is in part due to its relationship with local topography. However, the overall design and the presence of lift overruns result in acceptable limits being exceeded. Discounting the forward-most podium element which remains close to (1m below and up to 1.09m above) the initial 15m height limit, the maximum height of the building's upper roof ranges between 30m and 32m, with two lift overruns extending some 2.4m above the taller, primary roofline. As referred to in Section 4 of this report, the proposed building extends marginally outside of the shape created by the Amenity Building Envelope as it applies to the site. Extensions outside the shape occur at the top front middle and right-hand corner of the lower podium section and at the top front of the taller section set further back into the site.

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 22.4.1 P1.2 provides as follows:

Development outside the Amenity Building Envelope in Figure 22.3 must provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:

(a) the height, bulk and design of existing and proposed buildings;

(b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;

(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street see Figure 22.2;

(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;

(e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and

(f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.

6.7.5 The Amenity Building Envelope (Image 9) has the following footnotes:

- The Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunneling effects and solar penetration.
- The 15m height and subsequent 45 degree building envelope angle at southwest/southeast facing frontages maintains sufficient solar penetration to the opposite side of the street and also helps to control air and wind turbulence.
- The 15m setbacks for the 'steps' of development shown within the envelope are suggestive only. Development does not have to comply with the suggested 15m setbacks in order to comply with the envelope.

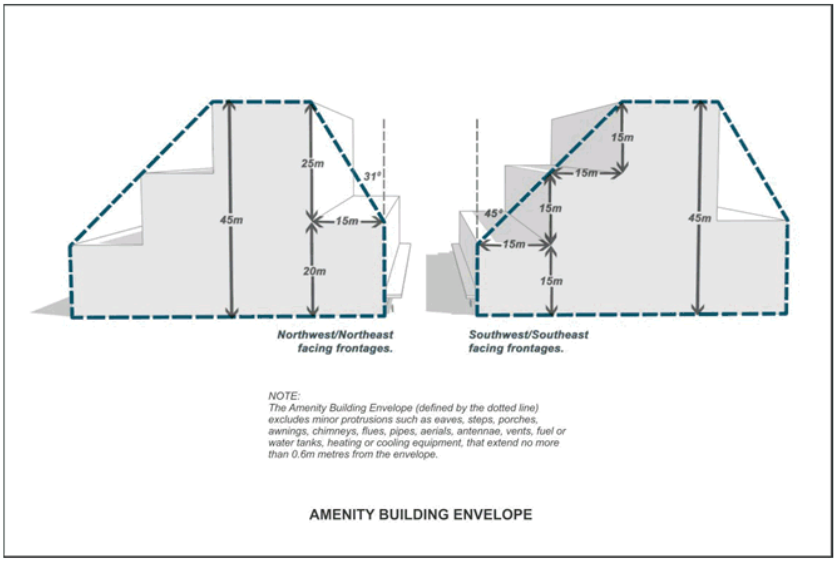


Image 9: Diagram of the Amenity Building Envelope of Part D 22.4.1.

6.7.6 The extent of the building's projection outside of the amenity building envelope has been modelled by the proposal's architects in the images below (Images 10 - 14):

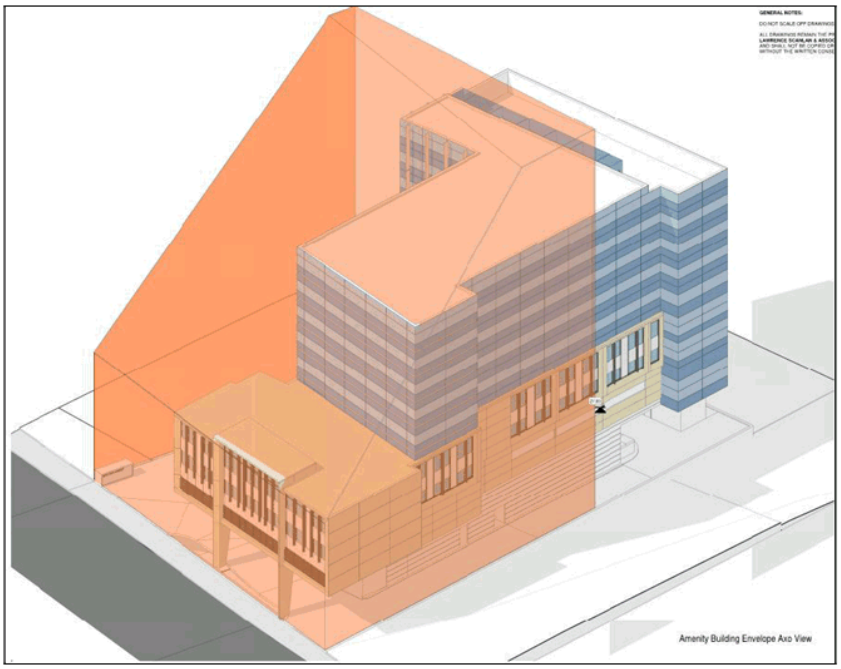


Image 10: Architect's axonometric projection of the development demonstrating the extent of the building's projection beyond

the Amenity Building Envelope modelled as applicable to the site.

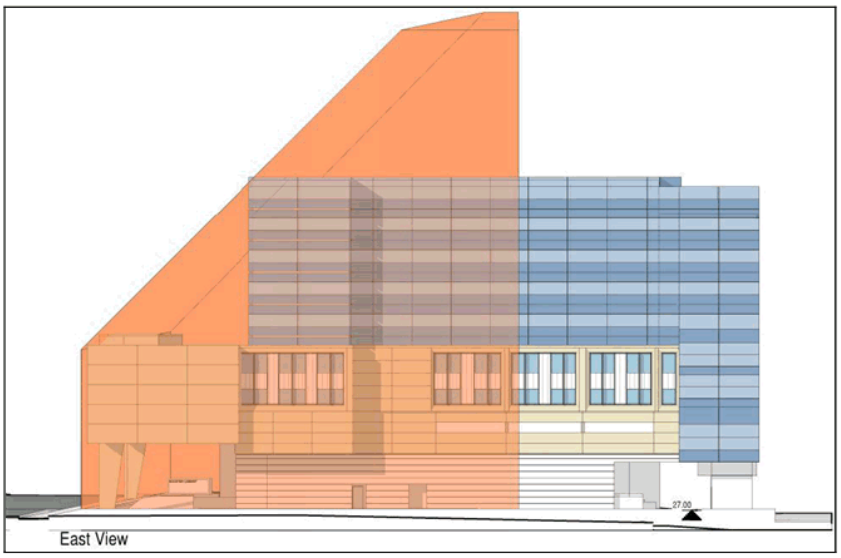


Image 11: North-eastern elevation relative to Amenity Building Envelope.

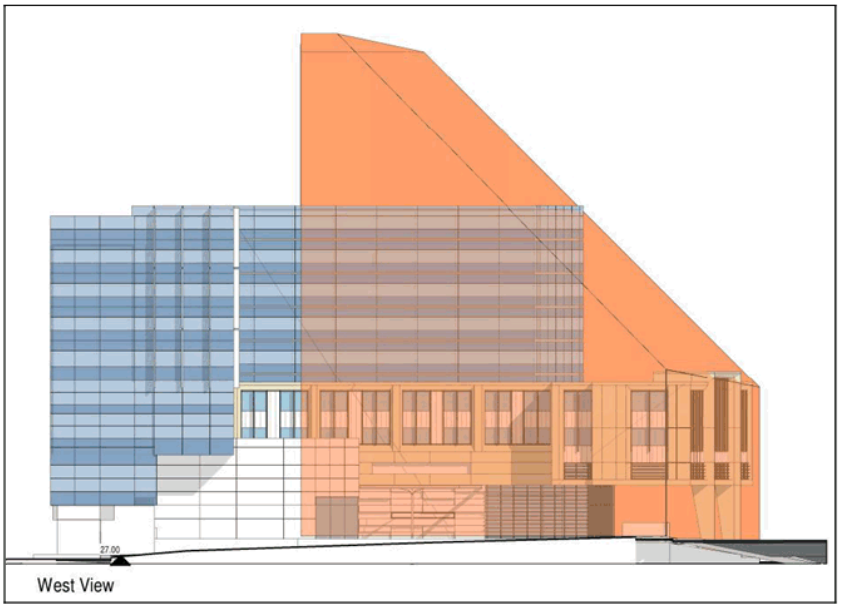


Image 12: South-western elevation relative to Amenity Building Envelope.

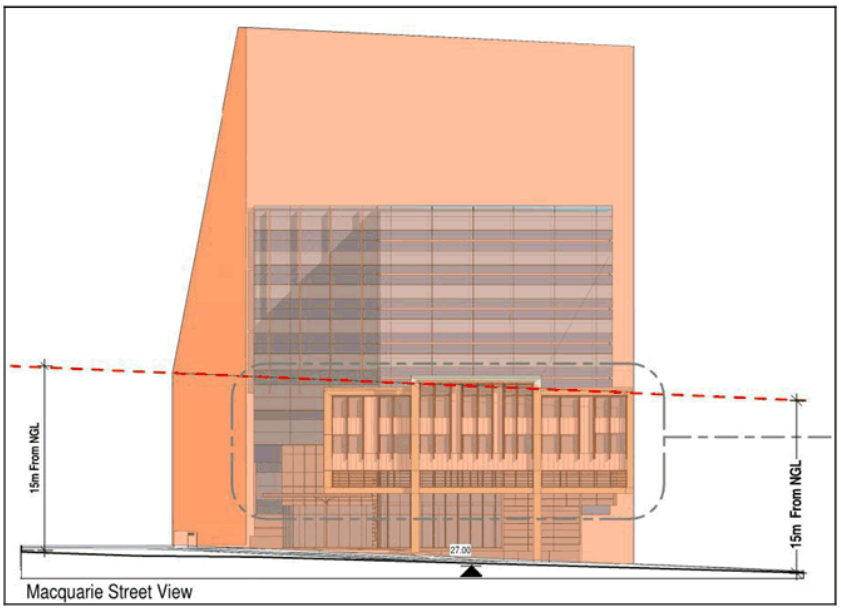


Image 13: South-eastern (front) elevation relative to Amenity Building Envelope.

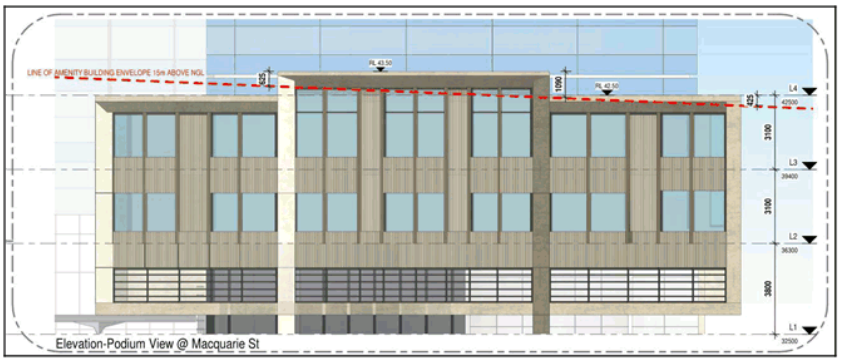


Image 14: Close up of forward podium element of the proposal referencing the initial acceptable 15m height limit of Central Business Zone, and demonstrating the minimal extent of non-compliance in this regard.

6.7.7 As modelled, the minimal extent of encroachment outside of the shape of the amenity building envelope can be clearly made out. The three points of encroachment at the front of the building range from 0.625m, 1.09m and 0.425m moving left to right, whilst the encroachment at the upper part of the building ranges from 0.11m to 0.82m.

6.7.8 The proposal incorporates a not insubstantial area of public space, which is considered a benefit to civic amenity. Given the site's location, the provision of pedestrian links would not be practical. Similarly, the site is

not necessarily that well suited to the provision of public art, and the provision of public toilets in this location may not be desirable. The subject site does not fall within the mapped view lines or view cones of Figure 22.6 and does not front a Solar Penetration Priority Street. The proposed development will not overshadow public open space. In terms of wind effects, as the building maintains a stepped design in line with and only marginally exceeding the specifications of the Amenity Building Envelope, its degree of influence upon existing wind conditions experienced by pedestrians is unlikely to be unreasonable, with the near compliant height at the street frontage and larger setback to the building's taller elements assisting in mitigating the risk of any unacceptable wind conditions in Macquarie Street, as was the previous conclusion with the 2017 application approved for the site. The applicant states that:

> *Based on our experience, any new building on the site would potentially result in additional wind conditions. However, given that the proposed building is similar in scale to that which was previously approved and only marginally exceeds the [amenity building] envelope, it is considered unlikely that the extent of the protrusion would generate an increase in wind conditions over those that would have been generated by the previously approved building on the site, if it were constructed.*

6.7.9 The degree of non-compliance with the amenity building envelope, and in this case, the acceptable solutions with regard to height, are largely irrelevant to the likely effects upon existing wind conditions at street level. Whilst there is little else in terms of information to support the proposal in this regard, wind impact is not considered likely to be problematic, or to warrant refusal of the application. Setting this aside however, it would appear only minor changes to the proposal would be necessary to bring it into compliance with the amenity building envelope, resulting in any wind impact being deemed acceptable. This outcome could be achieved via a condition if Elected Members deemed it to be a necessary requirement.

6.7.10 The Desired Future Character Statements in clause 22.1.3 are as follows:

Townscape and Streetscape Character -

22.1.3.1 Objectives:

(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.

(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).

(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).

(d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.

22.1.3.2 Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

(f) the provision of weather protection for footpaths to enhance

pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and

(g) the provision of permeability in support of the open space network.

6.7.11 In the submitted documentation the Applicant responds to the Townscape and Streetscape Character Objectives as follows:

- *The scale and form of development is respectful of the scale and intensity of development within proximity to the proposed development.*
- *The stepping back of the form from the street frontage contributes to the layering of buildings within the streetscape. The building is appropriately located on the Macquarie Ridge and is respectful of the relationship to Barracks Hill by decreasing the building height from the neighbouring Ibis Hotel.*
- *The proposal is not located within the boundaries of the Basin, but does consolidate the existing compact urban form of the city through a height that emphasises the transitions between the basin and Macquarie Ridge. The proposal is cognisant of its location on the Ridge and the relationship that the existing building forms have with the underlying topography.*
- *The proposal has provided substantial separation from the neighbouring heritage building activating the intervening space with open space and active uses that enable greater recognition and appreciation of the values of the city. The stepping back of the building height from the frontage is consistent with the established standards for the Amenity Building Envelope which have been development with respect to heritage and streetscape.*

6.7.12 The Building Siting, Bulk and Design statements are further addressed by the Applicant, who states:

- *The front podium façade of the building ensures the building presents a layered and varied building form fronting Macquarie Street. The separate podium forms also serves to minimise visual impacts when viewed from the east and west along Macquarie Street.*
- *These design features ensure that the proposal does not present a contiguous wall of towers along Macquarie Street.*
- *The setback of the building from the south-western boundary,*

along with the setback of the building from the frontage after the initial façade height ensures that the building allows for permeability between the site and the adjoining site at 181 Macquarie Street. This setback of built form also allows additional sunlight to reach Macquarie Street.

- *The use of sandstone cladding along the front façade ensures a level of consistency with the adjoining building at 181 Macquarie Street and the building form of the front façade generally maintains the height transition as Macquarie Street slopes down to the east.*
- *The overall vertical height of the building is contained within the amenity building envelope, aside from the minor height extrusions of level 3 within the 15m setback distance and the minor protrusion of the secondary podium. Given that the overall height of the building is well within the permitted 45m height, it is not considered that the building would be considered 'individually prominent' particularly given the extent of development directly adjoining the site to the east.*
- *The setback of the building from the south western boundary allows for significant additional solar penetration throughout the day than the currently approved proposal for the site.*
- *The height of the front façade responds to the varying façade heights of buildings along Macquarie Street and the stepped back form of the building provides further consistency with adjoining buildings.*
- *There is no existing weather protection over the footpath along Macquarie Street. The proposed development provides a porte cochere which facilitates pedestrian access to the building and provides protection from rain and wind conditions.*
- *The public garden and publicly accessible restaurant with the outdoor seating area also provides additional weather protection for both the public and patrons, and also provides a greater open space area for public over that which was previously approved.*

6.7.13 It is considered that the proposed development is consistent with and respectful to the overall townscape and streetscape character objectives of 22.1.3.1, where directly relevant. The statements made by the Applicant to address the specific Building Siting, Bulk and Design objectives are considered to be sound and accurately reflect the attributes of the proposal in so far as it furthers these objectives. In an overall sense, the proposed development performs well in this regard.

The design of the proposed building is such that it complements the two markedly different buildings on either side in different ways. To the south-west adjacent heritage building, the proposal maintains a greater degree of setback and introduces open space at ground level, stepping the taller part of the building back and therefore acting as a backdrop, allowing the focus to remain upon the prominent sandstone clad heritage building adjacent. To the north-eastern side, the proposed building complements the form of the more recently constructed Ibis Hotel building with the inclusion of the lower forward podium form with main bulk and height stepping up behind.

The proposed building's height is lower than the Ibis Hotel building, which therefore introduces some transition down before the lower heritage building on the south-western side. Although there is less of a gradual transition down to the heritage building, the lower forward podium and use of sandstone cladding around the lower parts of the proposed building provide the sense of reduced height and immediate bulk where closest to the adjacent heritage building, in turn acting as an effective conduit between the heritage building and the main height and bulk of the proposed building, with the taller elements of the building becoming somewhat subservient to the rear through the use of more muted cladding materials, which then blend with the taller buildings such as the Ibis Hotel and the Commonwealth building beyond.

For these reasons, the proposed building is not considered to be individually prominent by virtue of its height or bulk. It fills in the corner of what is the taller end of this city block and provides a built form that complementary and cohesive. The building proportion and detail reflects and reinforces the established streetscape pattern on this side of Macquarie Street and at this end of the immediate block.

6.7.14 The proposal complies with the performance criterion.

6.8 Building Height Part D 22.4.1 P5l,

6.8.1 The acceptable solution at clause Part D 22.4.1 A5 requires building height within 15m of a frontage adjacent to a place listed in the Historic Heritage Code to not exceed one storey or 4m (whichever is the lesser) higher than the facade building height of a listed building on the same street frontage or (in the case of this site) comply with the building height in Clause A1, whichever results in the lesser threshold for height.

6.8.2 As previously detailed, the proposal is marginally above the acceptable

height standard within 15 of the front boundary, being approximately 1m under the 15m height limit at its south western elevation where within 15m of the property frontage, but beginning to exceed this height moving along the front facade to the north eastern side, where the central raised feature section of the forward podium extends to a maximum of 16.09m. Then, coupled with the slope of the site downwards to the north-eastern side, the opposite side of this podium element maintains a height of 15.4m above ground level 15m into the site.

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 22.4.1 P5 provides as follows:

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

(a) not unreasonably dominate existing buildings of cultural heritage significance; and
(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
(c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

6.8.5 It should be noted that point (c) is not relevant to this site. The application is however subject to points (a) and (b). Its performance against these matters has been considered by the Council's Cultural Heritage Officer, who provides the following comments:

Under the acceptable solution A5 of 22.4.1 Building Height, the facade building height is taken to be... to the top of the tower of the Hutchins School facing Macquarie Street. The height of the podium of the proposal is comparable in height in relation to the top of the tower. In summary, the proposal does not satisfy the acceptable standard, clause 22.4.1 A5 and must be assessed against 22.4.1 P5 which states:

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot

(excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:
(a) not unreasonably dominate existing buildings of cultural heritage significance; and
(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
(c) .. (not relevant to heritage concerns)

For the previous application (PLN-17-704), the proposal was deemed to satisfy 22.4.1 P5 and in respect of this current proposal similar comments can be given. Specifically, under 22.4.1 P5 (b) the Scheme states it must not have a materially adverse impact on the Hutchins School, such that the colour and cladding form on the podium element could be considered to contribute to the building being more sympathetic and responsive to the Hutchins School building rather than cladding types used elsewhere. The open plaza, forming a spatial separation may also contribute to lessening any adverse impacts created by the size and bulk of the proposal.

6.8.6 The officer's full report is provided at Attachment C to this report.

6.8.7 The proposal complies with the performance criterion.

6.9 Setback Part D 22.4.2 P1

6.9.1 The acceptable solution at clause Part D 22.4.2 A1 requires building setback from frontage to be parallel to the frontage and be no more than 0m.

6.9.2 The proposal includes a consistent 0.5m setback to the forward-most portion of the building, being the lower rise element covering the porte cochere. To the left of this element, the building exhibits a greater setback of approximately 30m accounting for the public space and outdoor area of the restaurant to the southern/south-eastern side of the building.

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 22.4.2 P1 provides as follows:

Building setback from frontage must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;

(c) enhance the characteristics of the site, adjoining lots and the streetscape;

(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;

(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

6.9.5 It is considered that the proposed increased front setback in the area of the open public garden space is precisely the type of feature that is envisaged in point (e) of P1. In this case the public garden lies adjacent to the proposed restaurant, which also utilises some of this space. Further openings from the proposed building's ground floor foyer and conference room provide for 'eyes' onto this space. The public garden space is reasonably uniform in shape and doesn't include any obvious concealment or entrapment spaces.

The existing heritage listed building to the southwest has a significant front setback of approximately 20m. In setting the closest part of the proposed building further rearward from the front of the adjacent heritage building, the impact of the proposed development upon the forecourt of the adjacent site is somewhat softened, and viewing angles to this adjacent heritage building are increased over what would be possible if the lower, forward-most element were to extend with zero setback across the entirety of the frontage of the subject site. Where the lower front element of the proposed development is located at the front of the site, the front setback here is still minimal and this element of the proposal is consistent with prevailing building setbacks moving further down Macquarie Street. The proposed building therefore presents as an effective conduit with regard to setbacks between the newer developments moving further down Macquarie Street and the older building on the opposite, southwestern side.

6.9.6 The proposal complies with the performance criterion.

6.10 Design - Part D 22.4.3 P1

6.10.1 The acceptable solution at clause Part D 22.4.3 A1(e) requires the incorporation of roof-top infrastructure, including service plants and lift structures within the design of the roof.

6.10.2 The proposal includes service plants screened and incorporated within the rear part of the upper roof, however two lift overruns extend above the primary roof line further towards the front of the taller part of the building.

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 22.4.3 P1 provides as follows:

Building design must enhance the streetscape by satisfying all of the following:

(a) provide the main access to the building in a way that addresses the street or other public space boundary;

(b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;

(c) treat large expanses of blank wall in the front façade and facades facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;

(d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;

(e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;

(f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;

(g) only provide shutters where essential for the security of the premises

and other alternatives for ensuring security are not feasible;

(h) be consistent with any Desired Future Character Statements provided for the area.

6.10.5 The two lift overruns are located centrally within the taller part of the building, set further back into the site from the frontage. They both extend 2.4m above the primary roof line of this taller element. They have minimal cross-sections and don't contribute consistent additional height or any measurable bulk. The lift overruns won't be seen from street level vantage points immediately adjacent to the site. They therefore will have no immediate bearing on streetscape. From further afield, these small protrusions above the primary roofline will not be unreasonably prominent. They will be effectively subservient to the building and those surrounding, with those to the north-east and north extending above the height of the proposed building. From the north, these taller buildings will block views to the upper roof of the proposed building, and from the south and west, they will provide a back drop into which the overruns will blend.

The two lift overruns are compatible with the Desired Future Character Statements for the area given their subservient nature relative to the overall building. They have no marked impact upon streetscape. They do not fall foul of any remaining tests of the performance criteria.

6.10.6 The proposal complies with the performance criterion.

6.11 Potentially Contaminated Land Code - Part E 2.6.2 P1

6.11.1 There is no acceptable solution for works involving excavation of potentially contaminated land.

6.11.2 The proposal includes bulk excavation of the site, which lies adjacent to known potentially contaminated sites and has been deemed to be potentially contaminated in itself due to the presence of an above ground storage tank, which is to be removed as part of the site preparation works.

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

6.11.4 The performance criterion at clause Part E 2.6.2 P1 provides as follows:

Excavation does not adversely impact on health and the environment,

having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

(i) an environmental site assessment;
(ii) any specific remediation and protection measures required to be implemented before excavation commences; and
(iii) a statement that the excavation does not adversely impact on human health or the environment.

6.11.5 The Council's Senior Environmental Health Officer has reviewed a preliminary Environmental Site Assessment submitted to support the proposal. The recommendations of that assessment have been accepted and will be required to be adhered to by way of conditions on any planning permit issued for the proposed development.

6.11.6 The proposal complies with the performance criterion subject to conditions.

6.12 Existing Accesses and Junctions - Part E 5.5.1 P3

6.12.1 The acceptable solution at clause Part E 5.5.1 A3 requires the 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, to increase by no more than 20% or 40 vehicle movements per day, whichever is the greater.

6.12.2 The submitted Traffic Impact Assessment (TIA) states that the traffic generation of the development will exceed 40 vpd and 20% of the expected bulky goods retail movements of 400vpd. On this basis, the proposal requires assessment against Performance Criteria.

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 5.5.1 P3 provides as follows:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not

unreasonably impact on the efficiency of the road, having regard to:

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

6.12.5 The Council's Senior Development Engineer states with direct reference to each sub-criteria:

- *TIA states that the peak is 78 vph during peak hour which is the critical measure and that Macquarie Street can absorb this traffic generation.*
- *All traffic generated by the proposed development will be hotel guests during peak hour.*
- *The TIA states that there will be separated entry and exit on Macquarie Street (as conditioned via ENG r3) which will ensure efficiency of the accesses.*
- *Macquarie Street is a major arterial road that provides northbound movements through Hobart. It also provides property access to a large number of commercial properties along its length near the subject site (including the subject site in its current layout)*
- *The general urban speed limit of 50-km/h applies to Macquarie Street.*
- *Alternative access is available via a right of way connecting to Barrack Street. This access is proposed only for service vehicle entry and is not considered appropriate for intensification by car traffic generated by the hotel. The access at Macquarie Street is considered to be the most appropriate for the primary access to the site.*
- *The hotel requires a car park to adequately service the needs of the development. The car park requires an appropriate access. Macquarie Street was deemed to provide the most appropriate location for vehicular access. It should be noted that Barrack Street right of way is not viable as an exit due to limited pedestrian sight distances which are impeded by structural pillars of adjacent buildings.*

- *Traffic Impact Assessment was submitted.*
- *No written advice was requested by the road authority (State Growth) relating to the access.*

Based on the above assessment and given the submitted documentation, the proposed access may therefore be accepted under Performance Criteria P3:E5.5.1 of the Planning Scheme.

6.12.6 The proposal complies with the performance criterion.

6.13 Number of Car Parking Spaces - Part E 6.6.5 P1

6.13.1 The acceptable solution at clause Part E 6.6.5 A1 requires for the Central Business Zone either (a) no on-site parking provision; or (b) on-site parking provided at a maximum rate of 1 space per 200m^2 of gross floor area for commercial uses.

6.13.2 The proposal includes the provision of 60 car parking spaces on-site within the two basement levels. The total gross floor area for the commercial development is 9535m^2, therefore generating a maximum acceptable parking provision of 48 spaces based on 1 space per 200m^2.

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 Part E 6.6.5 P1 provides as follows:

Car parking provision:
(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or

(b) must not compromise any of the following:

(i) pedestrian safety, amenity or convenience;

(ii) the enjoyment of 'al fresco' dining or other outdoor activity;

(iii) air quality and environmental health;

(iv) traffic safety.

6.13.5 The proposal is subject to the tests under part (b) of the performance criteria. The Council's Senior Development Engineer provides the

following comments:

The TIA states that:

(i) pedestrian safety, amenity or convenience is not compromised as the carpark is located across basement levels separated from normal pedestrian activities. Pedestrian movements within the car park are catered for in the form of a low speed environment and designated pedestrian access points.
(ii) No impact on alfresco dining.
(iii) basement car park does not impact air quality or environmental health of the surrounding network.
(iv) The car park design is to Australian Standards with sight distance maximised within the car park to provide relatively safe environment for all users.

Council Senior Development Engineer agrees with the TIA statements on this point subject to the access from the property on Macquarie Street having adequate sight distances for pedestrians on the public footpath. On this basis the car parking spaces should be supported under Performance Criteria. A condition should be placed on the permit noting the maximum car parking spaces, and another condition to require detailed design of pedestrian sight distances at the Macquarie St access exit.

6.13.6 The proposal complies with the performance criterion.

6.14 Design of Vehicular Accesses - Part E 6.7.2 P1

6.14.1 The acceptable solution at clause Part E 6.7.2 A1 requires accesses to be designed in accordance with the standards of AS2890.1 to ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

6.14.2 The proposal includes modifications to access widths resulting in non-compliance with the standard.

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 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.

6.14.5 The Council's Senior Development Engineer has assessed this aspect of the proposal and provides the following:

> *The planning report states that the TIA states in Section 5.9 that the accesses from Macquarie Street meet AS2890.1 which is the requirement of the Acceptable Soln. This is not correct as the TIA does not explicitly address access design to AS2890.1*
> *There are three accesses (1) Barrack Street Entry ONLY, (2) Southern Macquarie Street Entry ONLY, (3) Northern Macquarie Street Entry and Exit*
> *LOCATION: Complies with AS2890.1 for (1), (2) and (3).*
> *SIGHT DISTANCE: Only relevant to (3) as not relevant to entry only accesses. (3) Northern Macquarie Street Exit ONLY: Vehicular and pedestrian complies with AS2890.1, although the TIA states that vehicular only comply if car parking spaces are removed between accesses. Condition for this.*
> *ACCESS WIDTH: AS2890.1 Table 3.1 and 3.2 classify a 60 car User Class 2 access as a category 2. This requires 6-9m entry combined entry/exit, or 3m min if one way.*
> *(1) Barrack St is only entry so 3-5.5m width reqd. 4.7-4.9m width complies.*
> *(2) Southern Macquarie St entry only so 3-5.5m width reqd. This is a shared crossover currently 18m in width, with 7m within the frontage of the development site. Proposed to slightly modify width in accordance with TSDs. ROADS OK with design, so Approvable under Performance Criteria as wider that AS2890.1 permits.*
> *(3) Northern Macquarie St so 3-5.5m width required. Proposed 6.7m within property frontage. Proposed to slightly modify width in accordance with TSDs. ROADS OK with design, so Approvable under Performance Criteria as wider that AS2890.1 permits.*

6.14.6 The proposal complies with the performance criterion.

6.15 Vehicular Passing Areas Along an Access - Part E 6.7.3 P1

6.15.1 The acceptable solution at clause Part E 6.7.3 A1 requires vehicle passing areas to be provided along accesses serving more than 5 car parking spaces; where more than 30m long; or where meeting a road serving more than 6000 vehicles per day, to ensure that the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists; and use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

6.15.2 The proposal includes accesses serving more than 5 car parking spaces and more than 30m in length. No passing bays are provided.

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 Part E 6.7.3 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 this aspect of the proposal and states that:

Based on fact that all accesses are one way (1) Barrack Street Entry ONLY, (2) Southern Macquarie Street Entry ONLY and (3) Northern Macquarie Street Exit ONLY [as conditioned via ENG r3], the performance criteria is met and the proposal supported by Council Senior Development Engineer.

6.15.6 The proposal complies with the performance criterion.

6.16 Layout of Parking Areas - Part E 6.7.5 P1

6.16.1 The acceptable solution at clause Part E 6.7.5 A1 requires parking areas to be designed with a layout compliant with the standards of AS2890.1 to ensure that parking areas for cars (including assess-able parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

6.16.2 The proposal includes a mostly compliant layout, however two of the sixty spaces are arranged in a jockey or tandem configuration, not meeting the standard.

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

6.16.4 The performance criterion at clause Part E 6.7.5 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.

6.16.5 The Council's Senior Development Engineer concludes that the two jockey or tandem spaces are supported under Performance Criteria, subject to being valet or for staff only. This can be conditioned accordingly.

6.16.6 The proposal complies with the performance criterion.

6.17 Stormwater Drainage and Disposal - Part E 7.7.1 P1

6.17.1 The acceptable solution at clause Part E 7.7.1 A1 requires stormwater from new impervious surfaces to be disposed of by gravity to public stormwater infrastructure.

6.17.2 The proposal includes the use of a pump for stormwater disposal.

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

6.17.4 The performance criterion at clause Part E 7.7.1 P1 provides as follows:

Stormwater from new impervious surfaces must be managed by any of the following:

(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles

(b) collected for re-use on the site;
(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

6.17.5 The Council's Senior Development Engineer states that submitted plans appear to indicate stormwater from the basement carpark to be pumped. Given that this area is not open to rainfall events, this is deemed adequate to minimise the risk of failure.

6.17.6 The proposal complies with the performance criterion.

6.18 Stormwater Drainage and Disposal - Part E 7.7.1 P2

6.18.1 The acceptable solution at clause Part E 7.7.1 A2 requires stormwater systems for larger scale new development to incorporate water sensitive urban design principles for the treatment and disposal of stormwater.

6.18.2 The proposal includes the use of mechanical treatment in the stormwater disposal design.

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

6.18.4 The performance criterion at clause Part E 7.7.1 P2 provides as follows:

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

6.18.5 The Council's Senior Development Engineer states that:

> *The application includes a Concept Servicing Plan which states that stormwater treatment will be provided as per Drawing 18.0567 - C011, C012 and C013.*
> *This will include SPEL stormsacks, a SPEL Hydrosystem HS400 and stormwater pump station for the basement.*

Based on the above assessment and given the submitted documentation, the stormwater disposal may be accepted under Performance Criteria P1:E7.7.1 (A2) of the Planning Scheme subject to condition for detailed design.

6.18.6 The proposal complies with the performance criterion.

6.19 Building, Works and Demolition (Places of Archaeological Potential) Part E 13.10.1 P1

6.19.1 The acceptable solution at clause Part E 13.10.1 A1 requires no excavation or ground disturbance to occur.

6.19.2 The proposal includes bulk excavation of the site.

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

6.19.4 The performance criterion at clause Part E 13.10.1 P1 provides as follows:

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

(a) the nature of the archaeological evidence, either known or predicted;

(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;

(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;

(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;

(e) measures proposed to preserve significant archaeological evidence 'in situ'.

6.19.5 The Council's Cultural Heritage Officer has assessed this aspect of the

proposal and states:

> *Excavation is involved in the construction of the hotel. The above Praxis report, identifies that the site was formerly part of the Government Gardens from the 1810s to 1840s and then developed as the Hutchins School in 1846 containing sporting fields and out buildings such as sheds and a Fives' court. In 1925 this site was developed as the school's memorial library with the school remaining there until the entire school building was sold in 1965 to the Masonic Club. The current Myer/Motors building site was subdivided off and built in 1970 for the Nettlefold Motors company with a semi-basement built over the site of the 1925 library and earlier sporting structures. The author concludes that no archaeological input would be required for the subject site as any trace of earlier buildings would have been substantially disturbed or destroyed by the c1970 construction and that the proposed development of the hotel complex will have no adverse impacts on archaeological resources at a place of archaeological potential. The proposal for the hotel satisfies E13.10.1 P1. However, it would be prudent to impose a standard condition should there be unanticipated archaeological material uncovered.*

6.19.6 The officer's full report is provided at Attachment C to this report.

6.19.7 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works, at 179 Macquarie Street.

7.2 The application was advertised and received seven (7) representations, three of which were supportive of the proposal. The representations raised concerns including loss of heritage value; amenity impacts; blocking of views; overshadowing; lack of compliance with Scheme standards; unreasonable height; traffic impacts; loss of on street car parking; impacts upon adjoining properties during construction; the need to ensure appropriate management of construction phases and a high quality of the exterior of the finished building.

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, Manager Traffic Engineering; Cultural Heritage Officer, Environmental Development Planner and Senior Environmental Health Officer. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal was considered by the Council's Urban Design Advisory Panel at its 26 June 2019 meeting. Overall, the Panel was in support of the proposal. The minutes of the Panel's meeting are provided at Attachment E to this report.

7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works at 179 Macquarie Street, 200 Collins Street, Crowthers Lane and Adjacent Road Reserve, 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 Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works at 179 Macquarie Street, 200 Collins Street, Crowthers Lane and Adjacent Road Reserve, 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-19-104 - 179 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/00448-HCC dated 11/04/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 5885 dated 02 July 2019, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s2

The exterior of the building must be finished to a high quality standard, substantially in accordance with that shown on the approved plans, and prior to first use.

Full details of all external materials must be submitted and approved, prior to construction works occurring (excluding construction works for demolition and excavation of the site), in accordance with the above requirement and to the satisfaction of the Council's Directory City Planning.

The documentation must:

1. **Detail each external material, its form and finish, as well as detailing its longevity and maintainability, to satisfy the above requirement.**
2. **The colour of the curtain wall and associated glazing.**

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

Advice:

- *Once the documentation 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 building is finished to a high standard ensuring a positive contribution to the streetscape and townscape.

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 sw2.1

A pre CCTV video of the existing Council stormwater main within the subject site (proposed to be retained) 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 damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council pre construction CCTV video of the Council's infrastructure, then any damage to the Council infrastructure identified in the post construction CCTV 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

Recorded CCTV inspections and associated reports of the new public stormwater infrastructure and any other existing public stormwater infrastructure within two (2) metres of the proposed development must be undertaken and submitted to the Council:

1. **Prior to commencement of the maintenance period; and**
2. **Within 30 days of completion of works.**

The CCTV inspection must be taken no more than one month prior to commencement of the maintenance period. A maintenance period of 12 months will apply to the new pipes. The Council will perform a final inspection at the end of the maintenance period. Should any rectification works be required, these must be done at the owner's cost within a time frame specified by the Council, and an additional 12 month maintenance period may be applied.

The post construction CCTV 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 pre-construction CCTV video of the Council's infrastructure, then any damage to the Council's

infrastructure identified in the post construction CCTV will be deemed to be the responsibility of the owner.

Advice:

- *The CCTVs may be combined by delaying commencement of the maintenance period.*
- *Please note that CCTV will be required for existing Council stormwater mains within the subject site together with newly constructed public stormwater mains.*
- *A maintenance bond of 5% of the contract value of the proposed new public stormwater works will be required by the Council. Upon the expiry of the maintenance period, please contact the Council's Project and Development Inspector on telephone 6238 2967 to arrange the final inspection prior to the release of the maintenance bond.*

Reason for condition

To ensure that the Lots are serviced by adequate public infrastructure and that any Council infrastructure and connections affected by the works will be repaired at the owner's cost.

ENG sw3

The proposed works (including but not limited to footings, carpark, ramps, overhangs) within two metres of the existing and proposed Council's stormwater infrastructure, must be designed to ensure the long term protection of and access to the Council's stormwater infrastructure.

A detailed engineering design must be submitted and approved prior to issue of any approval under the *Building Act 2016* or commencement of works , whichever occurs first (excluding demolition).

The detailed design must:

1. **Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching. Adequate access is defined for this project as a minimum 2.8m vertical clearance within a 3m wide corridor, with no columns or footings within one metre of the outside of the pipe. Reduction in this access requirement is possible for the wall at the boundary with adequate structural bridging.**
2. **Include cross-sections clearly showing the relationship both vertically**

and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.

3. **Include a long-section of Council's stormwater main clearly showing proposed cover. If the cover is less than 600mm, engineering details and full calculations to relevant Australian Standards (including construction traffic loading) must be submitted to demonstrate the mains can withstand the likely forces and will be adequately protected. All assumptions must be stated.**
4. **Be certified by a suitably qualified engineer.**

Prior to first occupation under the *Building Act 2016,* confirmation from a suitably qualified engineer must be provided to the Council that the installation of the works within two metres of the Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

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.*
- *Once the detailed 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 protection of the Council's hydraulic infrastructure.

ENG sw4

The new stormwater connection must be constructed and 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 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.*
- *Once the detailed 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 site is drained adequately.

ENG sw5

The development (including hardstand) must be drained to the Council's stormwater infrastructure with sufficient receiving capacity, in a safe and legal manner through to Collins Street. The upgraded public stormwater system must be constructed prior to first occupation.

Engineering design drawings must be submitted and approved, prior to commencement of work or the issue of any approval under the *Building Act*

_201_6 (whichever occurs first but excluding demolition). The engineering design drawings must:

1. **Be certified by a qualified and experienced engineer.**
2. **Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, obstacles (such as other services or structures) and inspection openings.**
3. **Include adequate protection works where minimum cover cannot be achieved.**
4. **Include the associated calculations and catchment area plans. The stormwater system (including defined non-blocked overland flow paths) must cater for all 1% AEP flows as at 2100 (i.e. including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP flows from a fully-developed catchment.**
5. **Where overland flow paths are proposed to cater for flow in excess of the 5% AEP flows, provide detailed design of any proposed new outlets in the base of existing or proposed walls demonstrating that the outlets have sufficient capacity. All calculations must take into consideration a 50% blockage factor.**
6. **Identify all existing third-party connections to the mains to be upgraded and reconnected at the owner's cost.**
7. **Clearly distinguish between public and private infrastructure.**
8. **Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines.**

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

- *Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to obtain a Permit to Construct Public Infrastructure. A maintenance period of 12 months and 5% maintenance bond will apply.*

Reason for condition

To ensure Council's hydraulic infrastructure meets acceptable standards.

ENG sw6

A construction management plan (Crowther's Lane heritage walls) must be submitted and approved, detailing the installation of the Council's upgraded stormwater infrastructure in such a way as to ensure that the condition and structural integrity of the existing heritage walls on Crowther's Lane are not compromised.

The construction management plan (Crowther's Lane heritage walls) must be submitted and approved by the Council's Director City Amenity and Director City Planning prior to commencement of work or issue of any approval under the *Building Act 2016* (whichever occurs first but excluding demolition).

The construction management plan (Crowther's Lane heritage walls) must:

1. **Be prepared and certified by a suitably experienced structural engineer, with input from a suitably experienced geotechnical engineer.**
2. **Be in accordance with any recommendations from any heritage protection report and requirements.**
3. **Include structural and geotechnical investigation of the heritage walls, underlying footings and existing ground conditions in Crowther's Lane.**
4. **Include an engineering risk analysis which demonstrates the rationale of the selected construction method for undertaking the works. Including how risk mitigation relating to design, construction, surrounding infrastructure and personnel to an acceptable level is achieved.**
5. **Detail construction methodology for undertaking the works, including any restrictions on machinery and access, staging of the works, critical hold points and safety management for both the general public and contractors.**

6. **Provide details of any monitoring controls and inspection regime that will be in place for the heritage walls or other associated infrastructure.**
7. **Include engineering drawings which detail any proposed permanent infrastructure (i.e. underpinning) required for undertaking the works. For any proposed temporary infrastructure (i.e. bracing), provide drawings sufficient for implementation.**
8. **Include engineering cross-sections detailing the relationship both vertically and horizontally of the main upgrade (including trenching) to the walls and associated infrastructure.**
9. **Demonstrate the wall is fully independent of the main and its trenching.**

Prior to first occupation or the commencement of the maintenance period on public infrastructure (whichever occurs first), confirmation from a suitably qualified engineer must be provided to the Council that the installation of the main in relation to the heritage walls is in accordance with the approved construction management plan (Crowther's Lane heritage walls), and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

All work required by this condition must be undertaken in accordance with the approved construction management plan (Crowther's Lane heritage walls).

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.*
- *Once the construction management plan (Crowther's Lane heritage walls) 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 that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw7

Stormwater pre-treatment for stormwater discharges from the development must be installed prior to commencement of use /the issue of any Completion Certificate under the *Building Act 2016* (whichever occurs first).

A stormwater management report and design must be submitted and approved, prior to commencement of work (excluding demolition and excavation). The stormwater management report and design must:

1. **Be prepared by a suitably qualified engineer.**
2. **Include detailed design of the proposed treatment train, including final estimations of contaminant removal.**
3. **Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.**

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

Advice:

- *The applicant is required 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.*
- *Once the stormwater management report and 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 avoid the possible pollution of drainage systems and natural watercourses, and to

comply with relevant State legislation.

ENG tr1

The Barrack Street access via the right of way is approved for ENTRY ONLY.

The southern Macquarie Street access is approved for ENTRY ONLY.

The northern Macquarie Street access is approved for EXIT ONLY.

Traffic management for the accesses and parking module must be installed prior to the commencement of use.

Traffic management design drawing(s) of the proposed traffic management for the accesses (including signage and linemarking), must be submitted and approved , prior to commencement of use. The traffic management design drawing(s) must include (but not be limited to):

1. **'No Entry' signage must be installed at the northern Macquarie Street access (within the property) generally in accordance with AS1742.2:2009 or AS1742.10:2009.**

All work required by this condition must be undertaken in accordance with the approved traffic management design drawing(s).

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.*
- *Once the traffic management design drawing(s) have 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

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

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to any approval under the Building Act 2016 for the relevant stage (including demolition and excavation, separate stage related plans may be provided for each stage). The construction traffic and parking management plan must:

1. **Be prepared by a suitably qualified person.**
2. **Develop a communications plan to advise the wider community of the traffic and parking impacts during construction.**
3. **Include a start date and finish dates of various stages of works.**
4. **Include times that trucks and other traffic associated with the works will be allowed to operate.**
5. **Nominate a superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.**

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

Advice:

- *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.*
- *Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

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

ENG 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 3a

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

- **Jockey or tandem car parking is permitted for car parking spaces 23-24 and 33-34 on drawing DA1.01 Issue DA1 provided these car parking spaces are designated for employee (AS2890.1 Class 1) or valet customer parking (AS2890.1 Class 2).**

Reason for condition

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

ENG 4

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

Reason for condition

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

ENG 5

The number of parking spaces approved on the site is a maximum of sixty (60) car parking spaces consisting of:

1. **Three (3) accessible car parking spaces (as shown in the Traffic Impact Assessment).**
2. **Fifty three AS/NZS 2890.1:2004 Class 2 car parking spaces.**
3. **Four (4) Class 1 (employee) or valet parking Class 2 car parking spaces (spaces 23-24 and 33-34 on drawing DA1.01 Issue DA1).**
4. **Minimum of six (6) employee bicycle parking spaces.**
5. **Minimum of fourteen (14) visitor bicycle parking spaces.**
6. **Minimum of three (3) motorcycle car parking spaces.**

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENG r3

Prior to the commencement of use, the proposed two (2) (altered or new) driveway crossovers to the Macquarie Street highway reservation must be designed and constructed generally in accordance with the following Tasmanian Standard Drawings (TSD):

1. **Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing.**
2. **Commercial Urban - TSD-R09-v1 - Urban Roads Driveways and TSD R16-v1 Type KCR and B1 or Type KCRB and B1.**
3. **Footpath - Urban Roads Footpaths TSD-R11-v1.**

Design drawings must be submitted and approved by the Council's Director City Infrastructure prior to any approval under the *Building Act 2016* (excluding demolition and excavation). The design drawings must:

1. **Detail any services or infrastructure (e.g. light poles, pits, awnings, parking meter boxes, parking meter pavement sensors, public parking spaces) at or near the proposed driveway crossover; including relocation/decommissioning details (including timing of relocation/decommissioning).**
2. **Show pedestrian sight lines for exiting vehicles in accordance with AS/NZS 2890.1:2004.**
3. **Show the Northern Macquarie Street access as an exit only access.**
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.*
- *Once the approved design drawings have 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.*
- *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.*

Reason for condition

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

ENG s1

Staff bicycle parking within the basement level must be constructed to Class 1 or Class 2 security level.

Advice:

- *The Hobart Interim Planning Scheme 2015 defines Class 1 security level as Fully enclosed individual lockers, and Class 2 as Locked compounds with communal access using duplicate keys.*

Reason for condition

To encourage cycling by providing secure, accessible and convenient bicycle parking spaces.

ENG s2

On-street car parking modifications between the two vehicular accesses on Macquarie Street including relocation of parking meter box must be completed prior to first occupation.

Advice:

- *Any changes to the existing on street parking arrangements in Macquarie Street does not form part of the planning approval and will require approval from Council's City Planning Division Manager Traffic Engineering in a process separate to the planning process. All works will be at the developer's expense. Please contact Council's City Planning Division Manager Traffic Engineering with regard to the application process for any changes to the on street parking arrangements in Macquarie Street. Once approval from the Manager Traffic Engineering has been obtained a request to temporarily or permanently remove any sensor will require a written application to be submitted to the Parking Operations Unit: https://www.hobartcity.com.au/City-services/Parking/Integrated-Parking-System/Dial-Before-You-Dig-Parking-Sensors*

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.*
- *Note also the requirement to provide a soil and water management plan to satisfy condition ENV s1.*

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.

ENV s1

An approved Demolition and Construction Environmental Management Plan, prepared by suitably qualified persons, must be implemented.

A Demolition and Construction Environmental Management Plan must be submitted and approved prior to the commencement of works and prior to the issue of any approval under the *Building Act 2016*.

The plan must include, but is not limited to, the following:

1. **Details of the proposed construction methodology and expected likely time-frames.**

2. **The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site).**

3. **Details of potential environmental impacts associated with the development works including noise, vibration, erosion and pollution (air, land and water), and including the identification and disposal of any potentially contaminated waste and asbestos.**

4. **Details of proposed measures to avoid or mitigate to acceptable levels all identified potential environmental impacts during development works including, but not limited to:**
    1. **A noise and vibration management plan generally consistent with AS 2436-2010 - *Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites* and the *Interim Construction Noise Guidelines* (New South Wales Department of Environment and Climate Change, July 2009) including, but not limited to:**
        1. **Identification of potentially noisy or vibration-causing activities;**
        2. **Procedures to ensure that all reasonable and feasible noise and vibration mitigation measures are applied during operation of the construction management plan; and**
        3. **Details of monitoring measures and triggers for corrective actions.**

    2. **A soil and water management plan including:**
        1. **Measures to minimise erosion and the discharge of contaminated stormwater off-site;**
        2. **Measures to minimise dust emissions from the site;**
        3. **Measures to manage the disposal of surface and groundwater from excavations; and**
        4. **Measures to prevent soil and debris being carried onto the street.**

5. **Proposed screening of the site and vehicular access points during work.**

6. **Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.**

The approved Demolition and Construction Environmental Management Plan forms part of this permit and must be complied with.

Advice:

- *Once the plan has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).*
- *Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for Condition

To minimise the potential for environmental impacts from the construction works

HER 6

Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. **All excavation and/or disturbance must stop immediately; and**
2. **A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and**
3. **All and any recommendations made by the archaeologist engaged in accordance with (2) above must be complied with in full; and**
4. **All features and/or deposits discovered must be reported to the Council with one (1) day of the discovery; and**
5. **A copy of the archaeologists advice, assessment and recommendations obtained in accordance with (2) above must be provided to the Council within 30 days of receipt of the advice, assessment and recommendations.**

Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

HER s1

All documentation, including the construction management plan (Crowther's Lane heritage walls) required in condition ENG sw6, must contain protocols

and recommendations for all contractors working in proximity to the stone walls on either side of Crowther's Lane to be familiar with the heritage values of the heritage listed site and for the need to protect the wall at all costs whilst undertaking the proposed works to upgrade infrastructure. Prior to the commencement of works (including demolition and excavation), all workers and managers must be briefed on the importance of the cultural heritage values of the site as part of a site induction. This must be undertaken by a suitably qualified heritage practitioner.

Reason for condition

To ensure that there is no loss or damage to the heritage values or fabric of the site.

ENVHE 1

Recommendations in the report Fragrance Tas-Hobart Pty Ltd, 179 Macquarie Street, Limited Preliminary Site Investigation dated May 2019 written by GHD must be implemented, for the duration of the development.

Reason for condition

To ensure that the risk to future occupants of the building remain low and acceptable.

PLN s1

A Landscaping Plan for the landscaped public space and other areas of planting must be submitted and approved by the Council's Director City Planning prior to the issue of any consent under the *Building Act 2016,* excluding for demolition and excavation.

The Landscaping Plan must include:

1. **Consideration to the inclusion of some mature trees along the western boundary to delineate the new proposal from the adjacent heritage site.**
2. **Landscaping should extend, if possible, the full length of the western boundary.**

All trees and landscaping must be planted and installed in accordance with the approved Landscaping Plan to the satisfaction of the Council's Director City Planning prior to commencement of use.

The trees and landscaping must be maintained, and replacement trees and landscaping in accordance with the approved Landscaping Plan must be

planted if any is lost.

Once all trees shown on the approved Landscaping Plan have been planted in accordance with the approved plan to the satisfaction of the Council's Director City Planning, the Council will issue a statement confirming satisfactory planting of all trees and landscaping.

Reason for condition

To ensure that the development achieves a high standard of public amenity and to ensure appropriate landscaping close to the property boundary.

Part 5 1

Prior to any approval under the *Building Act 2016*, 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:

1. **Building over and within 1 metre of the Council's stormwater infrastructure. The owner must agree to:**
    1. **Provide 24hr emergency access to the Council's stormwater infrastructure.**
    2. **Indemnify the Council against any costs or claims arising from building over the Council's stormwater main or for damages incurred in the act of performing operation, maintenance, or replacement tasks on the stormwater main.**

2. **Ongoing compliance with the approved stormwater management plan for the proposed treatment system.**

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 that future owners are aware of their ongoing obligations.

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 PLANNING

If a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's online services e-planning portal.

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.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found here.

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

- Up to $20,000: $150 per application.
- Over $20,000: 2% of the value of the works as assessed by the City's Engineer per assessment.

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

Once the CEP is lodged via the Online Service Development Portal, if the value of building works approved by your planning permit is over $20,000, please contact the City's Development Engineer on 6238 2715 to confirm the estimation of the cost of works shown on the submitted engineering drawings has been accepted.

Once confirmed, pleased call one of the City's Customer Service Officers on 6238 2190 to make payment, quoting the reference number (ie. CEP number) of the Condition Endorsement you have lodged. Once payment is made, your engineering drawings will be assessed.

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

URBAN DESIGN ADVISORY PANEL

The following suggestions of Council's Urban Design Advisory Panel should be considered during the preparation of documentation for condition endorsement and/or building consent:

- In regard to the principal public open space on the western boundary, more consideration needs to be given to the design of the space and that the landscaping elements, such as the paving and kerbing, separating vehicular and pedestrian activity, could be improved to provide a friendlier and more

successful outcome.

- The vehicle driveway into the porte cochere should be treated as more of a shared entry/pedestrian space.

- The landscaping and green space areas on the upper levels on the Macquarie Street side and on the western boundary side appeared to have no direct access for maintenance. Further design consideration should be given to this.

- The colour of the curtain wall and associated glazing needed further deliberation.

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.

CBD AND HIGH VOLUME FOOTPATH CLOSURES

Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's Traffic Engineering Unit on 6238 2804.

RIGHT OF WAY

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

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



(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: 5 August 2019

Attachment(s):

Attachment B - CPC Agenda Documents incl. Taswater and THC

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Supplementary Height Response

Attachment E - Urban Design Advisory Panel Minutes

Tasmanian Heritage Council

Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Level 3, 200 Collins St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-19-104
THC WORKS REF: 5885
REGISTERED PLACE NO: 2249
APPLICANT: IreneInc
DATE: 2 July 2019

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: 'Crowthers Lane Stone Walls', Collins Street, Hobart.
Proposed Works: Infrastructure associated with demolition, and new building for hotel with café and function centre.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-19-104, advertised on 14/06/2019, subject to the following conditions:

1. **(i) Prior to the commencement of works within Crowthers Lane, detailed construction drawings and a method statement describing the processes by which the works are to be undertaken, must be provided to Heritage Tasmania.**
   These drawings and the method statement must:
   (a) demonstrate that the works will not endanger or compromise the structural integrity of the heritage walls within the area 'Crowthers lane' as shown on drawing *Level 1 Sewer & Stormwater, C011 Rev 1*; and
   (b) be prepared by a suitably qualified structural engineer, with relevant experience in excavation in the vicinity of heritage structures.
   (ii) The works may only commence after the documentation required in (i) has been accepted as satisfactory by the Works Manager of Heritage Tasmania, and the works must be executed in accordance with these documents.

2. **Where sections of wall are required to be dismantled, the work must be undertaken by hand, and must be reconstructed by a suitably qualified stonemason using traditional lime mortar, matching as closely as possible the earliest existing work.**

Reason for conditions
To ensure that the integrity of the Crowthers Lane walls are maintained during construction.

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

Should you require clarification of any matters contained in this notice, please contact Peter Coney on 1300 850 332.

Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-104		Council notice date	3/04/2019
TasWater details				
TasWater Reference No.	TWDA 2019/00448-HCC		Date of response	11/04/2019
TasWater Contact	Anthony Cengia Greg Cooper (Trade Waste)	Phone No.	(03) 6237 8243 (03) 6237 8280	
Response issued to				
Council name	HOBART CITY COUNCIL			
Contact details	coh@hobartcity.com.au			
Development details				
Address	179 MACQUARIE ST, HOBART		Property ID (PID)	7703147
Description of development	Proposed Hotel			

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Gandy & Roberts	Concept Services Report		12/12/2018
Scanlan	1808 Sheets DA0.00 to DA4.02	DA1	18/12/2018

Conditions

SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL

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 / sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

   Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.

5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.

6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

BOUNDARY TRAP AREA

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

DEVELOPMENT ASSESSMENT FEES

8. The applicant or landowner as the case may be, must pay a development assessment fee of $1,139.79 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

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices i.e. grease arrestor;
- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
- Details of the proposed use of the premises, including the types of food that will be prepared and served; and
- The estimated number of patrons and/or meals on a daily basis.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.
If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.
The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial

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

City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-19-104 (DA-19-104)
DA-19-11894
EB:MF

18 March 2019

Ms Jen Welch
Senior Planner
Ireneinc Planning and Urban Design
49 Tasma Street
NORTH HOBART TAS 7000

Via Email: planning@ireneinc.com.au

Dear Ms Welch

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Crowthers Lane and Macquarie Street at 179 Macquarie Street, Hobart**
Description of Proposal:	**Stormwater main in Crowthers Lane and driveway access in Macquarie Street, Hobart**
Applicant Name:	**Ms Jen Welch at Ireninc Planning and Urban Design**
PLN *(if applicable)*:	**PLN-19-104**

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

Attachments/Plans: Plans C011 and C021 by Gandy and Roberts Consulting Engineers

City of HOBART

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Crowthers Lane and Macquarie Street at 179 Macquarie Street, Hobart**
Description of Proposal:	**Stormwater main in Crowthers Lane and driveway access in Macquarie Street, Hobart**
Applicant Name:	**Ms Jen Welch at Ireninc Planning and Urban Design**
PLN *(if applicable)*:	**PLN-19-104**

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 Crowthers Lane and Macquarie Street Highway Reservation (as shown on the attached plans).

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

N D Heath
GENERAL MANAGER

Date: 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: Plans C011 and C021 by Gandy and Roberts Consulting Engineers



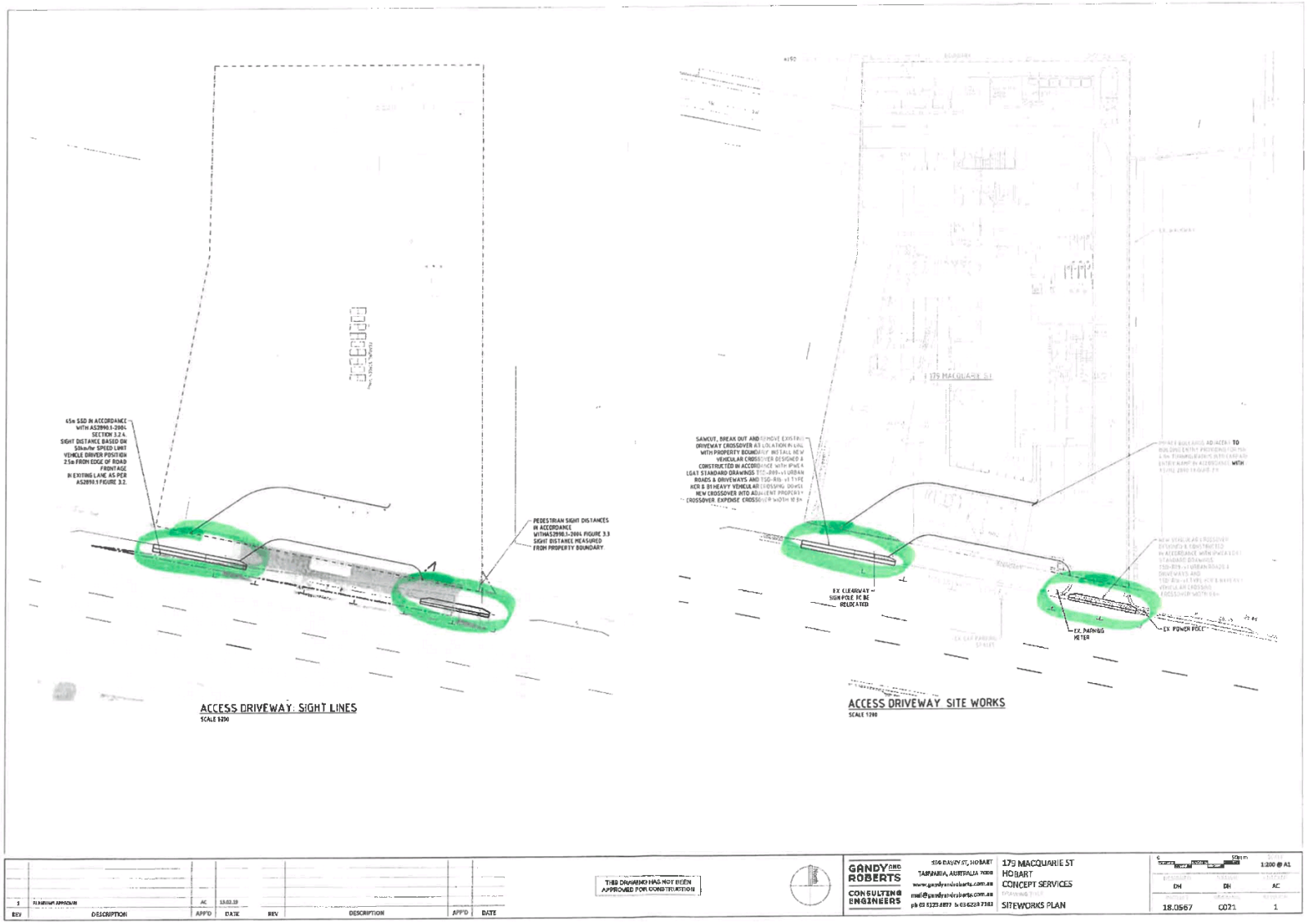
REV	DESCRIPTION	APPD	DATE	REV	DESCRIPTION	APPD	DATE
1	PLANNING APPROVAL	AB	13.03.19				

GANDY AND ROBERTS CONSULTING ENGINEERS
199 DAVEY ST, HOBART TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7188

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
LEVEL 1 SEWER & STORMWATER

0 50mm
SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
D.BLAKE	A.KOHL	A.KOHL
PROJECT	DRAWING	REVISION
18.0567	C011	1


45m SSD IN ACCORDANCE WITH AS2890.1-2004 SECTION 3.2.4. SIGHT DISTANCE BASED ON 50km/hr SPEED LIMIT VEHICLE DRIVER POSITION 2.5m FROM EDGE OF ROAD FRONTAGE IN EXITING LANE AS PER AS2890.1 FIGURE 3.2.
PEDESTRIAN SIGHT DISTANCES IN ACCORDANCE WITH AS2890.1-2004 FIGURE 3.3 SIGHT DISTANCE MEASURED FROM PROPERTY BOUNDARY
ACCESS DRIVEWAY: SIGHT LINES
SCALE 1:200
179 MACQUARIE ST
EX CLEARWAY SIGN POLE TO BE RELOCATED
EX. PARKING METER
EX POWER POLE
ACCESS DRIVEWAY SITE WORKS
SCALE 1:200
THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION
GANDY and ROBERTS CONSULTING ENGINEERS
179 MACQUARIE ST
HOBART
CONCEPT SERVICES
SITEWORKS PLAN
1:200 @ A1
18.0567
C021

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: D19/31189

Tasmanian Government

Ms Jen Welch
Irene Inc
49 Tasma Street
NORTH HOBART TAS 7000

Dear Ms Welch

Crown Landowner Consent Granted – 179 Macquarie Street Hobart

I refer to your recent request for Crown landowner consent relating to the development application at 179 Macquarie Street, Hobart for changes to existing access points to Macquarie Street.

I, Andrew Hargrave, Manager Asset Management, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 18 February 2019.

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

> The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.
>
> For further information please visit http://www.transport.tas.gov.au/road/permits or contact permits@stategrowth.tas.gov.au.

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely

Andrew Hargrave
MANAGER ASSET MANAGEMENT

Delegate of
Minister for Infrastructure
Jeremy Rockliff MP

2 April 2019

cc: General Manager, Hobart City Council

Planning: #170906

Property

179 MACQUARIE STREET HOBART TAS 7000

People

Applicant
*
Fragrance Tas-Hobart Pty Ltd, by their agent, Ireneinc Planning and Urban Design

49 Tasma Street
NORTH HOBART TAS 7000
62349281
jen@ireneinc.com.au

Owner
*
Fragrance Tas-Hobart Pty Ltd

c/o Ireneinc Planning and Urban Design
49 Tasma Street
NORTH HOBART TAS 7000
62349281
jen@ireneinc.com.au

Entered By
JEN WELCH
49 TASMA STREET
NORTH HOBART TAS 7000
6234 9281
jen@ireneinc.com.au

Use

Visitor accomodation

Details

Have you obtained pre application advice?

- ▫ Yes

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)?
*

Currently used as retail, further uses approved as per PLN-17-704

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

Refer accompanying documentation

Estimated cost of development
*

50000000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)

Carparking on Site

N/A

Other (no selection chosen)

Total parking spaces	Existing parking spaces

Hours of Business

Are the proposed hours of business different from the existing? •

What days and hours of operation are proposed for the business?

	Existing From	Existing To	Proposed From	Proposed To
Monday to Friday				
Saturday				
Sunday				

Number of Employees

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

Proposed number of employees	Existing number of employees

Goods Deliveries

Will there be any commercial vehicles accessing the site? •

Type of Vehicle	Trips per Week
Very Large (Semi trailer)	
Large	
Medium	
Small	

Outdoor storage / seating / number of beds

Is outdoor storage proposed? •

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)
*
179 Macquarie - Title set.pdf

Plans (proposed, existing)
*
179 Macquarie - Architectural.pdf

Covering Letter
179 Macquarie - Council consent request.pdf

Supporting Documents

Concept Servicing Plan
179 Macquarie - concept services.pdf

Traffic Impact Assessment
179 Macquarie - Traffic Impact Assessment.pdf

Archaeological Report
179 Macquarie - Statement of Archaeological Potential.pdf

Architectural Description
179 Macquarie - Architectural statement.pdf

Planning Report
179 Macquarie - Planning Assessment.pdf

Environmental effects
179 Macquarie - Environmental Effects.pdf

Waste Management
179 Macquarie - Waste Management.pdf

Noise Assessment
179 Macquarie - Noise Assessment.pdf

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
41547	2
EDITION	DATE OF ISSUE
11	16-Nov-2018

SEARCH DATE : 23-Jan-2019
SEARCH TIME : 12.22 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Sealed Plan 41547
Derivation : Part of 7 Perches Gtd to W L Crowther, Part of 2A-1R-18Ps Gtd to W Kermode & Anors, Part of 1A-1R-13Ps Gtd. to R W Loane
Prior CT 4680/85

SCHEDULE 1

M716812 TRANSFER to FRAGRANCE TAS-HOBART PTY LTD Registered 16-Nov-2018 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 41547 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Owner: NETTLEFOLDS (WHOLESALE) PTY. LTD.

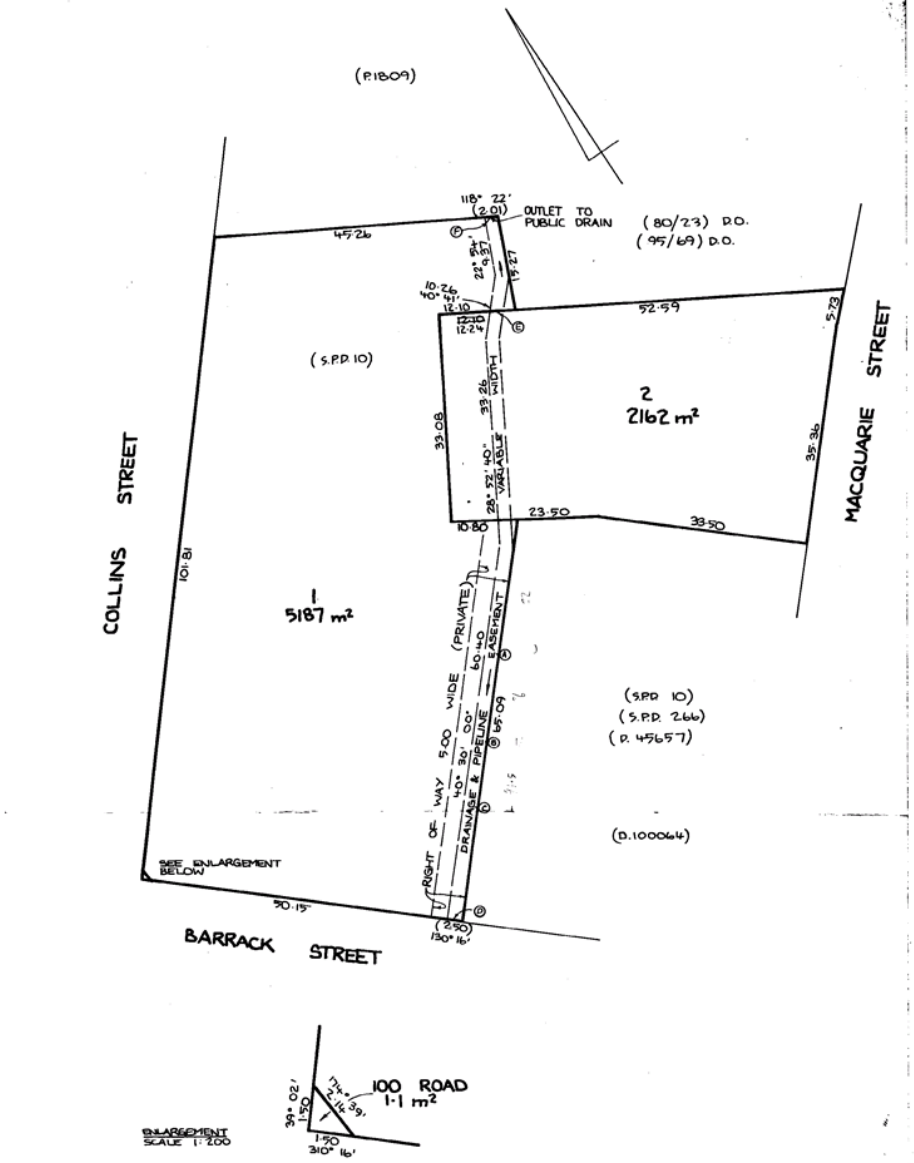
Title Reference: C.T. 4680/84 C.T. 4680/85

Grantee: PART OF (2-1-18) GTD. TO WILLIAM KERWODE & ORS. PART OF (1-1-13) GTD. TO R. W. LOANE WHOLE OF (0-0-7) W. L. CROWTHER Aur.

PLAN OF SURVEY
by Surveyor J.L. CERUTTY
of land situated in the CROMER & CERUTTY P/L 7 BAYFIELD ST. ROSNY PARK
CITY OF HOBART (SEC. G)
SCALE 1: 500 MEASUREMENTS IN METRES

Registered Number: S.P. 41547
Approved
Effective from: 16 Jun 1990
(Sgnd) Michael Dixon
Recorder of Titles

AMENDED PLAN



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REPLACEMENT SCHEDULE OF EASEMENTS

SCHEDULE OF EASEMENTS **PLAN NO.** SP 41547

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

B479237 Request to Amend made under Section 481 of the Local Government Act 1962 added this Schedule of Easements to the plan

8/12/1993 Recorder of Titles

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

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

Lot 1 on the plan is SUBJECT TO a right of sewerage over the Drainage and Pipeline Easement shown on the plan appurtenant to

(a) lot 1 on S P D Number 266 over that portion marked A B C D on the plan.

(b) lot 2 on S P D Number 266 over that portion marked C D on the plan.

(c) lot 2 on this Sealed Plan over that portion marked E F on the plan.

Lot 2 on the plan is together with a right of sewerage over that portion of the Drainage and Pipeline Easement marked E F on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Interpretation:-

The words "Right of Sewerage" herein mean the right for the owner or owner for the time being of the lot to which such right is expressed to be appurtenant to discharge sewerage and sullage therefrom through any sewer or sewers now existing or to be constructed in the strip or strips of land over which such right is expressed to be granted and the right for the owner or owners and his or their surveyors and workmen from time to time and at all times hereafter if he or they should think fit to enter upon the said strips of land and to construct therein a new sewer or sewers in substitution for the existing sewer or sewers and to inspect repair cleanse and maintain and amend any such existing or substituted sewer or sewers making good any damage done to the said strips of land.

Lots 1 and 2 on the plan are each SUBJECT TO a Right of Drainage (appurtenant to lots 1 and 2 on S P D Number 266) over the Drainage and Pipeline Easement shown on the plan passing through such lot.

Lot 2 on the plan is together with a right of carriageway over the Right of Way 5.00 wide (private) shown on the plan.

Lot 1 on the plan is subject to a right of carriageway (appurtenant to Lot 2 on the plan) over the Right of Way 5.00 wide (private) shown on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of .....
(Insert Subdivider's Full Name)

.....affecting land in

.....
(Insert Title Reference)

Sealed by HOBART CITY COUNCIL on 13th DAY OF JUNE 1991

Solicitor's Reference .....

.....
~~Council Clerk~~/*Town Clerk*

OS-K 3134

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
41547	1
EDITION	DATE OF ISSUE
7	24-Apr-2018

SEARCH DATE : 23-Jan-2019
SEARCH TIME : 12.25 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 41547
Derivation : Part of 7 Perches Gtd. to W.L. Crowther, Part of 2A-1R-18Ps. Gtd. to W. Kermode & Anors. & Part of 1A-1R-13Ps. Gtd. to R.W. Loane
Prior CT 4680/84

SCHEDULE 1

C817017 TRANSFER to SUNSET ROCK INVESTMENTS PTY LTD Registered 08-Oct-2007 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 41547 EASEMENTS in Schedule of Easements
B662351 CERTIFICATE pursuant to Section 462(5) of the Local Government Act 1962. Registered 04-Jun-1993 at 12.01 PM
C817018 MORTGAGE to National Australia Bank Limited Registered 08-Oct-2007 at 12.02 PM
C856465 LEASE to Commonwealth of Australia of a leasehold estate for the term of ten years from 5-Sep-2007 (being that portion of the ground floor,first floor and second floor of the building shown on the Annexure Plans attached to the said Lease) Registered 10-Oct-2008 at 12.01 PM
D84941 VARIATION OF LEASE C856465
D84941 EXTENSION of LEASE C856465 for the term of five years commencing 4-Sept-2017 Registered 04-Apr-2013 at 12.01 PM
M677330 LEASE to COMMONWEALTH OF AUSTRALIA of a leasehold estate for the term of 5 Years commencing 05-Nov-2017 (of that part of the said land within described as Level 3 of the building and shown cross-hatched on Schedule 2 on the plan attached to the said lease) Registered 24-Apr-2018 at noon

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

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: NETTLEFOLDS (WHOLESALE) PTY. LTD.

Title Reference: C.T. 4680/84 C.T. 4680/85

Grantee: PART OF (2-1-18) GTD. TO WILLIAM KERWODE & ORS. PART OF (1-1-13) GTD. TO R. W. LOANE WHOLE OF (0-0-7) W. L. CROWTHER Aur.

PLAN OF SURVEY

by Surveyor J. L. CERUTTY of land situated in the CROMER & CERUTTY P/L 7 BAYFIELD ST. ROSNY PARK

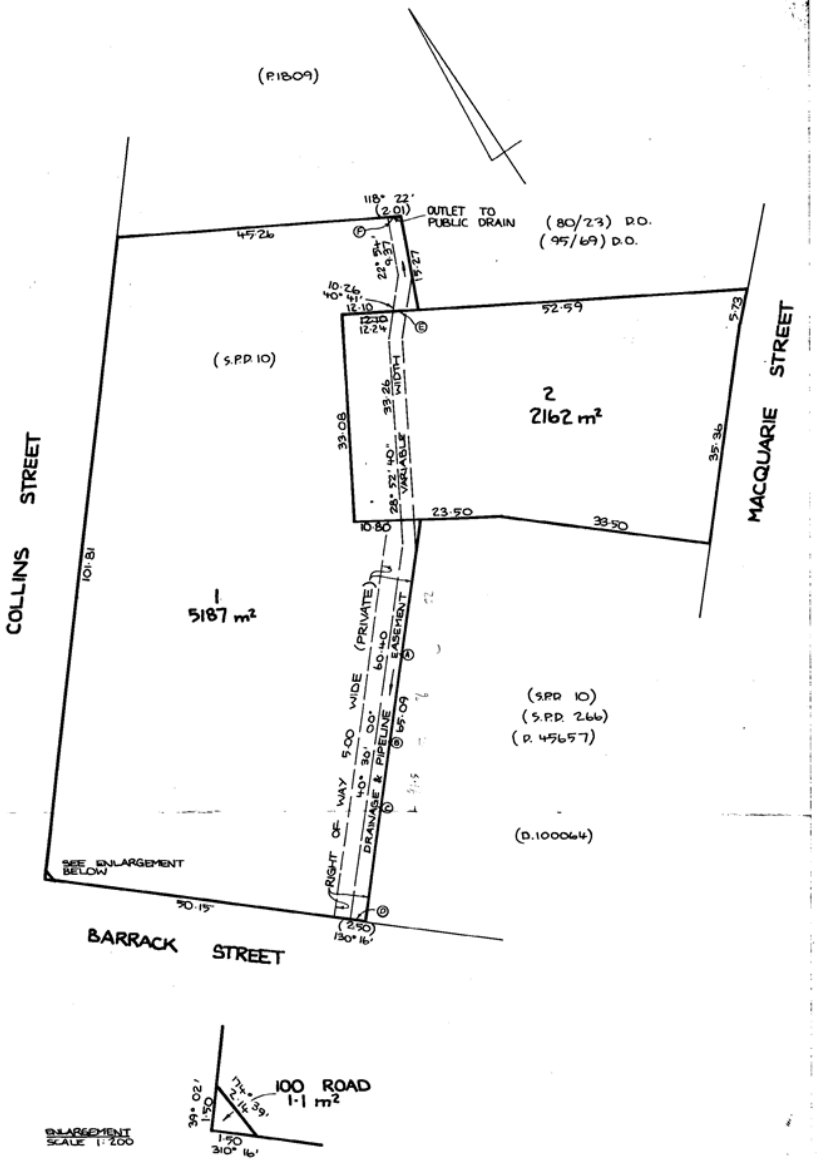
CITY OF HOBART (SEC. G)

SCALE 1: 500 MEASUREMENTS IN METRES

Registered Number: S.P. 41547

Approved Effective from: 16 Jun 1990 (Sgnd) Michael Dixon Recorder of Titles

AMENDED PLAN



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REPLACEMENT SCHEDULE OF EASEMENTS

SCHEDULE OF EASEMENTS **PLAN NO.** SP 41547

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

B479237 Request to Amend made under Section 481 of the Local Government Act 1962 added this Schedule of Easements to the plan

8/12/1993 Recorder of Titles

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

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

Lot 1 on the plan is SUBJECT TO a right of sewerage over the Drainage and Pipeline Easement shown on the plan appurtenant to

(a) lot 1 on S P D Number 266 over that portion marked A B C D on the plan.

(b) lot 2 on S P D Number 266 over that portion marked C D on the plan.

(c) lot 2 on this Sealed Plan over that portion marked E F on the plan.

Lot 2 on the plan is together with a right of sewerage over that portion of the Drainage and Pipeline Easement marked E F on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Interpretation:-

The words "Right of Sewerage" herein mean the right for the owner or owner for the time being of the lot to which such right is expressed to be appurtenant to discharge sewerage and sullage therefrom through any sewer or sewers now existing or to be constructed in the strip or strips of land over which such right is expressed to be granted and the right for the owner or owners and his or their surveyors and workmen from time to time and at all times hereafter if he or they should think fit to enter upon the said strips of land and to construct therein a new sewer or sewers in substitution for the existing sewer or sewers and to inspect repair cleanse and maintain and amend any such existing or substituted sewer or sewers making good any damage done to the said strips of land.

Lots 1 and 2 on the plan are each SUBJECT TO a Right of Drainage (appurtenant to lots 1 and 2 on S P D Number 266) over the Drainage and Pipeline Easement shown on the plan passing through such lot.

Lot 2 on the plan is together with a right of carriageway over the Right of Way 5.00 wide (private) shown on the plan.

Lot 1 on the plan is subject to a right of carriageway (appurtenant to Lot 2 on the plan) over the Right of Way 5.00 wide (private) shown on the plan.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

This is the schedule of easements attached to the plan of .....
(Insert Subdivider's Full Name)

.....affecting land in

.....
(Insert Title Reference)

Sealed by HOBART CITY COUNCIL on 13th DAY OF JUNE 1991

Solicitor's Reference .....

.....
~~Council Clerk~~/*Town Clerk*

OS-K 3134

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN



18 February 2019

The General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Mr Heath,

COUNCIL CONSENT - 179 MACQUARIE, HOBART

I am writing with respect to the proposed development at 179 Macquarie Street, Hobart. There is an existing permit for the development of the land (PLN-17-704) that has included the adjoining road reserve and Council land at Crowthers Lane. The proposed development is largely similar to what was previously approved; however ownership of Macquarie Street has now been transferred to the Department of State Growth. In order to progress the current application, it is requested that, if necessary, consent is provided in accordance with S52 of the *Land Use and Approvals Act 1992*. This request accompanies application documentation as submitted to Council.

The proposed development includes upgrades to stormwater infrastructure on Crowthers Lane. The upgrade was approved as part of the previous application with Council. It is our understanding that these works would be exempt from requiring a permit in accordance with clauses E13.4.1 (l) and (aa) of the *Hobart Interim Planning Scheme 2015*, and would therefore not require consent.

Further to this, the proposal requires modification of the existing access to Macquarie Street as illustrated in drawing C021, *Concept Services* Report, by Gandy and Roberts. These works are largely consistent with the previously approved application. However, it is understood the ownership for Macquarie Street has transferred to State Growth, and that Council still administers the footpath, therefore consent is necessary from both agencies for the application to progress.

Your assistance in providing the necessary consent is appreciated. If you have any further queries in relation to any of the above please contact me on 6234 9281.

Yours sincerely

Jen Welch
Senior Planner
IRENEINC PLANNING AND URBAN DESIGN

cc. State Growth

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

DEVELOPMENT APPLICATION
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

DRAWING NO.	DRAWING DESCRIPTION
DA0.00	DRAWING SCHEDULE
DA0.01	LOCALITY PLAN
DA0.02	EXISTING SITE SURVEY PLAN
DA0.03	OVERALL SITE (ROOF) PLAN
DA1.01	BASEMENT LEVEL 2 PLAN
DA1.02	BASEMENT LEVEL 1 PLAN
DA1.03	GROUND LEVEL PLAN
DA1.04	LEVEL 1 PLAN
DA1.05	LEVEL 2 - 3 PLANS
DA1.06	LEVEL 4 -7 PLANS
DA1.07	LEVEL 8 PLAN
DA2.01	SECTION AA
DA2.02	SECTION BB
DA2.03	SECTION CC (BASEMENT LEVEL 1 RAMP SECTION) SECTION DD (GUEST DROP OFF AREA RAMP SECTION)
DA2.04	SOUTH EAST ELEVATION
DA2.05	SOUTH WEST ELEVATION
DA2.06	NORTH EAST ELEVATION
DA2.07	NORTH WEST ELEVATION
DA3.01	SOLAR PATH STUDIES
DA4.01	PERSPECTIVE 1
DA4.02	PERSPECTIVE 2

NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

DRW BY	CHK BY	ISSUE	DATE	REVISION
ML	RS	DA1	16-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	16-11-18	ISSUED FOR MARKETING
ML	RS	P2	09-11-18	ISSUED TO CONSULTANT (LID)
ML	RS	P1	08-11-18	ISSUED FOR REVIEW

CLIENT: FRAGRANCE TAS-HOBART PTY LTD
PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
TITLE: DRAWING SCHEDULE
SCALE BAR: SCALE OF METERS
PROJECT NORTH
JOB No: 1806
DATE: DEC 2018
SCALE: 1:100 @ A0, 1:200 @ A3
DRAWN: ML
CHECKED: RS
DRAWING NO: DA0.00
ISSUE: DA1

© THE COPYRIGHT OF THIS DRAWING AND THE INTELLECTUAL PROPERTY CONTAINED HEREIN REMAINS WITH V.J. SCANLAN AND ASSOCIATES ARCHITECTS. ALL RIGHTS RESERVED. ACN 006 948 525

PLOT DATE: 17 Dec 2018 - 12:16pm



SCANLAN ARCHITECTS

DRWN	CHKD	ISSUE	DATE	REVISION
ML	RS	DA1	18-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	16-11-18	ISSUED FOR MARKETING
ML	RS	P2	09-11-18	ISSUED TO CONSULTANT (UD)
ML	RS	P1	08-11-18	ISSUED FOR REVIEW

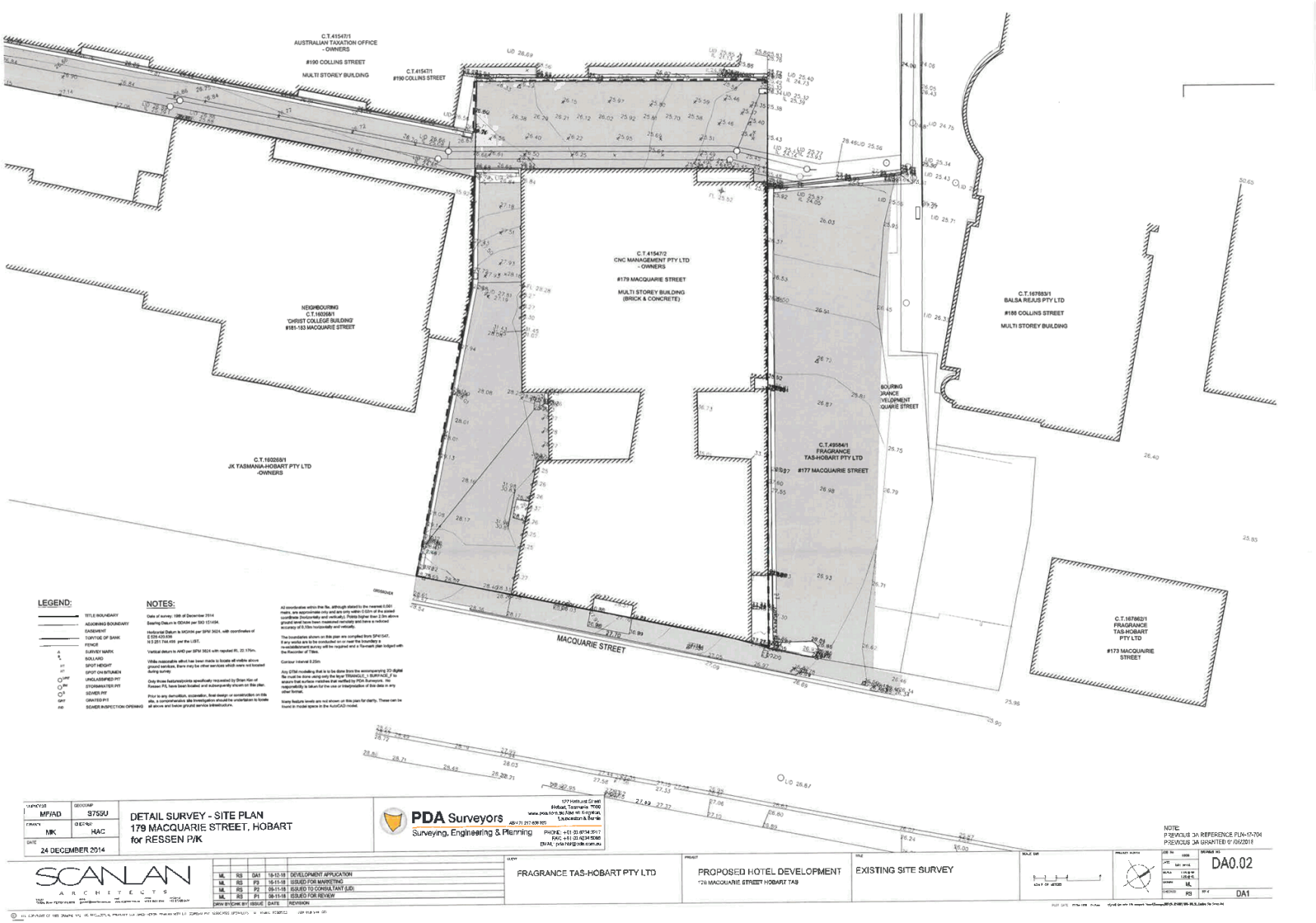
CLIENT: FRAGRANCE TAS-HOBART PTY LTD

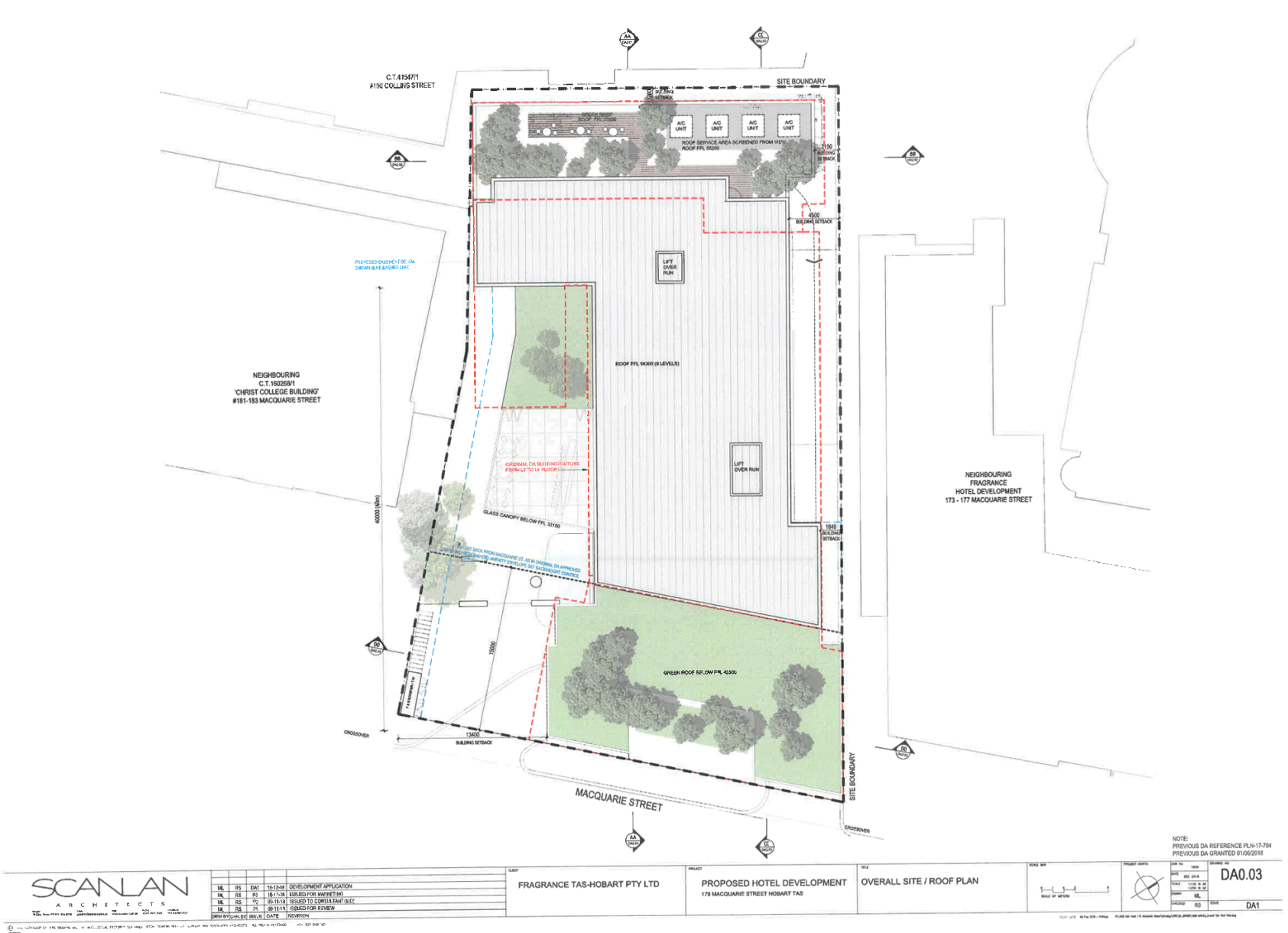
PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

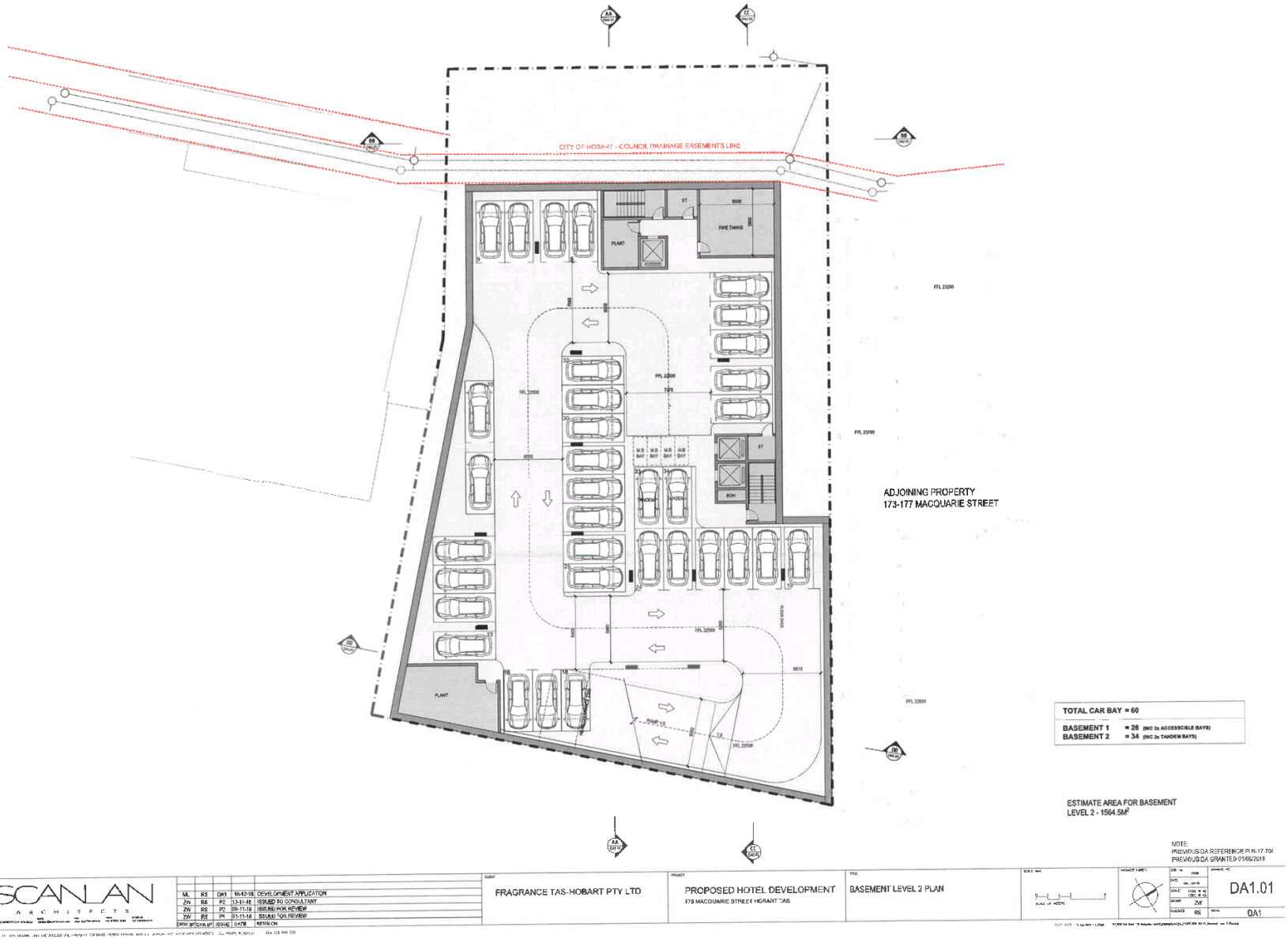
TITLE: LOCALITY PLAN

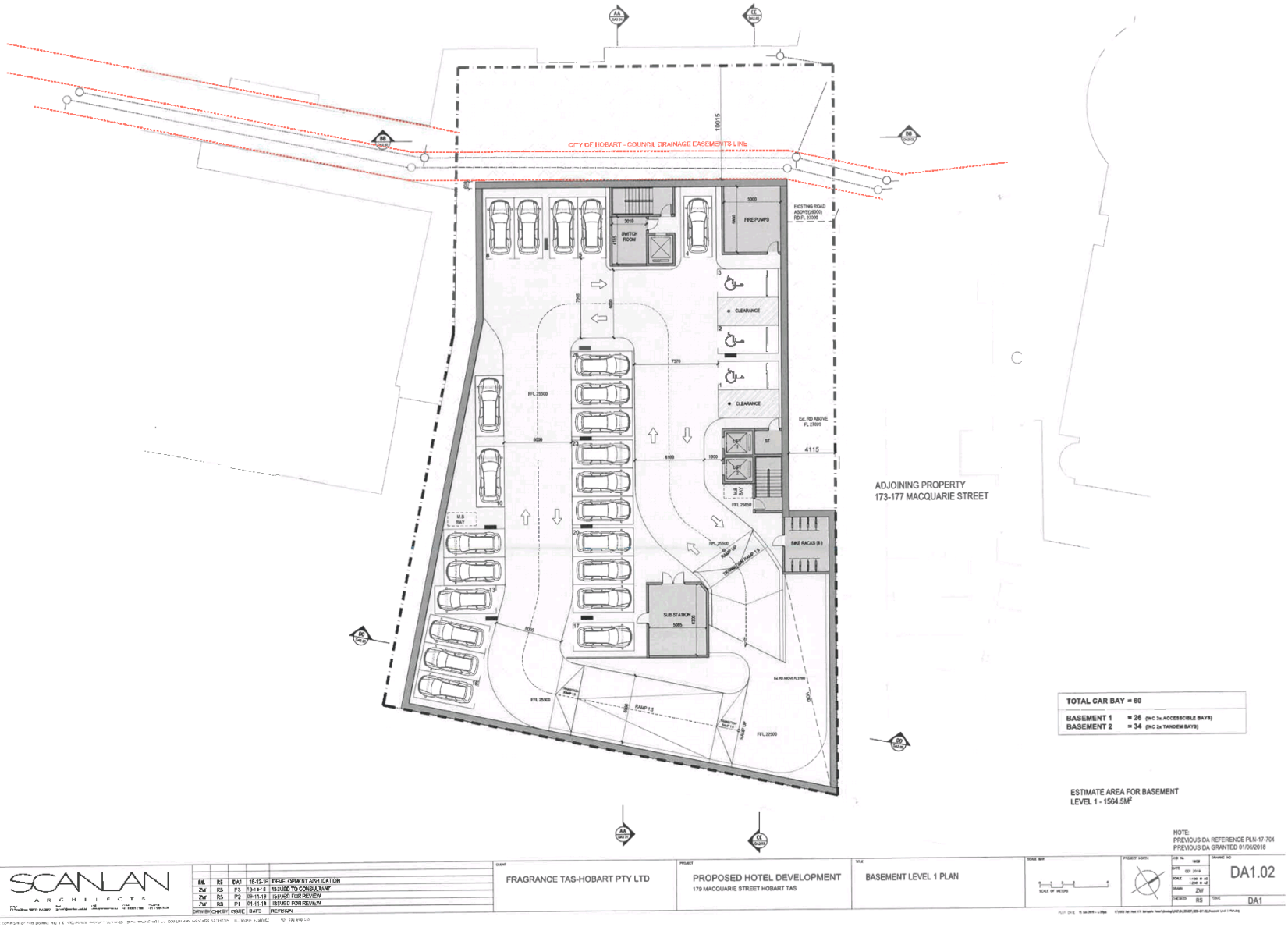
DRAWING NO: DA0.01

ISSUE: DA1

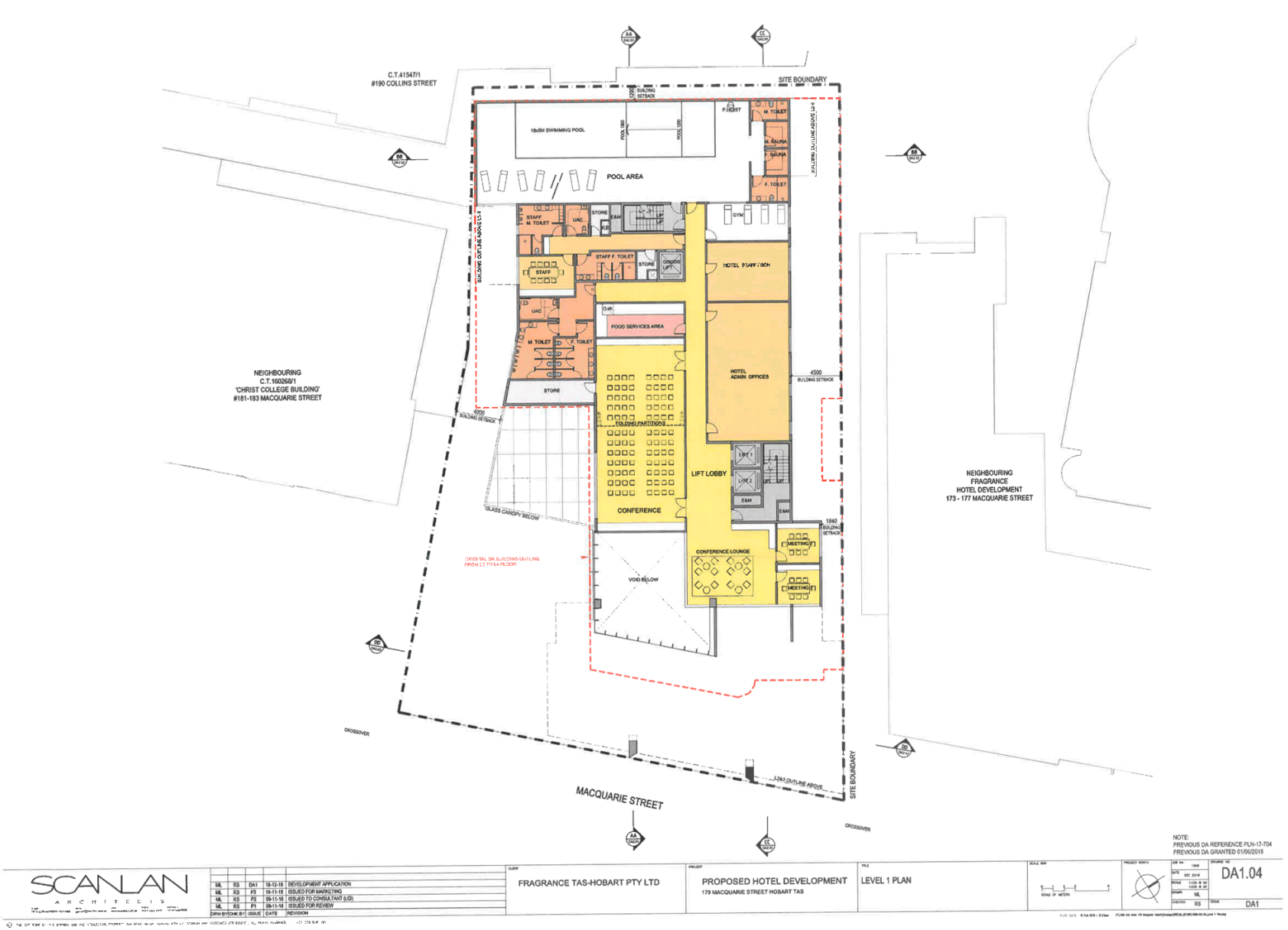

C.T.41547/1
AUSTRALIAN TAXATION OFFICE
- OWNERS
#190 COLLINS STREET
MULTI STOREY BUILDING
C.T.41547/1
#190 COLLINS STREET
C.T.415472/2
CNC MANAGEMENT PTY LTD
- OWNERS
#179 MACQUARIE STREET
MULTI STOREY BUILDING
(BRICK & CONCRETE)
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
C.T.160268/1
JK TASMANIA-HOBART PTY LTD
-OWNERS
C.T.49584/1
FRAGRANCE
TAS-HOBART PTY LTD
#177 MACQUARIE STREET
C.T.167683/1
BALSA RE/JS PTY LTD
#188 COLLINS STREET
MULTI STOREY BUILDING
C.T.167662/1
FRAGRANCE
TAS-HOBART
PTY LTD
#173 MACQUARIE
STREET
MACQUARIE STREET
LEGEND:
NOTES:
DETAIL SURVEY - SITE PLAN
179 MACQUARIE STREET, HOBART
for RESSEN P/K
MP/AD
3755U
MK
HAC
24 DECEMBER 2014
PDA Surveyors
Surveying, Engineering & Planning
SCANLAN
ARCHITECTS
DA1 16-12-19 DEVELOPMENT APPLICATION
P3 16-11-18 ISSUED FOR MARKETING
P2 05-11-18 ISSUED TO CONSULTANT (UD)
P1 06-11-18 ISSUED FOR REVIEW
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
EXISTING SITE SURVEY
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 6/ 06/2018
DA0.02
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
A/C UNIT
A/C UNIT
A/C UNIT
A/C UNIT
ROOF SERVICE AREA SCREENED FROM VIEW
ROOF FFL 55200
2150
BUILDING SETBACK
4500
BUILDING SETBACK
LIFT OVER RUN
ROOF FFL 58300 (9 LEVELS)
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
LIFT OVER RUN
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
GLASS CANOPY BELOW FFL 33150
1840
BUILDING SETBACK
40000 (40m)
15000
GREEN ROOF BELOW FFL 43500
CROSSOVER
13400
BUILDING SETBACK
MACQUARIE STREET
SITE BOUNDARY
CROSSOVER
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
SCANLAN
ARCHITECTS
ML RS DA1 10-12-18 DEVELOPMENT APPLICATION
ML RS R3 18-11-18 ISSUED FOR MARKETING
ML RS R2 09-11-18 ISSUED TO CONSULTANT GUIDE
ML RS R1 08-11-18 ISSUED FOR REVIEW
DRAW BY CHK BY ISSUE DATE REVISION
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
OVERALL SITE / ROOF PLAN
DA0.03
DA1

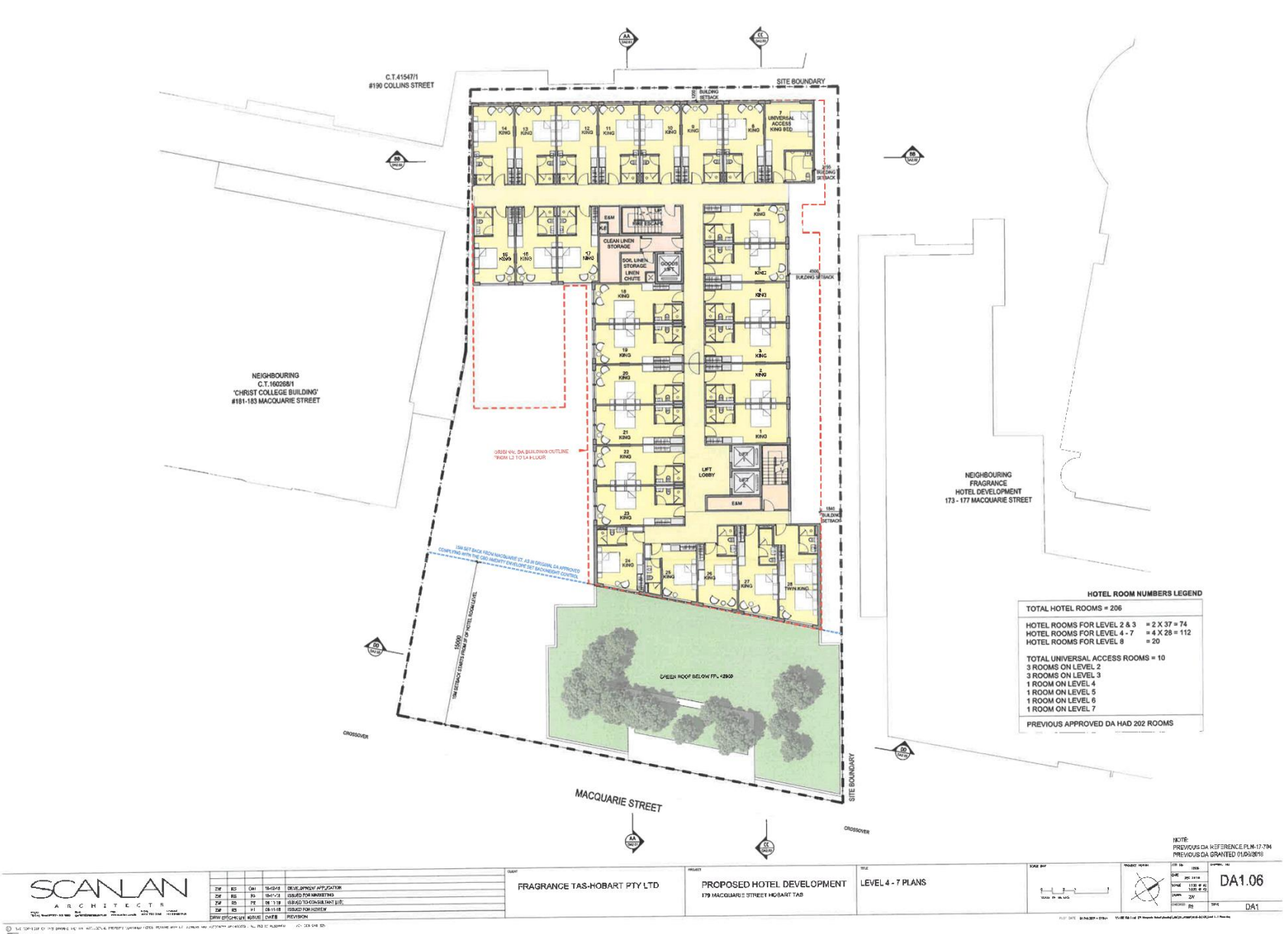

CITY OF HOBART - COUNCIL DRAINAGE EASEMENT'S LINE
ADJOINING PROPERTY
173-177 MACQUARIE STREET
TOTAL CAR BAY = 60
BASEMENT 1 = 26 (INC 2x ACCESSIBLE BAYS)
BASEMENT 2 = 34 (INC 2x TANDEM BAYS)
ESTIMATE AREA FOR BASEMENT
LEVEL 2 - 1564.5M²
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
SCANLAN ARCHITECTS
ML RS DA1 19-12-18 DEVELOPMENT APPLICATION
ZW RS P2 13-11-18 ISSUED TO CONSULTANT
ZW RS P2 09-11-18 ISSUED FOR REVIEW
ZW RS P1 01-11-18 ISSUED FOR REVIEW
DRW BY CHK BY ISSUE DATE NOTES ON
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
BASEMENT LEVEL 2 PLAN
DA1.01
DA1

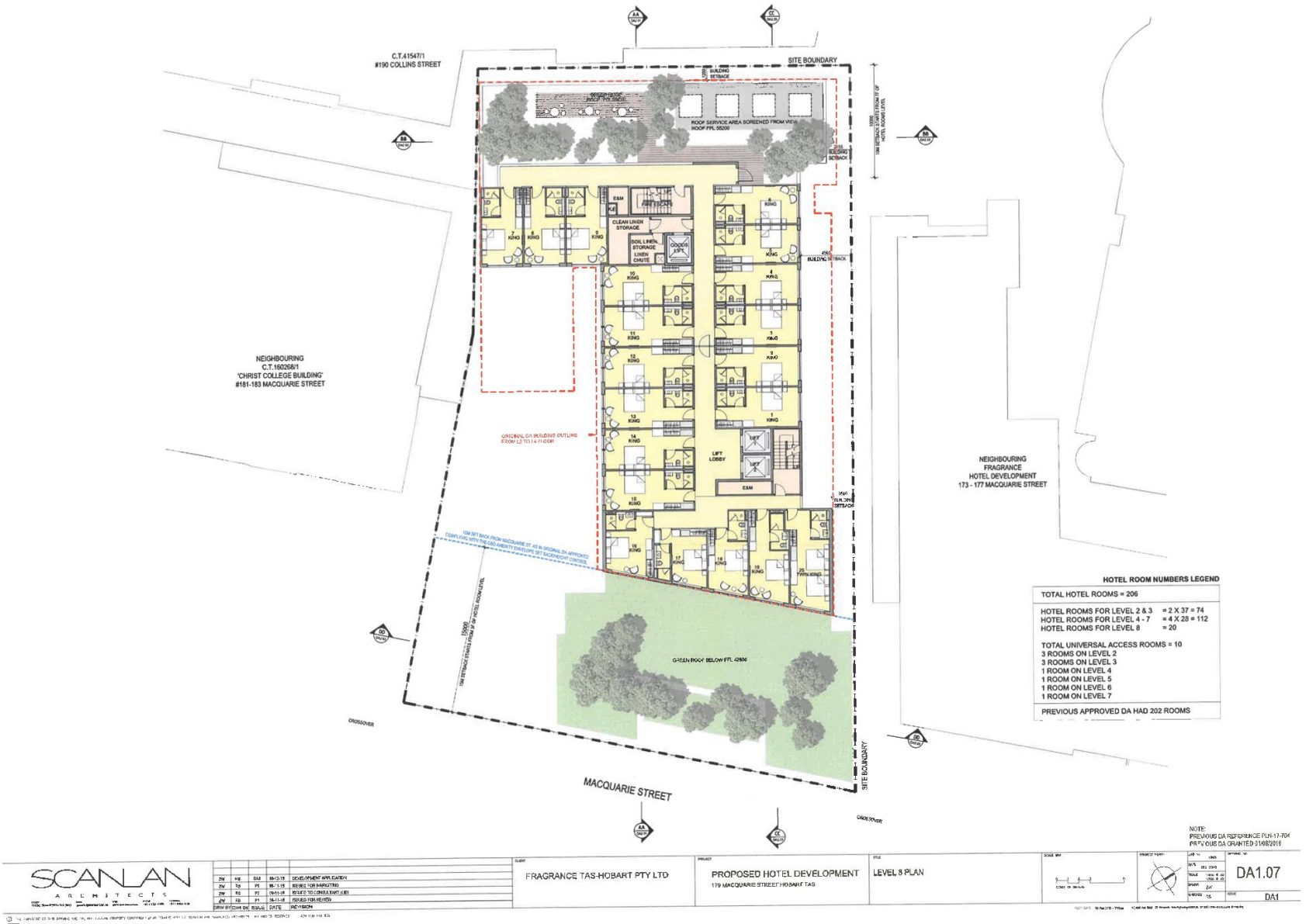

CITY OF HOBART - COUNCIL DRAINAGE EASEMENTS LINE
ADJOINING PROPERTY
173-177 MACQUARIE STREET
FIRE PUMPS
SWITCH ROOM
CLEARANCE
SUB STATION
BIKE RACKS (8)
RAMP UP
RAMP 1:8
FFL 25500
FFL 22500
TOTAL CAR BAY = 60
BASEMENT 1 = 26 (INC 3x ACCESSIBLE BAYS)
BASEMENT 2 = 34 (INC 2x TANDEM BAYS)
ESTIMATE AREA FOR BASEMENT
LEVEL 1 - 1564.5M²
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
SCANLAN ARCHITECTS
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
BASEMENT LEVEL 1 PLAN
DA1.02
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
POOL PLANT
FIRE CONTROL ROOM
TELE.
BOH SERVICES STORE
GAS METER/ WATER METER
BIN STORAGE
SWIMMING POOL ABOVE OUTLINE DOTTED
SERVICES VEHICLE ACCESS
COLD STORE
DRY STORE
POT WASH
DIRTY LINEN
GOODS LIFT
OPEN KITCHEN
CLEAN LINEN
SOIL LINEN
CONFERENCE FOOD PREP. AREA ABOVE DOTTED
CLEANER
M. TOILET
F. TOILET
RESTAURANT
LUGGAGE
BAR
RESTAURANT OUTDOOR AREA
GLASS CANOPY ABOVE
LOUNGE
LIFT LOBBY
BASEMENT ESCAPE
ESCAPE FROM ABOVE
RECEPTION
RECEP. OFFICE
HOTEL LOBBY
CONCIERGE
PUBLIC ART WORK
REFLECTION POND
SEAT
CARPARK ENTRY
PORTE COCHERE / GUEST DROP OFF
CROSSOVER
MACQUARIE STREET
SITE BOUNDARY
NEIGHBOURING C.T.160268/1 'CHRIST COLLEGE BUILDING' #181-183 MACQUARIE STREET
NEIGHBOURING FRAGRANCE HOTEL DEVELOPMENT 173 - 177 MACQUARIE STREET
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
SCANLAN ARCHITECTS
ML RS DA1 18-12-18 DEVELOPMENT APPLICATION
ML RS P3 15-11-18 ISSUED FOR MARKETING
ML RS P2 09-11-18 ISSUED TO CONSULTANT (LID)
ML RS P1 08-11-18 ISSUED FOR REVIEW
DRW BY CHK BY ISSUE DATE REVISION
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
GROUND LEVEL PLAN
DA1.03
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
BUILDING SETBACK
P.HOIST
M. TOILET
M. SAUNA
SAUNA
F. TOILET
15x5M SWIMMING POOL
POOL 1800
POOL 1200
POOL AREA
BUILDING OUTLINE ABOVE L3 & 4
STAFF M. TOILET
UAC
STORE
E&M
LIFT
GYM
STAFF F. TOILET
STAFF
GOODS LIFT
HOTEL STAFF / BOH
FOOD SERVICES AREA
D/W
M. TOILET
F. TOILET
HOTEL ADMIN. OFFICES
4500
BUILDING SETBACK
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
4500
BUILDING SETBACK
FOLDING PARTITIONS
LIFT LOBBY
LIFT 1
LIFT 2
E&M
CONFERENCE
GLASS CANOPY BELOW
1840
BUILDING SETBACK
CONFERENCE LOUNGE
MEETING
ORIGINAL DA BUILDING OUTLINE FROM L5 TO L4 FLOOR
VOID BELOW
MEETING
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
CROSSOVER
L2&3 OUTLINE ABOVE
SITE BOUNDARY
MACQUARIE STREET
CROSSOVER
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
SCANLAN ARCHITECTS
ML RS DA1 18-12-18 DEVELOPMENT APPLICATION
ML RS P3 16-11-18 ISSUED FOR MARKETING
ML RS P2 09-11-18 ISSUED TO CONSULTANT (LID)
ML RS P1 08-11-18 ISSUED FOR REVIEW
DRW BY CHK BY ISSUE DATE REVISION
CLIENT
FRAGRANCE TAS-HOBART PTY LTD
PROJECT
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
TITLE
LEVEL 1 PLAN
SCALE BAR
SCALE OF METERS
PROJECT NORTH
DRAWING NO
DA1.04
DATE
SCALE
DRAWN
ML
CHECKED
RS
ISSUE
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#161-183 MACQUARIE STREET
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
MACQUARIE STREET
CROSSOVER
CROSSOVER
SITE BOUNDARY
HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 - 7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2016
SCANLAN ARCHITECTS
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
LEVEL 2 - 3 PLANS
DA1.05
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
CLEAN LINEN STORAGE
SOIL LINEN STORAGE
LINEN CHUTE
LIFT LOBBY
GREEN ROOF BELOW RL +2900
MACQUARIE STREET
CROSSOVER
SITE BOUNDARY
HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 - 7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
NOTE:
PREVIOUS DA REFERENCE PLN-17-794
PREVIOUS DA GRANTED 01/09/2018
SCANLAN ARCHITECTS
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
LEVEL 4 - 7 PLANS
DA1.06
DA1


C.T.41547/1
#190 COLLINS STREET
SITE BOUNDARY
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
MACQUARIE STREET
CROSSOVER
HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 - 7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
SCANLAN
ARCHITECTS
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
LEVEL 8 PLAN
DA1.07
DA1



SCANLAN ARCHITECTS

ZW	RS	DA1	18-12-18	DEVELOPMENT APPLICATION
ZW	RS	P2	13-11-18	ISSUED TO CONSULTANT
ZW	RS	P1	08-11-18	ISSUED FOR REVIEW
DRW BY/CHKD BY		ISSUE	DATE	REVISION

CLIENT: FRAGRANCE TAS-HOBART PTY LTD

PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

TITLE: SECTION A-A

SCALE BAR: SCALE OF METRES

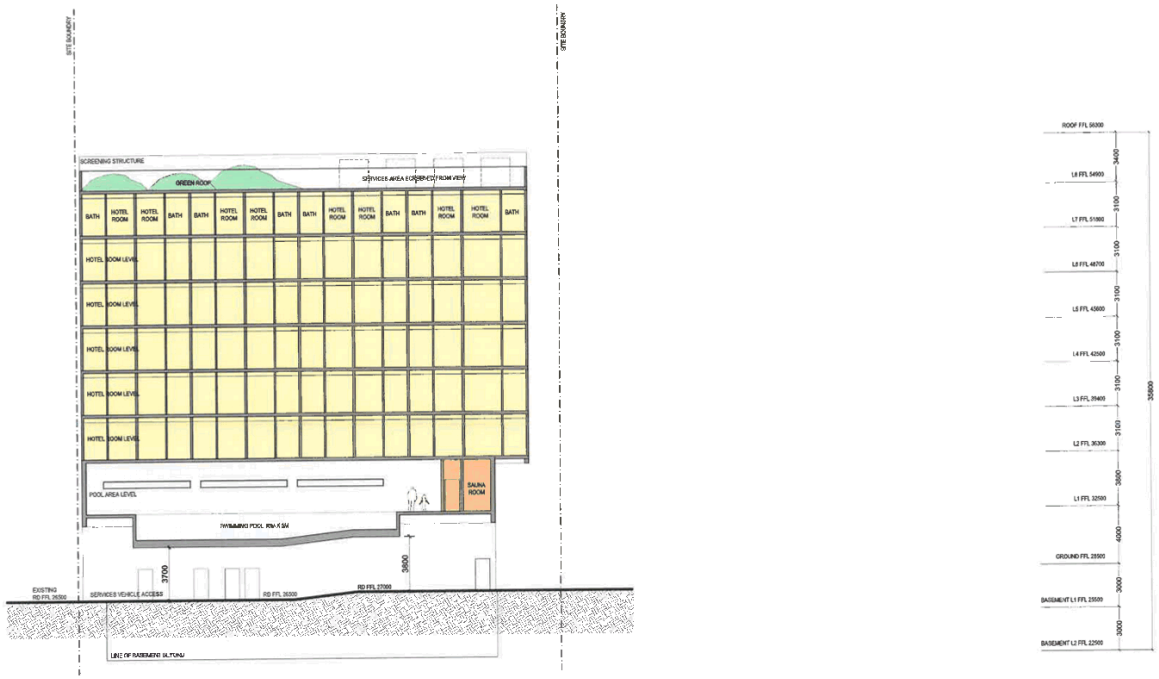
PROJECT NORTH

NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

DRAWING NO: DA2.01

DATE: DEC 2018
SCALE: 1:100 @ A0, 1:200 @ A1
DRAWN: ZW
CHECKED: RS
ISSUE: DA1

© THE COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF SCANLAN ARCHITECTS. ALL RIGHTS RESERVED.



NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

DRW BY	CHK BY	ISSUE	DATE	REVISION
ML	RS	DA1	18-12-19	DEVELOPMENT APPLICATION

CLIENT: FRAGRANCE TAS-HOBART PTY LTD

PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

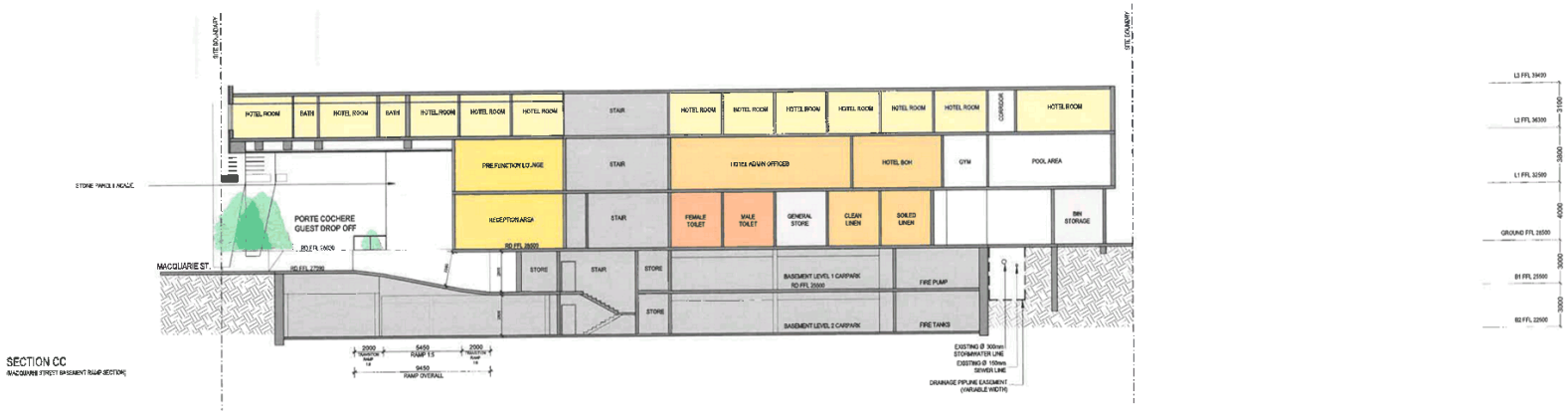
TITLE: SECTION BB

SCALE BAR: SCALE OF METERS

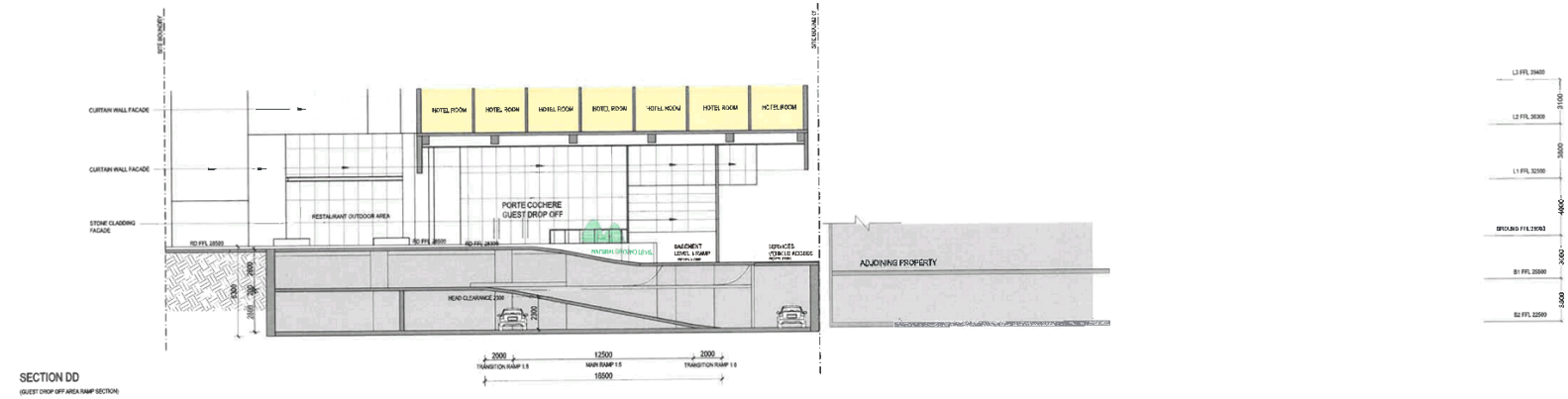
PROJECT NORTH

DRAWING NO: DA2.02

DATE: DEC 2018
SCALE: 1:100 @ A0, 1:200 @ A3
DRAWN: ML
CHECKED: RS
ISSUE: DA1



SECTION CC
(MACQUARIE STREET BASEMENT RAMP SECTION)



SECTION DD
(GUEST DROP OFF AREA RAMP SECTION)

SCANLAN ARCHITECTS

ML	RS	DA1	18-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	16-11-18	ISSUED FOR INSPECTION
ML	RS	P2	06-11-18	ISSUED TO CONSULTANT (LO)
ML	RS	P1	06-11-18	ISSUED FOR REVIEW
DRAWN	CHKD	ISAUS	DATE	REVISION

CLIENT: FRAGRANCE TAS-HOBART PTY LTD

PROJECT: PROPOSED HOTEL DEVELOPMENT
175 MACQUARIE STREET HOBART TAS

TITLE: SECTION CC & SECTION DD
(MACQUARIE STREET BASEMENT RAMP SECTION)
(GUEST DROP OFF AREA RAMP SECTION)

DRAWING NO: DA2.03
ISSUE: DA1



SOUTH EAST ELEVATION

SCANLAN ARCHITECTS

DRW BY	CHK BY	ISSUE - DATE	REVISION
ML	RS		DEVELOPMENT APPLICATION

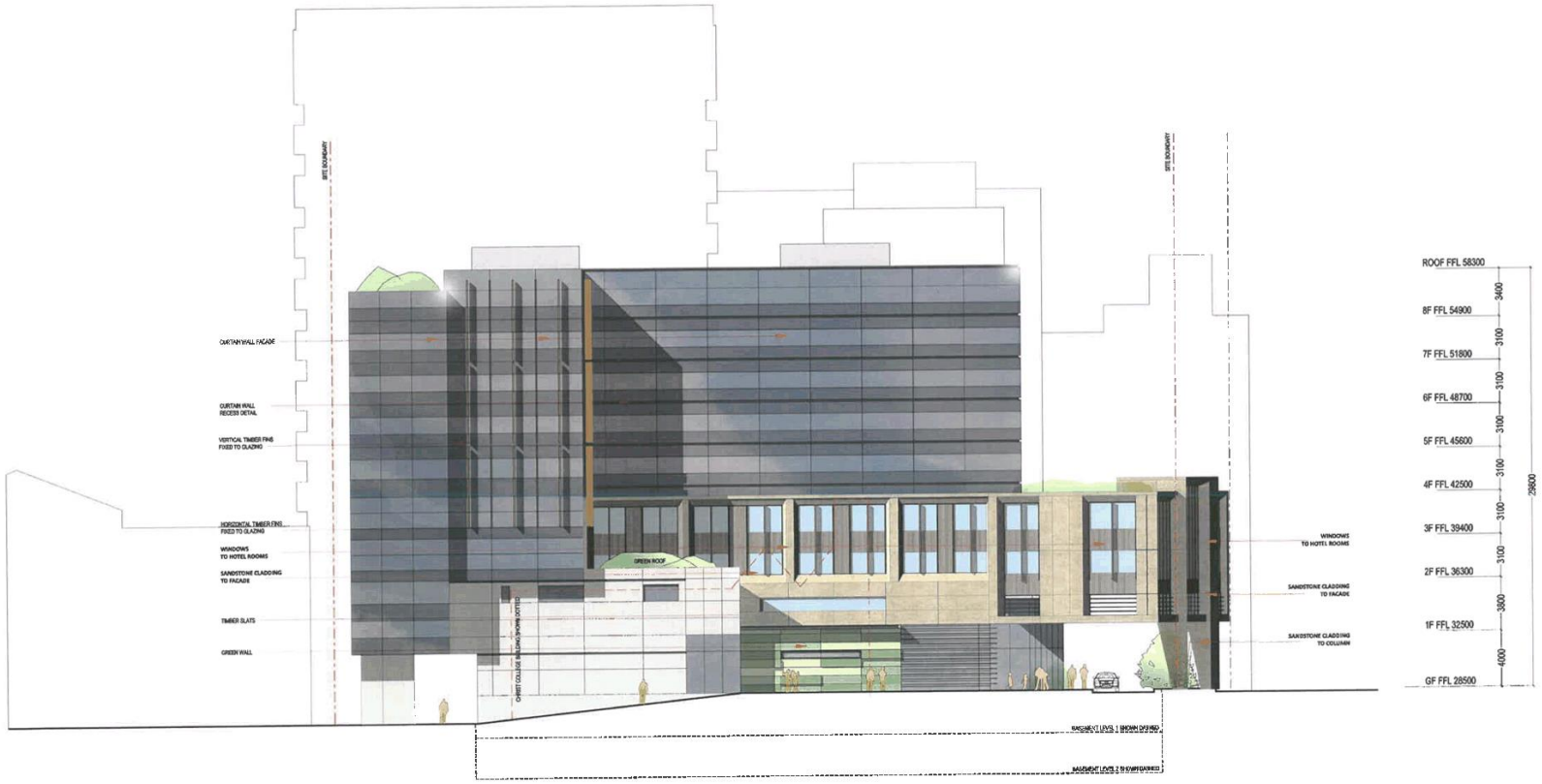
FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
NOTE: SINGLE LEVEL BASEMENT OPTION

SOUTH EAST ELEVATION

NOTE:
ORGINAL DA REFERENCE PLN-17-704
ORIGINAL DA GRANTED 01/06/2018

DA2.04



SOUTH WEST ELEVATION

NOTE:
ORGINAL DA REFERENCE PLN-17-704
ORIGINAL DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

ML	RS	DA1	19-12-18	DEVELOPMENT APPLICATION
DRW BY	CHK BY	ISSUE	DATE	REVISION

FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
NOTE: SINGLE LEVEL BASEMENT OPTION

SOUTH WEST ELEVATION

DRAWING NO: DA2.05

DRAWN: ML
CHECKED: RS
ISSUE: DA1



NORTH EAST ELEVATION

NOTE:
ORIGINAL DA REFERENCE PLN-17-704
ORIGINAL DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

ML	RS	DA1	12-12-18	DEVELOPMENT APPLICATION
DRW BY	CHK BY	ISSUE	DATE	REVISION

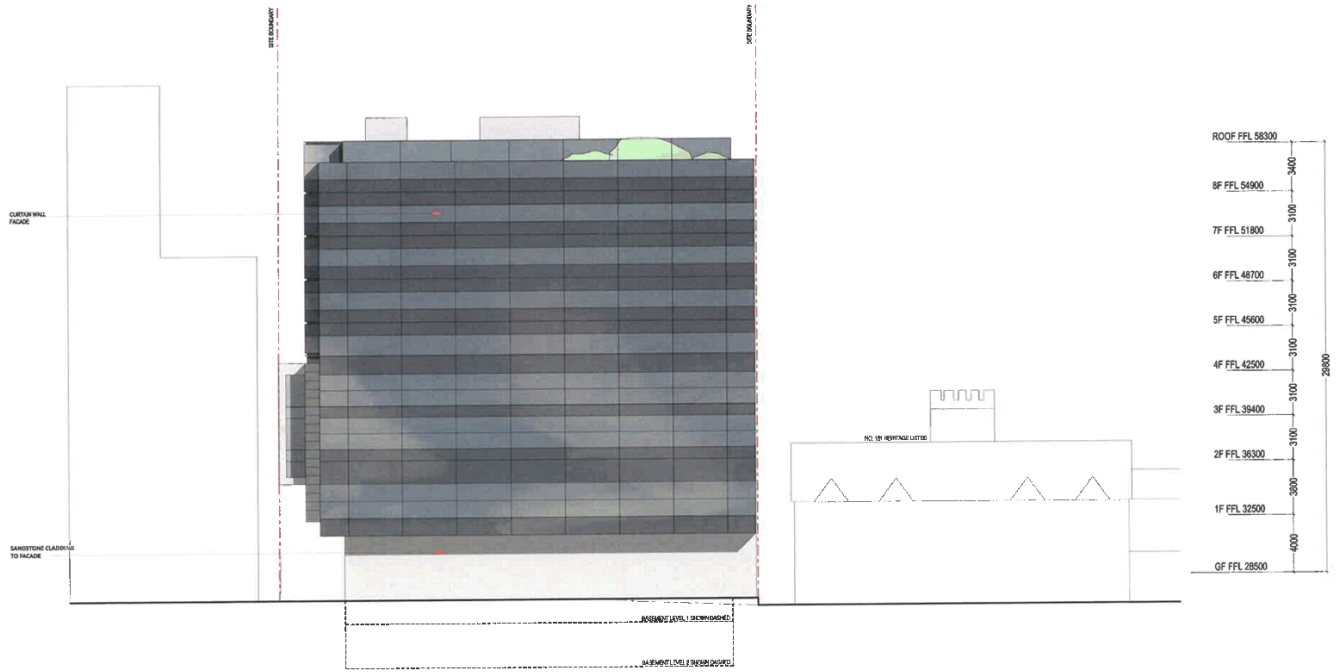
FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
1/9 MACQUARIE STREET HOBART TAS
NOTE: SINGLE LEVEL BASEMENT OPTION

NORTH EAST ELEVATION

DA2.06

DA1



NORTH WEST ELEVATION

NOTE:
ORIGINAL DA REFERENCE PLN-17-704
ORIGINAL DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

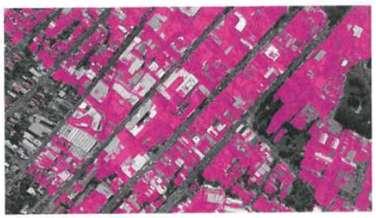
ML	RS	DA1	182-18-18	DEVELOPMENT APPLICATION
DRW BY	CHK BY	ISSUE	DATE	REVISION

FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
NOTE: SINGLE LEVEL BASEMENT OPTION

NORTH WEST ELEVATION

DRAWING NO: DA2.07
ISSUE: DA1



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 9am (21st JUNE)



PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 9am (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 12 NOON (21st JUNE)



PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 12 NOON (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 12 NOON (23rd SEPTEMBER)



PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)



EXISTING SOLAR SHADOW PLAN
WINTER SOLSTICE 3pm (21st JUNE)



PROPOSED SOLAR SHADOW PLAN
WINTER SOLSTICE 3pm (21st JUNE)



EXISTING SOLAR SHADOW PLAN
EQUINOX 3pm (23rd SEPTEMBER)



PROPOSED SOLAR SHADOW PLAN
EQUINOX 9am (23rd SEPTEMBER)

NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

DRW BY	CHK BY	ISSUE	DATE	REVISION
ML	RS	DA1	15-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	15-11-18	ISSUED FOR MARKETING
ML	RS	P2	09-11-18	ISSUED TO CONSULTANT (LID)
ML	RS	P1	08-11-18	ISSUED FOR REVIEW

CLIENT: FRAGRANCE TAS-HOBART PTY LTD

PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

TITLE: SOLAR PATH STUDIES

SCALE: 0 1 2 3 4 SCALE OF METERS

PROJECT AGENT

JOB No. 1908
DATE 05.12.2018
SCALE 1:100 @ A0 1:200 @ A3
DRAWN ML
CHECKED RS

DRAWING NO. DA3.01
ISSUE DA1



NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

ML	RS	DA4	16.12.18	DEVELOPMENT APPLICATION
DRAWN BY	CHKD BY	ISSUE	DATE	REVISION

FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

PERSPECTIVE 1

DA4.01

DA1



NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

SCANLAN ARCHITECTS

ML	RS	DA1	18-12-19	DEVELOPMENT APPLICATION
DRAWN BY	CHK BY	ISSUE	DATE	REVISION

FRAGRANCE TAS-HOBART PTY LTD

PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

PERSPECTIVE 2

DRAWN: ML
CHECKED: RS

DA4.02

ISSUE: DA1

ARCHITECTURAL STATEMENT







SCANLAN
ARCHITECTS

Previous approved DA (PLN-17-104)

The previous DA approved for 179 Macquarie St. (PLN-17-104) was for a 9 levels serviced apartment building containing 202 residential units with the ground floor functioning as café and conference facilities. There was one level of basement car parking providing a total of 30 parking bays with access from the drop off area along Macquarie Street.



PREVIOUS APPROVED DA (PLN-17-104)

Current DA Application

- ***Function***

From a functional perspective, the new design is proposing the development as a hotel operating with a full hospitality management, where public amenities and a public garden are provided on the ground floor. The hotel has a total of 206 hotel rooms with conference facilities and guest amenities that includes a swimming pool and a gym. It comprises 9 levels above ground and 2 Levels of basement car parking with a total of 60 car bays.

Several rooms type have been designed for the hotel in an aim to cater for a range of different guest groups. All hotel rooms are of medium to large size with a primary focus to maximize direct natural light into the building and also the harbour views to the south-eastern orientation. Besides, a total of 10 universal access rooms have been provided within the development.



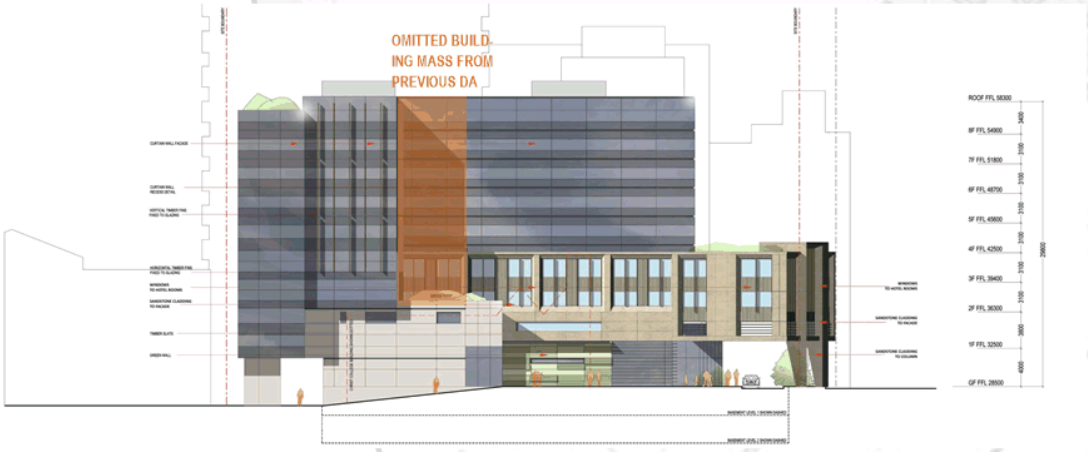
PLANNING & DESIGN CONCEPT

- ***Building Footprint & Planning Control***

This DA application is consistent with the previous (*PLN-17-104*) approval in respect to the number of levels and that in principle, the total proposed massing has been kept within the previous approved DA building footprint and/or the amenity envelope relating to Hobart CBD planning scheme for the area. In responding to the planning comments made by the Urban Design Advisory Panel in respect to the previous DA, the new design has attempted to be even more respectful for the existing heritage building by reducing the proposed building's mass from level 3 upwards. (refer *Building Footprint* diagrams below). As a result of that, it is perceived that the overall relationship between the current proposal and the adjoining heritage architecture has been significantly improved.



BUILDING FOOTPRINT



SW ELEVATION (VIEW FROM 181 MACQUARIE ST.

- **Public Garden & Set Back Along Macquarie Street**

Respecting the adjoining heritage buildings of the former Hutchins School is one of the paramount planning principles that both council and the owner wish to adhere to. Eventually a landscaped garden has been introduced at the south west corner of the proposal, acting as a buffer zone between the historical site and the proposed new structure. The public garden will include a variety of advanced plantings, public seatings, bicycle parking, and a reflection pond that appropriately connects with the ground floor food and beverage facilities of the hotel, in which a double volume outdoor dinning space has also been incorporated.

It is worth noting that as this part of the building mass has been reduced (from the previous DA), the distance from the south-west corner of the proposed building mass to Macquarie Street has been increased to over 40 meters. This will allow direct sunlight into the public garden between the adjoining historical block and the ground floor hotel lobby. As a result, a pleasant public gathering space is being created along the interface with Macquarie Street that encourages public interaction and leisure.

Both ground floor and level 1 incorporates a 10 metre setback from Macquarie Street with a green planting strip alongside the existing footpath that enhances the street environment and simultaneously allows a practical drop off area for the hotel. With the extensive traffic movement on Macquarie Street we believe the introduction of a drop off / porte cochure is essential to facilitate an efficient operation of the hotel for taxis and bus visitation. But just as important, this will ensure the operation has minimal impact on day to day general traffic on Macquarie Street. The modern architectonic form on Macquarie Street, together with the improved setbacks within the public garden area, will create a softer outcome and, we hope, a new landmark plaza that greatly vitalizes the overall streetscape.



PUBLIC GARDEN & SETBACK ALONG MACQUARIE ST.

- **Architectural Form, Proportion & Materials**

The overall massing and façade treatment of the proposal has been rationally considered in the design process to avoid bulkiness but promoting a coherence of proportion, scale and materiality with a linear arrangement. Within the Macquarie Street façade, the horizontal design theme accentuated the sandstone cladded podium that sits above the entrance driveway and lobby, taking its cue from both side of the streets. The overall building form has been composed into simple yet contextual geometries resulting in a lighter mass. With the gently tapered columns on the street level supporting the cantilevered podium from levels 2 & 3, an elegant play of architectural form will add to the quality of the urban fabric. The elegant posture is further achieved with a rectilinear floor plate arrangement within the Level 2 and 3 cantilevered podium. At the same time, presented itself is an angular Macquarie St boundary lined against the podium hotel rooms. These rooms are spatially functional whilst extending forward to the angular Macquarie St boundary with a consistent rhythm of vertical fins dividing the windows into slender proportion. Together with natural finish vertical lined infill panels, the podium windows are framed by the massing presence of sandstone cladding. The podium physical form is architecturally elegant yet simple that contributes to an economy of construction. The subsequence of the above material palette is contextually appropriate, in relation to both sides of the development site. The podium also further accentuates the slick modern quality of the curtain wall facades, reducing the overall bulk and mass of the building, while improving the sense of pedestrian scale at steel level.

(continues next page)



SE ELEVATION (MACQUARIE ST. ELEVATION)

- **Architectural Form, Proportion & Materials**

(Continues from last page)

Sandstone cladding has been adopted for the podium levels to reflect and complement the similar sandstone material theme of the adjoining building facades. The concurrent use of curtain panel systems addresses the modernity aspects of the building with vertical extruded fins that provide some shading but also help reduce the overall massing and further modulating the overall presence of the upper level components. These shading fins, finished in brown tonings will also assist in accentuating the material palette in reflecting the local materiality of Tasmanian architecture. The eclectic selection of façade materials and forms manifests itself in the Hobart CBD area of the 21st century that essentially embraces local tradition, modernity and diversity.





179 MACQUARIE STREET, HOBART

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

179 MACQUARIE STREET, HOBART

Development Application for Hotel

Planning Submission to Hobart City Council

Last Updated - 18 February 2019
Author - Phil Gartrell
Reviewed - Jen Welch

This report is subject to copyright the owner of which is Planning Tas Pty Ltd, trading as Ireneinc Planning and Smith Street Studio. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the Copyright Act 1968. All requests for permission to reproduce this report or its contents must be directed to Irene Duckett.

TASMANIA
49 Tasma Street, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au

CONTENTS

1. INTRODUCTION 4
1.1 SUBJECT SITE 5
1.2 SITE SURROUNDS 7

2. PROPOSAL 8
2.1 APPROVED DEVELOPMENT 8
2.2 PROPOSED DEVELOPMENT 8

3. PLANNING SCHEME REQUIREMENTS 10
3.1 CENTRAL BUSINESS ZONE 10
3.1.1 Desired Future Character Statements 12
3.1.2 Use Status 13
3.1.3 Use Standards 14
3.1.4 Development Standards 14

4. CODES 19
4.1 POTENTIALLY CONTAMINATED LAND CODE 19
4.2 ROAD AND RAILWAY ASSETS CODE 19
4.2.1 Use Standards 19
4.3 PARKING AND ACCESS CODE 21
4.3.1 Use Standards 21
4.3.2 Development Standards 23
4.4 STORMWATER MANAGEMENT CODE 30
4.4.1 Development standards 30
4.5 HISTORIC HERITAGE CODE 30
4.5.1 Development Standards for Places of Archaeological Potential 32
4.6 INUNDATION PRONE AREAS CODE 33
4.7 SIGNS CODE 33

5. CONCLUSION 34

1. INTRODUCTION

Ireneinc Planning and Urban Design have been engaged by Fragrance Tas - Hobart Pty Ltd to prepare a planning report to accompany application for the use and development of land at 179 Macquarie Street, Hobart.

This assessment is based on the plans provided by Scanlan Architects, and in response to the provisions of the *Hobart Interim Planning Scheme 2015*. Further documents that has been provided as part of this application is as follows:

- Land titles
- Architectural Documentation and Statement - Scanlan Architects
- Concept Servicing and Civil Plans - Gandy & Roberts
- Environmental Effects Report - Scherzic Ground Investigations
- Traffic Impact Assessment - Midson Traffic
- Statement of Archaeological Potential & Archaeological Impact Assessment - Praxis
- Waste Management Plan - LID



Figure 1: Location Plan (source: The LIST).



Figure 2: Aerial Image (source: The LIST)

1.1 SUBJECT SITE

The development site includes the land at 179 Macquarie Street (CT 41547/2). The site currently provides for a large commercial general retail business identified as Macquarie Centre, which provides for a number of existing businesses. The site has an approximate lot size of 2,162m^2.

The site is accessed via an existing 7.2m (approx.) wide entrance from Macquarie Street. The access extends to the rear of the lot where additional car parking is provided. There is also an existing Right of Way which provides one-way vehicular access from Barrack Street into the rear of the site and extends out onto Macquarie Street.

There is an existing 150DN gravity sewer line that runs along the rear of the site and is contained within a drainage easement. The sewer line runs from Barrack Street through the Right of Way and into the adjacent site at 173 Macquarie Street.

As illustrated in the accompanying Concept Services Report upgrades are required to infrastructure in existing Rights of Way at Crowthers Lane (no title) and the "Australian Taxation Office" at 190-202 Collins Street (CT41547/1). The ATO is also necessary for the Right of Way connecting the land to Barrack Street.

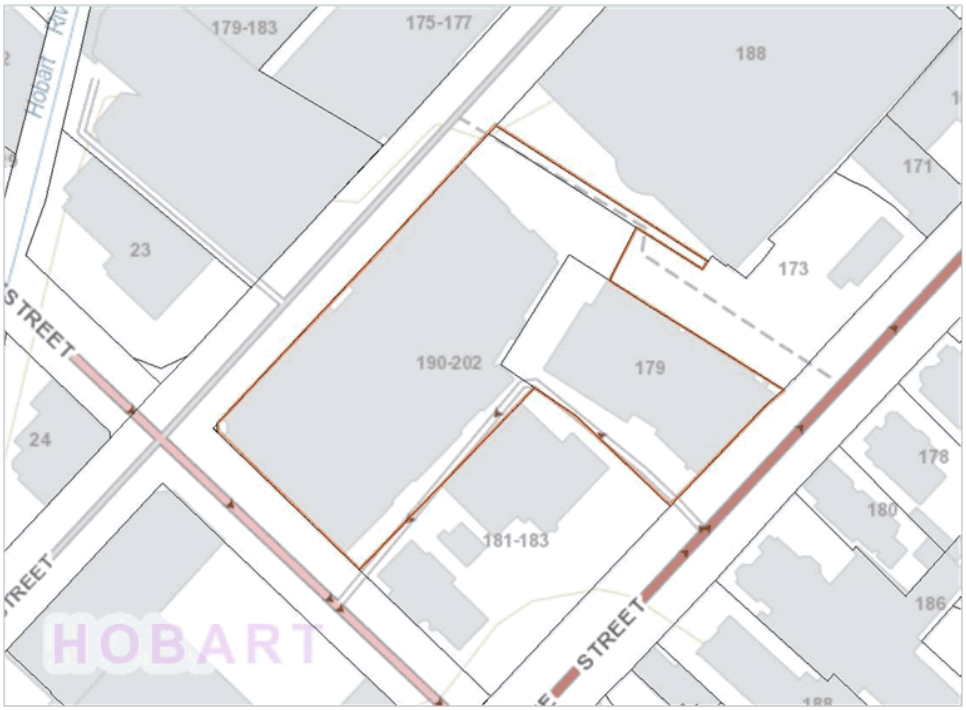


Figure 3: Titles relevant to the proposed development (Source: The LIST)



Figure 4: Primary access from Macquarie Street (source: Google Maps, 2018)



Figure 5: Right of Way to 179 Macquarie Street from Barrack Street (source: Google Maps, 2018)

1.2 SITE SURROUNDS

The proposal fronts onto Macquarie Street, which is characterised by a number of different types and scales of development which provide for a number of commercial uses such as offices, hotels, restaurants, shops and medical practices.

The site sits adjacent to the newly completed Ibis Styles Hotel, along with the existing Travel Lodge, located on the corner of Macquarie and Harrington Streets. The adjoining building to the rear of the site at 190-202 Collins Street currently serves as the Australian Tax Office. Further in-fill developments within proximity to the site are:

- Travelodge Hotel (167-169 Macquarie Street) - 11-12 storey;
- IBIS Styles Hotel (173 Macquarie Street) - 11 storey; and
- Commonwealth building (188 Collins Street) - 15-16 storeys

Adjoining the site to the west at 181-183 Macquarie Street, is the heritage listed Christ Collage/Masonic Club. The site is listed on the Tasmanian Heritage Register and the HIPS 2015 and is currently used for several businesses including the Convention for the Conservation of Antarctic Marine Living Resources (CCAMLR).

2. PROPOSAL

2.1 APPROVED DEVELOPMENT

There is currently a valid permit for redevelopment of 200 Collins Street, 179 Macquarie Street, adjacent road reserve and Crowthers Lane for "Demolition and new building for hotel with café function centre, and associated infrastructure Works", Application No PLN-17-704, permit date 1 June 2018.

Subsequent to the approval of the redevelopment the land has changed ownership and modifications to the approved design have been explored. Following consultation with Council's planning officers it was established that the modifications exceeded what could be considered as minor amendments to the original approval in accordance with S56 of LUPAA.

The outline of approved development is indicated on accompanying plans for the proposed development.



Figure 6: Previously approved artists impression (Source: PLN-17-704 Boss Design)

2.2 PROPOSED DEVELOPMENT

The proposal is for demolition of the existing building on the site, and construction of a nine-storey hotel building with lobby, restaurant and drop-off area. The first floor will provide conference facilities and guest swimming pool and gym. The proposal includes excavation for two basement level car parks, which will be accessed within site via a new crossover to Macquarie Street.

The proposed Hotel will provide 206 rooms, with a total of 60 car parking spaces provided within the basement levels 1 and 2.

At ground floor level, the proposal provides reception/office space and luggage storage in addition to a restaurant and associated kitchen space. At this level public amenities are proposed including landscaped open space, public seating, bicycle parking and reflection pond. This area also incorporates an outdoor dining space to serve as an extension to the proposed ground floor restaurant.

The ground floor frontage includes a covered porte cochere. Works require modification of existing parking along the frontage of Macquarie Street. The Right of Way to Barrack Street will be retained to provide service vehicle access to the ground floor of the site. The rear of the site (adjoining the ATO building) will be used to provide for pool plant facilities and BOH services, along with associated services and bin store.

Above ground level lower roofs provide landscaped areas, some of which are accessible to guests, to improve visual amenity and reduce stormwater runoff.

The building will be setback approximately 1.8m from the boundary to the adjoining ATO building and will be setback at least 4m from the neighbouring heritage building at 181-183 Macquarie Street, where the setback will be reduced opposite the existing Right of Way to a distance of 2.2m. The Right of Way connecting to Barrack Street will be retained and used for service vehicle access to the site.

The lower levels of the proposed building are constructed as a podium and are finished with a sandstone cladding with respect to the materials and finishes of adjoining building. The upper levels of the development are stepped back from the podium with a glazed curtain wall façade articulated with timber fins.

The proposed development requires excavation of approximately 7,350m^3, as such an environmental effects report has been provided.



Figure 7: Proposed development artists impression (Source: Scanlan Architects)

3. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the provisions of the *Hobart Interim Planning Scheme 2015* 'the Scheme'.

Figure 6 describes the subject site within the Central Business Zone (blue), Macquarie Street at the frontage is within the Utilities Zone.

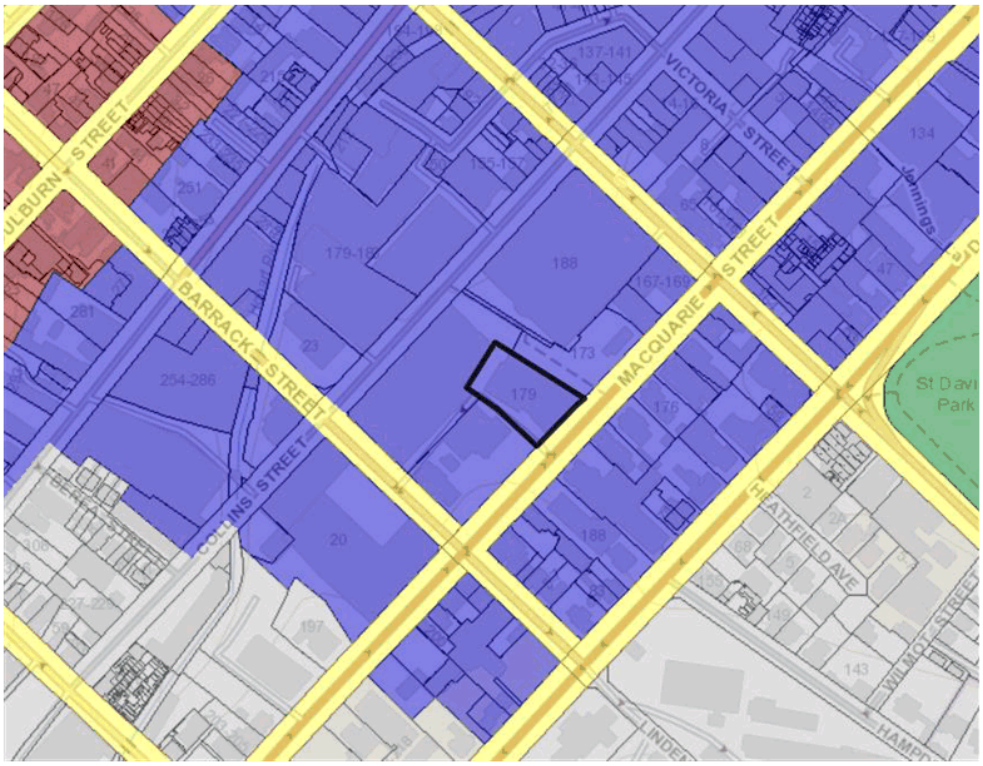


Figure 6: Site Zoning (source: The LIST).

3.1 CENTRAL BUSINESS ZONE

The purpose of the Central Business Zone is as follows, with comments in relation to the proposed development.

22.1.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.

The proposal provides for Hotel accommodation and services to support retail and tourist functions of the centre and the region within the CBD.

22.1.1.2 To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.

The proposal provides much needed accommodation options within the CBD within walking distance of the waterfront.

22.1.1.3 To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.

The proposal includes substantial area of landscaped public open space, including an outdoor dining area. The urban design has been prepared with respect to the existing approved development of the site. The proposal provides urban space that has been designed to integrate with the internal uses of the building and with respect to the adjoining heritage building.

22.1.1.4 To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

The proposal provides for visitor accommodation within the activity centre above ground floor level consistent with the purpose statement.

22.1.1.5 To ensure development is accessible by public transport, walking and cycling.

With frontage to Macquarie Street as a primary transport corridor, the proposal has direct access to ample public transportation and is well within walking and cycling distance to the amenities and services of the city and Sullivans Cove.

22.1.1.6 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.

Ground floor uses, open space and landscaping will provide greater visual interest and activity for pedestrians. Building design and finishes at ground floor are transparent to encourage interaction with interior uses.

22.1.1.7 To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.

The site adjoins the existing Crowthers Lane through site link. The proposal will ensure the continued use of this important linkage.

22.1.1.8 To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.

The design and materials of the façade have been prepared with respect to the heritage qualities of the adjoining site at 181-183 Macquarie, including the ample setback and separation to provide separation to separate the contemporary and historic buildings.

22.1.1.9 To provide a safe, comfortable and enjoyable environment for workers, residents and visitors through the provision of high quality spaces and urban design.

The use and development proposed is consistent with the purpose of the zone as it provides for hotel functions and restaurant within proximity to the CBD.

3.1.1 DESIRED FUTURE CHARACTER STATEMENTS

The following are the Desired Future Character Statements that are applicable to the subject site. These are relevant to assessment of the proposed development in relation to development that exceeds the Amenity Building Envelope in relation to clause 22.4.1 P1.2 and 22.4.2 P1 (included below).

Townscape and Streetscape Character -

22.1.3.1 Objectives:

(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.

The scale and form of development is respectful of the scale and intensity of development within proximity to the proposed development.

(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).

The stepping back of the form from the street frontage contributes to the layering of buildings within the streetscape. The building is appropriately located on the Macquarie Ridge and is respectful of the relationship to Barracks Hill by decreasing the building height from the neighbouring Iris Hotel.

(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).

The proposal is not located within the boundaries of the Basin, but does consolidate the existing compact urban form of the city through a height that emphasises the transitions between the basin and Macquarie Ridge. The proposal is cognisant of its location on the Ridge and the relationship that the existing building forms have with the underlying topography.

(d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.

The proposal has provided substantial separation from the neighbouring heritage building activating the intervening space with open space and active uses that enable greater recognition and appreciation of the values of the city. The stepping back of the building height from the frontage is consistent with the established standards for the Amenity Building Envelope which have been development with respect to heritage and streetscape.

22.1.3.2 Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

The front façade on the northern end exceeds the envelope by around 0.4m

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

That part of the building that exceeds the Amenity Building Envelope does not

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and

(g) the provision of permeability in support of the open space network.

The proposal is located within the Amenity Building Envelope, these statements are not applicable.

3.1.2 USE STATUS

The site is currently used for the following permitted uses: Business and Professional Services and General Retail and Hire.

The proposed uses are permitted and will fall within the following use classes:

***Community meeting and entertainment**: use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.*

Applicable to the conference facilities.

***Food Services**: use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.*

Applicable to the ground floor restaurant facilities.

***Visitor Accommodation**: use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.*

This is the prevailing use of the proposed development; all other facilities are integral and subservient to this use.

All proposed uses are permitted within the zone.

3.1.3 USE STANDARDS

The Use Standards applicable to the proposal are as follows:

22.3.1 Hours of operation do not apply to the proposal.

22.3.2 Noise

***Objective**: To ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Noise emissions measured at the boundary of a residential zone must not exceed the following:* *(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;* *(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;* *(c) 65dB(A) (LAmax) at any time.* *Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.* *Noise levels are to be averaged over a 15 minute time interval.*	The nearest residential zone is approximately 230m to the northwest of the site. The primary noise sources from the development will be mechanical plant associated with air conditioning equipment and exhaust fans. The attached Noise Impact Assessment concludes that the development will not adversely impact the nearest sensitive receivers and will meet the planning scheme requirements of clause 22.3.2. Noise levels of the proposed development is not considered likely to materially impact noise measured at the boundaries of the residential zones and will be subject to environmental regulations to ensure that it does not cause environmental harm.
***P1** Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.*	

22.3.3 External Lighting, 22.3.4 Commercial Vehicle Movements, 22.3.5 Adult Entertainment Venues, 22.3.6 Take-away Food Premises, 22.3.7 Hotel Industries, and 22.3.8 Manufacturing and Processing Uses does not apply to the proposed development.

3.1.4 DEVELOPMENT STANDARDS

The figure and relevant development standards of the zone are discussed below in relation to the proposed development.

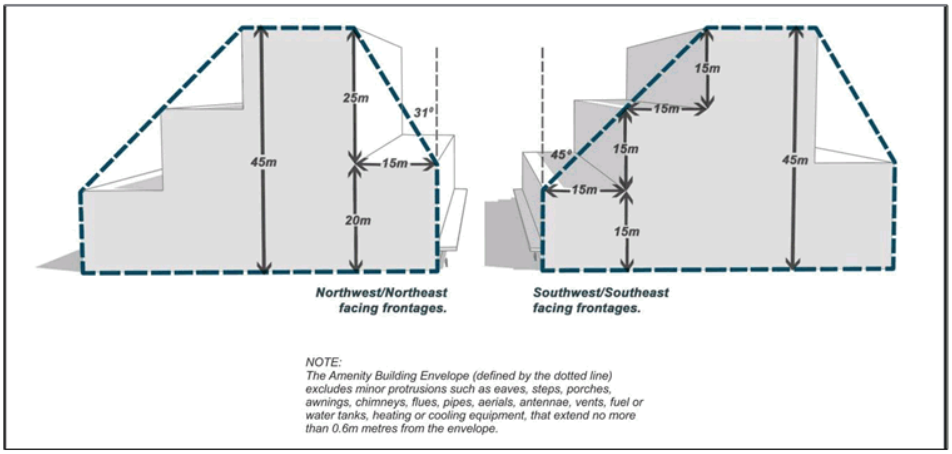


Figure 8: Amenity Building Envelope (Figure 22.3, HIPS 2015)

22.4.1 Building Height

***Objective**: To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 - Building height within the Central Business Core Area in Figure 22.2 must be no more than: *(a) 15m if on, or within 15m of, a south-west or south-east facing frontage;* *(b) 20m if on, or within 15m of, a north-west or north-east facing frontage;* *(c) 30m if set back more than 15m from a frontage;* *unless an extension to an existing building that:* *(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;* *(ii) is necessary to provide facilities required by other legislation or regulation.*	The proposal marginally exceeds the Acceptable Solution due to lift overruns and screening on the roof area and is required to be assessed against the performance criteria.
P1.1 - Development contained within the Amenity Building Envelope in Figure 22.3… *(a) the height, bulk and design of existing and proposed buildings;* *(b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;* *(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city*	P1.1 - The proposed development is located within the Amenity Building Envelope, therefore it responds to the criteria as follows: (a) The height and form of the building transitions between the scale of the adjoining Ibis building and the neighbouring heritage building. The overall height is lesser than that of existing building heights in the street frontage and positively contributes to the streetscape. (b) The proposal is not located within the specified view cones. This is not applicable. (c) The street is not a Solar Penetration Priority Street, therefore this does not apply. (d) The proposal is not in proximity to any existing public open space therefore it does not result in any overshadowing. The proposal does include open space that will be overshadowed by the development, however the building has been located to allow some light to this area and on balance with increase public amenity with access to greater amounts of useable open space. P1.2 - Does not apply as the proposal is contained within the Amenity Building

blocks with frontage to a Solar Penetration Priority Street in Figure 22.2; and *(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing.*	Envelope.
P1.2 *Development outside the Amenity Building Envelope in Figure 22.3 must...*	
A2	Not Applicable
A3	Not Applicable
A4	Not Applicable
A5 *Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and* *(b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);* *or* *(c) comply with the building height in Clauses 22.4.1 A1 and A2; whichever is the lesser.*	The site is directly adjacent to the heritage place at 181 Macquarie Street that has a building with an overall height of 14.5m as illustrated in DA2.04. The proposed development does not exceed 15m, which is less than 1 storey and 4m higher than the heritage building in accordance with (a). The proposal complies with the Acceptable Solution.

22.4.2 Setback

***Objective**: To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.*	
SCHEME REQUIREMENT	**DEVELOPMENT RESPONSE**
A1 *Building setback from frontage must be parallel to the frontage and must be no more than:* *0m*	The proposed building is built up to and parallel to the front boundary in accordance with the Acceptable Solution.

22.4.3 Design

***Objective**: To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.*	
SCHEME REQUIREMENT	**DEVELOPMENT RESPONSE**

A1 *Building design must comply with all of the following:* *(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;* *(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade ;* *(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;* *(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;* *(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;* *(f) not include security shutters over windows or doors with a frontage to a street or public place;*	The proposal complies with the acceptable solution in that: (a) The main entrance to the building is clearly visible from Macquarie Street. (b) The ground floor front façade is that of the lobby area and is entirely glazed in excess of the required 40%. (c) there is no single expanse of a blank wall greater than 30% on the front façade (d) the plant room is located on the 8th floor, along with additional service areas provided on the roof and at the rear of the building on the ground floor where the Pool plant, electrical and TasWater service infrastructure is provided. These areas are to be screened and will not able to be viewed from the street or public spaces. (e) roof-top infrastructure is included within the design of the roof; (f) no security shutters over windows or doors with a frontage to a street are included in the proposal.
A2 *Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.*	The nearest residential zone is approximately 230m from the development site, as such the provision does not apply.
A3 *The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:* *(a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and* *(b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.*	(a) The façade of the development within 15m of the frontage has been substantially separated from the neighbouring heritage building. The façade has been articulated with clear horizontal and vertical elements in the design of the façade. (b) Not applicable. The proposal meets the acceptable solution.

22.4.4 Passive Surveillance

Objective: To ensure that building design provides for the safety of the public.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Building design must comply with all of the following:* *(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;* *(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;* *(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;* *(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;* *(e) provide external lighting to illuminate car parking areas and pathways;* *(f) provide well-lit public access at the ground floor level from any external car park.*	A1 The proposal complies in the following way: (a) the pedestrian entrances to the buildings is clearly visible from Macquarie Street. (b) as discussed in 22.4.3 A1 (b) the ground floor front façade of the building exceeds 40% windows and openings. (c) there is no single expanse of a blank wall greater than 30% in front façade; (d) The design of the building ensures that access to public space is clear and does not result in any entrapment spaces or concealed alcoves in publicly accessible areas. (e) & (f) Detailed design of lighting for external areas is capable of being provided in accordance with the Acceptable Solution. As such the proposal is capable of complying with the acceptable solution.

22.4.6 Outdoor Storage Areas

Objective: To ensure that outdoor storage areas for non-residential use do not detract from the appearance of the site or the locality.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Outdoor storage areas for non-residential uses must comply with all of the following:* *(a) be located behind the building line* *(b) all goods and materials stored must be screened from public view;* *(c) not encroach upon car parking areas, driveways or landscaped areas.*	No outdoor storage area is proposed.

4. CODES

4.1 POTENTIALLY CONTAMINATED LAND CODE

As indicated in the accompanying Sherzic Environmental Effects Report, advice from Hobart City Council has indicated that the site is not known to possess contaminated soils. Therefore, it is considered that the code does not apply.

4.2 ROAD AND RAILWAY ASSETS CODE

The following Use and Development Standards are relevant.

4.2.1 USE STANDARDS

E5.5.1 Existing road accesses and junctions

Objective: *To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A3 *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 proposal will result in intensification of the use of the existing accesses from Macquarie Street and will result in significantly higher rate of vehicle movements per day. Therefore, the performance criteria must be addressed.
P3 *Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:* *(a) the increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature and efficiency of the access or the junction;* *(d) the nature and category of the road;* *(e) the speed limit and traffic flow of the road;* *(f) any alternative access to a road;* *(g) the need for the use;* *(h) any traffic impact assessment; and*	P3 (a) according the accompanying TIA, the proposal will result in an increase in traffic movements of approximately 454 per day (p.21). The TIA indicates that Macquarie Street is high-volume/high-capacity arterial road which is capable of accommodating the increase in vehicle movements. (b) the nature of the traffic will be predominately guests arriving and departing the site, in most instances by taxi and bus services. Given the location of the Hotel, it is anticipated that a vast majority of vehicle movements will be via public and private transport companies (ie shuttle bus and taxi services). This is consistent with the nature of traffic generation at the adjoining IBIS Styles Hotel. (c) Access to the site from Macquarie Street will be via 1 existing crossover and one new crossover. The TIA indicates that this

(i) any written advice received from the road authority.	configuration will ensure efficient access to and from the site and is consistent with contemporary hotel design on busy arterial roads. (d) Macquarie Street is a major arterial road which, according to the accompanying TIA, carries approximately 35,000 vehicles per day. (e) the traffic along Macquarie Street flows in a one-way easterly direction, with a speed limit of 50km/hr. It is considered that this speed provides a relatively safe environment for access manoeuvres from the site. (f) Alternate access is provided through Barrack Street via an existing Right of Way, which will be used solely for service vehicles. (g) As per the accompanying TIA, the Hotel requires car parking to adequately service the needs of the development and requires adequate access from Macquarie Street. (h) as per attached (i) n/a

4.2.2 DEVELOPMENT STANDARDS

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.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
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.*	The proposed Hotel requires a single one-way access to facilitate guest drop-off and pick-up from and access to on-site car parking from Macquarie Street. A single entrance point is provided for service entrance from Barrack Street. All traffic will exit through a single exit point on Macquarie Street. The proposal complies with the Acceptable Solution.

E5.6.4 Sight distance at accesses, junctions and level crossings

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

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Sight distances at:* *(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and* *(b) rail level crossings …*	The signposted vehicle speed along Macquarie Street is 50km/h, therefore a sight distance of 80m is required. Macquarie Street is a one-way street and the accompanying TIA indicates that the sight distance available to the south of the proposed exit location is consistent with the requirement of Table E5.1. In addition, the removal of some existing on-street parking spaces will be required to

	ensure that the specified sight distance is maintained.

4.3 PARKING AND ACCESS CODE

4.3.1 USE STANDARDS

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

Objective: To ensure that a use or development provides sufficient accessible car parking for people with a disability.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *Car parking spaces provided for people with a disability must:* *(a) satisfy the relevant provisions of the Building Code of Australia;* *(b) be incorporated into the overall car park design;* *(c) be located as close as practicable to the building entrance.* *P1* *No Performance Criteria.*	(a) Accessible parking spaces have been provided in accordance with the building code. (b) carparking has been incorporated included in Basement Level 1 of the proposal. (c) parking spaces are conveniently located near lifts as the entrance to the building.

E6.6.3 Number of Motorcycle Parking Spaces

Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 *The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.*	No on-site car parking is required in the Central Business Zone in accordance with E6.6.5, therefore there is no requirement for on-site motorcycle parking, however 6 spaces have been provided.

E6.6.4 Number of Bicycle Parking Spaces

Objective: To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.

A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	As per the accompanying TIA the proposal generates the following bicycle spaces: Employee = 6 Visitor = 14 The proposal includes two separate bicycle parking areas, as follows: - Visitor/guest bicycle parking area located adjacent to the porte cochere entrance. - Staff bicycle parking facility located in the basement car park and are within a lockable enclosure. The proposal generates a requirement for 20 bicycle spaces for staff and guests. The proposal includes adequate bicycle parking to comply with the Acceptable Solution.

E6.6.5 Number of Car Parking Spaces - Central Business Zone

***Objective**: To ensure that pedestrian activity generated by retailing, entertainment and multi -storey office uses in the central business district is not compromised through the provision of on-site car parking.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 (a) No on-site parking is provided; or *(b) on-site parking is provided at a maximum rate of 1 space per 200m² of gross floor area for commercial uses; or* *(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or* *(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.* ***P1** Car parking provision:* *(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or* *(b) must not compromise any of the following:* *(i) pedestrian safety, amenity or convenience;* *(ii) the enjoyment of 'al fresco' dining or other outdoor activity;* *(iii) air quality and environmental health;* *(iv) traffic safety.*	The proposed development provides 60 car parking spaces. As per A1 (b) the TIA finds that the gross floor area of the commercial use is 9,535m², which would generate approximately 48 car parking spaces. The following response is from section 5.4 of the accompanying TIA the proposal satisfies the Performance Criteria. *(a) n/a* *(b) (i) the car parking will be located across two basement levels that are separate from pedestrian areas.* *(ii) the car parking is located within basement levels and would not impact on 'al-fresco' dining.* *(iii) the parking areas will not impact on air quality or environmental health of the surrounding network.* *(iv) The design of the car parking areas have been done in accordance to relevant Australian Standards. The design provides a low speed environment, with sight distance maximised within the car park to provide a relatively safe environment for all users.* *Based on the above findings, the development meets the requirements of Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme.*

4.3.2 DEVELOPMENT STANDARDS

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.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
***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.*	A1 & P1 do not apply, as assessment for vehicle access points in the Central Business Zone is specifically addressed under A2 of the clause.
***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.*	
***A2** - In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.*	The existing accesses to the site will be retained, along with a new crossover to Macquarie Street. Therefore, the performance criteria must be addressed.
***P2** - In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure E6.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following:* *(a) pedestrian safety, amenity and*	P2 The performance criteria refers to streets subject to the Active Frontage Overlay and the Pedestrian Priority Street Overlay, which are not applicable to the site. The proposal does not change the configuration beyond what has been

convenience; *(b) traffic safety;* *(c) streetscape;* *(d) cultural heritage values if the site is subject to the Historic Heritage Code;* *(e) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.*	approved for the site.

E6.7.2 Design of Vehicular Accesses

***Objective**: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
***A1** Design of vehicle access points must comply with all of the following:* *(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;* *(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.*	a) As per the accompanying site services plan, and as discussed in section 5.9 of the TIA the site access from Macquarie Street is constructed in accordance with AS 2890.1. b) as discussed in Section 5.8 of the accompanying TIA the access arrangements for commercial vehicles complies with AS2890.2.
***P1** Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:* *(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;* *(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;* *(c) suitability for the type and volume of traffic likely to be generated by the use or development;* *(d) ease of accessibility and recognition for users.*	

E6.7.3 - Vehicular Passing Areas Along an Access

***Objective**: To ensure that:*

(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;

(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Vehicular passing areas must: *(a) be provided if any of the following applies to an access:* *(i) it serves more than 5 car parking spaces;* *(ii) is more than 30 m long;* *(iii) it meets a road serving more than 6000 vehicles per day;* *(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;* *(c) have the first passing area constructed at the kerb;* *(d) be at intervals of no more than 30 m along the access.* ***P1** - 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.*	The car parking area provides spaces for over 5 cars and no passing areas are provided, therefore the performance criteria must be addressed. P1 As the access to the site are all one-way, the provision of vehicle passing areas are not considered necessary to ensure safe and efficient access to and from the site.

E6.7.4 On-Site Turning

***Objective**: To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: *(a) it serves no more than two dwelling units;* *(b) it meets a road carrying less than*	All vehicles are able to exit the site in the forward direction from the basement parking areas. The one-way service vehicle access from Barrack Street to Macquarie Street has been designed to accommodate service vehicles and does not require on-site turning due to the design of the service area.

6000 vehicles per day.	As such the proposal complies with the acceptable solution.

E6.7.5 Layout of Parking Areas

***Objective**: To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	The TIA finds that the proposal compiles with dimension requirements associated with the AS2890.1:2004.

E6.7.6 Surface Treatment of Parking Areas

***Objective**:*

To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; *(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;* *(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.*	All parking spaces and vehicle circulation roadways will be paved with appropriate pavements and drained to an approved public stormwater system as shown on the concept stormwater plan. The proposal complies with the acceptable solution.

E6.7.7 Lighting of Parking Areas

***Objective**: To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:*

(a) enables easy and efficient use;

(b) promotes the safety of users;

(c) minimises opportunities for crime or anti-social behaviour; and

(d) prevents unreasonable light overspill impacts.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005	Parking and vehicle circulation, roadways and pedestrian paths are capable of being provided with lighting that will satisfy the Performance Criteria, if it is not in accordance with the Acceptable Solution.

Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting. ***P1*** *Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:* *(a) enables easy and efficient use of the area;* *(b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;* *(c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;* *(d) prevents unreasonable impact on the amenity of adjoining users through light overspill;* *(e) is appropriate to the hours of operation of the use.*	

Landscaping of Parking Areas - E6.7.8

The site is in the Central Business Zone, no landscaping is required.

E6.7.9 Design of Motorcycle Parking Areas

Objective:
To ensure that motorcycle parking areas are located, designed and constructed to enable safe, easy and efficient use.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The design of motorcycle parking areas must comply with all of the following: *(a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;* *(b) be located within 30 m of the main entrance to the building.*	The proposal includes 6 motorcycle spaces and are capable of being designed and constructed in accordance with AS/NZS 2890.1:2004 (b) the spaces are located within the basement levels, and are located within 30m of stairwells and lifts to the ground floor lobby and entrance to the building.

E6.7.10 Design of Bicycle Parking Facilities

Objective: *To encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips by providing secure, accessible and convenient bicycle parking spaces.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 The design of bicycle parking facilities must comply with all the following; *(a) be provided in accordance with the requirements of Table E6.2;* *(b) be located within 30 m of the main entrance to the building.*	(a) As discussed in response to E6.6.4 bicycle parking complies with Table E6.2. (b) Bicycle parking is partially located outside the entrance to the building, on the western boundary of the site and is within 30m of the Hotel Lobby and entrance. Additional bicycle

	parking is provided on basement level 1 and is situated as close as possible to the stairwells. The proposal complies with the Acceptable Solution.
A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard. *P2 The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.*	The bicycle parking spaces are capable of complying with Australian Standards. As per the accompanying TIA, the bicycle parking spaces within the basement car park are to be provided with an enclosed cage for security to comply with Class 2 bicycle parking facilities.

E6.7.11 Bicycle End Trip Facilities

Objective:
To ensure that cyclists are provided with adequate end of trip facilities.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	The proposal generates 6 staff bicycle parking spaces. Staff toilets and shower facilities are provided on level 1, and are considered to meet A1.

E6.7.12 Siting of Car Parking

Objective: To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must….	This provision does not apply to developments in the Central Business Zone.
A2 In the Central Business Zone on-site parking at ground level adjacent to a street block frontage must comply with all of the following: *(a) new vehicular access points are not provided;* *(b) an active street frontage is retained;* *(c) parked cars are not visible from the street.* *P2 - Any car parking structure or area must*	The proposed car parking is located within basement levels 1 and 2. A2 applies to on-site parking at ground level. As the proposed parking is located within the basement levels, A2 does not apply.

satisfy all of the following: *(a) be designed to screen the views of cars from public places in the adjacent streets, without blanks walls facing onto a street;* *(b) not detract from the streetscape or any heritage values of the site or the vicinity;* *(c) avoid significant adverse impacts on the amenity of the occupants of neighbouring property,* *(d) not prejudice opportunities for active uses on a street frontage in pedestrian priority streets (Figure E6.7.12);* *(e) not prejudice opportunities for pedestrian links through street blocks.*	

E6.7.13 Facilities for Commercial Vehicles

***Objective**: To ensure that facilities for commercial vehicles are provided on site, as appropriate.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Commercial vehicle facilities for loading, unloading or maneuvering must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial. Vehicle Facilities AS 2890.2:2002, unless: *(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;* *(b) the use is not primarily dependent on outward delivery of goods from the site.*	Commercial vehicle facilities are provided on site and have been provided in accordance with Australian Standards as discussed in section 5.8 of the accompanying TIA. The existing one-way service access to the site is via Barrack Street. This access has been designed to ensure adequate access for service vehicles. The accompanying Concept Servicing Report (plan C020 and C021) provides swept paths for B85 medium and small ridged vehicles entering the site via the two existing access points and through the proposed new crossover.

E6.7.14 Access to a Road

***Objective**: To ensure that access to the road network is provided appropriately.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Access to a road must be in accordance with the requirements of the road authority. *P1 No performance criteria*	No change is proposed to the existing access from Barrack Street, which is a Council Road. Alterations are required to the existing accesses from Macquarie Street; these will be in accordance with the requirements of the Department of State Growth.

4.4 STORMWATER MANAGEMENT CODE

4.4.1 DEVELOPMENT STANDARDS

E7.7.1 - Stormwater Drainage and Disposal

***Objective**: To ensure that stormwater quality and quantity is managed appropriately.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Stormwater runoff will be directed to public infrastructure, as detailed in the accompanying Concept Services Report.
A2 - A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: *(a) the size of new impervious area is more than 600 m2;* *(b) new car parking is provided for more than 6 cars;* *(c) a subdivision is for more than 5 lots.* *P2 - A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.*	WSUD Systems are detailed in Section 3 of the accompanying Concept Services Report the system proposed results in improvements to the quality of water run off from existing site conditions. The report indicates that the proposed concept stormwater system meets the P2.
A3 - A minor stormwater drainage system must be designed to comply with all of the following: *(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;* *(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.*	As per the accompanying Concept Servicing Report there are options in drainage system design to meet the required stormwater requirements.
A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	The system can be designed to accommodate an 20 or 100 year ARI storm event.

4.5 HISTORIC HERITAGE CODE

The site is not situated within a Heritage or Cultural Landscape Precinct however it is mapped as a Place of Archaeological Potential. A heritage place is located on adjacent to the site at 181-183 Macquarie Street, as is Crowthers Lane as listed in Table E13.1 of the Heritage Code as follows:

Ref. No.	*Name*	*Street No.*	*Street/Location*	*C.T.*	*General Description*
1889		*181-183*	*Macquarie Street*	*160268/1*	*Masonic Club (Former Hutchins School including*

					Christ College Wing) (Also includes that part of the address previously known as 19 Barrack Street)
674			*Collins Street*	*41547/1; 167683/1*	*Stone walls between 188 & 200 Collins Street (Crowthers Lane)*

The adjoining site is also listed on the Tasmania Heritage Register under two separate listings (Place ID: 77 & 78).

The street address 181-183 Macquarie Street applies to the title shown in the figure below, however the title reference only applies to the area shaded in blue.



Figure 9: HIPS 2015 heritage listing (blue) and the site (red) (Source: adapted from The LIST)

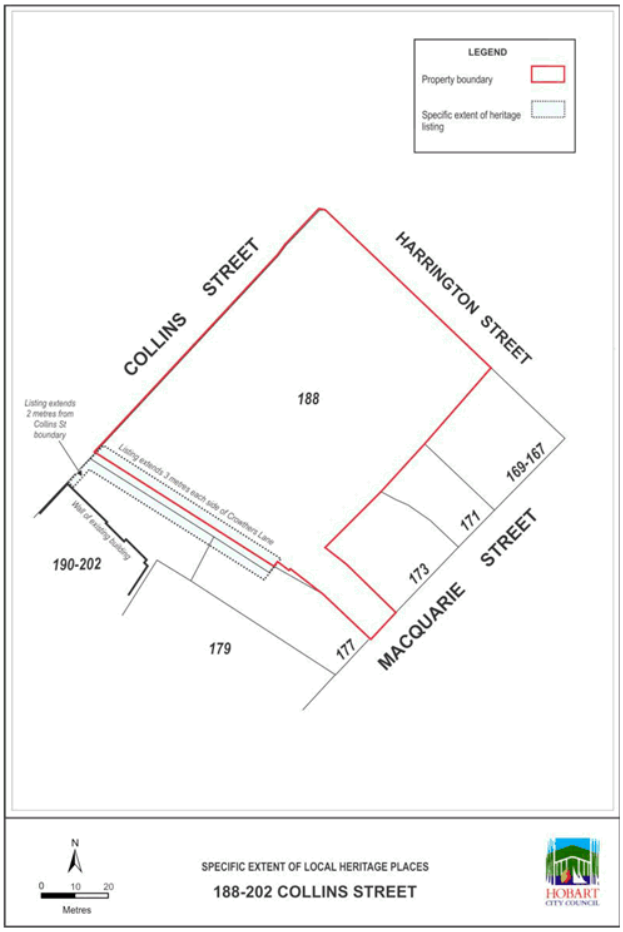


Figure 10: Extent of listing for Crowthers Lane (Source: HIPS 2015)

Works within Crowthers lane are for the upgrade of previously excavated stormwater mains as illustrated in the accompanying concept services report. Upgrades are exempt under E13.4 (l) and (aa).

4.5.1 DEVELOPMENT STANDARDS FOR PLACES OF ARCHAEOLOGICAL POTENTIAL

The site is located in an area identified as having potential to contain archaeological remains and the application is required to address the provisions for Places of Archaeological Potential.

E13.10.1 Building, Works and Demolition

***Objective**: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.*

SCHEME REQUIREMENT	DEVELOPMENT RESPONSE
A1 Building and works do not involve excavation or ground disturbance.	The proposal includes excavation for two basement level car parks.
P1 Buildings, works and demolition must not	However, as per the attached Statement of Archaeological Potential, the site is not

unnecessarily impact on archaeological resources at places of archaeological potential, having regard to: *(a) the nature of the archaeological evidence, either known or predicted;* *(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;* *(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;* *(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;* *(e) measures proposed to preserve significant archaeological evidence 'in situ'.*	considered to possess any archaeological potential and the report concludes that the development will not have any adverse impact on remains of historical archaeological potential and no further input is recommended on the site. Therefore, the provision does not apply.

4.6 INUNDATION PRONE AREAS CODE

The development site was approved without regard to inundation, it is not considered it is at risk of inundation.

4.7 SIGNS CODE

No signage is proposed as part of this application.

5. CONCLUSION

This application seeks approval for the redevelopment of the land at 179 Macquarie Street, Hobart. The site relies on access through an existing Right of Way along the rear of 190-202 Collins Street, and upgrades to existing infrastructure in Crowthers Lane to Collins Street.

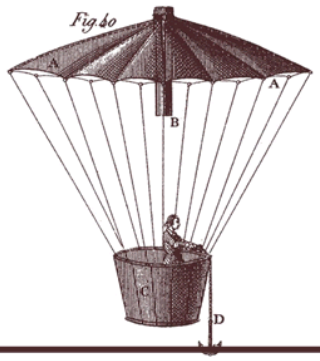
The proposed development is largely consistent with the existing approved development on the site (Council ref: PLN-17-704). The development is primarily for a hotel with 206 rooms, with conference facilities, restaurant including outdoor dining, and publicly accessible open space.

The site is within the Central Business Zone. All uses are permissible within the zone. The development is marginally greater in height than the acceptable solution, however the overall scale and height is largely consistent with the Desired Further Character for the Zone, particularly in response to the neighbouring heritage building.

The application has been prepared in consultation with a traffic engineer to ensure a high degree of compliance with standards of the Road and Railway Assets, and Parking and Access Code. Concept Services have been prepared in accordance with scheme requirements. The site is within mapped areas as Places of Archaeological Potential, but has been found not to have any potential.

The proposal is considered to have substantial degree of compliance with the standards that are applicable to new development within the Central Business Zone.

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS



Concept Services Report

Planning Scheme Compliance & Existing Infrastructure Assessment

179 Macquarie St Hobart

for Scanlan Architects

12/12/2018

Version control

Revision	Description	Issue date	Issued by
A	Client Review	12/12/2018	Adam Kohl

PROJECT NUMBER **18.0567**
REPORT AUTHOR **Adam Kohl**
CHECKED BY **Simon Palmer**

Gandy and Roberts Consulting Engineers
STRUCTURAL CIVIL HYDRAULICS

ph (03) 6223 8877
fx (03) 6223 7183
mail@gandyandroberts.com.au
159 Davey Street Hobart, Tasmania 7000
www.gandyandroberts.com.au

Contents

1 Background 4

2 Planning Scheme Requirements 4

3 Stormwater Management 5
3.1 Water Sensitive Urban Design 5
3.1.1 Performance Criteria 5
3.1.2 Stormwater System Concept 5
3.1.3 MUSIC Modelling 5
3.2 Existing Infrastructure System Performance 6
3.2.1 20 Year ARI Storm Event 6
3.2.2 Stormwater Runoff 6
3.2.3 Conclusion 7

4 Sewer and Water Services 8
4.1 Existing Infrastructure 8
4.1.1 Sewer 8
4.1.2 Water 8
4.2 Service Requirements for Proposed Development 8
4.2.1 Sewer 8
4.2.2 Water 8
4.3 Conclusion 8

5 Drawings 9
5.1 Drawing 18.0567-C010 LEVEL 1 WATER SERVICES Revision A 9
5.2 Drawing 18.0567 – C011 Level 1 SEWER & STORMWATER Revision A 9
5.3 Drawing 18.0567 – C012 BASEMENT 1 STORMWATER Revision A 9
5.4 Drawing 18.0567 – C013 BASEMENT 2 STORMWATER Revision A 9
5.5 Drawing 18.0567 – C020 VEHICLE SWEPT PATHS Revision A 9
5.6 Drawing 18.0567 – C021 SITEWORKS PLAN Revision A 9

6 Appendix 10
6.1 Calculations 10

1 Background

A hotel development is currently proposed at 179 Macquarie Street, Hobart. In order to comply with Hobart City Council planning scheme requirements, Gandy and Roberts have been engaged to provide a concept services report in support of the development application.

2 Planning Scheme Requirements

The current Hobart Interim Planning Scheme 2015 requires that this development manages stormwater in compliance with the Stormwater Management Code. Code requirements for this development are:

Acceptable Solution A2 of Clause E7.7.1 Stormwater Drainage and Disposal states:

A stormwater system for a new development must incorporate water sensitive urban design principles[R1] for the treatment and disposal of stormwater if any of the following apply:

(a) the size of new impervious area is more than 600 m^2;

(b) new car parking is provided for more than 6 cars;

(c) a subdivision is for more than 5 lots.

This development meets criteria (b) of the clause and therefore water sensitive urban design principles must be incorporated into the design of stormwater management for the site.

Acceptable Solution A3 of Clause E7.7.1 Stormwater Drainage and Disposal states:

A minor stormwater drainage system must be designed to comply with all of the following:

(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;

(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

This development incorporates a minor stormwater drainage system, therefore the design must satisfy both criterion (a) and criterion (b) of Acceptable Solution A3. As the development is on central business zoned land, the 20 year ARI storm must be accommodated in the design.

[R1] *Water Sensitive Urban Design Engineering Procedures for Stormwater Management in Southern Tasmania or the Model for Urban Stormwater Improvement Conceptualisation (MUSIC), a nationally recognised stormwater modelling software package used to assess land development proposals based on local conditions including rainfall, land use and topography, is recognised as current best practice.*

3 Stormwater Management

3.1 Water Sensitive Urban Design

3.1.1 Performance Criteria

Performance Criteria P2 of Clause E7.7.1 requires:

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

The acceptable stormwater quality and quantity targets are:

80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations.
45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations.
45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations.
Stormwater quantity requirements must always comply with requirements of the local authority including catchment-specific standards. All stormwater flow management estimates should be prepared according to methodologies described in Australian Rainfall and Runoff (Engineering Australia 2004) or through catchment modelling completed by a suitably qualified person.

3.1.2 Stormwater System Concept

A management system for the proposed development may incorporate the following design elements, as shown on **Drawing 18.0567 - C011, C012 & CO13**:

- SPEL Stormsacks to screen debris from hardstands and carparks.
- A SPEL Hydrosystem HS400 separator to provide primary treatment of water from the hotel roof, and secondary treatment for remaining areas of the site.
- Stormwater pump station. (To service Basement 2 only)

3.1.3 MUSIC Modelling

MUSIC V6.2.1 was used to model the performance of the proposed stormwater system. The model predicted the following performance outcomes:

- Total Suspended Solids reduction of 89.5%
- Total Phosphorus reduction of 49.1%
- Total Nitrogen reduction of 50.5%

These reduction percentages satisfy Performance Criteria P2 of Clause E7.7.1.

3.2 Existing Infrastructure System Performance

3.2.1 20 Year ARI Storm Event

A 20 year average recurrence interval storm event at the site has an intensity of 100 mm/h and a duration of 5 minutes (derived from Australian Rainfall and Runoff IFD data using the rational method).

This storm would generate a peak flow rate of 82 L/s, or an equivalent discharge volume of 24.6 kL with no on site detention.

A DN300 RCP stormwater main is located within a drainage easement that traverses the property and continues along Crowther's Lane as DN225 RCP to the DN300 PVC located in Collins Street.(refer **Drawing 18.0567-C011**).

The greater catchment area that discharges to the existing stormwater main includes, the access right of way, property 181-183 and potential overflow from the back half of the ATO roof. A conservative estimate of 2066m2 of roof catchment has been allowed for in the following calculation, however this could be reduced with further investigation of the ATO building's stormwater system.

Using the rational method and assuming an impervious surface across this complete catchment area (7300m2), the peak discharge to the existing infrastructure from a 1 in 20 year ARI storm event would be 203 L/s. An existing DN300 RCP section of the stormwater main behind #177 at its current grade of 0.6%, as well as the DN225 RCP in Crowther's Lane, is currently undersized for this flow rate.

As the overland flow path along the drainage easement has been blocked by the construction of a high wall, the 1 in 100 year ARI storm event will need to be catered for.

Two options exist for the proposed upgrade to the stormwater main.

Option 1;
Reinstate the overland flow path by installing an appropriate amount of outlets through the base of the high wall, thus allowing for the 1 in 100 year ARI storm. Upgrading the existing stormwater main to DN375 from the new property connection to back to the existing DN300 in Collins Street, thus allowing for the 1 in 20 year ARI storm event.

Option 2;
Upgrade the existing stormwater main to DN450 from the new property connection back to the existing DN300 in Collins Street allowing for the 1 in 100 year ARI storm event. Noting that the pit on Collins Street will surcharge in the 1 in 100 year ARI storm event.

Either option will satisfy Acceptable Solution A3(a) of Clause E7.7.1.

3.2.2 Stormwater Runoff

The pre-development site is 100% impervious and runoff from the site has been calculated as 65.5 L/s (20 year ARI storm).

The proposed design solution is predicted to generate a peak discharge from the site during a 20 year ARI storm of 82 L/s. The 16.5 L/s differential between the pre-development and post-development is due to the façade catchment, however this would currently be included in the #177 catchment and is currently entering the stormwater network. The existing stormwater collection network will require upgrading to receive this flow, as discussed above.

3.2.3 Conclusion

The development can be designed to satisfy Objectives A2 and A3 of Clause E7.7.1 of the Hobart Interim Planning Scheme 2015.

4 Sewer and Water Services

4.1 Existing Infrastructure

4.1.1 Sewer

A TasWater asset search has verified a DN150 sewer gravity main runs within the drainage easement near the rear of the property, with an existing connection (assumed DN100) to the North West side of the proposed development site. Refer **Drawing 18.0567-C011.**

4.1.2 Water

A TasWater asset search has verified an existing DN150 water main runs along the Northern side of Macquarie Street, with an existing property connection of DN75 fire service & DN40 domestic supply to the proposed development site that will be abandoned. Refer **Drawing 18.0567-C010.**

4.2 Service Requirements for Proposed Development

4.2.1 Sewer

Preliminary modelling has estimated the sewer service requirements as:

Average Dry Weather Flow = 1.02 L/s.
Peak Dry Weather Flow = 3.06 L/s.

A new DN150 sewer property connection with a minimum grade of 2.25% is required to service the development.

4.2.2 Water

Preliminary modelling has estimated the water service requirements as:

Domestic Supply = 7 L/s at 850 kPa
Fire Hydrant Flow = 20 L/s at 850 kPa
Fire Sprinkler Flow = 20 L/s at 850 kPa

If above flows and pressures are unavailable, an onsite break tank and pumps will need to be considered.

4.3 Conclusion

The development can be adequately serviced by the existing Taswater infrastructure.

5 Drawings

5.1 Drawing 18.0567-C010 LEVEL 1 WATER SERVICES Revision A

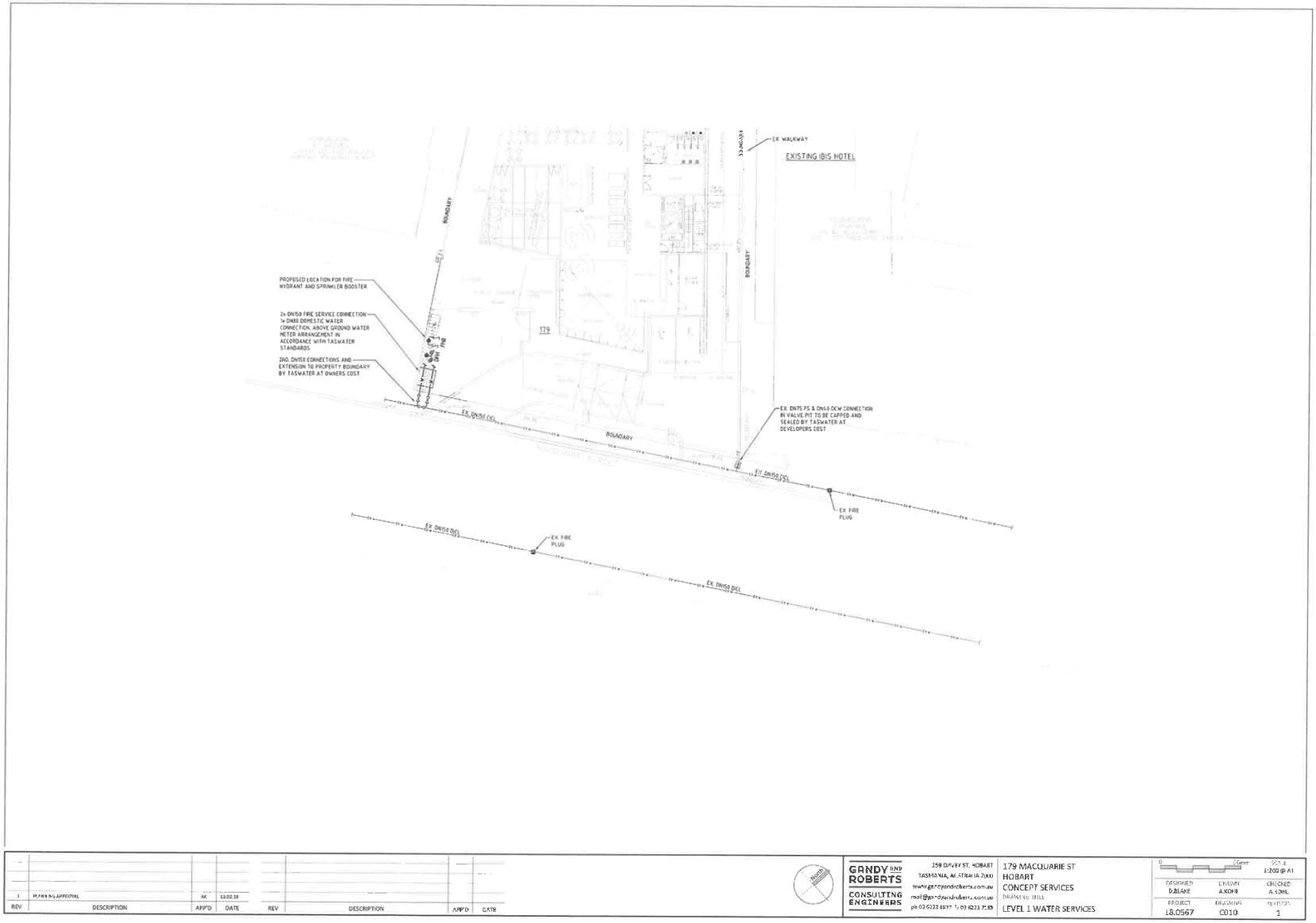
5.2 Drawing 18.0567 – C011 Level 1 SEWER & STORMWATER Revision A

5.3 Drawing 18.0567 – C012 BASEMENT 1 STORMWATER Revision A

5.4 Drawing 18.0567 – C013 BASEMENT 2 STORMWATER Revision A

5.5 Drawing 18.0567 – C020 VEHICLE SWEPT PATHS Revision A

5.6 Drawing 18.0567 – C021 SITEWORKS PLAN Revision A



REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
3	PLANNING APPROVAL	AK	13.02.19				

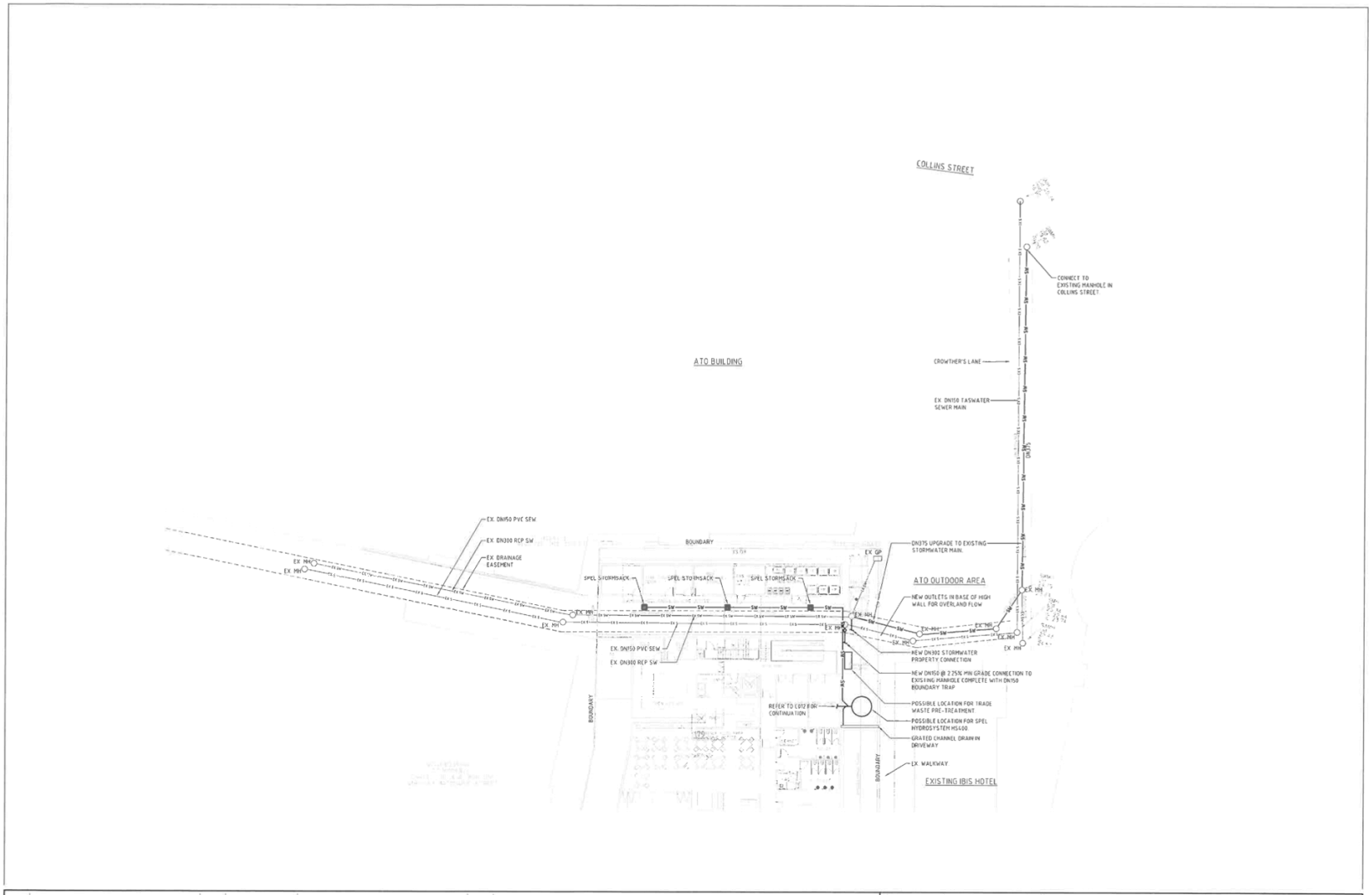
GANDY AND ROBERTS CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8577 f: 03 6223 7588

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
LEVEL 1 WATER SERVICES

0 20mm
SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
D.BLAKE	A.KOHI	A.KOHL
PROJECT	DRAWING	REVISION
18.0567	C010	1



REV	DESCRIPTION	APP'D	DATE
1	PLANNING APPROVAL	AK	13.02.19

GANDY AND ROBERTS CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
LEVEL 1 SEWER & STORMWATER

0 50mm
SCALE 1:200 @ A1

DESIGNED	DRAWN	CHECKED
D.BLAKE	A.KOHL	A.KOHL
PROJECT	DRAWING	REVISION
18.0567	C011	1

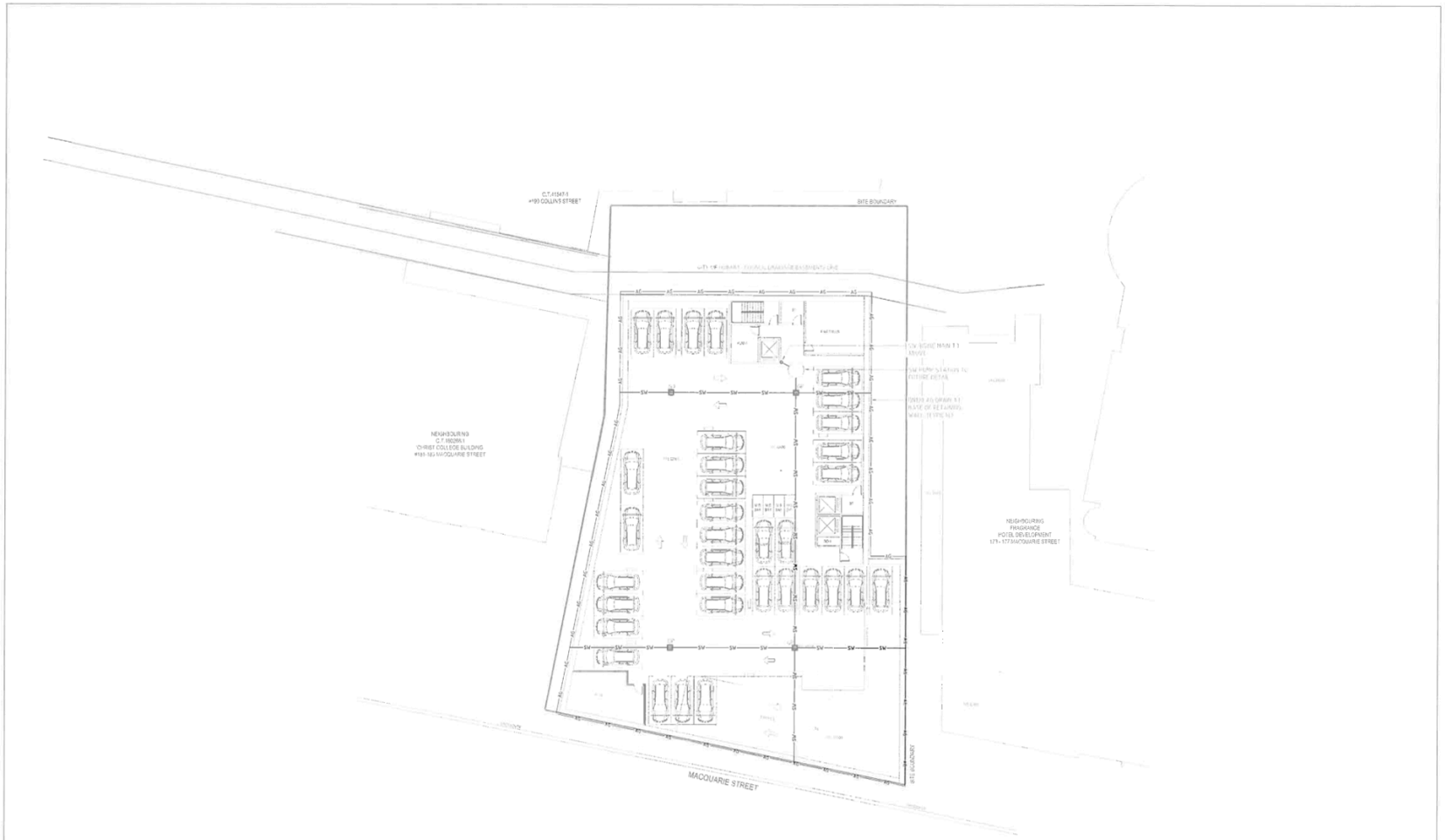


REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
1	PLANNING APPROVAL	AK	12.12.18				

GANDY AND ROBERTS CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 09 6223 2183

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
BASEMENT 1 STORMWATER

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	D.BLAKE	A.KOH.	A.KOH.
PROJECT	DRAWING	REVISION	
18.0567	C012	1	



REV	DESCRIPTION	APP'D	DATE
1	PLANNING APPROVAL	AK	12.07.19

REV	DESCRIPTION	APP'D	DATE

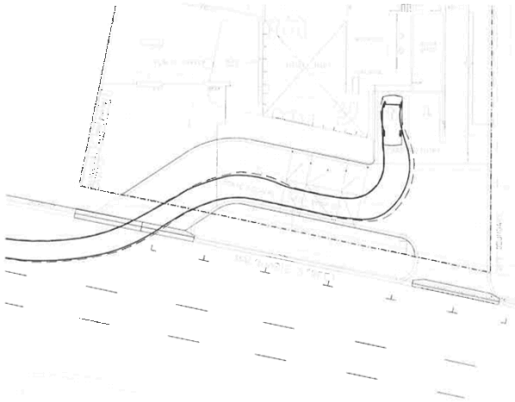
GANDY AND ROBERTS CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 6877 (x 03 6223 7188

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
BASEMENT 2 STORMWATER

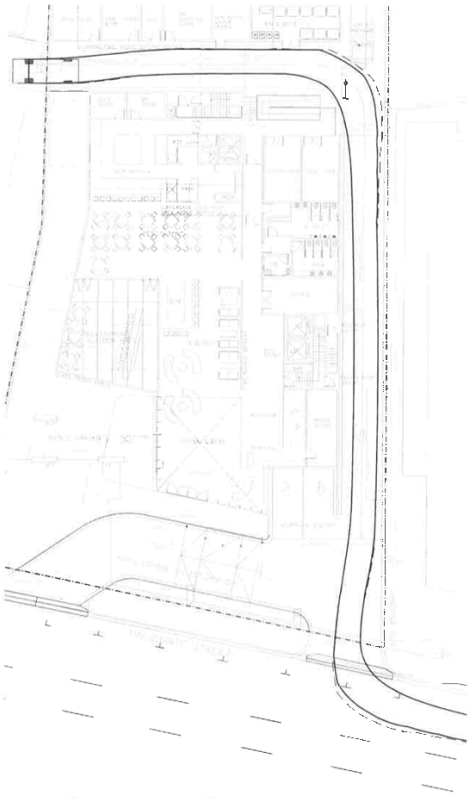
SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	D.M AKT	A KOHL	A KOHL
PROJECT	DRAWING	REVISION	
18.0567	C013	1	

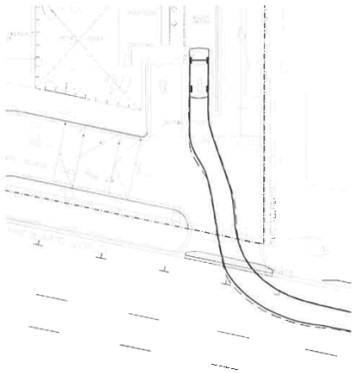


B85 VEHICLE RAMP ENTRY MOVEMENT (LEFT LANE)
SCALE 1:200

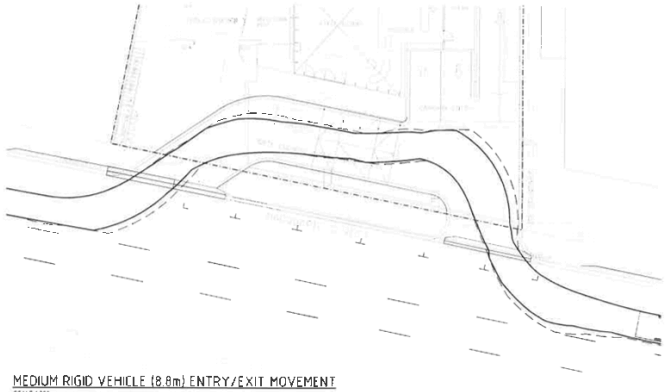


B85 VEHICLE RAMP ENTRY MOVEMENT (RIGHT LANE)
SCALE 1:200



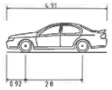


B85 VEHICLE RAMP EXIT MOVEMENT
SCALE 1:200



MEDIUM RIGID VEHICLE (8.8m) ENTRY/EXIT MOVEMENT
SCALE 1:200

SMALL RIGID VEHICLE EASTERN EXIT MOVEMENT
SCALE 1:200

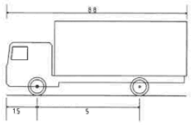


STANDARDS AUSTRALIA AS/NZS 2890.1:2004
B85 VEHICLE (REALISTIC MIN RADIUS)

OVERALL LENGTH	4.910m
OVERALL WIDTH	1.870m
OVERALL BODY HEIGHT	1.421m
MIN GROUND CLEARANCE	0.159m
TRACK WIDTH	1.770m
LOCK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.750m

SWEPT PATHS GENERATED USING AUTODESK VEHICLE TRACKING 2018 SOFTWARE

B85 VEHICLE
SCALE 1:100

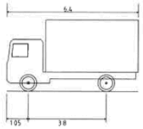


STANDARDS AUSTRALIA AS/NZS 2890.1:2004
MEDIUM RIGID VEHICLE

OVERALL LENGTH	8.800m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.631m
MIN GROUND CLEARANCE	0.428m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	10.000m

SWEPT PATHS GENERATED USING AUTODESK VEHICLE TRACKING 2018 SOFTWARE

MEDIUM RIGID VEHICLE
SCALE 1:100



STANDARDS AUSTRALIA AS/NZS 2890.1:2004
MEDIUM RIGID VEHICLE

OVERALL LENGTH	6.400m
OVERALL WIDTH	2.330m
OVERALL BODY HEIGHT	3.560m
MIN GROUND CLEARANCE	0.298m
TRACK WIDTH	2.330m
LOCK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.100m

SWEPT PATHS GENERATED USING AUTODESK VEHICLE TRACKING 2018 SOFTWARE

SMALL RIGID VEHICLE
SCALE 1:100

REV	DESCRIPTION	APP'D	DATE
:	FOR INFORMATION	AC	18.03.19

REV	DESCRIPTION	APP'D	DATE

THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION

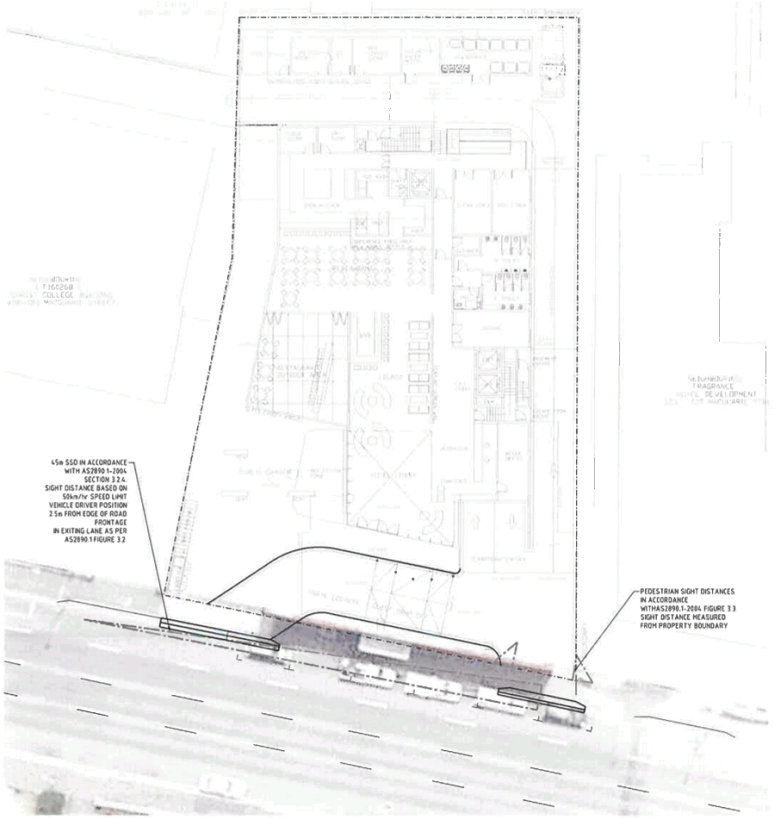
GANDY AND ROBERTS CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 06 6223 8877 fx 06 6223 7183

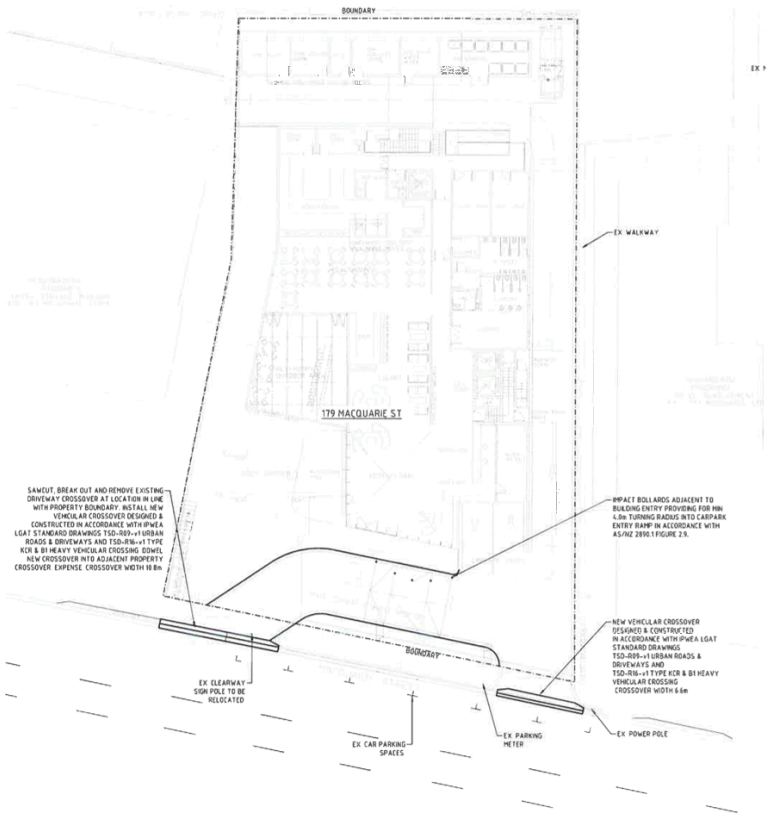
179 MACQUARIE ST
HOBART
CONCEPT SERVICES
DRAWING TITLE
VEHICLE SWEPT PATHS

0 50mm
SCALE AS SHOWN @ A3

DESIGNED	DRAWN	CHECKED
DH	DH	AC
PROJECT	DRAWING	REVISION
18.0557	CD20	1



ACCESS DRIVEWAY: SIGHT LINES
SCALE 1:200



ACCESS DRIVEWAY: SITE WORKS
SCALE 1:200

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
1	PLANNING APPROVAL	AC	13.02.19				

THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION

GANDY AND ROBERTS CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

179 MACQUARIE ST
HOBART
CONCEPT SERVICES
SITEWORKS PLAN

SCALE	DESIGNED	DRAWN	CHECKED
1:200 @ A1	DH	DH	AC
PROJECT	DRAWING	REVISION	
18.0567	C021	1	

6 Appendix.

6.1 Calculations

Level	Basins	Bath	Urinal	WC	Sink	Shower	ET Code	ET's On Level (sewer)	Area Type
Level 1	8	0	3	8	5	0	MP01	1.76	Restaurant / Bar (220m2)
Level 2	14	0	5	14	2	4	BE04, EF04, SF07	94.77	Hotel Admin (93m2) Conference Area (130 People) Pool (180kl & 2xSHR 2xWC)
Level 3	37	0	0	37	0	37	AS03	16.65	Rooms (37)
Level 4	37	0	0	37	0	37	AS03	16.65	Rooms (37)
Level 5	28	0	0	28	0	28	AS03	12.6	Rooms (28)
Level 6	28	0	0	28	0	28	AS03	12.6	Rooms (28)
Level 7	28	0	0	28	0	28	AS03	12.6	Rooms (28)
Level 8	28	0	0	28	0	28	AS03	12.6	Rooms (28)
Level 9	20	0	0	20	0	20	AS03	9	Rooms (20)

Totals	228	0	8	228	7	210	189.23
Fixture Units	228	0	8	912	21	420	
Total Fixture Units	1589						
Fixture Unit Flow	13.7	L/s			Extrapolated from AS3500.2 Table 6.2(B)		
Average Dry Weather Flow	1.021842	L/s					
d' From Taswater Supplement Figure 1.1	3						
Peak Dry Weather Flow	3.065526	L/s					

Domestic Cold Water Demand	7 L/s @ 850kPa
Fire Hydrant Demand	20 L/s @ 850kPa
Fire Sprinkler Demand	20 L/s @ 850kPa

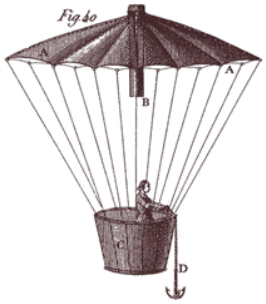


Fig 40
A
A
B
C
D

MIDSON
traffic
pty ltd

Scanlan Architects

179 Macquarie Street Hotel Development
Traffic Impact Assessment

February 2019

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL AWARDS
TASMANIA
WINNER 2016

Contents

1. Introduction 4
1.1 Background 4
1.2 Traffic Impact Assessment (TIA) 4
1.3 Statement of Qualification and Experience 5
1.4 Project Scope 5
1.5 Subject Site 6
1.6 Reference Resources 8
2. Existing Conditions 9
2.1 Transport Network 9
2.2 Land Zoning 10
2.3 Road Safety Performance 11
3. Proposed Development 14
3.1 Development Proposal 14
4. Traffic Impacts 19
4.1 Traffic Generation 19
4.2 Access Arrangements 21
4.3 Access Impacts 22
4.4 Sight Distance Assessment 24
4.5 Pedestrian Impacts 24
4.6 Road Safety Impacts 25
5. Parking Assessment 26
5.1 Parking Provision 26
5.2 Hotel Parking Operation 26
5.3 Empirical Parking Assessment 26
5.4 Planning Scheme Requirements 27
5.5 Accessible Parking 28
5.6 Motorcycle Parking 29
5.7 Bicycle Parking 29
5.8 Commercial Vehicle Facilities 33

5.9 Car Parking Layout 35
5.10 On-Street Parking 36
6. Conclusions 37

Figure Index

Figure 1 Development Proposal Elevation 4
Figure 2 Subject Site & Surrounding Road Network 7
Figure 3 Existing Site 8
Figure 4 Macquarie Street 9
Figure 5 Barrack Street 10
Figure 6 Planning Scheme Land Zoning 11
Figure 7 Crashes by Month of Year 12
Figure 8 Crash Types 13
Figure 9 Crash Locations 13
Figure 10 Proposed Development 15
Figure 11 Basement Car Park Level 1 16
Figure 12 Basement Car Park Level 2 17
Figure 13 Services Area, Porte Cochere & Restaurant 18
Figure 14 Site Access Arrangements 22
Figure 16 Visitor Bicycle Parking Area 31
Figure 17 Staff Bicycle Parking Area 32
Figure 15 Loading Area Swept Paths 34
Figure 18 Lower Level Ramp Turn 36

Table Index

Table 1 Hotel Trip Generation 19
Table 2 Development Total Trip Generation 20
Table 2 Bicycle Parking Requirements 30

1. Introduction

1.1 Background

Midson Traffic were engaged by Scanlan Architects to prepare a traffic impact assessment for a proposed 206 room hotel development at 179 Macquarie Street, Hobart.

The proposed frontage of the hotel from Macquarie Street is shown in Figure 1.

Figure 1 Development Proposal Elevation



1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may

contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

The Hobart Interim Planning Scheme, 2015, states that a TIA is required if the increase in the number of vehicle movements per day is more than 40. It further states that the planning authority may require "*an assessment, by a suitably qualified person, of parking demand created by a use or development and the ability for such demand created by a use or development and the ability for such demand to be satisfied in the vicinity of a proposed use of development, if reliant on performance criteria to satisfy E6.6.1, E6.6.3 or E6.6.4*".

This TIA addresses E5.0, *Road and Railway Assets* Code, and E6.0, *Parking and Access Code,* of the Hobart Interim Planning Scheme, 2015.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 23 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 179 Macquarie Street, Hobart. The existing site has recently been used as a homewares retail shop and a carpet and rug retail shop. The site has access via Macquarie Street and Barrack Street (via a right of way).

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network

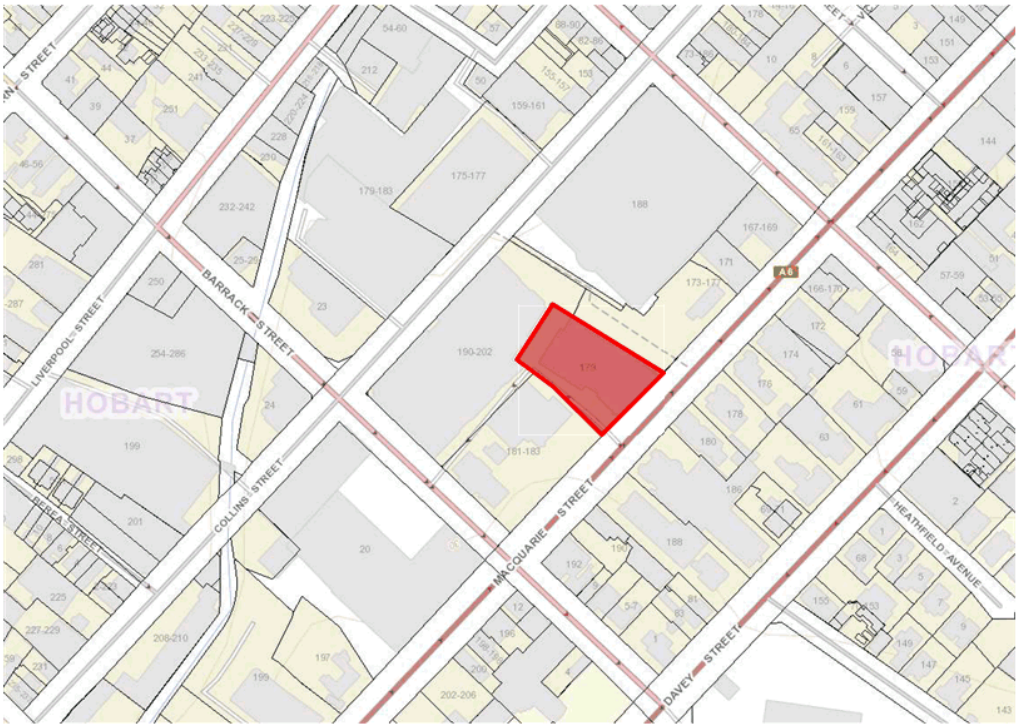


Image Source: LIST Map, DPIPWE

Figure 3 Existing Site



1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Hobart Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2009
- DSG, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads & Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Institute of Transportation Engineers, Trip Generation Manual, 8th Edition, 2008 (ITE Manual)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)
- Australian Standards, AS2890.2, Off-Street Commercial Vehicle Facilities, 2002 (AS2890.2:2002)

2. Existing Conditions

2.1 Transport Network

For the purposes of this assessment, the relevant road network consists of Macquarie Street, Barrack Street. Other roads such as Liverpool Street, Harrington Street and Davey Street were considered in the broader context of the proposed development but were not examined in detail.

Macquarie Street is a major arterial road that forms the northbound component of the Davey Street/ Macquarie Street couplet through Hobart. It has three lanes near the Barrack Street and carries approximately 35,000 vehicles per day[1]. A clearway forms a fourth lane in Macquarie Street adjacent to the site on weekday mornings (7:30am to 9:00am).

On-street parking is available on both sides of Macquarie Street near the subject site. Parking is controlled by parking meters (two hour parking during normal working hours on weekdays).

Macquarie Street, looking towards the site is shown in Figure 4, and Barrack Street is shown in Figure 5.

Figure 4 Macquarie Street



Barrack Street is a one-way street (south-east flow) and provides traffic access around the southern edge of the City. It is utilised by West Hobart and surrounding suburbs to access the southern areas of the City, and as a route to Sandy Bay and connecting areas.

On the approach to the Macquarie Street junction, Barrack Street has four lanes (three through lanes and a left turn lane). It has a moderate uphill gradient on the approach to the Macquarie Street junction. A clearway is provided on the northern side of Barrack Street that operates during weekday morning and

[1] State Growth SCATS data, Macquarie Street/ Barrack Street junction, October 2014.

afternoon peak periods. On-street parking is available in various locations on both sides of the road, with a mix of 1-hour and 2-hour parking in the form of parking meters.

Figure 5 Barrack Street



2.2 Land Zoning

The subject site is zoned 'Central Business' under the Planning Scheme. The zoning is shown in Figure 6.

Figure 6 Planning Scheme Land Zoning

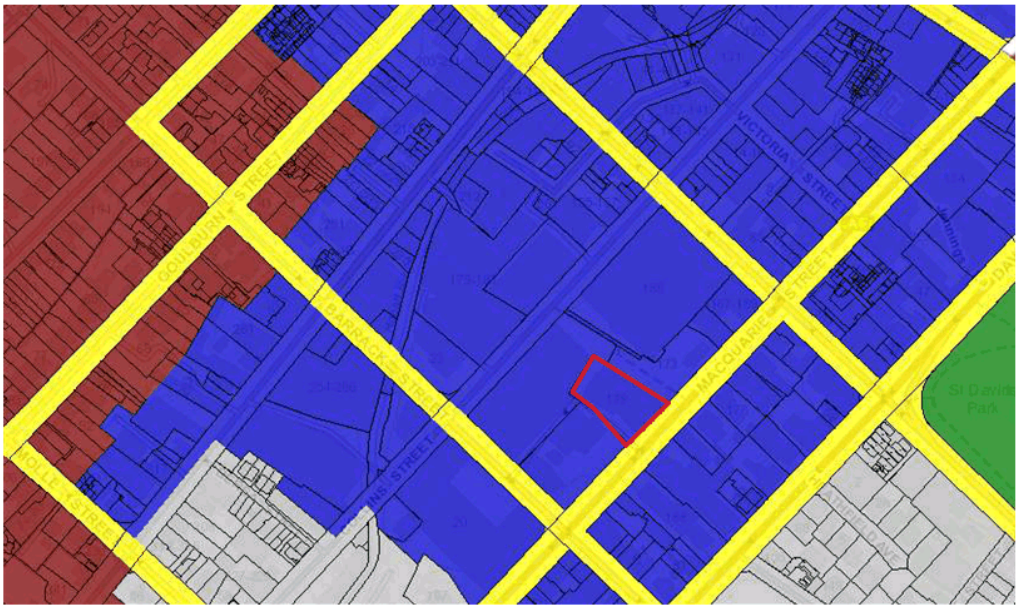


Image Source: LIST Map, DPIPWE

2.3 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2013 and 30th September 2018 for Macquarie Street between Barrack Street and Harrington Street.

The findings of the crash data is summarised as follows:

- A total of 80 crashes were reported in Macquarie Street during this time.
- Severity: 1 crash involved serious injury; 8 crashes involved minor injury; 9 crashes involved first aid at the scene; and 62 crashes involved property damage only.
- Day of week: No crash trends noted. Mondays and Wednesdays had the lowest crash rates (7 and 8 crashes respectively). Other days of the week had between 12 and 14 crashes reported.
- Seasonal trends: July and December had the highest reported crash frequency with 10 and 9 crashes respectively. June, February and October had the lowest crash frequency with 4 crashes reported each. A summary of crashes by month of year is provided in Figure 7.

- Crash types: The most common crash types were: 22 x 'cross-traffic'; 15 x 'right-turn-side-swipe'; 14 x 'rear-end'; 5 x 'lane-side-swipe'. A summary of all crash types is provided in Figure 8.
- Vulnerable road users: 4 x crashes involved a pedestrian; 3 x crashes involved a motorcycle; no crashes involved bicycles.
- Crash locations: 32 crashes were reported at the Barrack Street intersection; 28 crashes were reported at the Harrington Street intersection; 20 crashes were reported mid-block. The crash locations are shown in Figure 9.

The crash data does not indicate that there are any specific road safety deficiencies associated with Macquarie Street between Barrack Street and Harrington Street. The relatively high crash rate on Macquarie Street is likely a function of exposure with a high traffic volume major collector road near a CBD area. Importantly the severity of reported is relatively low (one serious injury and 8 minor injury crashes). No crashes were reported at the site's existing vehicular access.

Figure 7 Crashes by Month of Year

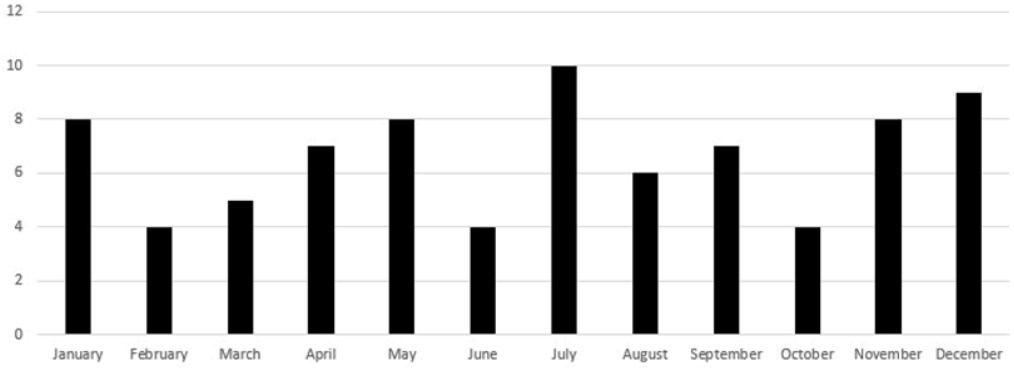


Figure 8 Crash Types

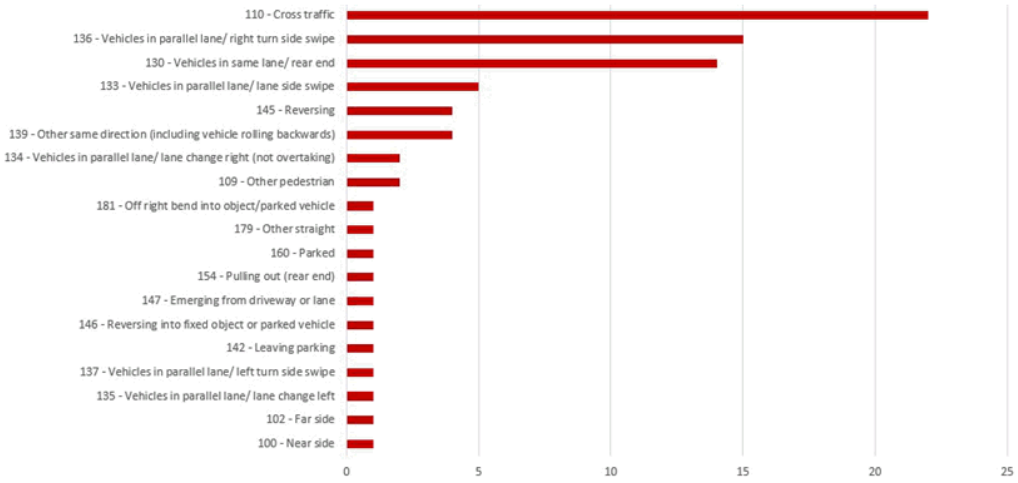


Figure 9 Crash Locations



Image Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of the existing building and the construction of a 206 room hotel at 179 Macquarie Street. The development will include on-site car parking for 60 cars in a basement car park that are accessed via a ramp from Macquarie Street. The cross-section of the development is shown in Figure 10. The car parking layout is shown in Figure 11.

A loading area is provided at the rear of the site with access via Macquarie Street and the right of way connecting to Barrack Street. The loading area is shown in Figure 13.

The hotel will include the following key components:

- 206 hotel rooms
- Basement car park for 60 cars. The car park is spread across two basement levels (28 spaces on level 1 and 34 on level 2).
- 3 motorcycle parking spaces.
- Porte cochère facility with storage for 3 cars accessed via Macquarie Street
- Conference facility (128 seating capacity)
- 20-metre swimming pool
- Bar and restaurant (76 seats, including outdoor dining area)

Figure 10 Proposed Development

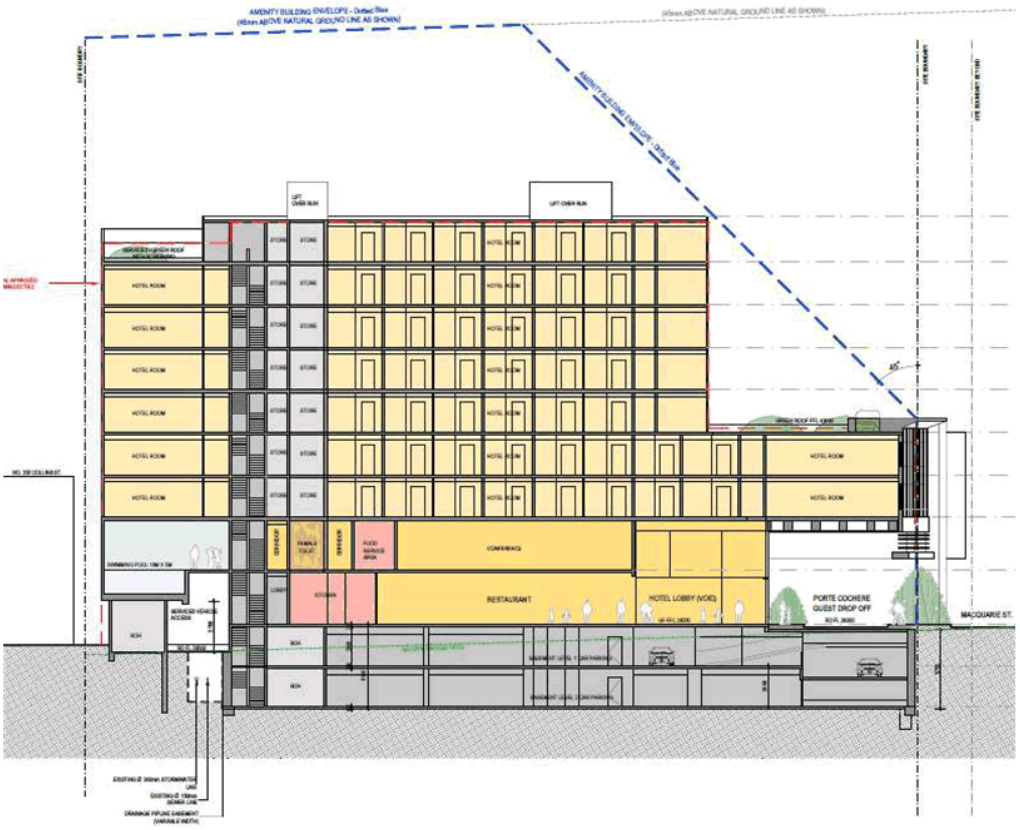


Figure 11 Basement Car Park Level 1

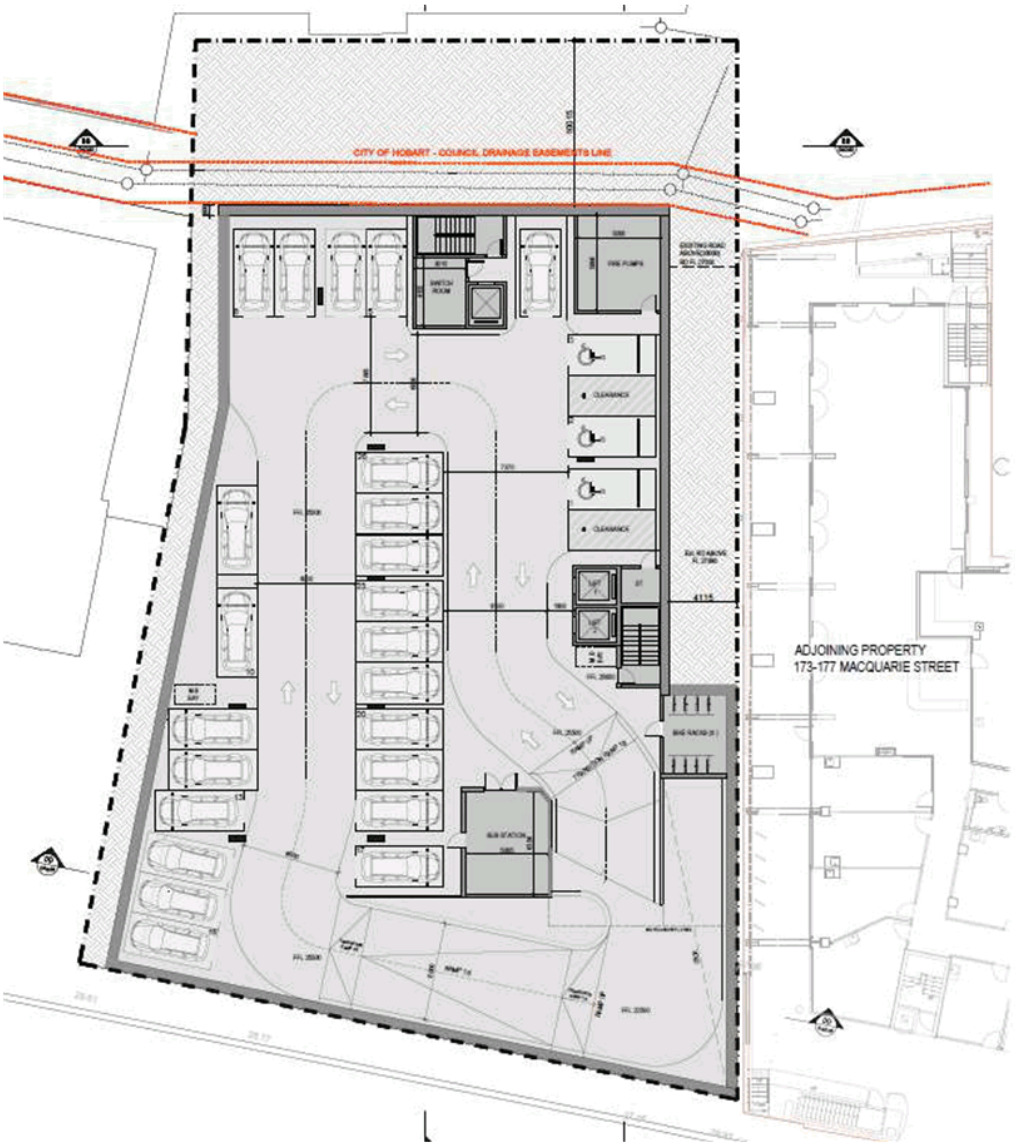


Figure 12 Basement Car Park Level 2

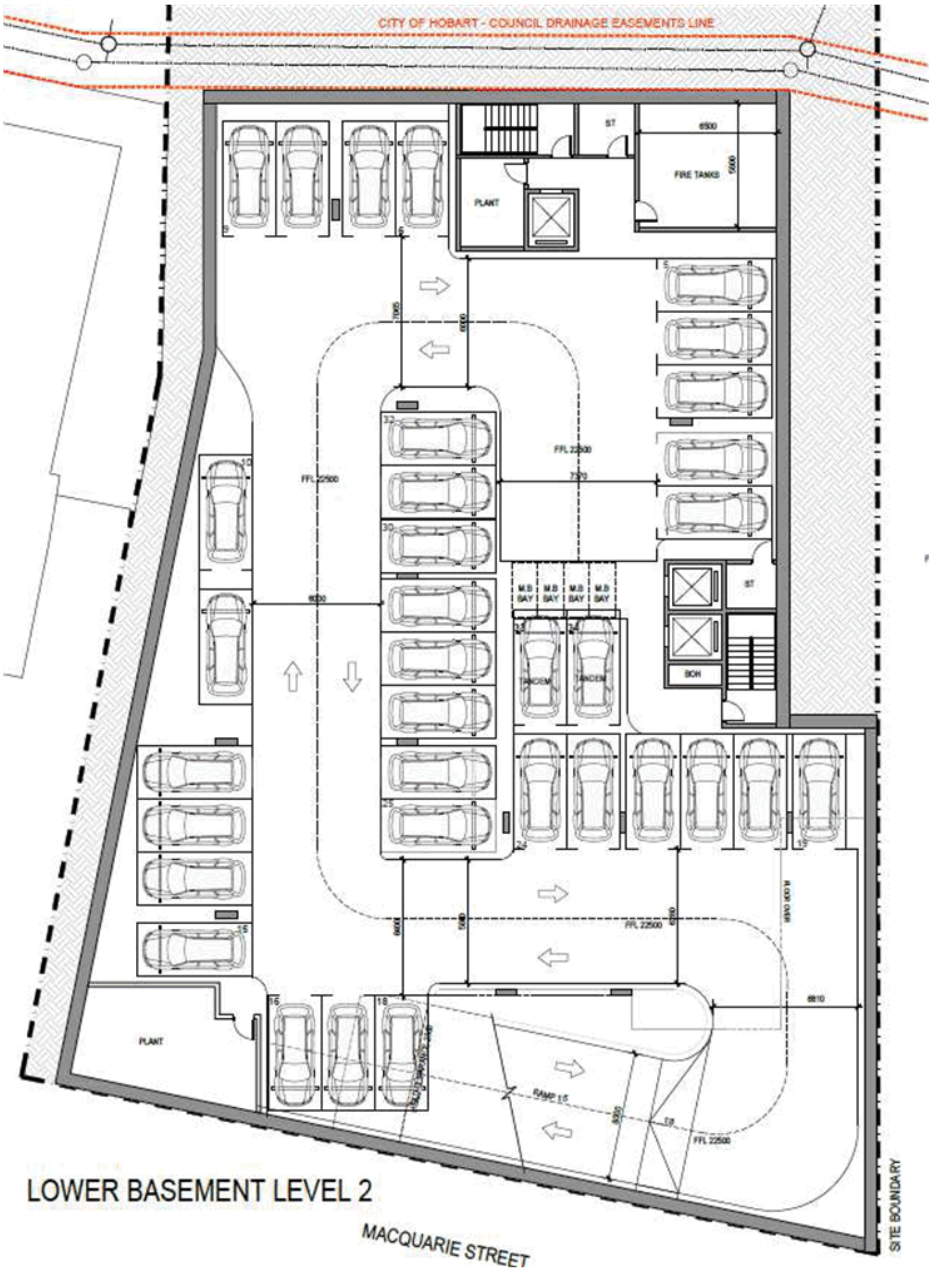


Figure 13 Services Area, Porte Cochere & Restaurant



4. Traffic Impacts

4.1 Traffic Generation

Traffic generation was adapted from the RMS Guide. A rate of 4 trips per day per room was adopted for the hotel. Detailed trip peak hour rates were sourced from the ITE Guide, which is summarised in Table 1.

Table 1 Hotel Trip Generation

Unit	Weekday	AM	PM	AM In	AM Out	PM In	PM Out
Rooms – Rate	4	0.56	0.59	61%	39%	53%	47%
Total	**824 vpd**	**116 vph**	**122 vph**	**71 vph**	**45 vph**	**65 vph**	**57 vph**

The trip generation rates provided in Table 1 relate to people trips, with mode share between car, pedestrian, bicycle, motorcycle and bus. Furthermore, the trip generation refers to vehicle activity accessing the site, as well as on the surrounding road network (ie. visitors parking on-street nearby to the site). Some of these movements would relate to taxi drop-off/ pick-up in the porte cochère in Macquarie Street, or by the airporter bus (resulting in multiple person-arrivals in one vehicle trip).

Being an inner-city Hotel, it is expected that it will attract a high proportion of guests who do not arrive by private motor vehicle. The balance of generated trips will be as:

- Pedestrians from Hobart CBD.
- Bus and coach. Airporter Bus, Metro, Coach, etc.
- Taxi. On street in Macquarie Street, drop off lane in front of hotel (Macquarie Street).

4.1.1 Hotel Restaurant Traffic Generation

The hotel component of the development incorporates a restaurant with a total floor area of 245m^2 (consisting of approximately 160m^2 indoor and 85m^2 outdoor dining areas).

The traffic generation associated with the restaurant is likely to be as follows:

- Evening peak hour vehicle trips = 5 per 100m^2 gross floor area
- Daily vehicle trips = 60 per 100m^2 gross floor area

The raw traffic generation associated with the restaurants is therefore:

- 12 trips per hour during peak periods
- 147 vehicles per day

The restaurant is designed to be utilised by guests and therefore the majority of trips generated by the restaurant component of the development will be made by guests, who's trip generation has been accounted for as hotel trip generation.

The additional traffic generated by these components is therefore likely to be only 20% of the total trip generation. In this case, this equates to 30 vehicles per day and 3 vehicles per hour during the evening peak period. It is further noted that many of these trips are likely to be from nearby businesses and residential properties as the site is located in close proximity to the CBD.

4.1.2 Total Traffic Generation

The total trip generation associated with the development is summarised in Table 2.

Table 2 Development Total Trip Generation

Component	Daily Trip Generation	AM Peak Trip Generation	PM Peak Trip Generation	Notes
Hotel	824 vpd	116 vph	122 vph	Traffic generation at Macquarie St access. The total trip generation relates to cars accessing the car park, taxis and buses. Trips are therefore an over-estimate of traffic accessing the site car parking.
Restaurant (additional trips for non-hotel guests)	30 vpd	-	3 vph	Traffic generation in surrounding road network (ie. not associated with an access to the subject site). Assumed 80% ancillary use to hotel.
TOTAL	**854 vpd**	**116 vph**	**125 vph**	

4.1.3 Net Traffic Generation

It is also important to note that the existing site currently generates traffic as retail outlet. The retail floor area of the existing site is assumed to be approximately 1,500m^2.

The existing traffic generation of the existing site, when operating as a bulky goods retail store is likely to be in the order of 38 vehicles per hour (assuming a rate of 2.5 vehicles per hour per 100m^2 sourced from the RMS Guide). The daily traffic generation is likely to be in the order of 400 vehicles per day.

The net traffic generation of the development is therefore likely to be in the order of:

- 454 vehicles per day (weekday)
- 78 vehicles per hour (evening peak)

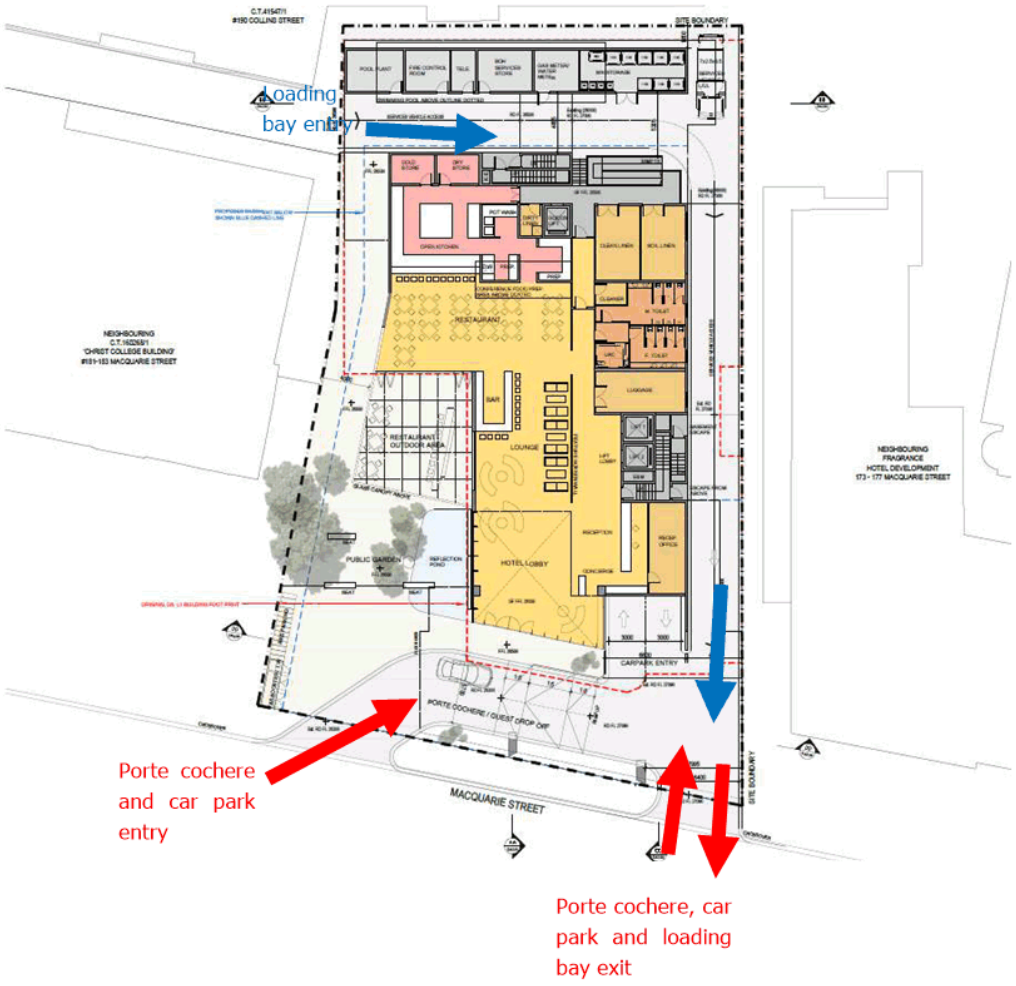
4.2 Access Arrangements

The development provides the following access arrangements:

- Porte cochere access – one-way flow with entry and exit on Macquarie Street.
- Car park access – connected to porte cochere, down a ramp to the basement. Entry and exit shared with porte cochere exit on Macquarie Street.
- Loading area access – entry via right of way at Barrack Street, exit via a ramp adjacent to car park access, with exit onto Macquarie Street shared with porte cochere exit. The service vehicle access arrangements are shown in Figure 14 and the swept paths of a SRV service vehicle are shown in Figure 17.

These access arrangements are shown in Figure 14.

Figure 14 Site Access Arrangements



4.3 Access Impacts

Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme 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*".

In this case, the development provides a new access arrangement that separates entry and exit movements at Macquarie Street. The entry is located at the approximate location of the existing vehicle cross-over.

The existing traffic generation (when the site was used as bulky goods retail) was estimated to be 400 vehicles per day. 20% of this volume is 80 vehicles per day. The traffic generation of the development exceeds this amount and therefore the development does not comply with Acceptable Solution A3 of Clause E5.5.0 of the Planning Scheme.

Performance Criteria P3 of Clause E5.5.1 states:

> *"Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:*
>
> *(a) the increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature and efficiency of the access or the junction;*
>
> *(d) the nature and category of the road;*
>
> *(e) the speed limit and traffic flow of the road;*
>
> *(f) any alternative access to a road;*
>
> *(g) the need for the use;*
>
> *(h) any traffic impact assessment; and*
>
> *(i) any written advice received from the road authority."*

The following is relevant with respect to the proposed development:

a. The increase in traffic is estimated to be in the order of 454 vehicles per day. The peak generation increase (evening peak) is estimated to be in the order of 78 vehicles per hour. The peak generation is considered to be the critical measure in terms of the surrounding road network to absorb. Noting further that not all traffic generation will occur at the site's access – some will occur in the surrounding network where vehicles may park off-site, or be a shared trip. Macquarie Street is a high-volume/ high-capacity arterial road that is capable of absorbing the traffic generation associated with the development.

b. The traffic generation of the development will be predominantly hotel guests. This is consistent with the neighbouring site (Ibis Hotel).

c. The access on Macquarie Street will have separated entry and exit. This will ensure an efficient access arrangement that is consistent with modern hotel design on busy arterial roads.

d. Macquarie Street is a major arterial road that provides northbound movements through Hobart. It also provides property access to a large number of commercial properties along its length near the subject site (including the subject site in its current layout).

e. The speed limit of Macquarie Street is 50-km/h. This speed provides a relatively safe environment for access manoeuvres at Macquarie Street.

f. Alternative access is available via a right of way connecting to Barrack Street. This access is proposed only for service vehicle entry and is not considered appropriate for intensification by car traffic generated by the hotel. The access at Macquarie Street is considered to be the most appropriate for the primary access to the site.

g. The hotel requires a car park to adequately service the needs of the development. The car park requires an appropriate access. Macquarie Street was deemed to provide the most appropriate location for vehicular access.

h. This report documents the findings of a traffic impact assessment.

i. No written advice has been received by Council (as road authority).

Based on the above findings, the development meets the requirements of Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme.

4.4 Sight Distance Assessment

Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme states that "*an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

Table E5.1 of the Planning Scheme requires Safe Intersection Sight Distance (SISD) of 80 metres for a vehicle speed of 50-km/h. This sight distance is available to the south of the proposed exit location (noting that Macquarie Street is one-way) provided that no cars are parked on-street between the entry and exit of the porte cochere of the development. It is therefore proposed that on-street parking be removed at this location.

On this basis, the Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is met.

4.5 Pedestrian Impacts

A relatively high standard of pedestrian infrastructure is provided on all roads connecting to the site. Existing pedestrian infrastructure in the surrounding road network near the subject site consists of footpaths on both sides Macquarie Street, as well as pedestrian activated crossings at all traffic signals in the surrounding network.

The nature of the hotel and associated restaurant is likely to result in pedestrian movements to/ from the hotel to areas such as Hobart CBD and Sullivans Cove.

4.6 Road Safety Impacts

The proposed development was assessed against key road safety considerations. Road safety predominantly relates to the access conditions for all road users.

The following points are relevant for the proposed development:

- Pedestrian access is provided along the Macquarie Street frontage of the site. Pedestrian access is separated from vehicular access.
- The porte cochère (hotel drop-off/ pick-up area) provides a safe area off-street for the drop off and collection of hotel guests.
- Access conditions on both Macquarie Street and Barrack Street are considered safe in terms of the speed environment and sight distance provision.
- There is sufficient spare capacity in Macquarie Street and the surrounding road network to absorb the predicted increase in peak hour traffic generated from the proposed development. No change to the level of service of the road network would be expected as a result of the development.
- The crash history in the surrounding road network near the subject site does not indicate that there are any existing road safety issues that may be exacerbated by the increased traffic generated by the proposed development.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 60 on-site car parking spaces. This consists of 26 spaces in the upper parking level, and 34 on the lower parking level (including 2 x tandem bays for staff).

Three accessible parking spaces are provided. Four motorcycle parking spaces are provided in the lower parking level. Bicycle parking is provided for both staff and visitors.

A porte cochere facility accessed at Macquarie Street will also provide approximately 3 parking spaces for hotel guest drop-off and pick-up activity.

5.2 Hotel Parking Operation

Modern hotels in busy city environments provide parking fees separately to the accommodation rate. It is also a typical strategy of hotels to have limited or no on-site parking availability. Normally hotels provide information regarding parking availability, accessibility and pricing on their website and booking processes (either through the check-in process or in the provision of general information), as well as via confirmation email when a room is booked. Some hotels in Hobart that provide parking information on their websites include:

- Quest Savoy Hotel (no parking on-site)
- Hotel Grand Chancellor (limited parking on-site)
- Hadleys Hotel (limited off-site parking)
- IXL Art Hotel (limited off-site valet parking)

These hotel booking strategies assist with dealing with limited parking supply (constrained parking environment). To some extent, this also assists to filter guests who may not book the hotel if no parking is available and they have a car.

The location of the proposed hotel in close proximity to Hobart CBD is likely to attract guests who do not require a car. Their arrivals and departures will therefore be largely done through the use of taxi, bus and coach, or as a pedestrian (to/from Hobart CBD for example). It is further noted that the development is highly accessibly by public transport, with the Macquarie Street/ Davey Street couplet providing frequent bus services to and from Hobart CBD.

5.3 Empirical Parking Assessment

The RMS Guide suggests that a 5-star international hotel parking rate is 1 space per 5 rooms. Hotels of 3 or 4-star ratings typically require 1 space per 4 rooms. This is a requirement for 52 spaces based on 1 space per 4 rooms.

The RMS Guide parking calculations includes the provision of ancillary components such as restaurants, bars and conference facilities. In this case, the restaurant is designed to cater for use by hotel guests and does not provide separate on-site parking for this component of the site.

The proposed development therefore has a parking surplus of 13 spaces in accordance with the empirical assessment (when considering the 60 basement car parking spaces and the 3 spaces within the porte cochere facility).

5.4 Planning Scheme Requirements

For development located in the Central Business Zone, Acceptable Solution, A1, of Clause E6.6.5 of the Planning Scheme states:

> *"(a) No on-site parking is provided; or*
>
> *(b) on-site parking is provided at a maximum rate of 1 space per 200m^2 of gross floor area for commercial uses; or*
>
> *(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or*
>
> *(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service."*

In this case the proposed development provides the following parking provision:

a. Parking is provided on-site. A total of 60 formal parking spaces is proposed for the development.
b. Total Commercial GFA: 9,535 m^2. The total maximum spaces permitted = 48 spaces
c. Not applicable.
d. Not applicable.

The Acceptable Solution is required to meet one "or" the other for the maximum number of parking spaces. Therefore the maximum number for the whole site would therefore be 48 spaces. With 60 on-site car parking spaces, the development does not meet the requirements of Acceptable Solution A1 of Clause E6.6.5 of the Planning Scheme (noting that (c) and (d) are not relevant to this proposal).

The Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme states:

> *"Car parking provision:*
>
> *(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or*
>
> *(b) must not compromise any of the following:*
>
> *(i) pedestrian safety, amenity or convenience;*
>
> *(ii) the enjoyment of 'al fresco' dining or other outdoor activity;*

(iii) air quality and environmental health;

(iv) traffic safety".

The following is relevant with respect to the proposed development:

a. Not applicable. The car parking is not in the form of a public car parking station.

b. As follows:

i. Pedestrian safety, amenity or convenience is not compromised. The car park is located across two basement levels that are separate from normal pedestrian related activities. Pedestrian movements within the car park are catered for in the form of a low speed environment, designated pedestrian access points (stairwells, elevator area, etc).

ii. The car parking areas are in basement levels and therefore do not impact on the potential for al-fresco dining or any other outdoor activity.

iii. The car parking areas are in basement levels that do not impact on the air quality or environmental health of the surrounding network.

iv. The design of the car parking areas have been done in accordance to relevant Australian Standards. The design provides a low speed environment, with sight distance maximised within the car park to provide a relatively safe environment for all users.

Based on the above findings, the development meets the requirements of Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme.

5.5 Accessible Parking

Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme states "*Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance*".

The BCA Code does not specify a parking requirement for hotel accommodation. The restaurant component of the development is classified as Class 6 building under the BCA Code. This requires an accessible parking provision of 1 space per every 50 car parking spaces or part thereof. If the car park as a whole is considered (60 spaces), then this equates to 2 spaces (rounded up from 1.24 spaces). The total accessible parking provision of the site is 3 spaces.

The parking provided on-site relates solely to the hotel component of the development however, with no designated parking for the restaurant (which is ancillary to the hotel). No accessible parking is therefore required under the BCA Code. Regardless, a total of 3 spaces is provided and the Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme is met.

5.6 Motorcycle Parking

Acceptable Solution A1 of Clause E6.6.3 of the Planning Scheme states: "*The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced*".

This is a requirement for 3 motorcycle parking space. A total of four motorcycle spaces are provided on the lower basement car par, therefore complying with Acceptable Solution A1 of Clause E6.6.3 of the Planning Scheme.

5.7 Bicycle Parking

Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme states: "*The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2*".

The bicycle parking requirements of the proposed development are set out in Table 3.

The employee bicycle spaces are classified as 'Class 1' or 'Class 2' spaces, which requires locked compounds with communal access using duplicate keys, or fully enclosed individual lockers.

Two separate bicycle parking areas are proposed:

- Visitor parking area located adjacent to the porte cochere entrance, as shown in Figure 15.
- Staff bicycle parking facility located in the basement car park, as shown in Figure 16.

These bicycle parking areas have greater capacity than required under Table E6.2 of the Planning Scheme, therefore complying with Acceptable Solution A1 of Clause E6.6.4 with exception of the bicycle class parking for staff. To fully comply with A1 of Clause E6.6.4, it is recommended that the staff parking facilities have an enclosed cage for security ('class 2' bicycle parking facilities).

Table 3 Bicycle Parking Requirements

Use	Employee/ Visitor Bicycle Parking Requirement	Class	Required
Food services	Employee = 1 for each 100m² of floor area available to public Visitor = 1 for each 200m² floor area after the first 200m² floor area (min 2)	1 or 2 3	Area = 120m² Total employee = 1 Total visitor = 2
Community meeting and entertainment	Employee = 1 for each 500m2 of floor area available to the public Visitor = 4 plus 2 for each 200m2 floor area	1 or 2 3	Area = 136m² Total employee = 0 Total visitor = 5
Visitor Accommodation	Employee = 1 for each 40 accommodation rooms Visitor = 1 for each 30 accommodation rooms	1 or 2 3	Total rooms = 206 Total employee = 5 Total visitor = 7
TOTAL	**Employee** **Visitor**	1 or 2 3	**6** **14**

Figure 15 Visitor Bicycle Parking Area

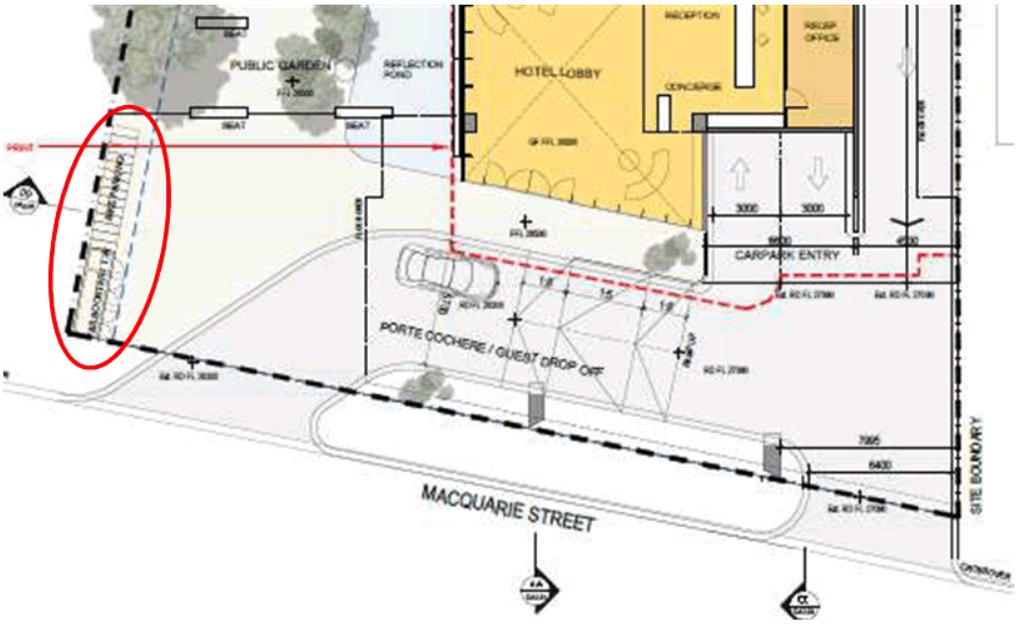
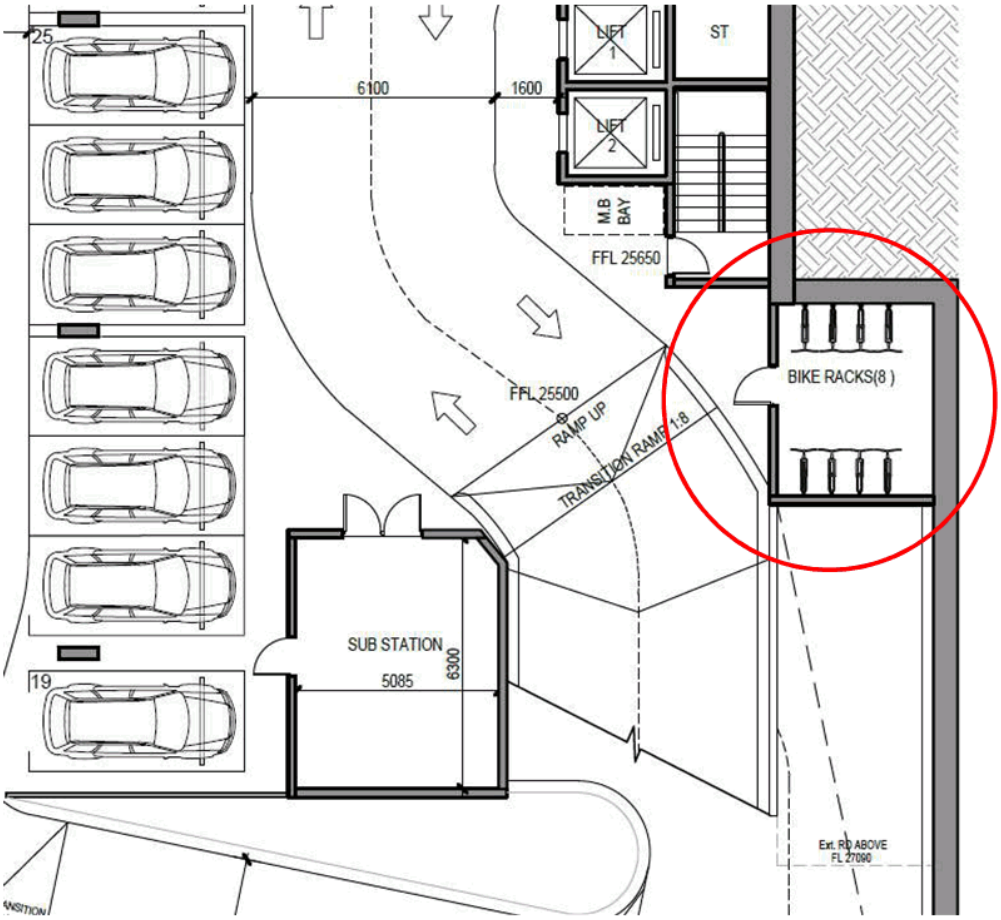


Figure 16 Staff Bicycle Parking Area



5.8 Commercial Vehicle Facilities

Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme states "*Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002*".

AS2890.2 requires that the service area is dependent on a combination of:

a. The maximum size of vehicle likely to use the facility.
b. The frequency with which vehicles of different classification use the facility; and
c. Whether the public road from which the facility is accessed is a major or minor road.

The following points are relevant for the site:

- Swept paths of a Small Rigid Vehicle (design vehicle) were tested through the site from Barrack Street to Macquarie Street, through the service area for the site.
- The frequency of access to the site will be several times per day by vehicles of differing sizes (up to a maximum of a Small Rigid Vehicle).
- Access into the site is via a major road. This access (which is in its exiting location for the current site) has been assessed to be appropriate in following sections of AS2890.2

AS2890.2 requires that the use of the service area for regular use of a major road must be as follows:

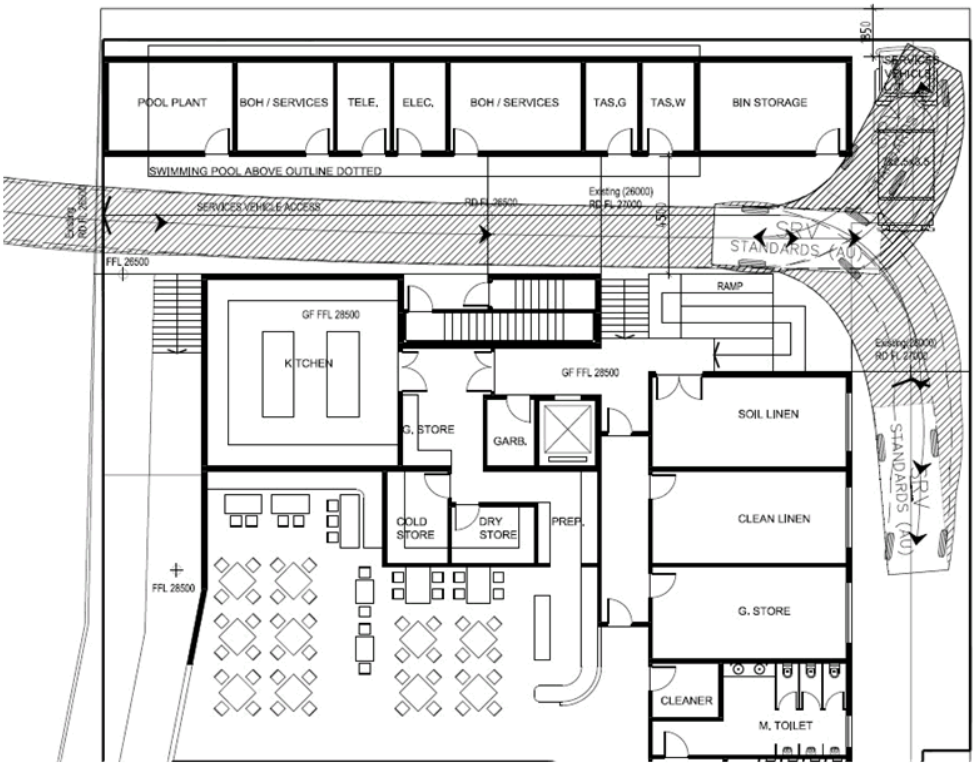
a. A service area unobstructed by other vehicles or on-site activities shall be provided.
b. All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area.
c. Both entry and exit at the property boundary shall be in the forward direction.
d. Circulation roadways shall be provided to connect the access driveway with the service area.
e. Wherever practicable, separate entry and exit access driveways should be provided.

In this case, the following is applicable:

a. The service area and access driveway have been tested to enable the swept path of a Small Rigid Vehicle.
b. All manoeuvring associated with parking, loading and unloading are within the car parking area associated with the service area of the site. This area is separated from the hotel parking area of the site.
c. Entry and exit is in a forwards direction.
d. The site is not sufficiently large enough to provide separate circulation roadways.
e. Separate entry and exit is provided.

The proposed access arrangements therefore comply with the requirements of AS2890.2. The development therefore complies with the requirements of Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme.

Figure 17 Loading Area Swept Paths



5.9 Car Parking Layout

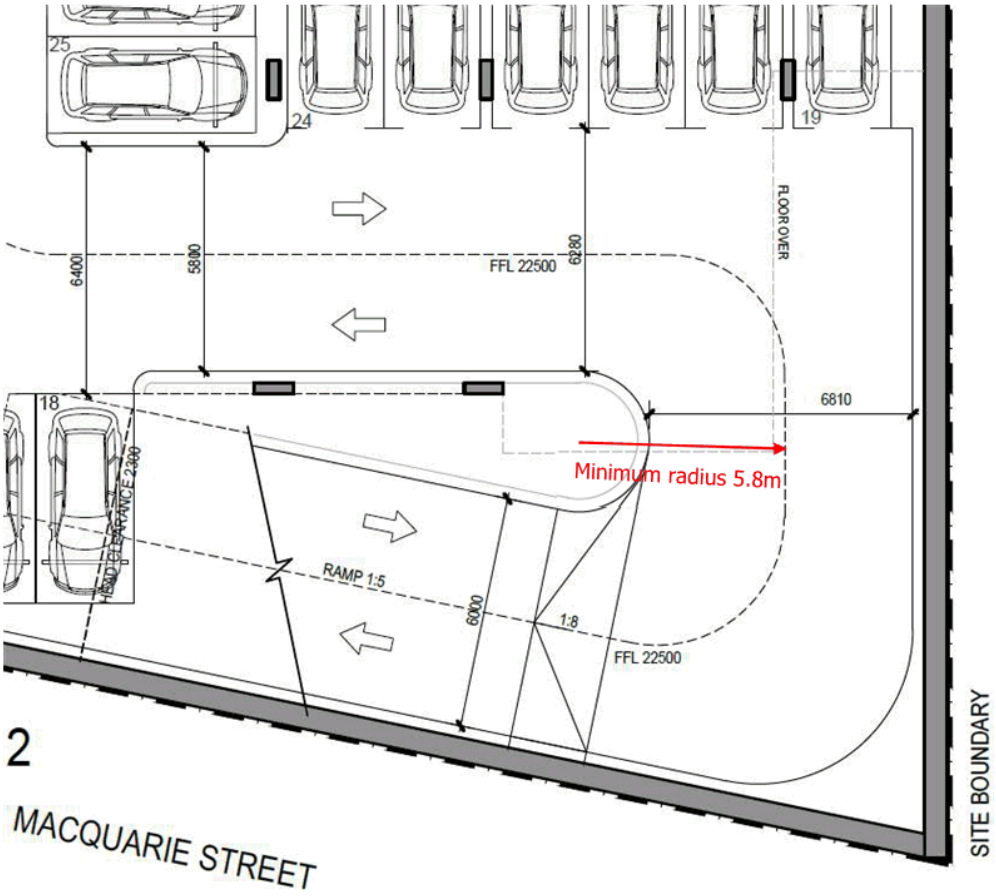
Typical car parking dimensions within both car parks of the site are as follows:

- Space width 2.5 metres
- Space length 5.4 metres
- Aisle Width 5.9 – 7.2 metres

These spaces therefore comply with the dimension requirements of User Class 2 in Australian Standards, AS2890.1:2004 (long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors, generally medium-term parking).

Note that the ramp to the lower level of the car park has the minimum inside radius for a B85 vehicle (5.8 metres). This is shown in Figure 18. Whilst a B85 vehicle can undertake the manoeuvre (inward and outward movements), the inward movement can result in vehicles crossing the centre line. The design of the ramp is such that the vehicles approaching the curve can view another vehicle approaching in the opposite direction. It is recommended that warning signage be placed to advice motorists of the potential conflict at this location (such as 'Tight Turn' and 'Give Way to Entering Traffic' for exiting traffic approach).

Figure 18 Lower Level Ramp Turn



5.10 On-Street Parking

A clearway forms a fourth lane in Macquarie Street adjacent to the site on weekday mornings (7:30am to 9:00am).

On-street parking is available on both sides of Macquarie Street near the subject site. Parking is controlled by parking meters (two-hour parking during normal working hours on weekdays).

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed 206 room hotel development at 179 Macquarie Street, Hobart.

The key findings of the TIA are summarised as follows:

- The development meets the requirements of Performance Criteria P3 of Clause E5.5.1 of the Planning Scheme.
- The hotel provides 60 on-site basement car parks that are accessible from Macquarie Street. A porte cochere facility providing approximately 3 spaces is provided to facilitate pick-up and drop-off at the hotel frontage.
- The parking provision complies with Performance Criteria P1 of Clause E6.6.5 of the Planning Scheme.
- 4 Motorcycle parking spaces are provided, complying with the requirements of Acceptable Solution A1 of Clause E6.6.3 of the Planning Scheme.
- The bicycle parking complies with Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme.
- A separate loading area is provided along the northern and western boundaries of the site. Entry is via a right of way from Barrack Street, with exit from Macquarie Street.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic and parking grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

18 Earl Street
Sandy Bay TAS 7005
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

© Midson Traffic Pty Ltd 2019

This document is and shall remain the property of Midson Traffic Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	12 November 2018
1	Keith Midson	Zara Kacic-Midson	12 December 2018
2	Keith Midson	Zara Kacic-Midson	22 January 2019
3	Keith Midson	Zara Kacic-Midson	12 February 2019

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN



16 May 2019

Cameron Sherriff
Hobart City Council
GPO Box 503
HOBART TAS 7001
(Submitted through e-Portal)

Dear Cameron,

FURTHER INFORMATION - 179 MACQUARIE STREET, HOBART

I am writing in response to your letter of the 08/04/19 requesting further information in response to the proposed development at 179 Macquarie Street, Hobart (PLN-19-104).

The following is in response to your enquiries:

Heritage Code

...Please provide drawings and a detailed description of how the heritage site known as Crowther's Lane and listed in the Heritage Code of the Scheme as the stone walls between 188 and 200 Collins Street, will be protected during any works associated with proposed infrastructure.

Please refer to the accompanying supplementary heritage report that has been provided, detailing how works will be managed within Crowther's Lane to limit any impacts to the walls within the laneway.

Potentially Contaminated Land Code

PCL - Environmental Site Assessment

A contamination Environmental Site Assessment report prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) as amended 2013. The report must conclude:

- *Whether any site contamination presents a risk to workers involved in redevelopment of the site, or future users of the site, as a result of proposed excavation of the site.*
- *Whether any site contamination presents an environmental risk from excavation conducted during redevelopment of the site.*
- *Whether any specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment before excavation commences.*

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

Please refer to the attached preliminary Environmental Site Assessment prepared by GHD. The report concludes that it is unlikely that there is contamination at the site that would present a risk to workers or future users of the site as a result of excavation and redevelopment of the site.

The report also states that it is unlikely that any remediation and/or protection measures are required to ensure that the proposed excavation does not adversely impact human health or the environment.

It is concluded that further investigations should be undertaken following the removal of the buildings, when it will be easier and safer to access the ground surface.

If you have any further queries in relation to any of the above please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN



5 June 2019

Cameron Sherriff
Hobart City Council
GPO Box 503
HOBART TAS 7001
(Submitted through e-Portal)

Dear Cameron

FURTHER INFORMATION - 179 MACQUARIE STREET, HOBART

I am writing in response to your letter of the 28/05/19 requesting further information in response to the proposed development at 179 Macquarie Street, Hobart (PLN-19-104).

The following is in response to your enquiries:

Potentially Contaminated Land Code

A contamination Environmental Site Assessment report prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) as amended 2013. The report must conclude:

- *Whether any site contamination presents a risk to workers involved in redevelopment of the site, or future users of the site, as a result of proposed excavation of the site.*
- *Whether any site contamination presents an environmental risk from excavation conducted during redevelopment of the site.*
- *Whether any specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment before excavation commences.*

Please refer to the amended preliminary site assessment report. Although the contamination risk is considered to be low, the amended report specifies that the recommendations for further investigations are now identified as mandatory requirements to be undertaken prior to, or during removal of existing infrastructure. This solution has been determined through a meeting between GHD and Council's Environmental Health Officer.

If you have any further queries in relation to any of the above please contact me on 6234 9281.

Yours sincerely,

P. Gartrell

Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Statement of Archaeological Potential & Archaeological Impact Assessment

Fragrance Hotel Development

179 Macquarie Street

HOBART TASMANIA

Brad Williams

Historical Archaeologist & Heritage Consultant

For Fragrance TAS-Hobart Pty. Ltd

March 2015 (reviewed November 2018)

Contents:

EXECUTIVE SUMMARY 0

1. INTRODUCTION 1

2. STATUTORY HERITAGE REQUIREMENTS 4

HOBART INTERIM PLANNING SCHEME 2015 4
TASMANIAN HERITAGE REGISTER 5
OTHER STATUTORY HERITAGE REGISTERS/LISTS 5
ABORIGINAL RELICS ACT 1975 5

3. ARCHAEOLOGICAL METHODOLOGY 6

3.1. GENERAL ARCHAEOLOGICAL METHODOLOGY 6
3.2. SOURCE MATERIAL 8
3.3. HISTORICAL DEVELOPMENT OF THE SUBJECT SITE 9
Pre 1804 9
1810s-20s – Settlement, street gridding, subdivision and the Government Gardens 9
The 1830s 12
The 1840s – Establishment of the Hutchins School. 15
The latter half of the nineteenth century 17

4. THE LIKELY SIGNIFICANCE, RESEARCH POTENTIAL AND INTEGRITY OF ANY ARCHAEOLOGICAL REMAINS 30

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment – a division of Praxis Synergy Pty. Ltd.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

This document has been prepared by Praxis Environment for Fragrance TAS-Hobart Pty. Ltd. (the Client), and may only be reproduced, used or distributed by the Client (or nominee), and for purposes by which the Client is bound by law to allow distribution. This document may be used for *bona-fide* not-for-profit archaeological or historical research with appropriate citation and acknowledgment of the Client. Praxis Environment otherwise expressly disclaims responsibility to any person other than the Client arising from or in connection with this document.

To the maximum extent permitted by law, all implied warranties and conditions in relation to the services provided by Praxis Environment and the document are excluded unless they are expressly stated to apply in this document.

Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from or in connection with any assumptions being incorrect.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information available at the time of preparation. Praxis Environment reserves the right to retract or review any opinion, conclusion or recommendation should further relevant information come to hand at any time in the future; otherwise Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from any such further information.

Executive summary

This report has been commissioned by Fragrance TAS-Hobart Pty. Ltd. in order to accompany an application to the Hobart City Council for the redevelopment of 179 Macquarie Street, Hobart. The brief for this project was:

- To develop a **statement of archaeological potential** as the basis for archaeological planning.
- If archaeological potential is identified, to undertake an **archaeological impact assessment** for the proposed development as informed by the statement of archaeological potential.
- If necessary, refine the statement of potential and formulate **mitigation strategies** for any identified impact.

Consistent with the process advocated by the ICOMOS Australia *Burra Charter*, conservation planning process as accepted by the Australian heritage industry and the specific provisions of the various statutory heritage planning/permit authorities, this document has provided an overview history of the development of the subject site and the precinct in which it is situated and a context within which to understand its possible archaeological significance.

The site was formerly part of the Government Gardens from the 1810s to the 1840s, subsequently in 1846 it was developed as the Hutchins School in memory of Archdeacon Hutchins, the first Archdeacon of Tasmania. The school expanded through the latter half of the nineteenth century although the subject site was always part of the sporting fields adjacent to the school, containing only ephemeral buildings and minor infrastructure (e.g. sheds and a Fives' court). The school undertook a major expansion with the addition of the Christ College wing in 1913, and the subject site was developed as the memorial library in 1925. Although campuses were developed elsewhere during the 1940s and 1950s, the school remained at the site until 1965 when the main school buildings were sold to the Masonic Club and the remainder of the site (including the subject site) sold for private development. The current building was built as part of the Nettlefold Motors company around 1970, which has a semi-basement built over the site of the 1925 library and the earlier sporting structures.

This report has concluded that the subject site has no historical archaeological potential and that no historical archaeological input should be required in the currently proposed, or any future, development process.

1. Introduction

This report has been commissioned by Ressen Pty. Ltd. in order to accompany an application to the Hobart City Council for the redevelopment of 179 Macquarie Street, Hobart. The site currently comprises of a retail building, built c1970 as part of the Nettlefold Motors company, which is a two storey building with a semi-basement cut into the rear of the site. A laneway runs beside (west) and behind (north) of the building as well as narrow parking areas.

Figures 1.1-1.3 depict the area which is subject to the proposed works, which comprise the *subject site,* a portion of a 0.2162 hectare site comprising of Certificate of Title 41547/2, on the south-western fringe of the Hobart CBD.

Although the place is not listed on any statutory heritage register, it is included in Table E.13.4 (Places of Archaeological Potential), as defined by Figure E.13.4.1 of the Hobart Interim Planning Scheme 2015, therefore Clause E.13.10.1 of the scheme applies (see Section 2).

Accordingly, the brief for this project was:

- To develop a **statement of archaeological potential** as the basis for archaeological planning.
- To undertake an **archaeological impact assessment** for the proposed development as informed by the statement of archaeological potential.
- If necessary, refine the statement of potential and formulate **mitigation strategies** for any identified impact.
- To provide conservation policy to mitigate the impact of the proposed development upon *adjacent* heritage places and precinct, and to undertake a **heritage impact assessment** of the proposed development on those places.



Figure 1.1 - 2008 Aerial image of the area – the subject site depicted in red. GoogleEarth.



Figure 1.2 – Cadastral parcel comprising the subject site (depicted in red) and surrounds (www.thelist.tas.gov.au).

Whilst the place is not listed on the Tasmanian Heritage Register, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*[1], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[2] as a means of demonstrating a sound and best-practice approach.

The brief at the outset was that the site is to be substantially excavated for underground parking and that mitigation measures, if archaeological potential was identified, would be required in order to manage that impact.

[1] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf
[2] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

2. Statutory heritage requirements

In relation to historical archaeology, the following statutory heritage responsibilities relevant to historical archaeology are to be met in any development of the subject site:

Hobart Interim Planning Scheme 2015

Place of Archaeological Potential

The subject site is included in Table E.13.4 (Places of Archaeological Potential), as defined by Figure E.13.4.1 of the scheme, therefore Clause E.13.10.1 of the scheme applies:

	Acceptable Solution	Performance Criteria
E.13.10.1 – Building and Works other than Demolition	*A1. Building and works do not involve excavation or ground disturbance.*	*P1. Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:* *a) the nature of the archaeological evidence, either known or predicted;* *b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;* *c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;* *d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;* *(a) measures proposed to preserve significant archaeological evidence 'in situ'.*

E.13.10.2 – Subdivision	*A1. Subdivision provides for building restriction envelopes on titles over land defined as the Place of Archaeological Potential in Table E13.4.*	*P1. Subdivision must not impact on archaeological resources at Places of Archaeological Potential through demonstrating either of the following:* *(a) that no archaeological evidence exists on the land;* *(b) that there is no significant impact upon archaeological potential.*

Tasmanian Heritage Register

The subject site is not listed on the Tasmanian Heritage Register, therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995.*

Other statutory heritage registers/lists

The subject site is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

Nor is it included in any buffer zones arising from those lists. Therefore is not subject to the historic heritage (including archaeological) provisions of the respective Acts which enable statutory heritage input into development of places on those lists.

Aboriginal Heritage Act 1975

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the *Aboriginal Heritage Act 1975* are applicable to the place.

3. Archaeological methodology

3.1. General archaeological methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding *something* upon any particular part of the site.

This has been done by analysing primary source material, summarizing the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains – and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information**:** Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place – e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies: Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

Table 1 (below) demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	If 'no'	If 'yes'
1. Archaeological potential. Are you likely to find something if you dig here? (i.e. a Statement of Archaeological Potential).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
2. Significance. Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
3. Integrity. Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
4. Impact Will proposed works impact upon the significant archaeological remains? i.e. an Archaeological Impact Assessment.	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An Archaeological Method Statement will be required to detail how impact will be managed/mitigated.

3.2. Source material

For this initial assessment of archaeological potential, the depiction of the physical history of the site will be the main consideration – with other aspects of site history (i.e. social histories, economic history, associations *et. al.*) likely to be more useful in any post-investigation analysis of findings (i.e. artifact assessment), therefore beyond the scope of the current document. Similarly, the history of other townscape developments is beyond the scope of the current document however may be useful in further detailed analysis of future archaeological findings.

The following overview of the known physical development history of the site aims to aid in the prediction of the likely archaeological remains. This does not represent a comprehensive site history, and has been limited to a history of the physical development of the site as relevant to the archaeological resource. See Appendix A for detail on the historical research undertaken as part of this project, which may include details not relevant to archaeological potential, but which may be relevant to the later interpretation of the site and/or archaeological results.

Primary sources

Broadly, the primary sources consulted in the development of the statement of archaeological potential include:

- Lands Services Department (LSD) series (Tasmanian Archive and Heritage Office).
- Department of Primary Industry, Parks, Water and Environment (DPIPWE) aerial photo collection (Service Tasmania).
- DPIPWE – Land Data Branch, historic map collection (basement)
- DPIPWE – Land Data Branch, titles.
- Historic newspapers, via the National Library of Australia's *Newspapers Online* portal.

Secondary sources

A history of the Hutchins School was derived from *The Hutchins School, Macquarie Street Years, 1846-1965.* Geoffrey Stephens, 1979.

No previous conservation planning or historical works include the subject site specifically.

3.3. Historical development of the subject site

In order to gain an overview of what once existed on the site, as the basis for predicting archaeological remains, the following is a brief overview of the historical development of the site based on primary and secondary source documents (the subject site depicted in red). Note that this is a brief historical overview, concentrating solely on physical development, sufficient only for basic archaeological planning. As per above, further historical research would be required in order to refine a detailed archaeological research design, if it were found that the subject site had significant archaeological potential. Such detail is also required to supplement the interpretation of any archaeological findings – requiring an iterative process of the assessment of findings against further historical and comparative research from both primary and secondary sources.

Pre 1804

The land was the home of the Mouheneener people for tens of thousands of years, prior to displacement by European settlers in 1804.

1810s-20s – Settlement, street gridding, subdivision and the Government Gardens

Subsequent to the settlement of Sullivan's Cove in 1804, following the disbandment of the initial European settlement of Ridson Cove, the settlement of Hobart Town began to grow in a somewhat organic matter. Following Governor Macquarie's inspection of 1811, Surveyor James Meehan was engaged to rationalise the layout of the settlement and install a grid-pattern of streets, as seen on his 1811 survey plan (DPIPWE Hobart 131). At this time, Macquarie Street was formalised, however settlement was concentrated further eastward around the Sullivan's Cove area. In 1818, Thomas Birch lead the charge of development further up Macquarie Street with the construction of Macquarie House (151 Macquarie Street) and soonafter other substantial buildings began to appear further up Macquarie Street (e.g. Hanby Villa, 1819, 197 Macquarie Street).

An 1820s survey plan of Hobart (Figure 3.1) shows that the block bounded by Macquarie, Collins, Barrack and Harrington Streets had been divided into four lots, in quite a different manner to the subdivision on the opposite side of Macquarie Street, which had been subdivided into a large number of smaller lots more conducive to inner-city subdivision (see Figures 3.1-3.2). The large lots appear to be remnants of even larger lots having been

dissected by Collins Street, with a similar pattern of subdivision occurring on the opposite side of Collins Street, suggesting that these allotments were allocated prior to Meehan's 1811 survey.

Following the formalisation of the Hobart street grid, the subject site was part of the Government Paddock (also known as the Government Garden (see Figures 3.1-3.3). The first development in that block appears to be Judge Pedder's house at what is now 171 Macquarie Street, which was constructed prior to 1820 (see Figure 3.3).

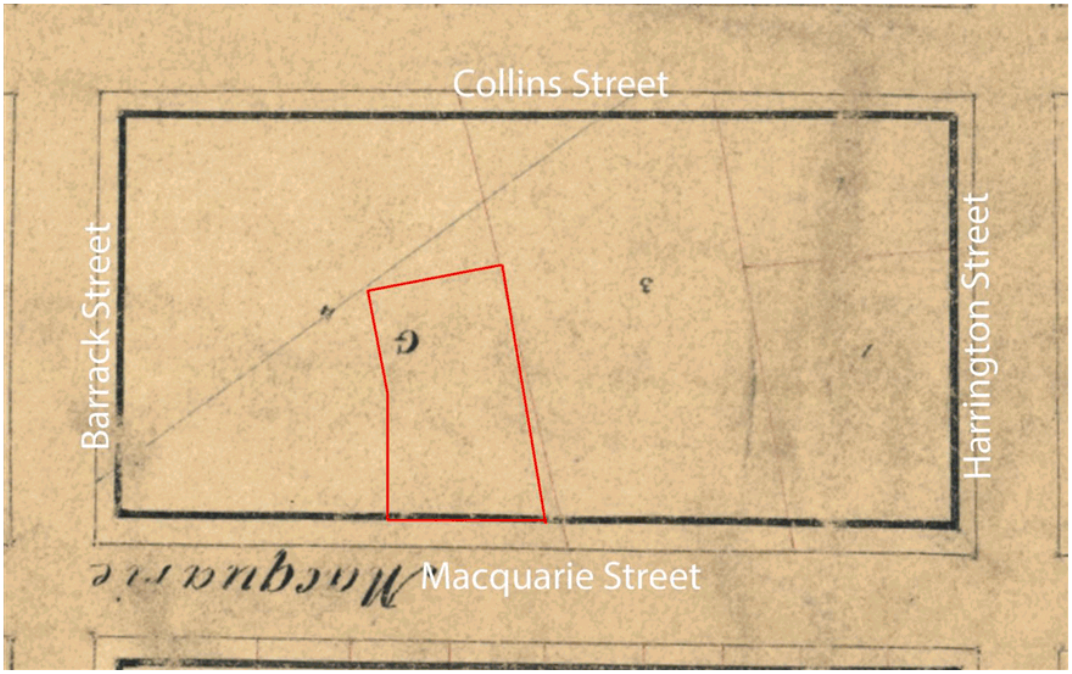


Figure 3.1 – A c1820s survey plan of Hobart Town, showing the allotments subdivided on Macquarie Street. Note that this survey plan only includes major public buildings, and does not necessarily mean that the vicinity had not been developed by that time. DPIPWE Hobart 12.

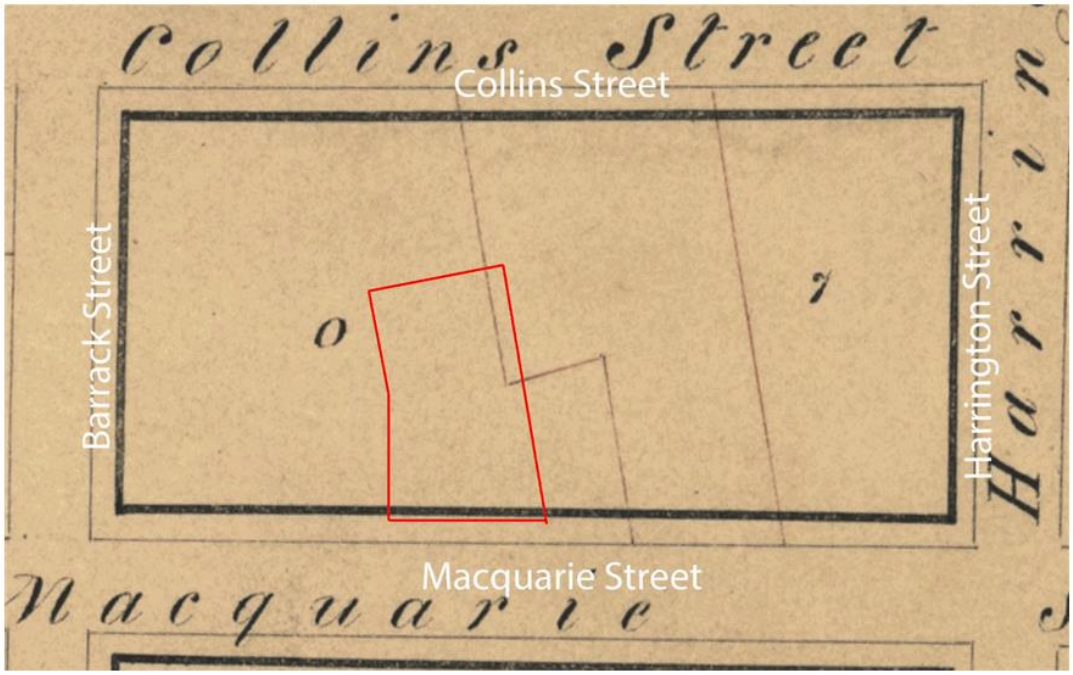


Figure 3.2 – A c1820s survey plan of Hobart Town, showing the allotments subdivided on Macquarie Street. Note that this survey plan only includes major public buildings, and does not necessarily mean that the vicinity had not been developed by that time. The key to this plan indicates that the allotment marked 'O' was the 'Government Paddock'. DPIPWE Hobart 13.

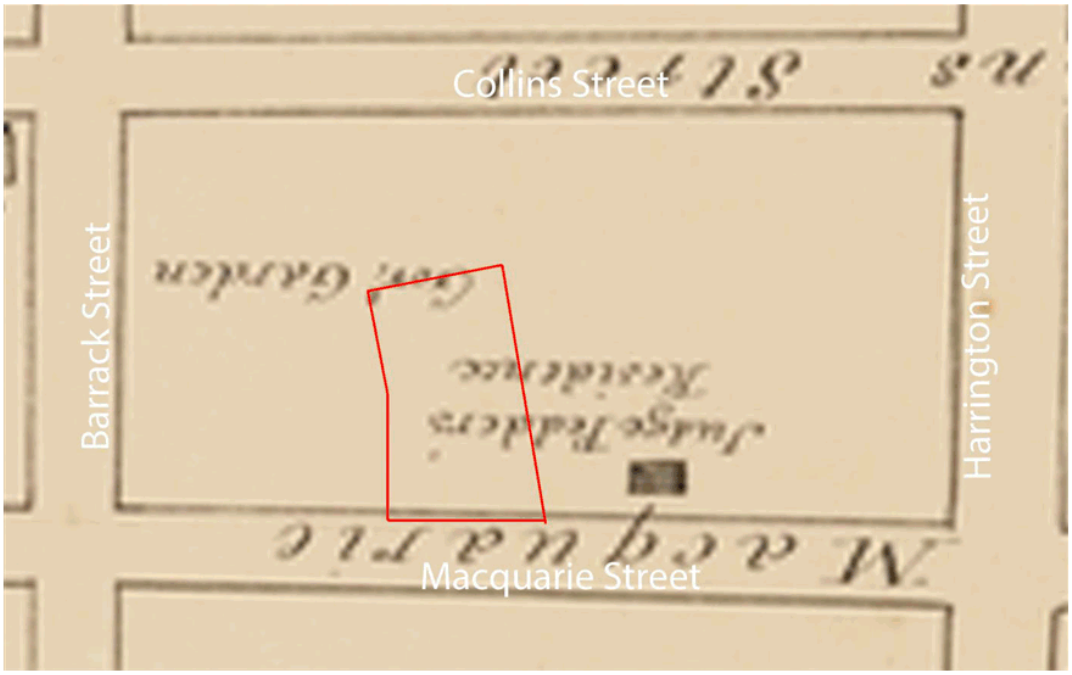


Figure 3.3 – From George Walker's survey plan of Hobart Town, showing the subject site (denoted by red) within the Government Gardens. State Library of New South Wales, 1829 CB82/1.

The 1830s

A survey plan of Hobart from C1830 shows the Government Gardens as being open space, with the exception of a timber building on the corner of Collins and Barrack Street (see Figure 3.4). No development is depicted within the subject site. Pedder's house adjacent is shown as well as development fronting Harrington Street. Frankland's 1839 survey plan of Hobart shows the subject site within the Government Gardens, the illustration of that area suggesting somewhat more rugged a landscape than the formal landscaping on Pedder's adjacent lot (see Figure 3.5). The same configuration as the c1830 survey plan is shown on the 1841 census map (Figure 3.6).

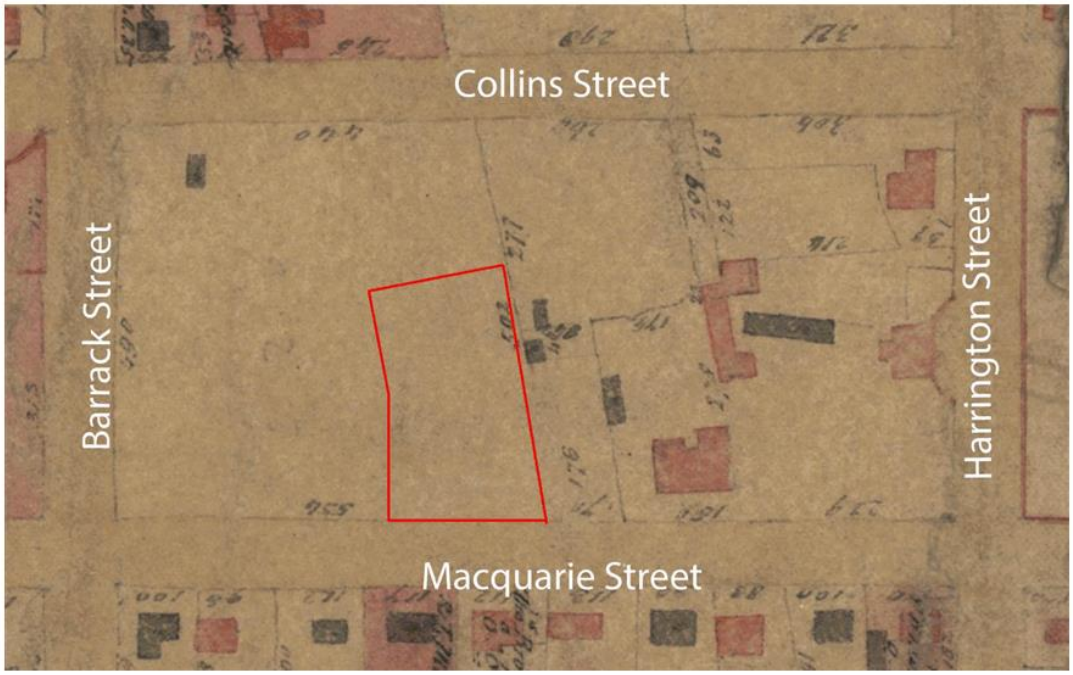


Figure 3.4 – Excerpt from a c1830s map of Hobart and surrounds, the subject site denoted in red. DPIPWE Map Hobart 5

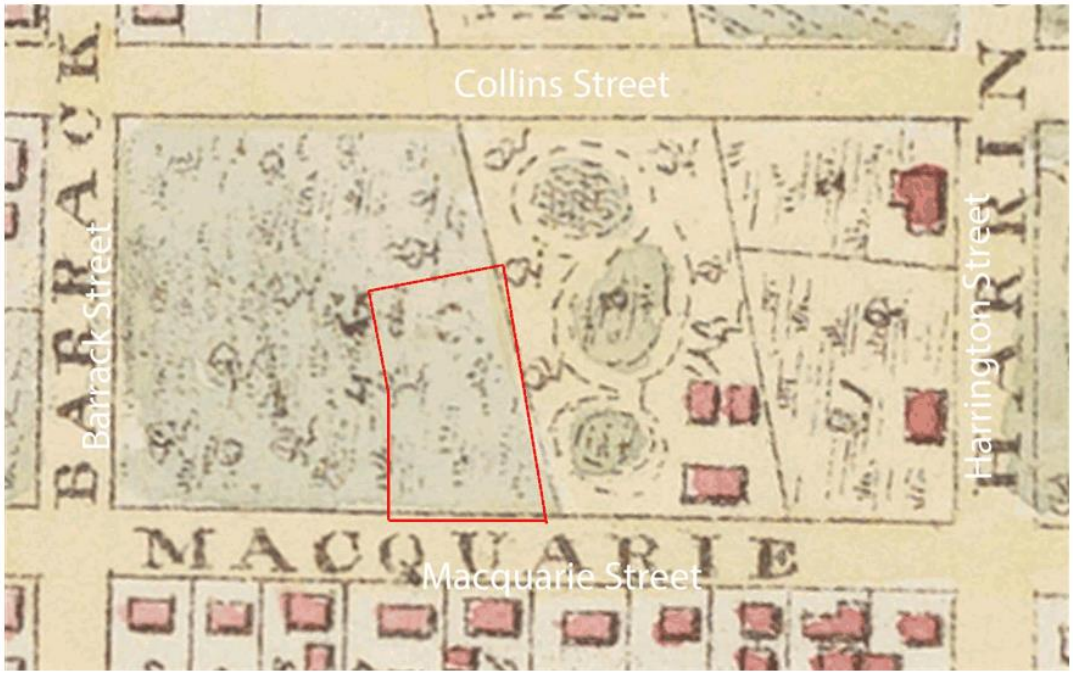


Figure 3.5 – Excerpt from Frankland's 1839 map of Hobart and surrounds. State Library of Tasmania, Allport Stack 912.94661MAP.



Figure 3.6 - Excerpt from the 1841 census map of Hobart and surrounds. Tasmanian Archive and Heritage Office, CSO8-17-578.

The 1840s – Establishment of the Hutchins School.

Sprent's 1841 survey of Hobart shows the subject site as part of the allotment which had been granted to the Trustees of the Christ College, as part of an area including almost half of the city block bounded by Collins, Barrack, Macquarie and Harrington Streets.

On the 3rd of August 1846, the Archdeacon Hutchins School was officially opened by the Reverend John Gell, in Ingle Hall, Macquarie Street, Hobart as a Anglican boys school. By the end of that year there were 22 boys enrolled. Ingle Hall was seen as a temporary home for the school, with a Building Committee eager to establish a permanent home for the school in perpetuating the memory of Archdeacon Hutchins. Land had been bought by the then Bishop on the corner of Collins Street, which was deemed too small, and alternative sites were

canvassed, amongst these was a parcel of land formerly being part of the Government Garden on the corner of Macquarie Street and Barrack Streets, which had been in 1839 granted to Gell for the establishment of a Queens College, but no development of that college had occurred. Application was made to Governor LaTrobe, who upon the advice of the Colonial Secretary, felt that the land was too valuable for a school and that the school would take more advantage over a larger site on the outskirts of the young city. Further lobbying by the building committee to the new Governor (Denison) and despite the advice to the contrary by Colonial Secretary Bicheno, the trustees of the Hutchins School were granted half of the former Government Garden, a frontage of 280 feet on Macquarie Street (from Barrack Street to Dr Crowther's) with the exception of the fountain on the corner of Barrack and Macquarie Streets (see Figure 3.7). Plans were promptly commenced by architect William Archer and within three months they were drawn. On the 28th August 1847, the Hobart Town Courier urged the residents of Hobart to attend the laying of the first stone for the Hutchins School, which was laid on the 31st of August that year. By May 1849 the school had an enrolment of 65 boys and by 1853 enrolment was over 100.

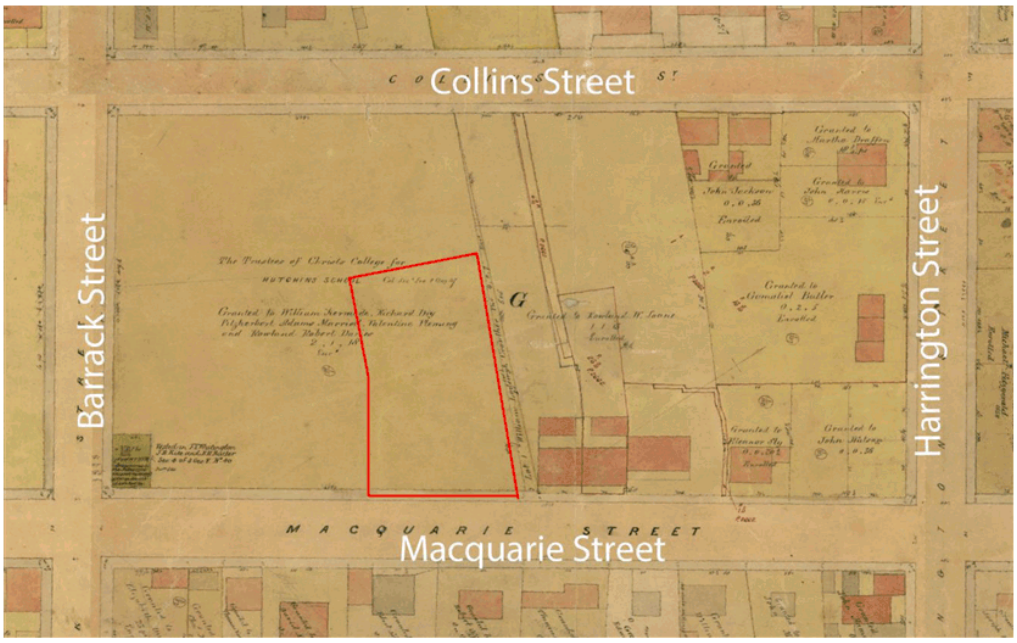


Figure 3.7 - Excerpt from Sprent's 1841 map of Hobart and surrounds, the subject site denoted in red. (www.thelist.tas.gov.au).

The latter half of the nineteenth century

Figure 3.8 is an excerpt from Hood's 1854 map of Hobart, which shows buildings within the subject site, however this plan is known to be inaccurate and cannot be relied upon for predicting archaeological potential. It does show a lack of development between the Hutchins School building and the eastern boundary which is the actual location of the subject site. Abbott's 1858 photograph of the Hutchins school suggests that the area to the east of the school was undeveloped (Figure 3.9).

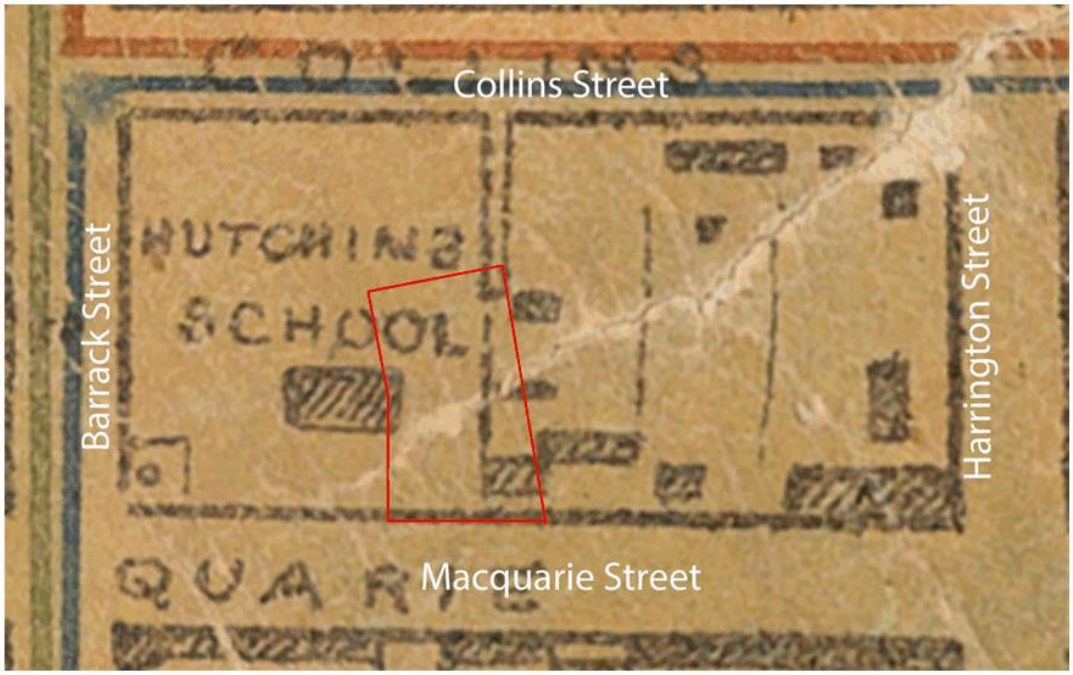


Figure 3.8 – Excerpt from Hood's 1854 map of Hobart.



Figure 3.9 - Charles Abbott photograph of the Hutchins School, 1858, the red arrow denoting part of the subject site. State Library of Tasmania AUTAS001136188919.

In 1882 with further enrolments, the school was extended, having formerly been using additional space in St John's Church opposite. A carpenter's shop was erected, as was a playing shed. Athletic fields were established, and a tennis court built by 1885. A further new classroom was built in 1887. The 1887 school prospectus also detailed boarding for 30 boys. By 1891 1409 pupils had passed through the college. In 1892, additions to the school since construction were listed as including:

- a brick laundry
- a Fives' court
- an asphalt lawn tennis court
- a carpenters shop and playing shed with an asphalt floor
- a gymnasium shed
- necessary brick outbuildings
- front gate and inner fence
- a brick schoolroom 40 feet by 20 feet

Figure 3.11 shows the rear area of the Hutchins School in 1878. The Macquarie Street frontage of the subject site appears to be gardens, and the rear is open playing fields. The central portion of the subject site clearly shows the Fives court and a long, narrow shed. Figure 3.12 from around 1890 also shows those features as well as additional outbuildings constructed after 1878 (outside the subject site).

The Concise Oxford Dictionary describes 'fives' as a ball game played with hands or bat in court with two, three or four walls. The name may be derived from the slang expression "a bunch of fives" (meaning a fist). The game has also been known as hand-tennis and historically was often played between the buttresses of church buildings in England. Although almost unknown today, Fives was played in schools and universities in Australia in the nineteenth century. A court was opened at The Hutchins School in Hobart in November 1877.[3] The court was described as "the only one, we believe, in the colony", and its dimensions as: "Length of floor, 21 ft.; height and width of court 14 ft. each. The court will be an open one, with a flagged floor, the walls will be built of brick, and cemented on the inside.[4]

[3] Hutchins' School Fives Court, The Mercury, 24 Nov. 1877, p.2.
[4] Laying the Foundation Stone, The Mercury, 24 Sep. 1877, p.2.



Figure 3.10 - Photograph of the Hutchins School, c1870, the red arrow denoting part of the subject site shown as gardens fronting Macquarie Street and a shed in the central portion of the site. Tasmanian Archive and Heritage Office PH1/1/14.

The twentieth century

Little further development appears to have occurred up until 1907, with the Metropolitan Drainage Board plan (Figure 3.14) of that year showing a similar configuration of buildings to the c1890 photograph. After a tumultuous couple of decades or fluctuating enrolments and financial strains, a new boarding house for 40 boys was built in 1913 on the Barrack Street side of the site. Known as the Christ College Wing, this was designed by architect Alexander North in a style reminiscent of the original building. By 1921, despite the intervening World War 1, enrolment at Hutchins School had reached 325. In 1925 a war memorial library was built which was within the subject site as depicted on Figure 3.12-3.14.

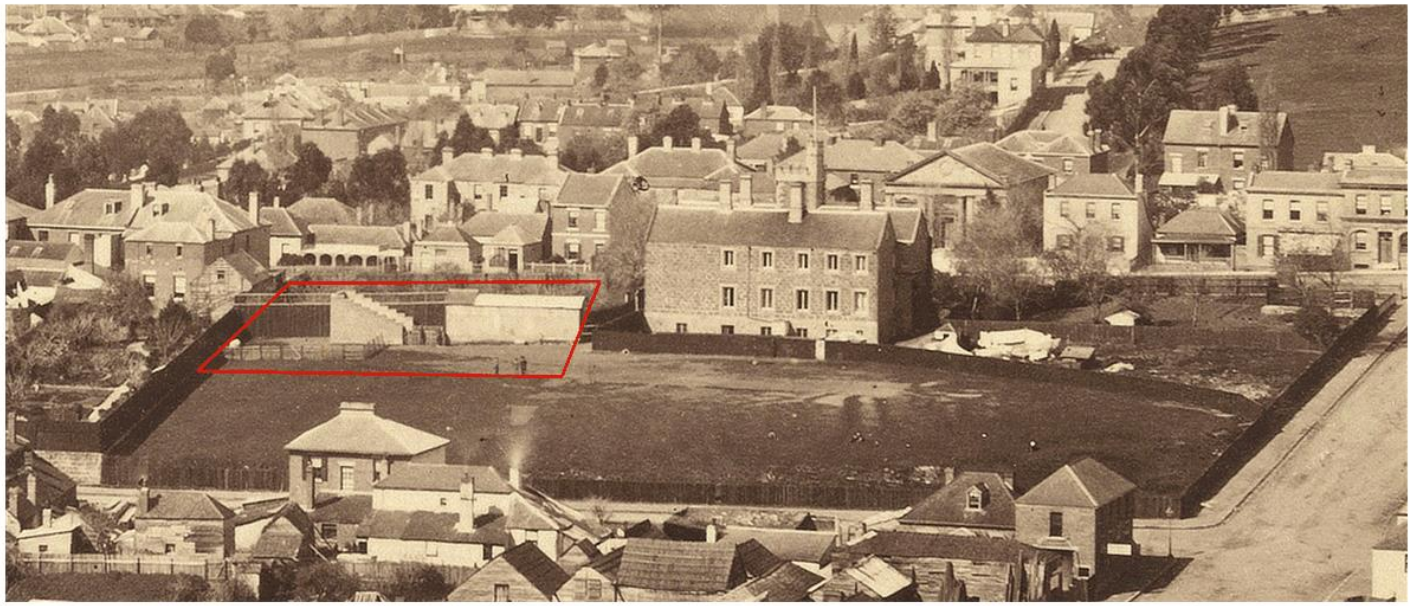


Figure 3.11 – Excerpt from Alfred Abbott's 1878 panorama of Hobart (facing south-east), the subject site approximately outlined in red (Collins Street in the foreground, Barrack Street on the right). Tasmanian Archive and Heritage Office AUTAS001136156486.



Figure 3.12 – Excerpt from a c1890 panorama of Hobart, showing the rear of the subject site (approximately outlined in red). Collins Street in the foreground, Barrack Street to the right. Tasmanian Archive and Heritage Office NS 1013-1-494.



Figure 3.13 - Photograph of the Hutchins School, c1890, the red arrow denoting part of the subject site shown as gardens fronting Macquarie Street and a shed in the central portion of the site. Tasmanian Archive and Heritage Office PH30/1/6052

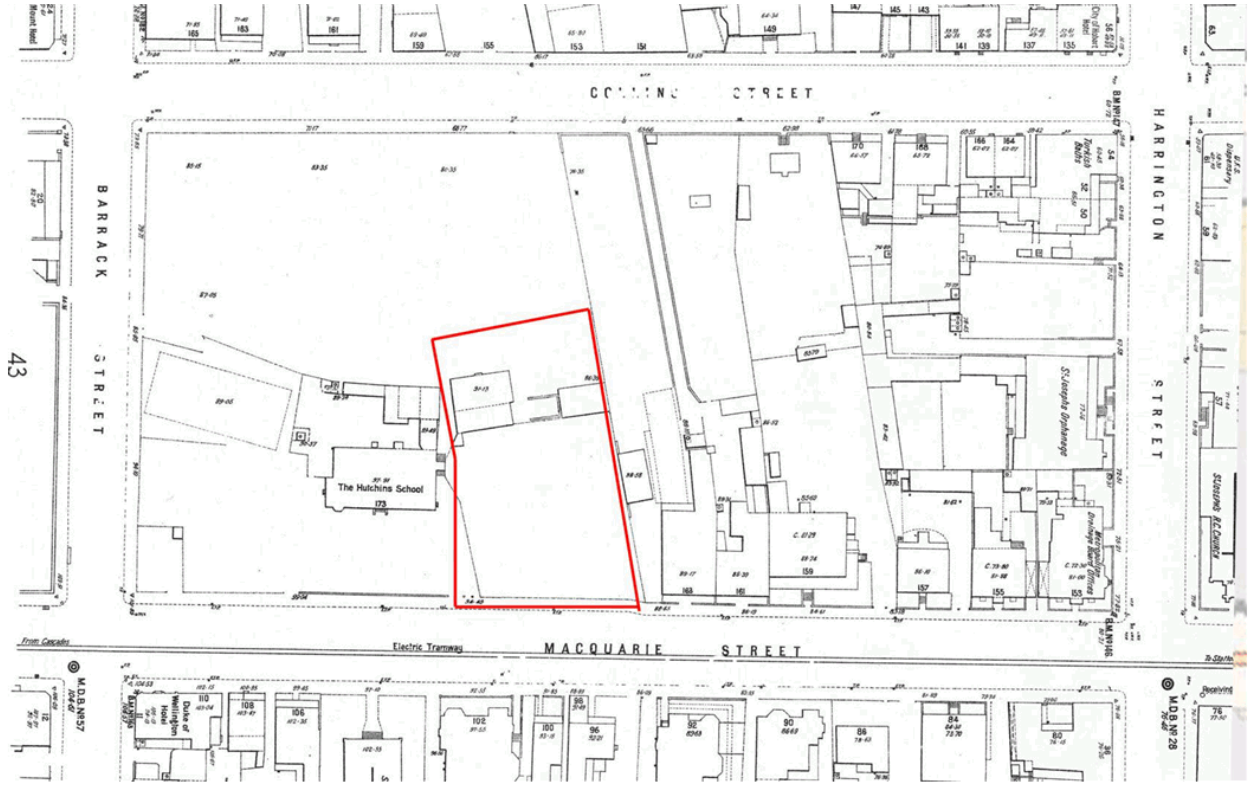


Figure 3.14 - Excerpt from a 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. State Library of Tasmania TL.MAP 881.11 GBBD (Map Hobart 9).



Figure 3.14 – Excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10894).



Figure 3.15 – Excerpt from the 1958 aerial run of Hobart, the subject site denoted by red lines (Hobart 1958 Run 5, T332-12).



Figure 3.16 – Excerpt from the 1968 aerial run of Hobart (Run 6, 153).

In 1943, the Hutchins School acquired 6.5 acres in Sandy Bay, which was to eventually house the current school and the Board began giving consideration to relocating the school from Macquarie Street. Whilst initially intended to establish a junior school on that site, the unsuitability of the Macquarie Street site with growing numbers was apparent. In 1949, the Board purchased land between Berriedale and Claremont with the intention of establishing a senior school at that location. With the Macquarie Street building then over 100 years old, the Board was focused on developing the new sites.

Development continued during the 1950s as the school greatly expanded on the new sites although it was still business as usual in Macquarie Street, with renovations to those buildings occurring through that decade. By 1958 the school had almost 500 enrolments. In the early 1960s, the Board sought to acquire the old Queenborough Cemetery adjacent to the Sandy Bay Campus and the middle-school was expanded at that site. £2000 pounds were spent on renovations to the Macquarie Street buildings, amidst whispers of whether these could be sold. In August 1964, the Board considered the possibility of demolishing the old school to expedite sale of the land, however decided to canvas potential mainland buyers instead. The site was advertised for auction on 4th November 1964 with a reserve of £80,000. After public outcry, the auction was deferred until 1st December of that year, however an offer from the Masonic Club was accepted in mid-November for the school and dormitories (i.e. Christ College) for £40,000. The remainder of the property was auctioned shortly thereafter with a reserve of £37,500. The school's Macquarie Street site was vacated on the 24th August 1965.

Post-Hutchins School

The original Hutchins school building itself was utilised by the Masonic Club until 2002, when the site was sold to a private developer and it now is occupied by the Commission for the Conservation of Antarctic Marine Living Resources. The subject site was developed c1970 as the Nettlefolds motor showroom, following the demolition of the 1925 Hutchins library in the late 1960s. The building is currently a retail outlet.

The above historical summary shows that:

- The area was surveyed during (or prior to) the 1820s.
- The subject site was initially part of the Government Gardens.

- The wider site was granted with the intention of school purposes in c1839 and the Hutchins school was established in 1847.
- During the latter part of the nineteenth century, the subject site comprised of gardens to the Macquarie Street frontage, playing fields to the rear, and was the location of a Fives' court and shed in the central portion.
- The Hutchins memorial library was built on the subject site in 1925 which was demolished in the late 1960s.
- The subject site was sold into private hands in the latter half of the 1960s, with the Nettlefolds showroom built in c1970. Construction of that building would have required substantial earthworks for the semi-basement on the rear half of the building,

4. The likely significance, research potential and integrity of any archaeological remains

The Government Gardens

The early use of the subject site as the Government Gardens is likely to have only left very scant, if any archaeological traces. Whilst it may possible to extract archaeological data from such a site, for example palynological data which may identify plant species, this would need to be in the absence of substantial disturbance to be of any archaeological potential. Given the likely disturbance of the site (as detailed below) it is unlikely that any such data could be yielded from the subject site.

Nineteenth century Hutchins School

As detailed above, and as depicted in Figures 3.10 and 3.11, the only known features from the nineteenth century use of the site by the Hutchins School is a long shed and the Fives' court known to have been built prior to the 1880s. Whilst these may be of historical interest, they are not considered to be of archaeological significance. Even if these were of archaeological significance, the construction of the semi-basement of the current building is likely to have removed all traces of these structures (see Figure 4.1).

The Hutchins Memorial Library

The library building was constructed in 1925 and demolished in the late 1960s. Any remains of this building are not considered to be of archaeological significance. Even if these were of archaeological significance, the construction of the semi-basement of the current building is likely to have removed all traces of these structures (see Figure 4.1).

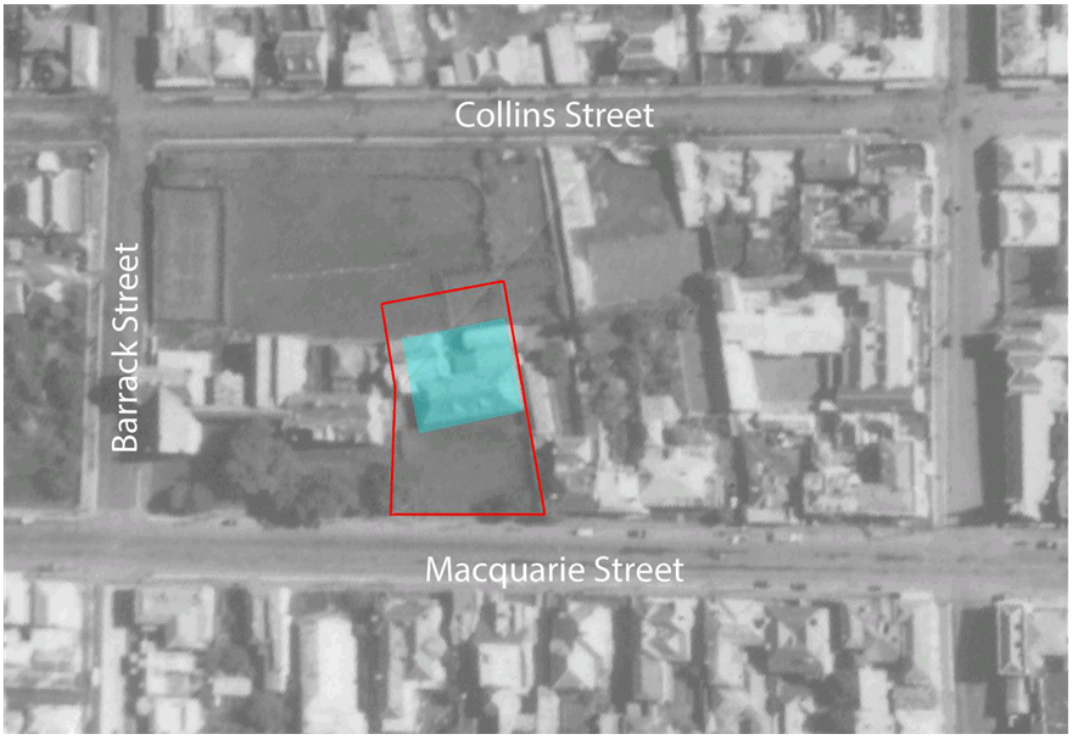


Figure 3.16 – Overlay of the semi-basement area of the current building (blue) in relation to the 1925 library building. Note also that Figures 3.10 and 3.11 depict the Fives' court and shed as also being in that location.

Given that the subject site appears to have only ever been the site of late nineteenth-century ancillary features associated with the Hutchins School, followed by the 1925 library building, any trace of which would have been substantially disturbed or destroyed by the c1970 construction of the current building (despite being of little or no archaeological significance in any case), **it is considered that the subject site has no archaeological potential.**

Accordingly, it is concluded that the proposed development (or any future development of the subject site) will have no adverse impact upon remains of historical archaeological potential. No further archaeological input is recommended on the subject site in the current or any future proposed development.

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Heritage & Archaeological Impact Assessment and Management Strategy

Underground service upgrade
Crowther's Lane
179 Macquarie Street
HOBART

Brad Williams

For Ressen Pty. Ltd.
(Revised April 2019 for Fragrance TAS – Hobart Pty. Ltd.)

December 2017
V2. April 2019

Contents:

1. THE PROPOSAL, STATUTORY HERITAGE REQUIREMENTS AND SUPPORTING DOCUMENTATION: 1

2. CROWTHER'S LANE – ARCHAEOLOGICAL POTENTIAL/IMPACT 4

2.1. BRIEF OVERVIEW OF HISTORICAL SOURCES 4
2.2. CONCLUSION ON ARCHAEOLOGICAL POTENTIAL/IMPACT UPON CROWTHER'S LANE 9

3. POSSIBLE IMPACT UPON THE WALLS THEMSELVES FROM THE PROPOSED WORKS 10

4. RECOMMENDATIONS 13

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management, G. Dip Environmental Planning) Historical Archaeologist, Heritage Consultant and Director of Praxis Environment – a division of Praxis Synergy Pty. Ltd.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor. Rectified aerial imagery has not been used; therefore the actual location as depicted in aerial images may differ to that of actual survey.

This document has been prepared by Praxis Environment for Fragrance TAS – Hobart Pty. Ltd., and may only be reproduced, used or distributed by the Clients (or nominee), and for purposes by which the Clients are bound by law to allow distribution. Praxis Environment otherwise expressly disclaims responsibility to any person other than the Clients arising from or in connection with this document.

To the maximum extent permitted by law, all implied warranties and conditions in relation to the services provided by Praxis Environment and the document are excluded unless they are expressly stated to apply in this document.

Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from or in connection with any assumptions being incorrect.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information available at the time of preparation. Praxis Environment reserves the right to retract or review any opinion, conclusion or recommendation should further relevant information come to hand at any time in the future; otherwise Praxis Environment expressly disclaims responsibility for any error in, or omission from, this document arising from any such further information.

1. The proposal, statutory heritage requirements and supporting documentation:

This document was originally commissioned commissioned by Ressen Pty. Ltd. In fulfilment of part of a request for further information from Hobart City Council (as planning authority) associated with a development at 179 Macquarie Street, Hobart, which requires the proponent to demonstrate how impact upon the historic heritage values of Crowther's Lane (which is adjacent to the proposed development site) will be managed in the course of upgrading underground services in that lane consequent to that development. Fragrance TAS – Hobart Pty. Ltd. Have since purchased 179 Macquarie Street (and all associated documentation concerned with the previously approved development). With a newly submitted DA, a similar Request for Further Information (RFI) has been received from Hobart City Council. This document aims to review the previous (Ressen) document against the new proposal in fulfilment of that RFI.

It is proposed that the existing 300mm stormwater line which runs down Crowther's Lane is to be replaced with a 450mm line in the same trench, which will involve re-excavating that line, possibly to a slightly deeper and wider depth than would have been excavated for the existing line, then backfilling and reinstating the paved surface. At the end of the works, the lane and walls are to appear no different to what they currently do as all proposed works relate to underground services.

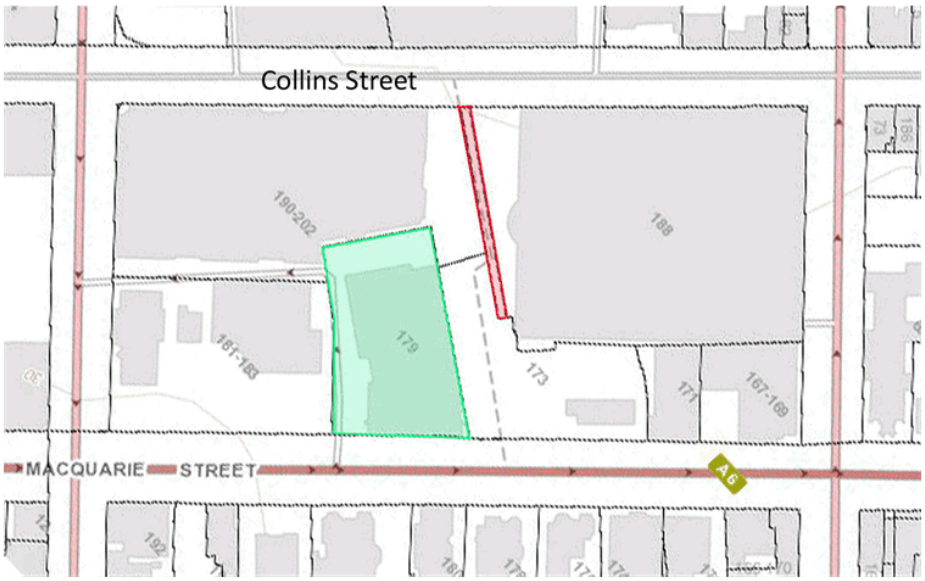


Figure 1.1 – Crowther's Lane (subject site – outlined in red) and the proposed development site (outlined in green). Adapted from www.thelist.tas.gov.au

The location of the proposed works are detailed on Gandy and Roberts drawing C011 for Project 18.0567, asprovided to Praxis Environment by Scanlan Architects of GHC on 9th April 2019 (as partially reproduced here as Figure 1.2).

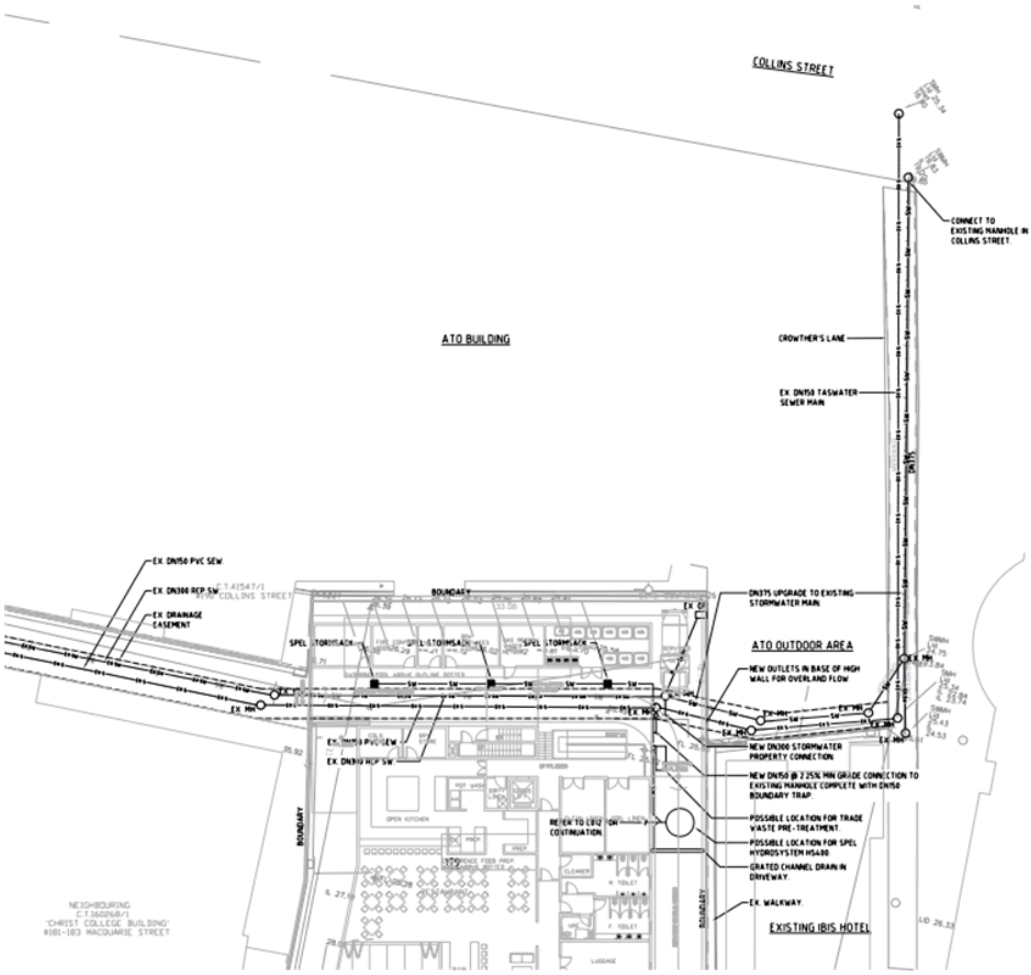


Figure 1.2 – Location and lines of proposed underground services upgrade, an annotated excerpt from PDA Surveyors drawing V1030U-2C (as cited above).

Crowther's Lane Stone Walls are listed on the Tasmanian Heritage Register (THR ID 2249) and are therefore subject to the provisions of the Historic Cultural Heritage Act 1995. They are also included in Table E.13.1 (Heritage Places) of the Hobart Interim Planning Scheme 1995 (place 674, as defined in Figure E.13.1.6), therefore are subject to Clause E.13.7 (Development Standards for Heritage Places) of the scheme. The place is also within an *Area of Archaeological Sensitivity* as defined on

Figure E.13.4.1 of the HIPS15, therefore are subject to the provisions of Clause E.13.10 (Development Standards for Places of Archaeological Potential).

Figure E13.1.6 Specific Extent Collins Street Stone Walls

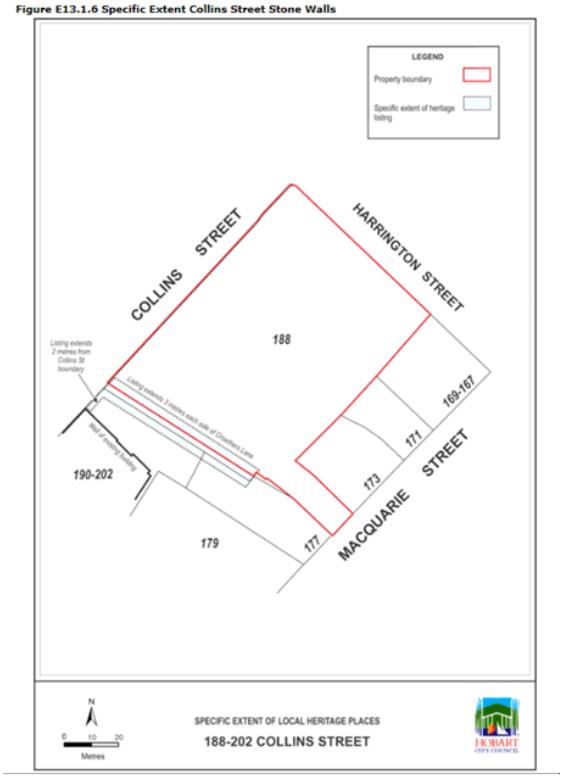


Figure 1.3 – Specific extent of the HIPS15 Table E.13.1 listing for the 'Collins Street Walls'.

Accordingly, consideration of the impact of the proposed works is required. As per above, the proposed works all to underground services, however the following possible heritage impacts are considered here:

- Archaeological impact.
- Possible impact upon the walls, either through:
    - Undermining or by other structural issue caused by opening a trench in close proximity to the walls.
    - By impact from machinery during works.

These will be discussed below with the conclusion and recommendations of this document aiming to provide a way-forward with the proposed works where heritage impact will be avoided and/or mitigated.

2. Crowther's Lane – Archaeological potential/impact

It is proposed that Crowther's Lane does not have any significant archaeological potential, based upon:

- The likelihood that the lane was never the site of any early development (apart from the walls themselves).
- That as a service lane, the entire stretch of the lane would have been previously disturbed.

2.1. Brief overview of historical sources

The following historical sources indicate that Crowther's Lane has never been the site of any substantial development from which historical archaeological potential may arise:

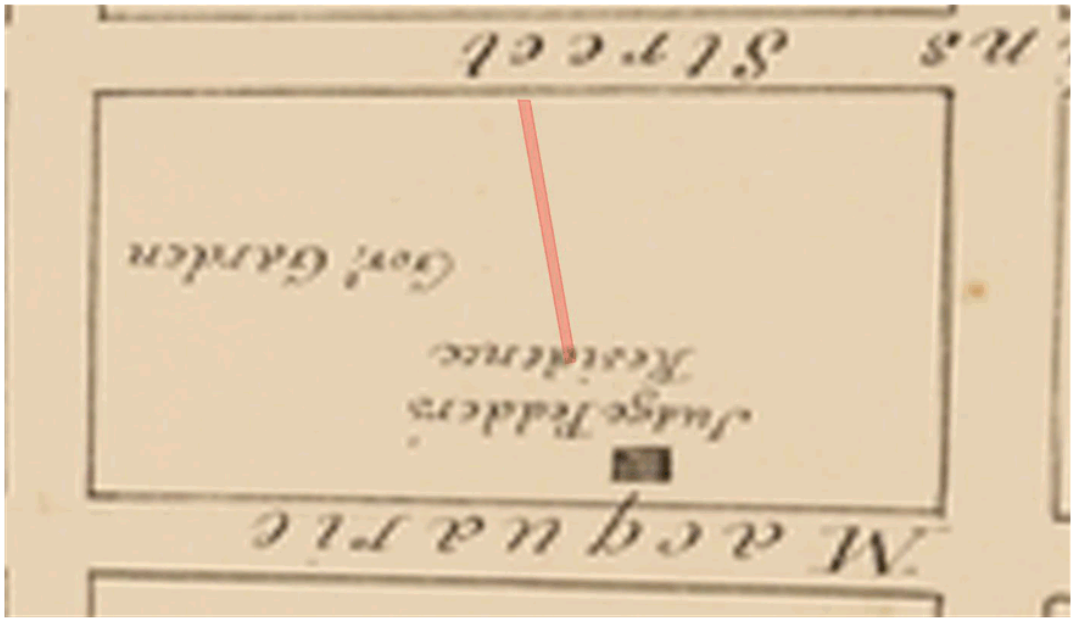


Figure 2.1 – A c1820s survey plan of Hobart Town, showing the 'Government Gardens' and Judge Pedder's residence in the block bounded by Macquarie, Collins, Harrington and Barrack Streets and no development in the subject site. DPIPWE Hobart 12.

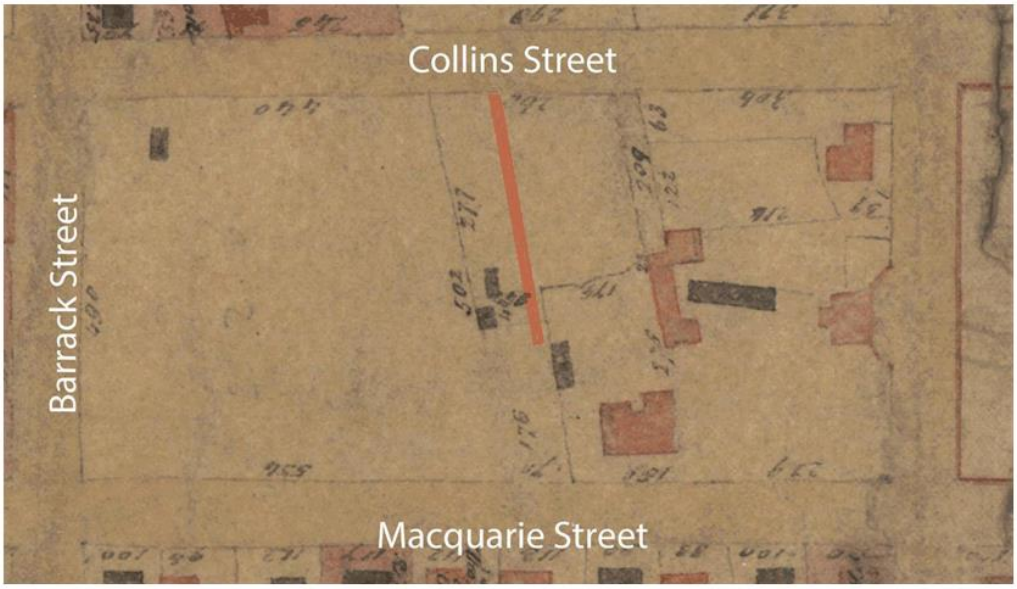


Figure 2.2 – Excerpt from a c1830s map of Hobart and surrounds, the subject site denoted in red. Note that Crowther's lane had not been formalized at that stage despite development nearby. DPIPWE Map Hobart 5

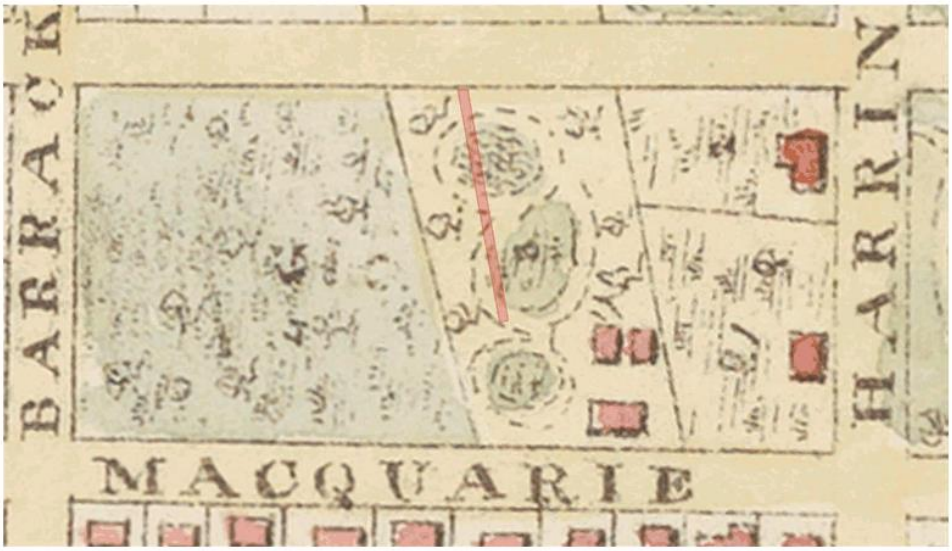


Figure 2.3 – Excerpt from Frankland's 1839 map of Hobart and surrounds which show the line of what would become Crowther's Lane funning through the rear gardens of Judge Pedder's house and no substantial development in that area (contrary to the earlier map?). State Library of Tasmania, Allport Stack 912.94661MAP.

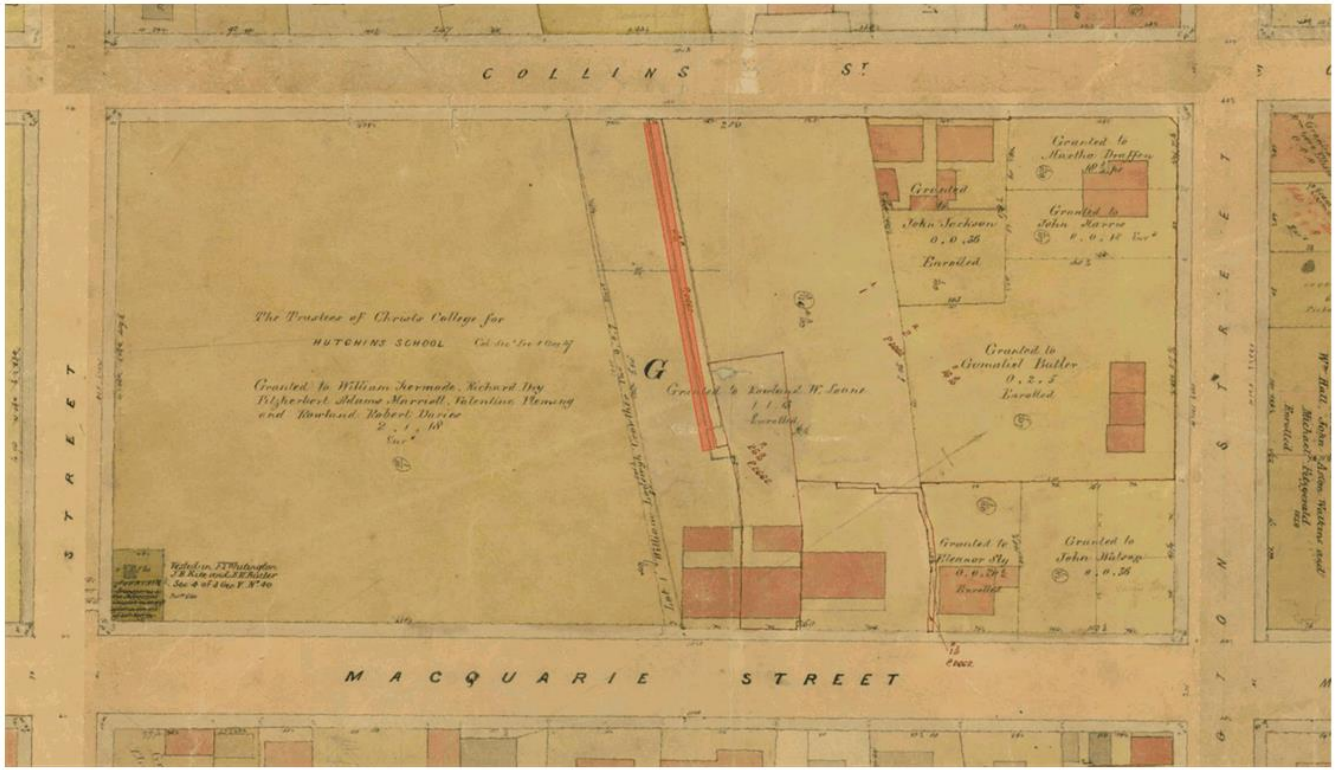


Figure 2.4 - Excerpt from Sprent's 1841 map of Hobart and surrounds. By that time, Dr. Crowther had constructed his surgery fronting Macquarie Street and 'Crowther's Lane' had been laid out (but unknown if it was necessarily constructed) from the rear of that building to Collins Street in much the same form as it remains today. (www.thelist.tas.gov.au).

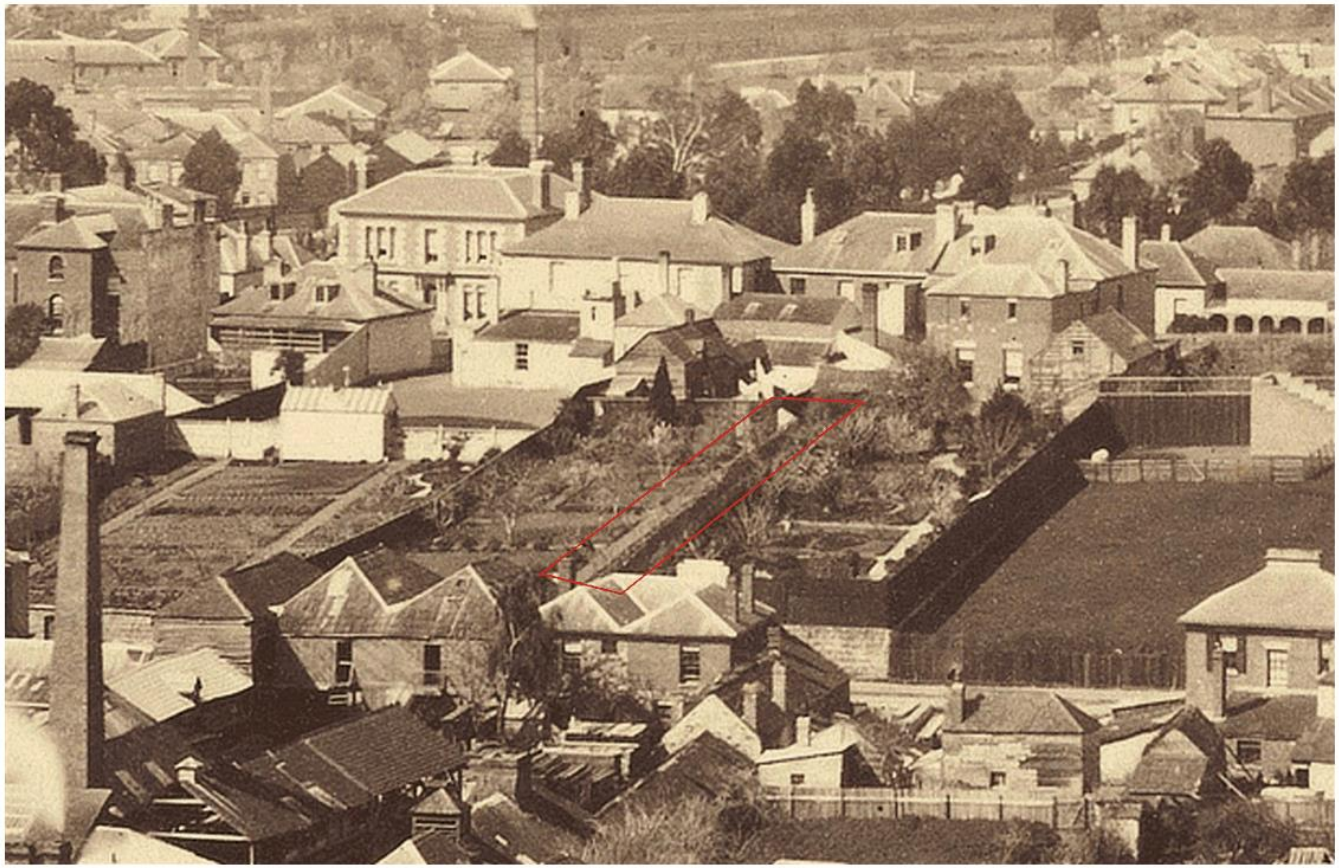


Figure 2.5 – Excerpt from a panorama of Hobart (1878), across the rear of Crowther's house that fronted Macquarie Street, showing the stone wall at rear. Note that it is unclear whether it is a single line of wall (i.e. that the laneway was not physically built despite being surveyed), or the two lines but obscured by the angle of the photo. See also Figure 2.6. Tasmanian Archive and Heritage Office AUTAS001136156486.

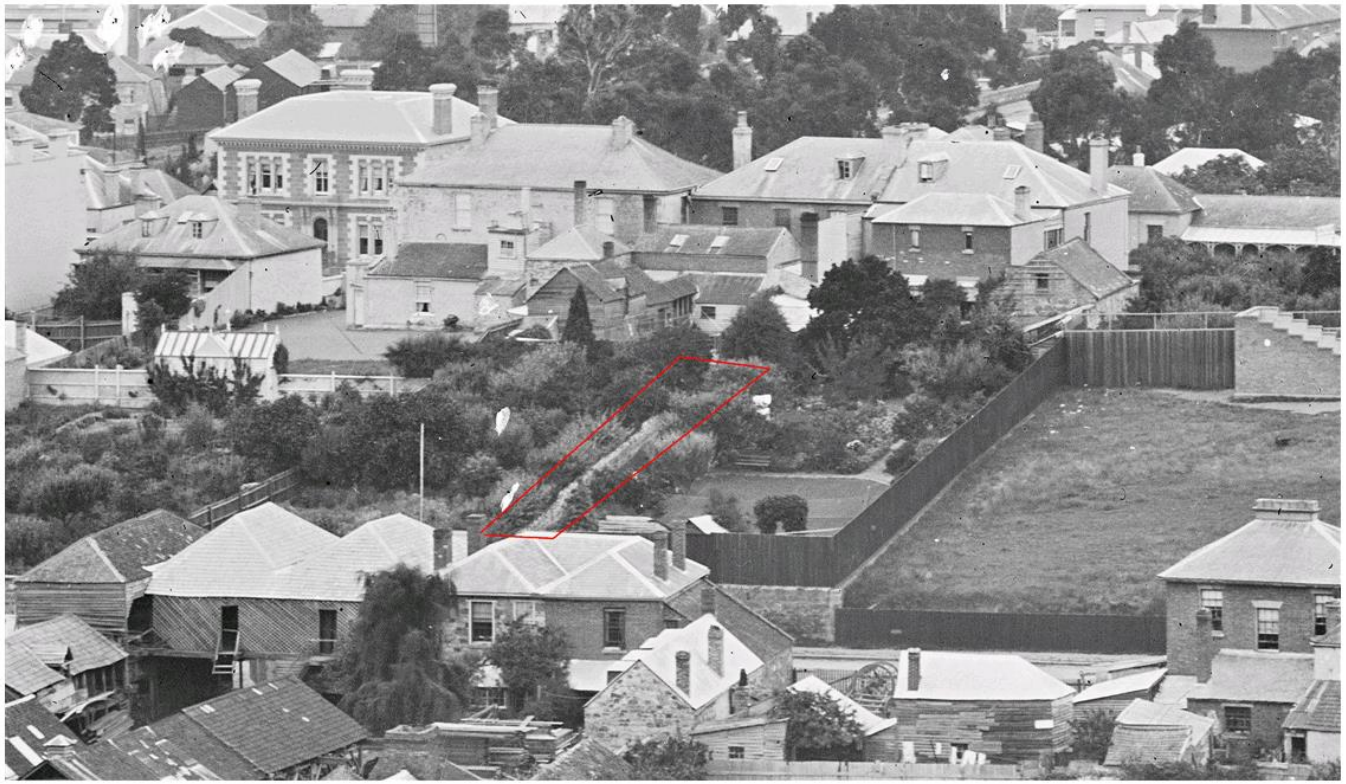


Figure 2.6 – Excerpt from a panorama of Hobart (c1890), across the rear of Crowther's house that fronted Macquarie Street, showing the stone wall at rear. No other stone wall can be seen running parallel although it is possible that it is obscured by vegetation. See also Figure 2.5. Tasmanian Archive and Heritage Office NS 1013-1-494.



Figure 2.7 - Excerpt from a 1907 Metropolitan Drainage Board plan of the Hobart CBD, the subject site denoted by red lines. Note that the subtle double lines along the edge of the laneway suggests that the walls had both been built by that time. State Library of Tasmania TL.MAP 881.11 GBBD (Map Hobart 9).

2.2. Conclusion on archaeological potential/impact upon Crowther's Lane

As per Section 2.1, Crowther's Lane has never been the site of any substantial historical development apart from the walls themselves and the possibility of minor landscape features (e.g. garden beds, paths etc.). Further, as per Figure 1.2, Crowther's Lane is the location of at least two major underground service lines (as a logical connection between Macquarie and Collins Streets. It is unknown whether these are the only lines to have ever traversed the lane – it is highly likely that there have been others and that the entire lane is highly disturbed.

Accordingly, it is concluded that Crowther's Lane has no significant historical archaeological potential, therefore the proposed works will have no archaeological impact and further archaeological input is unwarranted.

3. Possible impact upon the walls themselves from the proposed works

The walls of Crowther's Lane range in height from ground level to approximately 2400mm on the western side and from approximately 1800mm – 3000mm on the western side (which may be the older length of wall). The walls are constructed from roughly hewn sandstone with a lime-based mortar (with some cement repairs/repointing). The walls are approximately 500-600mm thick. The walls are generally approximately 2400mm apart.



Figure 3.1 – Crowther's Lane from Collins Street.



Figure 3.2 – Crowther's Lane from Collins Street.



Figure 3.3 – Crowther's Lane looking towards Collins Street.

The proposed trenching will involve the excavation of a trench at least 900mm deep along the length of the lane for a new stormwater line. The intention is to keep this line as close to the centre of the lane as possible, however there is an existing sewer line which is to be retained and protected during those works. It will also be necessary to dig under a section of low wall at the top of the lane under which the pipe will pass. The proponent gives the undertaking to obtain the advice of a structural engineer during the works process (which may be informed by some test-pitting adjacent to the wall to better define foundations) which will further ensure against impact arising from the opening of the central trench.

It is considered that the higher risk to the walls arises from the possibility of accidental strike by machinery during the works process, given the very tight nature of the site, within which it will be difficult to remove, stockpile and move spoil/fill. The space does not allow any machinery exclusion zone and hoardings/fencing would inhibit the already tight space to what may be a non-feasible area for the works to be undertaken.

Note, however, that due to the presence of existing service line(s) in the lane, such operations have been undertaken in the past without (apparent) damage to the walls. The methodology for the works will therefore need to be refined by the construction crew (most likely as a proposed methodology in the tender submission/RFQ response stage) and those undertakings be committed to in a construction management plan (or similar document) which details how such potential damage will be avoided. It is likely that such document will need to be reviewed and approved by permit authorities – most likely as a 'bring-back' condition of any approval. The proponent gives the undertaking that this is an acceptable course of action and will implement such in the planning process (subject to gaining relevant approvals/conditional approvals).

4. Recommendations

In order to ensure the protection of the heritage values of Crowther's Lane during the course of the proposed underground services upgrade, the following recommendations are made:

1. No further archaeological input is required.

2. The proponent of the development is to seek engineering advice as to whether the walls can sustain the required depth of excavation and proximity of earthmoving equipment (which may be informed by some localised test-pitting adjacent to the walls). That advice is to be submitted (likely as a condition of any approval) to the satisfaction of the planning authority (or delegate) prior to the commencement of works.

3. That the need to include and implement all heritage protection measures (including the current document) in a *construction management plan* (or similar document) which is to be applied to the works process (and it will probably form a 'bring-back' condition of statutory approvals that this be provided to permit authorities or delegates prior to the commencement of works).

4. Tender documents and/or requests for quotations for contractors to undertake the proposed works must require prospective contractors to familiarise themselves with the heritage values of the walls, that they are a significant listed item and that the recommendations/protocols in this document and any consequent construction management plan must be adhered to. This must state that a failure to do so may constitute a breach of statutory permits and result in enforcement action.

5. Given the spatial constraints of the site, it is not considered feasible to establish any machinery exclusion zone or hoardings in proximity to the walls.

6. In any submissions in response to a tender/RFQ, contractors must provide a methodology as to how they will comply with all heritage requirements (including any engineering advice).

7. Upon the commencement of works, all project managers/workers are to briefed on the importance of the cultural heritage values of the walls as part of a site induction by a suitable qualified/experienced heritage practitioner.



Fragrance Tas-Hobart Pty Ltd

179 Macquarie Street

Limited Preliminary Site Investigation

May 2019

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Table of contents

1. Introduction 1
1.1 Background 1
1.2 Objective 1
1.3 Scope of work 1
1.4 Limitations 2
1.5 Assumptions 2
2. Site setting 3
2.1 Site identification details 3
2.2 Current layout 3
2.3 Topography and elevation 5
2.4 Geology 5
2.5 Groundwater 5
3. Site history 6
3.1 Summary of use 6
3.2 Historical aerial photographs 6
4. Database searches 7
4.1 EPA Tasmania 7
4.2 Hobart City Council 7
4.3 WorkSafe Tasmania 7
5. Discussion, recommendations and conclusions 8
5.1 Discussion 8
5.2 Conclusions and recommendations 8

Table index

Table 1 Site details 3
Table 2 Historic aerial photography summary 6

Plate index

Plate 1 Approximate location of AST in basement of building at the site (image from Scherzic pers. comm. 5 April 2019) 4
Plate 2 In situ AST in basement of building at the site (image from Scherzic pers. comm. 5 April 2019) 4

Appendices

Appendix A – Figures

Appendix B - Historic Aerial Photography

Appendix C - EPA Tasmania Correspondence

Appendix D - Hobart City Council Correspondence

Appendix E - WorkSafe Tasmania Correspondence

1. Introduction

1.1 Background

Fragrance Tas – Australia Pty Ltd (Fragrance) propose to develop a nine-storey hotel with two basement carparks at 179 Macquarie Street, Hobart, Tasmania (the site). This report has been prepared to provide a preliminary indication of the potential for contamination to be present at the site, in either soil or groundwater.

A planning permit application was submitted to Hobart City Council (HCC) on 27 February 2019, and on 8 April 2019, HCC responded with a request for extra information[1] to assist with assessing the application against the relevant provisions of the Potentially Contaminated Land Code of the *Hobart Interim Planning Scheme 2015*. The condition was worded as follows:

> ***PCL1 Environmental Site Assessment***
>
> *A contamination Environmental Site Assessment report prepared by a suitably qualified and experienced person in accordance with the procedures and practices detailed in the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM) as amended 2013. The report must conclude:*
>
> - *Whether any site contamination presents a risk to workers involved in redevelopment of the site, or future users of the site, as a result of proposed excavation of the site.*
> - *Whether any site contamination presents an environmental risk from excavation conducted during redevelopment of the site.*
> - *Whether any specific remediation and/or protection measures are required to ensure proposed excavation does not adversely impact human health or the environment before excavation commences.*

1.2 Objective

The objective of the work described herein is to complete a limited (desk-top) preliminary site investigation (PSI), without sampling, in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) (the NEPM), to assess the site for potential contamination.

1.3 Scope of work

The scope of work that was undertaken to achieve the above objective included the following tasks:

- Review and interpret available existing background information pertaining to the site, including the following sources of information
  - Historical aerial photography depicting the site and surrounds
  - Hydrological, geological, soil and topographical maps depicting the site
  - HCC records of potential contamination at the site
  - WorkSafe Tasmania dangerous goods records review
  - EPA Tasmania Contaminated Site database search

[1] *179 Macquarie Street and 200 Collins Street and Crowthers Lane, Hobart and adjacent road reserve. Demolition and New Building for Hotel with Café and Function Centre, Associated Infrastructure Works. Application No PLN-19-104*

- Review of any available geotechnical information (e.g. bore logs) to assess likely depth to water and the soil profile at the site
- Preparation of a concise report, which describes the investigation and presents the findings, including identification of areas of potential contamination

1.4 Limitations

This report has been prepared by GHD for Fragrance Tas-Hobart Pty Ltd and may only be used and relied on by Fragrance Tas-Hobart Pty Ltd for the purpose agreed between GHD and the Fragrance Tas-Hobart Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Fragrance Tas-Hobart Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Fragrance Tas-Hobart Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.5 Assumptions

This report has been prepared on the assumption that the available historic information for the site is comprehensive, and that no significant issues at the site have been missed during the database searches or during review of background and historic data.

2. Site setting

2.1 Site identification details

Site details are presented in Table 1 below. Figure 1 in Appendix A presents the site location.

Table 1 Site details

Item	Details
Site Address	179 Macquarie Street, Hobart
Legal Address	Title Reference Number: 41547/2 Property ID Number (PID): 7703147
Site Area	2,185 m^2
Site Owner / Occupier	Fragrance Hobart – Tas Pty Ltd
Current Zoning	Hobart Interim Planning Scheme 2015: 22.0 Central Business
Surrounding Land Uses	The site is located approximately 560 m southwest of the Hobart GPO. Current land uses surrounding the site comprise: • Northeast: Hotel Ibis Styles • Northwest: Australian Taxation Office • Southeast: Macquarie Street and businesses in old residences • Southwest: Former Hutchins School (historic building), housing multiple businesses

2.2 Current layout

Figure 1 in Appendix A presents the site layout. The site is currently occupied at the front (i.e. adjacent Macquarie Street) with a disused, glass-fronted single storey building. A three (?) storey building with basement carpark is located at the back of the site beneath the 'rear' 2-3 storey building (i.e. north-western portion). Sherzic (2019)[2] reports that the ground surface site is covered with concrete or bitumen and that an above ground storage tank (AST), is present in the basement beneath the rear building. Plate 1 below shows the approximate location of the AST. Plate 2 below shows the AST in situ.

[2] Scherzic Ground Investigations, 2019. *179 Macquarie Street, Hobart. Geotechnical Investigation.* Report No 7317B. April 2019.

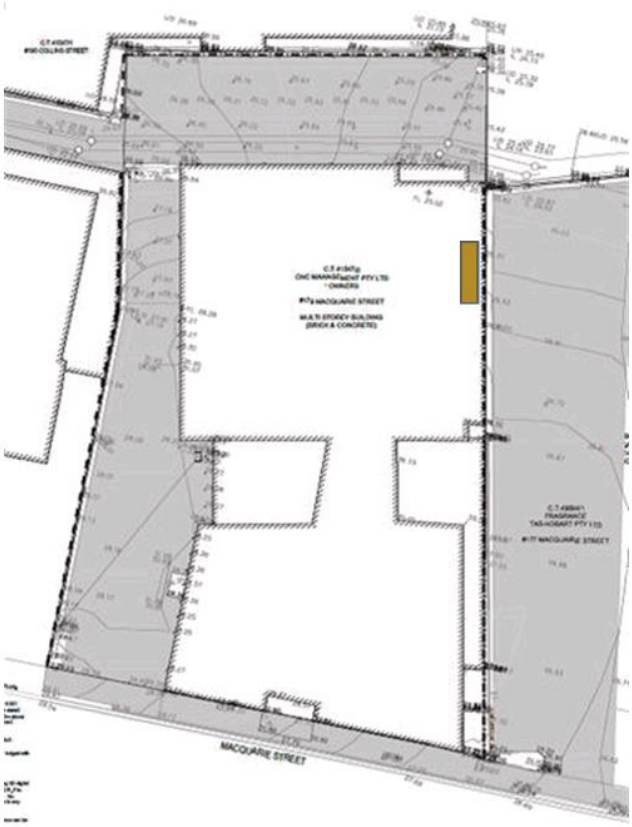


Plate 1 **Approximate location of AST in basement of building at the site (image from Scherzic pers. comm. 5 April 2019)**



Plate 2 **In situ AST in basement of building at the site (image from Scherzic pers. comm. 5 April 2019)**

2.3 Topography and elevation

Figure 2 in Appendix A shows the topography of the site and the surrounding area. The site has an elevation of approximately 25 m Australian Height Datum (AHD), and slopes to the north-west (i.e. rear).

2.4 Geology

Figure 2 in Appendix A shows the geology of the site and the surrounding area. The Land Information System Tasmania (the LIST[3]) map indicates that geology at the site comprises Late Carboniferous to Triassic sedimentary sequences, belonging to the Upper Parmeener Supergroup. Jurassic igneous dolerite units are mapped within 20 m of the site.

Scherzic (2015) describes encountered geology at the site as comprising ~0.25 m of asphalt overlying between 0.7 m and 1.5 m of fill material comprising gravel and/or silty sand. The fill material overlays highly jointed extremely to medium weathered dolerite (considered to be competent).

2.5 Groundwater

Scherzic (2019) installed a stand pipe in the western corner of the site and measured standing water levels at around 20 m AHD in March and April 2019. This equates to a groundwater level of approximately 5 m below ground level (BGL). Scherzic (2019) also states that seepage of groundwater was observed at 3.15 m BGL on the south-eastern corner of 177 Macquarie Street during development works there.

[3] https://maps.thelist.tas.gov.au/listmap/app/list/map. Last accessed 03/05/2019.

3. Site history

3.1 Summary of use

The following summary of the site history is taken from the Praxis Environment (2015)[4] archaeological report on the site.

Post-colonisation and settlement of Hobart Town, from the 1810s the site formed part of the Government Gardens. In 1846, it became part of the sporting grounds for the Hutchins School. The original Hutchins School building is located adjacent at 181-183 Macquarie Street; the original school grounds extended to the west (now 190-202 Collins Street), and encompassed the entire south-western end of the city block. In 1925, the school constructed a memorial library on the site.

In 1965, the site was sold and in approximately 1970, the Nettlefold Motors Company constructed the current building at the site. The construction included removal of a significant amount of fill from the rear portion of the site, to facilitate construction of the basement level.

3.2 Historical aerial photographs

Historical aerial photographs of the site were reviewed to confirm the site history, and observe for potentially contaminating activities being undertaken at the site or in the surrounding area.

Table 2 below presents a summary of selected aerials that are considered to best represent changes in landuse at the site since 1946 (when records commence). Copies of these aerials are presented in Appendix B.

Table 2 Historic aerial photography summary

Year	Description
1946	A number of buildings are present on the site, including a larger one near the centre (the memorial library?), and numerous smaller buildings present in the centre and along the north-eastern boundary. Sliver along the north-western portion falls on sporting grounds that extend to the north-west, and south-eastern portion that fronts onto Macquarie street appears to be gardens/lawn.
1971	Current building is present, and surrounded by car parking on hardstand surface. Adjacent site to the north-east is subject to significant excavation, assumed to be for the construction of the 101 Collins building. Sporting grounds to the north-west are being used for car parking (possibly partially hardstand)
1992	As above but former sporting grounds to the north-west have been constructed on and host a large building (the Australian Taxation Office)
2000	As above but lot adjacent north-eastern boundary of site has been developed as hardstand carpark (southern end), and small building and gardens with walkway (northern end)
2014	As above but southern end of lot adjacent north-eastern boundary of site is subject to development comprising excavation and construction (relating to construction of adjacent hotel?)

[4] Praxis Environment (2015). *Statement of Archaeological Potential and Archaeological Impact Assessment*. March 2015 (reviewed November 2018).

4. Database searches

4.1 EPA Tasmania

On 2 April 2019, the Contaminated Sites Unit at the EPA Tasmania confirmed that their records and databases had been searched for information on potential contamination at the site and in the surrounding area. The search identified the following items of interest:

- In 2011, EPA Tasmania were advised that a 5,000 litres (L) aboveground fuel storage tank (AST) was in the basement of the building
  - No records of contamination are associated
- A Mobil service station operated historically at 202-206 Macquarie Street (135 m southwest of the site)
  - The EPA hold several volumes of records on this site including
    - Investigation Notice 7222/1 for remediation of environmental harm
    - Site Management Notices 8625/1 and 8626/1 regarding on- and off-site groundwater contamination issues
  - The Site Management Notices were removed following works at the site, and it ceased being regulated on 21 March 2014
- An active 5000 L underground petroleum storage system (UPSS), is registered at 20 Barrack Street (90 m southwest of the site)
  - no record of contamination is associated
- Dangerous goods were stored in underground storage tanks (USTs), at 188 Collins Street (60 m north of the site)
  - The record refers to a historic WST file number R22A (1936-1957)

The EPA Tasmania correspondence is presented in Appendix C.

4.2 Hobart City Council

The Hobart City Council (HCC) records were searched for information on potential contamination at the site however, no relevant information was identified.

The HCC correspondence is presented as Appendix D.

4.3 WorkSafe Tasmania

WorkSafe Tasmania records have not yet been received (search requested on 16 April 2019). These records will be issued as an addendum once they arrive.

5. Discussion, recommendations and conclusions

5.1 Discussion

The historical review indicates that the site has been used for generally non-contaminating purposes, and that the primary development of the site has involved removal of significant amounts of soil, rather than importation of fill.

From review of the available historical and database information, it does not appear that the site has been subject to significant land-use activities that may cause contamination. On this basis, and assuming consideration of the items discussed below, it is considered likely that the site is suitable for the proposed development.

Storage of fuel is considered a potentially contaminating activity, however it is usually more of a potential issue when it occurs underground and leaks are not as quickly or easily identifiable. The absence of EPA Tasmania records on this site indicate that the AST has not caused contamination, however it would be advantageous to review the WorkSafe Tasmania records to confirm the age of the tank, and whether any changes to its configuration have taken place *(note: it is intended that this report be updated when that information arrives*). Whilst generally in a good condition, the cracks on the outer concrete covering indicate that the structure may have been subject to some movement. No records of the surrounding infrastructure are available and as such, it is not known whether the tank is bunded or has other spill prevention systems in place.

The USTs on nearby sites are considered unlikely to have caused contamination issues at the site on the basis that A) EPA Tasmania do not have records of spills associated with these locations and B) that the interpreted groundwater flow direction indicates that none of the infrastructure are up-hydraulic gradient from the site. On this basis, the surrounding sites also appear unlikely to be significantly contaminated or to have caused the site to be contaminated. However, EPA Tasmania records only contain information on spill and contamination that have been identified and reported and the interpreted groundwater flow direction may not be accurate (as topography and geology in the vicinity of the site is variable).

It should also be noted that, regardless of the above finding, the site is unlikely to be contaminated, it is likely that removal of soils from the site to facilitate the proposed development will need to be undertaken in accordance with the EPA Tasmania Bulletin No 105[5]. This generally includes testing of soils at a rate of 1: 25 m^3 and analysis for identified CoPC to confirm disposal options.

5.2 Conclusions and recommendations

In conclusion, it appears unlikely that the site contains significant contamination. In response to the planning permit condition PCL1, it is possible to make the following conclusions:

- On the basis of the available information, it is considered unlikely that there is contamination at the site that would present a risk to workers or future users at the site, as a result of excavation. However, potential contamination associated with the presence of the AST at the site and USTs on nearby sites should be assessed to close-out this conclusion.

[5] EPA Tasmania (2012). *Bulletin No 105. Classification and Management of Contaminated Soil for Disposal*. November 2012

- On the basis of the available information, it is considered unlikely that there is contamination at the site that would present an environmental risk from excavation conducted during redevelopment of the site. However, potential contamination associated with the presence of the AST at the site and USTs on nearby sites should be assessed to close-out this conclusion.
- On the basis of the available information, it is considered unlikely that specific remediation and/or protection measures are required to ensure the proposed excavation does not adversely impact human health or the environment at the site. However, potential contamination associated with the presence of the AST at the site and USTs on nearby sites should be assessed to close-out this conclusion.

With regard to the above conclusions, it is considered that the potential residual issues associated with both on-site and off-site fuel storage should be addressed following removal of the buildings, when it will be easier (and safer), to access the ground surface to confirm the contamination status of the site. On the basis that the risk of potential site contamination is currently considered to be low, assessment at the time of removal of the building is preferred as it allows a safer and more thorough investigation to be conducted. In the context that the site will be subject to notable material excavation to allow basement development, assessment of potential contamination is as much used to inform soil management/disposal options as informing potential risk to human health and the environment.

The following actions are required to be implemented to close-out the identified potential contamination issues at the site:

- Where fuel storage takes place above ground, the underlying ground surface is to be inspected (by a suitably qualified environmental scientist) to ensure that significant leakage has not occurred. This is to be done following or during decommissioning and removal of the tank and associated infrastructure.
  - If fuel impacted soils are identified (i.e. odorous or stained) associated with the AST, these are be investigated to determine extent, analysed for fuel-related chemicals of potential concern (CoPC), to assess human health and environment risks, and off-site disposal options.
  - At the time of ground excavation works, at a minimum visual inspection is to be conducted (by a suitably qualified environmental scientist) on the up-gradient excavation faces to determine any evidence of potential contamination in groundwater that may have migrated from adjacent sites. It is important to acknowledge that based on this review, there is a very low risk of groundwater contamination entering the site as any potential sources of identified off-site contamination are either side/down-gradient or at sufficient distance to limit risk.

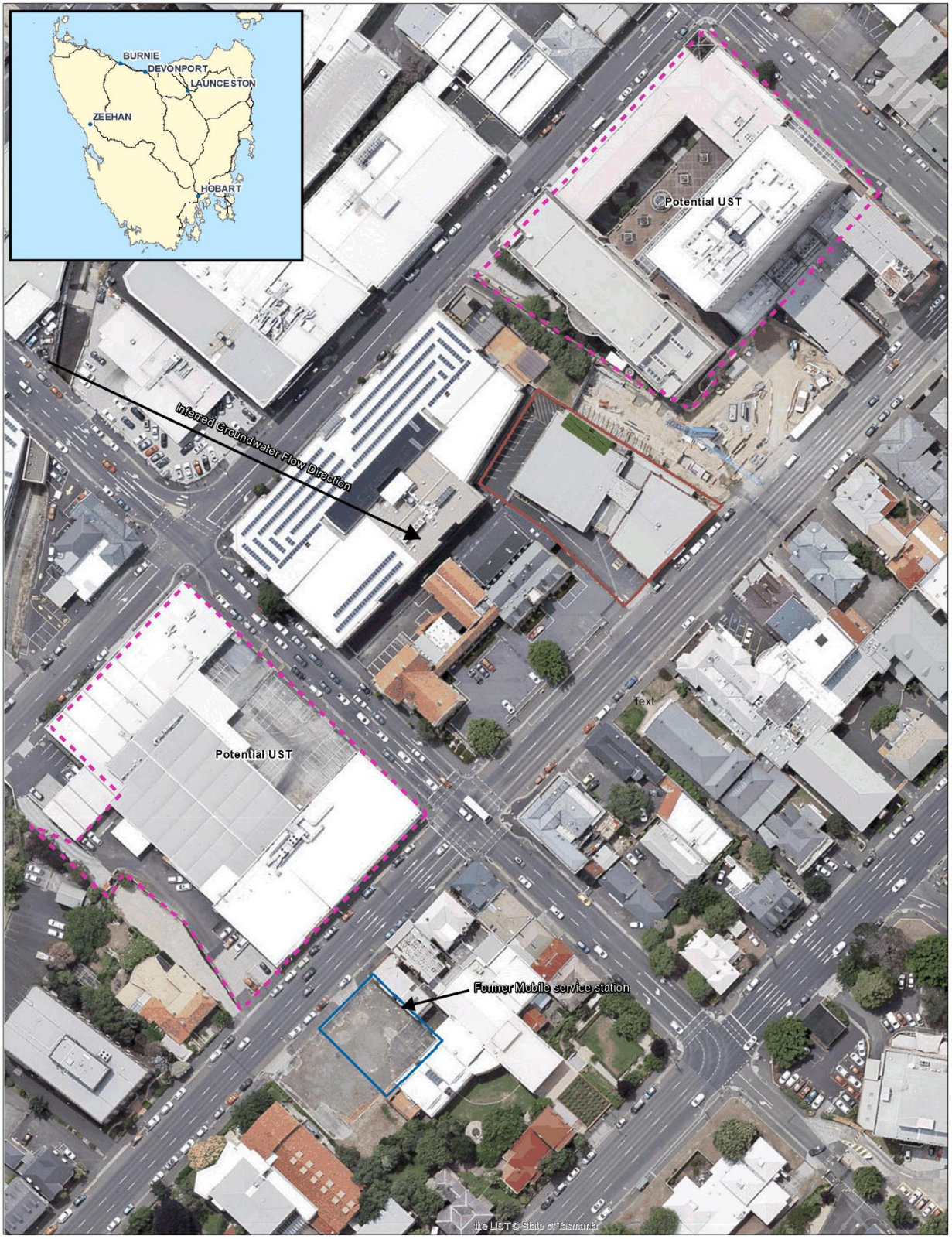
It should also be noted that off-site disposal of soils will likely require assessment (and potential approves) in accordance with EPA Tasmania guidelines.

Appendices

Appendix A – Figures

Figure A Site location and layout

Figure B Site geology and topography



1:1,003 @ A3
0 5 10 20 30 40
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

N

Legend
Current/Former AST
Potenital UST on site
Site subject to EPA notices
The Site

Fragrance Tas-Hobart Pty Ltd
179 Macquarie St, Hobart
Preliminary Site Investigation

Job Number 32-19245
Revision A
Date 08 May 2019

Site location and layout

Figure 1

G:\32\19245\GIS\Maps\Working\3219245_101_SiteLocation_RevA.mxd

2 Salamanca Square, Hobart Tasmania 7000 Australia T 61 3 6210 0600 E hbamail@ghd.com W www.ghd.com

©2019. Whilst every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.
Data source: Data Custodian, Data Set Name/Title, Version/Date. Created by:drockliff



1:1,003 @ A3
0 5 10 20 30 40
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

N

Legend
The Site
Site subject to EPA notices
Elevation contours (5m)
Current/Former AST
Potenital UST on site

Fragrance Tas-Hobart Pty Ltd
179 Macquarie St, Hobart
Preliminary Site Investigation

Job Number 32-19245
Revision A
Date 08 May 2019

Site topography & geology

Figure 2

G:\32\19245\GIS\Maps\Working\32192245_101_Geology_RevA.mxd

2 Salamanca Square, Hobart Tasmania 7000 Australia T 61 3 6210 0600 E hbamail@ghd.com W www.ghd.com

©2019. Whilst every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.
Data source: Data Custodian, Data Set Name/Title, Version/Date. Created by:drockliff

Appendix B - Historic Aerial Photography



Aerial photograph – 1946

= approximate site boundary



Aerial photograph – 1971

= approximate site boundary



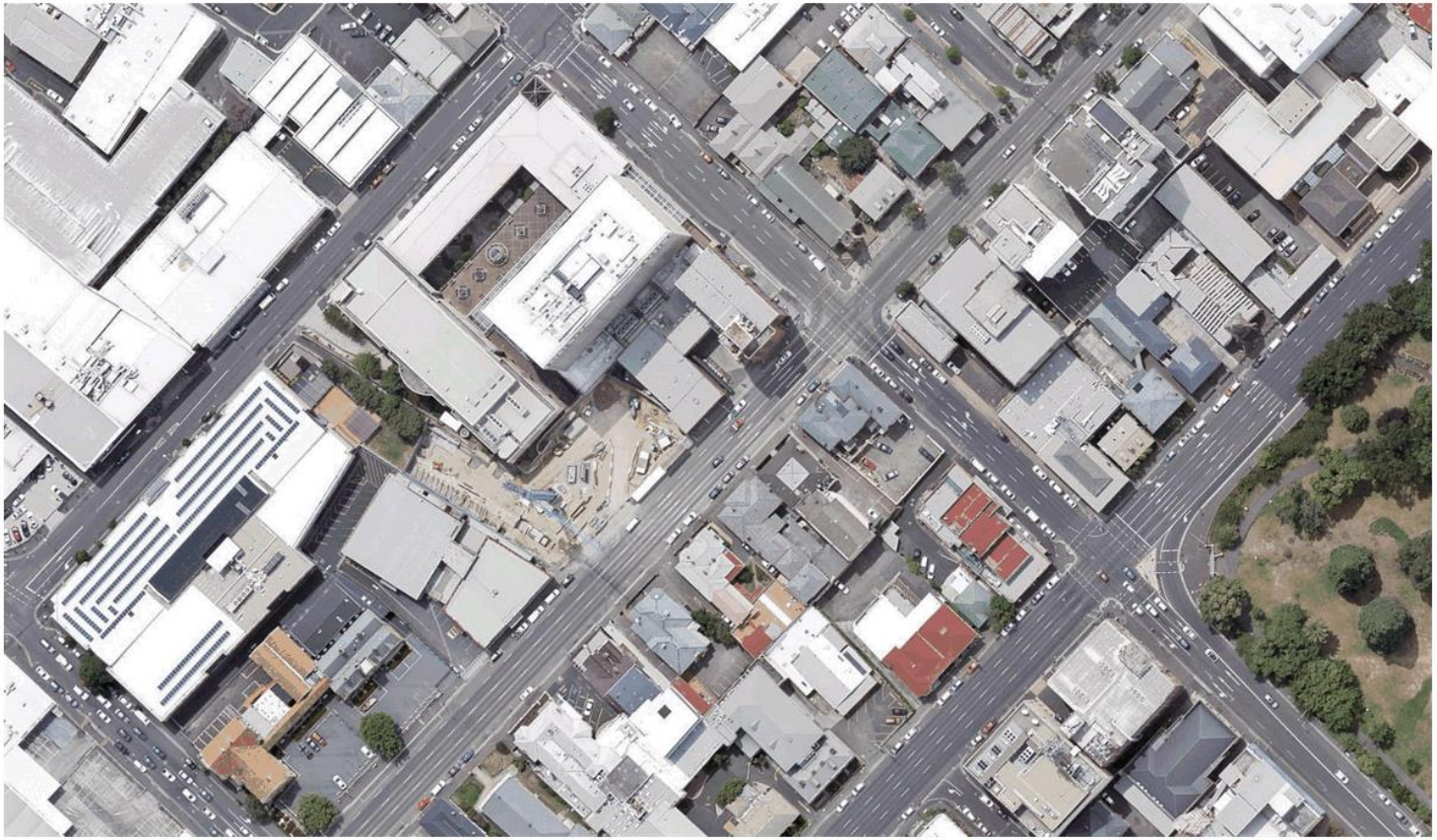
Aerial photograph – 1992

= approximate site boundary



Aerial photograph – 2000

= approximate site boundary



Aerial photograph – 2014

= approximate site boundary

Appendix C - EPA Tasmania Correspondence

Level 7, 134 Macquarie Street, Hobart TAS
GPO Box 1550, Hobart, TAS 7001 Australia

Enquiries: Contaminated Sites Unit
Phone: (03) 6165 4599
Email: contaminatedsites@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: (EN-EM-AV-100706_39: M441053.) sma
Your Ref 7317

ENVIRONMENT PROTECTION AUTHORITY

2 April 2019

Mr. Martin Schult
SCHERZIC Ground Investigations
Email: mschult@scherzic.com

Dear Mr Schult

PROPERTY INFORMATION REQUEST
179 Macquarie Street, Hobart
Certificate of Title: 41547/2

On 12 March 2019, the Contaminated Sites Unit received your Property Information Request relating to the land referred to above ('the Site'). A search of relevant databases and records has been undertaken.

EPA Tasmania were advised in 2011 that a 5000L aboveground fuel storage tank was in the basement of the building. This type of storage system is not regulated by EPA Tasmania, but is considered a potentially contaminating activity. No further records relating to contamination or potentially contaminating activities on the Site were found; however, records relating to relevant properties within 150m of the Site are outlined below.

EPA Tasmania has several volumes of records regarding the former Mobil Petrol Station at 202-206 Macquarie Street (135m SW of site). Regulated by the Director via Investigation Notice 7222/1 for remediation of environmental harm and later by Site Management Notices 8625/1 and 8626/1 regarding on and off site groundwater contamination issues. Following works on the site all regulation ceased 21 March 2014 and the Site Management Notices removed.

An active underground petroleum storage system, total volume of 5000L, is registered at 20 Barrack Street (90m SW of the Site). Whilst no record of contamination at this property was found, the storage of fuel is considered a potentially contaminating activity.

Historical WorkSafe Tasmania [WST] records indicate that dangerous goods were stored in underground storage tanks at 188 Collins Street (60m N of the Site). The record refers to WST file number R22A. (1936-1957)

No other records relating to contamination or potentially contaminating activities at adjacent properties were found.

The search of records is restricted to those held by EPA Tasmania and includes records relating to: The *Environmental Management and Pollution Control (Underground Petroleum Storage Systems) Regulations 2010;* Industrial Sites (which are or have been regulated by EPA Tasmania); historical landfills; and contamination issues reported to the Contaminated Sites Unit. In addition, the Incidents and Complaints database and records relating to the historical storage of dangerous goods (as detailed below) are searched.

WorkSafe Tasmania (1300 366 322 or wstinfo@justice.tas.gov.au) may have issued dangerous goods licences and/or may hold relevant records for the Site and adjoining properties. As the storage of dangerous goods/fuels is an environmentally relevant activity, you may wish to contact them for further information.

Please note that the dangerous goods licensing records referred to by EPA Tasmania are for sites with underground storage tanks that ceased holding Dangerous Goods Licences prior to 1993. WorkSafe Tasmania hold the records for these Licences after 1993.

EPA Tasmania does not hold records on all sites that are or may be contaminated. You should consider obtaining a site history to determine the likelihood of contamination. If contamination on the Site or an adjacent property is considered likely, further assessment by a competent environmental assessment practitioner is recommended. Site assessments should be conducted in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999*, National Environment Protection Council (or as varied). http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/contaminated-site-assessment

Please note since 1 July 2015, the Director has required all environmental site assessments and reports submitted to the Contaminated Sites Unit for consideration to be prepared by a person certified as a specialist contaminated sites consultant under a scheme approved by the Director. Effective 30 June 2018, the endorsed scheme is operated by Certified Environmental Practitioners (CEnvP): Consultants certified under this scheme are approved to use the seal **CEnvP Site Contamination**. https://www.cenvp.org.
Further details are available at: http://epa.tas.gov.au/regulation/contaminated-sites/identification-and-assessment-of-contaminated-land/engaging-a-contaminated-site-assessment-consultant.

As local councils are able to issue Environment Protection Notices, Environmental Infringement Notices and record complaints, you may wish to contact them for additional information that may be relevant to the site. Further, if the Site has historically been subject to a permit under the *Land Use Planning and Approvals Act 1993*, the Council would have issued the permit.

Under the *Right to Information Act 2009* (RTI Act), you are entitled to apply for any records mentioned within this letter such as reports, letters, or other relevant documents. For further information on how the RTI process works and how to request information under the RTI Act please visit the Department of Primary Industries, Parks, Water and Environment website.

If you are purchasing a property, you should consider Part 5A of the *Environmental Management and Pollution Control Act 1994* (EMPCA) which defines and specifies requirements for managing contaminated sites. If there is reason to believe the site is, or is likely to be, contaminated there are certain requirements that you must meet (e.g. notification of a likely contaminated site to the Director, EPA as outlined in section 74B of the EMPCA).

Although all due care has been taken in the preparation of this letter, the Crown gives no warranty, express or implied, as to the accuracy or completeness of the information provided. The Crown and its servants or agents accept no responsibility for any loss or damage arising from reliance upon this letter, and any person relying on the letter does so at their own risk absolutely.

If you have any queries in relation to the matters above, please contact the Contaminated Sites Unit using the details at the head of this correspondence or refer to the EPA website at www.epa.tas.gov.au and click on 'Regulation to locate information on Underground Fuel Tanks and Contaminated Sites.

As you are aware, property searches incur a charge of $237.00. An invoice will be emailed as instructed. If you require this letter and invoice posted, please advise the Contaminated Sites Unit.

Yours sincerely



Bruce Napier
ENVIRONMENTAL OFFICER - CONTAMINATED SITES

Email: info@scherzic.com

Attachment: Invoice

Appendix D - Hobart City Council Correspondence

From: Health
To: Nikki Meskanen
Subject: FW: HCC contamination records for 179 Macquarie Street
Date: Wednesday, 24 April 2019 9:36:42 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Hi Nikki

I have been struggling to find any information on 179 Macquarie Street, Hobart.

I will continue looking and let you know if I find anything.

Kind Regards
Simone

Simone Salter | Senior Environmental Health Officer | Environmental Health
6238 2738

From: Nikki Meskanen [mailto:Nikki.Meskanen@ghd.com]
Sent: Monday, 15 April 2019 10:55 AM
To: Jessica Dwyer <dwyerj@hobartcity.com.au>
Cc: Felicity Edwards <edwardsf@hobartcity.com.au>; Rowan Moore <moorero@hobartcity.com.au>
Subject: HCC contamination records for 179 Macquarie Street

Hi Jessica,

I hope you are well.

We would like to request any information the HCC may have on potential contamination at 179 Macquarie Street, Hobart. Please let me know if you need further information?

Kind Regards
Nikki Meskanen

Nikki Meskanen
Senior Environmental Scientist

GHD
Proudly employee owned
T: +61 3 6210 0633 | M: +61 455 895 831 | E: nikki.meskanen@ghd.com
2 Salamanca Square Hobart Tasmania 7000 Australia | www.ghd.com
Connect



WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY& BUILDINGS | TRANSPORTATION

Please consider our environment before printing this email

CONFIDENTIALITY NOTICE: This email, including any attachments, is confidential

and may be privileged. If you are not the intended recipient please notify the sender immediately, and please delete it; you should not copy it or use it for any purpose or disclose its contents to any other person. GHD and its affiliates reserve the right to monitor and modify all email communications through their networks.

This communication and any files transmitted with it are intended for the named addressee, are confidential in nature and may contain legally privileged information.

The copying or distribution of this communication or any information it contains, by anyone other than the addressee or the person responsible for delivering this communication to the intended addressee, is prohibited.

If you receive this communication in error, please advise us by reply email or telephone on +61 3 6238 2711, then delete the communication. You will be reimbursed for reasonable costs incurred in notifying us.

Please consider the environment - Do you really need to print this email?

This e-mail has been scanned for viruses

Appendix E - WorkSafe Tasmania Correspondence

GHD

2 Salamanca Square
T: 61 3 6210 0600 F: 61 3 6210 0601 E: hbamail@ghd.com

© GHD 2019

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

3219232-21725/https://projects.ghd.com/oc/Tasmania2/179macquariepsi/Delivery/Documents/PSI report.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Draft A	N. Meskanen	P. Topliss		P. Topliss		9/5/2019
Rev 0	N. Meskanen	P. Topliss		P. Topliss		15/5/2019
Rev 1	N.Meskanen	P. Topliss		P. Topliss		4/6/2019

www.ghd.com



Scherzic
Ground Investigations

Fragrance TAS - Hobart Pty Ltd

Report for 179 Macquarie Street, Hobart

Environmental Effects Report

December 2018

SCHERZIC Pty Ltd
ABN 99 167 712 325
PO Box 555, Hobart North, TAS. 7002
Email: info@scherzic.com
www.scherzic.com

Contents

1. Limitations 3

2. Proponent 4

3. Project Description 5

3.1 Purpose of Report 5
3.2 Project Description 7
3.3 Description of Activity – Excavation 7
3.4 Excavation Requirement & Methodology 9

4. Potential Environmental Effects 10

4.1 Water Quality 10
4.2 Air Emissions 12
4.3 Noise & Vibration 12
4.4 Transport Impacts 13
4.5 Solid Wastes 14
4.6 Hazardous Substances 14
4.7 Site Contamination 15
4.8 Climate Change 15
4.9 Monitoring 15
4.10 Cessation of Excavation Works 17

Figure Index

Figure 1 - Site Location 5
Figure 2 - View of Existing Basement Carpark 6
Figure 3 - Aerial View of Site 6
Figure 4 - View of existing conditions from Macquarie Street 7
Figure 5 - Excavation of 177 Macquarie Site at Boundary with this Site 9
Figure 6 - Cartage Routes 10
Figure 7 - Local Stormwater Network 11

Appendices

A Site Survey
B Development Application Plans
C Excavation Calculations
D Borelogs (177 Macquarie Street)
E Soil Management Plan

Scherzic
Ground Investigations

1. Limitations

This report has been prepared for **Fragrance TAS – Hobart Pty Ltd** and is only for use by **Fragrance TAS – Hobart Pty Ltd** or the purpose given above. No responsibility will be taken for use by other parties. Conclusions and recommendations are based on the investigation methods outlined and further investigations and testing may be required where differing conditions or information are encountered. The nature of foundation materials can vary over small areas and therefore conditions may exist which were not encountered or foreseen in this assessment. If conditions are found to differ from those described, then Scherzic should be contacted immediately to advise on the consequences.

Martin Schult, CPEng., NER
Geotechnical Engineer
Scherzic Pty Ltd
www.scherzic.com

Reports Issued			
Report No	**Author**	**Review**	**Issue Date**
7317A DRAFT	MBS	JM	7/12/2018
7317A		MBS	28/12/2018
7317A(1)		MBS	31/12/2018
7317A(2)		MBS	31/12/2018

2. Proponent

The proponent for the application is provided in Table 1 below:

Applicant	**Fragrance Tas - Hobart Pty Ltd**
ACN	169 848 177
ABN	50 169 848 177
Address	456 Alexandra Road, #26-01 Fragrance Empire Building Singapore 119962
Postal Address	As Above
Contact	Ray Tan - Fragrance Group Limited
Email	raytan@fragrancegroup.com.sg
Phone	0011 - 65 6508 0021

Table 1 - Proponent Information

3. Project Description

3.1 Purpose of Report

Scherzic Ground Investigations (Scherzic) have been commissioned by Fragrance TAS – Hobart to provide an Environmental Effects Report (EER) at a site identified as Crown Title 41547/2 or otherwise as 179 Macquarie Street, Hobart. The EER is required for a Development Approval (DA) to develop the site into a nine (9) storey hotel building with double level basement carpark which is designated as a class 2B development. It is a requirement by EPA Tasmania to provide an EER as the proposed development will include the removal off site of an estimated 7,350m^3 of in situ soil to construct the basement structure, including excavations to construct the new building's footings. This report does not address other issues arising from other proposed activities at this site such as demolition of existing structures. The site is identified in the feature survey plan by PDA surveyors (V1030v-2c) attached in Appendix A. The location of the site is shown in Figure 1.

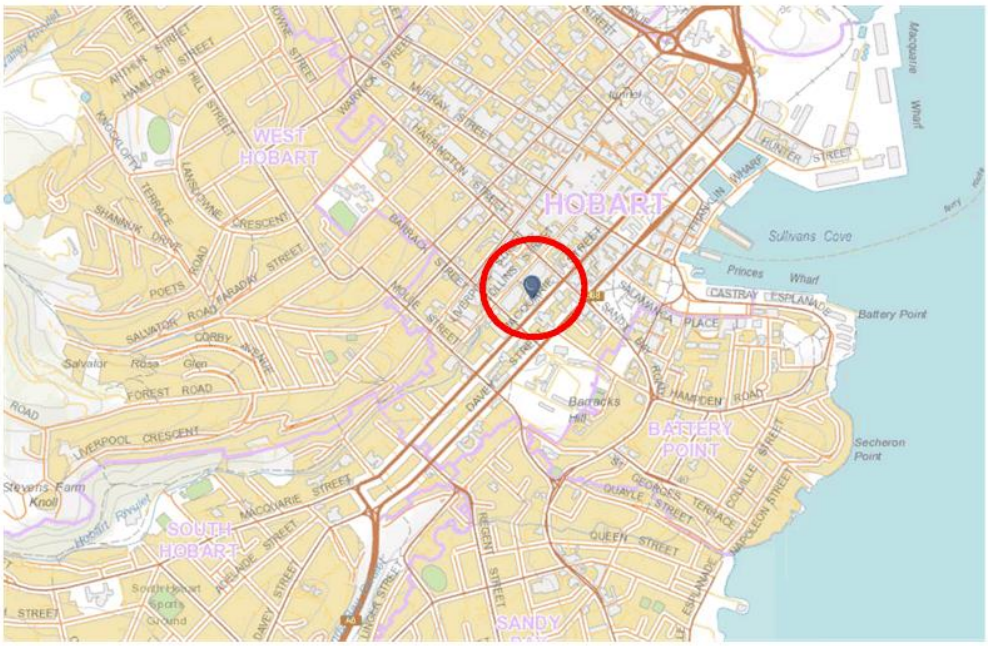


Figure 1 - Site Location

Image source: LIST Database, DPIPWE

The site currently has a commercial building constructed CIRCA 1989 which has a part basement carpark to the rear. The development will entail the demolition of the existing masonry and concrete building and construct a new Hotel with associated surrounding access lanes and basement carparking. Enquiries to Hobart City Council indicate the site has no known soil contamination issues. A detailed architectural floor plan of the proposed development is given in Appendix B.



Figure 2 - View of Existing Basement Carpark

The potential impact of extracting and removing off site approximately 7350m^3 of natural soil and rock is presented below. These impacts could include vibrations, disturbance to surrounding buildings, noise, dust and traffic issues associated with vehicle movements to and from the site. An aerial view of the existing site with building is shown in Figure 2 with a view looking north west to site from Macquarie Street shown in Figure 3



Figure 3 - Aerial View of Site



Figure 4 - View of existing conditions from Macquarie Street

3.2 Project Description

Fragrance Tas - Hobart Pty Ltd has proposed to construct a new structure consisting of a Hotel building with associated food services facilities.

The project proposal is for a single development consisting of a 9 Storey hotel with a double level basement car park for Hotel patrons.

The intended use is outlined in the relevant Development Application Plans; DA.0.00 – DA0.03, DA1.01-DA1.07 and DA2.01-DA2.03 by Scanlan Architects, Job No 1808, dated December 2018, which are provided in Appendix B.

3.3 Description of Activity – Excavation

The double level basement construction is required to provide adequate car parking requirements for the hotel development. This basement along with the new structure's footings are the only components of the project that requires excavation and removal of material off site. It is estimated that there will be approximately 7,350 cubic meters of bulk excavation and foundation excavation works which will be completed in four (4) weeks. Calculations are provided in Appendix C

No blasting of rock or use of rippers will be required. Refer to below for excavation methodology and how at the adjoining site (177-173) excavations were achieved using smaller conventional excavators.

No selling of the excavated rock/soil material will occur.

A summary of the excavation movements is summarised in Table 2 below:

Excavation Quantities	7,350 cubic meters of material to be excavated
Entry and Exit for access to Excavation	Macquarie Street will be used to access site for Excavation works
Excavation Operating Hours	
Monday to Friday	7.00am to 6.00pm
Saturday	8.00am to 4.00pm
Sunday & Public Holidays	No excavation works
Excavation Works -Timeline	Bulk excavation and footing reinforcing works will be completed in four (4) weeks.
Destination of Excavated Material	Disposed at sites on outskirts of Hobart, expected to be Kingston or Sorrell area

Table 2 - Excavation Program

3.3.1 Geology of site

The 1:25,000 Geological Map Sheet "Hobart" produced by Mineral Resources Tasmania indicates that the surface geology predominantly consists of Jurassic Dolerite. There is shown to be Triassic Sandstone and Paludal deposits further north of the site which were encountered during excavations for the development at 173 Macquarie Street.

Borelogs from an investigation near the northern boundary of the site undertaken for the development at 173-177 Macquarie Street are provided in Appendix D. These logs show some clays existing over highly to moderately weathered Dolerite which has extensive jointing. Excavations for the basement at the adjoining site (173-177) were undertaken using smaller excavators. The photograph below shows the excavation up to the boundary of the proposed site within the adjoining property using an 8-tonne excavator. All excavations within this adjoining site were undertaken with this machinery and this machinery & method is proposed for this development.

Minor ground water was encountered at the base of the excavation shown in the photograph below which is expected to match this site. The flow was minor and it is expected to be sealed with blinding concrete to the underside of the required pad or strip footings.



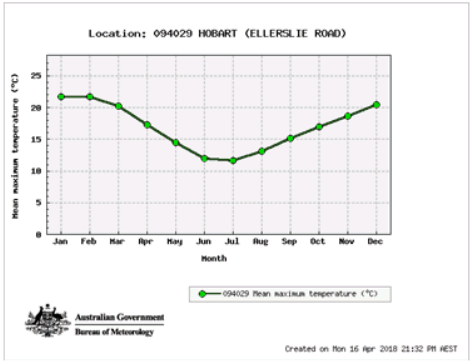
Figure 5 - Excavation of 177 Macquarie Site at Boundary with this Site

3.3.2 Rainfall

The Commonwealth Bureau of Meteorology indicts that the annual rainfall for the site is approximately 566 mm (Station 094030, Hobart Botanical Gardens).

3.3.3 Temperature

The Commonwealth Bureau of Meteorology indicts that the mean max temperature for Greater Hobart is as the table below specifies (Station 094029, Hobart Ellerslie Road).



3.3.3.1.1 Wind

The Commonwealth Bureau of Meteorology indicts that the prevailing wind direction in the greater Hobart is approximately from the North West (Station 094008, Hobart Airport).

3.4 Excavation Requirement & Methodology

The requirement to include a multilevel basement construction arises from the planning scheme stipulation that adequate car parking is to be provided for this hotel development. This requirement may be met by providing car parking in nearby areas or adjacent properties, but this is not an option for this development, and hence the basement car parking is the only solution.

The basement excavations will be designed to meet the engineering requirements for perimeter support and the footings of the proposed buildings (in accordance with AS 4678, Earth retaining Structures). As noted on the application plans, the basement will match the level of that in 173-177

Macquarie Street and the retaining wall (shown being installed in Figure 4) will negate any need for support along this boundary. Bulk excavation of the entire basement footprint will be undertaken using a 10 - 15 tonne excavator, with conventional bucket (900mm wide) using lifts of the order of 1.5m, which will incorporate battered slopes to the other 3 boundaries. The spoil will be loaded into trucks within the excavation. Once the full depth of the basement is excavated, there vertical boundaries will be constructed by excavating in segments and installing panels in sequences which are propped until the internal structure is completed (See Figure 4). The footings will be excavated within the basement floor (AHD 22.300) once all the bulk excavation is completed and prior to installing the propped wall panels.

The clean spoil ((soil/rock material) will be loaded into conventional dump trucks (5 – 6m^3 in volume) and carted to a receiving disposal site. The trucks will exit and enter from Macquarie Street as the excavations proceed via an earth ramp extending to the base of the basement. After all material is removed, the ramp will be excavated from outside the perimeter.

Typically fill material, like the type being excavated for this project, will be disposed at a site on the outskirts of Hobart. For this project it is anticipated that some will be disposed in the Sorrel area and some will go to the Kingston area. Refer to proposed Cartage Routes in Figure 5 below which highlights the proposed vehicle routes. Trucks and vehicles will enter and exit the site onto Macquarie Street, turning north and continue along Macquarie to the Tasman Bridge or turn left into Brooker Avenue. Alternatively, traffic can head north along Macquarie and turn right at Murray Street and then right again into Davey Street and proceed to Kingston area along the Southern Outlet.



Figure 6 - Cartage Routes

As the excavation progresses any fine sediment and water runoff will be collected and managed within the basement excavation. A sump will be excavated to the middle of the site to collect any rain/water runoff and pumped as required into the stormwater drainage system or if required (contaminated water) will be pumped into a EPA licensed vacuum truck for disposal.

4. Potential Environmental Effects

4.1 Water Quality

Most of the existing site is an existing building with some perimeter sealed driveways and carparking. The proposed basement car park excavation will include a large portion of the site and will occur after demolition of the existing building. The initial surface excavation will be managed with the establishment of boundary silt fences and protection of the nearby stormwater system including any stormwater pits. The sites stormwater drainage network is identified in the site survey (Appendix A).

The excavation will be managed in accordance with an excavation soils and water management plan (refer to Appendix F). As the excavation progresses any fine sediment and water runoff will then be directed, collected and managed onsite within the basement excavation.

The closest waterway that could receive inputs from the site stormwater is the River Derwent (Constitution Dock) via the Hobart Rivulet which is approximately 160m from the low point of the site. As discussed above, some perched ground water was encountered in the adjacent property during basement excavations at 177 Macquarie Street which was sealed with blinding concrete. To minimise any inundation from groundwater and during high rainfall events a sump will be installed in the middle of the site to collect any rain/water runoff and pumped as required into the stormwater drainage system or if required (contaminated water) will be pumped into a EPA licensed vacuum truck for disposal.



Figure 7 - Local Stormwater Discharge

Table 3 outlines management measures to control water quality at the site.

Actions	Description	Responsibility
1.	Before excavation work commences, install sediment and water controls as detailed in excavation soil and water management plan.	Contractor/Project Manager
2.	Protect all Stormwater Drains, including roadside gutters and watercourses, from sediment run-off and possible contaminant waste.	Contractor/Project Manager
3.	Check soil and water controls every day and maintain them in good working condition.	Contractor/Project Manager
4.	Soils stockpiles must be contained by sediment / silt fences and have impermeable plastic underneath them.	Contractor/Project Manager
5.	Only discharge clear water into stormwater system.	Contractor/Project Manager

Table 3 - Water Management Steps

4.2 Air Emissions

Excavation works will require the use of open bucket methods using a 15-20 tonne excavator and dump rocks to remove the spoil. It is expected the main impacts associated with the excavation works will be from the extraction of rock material causing minor dust and from vehicular emissions. While sensitive occupants are adjacent to the excavation site, it is anticipated that these works will only last for a total of four (4) weeks and with adequate controls can be managed. Control measures may include dampening of soils when excavating and postponement of works during excessively windy conditions.

Impacts from vehicular emissions are likely to me more diffuse type (moving plant & equipment moving) air emissions rather that point source. The main pollutant of concern would be carbon monoxide, the NEMP air standards defines maximum concentrations of carbon monoxide released into the atmosphere at any one point as 9ppm over an eight (8) hour period. Using vehicles that are appropriately maintained, serviced and fitted with standard filters emissions are not expected to exceed the NEMP thresholds. Table 4 outlines management measures to control air quality at the site.

Actions	Description	Responsibility
6.	Always ensure appropriate dust control measures are available including water carts and supplies of FCR for topping etc.	Contractor/Project Manager
7.	Spray exposed soil areas with water on dry and windy days to minimise dust emission.	Contractor/Project Manager
8.	Do not carry out earthworks on excessively windy days if dust is uncontrollable.	Contractor/Project Manager
10.	Soil stockpiles must be covered.	Contractor/Project Manager

Table 4 - Air Emissions Management

4.3 Noise & Vibration

There is likely to be minor noise generated during excavation works from plant and machinery, which will only occur in daylight hours. Given the short excavation timeline of four (4) weeks and the restricted access to site, it is considered that noise is unlikely to cause sustained nuisance to neighbouring properties. As discussed above, the excavations for the basement in the adjoining property (No 177-173) was achieved using conventional excavators without the need for ripping and it is therefore concluded that noise levels will not be discernibly higher than that associated with heavy traffic flows in Macquarie Street during peak hours. The appended borelogs show the extensively jointed and low strength Dolerite rock profile anticipated at this site. Typical engine ratings for machinery on site during excavation are presented below:

Type	Size	Ratings
Excavator (15-20T)	(L) 3750mm (W) 900mm (bucket)	Engine 74/100 kW/hp
Truck	(L) 10040mm (W) 3475mm	Engine 290/390 kW/hp

Table 5 - Machinery Noise Levels

Table 6 outlines management measures to control noise at the site.

Actions	Description	Responsibility
15.	Appropriate hearing protection such as ear muffs or ear plugs shall be worn by workers when using noisy equipment for substantial periods of time.	Contractor/Project Manager
16.	Maintain a complaint register on site to capture any complaints by residents and if required, noise monitoring equipment will be used to ensure noise levels are not generating nuisance noise for residents.	Contractor/Project Manager
17.	All excavation works must be completed in accordance with the conditions outlined by the Tasmania Heritage Council – Notice of Heritage Decision (refer Appendix E).	Contractor/Project Manager
18.	Restrict the speed of heavy equipment and Minimise unnecessary movement of plant on and around the work site.	Contractor/Project Manager

Table 6 - Noise Control Management

4.4 Transport Impacts

The extra traffic generated by the excavation works will be only a one-off impact. The extra traffic will only be active for a timeline of four (4) weeks and with adequate traffic management controls the impact can be limited. This can be achieved by the identification and mitigation of traffic flow and pedestrian thoroughfare and limiting in interference with access to adjacent properties.

4.4.1 Vehicle Movements

The excavation will require the removal of approximately 7350 cubic meters of material to be transported off site. An efficient and low impact traffic route has been proposed to remove material off site (refer to proposed traffic routes in Figure 5 above). The route from site exits left into Macquarie Street, then continues onto the Tasman Bridge (to Sorrell) or turns right at Murray Street and right again at Davey Street and heads southward onto the Southern Outlet onto Kingston

Hauling of the clean soil/rock material from site, will be undertaken using conventional dump trucks (5 – 6m^3 in volume). It is expected that the number of vehicles movements will fluctuate due to excavation and foundation requirements, but at a peak it's likely that there will be up to fifty six (56) movements a day.

4.4.2 Access

Access for the excavation works will be via the existing dual vehicle crossover on Macquarie Street. As excavations proceed an earth ramp will be formed to allow trucks to drive in/out of the excavation and onto Macquarie Street. When full basement excavation is reached, the earth ramp will be excavated from above the excavation using a conventional excavator.

Table 7 outlines management measures to control Traffic at the site.

Actions	Description	Responsibility
19.	Provision of adequate warning and communication of changes in the driving conditions for the public.	Contractor/Project Manager
20.	Completion of a traffic management plan, encompassing pedestrian and traffic management, shall detail requirements for plans showing temporary traffic paths, their delineation and the position of warning devices for excavation the works.	Contractor/Project Manager
21.	Planning and implementation of traffic control measures to ensure public safety for the duration of the excavation works.	Contractor/Project Manager

Table 7 - Traffic Impact Management

4.5 Solid Wastes

Minimal waste construction materials and packaging will be generated during the excavation works. Any waste materials will be disposed of in clearly labelled bins located in convenient locations and disposed of regularly to a recycling facility or an approved disposal facility as appropriate.

No large maintenance works on plant and equipment to occur on site.

All existing buildings within the excavation footprint will be demolished and disposed of or re-used in accordance with the Environmental Management & Pollution Control Act, 1994. (http://epa.tas.gov.au/regulation/waste-management).

Table 8 outlines management measures to control solid wastes at the site.

Action	Description	Responsibility
22.	Project Manager to inspect waste storage areas to ensure waste is being adequately managed on site.	Project Manager

Table 8 - Solid Waste Management

4.6 Hazardous Substances

It is expected only small quantities of hydrocarbons (fuels, lubricants, etc) will be stored at or taken onto the site during the excavation works. The transport and storage of these hazardous substances will be in accordance with relevant standards and legislative requirements. All hazardous materials that are required throughout the excavation phase must be stored on spill trays which are designed to contain at least 110% of the total volume of material.

Spill Kits must be kept in appropriate locations to assist with the containment of spilt environmental hazardous materials.

A Register of Hazardous Materials is to be maintained on site along with the appropriate Material Safety Data Sheets. This register is to be located on general display within the site shed.

Table 9 outlines management measures to control hazardous waste at the site.

Action	Description	Responsibility
23.	A Register of Hazardous Materials is to be maintained on site along with the appropriate Material Safety Data Sheets. This register is to be located on general display within the site shed.	Project Manager

Table 9 - Hazardous Waste Management

4.7 Site Contamination

There are no known existing site contamination issues at this site.

4.8 Climate Change

The excavation works will contribute to the production of greenhouse gases, but it is expected to be minimal as the works are only be for a duration of four (4) weeks. To minimise emissions all machinery will be well maintained with appropriate pollution control equipment and energy use will be minimised with efficiencies in not leaving engines running when waiting on site.

Table 10 outlines management measures to control climate change effects at the site.

Action	Description	Responsibility
24.	All machinery will be well maintained with appropriate pollution control equipment and energy use will be minimised with efficiencies in not leaving engines running when waiting on site.	Project Manager

Table 10 – Climate Change Management

4.9 Monitoring

Monitoring will be undertaken and is necessary to ensure that management control measures and procedures are meeting all the conditions and commitments approved and are being implemented in an effective manner.

The Project Manager is responsible for monitoring environmental performance and conditions throughout the excavation works.

Site monitoring will include:

- Verifying that excavation work is being implemented in line with control measures and commitments and to provide management feedback for the initiation of further controls if required; and
- Provide data for ongoing environmental management.

Inspections will be undertaking and documented to verify that excavation works are compliant against all relevant criteria. Any pertinent findings obtained from the inspections will be actioned through the applicable management process.

The Project Manager or delegate may undertake audits, to verify that management systems and processes designed to minimise and manage environmental impact have been implemented diligently, are functioning efficiently and can be used to identify where improvements can be made.

When the Project Manager becomes aware of a project condition that does not comply, applicable communication is to be completed and reported to the appropriate controlling authority.

The Project Manager or delegate is also required to maintain a register which demonstrates appropriate actions have been completed within a suitable timeframe.

Any actions or communications recorded shall be recorded and stored by the Project Manager.

In some circumstances, supplementary investigations or assessment may be required to establish whether works have failed to comply with relevant legislation and site procedures.

In an emergency and/or incident the person responsible must immediately notify the appropriate authorities (EPA) so as they become aware of the emergency or incident resulting in a release of contaminants not in accordance, or reasonably expected to be in accordance with conditions of approval.

The notification of any emergency or incident must include, but not limited to the following information:

- The name of the holder of the development approval;
- The location of the emergency or incident;
- The name and contact details of the project manager, or designated contact person;
- The time of the release;
- The time the operator became aware of the release;
- The suspected cause of the release;
- The environmental harm caused, threatened, or suspected to be caused by the release; and
- Actions taken to prevent any additional release and mitigation measures implemented to manage environmental harm.

All incidents must be recorded.

The EPA Director must be notified, in accordance with EMPCA, if the release may or has caused serious or material environmental harm.

CONTACT

EPA Director – 1800 005 171.

Table 11 outlines actions to monitor environmental performance at the site.

Action	Description	Responsibility
25.	Undertake monitoring of environmental performance and conditions throughout the excavation works.	Project Manager

Table 11 - Environmental Monitoring Management

4.10 Cessation of Excavation Works

If excavation works are required to be stop or a suspended for a certain time. The site will be secured with adequate fencing, with signage demonstrating that no entry is allowed. The site will then be in a phase of care and maintenance, where by, project personnel will monitor and implement actions on site that manage all environmental obligations and management commitments on site.

Table 12 outlines management measures when works are ceased at the site.

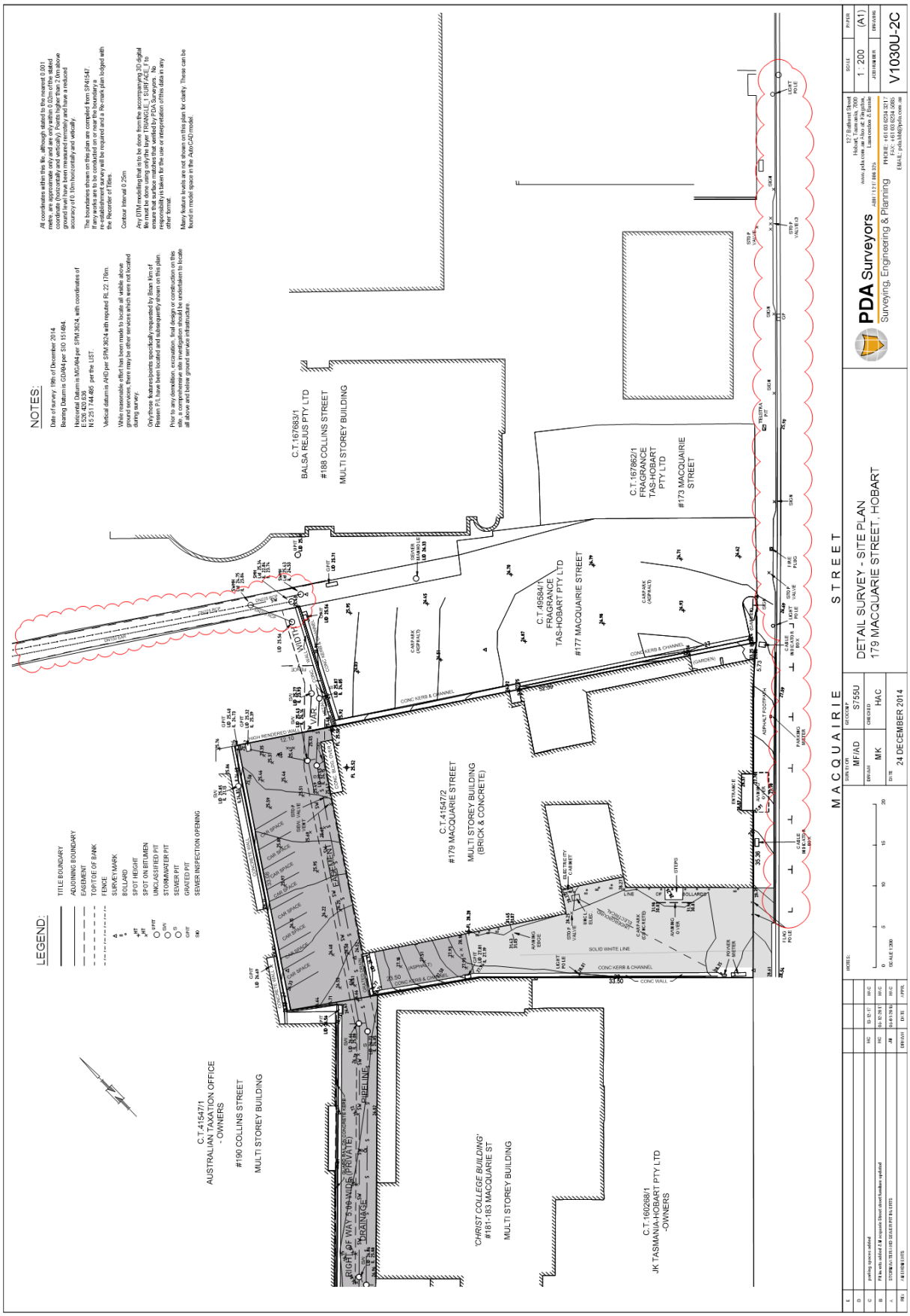
Action	Description	Responsibility
26.	Obligation to commit resources to undertake care and maintenance if the excavation works cease or are put on hold for whatever reason.	Proponent

Table 12 - Cessation of Works

Scherzic
Ground Investigations

Appendix A

Site Survey


NOTES:
LEGEND:
MACQUAIRIE STREET
DETAIL SURVEY - SITE PLAN
179 MACQUAIRIE STREET, HOBART
PDA Surveyors
Surveying, Engineering & Planning
V1030U-2C
C.T.167683/1
BALSA REJUS PTY LTD
#188 COLLINS STREET
MULTI STOREY BUILDING
C.T.167862/1
FRAGRANCE TAS-HOBART PTY LTD
#173 MACQUAIRIE STREET
C.T.49584/1
FRAGRANCE TAS-HOBART PTY LTD
#177 MACQUAIRIE STREET
C.T.41547/2
#179 MACQUAIRIE STREET
MULTI STOREY BUILDING
(BRICK & CONCRETE)
C.T.41547/1
AUSTRALIAN TAXATION OFFICE
- OWNERS
#190 COLLINS STREET
MULTI STOREY BUILDING
'CHRIST COLLEGE BUILDING'
#181-183 MACQUAIRIE ST
MULTI STOREY BUILDING
C.T.160268/1
JK TASMANIA-HOBART PTY LTD
-OWNERS
RIGHT OF WAY 7.5m WIDE (PRIVATE)
DRAINAGE EASEMENT
PIPELINE
MF/AD
MK
HAC
24 DECEMBER 2014
S755U
1 : 200
(A1)

Scherzic
Ground Investigations

Appendix B

Development Application Plans

DEVELOPMENT APPLICATION
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

DRAWING NO.	DRAWING DESCRIPTION
DA0.00	DRAWING SCHEDULE
DA0.01	LOCALITY PLAN
DA0.02	EXISTING SITE SURVEY PLAN
DA0.03	OVERALL SITE (ROOF) PLAN
DA1.01	BASEMENT LEVEL 2 PLAN
DA1.02	BASEMENT LEVEL 1 PLAN
DA1.03	GROUND LEVEL PLAN
DA1.04	LEVEL 1 PLAN
DA1.05	LEVEL 2 - 3 PLANS
DA1.06	LEVEL 4 -7 PLANS
DA1.07	LEVEL 8 PLAN
DA2.01	SECTION AA
DA2.02	SECTION BB
DA2.03	SECTION CC (BASEMENT LEVEL 1 RAMP SECTION) SECTION DD (GUEST DROP OFF AREA RAMP SECTION)
DA2.04	SOUTH EAST ELEVATION
DA2.05	SOUTH WEST ELEVATION
DA2.06	NORTH EAST ELEVATION
DA2.07	NORTH WEST ELEVATION
DA3.01	SOLAR PATH STUDIES
DA4.01	PERSPECTIVE 1
DA4.02	PERSPECTIVE 2

NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/08/2018

SCANLAN ARCHITECTS

DRW BY	CHK BY	ISSUE	DATE	REVISION
ML	RS	DA1	18-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	16-11-18	ISSUED FOR MARKETING
ML	RS	P2	09-11-18	ISSUED TO CONSULTANT (LID)
ML	RS	P1	08-11-18	ISSUED FOR REVIEW

CLIENT: FRAGRANCE TAS-HOBART PTY LTD
PROJECT: PROPOSED HOTEL DEVELOPMENT, 179 MACQUARIE STREET HOBART TAS
TITLE: DRAWING SCHEDULE
SCALE BAR: SCALE OF METERS
PROJECT NORTH:
JOB No. 1808
DATE: DEC 2018
SCALE: 1:100 @ A0, 1:200 @ A3
DRAWN: ML
CHECKED: RS
DRAWING NO: DA0.00
ISSUE: DA1

© THE COPYRIGHT OF THIS DRAWING AND THE INTELLECTUAL PROPERTY CONTAINED HEREIN REMAINS WITH L.J. SCANLAN AND ASSOCIATES ARCHITECTS. ALL RIGHTS RESERVED ACN 009 946 525

PLOT DATE: 17 Dec 2018 - 12:19:pm



ML	RS	DA1	18-12-18	DEVELOPMENT APPLICATION
ML	RS	P3	16-11-18	ISSUED FOR MARKETING
ML	RS	P2	09-11-18	ISSUED TO CONSULTANT (LID)
ML	RS	P1	08-11-18	ISSUED FOR REVIEW
DRAWN	CHKD	ISSUE	DATE	REVISION

SCANLAN ARCHITECTS

PROJECT: PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS

TITLE: LOCALITY PLAN

DRAWING NO: DA0.01

DATE: DEC 2018

SCALE: 1:500 @ A2 / 1:250 @ A3

DRAWN: ML

CHECKED: RS

ISSUE: DA1

PLOT DATE: 03-Jan-2019 - 9:14am

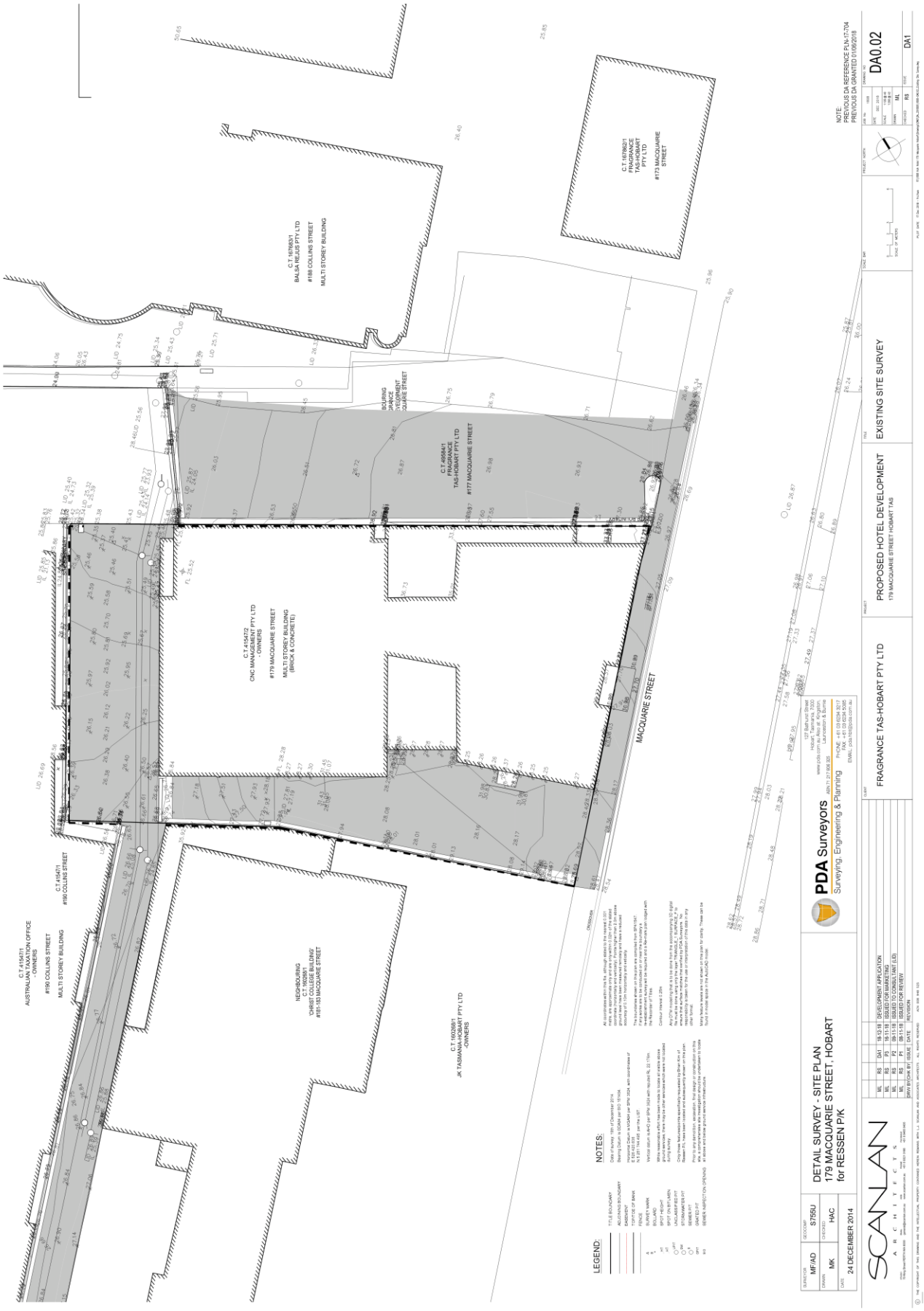
FILE: 0108 Sun Hill Hotel Hobart/Sandy Bay/DA_2018/0108-DA01-Locality Plan.dwg

CLIENT: FRAGRANCE TAS-HOBART PTY LTD

PROJECT NORTH

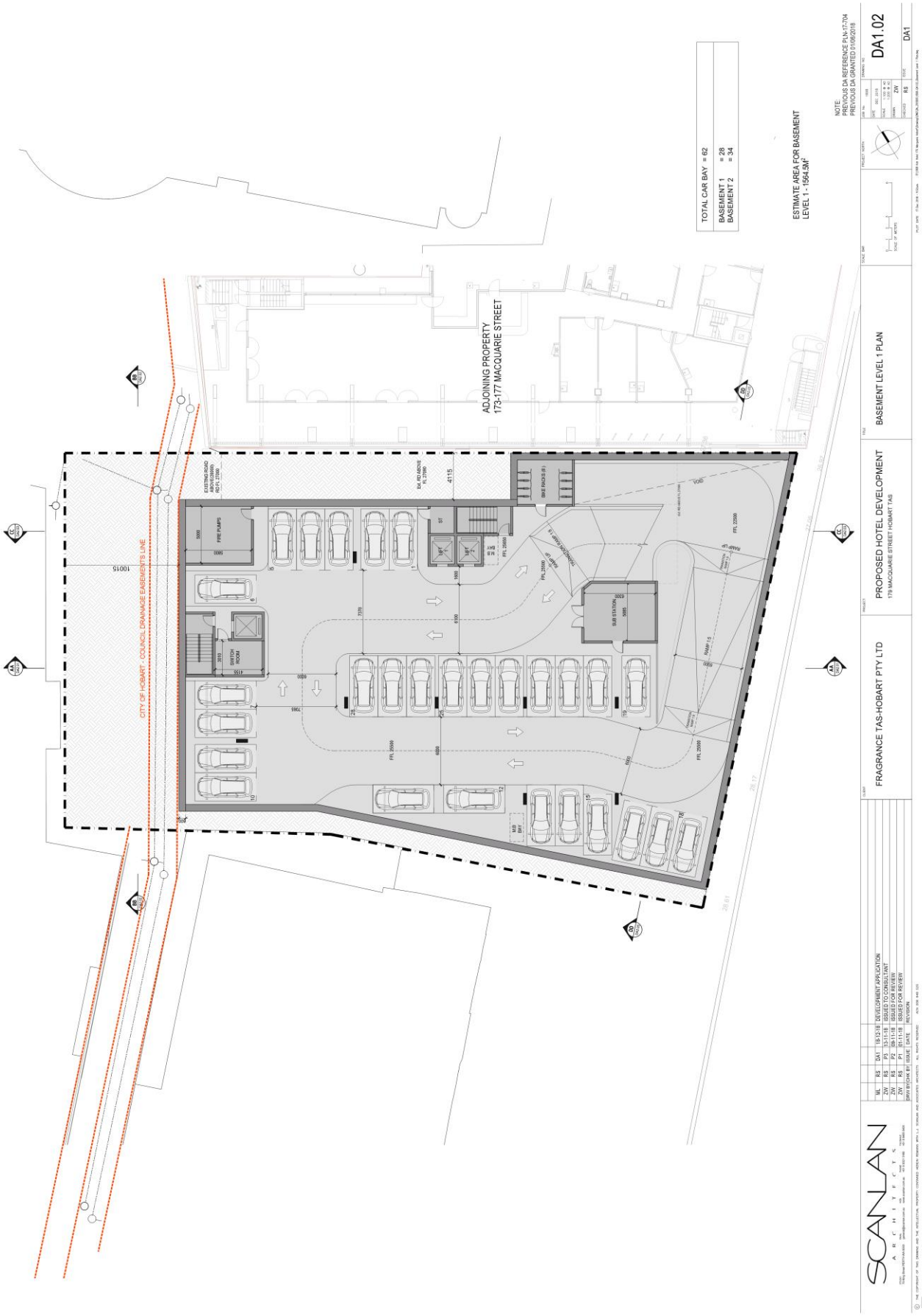
SCALE BAR

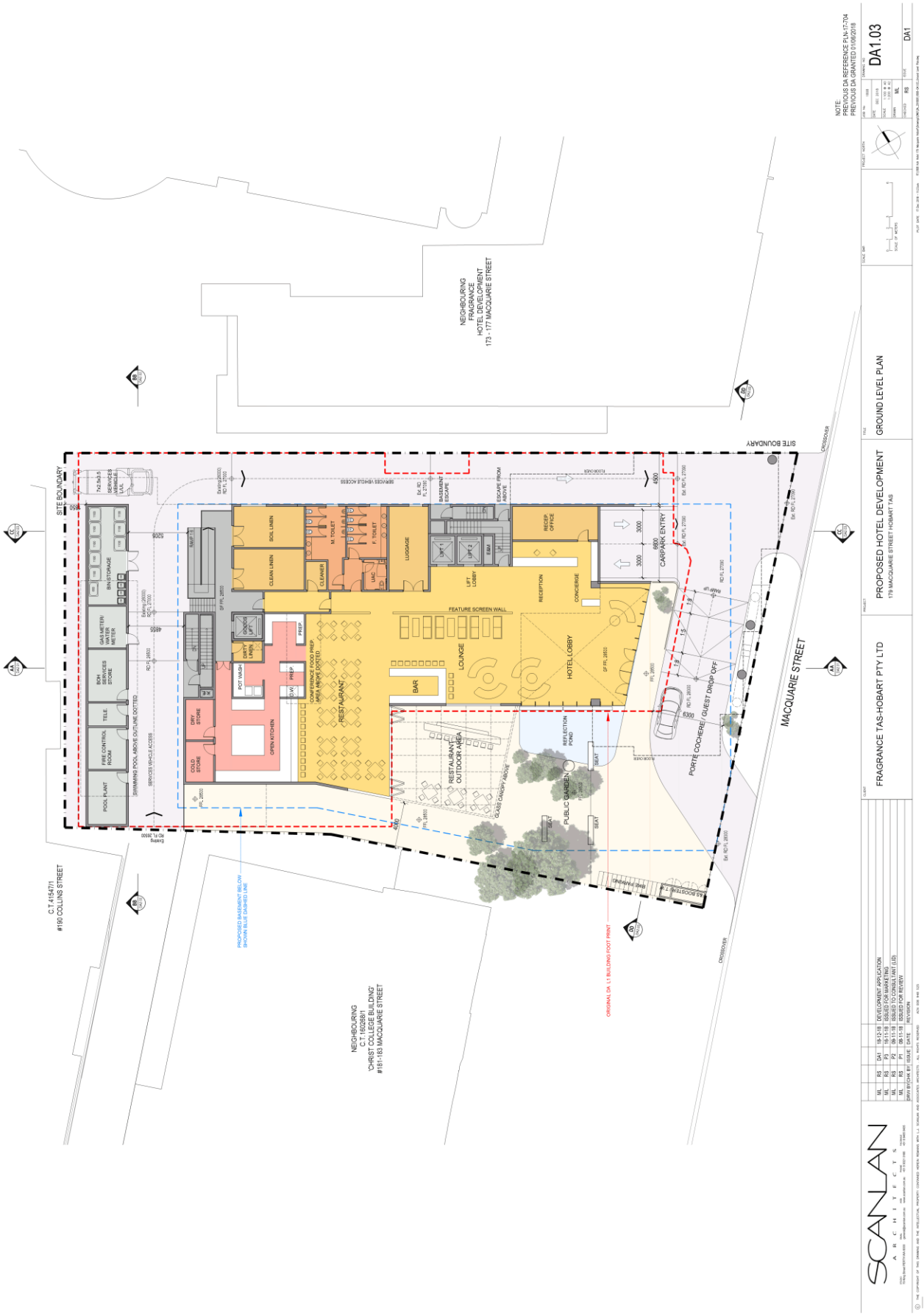
© THE COPYRIGHT OF THIS DRAWING AND THE INTELLECTUAL PROPERTY CONTAINED HEREIN REMAINS WITH U.S. SCANLAN AND ASSOCIATES ARCHITECTS. ALL RIGHTS RESERVED.

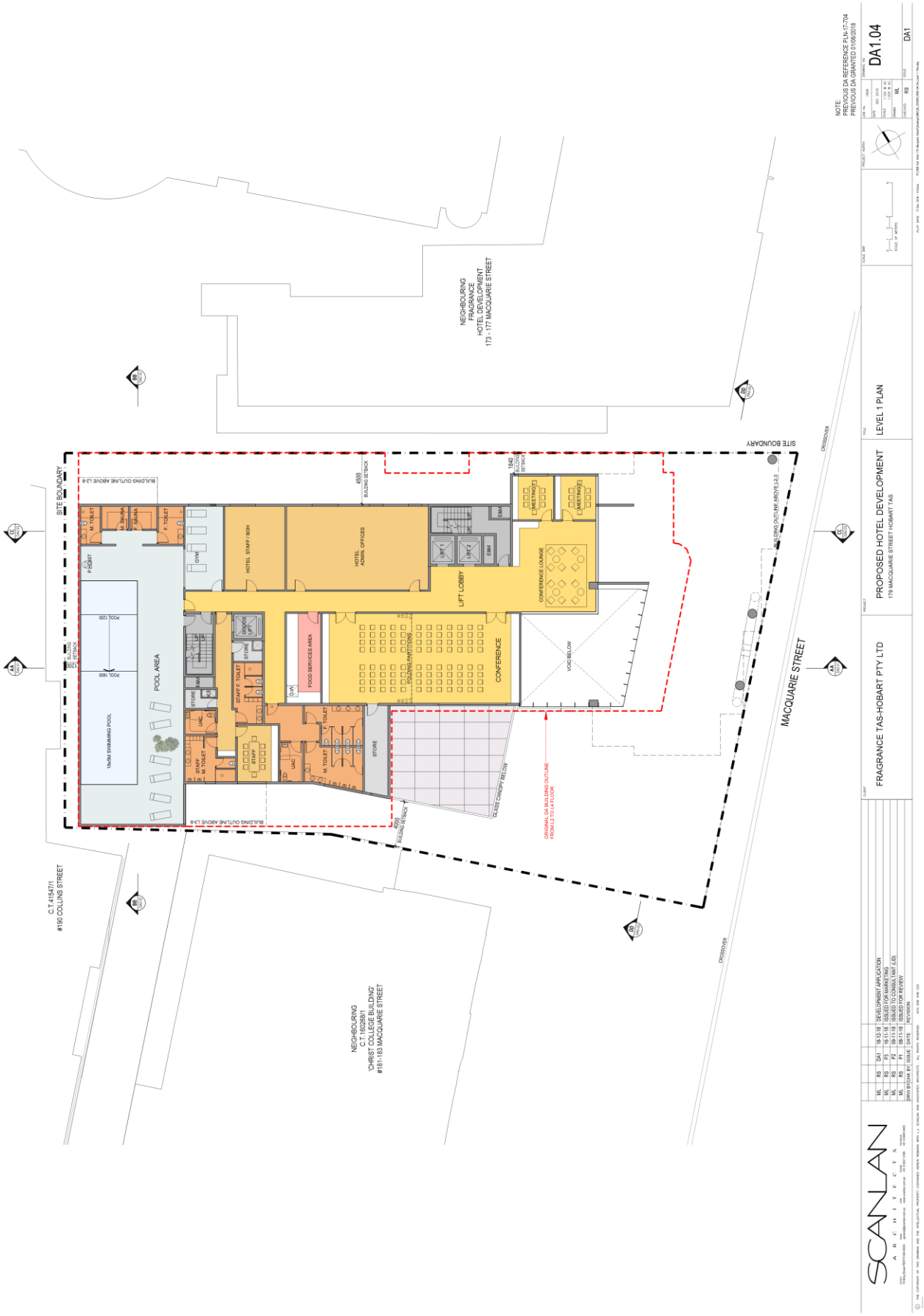

C.T. 1678/3/1
BALSA REJUS PTY LTD
#188 COLLINS STREET
MULTI STOREY BUILDING
C.T. 1678/2/1
FRAGRANCE
TAS-HOBART
PTY LTD
#173 MACQUARIE
STREET
C.T. 4958/4/1
FRAGRANCE
TAS-HOBART PTY LTD
#177 MACQUARIE STREET
C.T. 4154/7/2
CNC MANAGEMENT PTY LTD
- OWNERS
#179 MACQUARIE STREET
MULTI STOREY BUILDING
(BRICK & CONCRETE)
MACQUARIE STREET
C.T. 4154/7/1
AUSTRALIAN TAXATION OFFICE
- OWNERS
#190 COLLINS STREET
MULTI STOREY BUILDING
C.T. 4154/7/1
#190 COLLINS STREET
NEIGHBOURING
C.T. 1602/8/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
C.T. 1602/8/1
JK TASMANIA-HOBART PTY LTD
-OWNERS
LEGEND:
NOTES:
PDA Surveyors
Surveying, Engineering & Planning
DETAIL SURVEY - SITE PLAN
179 MACQUARIE STREET, HOBART
for RESSEN P/K
SCANLAN
ARCHITECTS
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
EXISTING SITE SURVEY
DA0.02
DA1
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DETAIL SURVEY - SITE PLAN
179 MACQUARIE STREET, HOBART
for RESSEN P/K
24 DECEMBER 2014
MF/AD
MK
S755U
HAC
DEVELOPMENT APPLICATION
ISSUED FOR MARKETING
ISSUED TO CONSULTANT (LID)
ISSUED FOR REVIEW
REVISION


NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
SITE BOUNDARY
MACQUARIE STREET
C.T.41547/1
#190 COLLINS STREET
NEIGHBOURING
C.T.160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
ROOF FFL 58300 (9 LEVELS)
GREEN ROOF BELOW FFL 42800
LIFT OVER RUN
GLASS CANOPY BELOW FFL 33150
ORIGINAL DA BUILDING OUTLINE FROM L2 TO L4 FLOOR
PROPOSED BASEMENT BELOW SHOWN BLUE DASHED LINE
40000 (40m)
15000
BUILDING SETBACK
CROSSOVER
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA0.03
DA1
OVERALL SITE / ROOF PLAN
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN
ARCHITECTS


TOTAL CAR BAY = 62
BASEMENT 1 = 28
BASEMENT 2 = 34
ESTIMATE AREA FOR BASEMENT
LEVEL 2 - 1564.5M²
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA1.01
DA1
ADJOINING PROPERTY
173-177 MACQUARIE STREET
CITY OF HOBART - COUNCIL DRAINAGE EASEMENTS LINE
FIRE TANKS
PLANT
FLOOR OVER
BASEMENT LEVEL 2 PLAN
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN
ARCHITECTS
DEVELOPMENT APPLICATION
ISSUED TO CONSULTANT
ISSUED FOR REVIEW
ISSUED FOR REVIEW
ISSUE
DATE
REVISION


TOTAL CAR BAY = 62
BASEMENT 1 = 28
BASEMENT 2 = 34
ESTIMATE AREA FOR BASEMENT
LEVEL 1 - 1564.5M²
NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA1.02
DA1
ADJOINING PROPERTY
173-177 MACQUARIE STREET
CITY OF HOBART - COUNCIL DRAINAGE EASEMENTS LINE
BASEMENT LEVEL 1 PLAN
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN
ARCHITECTS
DEVELOPMENT APPLICATION
ISSUED TO CONSULTANT
ISSUED FOR REVIEW
ISSUED FOR REVIEW
REVISION

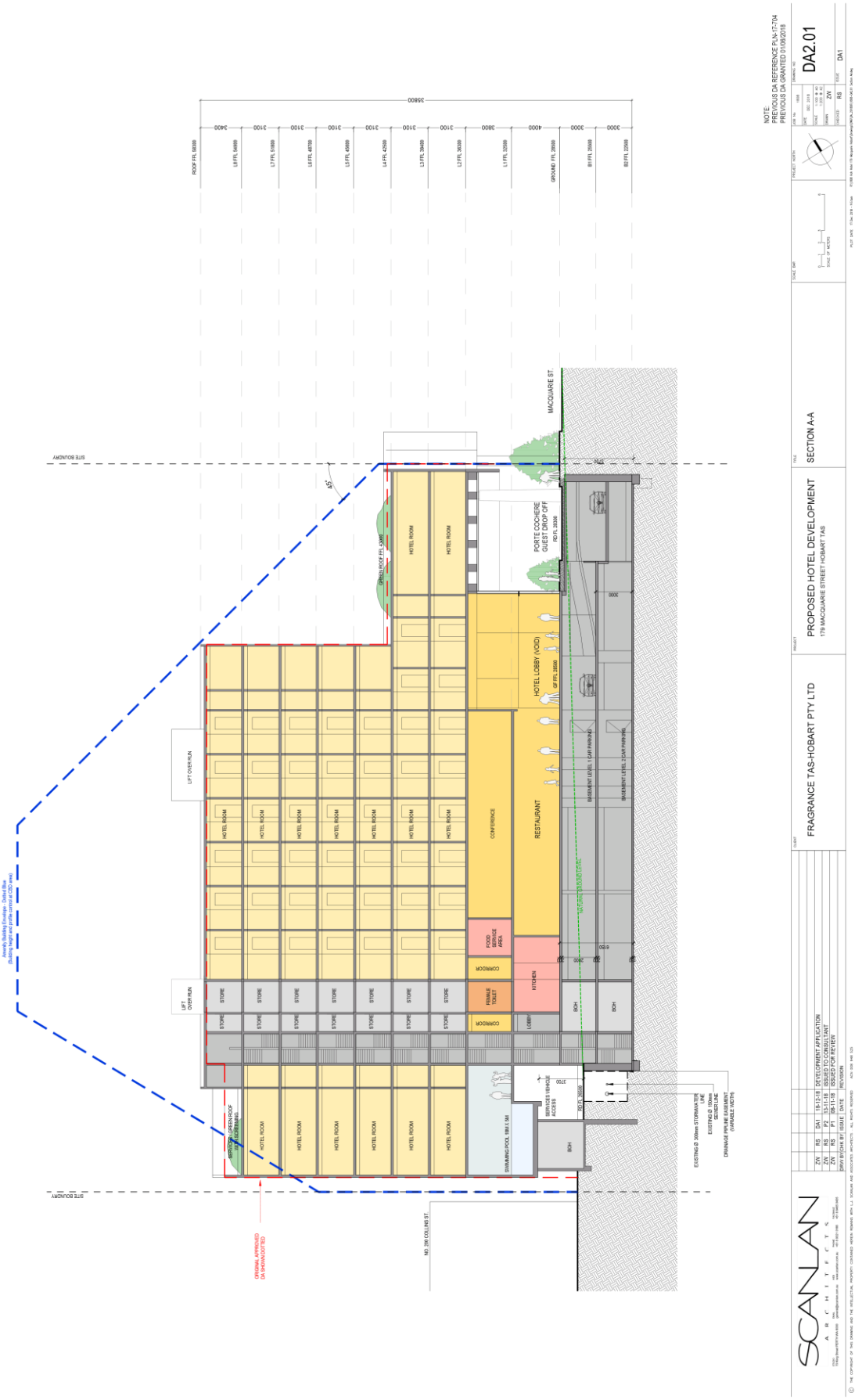

NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA1.03
DA1
GROUND LEVEL PLAN
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN
ARCHITECTS
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
NEIGHBOURING
C.T. 160268/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
C.T. 41547/1
#190 COLLINS STREET
SITE BOUNDARY
MACQUARIE STREET
CARPARK ENTRY
PORTE COCHERE / GUEST DROP OFF
HOTEL LOBBY
LOUNGE
BAR
RESTAURANT
RESTAURANT OUTDOOR AREA
PUBLIC GARDEN
FEATURE SCREEN WALL
CONFERENCE FOOD PREP AREA ABOVE DOTTED
OPEN KITCHEN
SWIMMING POOL ABOVE OUTLINE DOTTED
SERVICES VEHICLE ACCESS
PROPOSED BASEMENT BELOW SHOWN BLUE DASHED LINE
ORIGINAL DA L1 BUILDING FOOT PRINT
CROSSOVER

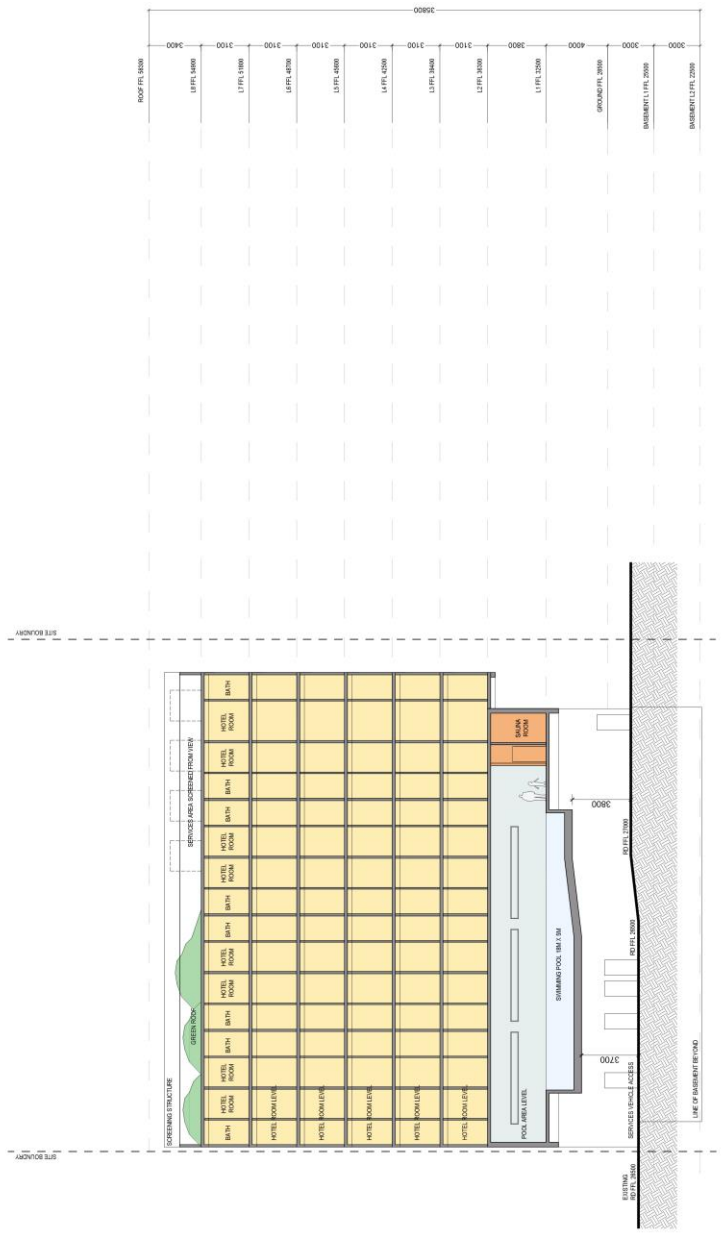

NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
SITE BOUNDARY
POOL AREA
18x5M SWIMMING POOL
HOTEL STAFF / BOH
HOTEL ADMIN. OFFICES
LIFT LOBBY
CONFERENCE
CONFERENCE LOUNGE
FOOD SERVICES AREA
STAFF
STORE
MACQUARIE STREET
C.T.41547/1
#190 COLLINS STREET
NEIGHBOURING
C.T.160288/1
'CHRIST COLLEGE BUILDING'
#181-183 MACQUARIE STREET
ORIGINAL DA BUILDING OUTLINE FROM L2 TO L4 FLOOR
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
LEVEL 1 PLAN
DA1.04
DA1
SCANLAN
ARCHITECTS


HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 -7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
NOTE
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
NEIGHBOURING
FRAGRANCE
HOTEL DEVELOPMENT
173 - 177 MACQUARIE STREET
SITE BOUNDARY
MACQUARIE STREET
ORIGINAL DA BUILDING OUTLINE - FROM L2 TO L4 FLOOR
NEIGHBOURING
C.T.160268/1
CHRIST COLLEGE BUILDING
#181-183 MACQUARIE STREET
C.T.4154/1
#190 COLLINS STREET
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
LEVEL 2 - 3 PLANS
DA1.05
SCANLAN ARCHITECTS


HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 - 7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
NEIGHBOURING FRAGRANCE HOTEL DEVELOPMENT 173 - 177 MACQUARIE STREET
SITE BOUNDARY
MACQUARIE STREET
GREEN ROOF BELOW FFL 42800
ORIGINAL DA BUILDING OUTLINE FROM L2 TO L4 FLOOR
15M SETBACK STARTS FROM 3F OF HOTEL ROOM LEVEL
C.T.41547/1 #190 COLLINS STREET
NEIGHBOURING C.T.160268/1 'CHRIST COLLEGE BUILDING' #181-183 MACQUARIE STREET
NOTE: PREVIOUS DA REFERENCE PLN-17-704 PREVIOUS DA GRANTED 01/06/2018
DA1.06
DA1
LEVEL 4 - 7 PLANS
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN ARCHITECTS


HOTEL ROOM NUMBERS LEGEND
TOTAL HOTEL ROOMS = 206
HOTEL ROOMS FOR LEVEL 2 & 3 = 2 X 37 = 74
HOTEL ROOMS FOR LEVEL 4 -7 = 4 X 28 = 112
HOTEL ROOMS FOR LEVEL 8 = 20
TOTAL UNIVERSAL ACCESS ROOMS = 10
3 ROOMS ON LEVEL 2
3 ROOMS ON LEVEL 3
1 ROOM ON LEVEL 4
1 ROOM ON LEVEL 5
1 ROOM ON LEVEL 6
1 ROOM ON LEVEL 7
PREVIOUS APPROVED DA HAD 202 ROOMS
NOTE
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA1.07
NEIGHBOURING FRAGRANCE HOTEL DEVELOPMENT 173 - 177 MACQUARIE STREET
SITE BOUNDARY
MACQUARIE STREET
C.T.4154/1 #180 COLLINS STREET
NEIGHBOURING C.T.160268/1 'CHRIST COLLEGE BUILDING' #181-183 MACQUARIE STREET
ORIGINAL DA BUILDING OUTLINE FROM L2 TO L4 FLOOR
GREEN ROOF BELOW FFL 43800
ROOF SERVICE AREA SCREENED FROM VIEW
FRAGRANCE TAS-HOBART PTY LTD
PROPOSED HOTEL DEVELOPMENT
178 MACQUARIE STREET HOBART TAS
LEVEL 8 PLAN
SCANLAN ARCHITECTS


NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018
DA2.01
DA1
SECTION A-A
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN
ARCHITECTS
MACQUARIE ST.
SITE BOUNDARY
PORTE COCHERE
GUEST DROP OFF
HOTEL LOBBY (VOID)
RESTAURANT
CONFERENCE
HOTEL ROOM
STORE
LIFT OVER RUN
FOOD SERVICE AREA
CORRIDOR
FEMALE TOILET
KITCHEN
LOBBY
BOH
SWIMMING POOL 18M X 5M
SERVICES VEHICLE ACCESS
BASEMENT LEVEL 1 CAR PARKING
BASEMENT LEVEL 2 CAR PARKING
NATURAL GROUND LEVEL
GREEN ROOF FFL 4000
ORIGINAL APPROVED DA SHOWING DOTTED
NO. 200 COLLINS ST.
EXISTING Ø 300mm STORMWATER LINE
EXISTING Ø 100mm SEWER LINE
DRAINAGE PIPE AND EASEMENT (VARIABLE WIDTH)
ZW RS DA1 18-12-18 DEVELOPMENT APPLICATION
ZW RS P2 13-11-18 ISSUED TO CONSULTANT
ZW RS P1 08-11-18 ISSUED FOR REVIEW
DRW BY CHK BY ISSUE DATE REVISION



NOTE:
PREVIOUS DA REFERENCE PLN-17-704
PREVIOUS DA GRANTED 01/06/2018

DA2.02

DA1

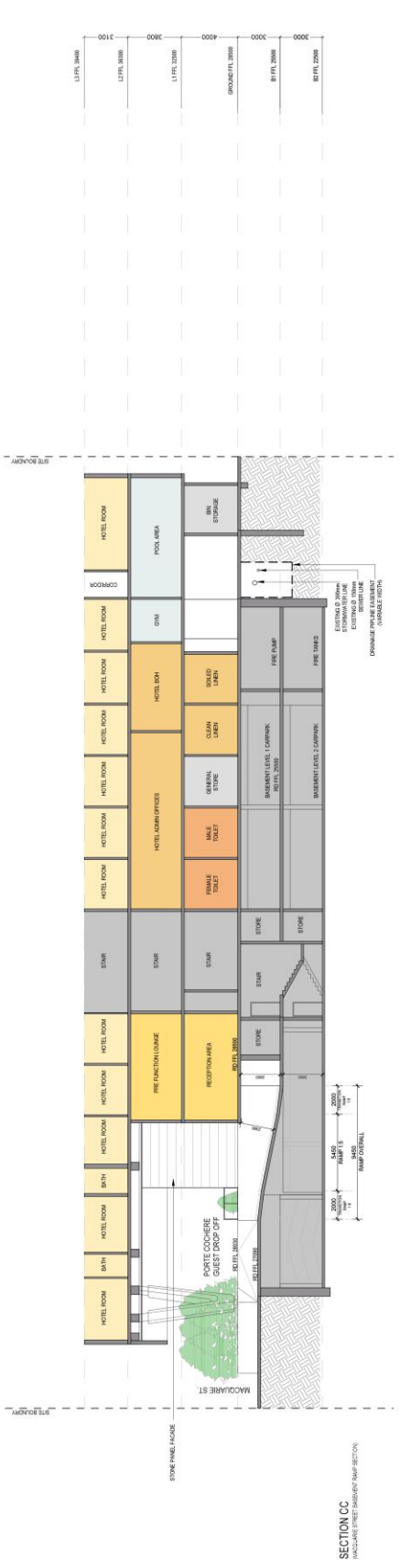
PROPOSED HOTEL DEVELOPMENT
178 MACQUARIE STREET HOBART TAS

SECTION BB

FRAGRANCE TAS-HOBART PTY LTD

SCANLAN ARCHITECTS

ML RS DA1 18-12-18 DEVELOPMENT APPLICATION
PRINT BY/CHK BY ISSUE DATE REVISION


SECTION CC
(MACQUARIE STREET BASEMENT RAMP SECTION)
SECTION DD
(GUEST DROP OFF AREA RAMP SECTION)
PROPOSED HOTEL DEVELOPMENT
179 MACQUARIE STREET HOBART TAS
FRAGRANCE TAS-HOBART PTY LTD
SCANLAN ARCHITECTS
DA2.03
DA1

Scherzic
Ground Investigations

Appendix C

Excavation Calculations

BATCHELOR CONSTRUCTION GROUP

December, 2018

Site **179 Macquarie**

To be safe I have assumed only using 10 yard trucks but have also assumed there is adequate room to get 1No 20 tonne excavator on site loading

the table below can be changed. For example change excavators to 1 and it will recalculate number of days.

If you change the "sold bank per load" to 15 and "loads per hour" to 5 and it will calculate for truck and trailer.

m3 solid	7,350
solid bank per load	6
No of excavators	1
loads per hour per excavator	7
Hours per day	8
truck loads/movements per day	56
bank m3 per day	336
No of days	**21.9**

In Situ Volume	**7350 m^3**
Coverted Loose Volume	**11500 m^3**
Estimated Weight (2.2tonne/m3)	**16,200 Tonne**

Scherzic
Ground Investigations

Appendix D

Borelogs (177 Macquarie Street)

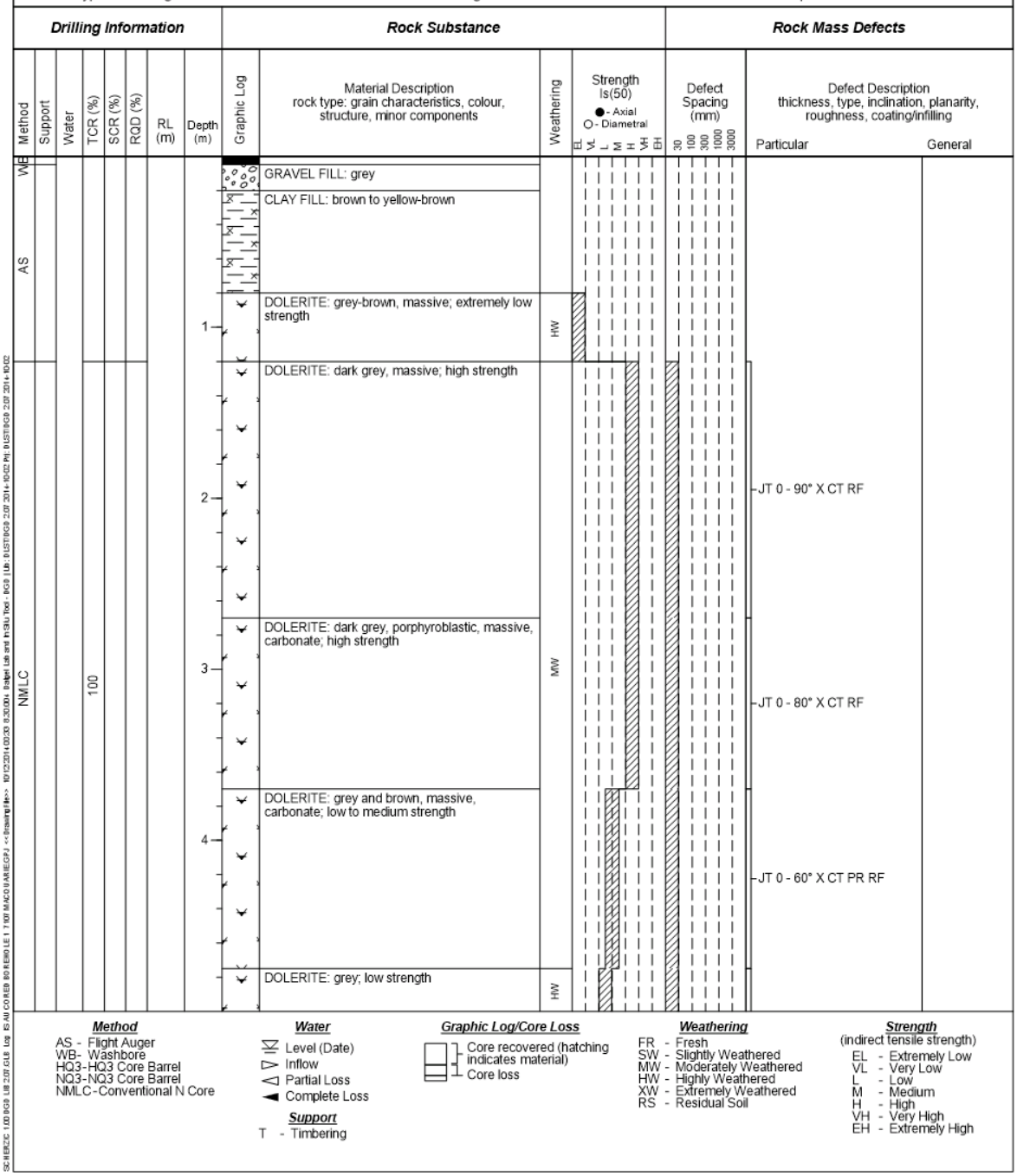
SCHERZIC
Ground Investigations

Cored Borehole No.
7107-03
Page 1 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	31/10/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	03/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



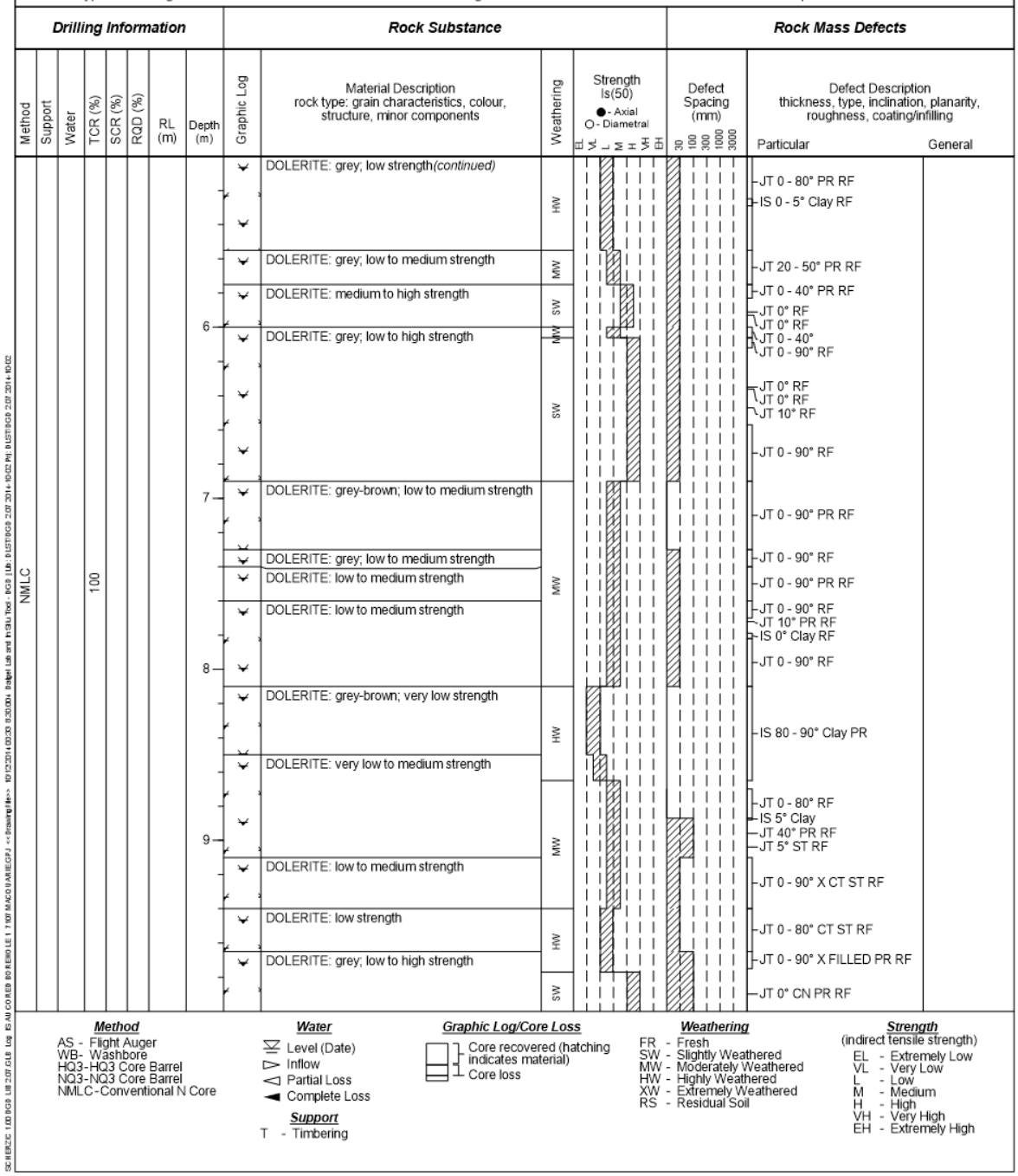
SCHERZIC
Ground Investigations

Cored Borehole No. **7107-03** Page 2 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	31/10/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	03/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength (indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

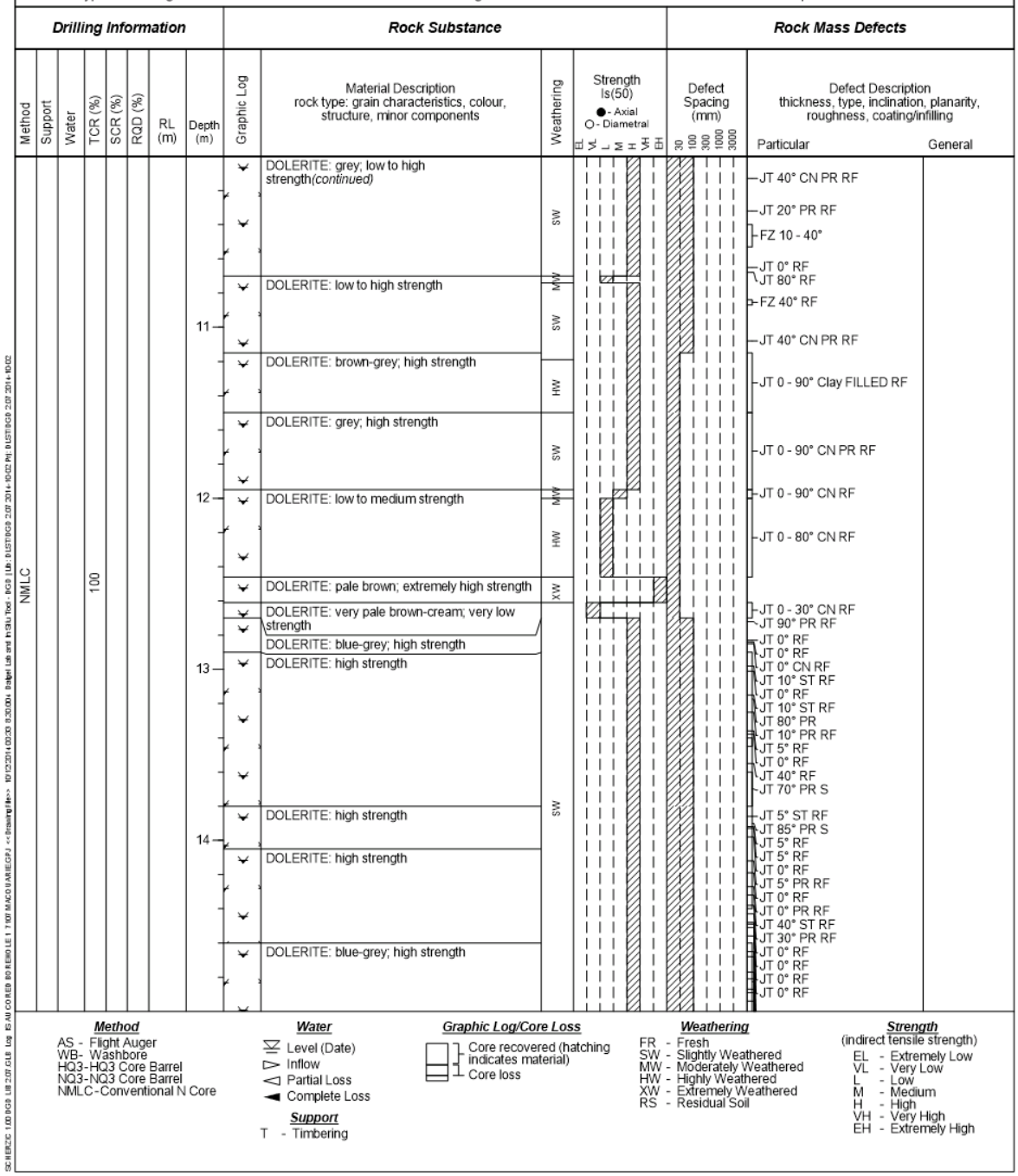
SCHERZIC
Ground Investigations

Cored Borehole No. **7107-03** Page 3 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	31/10/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	03/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength (indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

SCHERZIC
Ground Investigations

Cored Borehole No.
7107-03
Page 4 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	31/10/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	03/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR

Drilling Information								Rock Substance				Rock Mass Defects		
Method	Support	Water	TCR (%)	SCR (%)	RQD (%)	RL (m)	Depth (m)	Graphic Log	Material Description rock type: grain characteristics, colour, structure, minor components	Weathering	Strength Is(50) ● - Axial ○ - Diametral EL VL L M H VH EH	Defect Spacing (mm) 30 100 300 1000 3000	Defect Description thickness, type, inclination, planarity, roughness, coating/infilling Particular	General
							16		Hole Terminated at 15.05 m				JT 0 - 40° RF JT 20° RF JT 10° RF JT 5° CN RF JT 5° RF JT 80 - 90° PR S JT 0° RF JT 40° RF JT 5° RF	
							17							
							18							
							19							

Method
AS - Flight Auger
WB - Washbore
HQ3 - HQ3 Core Barrel
NQ3 - NQ3 Core Barrel
NMLC - Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

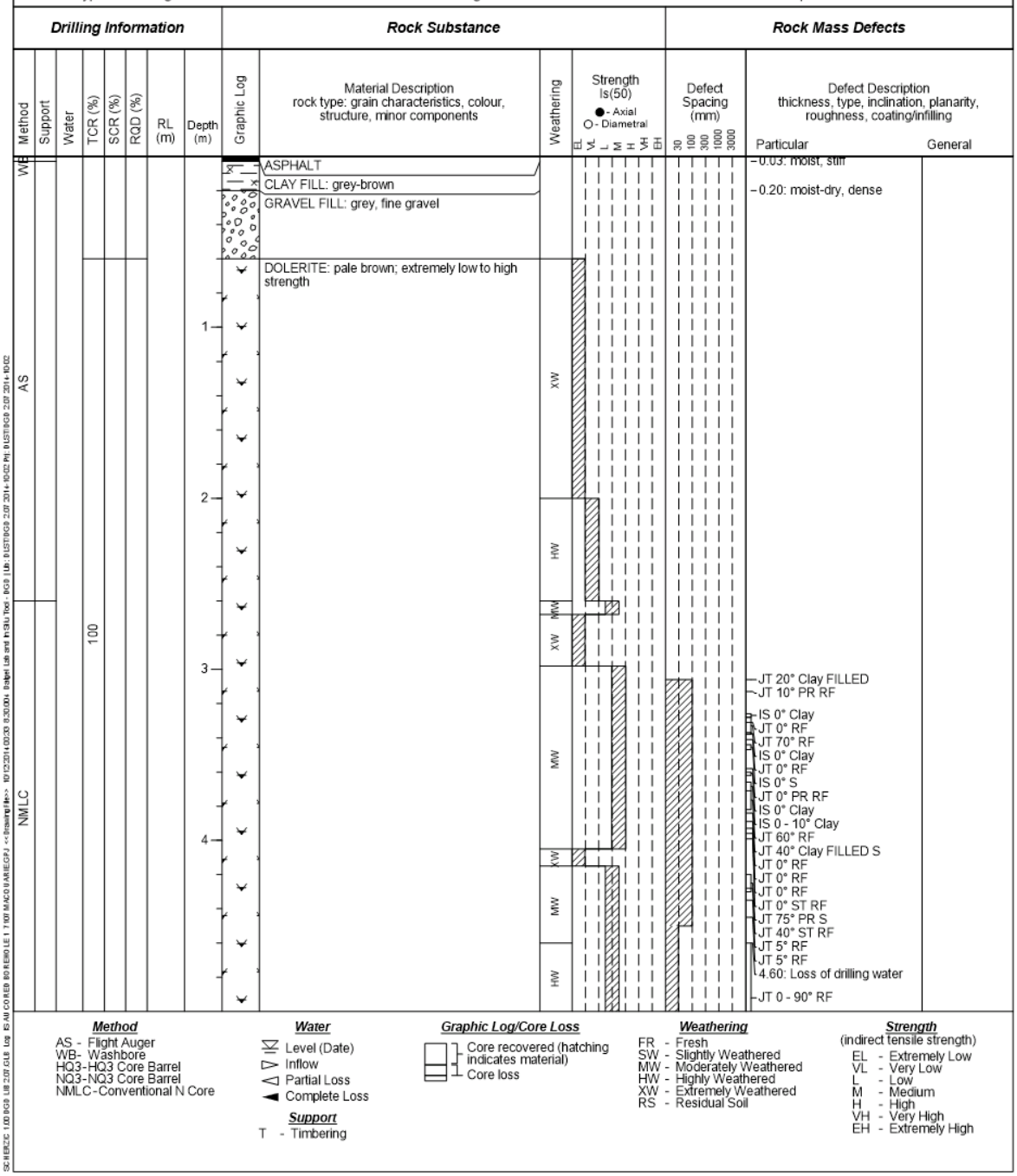
SCHERZIC
Ground Investigations

Cored Borehole No.
7107-04
Page 1 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	04/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	05/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength (indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

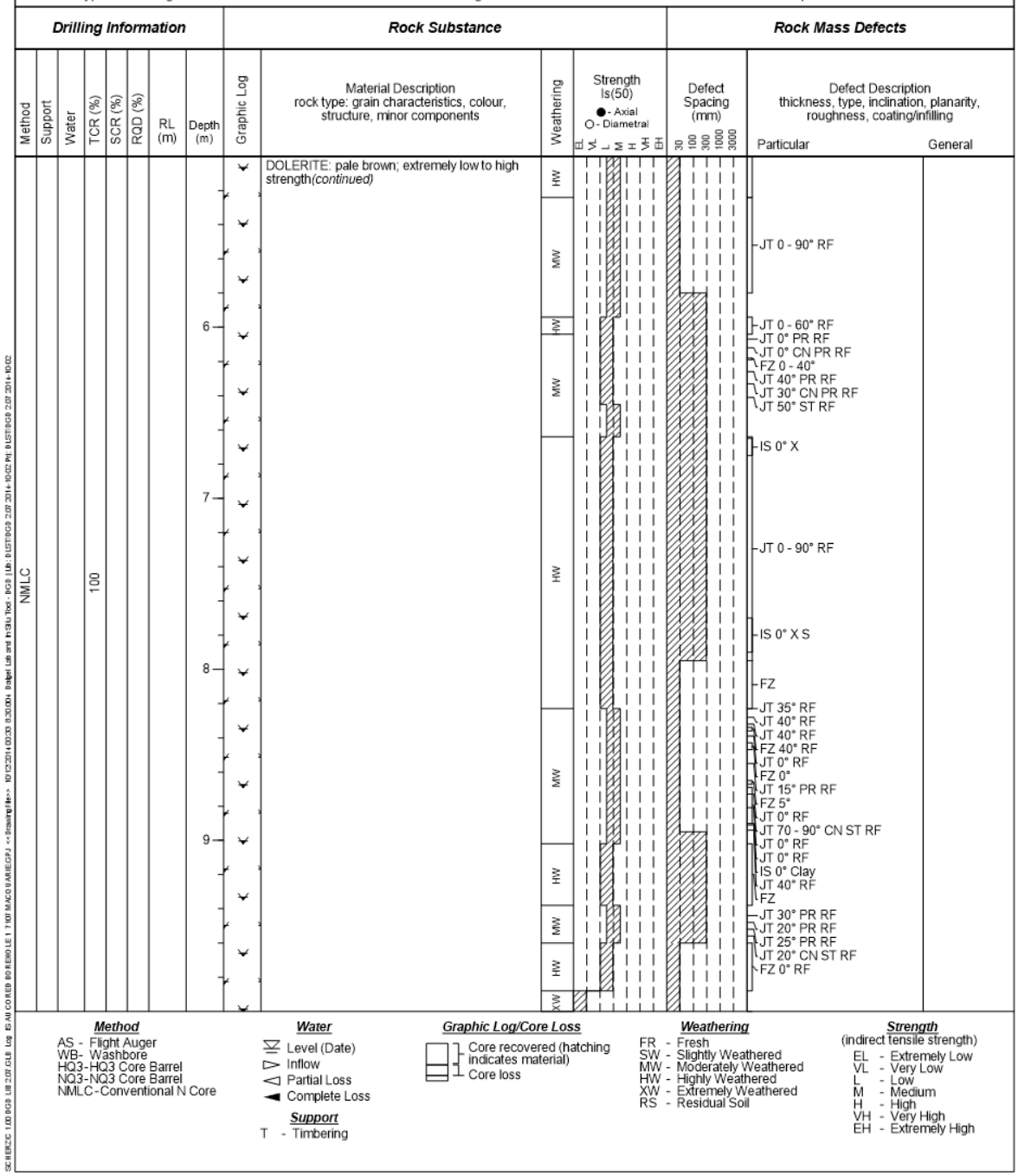
SCHERZIC
Ground Investigations

Cored Borehole No. **7107-04** Page 2 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	04/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	05/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



Method
AS - Flight Auger
WB - Washbore
HQ3 - HQ3 Core Barrel
NQ3 - NQ3 Core Barrel
NMLC - Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

SCHERZIC
Ground Investigations

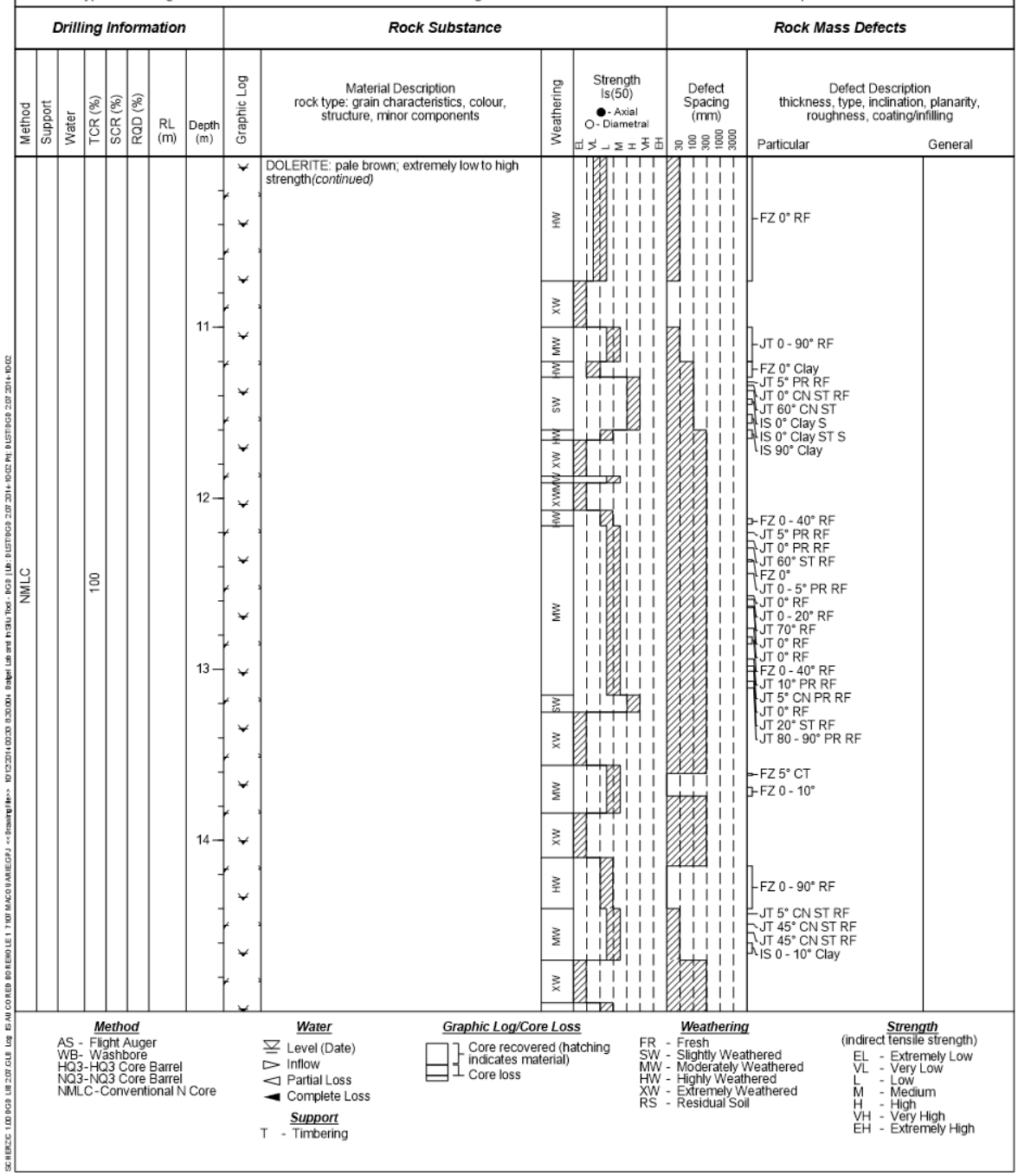
Cored Borehole No.
7107-04
Page 3 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	04/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	05/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	

Drill Model and Mounting: Hydrapower Scout 4 Inclination: -90° RL Surface: No survey
Barrel Type and Length: Bearing: Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

SCHERZIC
Ground Investigations

Cored Borehole No.
7107-04
Page 4 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	04/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	05/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR

Drilling Information								Rock Substance				Rock Mass Defects		
Method	Support	Water	TCR (%)	SCR (%)	RQD (%)	RL (m)	Depth (m)	Graphic Log	Material Description rock type: grain characteristics, colour, structure, minor components	Weathering	Strength Is(50) ● - Axial ○ - Diametral EL VL L M H VH EH	Defect Spacing (mm) 30 100 300 1000 3000	Defect Description thickness, type, inclination, planarity, roughness, coating/infilling Particular	General
										HW			JT 70° CN PR RF	
							16		Hole Terminated at 15.10 m					
							17							
							18							
							19							

Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

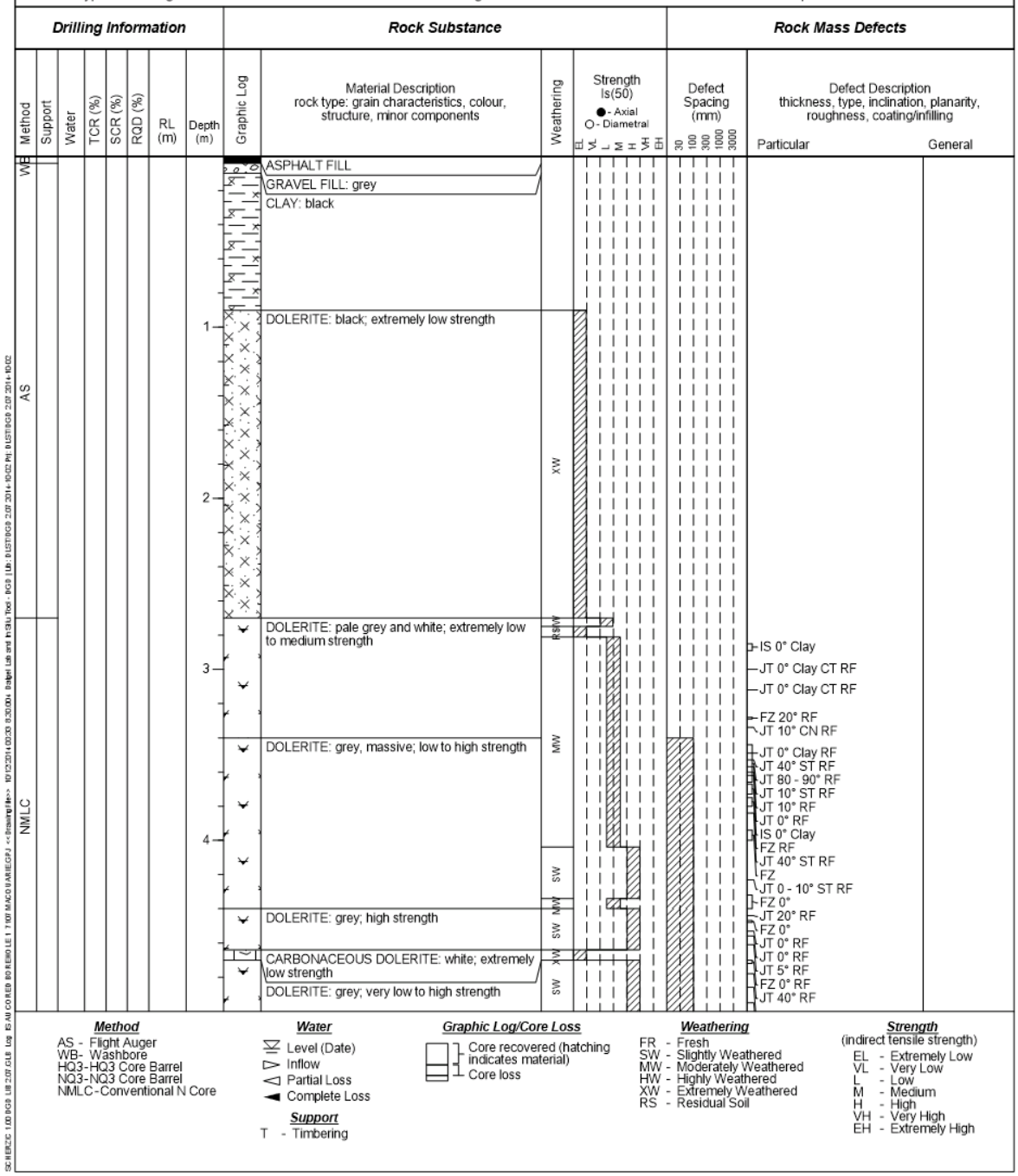
SCHERZIC
Ground Investigations

Cored Borehole No.
7107-05
Page 1 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	06/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	07/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



SCHERZIC
Ground Investigations

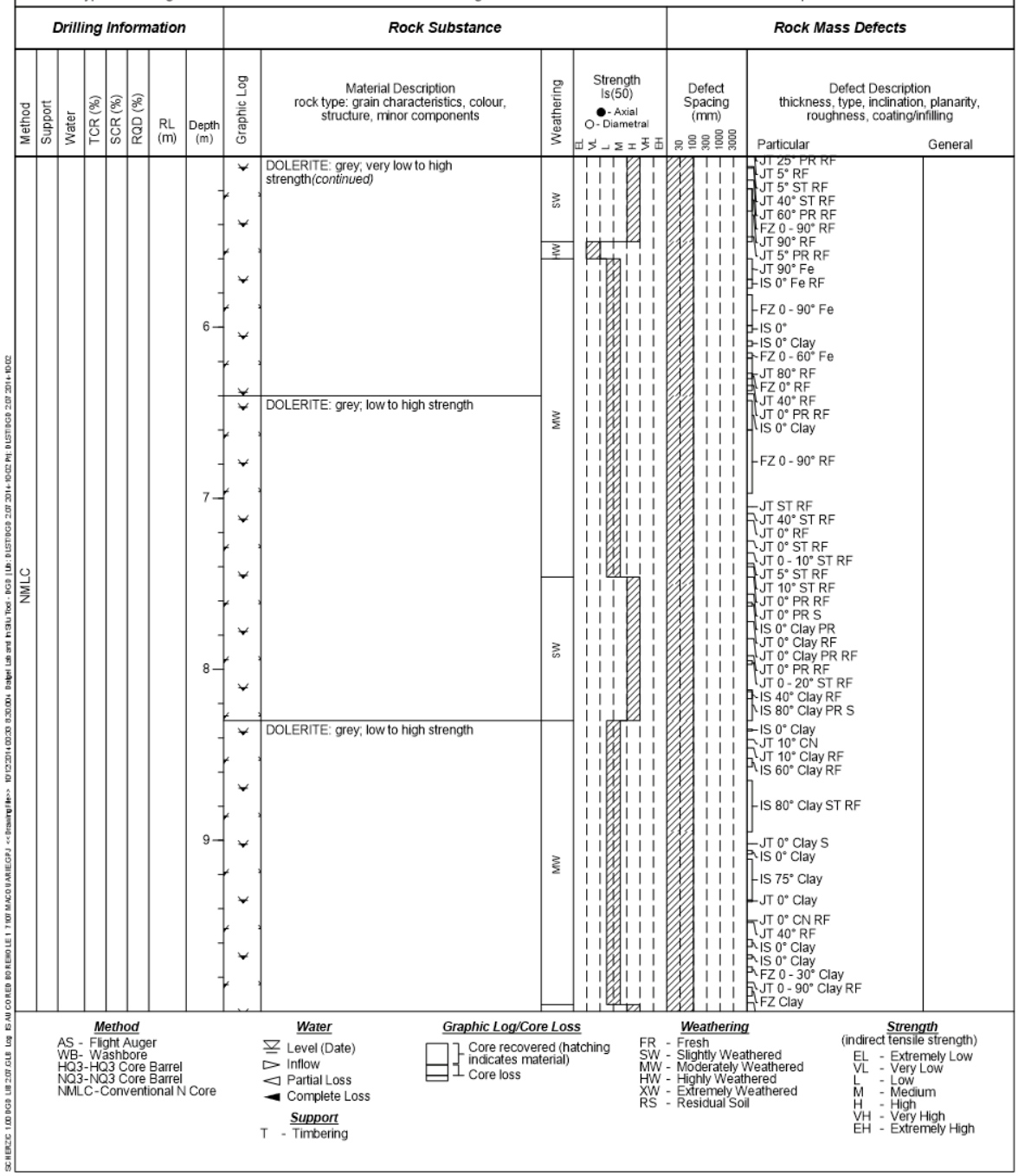
Cored Borehole No.
7107-05
Page 2 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	06/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	07/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	

Drill Model and Mounting: Hydrapower Scout 4 Inclination: -90° RL Surface: No survey
Barrel Type and Length: Bearing: Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength (indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

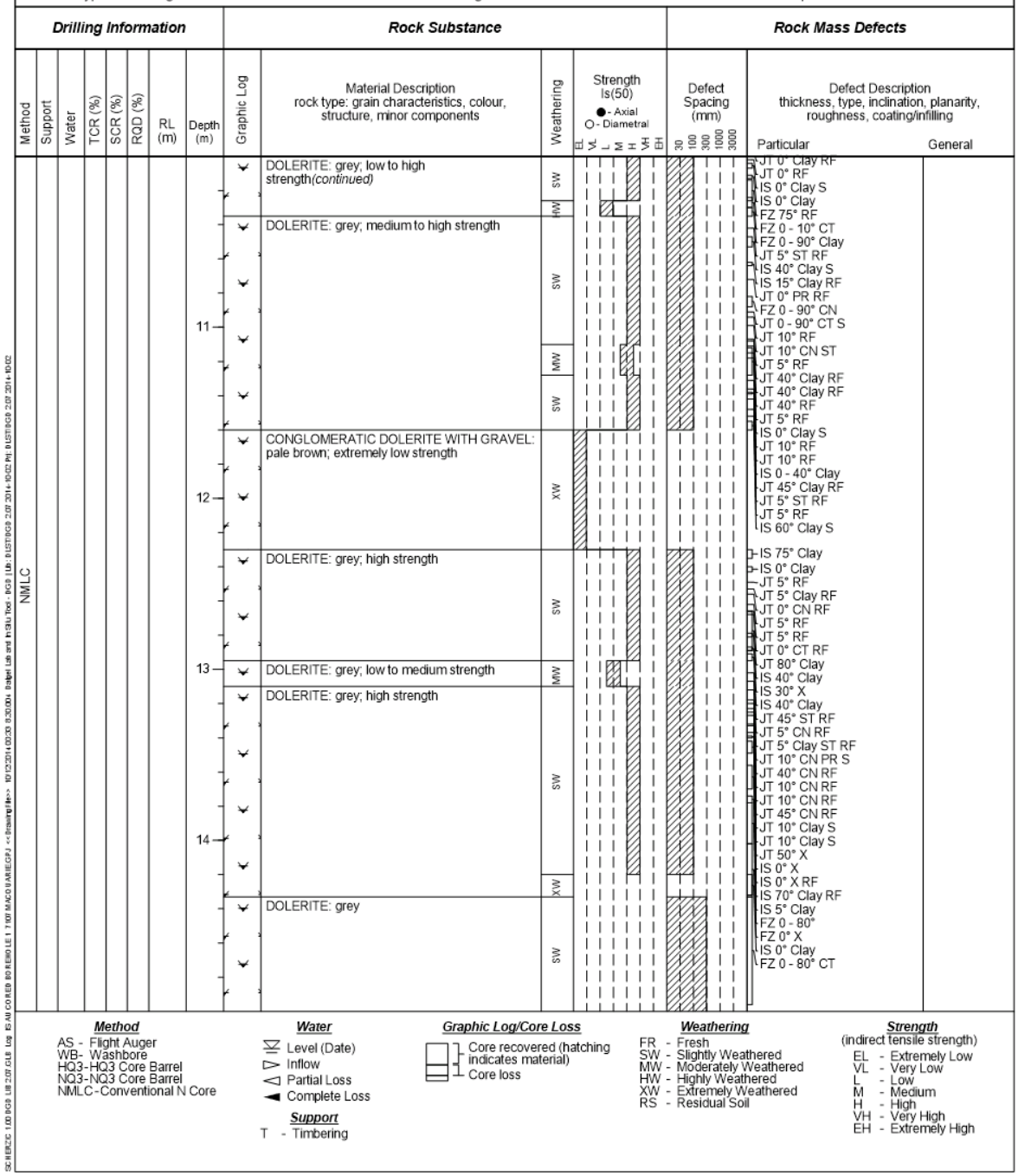
SCHERZIC
Ground Investigations

Cored Borehole No.
7107-05
Page 3 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	06/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	07/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR



Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

SCHERZIC
Ground Investigations

Cored Borehole No.
7107-05
Page 4 of 4

Engineering Log - Cored Borehole

Project No.: 7107

Client:	Fragrance TAS - Hobart	Commenced:	06/11/2014
Project Name:	173-177 Macquarie Street, Hobart	Completed:	07/11/2014
Hole Location:		Logged By:	mbs
Hole Position:		Checked By:	
Drill Model and Mounting:	Hydrapower Scout 4	Inclination: -90°	RL Surface: No survey
Barrel Type and Length:		Bearing:	Datum: Operator: DR

Drilling Information								Rock Substance				Rock Mass Defects		
Method	Support	Water	TCR (%)	SCR (%)	RQD (%)	RL (m)	Depth (m)	Graphic Log	Material Description rock type: grain characteristics, colour, structure, minor components	Weathering	Strength Is(50) ● - Axial ○ - Diametral EL VL L M H VH EH	Defect Spacing (mm) 30 100 300 1000 3000	Defect Description thickness, type, inclination, planarity, roughness, coating/infilling Particular	General
									DOLERITE: grey*(continued)*	SW			JT 5° CN RF JT 0° CN RF	
							16 17 18 19		Hole Terminated at 15.20 m					

Method
AS - Flight Auger
WB- Washbore
HQ3-HQ3 Core Barrel
NQ3-NQ3 Core Barrel
NMLC-Conventional N Core

Water
Level (Date)
Inflow
Partial Loss
Complete Loss

Support
T - Timbering

Graphic Log/Core Loss
Core recovered (hatching indicates material)
Core loss

Weathering
FR - Fresh
SW - Slightly Weathered
MW - Moderately Weathered
HW - Highly Weathered
XW - Extremely Weathered
RS - Residual Soil

Strength
(indirect tensile strength)
EL - Extremely Low
VL - Very Low
L - Low
M - Medium
H - High
VH - Very High
EH - Extremely High

Scherzic
Ground Investigations

Appendix E

Sediment and Erosion Control

SEDIMENT AND EROSION CONTROL

1. GENERAL:
   a. SOIL CONTROL MEASURES MUST BE ADOPTED AT ALL TIMES TO THE SATISFACTION OF THE ENGINEER DURING THE DURATION OF THE CONTRACT. SITE CONTROLS AND EROSION MINIMISATION TECHNIQUES ARE TO BE IN ACCORDANCE WITH THE INSTITUTE OF ENGINEERS AUSTRALIA PUBLICATION 'SOIL EROSION AND SEDIMENT CONTROL, EPA GUIDELINES AND OTHER CONTRACT DOCUMENTATION INCLUDING THIS PLAN.
   b. THE CONTRACTOR IS RESPONSIBLE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES TO SUCH TIME THAT THE PROJECT IS COMPLETED AND OFFICIALLY HANDED OVER TO THE CLIENT. THIS MAY INCLUDE THE PROVISION OF TEMPORARY DRAINAGE AND WATER QUALITY MANAGEMENT DEVICES.
   c. OBTAIN ALL NECESSARY PERMITS, LICENSES AND APPROVALS, REFER TO APPROVED DRAWINGS AND DOCUMENTATION.

2. SITE ESTABLISHMENT AND STRIPPING TOPSOIL:
   a. STOCKPILE SOIL IN ALLOCATED LOCATION AND PROVIDE SILT CONTROL BARRIERS IF STOCKPILE IS LEFT OVERNIGHT.
   b. WASH DOWN ANY VEHICLES LEAVING SITE AFTER TREADING ON SOIL.
   c. PLACE CRUSHED ROCK TO A DEPTH OF 150mm MINIMUM TO ALL VEHICLE ACCESS AREAS OVER AN APPROVED WOVEN GEOTEXTILE FABRIC (DUX W155 OR EQUIVALENT).
   d. GRADE ALL SOIL AREAS AWAY FROM MAIN CONSTRUCTION AREA AND TOWARDS DRAINAGE POINTS.
   e. SEDIMENT FENCES; SEDIMENT FENCES ARE TO BE PLACED AS REQUIRED. THEY CONSIST OF GEOTEXTILE FILTER FABRIC STAPLED ONTO 40mm SQUARE HARDWOOD STAKES OR WIRE TIED TO STEEL POSTS. THE FILTER FABRIC MUST BE BURIED 100mm MIN INTO THE GROUND AND STAND UP TO A HEIGHT OF 700mm. POSTS ARE TO BE SPACED AT 2.0m CENTRES AND DRIVEN 600mm INTO THE GROUND. WHEN STOCKPILING GRANULAR MATERIALS INCLUDING TOP SOILS, A SEDIMENT FENCE SHOULD BE ERECTED AT THE PERIMETER OF THE STOCKPILE IF LEFT OVERNIGHT.

3. GENERAL CONSTRUCTION OPERATIONS:
   a. OPERATIONS SUCH AS WASHING OF TOOLS AND PAINTING EQUIPMENT, CUTTING MASONRY OR THE USE OF ANY OTHER WATER COOLED CUTTING EQUIPMENT SHOULD BE CARRIED OUT IN A CONTROLLED AREA, WHERE POSSIBLE ON A NATURAL FILTERED AREA SUCH AS A GRASSED TRENCH, OR IN THE VICINITY OF A SEDIMENT SETTLING TANK.

4. CONSTRUCTION OF DRAINAGE SYSTEM:
   a. CARRY OUT WORKS IN DRY WEATHER.
   b. DO NOT LEAVE TRENCHES OPEN FOR A LONG PERIOD OF TIME.
   c. BUILD DRAINAGE SYSTEM COMMENCING FROM DOWN STREAM.
   d. PLACE FILTER MATERIAL IN EXISTING PIT DOWN STREAM, UNTIL ALL DRAINAGE IS IN PLACE AND THEN INSTALL SILT CONTROL DEVICES AT EACH NEW PIT.
4. CONSTRUCTION OF MAIN WORKS:
   a. ENSURE THAT SOIL IS KEPT MOIST TO MINIMISE AIR POLLUTION.
   b. DO NOT LEAVE SOIL EXPOSED FOR LONG PERIODS OF TIME.
   c. ENSURE FALLS OF CUT OR FILL ARE AWAY FROM MAIN WORKING AREA.

179 Macquarie Street, Hobart TAS 7000

Waste Management Plan

Commercial Hotel development

Prepared for: Fragrance Tas-Hobart Pty. Ltd.

By: Leah Reynolds- Low Impact Development Consulting
E: info@lidconsulting.com.au
P: 03 9016 9486

28/11/2018

Summary

- A private collection service is recommended to collect all commercial waste from within the property three times weekly including:
    - 5 x 1100L landfill waste bins
    - 4 x 240L organic food bins
    - 2 x 1100L Co-mingled recycling bins
    - 1 x 1100L Cardboard / paper bin
    - 1 x 660L Plastics bin
- A 6.4m mini rear-loader waste vehicle only should be used to enter the site from the side lane at the rear of the site and circulate via this internal drive. The truck can enter the loading bay, collect waste, reverse out and exit the site in a forward direction.
- The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection.
- Building Management is responsible for ensuing the waste contactor has access to the site and bin store on the days of collection.

NOTE: the approved Waste Management Plan (WMP) will be the model for the adoption in this development and the design and as-built aspects need to account for what is approved in this WMP. Any revisions of the WMP or changes to the approved waste system of the development require Council approval and may require a re-submitted Waste Management Plan.

More detail is contained within this report.

Contents

Contents **2**

Waste management **3**
Waste management parameters *3*
Proposed collection system *4*
Allowance for different rates of waste generation *5*
Other considerations *5*
On-going management *7*
Encouraging recycling *9*
Voluntary Organic separation *8*
Mechanical tug details *10*
Bin lifters *11*
Sustainability initiatives *11*
Links *11*

Appendix A – Bin Collection Location plan
Appendix B – Risk Assessment
Appendix C – Waste Rate Calculations
Appendix D – Sweep Paths

This report is written exclusively for the subject project discussed throughout. No part of this document may be reproduced or transcribed without the express agreement of LID Consulting. The content of this report remains the intellectual property of LID Consulting.

The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular job. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project. If you have any questions in relation to items discussed with LID Consulting representatives or this report please contact Craig Harris of LID Consulting.

Waste management

A waste management analysis has been undertaken based on the Sustainability Victoria Waste Management & recycling in Multi-Unit developments; Better Practice Guidelines 2018 Draft, which includes current waste rates for commercial developments.

The purpose of this report is to document a Waste Management Plan for the above project, as required by Town Planning. The report is based on drawing supplied by the Client.

Waste management parameters

Commercial		
Space areas	Refer Appendix C – Waste Rate Calculations	
	Garbage Waste Streams	**Recycling Waste Streams**
TOTAL Estimated waste generated weekly	19, 200L garbage per week	12, 120L recycling per week
Number bins required to cover generation rates	18 x 1100L garbage bins collected weekly	11 x 1100L recycling bins collected weekly
Proposed number and makeup of bins and collection frequency * assumes 30% food waste from re areas	4 x 120L Organic Food waste bins collected three times weekly* 5 x 1100L landfill waste bins collected three times weekly	1 x 1100 Cardboard/Paper bin collected three times weekly 2 x 1100 Co-mingled recycling bin three times weekly 1 x 660 Plastics bin collected three times weekly
Council collection options	Council collection allowance per ratable property per week: 1 x 120L garbage 1 x 120L recycling Council bin collection options: 120, 240, 660 & 1100L garbage bins collected weekly; 240, 660 & 1100L recycling bins fortnightly; Green waste – not applicable for properties under 400m2 Council will collect these allowances from all ratable properties including commercial properties, but will not collect above these volumes if a commercial operation generates higher levels of waste or non-approved waste types.	
Proposed waste bin storage location(s)	▪ At ground level, inside a dedicated bin store at the rear of the development.	
Issues / Constraints	▪ With a 41m street frontage (less crossover), a road side collection is currently not a viable option. Commercial bins are not to be left out on the street at any time. ▪ Utilizing the Council collection service is not possible in this instance for general waste/recycling, green waste or hard waste due to the large volume of bins and commercial waste to be collected multiple times a week. ▪ Onsite collection is the most feasible option with a 6.4m mini rear loading waste vehicle able to enter and exit the site in a forward direction traversing along the internal driveway.	

© LID Consulting 2013

		▪ A mechanical tug may be required to take heavier bins to the collection vehicle.
Proposed collection system	Garbage & recycling collections	**Private Collection Service to collect three times weekly:** ▪ 5 x 1100L landfill waste bins ▪ 4 x 240L organic food bins ..... ▪ 2 x 1100L Co-mingled recycling bins ▪ 1 x 1100L Cardboard / paper bin ▪ 1 x 660L Plastics bin ▪ A 6.4m mini waste vehicle only should be used to enter the site from the side lane at the rear of the site and circulate via this internal drive. The truck can enter the loading bay, collect waste, reverse out and exit the site in a forward direction. ▪ The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection. ▪ Building Management is responsible for ensuing the waste contactor has access to the site and bin store on the days of collection.
	Organics (food) waste collection	▪ An organics food collection service is recommended for this type of commercial development. Veolia and KS Environmental offer organics collection for commercial developments. ▪ Where ordinarily garbage containing significant food waste or food waste collections should occur 2-3 times per week (depending on the temperature of the bins) food waste collection rates can be reduced by fixing inexpensive bio-filter lids to the tops of 80-240L wheelie bins. These lids contain a natural compound containing micro-organisms that become active and utilize the foul smelling food fermentation gases to metabolise. Metabolisation causes the micro-organisms transform the smells into odourless carbon dioxide and water. The carbon dioxide is released into the surrounding air, and the water drips back into the waste bin. Enzymes in this water penetrate the waste and help commence the composting process in the bin. The process may not happen perfectly to remove all smells but it does reduce smells. See www.smart-biz.com.au ▪ See below for more information
	Hard waste collection	▪ A private collection service arranged by the owner's corporation will be engaged for hard waste items as required. ▪ Alternatively items can be taken to the local waste

© LID Consulting 2013

	recovery centre.
Green waste collection	▪ A private maintenance contractor will be responsible for removing any green garden waste from outdoor areas.

Refer to the attached plans for bin collection routes.

Allowance for different rates of waste generation

- The total waste capacity exceeds the required allowance calculation by rounding up to the nearest whole bin, so there is built in capacity should waste levels increase beyond estimates.
- Should the garbage allowance be exceeded, the first action should be to encourage the occupants / staff to reduce their garbage and recycle more.
- Garbage volumes can also be reduced if food waste is directed to compost bins or similar (see below).
- Should recycling be exceeded while garbage is not exceeded then occupants / staff should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). If this occurs effectively and there is still an issue it may be appropriate to swap a garbage bin for a recycling bin.
- The installation of plastic or can crusher units may help facilitate better crushing of these recyclable waste items. See www.plasticbottlecrusher.com
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- Should recycling be exceeded then it may be appropriate to obtain an additional recycling bin.
- Balers can help to reduce cardboard/paper volumes. Refer to http://wastech.balers.bramidan.com.au/ for options on typical units and sizes.
- If glass bottles comprise a significant amount of the recycling waste, then the option might be to include an onsite bottle crushing Bottle crusher http://www.bottlecrusher.com.au/ or Bottle cycler system www.bottlecycler.com in the development to reduce bottle volumes and collection frequencies.
- More space could readily be made available in the bin store for additional bin storage.
- More regular collections of garbage or recycling could occur.

Other considerations

- The WMP approved under this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority. No alterations to the WMP may occur without the written consent from the Responsible Authority.
- **Litter** spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.
- Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandals overturning bins is removed.
- The private collection contractor's agreement should require their pickup of any waste that spills from the bins during emptying.
- **Traffic management** along Macquarie Street should not be an issue with collection occurring within the property boundary.
- **Engineering standards** – appropriate engineering standards will need to be addressed in the

© LID Consulting 2013

detailed design stage to ensure adequate basement pavement depths and roadway widths, heavy duty pit lids that are trafficable by collection vehicles, wider driveway splays and sweep paths.

- **Collection times – Non-residential waste** - bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:
    - Where residents are impacted by waste collection the hours of collection must be between 7am – 8pm Monday to Friday or 9am – 8pm Saturdays, Sundays or public holidays
    - Early-morning collections are acceptable in non-residential areas.
    - Waste collection services are best suited to operation during business hours.
- **Noise management**
    - Noise requirements apply to all collection services including private collection services.
    - Collections occurring during the above stipulated collection times restrict the hours of noise from collections.
    - The disposal by tenants of bottles and waste to the bin must not occur after 10 pm.
    - Bottles should not be broken up by collection vehicles at the point of collection.
    - Compaction of waste should only be carried out whilst waste vehicles are on the move.
- **Odour** from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements.
    - The bin store area should be monitored and cleaned on a regular basis to remove sources of smells.
- **Bin Store Design** – must include the following:
    - A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins.
    - Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap.
    - A water tap installed in or near the bin wash areas to facilitate regular wash down.
    - Adequate doorway width to allow the easy access of bins and larger hard waste
    - Bin stores must be vermin proof - particularly where food waste is included.
    - A waterproof power point in or near the bin store.
    - Adequate lighting
    - Adequate ventilation
    - Secure locks (where bin stores are accessible to the street)
    - Space for a tug if required by the waste contractor(s)
    - Meter boxes should not be included in bin stores due to the need to regularly wash bin stores out.
- **Internal Waste Management**
    - General / domestic garbage shall be placed in plastic bags before placement into bins

 © LID Consulting 2013

- Recycling materials are not to be bagged but should be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled).
- To improve recycling:
  - Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
  - Remove lids before placing them in the recycling bin.

- **Screening of bins** – All bins are stored within the development and not visible from the street.
- **Bin Placement:** Bins are to be managed within the property at all times. Bins are not to be left out on the street at any time.
- **Signage and education on use of services**: All education material will be in accordance with Council requirements or if this is not available, per signage on the following website: http://www.sustainability.vic.gov.au/About-Us/Publications
- It will be the responsibility of the Owner's Corporation to ensure all occupants / staff have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimization. All occupants / staff are to operate and maintain safe practice in all aspects involving the waste management of the development.
- Signage should indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.
- The hard waste storage zone should also be signed.
- A sign will be placed on the wall in the bin store identifying that the following **soft plastics** can be recycled at any location identified on the Redcycle website http://www.redcycle.net.au/where-to-redcycle/ (Currently primarily Coles store locations)

  Quick guide to some most commonly recycled Soft Plastic items:



- **A preliminary OHS risk assessment** has been included to identify potential OHS issues, however this risk assessment does not replace the need for the building management and collection contractors to complete their own OHS assessment for the bin collection process.
- If the building management or contractors OHS requirements demand it, a mechanical tug (details below) will be provided for shifting bins to the collection locations.

On-going management

The management and maintenance of the waste system will be a responsibility of the complex building management. Items to be addressed in maintaining the system include:

- Allocation of responsibility to the contractor for bringing bins from the bin store location to the collection vehicle and also for returning the emptied bins to the bin store. Responsibility should include ensuring any waste that spins from the bins during emptying is collected by the

© LID Consulting 2013

contractor.

- Ensuring the waste contractor has access to the site and bin store on the days of collection.
- That bins and bins stores are monitored regularly to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary
- Management and coordination of hard waste collection
- Provision of information to occupants / staff in relation to the requirements of using the system eg boxes to be flattened, containers for recycling washed, bagged recycling not permitted, bins to not be over-full etc
- Monitoring and feedback to residents if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins.

Encouraging recycling

- Separation of garbage and recycling should initially occur in all work areas and then the bin stores. For this reason, the development should include dual waste bins on each hotel room and work area. Cleaners would then transfer waste from these bins to the bin storage area
- Recycling bins should be placed alongside garbage bins so as to ensure recycling is easy.
- Miscellaneous recycling container(s) – a container(s) with drawers or number of small stackable crates minimum footprint 500x500mm are recommended to be supplied to house recyclables such as batteries, light globes, printer cartridges, e-waste and clothes. These items are to be recycled monthly or as arranged by the Owners Corporation eg by the maintenance or gardening contractor.
- E-waste or electronic waste including computers and accessories, televisions and occasionally printers can be recycled for free at select drop-off locations under the National Television and Computer Recycling Scheme (NTCRS). Locations and more information can be found at:
  - http://www.recyclingnearyou.com.au/ewastescheme/
  - www.dropzone.org.au
  - http://www.techcollect.com.au/
  - www.ponyupforgood.com (50% of profits donated to SecondBite)
  - www.ecyclesolutions.net.au (may also recycling polystyrene)
- Local information regarding the disposal and recycling of common household items can be found at:
  - http://www.hobartcity.com.au/Environment/Recycling_and_Waste/Tip_Information
  - http://recyclingnearyou.com.au/
- Polystyrene is collected for recycling by various councils. In addition suppliers such as ecycle www.ecyclesolutions.net.au will deliver whitegoods and either collect clean polystyrene from retailers or take polystyrene away after delivery.

Voluntary Organic separation

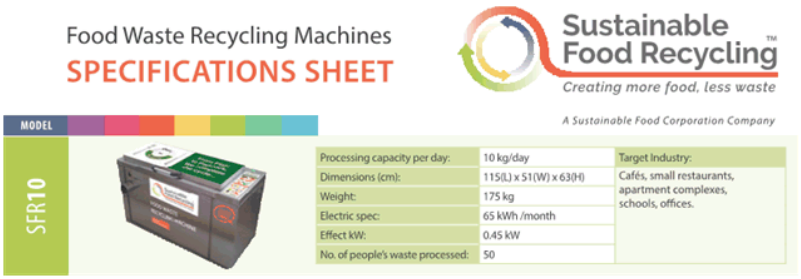
- As 30% of landfill waste is made up with food food, reducing the volume of food waste in bins, will assist residents in reducing their volume of garbage. See http://yourenergysavings.gov.au/waste/reducing-recycling/kitchen-food-waste
- Commercial collection of separated food and other organic wastes in typical waste "wheelie bins" is collected in Hobart. When organic matter decomposes in landfill it generates methane, a very potent greenhouse gas. It is preferable that organics are used to replenish our soils and gardens via compost and mulch, rather than to be lost to landfills where they contribute to climate change and global warming via this greenhouse gas generation. Waste or recycling bins could be substituted for organics collection bins. Contractors offering organic waste collection services include:

© LID Consulting 2013

- Veolia – Use 120L & 240L metal bins only. https://www.veolia.com/anz/our-services/our-services/recycling-waste-services/recycling/organics/food-waste

- On site food and organic waste treatment/pre-processing systems can reduce the footprint area of a bin store by reducing the number of bins required, and can reduce waste collection frequency when food or organics waste can be diverted to these units. These units reduce food scraps to 90% of their original volume in 24 hours, through heat and agitation, and the by-product is a compost material. These units take all kinds of food ie fruit, vegetables, meat, fish, eggshells so sorting is not an issue. These units prevent generation of the greenhouse gas methane (methane is 25 times more detrimental than carbon dioxide) which otherwise is generated when organic wastes decompose anaerobically in landfills. The suppliers usually can provide Green-house gas cost v benefit assessments of their units. These systems are increasingly being introduced around Melbourne.

  - Closed Loop Organics provide CLO'ey bins of different capacity and rental servicing costs. More information available at: http://www.closedloop.com.au/domestic-composter
  - Sustainable Food Recycling / Totally Environmental – onsite composting machines http://www.totallyenvironmental.com/. See also http://www.sustainablefoodrecycling.com/



- SFR10 – 10 kgs per day - $6,500 + GST for the machine + $1000-2000 for freight, install and start up. Single phase machine. Suitable for small cafés.
- SFR25 - $14,300+GST – 3 phase power required
- SFR50 - $27,300+GST - 3 phase power required

Other systems such as PulpMaster, EcoGuardians (Gaia system) or Biobin generally provide systems that dehydrate or mash up food waste to reduce total volumes, but operate slightly differently to the above two systems.

- Surplus food re-use. There are organisations that collect surplus food for human consumption. Collectors that provide this service within the City of Hobart include:

  - Foodbank Hobart is a non-denominational, non-profit organisation that acts as a pantry to the charities and community groups who feed the hungry. It was first established in 1992 in NSW and now has a presence in every state and the Northern Territory with distribution centres in all state capitals as well as a number of regional centres. https://www.foodbank.org.au/tasmania/
  - SecondBite Hobart - SecondBite redistributes surplus fresh food to community food programs around Australia. Food is donated by farmers, wholesalers, markets, supermarkets, caterers and events. This high quality surplus food is redistributed to community food programs that support people who are homeless, women and families in crisis, youth at risk, indigenous communities, asylum seekers and new arrivals. Contact: 1800 263 283

© LID Consulting 2013

Mechanical tug details

Where mechanical tugs are recommended, the following details will assist.

Suppliers include www.electrodrive.com.au , http://www.mastermover.com.au, www.sitecraft.net.au, http://www.hercules.com.au/index.php?tug2.

Space required for tug storage:

Four-wheel bins can be towed directly by the tug and require less space as only the tug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.





Mechanical tug systems will usually cost in the range of $10,000 - $15,000, with trailer possibly extra.

Bin lifters

Electro Hydraulic Bin-Lifters should be provided in each bin room to help staff safely to empty the internal 120L/240L bins into the main 1100L bins placed in the bin store.



Suppliers for Bin-Lifter are as follows:

- LiftMaster http://www.liftmastermh.com.au/
- WasteTech http://www.wastech.com.au/Bin-Lifters/bin-lifters.html

lid low impact development consulting
www.lidconsulting.com.au © LID Consulting 2013

- SPACEPAC Industries Pty Ltd. http://www.spacepac.com.au/Brochures/Lifters/LiftMaster/Bin-Lifters_2pg_np.pdf
- SiteCraft http://www.sitecraft.net.au/materials-handling/recycling-waste-management/wheelie-bin-lifters-bin-tippers/#
- Easylift http://www.easylift.com.au/a/Materials_Handling_Equipment/Wheelie_Bin_Lifters
- Active lifting equipment co. pty ltd. http://www.activelifting.com.au/MaterialsHandling/Binlifters/powered150.htm

Bottle crushing Onsite crushing of glass bottles via units such as the Bottlecycler www.bottlecycler.com is a significant way to reduce waste volumes and also assist with glass recycling. Bottles without contaminants other than remnant drink are loaded directly into the Bottlecycler and crushed on the spot to reduce bottle volumes by about 80% (5:1 reduction). Broken glass cullet can be sorted by colour off site after collection for recycling.

Sustainability initiatives Staff / Occupants should be made aware of Sustainability Vic recommendations for waste reduction www.sustainability.vic.gov.au

Where possible they should practice the waste reduction hierarchy

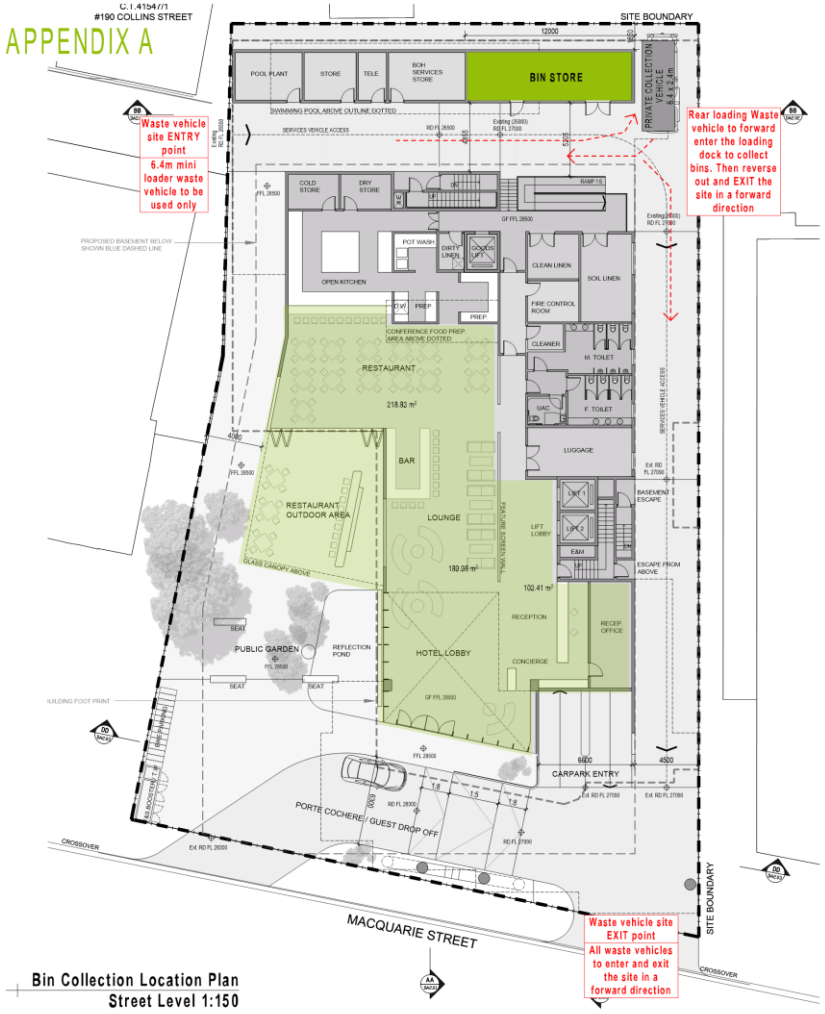
- Waste avoidance – e.g. avoid excess packaging – purchase from companies that avoid excess packaging.
- Re-use / Recycle – if packaging is required, select recyclable packaging
- Recover / Re-treat / Contain
- Disposal

Links Hobart City Council website: http://www.hobartcity.com.au/Home

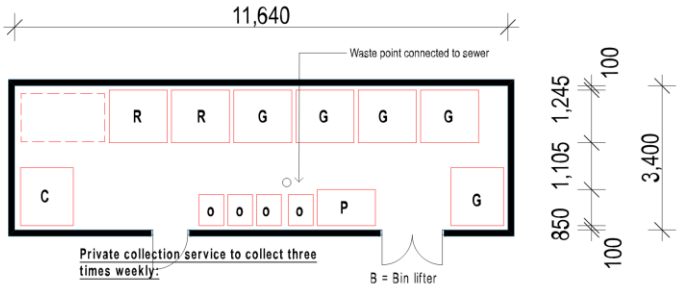
© LID Consulting 2013

#190 COLLINS STREET

APPENDIX A



Bin Collection Location Plan
Street Level 1:150



Private collection service to collect three times weekly:

G = 5No. 1100L Garbage Bins
o = 4No. 240L Organic food waste bins

R = 2No. 1100L Co-mingled Recycling Bins
C = 1No. 1100L Cardboard / paper Bins
P = 1No. 6600L Plastics Bins

2m2 Bulky hard waste (refer plan)

Ensure all bins are maintained and serviceable.

240L bin size = 580 x 735mm
660L bin size = 1370 x 850mm
1100L bin size = 1245 x 1370mm
Bin store to be mechanically vented

B = Bin lifter
T = Mechanical Tug if required

660L bin size = 850 x 1370mm
240L bin size = 580 x 735mm
Bin store to be mechanically vented

Bin Store Layout
1:50

In accepting and utilising this document the recipient agrees not to use this document for any other purpose other than its intended use; to waive all claims against LID Consulting resulting from unauthorised changes; or to reuse this document on other projects without prior written consent of LID Consulting. Under no circumstances shall transfer of this document be deemed a sale. LID Consulting makes no warranties of fitness for any purpose.

All Dimensions shall be verified on site.

Project
179 MACQUARIE STREET
HOBART TAS 7000

Drawing
Bin Collection Location Plan
Bin Store Layout

Date	Scale	Sheet Size
28/11/2018	1:150 / 1:50	@ A1
Reg No.	Drawn	Chk.
	LR	CH
Job No.	Drawing No.	Revision
	WP.01	b

LOW IMPACT DEVELOPMENT(LID) CONSULTING
Suite 7 Level 1, 252 St Georges Rd,
Fitzroy North VIC 3068
P 03 9016 9486
E craigharris@lidconsulting.com.au

lid
cap your footprint

APPENDIX B

Risk Assessment – Waste Collection process
For proposed development at 179 Macquarie Street, Hobart TAS 7000

Class 1 Risk = Potential to cause death or permanent injury.	**Class 2 Risk** = Potential to cause injury requiring medical attention.	**Class 3 Risk** = Potential to cause an injury treatable with first aid.

Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Moving of bins from bin store to collection space	Distance bins to be moved approx 15m. Risk of manual handling injuries	2	Use max bin sizes of 660L or use a mechanical tug if required for heavier bins Minimise distance of travel, with the area kept free of all obstacles including loose gravel or dirt, steps, kerbs, speed bumps, berms, sills or ramps. Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Building Manager
Movement of commercial waste from work areas to the bin store	Carting waste from all floors to the bin store. Risk of manual handling injuries.	2-1	Staff should ensure their bin sizes are not excessive and cannot carry too much weight to safely negotiate to the bin store. Building owner to include clause in tenants contract to ensure bin sizes are not excessive due to this risk.	Building owner/manager
Vehicle comes on site for collection	Large vehicle entering site, and reversing before exiting site. Major risk is hitting, particularly when reversing, young children, the elderly or unaware people	1	Vehicle driver entering site is to survey area for activity. If there is no activity near reversing location, driver to execute reverse move immediately before the situation can change. If there is activity, the driver should ensure the person/persons moving in the area are aware of the pending reversing action, and have time to stay away from the reversing zone or ensure children are away from the reversing zone. Reversing should be at very slow speed.	Waste collection contractor / Building Manager

lid low impact development
a. Suite 7, 252 St Georges Rd North Fitzroy Vic 3068
p. 03 9016 9486
m. 0434 911 404
e. craigharris@lidconsulting.com.au
w. www.lidconsulting.com.au

APPENDIX B

Risk Assessment – Waste Collection process

For proposed development at 179 Macquarie Street, Hobart TAS 7000

			There should be no/few children/elderly people in the back of house area. Reversing buzzers to be applied to all trucks.	
Note this assessment is for consideration during the design phase of the project. It is not to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

Appendix C - Waste Generations Calculations

179 Macquarie St, Hobart TAS 7000

Commercial Tennancy Ttype	AREA (m2)	Waste Generation Rates (L/100m2/day)		Source	Waste Generated (L/Week)	
		Garbage	Recycling		Garbage	Recycling
Restaurant *	220	660	200	VIC BPG Guidelines	10164	3080
Bar / lounge	190	50	50	VIC BPG Guidelines	665	665
Reception /Admin / Offices / Staff Areas	255	10	10	VIC BPG Guidelines	178.5	178.5
Conference areas	230	50	50	VIC BPG Guidelines	805	805
Pool / gym /	255	10	10	VIC BPG Guidelines	178.5	178.5
Hotel Rooms (L/Bed/day)	206	5	5	VIC BPG Guidelines	7210	7210
Total Litres per Week	1356				**19201**	**12117**

* High food waste

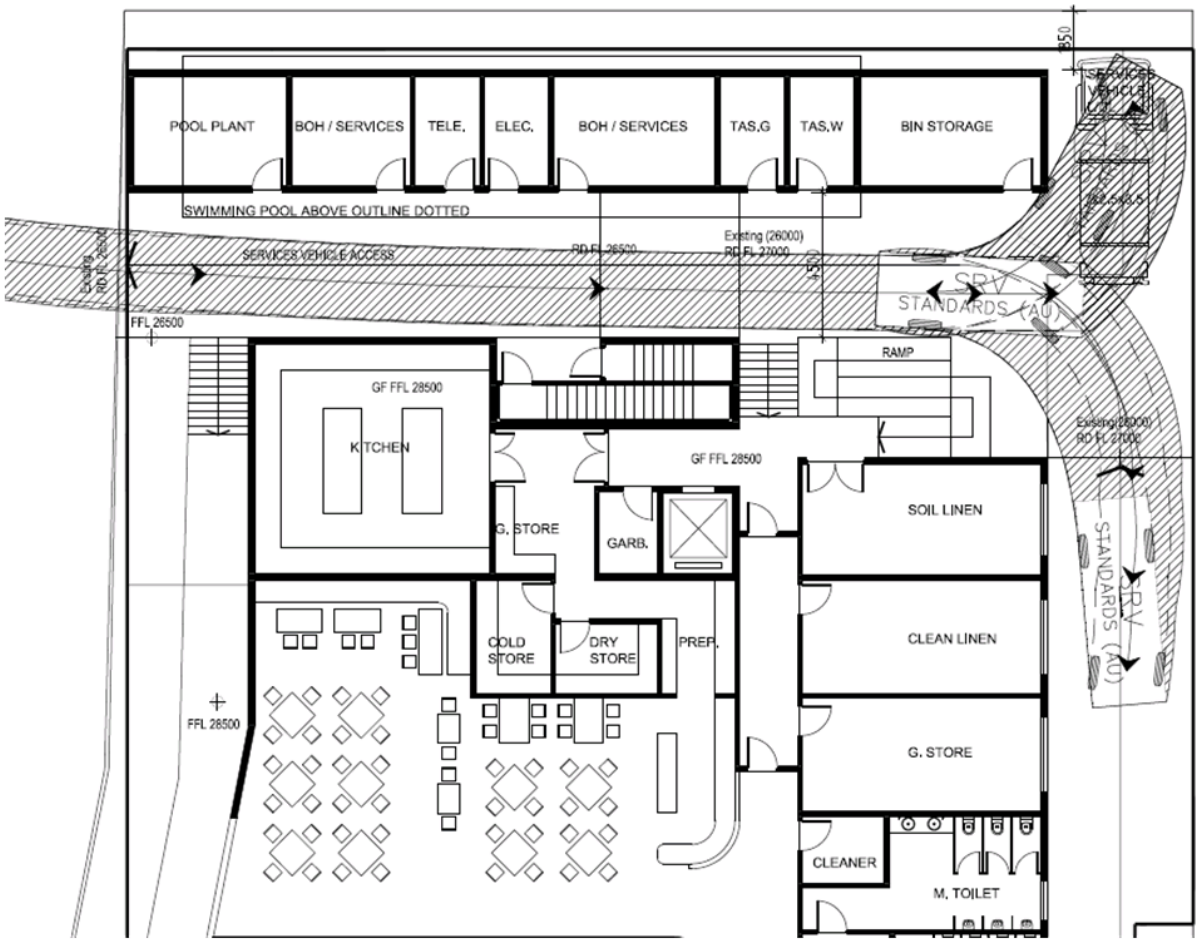
VIC BPG = Victorian Better Practice Guidelines

Weekly Collections	No. 1100L Bins	17.5	11.0
	No. 660L Bins	29.1	18.4
	No. 240L Bins	80.0	50.5

Subject **RE: Waste plan for 179 Macquarie St, Hobart**
From <admin@midsontraffic.com.au>
To 'Robert Sorrell' <robert@scanlan.com.au>, <leahreynolds@lidconsulting.com.au>
Cc 'Laurie Scanlan' <laurie@scanlan.com.au>
Date 2018-11-27 14:28

Hi all,

Yes – a SRV vehicle works well for this site:



Regards,
Keith

From: Robert Sorrell <robert@scanlan.com.au>
Sent: Monday, 26 November 2018 1:31 PM
To: leahreynolds@lidconsulting.com.au
Cc: admin@midsontraffic.com.au; Laurie Scanlan <laurie@scanlan.com.au>
Subject: RE: Waste plan for 179 Macquarie St, Hobart

Thanks Leah

Keith
Can you provide a swept path for this size vehicle

Regards,

Robert Sorrell

NVC
NOISE VIBRATION CONSULTING

Fragrance TAS-Hobart Pty Ltd
456 Alexandra Road,#26-01
Fragrance Empire Building
Singapore 119962

12 December 2018

5834.docx

Attention: Robert Sorrell

179 MACQUARIE STREET HOTEL – NOISE IMPACT ASSESSMENT

An 8 storey mixed use development is proposed for 179 Macquarie Street Hobart. As part of the DA process a noise appraisal of the development is sought by the architect, and this letter presents such an assessment, conducted by NVC in November 2018.

THE DEVELOPMENT

The proposal is for an 9 storey building comprising a restaurant and outdoor plaza at ground level, conference / meeting facilities on the 1st floor, and then 7 floors of hotel rooms. The outdoor mechanical plant is located at the back of the 8th floor, and vehicular access is off Macquarie street to basement level car parking.

Figure 1 shows the site and indicates the development to be bounded by commercial uses with the nearest known residences being in Hampden Road some 150m from the site in an Urban Mixed Use zone. The site itself is in located in the Central Business District zone.



Figure 1: Site and Surrounds

Noise sources associated with the development and relevant to external noise levels are identified as:

- Car Park ventilation fans, likely at ground level.
- Mechanical plant associated with air conditioning equipment on the roof top, Level 8.
- Kitchen Exhaust fans, likely roof top Level 8.
- Mechanical plant associated with the pool, located in BOH room on ground level.
- Service vehicle access to BOH – at ground level on the northern boundary.

CRITERIA

For the Central Business zone, the Hobart Interim Planning Scheme 2015 seeks, with clause 22.3.2, " *To ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone.* " The scheme further defines an acceptable solution to achieve this as:

Noise emissions measured at the boundary of a residential zone must not exceed the following:

a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;

b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;

c) 65dB(A) (LAmax) at any time.

The nearest residential zone is 280m away in Goulburn street and houses there may have clear view of the L8 plant deck. The above criteria would apply there.

Residential dwellings in the Urban Mixed zone around Hampden road are closer at around 150m, but have no view of any plant equipment. As this area is not a residential zone the above criteria does not apply and section 53 of EMPCA which requires they are note exposed to unreasonable noise would be used instead.

There are no ".. uses with potential to cause environmental harm. " in the vicinity of the development so the attenuation code at E9 of the planning scheme is not applied.

NOISE LEVELS

As the project is in the DA stage there is clearly no definitive noise levels for the various sources as locations and equipment items are not yet determined. As such the noise sources are assessed in conceptual terms – where they may be located, typical sound power levels, noise mitigation options and likely works required to ensure the criteria are met. Each of the noise sources is then reviewed individually below:

➢ BOH deliveries

- This will be by small trucks and will incorporate garbage removal.
- Clause 22.3.4 of the planning scheme states as an acceptable standard for such movements.

  Commercial vehicle movements (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of:

  a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;

  b) 7.00 am to 9.00 pm Sundays and Public Holidays

  There is no residence within 50m and hence the condition does not apply.

  Commercial vehicle use is therefore acceptable.

➢ Car Park ventilation fans

- Recent car park exhaust systems have used jet flow fans which provide air movement within the space and contain noise levels to predominantly within the car park space. Such systems are typically not audible beyond the building.
- If a more traditional ducted system is used, the exhaust intake / outlet is likely at the perimeter of the building at ground level. It therefore has potential to impact commercial neighbours if silencers are not incorporated in the design, but will not affect residences as these are well distant and have strong screening between them and the exhaust. At the time of system design, the actual equipment selected may be assessed and silencers specified as appropriate.

Car park exhaust fan noise may then be adequately controlled using standard noise mitigation processes.

Kitchen Exhaust fan

- This fan is typically located on the roof top so that odour is not an issue to surrounding neighbours. These are typically high air volume fans and so exhaust silencers are typically used to avoid neighbours being effected by the noise. It is standard design procedure to assess the noise from such a source during documentation and specify attenuators as appropriate.
- The nearest residence is 280 m from the roof top which will allow for 50 dB in attenuation in noise. With a typical silencer providing 15 to 20 dB attenuation, a total noise reduction of some 65 dB is afforded. A fan sound power level of less than 115 dBA would then be acceptable to meet night time noise criteria. This is significantly higher than a typical kitchen exhaust fan and hence excessive noise from this source is unlikely.

➢ Roof top A/C plant

- This plant comprises mainly outdoor air condenser / chiller units, and AHU's. The items are normally free standing with noise control comprising screens around the perimeter of the condenser units and attenuators for the AHU's. It is likely such noise mitigation will be required for these items. As the distance to the Goulburn street dwellings is 280m mitigation requirements would be mild, and with the building screening the plant area from Hampden road, no mitigation will be required for those residences.

It is therefore considered standard noise mitigation options will meet noise emission requirements for the roof top plant.

➢ Internal plant (pool equipment)

There are plant rooms internal to the buildings for the pool and lift services. While the equipment in the rooms may be noisy they are within concrete panel construction rooms that give great scope for noise reduction. It is therefore anticipated that such equipment will not impact external noise levels.

SUMMARY

A noise impact assessment of the main noise sources associated with the proposed hotel development at 179 Macquarie street has been conducted and may be summarised by:

- The nearest receivers to which the Hobart Interim Planning Scheme noise criteria apply are in Goulburn St some 280m from the hotel.
- The main noise sources have been identified as mechanical plant items located on the roof top.
- Considering the location of the noise sources, and that typical equipment and noise control options are used, it is the opinion of NVC that noise emissions from the hotel will not adversely impact the nearest sensitive receivers and will meet the planning scheme requirements of clause 22.3.2.

Recognising this assessment is based on premises of typical equipment and their locations, it is recommended that once design detail for the mechanical system is known, an acoustic engineer should review the system to ensure acceptable noise emissions are achieved in practice.

Should you have any queries, please do not hesitate to call this office directly.
Yours faithfully



Bill Butler
NOISE VIBRATION CONSULTING

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	179 MACQUARIE STREET, HOBART 200 COLLINS STREET, HOBART CROWTHERS LANE, HOBART ADJACENT ROAD RESERVE
Proposal:	Demolition and New Building for Hotel with Restaurant and Function Centre and Associated Infrastructure Works
Application No:	PLN-19-104
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

This is a second application for a hotel proposal on this site. The previous application was PLN-17-704.

The site for this application is located within a place of archaeological potential. The works also involve a heritage site listed in table E13.1 of the Historic Heritage Code; the stone walls known as Crowthers Lane, between 188 and 200 Collins Street. The subject site is also adjacent to a heritage place listed in table E13.1. This is the site known as 181-183 Macquarie St, the former Hutchins School, also listed as the Masonic Club and currently used by CCAMLR the Commission for the Conservation of Antarctic Marine Living Resources.

The following provisions of the Scheme apply:
E13.7.1 Demolition - Heritage Place
E13.7.2 Building and works other than demolition - Heritage Place
E13.10 Development Standards for Places of Archaeological Potential,
22.4.1 Building Height
22.4.3 Design

Excavation is involved in the construction of the hotel and in the provision of services. The proposal is supported by a Statement of Archaeological Potential and Archaeological Impact Assessment by Praxis Environment dated March 2015 and reviewed November 2018 and the Underground service upgrade, Crowther's Lane by Praxis Environment dated December 2017, v.2 April 2019.

The excavation for services along Crowthers Lane is required to be assessed against E13.7.1 and E13.7.2 as well as E13.10. The demolition is confined to excavation and ground disturbance to remove an existing 300 mm pipe and replacement with a 450 mm pipe. There will be no loss of significant fabric of the wall, however, clause E13.7.1 P1 states:

Demolition must not result in the loss of significant fabric, form, items .... that contribute to the .... significance of the place.

The proposed underground services upgrade has the potential through the excavation process and any proximity of machinery or equipment to the walls (the sandstone walls are between 2.4

metres near Collins St and 2.68 metres apart near the rear of 177 Macquarie Street) to damage, crack, chip or even undermine the foundations of the wall. It is considered that the tightness of the space poses a very high risk of accidental strike of the stone wall during the removal, stockpiling and moving of spoil and fill and limited space for solid hoardings or barriers to protect the walls. Any resultant damage could be either minor or catastrophic.

The consultant's report make a number of recommendations in regard to the works between the two walls and under the previous application a condition of permit was included. It is recommended that this same condition is included.

The proposed works within the laneway are located within a place of archaeological potential. This work can be exempted under E13.4.1 (z) if :
(ii) an archaeological impact assessment is provided by a suitably qualified person demonstrating that the nature of the development will not result in disturbance of ground considered to be of archaeological sensitivity;
(aa) excavation for the purposes of maintenance or replacement of electricity, gas, sewerage, stormwater or water reticulation infrastructure within a Place of Archaeological Potential, provided all such activities will be confined to within existing service trenches, pits or wells that have been previously excavated.

The Praxis Environment report states that:
"Crowther's Lane has no significant historical archaeological potential, therefore the proposed works will have no archaeological impact and further archaeological input is unwarranted."
Therefore, these works are exempt.

Excavation is involved in the construction of the hotel. The above Praxis report, identifies that the site was formerly part of the Government Gardens from the 1810s to 1840s and then developed as the Hutchins School in 1846 containing sporting fields and out buildings such as sheds and a Fives' court. In 1925 this site was developed as the school's memorial library with the school remaining there until the entire school building was sold in 1965 to the Masonic Club. The current Myer/Motors building site was subdivided off and built in 1970 for the Nettlefold Motors company with a semi-basement built over the site of the 1925 library and earlier sporting structures. The author concludes that no archaeological input would be required for the subject site as any trace of earlier buildings would have been substantially disturbed or destroyed by the c1970 construction and that the proposed development of the hotel complex will have no adverse impacts on archaeological resources at a place of archaeological potential. The proposal for the hotel satisfies E13.10.1 P1. However, it would be prudent to impose a standard condition should there be unanticipated archaeological material uncovered.

Clause 22.4.1 Building Height states:
22.4.1 A5
Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:
(a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and
(b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);
or
(c) comply with the building height in Clauses 22.4.1 A1 and A2;
whichever is the lesser.

Under the acceptable solution A5 of 22.4.1 Building Height, the facade building height is taken to be the to the top of the tower of the Hutchins School facing Macquarie Street. The height of the podium of the proposal is comparable in height in relation to the top of the tower. In

summary, the proposal does not satisfy the acceptable standard, clause 22.4.1 A5 and must be assessed against 22.4.1 P5 which states:

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:
(a) not unreasonably dominate existing buildings of cultural heritage significance; and
(b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;
(c) .. (not relevant to heritage concerns)

For the previous application (PLN-17-704), the proposal was deemed to satisfy 22.4.1 P5 and in respect of this current proposal similar comments can be given. Specifically, under 22.4.1 P5 (b) the Scheme states it must not have a materially adverse impact on the Hutchins School, such that the colour and cladding form on the podium element could be considered to contribute to the building being more sympathetic and responsive to the Hutchins School building rather than cladding types used elsewhere. The open plaza, forming a spatial separation may also contribute to lessening any adverse impacts created by the size and bulk of the proposal.

The proposal also must be assessed against 22.4.3 A3 Design which states:

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

In response to the acceptable solution, the proposal does not have a flat facade and has evident horizontal and vertical lines achieved by setbacks, fenestration alignment and design elements and an outward expression of floor levels. There are no awnings, the building being the awning. In this respect, the proposal satisfies the acceptable solution. Therefore the proposal satisfies clause 22.4.3 A3.

Seven (7) representations were received, four (4) against and three (3) for the proposal.

The following heritage, streetscape and character concerns were raised.

- the impact of the height of the proposal on the heritage streetscape because the proposal does not satisfy clause 22.4.1 A5 and must be assessed against clause 22.4.1 P5, parts (a) and (b) having regard to the objective for building height under 22.4.1 which states that it does not unreasonably impact on historic heritage character.
- 'tall buildings and canyons are not what Hobart CBD needs'
- 'this location is next to a beautiful heritage buildings and cause further overshadowing for those in the street.'
- 'the once open historic laneway with its beautiful sandstone is surrounded and boxed in"
- 'the large hotels opposite the heritage listed two storey buildings diminish the heritage values of the area'
- 'The Ibis looms over the buildings across the street which is amplified by their site on top of the ridge.'
- 'The proposed building will completely remove the direct relationship of our building to the mountain, removing the line of site connection to the mountain.'

In favour of the proposal the following comments were raised:

- 'I feel the aesthetics and design are better than was previously approved.'
- 'it is an appropriate height for the area.'
- 'the materials are interesting and modern'
- 'it is a very significant improvement over the approved scheme ... with the podium having better articulation and materials which improve its relationship with the heritage building

While all representations raise concerns, they are not relevant when the proposal is assessed against the heritage related provisions of the Scheme.

In summary, the proposal satisfies the relevant heritage clauses of the Historic Heritage Code and the Development Standards for Buildings and Works in the Central Business Zone.
It is recommended that conditions pertaining to the protection of the walls on either side of Crowthers Lane and unanticipated archaeological finds be included in any permit issued.

Sarah Waight
Acting Senior Cultural Heritage Officer
31 July 2019

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN



5 August 2019

Cameron Sherriff
Hobart City Council
GPO Box 503
HOBART TAS 7001
(Submitted through e-Portal)

Dear Cameron

SUPPLEMENTARY INFORMATION - 179 MACQUARIE STREET, HOBART

I am writing in response to your correspondence on the 04/07/19 and comments made during the Urban Design Advisory Meeting on Wednesday 26th of July, 2019.

The following information and attached 3D renders are intended to respond to those comments. No changes to the proposal or the advertised documents are proposed.

RESPONSE TO PLANNING PROVISIONS

Further clarification has been sought in relation to the submitted documentation, instigating further responses to the desired character statements and performance criteria P1.2 to Clause 22.4.1.

Desired Future Character Statements:

> ***22.1.3.2 - Building Siting, Bulk and Design***
>
> *The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:*
>
> *(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;*

The front podium façade of the building ensures the building presents a layered and varied building form fronting Macquarie Street. The separate podium forms also serves to minimise visual impacts when viewed from the east and west along Macquarie Street.

These design features ensure that the proposal does not present a contiguous wall of towers along Macquarie Street.

> *(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;*

The setback of the building from the south-western boundary, along with the setback of the building from the frontage after the initial façade height ensures that the building allows for permeability between the

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

site and the adjoining site at 181 Macquarie Street. This setback of built form also allows additional sunlight to reach Macquarie Street.

> *(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;*

The use of sandstone cladding along the front façade ensures a level of consistency with the adjoining building at 181 Macquarie Street and the building form of the front façade generally maintains the height transition as Macquarie Street slopes down to the east.

> *(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;*

The overall vertical height of the building is contained within the amenity building envelope, aside from the minor height extrusions of level 3 within the 15m setback distance and the minor protrusion of the secondary podium. Given that the overall height of the building is well within the permitted 45m height, it is not considered that the building would be considered 'individually prominent' particularly given the extent of development directly adjoining the site to the east.

> *(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;*

The setback of the building from the south western boundary allows for significant additional solar penetration throughout the day than the currently approved proposal for the site.

The height of the front façade responds to the varying façade heights of buildings along Macquarie Street and the stepped back form of the building provides further consistency with adjoining buildings.

> *(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and*
>
> *(g) the provision of permeability in support of the open space network.*

There is no existing weather protection over the footpath along Macquarie Street. The proposed development provides a porte cochere which facilitates pedestrian access to the building and provides protection from rain and wind conditions.

The public garden and publicly accessible restaurant with the outdoor seating area also provides additional weather protection for both the public and patrons, and also provides a greater open space area for public over that which was previously approved.

> ***Clause 22.4.1 - Building Height***
>
> ***P1.2***
>
> *Development outside the Amenity Building Envelope in Figure 22.3 must provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:*

The proposal exceeds the amenity envelope within 15m of the frontage across three points, ranging from a minimum of 0.425mm to a maximum of 1.09m. As a result of this, a small portion of the secondary podium form, setback 15m from the boundary, also exceeds the envelope by approximately 0.820m.

The accompanying 3D render and elevation plan, in addition to the image below, illustrates the minor extent of these protrusions.

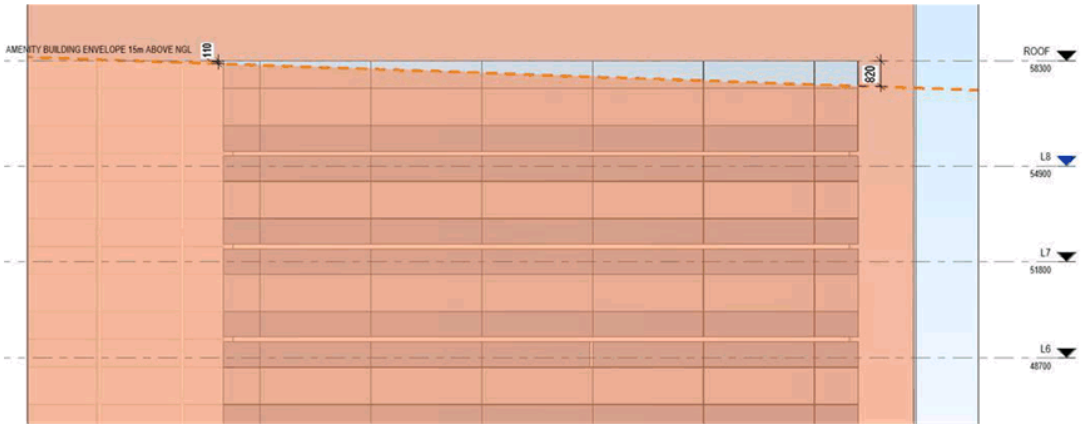


Figure 1: Extent of protrusion of secondary podium outside of the envelope (source: Scanlan Architects)

The extensions are considered minor and are a direct result of the change in topography along Macquarie Street and the way in which the amenity envelope is applied.

With regard to civic amenities, the proposal provides a considerably larger public open space contribution the previously approved development on the site. The public garden and restaurant which also open to the public provide significant additional civic amenities, particularly given the previous use and development of the site as a furniture and home wares outlet.

A response regarding the proposal's positive contribution to the streetscape and townscape has already been provided in the response to P1.1 in the planning report that forms part of the advertised application documentation.

Advice from the Urban Design Advisory Panel indicated generally supportive and favourable comments regarding the overall design of the building.

> *(a) the height, bulk and design of existing and proposed buildings;*

The proposal marginally exceeds the amenity building envelope within 15m of the frontage by between 0.425m at the shortest point, to 1.09m at the highest point, due to the downward slope of Macquarie Street to the north-east. It not considered this extension and the resulting 0.820m extension of the secondary podium form is significant enough to result in any additional impacts on the streetscape or townscape and does not impact on the overall presentation of the building within the streetscape or when viewed from the east and west along Macquarie Street.

> *(b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;*
>
> *(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street see Figure 22.2;*

Points (b) & (c) of P1.2 are not considered to apply as the building will not result in any impacts on any identified view lines or view cones and does not front a Solar Penetration Priority Street.

(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;

(e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and

(f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.

With regard to point (d) any building of moderate height along the north-western side of Macquarie Street will result in some level of overshadowing of the footpath and roadway.

The public garden area, along with the restaurant will be publicly accessible. The glass roof structure encompassing the outdoor seating area will retain heat whilst the landscaped area provides additional civic contributions, providing significant additional benefits over that which was previously approved.

Although this area will be subject to some level of overshadowing, the glass structure around the seating area will ensure warmth is retained and the area will provide added protection from wind conditions. Further detail on the function of this area has been provided in the submitted documents.

(e) The consideration of wind conditions is only triggered where a building exceeds the amenity building envelope, regardless of the extent of that protrusion.

As part of the previously approved application on the site, which triggered assessment with regard to wind, it was stated and accepted that the building was unlikely to generate unacceptable wind conditions given that the building only marginally exceeded the permitted envelope.

Based on our experience, any new building on the site would potentially result in additional wind conditions. However, given that the proposed building is similar in scale to that which was previously approved and only marginally exceeds the envelope, it is considered unlikely that the extent of the protrusion would generate an increase in wind conditions over those that would have been generated by the previously approved building on the site, if it were constructed.

(f) A detailed response regarding the consistency of the building with regard to the desired future character statements has been provided in the submitted planning report. A more detailed response has been provided above regarding clause 22.1.3.2.

It is considered that the proposal is consistent with the desired future character statements.

RESPONSE TO UDAP COMMENTS

Clarification regarding the response to Acceptable Solution A5 to clause 22.4.3 Design.

The overall height of the adjoining heritage building at 181 Macquarie Street varies, with a minimum façade height of approximately 11.8m and a maximum height of 15.3m (due to the central tower structure).

The façade height of the proposed building at 179 Macquarie Street within 15m of the frontage varies from a height of 14.6m to a maximum height of 16.09m above NGL. Therefore, it is considered that the proposed building does not exceed 1 storey or 4m higher than the façade building height of the adjoining property at 181 Macquarie Street.

As can be seen from the architectural documentation, the proposal adequately responds to the sloping nature of Macquarie Street and presents a suitable façade height given the north-easterly gradient change along Macquarie Street.

As stated in the planning report, the proposal is considered to comply with A5.

Clarification on why the service vehicle circulation between Barack Street and Macquarie Street is one-way with entry from Barrack Street - contrary to condition on the previous permit.

The condition on the previous permit for the site specified that vehicle access from the right of way onto Barrack Street should be exit only.

However, following the subsequent change of ownership of Macquarie Street to the Department of State Growth, discussions with the department during the application stage indicated support from both DSG and our Traffic Engineer that entry from Barrack Street and exit on to Macquarie Street was suitable.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

URBAN DESIGN ADVISORY PANEL MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL HELD AT 1:00 PM ON THURSDAY 26 JUNE 2019 IN THE LADY OSBORNE ROOM, TOWN HALL

MEMBERS PRESENT	
NAME	**POSITION**
Peter Curtis	Panel Member and Chairman
Jamieson Allom	Panel Member
Ian James	Panel Member

ALSO PRESENT	
NAME	**POSITION**
Rohan Probert	Manager Development Appraisal
Cameron Sherriff	Development Appraisal Planner
Qian Pei Choi	Project Manager
Rachel Rust	Executive Officer – City Planning
Nicole Spooner	Senior Administrative Officer – City Planning

PLN-19-104 - 179 Macquarie Street and 200 Crowthers Lane, Hobart and Adjacent Road Reserve – Demolition and New Building for Hotel with Restaurant and Function Centre and associated Infrastructure Works

The Panel met with Phil Gartrell, Senior Planner (Ireneinc) and Lawrence Scanlan (Director) from Scanlan Architects (via phone) who explained the proposal and responded to questions.

The Panel subsequently met in camera to discuss the proposal in detail and the advice below is provided for the consideration of the proponents, officers and Aldermen.

Description:

This application proposes the demolition of the existing building on site, and the construction of a nine storey, 206-room hotel building with lobby, restaurant and drop- off area at ground level. Conference facilities and guest swimming pool and gym will be provided on the first floor. The proposal includes excavation for two basement level car parks providing 60 car parking spaces. A new crossover will provide access to the basement levels from Macquarie Street. Service vehicles will access the site from a rear right of way from Barrack Street, and exit onto Macquarie Street. Upgrades to stormwater infrastructure within Crowthers Lane to the rear are also proposed as part of the development.

The building is proposed to have a maximum height of approximately 34m, taking into

account lift overruns. Roof height is approximately 32m at its highest above natural ground level. The building's forward podium level has a maximum roof height of approximately 15.4m.

The total gross floor area of the proposed development is 9,535m2. The lower levels of the proposed building are constructed as a podium and are finished with a sandstone cladding with respect to the materials and finishes of adjoining building. The upper levels of the development are stepped back from the podium with a glazed curtain wall façade articulated with timber fins.

Comments:

The Panel was generally in support of the approach taken and endorsed the changes to the overall form and use of materials, in comparison to the previous application. In particular the increased setbacks from the adjacent heritage listed site were noted and supported.

In regard to the principal public open space on the western boundary, the Panel suggested that more consideration needs to be given to the design of the space and that the landscaping elements, such as the paving and kerbing, separating vehicular and pedestrian activity, could be improved to provide a friendlier and more successful outcome.

The Panel was concerned with the vehicle driveway into the porte cochere and considered that this area should be treated as more of a shared entry/pedestrian space.

A detailed landscaping plan needs to be prepared and should be a condition on any subsequent approval. The plan should give consideration to the inclusion of some mature trees along the western boundary to delineate the new proposal from the adjacent heritage site. Landscaping should extend, if possible, the full length of the western boundary.

The landscaping and green space areas on the upper levels on the Macquarie Street side and on the western boundary side appeared to have no direct access for maintenance. Further design consideration was required.

The Panel was happy with the curtain wall design approach on the upper levels and the inclusion of vertical fins to some sections to give added interest is supported. The Panel considered that the colour of the curtain wall and associated glazing needed further deliberation and should be a condition on any subsequent approval.

Overall the Panel was in support of the proposal subject to the comments made above.

8. REPORTS

8.1 Building Heights - Elector Poll Results
File Ref: F19/103821; 17/167

Report of the Manager Planning Policy & Heritage and the Director City Planning of 7 August 2019 and attachment.

Delegation: Council

REPORT TITLE: **BUILDING HEIGHTS - ELECTOR POLL RESULTS**

REPORT PROVIDED BY: Manager Planning Policy & Heritage
Director City Planning

1. Report Purpose and Community Benefit

1.1. The purpose of the report is to consider the results of the recent elector poll in relation to building heights conducted by the Tasmanian Electoral Commission (TEC).

2. Report Summary

2.1. This report considers the results of the recent elector poll in relation to building heights conducted by the TEC.

2.2. The key conclusion to be reached from the elector poll results is that there is a significant level of support, from those who responded, for the building height limits and other recommendations made by Council officers to the City Planning Committee on 10 December 2018.

2.3. It is proposed that the Council receive and note this report and note the matter of building heights and form in central Hobart will be considered as part of the Central Hobart Precincts Plan project.

3. Recommendation

That:

1. The report titled Building Heights – Elector Poll Results be received and noted.

2. The Council note the matter of building heights and form, in central Hobart, will be considered as part of the Central Hobart Precincts Plan project.

4. Background

4.1. The Council will recall that it received a petition signed by over 1,000 electors which required the Council to conduct an elector poll on the subject matter of the petition. In accordance with s60D(1)(c) of the *Local Government Act 1993* ("the Act"), the elector poll was conducted by the TEC and the polls closed at 10am on Monday 15 July 2019.

4.2. Attachment A to this report are the results of the elector poll from the TEC.

4.3. Section 60E(1) of the Act states that the Council is to discuss the result of an elector poll at its next ordinary meeting. Section 60E(2) of the Act states that the result of an elector poll is not binding on a Council.

4.4. At its meeting on 22 July 2019, the Council considered a memorandum from the General Manager in relation to the elector poll results and resolved that the matter be referred to the appropriate committee for consideration.

5. Proposal and Implementation

5.1. It is proposed that the Council receive and note this report and note the matter of building heights and form in central Hobart will be considered as part of the Central Hobart Precincts Plan project.

Elector Poll Results

5.2. A total of 15,990 electors (42.4%) responded to the poll. 77.04% (12,145) of those answered **yes** to the principal question: *Should the Council support the building height limits and other recommendations made by its planning officers?*

5.3. Of those who answered **yes** to the principal question, 76.2% (9,200) indicted that they would prefer the building height limit in Height Area 1 to be lower than 60m.

Discussion

5.4. The key conclusion to be reached from the elector poll results is that there is a significant level of support, from those who responded, for the building height limits and other recommendations made by Council officers to the City Planning Committee on 10 December 2018.

5.5. In relation to the issue of setting maximum building heights, it is noted that at its meeting on 6 May 2019, the Council reaffirmed its decision of 15 April 2019, to work with the State Government to develop a Central Hobart Precincts Plan which will include an assessment of the social, economic and environmental impacts of setting maximum height limits.

5.6. Also at its meeting on 6 May 2019, the Council did not agree to initiate the planning scheme amendments to include maximum building heights in the planning schemes as provided in Attachment B to item 8.2 of the Open City Planning Committee agenda of 10 December 2018.

5.7. The Central Hobart Precincts Plan project will also examine appropriate built form outcomes taking into account the Central Hobart Building Height Standards Review (L Woolley 2018) and the recommendations made to Council in December 2018. The Project Brief was endorsed by Council on 8 July 2019.

6. Strategic Planning and Policy Considerations

6.1. The consideration of the issue of building heights through the Central Hobart Precincts Plan 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. Consideration of building heights and form in the Central Hobart Precincts Plan 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 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. There are no direct financial implications arising from the recommendation.

8. Legal, Risk and Legislative Considerations

8.1. The elector poll was conducted in accordance with s60D(1)(c) of the Act. Section 60E(1) of the Act requires the Council to discuss the result of an elector poll at its next ordinary meeting. Section 60E(2) of the Act states that the result of an elector poll is not binding on a Council.

9. Community and Stakeholder Engagement

9.1. The elector poll provided an opportunity for electors to express their view in relation to the building heights issue.

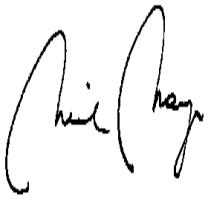
10. Delegation

10.1. The 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: 7 August 2019
File Reference: F19/103821; 17/167

Attachment A: Elector Poll Results ⇩

F19/96666.

Tasmanian Electoral Commission

Your ref: 16/119-006
Our ref: F94 07

Level 3
169 Main Road
Moonah Tasmania 7009
PO Box 307
Moonah Tas 7009
Phone (03) 6208 8700
Fax (03) 6208 8791
ballot.box@tec.tas.gov.au
www.tec.tas.gov.au

Mr Nick Heath
General Manager
City of Hobart
GPO Box 503
HOBART TAS 7001

Dear Nick

Hobart City Council elector poll completed

At the close of the poll (10am Monday 15 July) 15,990 (42.4%) postal declaration envelopes returned. The results are as follows:

Principal Q: Should the Council support the building height limits and other recommendations made by its planning officers

Response	YES	NO
Votes	12,145	3,619
%	77.04%	22.96%

For the further questions, ballot papers were grouped based on the response to the principal question.

Q: Would you prefer the building height limit in Height Area 1 to be lower than 60 metres?

Response	YES	NO	YES	NO
Votes	9,200	2,869	1,805	1,800
Totals	Informal 76	Total 12,145	Informal 14	Total 3,619

Q: Would you prefer the planning schemes remain unchanged?

Response	YES	NO	YES	NO
Votes	2,716	9,256	1,923	1,674
Totals	Informal 173	Total 12,145	Informal 22	Total 3,619

Should you have any questions, please do not hesitate to contact me.

Yours sincerely

Andrew Hawkey
ELECTORAL COMMISSIONER
16 July 2019

8.2 City Planning - Advertising Report
File Ref: F19/105225

Memorandum of the Director City Planning of 7 August 2019 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

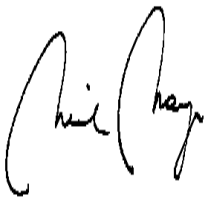
City Planning - Advertising Report

Attached is the advertising list of the period 20 July 2019 – 2 August 2019.

RECOMMENDATION

That the information contained in the memorandum titled 'City Planning - Advertising Report' 7 August 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: 7 August 2019
File Reference: F19/105225

Attachment A: Advertising Report for 20 July 2019 – 2 August 2019 ⇩

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-18-866	17 PATERNOSTER ROW	HOBART	Change of Use to Single Dwelling, Partial Demolition, Alterations and Extension	$150,000	8/01/2019	ayersh	Director	29/07/2019	12/08/2019
PLN-19-410	298 MURRAY STREET	HOBART	Carport	$8,000	20/08/2019	ayersh	Director	29/07/2019	12/08/2019
PLN-19-433	9 MONTRIVALE RISE	DYNNYRNE	Dwelling	$650,000	27/08/2019	baconr	Director	22/07/2019	5/08/2019
PLN-19-414	74 WAIMEA AVENUE	SANDY BAY	Carport	$9,500	21/08/2019	baconr	Director	31/07/2019	14/08/2019
PLN-19-403	7 MACQUARIE STREET	HOBART	Preliminary Contaminated Site Works	$12,000	16/08/2019	ikinb	Director	24/07/2019	7/08/2019
PLN-19-438	14 PINE STREET	WEST HOBART	Boundary Wall	$14,000	29/08/2019	krafftj	Director	24/07/2019	7/08/2019
PLN-19-404	16 PINE STREET	WEST HOBART	Partial Demolition, Alterations and Extension	$450,000	16/08/2019	langd	Director	24/07/2019	7/08/2019
PLN-19-412	2 / 19 - 21 CASTRAY ESPLANADE	BATTERY POINT	Signage	$0	21/08/2019	langd	Director	25/07/2019	8/08/2019
PLN-19-388	5 A MONTRIVALE RISE	DYNNYRNE	Dwelling	$530,000	12/08/2019	maxwellv	Director	1/08/2019	15/08/2019
PLN-19-386	21 STEVENS FARM DRIVE	WEST HOBART	Dwelling	$350,000	12/08/2019	mcclenahanm	Director	24/07/2019	7/08/2019
PLN-19-355	212 BATHURST STREET	WEST HOBART	Partial Demolition, Alterations, Extension and Outbuilding (Studio)	$200,000	29/07/2019	mcclenahanm	Director	29/07/2019	12/08/2019
PLN-19-418	176 NEW TOWN ROAD	NEW TOWN	Signage	$0	23/08/2019	mcclenahanm	Director	1/08/2019	15/08/2019
PLN-19-443	79 BATHURST STREET	HOBART	Partial Demolition, Alterations and Partial Change of Use to Food Services	$120,000	30/08/2019	mcclenahanm	Director	2/08/2019	16/08/2019

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-19-325	2 FRENCH STREET	SANDY BAY	Partial Demolition, Alterations and Extension	$175,000	15/07/2019	maxwellv	Director	2/08/2019	16/08/2019
PLN-19-429	3 BAKER STREET	NEW TOWN	Partial Demolition (Outbuildings)	$5,000	27/08/2019	smeea	Director	24/07/2019	7/08/2019
PLN-19-379	7 WATCHORN STREET	HOBART	Three Shipping Containers for Food Services and Hotel Industry	$105,000	7/08/2019	smeea	Director	30/07/2019	13/08/2019
PLN-19-416	41 FORSTER STREET	NEW TOWN	Mobile Food Van	$0	22/08/2019	smeea	Director	31/07/2019	14/08/2019
PLN-19-417	116 A SANDY BAY ROAD	SANDY BAY	Partial Change of Use to General Retail and Hire and Signage	$11,500	22/08/2019	widdowsont	Director	24/07/2019	7/08/2019
PLN-19-409	3 / 18 CLIFT STREET	MOUNT STUART	Change of Use to Visitor Accommodation	$0	19/08/2019	widdowsont	Director	26/07/2019	9/08/2019
PLN-19-420	1 DENNING CLOSE	NEW TOWN	Dwelling	$410,000	23/08/2019	widdowsont	Director	26/07/2019	9/08/2019
PLN-19-333	16 OBERON COURT	DYNNYRNE	Partial Demolition, Alterations and Extension	$45,000	16/07/2019	widdowsont	Director	30/07/2019	13/08/2019
PLN-19-357	243 HARRINGTON STREET	HOBART	Partial Demolition, Alterations, Signage, and Partial Change of Use to General Retail and Hire	$50,000	29/07/2019	wilsone	Director	24/07/2019	7/08/2019
PLN-18-721	9 STAR STREET	SANDY BAY	12 Multiple Dwellings, Associated Hydraulic Infrastructure, Road Works (Extension to Star Street), Works in Road Reserve (Star Street and Jersey Street)	$3,800,000	23/11/2018	wilsone	Council	26/07/2019	9/08/2019

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-19-407	4 WESTINWOOD ROAD	LENAH VALLEY	Subdivision (One Additional Lot)	$15,000	19/08/2019	wilsone	Council	26/07/2019	9/08/2019

8.3 Delegated Decisions Report (Planning) File Ref: F19/105226

Memorandum of the Director City Planning of 7 August 2019 and attachment.

Delegation: Committee

City of HOBART

MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decisions Report (Planning)

Attached is the delegated decisions report for the period 20 July 2019 until 2 August 2019.

RECOMMENDATION

That the information contained in the memorandum titled 'Delegated Decisions Report (Planning)' of 7 August 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: 7 August 2019
File Reference: F19/105226

Attachment A: Delegated Permit Report - 20 July 2019 until 2 August 2019 ⇩

2 August 2019

Delegated Decisions Report (Planning)

23 applications found.

Approved | Withdrawn / Cancelled | All

Planning Description	Address	Works Value	Decision	Authority
PLN-18-682 Partial Demolition, Alterations and Extension	1 MCTAVISH AVENUE NORTH HOBART TAS 7000	$ 300,000	Approved	Delegated
PLN-18-801 Partial Demolition, Alterations, Deck (Outdoor Seating Area), Extension, and Partial Change of Use to Food Services and Hotel Industry	325 ELIZABETH STREET NORTH HOBART TAS 7000	$ 200,000	Approved	Delegated
PLN-18-819 Change of Use to Vehicle Parking and Associated Alterations, Infrastructure and Signage	27 LEFROY STREET NORTH HOBART TAS 7000	$ 65,000	Withdrawn	Applicant
PLN-19-225 Dwelling	70A BRUSHY CREEK ROAD LENAH VALLEY TAS 7008	$ 460,000	Approved	Delegated
PLN-19-259 Partial Demolition, Alterations and Extension	5 HILL STREET WEST HOBART TAS 7000	$ 100,000	Approved	Delegated
PLN-19-283 Two Multiple Dwellings	11 ANCANTHE AVENUE LENAH VALLEY TAS 7008	$ 480,000	Approved	Delegated
PLN-19-290 Change of Use to Single Dwelling and Ancillary Dwelling, Partial Demolition and Alterations	419 ELIZABETH STREET NORTH HOBART TAS 7000	$ 30,000	Approved	Delegated
PLN-19-296 Partial Demolition, Alterations, Pool House and Pool	25 CROMWELL STREET BATTERY POINT TAS 7004	$ 70,000	Approved	Delegated
PLN-19-303 Dwelling	2 NOBLE DRIVE NEW TOWN TAS 7008	$ 309,000	Approved	Delegated
PLN-19-342 Alterations (Deck) to Previously Approved Development	374 PARK STREET NEW TOWN TAS 7008	$ 10,000	Approved	Delegated
PLN-19-343 Change of Use to Visitor Accommodation	53 LANSDOWNE CRESCENT WEST HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-353 Extension (Crypts)	27 QUEENS WALK NEW TOWN TAS 7008	$ 200,000	Approved	Delegated
PLN-19-358 Partial Demolition, Alterations, Extension, Outbuilding and Front Fencing	41 ST GEORGES TERRACE BATTERY POINT TAS 7004	$ 450,000	Approved	Delegated
PLN-19-368 Signage	178 COLLINS STREET HOBART TAS 7000	$ 4,626	Approved	Delegated
PLN-19-371 Partial Demolition and Alterations	3 TOORAK AVENUE MOUNT STUART TAS 7000	$ 45,000	Approved	Delegated
PLN-19-373 Signage	173 MACQUARIE STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-374 Partial Demolition and Alterations	35 MONTAGU STREET LENAH VALLEY TAS 7008	$ 70,000	Approved	Delegated
PLN-19-375 Partial Change of Use to Visitor Accommodation	8 BROOKE STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-383 Partial Change of Use to Home Based Business	20 WAVERLEY AVENUE MOUNT STUART TAS 7000	$ 0	Approved	Delegated
PLN-19-384 Partial Demolition, Alterations and Extension	10 VALENTINE STREET NEW TOWN TAS 7008	$ 180,000	Approved	Delegated
PLN-19-392 Signage	45-71 BATHURST STREET HOBART TAS 7000	$ 0	Approved	Delegated
PLN-19-394 Alterations (Deck and Screen)	1/54 NICHOLAS DRIVE SANDY BAY TAS 7005	$ 10,000	Approved	Delegated
PLN-19-436 Partial Demolition and Alterations	1 RISDON ROAD NEW TOWN TAS 7008	$ 10,000	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 Committee Status Report - July 2019

CITY PLANNING COMMITTEE – STATUS REPORT

OPEN PORTION OF THE MEETING

July 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 closed the project on 30 May 2019 following submission of the final report by SGS Economics and Planning Consultants (Oct 2018). The report concluded that a EUF did not present a viable option for Tasmania due to there being insufficient demand to achieve necessary uptake. The State Government indicated that the SGS report is not for public release and that the City must seek approval of the Crown before making any media statements regarding the project. A closed council report is being prepared.

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	A Climate Change (Sustainable Hobart) Framework and Action Plan have been drafted and are undergoing final strategic alignment, internal peer review, and graphic design scoping. It is anticipated that the draft work products will be provided to Committee by August-September 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	**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 placed in Capital City News and promoted via social media. Communication with architectural community still to be actioned.
6	**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.	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.

		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 forming part of the corridor		
7	**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	Deferred for consideration at a workshop which is to be held on 12 August 2019.
8	**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	Director City Planning	Report to be provided in August 2019.

		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.		
9	**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	Officers now have access to idcommunity (suburb-based community profile tool) and are assessing its suitability.

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 Members, 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 Committee resolve by 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:

- To confirm the Closed Minutes; and
- Questions Without Notice in the Closed Portion.

The following items were discussed: -

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Questions Without Notice