CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 28 October 2019

at 5:00 pm
Lady Osborne Room, Town Hall

SUPPLEMENTARY ITEM

ORDER OF BUSINESS

The General Manager reports:

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

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

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

(b) the matter is regarded as urgent; and

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

COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

11. 52, 48-50, 46 NEW TOWN ROAD, 7A CLARE STREET AND ADJACENT ROAD RESERVE, NEW TOWN - DEMOLITION, NEW BUILDING FOR HOSPITAL SERVICES, BUSINESS AND PROFESSIONAL SERVICES, AND GENERAL RETAIL AND HIRE, SIGNAGE AND ASSOCIATED INFRASTRUCTURE WORKS PLN-19-291 - FILE REF: F19/138302

Address:	52, 48-50, 46 New Town Road, 7A Clare Street and Adjacent Road Reserve, New Town
Proposal:	Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage and Associated Infrastructure Works
Expiry Date:	23 October 2019
Extension of Time:	Not applicable
Author:	Helen Ayers

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works at 46, 48-50, and 52 New Town Road, and 7a Clare Street, New Town for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.3.1 P1 of the *Hobart Interim Planning Scheme 2015* because the proposed hours of operation of the 24 hour hospital component of the development will have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.3.1 P4 of the *Hobart Interim Planning Scheme 2015* because the potential timing of commercial vehicle movements could result in unreasonable adverse impact upon residential amenity.

3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.1 P1 of the *Hobart Interim Planning Scheme 2015* because the proposed building is not consistent with the built form of the surrounding buildings, offers little or no transition between the site

and its surrounds, does not contribute positively to the streetscape and will have an unreasonable impact on residential amenity of land in the Inner Residential Zone.

4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.1 P2 of the *Hobart Interim Planning Scheme 2015* because the proposed building is not compatible with the built form of the surrounding buildings.

5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.2 P2 of the *Hobart Interim Planning Scheme 2015* because it does not prevent unreasonable adverse impacts on residential amenity by overshadowing, overlooking, and visual impact from adjoining Inner Residential Zoned Properties.

6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.5 P1 of the *Hobart Interim Planning Scheme 2015* because the extent, location and proposed species for the landscaping of the site is not sufficient to enhance the appearance of the development, or to avoid unreasonable adverse impact on the visual amenity of adjoining land in the Inner Residential Zone.

Attachment A:	PLN-19-291 - 52 NEW TOWN ROAD NEW TOWN TAS 7008 - Planning Committee or Delegated Report ⇩
Attachment B:	DA-19-49352 PLN-19-291 - 46, 48-50 AND 52 NEW TOWN ROAD NEW TOWN TAS 7008 AND ADJACENT ROAD RESERVE - CPC Agenda Documents ⇩
Attachment C:	PLN-19-291 - 46, 48-50 AND 52 NEW TOWN ROAD NEW TOWN TAS 7008 AND ADJACENT ROAD RESERVE - CPC Supporting Documents (Supporting information)
Attachment D:	PLN-19-291 - 52 NEW TOWN ROAD NEW TOWN TAS 7008 - Planning Referral Officer Environmental Development Planner Report ⇩

City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	21 October 2019
Expiry Date:	6 November 2019
Application No:	PLN-19-291
Address:	52 NEW TOWN ROAD , NEW TOWN 48 - 50 NEW TOWN ROAD , NEW TOWN 46 NEW TOWN ROAD , NEW TOWN 7 A CLARE STREET , NEW TOWN ADJACENT ROAD RESERVE
Applicant:	(FromNex Pty Ltd, by their Agent, Ireneinc Planning and Urban Design) 49 Tasma Street
Proposal:	Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works
Representations:	Fifty Four (54)
Performance criteria:	Zone Use Standards Zone Development Standards Potentially Contaminated Land Code Road and Railway Assets Code Parking and Access Code Signs Code

1. Executive Summary

1.1 Planning approval is sought for Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works.

1.2 More specifically the proposal includes the demolition of existing buildings, and the construction of a new private hospital with 4 floors (plus roof and rooftop plant), housing both in-patient and out-patient care such as surgeries and rehabilitation. It will also accommodate ancillary health services such as pharmacy, radiology, and a conference area. The basement of the building will accommodate car parking spaces as well as services for the site. The ground floor will provide a mixture of further car parking spaces, health-based tenancies, a cafe, and some meeting rooms and conference facilities. Level 1 and 2 will provide a mixture of medical tenancies and the private hospital, including surgery theatres, wards, nurse stations, rehabilitation areas, staff areas and a courtyard. The building is proposed to have a height of approximately 24.2 metres to the top of its rooftop plant. The total gross floor area of the proposed building is approximately 6600m2.

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

1.3.1 Zone Use Standards - Hours of Operation and Commercial Vehicle Movements
1.3.2 Zone Development Standards - Height, Setback, Design, Passive Surveillance, Landscaping and Fencing
1.3.3 Potentially Contaminated Land Code
1.3.4 Road and Railway Assets Code
1.3.5 Parking and Access Code
1.3.6 Signs Code

1.4 Fifty two (52) representations objecting to, one (1) representation supporting, and one (1) representation who's position was unclear regarding the proposal were received within the statutory advertising period between 20 August and 3 September 2019

1.5 The proposal is recommended for refusal.

1.6 The final decision is delegated to the Council.

2. Site Detail

2.1 The application site is comprised of four properties, two of which will contain the hospital buildings, carparking, and access (48-50 and 52 New Town Road), and two of which are included as they contain service upgrades to facilitate the hospital development (46 New Town Road and 7a Clare Street).

2.2 The site containing the hospital proper has frontages to New Town Road, Clare Street and Seymour Street. This site is predominantly zoned Urban Mixed Use, however the access strip fronting Seymour Street is zoned Inner Residential under the Hobart Interim Planning Scheme 2015.

2.3 46 New Town Road, which is included for servicing works only, is zoned Urban Mixed Use under the Hobart Interim Planning Scheme 2015, and is also affected by the Historic Heritage Code, being an individually listed Place.

2.4 7a Clare Street, which is included for servicing works only, is zoned Inner Residential under the Hobart Interim Planning Scheme 2015.

2.5 All properties subject to the application are affected by the Potentially Contaminated Land Code of the Hobart Interim Planning Scheme 2015.

2.6 46 New Town Road and 7a Clare Street both contain privately occupied single dwellings. There is no change to this use or development as part of the current application.

2.7 48-50 and 52 New Town Road currently contain buildings that are occupied as offices, storage, workshop and warehouses for an electrical repairs provider, Contact Group. This use is all contained within the pre-existing buildings on the site that were formerly used as offices and studios for Win Television.

2.8 The existing site development occupies approximately 32% of the 7282m2 site, with areas for car parking and manoeuvring provided along the whole of the eastern, New Town Road, frontage that are accessed from three crossovers along that frontage. There is also a secondary parking, manoeuvring, and storage area accessed from the Clare Street frontage which is contained behind the existing buildings when viewed from New Town Road, but presents as a car park occupying the whole site when viewed from Clare Street. A significant portion of the western side of the site is currently vegetated with grass, trees and shrubs, providing a vegetated backdrop to the majority of the dwellings that front Seymour Street. The majority of the site is generally level, however there is a steep slope down toward the adjacent residential properties to the west, north-west in Seymour Street, and to the northern residential property in New Town Road.

2.9 The surrounding area contains a mix of uses, including residential, dental, dry cleaning, and union offices. Notwithstanding this, the predominant use of the area, and in particular of the properties adjacent to the subject site, is for residential purposes.

Figure 1: Location of application site is outlined in blue

Figure 2: Zoning of application site and surrounds

Figure 3: Google Streetview image of current site development facing north west

Figure 4: Google Streetview image of Current site development facing south west

3. Proposal

3.1 Planning approval is sought for Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works.

3.2 More specifically the proposal is for:

- Demolition of all existing buildings on site.
- Construction of a new mixed use building.
- Hospital use will occupy the bulk of the upper level, with a 408m^2 tenancy located internally in the southern half of the building.
- The first floor will contain ten tenancies, ranging in size from 252m^2 to 548m^2. This level will include shared bathroom facilities, and a plant room on the eastern side wall, just south of the centre of the building.
- The ground floor will be have a 76 space carpark, with space for 6 motorcycles, occupying the southern portion. It will also contain seven tenancies in the northern portion ranging in size from 123m^2 to 462m^2. There will be three meeting rooms, shared bathroom facilities, and additional storage rooms for garbage, cleaners equipment, gases, and maintenance equipment, as well as a small central plant room.
- The basement level will contain a 150 space carpark for visitors, staff and drop off. There will be a further 10 motorcycle space and 58 bicycle spaces provided within the carpark. This level will also house the fire tank and pump room, a generator, a second waste room, and an additional plant room.
- An elevator is provided near the front of the building providing access between all levels.
- Access to the site is primarily from New Town Road, with service vehicle access from Clare Street.
- The building will have a maximum height of 24.2m for its four floors and an approximate gross floor area of 6600m^2.

Figure 5: Applicant's photomontage of the New Town Road (eastern) frontage of the proposed new building

Figure 6: Applicant photomontage of the southern view of the proposed new building

4. Background

4.1 The developer met with Council Planning and Engineering Officers in April 2018 and again in March 2019 to discuss preliminary concepts for the proposed development of the site. In both of these meetings the developer was advised that they did not have sufficiently detailed documentation to enable specific advice to be provided. However, at both of these meetings the developer was also advised that it would be very important to consider the height and transitions of any proposed development of this site, given the residential zoning and use of the majority of the surrounding properties.

4.2 Upon lodgement, the applicant was advised that the scale of the development, and apparent lack of transition to adjacent properties appeared problematic. The applicant was asked to consider their position when responding to any additional information requests. At this time, the applicant was advised that Council Officers are required to determine the application in a manner consistent with the RMPAT decision regarding 9 Sandy Bay Road, which focused on the importance of height compatibility and transition.

4.3 Once all of the information necessary to assess the proposal had been received and the application was ready to advertise, the applicant was again advised of the difficulty Council Planning Officers may have with supporting the proposal as presented. The applicant was asked whether they wished to re-consider their position, or whether they wished for Council to progress with advertising and assessing the application. The applicant advised that they wished to proceed with the application as proposed.

4.4 The application was considered by the Council's Urban Design Advisory Panel at their meeting of 20 August 2019, whilst the application was also on public notification. The UDAP Panel comments are as follows:

Landscaping

- *The Panel was disappointed that nearly all established vegetation was being removed from the site.*
- *The Applicant was encouraged to provide space for trees that could go right up to the front boundary to minimise the impact of the dominant façade on New Town Road.*
- *The Panel suggested more trees be included within the site to achieve improved outlooks and amenity for the benefit of patients and surrounding residents. All boundary setbacks are minimal, resulting in little opportunity for landscaping buffers to reduce impacts on neighbourhood properties. In particular, the setback space on the north western side of the building is very close, leaving little space for any plantings to help with the impact of the building on Seymour Street.*

Bulk

- *From an Urban Design point of view, the Panel struggles to see how a building of this floor area, height and bulk will sit in the existing urban setting. The Panel considers there has been little attempt to transition the scale and bulk of the building, in the context of the main road streetscape and particularly in regard to adjacent residential properties in Clare and Seymour Streets.*
- *It is noted that at the northern end of the site, where the site begins to fall away, the building levels do not change. It is hard for the Panel to see that the northern end is compatible with the area around it. The Panel agreed that there is potential for stepping down at the northern end of the development.*
- *On the frontage of New Town Road there is a very long façade. With the rhythm of the fenestration of the building along New Town Road, the curve in the road, the boundary is not straight along that front boundary. If there were a slight variation in the angle of the façade on New Town Road it may improve the bulk of the building and its ability to fit within the broader urban design character of the area. The Panel suggested remodelling the façade and its detailing to reduce the overall apparent bulk of the building.*

Scale and inconsistency within the area

- *The Panel felt that the scale of the building in comparison with the properties within the street did not relate to the scale of the area.*
- *The building was considered an over development of that site, with minimal setbacks and a challenging height.*
- *The Panel believes that the development would have a significant impact on the adjoining properties, with loss of amenity, likely increased*

noise levels from substantial roof top plant, significant solar access impact, increased overlooking and significant reduction in the quality of visual outlook.

- *The Panel notes that the actual hospital component is relatively small. The development allocates a substantial amount of floor area to yet to be identified tenancies. The Panel encourages the proponent to consider the extent of these tenancies with a view to substantially reducing the overall floor area of the proposal.*

5. Concerns raised by representors

5.1 Fifty two (52) representations objecting to, one (1) representation supporting, and one (1) representation who's position was unclear regarding the proposal were received within the statutory advertising period between 20 August and 3 September 2019.

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

OPPOSITION
Section 52 of LUPAA:
One representor has expressed concern that one of the land owners for the application was not adequately notified of the intention to include their land when lodging the application. As such the representor has suggested that the application may not be valid.
Building Height:
Many of the representors have expressed the opinion that the proposed height of the building is excessive, out of character with the surrounds, and fails to have regard for the surrounding residential scale of development.

Several representors have highlighted an excerpt from the submitted planning report which indicates that stepping the building to respond to adjacent residential dwellings would not be appropriate as it would compromise the viability of the hospital under the current business model. The representors have indicated that this does not address or meet the performance criteria, and as such is not a planning justification for why the height discretion should be supported. The representors go on to suggest that if this height is necessary for the proposed hospital, then this is not the appropriate location for the hospital.
Representors have highlighted an excerpt from the submitted planning report which identifies the height of the dwelling to the north as being built well below street level. The repesentors suggest that this is evidence for how the proposed building does not comply with the performance criteria, rather than as justification for why the proposal doesn't need to comply.
"*The proposal uses 38-40 and 42-44 New Town Road to establish a height datum and mount an argument that the building height is compatible with the scale of nearby buildings. It fails however to address the relationship to all other surrounding buildings and the landfall that results in a significant height difference between the proposal and property at 54 New Town Road. No attempt has been made to transition to the height of the adjoining buildings located along New Town Road to the north of the proposal and those located on Clare and Seymour Streets.*"
Building Setback:
Many representors have indicated that the proposed setback of the building to the side and rear property boundaries is not sufficient given the height of the building. They have expressed concern that the bulk of the building is unreasonable given the setbacks to the side and rear boundaries.
Representors have expressed concern that the front setback is not sufficient to be consistent with the surrounding street.
Some representors have questioned the assessment of the front setback and consider that it does not address the planning scheme provisions having regard to the performance criteria.
Scale / Visual Bulk / Building Massing:

Several representors are concerned that the proposed scale of the building is such that it will result in a significant detriment to the enjoyment of their dwellings and outdoor areas. The representors have indicated that the scale is 'extreme' and their properties will be dwarfed by the scale of the development and as such wish for the development to not be supported.
One representor has stated that "*The monolithic scale, intensity of use and footprint of the proposed hospital are in sharp contrast to, and totally incompatible with the adjoining residential zones and designated heritage precinct. It would have a devastating impact on our residential amenity and standard of living*."
Representors are concerned that the proposed security lighting will illuminate the walls of the building at night, which will increase the visibility and apparent bulk of the building when viewed from habitable rooms and outdoor areas of adjacent residential dwellings.
Several representors have indicated that the the proposed new building is "*completely out of proportion to the adjacent residential homes. It dwarfs the homes by towering over them..."*
Several representors have expressed the view that the plans provided are deficient because there are no massing and elevation drawings for the northern and western sides of the building showing its relationship to the adjacent and surrounding residential development.
Several representors have commented that the scale of the proposed building is larger than that of the IMAS or MACq01 buildings. The representors have then gone on to note the difference in the context and surrounds of those two buildings, which are both in larger, warehouse style areas and spatially removed from other buildings, from the surrounds of the proposed new building, which is a suburban neighbourhood, with one and two storey dwellings which much smaller facade widths.

Representors have indicated that the footprint (site coverage) of the proposed building is incompatible with the coverage of the residential properties adjoining and surrounding the site, with one representor stating that "*The overall size in terms of height, massing, and building footprint is not responsive to the character of the streetscape" and "The proposal is clearly not of a scale appropriate to the site and area. This is demonstrated through the height of the building being out of scale with the neighbouring properties, and the high percentage of site coverage needed to fulfil the functional requirements of the development. The building is simply too large for the site".*
Overshadowing / Loss of Solar Access:
Several representors have expressed concern with the scale and height of the proposed building as it will result in an unreasonable amount of overshadowing and loss of solar access to their adjacent and nearby dwellings and outdoor areas.
Several representors have indicated that the extent of overshadowing from the proposed building will result in a loss of the ability to have productive gardens for the growing of fruit and vegetables as these plants will no longer receive sufficient light to be productive.
Representors have indicated that the extent of overshadowing will reduce their ability to passively heat and provide light into their homes and as such they will be required to use more electricity for this purpose.
Representors are concerned that the proposed new building is of a scale that will overshadow some of the adjoining residential dwellings to the extent that solar collectors, solar heating and hot water, passive solar internal lighting, solar (outdoor) clothes drying, and viable gardens will no longer be possible. The representors are concerned that this will result in increased living costs for the occupants of these dwellings.
Representors are concerned that there is no existing sun shadow detail provided, and as such suggest that they are unable to make a reasonable assessment of the changes in shadowing impacts from the proposed development.
Building Materials / Design:

Representors are concerned that the proposed tilt panel concrete construction, combined with the glazing and aluminium accents is not consistent with and not complimentary to the surrounding, predominantly brick and masonry development.
"*The proposal is clearly not of a scale appropriate to the site and area. This is demonstrated through the height of the building being out of scale with the neigbouring properties, and the high percentage of site coverage needed to fulfil the functional requirements of the development. The building is simply too large for the site.*"
Representors have noted that the architectural schedule for materials and finishes references charcoal, black and metallic silver, whereas the planner's report references dark silver and there is no reference in either to the light reflectance values of the proposed materials. As such, the representors are concerned that the proposal will have a greater light reflectance value than is appropriate given the residential surroundings.
Views:
Several representors are concerned that the proposed new building will result in a loss of significant views from adjoining and nearby properties.
Some representors have indicated that the bulk of the proposed building will occupy the entire outlook from their site, with the building dominating their habitable rooms and outdoor space, resulting in an unreasonable loss of amenity.
Privacy:
Several representors are concerned that the proposed new building will result in an unacceptable loss of privacy for occupants of surrounding residences, both within the dwellings and in the outdoor space adjoining the application site.
Noise:
Several representors are concerned that the works associated with both the demolition and the re-development of the site will result in an unreasonable noise impost for the surrounding neighbourhood.

	Several representors have raised concern with the plant and equipment to be used to operate the premises. The representors have expressed concerns with equipment that will be required for the 24 hour operation of the site that they believe will disrupt the enjoyment of their adjacent and nearby properties.
	Several representors are concerned that the increased vehicle movements that will occur to and from the site, including heavy vehicles for deliveries and waste removal, will occur outside of normal business hours and as such will result in a significant loss of residential amenity for adjacent and nearby properties.
	Several representors have raised concern with the increased potential for emergency services vehicles to be accessing the site at all times of day and night given the 24 hour operation of the site. The representors are concerned that there will be sirens on when a vehicle approaches the site, and that the frequency of such vehicles will be increased as a result of the proposed use. The representors note that it could be a requirement for sirens to be turned off upon entry to the site, but suggest that this will not be sufficient, and that it would be difficult to police such a requirement in any event and as such it should not be relied upon to mitigate against the increased noise that will result from the proposed development and ongoing use of the site.
	Several representors are concerned with the noise generated by the loading and unloading of trucks outside of normal business hours, such as would be required to enable trucks to access and exit the site outside of peak traffic periods.
	Representors have highlighted a component of the submitted noise assessment which indicates that the diesel generator, when operating, is a significant source of noise to the nearby neighbours. The representors are concerned that the most likely times for this to be operating are during power outages, and could be at night. They have indicated that this is going to significantly impact the amenity and residential function of the nearby dwellings, and as such should not be supported.
	Representors note that a full acoustic review of the operation should be undertaken in the detailed design phase, suggesting that the applicant is unable to confirm the actual noise emissions anticipated from the site, which the representors feel is unacceptable given the potential for negative impacts on the surrounding dwellings.

Representors are concerned that the noise emitted from the underground car park is in no way screened to be minimised. As such, the representors are concerned that the amenity of the adjacent dwellings in Seymour Street will be severely impacted and reduced as a result of the development.
Representors are concerned that the noise mitigation measures in the noise report are not adequately quantified, and nor is the benefit of the proposed measures. The representors question how there can be certainty regarding noise minimisation given the perceived ambiguity in the report and its recommendations.
Light Spill:
Several representors are concerned that the 24 hour operation of the site will result in light spill from external lighting into adjacent and nearby residences throughout the night.
Representors are concerned that there will be vehicle headlights flashing through the windows of adjacent dwellings at all hours of the night as a result of staff and commercial vehicles entering and exiting the site outside of normal business hours.
Some representors are concerned that the proposed internally illuminated signage will result in increased background light levels and light spill onto adjacent and nearby residences if the signage is allowed to be illuminated at all times.
Representors are concerned that the proposed security lighting at the rear of the building, whilst angled toward the building, will result in light spill into the adjacent residential properties as it will be illuminating the walls of a very large building and will therefore reflect back into these properties.
Representors are concerned that the upper level hospital wards will be illuminated through the night, and that there will be light spill from these windows into adjacent and nearby residences.
Health Impacts:
Representors have indicated that adequate solar exposure is necessary for the health and well being of individuals. The representors suggest that the loss of solar exposure to dwellings and outdoor areas will have negative impacts for the health of surrounding residents.
Parking:

	Many of the representors are concerned that there is not adequate car parking proposed to be provided on site. The representors are all concerned that the car parking deficit on site will result in overflow parking of staff and guests in the surrounding streets.
	Several representors are concerned that the proposed car parking deficit will disadvantage long term residents of the surrounding streets as there will not be on street parking for their guests and helpers when it is needed.
	Several representors have indicated that the car parking in the surrounding streets is already highly utilised for commuter parking by people who drive to the area, then walk to work in the city. The representors have indicated that the proposed development will result in increased demand for parking in these streets, and cause increased difficulty for residents who also wish to utilise on street parking near their property. Several of these representors have requested restricted parking with resident parking permits to help combat this difficulty.
	Several representors have indicated that the applicant has relied upon the New South Wales Road Traffic Authority research into commuter behaviour. The representors are concerned that the public transport available in Hobart is sufficiently different from that available in New South Wales that it is not appropriate to compare the two when assessing a car parking discretion of the magnitude requested. The representors have also indicated that there is a difference in car ownership and use behaviour between Hobart and New South Wales which will further impact the appropriateness of relying on this research to justify the discretion.
	Several representors are also concerned that it is standard practice for hospitals to require day surgery patients to be released into someone's care, and are unlikely to allow patients to be released to then use public transport or bicycles to get home. As such the representors have indicated that they believe the uptake of car parking will be higher than it would be for a hospital where patients are there for longer periods which leads to lower turnover and opportunity for visitors to utilise alternative means of transport.

Representors have identified a Victorian guideline for car parking for day surgery hospitals. They have suggested that this guideline calls for integration of car parking for staff and visitors, rather than the provision of separate areas. This is said to provide benefits due to overlapping demand for spaces, and reduce the impacts on the wider street network from overflow.
Representors have indicated that the ABS Motor Vehicle Census 2018-19 indicates that Tasmanians are the nations highest per-capita car owners, whilst New South Wales has among the lowest rates of car ownership. It is therefore suggested that the use of 1992 statistics from Greater Sydney are not statistically significant for the assessment of a development proposed in Tasmania.
One representor has suggested that Tasmanian Government Traffic Impact Assessments Guidelines suggest that parking assessments should include overspill. The representor then suggests that the assessment fails to provide this assessment and is therefore deficient.
Representors have expressed concern that the parking provided on site may be permit or paid parking, and that this may discourage the use of the car park, with visitors to the site utilising free parking in the surrounding residential streets, in turn causing issues for residents and their visitors.
One representor notes that the applicants submission includes reference to a loading zone on New Town Road. The representor then notes that there is no such loading zone, so one would need to be created for the development, thus reducing the availability of car parking on the street.
Traffic:
Representors are concerned that the vehicular access from Seymour Street will be utilised by staff and guests and as such will result in an unsafe increase in the number of vehicles accessing via this narrow street.
Representors are concerned that the proposed development will result in increased and larger vehicles accessing the site other than from New Town Road, and as such through narrow residential streets that do not have capacity to cope with the increased volumes of vehicles on a daily basis.

A number of representors have indicated that there is an existing situation in Clare Street which sees parking on both sides of the road such that it is difficult for cars to pass in two directions, and on some occasions it is difficult for buses to traverse the street. The representors have expressed concern that he proposed development will increase the demand for this parking and has the potential to subsequently exacerbate this concern, with increased demand for the parking that is available in the street.
Representors are concerned that the access to New Town Road is not sufficiently safe for both the users of the site and users of the road itself. The representors have indicated that this assessment is based on a question of the veracity of the traffic counts used in the traffic impact assessment.
Representors are concerned that the location of the northern access ramp, which is the vehicular access to the main carpark, is located adjacent to the dwelling to the north of the application site. Representors are concerned that the noise, vibrations, fumes and light spill that will be directed at this adjacent dwelling are unreasonable and will significantly negatively impact the residential amenity of the site.
Representors are concerned that the increased reliance on access from Clare and Seymour Streets, particularly for larger vehicles, will result in increased traffic congestion in these streets, as well as Augusta Road and New Town Road as the effects of this potential congestion spread. Representors suggest that this will cause unreasonable impacts both on residents and on commuters utilising this an option to avoid the main road an the highway.
Representors have expressed concern that the southern New Town Road access is directly opposite Warragul Avenue. Given the increased parking available from this access point, and likely increase in the hours that the access will be used, there is concern that there will be traffic conflicts and safety issues arising from having a high usage access located directly opposite an intersection on a busy road.
Pedestrian Safety:
Several representors are concerned that the increased traffic resulting from this proposed development will pose a safety risk to pedestrians passing the site and its access roads.

Several representors are concerned that children who walk to both Friends School and to Sacred Heart School will be at increased risk due to the increased number of vehicles accessing this site, as well as the increased number of vehicles parking in the surrounding area. The concern is both due to the increased vehicle numbers, and due to the perceived increase in vehicles parking in nearby streets which will narrow the road for vehicles passing through, as well as reduce visibility for pedestrians, making it less safe to cross the road.
Bicycle Parking Location:
One representor has expressed the opinion that the location of the visitor bicycle parking is hidden and not easily identifiable for infrequent visitors to the site. The representor has recommended a condition requiring additional bicycle parking facilities at the main, New Town Road, entrance to the building.
Stormwater:
Representors have indicated that stormwater from the site is currently not adequately managed, and pools in places. They are concerned that this issue will be exacerbated by the proposed site development.
Use:
One representor has suggested that the proposed use is not appropriate for the site given its predominantly residential surrounds. The representor has indicated that the site would be better suited to multiple dwellings, with car parking and landscaping.
Representors are concerned that the proposed use will have unreasonable impacts on the amenity of the predominantly residential surrounding area as a result of the 24 hour operation of the site and the subsequent emission, such as noise and light.
Several representors have indicated that the proposed intensity of the use of the site is inconsistent with the surrounding residential area, and will cause unreasonable loss of amenity.

Several representors have indicated that the applicant's justification of the application based on a need for such facilities in southern Tasmania does not automatically enable the use to occur in this location at the scale proposed. The representors have implored Council to consider the ongoing impacts of allowing this use at this scale to occur in this location, and have suggested that the intensity of the use proposed is not appropriate in this location.
Representors have noted that the planner's report accompanying the application uses existing hospital and medical facilities in the broader area as a means for justifying the proposed use and operation of the site, and the associated scale of development. The representors have indicated that this has no basis in the Planning Scheme and as such cannot be used as justification for the proposal. They have requested that the use be assessed on its own merits.
Representors have noted the comparison between the proposed use and associated development with the Calvary Hospital in Lenah Valley. Whilst the representors indicate that the comparison is not appropriate under Planning Scheme provisions, they further note the difference in the locational specifics. That is to say, Calvary Hospital pre-dates many of the surrounding residences, and has a buffer of public roads on most sides, reducing the impacts on the residences that surround it. As such, the representors suggest that even if it were appropriate to make such a comparison, they believe that the comparison would suggest that the application site is not appropriate for the proposed intensity of use and associated scale of development.
Un-allocated Tenancies:
Several representors were concerned that there are a significant number of un-allocated tenancies. Their concern is that once the building has been constructed there will be limited opportunity to stop the building being occupied by retail and evolving into a suburban shopping mall.
24 hour operation of site:

Several representors feel that the proposed 24 hour operation of the site will result in an unreasonable loss of amenity for adjacent and nearby residences as there will be shift workers, vehicles, emergency vehicles, lights, ventilation and air conditioning units operation at all time of the day and night that have the potential to greatly increase the background noise and potential for disruption and disturbance.
Several representors have noted that there are no other 24 hour businesses operating in the surrounding area, and as such it would be out of character to allow this site 24 hour operation.
Smokers:
One representor is concerned that there is no designated smokers area on the site plan. They are concerned that the site operators will not want smokers at the front of the building on New Town Road, and as such fear that there will be designated smoking areas at the side or rear, which will have noise and smoke emissions impacts for surrounding residents.
Lack of Streetscape Neighbourhood Compatibility:
Many representors have expressed the view that the proposal fails to address the performance criteria relating to the proposed height of the building. The representors have suggested that there is little or no stepping of the building in response to the adjacent residential development on all three sides of the application site.
Representors have indicated that the proposed building does not respond to the streetscape in terms of the scale or bulk of the building.
Heritage Considerations:
Many representors have indicated an opinion that there is no integration of the proposed development into the surrounding heritage precinct. The representors have indicated that the surrounding area is typified by one to two storey residential development, is of significant heritage value as one of Hobart's earlier suburbs, much of which is individually heritage listed, and that they do not believe that this proposed building in any way integrates into these surrounds.

Representors have expressed concern for the structural integrity, residential viability and heritage values of the dwelling at 46 New Town Road. The representors are concerned that the extent of excavation, and the scale of the subsequent development are such that the dwelling will be at risk of being damaged during development, having the livability of the site for residential purposes significantly reduced, and have the heritage values of the site eroded as a result of the unsympathetic development occurring in such close proximity to it.
Removal of Sculpture Through Building Demolition:
Representors are concerned that there is a Stephen Walker Sculpture on the facade of the existing building on the site which is going to be removed from the site as part of the demolition works. The representor has requested that the sculpture be removed from the existing building and reinstated in the design of the new building to continue the legacy of the artist.
Representors have noted that there is a Sculpture on the existing building that has been recognised in Hobart's Public Art audit and as such have requested that the sculpture be retained.
"*While I recognise that the artwork has no specific basis for its protection under the planning scheme. I suggest that it is within the intent of the objectives of the* Land Use Planning and Approvals Act 1993 Part 2 (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; *that public art created by prominent and important Tasmanian artists be protected and maintained."*
Planning Scheme Compliance:
Several representors have expressed concern that the proposed development fails to meet the purpose of the various zone and code provisions under which it is to be assessed. Specifically this includes the Parking and Access Code and the Urban Mixed Use Zone. The representors suggest that the proposed car parking deficiency is not supportable as there is not sufficient car parking provided to meet the reasonable needs of the users of the site.

Representors have noted that the Zone Purpose Statements for the Urban Mixed Use Zone call for reuse and adaptation of existing buildings. They feel that the demolition of all buildings on site does not meet this requirement and as such the development should not be supported.
Landscaping:
Several representors have indicated that he proposed extent and species of landscaping is not sufficient to adequately ameliorate the impacts of the proposed development on the surrounding properties and the streetscape in general.
Representors have indicated that the depth and nature of the proposed landscaping fails to enhance the development, or to provide an adequate visual break between the proposed dwelling and the adjacent residential dwellings.
Representors have noted that the proposed landscape plan includes the replacement of the existing boundary fence with a 1.8m colorbond fence. The representors are concerned that there has been no consultation regarding the proposed new fence. They have also indicated that the proposed new fence is not in-keeping with the remainder of their boundary fences, and in conjunction with the proposed low level landscaping, is not sufficient to address the relevant performance criteria.
Representors have indicated that given the height and scale of the proposed building, significantly greater depths of landscaping would be required to prevent an unreasonable adverse impact on visual amenity.
Proposed Signage
Several representors are concerned with the proposal to back light all of the signage. They have suggested that the size, location, and proximity to surrounding residential dwellings is such that it is inappropriate and will cause unreasonable loss of residential amenity. The representors have requested that the signage not be illuminated.
Representors have questioned the scale, illumination and location of the proposed signage. Of particular concern, is the proposed sign on the western facade, which the representors suggest serves no operational function. This proposed sign would face, and is quite close to, residential dwellings. The proposed size and illumination of this sign is anticipated to cause light spill into the dwellings and their outdoor space at night.

Representors have noted that the planning report states that there will be repetitive signage on the New Town Road frontage. The representors suggest that this is contrary to the performance criteria, which *"clearly states signage must not involve the repetition of messages or information on the same street frontage or involve the repetition of messages or information"*. The representors go on to say *"The justification provided acknowledges the repetition but states that the signs are not overbearing and provide clearly identifiable access to the site and services. This justification is irrelevant as the Planning Scheme clearly states that repetition in signage on the same street frontage is prohibited"*.
Extent of Excavation:
Several representors are concerned with the extent of excavation proposed. The representors consider that the proposed excavation will undermine the stability of surrounding dwellings.
Several representors are concerned that, given the extent of excavation already proposed, the design does not propose an additional level of sub-surface car parking to alleviate the potential for increased parking in surrounding streets. These representors suggest that additional excavation would be favourable to the proposed car parking deficit.
Representors are concerned that the soil profile drawings submitted appear to show excavation in the location of the dwelling at 46 New Town Road. The representor is concerned that this excavation will cause harm to the heritage listed dwelling, and is unlikely to be supported by the land owner.
External Waste Storage:
Representors are concerned with the location and nature of the waste storage proposed. They feel that the location of the waste storage, adjacent to the boundary with residential properties, and the lack of specificity of what waste will be stored, or how, has the potential for significant amenity impacts for the adjacent residential dwellings. Representors have requested that the waste storage be re-located to be away from any residential properties.
Location of Service Infrastructure / Storage Areas:

One representor is concerned that the location of the proposed sub-station will result in unreasonable noise emissions and potential safety risks to the nearby residences.
Representors are concerned that the storage for volatile materials and chemicals is located at the rear of the site, quite close to the adjacent residences. They are concerned that any spills or incidents that may occur will have a significant negative impact on the adjacent dwellings.
Representors are concerned that the location of one of the mechanical plant rooms on the rooftop deck to house 16 air cooled chillers has not been adequately considered in the assessment provided by the applicant. The representors are concerned that there will be unreasonable noise emissions as a result of the proposed location of the plant and equipment.
Contamination Assessment and Management:
Several representors are concerned that there is identified contamination present on site. They are further concerned that the means proposed to contain the contamination may not be adequate during the demolition, construction and ongoing use that will occur on site.
Several representors are concerned that asbestos and other soil based contamination has been identified on site. They are concerned that the means of demolition and removal of this hazardous material has not been adequately addressed in the submitted information. Accordingly, the representors have requested that suitable conditions be included in any approval to ensure that the contamination does not spread to adjacent residential properties.
One representor has suggested that the contamination assessment provided states that the acceptable solutions of the Code have not been met, and as such the proposal must meet the performance criteria. They then go on to suggest that there is not sufficient information provided to confirm whether the contamination has been adequately considered and will be appropriately managed during the site works.
Construction Impacts:
Several representors are concerned that there will be significant disruption through noise, vibrations, dust and construction vehicles for the duration of the proposed works on site.

Several representors are concerned that the proposed construction works will cause damage to the structural integrity of the surrounding dwellings.
Representors are concerned that the construction vehicle access to the site will be off Clare and Seymour Streets, which the representors feel are too narrow and would be unreasonably impacted by large vehicles.
Accuracy of Documents:
Several representors have indicated that there is inconsistency between, and inaccuracy in some of, the documentation submitted. Specifically, the repesentors have indicated that the sun shadow modelling does not accurately represent the shape or location of some of the dwellings on the adjacent properties.
Representors have suggested that there is inconsistency and inaccuracy in the fencing details for the proposed works and as such have suggested that no reasonable assessment of the suitability of the fencing can occur.
Several representors have noted that the three dimensional renderings of the proposal include trees that do not exist, and do not accurately depict the scale or location of surrounding dwellings. The representors have suggested that renderings are misleading as they do not represent to true scale and proportions of the proposed development.
Representors indicate that the planners report states access for pedestrians will only be provided from New Town Road, however they also indicate that the plans show pedestrian access from both Clare and Seymour Streets. As such, the representors are concerned that this potential alternative access has not been adequately considered when looking at parking and traffic impacts outside of the site.
SUPPORT
General:
Several representors have provided qualified support for the concept of some form of scaled down medical facility being located on the site.
One representor has provided unqualified support, indicating a belief that the scale, location, parking and proposed business model are ideally situated on this site and will have no negative impact on the surrounding area or adjacent properties.

6. Assessment

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

6.2 The site is located within the Urban Mixed Use Zone of the *Hobart Interim Planning Scheme 2015*.

6.3 The existing use is service industry. The proposed use is Hospital Services, Business and Professional Services, and General Retail and Hire. The existing use is a discretionary use in the zone. The proposed uses are discretionary uses in the zone.

6.4 The proposal has been assessed against:

6.4.1 Part D - 15.0 Urban Mixed Use Zone

6.4.2 Part E - E2.0 Potentially Contaminated Land Code

6.4.3 Part E - E5.0 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

6.4.6 Part E - E13.0 Historic Heritage Code

6.4.7 Part E - E17.0 Signs Code

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

6.5.1 Non-Residential Use - Part D 15.3.1 P1, P2 and P4

6.5.2 Building Height - Part D 15.4.1 P1 and P2

6.5.3 Setback - Part D 15.4.2 P1 and P2

6.5.4 Design - Part D 14.4.3 P1

6.5.5 Passive Surveillance - Part D 14.4.4 P1

6.5.6 Landscaping - Part D 14.4.5 P1 and P2

6.5.7 Fencing - Part D 14.4.7 P1

6.5.8 Use Standards - Part E E2.5 P1

6.5.9 Excavation - Part E E2.6.2 P1

6.5.10 Road Access and Junctions - Part E E5.6.2 P2

6.5.11 Number of car parking spaces - Part E E6.6.1 P1

6.5.12 Design of Vehicular Access - Part E E6.7.2 P1

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

6.5.14 Standards for Signs - Part E E17.7.1 P1 and P2

6.6 Each performance criterion is assessed below.

6.7 Non-Residential Use - Part D 15.3.1 P1, P2 and P4

6.7.1 The acceptable solution at clauses 15.3.1 A1, A2 and A4 require non-residential uses to adhere to limits in relation to the hours of operation, noise emissions and commercial vehicle movements so as to not have an unreasonable negative impact on the surrounding residential amenity.

6.7.2 The proposal includes 24 hour operation, the potential for commercial vehicle movements outside of the permitted hours, and the potential for noise emissions to exceed the permitted standards.

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 clauses 15.3.1 P1, P2 and P4 provide as follows:

P1 - Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle

movements, noise or other emissions that are unreasonable in their timing, duration or extent.

P2 - Noise emissions measured at the boundary of the site must not cause environmental harm.

P4 - Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:

(a) the time and duration of commercial vehicle movements;

(b) the number and frequency of commercial vehicle movements;

(c) the size of commercial vehicles involved;

(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);

(e) noise reducing structures between vehicle movement areas and dwellings;

(f) the level of traffic on the road;

(g) the potential for conflicts with other traffic.

6.7.5 The proposal has been assessed by Council's Environmental Development Planner. Their full assessment is provided at Attachment E. In summary, the Environmental Development Planner has indicated that the documentation submitted fails to adequately address the performance criteria in terms of the increased noise emissions from the site resulting from the proposed use and operation of the site.

6.7.6 Notwithstanding this, it is noted that the performance criteria are not just limited to noise emissions from the site. They extend to include any emissions which may have an unreasonable impact on surrounding residential use due to their time, duration or extent.

6.7.7 Light emissions are another potential source of unreasonable impact for surrounding residential dwellings. Much like the noise, it is the 24 hour nature of the proposed use which shifts these impacts from being

potentially reasonable to being unreasonable. This is because both light spill from inside the hospital (through the window openings) and from the headlights of the vehicles of shift workers, emergency vehicles, and service vehicles (such as deliveries and waste removal) will all have the potential to impact upon the surrounding residences beyond the light intrusion that is currently experienced, or indeed that which might be experienced from a lesser scale building or from reduced hours of operation.

6.7.8 As such, it could be concluded that the proposed medical tenancies that occupy the first two floors of the building could be conditioned to operate as requested and the resulting impacts of this more limited intensity of use would not create an unreasonable negative impact upon the surrounding amenity.

6.7.9 Were this aspect of the use to be considered acceptable, the issue would still remain of the potential for noise disturbance created by the backup generator, as it is considered probable that the medical tenancies desired would have temperature-sensitive mediums for which the generator may start to operate in the instance of a power outage. As such, even were the hours of operation to reduce significantly, it would remain appropriate to condition for the re-location and sound baffling of the generator to ensure that noise emissions do not have an unreasonable impact on residential amenity

Similarly, were use limitations to be focused on the proposed medical tenancies that occupy the first two floors of the building, the matter of delivery vehicles would remain a potential cause of unreasonable negative impact for the surrounding residences. As such, it would be appropriate to condition that commercial vehicle movements to and from the site only occur within nominated hours.

6.7.7 The proposal does not comply with the performance criterion.

6.8 Building Height - Part D 15.4.1 P1 and P2

6.8.1 The acceptable solutions at clauses 15.4.1 A1 and A2 require the maximum overall building height to be 10m, with the maximum building height within 10m of a residential zone being 8.5m.

6.8.2 The proposal includes an overall maximum building height of 24.2m, with maximum building heights within 10m of a residential zone being 21.3m.

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 clauses 15.4.1 P1 and P2 provide as follows:

P1 - Building height must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the scale of nearby buildings;

(c) not unreasonably overshadow adjacent public space;

(d) allow for a transition in height between adjoining buildings, where appropriate;

P2 - Building height within 10 m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.

6.8.5 There are no Desired Future Character Statements for the Urban Mixed Use Zone. As such, the proposal cannot be inconsistent with them, and therefore meets part (a) of the performance criteria.

6.8.6 When assessing the height of the proposed new building, it is important to have regard to the Resource Management and Planning Appeal Tribunal (the Tribunal) decision in the matter of *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors [2017] TASRMPAT 19*. In paragraphs 82-88 of this decision, the Tribunal has considered the matter of the scale of development, and the compatibility of this scale with surrounding residential developments.

6.8.7 This Tribunal decision guides the assessment of scale to consider the form not just of immediately adjacent buildings, but of buildings which can reasonably be seen within the same view field as the proposal. The decision further identifies that this assessment should be considered for all facades of the proposed building, not just for the primary, New Town Road frontage.

6.8.8 With this understanding of what constitutes 'nearby' in mind, it is necessary to view the proposed development in the round, and to

consider the compatibility of the height of the proposed building with all nearby (surrounding) buildings. The surrounding area is predominantly characterised by one or two storey dwellings of a residential scale.

6.8.9 The height and scale of the proposed building is significantly larger than that which is prevailing, and is not compatible with the scale of nearby buildings. As such part (b) of this performance criteria is not met by the proposal.

6.8.10 Sun shadow diagrams provided by the applicant demonstrate that the building will only begin to overshadow adjacent public space (New Town Road) after 1pm on the winter solstice. This extent of overshadowing is not considered unreasonable, and as such part (c) of the performance criteria is met.

6.8.11 When assessing the transition of height between adjoining buildings, it is again important to have regard to the Tribunal decision in the matter of *9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors [2017] TASRMPAT 19.* In paragraphs 89-98 of this decision, the Tribunal has considered the matter of the transition of height between the proposed development and the existing adjacent buildings.

6.8.12 The Tribunal notes at paragraph 91 that:

> *"Transitions between adjoining buildings are common provisions in town planning controls. Obviously, the intent of such controls is to avoid discordant differences in building heights by requiring the design of higher buildings to have regard for, and a recognition of, lower building. Stepped buildings are one way to achieve a transition...."*

6.8.13 The proposed design does little to attempt to step the building down to provide a transition between the heights of the dwellings to the north or west. Where it has been incorporated, stepping within the built form is recessed in and at the upper most level. This does not provide a transition in height between adjoining buildings.

6.8.14 Whilst the heights are comparable, and there may broadly be considered to be a step between the dwelling to the south at 46 New Town Road, and the proposed building, it is again important to refer back to the above mentioned Tribunal decision. This decision looks to the built form of an existing adjacent dwelling to guide how appropriate the proposed transition in height may be.

6..8.15 In the current application, the surrounding (adjacent) buildings are all one and two storey residential dwellings of fairly traditional built form, with hipped or gable roof forms and masonry or weatherboard cladding.

6.8.16 As such, the proposed flat roof design of the building, presented as a solid block form with modern tilt panel concrete, steel accents and large glazing units, is not consistent with the built form of the surrounding buildings, and offers little or no transition between the site and its surrounds. As such, part (d) of this performance criteria is not met by the proposal.

6.8.17 The objective for this standard is: *"To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in the General Residential Zone or Inner Residential Zone."* The above assessment concludes that the proposed building does not contribute positively to the streetscape and will have an unreasonable impact on residential amenity of land in the Inner Residential Zone.

6.8.18 The proposal does not comply with the performance criterion.

6.9 Setback - Part D 15.4.2 P1

6.9.1 The acceptable solution at clauses 15.4.2 A1 requires buildings to be set back from the front boundary within 1m of the median setback of all buildings within 100m of the site in either direction on the same side of the road, which has in this case been calculated to be 1.6m.

6.9.2 The proposal includes a building that has no setback to the front boundary.

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 15.4.2 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 There are no Desired Future Character Statements for the Urban Mixed Use Zone. As such, the proposal cannot be inconsistent with them, and therefore meets part (a) of the performance criteria.

6.9.6 Given the variety of setbacks present in the street, it is not possible to establish a continuous building line. As such, when assessing the front setback of the proposed new building, it is important to have regard to the Resource Management and Planning Appeal Tribunal (the Tribunal) decision in the matter of 9 Sandy Bay Road Pty Ltd v Hobart City Council & Ors [2017] TASRMPAT 19. paragraph 52-54 of this decision defines compatible as:

"...To be compatible is to be consistent or congruous with that which comparison is required to be made. The Tribunal holds that to be "compatible" requires that the building height be capable of co-existing with the scale of nearby buildings.

The Tribunal defined the term 'compatible' in two recent decision: Henry Design & Consulting v Clarence City Council and Flood v George Town Council. In Henry Design, the Tribunal held at [50] that 'compatible' meant "not necessarily the same… but at least similar to, or in harmony or broad correspondence with the surrounding area".

The effect of the Tribunal's ruling in those cases, and the approach it adopts in this appeal, requires an outcome which is in harmony or broad correspondence with the surrounding area."

6.9.7 When assessing the street front setbacks of the surrounding properties, there is generally a trend for the larger buildings to the south to be located closer to the front boundaries, presenting a strong building line to the street. The properties to the north vary more, with outbuildings and verandahs closest to the street, but with softer, more broken built form presenting to the street frontage.

6.9.8 As such, the assessment turns on whether the proposed setback can co-exist with the setback of nearby buildings. Whilst there are other factors that render this proposal inappropriate for the site, the proposed front setback of itself is not unreasonable. The built form, height and scale of the building are not appropriate for the location, and these factors are compounded by the street front setback. However, a different built form, of a scale more comparable to those existing in the street, would be more acceptable at such a front setback. Accordingly, the proposal is considered to satisfy part (b) and (c) of the performance criteria.

6.9.9 Variations to the proposed setback are as a result of the deviations in the boundary, and are not used to break the massing of the building. As such, no entrapment spaces are created by the proposed New Town Road frontage setback. Accordingly, the proposal is considered to satisfy part (d) of the performance criteria.

6.9.10 The variation in building alignment along New Town Road is not large and as such the proposal is considered to satisfy part (e) of the performance criteria.

6.9.11 The proposal complies with the performance criterion.

6.10 Setback - Part D 15.4.2 P2

6.10.1 The acceptable solution at clauses 15.4.2 A2 require buildings to be set back half the height of the wall from any residential zone boundary.

6.10.2 The proposal includes a building that is 20.7m tall at a setback of 9.8m to the northern boundary, 20.7m tall at a setback of 3.7m to the western boundary, and 12.4m on the southern boundary.

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 15.4.2 P2 provides as follows:

Building setback from the General Residential or Inner Residential Zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by:

(a) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours;

(b) overlooking and loss of privacy;

(c) visual impact when viewed from adjoining lots,

taking into account aspect and slope.

6.10.5 The shadow diagrams provided demonstrate that the private open space for the adjacent dwellings in Clare Street (within the Inner Residential Zone) will be completely overshadowed by the proposed new building throughout the morning, until after 12pm on the winter solstice. Existing surrounding development will then see the rear yards approximately half in shadow by 3pm and completely shaded by 4pm. As such, the proposal fails to meet part (a) of the performance criteria in relation to these dwellings as there is not a minimum 3 hours of sunlight to the private open space.

6.10.6 The shadow diagrams provided demonstrate that the private open space for the adjacent dwellings in Seymour Street will be largely overshadowed by the proposed development early in the morning, with sunlight penetrating the majority of the rear yard by 10am. Existing surrounding development will then see the rear yards starting to be shaded around 2pm, and almost completely in shadow by 4pm. As such, these dwellings, whilst experiencing a loss of early morning sunlight will still receive around 4 hours of sunlight to their private open space. As such, the proposal meets part (a) of the performance criteria in relation to these dwellings.

6.10.7 The dwelling to the north of the application site will experience no increase in detriment in terms of overshadowing as a result of the development. As such, the proposal meets part (a) of the performance criteria in relation to this dwelling.

6.10.8 Windows on the southern facade of the proposed building are located 3.5m from the side boundary, have an internal sill height of 1.2m, and are

proposed to have 'window reveals' extending 500mm beyond the external wall to prevent overlooking of occupants of the adjacent dwellings and yards from inside the building. However, due to the gradients of the land in this area, there will still be uninterrupted views into these properties. As privacy measures have been implemented elsewhere, it is presumed that they are not desired by the applicant in this location, so conditioning their installation would not be appropriate. Accordingly, the proposal fails to meet part (b) of the performance criteria in relation to these dwellings.

6.10.9 Windows on the south western facade of the proposed building are to be located 3.5m from the rear boundary, have an internal sill height of 1.2m, and are proposed to have 'window reveals' extending 500mm beyond the external wall and angled fins within these reveals eliminating the ability to look down from these windows to prevent overlooking of occupants of the adjacent dwellings and yards from inside the building. It is considered that the combination of the fins and reveals is sufficient to ensure the privacy of the dwellings adjacent to the boundary for this section of the building.

6.10.10 Windows on the north western facade of the proposed building are to be located 5.5m from the rear boundary, have an internal sill height of 1.2m, and are proposed to have 'window reveals' extending 500mm beyond the external wall and angled fins within these reveals eliminating the ability to look down from these windows to prevent overlooking of occupants of the adjacent dwellings and yards from inside the building. It is considered that the combination of the fins and reveals is sufficient to ensure the privacy of the dwellings adjacent to the boundary for this section of the building.

6.10.11 Windows on the northern facade of the proposed building are proposed to be located 12.3m from the side boundary at their closest point, have an internal sill height of 1.2m, and are proposed to have 'window reveals' extending 500mm beyond the external wall to prevent overlooking of occupants of the adjacent dwellings and yards from inside the building. Due to the gradients of the land in this area, this is considered adequate to protect the privacy of occupants of the adjacent dwelling.

6.10.12 The residential properties to the south west of the development site on Clare Street currently back onto single storey additions to the existing building, which are set back approximately 4m from the rear boundary at the closest point of the building. Whilst larger than a domestic scale building, it is down hill slightly of the adjacent dwellings, and as such enables views over the building. The proposal would result in a wall which is in excess of 12m in height to be located on the rear boundary of these

dwellings. The visual impact of this will be significant in terms of closing off the field of view with a significant structure that will dominate the rear yards of the dwellings. Accordingly, the proposal fails to meet part (c) of the performance criteria in relation to these dwellings.

6.10.13 The residential properties to the north west of the development site on Seymour Street currently back onto a property with a setback of approximately 17m to the boundary at the closest point of the building. The building itself is also only two storeys currently. This means that these residences are not closed in or overwhelmed by the bulk or massing of the existing site development. The proposal would result in a wall which is in excess of 14m in height being located 5.5m from the rear boundary. The visual impact of this will be significant in terms of closing off the field of view with a significant structure that will dominate the rear yards of the dwellings. Accordingly, the proposal fails to meet part (c) of the performance criteria in relation to these dwellings.

6.10.14 The residential property to the north of the development site on New Town Road is currently set back approximately 36m from the nearest building, with landscaping and car parking in the intervening space. As such, there is limited, if any visual impact from the current site. The proposal would result in a wall which is in excess of 20m in height being located between 10.5m and 15.8m from the shared boundary. Given the setback in this location, and the proposed landscaping, it is considered that the increased visual impact from the proposed new building is not unreasonable. Accordingly, the proposal meets part (c) of the performance criteria in relation to this dwelling.

6.10.15 The proposal does not comply with the performance criterion.

6.11 Design - Part D 15.4.3 P1

6.11.1 The acceptable solution at clause 15.4.3 A1 requires for there to be no security shutters on frontages to public places.

6.11.2 The proposal includes a security screen door over the staff carpark entrance to the south of the main hospital entrance on the front facade.

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

6.11.4 The performance criterion at clause 15.4.3 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 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.

6.11.5 The proposed security door is to be clad in the same material as the adjacent wall so as to blend with the wall it is set into. As such, it will not present as a security door, but rather as an element of the facade. A security door is the only feasible way to secure this part of the building.

6.11.6 The proposal complies with the performance criterion.

6.12 Passive Surveillance - Part D 15.4.4 P1

6.12.1 The acceptable solution at clause 15.4.4 A1 requires that there are no entrapment spaces on the site.

6.12.2 The proposal includes less than 30% glazing to the front building facade at street level, and an entrapment space in the south eastern portion of the site, between the building and the rear of the property at 9A Clare Street.

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 15.4.4 P1 provides as follows:

> *Building design must provide for passive surveillance of public spaces by satisfying all of the following:*
>
> *(a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;*
>
> *(b) locate windows to adequately overlook the street and adjoining public spaces;*
>
> *(c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;*
>
> *(d) locate external lighting to illuminate any entrapment spaces around the building site;*
>
> *(e) provide external lighting to illuminate car parking areas and pathways;*
>
> *(f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;*
>
> *(g) provide for sight lines to other buildings and public spaces.*

6.12.6 The potential entrapment space at the rear of the property is not in an area where the general public will be directed, it is more an area that will be accessed by delivery vehicles and the like. As such, it will likely be used during the day and will be well lit whilst in use. It also backs onto the rear yard of the property at 9A Seymour Street, so any untoward activity in that space outside of daylight hours is likely to be witnessed / heard by the

adjacent residents.

6.12.7 The proposal complies with performance criterion.

6.13 Landscaping - Part D 15.4.5 P1 and P2

6.13.1 The acceptable solutions at clauses 15.4.5 A1 and A2 require landscaping along a frontage where the building setback is greater than 1m, and to a minimum depth of 2m to all boundaries abutting an Inner Residential Zone.

6.13.2 The proposal includes approximately 1m of landscaping adjacent to the carparking along the access strip from Clare street, 2m wide landscaping to the rear of 7 and 9 Seymour Street, less than 2m landscaping width to the rear of 5, 11 and 13 Seymour Street and 9A Clare Street, 2m wide landscaping to the southern side of 54 New Town Road, and no landscaping to the rear of 9 Clare Street.

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 clauses 15.4.5 P1 and P2 provide as follows:

P1 - Landscaping must be provided to satisfy all of the following:

(a) enhance the appearance of the development;

(b) provide a range of plant height and forms to create diversity, interest and amenity;

(c) not create concealed entrapment spaces;

(d) be consistent with any Desired Future Character Statements provided for the area.

P2 - Along a boundary with the General Residential Zone or Inner Residential Zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in the General Residential Zone or Inner Residential Zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zoned land.

6.13.5 The Clare Street frontage currently has a chain wire fence recessed approximately 5m into the site, and the whole width of this portion of the site is hard standing area for vehicle parking. It is proposed to construct a driveway with 90 degree parking along this portion of the site. There will be a large strip of landscaping, ranging between approximately 2m and approximately 4.5m along this south western site boundary. There will then be approximately 1m of landscaping between the car parking and the front boundary (except where the gas cutoff is located) that then wraps up the north eastern side boundary, adjacent to the residential property at 9A Clare Street. Whilst this landscaping does not meet the acceptable solution, there are no buildings within this portion of the site, and as such, the reduced landscaping is considered a general improvement on the current outlook from the adjacent properties, and on the existing streetscape views of the site. Notwithstanding this, should a permit issue for the proposed development, it is recommended that the gas valves be relocated to the southwestern side of the frontage, and rotate to sit along the boundary so as to reduce their visual impact when viewed from the road.

6.13.6 The residential properties to the north west of the development site on Seymour Street currently back onto a property with a setback of approximately 17m to the boundary at the closest point of the building. The building itself is also only two storeys currently. This means that these residences are not closed in or overwhelmed by the bulk or massing of the existing site development. The proposal would result in a wall which is in excess of 14m in height being located 3m from the rear boundary. The proposed landscaping in this strip is annotated as being "low native ground covers". There is also proposed to be a 2.1m high corrugated metal fence on the boundary. As such, the proposed landscaping will offer no benefit to the adjacent residential dwellings in terms of reducing the adverse impacts on the visual amenity from the proposed development. There are also no apparent building design solutions employed to assist in reducing such impacts upon these adjacent properties.

6.13.7 The residential properties to the south west of the development site on Clare Street currently back onto single storey additions to the existing building, which are set back approximately 4m from the rear boundary at the closest point of the building. Whilst larger than a domestic scale building, it is down hill slightly of the adjacent dwellings, and as such enables views over the building, as well as light to penetrate the rear of the residences. The proposal would result in a wall which is in excess of 12m in height being located on the rear boundary for all of 9 and half of

9A, with only ground cover provided for the section of the rear of 9A that does not have building. This ground cover will again be screened with a 2.1m high fence and as such offers no benefit in terms of reducing the adverse impacts on the visual amenity from the proposed development. There are also no apparent building design solutions employed to assist in reducing such impacts upon these adjacent properties.

6.13.8 The proposal does not comply with the performance criterion.

6.14 Fencing - Part D 15.4.7 P1

6.14.1 The acceptable solution at clause 15.4.7 A1 requires fencing within 4.5m of a frontage to have a maximum height of 1.5m.

6.14.2 The proposal includes replacement of all fencing, including within 4.5m of frontages with solid, corrugated metal 2.1m high fencing. The proposal also includes replacement and new gates and fencing to the Clare and Seymour Street frontages of an undisclosed height.

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 15.4.7 P1 provides as follows:

Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in the General Residential Zone or Inner Residential Zone which lies opposite or shares a common boundary with a site, having regard to all of the following:

(a) the height of the fence;

(b) the degree of transparency of the fence;

(c) the location and extent of the fence;

(d) the design of the fence;

(e) the fence materials and construction;

(f) the nature of the use;

(g) the characteristics of the site, the streetscape and the locality, including fences;

(h) any Desired Future Character Statements provided for the area.

6.14.5 The site is currently bounded by open chain wire fencing to both dwellings adjacent to the New Town Road and both dwellings adjacent to the Seymour Street frontages. The Clare Street frontage has a higher chain wire fence to the west and a lapped paling fence to the east, which angles down to the street front. The height and material for the remainder of the internal fencing (to the rear boundaries of the Clare and Seymour Street dwellings) is unknown.

6.14.6 The properties along Clare and Seymour Streets all have front fences and fences within 4.5m of the front boundary that are typically around 1-1.5m, increasing in height gradually further back in the site. As such, it is not appropriate to approve side fencing of a height of 2.1m in a solid material within 4.5m of the front boundary. Accordingly, it is considered appropriate to require a reduced fence height in this area to ensure that the proposed new fencing is compatible with the height of surrounding existing fences.

6.14.7 The height and material of the gates to the Clare and Seymour Street frontages has not been specified. As the Seymour Street frontage is within a Heritage Precinct, it is appropriate to condition that any proposed gate be of a material and height consistent with the surrounding properties in the street. As there are no high gates in the immediate area of the Clare Street frontage, it is considered appropriate to condition for the height and material of the proposed new gate to be consistent with those of surrounding properties.

6.14.8 The proposal complies with the performance criterion subject to the above mentioned conditions.

6.15 Potentially Contaminated Land Code - Use Standards - Part E E2.5 P1

6.15.1 The acceptable solution at clause E2.5 A1 requires certification by the Director of the Environment Protection Authority, or a person appointed by the Director, that the land is suitable for the intended use.

6.15.2 The proposal includes assessment and proposed contamination management measures to ensure that the site is suitable for the intended

use upon completion of works, but this has not been certified by the Director of the Environment Protection Authority, or a person appointed by the Director.

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 E2.5 P1 provides as follows:

Land is suitable for the intended use, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health or the environment that includes:
(i) an environmental site assessment;
(ii) any specific remediation and protection measures required to be implemented before any use commences; and
(iii) a statement that the land is suitable for the intended use.

6.15.5 The application has been assessed by Council's Senior Environmental Health Officer, who has provided the following comment:

P1(c) a plan to manage contamination and associated risk to human health or the environment was submitted (the Environmental Site Assessment) and it includes:
(i) An Environmental Site Assessment;
(ii) It outlines specific remediation and protection measures required to be implemented before any use commences. This will involve the preparation, submission and implementation of a Contamination Management Plan (CMP) prior to commencement of excavation works; and
(iii) An assessment against the suitability of the site for its intended use (against the NEPM requirements - Section 9) was conducted within the ESA and a land use suitability determination made. A statement that the land is suitable for the intended use has been made within the ESA's concluding Summary (Section 14.5).

6.15.6 The proposal complies with the performance criterion subject to condition.

6.16 Potentially Contaminated Land Code - Excavation - Part E E2.6.2 P1

6.16.1 There is no acceptable solution for E2.6.2 A1.

6.16.2 The proposal includes excavation on a contaminated site.

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

6.16.4 The performance criterion at clause E2.6.2 A1 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.*

6.16.5 The application has been assessed by Council's Senior Environmental Health Officer, who has provided the following comment:

> *The excavation does not adversely impact on health and the environment, having regard to (b) The CMP manages contamination and the associated risk to human health and the environment, and includes; (i) an Environmental Site Assessment (ESA), (ii) it details specific remediation and protection measures required to be implemented before excavation commences; and (iii) includes a statement that the excavation does not adversely impact on human health or the environment.*

6.16.6 The proposal complies with the performance criterion subject to condition.

6.17 Existing road accesses and junctions - Part E E5.5.1 P3

6.17.1 The acceptable solution at clause E5.5.1 A3 requires a maximum increase of 20% or 40 additional vehicle movements to be generated by a development.

6.17.2 The proposal includes more than 20% or 40 additional vehicle movements being generated by the development.

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 E5.5.1 P3 provides as follows:

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

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

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

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

(d) the nature and category of the road;

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

(f) any alternative access to a road;

(g) the need for the use;

(h) any traffic impact assessment; and

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

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

The development accesses to the road network which has a speed limit of 50km/h and the traffic generation by the development will exceed the 20% increase or 40 vehicle requirement of the acceptable solution and is to be assessed against the

performance criteria. There are three proposed vehicular access points, two from New Town Road and one from Clare Street. A Traffic Impact Assessment was submitted with the application that assessed the impact of the traffic generated by the development on the road network and intersection/junction capacity. The assessment has reviewed the existing road and traffic environment in the area of the development site and found there currently are no significant traffic issues of concern. The Traffic impact assessment identified that intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The Traffic Impact Assessment states that the conflicting traffic volume at the development site driveway with Clare Street will only be less than 30% of this maximum conflicting traffic volume and the driveway access at the Warragul Avenue and New Town Road intersection will be well less than capacity. The TIA has concluded that there are no issues or concerns identified with the location of the driveways and their full use by all vehicle movements and the overall proposed development will not create any operational issues and is supported on traffic grounds.

Performance Criteria – 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; - The traffic generated by the proposed development is likely to be up to 386 vehicle trips/hour during peak times. The TIA has concluded that there are no issues or concerns identified with the location of the driveways and their full use by all vehicle movements and the overall proposed development will not create any operational issues and is supported on traffic grounds.

(b) the nature of the traffic generated by the use; - All traffic generated by the proposed development will be from the hospital and commercial tenancies including domestic and commercial vehicles and is compatible with the existing traffic utilising New Town Road and Clare Street near the subject site.

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

Traffic Impact Assessment states that the conflicting traffic volume at the development site driveway with Clare Street will only be less than 30% of the maximum conflicting traffic volume of 1,500 vehicles /hour and the driveway access at the Warragul Avenue and New Town Road intersection will be well less than capacity.

(d) the nature and category of the road; - New Town Road is a major road carrying approximately 8,000 vehicles/day. Clare Street is a minor road carrying approximately 3,200 vehicles/day. The TIA has stated the overall proposed development will not create any operational issues and is supported on traffic grounds.

(e) the speed limit and traffic flow of the road; - The general urban speed limit of 50-km/h applies to New Town Road and Clare Street. This speed limit is appropriate for the nature of the development.

(f) any alternative access to a road; - No alternative access is possible for the proposed development.

(g) the need for the use; - The need for the use has not been assessed in this report.

(h) any traffic impact assessment; and - A Traffic Impact Assessment was submitted. The TIA has concluded that there are no issues or concerns identified with the location of the driveways and their full use by all vehicle movements and the overall proposed development will not create any operational issues and is supported on traffic grounds.

(i) any written advice received from the road authority. - The road authority (Council) was requested to provide comments, however comments were not provided.

Based on the above assessment and given the submitted documentation, the proposed accesses may therefore be accepted under Performance Criteria P3:E5.5.1 of the Planning Scheme.

6.17.6 The proposal complies with the performance criterion.

6.18 Number of car parking spaces - Part E E6.6.1 P1

6.18.1 The acceptable solution at clause E6.6.1 A1 requires 330 car parking spaces for the proposal.

6.18.2 The proposal includes 235 car parking spaces.

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 E6.6.1 P1 provides as follows:

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

(a) car parking demand;

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

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

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

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

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

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

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

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

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

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

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

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

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

HIPS Table E6.1 identifies that a hospital is to provide 1 car parking space per 40m2 of floor area and 1 car parking space per 30m2 floor area for business and professional services. The total number of car parking spaces required to meet the acceptable solution for the development is 330. The total number of car parking spaces proposed for the site is 235 (including 6 parking spaces for people with disabilities and complies with BAC requirements). The deficiency in car parking spaces is 95.

Performance Criteria - P1:
The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand; - The Traffic Impact Assessment provided with the application indicates that the provision of 235 on-site car parking spaces will sufficiently meet the likely demands associated with the development when considering applicable factors such as modal split, for which RTA guide indicates is 66% (car use) at medical centres, easy access to public bus services and the supply of motorcycle and bicycle parking spaces for employees and the public.

(b) the availability of on-street and public car parking in the locality; - There is a relatively large supply of on-street parking in the surrounding road network. Much of the available parking is in the form of time-restricted parking, with authorised residents excepted. Observations indicate that [there] is a large pool of

parking that would be available to meet the potential demands of visitor and overflow parking, particularly after normal working hours.

(c) the availability and frequency of public transport within a 400m walking distance of the site; - Metro Tasmania operate regular bus services along New Town Road with a bus stop on both sides of the road with in the frontage of the development.

(d) the availability and likely use of other modes of transport; - Other modes of transport [are] available. The developer proposes to provide 58 bicycle parking spaces and 16 parking spaces for motorcycles which exceeds the requirements of HIPS for bicycle and motor cycle parking spaces, therefore provides some compensation for the deficiency in car parking spaces.

(e) the availability and suitability of alternative arrangements for car parking provision; - No alternative parking provision is available or considered necessary.

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; - The development proposes a mixed use of hospital and the commercial tenancies. Although it is not known what the tenancies will be it is considered that it is likely the sharing of car parking spaces will occur by the multiple uses.

(g) any car parking deficiency or surplus associated with the existing use of the land; - Not applicable.

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; - Not applicable.

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; - Not applicable.

(j) any verified prior payment of a financial contribution in lieu of

parking for the land; - Not applicable.

(k) any relevant parking plan for the area adopted by Council; - Not applicable.

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; - Not applicable.

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - No impact.

Based on the above assessment and given the submitted documentation, the parking provision may be accepted under Performance Criteria P1:E6.6.1 of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

6.18.6 The proposal complies with the performance criterion.

6.19 Design of Vehicular Access - Part E E6.7.2 P1

6.19.1 The acceptable solution at clause E6.7.2 A1 requires non-domestic driveways not to be located opposite street intersections.

6.19.2 The proposal includes a non-domestic driveway directly opposite Warrugal Avenue.

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 E6.7.2 P1 provides as follows:

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

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

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

(c) suitability for the type and volume of traffic likely to be

generated by the use or development;

(d) ease of accessibility and recognition for users.

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

The existing crossover from New Town Road for the southern access to the site is proposed to be altered and also the use is proposed to intensify as a result of accessing 69 proposed car parking spaces. This access is located opposite Warrugal Avenue within the intersection of New Town Road and Warrugal Avenue. To comply with section 3.2.3 of AS/NZS 2890.1:2004 and figure 3.1 "Prohibited Locations of Access Driveways" no non domestic driveways are to be located on the opposite side of intersections with in the area marked Y-Y on figure 3.1 "Prohibited Locations of Access Driveways". A Traffic Impact Assessment has provided an assessment of the Warrugal Avenue and New Town Road intersection including the car park access within the prohibited location and determined the driveway access should be supported at the proposed location as this intersection will be well less than the 1,500 vehicles/hour conflicting approach traffic volumes capacity for intersections and junctions. The Traffic Impact Access states the sight distances, width and gradients of all accesses will meet AS/NZS 2890.1:2004. The new location for the northern access from New Town Road is proposed to be provided in accordance with AS/NZS 2890.1:2004.

(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" AS2890.2-2002 Parking Facilities Part 2: Off-street commercial vehicle facilities. The commercial vehicle access is proposed from the Clare Street access to the site and is proposed to comply

Performance Criteria - P1:
Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:
(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; - Feasible
(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; - Feasible

(c) suitability for the type and volume of traffic likely to be generated by the use or development; - Feasible
(d) ease of accessibility and recognition for users. - Feasible

Based on the above assessment and given the submitted documentation, the location of the southern access off New Town Road ...may be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme.

6.19.6 The proposal complies with the performance criterion.

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

6.20.1 The acceptable solution at clause E6.7.5 A1 requires parking areas to be designed and constructed in accordance with section 2 of the Australian Standard.

6.20.2 The proposal includes a parking area that does not comply with section 2 of the Australian Standard.

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

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

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

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

Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - Feasible
Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - Feasible
Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - Complies
Parking Space Gradient (5%): - The majority of parking spaces will meet the AS2890.1 requirements, however there are seven parking spaces located in the car park off Clare Street that will have cross sectional gradient of approximately 12% that do not meet the AS2890.1 requirement of 6.25%. The Traffic Impact Assessment has identified that these parking spaces are

proposed to be 3.5m wide instead of the standard 2.5m width of a car parking space to compensate for the steepness in gradient by providing more side clearance for door opening and maneourving on the grade. The car park off Clare Street is for staff parking and accessed by a secure gate. It is considered acceptable under the performance criteria
Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - Feasible
Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - N/A
Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - The majority of parking modules will meet the AS2890.1 requirements, however there are seven parking spaces located in the car park off Clare Street will have parking module gradients of approximately 12% that do not meet the AS2890.1 requirements. The Traffic Impact Assessment has identified that these parking spaces are proposed to the 3.5m width instead of the standard 2.5m width of a car parking space to compensate for the steepness in gradient by providing more side clearance for door opening and maneourving on the grade. The gradients of maneourving areas off Clare Street will be approximately 12%, 10% is generally acceptable under performance criteria. As the car park off Clare Street is for staff parking and the uses will become familiar with the site then it is considered acceptable under the performance criteria
Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): - Feasible
Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible
Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible
Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - There are two blind aisle arrangements proposed that do not provide for end widening or suitable maneouvring area for some parking spaces. The developer proposes Jockey Parking in this situation. The parking spaces associated with the Jockey Parking arrangement are proposed to be for staff parking and is considered acceptable under performance criteria
"Jockey Parking" (Performance Assessment): - Jockey Parking is proposed for five parking spaces and are proposed for staff parking. Although Jockey Parking arrangements for commercial uses are not desirable in this instance it is acceptable under Performance Criteria.

Performance Criteria - P1:
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. - Feasible

6.20.6 The proposal complies with the performance criterion.

6.21 Standards for Signs - Part E E17.7.1 P1 and P2

6.21.1 The acceptable solution at clauses E17.7.1 A1 and A2 require a maximum of one of each sign type per frontage, and a maximum wall sign size of 2m^2 and a maximum lettering height of 450mm.

6.21.2 The proposal includes three wall signs on the eastern (front) elevation. Two of the signs are identical and are approximately 2.3m high and 6.2m wide, with lettering up to 1.2m high. The third sign is approximately 1.2m high, and 10.5m wide, with lettering up to 1.2m high. There is also a wall sign on the western facade which is approximately 2.2m high, and 5.3m wide, with lettering up to 1.2m. All signs are proposed to be back lit.

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

6.21.4 The performance criterion at clauses E17.7.2 P1 and P2 provide as follows:

P1 - A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;

(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;

(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;

(d) not result in loss of amenity to neighbouring properties;

(e) not involve the repetition of messages or information on the same street frontage;

(f) not contribute to or exacerbate visual clutter;

(g) not cause a safety hazard.

P2 - The number of signs per business per street frontage must:

(a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;

(b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;

(c) not involve the repetition of messages or information.

6.21.5 When viewing the building as a whole, the signage does not appear to be unreasonable in scale. However, due to the scale of the building, the scale of the signage is quite significant. When viewing the site from the street, the signage proposed at ground level is 1.2m high, which will dominate the perception of the building. As such, the two ground level signs are not supported and a condition should be included if a permit is granted requiring the removal of these signs.

6.21.6 There is no detail of the proposed signage material included on the architectural drawings. However, it is reasonable to condition that the approved signs be maintained in good condition at all times. As such, should a permit be granted a condition should be included to this effect.

6.21.7 Several representors expressed concern that the proposed back lighting of the signage will result in unreasonable light spill and amenity impacts for residences facing the signs. It is proposed to back-light the signs, which will reduce the potential for light spill. However, it is not considered appropriate for the sign to the rear of the building which faces residential back gardens to be illuminated. As such, should approval be granted, a condition should be included to remove the illumination of this sign. Similarly, whilst there are already streetlights and vehicle headlights along New Town Road which will result in some light spill into the nearby residences facing this facade, it is considered that the back lighting of the hospital signage should not result in unreasonable loss of amenity for those residences. As such, it is considered appropriate to only have the signage illuminated during the hours that the building is open to the public

(other than overnight patients). Accordingly, should a permit issue for the proposal, a condition should be included that restricts the hours of illumination of the sign to between 6:30am and 8pm Monday to Friday and between 7:30am and 3:30pm Saturdays. The signage illumination should be controlled with an automated system which is maintained for the duration of the approved use of the site.

6.21.8 The eastern (front) elevation includes two identical signs. This is not supported. The removal of one of the signs can be conditioned as detailed above at paragraph 6.20.5.

6.21.6 The proposal complies with the performance criterion, subject to the above specified conditions.

7. Discussion

7.1 Planning approval is sought for Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works.

7.2 The application was advertised and received fifty two (52) representations objecting to, one (1) representation supporting, and one (1) representation who's position was unclear. The representations raised concerns including Section 52 of LUPAA, Building Height, Building Setback, Scale / Visual Bulk / Building Massing, Overshadowing / Loss of Solar Access, Building Materials / Design, Views, Privacy, Noise, Light Spill, Health Impacts, Parking, Traffic, Pedestrian Safety, Bicycle Parking Location, Use, Un-allocated Tenancies, 24 hour operation of site, Smokers, Lack of Streetscape / Neighbourhood Compatibility, Heritage Considerations, Removal of Sculpture through Building Demolition, Planning Scheme Compliance, Landscaping, Proposed Signage, Extent of Excavation, External Waste Storage, Location of Service Infrastructure / Storage Areas, Sub-station, Volatile substance storage, Contamination Assessment and Management, Construction Impact and Accuracy of Documents.

7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered not to perform well.

7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Environmental Development Planner, Road Services Engineer, Stormwater Assets Officer, and Manager Traffic Engineering. The officers have raised no objection to the proposal, subject to conditions.

7.5 The proposal was referred to TasWater, who have provided conditions for inclusion should a permit be granted.

7.6 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works at 46, 48-50, and 52 New Town Road, and 7a Clare Street, New Town 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 Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works at 46, 48-50, and 52 New Town Road, and 7a Clare Street, New Town for the following reasons:

1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.3.1 P1 of the *Hobart Interim Planning Scheme 2015* because the proposed hours of operation of the 24 hour hospital component of the development will have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.3.1 P4 of the *Hobart Interim Planning Scheme 2015* because the potential timing of commercial vehicle movements could result in unreasonable adverse impact upon residential amenity.

3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.1 P1 of the *Hobart Interim Planning Scheme 2015* because the proposed building is not consistent with the built form of the surrounding buildings, offers little or no transition between the site and its surrounds, does not contribute positively to the streetscape and will have an unreasonable impact on residential amenity of land in the Inner Residential Zone.

4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.1 P2 of the *Hobart Interim Planning Scheme 2015* because the proposed building is not compatible with the built form of the surrounding buildings.

5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.2 P2 of the *Hobart Interim Planning Scheme 2015* because it does not prevent unreasonable adverse impacts on residential amenity by overshadowing, overlooking, and visual impact from adjoining Inner Residential Zoned Properties.

6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 15.4.5 P1 of the *Hobart Interim Planning Scheme 2015* because the extent, location and proposed species for the landscaping of the site is not sufficient to enhance the appearance of the development, or to avoid unreasonable adverse impact on the visual amenity of adjoining land in the Inner Residential Zone.

(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.

(Cameron Sherriff)
Acting Senior Statutory Planner

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

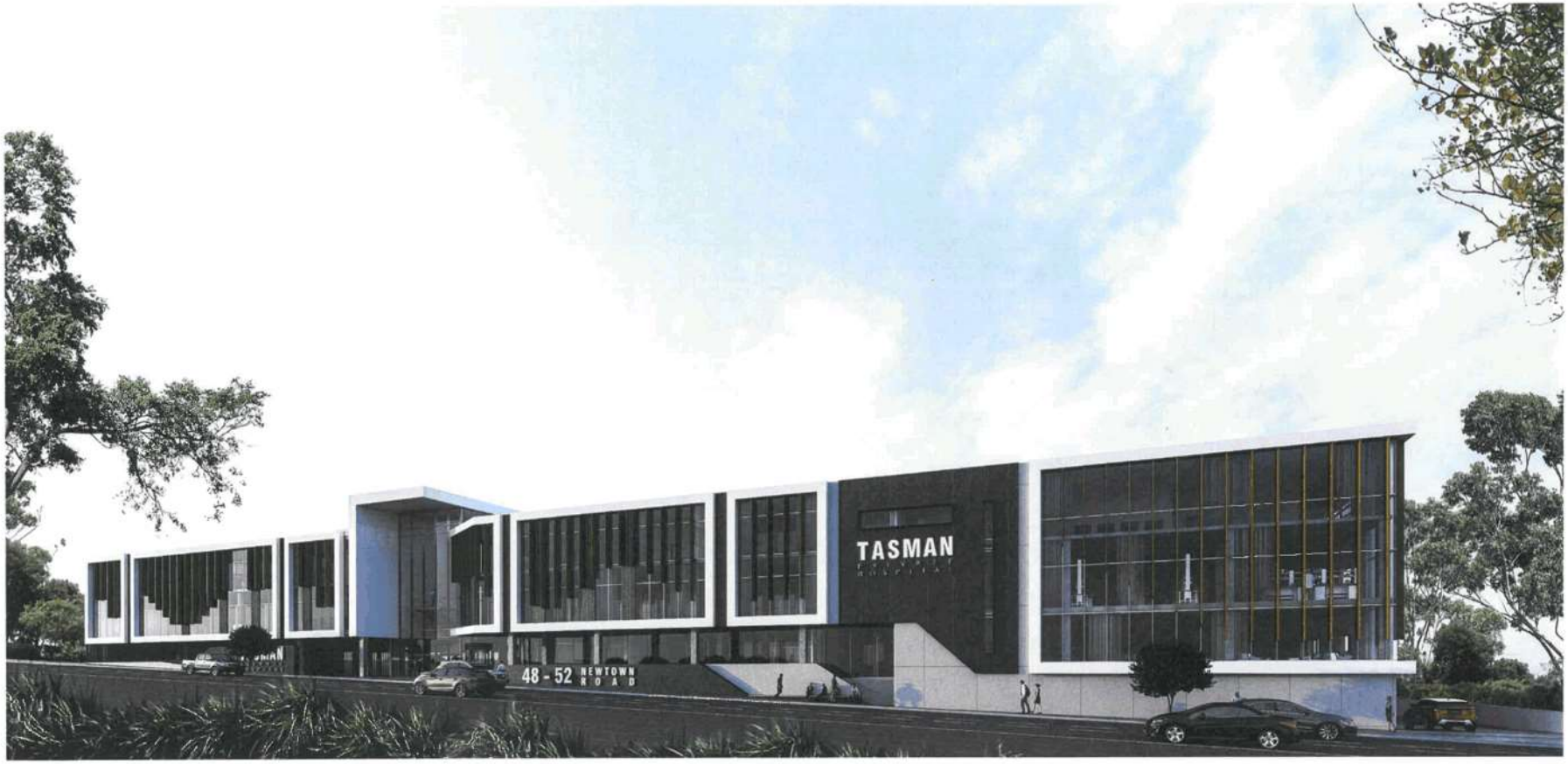
Date of Report: 7 October 2019

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - CPC Supporting Documents

Attachment D - Referral Officer Report (Environmental Development Planner)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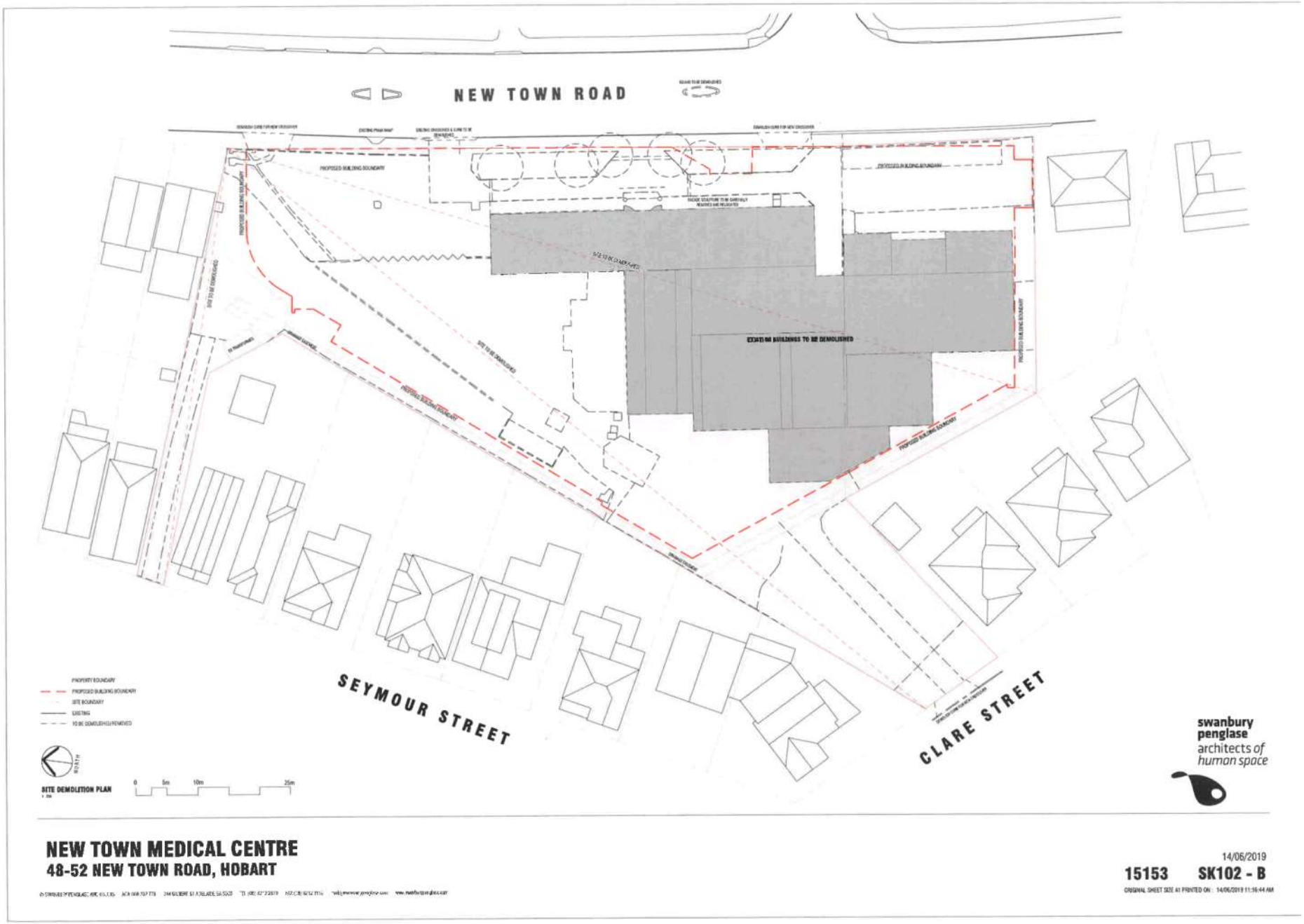
48 - 52 NEWTOWN ROAD


TASMAN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SITE TO BE DEMOLISHED
EXISTING BUILDINGS TO BE DEMOLISHED
SEYMOUR STREET
CLARE STREET
PROPERTY BOUNDARY
PROPOSED BUILDING BOUNDARY
SITE BOUNDARY
EXISTING
TO BE DEMOLISHED/REMOVED
NORTH
SITE DEMOLITION PLAN
0
5m
10m
25m
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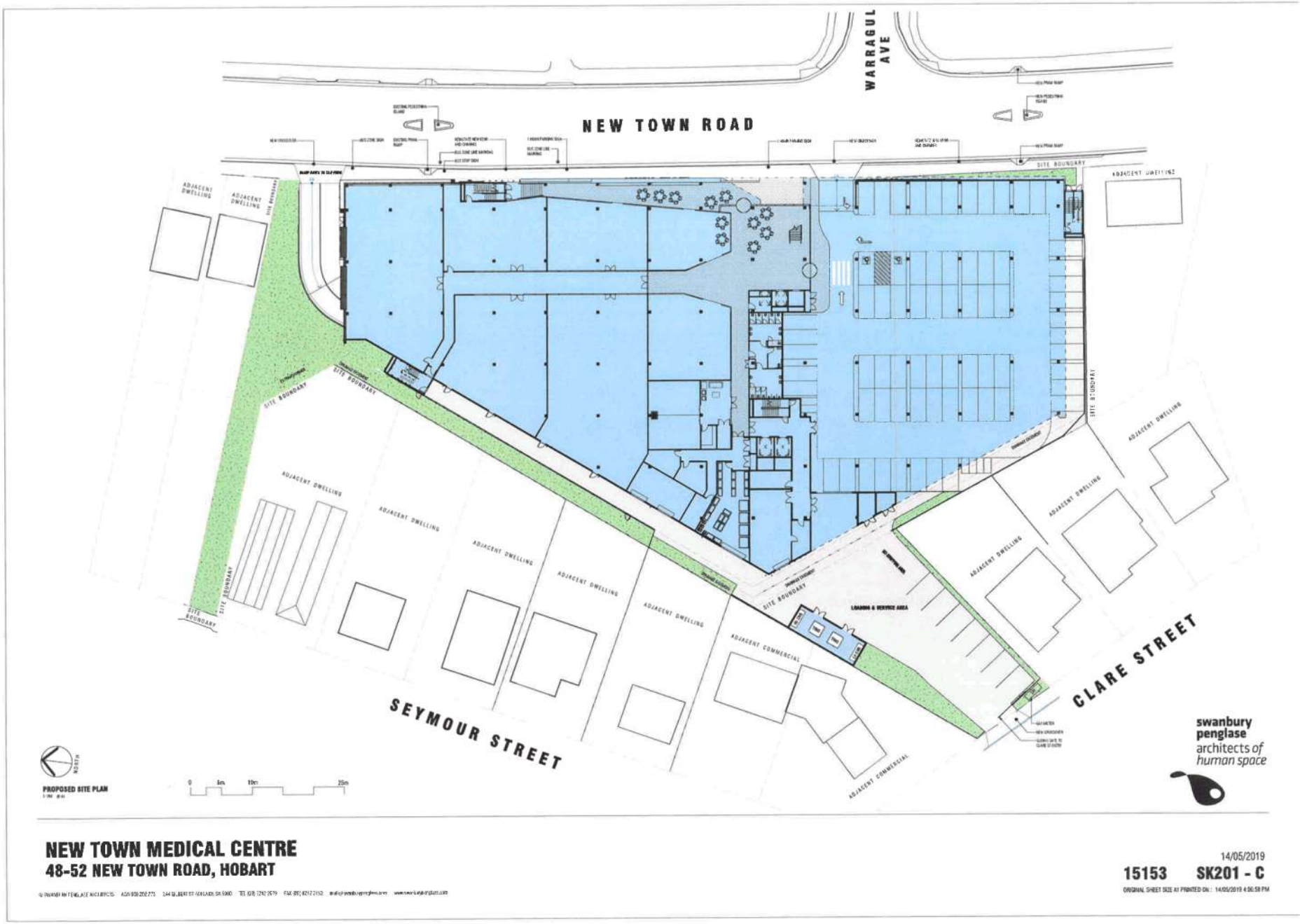
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
14/06/2019
15153
SK102 - B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NEW TOWN ROAD
SITE BOUNDARY
ADJACENT DWELLING
ADJACENT COMMERCIAL
LOADING & SERVICE AREA
SEYMOUR STREET
CLARE STREET
PROPOSED SITE PLAN
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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
14/05/2019
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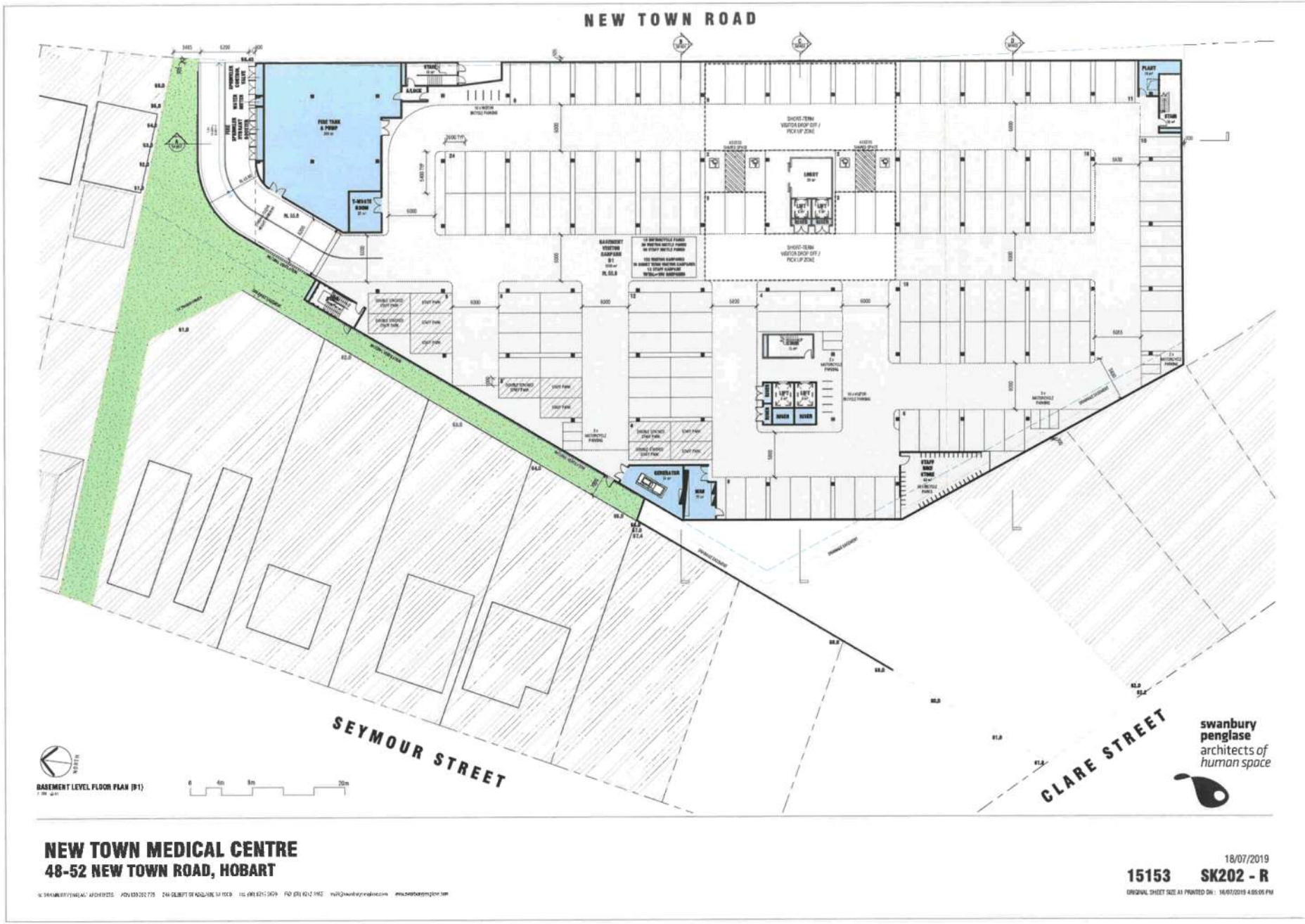
SK201 - C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SEYMOUR STREET
CLARE STREET
BASEMENT LEVEL FLOOR PLAN (B1)
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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
18/07/2019
15153
SK202 - R


NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
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PHASE 2 - GROUND LEVEL FLOOR PLAN (LO)
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48-52 NEW TOWN ROAD, HOBART
14/05/2019
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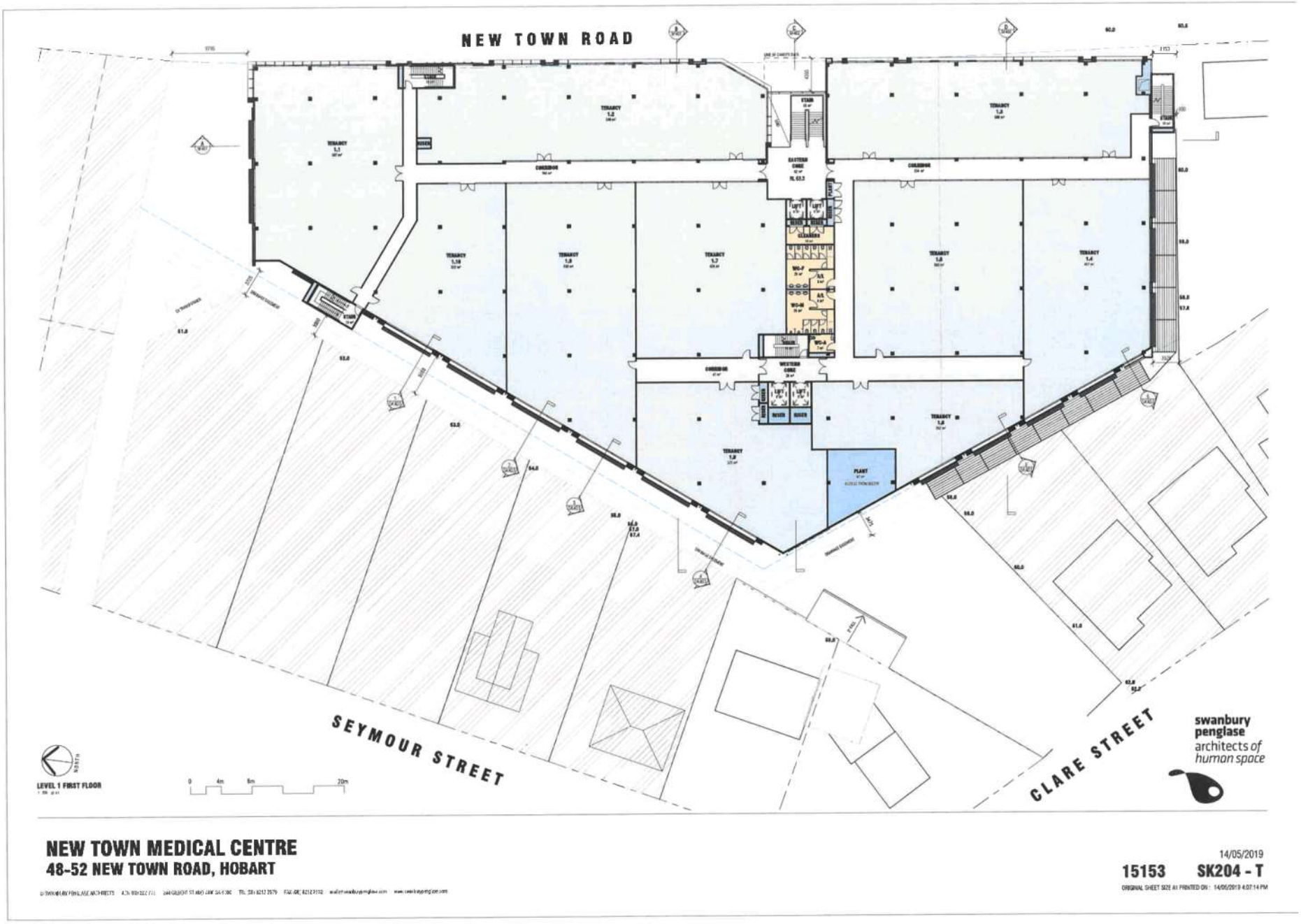
SK203 - R


NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
LEVEL 1 FIRST FLOOR
0 4m 8m 20m
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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
14/05/2019
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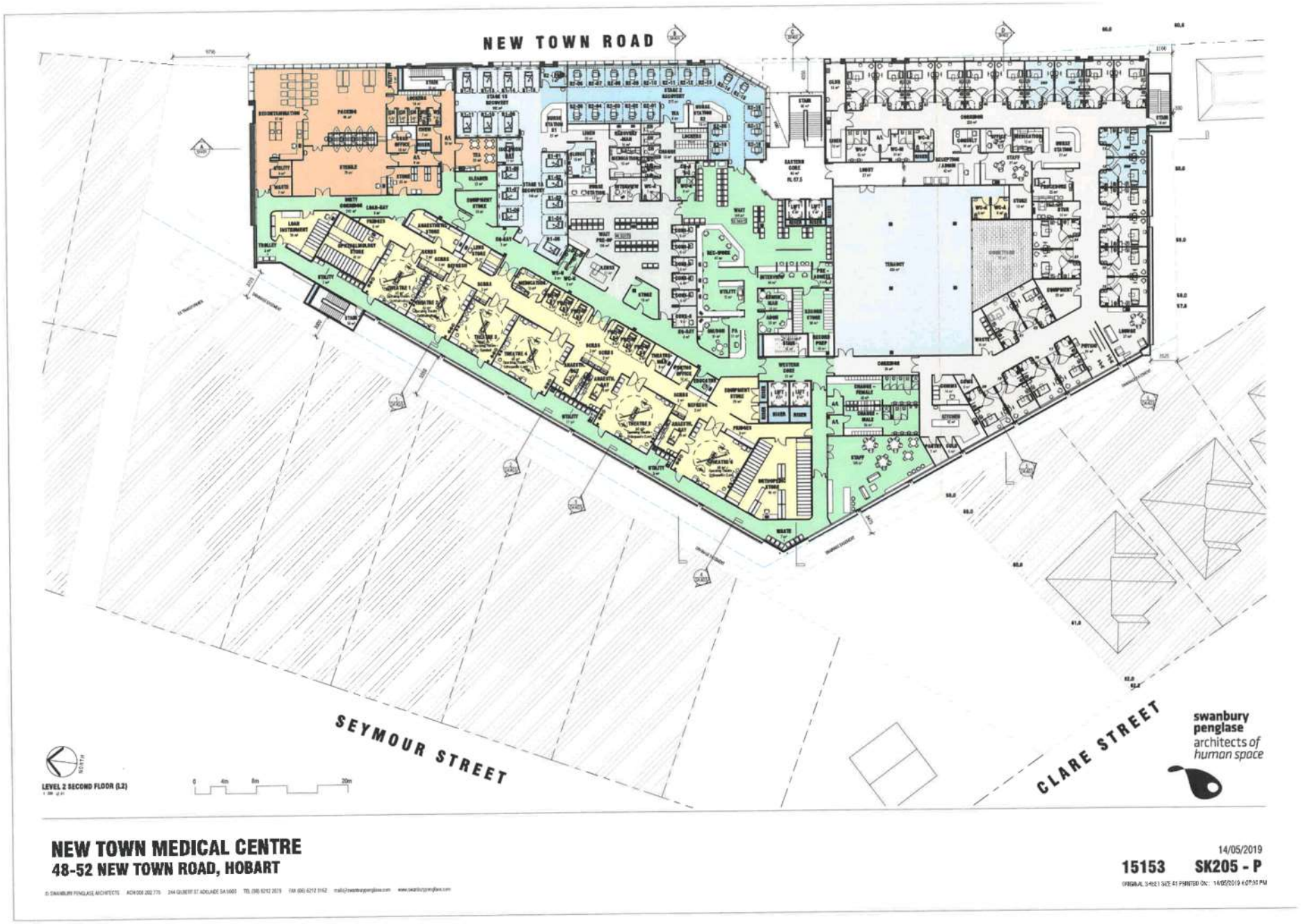
SK204 - T


NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
LEVEL 2 SECOND FLOOR (L2)
0
4m
8m
20m
swanbury penglase
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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
14/05/2019
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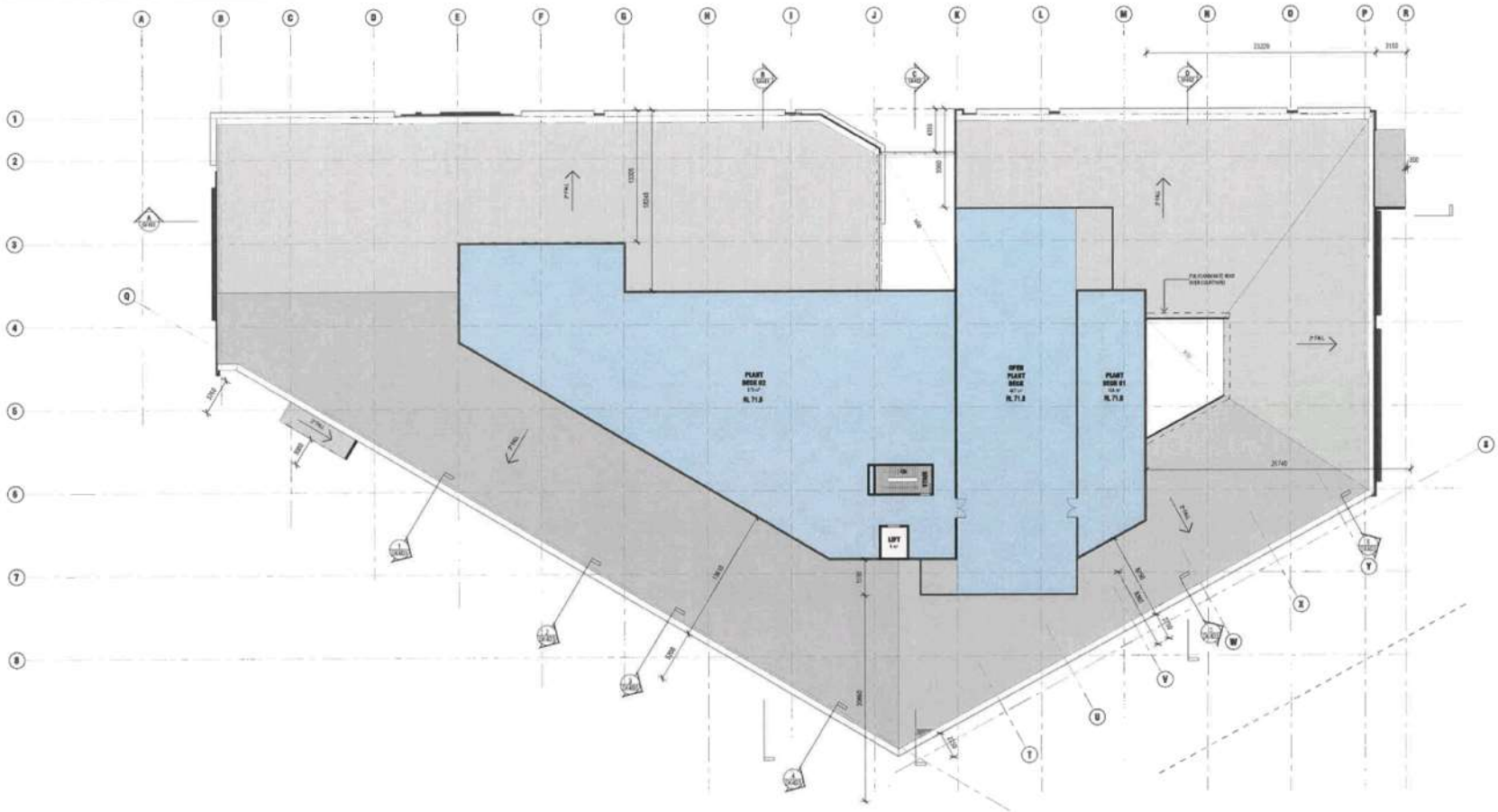

ROOF PLANT PLAN

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
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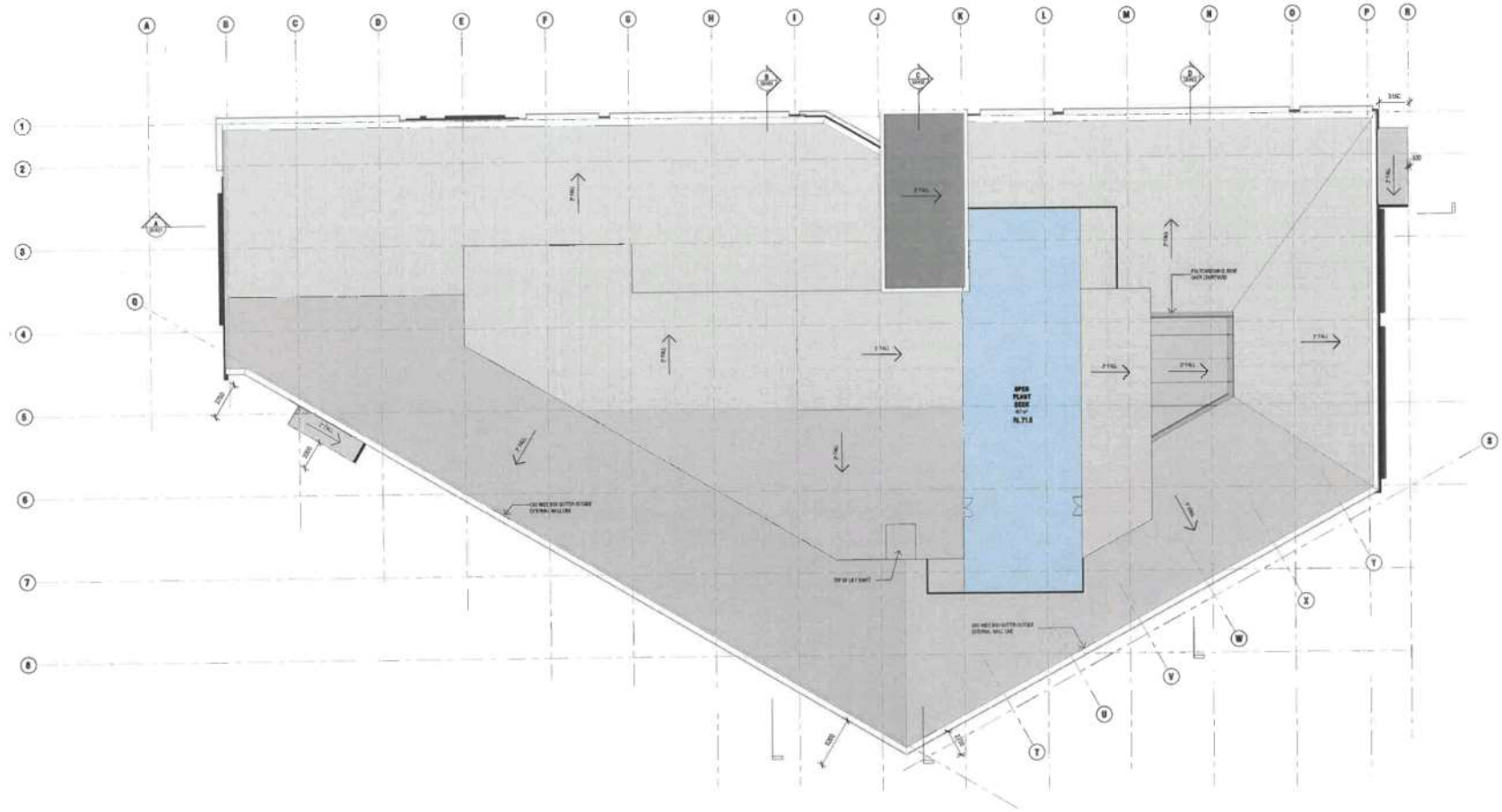

ROOF PLAN

0 4m 8m 20m

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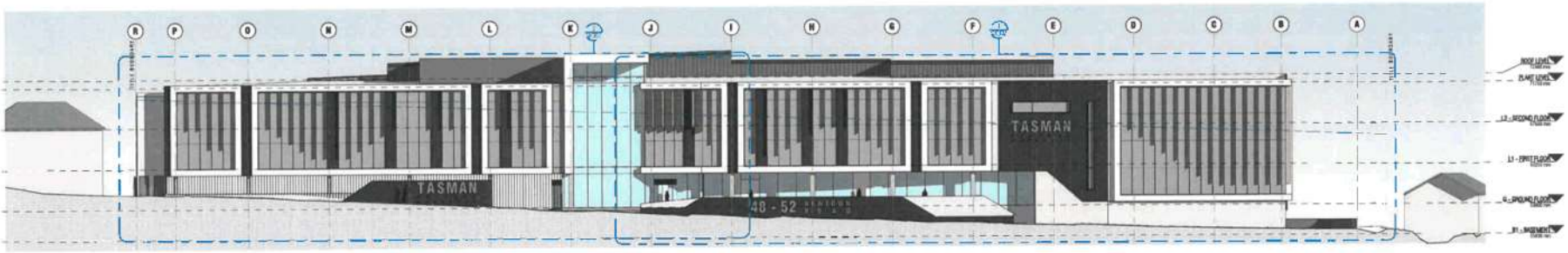
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK207 - J

STREETSCAPE ELEVATION - EAST



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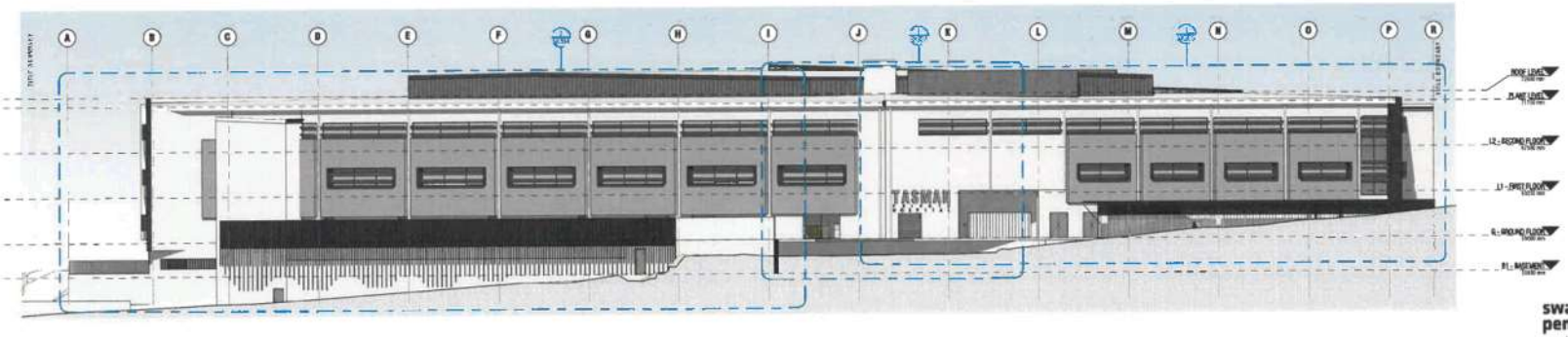

WEST ELEVATION - OVERALL

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

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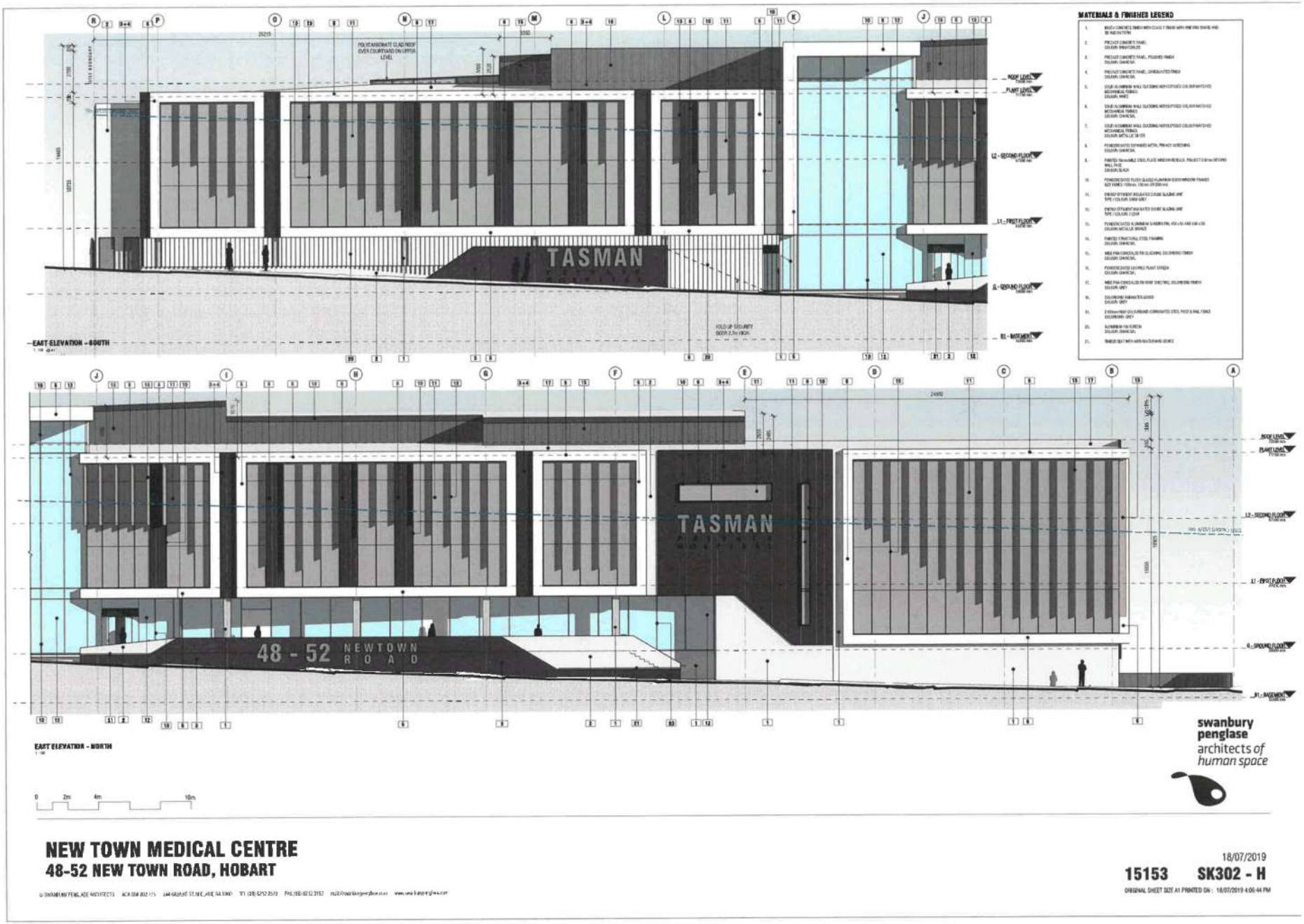
MATERIALS & FINISHES LEGEND
EAST ELEVATION - SOUTH
TASMAN
EAST ELEVATION - NORTH
48 - 52 NEWTON ROAD
TASMAN
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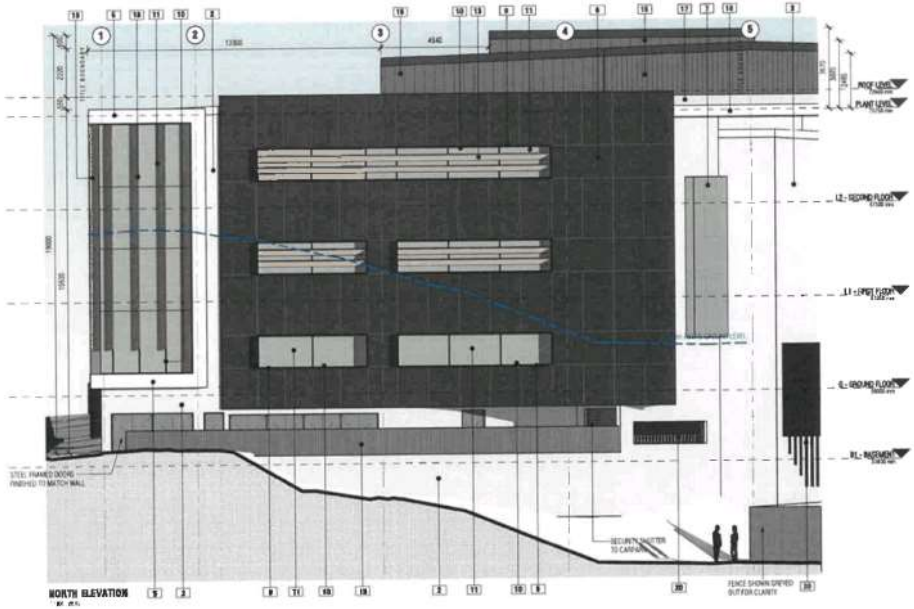

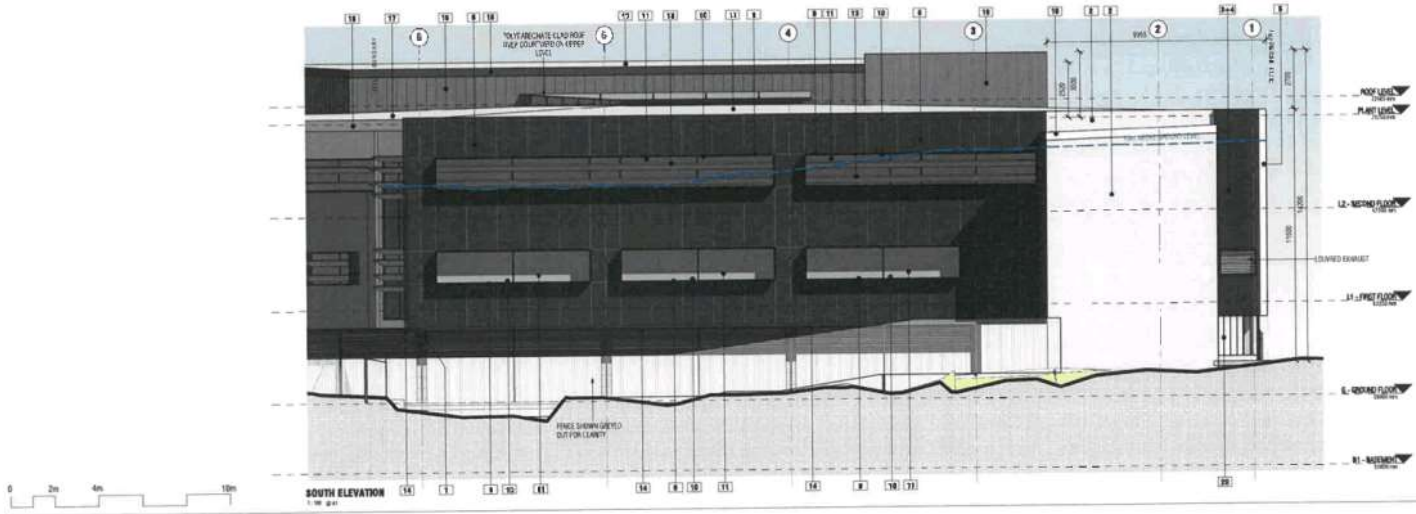

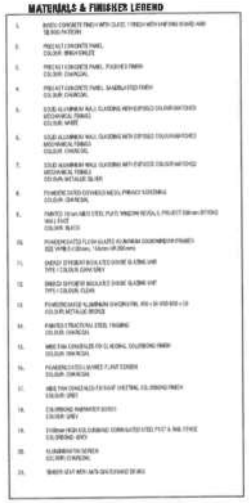

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

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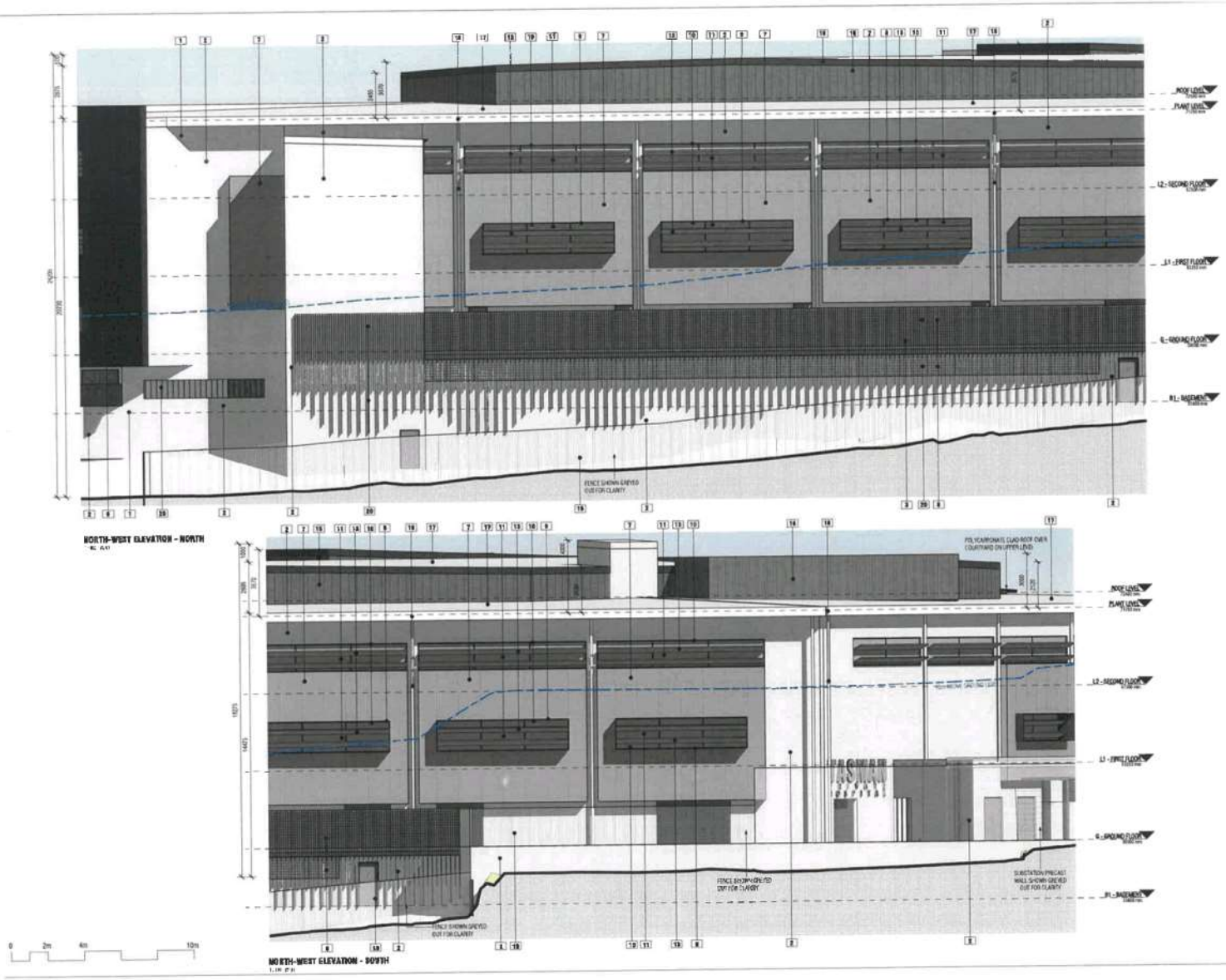

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NEW TOWN MEDICAL CENTRE
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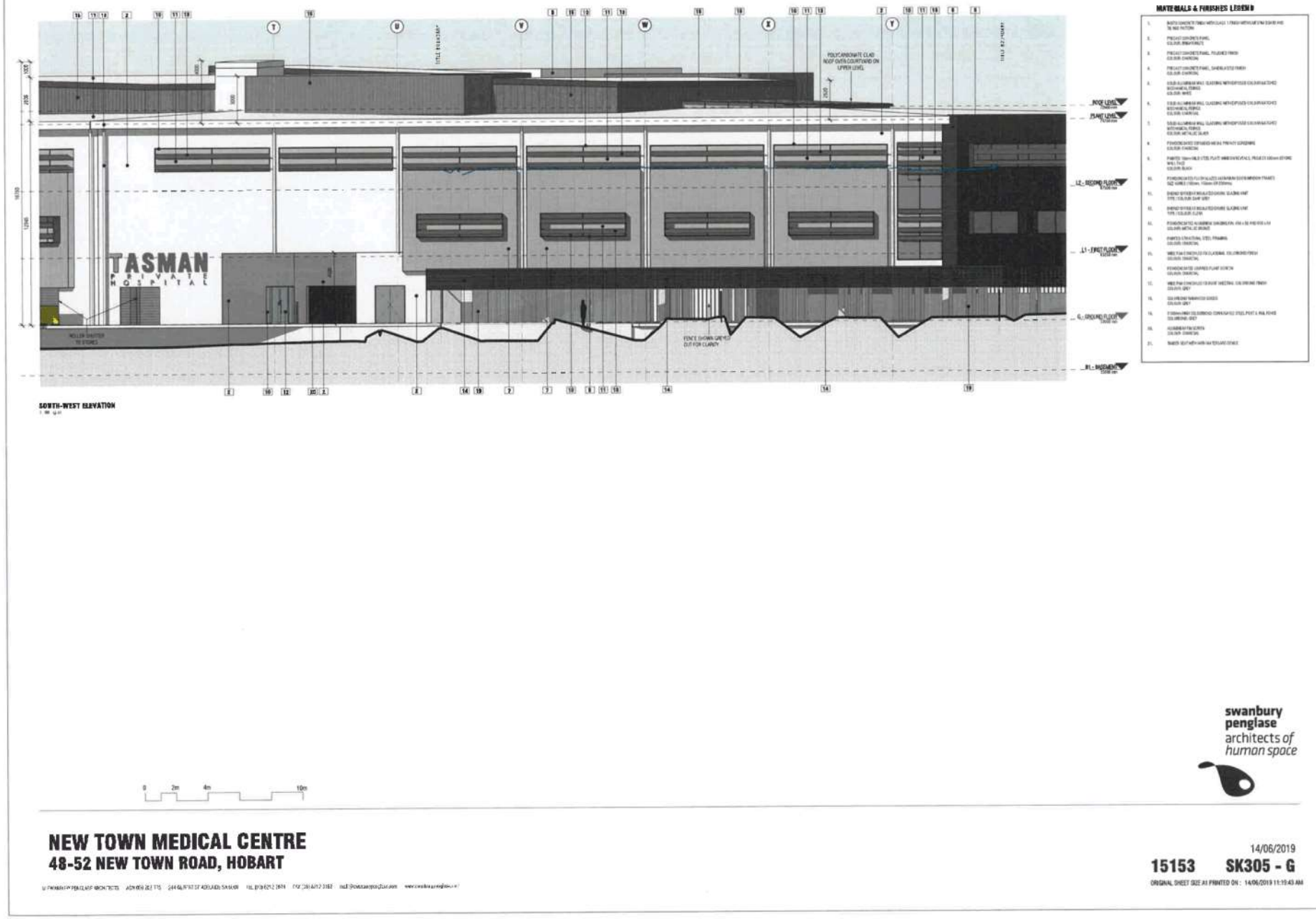
TASMAN
PRIVATE
HOSPITAL
POLYCARBONATE CLAD ROOF OVER COURTYARD ON UPPER LEVEL
ROOF LEVEL
PLANT LEVEL
L2 - SECOND FLOOR
L1 - FIRST FLOOR
G - GROUND FLOOR
B1 - BASEMENT
FENCE SHOWN GREYED OUT FOR CLARITY
MATERIALS & FINISHES LEGEND
SOUTH-WEST ELEVATION
0
2m
4m
10m
swanbury penglase
architects of human space
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
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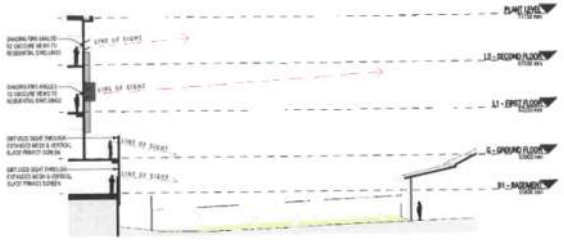

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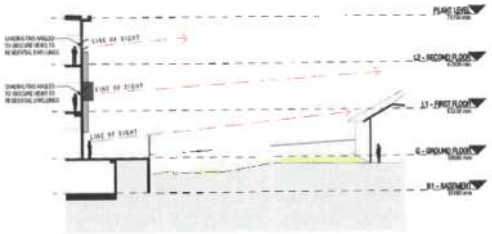

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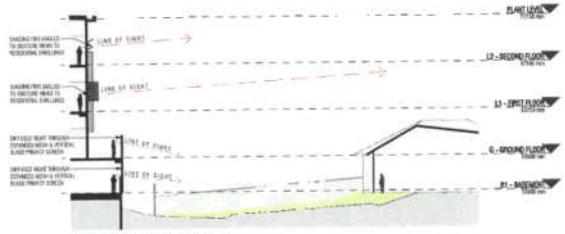

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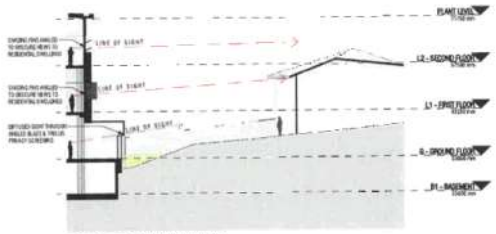

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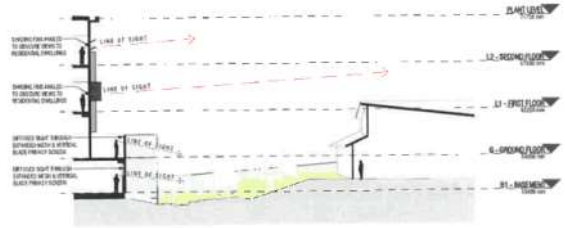

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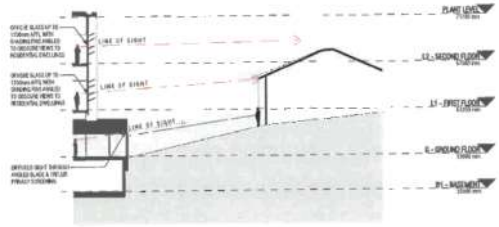

SOUTH-WEST SIGHTLINE SECTION 2

SCREENING & ESD PRINCIPLES

UPPER LOUVRED SCREENING
ANGLED LOUVRES HAVE BEEN INSTALLED TO THE UPPER LEVELS OF THE WESTERN FACADE TO PREVENT ANY OVERLOOKING OF ADJACENT PROPERTIES WHICH SOLVES AN EXISTING PROBLEM WITH THE CURRENT BUILDING ON THE SITE.

LOWER LOUVRED SCREENING
THIS ANGLED LOUVRE / BLADE SOLUTION IS ALSO USED TO SCREEN THE WESTERN AND SOUTH-WESTERN RESIDENTIAL PROPERTIES FROM THE GROUND FLOOR CARPARK. FRAMED AND/OR PAINTED STEEL POSTS & SMALLER ANGLES INSTALLED IN A TIGHTER ARRAY DISCLOSE VIEWS TO NEIGHBOURING PROPERTIES.

CARPARK & SERVICE AREA SCREENING
EXPANDED MESH SCREENING IS INSTALLED TO THE REAR OF STEEL FIN BALUSTRADE & VENTILATION FRAMING TO PREVENT ANY OVERLOOKING TO THE ADJACENT RESIDENTIAL PROPERTIES, WHILE STILL PROVIDING THE REQUIRED NATURAL VENTILATION TO THE CARPARK.

SOLAR CONTROL
THE LOUVRES HAVE BEEN APPROPRIATELY ANGLED TO NOT ONLY PREVENT ANY OVERLOOKING ISSUES BUT TO AID WITH SOLAR CONTROL, ALLOWING WINTER SUN TO PASSIVELY WARM THE SPACES AND SHADE THE SUMMER SUN.

MAINTAINING VIEWS
AGAIN THE ANGLE AND CENTRE SPACING OF THE LOUVRES STILL PROVIDES FRAMED VIEWS OUT TO MT WELLINGTON AND SURROUNDING LANDSCAPE.
THIS IS ALSO THE CASE FOR THE GROUND FLOOR SCREENING, DESIGNED TO A HEIGHT WHICH ALLOWS FOR PRIVACY BUT MAINTAINING VIEWS ABOVE.

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

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18/04/2019
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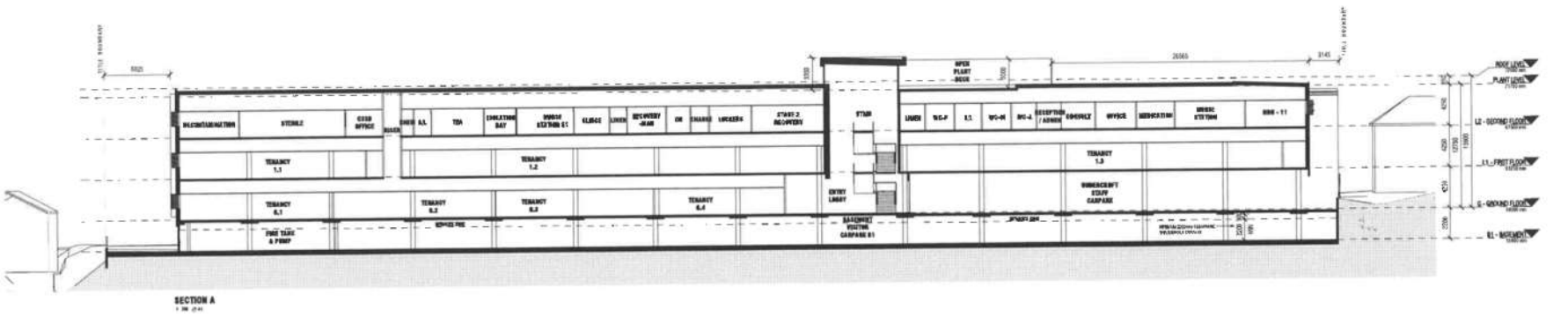

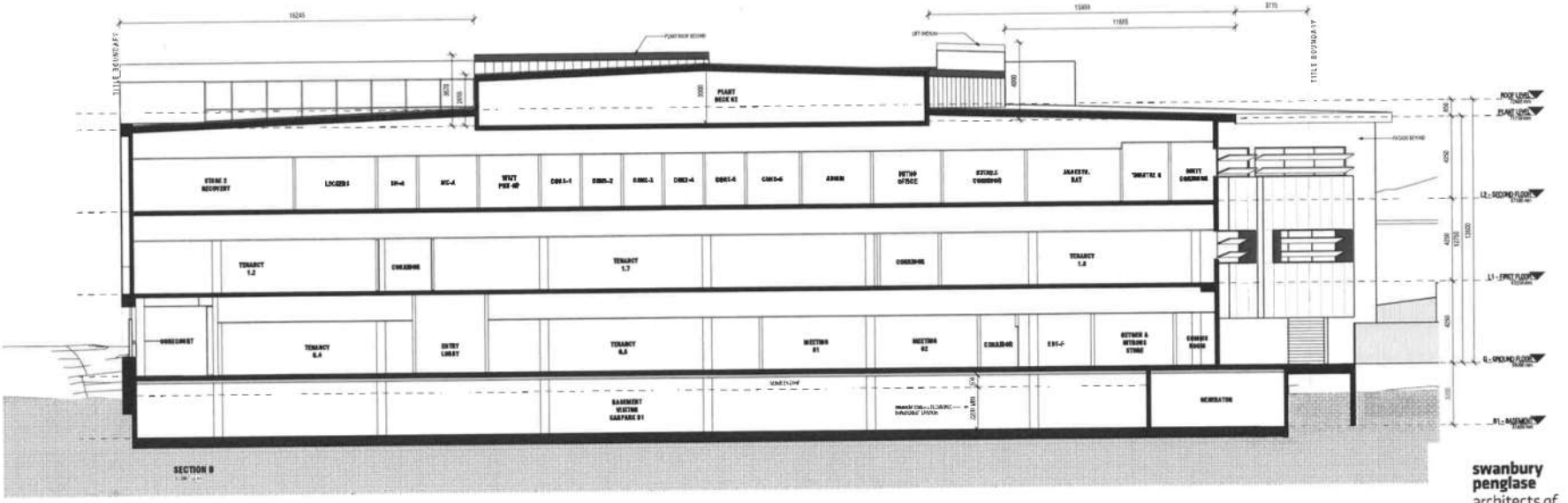

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

14/06/2019
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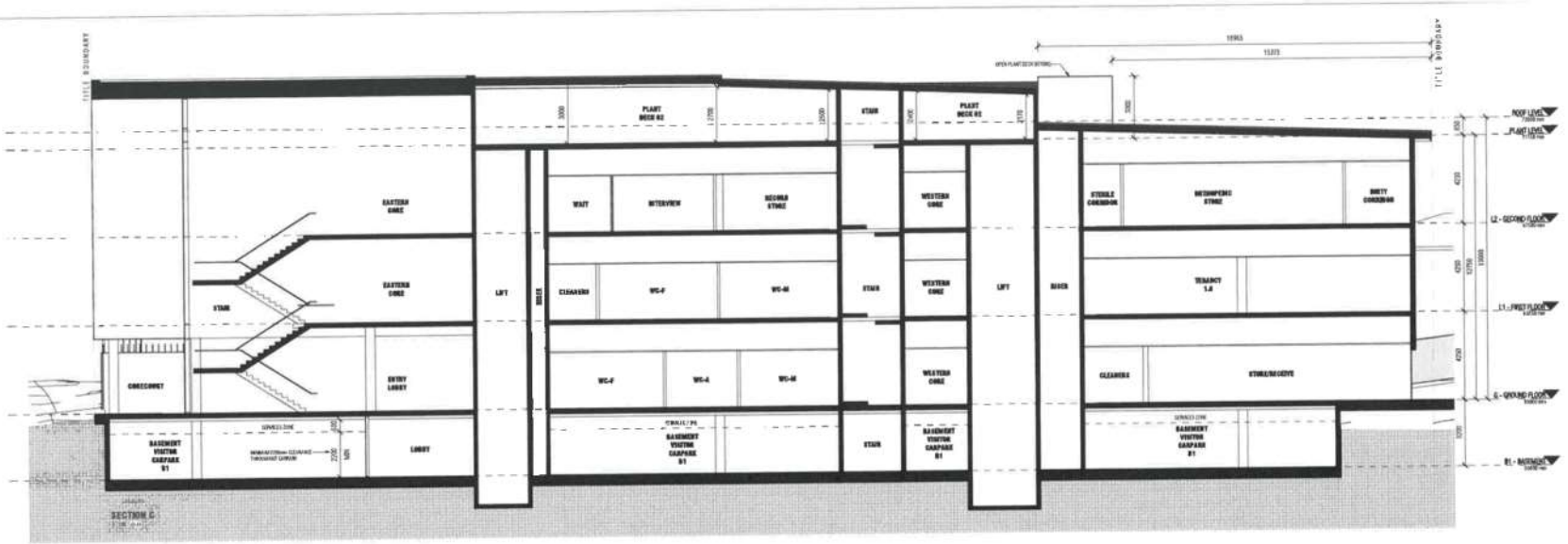

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

14/06/2019
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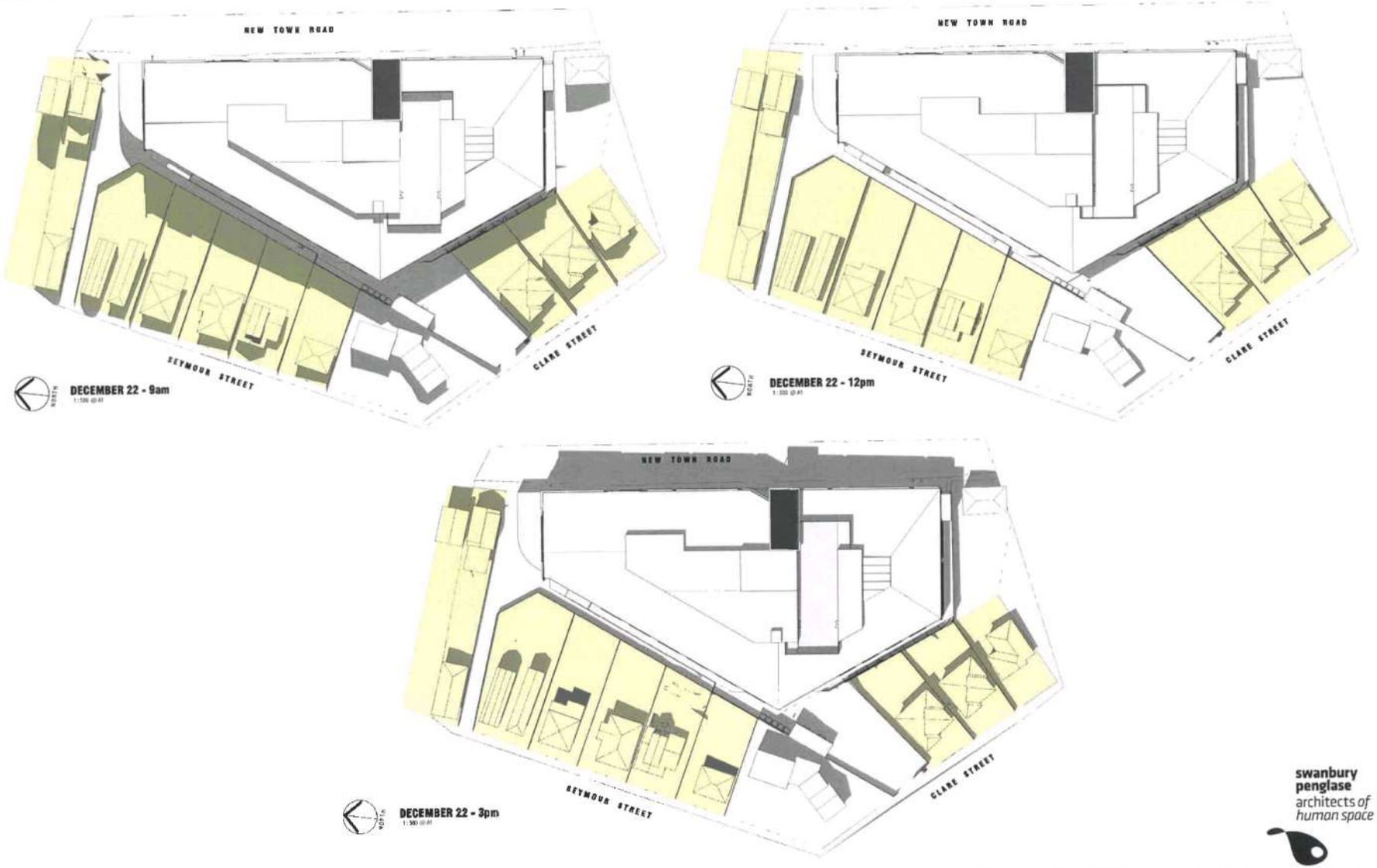

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
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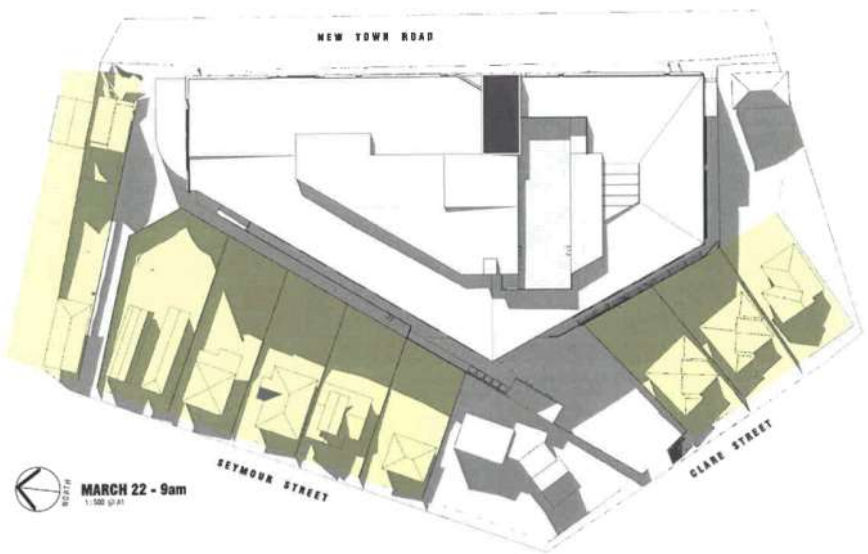

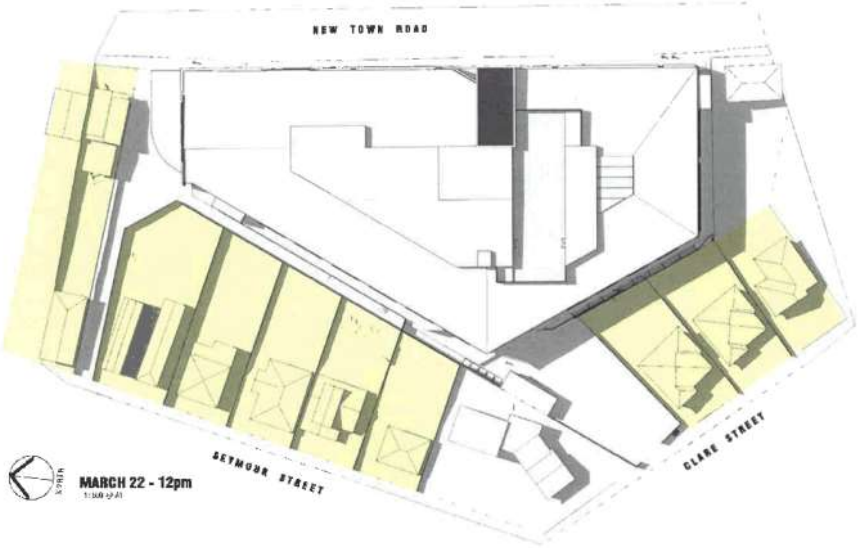

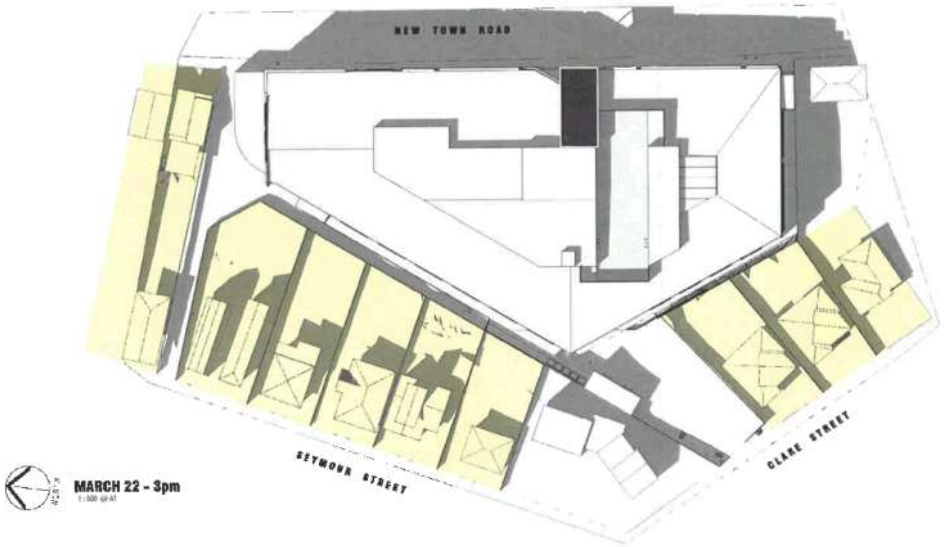

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
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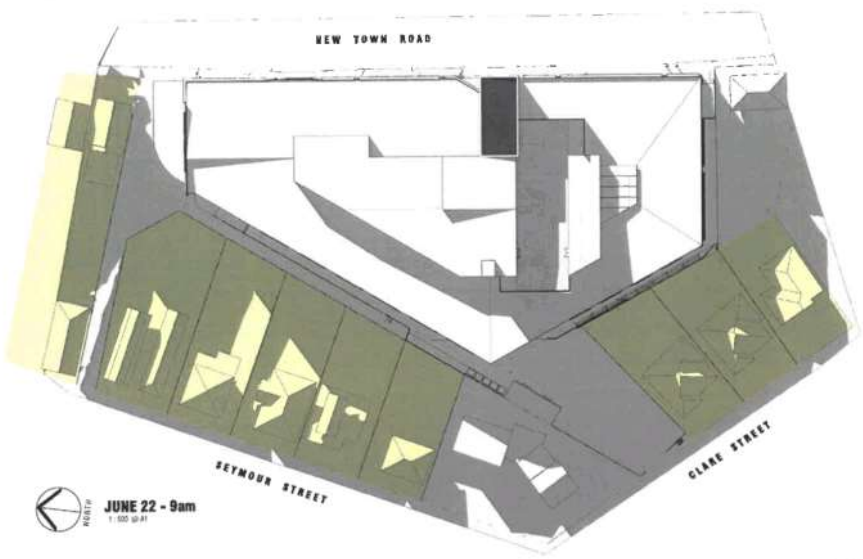

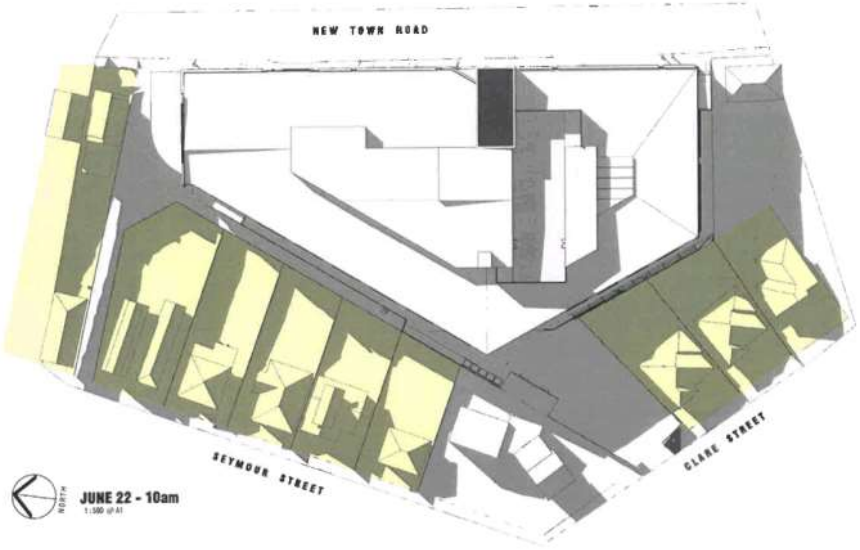

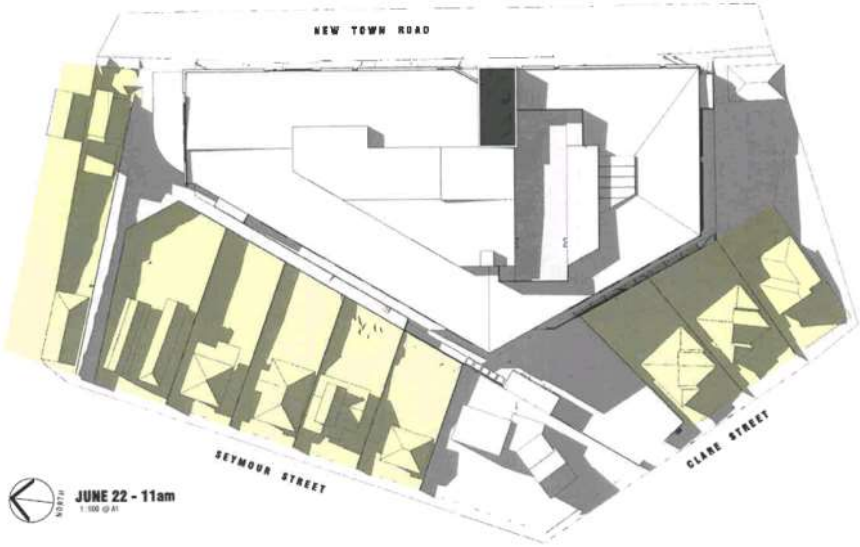

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
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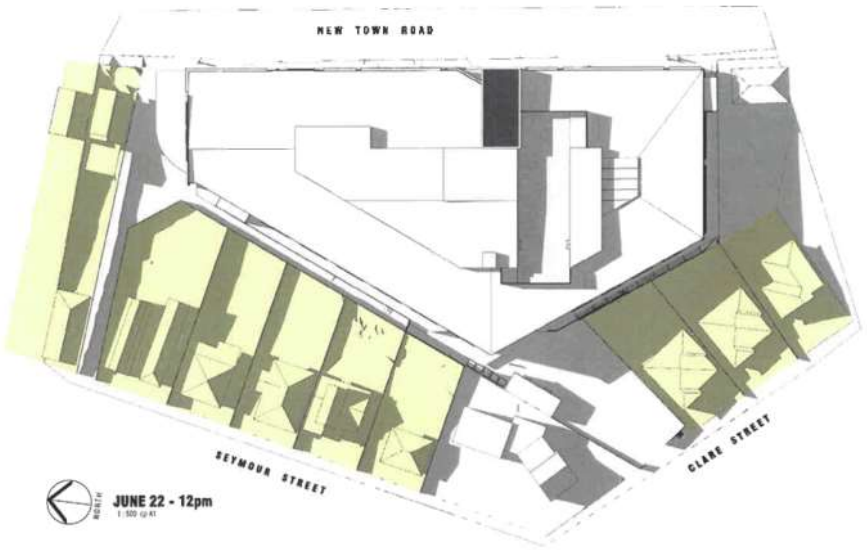

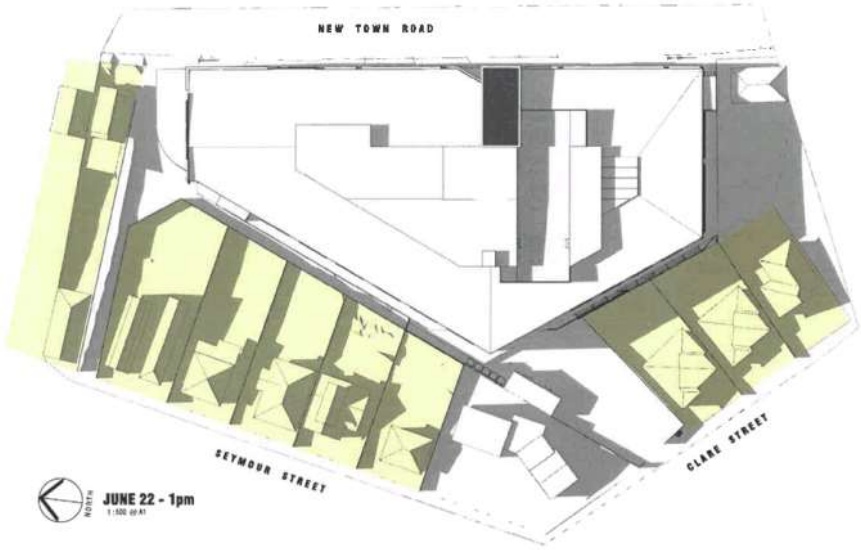

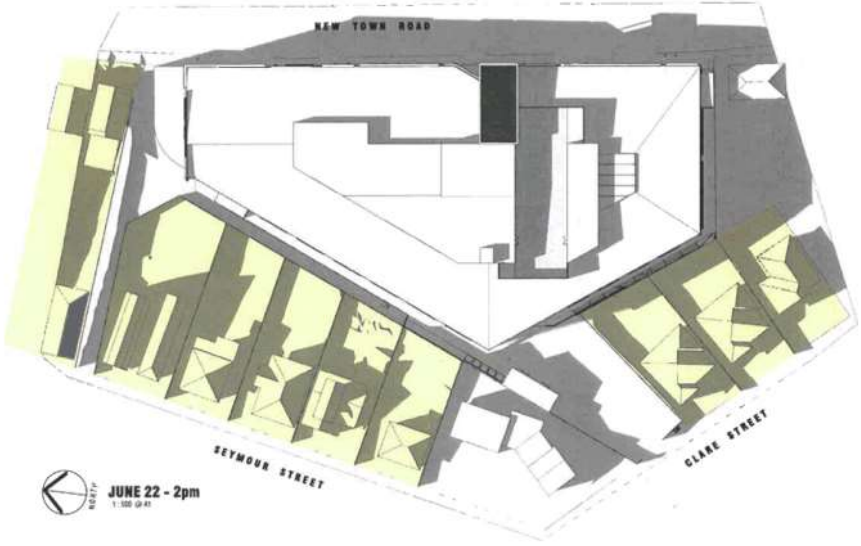

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

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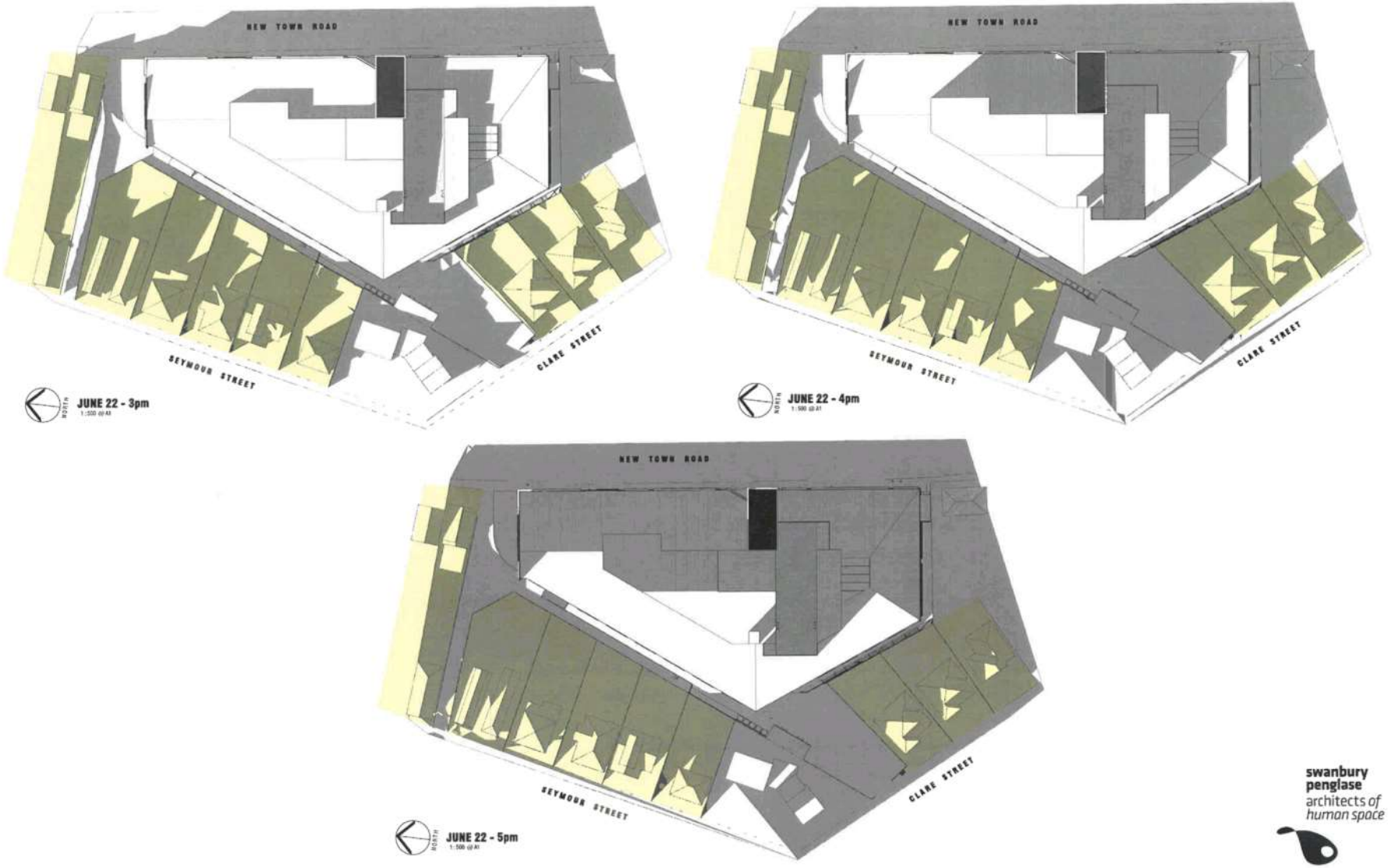

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NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

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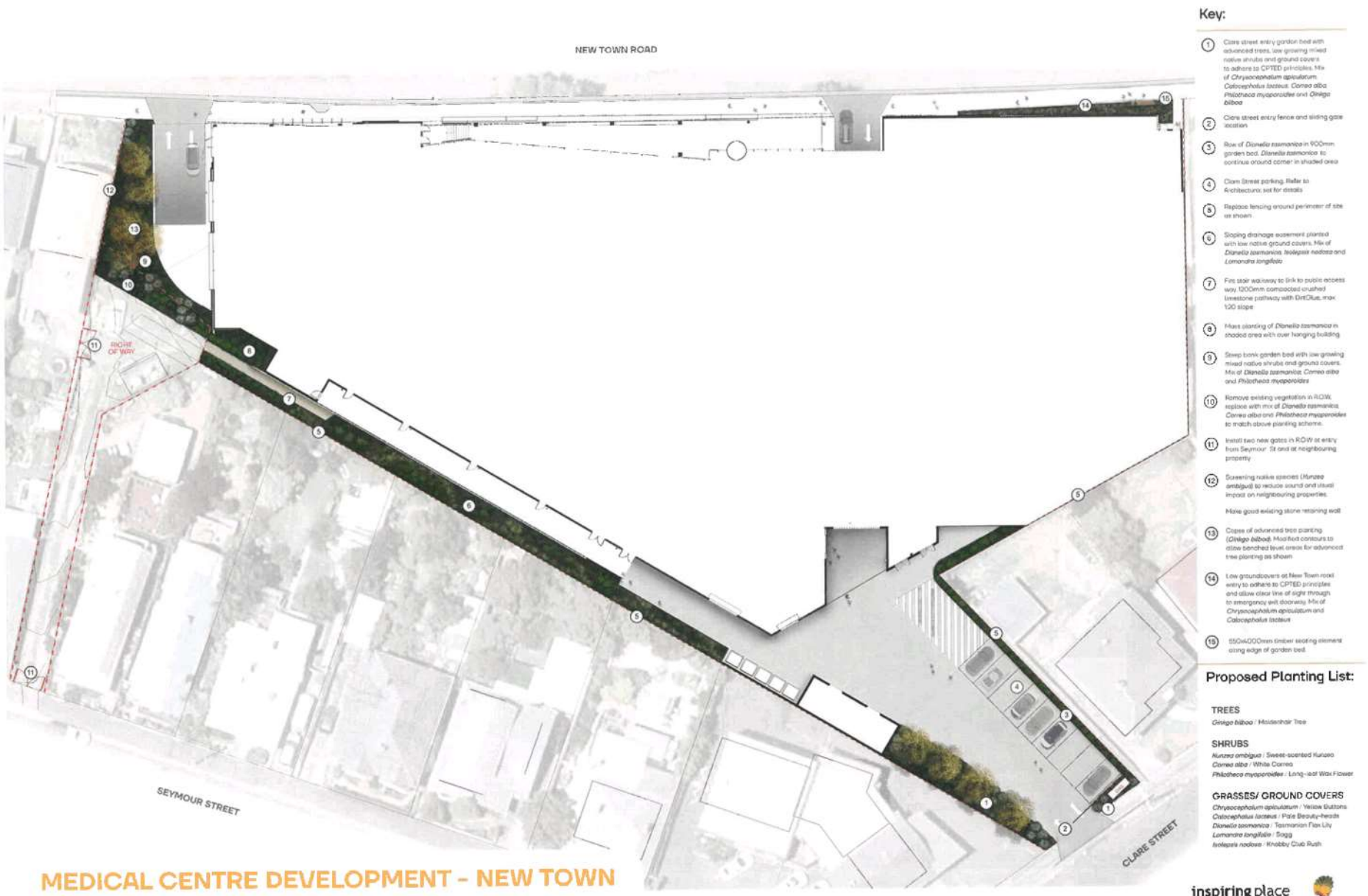

NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
RIGHT OF WAY
Key:
1 Clare street entry garden bed with advanced trees, low growing mixed native shrubs and ground covers to adhere to CPTED principles. Mix of Chrysocephalum apiculatum, Calocephalus lacteus, Correa alba, Philotheca myoporoides and Ginkgo biloba
2 Clare street entry fence and sliding gate location
3 Row of Dianella tasmanica in 900mm garden bed. Dianella tasmanica to continue around corner in shaded area
4 Clare Street parking. Refer to Architectural set for details
5 Replace fencing around perimeter of site as shown
6 Sloping drainage easement planted with low native ground covers. Mix of Dianella tasmanica, Isolepsis nodosa and Lomandra longifolia
7 Fire stair walkway to link to public access way. 1200mm compacted crushed limestone pathway with DirtOlus, max 1:20 slope
8 Mass planting of Dianella tasmanica in shaded area with over hanging building
9 Steep bank garden bed with low growing mixed native shrubs and ground covers. Mix of Dianella tasmanica, Correa alba and Philotheca myoporoides
10 Remove existing vegetation in ROW, replace with mix of Dianella tasmanica, Correa alba and Philotheca myoporoides to match above planting scheme.
11 Install two new gates in ROW at entry from Seymour St and at neighbouring property
12 Screening native species (Hunzea ambigua) to reduce sound and visual impact on neighbouring properties.
Make good existing stone retaining wall
13 Copse of advanced tree planting (Ginkgo biloba). Modified contours to allow benched level areas for advanced tree planting as shown
14 Low groundcovers at New Town road entry to adhere to CPTED principles and allow clear line of sight through to emergency exit doorway. Mix of Chrysocephalum apiculatum and Calocephalus lacteus
15 550wx600mm timber seating element along edge of garden bed.
Proposed Planting List:
TREES
Ginkgo biloba / Maidenhair Tree
SHRUBS
Hunzea ambigua / Sweet-scented Kunzea
Correa alba / White Correa
Philotheca myoporoides / Long-leaf Wax Flower
GRASSES/ GROUND COVERS
Chrysocephalum apiculatum / Yellow Buttons
Calocephalus lacteus / Pale Beauty-heads
Dianella tasmanica / Tasmanian Flax Lily
Lomandra longifolia / Sagg
Isolepsis nodosa / Knobby Club Rush
MEDICAL CENTRE DEVELOPMENT - NEW TOWN
Landscape Master Plan | Development Application Revision A
Prepared for Fromnex Pty Ltd.
inspiring place
NORTH
11 June 2019
1:200 @ A1
1:400 @ A3

PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008,
TASMANIA

INDEX

LOCALITY PLAN
SCALE: N.T.S.

DESIGN SPECIFICATIONS

1. 90° CAR PARKING SPACES DESIGNED TO AS2890.1 FIGURE 2.2 (CLASSIFIED UNDER USER CLASS 3).
2. GRADIENT DISABLED CAR PARK/AMBULANCE TURNING AREA DESIGNED TO AS2890.6 SECTION 2.3.
3. STORMWATER PIPE COVER DESIGNED TO TASMANIAN STANDARD DRAWINGS (LGAT).
4. SEWER PIPELINE DESIGNED TO MRWA SEWERAGE STANDARDS.

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM-GOSSE	AS CHORAL	A0	NEW TOWN MEDICAL CENTRE
EMILEE TONG	RACHEL HORNER		48-52 NEW TOWN ROAD, NEW TOWN 7008
PLANNING APPROVAL			INDEX & COVER SHEET
			17E99-20 C000 E

CIVIL AND HYDRAULIC NOTES

GENERAL NOTES

1. THE MAIN CONTRACTOR AND ALL SUB CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT AND ALL RELEVANT CODES OF PRACTICE.
2. ALL HYDRAULICS WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA STANDARD DRAWINGS AND SPECIFICATIONS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
3. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR CONTACTING TASNETWORKS TO APPLY FOR NEW CONNECTIONS AND/OR ADDITIONAL SUPPLY. SUFFICIENT TIME FOR TASNETWORKS DESIGN AND REVIEW PROCESSES SHOULD BE ALLOWED 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 FOR 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 03-2014-2.1 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 5-011.
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 5-302 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 uPVC SERIES 2 CLASS 18 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 B20 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 IRON 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 TWHED-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 IF 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 2 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:
3-4	AS PER PAVEMENT DETAIL
<2	ADVISE & CONSULT ENGINEER. TYPICALLY INCREASE SUB BASE TO 400mm THICK (SUBGRADE REPLACEMENT)
<1	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.

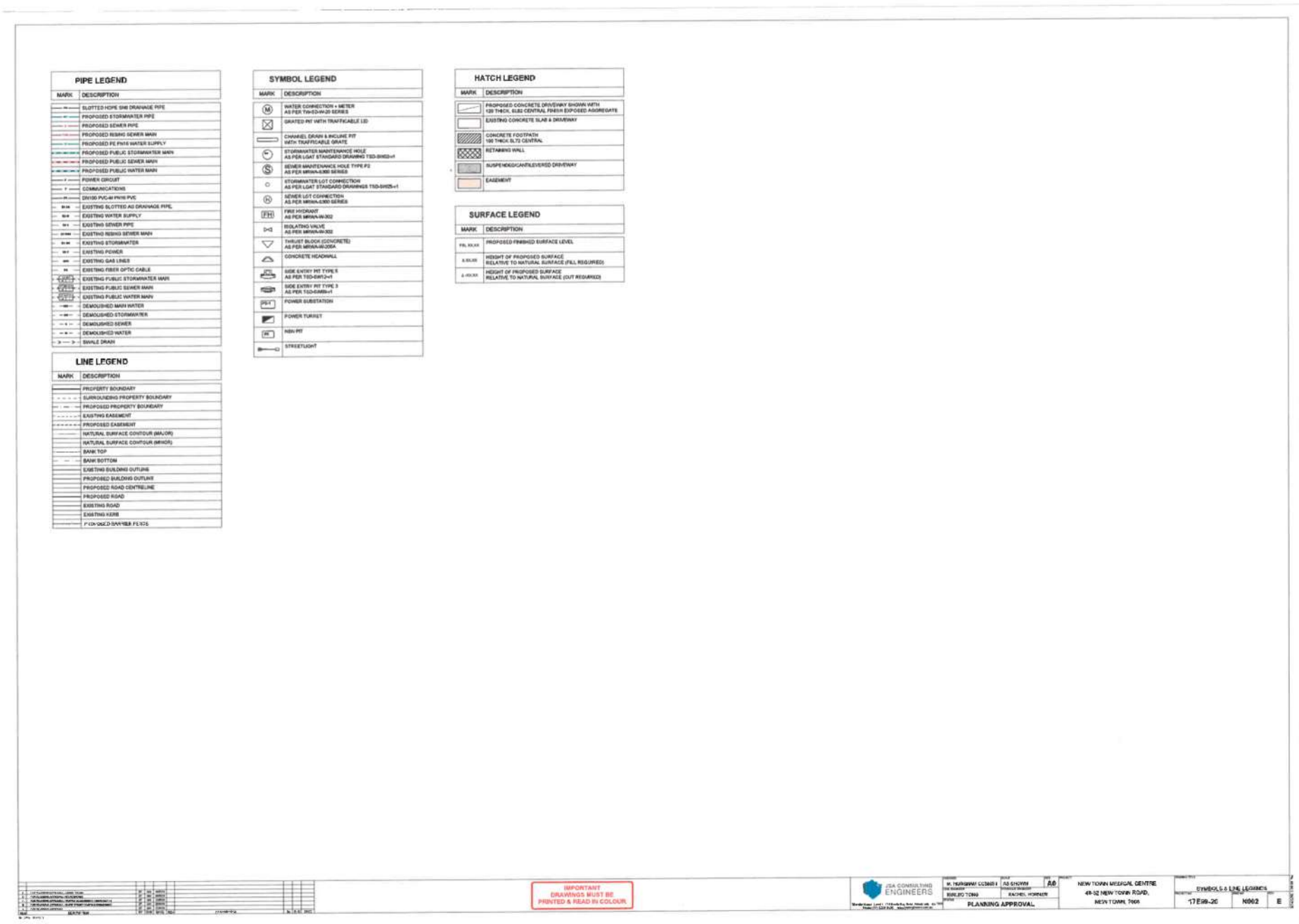
DISCLAIMER

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.

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM (CSIRO)	AS PRINTED	AB	NEW TOWN MEDICAL CENTRE
EMILIO YONG	RACHEL HORNER		48-62 NEW TOWN ROAD, NEW TOWN, 7008
PLANNING APPROVAL			CIVIL & HYDRAULIC NOTES
			17ES9-20 N001 E



PIPE LEGEND

MARK	DESCRIPTION
	SLOTTED HDPE SW DRAINAGE PIPE
	PROPOSED STORMWATER PIPE
	PROPOSED SEWER PIPE
	PROPOSED RISING SEWER MAIN
	PROPOSED PE PN16 WATER SUPPLY
	PROPOSED PUBLIC STORMWATER MAIN
	PROPOSED PUBLIC SEWER MAIN
	PROPOSED PUBLIC WATER MAIN
	POWER CIRCUIT
	COMMUNICATIONS
	DN100 PVC-M PN16 PVC
	EXISTING SLOTTED AG DRAINAGE PIPE
	EXISTING WATER SUPPLY
	EXISTING SEWER PIPE
	EXISTING RISING SEWER MAIN
	EXISTING STORMWATER
	EXISTING POWER
	EXISTING GAS LINES
	EXISTING FIBER OPTIC CABLE
	EXISTING PUBLIC STORMWATER MAIN
	EXISTING PUBLIC SEWER MAIN
	EXISTING PUBLIC WATER MAIN
	DEMOLISHED MAIN WATER
	DEMOLISHED STORMWATER
	DEMOLISHED SEWER
	DEMOLISHED WATER
	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 CENTRELINE
	PROPOSED ROAD
	EXISTING ROAD
	EXISTING KERB
	PROPOSED BARRIER FENCE

SYMBOL LEGEND

MARK	DESCRIPTION
M	WATER CONNECTION + METER AS PER TW-SCHW-20 SERIES
	GRATED PIT WITH TRAFFICABLE LID
	CHANNEL DRAIN & INCLINE PIT WITH TRAFFICABLE GRATE
	STORMWATER MAINTENANCE HOLE AS PER LGAT STANDARD DRAWING TSD-SW03-v1
S	SEWER MAINTENANCE HOLE TYPE P2 AS PER MRWA-S-900 SERIES
	STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
S	SEWER LOT CONNECTION AS PER MRWA-S-900 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-SWP2-v1
	SIDE ENTRY PIT TYPE 3 AS PER TSD-SWP3-v1
PS-1	POWER SUBSTATION
	POWER TURRET
	NBN PIT
	STREETLIGHT

HATCH LEGEND

MARK	DESCRIPTION
	PROPOSED CONCRETE DRIVE/HWY SHOWN WITH 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE
	EXISTING CONCRETE SLAB & DRIVEWAY
	CONCRETE FOOTPATH 100 THICK SL72 CENTRAL
	RETAINING WALL
	SUSPENDED/CANTILEVERED DRIVEWAY
	EASEMENT

SURFACE LEGEND

MARK	DESCRIPTION
FSL XX.XX	PROPOSED FINISHED SURFACE LEVEL
X.XX.XX	HEIGHT OF PROPOSED SURFACE RELATIVE TO NATURAL SURFACE (FILL REQUIRED)
-X.XX.XX	HEIGHT OF PROPOSED SURFACE RELATIVE TO NATURAL SURFACE (CUT REQUIRED)

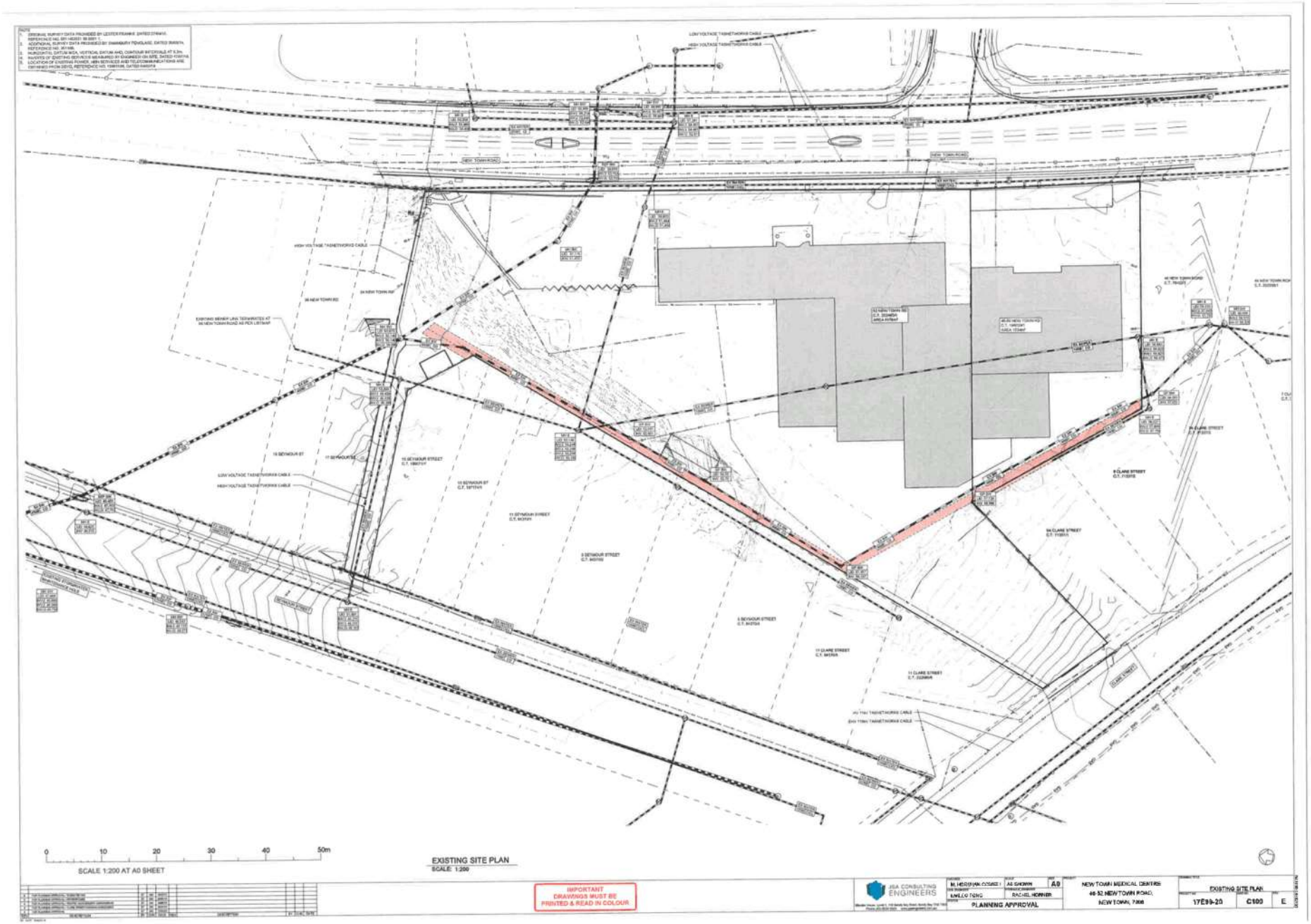
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

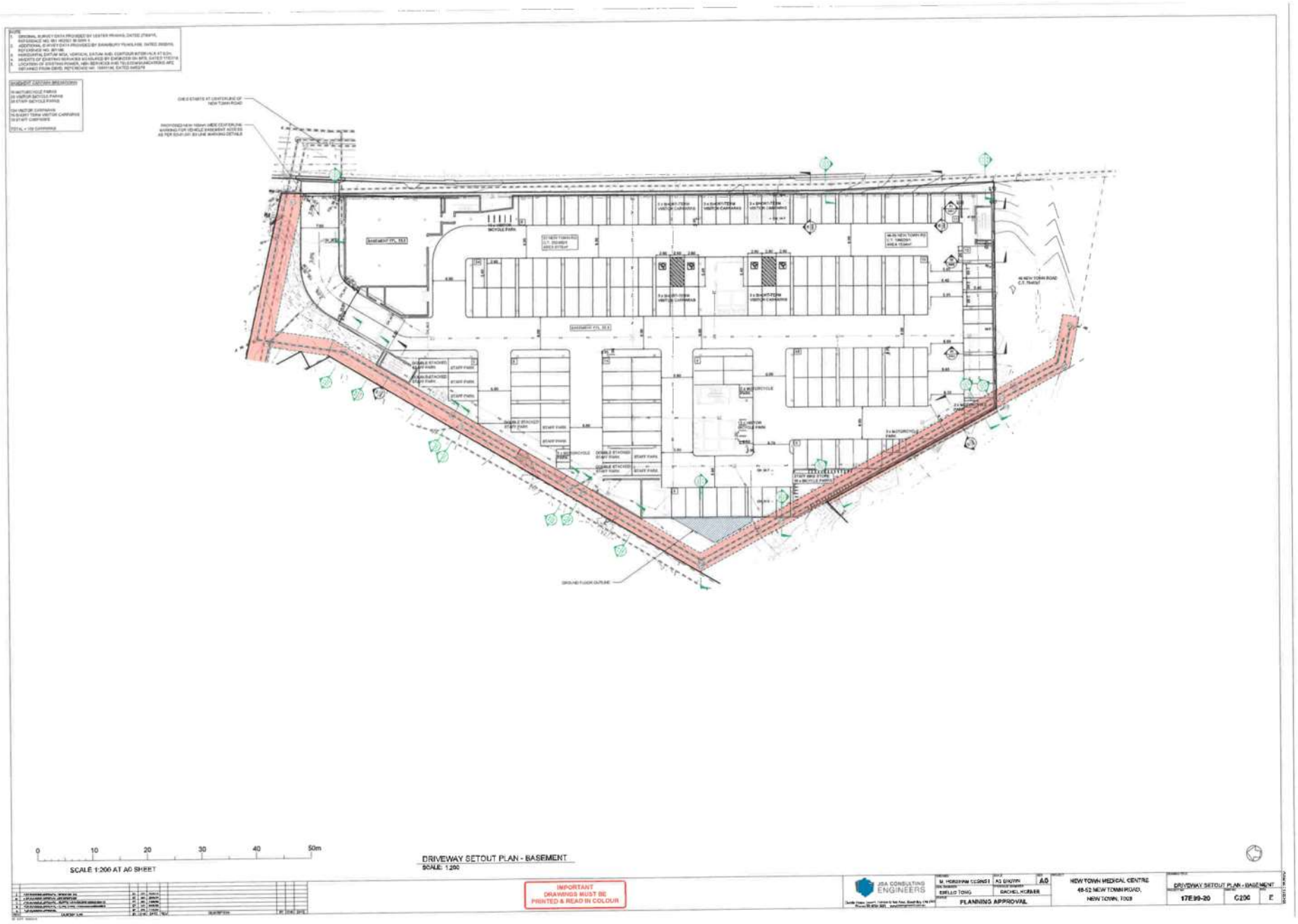
JSA CONSULTING ENGINEERS

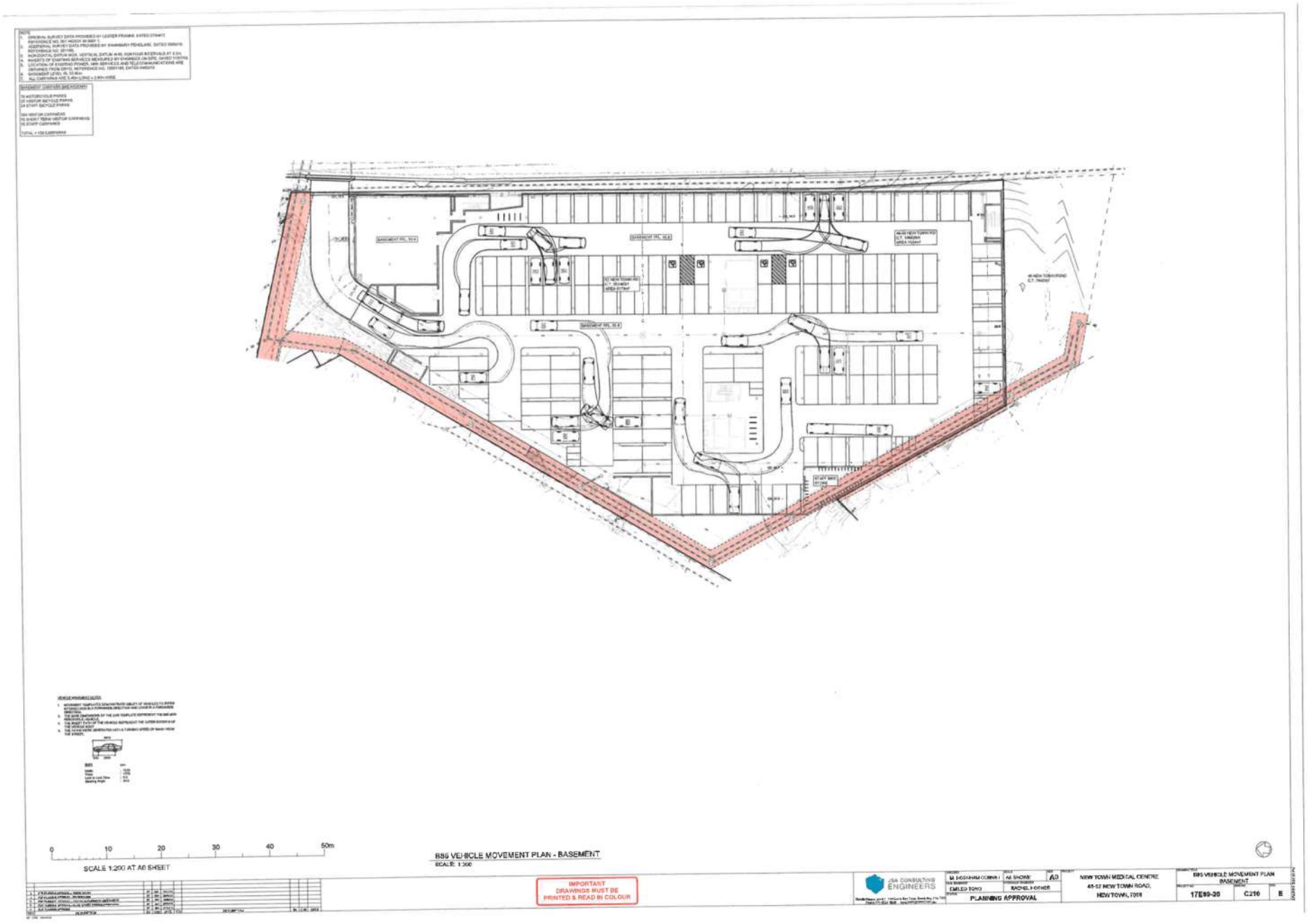
M. HURSHAM CC3883 | AS SHOWN | A0
BUILDING | RACHEL HORNER
PLANNING APPROVAL

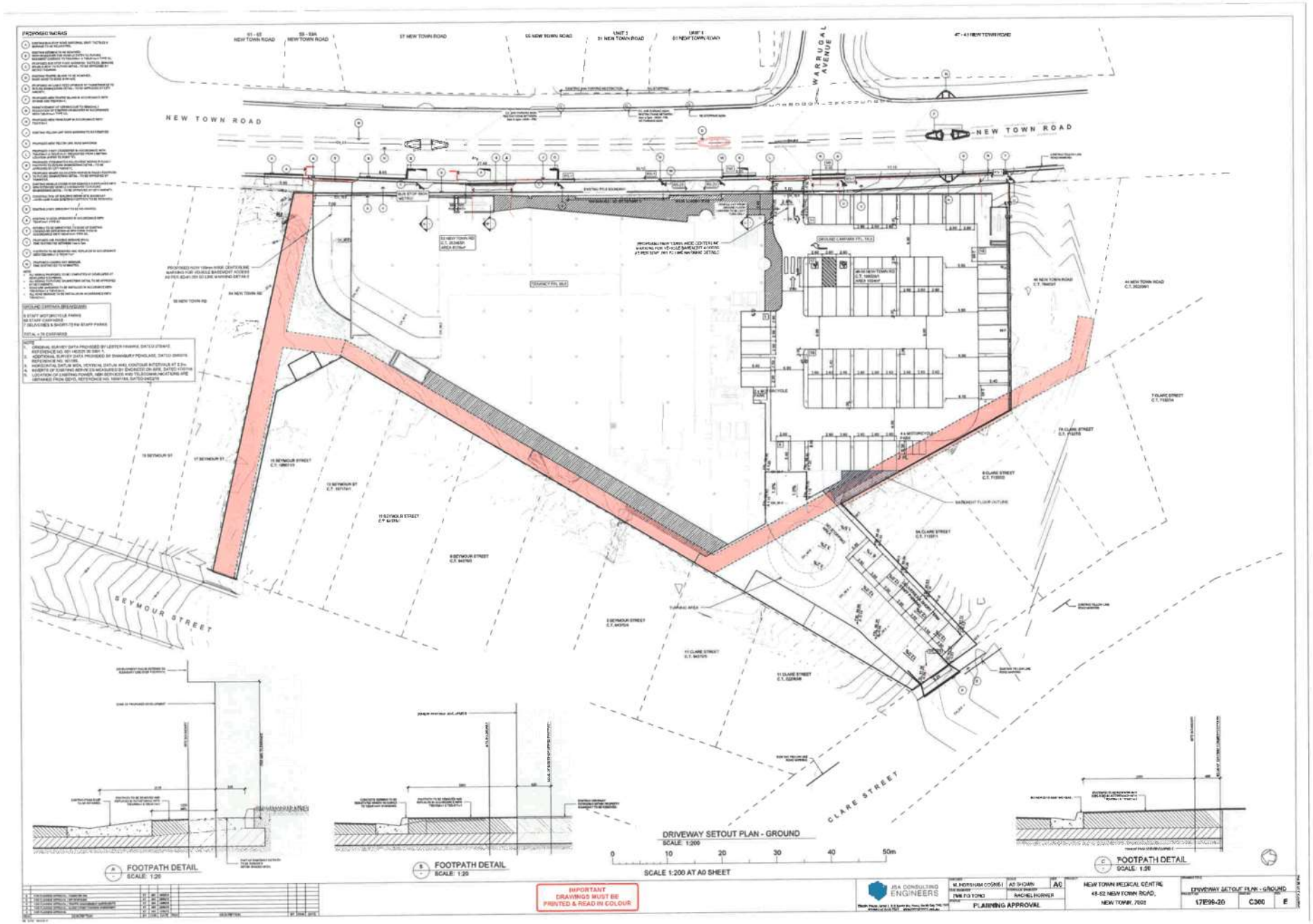
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN 7008

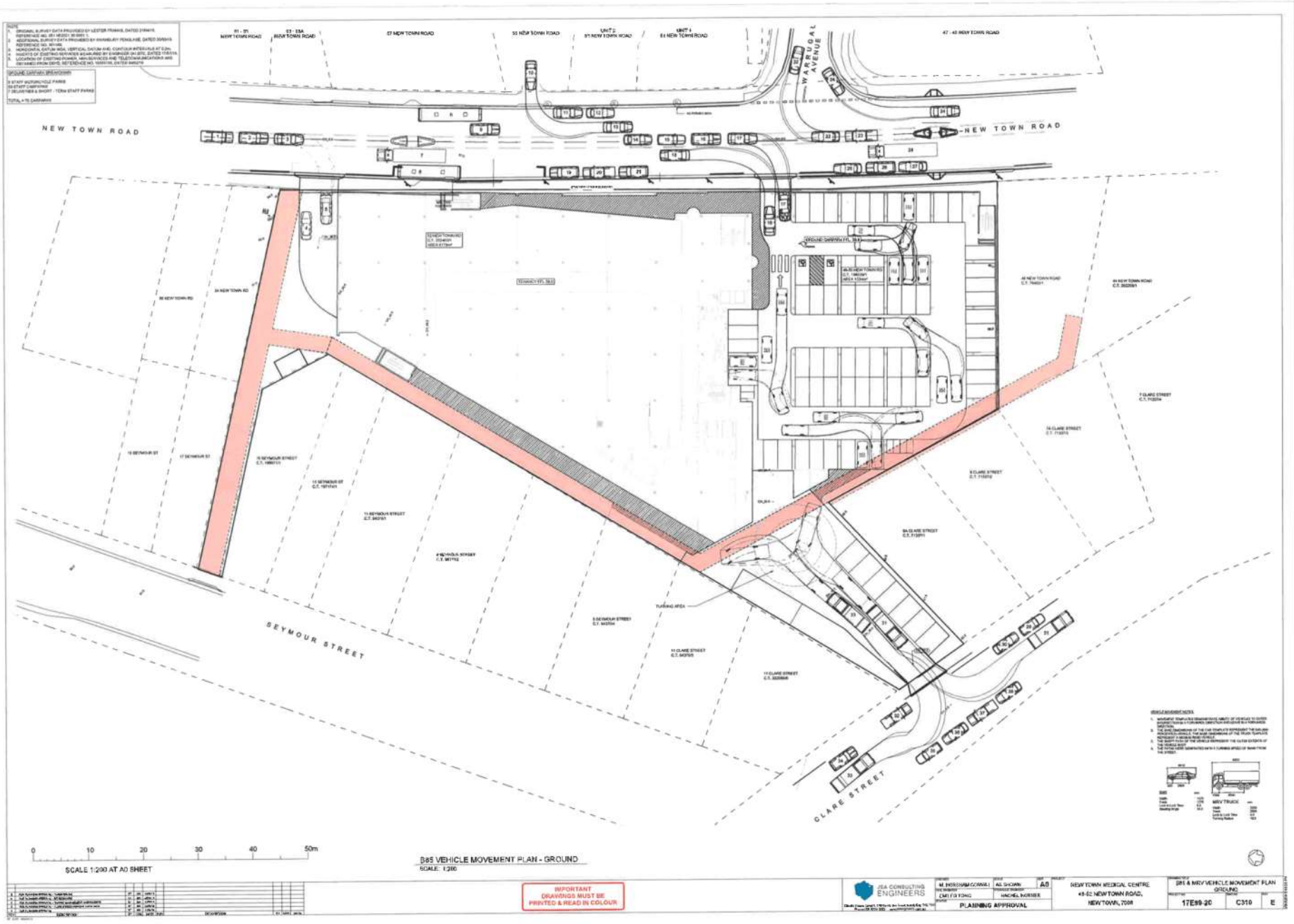
SYMBOLS & LINE LEGENDS
17E99-20 | N002 | E

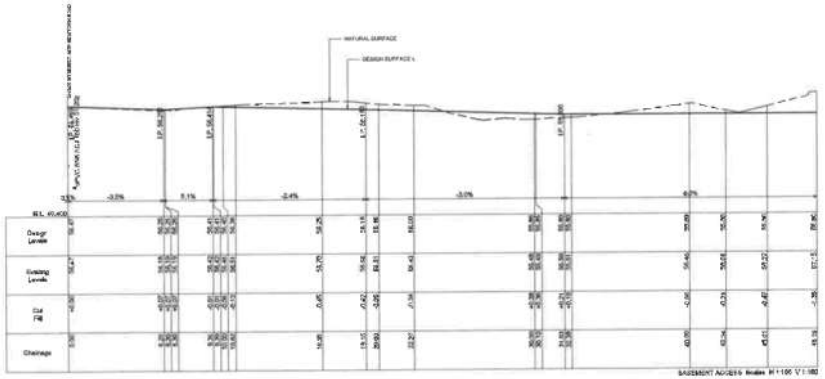

0 10 20 30 40 50m
SCALE 1:200 AT A0 SHEET
EXISTING SITE PLAN
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM
LMELLO TSING
AS SHOWN
RACHEL HORNER
A0
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
46-52 NEW TOWN ROAD,
NEW TOWN, 7008
EXISTING SITE PLAN
17E99-20
C100
E

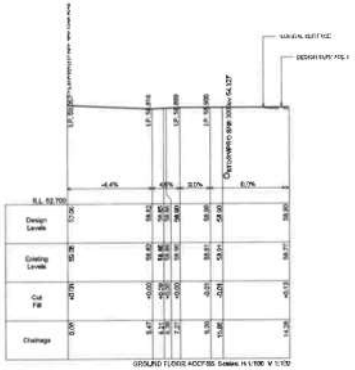

0 10 20 30 40 50m
SCALE 1:200 AT A0 SHEET
DRIVEWAY SETOUT PLAN - BASEMENT
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, TAS
DRIVEWAY SETOUT PLAN - BASEMENT
17E99-20
C200

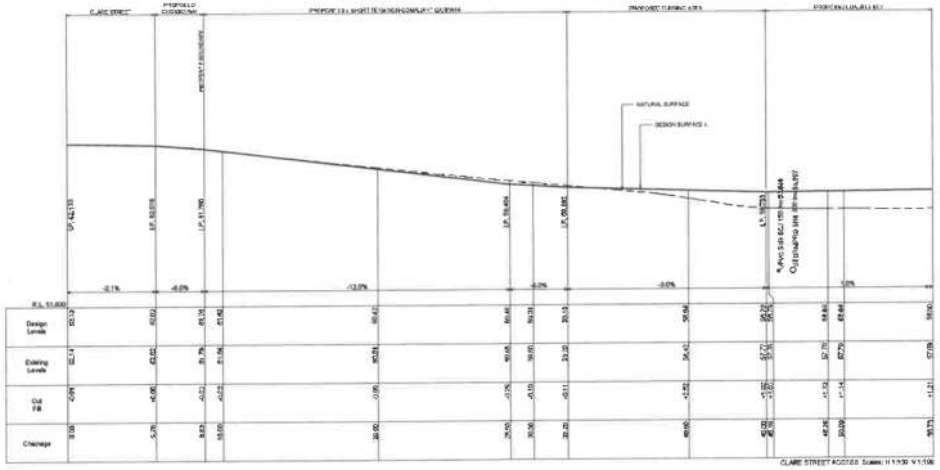

B85 VEHICLE MOVEMENT PLAN - BASEMENT
SCALE 1:200
SCALE 1:200 AT A0 SHEET
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
45-52 NEW TOWN ROAD,
NEW TOWN, 7008
17E89-20
C210


NEW TOWN ROAD
WARRUGAL AVENUE
SEYMOUR STREET
CLARE STREET
DRIVEWAY SETOUT PLAN - GROUND
SCALE: 1:200
SCALE 1:200 AT A0 SHEET
FOOTPATH DETAIL
SCALE: 1:20
FOOTPATH DETAIL
SCALE: 1:20
FOOTPATH DETAIL
SCALE: 1:20
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008
DRIVEWAY SETOUT PLAN - GROUND
17E99-20
C300
E


NEW TOWN ROAD
NEW TOWN ROAD
WARRUGAL AVENUE
SEYMOUR STREET
CLARE STREET
0 10 20 30 40 50m
SCALE 1:200 AT A0 SHEET
B85 VEHICLE MOVEMENT PLAN - GROUND
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
49-51 NEW TOWN ROAD,
NEW TOWN, 7008
B85 & MRV VEHICLE MOVEMENT PLAN
GROUND
17E99-20
C310
E







DRIVEWAY LONG SECTION
SCALE: H 1:100 V 1:100

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

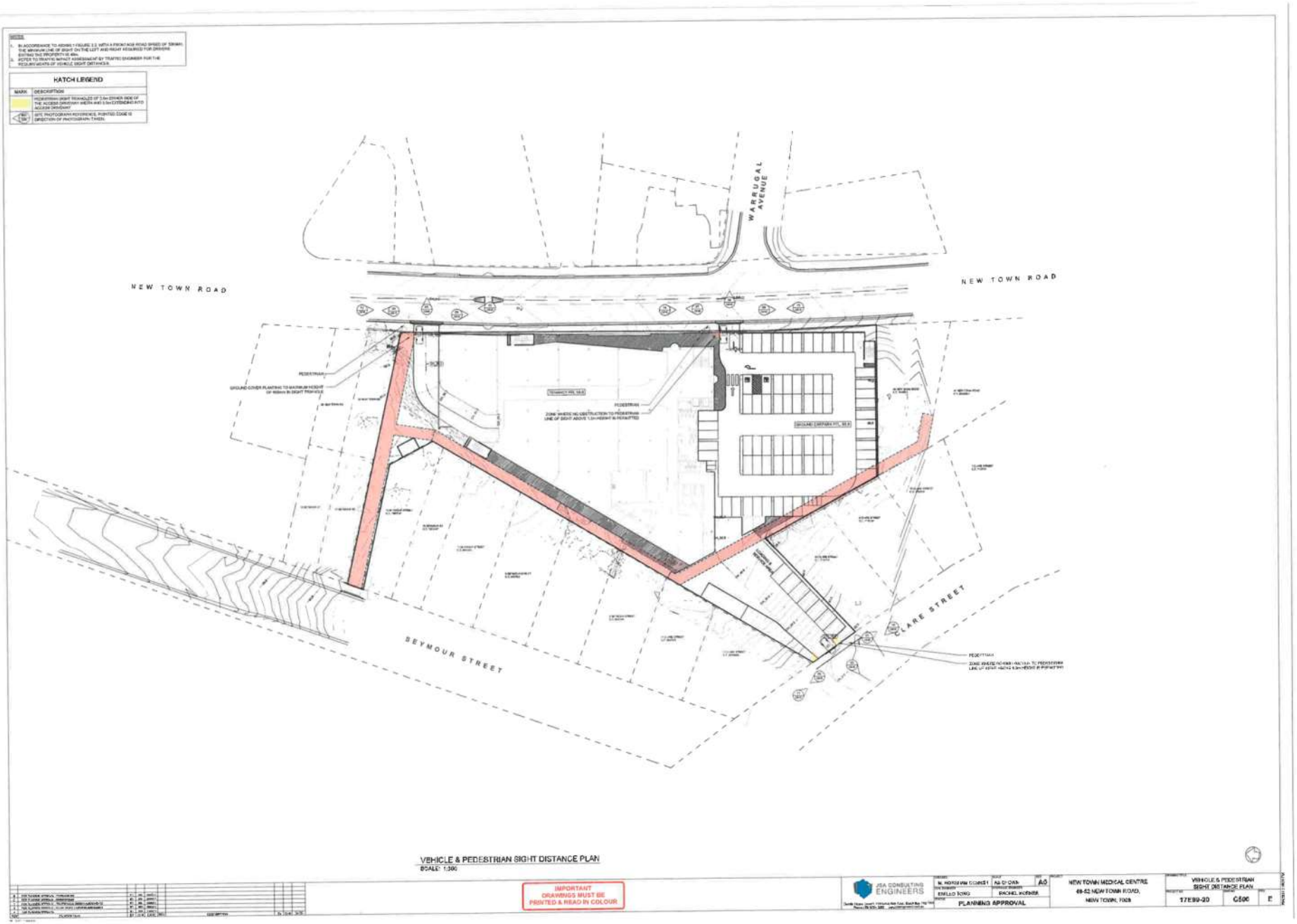
JSA CONSULTING ENGINEERS

PLANNING APPROVAL

NEW TOWN MEDICAL CENTRE
45-53 NEW TOWN ROAD
NEW TOWN, 7008

DRIVEWAY LONG SECTION

17E98-28 | C400 | E


HATCH LEGEND
WARRUGAL AVENUE
NEW TOWN ROAD
NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
VEHICLE & PEDESTRIAN SIGHT DISTANCE PLAN
SCALE: 1:500
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008
VEHICLE & PEDESTRIAN
SIGHT DISTANCE PLAN
17E89-20
C500

NOTE THAT NTR REFERS TO NEW TOWN ROAD

CLARE STREET ENTRANCE - LEFT VIEW
SCALE: N.T.S.

CLARE STREET ENTRANCE - FRONT VIEW
SCALE: N.T.S.

CLARE STREET ENTRANCE - RIGHT VIEW
SCALE: N.T.S.

CLARE STREET ENTRANCE - PEDESTRIAN LEFT VIEW
SCALE: N.T.S.

CLARE STREET ENTRANCE - PEDESTRIAN RIGHT VIEW
SCALE: N.T.S.

NTR BASEMENT ENTRANCE - LEFT VIEW
SCALE: N.T.S.

NTR BASEMENT ENTRANCE - FRONT VIEW
SCALE: N.T.S.

NTR BASEMENT ENTRANCE - RIGHT VIEW
SCALE: N.T.S.

NTR BASEMENT ENTRANCE - PEDESTRIAN LEFT VIEW
SCALE: N.T.S.

NTR BASEMENT ENTRANCE - PEDESTRIAN RIGHT VIEW
SCALE: N.T.S.

NTR GROUND ENTRANCE - LEFT VIEW
SCALE: N.T.S.

NTR GROUND ENTRANCE - FRONT VIEW
SCALE: N.T.S.

NTR GROUND ENTRANCE - RIGHT VIEW
SCALE: N.T.S.

NTR GROUND ENTRANCE - PEDESTRIAN LEFT VIEW
SCALE: N.T.S.

NTR GROUND ENTRANCE - PEDESTRIAN RIGHT VIEW
SCALE: N.T.S.

SITE PHOTOGRAPH
SCALE: N.T.S.

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

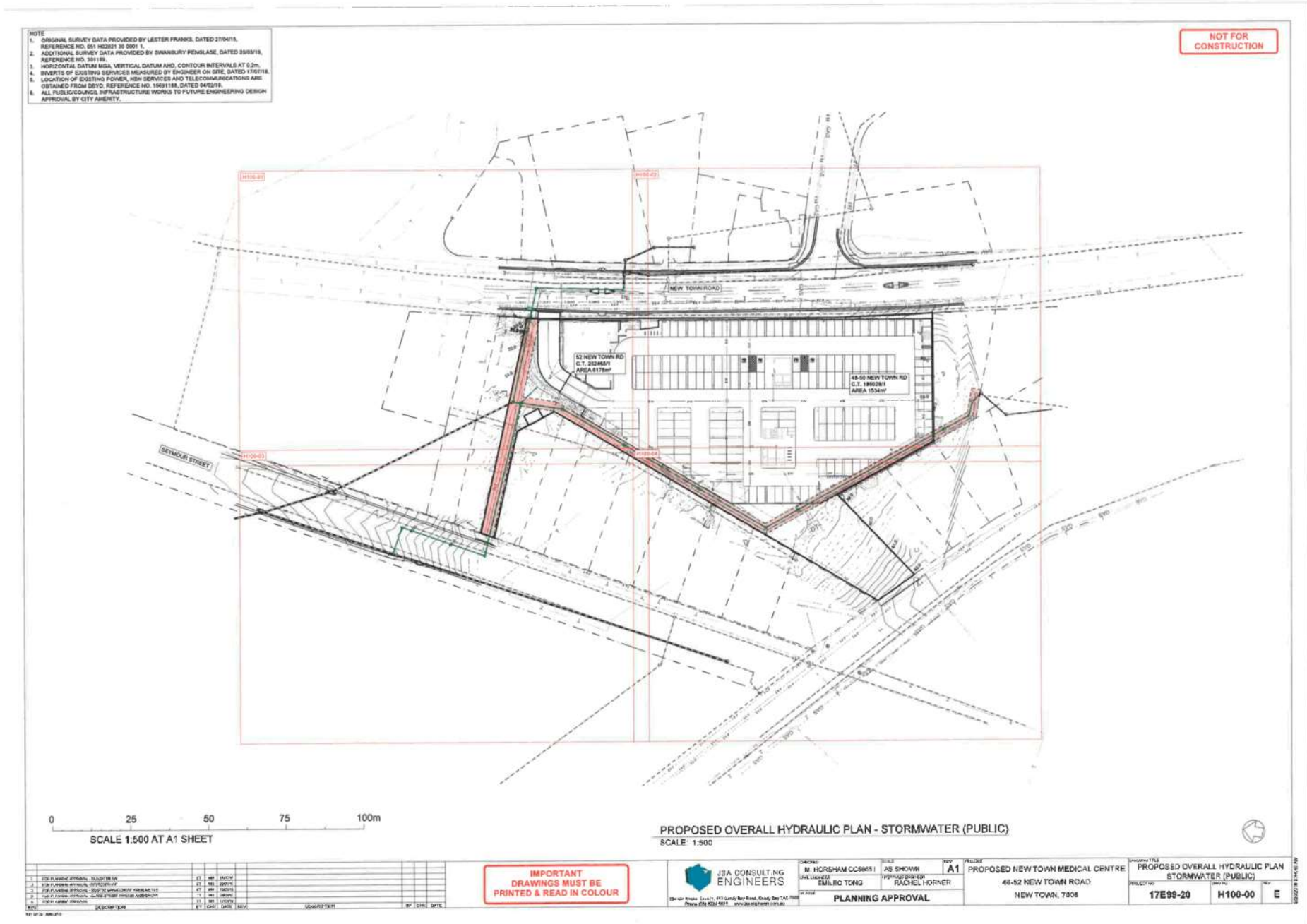
JSA CONSULTING ENGINEERS

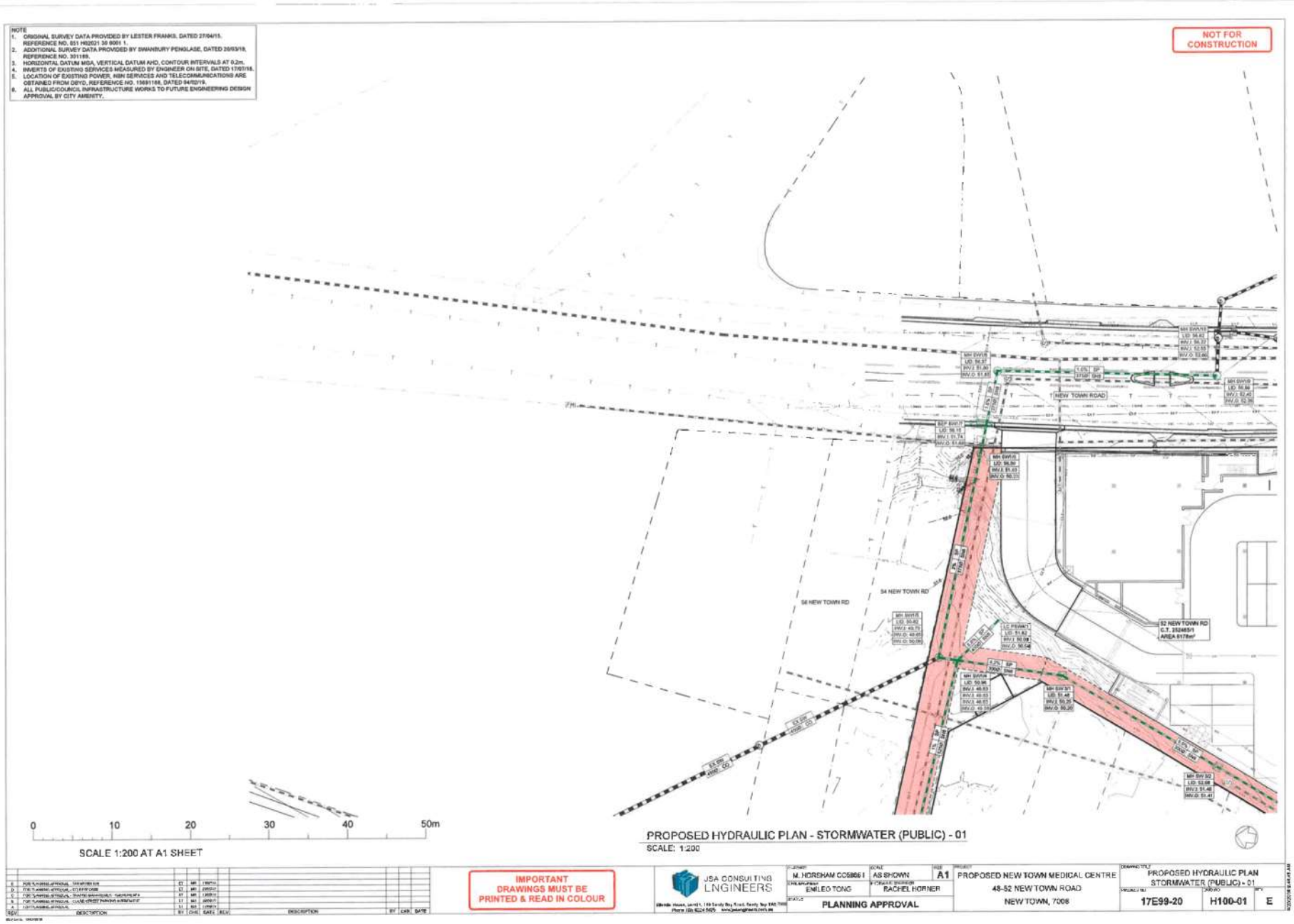
PLANNING APPROVAL

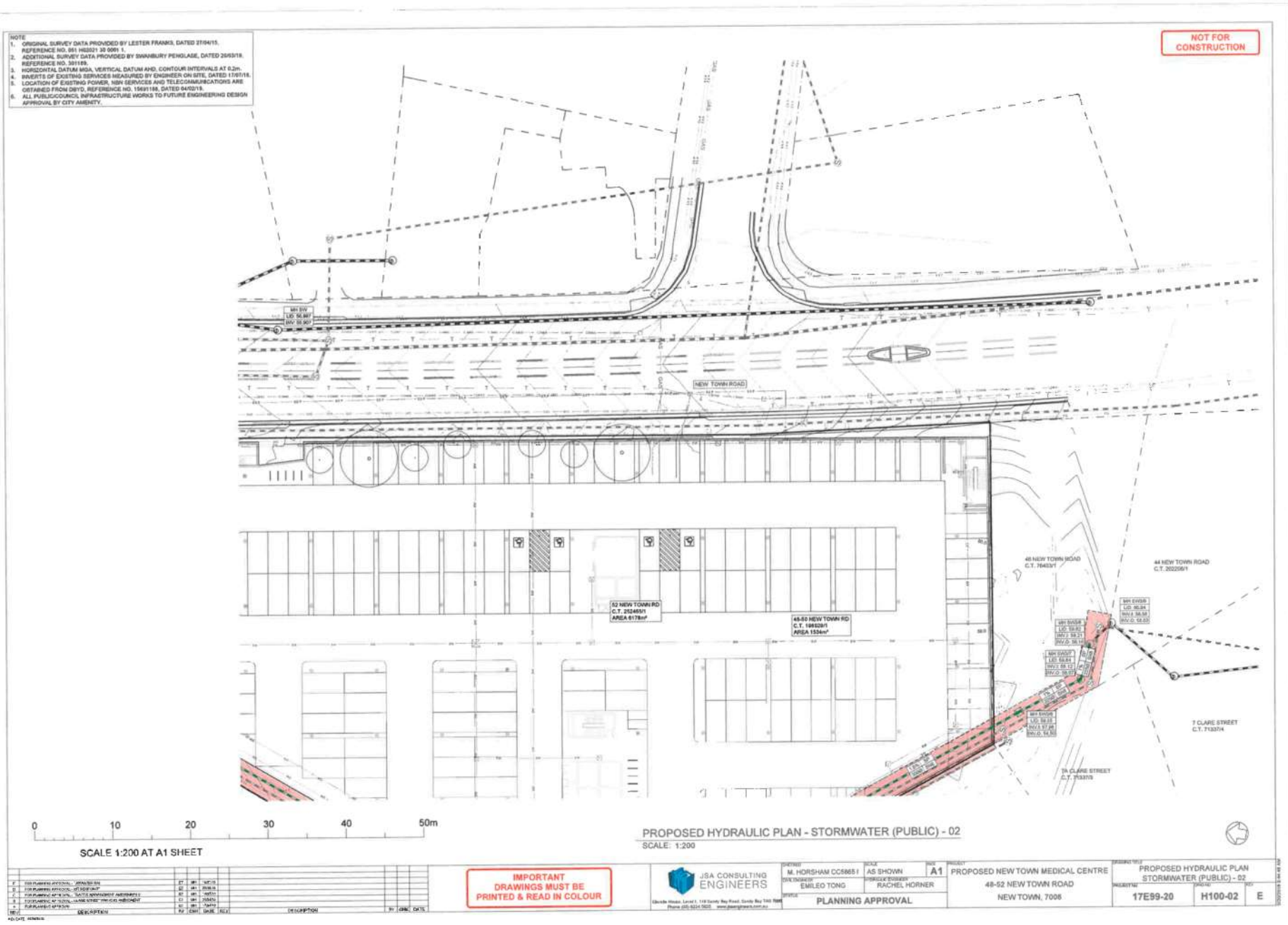
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

SITE PHOTOGRAPH

17E99-20 | C610 | E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/18, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 19691188, DATED 04/02/19.
6. ALL PUBLIC/COUNCIL INFRASTRUCTURE WORKS TO FUTURE ENGINEERING DESIGN APPROVAL BY CITY AMENITY.
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 252465/1
AREA 6178m²
48-50 NEW TOWN RD
C.T. 186029/1
AREA 1534m²
SEYMOUR STREET
0
25
50
75
100m
SCALE 1:500 AT A1 SHEET
PROPOSED OVERALL HYDRAULIC PLAN - STORMWATER (PUBLIC)
SCALE: 1:500
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JBA CONSULTING ENGINEERS
M. HORSHAM CC5985 I
EMILEO TONG
AS SHOWN
A1
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
46-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED OVERALL HYDRAULIC PLAN
STORMWATER (PUBLIC)
17E99-20
H100-00
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 26/03/19, REFERENCE NO. 301185.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19.
6. ALL PUBLIC/COUNCIL INFRASTRUCTURE WORKS TO FUTURE ENGINEERING DESIGN APPROVAL BY CITY AMENITY.
NOT FOR CONSTRUCTION
NEW TOWN ROAD
54 NEW TOWN RD
56 NEW TOWN RD
52 NEW TOWN RD
C.T. 2324651/1
AREA 617.8m²
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PUBLIC) - 01
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5806 I
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PUBLIC) - 01
17E99-20
H100-01
E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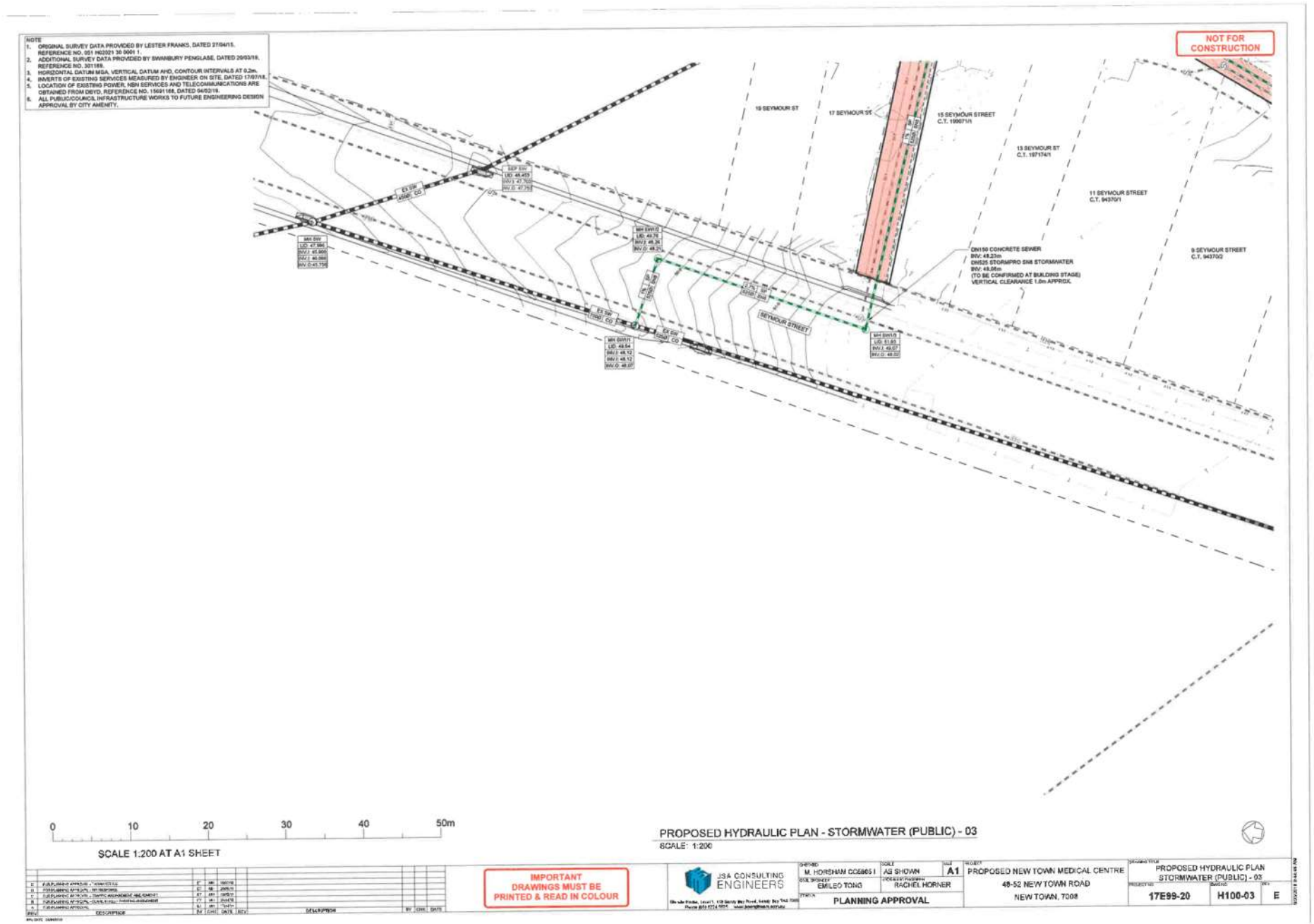
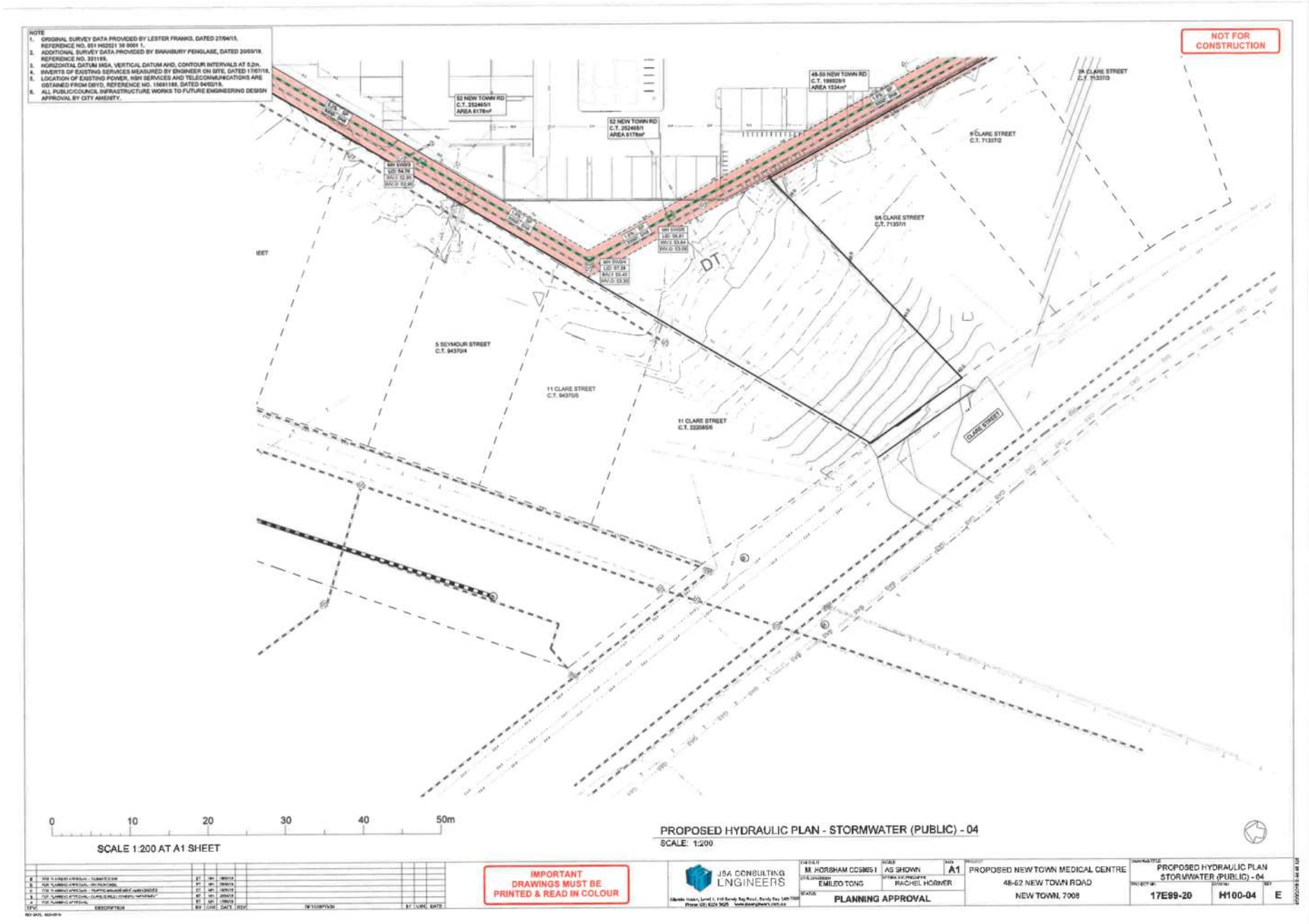
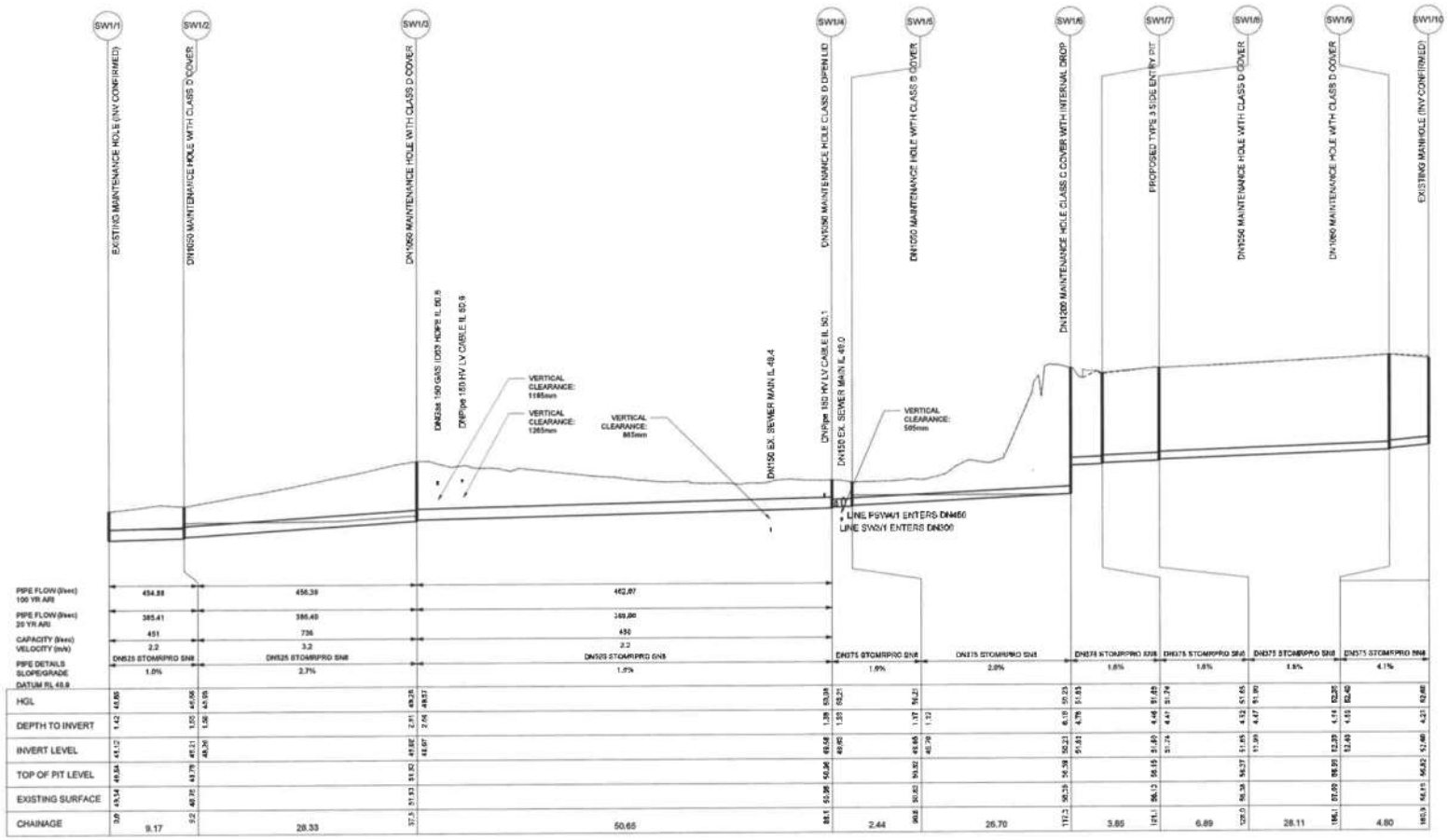
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15. REFERENCE NO. 051 HS3021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 26/03/18. REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/15.
6. ALL PUBLIC/COUNCIL INFRASTRUCTURE WORKS TO FUTURE ENGINEERING DESIGN APPROVAL BY CITY AMENITY.
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 252465/1
AREA 617m²
48-50 NEW TOWN RD
C.T. 198528/1
AREA 1534m²
46 NEW TOWN ROAD
C.T. 76483/1
44 NEW TOWN ROAD
C.T. 202256/1
7 CLARE STREET
C.T. 7133/74
7A CLARE STREET
C.T. 7133/75
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PUBLIC) - 02
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
EMILEO TONG
AS SHOWN
RACHEL HORNER
A1
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PUBLIC) - 02
17E99-20
H100-02
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15. REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/18. REFERENCE NO. 301188.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19.
6. ALL PUBLIC/COUNCIL INFRASTRUCTURE WORKS TO FUTURE ENGINEERING DESIGN APPROVAL BY CITY AMENITY.
NOT FOR CONSTRUCTION
19 SEYMOUR ST
17 SEYMOUR ST
15 SEYMOUR STREET C.T. 109071/1
13 SEYMOUR ST C.T. 197174/1
11 SEYMOUR STREET C.T. 94370/1
9 SEYMOUR STREET C.T. 94370/2
SEYMOUR STREET
DN150 CONCRETE SEWER
INV: 48.23m
DN525 STORMPRO SN8 STORMWATER
INV: 48.08m
(TO BE CONFIRMED AT BUILDING STAGE)
VERTICAL CLEARANCE 1.0m APPROX.
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PUBLIC) - 03
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC58651
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PUBLIC) - 03
17E99-20
H100-03
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 29/03/19, REFERENCE NO. 3211189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/15.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15091188, DATED 04/02/19.
6. ALL PUBLIC/COUNCIL INFRASTRUCTURE WORKS TO FUTURE ENGINEERING DESIGN APPROVAL BY CITY AMENITY.
NOT FOR CONSTRUCTION
52 NEW TOWN RD C.T. 25246/51 AREA 6178m²
52 NEW TOWN RD C.T. 252405/1 AREA 6178m²
48-50 NEW TOWN RD C.T. 199020/1 AREA 1534m²
9A CLARE STREET C.T. 71337/3
9 CLARE STREET C.T. 71337/2
9A CLARE STREET C.T. 71357/1
5 SEYMOUR STREET C.T. 94370/4
11 CLARE STREET C.T. 94370/5
11 CLARE STREET C.T. 222085/6
CLARE STREET
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PUBLIC) - 04
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC59851
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-62 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN STORMWATER (PUBLIC) - 04
17E99-20
H100-04
E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE SW1
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

STORMWATER (PUBLIC) LONG SECTION - 01
SCALE: H 1:250 V 1:100

REV	DESCRIPTION	BY	CHK	DATE
E	[illegible]	CT	MH	[illegible]
D	[illegible]	CT	MH	[illegible]
C	[illegible]	CT	MH	[illegible]
B	[illegible]	CT	MH	[illegible]
A	[illegible]	SJ	MH	[illegible]

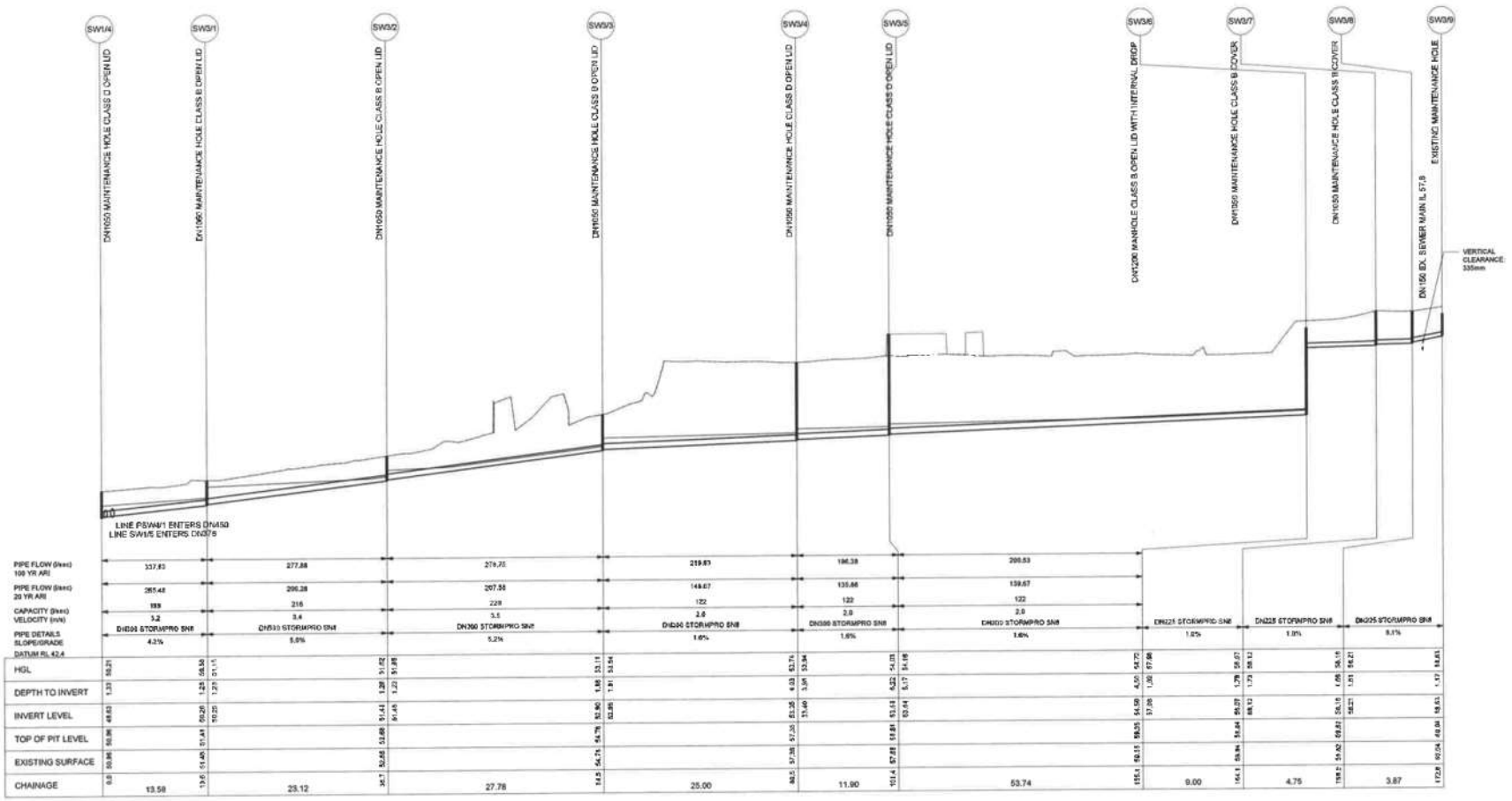
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

DESIGN: M. HORSHAM CC56651	SCALE: AS SHOWN	SIZE: A1	PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE
CIVIL ENGINEER: EMILEO TONG	STRUCTURAL ENGINEER: RACHEL HORNER		48-52 NEW TOWN ROAD
STATUS: PLANNING APPROVAL			NEW TOWN, 7008

DRAWING TITLE		
STORMWATER (PUBLIC) LONG SECTION - 01		
PROJECT NO: 17E99-20	DRAWING NO: H110-01	REV: E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE SW3
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

STORMWATER (PUBLIC) LONG SECTION - 02
SCALE: H 1:250 V 1:100

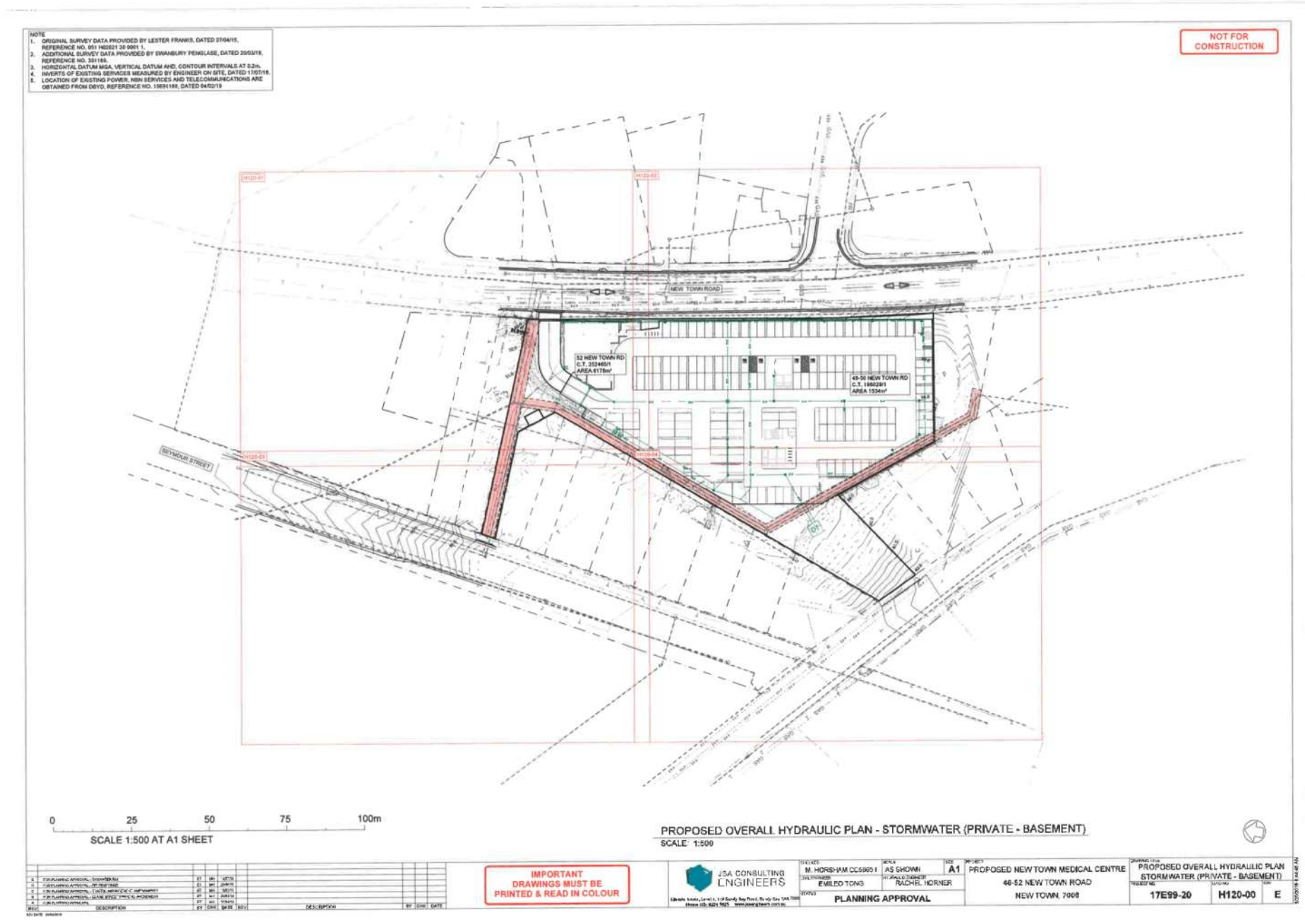
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

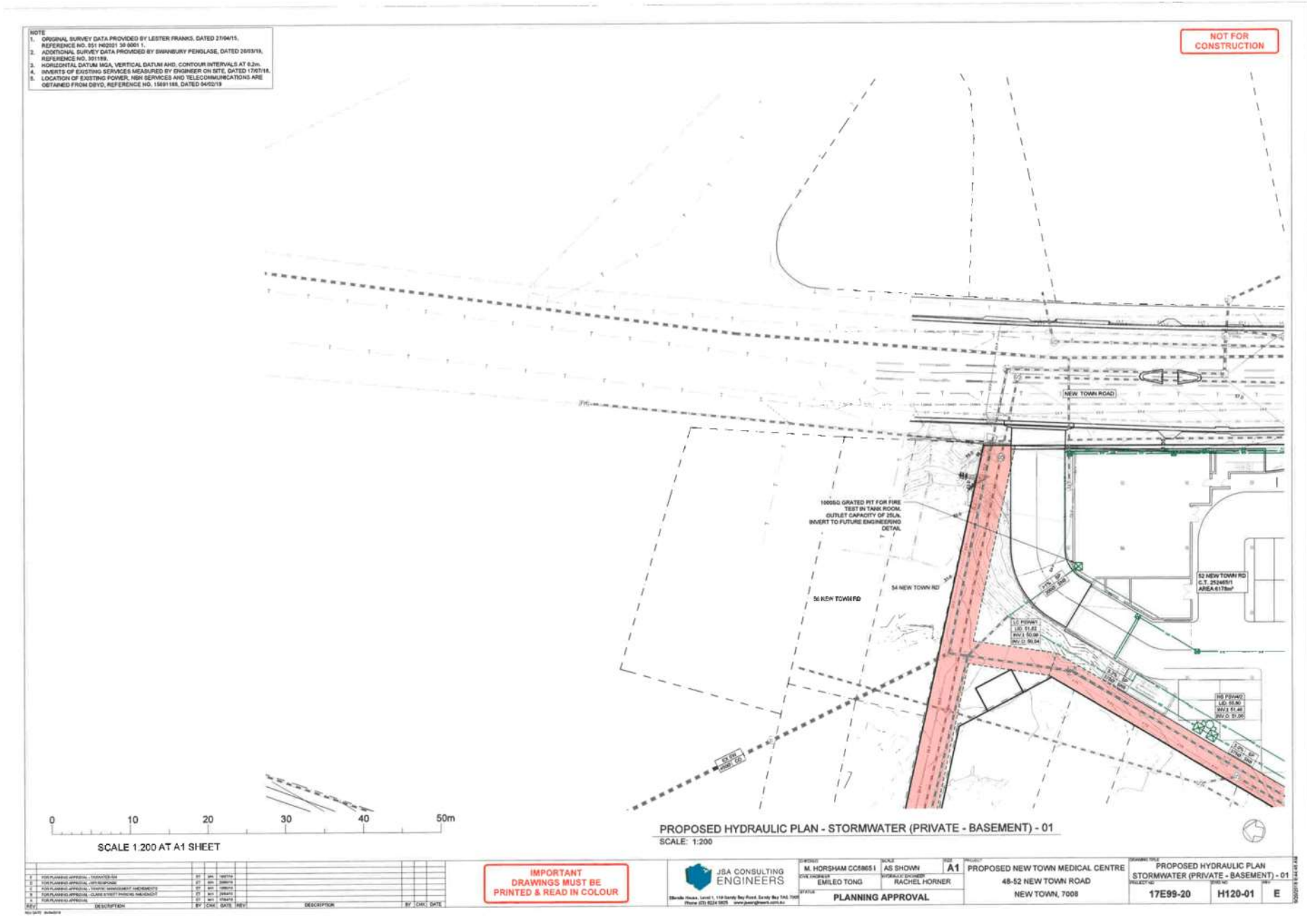
JSA CONSULTING ENGINEERS

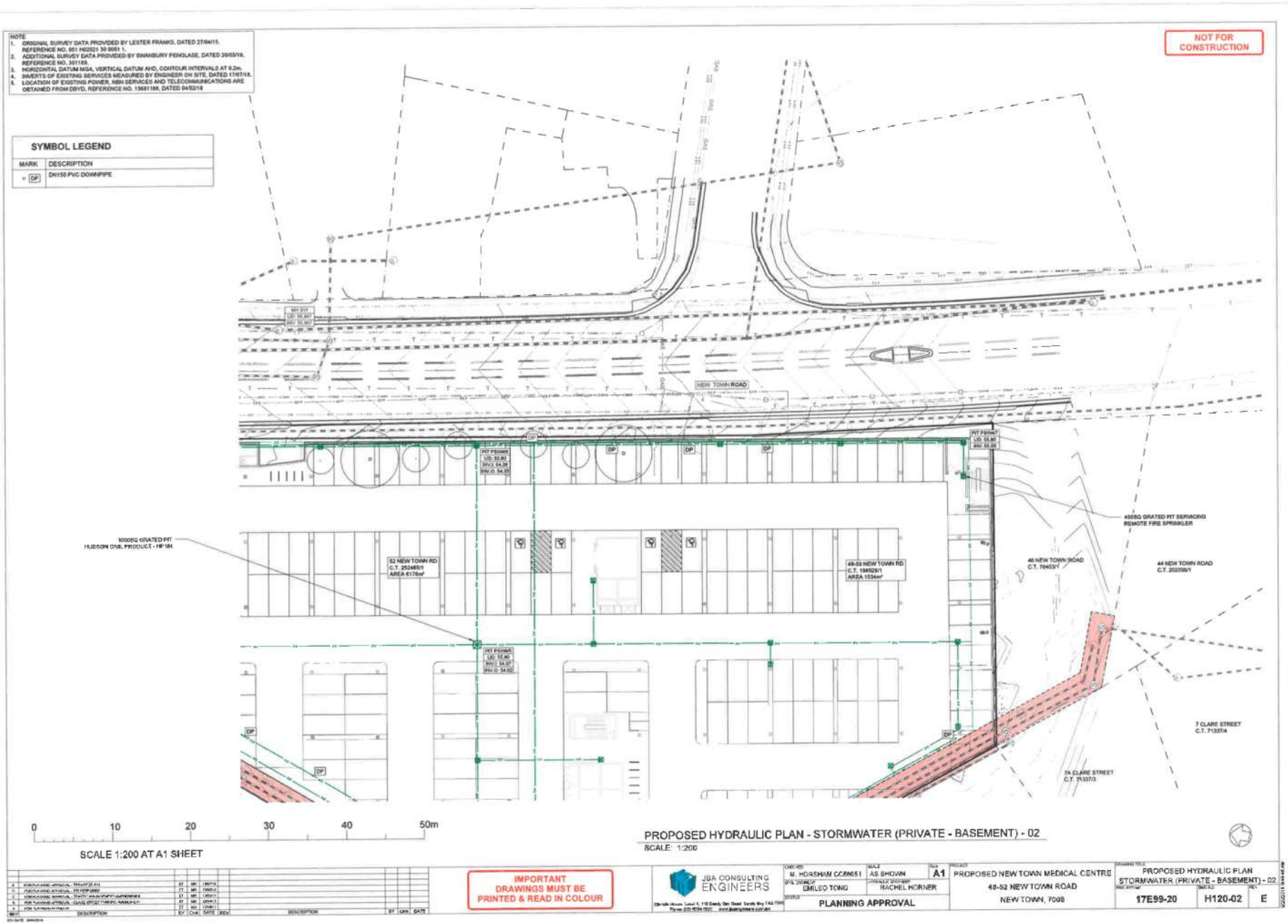
M. HORSHAM CC5985 | AS SHOWN | A1
EMILEO TONG | RACHEL HORNER
PLANNING APPROVAL

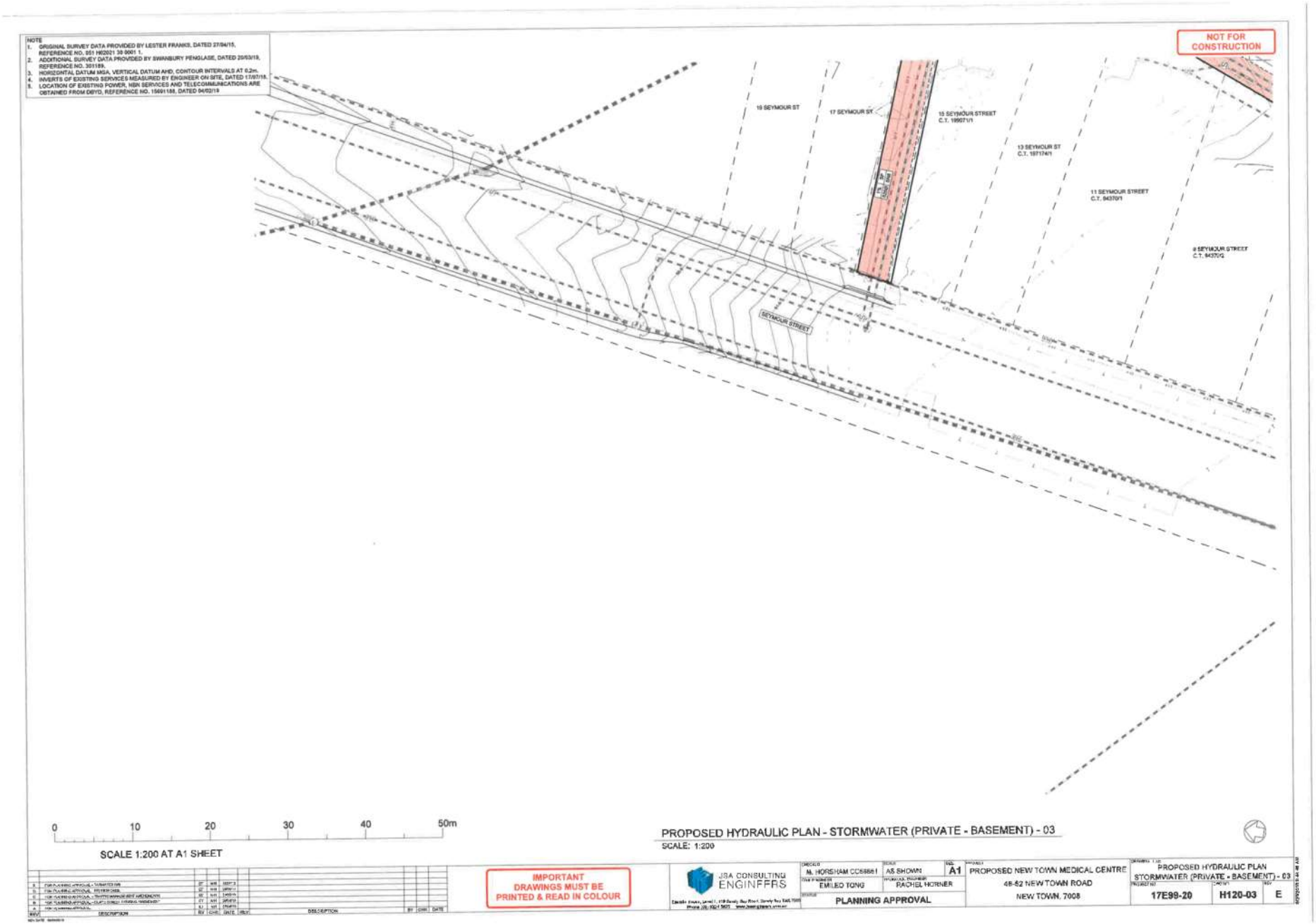
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008

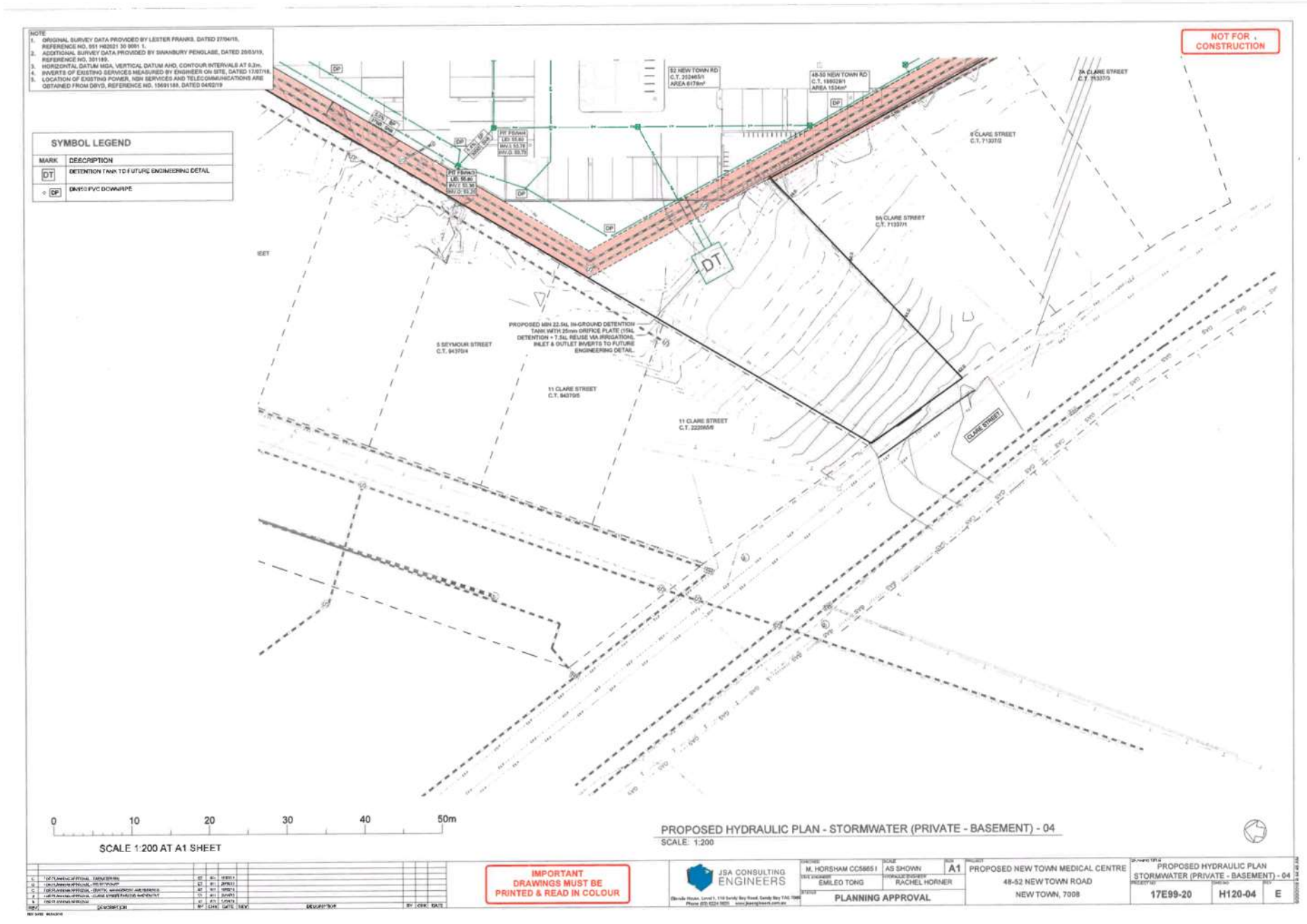
STORMWATER (PUBLIC) LONG SECTION - 02
17E99-20 | H110-02 | E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 36 9901 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 331189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 2024651/1
AREA 617.8m²
46-50 NEW TOWN RD
C.T. 1990239/1
AREA 1534m²
SEYMOUR STREET
0
25
50
75
100m
SCALE 1:500 AT A1 SHEET
PROPOSED OVERALL HYDRAULIC PLAN - STORMWATER (PRIVATE - BASEMENT)
SCALE: 1:500
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC59951
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
46-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED OVERALL HYDRAULIC PLAN
STORMWATER (PRIVATE - BASEMENT)
17E99-20
H120-00
E

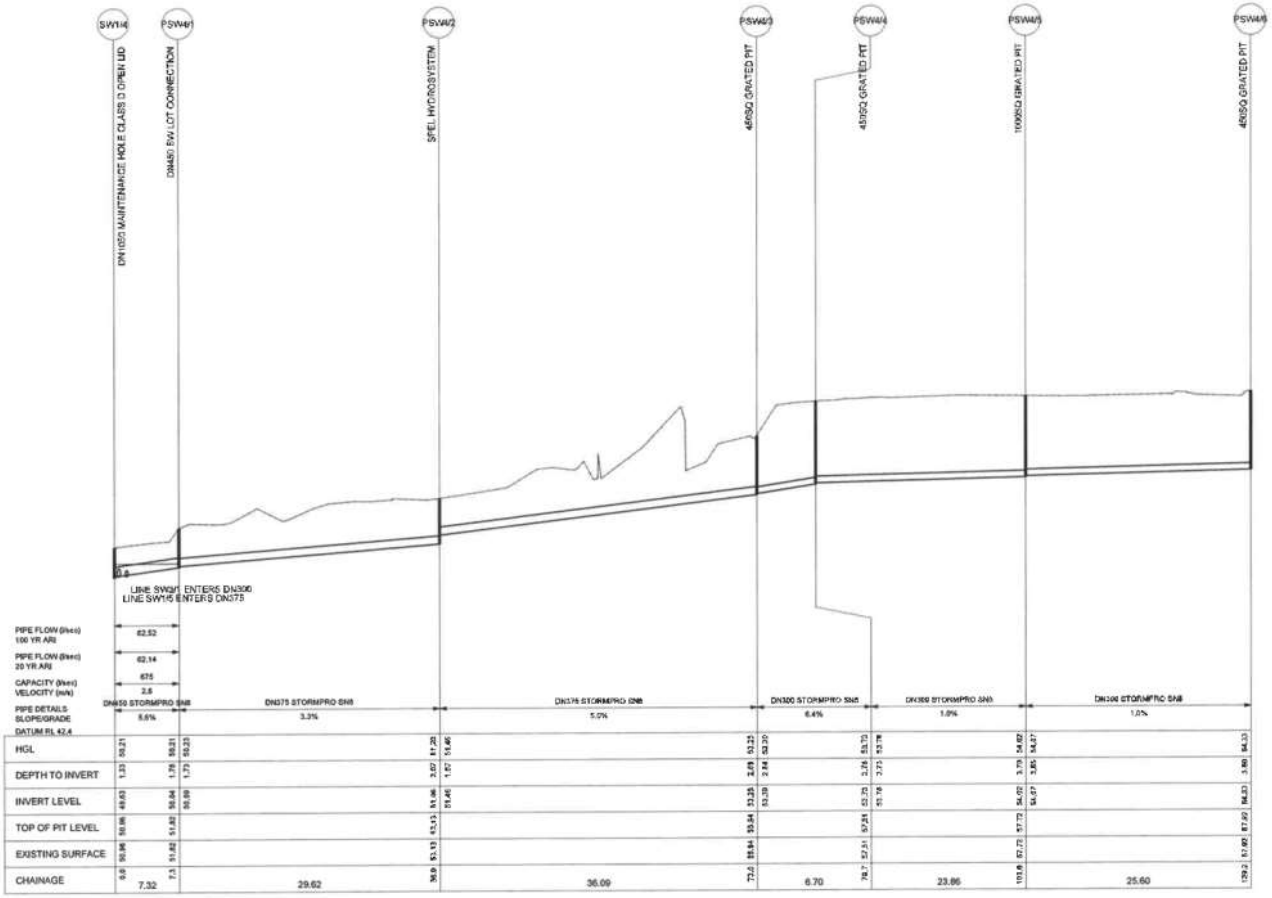

NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 26/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
1000SQ GRATED PIT FOR FIRE TEST IN TANK ROOM. OUTLET CAPACITY OF 25L/s. INVERT TO FUTURE ENGINEERING DETAIL
54 NEW TOWN RD
56 NEW TOWN RD
52 NEW TOWN RD
C.T. 2924651/1
AREA 4178m²
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - BASEMENT) - 01
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC58651
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN STORMWATER (PRIVATE - BASEMENT) - 01
17E99-20
H120-01
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02521 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 29/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 13691186, DATED 04/02/19
NOT FOR CONSTRUCTION
SYMBOL LEGEND
MARK
DESCRIPTION
DP
DN150 PVC DOWNPIPE
NEW TOWN ROAD
1000SQ GRATED PIT
HUDSON DWL PRODUCT - HP18N
52 NEW TOWN RD
C.T. 2524851/1
AREA 617.6m²
48-50 NEW TOWN RD
C.T. 1985291/1
AREA 1534m²
46 NEW TOWN ROAD
C.T. 764231/1
44 NEW TOWN ROAD
C.T. 2022991/1
450SQ GRATED PIT SERVICING
REMOTE FIRE SPRINKLER
7 CLARE STREET
C.T. 71337/4
7A CLARE STREET
C.T. 71337/3
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - BASEMENT) - 02
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
J&A CONSULTING ENGINEERS
CHK'ED
M. HORSHAM CC26651
SCALE
AS SHOWN
SIZE
A1
DRAWN
EMILEO TONG
PROJECT ENGINEER
RACHEL HORNER
STATUS
PLANNING APPROVAL
PROJECT
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
DRAWING TITLE
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - BASEMENT) - 02
PROJECT NO.
17E99-20
DRAWING NO.
H120-02
REV.
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/15.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
19 SEYMOUR ST
17 SEYMOUR ST
15 SEYMOUR STREET C.T. 199071/1
13 SEYMOUR ST C.T. 197174/1
11 SEYMOUR STREET C.T. 84370/1
9 SEYMOUR STREET C.T. 84370/2
SEYMOUR STREET
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - BASEMENT) - 03
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC58881
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN STORMWATER (PRIVATE - BASEMENT) - 03
17E99-20
H120-03
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H62021 30 9091 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 28/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
SYMBOL LEGEND
MARK
DESCRIPTION
DT
DETENTION TANK TO F UTURE ENGINEERING DETAIL
DP
DN150 PVC DOWNPIPE
52 NEW TOWN RD
C.T. 2024451/1
AREA 617m²
48-50 NEW TOWN RD
C.T. 1980218/1
AREA 1534m²
7A CLARE STREET
C.T. 7133773
8 CLARE STREET
C.T. 7133772
9A CLARE STREET
C.T. 7133771
5 SEYMOUR STREET
C.T. 9437/24
11 CLARE STREET
C.T. 9437/25
11 CLARE STREET
C.T. 2226/58
CLARE STREET
PROPOSED MIN 22.5kL IN-GROUND DETENTION TANK WITH 25mm ORIFICE PLATE (15kL DETENTION + 7.5kL REUSE VIA IRRIGATION). INLET & OUTLET INVERTS TO FUTURE ENGINEERING DETAIL
DT
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - BASEMENT) - 04
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
EMILEO TONG
AS SHOWN
A1
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - BASEMENT) - 04
17E99-20
H120-04
E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE PSW4

SCALES: HORIZONTAL 1:250 VERTICAL 1:100

STORMWATER (PRIVATE) LONG SECTION - 01

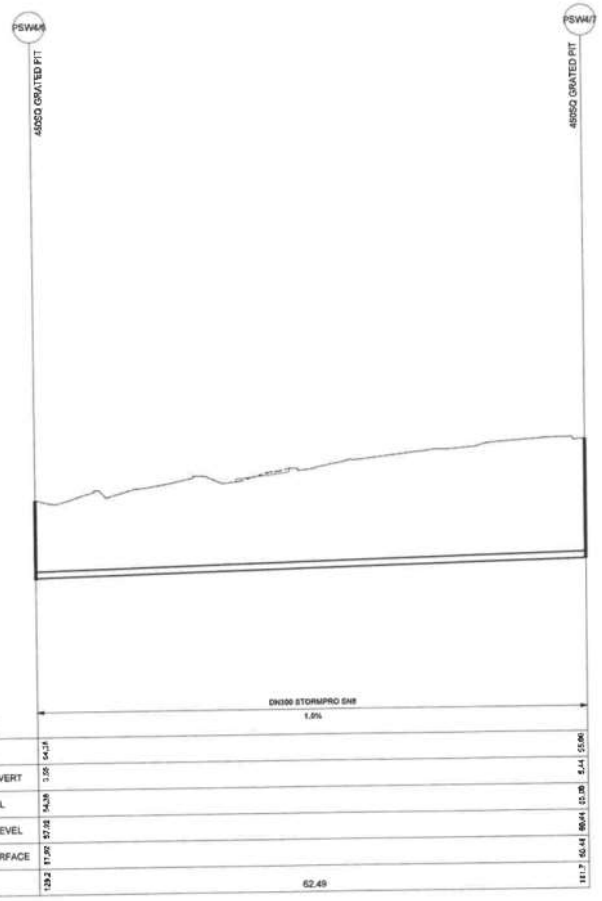
SCALE: H 1:250 V 1:100

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

CHECKED: M. HORSHAM CC59651	SCALE: AS SHOWN	SIZE: A1	PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE	DRAWING TITLE: STORMWATER (PRIVATE) LONG SECTION - 01
DESIGNED: EMILEO TONG	APPROVED/CHECKED: RACHEL HORNER		46-52 NEW TOWN ROAD	
STATUS: PLANNING APPROVAL			NEW TOWN, 7008	PROJECT NO: 17E99-20 · DRAWING NO: H130-01 · REV: E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE PSW4
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

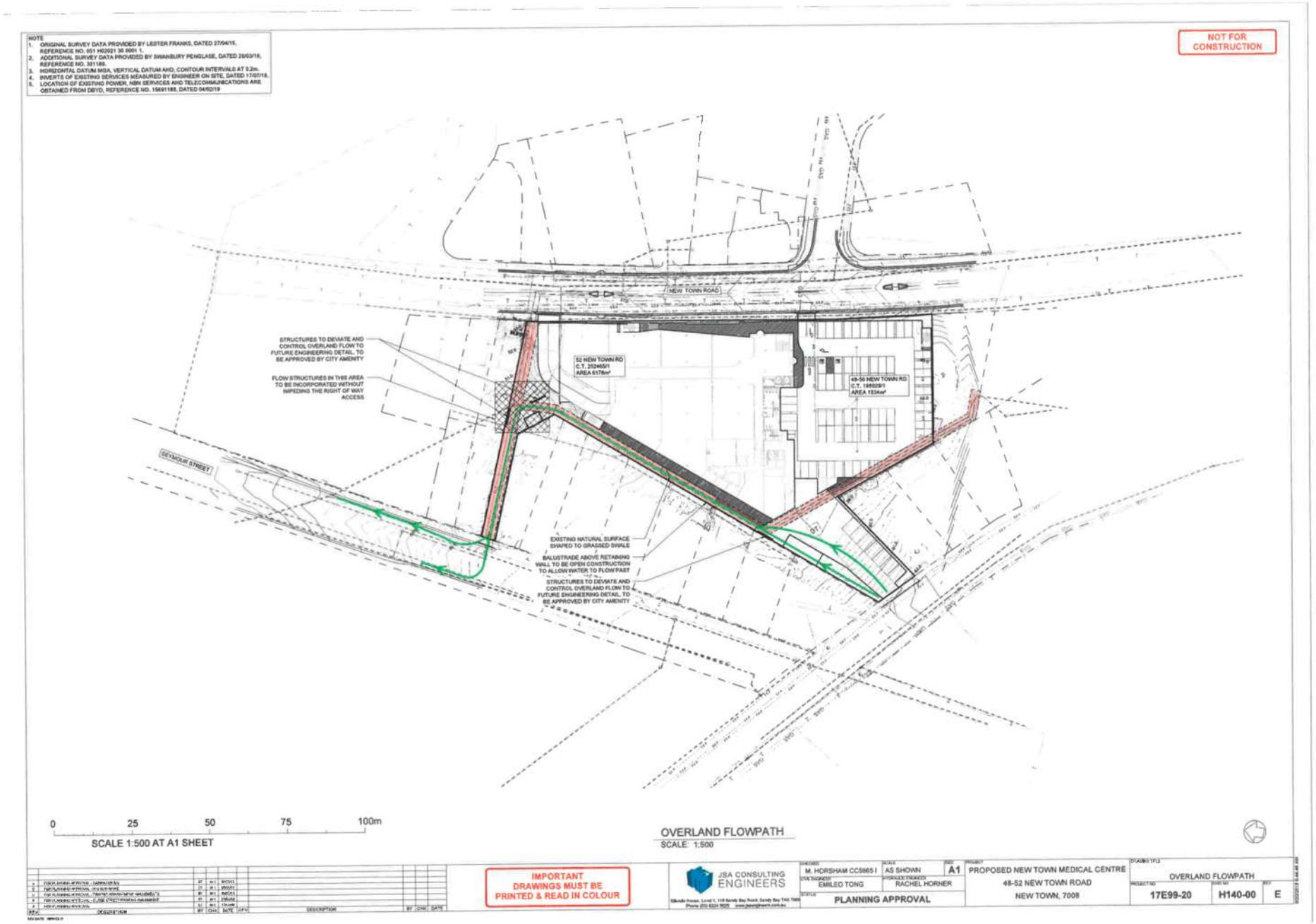
STORMWATER (PRIVATE) LONG SECTION - 02
SCALE: H 1:250 V 1:100

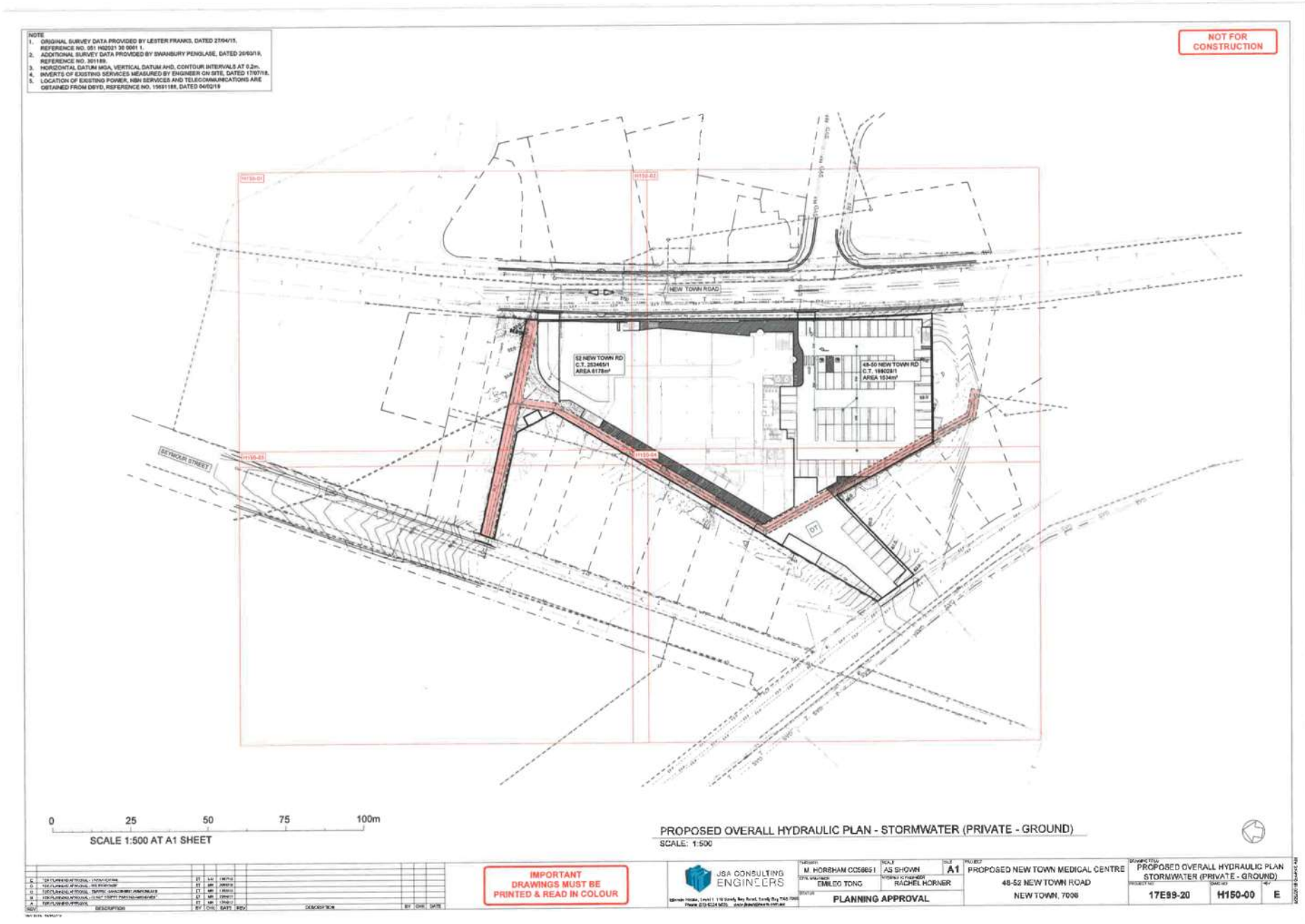
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

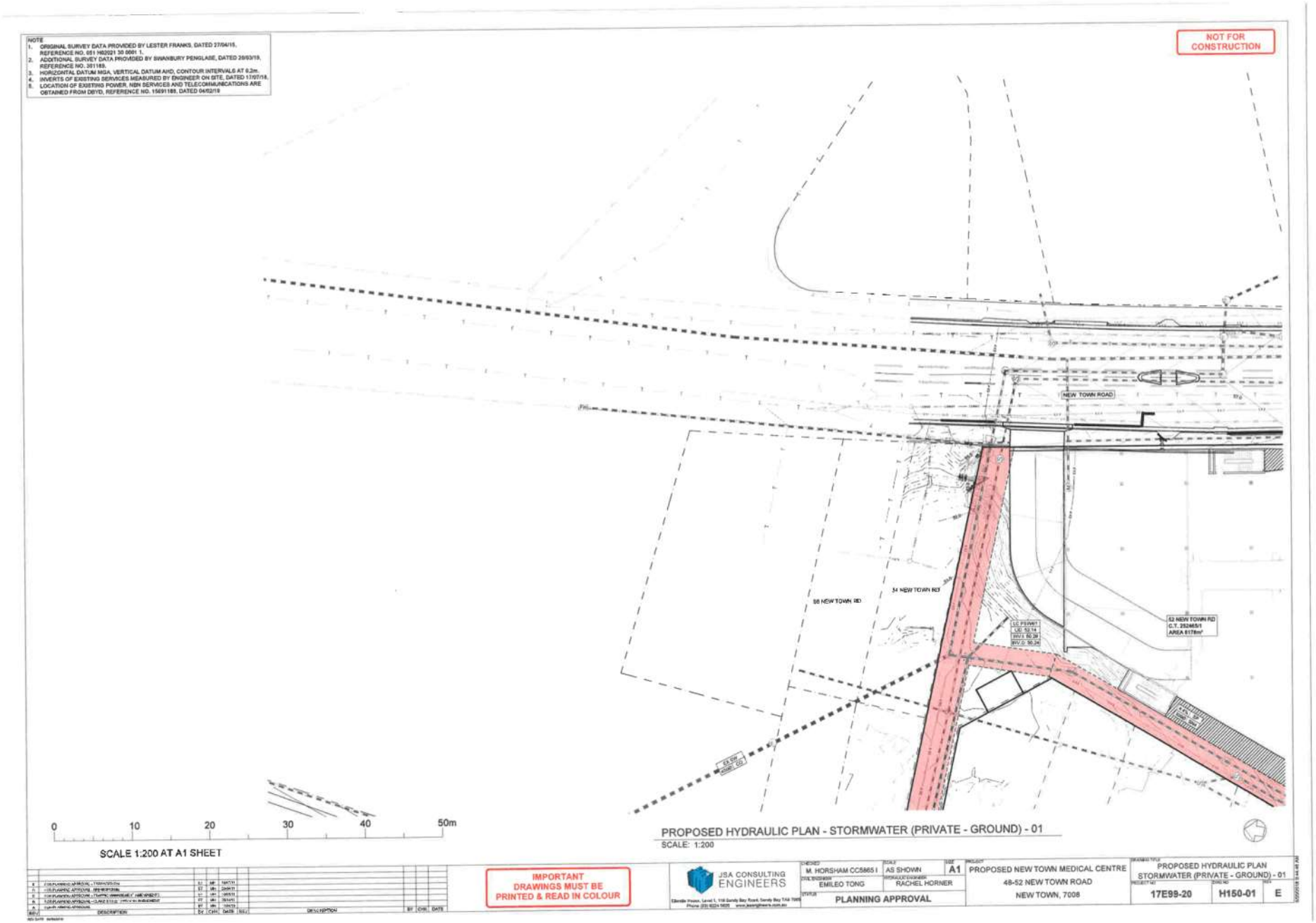
JSA CONSULTING ENGINEERS

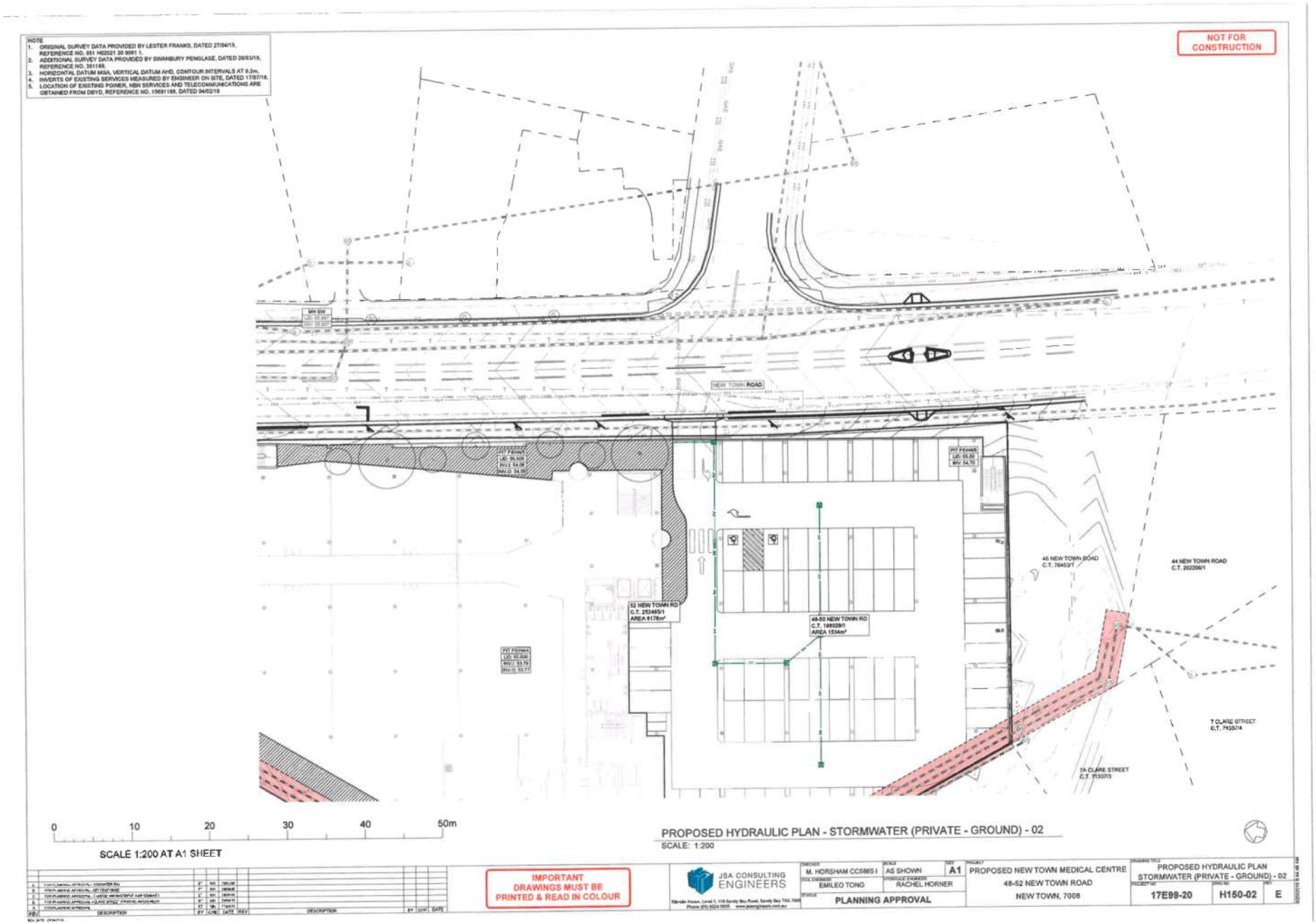
DESIGNED: M. HORSHAM CC5865	SCALE: AS SHOWN	SIZE: A1	PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE 48-52 NEW TOWN ROAD NEW TOWN, 7008
DRAWN: EMILEO TONG	CHECKED: RACHEL HORNER		
STATUS: PLANNING APPROVAL			

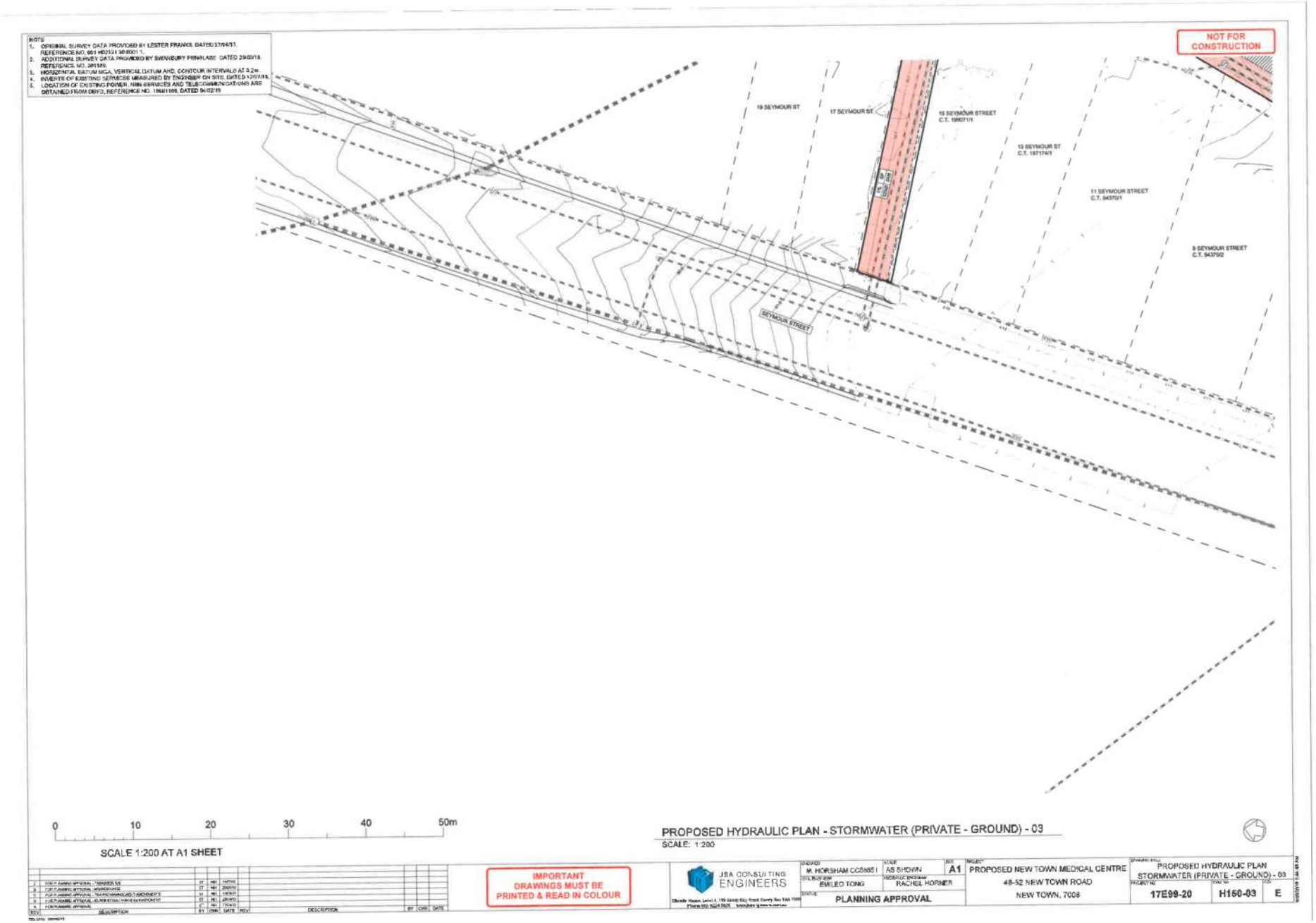
DRAWING TITLE: STORMWATER (PRIVATE) LONG SECTION - 02
PROJECT NO: 17E99-20
DRAWING NO: H130-02
REV: E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H02021 36 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 29/03/18, REFERENCE NO. 381188.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691185, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
STRUCTURES TO DEVIATE AND CONTROL OVERLAND FLOW TO FUTURE ENGINEERING DETAIL. TO BE APPROVED BY CITY AMENITY
FLOW STRUCTURES IN THIS AREA TO BE INCORPORATED WITHOUT IMPEDING THE RIGHT OF WAY ACCESS
52 NEW TOWN RD C.T. 2524651 AREA 6178m²
48-50 NEW TOWN RD C.T. 1985209/1 APREA 1534m²
SEYMOUR STREET
EXISTING NATURAL SURFACE SHAPED TO GRASSED SWALE
BALUSTRADE ABOVE RETAINING WALL TO BE OPEN CONSTRUCTION TO ALLOW WATER TO FLOW PAST
STRUCTURES TO DEVIATE AND CONTROL OVERLAND FLOW TO FUTURE ENGINEERING DETAIL. TO BE APPROVED BY CITY AMENITY
0 25 50 75 100m
SCALE 1:500 AT A1 SHEET
OVERLAND FLOWPATH
SCALE: 1:500
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
OVERLAND FLOWPATH
17E99-20
H140-00
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 HS2021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 26/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 13691188, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 2534651
AREA 617m²
48-50 NEW TOWN RD
C.T. 1990281
AREA 1534m²
SEYMOUR STREET
0
25
50
75
100m
SCALE 1:500 AT A1 SHEET
PROPOSED OVERALL HYDRAULIC PLAN - STORMWATER (PRIVATE - GROUND)
SCALE: 1:500
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC56851
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED OVERALL HYDRAULIC PLAN
STORMWATER (PRIVATE - GROUND)
17E99-20
H150-00
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 1602021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 29/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691189, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
34 NEW TOWN RD
56 NEW TOWN RD
63 NEW TOWN RD
C.T. 2524/65/1
AREA 617m²
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - GROUND) - 01
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
EMILEO TONG
RACHEL HORNER
AS SHOWN
A1
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - GROUND) - 01
17E99-20
H150-01
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15. REFERENCE NO. 051 H02021 20 9001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWAINBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691189, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 252465/1
AREA 8178m²
48-50 NEW TOWN RD
C.T. 198928/1
AREA 1534m²
46 NEW TOWN ROAD
C.T. 76403/1
44 NEW TOWN ROAD
C.T. 202256/1
7 CLARE STREET
C.T. 7133/3
7A CLARE STREET
C.T. 7133/3
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - GROUND) - 02
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - GROUND) - 02
17E99-20
H150-02
E


NOTE
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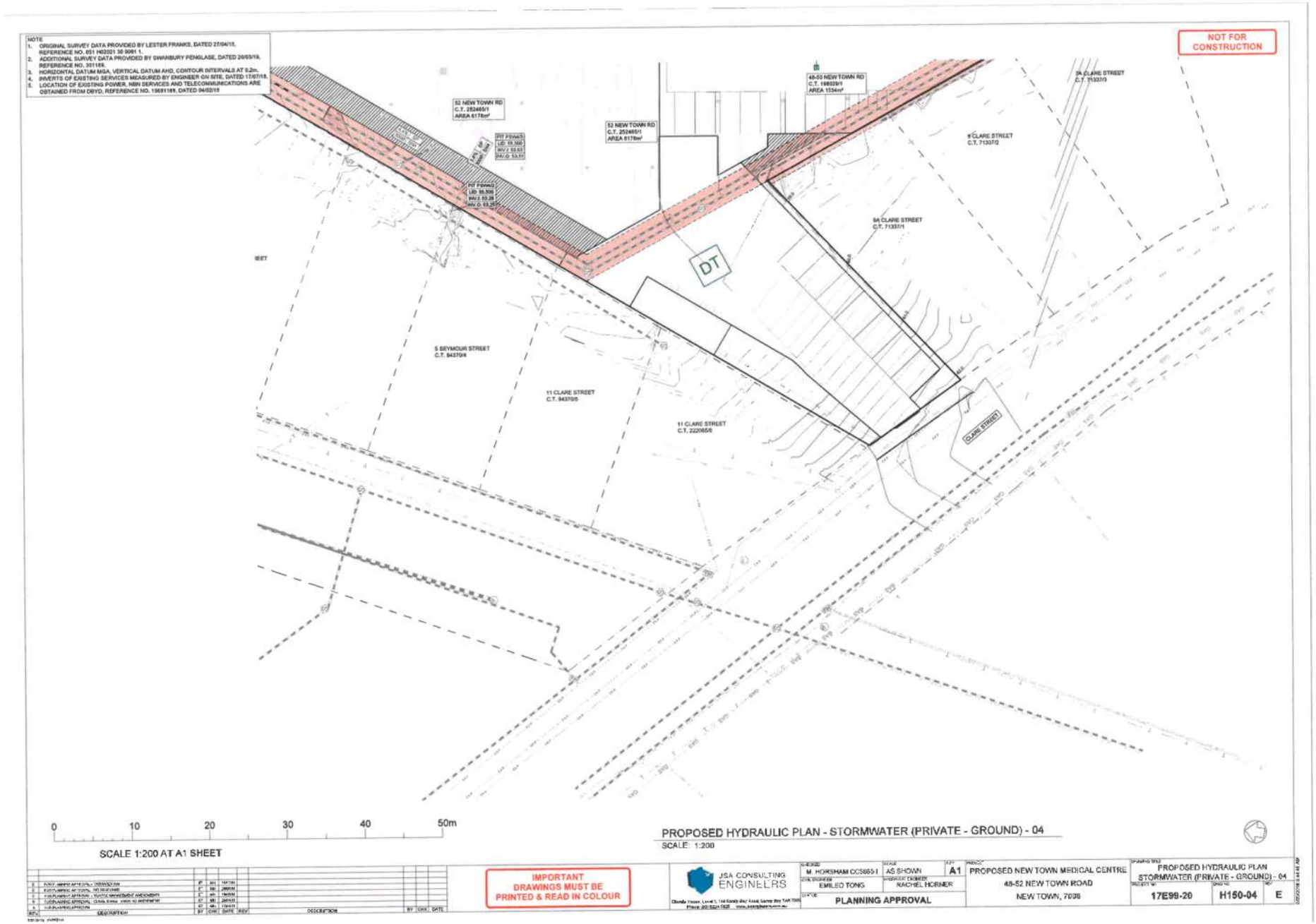
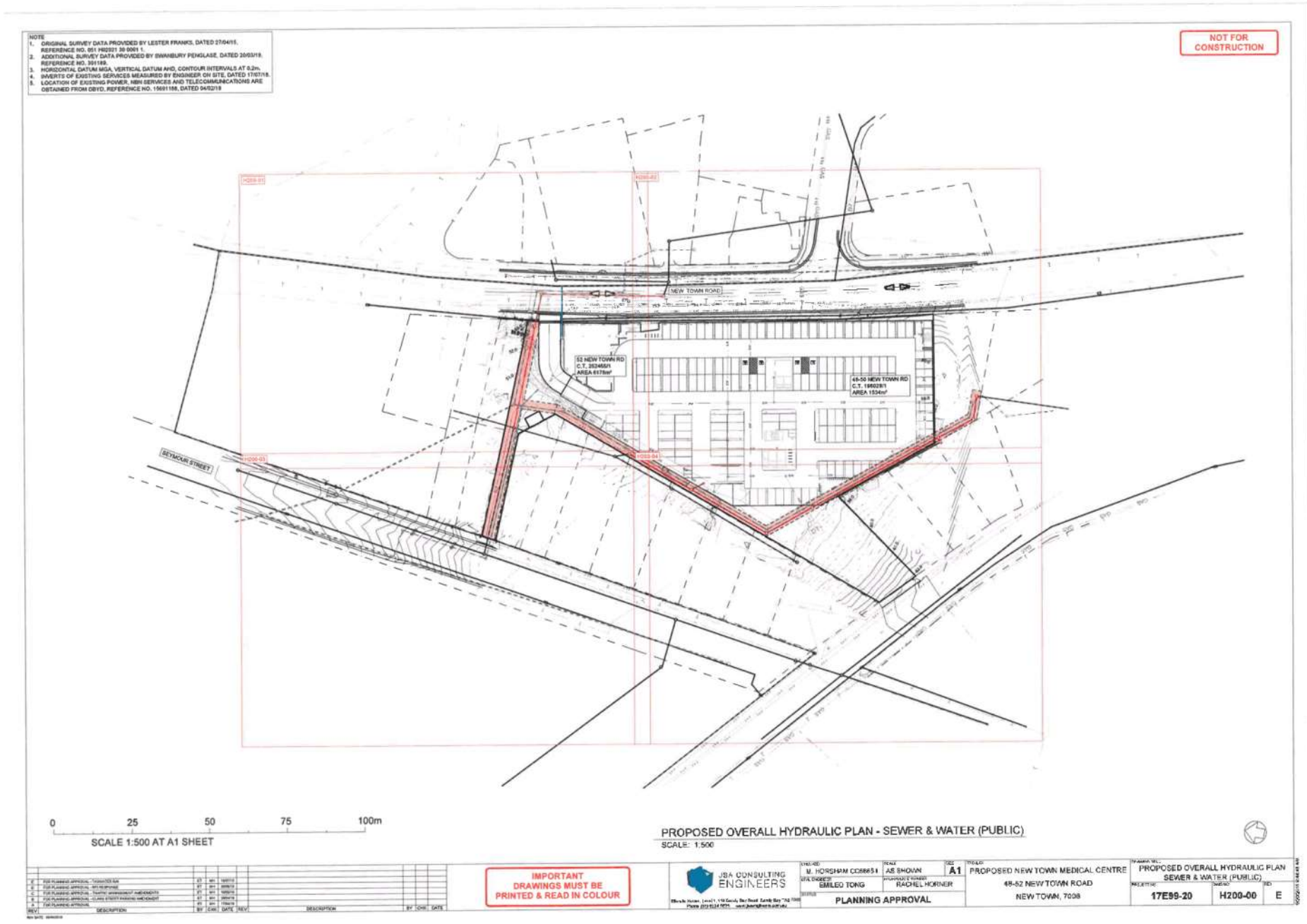
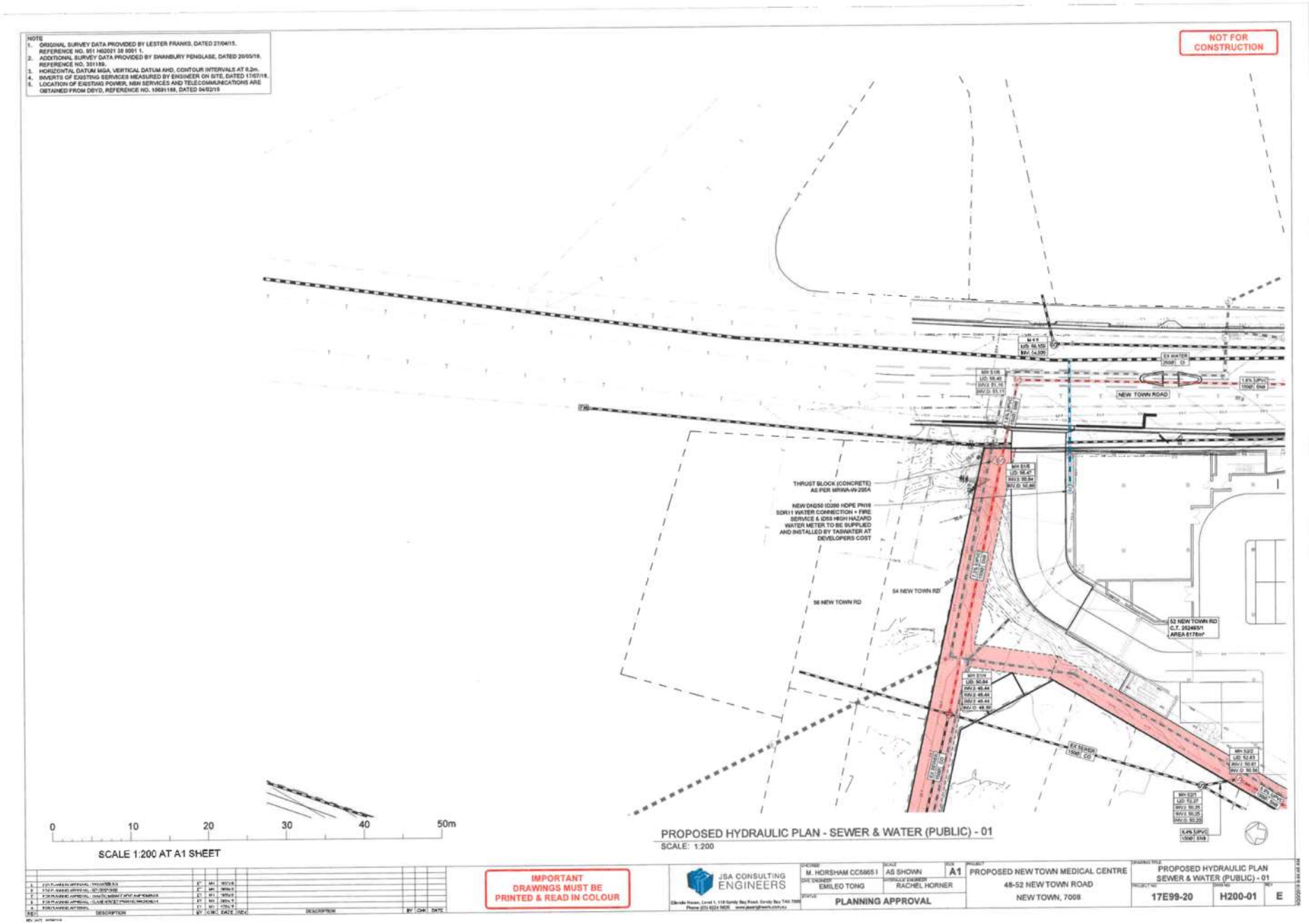
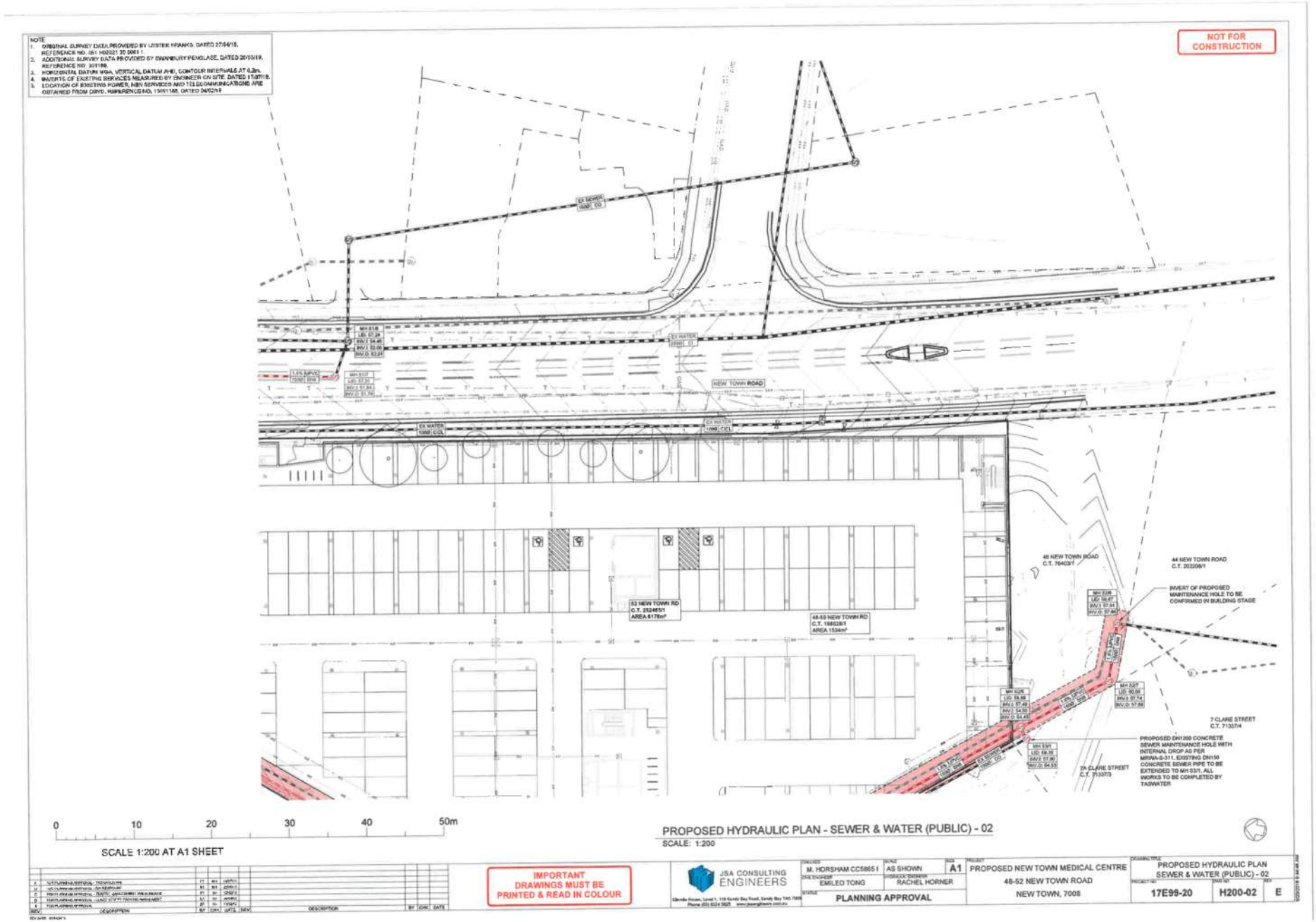
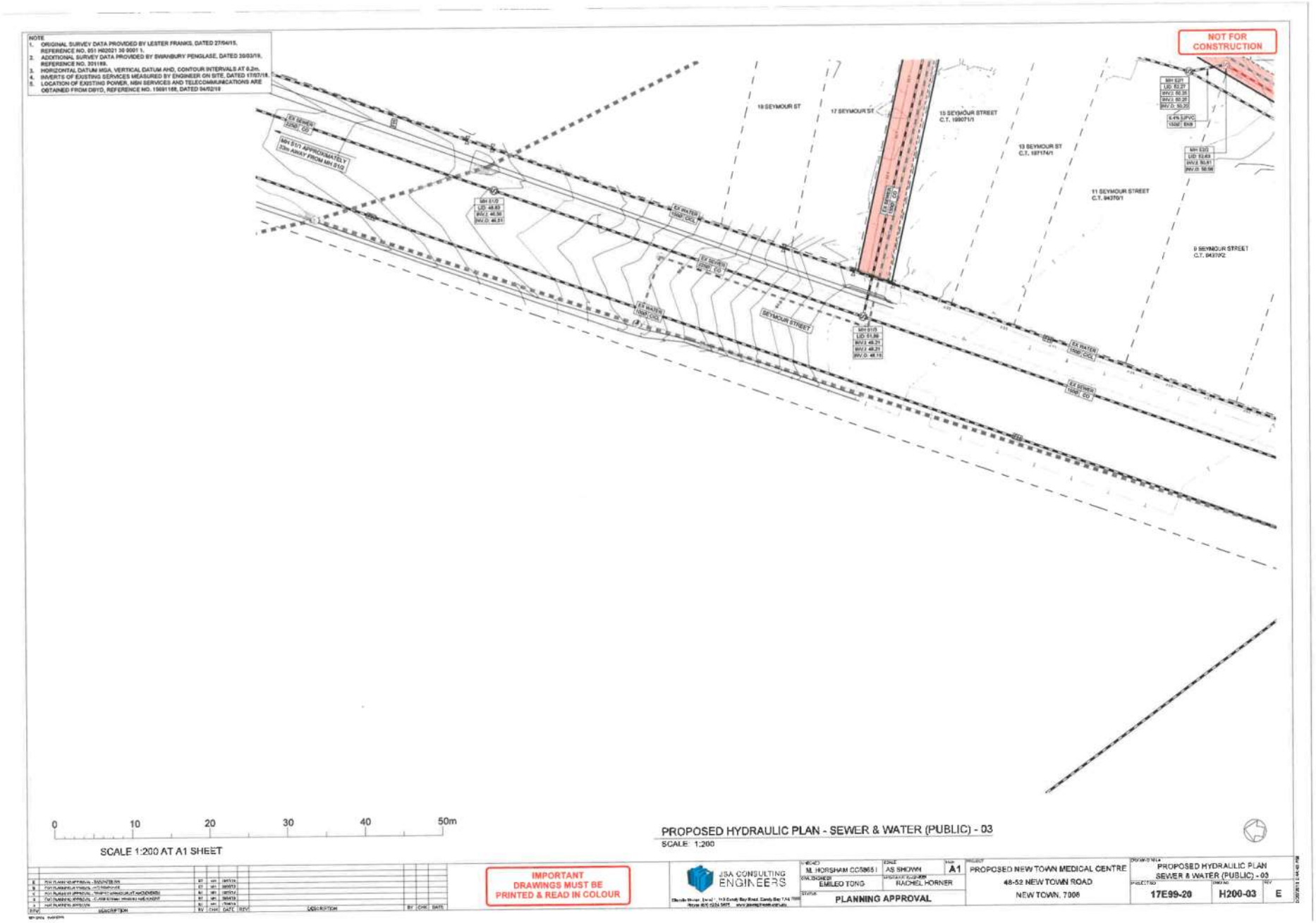
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENKLASE, DATED 29/05/18, REFERENCE NO. 3P1189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 12/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 19661198, DATED 04/02/19.
NOT FOR CONSTRUCTION
19 SEYMOUR ST
17 SEYMOUR ST
15 SEYMOUR STREET C.T. 1990711
13 SEYMOUR ST C.T. 1971741
11 SEYMOUR STREET C.T. 943701
9 SEYMOUR STREET C.T. 943702
SEYMOUR STREET
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - GROUND) - 03
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5885
AS SHOWN
A1
EMILEO TOING
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - GROUND) - 03
17E99-20
H160-03
E

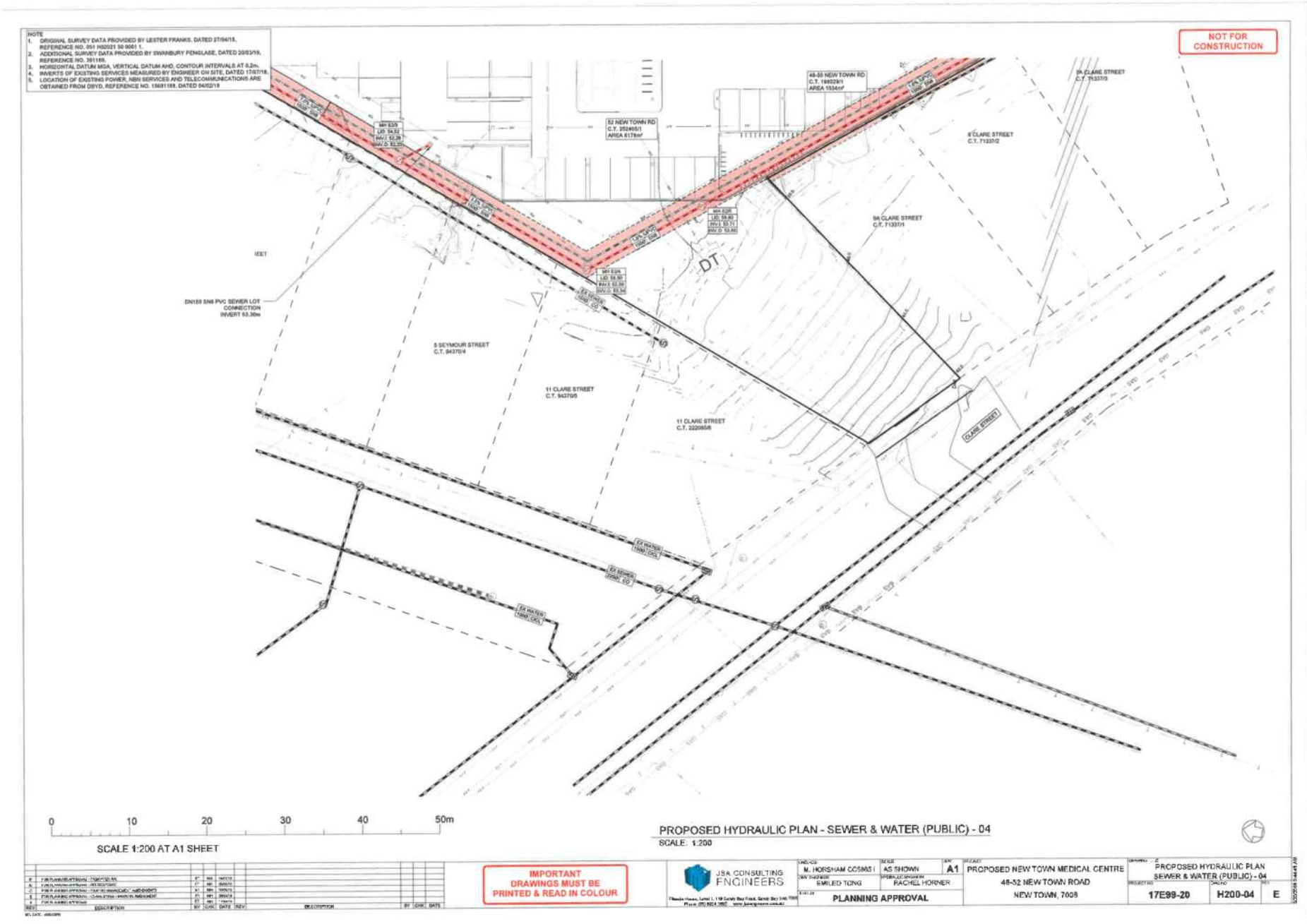

NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H03021 00 9061 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 26/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/15.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691189, DATED 04/02/19
NOT FOR CONSTRUCTION
52 NEW TOWN RD
C.T. 2524651
AREA 617m²
53 NEW TOWN RD
C.T. 2524651
AREA 617m²
48-50 NEW TOWN RD
C.T. 1660291
AREA 1234m²
9A CLARE STREET
C.T. 7133713
9 CLARE STREET
C.T. 7133712
9A CLARE STREET
C.T. 7133711
DT
5 SEYMOUR STREET
C.T. 943704
11 CLARE STREET
C.T. 943705
11 CLARE STREET
C.T. 2220858
CLARE STREET
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - STORMWATER (PRIVATE - GROUND) - 04
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
J&A CONSULTING ENGINEERS
M. HORSHAM CC58651
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
STORMWATER (PRIVATE - GROUND) - 04
17E99-20
H150-04
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H92021 30 0001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN RD
C.T. 3524651/1
AREA 617m²
48-50 NEW TOWN RD
C.T. 1960261/1
AREA 1534m²
SEYMOUR STREET
0
25
50
75
100m
SCALE 1:500 AT A1 SHEET
PROPOSED OVERALL HYDRAULIC PLAN - SEWER & WATER (PUBLIC)
SCALE: 1:500
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JBA CONSULTING ENGINEERS
M. HORSHAM CC6865 H
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED OVERALL HYDRAULIC PLAN
SEWER & WATER (PUBLIC)
17E99-20
H200-00
E

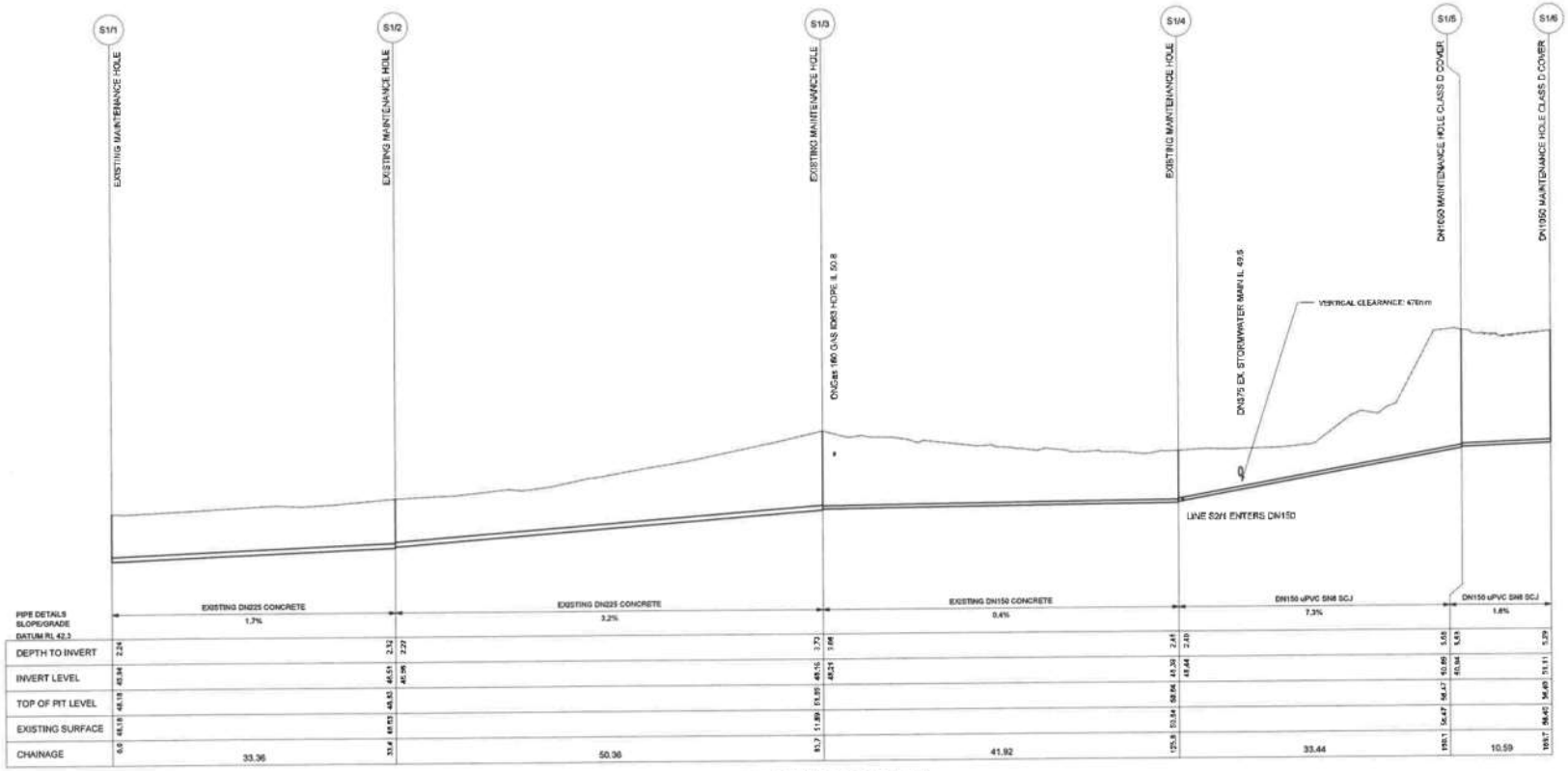

NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15. REFERENCE NO. 051 H02021 3E 0051 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/05/19. REFERENCE NO. 301180.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 10691188, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
THRUST BLOCK (CONCRETE) AS PER MRWA-W-206A
NEW DN250 ID280 HDPE PN16 SDR11 WATER CONNECTION + FIRE SERVICE & ID50 HIGH HAZARD WATER METER TO BE SUPPLIED AND INSTALLED BY TASWATER AT DEVELOPERS COST
54 NEW TOWN RD
56 NEW TOWN RD
52 NEW TOWN RD C.T. 252465/1 AREA 6178m²
EX SEWER 150Ø CO
EX WATER 250Ø CI
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - SEWER & WATER (PUBLIC) - 01
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC58651
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN SEWER & WATER (PUBLIC) - 01
17E99-20
H200-01
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/18, REFERENCE NO. 061 H02021 20 0061 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 28/03/19, REFERENCE NO. 301189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 15/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 1909118B, DATED 04/02/19
NOT FOR CONSTRUCTION
NEW TOWN ROAD
EX WATER 100Ø CICL
EX SEWER 150Ø CO
52 NEW TOWN RD C.T. 252465/1 AREA 6178m²
48-50 NEW TOWN RD C.T. 198028/1 AREA 1534m²
46 NEW TOWN ROAD C.T. 76403/1
44 NEW TOWN ROAD C.T. 203209/1
INVERT OF PROPOSED MAINTENANCE HOLE TO BE CONFIRMED IN BUILDING STAGE
7 CLARE STREET C.T. 71337/4
7A CLARE STREET C.T. 71337/3
PROPOSED DN1200 CONCRETE SEWER MAINTENANCE HOLE WITH INTERNAL DROP AS PER MRWA-S-311. EXISTING DN150 CONCRETE SEWER PIPE TO BE EXTENDED TO MH 53/1. ALL WORKS TO BE COMPLETED BY TASWATER
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - SEWER & WATER (PUBLIC) - 02
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
EMILEO TONG
AS SHOWN
A1
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN
SEWER & WATER (PUBLIC) - 02
17E99-20
H200-02
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 H020021 39 9001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 331189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 15691188, DATED 04/02/19
NOT FOR CONSTRUCTION
19 SEYMOUR ST
17 SEYMOUR ST
15 SEYMOUR STREET C.T. 10907/1
13 SEYMOUR ST C.T. 1871/74/1
11 SEYMOUR STREET C.T. 943701
9 SEYMOUR STREET C.T. 943702
SEYMOUR STREET
EX SEWER 150Ø CIC
EX WATER 150Ø CICL
MH S1/3 APPROXIMATELY 25m AWAY FROM MH S1/2
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - SEWER & WATER (PUBLIC) - 03
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC5865 I
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED HYDRAULIC PLAN SEWER & WATER (PUBLIC) - 03
17E99-20
H200-03
E


NOTE
1. ORIGINAL SURVEY DATA PROVIDED BY LESTER FRANKS, DATED 27/04/15, REFERENCE NO. 051 HS2021 50 9001 1.
2. ADDITIONAL SURVEY DATA PROVIDED BY SWANBURY PENGLASE, DATED 20/03/19, REFERENCE NO. 191189.
3. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT 0.2m.
4. INVERTS OF EXISTING SERVICES MEASURED BY ENGINEER ON SITE, DATED 17/07/18.
5. LOCATION OF EXISTING POWER, NBN SERVICES AND TELECOMMUNICATIONS ARE OBTAINED FROM DBYD, REFERENCE NO. 156081189, DATED 04/02/19
NOT FOR CONSTRUCTION
48-50 NEW TOWN RD
C.T. 1965029/1
AREA 1534m²
52 NEW TOWN RD
C.T. 2524051/1
AREA 6178m²
9A CLARE STREET
C.T. 71337/3
8 CLARE STREET
C.T. 71337/2
9A CLARE STREET
C.T. 71337/1
DN150 SN8 PVC SEWER LOT CONNECTION
INVERT 53.38m
5 SEYMOUR STREET
C.T. 9437/24
11 CLARE STREET
C.T. 9437/26
11 CLARE STREET
C.T. 2220/56
CLARE STREET
0 10 20 30 40 50m
SCALE 1:200 AT A1 SHEET
PROPOSED HYDRAULIC PLAN - SEWER & WATER (PUBLIC) - 04
SCALE: 1:200
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC58851
AS SHOWN
A1
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PLANNING APPROVAL
PROPOSED HYDRAULIC PLAN SEWER & WATER (PUBLIC) - 04
17E99-20
H200-04
E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE S1
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

SEWER LONG SECTION - 01
SCALE: H 1:250 V 1:100

REV	DESCRIPTION	BY	CHK	DATE
E	FOR PLANNING APPROVAL	ET	MH	10/10/19
D	FOR PLANNING APPROVAL - TEXT TO ASSESSMENT AMENDMENT	ET	MH	23/09/19
C	FOR PLANNING APPROVAL - CLIENT ADDITIONAL COMMENTS	ET	MH	17/09/19
B	FOR PLANNING APPROVAL	ET	MH	29/08/19
A	FOR PLANNING APPROVAL	ET	MH	15/08/19

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

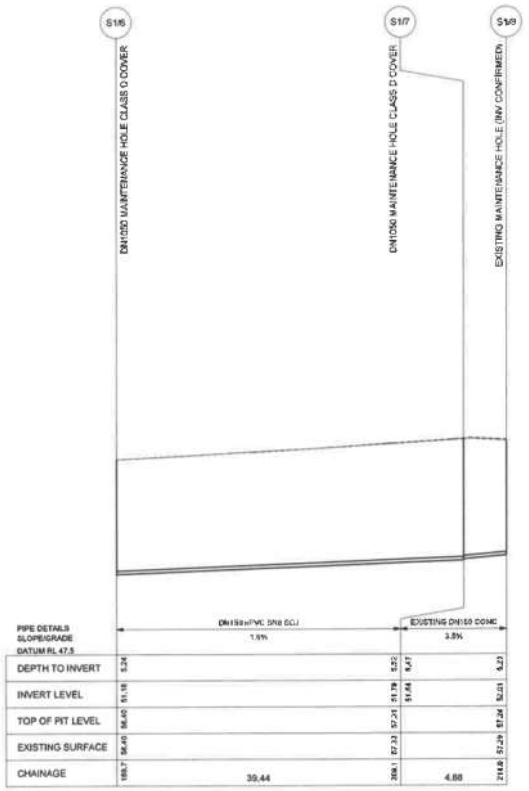
DRAWN	M. HORSHAM CC5855	SCALE	AS SHOWN
SIZE	A1		
CALCULATED	EMILEO TONG	CHECKED & SIGNED	RACHEL HORNER
STATUS	PLANNING APPROVAL		

PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008

DRAWING TITLE: SEWER LONG SECTION - 01

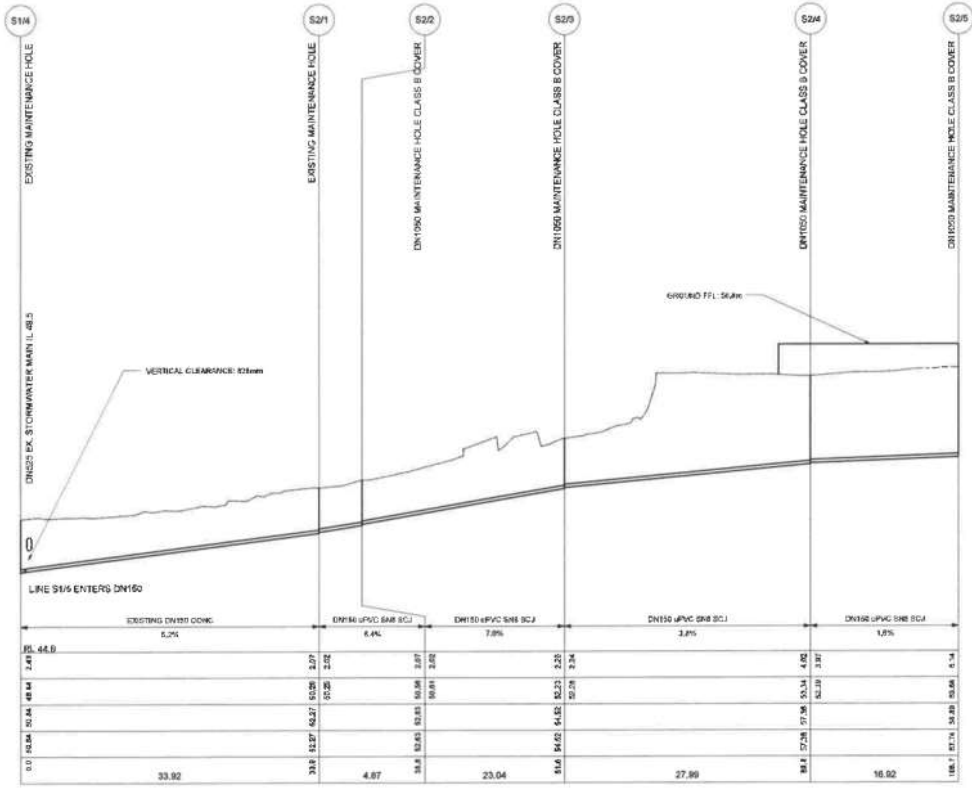
PROJECT NO	DRAWING	REV
17E99-20	H210-01	E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE S1

SCALES: HORIZONTAL 1:250 VERTICAL 1:100



LONG SECTION FOR LINE S2

SCALES: HORIZONTAL 1:250 VERTICAL 1:100

SEWER LONG SECTION - 02

SCALE: H 1:250 V 1:100

DESCRIPTION	BY	CHK	DATE

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

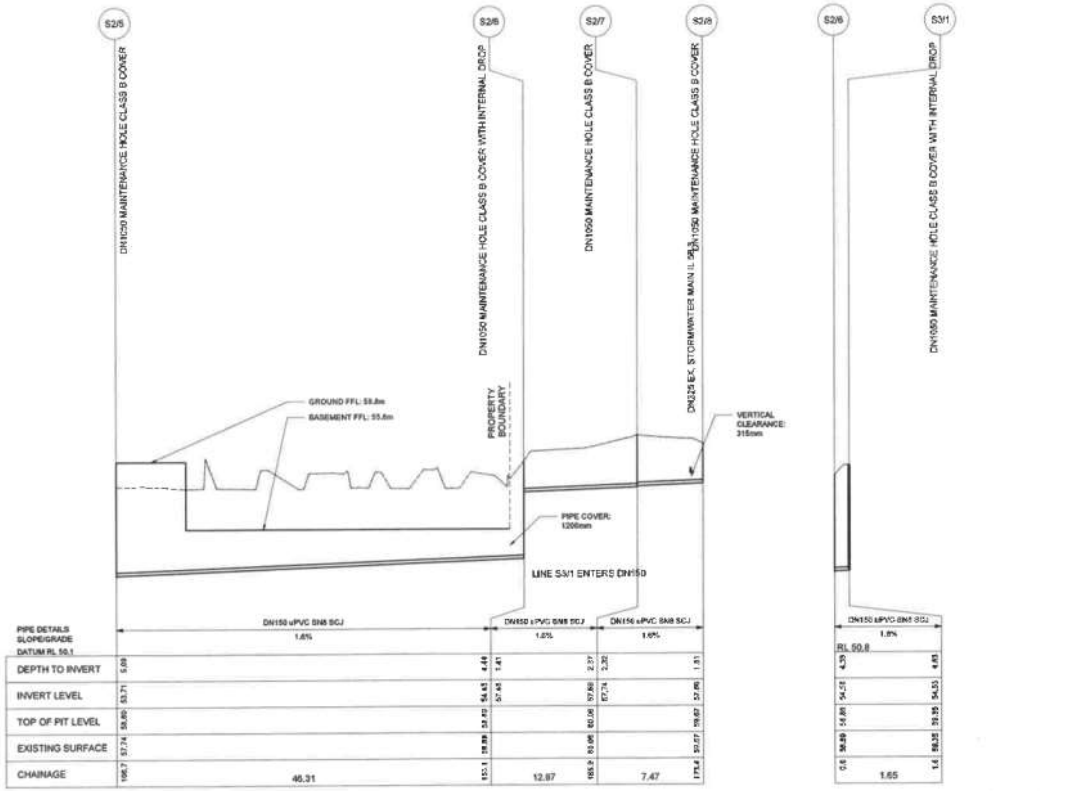
JSA CONSULTING ENGINEERS

DESIGNED: M. HORSHAM CC58651	SCALE: AS SHOWN	SIZE: A1	PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE
CIVIL ENGINEER: EMILEO TONG	PROJECT MANAGER: RACHEL HORNER		48-62 NEW TOWN ROAD
STAGE: PLANNING APPROVAL			NEW TOWN, 7008

DRAWING TITLE: SEWER LONG SECTION - 02

PROJECT NO	DRAWING NO	REV
17E99-20	H210-02	E

NOT FOR CONSTRUCTION



LONG SECTION FOR LINE S2
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

LONG SECTION FOR LINE S3
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

SEWER LONG SECTION - 03
SCALE: H 1:250 V 1:100

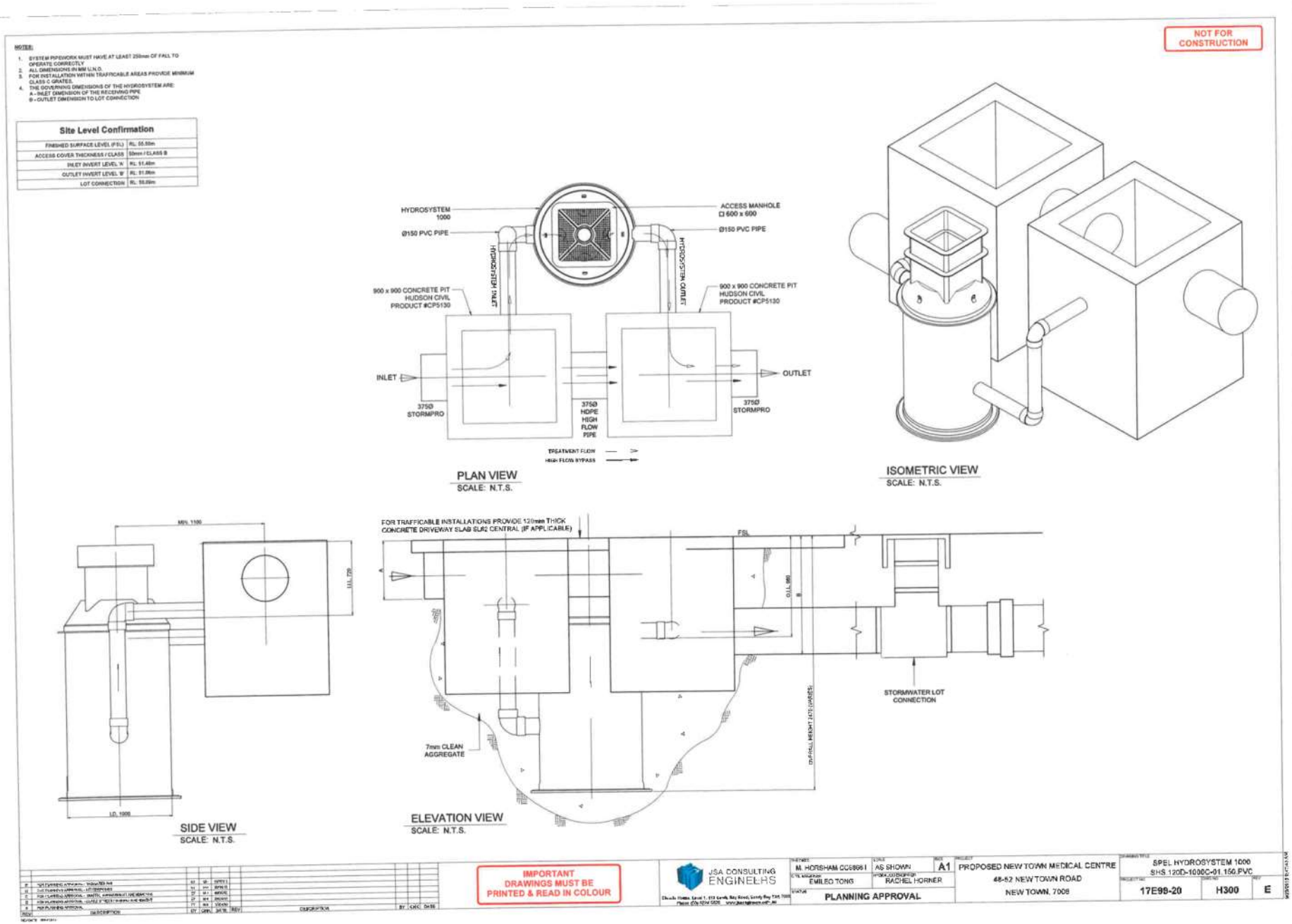
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

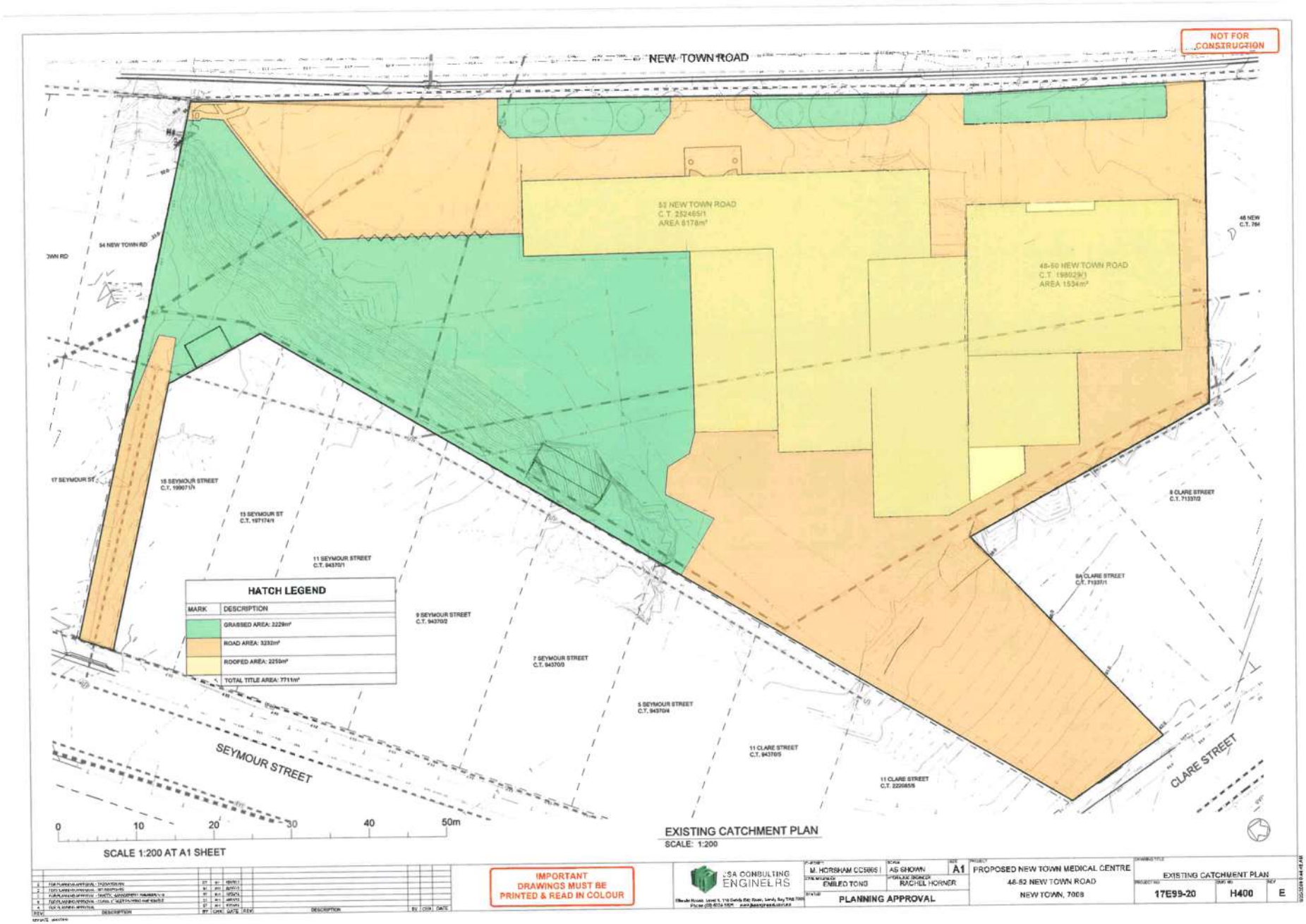
JSA CONSULTING ENGINEERS

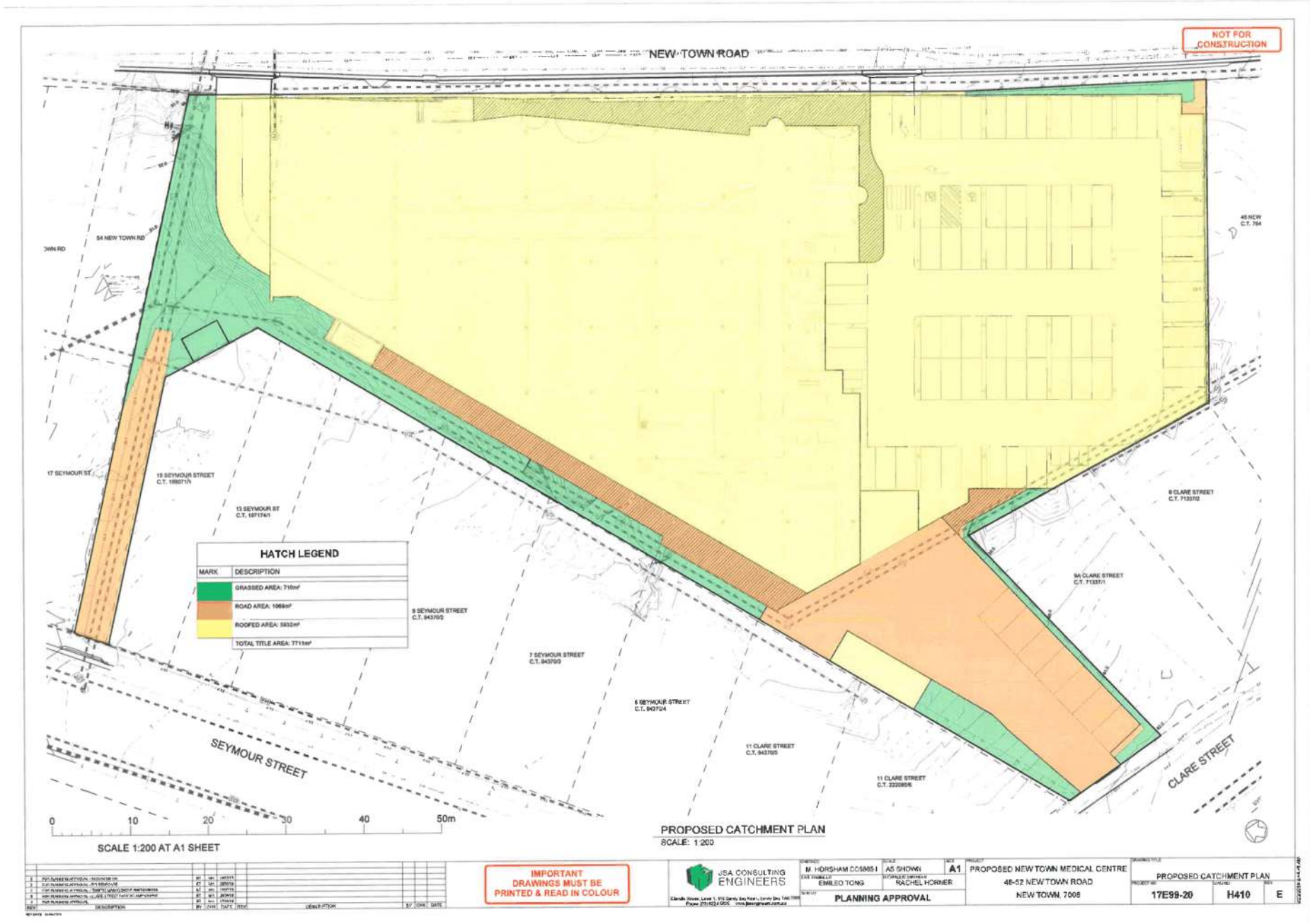
DRG OFF: M. HORSHAM CC5886 | SCALE: AS SHOWN | SIZE: A1
DRN & CHKED: EMILEO TONG | MANAGER/APPROVED: RACHEL HORNER
STATUS: PLANNING APPROVAL

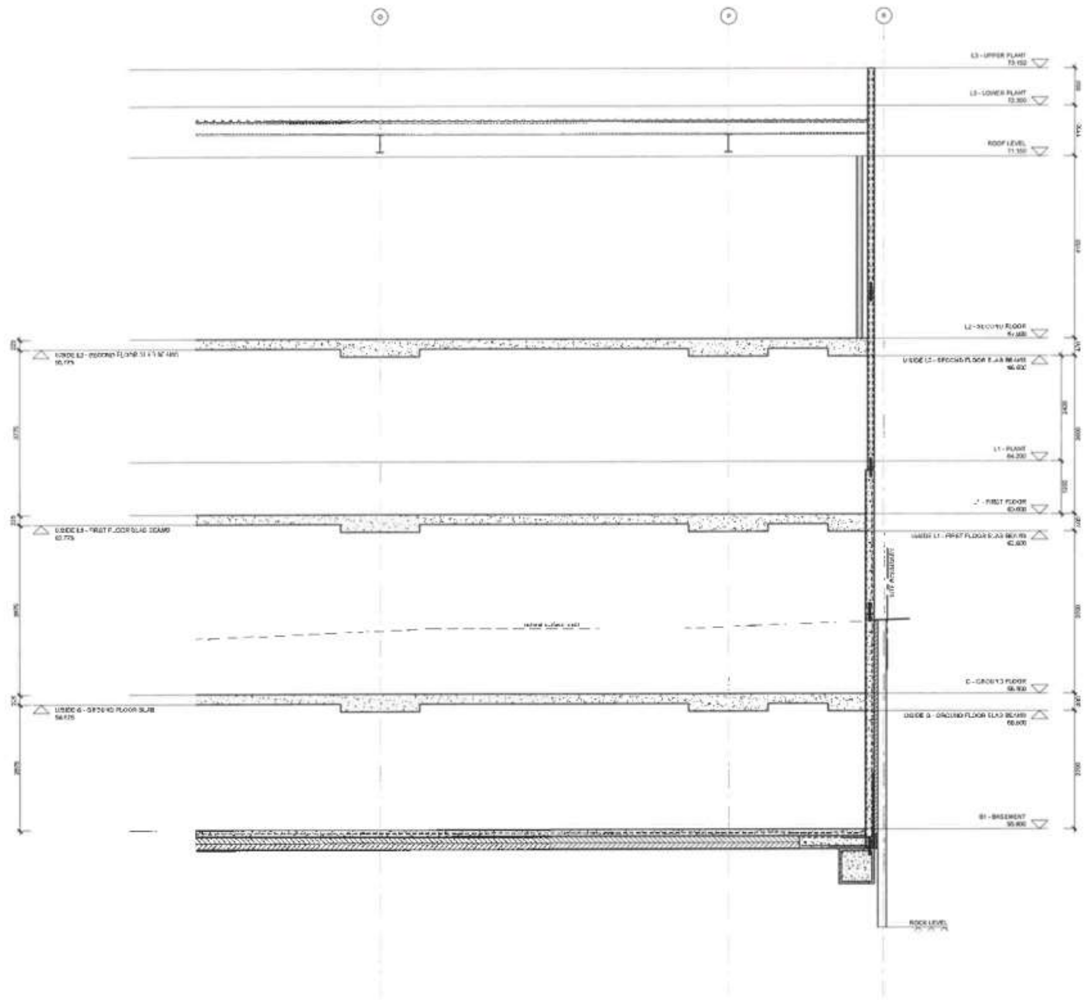
PROJECT: PROPOSED NEW TOWN MEDICAL CENTRE
49-52 NEW TOWN ROAD
NEW TOWN, 7008

DRAWING TITLE: SEWER LONG SECTION - 03
PROJECT NO: 17E99-20
DWG NO: H210-03
REV: E


NOTES:
1. SYSTEM PIPEWORK MUST HAVE AT LEAST 250mm OF FALL TO OPERATE CORRECTLY
2. ALL DIMENSIONS IN MM U.N.O.
3. FOR INSTALLATION WITHIN TRAFFICABLE AREAS PROVIDE MINIMUM CLASS C GRATES.
4. THE GOVERNING DIMENSIONS OF THE HYDROSYSTEM ARE:
A - INLET DIMENSION OF THE RECEIVING PIPE
B - OUTLET DIMENSION TO LOT CONNECTION
Site Level Confirmation
FINISHED SURFACE LEVEL (FSL)
ACCESS COVER THICKNESS / CLASS
INLET INVERT LEVEL 'A'
OUTLET INVERT LEVEL 'B'
LOT CONNECTION
NOT FOR CONSTRUCTION
HYDROSYSTEM 1000
Ø150 PVC PIPE
ACCESS MANHOLE
□ 600 x 600
Ø150 PVC PIPE
HYDROSYSTEM INLET
HYDROSYSTEM OUTLET
900 x 900 CONCRETE PIT
HUDSON CIVIL
PRODUCT #CP5130
900 x 900 CONCRETE PIT
HUDSON CIVIL
PRODUCT #CP5130
INLET
OUTLET
375Ø STORMPRO
375Ø HDPE HIGH FLOW PIPE
375Ø STORMPRO
TREATMENT FLOW
HIGH FLOW BYPASS
PLAN VIEW
SCALE: N.T.S.
ISOMETRIC VIEW
SCALE: N.T.S.
MIN. 1100
LD. 1900
SIDE VIEW
SCALE: N.T.S.
FOR TRAFFICABLE INSTALLATIONS PROVIDE 120mm THICK CONCRETE DRIVEWAY SLAB SL82 CENTRAL (IF APPLICABLE)
FSL
STORMWATER LOT CONNECTION
7mm CLEAN AGGREGATE
ELEVATION VIEW
SCALE: N.T.S.
IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC68961
EMILEO TONG
AS SHOWN
A1
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
SPEL HYDROSYSTEM 1000
SHS.120D-1000C-01.150.PVC
17E98-20
H300
E


NOT FOR CONSTRUCTION
NEW TOWN ROAD
52 NEW TOWN ROAD
C.T. 252465/1
AREA 6178m²
48-50 NEW TOWN ROAD
C.T. 198029/1
AREA 1534m²
54 NEW TOWN RD
17 SEYMOUR ST
15 SEYMOUR STREET
C.T. 199071/1
13 SEYMOUR ST
C.T. 197174/1
11 SEYMOUR STREET
C.T. 943701
9 SEYMOUR STREET
C.T. 943702
7 SEYMOUR STREET
C.T. 943703
5 SEYMOUR STREET
C.T. 943704
SEYMOUR STREET
8 CLARE STREET
C.T. 71337/2
8A CLARE STREET
C.T. 71337/1
11 CLARE STREET
C.T. 943705
11 CLARE STREET
C.T. 222065/5
CLARE STREET
HATCH LEGEND
MARK
DESCRIPTION
GRASSED AREA: 2229m²
ROAD AREA: 3232m²
ROOFED AREA: 2250m²
TOTAL TITLE AREA: 7711m²
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
EXISTING CATCHMENT PLAN
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
LSA CONSULTING
ENGINEERS
M. HORSHAM CC5065
AS SHOWN
A1
ENELEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
EXISTING CATCHMENT PLAN
17E99-20
H400
E


NOT FOR CONSTRUCTION
NEW TOWN ROAD
54 NEW TOWN RD
17 SEYMOUR ST
15 SEYMOUR STREET
C.T. 1990715/1
13 SEYMOUR ST
C.T. 1971741/1
9 SEYMOUR STREET
C.T. 943702
7 SEYMOUR STREET
C.T. 943703
6 SEYMOUR STREET
C.T. 943704
11 CLARE STREET
C.T. 943705
11 CLARE STREET
C.T. 2220856
9 CLARE STREET
C.T. 713370
9A CLARE STREET
C.T. 713371/1
45 NEW
C.T. 764
HATCH LEGEND
MARK
DESCRIPTION
GRASSED AREA: 710m²
ROAD AREA: 1069m²
ROOFED AREA: 5932m²
TOTAL TITLE AREA: 7711m²
SEYMOUR STREET
CLARE STREET
0
10
20
30
40
50m
SCALE 1:200 AT A1 SHEET
PROPOSED CATCHMENT PLAN
SCALE: 1:200
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING
ENGINEERS
M. HORSHAM DC58851
AS SHOWN
A1
EMILEO TONG
RACHEL HORNER
PLANNING APPROVAL
PROPOSED NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD
NEW TOWN, 7008
PROPOSED CATCHMENT PLAN
17E99-20
H410
E



CONSTRUCTION DETAIL - 01
SCALE: 1:50

MID GRID 1 - 2

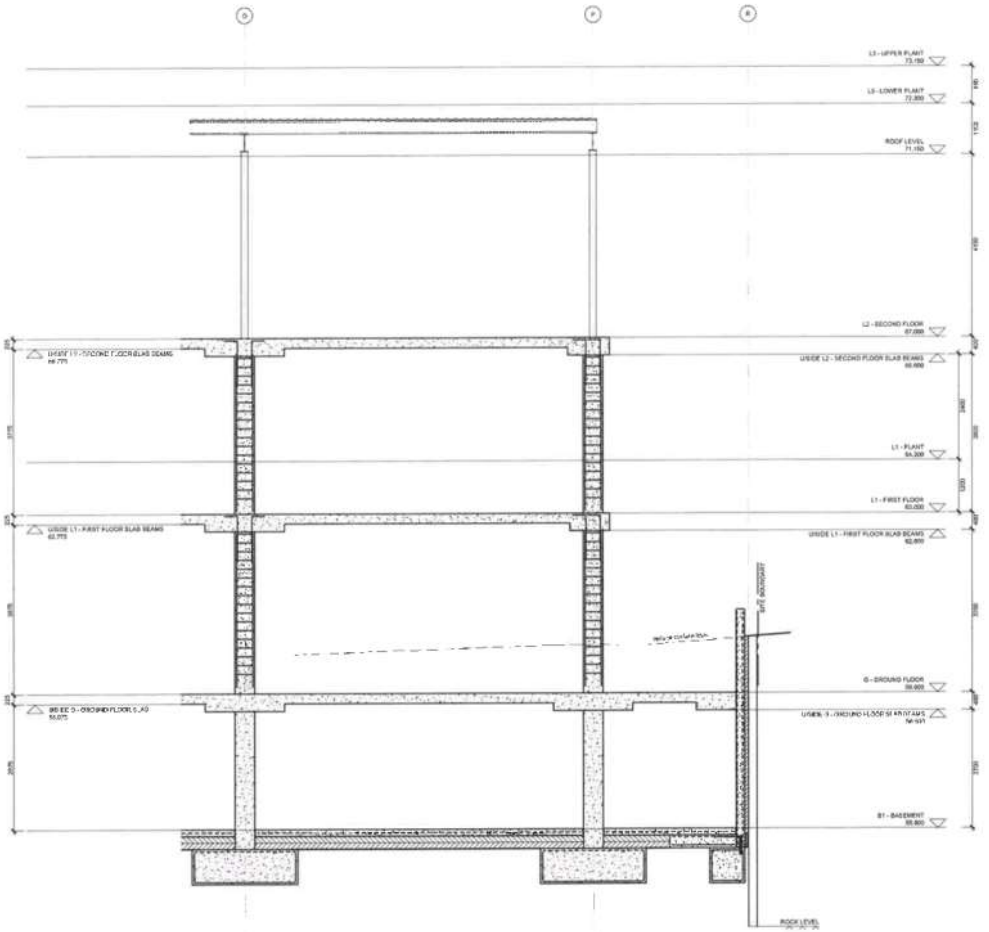
IMPORTANT
DRAWINGS MUST BE PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM CC5865I | AS SHOWN | A1
A. TUCKER | R. BEADLE
PLANNING APPROVAL

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

CONSTRUCTION DETAILS
17E99-20 | S901 | E



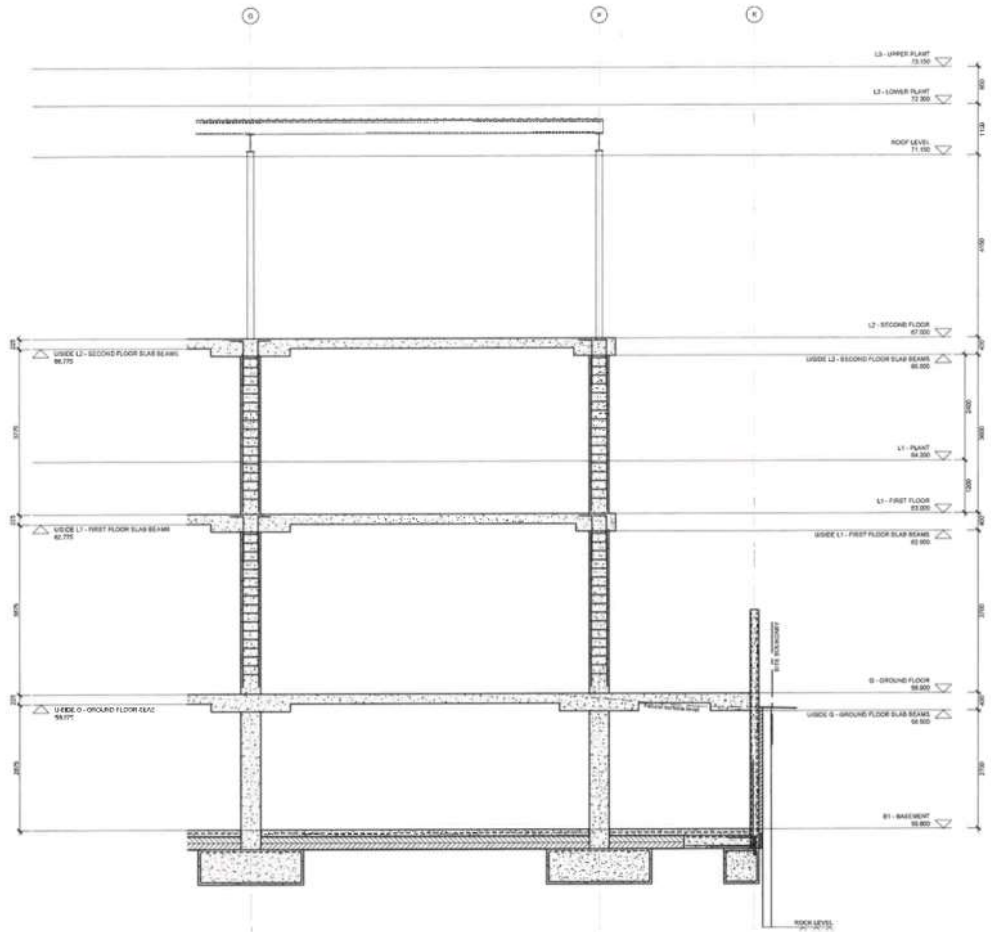
02 / C200 CONSTRUCTION DETAIL - 02
SCALE: 1:50

GRID 3

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM CC5865 I	AS SHOWN	A1	NEW TOWN MEDICAL CENTRE
A. TUCKER	R. BEADLE		48-52 NEW TOWN ROAD, NEW TOWN, 7008
PLANNING APPROVAL			CONSTRUCTION DETAILS
			17E99-20 / S902 / E



03 C300 CONSTRUCTION DETAIL - 03
SCALE: 1:50

GRID 5

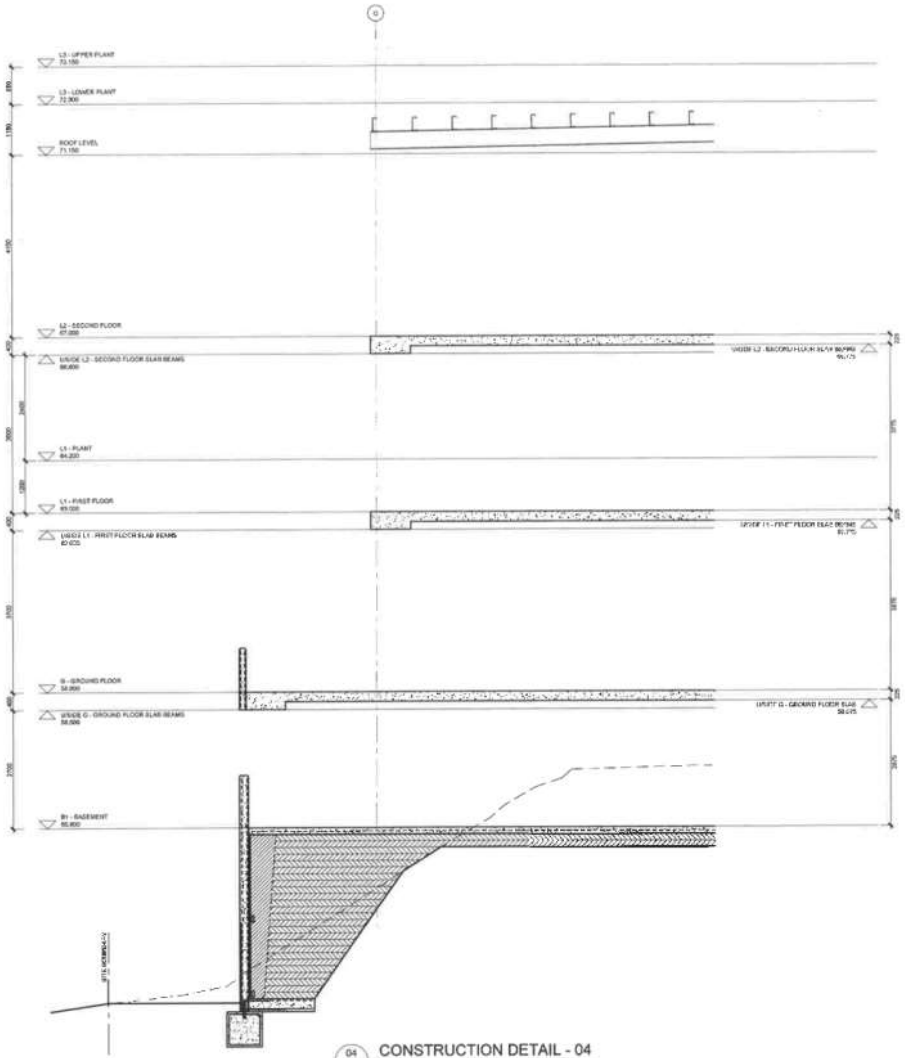
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM CC5869 J | A5 SHOWN | A1
A. TUCKER | R. BEADLE
PLANNING APPROVAL

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

CONSTRUCTION DETAILS
17E99-20 | S903 | E



04 C200 CONSTRUCTION DETAIL - 04
SCALE: 1:50

MID GRID C - D

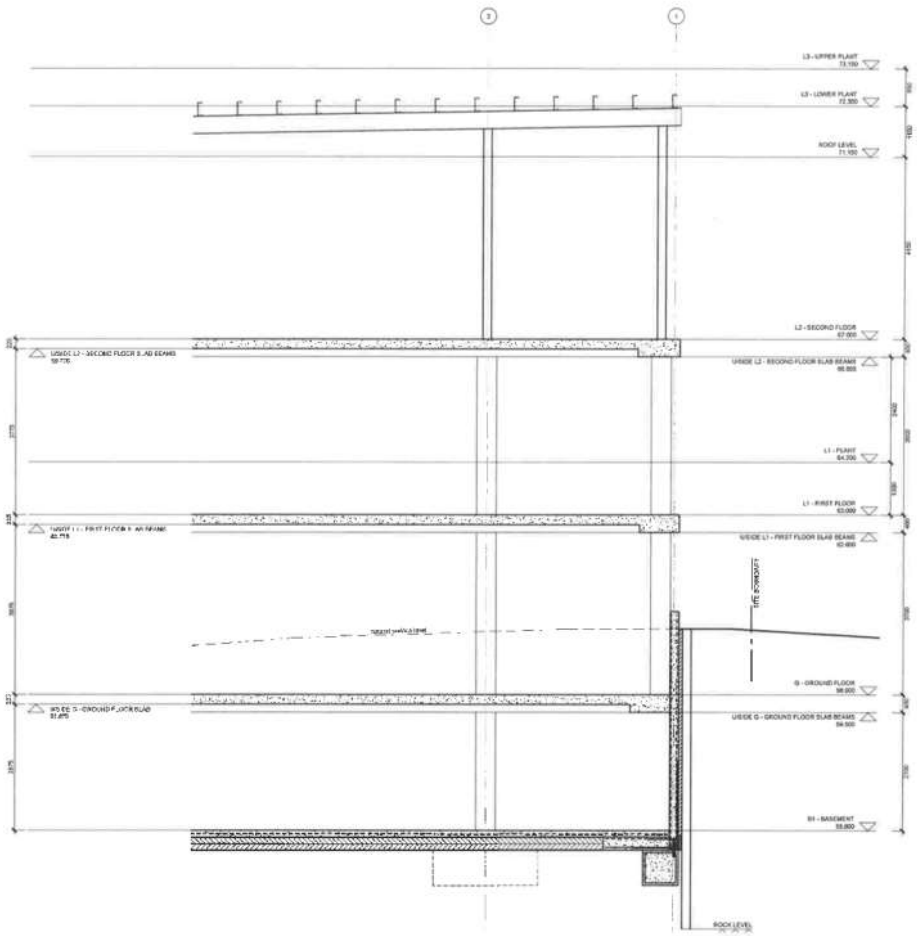
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM CC6885I
A. TUCKER
R. BEADLE
AS SHOWN
A1
PLANNING APPROVAL

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

CONSTRUCTION DETAILS
17E99-20
S904
E



05 / C208 CONSTRUCTION DETAIL - 05
SCALE 1:50

MID GRID O - P

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

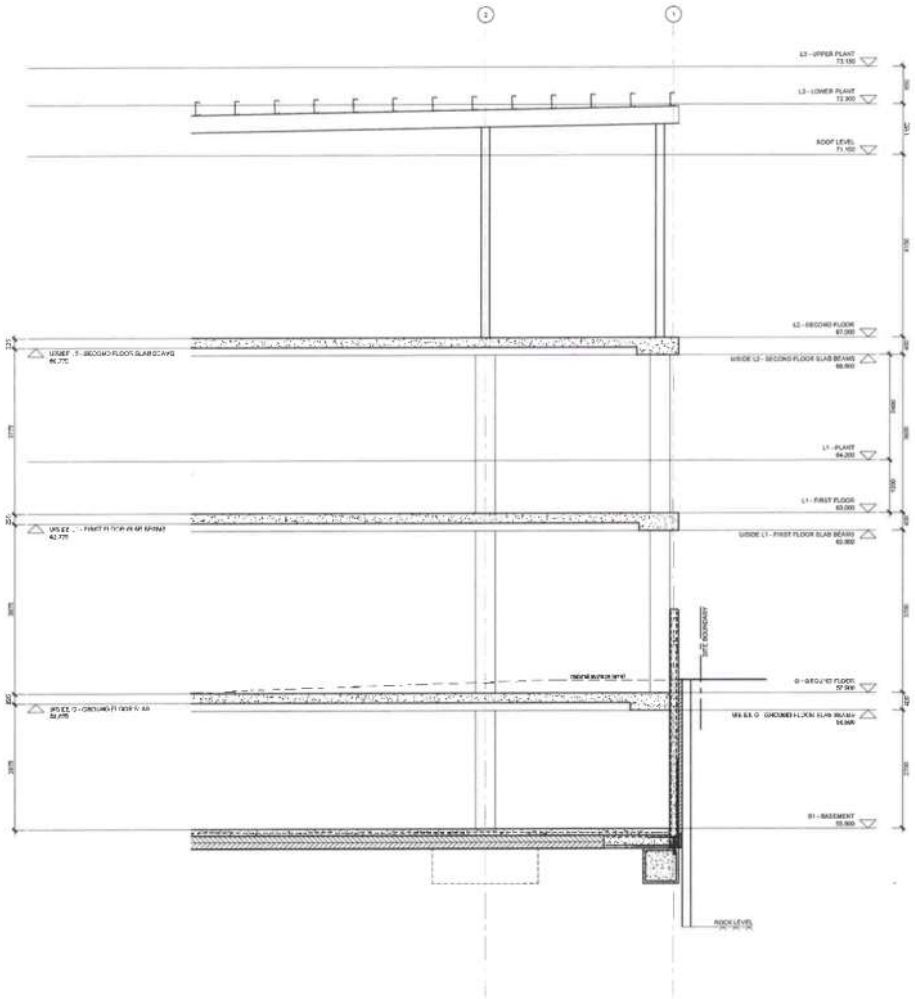
JSA CONSULTING ENGINEERS

DRAWN	M. HORSHAM CC58681	SCALE	AS SHOWN
SIZE	A1		
DESIGNED	A. LUCKER	SCALE	R. BEAGLE
PROJECT	PLANNING APPROVAL		

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

DRAWING TITLE: CONSTRUCTION DETAILS

PROJECT NO	DWG NO	REV
17E99-20	S905	E



06 C200 CONSTRUCTION DETAIL - 06
SCALE: 1:50

MID GRID L - M

IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

JSA CONSULTING ENGINEERS

M. HORSHAM C05865 | A5 SHOWN | A1

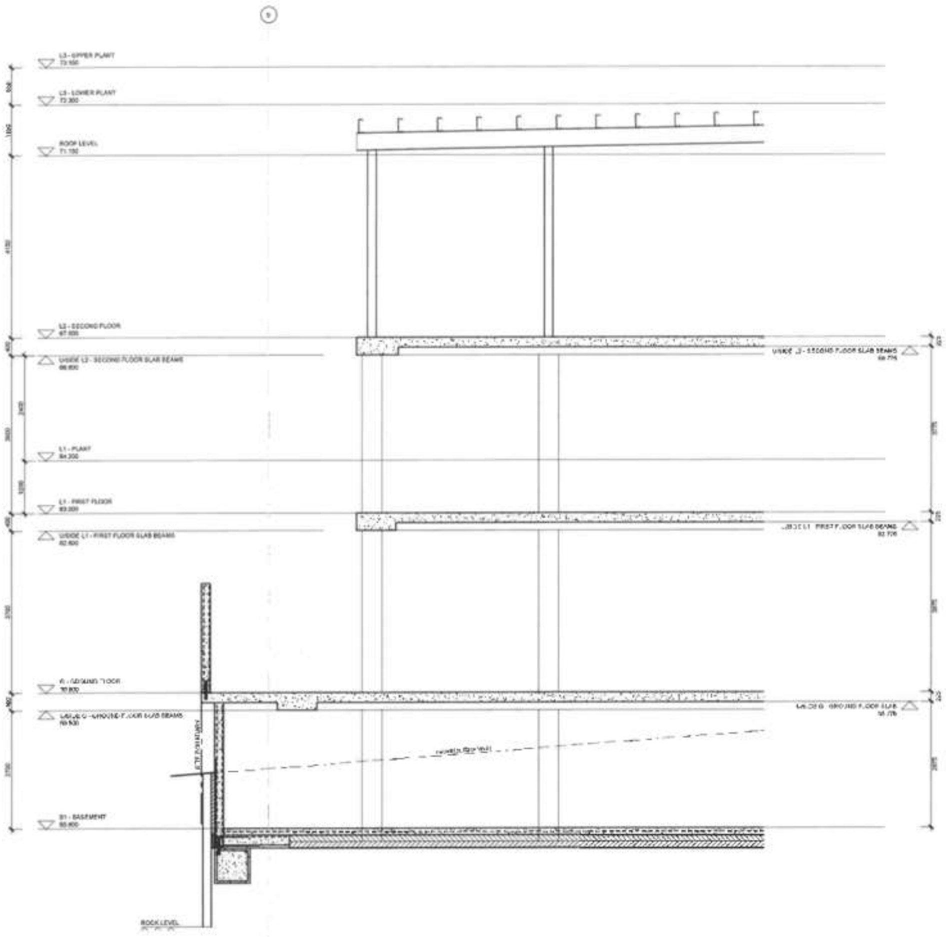
A. TUCKER | R. BEADLE

PLANNING APPROVAL

NEWTOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

CONSTRUCTION DETAILS

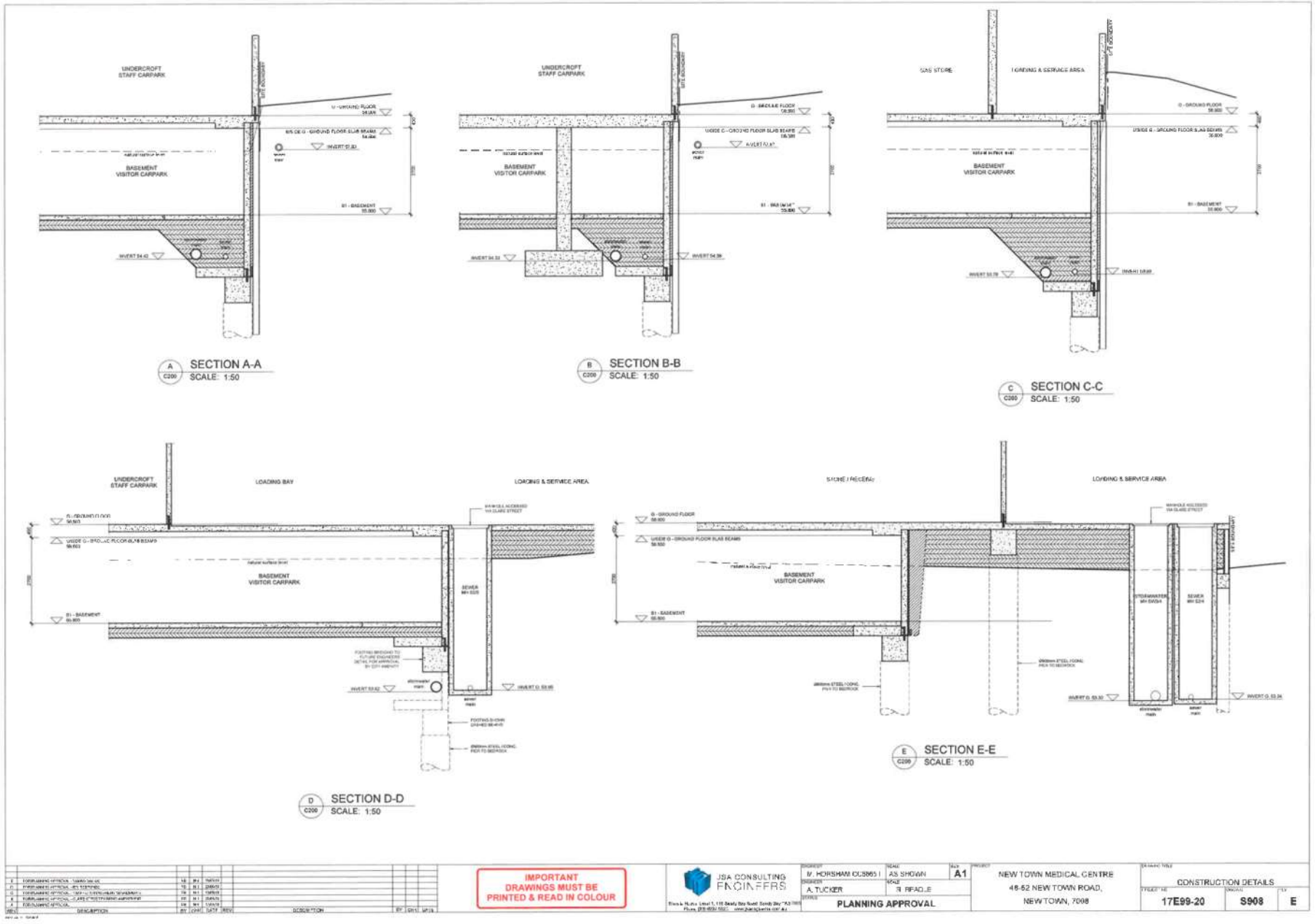
17E99-20 | S906 | E

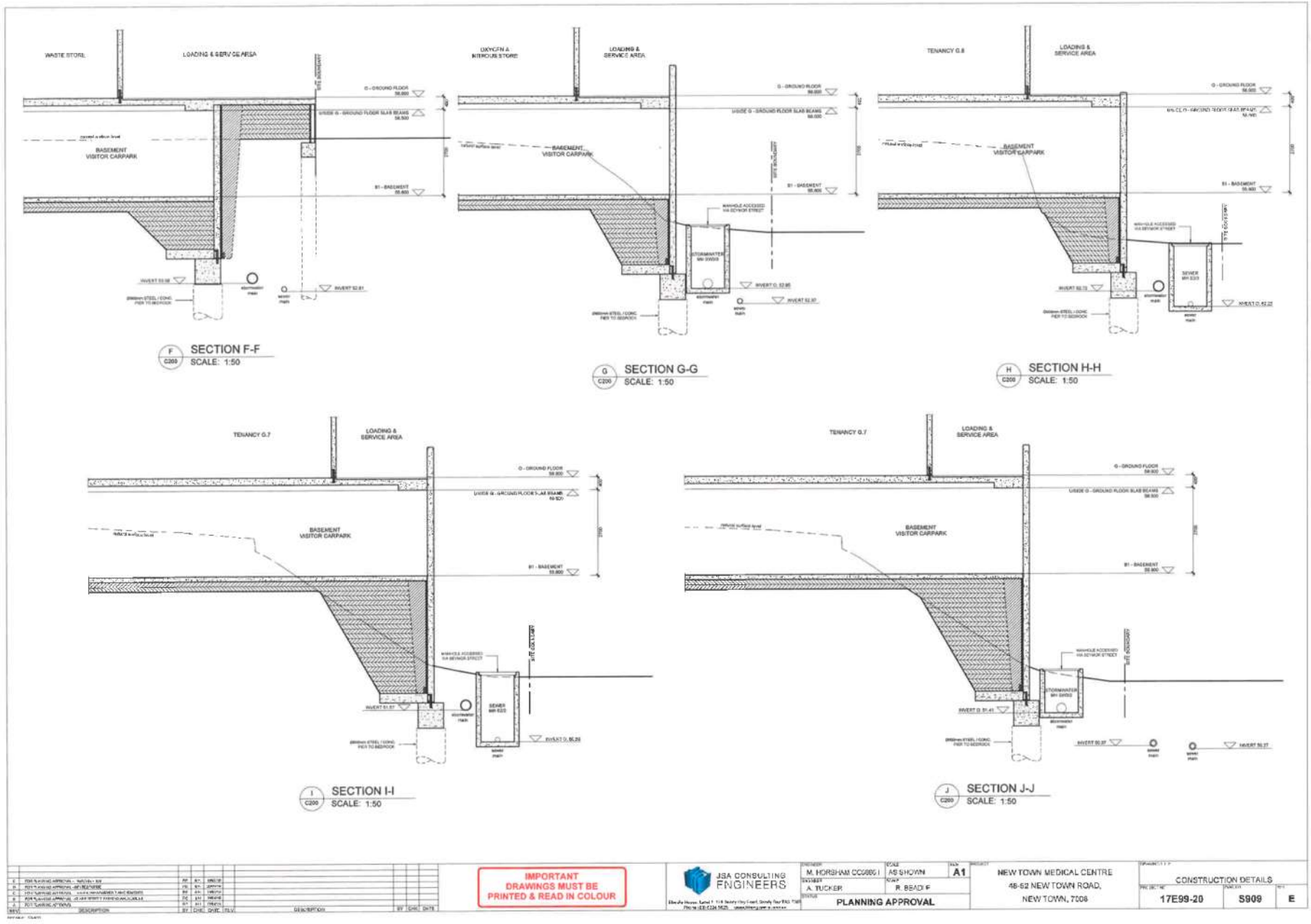


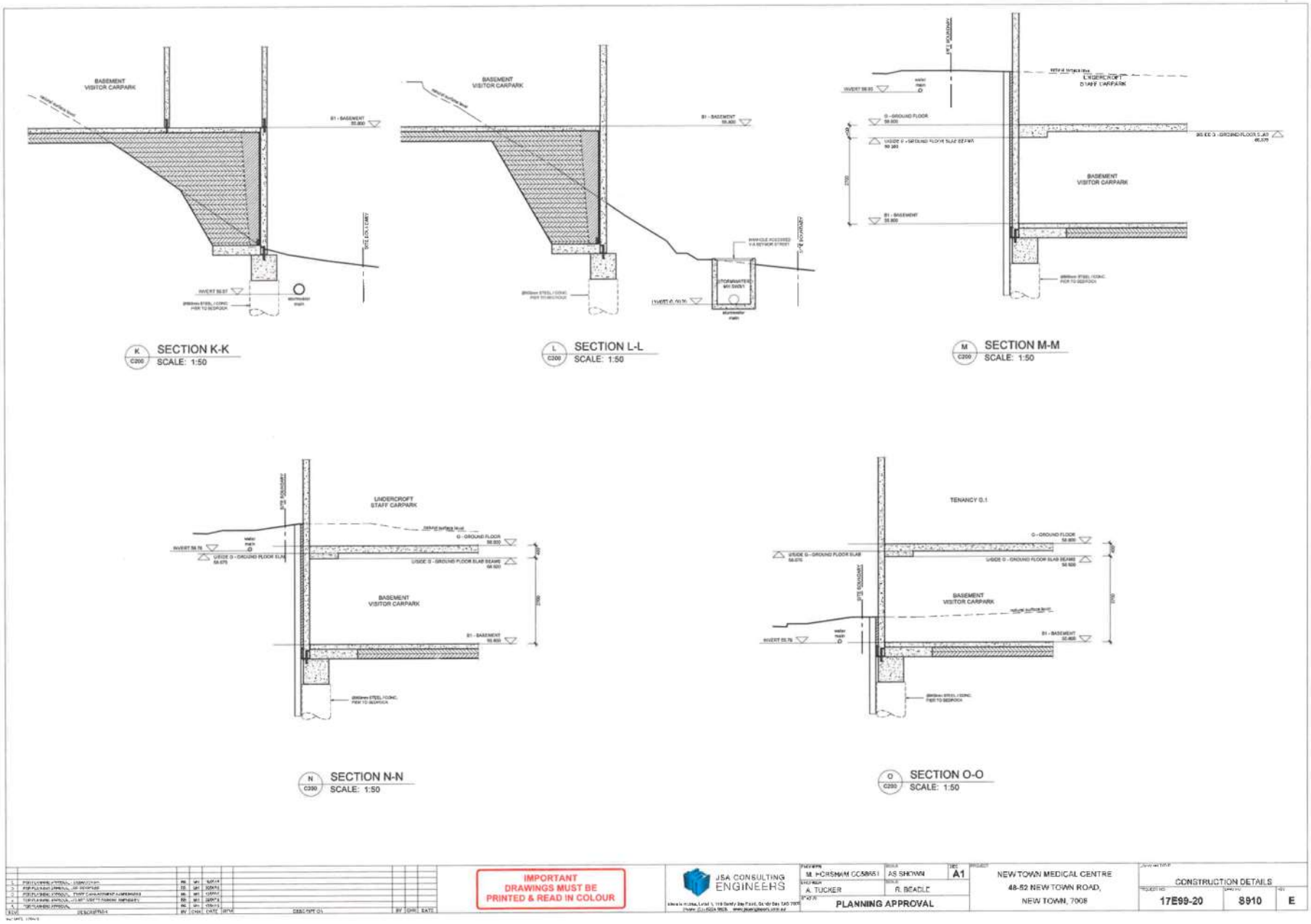
CONSTRUCTION DETAIL - 07
SCALE: 1:50

GRID Y

IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR	JSA CONSULTING ENGINEERS	M. HORSHAM CC0956 I / A. TUCKER / AS SHOWN / R. BEADLE / A1	NEW TOWN MEDICAL CENTRE 48-52 NEW TOWN ROAD, NEW TOWN, 7008
		PLANNING APPROVAL	CONSTRUCTION DETAILS 17E99-20 S907 E


UNDERCROFT
STAFF CARPARK
BASEMENT
VISITOR CARPARK
SECTION A-A
SCALE: 1:50
SECTION B-B
SCALE: 1:50
GAS STORE
LOADING & SERVICE AREA
SECTION C-C
SCALE: 1:50
LOADING BAY
SECTION D-D
SCALE: 1:50
SECTION E-E
SCALE: 1:50
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING
ENGINEERS
M. HORSHAM 0438651
A. TUCKER
AS SHOWN
A1
R. RADLE
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008
CONSTRUCTION DETAILS
17E99-20
S908
E


WASTE STORE
LOADING & SERVICE AREA
BASEMENT VISITOR CARPARK
F C200 SECTION F-F
SCALE: 1:50
OXYGEN & NITROUS STORE
LOADING & SERVICE AREA
BASEMENT VISITOR CARPARK
G C200 SECTION G-G
SCALE: 1:50
TENANCY G.8
LOADING & SERVICE AREA
BASEMENT VISITOR CARPARK
H C200 SECTION H-H
SCALE: 1:50
TENANCY G.7
LOADING & SERVICE AREA
BASEMENT VISITOR CARPARK
I C200 SECTION I-I
SCALE: 1:50
TENANCY G.7
LOADING & SERVICE AREA
BASEMENT VISITOR CARPARK
J C200 SECTION J-J
SCALE: 1:50
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR
JSA CONSULTING ENGINEERS
M. HORSHAM CC6861
A. TUCKER
AS SHOWN
A1
R. BEADLE
PLANNING APPROVAL
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008
CONSTRUCTION DETAILS
17E99-20
S909
E



K C200 SECTION K-K
SCALE: 1:50

L C200 SECTION L-L
SCALE: 1:50

M C200 SECTION M-M
SCALE: 1:50

N C200 SECTION N-N
SCALE: 1:50

O C200 SECTION O-O
SCALE: 1:50

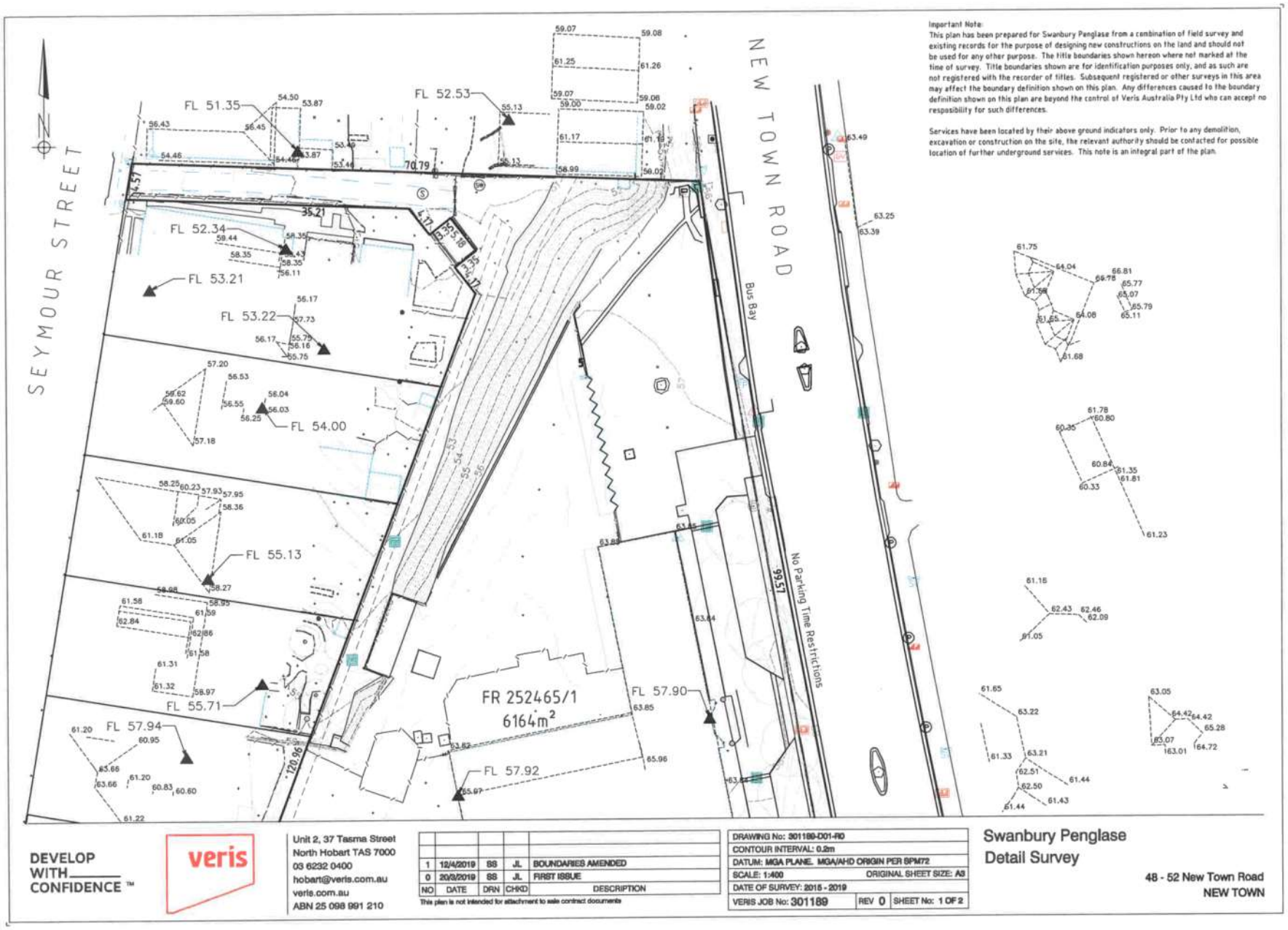
IMPORTANT
DRAWINGS MUST BE
PRINTED & READ IN COLOUR

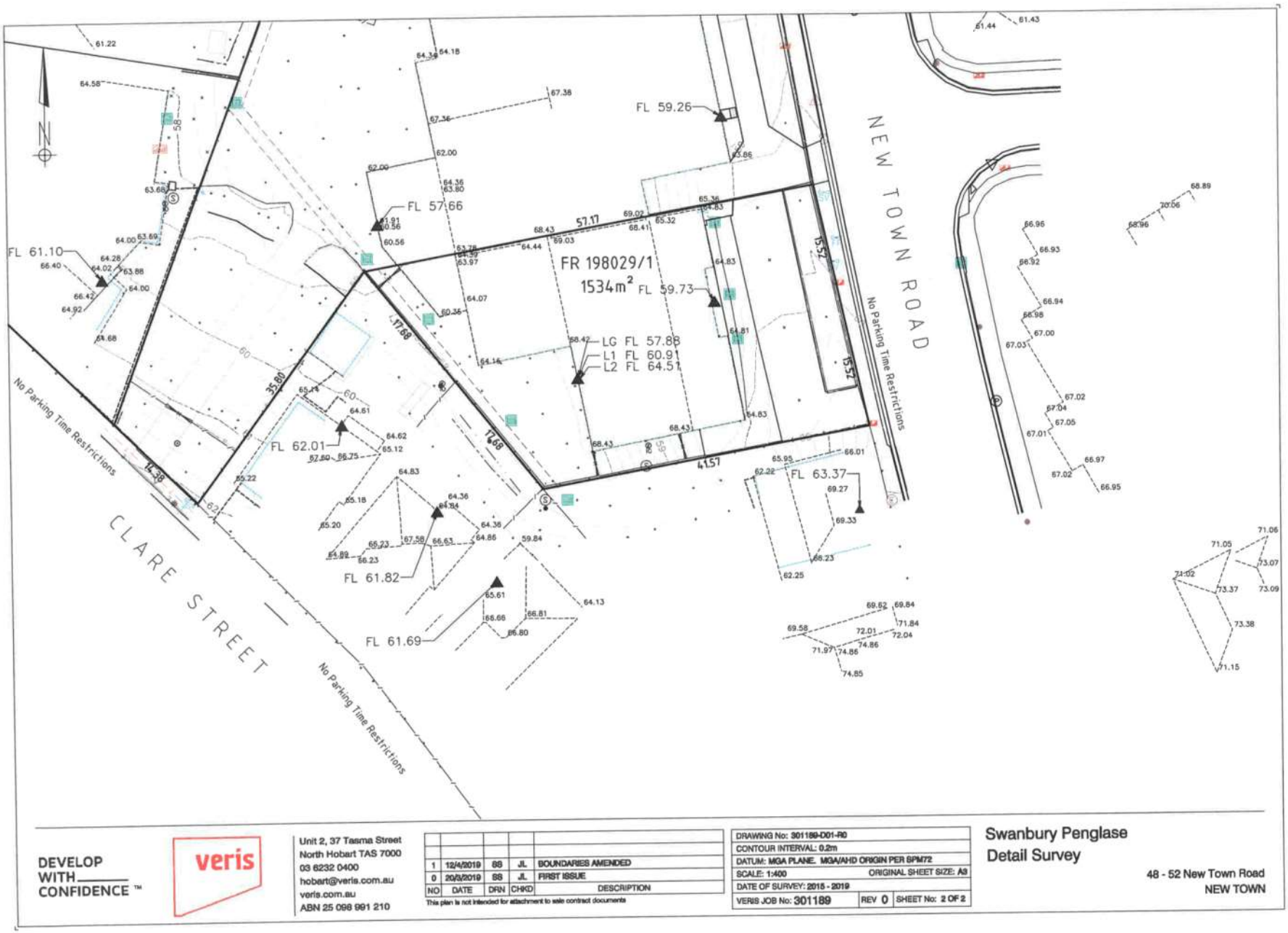
JSA CONSULTING ENGINEERS

M. HORSHAM CC58451 | AS SHOWN | A1
A. TUCKER | R. BEADLE
PLANNING APPROVAL

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD,
NEW TOWN, 7008

CONSTRUCTION DETAILS
17E99-20 | S910 | E


SEYMOUR STREET
NEW TOWN ROAD
Bus Bay
No Parking Time Restrictions
FR 252465/1
6164m²
FL 51.35
FL 52.53
FL 52.34
FL 53.21
FL 53.22
FL 54.00
FL 55.13
FL 55.71
FL 57.94
FL 57.90
FL 57.92
70.79
35.21
99.57
120.95
Important Note:
This plan has been prepared for Swanbury Penglase from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose. The title boundaries shown hereon where not marked at the time of survey. Title boundaries shown are for identification purposes only, and as such are not registered with the recorder of titles. Subsequent registered or other surveys in this area may affect the boundary definition shown on this plan. Any differences caused to the boundary definition shown on this plan are beyond the control of Veris Australia Pty Ltd who can accept no responsibility for such differences.
Services have been located by their above ground indicators only. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services. This note is an integral part of the plan.
DEVELOP WITH CONFIDENCE ™
veris
Unit 2, 37 Tasma Street
North Hobart TAS 7000
03 6232 0400
hobart@veris.com.au
veris.com.au
ABN 25 098 991 210
NO | DATE | DRN | CHKD | DESCRIPTION
1 | 12/4/2019 | SS | JL | BOUNDARIES AMENDED
0 | 20/3/2019 | SS | JL | FIRST ISSUE
This plan is not intended for attachment to sale contract documents
DRAWING No: 301189-D01-R0
CONTOUR INTERVAL: 0.2m
DATUM: MGA PLANE. MGA/AHD ORIGIN PER SPM72
SCALE: 1:400 ORIGINAL SHEET SIZE: A3
DATE OF SURVEY: 2015 - 2019
VERIS JOB No: 301189 REV 0 SHEET No: 1 OF 2
Swanbury Penglase
Detail Survey
48 - 52 New Town Road
NEW TOWN


NEW TOWN ROAD
CLARE STREET
No Parking Time Restrictions
No Parking Time Restrictions
No Parking Time Restrictions
FR 198029/1
1534m²
FL 59.26
FL 57.66
FL 59.73
FL 61.10
FL 62.01
FL 61.82
FL 61.69
FL 63.37
LG FL 57.88
L1 FL 60.91
L2 FL 64.51
57.17
35.80
17.68
14.38
41.57
15.52
DEVELOP WITH CONFIDENCE ™
veris
Unit 2, 37 Tasma Street
North Hobart TAS 7000
03 6232 0400
hobart@veris.com.au
veris.com.au
ABN 25 098 991 210
NO | DATE | DRN | CHKD | DESCRIPTION
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DRAWING No: 301189-D01-R0
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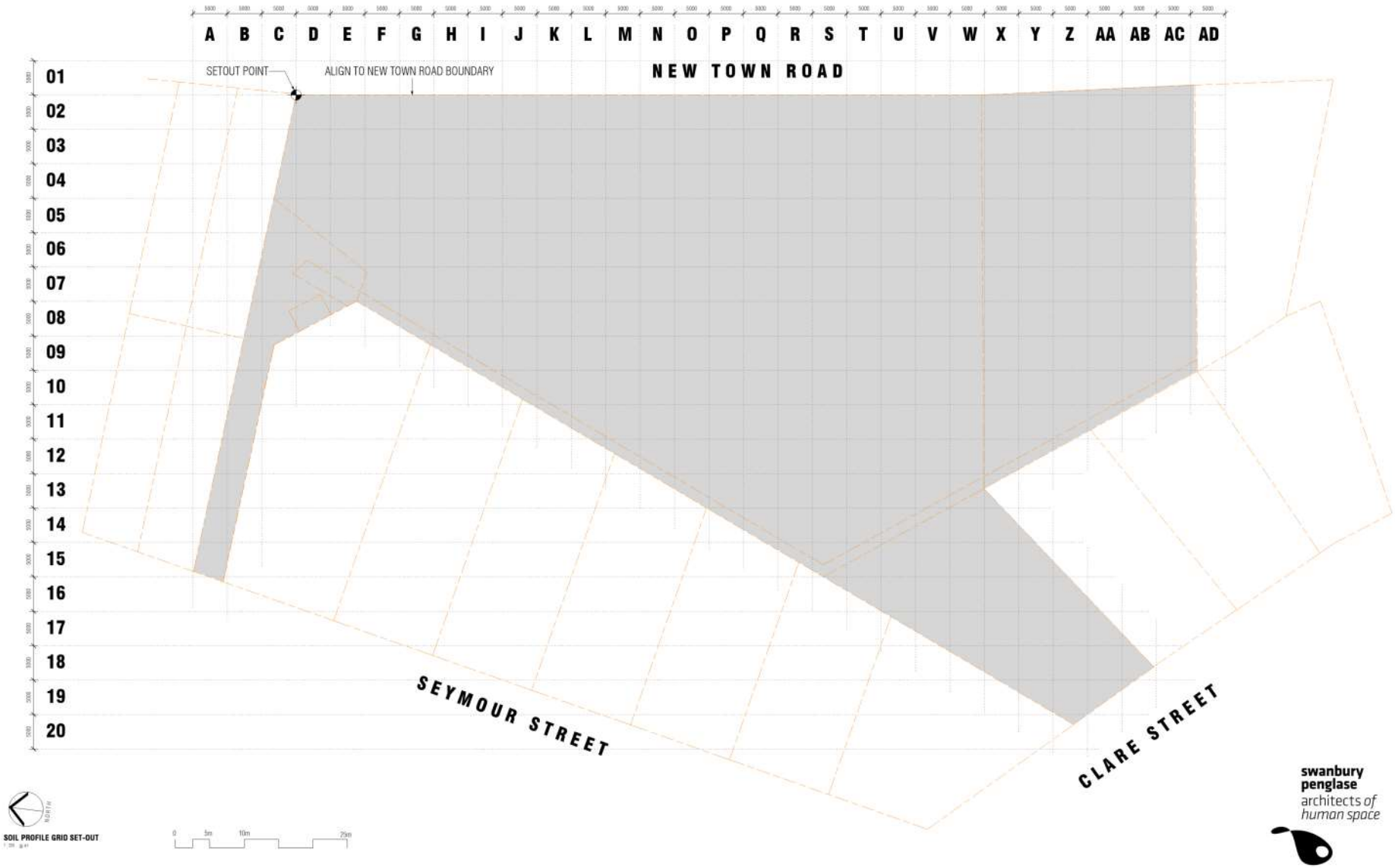
ORIGINAL SHEET SIZE: A3
DATE OF SURVEY: 2015 - 2019
VERIS JOB No: 301189
REV 0
SHEET No: 2 OF 2
Swanbury Penglase
Detail Survey
48 - 52 New Town Road
NEW TOWN



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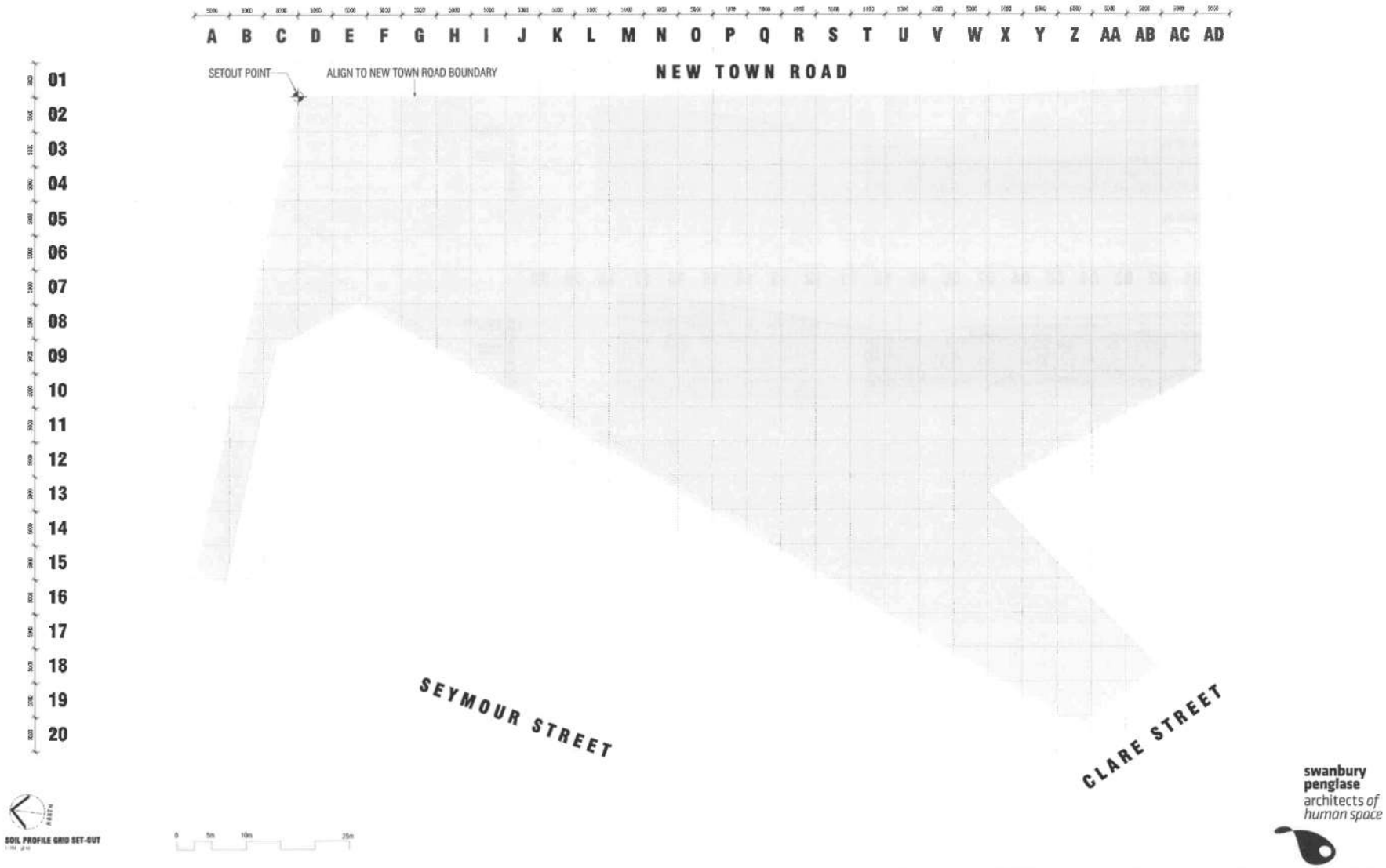
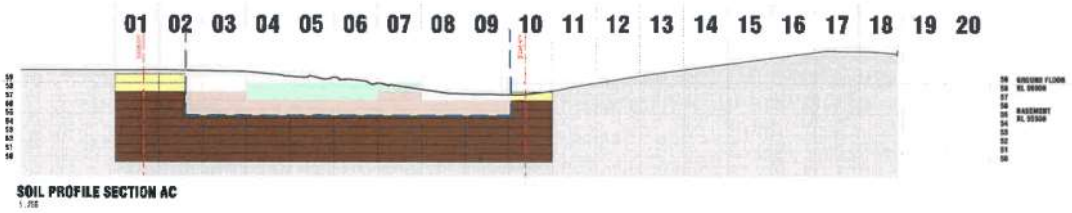
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK111 - D
ORIGINAL SHEET SIZE A1 PRINTED ON : 16/04/2019 3:51:09 PM

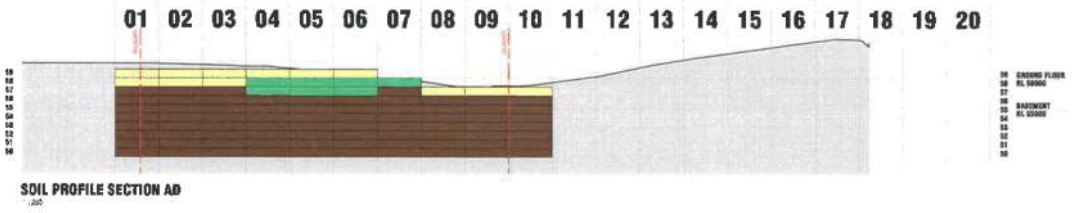


NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 **SK111 - D**



SOIL PROFILE SECTION AC



SOIL PROFILE SECTION AD

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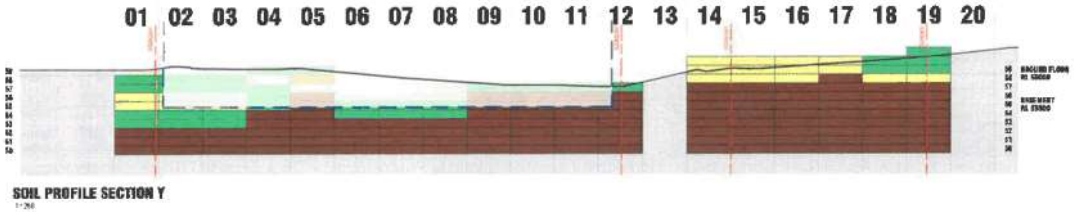
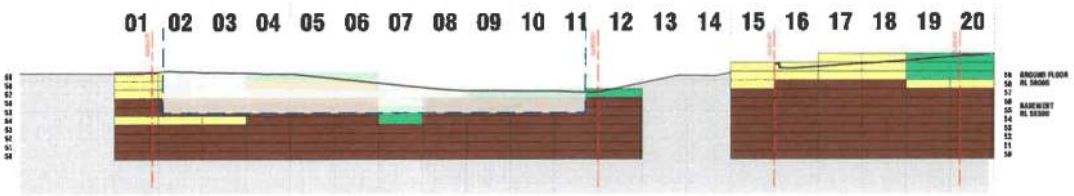
0 5m 10m 25m

NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

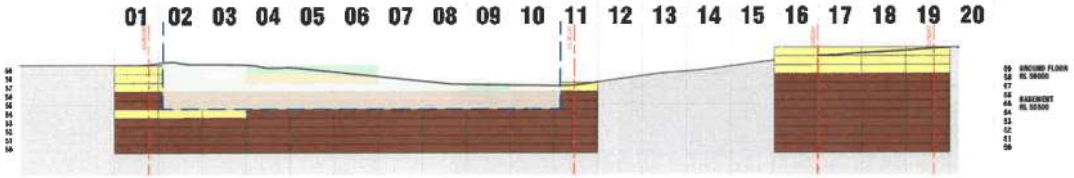
18/04/2019
15153 SK143 - E



SOIL PROFILE SECTION Y



SOIL PROFILE SECTION Z



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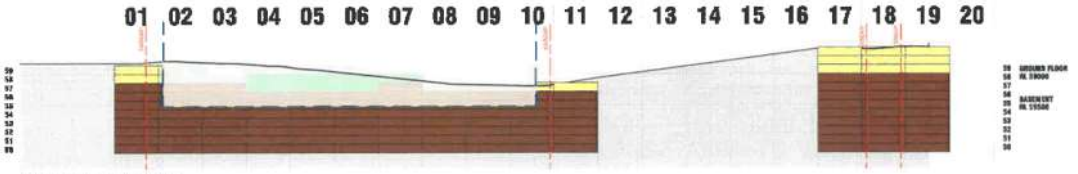

SOIL PROFILE SECTION AB

LEGEND

- FILL CLASSIFICATION LEVEL 1 CLEAN FILL RETAINED / REMOVED
- FILL CLASSIFICATION LEVEL 2 RETAINED / REMOVED
- FILL CLASSIFICATION LEVEL 3 RETAINED / REMOVED
- FILL CLASSIFICATION LEVEL 4 RETAINED / REMOVED
- NATURAL GROUND / ROCK RETAINED / REMOVED
- NONE (AIR)

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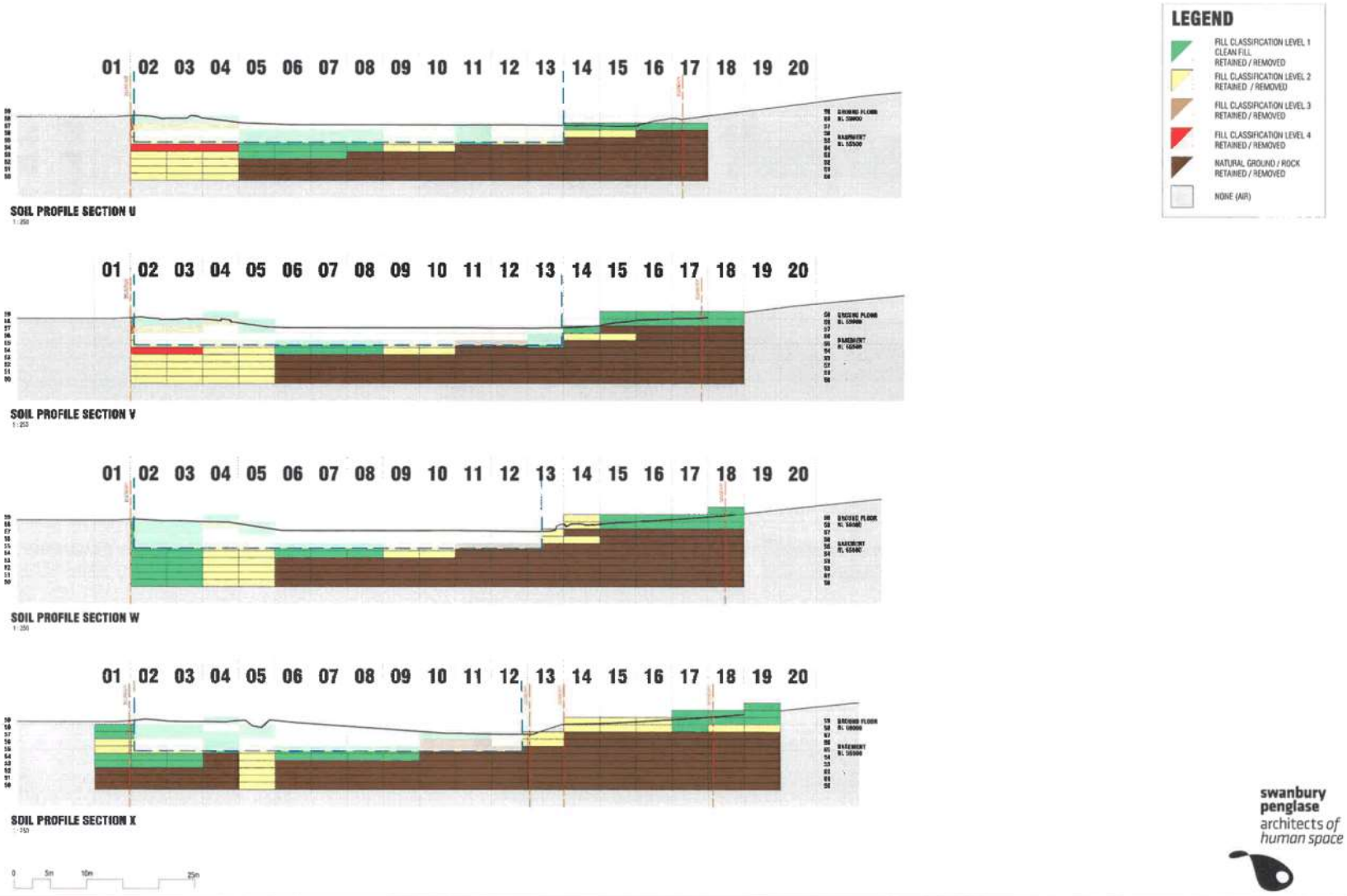
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK142 - E



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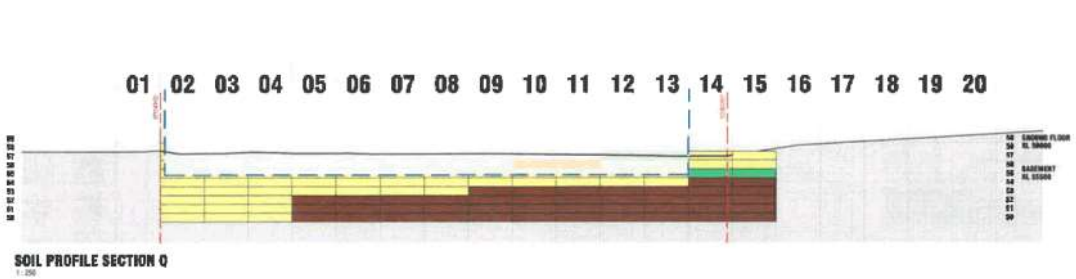
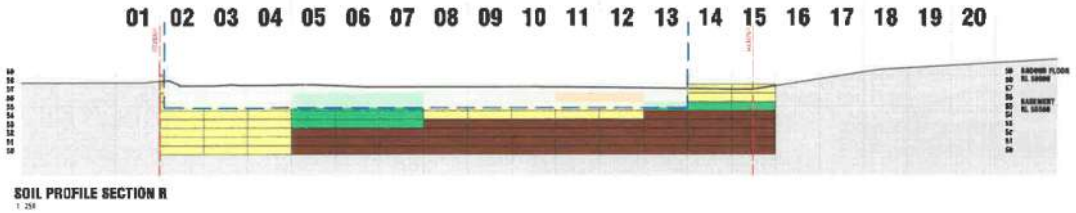
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK141 - E



SOIL PROFILE SECTION Q



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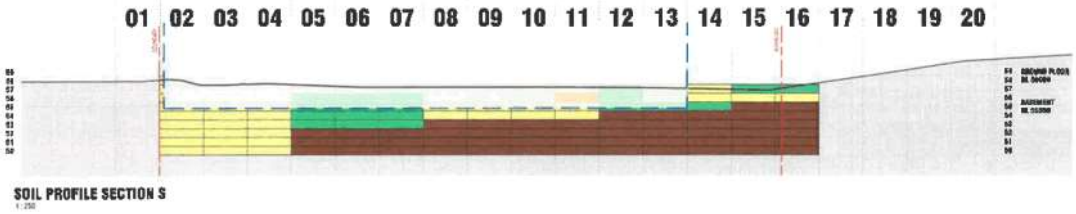
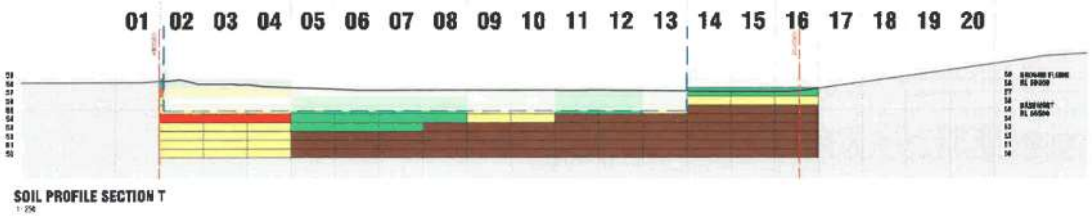


SOIL PROFILE SECTION S



SOIL PROFILE SECTION T

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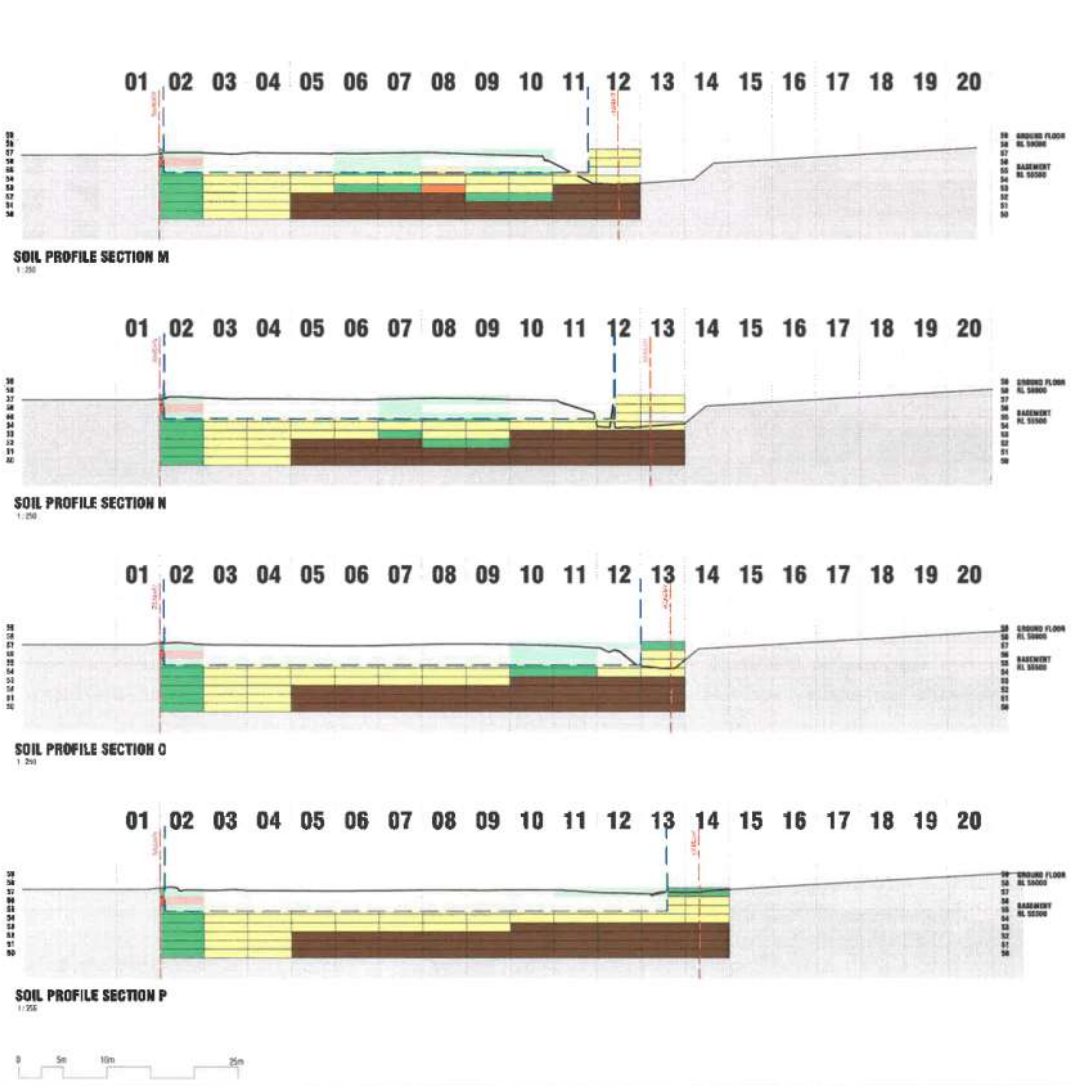
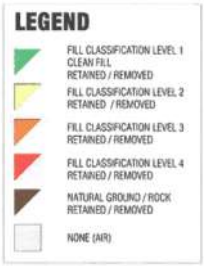
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK140 - E





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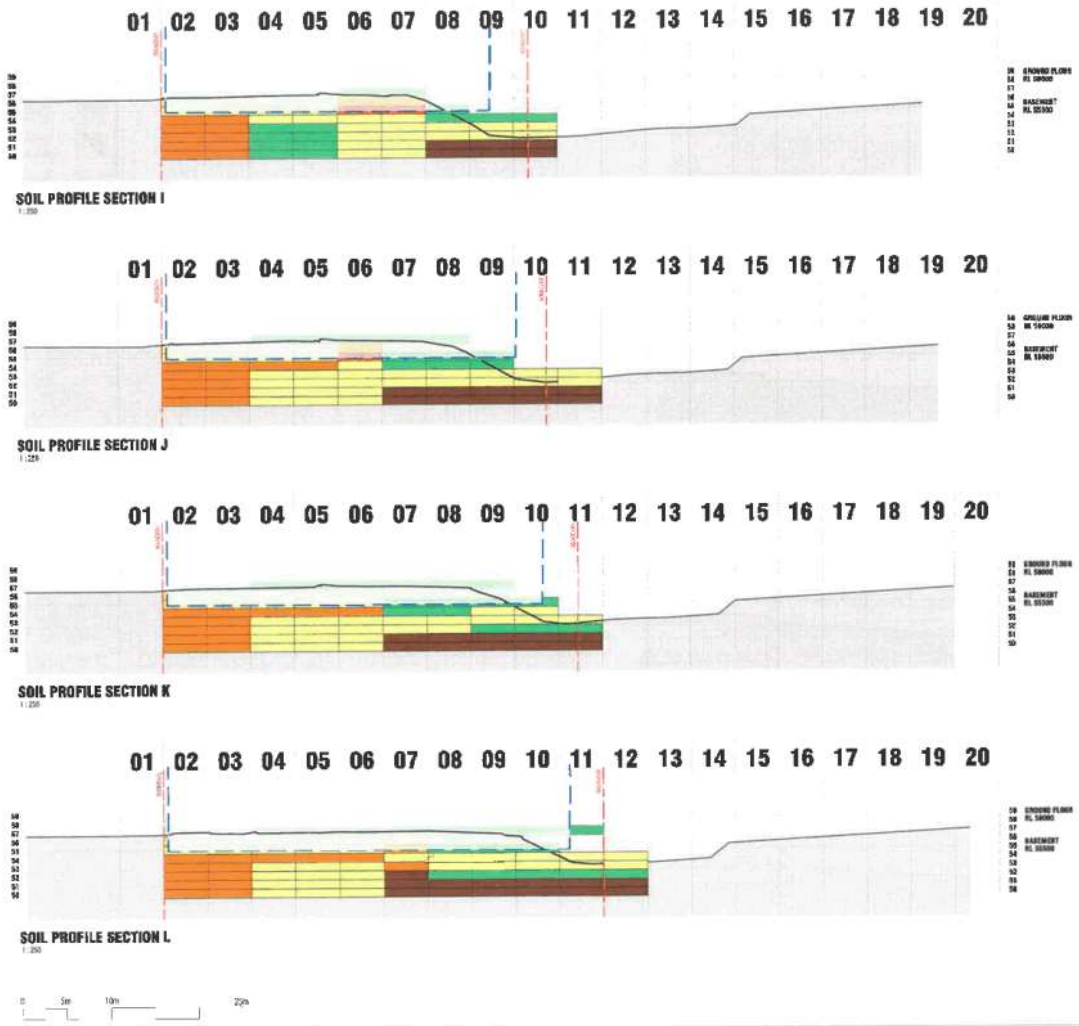
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK139 - E



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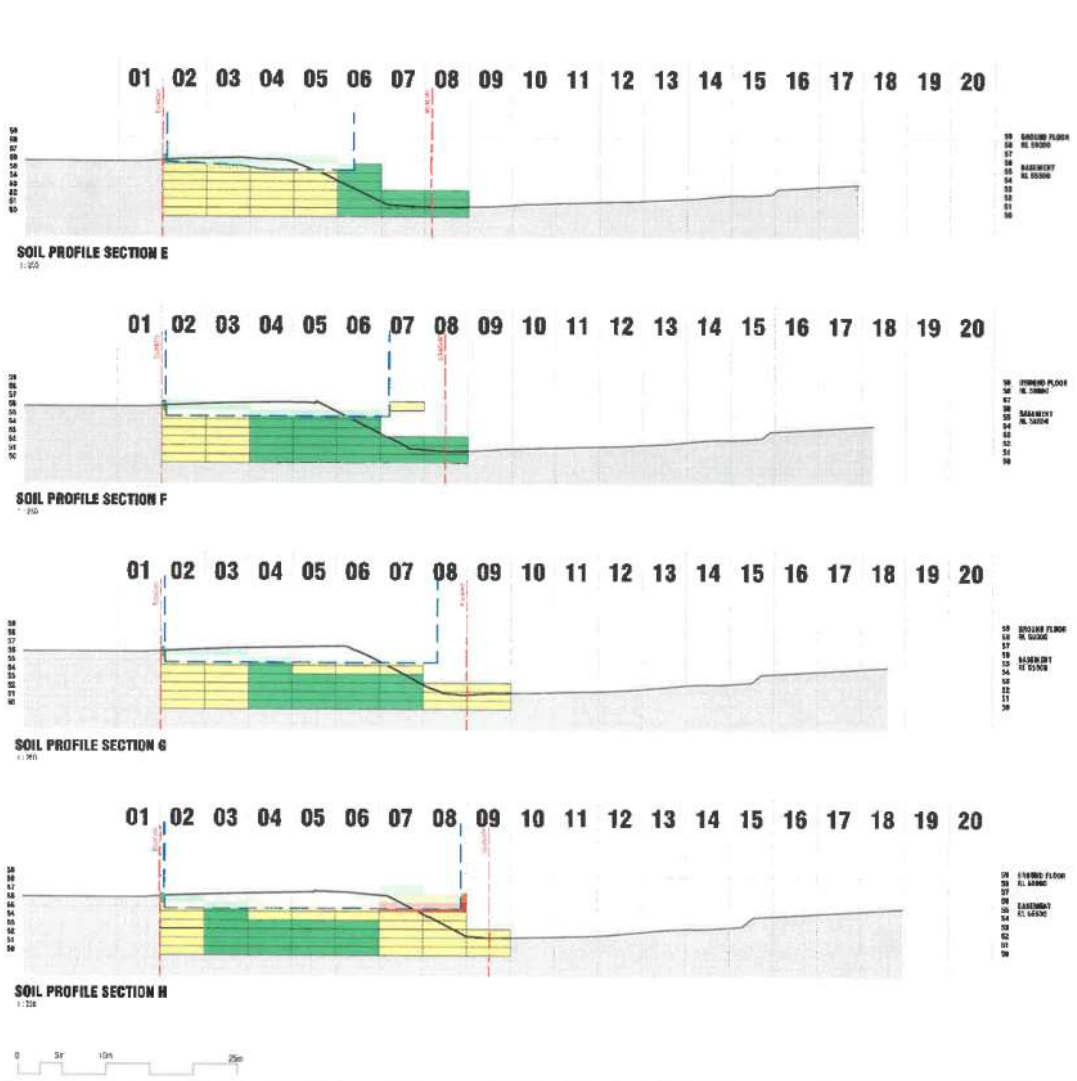
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK138 - E



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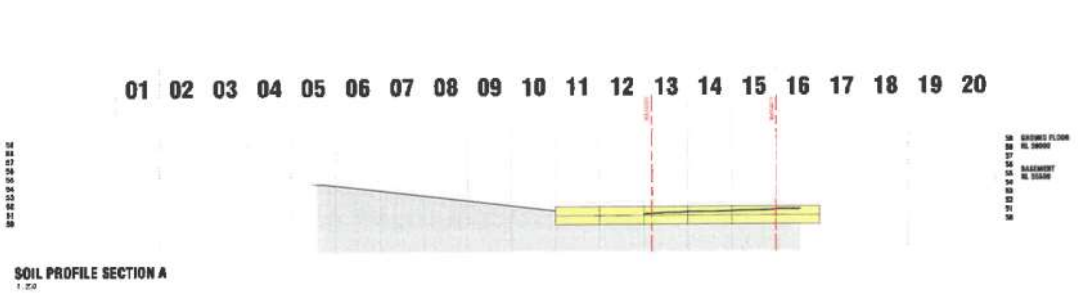
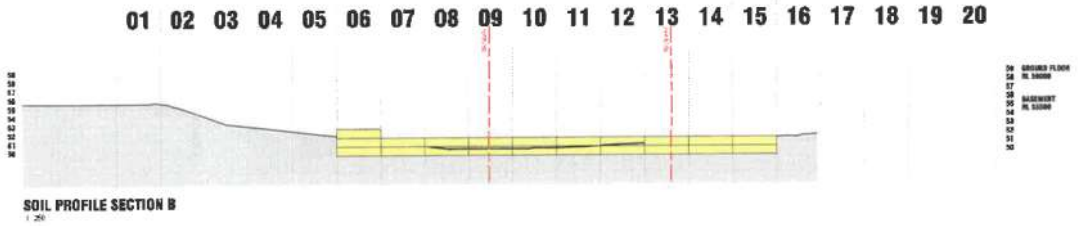
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK137 - E



SOIL PROFILE SECTION A



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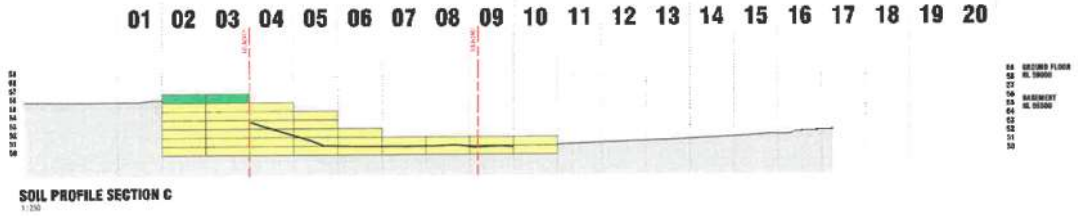
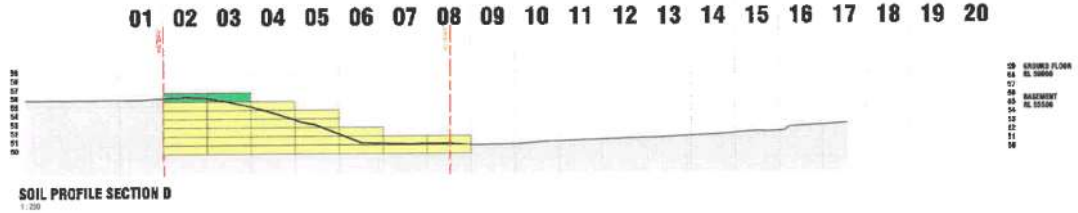


SOIL PROFILE SECTION C



SOIL PROFILE SECTION D

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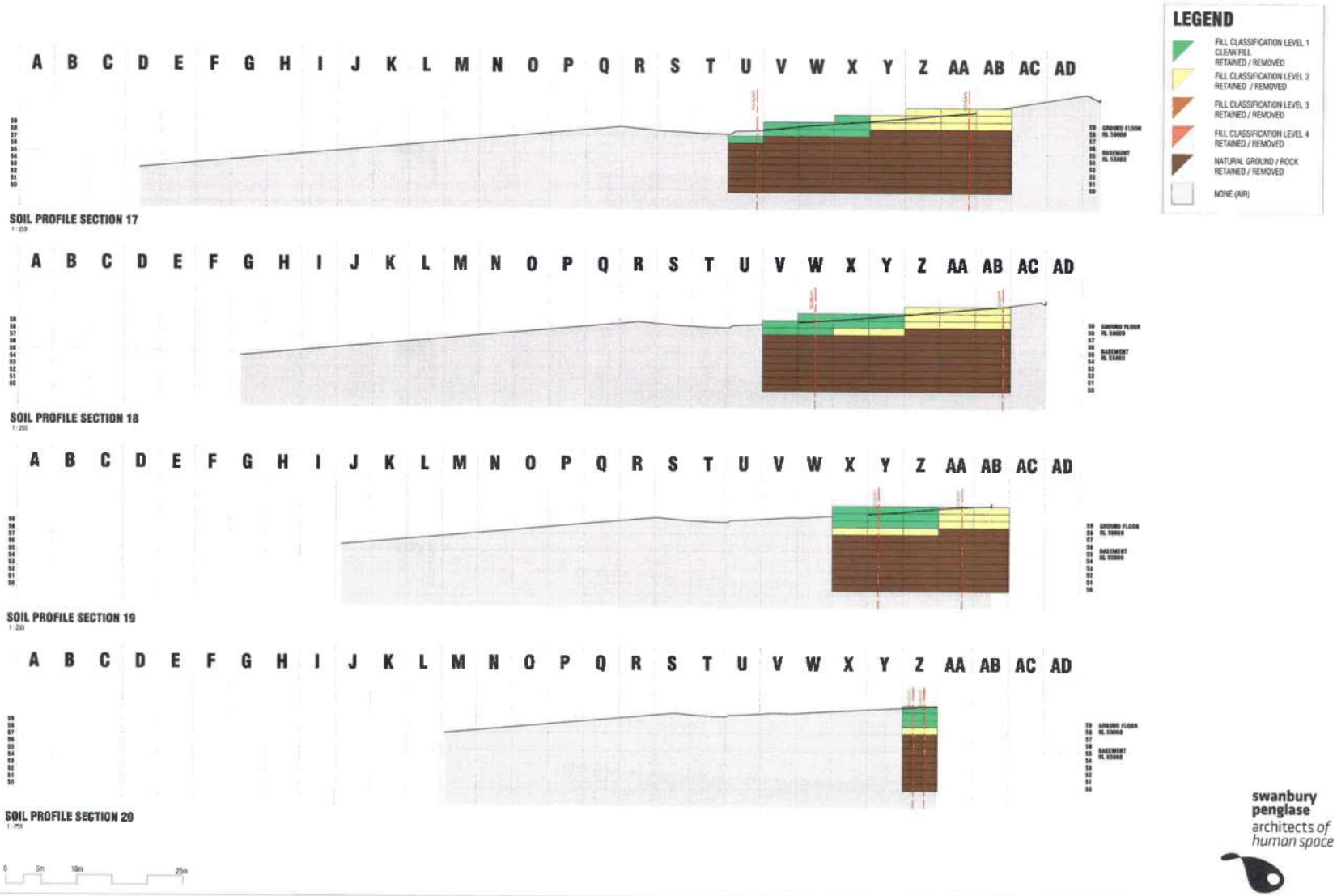
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK136 - E



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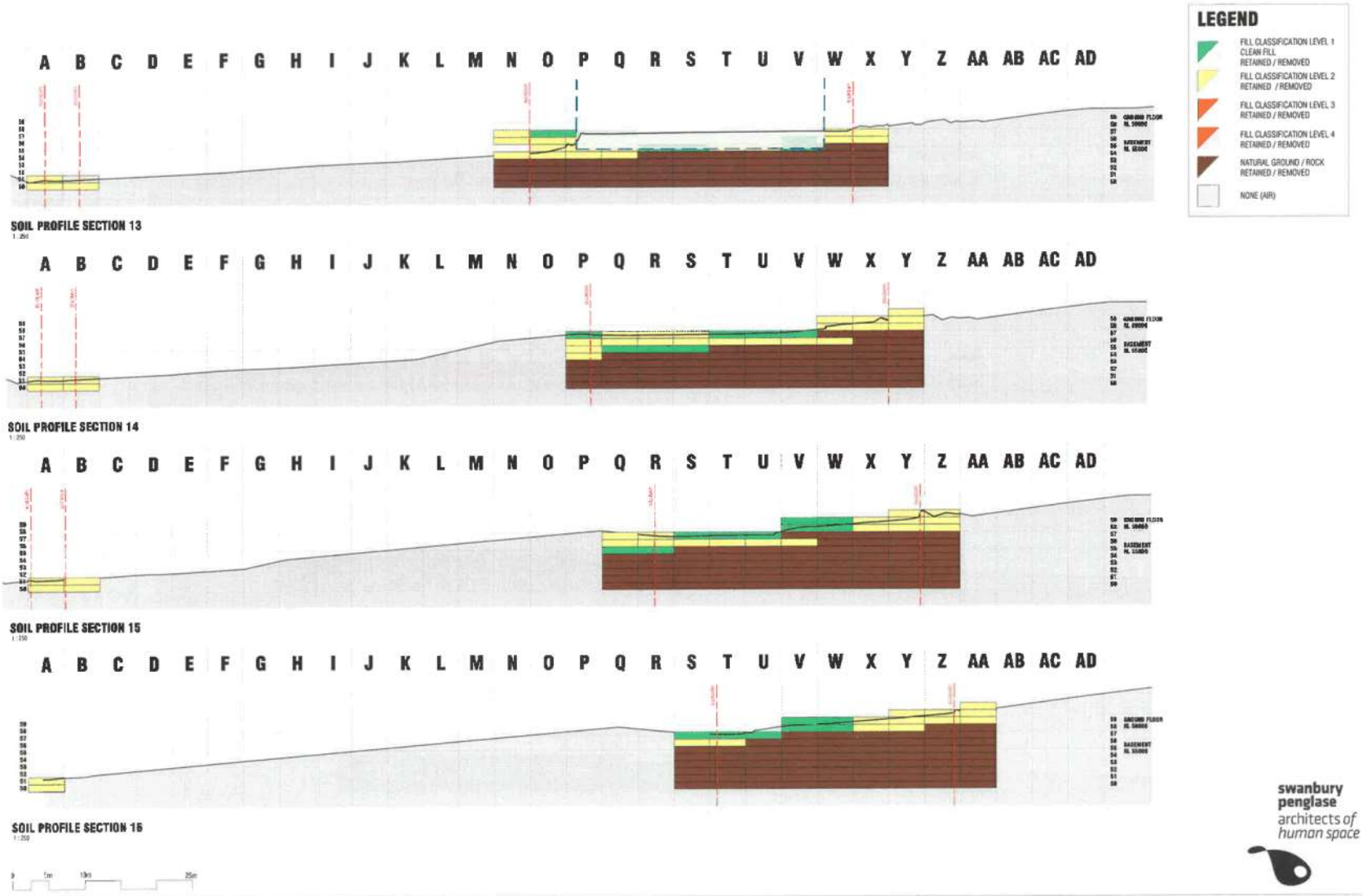
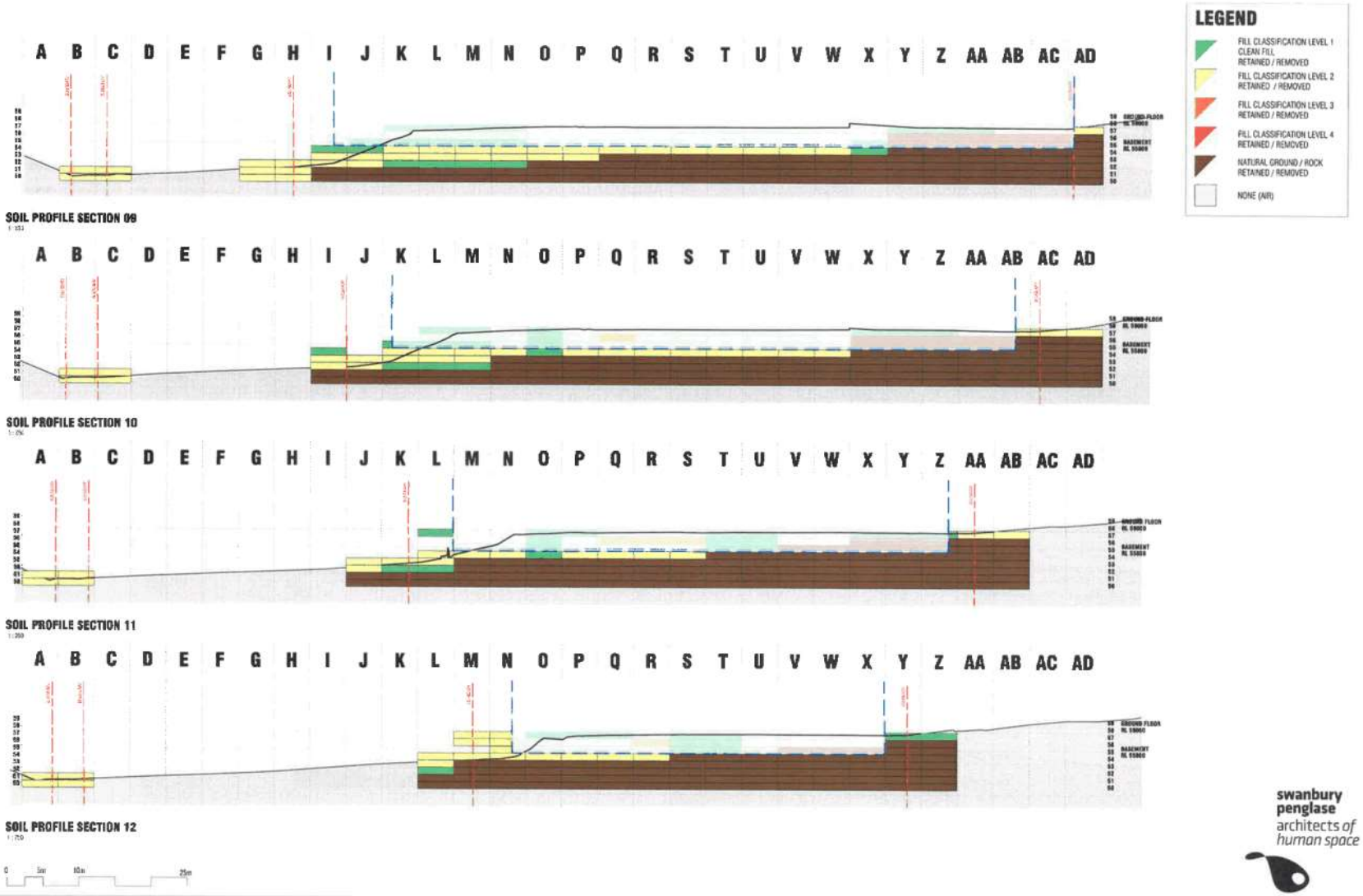
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK135 - E



NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK134 - E



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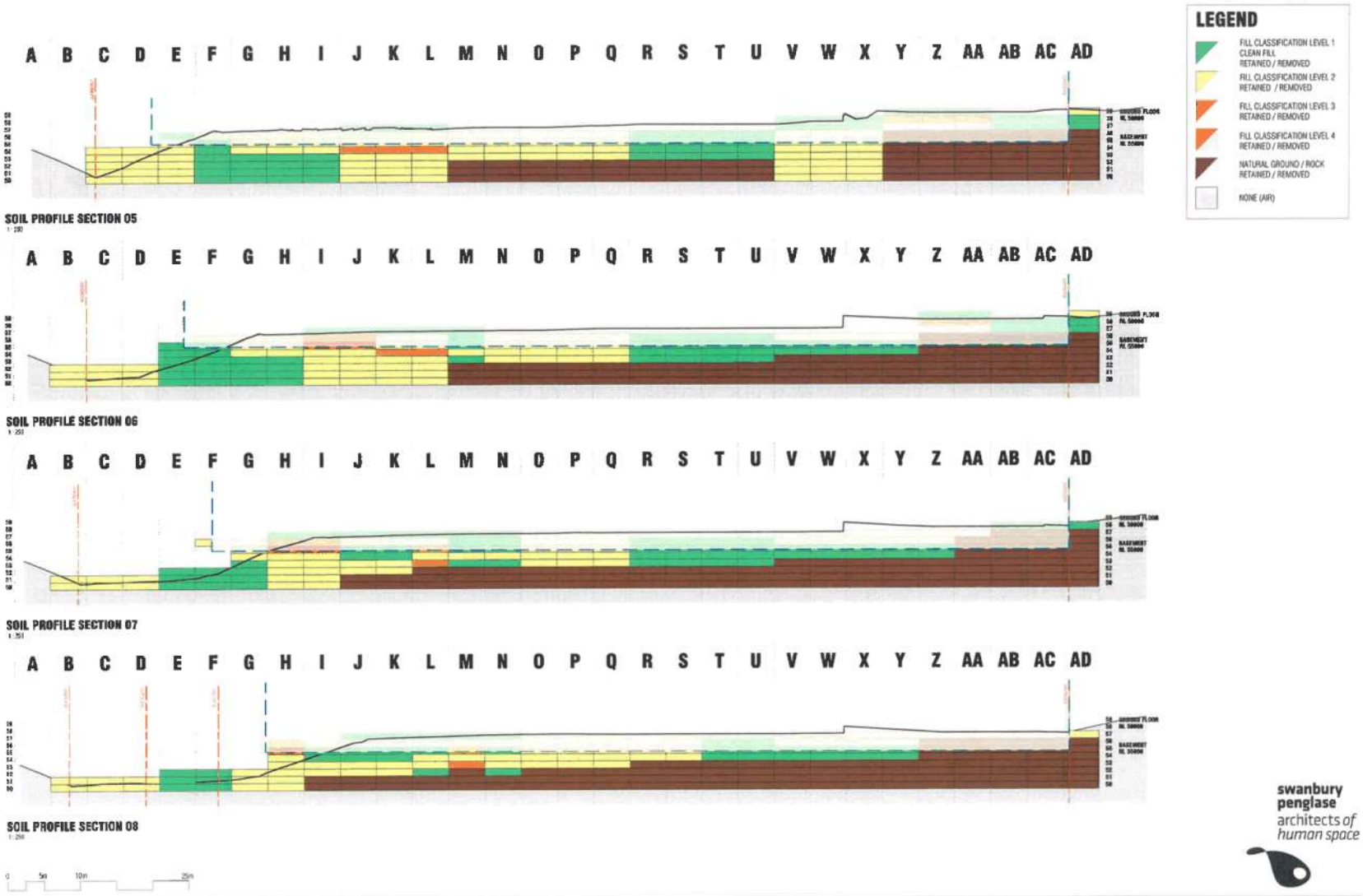
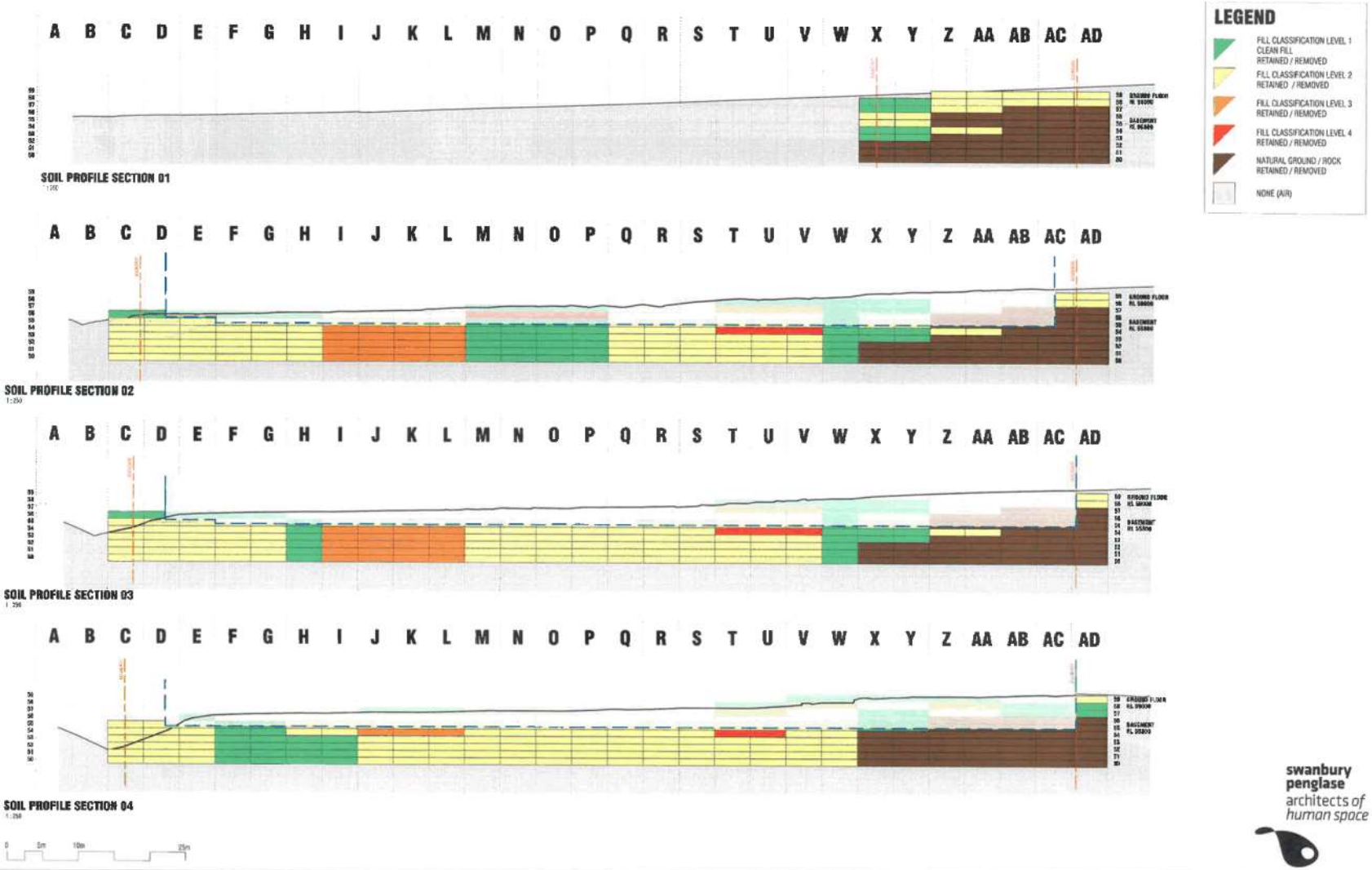
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK133 - E



NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK132 - E



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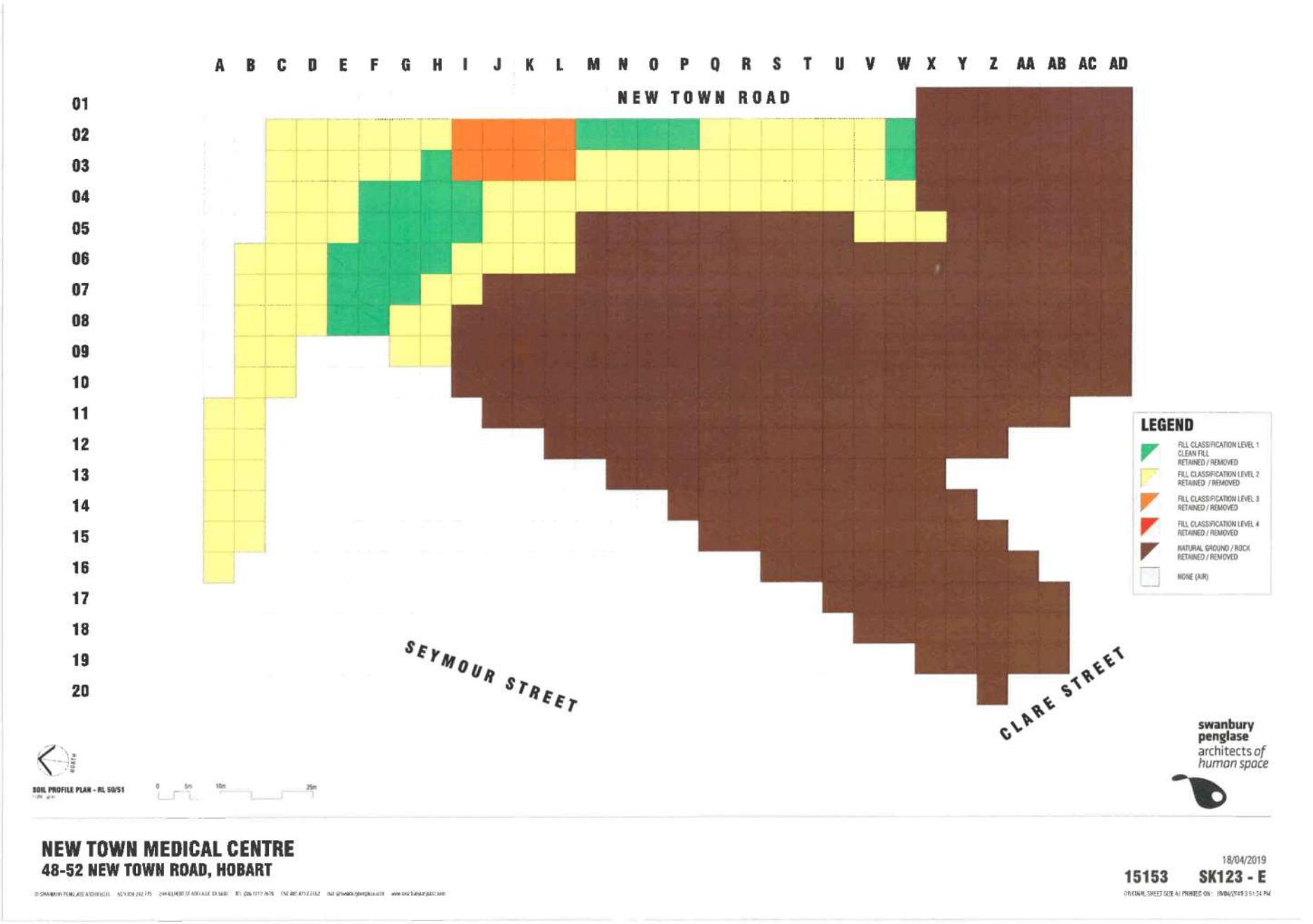
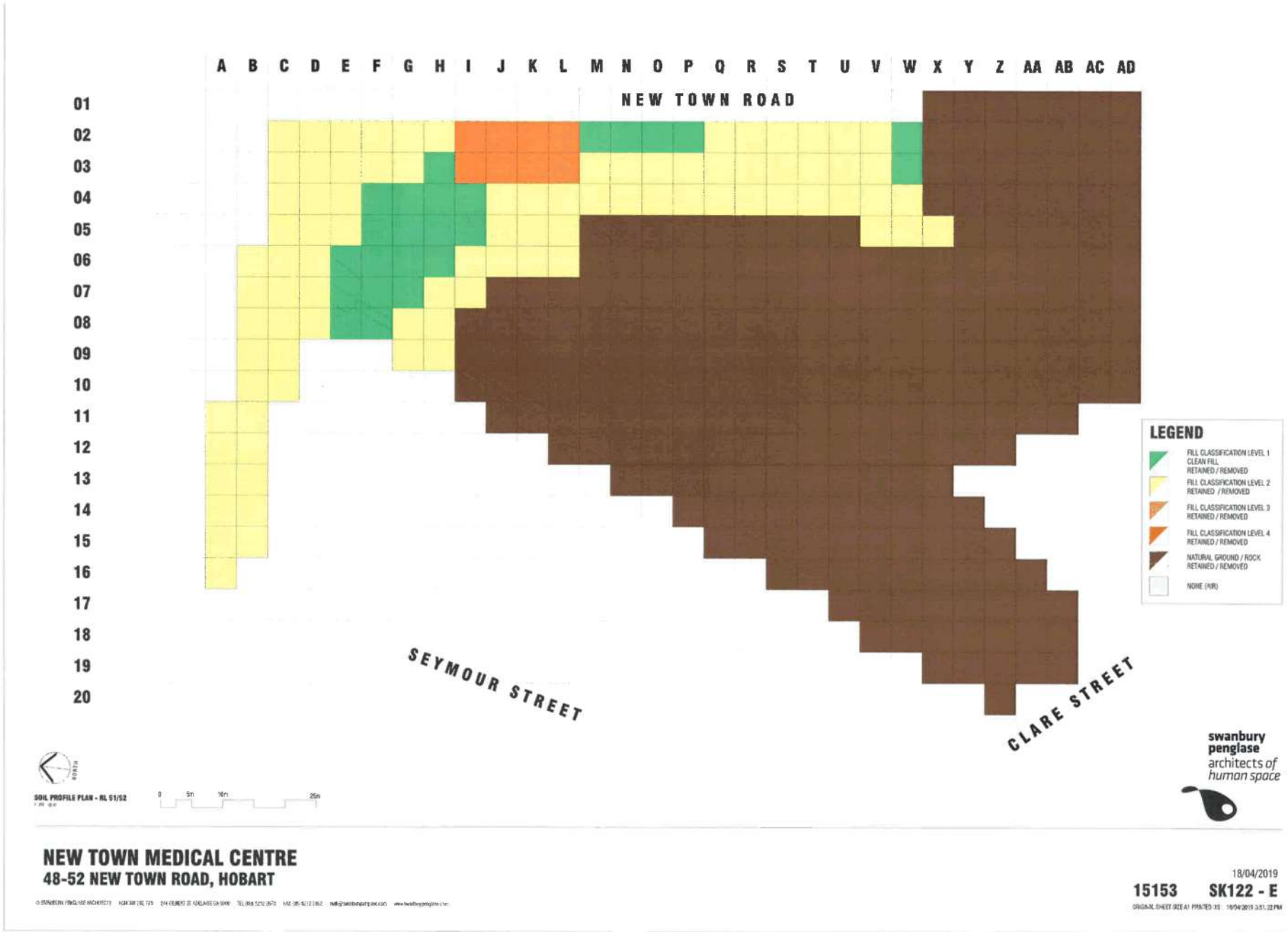
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART

18/04/2019
15153 SK131 - E


A B C D E F G H I J K L M N O P Q R S T U V W X Y Z AA AB AC AD
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20
NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
LEGEND
FILL CLASSIFICATION LEVEL 1 CLEAN FILL RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 2 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 3 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 4 RETAINED / REMOVED
NATURAL GROUND / ROCK RETAINED / REMOVED
NONE (AIR)
SOIL PROFILE PLAN - RL 50/51
0 5m 10m 25m
swanbury penglase
architects of human space
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
18/04/2019
15153 SK123 - E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01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20
NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
LEGEND
FILL CLASSIFICATION LEVEL 1 CLEAN FILL RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 2 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 3 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 4 RETAINED / REMOVED
NATURAL GROUND / ROCK RETAINED / REMOVED
NONE (NIR)
NORTH
SOIL PROFILE PLAN - RL 51/52
0 5m 10m 25m
swanbury penglase
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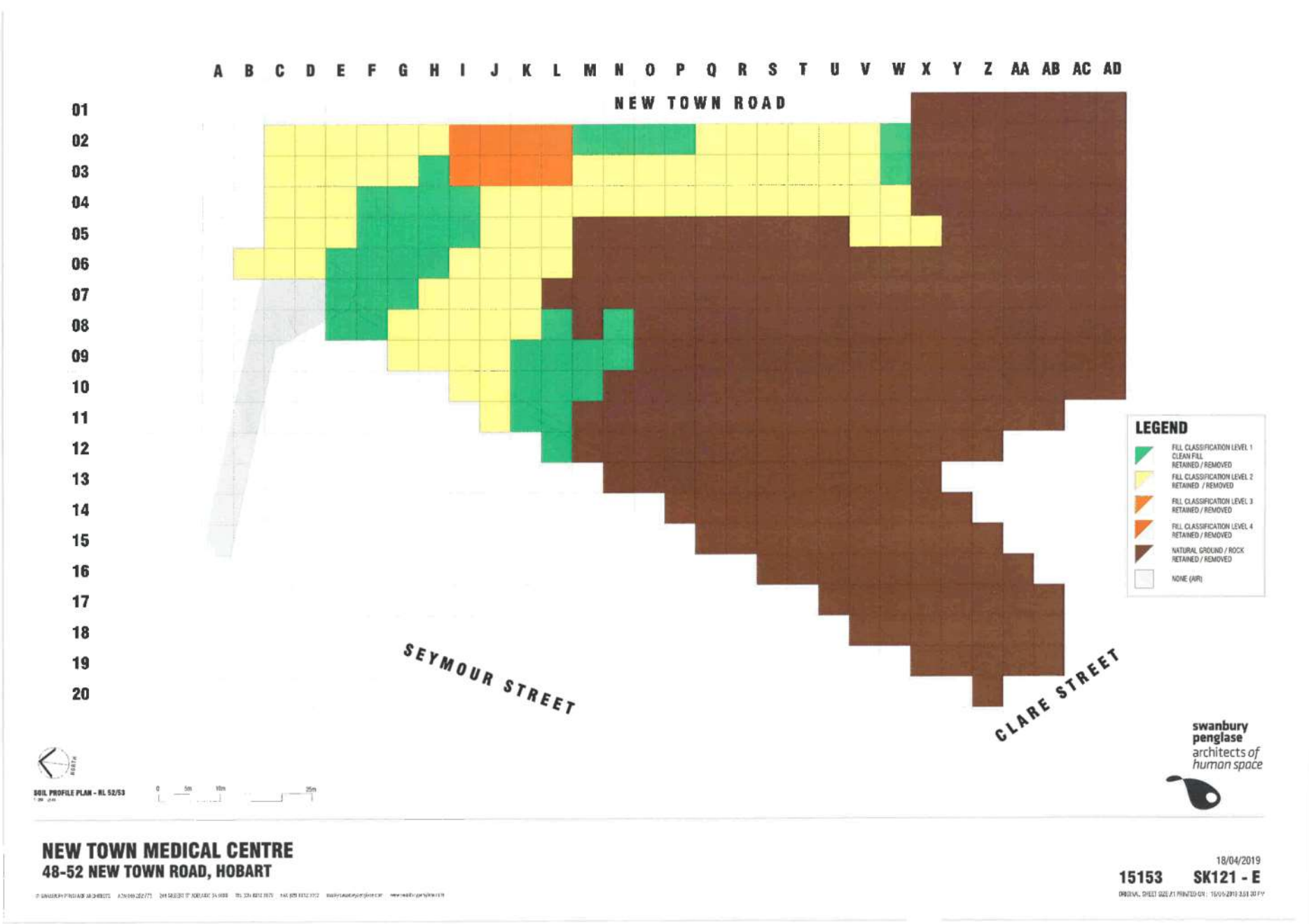
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
18/04/2019
15153 SK122 - E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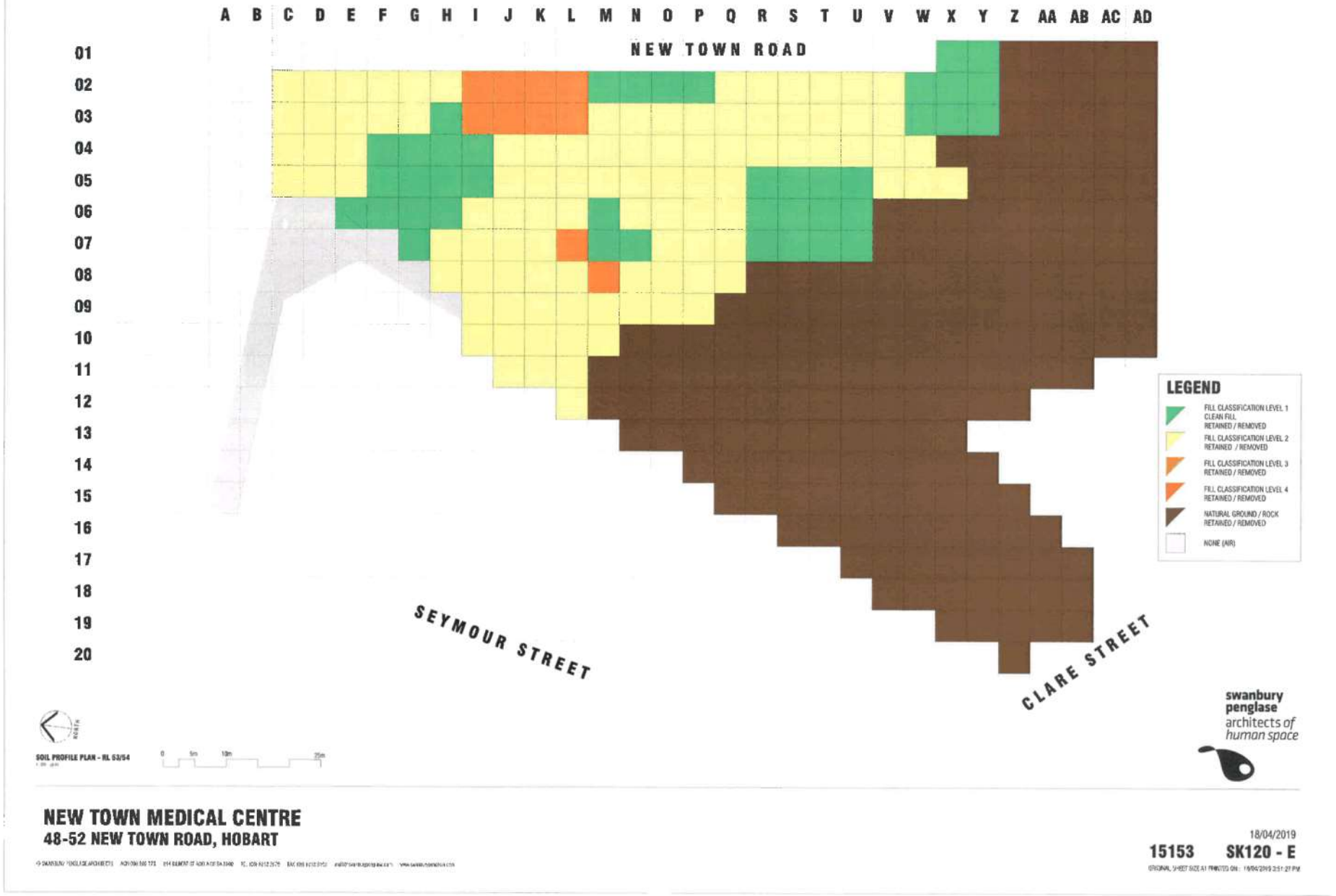
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20
NEW TOWN ROAD
SEYMOUR STREET
CLARE STREET
LEGEND
FILL CLASSIFICATION LEVEL 1 CLEAN FILL RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 2 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 3 RETAINED / REMOVED
FILL CLASSIFICATION LEVEL 4 RETAINED / REMOVED
NATURAL GROUND / ROCK RETAINED / REMOVED
NONE (AIR)
SOIL PROFILE PLAN - RL 52/53
0 5m 10m 25m
swanbury penglase
architects of human space
NEW TOWN MEDICAL CENTRE
48-52 NEW TOWN ROAD, HOBART
18/04/2019
15153
SK121 - E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48-52 NEW TOWN ROAD, HOBART
18/04/2019
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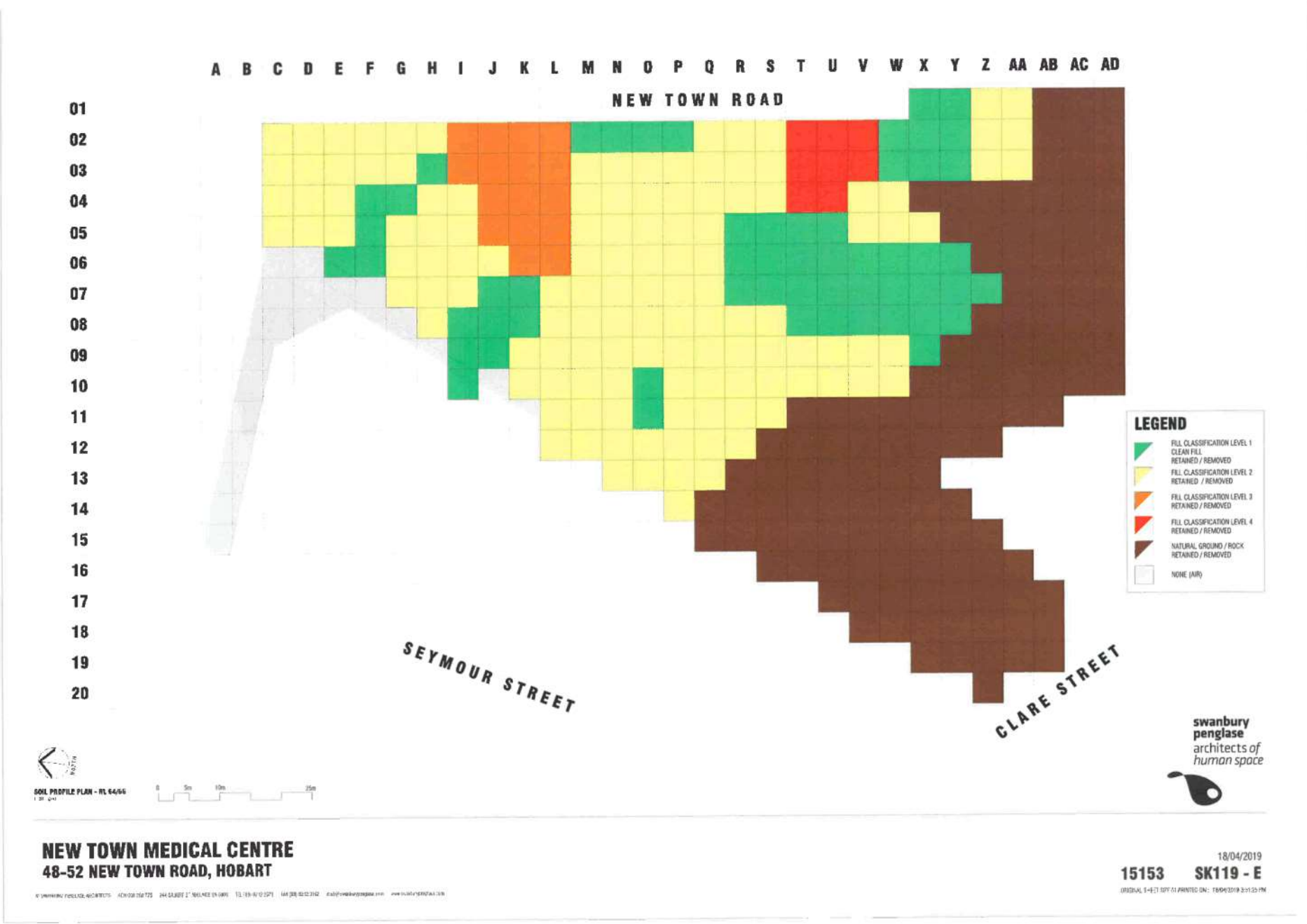
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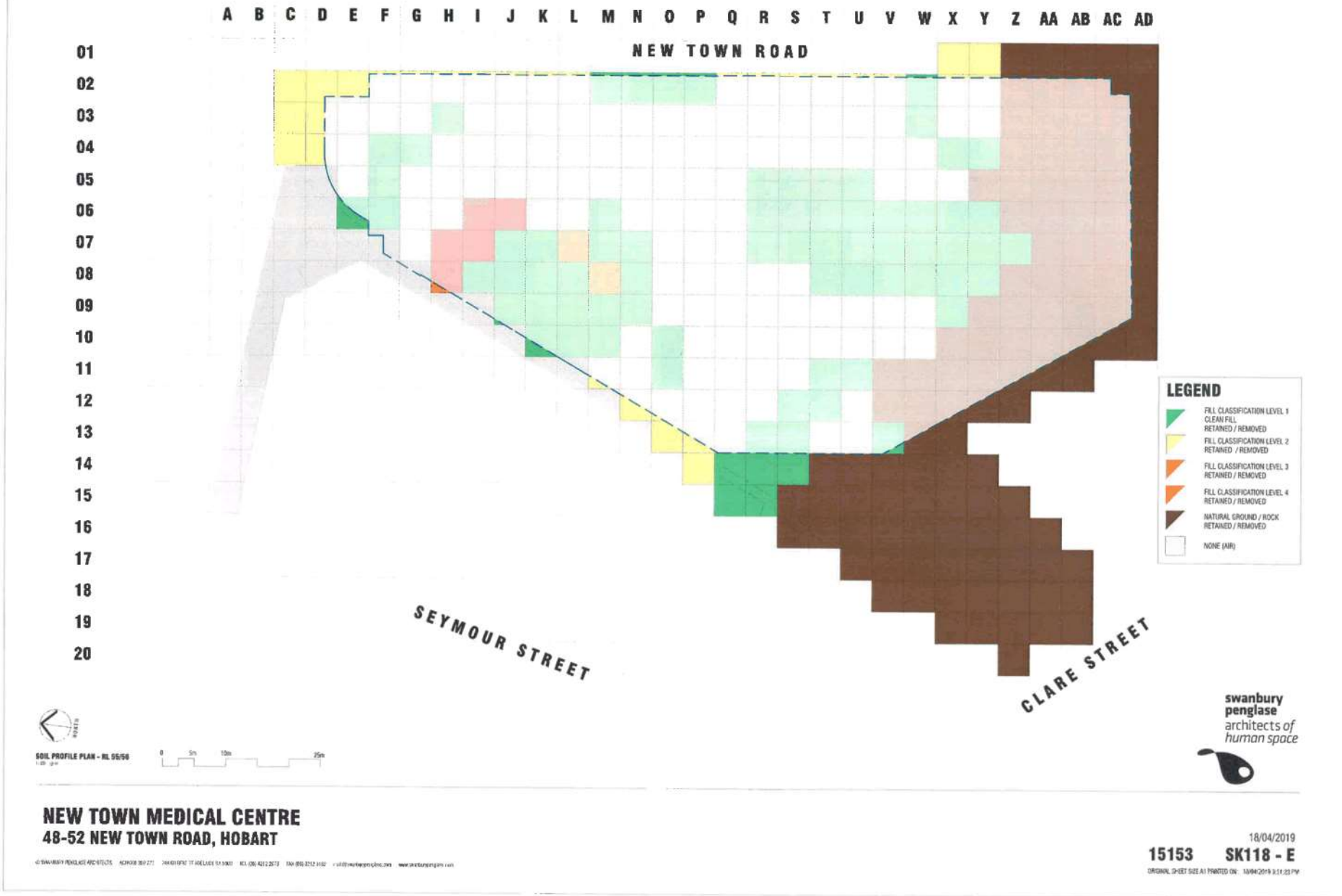
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48-52 NEW TOWN ROAD, HOBART
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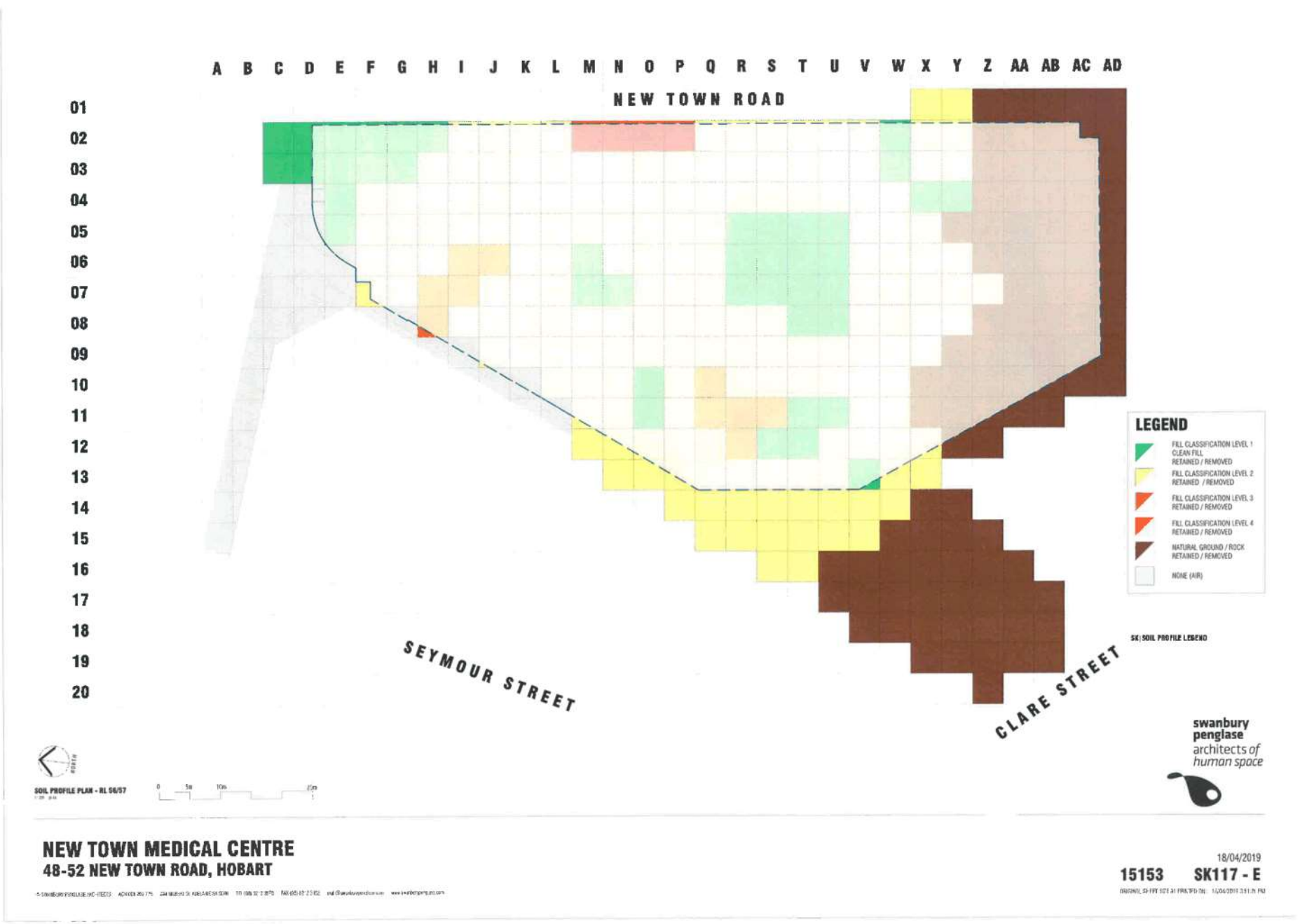
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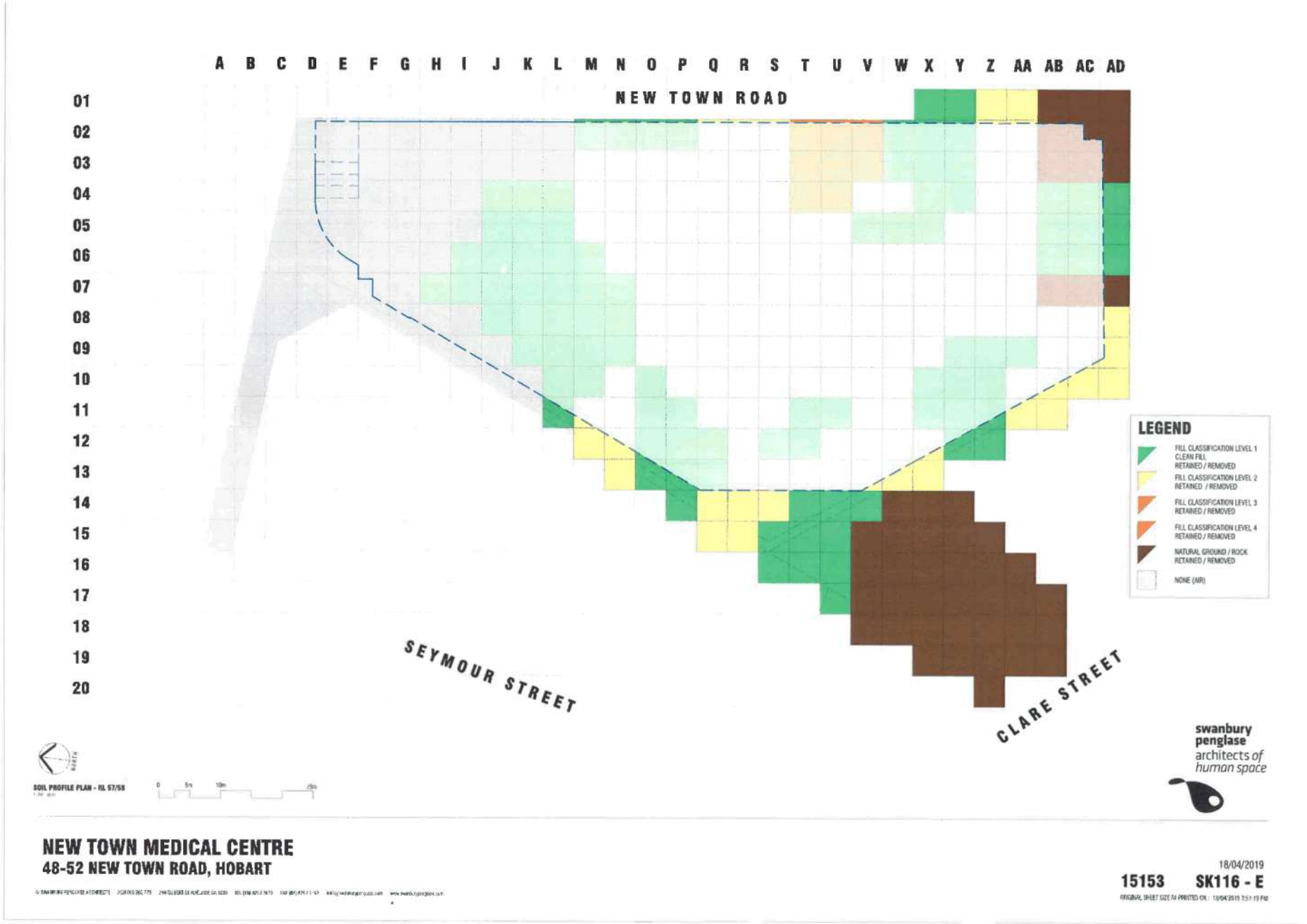
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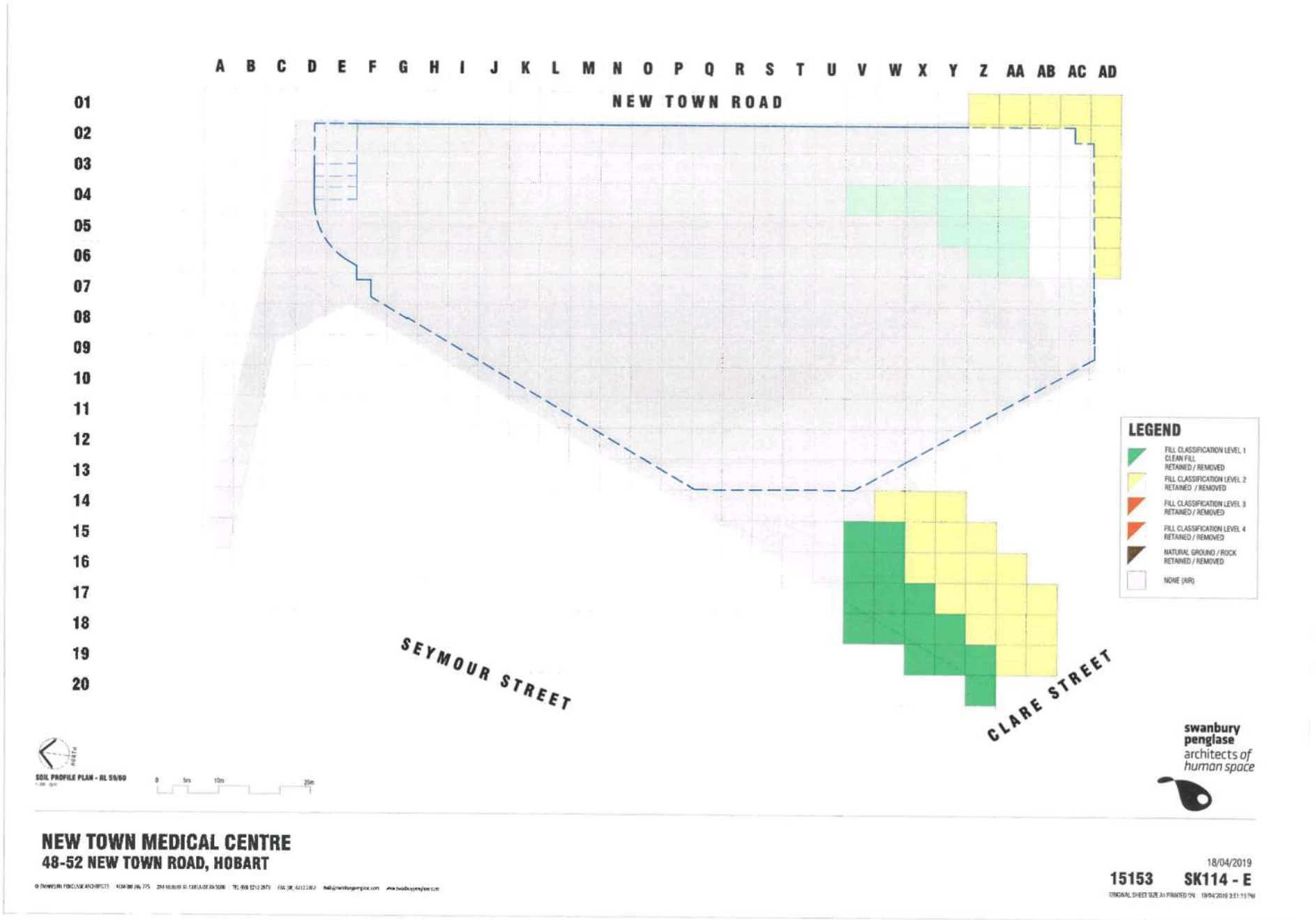
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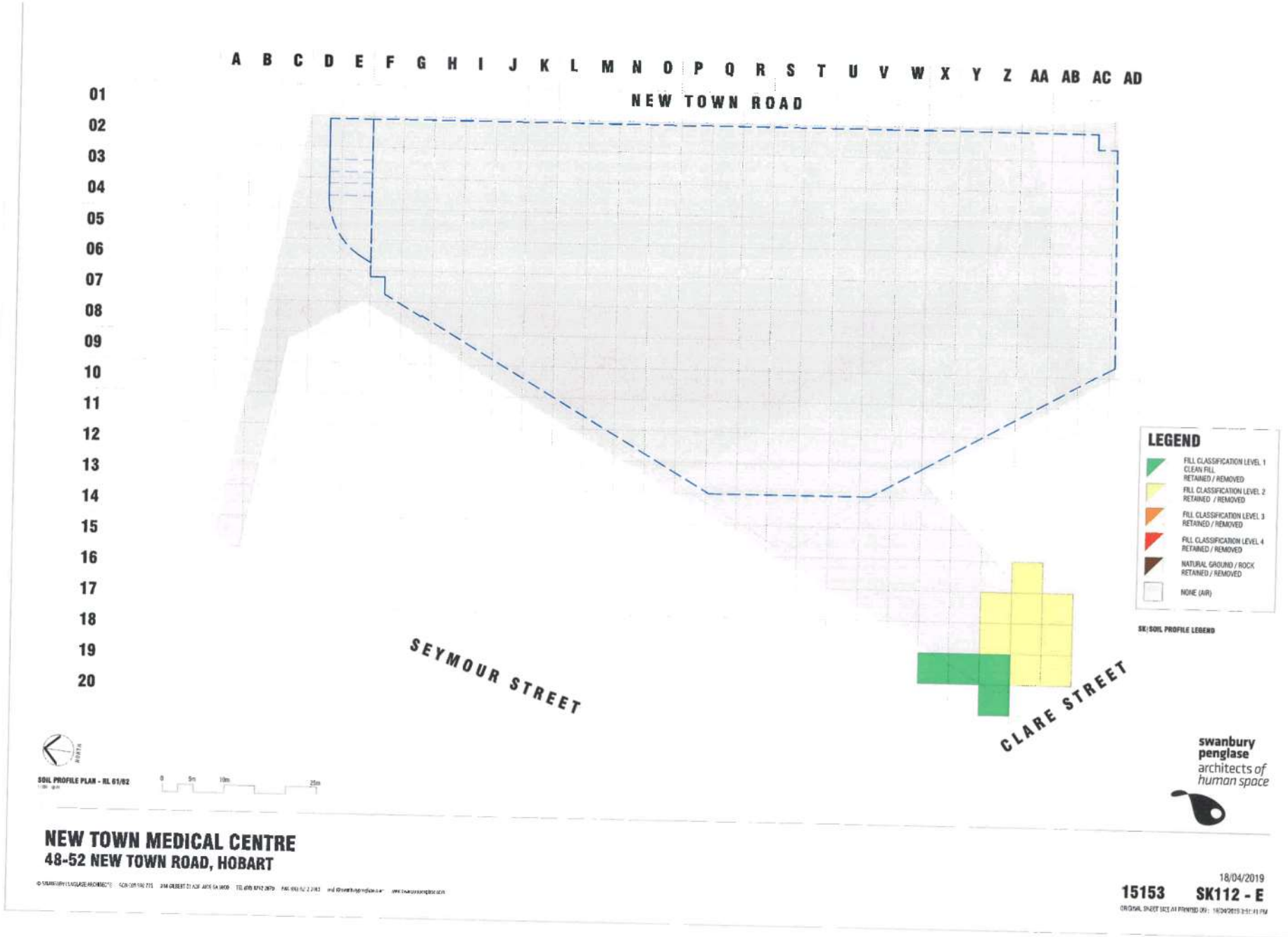
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48-52 NEW TOWN ROAD, NEW TOWN

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

48-52 NEW TOWN ROAD, NEW TOWN

Planning Report

Last Updated - 15 May 2019 (amended 18th July)
Author - Phil Gartrell
Reviewed - 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

This preliminary report will form part of the planning application for use and development in accordance with the requirements of the *Hobart Interim Planning Scheme 2015* relating to land at 48-52 New Town Road, New Town.

The application seeks approval for redevelopment of the site to provide for a private hospital for both in-patient and out-patient care, along with a number of health-related tenancies.

1.1 THE SITE

The subject site is comprised of CT 252465/1 and CT 198029/1 and is addressed as 48-52 New Town Road, New Town. The following figure illustrates the location of the site. The neighbouring site at 46 New Town Road (CT 76401/1) and 7A Clare Street (CT 71337/3) are also included in the application due to service works, as detailed in the accompanying documentation.

Figure 1: Locality Map (Source: www.thelist.tas.gov.au © State Government of Tasmania)

The site is situated between New Town Road and Clare Street and has a total site area of 8,031m^2.

The subject site was formerly used as the offices and television studios for WIN Television , and more recently as office, storage, workshop and warehouse for electrical repairs provider, Contact Group.

The site has a slope approximately 3 degrees downhill to the north, with elevation of the site varying between 60.3m AHD to the southeast and 56.2m AHD to the north. The Geo-Tech Report identifies that these site undulations are a result of fill which occurred during the reconstruction and upgrade of New Town Road.

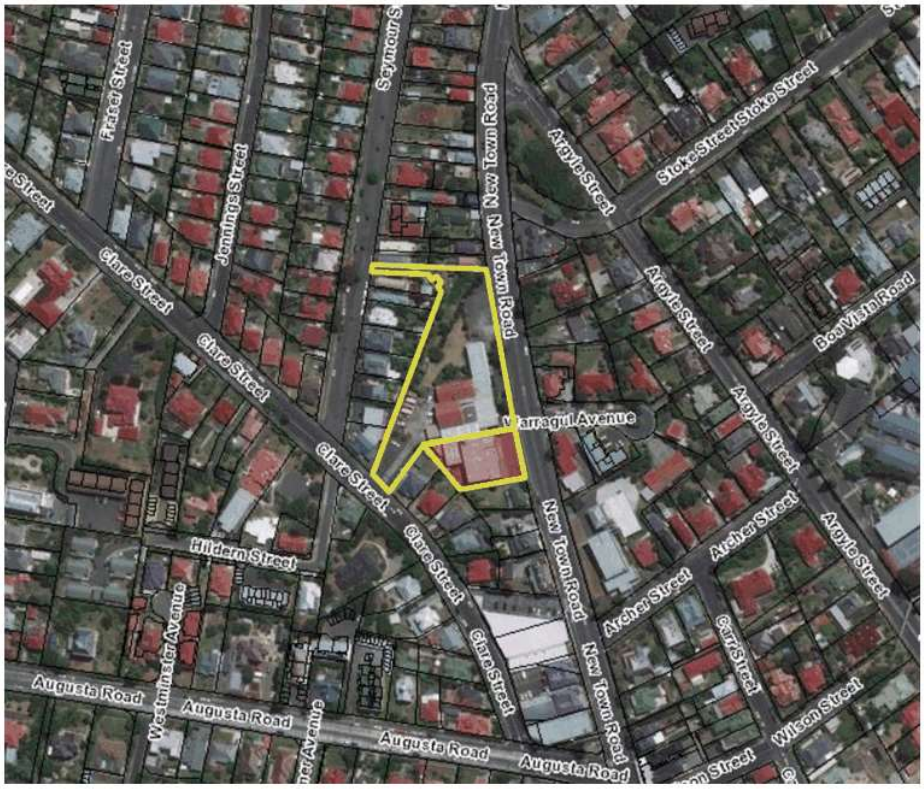

Figure 2: Aerial (Source: ESRI Imagery from www.thelist.tas.gov.au © State Government of Tasmania)

1.1.1 INFRASTRUCTURE

The site is serviced by reticulated sewer and water services, however, two sewer pipes cross the site and will require relocation due to excavation works. Gas and electrical conduits within the New Town Road reserve will also require rerouting. There will also be a requirement for upgrades to existing stormwater infrastructure.

Detailed information on these works are provided in the accompanying civil documentation supplied for Council Landowner Consent and this application.

1.1.2 EXCAVATION

The proposal requires excavation of fill on the site, which includes contaminated fill.

Schedule 2 of EMPCA has recently been amended, which no longer requires developments exceeding 5000m^3 of fill to be referred to the EPA. However, the proposed excavation and site contamination will be assessed by Hobart City Council under the Potentially Contaminated Land Code. An Environmental Site Assessment and Contamination Management Plan have been prepared and attached.

1.2 SITE SURROUNDS

The site surrounded to one side by predominately residential single and multiple dwellings. The adjoining residential area to the west and south-west is designated a Heritage Precinct. These residential areas are also characterised by narrow lots, with buildings generally built close to side and front boundaries.

The site is located at the end of an Urban Mixed Use zone, which is largely located along New Town Road, but also includes one property to the north of the existing access to the site from Clare Street, as well as extending along Wilson and Archer Streets, which includes the recently expanded Oral Health Services Tasmania, Southern Campus and a large scale pharmacy. Calvary Hospital is located 500m from the site.

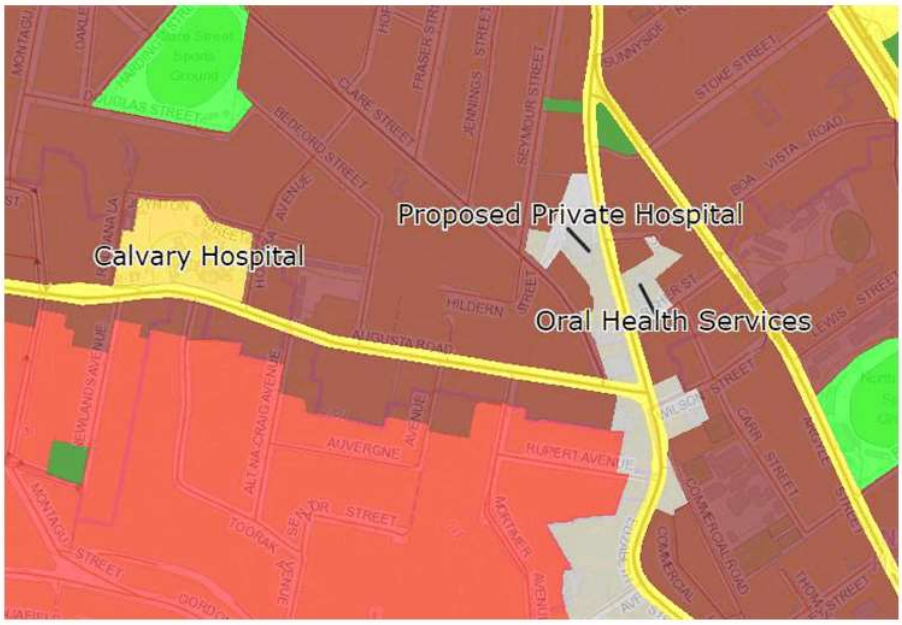

Figure 3: Surrounding commercial activities (www.thelist.tas.gov.au © State Government of Tasmania)

2. PROPOSAL

The proposal is for a new private hospital providing both in-patient and out-patient care, such as surgeries and rehabilitation. The site will also provide for a number of health-based tenancies including a pharmacy, radiology and conference area and hospital support facilities.

The building will be spread across 4 levels containing the following:

Basement Level 1:

This level will primarily contain the car parking and service infrastructure including fire tanks and pumping system and emergency diesel generator, stairwells and lifts to the upper floors. Primary access to this floor will be provided from one crossover from New Town Road located at the north-eastern side of the site.

Ground Floor:

The Ground Floor will provide a mix of car parking, tenancies and a café, along with meeting/conference rooms and is the primary public entrance to the building.

The rear of the Ground Floor facing Clare Street provides commercial access to the site for deliveries, waste removal, patient transport and will also provide store rooms for medical equipment and supplies.

Level 1:

Level 1 will house medical related tenancies providing services and support to both hospital patients, and outpatients.

Level 2:

Level 2 will house the private hospital, including surgery theatres, wards, nurse stations, rehabilitation areas, pre-operation bays, waiting rooms, staff rooms, amenities as well as a tenancy and a courtyard.

A new dual transformer substation is proposed on the south-western boundary which will be contained within a concrete structure to minimise noise emissions. Further detail on this is provided within the report and accompanying noise assessment.

Primary public and staff vehicular access to the site will be from New Town Road via two crossovers, which are to replace the existing crossovers, as detailed on the accompanying plans.

The proposal includes on-site car parking for staff and patients, with provision for approximately 235 car parking spaces. The ground floor parking will be used for employees/staff whilst the basement parking will be for visitor/patient parking. The existing access to the site via Clare Street will be retained, providing access to 7 parking spaces (included in 235 above) and service/loading area. Landscaping is to be installed along the south western and northern elevations to improve existing visual amenity when viewed from Clare Street and Seymour Street.

The proposal will also require a number of changes within the New Town Road Reservation and footpath, along with minor modifications to the Clare Street crossover for which Council landowner consent has been provided and is attached with this submission.

Modifications and upgrades to an existing public stormwater and sewer infrastructure is also proposed, as detailed in the accompanying civil documentation, which will require works within the adjoining property at 46 New Town Road and 7A Clare Street.

2.1 USE CLASSIFICATIONS

The following use classes and definitions are relevant to use proposed within the Urban Mixed Use Zone.

Hospital Services - Discretionary

> *Use of land to provide health care (including preventative care, diagnosis, medical and surgical treatment, rehabilitation, psychiatric care and counselling) to persons admitted as inpatients. If the land is so used, the use includes the care or treatment of outpatients.*

It is anticipated that all hospital and medically related use within the site would be considered ancillary to the primary use as Hospital Services. However, a number of the future ground floor tenancies could potentially be considered under the Business and Professional Services use class and potentially the General Retail and Hire Use class, as follows:

Business and Professional Services - Permitted

> *Use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, travel agency and veterinary centre.*

General Retail & Hire - Discretionary

> *use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop.*

A number of the proposed tenancies will be designed to support the primary use of the site by providing pharmacy, consulting rooms and potential radiology which are accounted for under the Business and Professional Services use class.

The proposal also includes a ground floor café, which is considered ancillary to the Hospital Services given that the primary customers will be staff, patients and family visitors.

Utilities - Discretionary (Urban Mixed Use) - No permit required (Inner Residential Zone)

> *use of land for utilities and infrastructure including:*
>
> *(a) telecommunications;*
>
> *(b) electricity generation;*
>
> *(c) transmitting or distributing gas, oil, or power;*
>
> *(d) transport networks;*
>
> *(e) collecting, treating, transmitting, storing or distributing water; or*
>
> *(f) collecting, treating, or disposing of storm or floodwater, sewage, or sullage.*
>
> *Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retarding basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.*

The proposal includes a substation within the Urban Mixed Use Zone which will provide two 1.5MVa transformers specifically to service the Hospital. This substation will be developed and managed in conjunction with Tas Networks.

Minor Utilities - No permit required (Inner Residential Zone)

> *means use of land for utilities for local distribution or reticulation of services and associated infrastructure such as a footpath, cycle path, stormwater channel, water pipes, retarding basin, telecommunication lines or electricity substation and power lines up to but not exceeding 110Kv.*

The proposed public infrastructure upgrades, which pass through the Inner Residential Zone are considered under the Utilities Use (minor utilities) for the reticulation of services and are a no permit required use.

3. PLANNING SCHEME PROVISIONS

The area is within the *Hobart Interim Planning Scheme 2015*, the following provisions are relevant to the site and proposed use and development.

3.1 INNER RESIDENTIAL ZONE

A small portion of the north-western part of the site is zoned Inner Residential, as identified in the figure below. This area forms part of an existing vehicle/pedestrian Right of Way for properties along Seymour Street and the rear of 54 New Town Road. No buildings are proposed within this area and the only works required will be infrastructure works to install/upgrade existing public stormwater and sewer infrastructure which forms part of a wider network, as per the accompanying civil documentation. As detailed in section 2.1, it is considered that these works would fall under the provision of utilities, which is a no permit required use within the zone, if for minor utilities.

The use and development standards in the zone are not considered relevant to infrastructure works.

3.2 URBAN MIXED USE ZONE

The subject land is primarily zoned Urban Mixed Use (grey). The land along New Town Road to the south is similarly zoned. The site is surrounded on the north, eastern and western aspect by the Inner Residential Zoning (dark red). New Town Road itself is zoned Utilities (yellow).

Figure 4: Zoning (Source: www.thelist.tas.gov.au © State Government of Tasmania)

3.2.1 Zone Purpose

The Purpose Statements for the zone are as follows, along with specific responses:

> ***15.1.1 Zone Purpose Statements***
>
> *15.1.1.1 - To provide for integration of residential, retail, community services and commercial activities in urban locations.*

The proposed development is for a commercial development which is aimed at providing and integrating key health related businesses and services into one core location to provide improved health-care and associated services to the local community.

> *15.1.1.2 - To encourage use and development at street level that generates activity and pedestrian movement through the area.*
>
> *15.1.1.3 - To provide for design that maximises the amenity at street level including considerations of microclimate, lighting, safety, and pedestrian connectivity.*

The primary frontage and façade of the building faces New Town Road and has been designed to provide a high level of pedestrian amenity. This has been achieved by incorporating a clearly identifiable public access point to the site and facilitating safe and efficient access along the footpath to and beyond the building.

> *15.1.1.4 - To ensure that commercial uses are consistent with the activity centre hierarchy.*

The site is ideally located for a local medical precinct. The scale of the proposal does not compete with the CBD functions of centralised regional services such as hospitals, nor does it impose on established residential zoning. The location is appropriately zoned, and the proposal appropriately scaled to serve the surrounding broader residential community.

> *15.1.1.5 - To ensure development is accessible by public transport, walking and cycling.*

The site fronts New Town Road which provides direct access to existing public transport services. The location of the site and topography ensures the building is readily accessible by other forms of transport such as walking and bicycles.

> *15.1.1.6 - To provide for a diversity of uses at densities responsive to the character of streetscapes, historic areas and buildings and which do not compromise the amenity of surrounding residential areas.*

The proposed building will provide hospital services and a number of interrelated medical based tenancies contained within a core location, ensuring ease of access to various medical treatments and associated services.

Whilst these services can only be provided at an optimum scale for effective operation, the proposed building has been designed to ensure minimal impact on surrounding residential areas together with an improvement in pedestrian and public amenity.

> *15.1.1.7 - To encourage the retention of existing residential uses and the greater use of underutilised sites as well as the reuse and adaptation of existing buildings for uses with a scale appropriate to the site and area.*

There are no existing residential uses on the site. It is considered that the site was previously under-utilised, and the proposed building responds to this by significantly enhancing the community benefits in the form of a centralised hospital and associated tenancies.

> *15.1.1.8 - To ensure that the proportions, materials, openings and decoration of building facades contribute positively to the streetscape and reinforce the built environment of the area in which the site is situated.*

As per the accompanying Architectural Statement, the proposal will activate streetscape by contributing to the public realm by providing a useable urban space, whilst maintaining the feel and character of the surrounding area. The strong, rectilinear forms of the local area have also been reflected in the layout of the design which aims to achieve a simple yet striking landscape. The design of the building and materials have been selected to provide a contemporary building which responds to both the operational and functional needs of the site as well as providing an attractive building form that is considered to respect the nature of the surrounding area, being a mix of commercial and residential use.

> *15.1.1.9 - To maintain an appropriate level of amenity for residential uses without unreasonable restriction or constraint on the nature and hours of commercial activities.*

The site is currently used for commercial operations which generate commercial vehicle movements throughout the day. The proposed development will require commercial vehicle movements within specified hours and it is likely that some movements may occur outside of normal business hours given that the hospital component is a 24hr operation.

Impacts from noise and light have been considered in the design of the commercial access to the site (from Clare Street) and adequate noise reduction measures are to be implemented to reduce impacts on residential amenity.

> *15.1.1.10 - To ensure that retail shopping strips do not develop along major arterial roads within the zone.*

The proposal does not incorporate any retail shopping.

It is considered that the proposal is consistent with the Purpose Statements for the Zone.

There are no Local Area Objectives or Desired Future Character Statements for the Zone.

3.2.2 Use Standards

15.3.1 Non-Residential Use	
***Objective**: To ensure that non-residential use does not unreasonably impact residential amenity.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *Hours of operation must be within:* *(a) 7.00 am to 9.00 pm Mondays to Fridays inclusive;* *(b) 8.00 am to 6.00 pm Saturdays;* *(c) 9.00 am to 5.00 pm Sundays and Public Holidays;*	The client has advised that the hospital inpatient facility will operate 24hrs during weekdays due to in-patient care that may be required. Surgical activity will generally occur on weekdays with potential emergency admissions on Saturday, Sunday and/or Public Holidays, however this is only estimated to occur around once per month.

except for office and administrative tasks or visitor accommodation. ***P1*** *Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.*	The normal hours of operation will be between 6:30am and 8pm Monday to Friday (including emergencies & ECTs) and 7:30am to 3:30pm on Saturdays (occasionally). Sunday and Public Holidays - emergencies only - staff may be on-site for 3-4 hours for operating and recovery time. The associated tenancies will generally operate within normal business hours 8:30am to 5pm Monday to Friday with staff vehicle movements to occur between 7am to 6pm. A number of the medical related tenancies may operate on Saturdays between 8am and 2pm, however these tenancies will not operate on Sundays or Public Holidays. Therefore, a response to the performance criteria has been provided. P1 The accompanying Acoustic Report indicates that noise emissions from commercial vehicle movements outside of the hours specified within A1 are not expected to be so frequent as to result in unreasonable impacts, given that most commercial vehicle movements will be undertaken within the hours specified under the Scheme, aside from occasional patient transports which may occur outside of these hours. The Hospital will operate 24hrs during weekdays due to day and night shifts, whilst occasional emergency staffing may be required during weekends, however this is unlikely to occur more than once per month. As detailed in the accompanying acoustic report, any ambulance or patient transport sirens are to be turned off prior to entering the site to further reduce noise impacts outside of normal business hours. It is considered that the proposal complies with P1.
A2 *Noise emissions measured at the boundary of a residential zone must not exceed the following:* *(a) 55dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;*	As detailed in the accompanying Acoustic Assessment prepared by NVC, the development is capable of meeting A2 as follows: A2(a) as shown in the accompanying Acoustic Assessment, the highest noise measurement is anticipated to be 53dB(a) during daytime hours

(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 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.* ***P2*** *Noise emissions measured at the boundary of the site must not cause environmental harm.*	along the boundary of the site with Seymour Street. This is lower than the minimum 55bB(A) (LAeq) specified within A1 (a). (b) the report indicates that between 6pm and 8am, the highest anticipated noise generation would be 40dB(A) (LAeq). This measurement is less than 5dB(A) above the LA90 measurements and do not exceed 40dB(A), therefore complying with (b). (c) As detailed in the report, the proposal is not anticipated to generate a dB(A) over 65 at any time. The recommendations contained within the report specify noise reduction measures that will be implemented to ensure noise levels are reduced and/or managed to ensure compliance with A2 and minimise any impacts on neighbouring residential properties.
A3 *External lighting must comply with all of the following:* *(a) be turned off between 10:00 pm and 6:00 am, except for security lighting;* *(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.* ***P3*** *External lighting must not adversely affect existing or future residential amenity, having regard to all of the following:* *(a) level of illumination and duration of lighting;* *(b) distance to habitable rooms in an adjacent dwelling.*	External security lighting will be required within the Clare Street access point. This lighting will also be used in the event that emergency patient transport is required. The lighting will be directed toward the building, away from the adjoining residential properties and will be baffled. The lighting design will be based on the requirements of AS/NZS 1158.3.1. (2005) Pedestrian area (P Category) lighting - Performance and design requirements. LED luminaires, specifically designed for outdoor car park or minor roadway/pathway lighting applications will be selected, to be pole or building mounted as appropriate to the layout, which will have lens characteristics and colour temperature to meet the required design parameters. Latest technology LED luminaires offer a range of lens characteristics, which are designed to control light distribution across the required area, and to substantially limit unwanted light spill to neighbouring properties. The lighting design process will include comprehensive modelling of the light output, across the development property and neighbouring properties, to achieve but not exceed the required horizontal and vertical illumination levels, in accordance with the Australian Standard.

	It is considered that the lighting can comply with A3.
A4 *Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to within the hours of:* *(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;* *(b) 8.00 am to 5.00 pm Saturdays;* *(c) 9.00 am to 12 noon Sundays and Public Holidays.* ***P4*** *Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:* *(a) the time and duration of commercial vehicle movements;* *(b) the number and frequency of commercial vehicle movements;* *(c) the size of commercial vehicles involved;* *(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);* *(e) noise reducing structures between vehicle movement areas and dwellings;* *(f) the level of traffic on the road;* *(g) the potential for conflicts with other traffic.*	Primary access to the site for commercial/service vehicles will be via Clare Street, however some smaller commercial/services vehicles will be able to access the site via the south-eastern entry from New Town Road. Vehicles will also be able to utilise the loading zone within New Town Road. These movements will occur within the times specified under A4, however due to hospital operations, some patient transports may occur outside of these hours, particularly given the hospital is a 24hr operation. According to the accompanying Acoustic Report, waste removal will occur between the hours of 7.00am and 5.00pm as per the acceptable solution and as required by legislation. Therefore, a response to the performance criteria has been provided specifically with regard to the potential ambulance/patient transports. P4 (a) Patient transport/ambulance movements are anticipated to be low, given that they will only occur where a patient requires immediate transfer to alternate hospital or where a patient is delivered to the site due to incapacity elsewhere. (b) & (c) As detailed above, the only vehicle movements that are likely to fall outside the hours specified under A4 are occasional patient transport/ambulance movements. Mitigation measures have been proposed within the Acoustic Report with regard to sirens, to ensure minimal impacts on residential amenity outside of the hours specified under A4. (d) the Clare Street access and the parking areas within the site have been designed to ensure adequate vehicle turning. Measures can be imposed on any commercial movements outside the hours specified under A4 where

	required to ensure minimal impacts from noise. (e) As specified in the Acoustic Report, a 1.8m solid fence runs along the southern and western boundary which further reduces noise impacts from vehicle movements. (f) & (g) As detailed in the TIA, Clare Street supports a relatively high number of traffic movements and potential occasional ambulance movements outside the hours specified under A4 are unlikely to result in any additional impacts over existing.

3.2.3 DEVELOPMENT STANDARDS

15.4.1 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 the General Residential Zone or Inner Residential Zone.*
SCHEME REQUIREMENTS
A1 *Building height must be no more than:* *10m.* ***P1*** *Building height must satisfy all of the following:* *(a) be consistent with any Desired Future Character Statements provided for the area;* *(b) be compatible with the scale of nearby buildings;* *(c) not unreasonably overshadow adjacent public space;* *(d) allow for a transition in height between adjoining buildings, where appropriate;*
PROPOSAL RESPONSE
The height of the building will exceed A1 and a response to P1 has been provided. P1 (a) there are no desired future character statements for the zone. (c) the proposal is not considered to overshadow any adjacent public space. (b) & (d) The height of the building varies along each elevation. The neighbouring properties to the south, west and east are residential properties, in a residential zoning. The scale of development within a residential zone and the urban mixed use zone is invariably different, given that each zone facilitates substantially different forms of development. The subject site sits at the end of the urban mixed use zone, and on a street which falls away to the north as well as west, thereby generating some design challenges with regard to height transition. On New Town Road, the building is of a similar scale to the adjacent buildings on the southern boundary, with the ground level falling away to the north. This results in an increase in relative height from ground level. In order to respond to this, the building would need to be stepped

down considerably along the western elevation to provide a transition in height to predominately 1 storey residential dwellings. However, this is not feasible given functional requirements of the building as a private hospital, and the floor plate requirements.

Therefore, a number of design considerations have been employed to enable a transition in scale (as far as practicable) to neighbouring properties, and to the streetscape. The façades have been broken into separate elements, creating reveals which reflect the typology of adjacent, typically residential properties and soften the overall form of the proposal, ensuring that no single expanse of flat façade; with windows, doors, entry ways and fenestration ensuring that the scale of the building does not impact on the amenity of the area.

Along the eastern elevation fronting New Town Road the proposal will have a maximum façade height of approximately 16.8m with an additional 2.8m to the top of the plant level. Roof top plant is stepped back approximately 18.2m from the frontage to New Town Road to reduce visual impacts on residential properties to the south, west and north.

Given the topographic qualities and sloping nature of New Town Road, the height of the façade fronting New Town Road generally reflects a transition in scale of development along New Town Road to the south, within 100 m of the site. The proposal is not anticipated to result in any impacts on the adjacent residential properties on the north eastern side of New Town Road given the separation provided by the road reserve setback.

In particular, 42-44 and 38-40 New Town Road are of similar height, as shown in the figures below.

Sheet SK301-G on the accompanying amended architectural documentation demonstrates the height similarities between the proposal and the building at 42-44 New Town Road.

The roof and upper levels have also been set back to create a varied building form in terms of height and scale, to minimise the overall bulk of the building and ensure that it responds to the natural topography of New Town Road.

When the sloping nature of New Town Road is also taken into account, as demonstrated in Sheet SK301-G, the proposal demonstrates a transition in height from the buildings at 30-40 and 42-44 New Town Road.

The height of buildings to the north of the site are lower primarily due to the slope of the land, resulting in a number of these properties sitting well below street level.

The southern and western elevations, along with adjoining residential properties to the south and west will be addressed under A2.

Figure 5: Example showing existing height variations to the south of the site, along with the proposed building - demonstrating a transition in height, taking into account the topography of the New Town Road (sources: Google street view 2018 and Architectural documentation)

A2

Building height within 10m of a residential zone must be no more than 8.5m.

P2

Building height within 10 m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.

PROPOSAL RESPONSE

Along the southern and western elevations the proposal will exceed 8.5m within 10m of the adjoining residential zones.

Therefore, a response to the performance criteria is required.

P2

The northern, western and south western elevations are considered, as these elevations directly adjoin residential zones.

Northern Elevation

The northern elevation is setback approximately 9.7m from the boundary of the residential dwelling at 54 New Town Road. The driveway/ramp which provides access to the basement parking is setback approximately 3.4m from the boundary.

The total height of the building along the northern elevation is approximately 19m from street level to the top of the plant level.

From the north western corner of the northern elevation, the proposal extends to a height of approximately 21m to roof height.

The plant level is setback approximately 24m from the edge of the roof, thereby reducing the perceived height of the building when viewed from the northern elevation.

The setback of the building along this elevation reduces the overall visual impact of the building and landscaping will be provided between the site and the building to improve visual amenity and screen the access ramp from view. It is worth noting that the existing dwelling at 54 New Town Road is built well below the street level. The existing vegetation along this boundary already provides significant screening and the proposed landscaping in this area is considered sufficient to significantly reduce visual impacts of the proposal.

Western Elevation

Along the western elevation facing the rear of the properties along Seymour Street, the building will vary in height from approximately 14m to 20m. The roof top plant level has been setback approximately 11.8m from the roof's edge to minimise visual impacts and overshadowing on adjoining properties and significantly reduces the apparent visual bulk of the building.

In addition, the proposal is setback 3m from the western boundary from ground level to enable the retention of an existing service easement.

The residential dwellings fronting Seymour Street are all located to and within 1m of their respective frontages, leaving significant rear boundary setbacks which further reduces impacts from overshadowing and visual bulk by creating a significant separation distance.

The rear boundary setbacks of the adjoining residential dwellings along the western boundary are as follows:

- 5 Seymour St - 10.5m from rear boundary
- 7 Seymour St - 6.2m from rear boundary
- 9 Seymour St - 18m from rear boundary
- 11 Seymour St - 20m from rear boundary from rear boundary
- 13 Seymour St - 15m from rear boundary
- 15 Seymour St - 14m from rear boundary

It is also worth noting that the topography of the site slopes downward toward the western and southern boundaries to a natural drainage line. From this point, the topography of the adjoining properties fronting Seymour Street begins to gradually rise again - this change is demonstrated in sheet SK403 of the accompanying architectural documentation.

Southern Elevation

Along the southern elevation the proposal extends to a height of approximately 11.5m from NGL to roof height. Again, the plant level is then setback approximately 5m at the shortest point which further reduces the perceived height of the building along each elevation.

The adjoining buildings to the south, fronting Clare Street are setback as follows:

- 9a Clare Street - 11.3m from rear boundary
- 9 Clare Street - 9.3m from rear boundary
- 7a Clare Street - 7.5m from rear boundary

The setbacks of the existing dwellings along Seymour and Clare Streets are considered to significantly reduce the perceived visual impact of the proposal. The topography of the site also

plays a role in reducing the height discrepancy between the residential dwellings and the proposed building within reason, given that the proposal is a commercial operation being compared to existing single storey residential dwellings.

Eastern Elevation

The eastern elevation faces New Town Road. The road provides a separation distance of over 15m at the shortest point. Therefore, A2 does not apply to the eastern elevation as it is well over 10m from the residential zone on the opposite side of New Town Road.

15.4.2 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 REQUIREMENTS
A1 *Building setback from frontage must be parallel to the frontage and must be no more than:* *1m from the median street setback of all existing buildings on the same side of the street within 100m of the site.*
P1 *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.*
PROPOSAL RESPONSE
The frontage to New Town Road complies with A1 as follows. Consideration is to be made with regard to the adjoining sites to the south being within the Urban Mixed Use Zone, which requires different setbacks to those within the adjoining residential zones. As shown in the figures below, the titles within 100m of the site to the north and south vary in setback from a maximum of 5.4m (54 New Town Road) to a minimum of 0m (60 and 62 New Town Road - taking into consideration garages). The following measurements are approximate only and have been taken from minimum setback points for each building within 100m to the north and south of the site. North of the site • 70 New Town Road - minimum 1.4m setback.

- 68 New Town Road - minimum 0.5m setback
- 66 New Town Road - minimum 2.2m setback
- 62 New Town Road - 0m setback
- 60 New Town Road - 0m setback (garage)
- 56 New Town Road - 2.4m minimum setback
- 54 New Town Road - 5.3m minimum setback

South of the site

- 46 New Town Road - 2m minimum setback
- 44 New Town Road - 1m minimum setback
- 42 New Town Road - 1m minimum setback
- 38-40 New Town Road - 0m setback
- 30-36 New Town Road - 1m setback

Based on the above approximate calculations, the total median setback of buildings to the north and south, within 100m of the site is approximately 1m.

Therefore, the permitted maximum setback of 1m *from the median* would be 2m.

The proposed building has a maximum setback of approximately 1.7m from the frontage to New Town Road along a portion of the south-eastern elevation and is therefore within 1m of the median setback of all adjoining properties within 100m of the site.

Therefore, the setback from the frontage is considered to comply with A1.

Figure 6: Setback of adjoining dwellings within 100m to the south (red area - denotes maximum permitted setback of 2m as per median setback calculations) (source: www.listmap.tas.gov.au © State Government of Tasmania)

Figure 7: Setback of adjoining dwellings within 100m to the north (red area - denotes maximum permitted setback of 2m as per median setback calculations) (source: www.listmap.tas.gov.au © State Government of Tasmania)

A2

Building setback from a residential zone must be no less than:

(a) 3m;

(b) half the height of the wall,

whichever is the greater.

P2

Building setback from the General Residential or Inner Residential Zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by:

(a) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours;

(b) overlooking and loss of privacy;

(c) visual impact when viewed from adjoining lots, taking into account aspect and slope.

PROPOSAL RESPONSE

The setback of the building from the northern boundary is over 3m to the entry ramp and an additional 7m to the façade of the building, therefore complying with A1(a).

The setback of the building along the western elevation is predominantly setback 3m from the adjoining residential zone.

However, the proposed substation has a 0m setback from the western boundary.

The setbacks along the south western elevation and southern elevation are 0m at ground floor level. This setback extends to 3m at level 1 and 2 across both elevations.

With regard to A2(b), the height of the building on the western, south-western and southern elevations varies and would require setbacks of between 5-11m to comply with A2(b).

The current setback from the western elevation varies from a maximum of 3m to a minimum of 0m where the substation is located (at ground floor level). The first floor has a minimum setback of 3m due to a stairwell and a maximum of 5.5m along the rest of the elevation.

The minimum setback from the south-western elevation at ground floor level is 0m with a maximum setback of 3.4m at first floor level.

Therefore, the setback calculated at half the height of the wall along each elevation is over the maximum setbacks provided at ground floor level.

The proposal must demonstrate compliance with P2.

P2

(a) The accompanying shadow diagrams indicate that the adjoining residential dwellings along the western boundary fronting Seymour Street will receive sunlight into the rear of the properties from 10am through till 2pm resulting in more than 3 hours of direct sunlight on June 22nd.

On March and December 22nd the residential dwellings along Seymour Street will also receive over 3 hours of sunlight per day.

The dwellings adjoining the south of the site fronting Clare Street will begin to receive sunlight to the rear of their properties from 12-12:30pm through until 3.30-4pm which will result in approximately 3 hours of direct sunlight.

The building located directly south of the site is zoned Urban Mixed Use, therefore A2 does not apply to this building.

(b) The façade treatments incorporate louvres to windows, in particular on the western façade to prevent any overlooking of vacant properties which solves an existing problem with the current building on the site. (See sheet SK403-A in the accompanying architectural documentation). These louvres have been positioned to not only prevent any overlooking issues but to aid with solar control, allowing winter sun to passively warm the spaces and appropriately shading the summer sun, all while still providing framed views out to Mt Wellington.

(c) the accompanying architectural documentation, specifically drawing SK403-A demonstrates the setback distance between the proposal and the adjoining lots along Seymour and Clare Street. It also demonstrates that these setback distances significantly reduces the perceived overall visual bulk of the proposal.

The site slopes significantly downward from New Town Road to the boundary with Seymour Street where the rear of the residential lots being to slope back upward to Seymour Street. Although the topographical change between the rear of the site and the road level on Seymour

Street is only relatively minor, this coupled with the setbacks is considered to further reduce the overall visual impact of the proposal.

The roof structure is also setback considerably to reduce perceived visual bulk.

It is considered that reasonable measures to reduce visual impact on adjoining properties has been taken in the design of the building.

15.4.3 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 REQUIREMENTS	**COMMENTS**
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) provide awnings over the public footpath if existing on the site or on adjoining lots;* *(g) not include security shutters over windows or doors with a frontage to a street or public place.*	The following is in response to the acceptable solution A1. (a) the only pedestrian entrance to the site is via New Town Road and has been designed to be clearly visible from the road and footpath in both directions along New Town Road. (b) the glazed windows and door openings exceed 40% of the surface along the ground floor. (c) the primary frontage to New Town road will be primarily glazed windows to provide light into the ground floor, first and second floors. There is no expanse of blank wall greater than 30% along the façade facing New Town Road. The building does not face any other public spaces. (d) & (e) all mechanical and plant equipment will be located within the plant room and basement level and will be screened from public view. (f) n/a (g) the primary frontage is to New Town Road and no security shutters are proposed over windows or doors along this elevation. The remaining elevations do not font any public space and are setback from the nearest street (Clare Street).
A2 *Walls of a building facing the General Residential Zone or Inner Residential Zone must*	All elevations of the building will utilise concrete and solid aluminium (non composite) cladding, including glazed

be coloured using colours with a light reflectance value not greater than 40 percent.	windows. These materials will be predominantly treated with a mixture of charcoal, dark silver and black colourways which are not anticipated to result in reflectance values that would result in amenity impacts or individually exceed a reflectance value of 40 percent.

15.4.4 Passive Surveillance	
***Objective**: To ensure that building design for non-residential uses provides for the safety of the public.*	
SCHEME REQUIREMENT	**COMMENT**
A1 *Building design for non-residential uses 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.*	As detailed in the response to Clause 15.4.3 the primary pedestrian entrance to the building is clearly visible along New Town Road and windows and door openings are provided along the eastern elevation to comply with A1(b). The only wall of the building that faces a public space is the eastern elevation which faces New Town Road. The windows and doors provided along this elevation comply with A1(c). (d) The rear of the building which fronts Clare Street will only be used for access by staff and commercial vehicles, therefore no public entry is provided at the rear of the site for operational and security reasons and the only other public space provided is the internal car parking areas which will be well lit and will not create any entrapment spaces. (e) & (f) lighting will be provided within the parking areas and external lighting will be provided at the rear of the site to ensure operability of the commercial access to the site in the event of patient transports after hours. Further information on lighting is provided under clause 15.3.1.

15.4.5 Landscaping	
***Objective**: To ensure that a safe and attractive landscaping treatment enhances the appearance of the site and if relevant provides a visual break from land in a residential zone.*	
SCHEME REQUIREMENT	**COMMENT**
A1 *Landscaping along the frontage of a site is not required if all of the following apply:* *(a) the building extends across the width of the frontage, (except for vehicular access ways);* *(b) the building has a setback from the frontage of no more than 1m.* ***P1*** *Landscaping must be provided to satisfy all of the following:* *(a) enhance the appearance of the development;* *(b) provide a range of plant height and forms to create diversity, interest and amenity;* *(c) not create concealed entrapment spaces;* *(d) be consistent with any Desired Future Character Statements provided for the area.*	The primary frontage of the site is to Newtown Road. The building is generally built within 1m of the frontage and extends across the width of the frontage aside from vehicular access points. Therefore, although no landscaping is required along the primary frontage, a small area has been provided on the south-eastern aspect of the frontage to improve public amenity, as per the attached landscape plan. It is considered that the primary frontage to New Town Road complies with A1. The secondary frontage of the site to Clare Street is primarily for commercial access, and landscaping has been adequately provided in this area.
A2 *Along a boundary with the General Residential Zone or Inner Residential Zone landscaping must be provided for a depth no less than:* *2m.* ***P2*** *Along a boundary with the General Residential Zone or Inner Residential Zone landscaping or a building design solution must be provided to avoid unreasonable adverse impact on the visual amenity of adjoining land in the General Residential Zone or Inner Residential Zone, having regard to the characteristics of the site and the characteristics of the adjoining residentially-zoned land.*	The proposed landscaping along the western boundary will have a depth less than 2m due to a service easement that runs along the boundary, as per the attached civil documentation. Landscaping along this boundary to a depth of 2m or more would impact upon the service easement. As per the attached landscape plan, landscaping has been partially provided along several boundaries where suitable to improve visual amenity when viewed from outside of the site. Along the southern boundary the building is built to the boundary and the fencing along the boundary will be replaced. A small amount of landscaping is provided along the rear boundary of the site facing 9a Clare Street. Along the western boundary, landscaping has been provided for approximately 80% of the

	length of the building. As stated above, a service easement runs the entire length of the southern and western elevation, therefore landscaping along these boundaries is limited in height, density and depth to ensure no impacts on the underground service easement. Despite this restriction, the landscaping provided along with the measures proposed in the design of the building and provision of privacy shutters over windows, the proposal is not considered to result in an unreasonable impact on residential amenity. The adjoining residential dwellings along Clare and Seymour Streets possess significant setbacks from their rear boundaries which serves to reduce the apparent visual impact of the proposal. It is considered that the proposal complies with P2.

15.4.6 Outdoor Storage Areas

No outdoor storage areas are proposed.

15.4.7 Fencing	
***Objective**: To ensure that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.*	
A1 *Fencing must comply with all of the following:* *(a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage;* *(b) fences along a frontage must be at least 50% transparent above a height of 1.2m;* *(c) height of fences along a common boundary with land in the General Residential Zone or Inner Residential Zone must be no more than 2.1m and must not contain barbed wire.* ***P1*** *Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in the General Residential Zone or Inner Residential Zone which lies opposite or shares a common boundary with a site, having regard*	A new 1.8m fence will be provided along the southern elevation as per the accompanying plans. The fence is not located within 4.5m of the frontage. The height of the fence along the boundary complies with A1(c) and will not contain barbed wire.

to all of the following:

(a) the height of the fence;

(b) the degree of transparency of the fence;

(c) the location and extent of the fence;

(d) the design of the fence;

(e) the fence materials and construction;

(f) the nature of the use;

(g) the characteristics of the site, the streetscape and the locality, including fences;

(h) any Desired Future Character Statements provided for the area.

4. CODES

4.1 POTENTIALLY CONTAMINATED LAND CODE

The infrastructure works located within the Inner Residential Zone have been identified under the utilities use classification under the zone, which is a no permit required use.

As per the attached advice (dated 12th July 2019), JSA Consulting Engineers have confirmed that the land within the inner residential zone has not been impacted by contaminated fill. The Contamination and Excavation Plan by JSA Engineers marked the land in this area as potentially level 2 contamination at RL51-52, based on data from borehole BH01, however this assessment was utilised as a conservative estimate for prediction of the costs of disposal of contaminated material.

There is no fill in the area of the right of way, and per the excavation plan E111 (RL50-RL49), the works proposed for installation of the stormwater will be within natural ground which is not contaminated. Therefore, it is considered that the Code does not apply to these works.

Despite the above, a large portion of the remaining site area within the Urban Mixed Use Zone has been identified as possessing contaminated soils, therefore the provisions of the Code apply to works within Urban Mixed Use Zone. An Environmental Site Assessment and Contamination Management Plan have been undertaken by GES and accompany this application.

4.1.1 USE STANDARDS

E2.5 Use Standards	
***Objective**: To ensure that potentially contaminated land is suitable for the intended use.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *The Director, or a person approved by the Director for the purpose of this Code:* *(a) certifies that the land is suitable for the intended use; or* *(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.* ***P1*** *Land is suitable for the intended use, having regard to:*	The director has not certified or approved the plan for the development, therefore the proposal is to be assessed in response to the performance criteria. P1 (c) (i) (ii) As per the accompanying Contamination Management Plan undertaken by GES, it has been determined that the site is suitable for the intended use provided the development proceeds in accordance with the recommendations contained within the ESA and CMP. (iii) The CMP includes a statement that the land is suitable for the intended use.

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or *(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or* *(c) a plan to manage contamination and associated risk to human health or the environment that includes:* *(i) an environmental site assessment;* *(ii) any specific remediation and protection measures required to be implemented before any use commences; and* *(iii) a statement that the land is suitable for the intended use.*	As per the accompanying reports, it is considered that the site is suitable for the intended use, provided the recommendations in the CMP are undertaken. Please refer to the accompanying ESA and CMP for further detail. It is considered that the proposal complies with P1.

4.1.2 DEVELOPMENT STANDARDS

E2.6.2 Excavation

Objective: *To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.*

SCHEME REQUIREMENTS	COMMENT
A1 *No acceptable solution.* ***P1*** *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.*	With regard to excavation, the proposal complies with P1 as follows: P1 (b) (i) the accompanying ESA and CMP provided by GES provides risk management measures and recommendations to manage contamination on the site. (ii) the accompanying CMP provides detailed guidelines on how excavation should be managed on site throughout each development stage to ensure minimal impacts on human and environmental health. (iii) the ESA and CMP conclude that there are no ecological receptors in proximity to the site. The report indicates that the risk to current and future construction workers and future onsite inhabitants is low. Provided the recommendations in the CMP are undertaken and works are managed accordingly, both the ESA and CMP report find that the proposal and associated works can be

	undertaken with minimal impacts on human health and the environment. Therefore, it is considered that the application complies with P1(b).

4.2 ROAD AND RAILWAY ASSETS CODE

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 REQUIREMENTS	**COMMENT**
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.* ***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* *(i) any written advice received from the road authority.*	Given that the site will be providing approximately 235 car parking spaces, vehicle movements to and from the site via New Town Road are expected to increase by more than 40 movements per day. Therefore, a response to the performance criteria has been provided. P3 (a) as per the accompanying TIA, the proposal is anticipated to result in the following vehicle movements: 386 movements per hour during the morning period (as identified in figure 5.1 of the accompanying TIA); and 287 movements per hour in the afternoon period (as identified in figure 5.2 of the accompanying TIA). (note: as per the TIA, these figures have been increased to allow for a 1.5% per annum growth over the next 10 years). In addition, it is expected that commercial vehicle movements will add an additional average of 60 movements per day. Commercial movements will be almost entirely via the Clare Street access, however around a third of the commercial vehicles are anticipated to use the loading zone on New Town Road servicing tenancies such as the café. According to the TIA, the actual vehicle movements generated by the proposal are anticipated to be slightly lower than these figures.

	(b) the northern access point to the site from New Town Road provides access to the basement level car park which will be used for patient and visitor parking. This access will serve predominately standard private vehicles (B85 and B95 vehicles). The southern entry from New Town Road will provide access to the ground level car park, which has been provided for staff and several spaces have also been provided for deliveries by small ridged vehicles. All other commercial movements will be via the Clare Street access and loading zone in New Town Road. The types of vehicles accessing the site from both New Town Road and Clare Street are not dissimilar than those that currently access the site. (c) As per the accompanying Civil Drawings and TIA, a number of traffic calming measures have been introduced into New Town Road to ensure that access points are safe and efficient for the type and volume of traffic generated by the proposal. (d) & (e) New Town Road and Clare Street are both signposted 50km/h zones. The proposed access points and traffic calming measures/modifications are considered sufficient to ensure the continued safe and efficient use of New Town Road and Clare Street. (f) n/a (g) Given the scale of the development, multiple access points are required to ensure vehicle movements are spread across several streets to minimise any impacts from the increase in vehicle movements. The configuration proposed also allows a general separation of commercial and private vehicles to improve efficiency and safety across the site. (h) Please refer to the attached TIA for details. (i) Hobart City Council are the road authority and GM Consent has been granted for the lodging of the application. It is considered that the proposal complies with P3.

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 STANDARDS	**COMMENT**
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.* ***P2*** *For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:* *(a) the nature and frequency of the traffic generated by the use;* *(b) the nature of the road;* *(c) the speed limit and traffic flow of the road;* *(d) any alternative access to a road;* *(e) the need for the access or junction;* *(f) any traffic impact assessment; and* *(g) any written advice received from the road authority.*	The site previously possessed three access points, as per below: • One at the southern eastern boundary fronting New Town Road; • One opposite Warragul Avenue; and • One on the northern portion of the site. As the proposal requires two access points onto New Town Road which will provide both entry and exit, a response to the performance criteria has been provided. P2 (a) (b) & (c) Clare Street supports an existing traffic volume of around 200-400 vehicles per hour. Clare Street will be primarily used by service and commercial vehicles. There was no data available to determine vehicle movements along New Town Road between Augusta Road and Argyle Street. As specified in the accompanying TIA, previous surveys at a location on New Town Road between Roope Street and Pirie Street indicate that New Town Road supports approximately 1,200 - 1,300 vehicles movements per hour. The nature of traffic along New Town Road varies, with a mixture of private and commercial vehicles. New Town Road and Clare Street are both signposted 50km/h zones. The proposed access points and traffic calming measures/modifications are considered sufficient to ensure the continued safe and efficiency use of New Town Road and Clare Street. (d) n/a (e) the proposed access points are either replacing existing or are relocated from existing points and are required to service the site and the proposed development.

	(f) Please refer to attached TIA. (g) the road authority is Hobart City Council, and consent has been received for works within the Road Reservation.

E5.6.4 Sight distance at accesses, junctions and level crossings	
***Objective**: To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *Sight distances at:* *(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; …*	The sight distances from both New Town Road access points and Clare Street access have been determined to be over 100m in both directions, therefore complying with sight distances specified in Table E5.1. Further detail is provided in the accompanying TIA.

4.3 PARKING AND ACCESS CODE

4.3.1 USE STANDARDS

E6.6.1 Number of Car Parking Spaces	
***Objective**: To ensure that:* *(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.* *(b) a use or development does not detract from the amenity of users or the locality by:* *(i) preventing regular parking overspill;* *(ii) minimising the impact of car parking on heritage and local character.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *The number of on-site car parking spaces must be:* *(a) no less than the number specified in Table E6.1;* *except if:* *(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* ***P1***	Currently the proposal will provide 235 car parking spaces across the basement and ground floors, including 7 spaces within the Clare Street commercial access. However, the scheme requires the following: Hospital Services - 1 space per 40m^2. The floor area of the Hospital Use is approximately 4,452m^2/40 = 111.3 spaces There will be 18 tenancies proposed within the building across the ground floor, first floor and second floor. The tenancies will have a total combined floor area of approximately 6,701m^2.

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

(a) car parking demand;

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

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

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

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

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

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

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

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

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

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

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

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

Details on the use types within the tenancies has not yet be confirmed, however the tenancies will be medically related and can be considered under the business and professional services or general retail and hire use classes which both require 1 space per 30 for general use.

Tenancy G.4 on the ground floor will likely be utilised as a café and occupies approximately 123m^2. Although the café will be open to the public, the primary patrons utilising the café will be hospital and tenancy staff along with patients and visitors already on the site, rather than members of the public. Therefore, the café is considered ancillary to the primary use of the site and is not considered to generate additional car parking requirements.

The remaining 17 medical related tenancies would generate the following requirement:

Business and Professional Services - 1 space per 30m^2.

6,583/30 = 219.4 spaces

This results in a total parking demand of 330.7 spaces (rounded to 331).

There will also be a conference room which will be used by various tenancies and the hospital and is not considered to generate a separate requirement for parking.

Therefore, the proposal has a shortfall of approximately 96 spaces.

A response to the performance criteria is provided below.

P1

(a) (b) The proposed development will provide a total of 235 on-site car parking spaces. The proposed one hour parking restrictions along New Town Road at the frontage of the development site will provide a further 7 parking spaces, effectively increasing the parking available to 242 spaces.

However, the TIA states that;

the scheme requires a defined number of car parking spaces for all users of a development and then also requires additional motorcycle and bicycle parking spaces, which would have to be for the same number users. In the case of disabled car parking spaces, the required

total car parking supply includes the disabled car parking spaces; hence with the above inclusion of all parking spaces, there will be 316 vehicle parking spaces available for users of the development site.

This argument is bolstered by the following statement in the TIA that surveys undertaken for the New South Wales RTA guide indicate that the average percentage of patients arriving by car at medical centres was 66%, which means that around one third of patients use other forms of transport. A 66% use of other transport modes by staff and patients at the proposed development would reduce the planning scheme car parking demand to 218 car parking spaces, which is less than the supply of 242 car parking spaces with the inclusion of the on-street parking along the New Town Road frontage.

(c) & (d) In regard to access to public bus services, there are bus stops on New Town Road outside the development site for both directions of travel. There are also bus stops on Augusta Road near New Town Road for both direction of travel. These bus stops are within some 300m walking distance of the development site, less than maximum desirable distances (usually 400m for residential development and some 800m to services).

(e) As specified, the proposal will provide bicycle and motorcycle parking and is in close proximity to existing public transport routes.

As per the accompanying TIA, when considering applicable factors such as modal split, for which the RTA guide indicates is 66% (car use) at medical centres, easy access to public bus services and the supply of motorcycle and bicycle parking spaces for employees and the public it is concluded that the total parking supply at the development site will be sufficient to meet the parking demand.

(f) the parking provided is to be used by the whole development.

(g) n/a

(h) n/a

(i) n/a

	(j) n/a (k) n/a (l) n/a (m) n/a The proposal is considered consistent with the performance criteria.

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 REQUIREMENTS	**COMMENT**
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.*	A total of 6 disabled spaces have been provided within the car parking layout, which is consistent with the Australian Standards. These spaces are incorporated into the overall parking design and are located as close as practicable to the stairwells and lifts. The proposal complies with A1.

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 REQUIREMENTS	**COMMENT**
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.*	The proposal generates a requirement for 16 motorcycle parking spaces. The proposal provides 16 motorcycle spaces across the basement and ground floors complying with A1.

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.	
SCHEME REQUIREMENTS	COMMENT
A1 *The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.*	Hospital Services generates a requirement for 1 space per 15 patient beds and 1 for each 30 beds for visitors. Therefore, the hospital component of the proposal generates a requirement for 4.4 bicycle spaces for staff and 2.2 visitor/customer spaces - a total of 7 bicycle spaces. The tenancies, based on floor area and considered under the business and professional services use class would generate the following requirement: *Staff: 1 space per 250m^2 after the first 250m^2* The total tenancy floor area is approximately 6,809m^2 - 250m^2 = 6,559/250 = 26 staff bicycle spaces. *Visitors: 1 for each 1000m^2 of floor area if the floor area exceeds 1000m^2.* 6,809/1000 = 7 visitor spaces. Therefore, the proposal generates a requirement for 40 spaces, however 58 spaces have been provided for both staff and visitors which complies with A1.

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 REQUIREMENTS	COMMENT
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.*	No new access points are proposed. The existing north-eastern crossover will be relocated further north, whilst the south-eastern crossover replacing an existing

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.*	crossover. The existing access to Clare Street is to be retained. Therefore, a response to the performance criteria has been provided with regard to the south-eastern crossover. P1 (a) the south-eastern access point was designed as a crossover, however on-street parking was provided over this crossover. The new crossover has been designed to ensure minimal impacts to existing on-street parking. (b) (i) & (ii) the design of the crossover along with traffic calming measures proposed will ensure that the crossover will not impact on pedestrian safety and amenity. Further detail is provided in the accompanying TIA and Civil documentation. (iii) the proposed traffic calming and modifications within the road reservation have been designed to ensure minimal impacts on adjoining residential amenity in terms of the functionality of the road and existing crossovers within the vicinity of the site. (iv) it is not anticipated that the works will result in impacts to the streetscape. (v) a small portion of the site is identified within a heritage precinct, however as discussed in section 4.6 this area forms part of an existing right of way for properties along Seymour Street and the rear of 54 New Town Road and no changes are proposed. (vi) n/a

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 REQUIREMENTS	**COMMENT**
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*	As per the attached TIA, the access points from New Town Road and Clare Street are compliant with the relevant Australian Standard under AS 2890.1 and 2890.2. Therefore, complying with A1(a) and (b).

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.*	

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 REQUIREMENTS	**COMMENT**
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;*	Although the proposal generates a requirement for vehicular passing bays as per A1, the length of each access point and the design of the car parking and circulation areas would not support or require passing areas. The southern driveway will have a width of 5.6m, the northern driveway will be 6.2m and the access to Clare Street will also be 6.2m in width. The access points are designed for two-way entry and exit, as are the internal circulation areas. Therefore, vehicles are able to manoeuvrer on site and enter and exit in forward direction. Therefore, it is not considered that any passing areas are required.

(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.*	

E6.7.4 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 REQUIREMENTS	**COMMENT**
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 6000 vehicles per day.*	The proposed vehicle circulation within the basement and ground floor car parks ensures vehicles can turn on-site and enter and exit the site in a forward direction. The proposal complies with A1.

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 REQUIREMENTS	**COMMENT**
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.*	As detailed in the accompanying TIA, the car parking spaces, access aisles, circulation areas and ramps have been designed in accordance with the relevant Australian Standards. The proposal complies with A1.

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 REQUIREMENTS	COMMENT
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.*	As per the accompanying civil plans, the parking areas will be paved with durable all-weather pavement in compliance with A1 and will be drained where necessary to stormwater infrastructure. The proposal complies with A1.

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	COMMENT
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 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.*	The lighting design will be based on the requirements of AS/NZS 1158.3.1. (2005) Pedestrian area (P Category) lighting - Performance and design requirements. Therefore, the proposal complies with A1.

E6.7.8 Landscaping of Parking Areas	
***Objective**: To ensure that large parking and circulation areas are landscaped to:* *(a) relieve the visual impact on the streetscape of large expanses of hard surfaces;* *(b) screen the boundary of car parking areas to soften the amenity impact on neighbouring properties;* *(c) contribute to the creation of vibrant and liveable places;* *(d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.*	
SCHEME REQUIREMENTS	COMMENT
A1 *Landscaping of parking and circulation areas must be provided where more than 5 car*	No landscaping is required as the parking areas are located within the Basement level and ground floor. These areas will not be visible from the streetscape or from public areas.

parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	However, as per the accompanying landscape plan, landscaping is proposed within the Clare Street access to the site and is capable of complying with A1.

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 REQUIREMENTS	**COMMENT**
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 generates a requirement for 16 motorcycle parking spaces, based on the number of vehicle parking spaces. As detailed in the accompanying TIA, the motorcycle spaces have been designed in accordance with the Australian Standard and are located within 30m of stairwells and lifts which provide access to the ground floor. It is considered that the motorcycle parking complies with A1.

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 REQUIREMENTS	**COMMENT**
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.*	Bicycle parking has been provided for both staff/employees and visitors and is compliant with the requirements under Table E6.2 and are located within 30m from lifts and stairwells to level 1, which provides the primary access points to the site. Therefore, complying with A1.
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.* [R1]	The bicycle parking spaces will be provide/constructed to comply with AS 2890.3. Therefore, complying with A2.

E6.7.11 Bicycle End of Trip Facilities	
Objective: To ensure that cyclists are provided with adequate end of trip facilities.	
SCHEME REQUIREMENTS	**COMMENT**
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.* *P1* *End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following:* *(a) the location of the proposed use and the distance a cyclist would need to travel to reach the site;* *(b) the users of the site and their likely desire to travel by bicycle;* *(c) whether there are other facilities on the site that could be used by cyclists;* *(d) opportunity for sharing bicycle facilities by multiple users.*	Male and Female change room facilities for staff are provided on the ground floor adjacent to the waste store and comply with P1.

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 REQUIREMENTS	**COMMENT**
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 be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.*	The majority of the car parking is located within the basement and ground floor parking areas, with 7 spaces provided within the access way to Clare Street. The building line is identified as the front of the building which is to New Town Road, therefore no on-site car parking is provided in front of the building line. The proposal complies with A1.

E6.7.13 Facilities for Commercial Vehicles	
***Objective**: To ensure that facilities for commercial vehicles are provided on site, as appropriate.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *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, 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.*	On-site loading area is provided at the rear of the site, via the commercial Clare Street access. As detailed in the accompanying TIA and civil documents, this area has been designed in accordance with the relevant Australian Standards and is considered compliant with A1.

E6.7.14 Access to a Road	
***Objective**: To ensure that access to the road network is provided appropriately.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *Access to a road must be in accordance with the requirements of the road authority.*	All access points will be constructed in accordance with the relevant Australian Standards and Council requirements and consent for works within the road reservation accompanies this application.

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 REQUIREMENTS	**COMMENT**
A1 *Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.*	As detailed in the accompanying stormwater report and plans, stormwater from roofs, hardstand and driveway areas will be collected, treated and disposed of by gravity to public infrastructure. The proposal complies with A1.
A2 *A stormwater system for a new development must incorporate water sensitive urban design principles [R1] for the*	As per the attached stormwater report and plans, the stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater.

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.*	The WSUD principals employed are as follows: Stormwater from 1500m2 of roof area will be directed to an in-ground detention tank (22.5kL) with 7.5kL for reuse in garden areas. Discharge from the tank, and runoff from all other impervious surfaces will be piped to a central treatment system (SPEL Hydrosystem 1000). Discharge from the central treatment system is to the proposed lot connection for the property, with a high flow bypass installed to prevent flooding of the system should the inflow exceed the design flows. The arrangement of the detention and treatment systems is detailed on JSA stormwater plans H120. A summary of MUSIC modelling is provided in Appendix 2 of the accompanying Stormwater Report. The proposal complies with A2.
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.*	The stormwater system is capable of accommodating an ARI 20 year event. As per the attached stormwater report and plans the existing property stormwater connection will be upgraded and stormwater will be detained on-site to control the release to the public stormwater system, ensuring that the proposed discharge rate will be below the predevelopment discharge rate. Please refer to attached stormwater report and plans for further detail. The proposal complies with A3.
A4 *A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.*	As per the attached stormwater report and plans, it is considered that the proposed stormwater system will be capable of complying with A4.

4.5 ELECTRICITY INFRASTRUCTURE PROTECTION CODE

An identified Electricity Infrastructure Overlay runs along Clare Street and falls partially within the existing Clare Street access way.

The proposed substation is included within the Utilities definition under the Scheme. It is not considered that the substation would be considered a 'substation facility' under the Code, which is defined as:

> *means land that is identified on the planning scheme maps as owned, leased, licensed (or similar) by the electricity transmission entity for use as a substation*

or switching station. This definition does not include easements or land used solely for access to the substation facility.

Therefore, the provisions of the Code only apply to the required upgrading of the Clare Street access.

4.5.1 Development Standards

E8.7.1 Development within the Electricity Transmission Corridor	
***Objective**: To ensure that development is located appropriate distances from electricity transmission infrastructure to:* *(a) ensure operational efficiencies, access and security of existing or future electricity transmission infrastructure;* *(b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *Development is not within:* *(a) an inner protection area; or* *(b) a registered electricity easement.* ***P1*** *Development must be located an appropriate distance from electricity transmission infrastructure, having regard to all of the following:* *(a) the need to ensure operational efficiencies of electricity transmission infrastructure;* *(b) the provision of access and security to existing or future electricity transmission infrastructure;* *(c) safety hazards associated with proximity to existing or future electricity transmission infrastructure;* *(d) the requirements of the electricity transmission entity.*	Part of the existing crossover to Clare Street falls within an electricity transmission corridor due to power and communications lines within the footpath and road reservation. The only works within this easement will be upgrades/repairs to the existing crossover following completion of development. It is not anticipated that these works will have any impact on the easement and advice from Tas Networks has been requested. A response to the performance criteria has been provided. P1 (a) (b) (c) as described above and within the accompanying civil and architectural documentation, the Clare Street access will require upgrading/repairs following completion of development and to ensure that it is adequate for commercial vehicle access. It is not anticipated that these works will impact on the easement and access, security and operation efficiencies will not be compromised. (d) Advice from Tas Networks has been requested, however none has yet been received. These works were included in the submission for Council consent and no issues have been raised.

4.6 HISTORIC HERITAGE CODE

A small section of the north-western portion of the site falls within the NT7 Heritage Area: Frazer Street as shown in the figure below. However, the code does not apply to use and the only works proposed within this area are infrastructure upgrades which are exempt under the Code and do not trigger any of the development standards under the Code.

Therefore, the provisions of the Code do not apply.

Figure 8: Extent of heritage precinct within the site (source: www.thelist.tas.gov.au © State Government of Tasmania).

4.7 SIGNS CODE

The proposal includes three signs on the eastern elevation facing New Town Road and an additional sign on the Western elevation facing Clare Street. Therefore, the provisions of the code apply.

4.7.1 USE STANDARDS

E17.6.1 Use of Signs	
Objective: To ensure that the use of signs complements or enhances the built or natural environment in which they are located.	
SCHEME REQUIREMENTS	**COMMENT**
A1 *A sign must be a permitted sign in Table E17.3*	All proposed signs are considered *Wall Signs* under the scheme. Wall signs are a permitted sign within the Urban Mixed Use Zone and therefore comply with A1.

A2 *A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.*	N/A - The signage is not associated with the sale of goods or services.
A3 *A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign.*	The signs do not contain flashing lights or moving parts or changing messages/graphics.
A4 *An illuminated sign must not be located within 30m of a residential use, except if a Statutory Sign.* ***P4*** *An illuminated sign within 30 metres of a residential use must not have an unreasonable impact upon the residential amenity of that use caused by light shining into windows of habitable rooms.*	It is anticipated that the wall signage will be backlit. The signage along the western elevation is within 30m of a residential zone, therefore the performance criteria has been assessed. P4 Given that the signs are to be backlit, it is not considered that the light emanating from the signage would result in any unreasonable impacts on residential amenity. The backlighting is only that required to provide a level of illumination to the sign without generating light spill beyond the sign.

4.7.2 Development Standards

E17.7.1 Standards for Signs	
Objective: *To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are affixed.*	
SCHEME REQUIREMENTS	**COMMENT**
A1 *A sign must comply with the standards listed in Table E17.2 and be a permitted sign in Table E17.3.* ***P1*** *A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:* *(a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;* *(b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;* *(c) be constructed of materials which are able to be maintained in a satisfactory manner at all times;*	All four signs proposed are wall signs which are permitted in the Zone. However, to comply with the standards in Table E17.2, wall signs must not have an area exceeding $2m^2$. Therefore, the performance criteria must be addressed. The signs on the Eastern Elevation and Western Elevations are considered to be capable of complying with P1 as follows: P1(a) & (b) the signs are integrated into the design of the building and streetscape and clearly identify the purpose of the site and services contained within. The signs are located and coloured to ensure they are clearly visible without dominating the overall architectural design of the building or impact on the streetscape or surrounding residential areas.

(d) not result in loss of amenity to neighbouring properties; *(e) not involve the repetition of messages or information on the same street frontage;* *(f) not contribute to or exacerbate visual clutter;* *(g) not cause a safety hazard.*	(c) the signs will be capable of being maintained and cleaned when necessary. (d) the sign facing the residential zones to the west and southwest is located on the lower levels and is unlikely to result in a loss of amenity. (e) two of the three signs proposed along the eastern elevation may be considered repetitions on the same frontage. However, the signage is not overbearing and ensures clearly identifiable access to the site and the services provided. (f) the signs have been designed to be easily recognisable to patrons and the public and are not considered to result in visual clutter. The eastern façade including signage is considered to provide a visual boost to the streetscape. (g) the signs are wall signs and will not cause any safety hazards.
A2 *The number of signs per business per street frontage must comply with all of the following:* *(a) maximum of 1 of each sign type;* *(b) maximum of 1 window sign per window;* *(c) if the street frontage is less than 20m in length, the maximum number of signs on that frontage is 3;* *(d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6.* *except for the following sign types, for which there is no limit;* *(i) Building Site,* *(ii) Name Plate,* *(iii) Newspaper Day Bill,* *(iv) Open/Closed,* *(v) Real Estate,* *(vi) Street Number,* *(vii) Temporary Sign.* ***P2*** *The number of signs per business per street frontage must:* *(a) minimise any increase in the existing level of visual clutter in the streetscape; and where*	The proposal includes three wall signs along the eastern façade and will require assessment against the performance criteria. P1 The signage proposed will replace existing signage as the existing buildings will be removed. It is anticipated that the signage provided will contribute in improving the streetscape and result in a reduction of visual clutter. Although the Tasman Hospital wall sign will be provided at two locations on the eastern façade, this is not considered to result in a repetition of messages as these signs are simply identifying the building and the services provided within.

possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; *(b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;* *(c) not involve the repetition of messages or information.*	
A3 *Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.*	The signs are located on the walls of the building and will not result in visual impacts to any statutory signs.
A4 *Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.*	The signs do not resemble statutory signs.

5. SUMMARY

This report has been prepared to accompany a development application to Hobart City Council for a proposed Private Hospital, along with associated support tenancies at the site at 48-52 New Town Road, New Town.

The proposal requires a number of changes, upgrades and modifications to infrastructure within New Town Road and Clare Street. These changes include new traffic islands, crossovers, provision of a loading zone, modifications to the footpath and service upgrades. Specific details of these works are contained within the accompanying architectural and civil documentation.

Due to title inconsistencies, part of the road reservation falls within the site boundaries. This has required changes to the width of the footpath for which consent has been given to lodge the application.

The proposal will require excavations on-site and the accompanying geo-technical report, Environmental Site Assessment and Contamination Management Plan have been prepared to address the relevant provisions of the Scheme. Due to recent changes in legislation, the proposal is no longer required to be automatically referred to the EPA at this stage.

An Architectural Statement addressing the design of the building and measures taken to reduce impacts from overlooking and loss of privacy on adjacent lots also accompanies this application. The roof structure and plant room has been setback considerably from the residential zones to further reduce visual and overshadowing impacts.

With regard to car parking, it has been presented in this report and in the accompanying Traffic Impact Assessment that the combined provision of 235 car parking spaces, coupled with the 16 motorcycle spaces and 58 bicycle spaces is sufficient to ensure that the parking provided on site is suitable for the demand generated by the proposal.

The proposal will provide additional health services in a time where demand on such services is at a peak, causing significant issues in both the public and private health services realm. The tenancies proposed as part of the application will serve to provided additional medical related services to add to and support those provided within the proposed Tasman Private Hospital.

APPENDIX A - TITLES

ARCHITECTURAL STATEMENT
MEDICAL CENTRE, HOBART
SWANBURY PENGLASE

swanbury penglase architects of human space

17th April, 2019
Ref: 15153

The proposed Medical Centre is a total Redevelopment of the existing site which currently incorporates a random group of office and industrial buildings, constructed generally in the 1960s and 1970s.

Complete demolition of all existing buildings has provided the opportunity for the construction of a single contemporary building of scale consistent with its intended use as a Medical Centre.

The plan is to accommodate a mix of medical consultancy functions that can be amalgamated and take advantage of a joint facility and work in synergy with one another. To achieve this objective the plan requires a large open floor plate design to ensure that the complimentary medical services can work in unison with one another on single levels and take advantage of common services and facilities within each floor plate.

An activated streetscape will generously contribute to the public realm by providing a useable urban space, whilst maintaining the feel and character of the surrounding area. The strong, rectilinear forms of the local area have also been reflected in the layout of the design which aims to achieve a simple yet striking landscape.

The stretch of existing built form along the street is currently characterised by a mix of modulated, low scale forms with a variety of setbacks to the main street. New built form needs to achieve a positive integration with the existing zone conditions and provide good precedence for future development opportunities.

The overall scale of the new structure is greater than neighbouring properties, but the façades have been broken into separate elements, creating reveals which reflect the typology of adjacent typically residential properties and soften the overall form of the proposal.

Materials adopted in the facades reflect the contemporary design and include solid aluminium cladding and precast concrete panels with etched and polished finish variations. Double glazed aluminium framed windows form curtain walls in the facades and steel finned screens provide security and air ventilation to carparking areas.

Adelaide
244 Gilbert Street
Adelaide SA 5000
Australia
T + 618 8212 2679

Melbourne
11/1-5 Martin Street
St Kilda VIC 3004
Australia
T + 61 3 9510 0581

Postal
PO Box 10168
Adelaide BC SA 5000

ABN 36 008 202 775

Email
space@
swanburypenglase.com

Architecture
Interior Design
Heritage
Urban Design
Landscape Architecture

The roof of the new building is flat with roof plant areas set back from the perimeter of the structure to reduce street and neighbour impact and to soften the overall mass. The main entry from Newtown Road is expressed to provide a focal point for the building.

The façade treatments incorporate louvres to windows, in particular on the western façade to prevent any overlooking of vacant properties which solves an existing problem with the current building on the site. (See section detailing drawings). These louvres have been positioned to not only prevent any overlooking issues but to aid with solar control, allowing winter sun to passively warm the spaces and appropriately shading the summer sun, all while still providing framed views out to Mt Wellington.

This angled louvre / blade solution is also used to screen the western and south-western residential properties from the ground floor carpark, framed around painted steel portals.

In addition to the steel fins to the carpark and north-west service area, expanded mesh screening is installed to the rear of the framing to again prevent any overlooking to the adjacent residential properties, while still providing natural ventilation to the carpark

Overshadowing of adjacent residential properties has been considered in the design and shadow diagrams provided indicate a minimal impact on adjacent properties.

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

19 July 2019

Helen Ayres
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Helen

FURTHER INFORMATION - 48-52 NEWTOWN ROAD

I am writing in response to TasWater's updated RAI of the 18/07/19 requesting further information in response to the proposed development at 48-52 Newtown Road, New Town (PLN-19-291).

The following is in response to those enquiries:

TasWater - TW1

2. Please provide an amended concept servicing plan for water services which shows a location of the property water connection / water meter assembly located outside of the building footprint (Fire Tank & Pump Room) and into an area that provides for unfettered access to enable reading, testing, inspection, maintenance and exchange without impediment and must be kept clear of obstructions at all times.

NOTE:

The architectural plans must match the engineering plans - please consolidate the approaches. Depending on the chosen location supporting information an access plan for TasWater operational and meter reading staff may need to be supplied outlining how TasWater staff will maintain this unfetted access 365 days a year 7am until 7pm.

Please refer to the revised architectural plans, advice from JMG and updated Civil plans. The property water services connection and meter assembly are now located in a suitable area and all documents are now consistent.

3. An amended sewer diversion long section must be provided showing the design surfaces relative to the proposed re-alignment.

a. The sewer diversion proposal must include details of where the alignment passes through a structure(s).

Please refer to the attached amended civil plans prepared by JSA Consulting Engineers.

In addition to that provided above, an updated planning report has been provided along with a response from JSA regarding the proposed public infrastructure upgrades within the Right of Way, which is identified within the inner residential zone.

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

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

10 July 2019

Helen Ayres
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Helen

FURTHER INFORMATION - 48-52 NEWTOWN ROAD

I am writing in response to your letter of the 05/06/19 requesting further information in response to the proposed development at 48-52 & 46 Newtown Road, New Town (PLN-19-291).

The following is in response to your enquiries:

Planning - PLN FI1

Please provide scaled and dimensioned site plan and elevation plan showing:

1. Overall maximum building height above the natural ground line (as a dimension, not as an RL).

2. Maximum wall height for each element of the building for all elevations.

Please find attached amended architectural documentation that provides building heights from NGL and heights along each elevation.

PLN Fi2

1. Clarification of the assessment of Clause 15.4.1 P1 provided in the planners report. The report indicates that 'a number of design considerations have been employed' to ensure compatibility between the adjacent residential buildings and the application site. The report then goes on to talk about the impacts on the adjacent residential zoned properties, but provides no detail of the compatibility of the proposed building height with that of the buildings on the adjacent residential zoned properties. Accordingly, it is requested that further clarification of the design measures intended to ensure compatibility of height be provided.

A detailed discussion has been provided within the planning report, detailing the measures undertaken to improve compatibility specifically with regard to height. Stepping back the roof plant level reduces overall height when viewed from immediately adjoining residential properties to the south and west. The significant setbacks of the adjoining residential properties along Seymour and Clare Street also aid in reducing visual impacts.

Please refer to the attached amended planning report, which provides further clarification and discussion with regard to impacts on adjoining residential zones.

2. Clarification of the assessment of Clause 15.4.2 A1 provided in the planners report. The report provides a detailed analysis of properties to the south of the site along New Town Road which are within the Urban Mixed Use Zone, but provides limited analysis of the properties to the north of

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

the site along New Town Road which are in the Inner Residential Zone. It is noted that the provision references all buildings within 100m of the application site on the same side of the road. As such, it is considered that the properties to the north should be included in the assessment of the mean surrounding frontage setback, which may alter whether the proposal is capable of meeting Clause 15.4.2 A1. As such, it is unclear whether the report suggests that the proposed new building can meet the acceptable solution when properties on either side of the site along New Town Road are considered.

Please refer to the amended planning report, which provides further analysis of the northern properties within 100m of the site. As stated in the amended report, it is considered that the setback of the proposal is with 1m of the average median setback of buildings within 100m of the site and is consistent with the acceptable solution.

3. Clarification of the assessment of Clause 15.4.3 A2 provided in the planners report. The report provides assessment of the building facades to the south, west and north west, but fails to provide assessment or clarification of the wall to the east, which faces the Inner Residential Zone on the opposite side of New Town Road. Please provide details of the light reflectance values of this building facade, or details of why you believe this is not required.

Please refer to the amended planning report which provides further clarification regarding the eastern elevation.

The building has been designed with relatively neutral charcoal, white and grey tones interspersed with windows and door openings. These colour ways and finishes are not anticipated to have an individual light reflectance value greater than 40%, particularly given the relatively close proximity of the building to residential zones.

4. Please provide clarification of whether any landscaping is proposed to the western boundary in the section adjacent to 5 Seymour Street. The landscape plan provided does not include landscaping, but the architectural drawings appear to include landscaping in this location. It is unclear why the proposed landscaping would not continue to the rear of this property as it is the last adjacent property on the western side of the site that is within the Inner Residential Zone.

Please refer to the attached amended landscape plan which shows landscaping along the western boundary in accordance with the architectural documentation.

TasWater - TW1

1. To allow TasWater to determine potential hydraulic service capacity limitations, please provide the following:

a. Probable simultaneous water demand (PSD) for the proposed;

b. The required fire flow rate in L/s and the required residual pressure (kPa) at the point of connection.

c. NOTE: The pressures will need to include losses through the actual connection, the associated pipework and the elevation changes.

d. Calculations of the number of Equivalent Tenements.

Please refer to attached information from JMG, which provides details addressing points (a), (b), (c) & (d). of the TasWater RAI.

2. Please provide an amended concept servicing plan for water services which shows a location of the property water connection / water meter assembly located outside of a trafficable area and provides for unfettered access to enable reading, testing, inspection, maintenance and exchange without impediment and must be kept clear of obstructions at all times.

NOTE: Depending on the chosen location supporting information an access plan for TasWater operational and meter reading staff may need to be supplied outlining how TasWater staff will maintain this unfetted access 365 days a year 7am until 7pm.

Please refer to the attached advice from JMG and updated architectural and civil plans. The property water services connection and meter assembly is to be located outside of a trafficable area which will provide unfettered access for meter reading and servicing.

3. An amended sewer diversion long section must be provided showing the design surfaces relative to the proposed re-alignment.

a. The sewer diversion proposal must include details of where the alignment passes through a structure(s) and outline exactly how the proposal intends to provide for unfettered access for TasWater's operational staff to affect a repair 365 days a year with an 8.8 metre service vehicle.

b. The access plan must incorporate the minimum turning radii around the TasWater maintenance structures and any proposed access route as per Austroads Standards Australia - AS HB72-1995. The vehicle must be able to be parked with the rear or side of the vehicle next to the maintenance structures.

Please refer to the attached response and amended civil plans prepared by JSA Consulting Engineers.

4. The proposal involves sewer related works on the adjacent properties - 7A CLARE STREET - C.T. 71337/3 & 46 NEW TOWN ROAD C.T. 76403/1. The planning report advises that "47 New Town Road (CT 76401/1) is also included in the application due to service works" however we are unable to locate this property and the report does not address the two aforementioned properties.

The owners of 46 New Town Road (CT 76403/1) have been notified, as per the attached notification letter. This reference has been corrected in the amended planning report, as attached.

The owners of 7A Clare Street have also been notified as per the attached letter. This property also forms part of the application and the planning report has been amended to reflect this.

5. TasWater understands that the applicant is required to satisfy Land Use Planning and Approvals Act 1993 (No. 70 of 1993) - Section 52. What if applicant is not the owner? Please provide written confirmation that this has been satisfied.

The requirement to address Section 52 when lodging an application is part of the lodgement process with Hobart City Council. This requirement has been met as the owners of the site and applicant are party to the proposed development.

6. Where applicable - please provide a set of title documents for any affected adjacent property - Folio Plan, Folio Text, Schedule of Easements and Council Certificate Page (note that sometimes a Schedule or Council Certificate Page may not be available - so omit where not available).

The title documents for 46 New Town Road are included in the title set which was supplied as part of the original submission documentation. The title documents for 7A Clare Street have now been included in the title set.

Heritage - HER Fi1

To enable the Council to assess the application against the relevant provisions of the Historic Heritage Code of the Hobart Interim Planning Scheme 2015 please provide:

1. Details of the sculpture on the front (New Town Road) facade including artist, maker and date and how the proposed application responds to and addresses the Moral Rights provisions within the Copyright Act 1968.

The artwork is not registered within the Hobart Interim Planning Scheme and is not registered on the Tasmanian Heritage Register.

Negotiations have been undertaken between our client and the Artists wife, Elizabeth Walker, who has stated her preference that the artwork be retained and incorporated into the design of the building. Although these negotiations are still ongoing, given that the artwork is not a registered heritage item we do not believe there is any statutory basis for the application process to be put on hold until an agreement is reached.

The moral rights requirements under the Copyright Act (1968) will be met through negotiations and confirmation on the outcome of these negotiations can be supplied to Council once complete.

Parking & Access - PA5.1

1. Scaled and dimensioned plan(s) showing the layout of car parking spaces, turning areas, driveway and access designed to comply with AS/NZS 2890.1:2004 or a design which ensures that parking areas enable safe, easy and efficient use.

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

A layout of car parking spaces, access aisles, circulation roadways and ramps, turning areas and driveway that is designed to comply with Section 2 of AS/NZS 2890.1:2004 and must have sufficient headroom to comply with Section 5.3 of AS/NZS 2890.1:2004.

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design is safe and ensures ease of access, egress and manoeuvring on site. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

Please refer to the attached advice from the traffic consultant along with advice from JSA. The Traffic Impact Assessment, along with the architectural and civil drawings previously submitted include an annotation near the entrance to the parking areas that there will be a minimum 2.2m clearance in both parking areas.

2. To satisfy clauses E6.7.5 Acceptable Solution A1, AS/NZS 2890.1:2004 Section 2 and AS/NZS 2890.1:2004 Section 5.3, scaled and dimensioned design drawings must include:

- *Elevation or section view showing sufficient headroom to satisfy Section 5.3 of AS/NZS 2890.1:2004.*

- *Car parking layout in accordance with AS/NZS 2890.1:2004.*
- *Where the design drawing(s) do not comply with the above clause and/or AS/NZS 2890.1:2004 provide a certification by a suitably qualified engineer that the design provides for a safe and efficient access, this will then be assessed under Performance Criteria of the Hobart Interim Planning Scheme 2015.*

Advice

In order to satisfy the permitted Acceptable Solution in the Parking and Access Code (clause E.6.7.5 A1) please demonstrate the following:

- *If the access, driveway, turning area and parking spaces are below deck / awning / first floor / ceiling / roof / eaves, a height clearance for the parking area of 2.2m is required to satisfy AS/NZS 2890.1:2004 Section 5.3.*
- *Please indicate the clearance on the drawings at appropriate locations including access ramps.*
- *The use of 'Jockey Parking' for non residential uses is generally not acceptable. Please provide an amended car parking layout without Jockey Parking.*

As per the attached advice from the traffic consultant and JSA, the car parking areas have been designed in accordance with Australian Standards and the clearance height meets the specified 2.2m. For further information, please refer to the attached advice.

Protection of Council Infrastructure - Stormwater - INFsw1

Indicative drawings to demonstrate that the structure will be completely independent of the any existing or proposed Council stormwater main that traverses the subject property and it's trenching, no loading will be placed on the existing or proposed Council stormwater main, and sufficient access to the Council stormwater main will be provided. These must include but not limited to the following:

- *A scaled and dimensioned site plan showing the location and size of the existing Council stormwater main that traverses the subject property including any manholes in relation the location of all proposed footings and any alterations to the existing concrete slab; and*
- *Indicative cross-sectional drawings showing the horizontal and vertical relationship between the existing Council stormwater main and any proposed works such as proposed footings associated with the new structure.*
- *Drawings that clearly identify that Council Stormwater infrastructure (stormwater main, access chambers) can be suitably accessed by Council.*

Please refer to the attached response and amended civil documentation prepared by JSA Consulting Engineers.

Environmental Development Planning - EDP Fi1

To enable the Council to assess the application against the development standards for Non Residential Use of the Urban Mixed Use Zone of the Hobart Interim Planning Scheme 2015, please provide:

1. Clarification of the proposed operational hours of the proposed uses on Saturdays, Sundays and Public Holidays.

Please refer to the amended planning report, which provides further clarification on hours of operation.

2. An amended noise assessment that:

- *clarifies the meaning of 'day time' and 'night time' hours in Table 1; includes an assessment of waste collection, including reversing alarms on vehicles and the location of the proposed waste storage bins, during hours outside of those specified in acceptable solution A4 (the planning report indicates waste collection vehicles may operate before 7am, and it is unclear whether waste collection vehicles will operate on Saturdays, Sundays and public holidays);*

Please refer to the amended Acoustic Report which provides clarification on 'day time' and 'night time' hours under Table 1.

The Acoustic Report and amended planning report specifies that all waste collection/disposal will occur within the required daytime hours as determined by A4 and legislation. Waste disposal companies are required by law to follow relevant guidelines governing residential noise allowances.

No waste removal will occur on weekends or public holidays. The bin storage location is identified on the original architectural documentation submitted.

- *clarifies whether the night time vehicle movement figures for Clare Street indicate ambulances only, or other vehicles as well; and includes an assessment of the emergency generator operating during night time hours in the event of mains power failure.*

As detailed in the amended Acoustic Report, the night time vehicle movement figures include ambulances and other vehicles. The report also provides an assessment of anticipated generator noise during night time hours. It has been determined that the anticipated generator noise levels comply with the performance criteria P2 of clause 15.3.1.

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

City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: 5517199P (DA-19-14901)
EB:SLW
DA-19-15480

8 April 2019

Mr Phil Gartrell
Ireneinc Planning and Urban Design

Via Email: planning@ireneinc.com.au and tim@ireneinc.com.au

Dear Mr Gartrell

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address: **New Town Road, Clare Street and Seymour Street Highway Reservation at 48-52 New Town Road, New Town**

Description of Proposal: **New Town Road**

- **Removal and relocation of existing crossover**
- **Relocation of bus stop and signage**
- **Removal of existing traffic island to be relocated**
- **Removal and relocation of pram ramp**
- **Modifications to footpath and kerbing**
- **Modifications of road markings and on-street parking**
- **Stormwater main relocation and re-routing**

Clare Street

- **Modification of crossover**

Seymour Street

- **Stormwater main relocation and re-routing**

Applicant Name: **Mr Phil Gartrell - Ireneinc Planning**

PLN *(if applicable)*: **N/A**

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

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

Yours sincerely

Heather Salisbury
ACTING GENERAL MANAGER

Attachment: Plan LOC101 Rev C by JSA Consulting Engineers

City of HOBART

5517199P (DA-19-14901)
EB:SLW
DA-19-15480

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

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Description of Proposal:	**New Town Road** • **Removal and relocation of existing crossover** • **Relocation of bus stop and signage** • **Removal of existing traffic island to be relocated** • **Removal and relocation of pram ramp** • **Modifications to footpath and kerbing** • **Modifications of road markings and on-street parking** • **Stormwater main relocation and re-routing** **Clare Street** • **Modification of crossover** **Seymour Street** • **Stormwater main relocation and re-routing**
Applicant Name:	**Mr Phil Gartrell - Ireneinc Planning**
PLN *(if applicable)*:	**N/A**

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

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

Part or all of the application proposes use and/or development on land owned or administered by the City located within the Highway Reservation as noted in the site address and as shown on the attached plan.

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

Heather Salisbury
ACTING GENERAL MANAGER

Date: 10/4/2019

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

Attachments/Plans: Plan LOC101 Rev C by JSA Consulting Engineers

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
198029	1
EDITION	DATE OF ISSUE
3	07-Aug-2015

SEARCH DATE : 21-Jan-2019
SEARCH TIME : 11.35 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 198029
Derivation : Whole of Lots 2 & 3 Gtd to A Woods
Prior CT 2616/7

SCHEDULE 1

M525015 TRANSFER to FROMBERG SUPER CO PTY LTD Registered 07-Aug-2015 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: a right of drainage over the Drainage Easement marked A.B.C. on Plan No. 198029
BURDENING EASEMENT: a right of drainage (appurtenant to the land comprised in Certificate of Title Volume 562 Folio 79) over the Drainage Easement marked C.D. on Plan No. 198029
BURDENING EASEMENT: a right of drainage (appurtenant to the land comprised in Certificate of Title Volume 431 Folio 119) over the Drainage Easement marked C.E. on Plan No. 198029

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

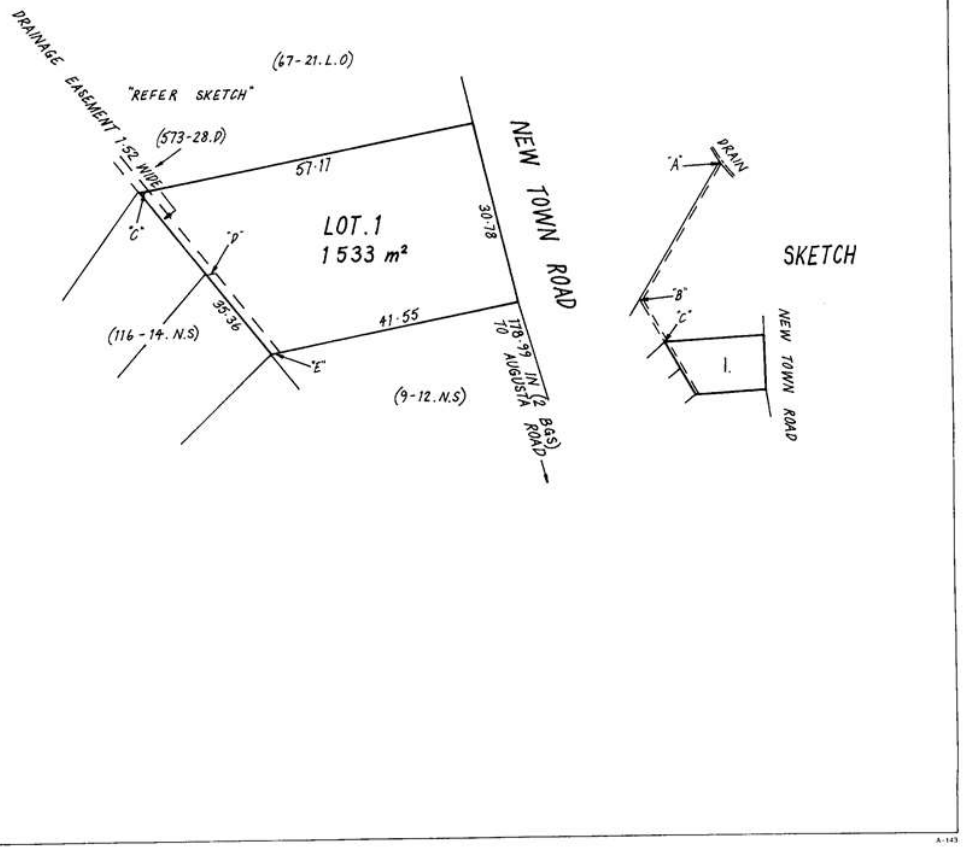
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER FOLIO REFERENCE CT:- 2616 - 7 GRANTEE	PLAN OF TITLE LOCATION CITY OF HOBART FIRST SURVEY PLAN No. 254 - 27.D COMPILED BY L.T.O SCALE 1: 600 LENGTHS IN METRES	Registered Number P.198029 APPROVED - 1 DEC 1997 Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225-42)	LAST UPI No 2102491	LAST PLAN No.
		ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
252465	1
EDITION	DATE OF ISSUE
6	01-Mar-2017

SEARCH DATE : 21-Jan-2019
SEARCH TIME : 11.34 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 252465
Derivation : Whole of 0A-2R-8Ps. Gtd. to M. Everall Part of 1A-3R-10Ps. Gtd. to S. Bendall Part of 2A-1R-35.1/2Ps. Gtd. to J. Dunn.
Prior CT 2616/6

SCHEDULE 1

M527797 TRANSFER to FROMSVISION PTY LTD Registered 16-Jul-2015 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: the right of drainage for William Joseph Hugh Clifford and Henry Percy Roberts and Ada Alice Rogers their executors administrators and assigns to construct on strip of land marked Drain 1.22 wide passing through the said land within described such drain or drains as may be necessary for the efficient drainage of the lands and any buildings thereon erected and to keep the same in repair with full and free right and liberty for them their heirs executors administrators or assigns and their agents or workmen to enter upon such strip of land at all times during the day and to do all such acts and things as shall be reasonably necessary for the purpose of constructing the said drains and maintaining the same in proper repair and condition.
BURDENING EASEMENT: Right of Drainage [appurtenant to the land comprised in Certificate of Title Volume 431 Folio 119, Volume 562 Folio 79, Volume 678 Folio 22 and Volume 2287 Folio 47) over the drainage easement 1.52 Wide shown passing through the said land within described.
C452904 BURDENING EASEMENT: A right of carriageway (appurtenant to Lot 1 on D.32216)over the Right of

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

Way shown passing through the said land within described Registered 14-May-2003 at noon

A157979 LEASE to The Hydro Electric Commission of a leasehold estate for the term of ninety-nine (99) years from 31-Dec-1961 of 0A-0R-0.6/10Ps. of the above land (Diagram No. 441/14) Together with the right to lay and maintain cables. Registered 28-Aug-1962 at noon
Leasehold Title(s) issued: 82674/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

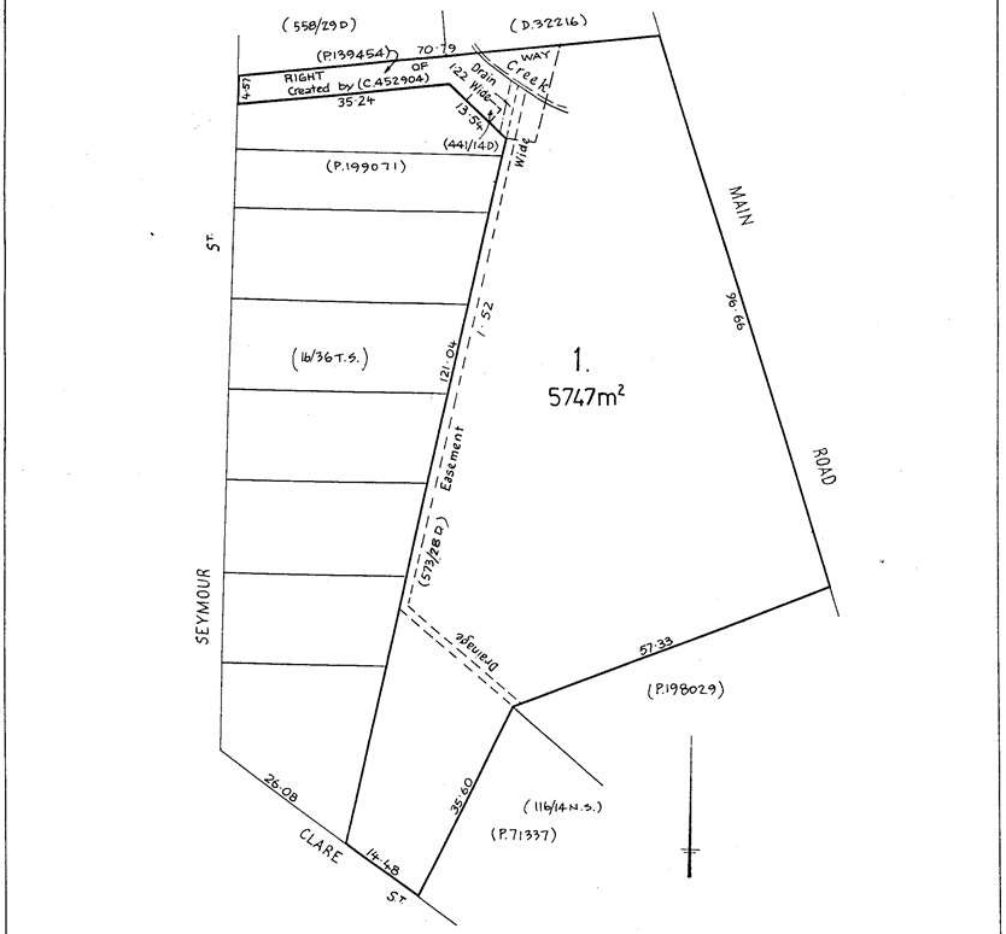
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER FOLIO REFERENCE C.T. 2616 – 6 GRANTEE	PLAN OF TITLE LOCATION **CITY OF HOBART** FIRST SURVEY PLAN No. (C7/21 L.O.) COMPILED BY L.D.R.B. SCALE 1: 600 LENGTHS IN METRES	Registered Number **P 252465** APPROVED 9/5/03 Alice Kawa Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 / 5225-42	LAST UPI No GJC93	LAST PLAN No. —
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
76403	1
EDITION	DATE OF ISSUE
3	20-Apr-2000

SEARCH DATE : 20-Mar-2019
SEARCH TIME : 01.27 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Diagram 76403 (formerly being 254-27D)
Derivation : Part of 0A-2R-5Ps. Gtd. to A. Woods
Prior CT 2344/73

SCHEDULE 1

C225215 DOMINIC DI CARLO Registered 20-Apr-2000 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
C225160 MORTGAGE to Perpetual Trustees Tasmania Limited
Registered 20-Apr-2000 at 12.03 PM
C706423 TRANSFER of MORTGAGE C225160 to Murdoch Clarke
Mortgage Management Limited Registered 09-Nov-2006
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

REGISTERED NUMBER 76403

DIAGRAM FROM AC[illegible] SURVEY

CITY OF HOBART

Part of grant to Andrew Woods

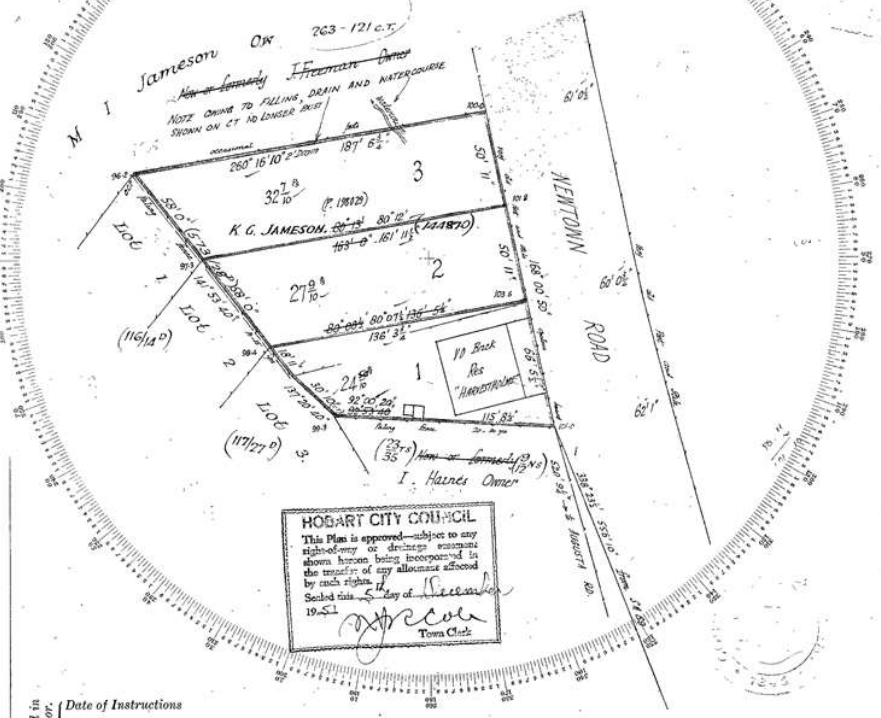
No. OF APPLICATION

Helen Satchell C.T. 6149/79

Scale 40 feet to an inch

REFERENCE TO CORNERS

COR.	BEARING	DISTANCE IN LINKS	FROM



To be filled in by Surveyor.
- Date of Instructions
- Survey commenced
- Survey finished 18-9-51
- Error of close 1 in

Office examination.
- Plotted by
- Examined as to boundaries
- Mathematically checked
- Entered on Card by

Dated this 20th day of September, 1951

I, Edward Muthearn Lilley of Hobart, Registered Surveyor, of Tasmania, do hereby certify that this plan has been made from surveys executed by me or under my own personal supervision, inspection, and field check, and that both plan and survey are correct, and have been made in accordance with the Land Surveyors' By-Law No. 2, dated 3rd July, 1946.

E.M. Lilley

Authorised Surveyor.

Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-291	Council notice date	22/05/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00712-HCC	Date of response	05/08/2019
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	48-50 NEW TOWN RD, NEW TOWN	Property ID (PID)	5517199
Description of development	New Town Medical Centre		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
JSA	17E99-20 Sheets C000 to S910	E	18/07/2019
Swanbury Penglase Architects	15153 Sheets SK102	B	14/06/2019
Swanbury Penglase Architects	15153 Sheets SK201	C	14/05/2019
Swanbury Penglase Architects	15153 Sheets SK202	R	18/07/2019
Swanbury Penglase Architects	15153 Sheets SK203	R	14/05/2019
Swanbury Penglase Architects	15153 Sheets SK204	T	14/05/2019
Swanbury Penglase Architects	15153 Sheets SK205	P	14/05/2019
Swanbury Penglase Architects	15153 Sheets SK206	C	18/04/2019
Swanbury Penglase Architects	15153 Sheets SK207	J	18/04/2019
Swanbury Penglase Architects	15153 Sheets SK301, SK302, SK303	H	18/07/2019

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 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

ASSET CREATION & INFRASTRUCTURE WORKS

7. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

8. Prior to applying for a Permit to Construct new infrastructure 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.

9. 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.

10. 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.

11. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

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

13. At practical completion of the water and sewerage works and prior to TasWater issuing a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

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

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

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

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

14. 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.

15. 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.

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

17. 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.

TREES IN EASEMENTS SET ASIDE FOR TASWATER INFRASTRUCTURE

18. Prior to the Issue of a TasWater Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval an amended Landscaping Plan must be submitted outlining the proposed trees to be planted in the easements set aside for TasWater Infrastructure. The trees must be chosen so as they will not cause damage to infrastructure contained within the easement land, to the satisfaction of TasWater.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

19. 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.

20. Prior to the issue of a Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) to the benefit of TasWater over 46 NEW TOWN RD NEW TOWN (C.T. 76403/1) & 7A CLARE ST NEW TOWN (C.T. 71337/3) to cover proposed TasWater infrastructure.

56W CONSENT

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

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

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

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

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

DEVELOPMENT ASSESSMENT FEES

22. 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 by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

https://www.taswater.com.au/Development/Technical-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 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.

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

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.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application together with the General Supplement 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			
Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

Application Referral Environmental Development Planner - Response

From:	Rowan Moore Environmental Development Planner 24 September 2019
Recommendation:	Proposal is unacceptable.
Date Completed:	
Address:	52 NEW TOWN ROAD, NEW TOWN 48 - 50 NEW TOWN ROAD, NEW TOWN 46 NEW TOWN ROAD, NEW TOWN 7 A CLARE STREET, NEW TOWN ADJACENT ROAD RESERVE
Proposal:	Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and Associated Infrastructure Works
Application No:	PLN-19-291
Assessment Officer:	Helen Ayers,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-Prone Areas	No			
E3.0 Landslide	No			
E9.0 Attenuation	No			
E10.0 Biodiversity	No			
E11.0 Waterway & Coastal	No			
E15.0 Inundation Prone Areas	No			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No			

Assessment:

Approval is sought for a hospital, medical centre, cafe and health-related tenancies at 52 New Town Road, New Town.

Public and staff vehicular access to the site would be via two crossovers on New Town Road. Patient ambulance transport, waste removal vehicles and delivery vehicles would use an

existing access off Clare Street at the rear of the proposed building.

There would be two levels of car parking, with the ground floor parking area used by employees/staff and the basement area used by visitors/patients. A further seven car parking spaces would be located to the rear of the building for short-term staff parking and deliveries.

No EDP codes apply, however the Development Appraisal Planner has requested assistance with regard to the assessment of noise issues under the zone use standards.

15.3.1 Non-Residential Use

Acceptable solution A1 states the following:

Hours of operation must be within:

(a) 7.00 am to 9.00 pm Mondays to Fridays inclusive;
(b) 8.00 am to 6.00 pm Saturdays;
(c) 9.00 am to 5.00 pm Sundays and Public Holidays;

except for office and administrative tasks or visitor accommodation.

The planning report submitted for the application indicates the following with regard to operating hours:

- The 'normal' hours of operation of the hospital will be between 6:30am-8pm Monday to Friday, 7:30am-3:30pm on Saturdays and only emergency admissions on Sundays and public holidays.
- The hospital inpatient facility will operate 24hrs during weekdays due to in-patient care that may be required.
- Surgical activity will generally occur on weekdays.
- Emergency admissions would also occur on Saturdays, Sundays and/or Public Holidays, however this is only estimated to occur around once per month.
- The associated tenancies will generally operate within normal business hours 8:30am to 5pm Monday to Friday with staff vehicle movements to occur between 7am to 6pm.
- A number of the medical related tenancies may operate on Saturdays between 8am and 2pm, however these tenancies will not operate on Sundays or Public Holidays.

As the proposed use would not comply with acceptable solution A1, it must be assessed against the related performance criterion, P1, which states the following:

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

Commercial vehicle movements and noise emissions are more specifically addressed under A2/P2 and A4/P4. Therefore commercial vehicle movements and other noise emissions are considered compliant with P1 if they satisfy A2/P2 and A4/P4.

Acceptable solution A2 states the following:

Noise emissions measured at the boundary of the site must not exceed the following:

(a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm;

(b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 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.

An noise impact assessment was submitted with the application. The assessment identified five main noise sources associated with the proposed use/development:

- The upgraded TasNetworks substation to the rear of the building on the south-western boundary.
- On-site traffic.
- Roof-top mechanical plant room.
- Roof-top mechanical plant deck.
- Basement emergency generator.
- Car park exhaust fans.

The report indicates that the upgraded substation would be housed within a new concrete structure and that the noise level from the substation would be less than 25 dB(A) at the nearest residential boundary, so was not considered further in the assessment. If a permit is granted, a condition is recommended requiring the transformers to be housed within a concrete-walled building.

With regard to mechanical plant room, the report indicates that standard noise mitigation measures can achieve acceptable noise levels (e.g. silencers, lined ducts, acoustic louvres, acoustic wall/ceiling linings) and can be addressed as part of the detailed design. If a permit is granted, a condition is recommended requiring Council-approval of the design of the roof-top plant and housing and the submission of an acoustic report from a suitably-qualified person predicting noise emissions from the plant at the boundaries of the site and demonstrating that the noise levels will comply with the relevant acceptable solutions, or will not cause environmental harm.

With regard to the car park exhaust fans, the report indicates that these would be located in the basement car park and can achieve acceptable noise emission levels using standard mitigation measures such as duct lining and/or attenuators so was not considered further in the assessment. If a permit is granted, a condition is recommended requiring Council-approval of the design of the car park exhaust system and the submission of an acoustic report from a suitably-qualified person predicting noise emissions from the system at the boundaries of the site and demonstrating that the noise levels will comply with the relevant acceptable solutions, or will not cause environmental harm.

Detailed acoustic assessment was carried out for the other remaining major noise sources - the roof-top plant deck, traffic noise and the basement diesel generator. For the plant deck, it is proposed to construct an acoustic barrier with an absorptive internal lining along the sides of the deck and barrier walls at either end of the deck to a height 0.5m above the plant and with a surface mass of at least 15kg/m^2. This was included in the model. Also included in the model were:

- a 1.8m high solid fence lining both sides of the Clare Street driveway; and
- acoustic louvres on the basement diesel generator.

Modelling results were presented in the report for two locations at the boundary of the site - R3 at the northern boundary of the site adjacent the northern entrance and R4 on the south-eastern side of the rear entrance off Clare Street (refer to Figure 1 below). Noise levels were also modelled for the Seymour Street boundary, but for generator noise only.

Figure 1: Site layout and modelled noise receiver locations

With regard to traffic noise, the acoustic modelling included the following assumptions:

- light vehicles would enter the site from New Town Road and service vehicles from Clare Street;
- access via New Town Road will be predominantly between 7:00 am and 6:00 pm for tenancy vehicles, and 6:30 am to 8:00 pm for hospital vehicles;
- service vehicles movements will occur between 7:00 am and 5:00 pm; and
- ambulance entrance to the site is included in the predictions in terms of general vehicle noise, but not in terms of its siren (assumed to be switched off before entry to the site).

It should be noted that the central access off New Town Road was not considered as the ground floor parking area would provide parking for only 82 vehicles as opposed the basement with 169 and because vehicle movements to/from the basement car park (mostly visitors) would be more frequent than to/from the ground level car park (mostly staff).

Predicted vehicle movements presented in the acoustic report are reproduced as Table 1 below. Numbers are for two-way trips and appear to be per hour, given the predicted vehicle movements for the northern New Town Road entrance. These numbers appear to generally based on predicted vehicle movement numbers provided in the Traffic Impact Assessment. However, the numbers given in Table 1 for Clare Street don't appear consistent with the estimates in the traffic assessment. The traffic assessment (p. 26) predicts 60 two-way vehicle movements per day and a maximum rate of 10-15 vehicles/hour, whereas Table 1 in the acoustic report indicates 372 two-way movements per day (228 during the day and 144 at night).

It may be that the acoustic consultant has used the predicted worst flow rate of 10-15 hour and applied this over all of the day time hours. If this is correct, and the estimates in the traffic

impact assessment are accurate, vehicle noise predictions for the Clare Street laneway are likely to represent the worst-case scenario.

It is important to note that the traffic assessment states the following:

No reliable trip generation data has been found for a hospital such as proposed, which will be predominantly a day surgery hospital with overnight stays by a few patients. Therefore, it has been assumed that the traffic generation by the hospital will be the same as for the medical tenancies.

Table 1: Predicted vehicle movements used in the acoustic assessment

Table 1: Vehicle Movements

	Vehicle Movements, two-way				
	Day Time†			Night Time†	
	Large	Medium	Small	Medium	Small
Claire Street	1	14	4	2	10
New Town Rd, Nth.	-	-	173*		10

† day time is 0700 – 1900, night time 1900 - 0700

* This is morning peak and represents maximum flow.

As can be seen from the table, two-way vehicle movements are predicted to be:

- Up to a maximum of 173 vehicles/hour for the northern New Town Road entrance between 7am - 7pm.
- 10 vehicles/hour for the northern New Town Road entrance between 7pm - 7am.
- 19 vehicle movements/hour for the rear entrance off Clare Street between 7am - 7pm.
- 12 vehicle movements/hour for the rear entrance off Clare Street between 7pm - 7pm.

Some caution should be applied to the figures presented in Table 1 because the normal operating hours of the hospital are indicated as 6.30am - 8.00pm and so it is likely that vehicle movements for the northern New Town Road entrance between 6.30am-7.00am and between 7.00pm and 8.30pm will be much higher than the average 'night time' flow rate of 10 vehicles/hour. The submitted traffic impact assessment states '*it is known the hospital will have some 130 staff and all hospital staff will be on site for a 7:00am start of patient arrivals; hospital staff will be on site until 8:00pm (allowing for a shift change), other than night shift staff*'.

Noise monitoring was conducted at several locations around the site to determine background noise levels for the area. Measured background noise levels at locations R3 (New Town Road) and R4 (Clare Street) presented int he acoustic report are reproduced as Table 2 below.

Table 2: Background noise levels

Time	Location	Sound Level, dBA 15 mins	
		L10	L90
Day	R2	52	45
	R3	65	48
	R4	54	42
Night	R2	45	35
	R3	57	39
	R4	47	38

As would be expected, background noise levels are higher for properties fronting New Town Road than those fronting Clare Street and higher during the day than at night.

As the background noise levels in the area plus 5db(A) are all above 40dB(A), the acceptable solution criteria are:

- 55 dB(A) (Leq) between 8am and 6pm;
- 40 dB(A) (Leq) between 6pm and 8am;
- 65 dB(A) (Lmax) at any time.

The overall predicted noise levels presented in the acoustic report are reproduced as Table 3 below.

Table 3: Predicted noise levels

Location	Sound Pressure Level, dBA	
	Day Time	Night Time
R1, Clare St Hill	47	39
R2, Argyle St Hill	42	39
R3, New Town Rd Boundary	47	39
R4, Clare St Boundary	50	40
Seymour St Boundary*	47	47

* This is for the generator only operating

As the predicted 'day time' noise levels presented in the acoustic report are for the period 7.00am to 7.00pm, but the acceptable solution 'day time' period is 8am to 6pm, the predicted noise levels for 'day time' presented in the acoustic report must be compared against the acceptable solution noise levels for the 'night time' period (6pm to 8am). A comparison between the acceptable solution criteria and the predicted noise levels with the proposed hospital operating are presented in Table 4 below.

Table 4: Acceptable solution noise levels and predicted noise levels

Location	Ambient Noise Level (L90)	Ambient Noise Level (Leq)	Predicted Noise Level (Leq)	Acceptable Solution (Leq)	Complies with Acceptable Solution?
		Day Time (8am to 6pm)			
R3 (New Town Road)	48 dB(A)	61 dB(A)	47 dB(A)	55 dB(A)	Yes
R4 (Clare Street)	42 dB(A)	51 dB(A)	50 dB(A)	55 dB(A)	Yes
Seymour Street Boundary (generator only)*	42 dB(A)	51 dB(A)	47 dB(A)	55 dB(A)	Yes
		Night Time (7pm to 7am)			
R3 (New Town Road)	39 dB(A)	54 dB(A)	39 dB(A)	40 dB(A)	Yes
R4 (Clare Street)	38 dB(A)	46 dB(A)	40 dB(A)	40 dB(A)	Yes

Seymour Street Boundary (generator only)*	38 dB(A)	46 dB(A)	47 dB(A)	40 dB(A)	No
		Early morning (7am-8am)			
R3 (New Town Road)	48 dB(A)	61 dB(A)	47 dB(A)	40 dB(A)	No
R4 (Clare Street)	42 dB(A)	51 dB(A)	50 dB(A)	40 dB(A)	No
Seymour Street Boundary (generator only)*	42 dB(A)	51 dB(A)	47 dB(A)	40 dB(A)	No
		Early evening (6pm to 7pm)			
R3 (New Town Road)	48 dB(A)	61 dB(A)	47 dB(A)	40 dB(A)	No
R4 (Clare Street)	42 dB(A)	51 dB(A)	50 dB(A)	40 dB(A)	No
Seymour Street boundary (generator only)*	42 dB(A)	51 dB(A)	47 dB(A)	40 dB(A)	No

* No background levels have been provided for the Seymour Street boundary, so background values are taken from R4. Actual background noise levels at he Seymour Street boundary may be higher or lower.

The predicted noise levels provided in the acoustic report comply with the acceptable solution during the 8am to 6pm period. The predicted noise levels during the 7pm to 7am period comply with the acceptable solution except for boundaries of the properties fronting Seymour Street when the emergency generator is running.

As the 'day time' predicted noise levels in the acoustic report were for 7am to 7pm, the predicted noise levels would not comply with the acceptable solution for the early morning (7am-8am) and early evening (7pm- 8pm) periods.

Maximum noise level predictions were not included in the report, so it is unclear whether the proposal would comply with acceptable solution A2(c) which specifies a maximum of 65dB(A) (Lmax). Given that medium and large vehicles would access the site via Clare Street, and the acoustic report indicates sound power levels of 104dB(A) are typical, it appears likely that 65dB(A) could be exceeded at the site boundaries along this access strip. It is also considered possible that when dumping glass recyclables into the bins adjacent the Seymour St properties, or when recycling is collected from these bins, 65dB(A) would be exceeded at the boundary.

Some caution should be applied to the acceptance of the predicted noise levels from the proposed use, as the predicted noise levels are generally below the specified background noise levels when using the Leq (average) values provided in the acoustic report for comparison with noise level predictions for the proposed use. There may be a logical

explanation for this result, however this has not been presented in the report.

As it has not been demonstrated that the proposal will comply wit the acceptable solution, it must be assessed under the performance criterion. Performance criterion P2 states the following:

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

'Environmental harm' is defined under the *Environmental Management and Pollution Control Act 1994* as '*any adverse effect on the environment (of whatever degree or duration) and includes an environmental nuisance*'. 'Environmental nuisance' is defined as:

(a) the emission, discharge, depositing or disturbance of a pollutant that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment; and

(b) any emission, discharge, depositing or disturbance specified in an environment protection policy to be an environmental nuisance;

The *Environment Protection Policy (Noise) 2009* does not specify environmental nuisances for noise.

The *Environment Protection Policy (Noise) 2009* ('Noise EPP') specifies 'environmental values' to be protected being the qualities of the acoustic environment that are conducive to the wellbeing of the community (including social and economic amenity) and the wellbeing of individuals (including health and the opportunity to live without unreasonable interference from noise).

The Noise EPP includes 'acoustic environment indicator levels' which are intended to be references for considering the condition of the acoustic environment and the effectiveness of noise control measures and strategies. Clause 9(3) of the Noise EPP states '*regulatory authorities should take the environmental values into account when making land use planning and related decisions*', however it is important to note that they are indicative, not mandatory noise limits.

Clause 7(3) of the Noise EPP states '*it can be assumed that the environmental values…will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded, and there are no individual sources of noise with dominant or intrusive characteristics*'.

The acoustic indicator levels from the Noise EPP are reproduced below as Table 5.

Table 5: Noise EPP acoustic indicator levels

Specific environment	Critical health effect(s)	L_{Aeq} [dB(A)]	Time base [hours]	L_{Amax} fast [dB]
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Dwelling, indoors	Speech intelligibility & moderate annoyance, daytime & evening	35	16	-
Inside bedrooms	Sleep disturbance, night-time	30	8	45
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

Based on Table 5, noise levels at the site boundary near location R4 (9A Clare Street) may be subject to 'moderate annoyance', particularly during the early morning and early evening

periods, where noise levels of 50dB(A) at the boundary are predicted. It is also possible that noise levels outside bedroom windows could be 45dB(A) or higher, depending upon their location and distance from the boundary.

Another commonly-used metric to determine whether noise is 'unreasonable' is to compare background noise levels with predicted noise levels. A 5 dB(A) increase or more is clearly noticeable and could be considered unreasonable. The background (L90) noise measurement values provided in the acoustic report are compared with the predicted noise levels (Leq) in Table 6 below.

Table 6: Background vs predicted noise levels

Location	Background Noise Level (L90)	Predicted Noise Level (Leq)
	7am - 7pm	
R3 (New Town Rd)	48	47
R4 (Clare St)	42	50
Seymour Street	42*	47
	7pm - 7am	
R3 (New Town Rd)	39	39
R4 (Clare St)	38	40
Seymour Street	38*	47

* For Seymour Street the background values for R4 have been used being the closest and most representative monitoring location.

As can be seen in Table 6, 5dB(A) or more increases are expected for the Seymour Street properties (boundary) when the generator is running for all times of the day (although much more significant at night), and for R4 during the 7am - 7pm period.

With regard to the expected exceedances from the generator, the acoustic report states the following:

The night time standby generator noise is then assessed against the performance criteria requiring it does not cause environmental harm. The NSW Noise Policy for Industry identifies an intrusive noise as being 5dB higher than the background level. For the generator this would imply 38+5=43 dBA.

The generator, if it operates at night will be only for emergency (loss of mains power), and hence will be infrequent. To account for this infrequent operation in assessing the noise, the noise limit may be increased, the Victorian noise regulations SEPP N1 at B4 indicating a 5 dB increase at night is appropriate. A limit of 48 dBA is then indicated as reasonable.

The generator is below this and hence is determined a reasonable noise at night so unlikely to cause environmental harm.

In the absence of any local guidelines for assessing whether noise emissions are reasonable or not, it is considered appropriate to refer to other guidelines or standards. If do not know whether the referenced policy/regulations are the most suitable guidelines to use, or whether there are other guidelines that provide contradicting guidance.

If generator noise is considered likely to constitute an environmental nuisance, I expect it would be possible to modify the design of the generator, enclosure and associated components to reduce noise emissions.

While the acoustic report demonstrates relatively well that noise emissions from fixed

infrastructure is unlikely to cause environmental harm (subject to the recommendations of the acoustic report being implemented and confirmation following detailed design), in my opinion it has not been conclusively demonstrated that traffic and incidental noise either complies with the acceptable solutions or is unlikely to cause environmental harm because:

- the periods used in the acoustic report for background measurements and emission predictions are different to those in the acceptable solution;
- there is no assessment in the acoustic report against the performance criterion for traffic noise with regard to the period before 8am and after 6pm;
- the acoustic report does not include any predictions of Lmax values;
- the acoustic report does not address noise emissions from emptying of waste and recycling and the collection of waste and recycling from the bins proposed against the boundary with the Seymour Street properties;
- the acoustic report does not address noise emissions from reversing alarms from large vehicles using the Clare Street entrance;
- noise emissions from the proposed car parks have not been addressed in the acoustic report;
- the assessment of generator noise only considers generator noise alone, not when combined with other noise emissions; and
- it appears counter-intuitive that predicted noise levels would be less than background levels when comparing Leq values, which is not explained in the report, and makes it more difficult to be confident in the values presented in the report.

In summary, while it considered possible that the proposed use could occur on this site without causing environmental harm, in my opinion it has not been sufficiently demonstrated that traffic and incidental noise will not cause environmental harm.

With regard to 15.3.1 A4/P4, acceptable solution A4 states the following:

Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to within the hours of:

(a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;
(b) 8.00 am to 5.00 pm Saturdays;
(c) 9.00 am to 12 noon Sundays and Public Holidays.

The planning report submitted with the application states the following:

Primary access to the site for commercial/service vehicles will be via Clare Street, however some smaller commercial/services vehicles will be able to access the site via the south-eastern entry from New Town Road. Vehicles will also be able to utilise the loading zone within New Town Road.

These movements will occur within the times specified under A4, however due to hospital operations, some patient transports may occur outside of these hours, particularly given the hospital is a 24hr operation. According to the accompanying Acoustic Report, waste removal will occur between the hours of 7.00am and 5.00pm as per the acceptable solution and as required by legislation.

Performance criterion P4 states the following:

Commercial vehicle movements, (including loading and unloading and garbage removal) must not result in unreasonable adverse impact upon residential amenity having regard to all of the following:

(a) the time and duration of commercial vehicle movements;
(b) the number and frequency of commercial vehicle movements;

(c) the size of commercial vehicles involved;
(d) the ability of the site to accommodate commercial vehicle turning movements, including the amount of reversing (including associated warning noise);
(e) noise reducing structures between vehicle movement areas and dwellings;
(f) the level of traffic on the road;
(g) the potential for conflicts with other traffic.

While all commercial vehicle movements need to be assessed against the performance criterion because the proposal does not comply with the acceptable solution, the noise elements of this performance criterion are considered met if the hours comply with the acceptable solution and noise emissions from those vehicles comply with either A2 or P2.

With regard to the performance criterion the submitted planning report states the following:

(a) Patient transport/ambulance movements are anticipated to be low, given that they will only occur where a patient requires immediate transfer to alternate hospital or where a patient is delivered to the site due to incapacity elsewhere.

(b) & (c) As detailed above, the only vehicle movements that are likely to fall outside the hours specified under A4 are occasional patient transport/ambulance movements. Mitigation measures have been proposed within the Acoustic Report with regard to sirens, to ensure minimal impacts on residential amenity outside of the hours specified under A4.

(d) the Clare Street access and the parking areas within the site have been designed to ensure adequate vehicle turning. Measures can be imposed on any commercial movements outside the hours specified under A4 where required to ensure minimal impacts from noise.

(e) As specified in the Acoustic Report, a 1.8m solid fence runs along the southern and western boundary which further reduces noise impacts from vehicle movements.

(f) & (g) As detailed in the TIA, Clare Street supports a relatively high number of traffic movements and potential occasional ambulance movements outside the hours specified under A4 are unlikely to result in any additional impacts over existing.

With regard to ambulances, any permit granted could be conditioned to prohibit the operation of sirens within the site. However, it would not be possible to apply a condition prohibiting siren use outside the site, which would also have a significant impact upon local residents. While siren noise would occur in the area at times without the proposed hospital, it is likely to be more frequent if the proposed use occurred, and it may be that ambulance arrivals are more frequent than predicted or may increase in the future over time. However, this is not something that could legally be considered in this assessment as those activities would occur beyond the boundaries of the site subject to the application.

The proposal is therefore considered largely compliant with the performance criterion, subject to the conditions prohibiting the use of sirens on the site, requiring implementation of the acoustic report recommendations, and limiting other commercial vehicle movements to the hours specified in the acceptable solution. However, due to the fact that traffic noise, particularly around the Clare Street access which will mainly be used for commercial vehicles, may cause environmental harm as discussed with regard to A2/P2, in my opinion it is reasonable to conclude that it has not been sufficiently demonstrated that vehicle noise will not have an unreasonable impact upon residential amenity.

Representations

Matter Raised	**Response**

Everyone in Seymour Street values highly the quietude that we experience through both days and nights. We acknowledge the commentary in the DA related to noise management and attenuation but a 24-hour operation [including the movement of shift workers] could be an issue. Traffic will increase, and associated noise will too.	In my opinion it has not been conclusively demonstrated that noise emissions from the proposed use will satisfy the relevant scheme standards.
We are not persuaded that mechanical plant room noise will be muted and think that it is the applicant's responsibility to demonstrate compliance prior to the granting of planning approval.	The acoustic report indicates that plant noise can be adequately mitigated with enclosures and standard noise mitigation techniques. It is therefore reasonable to require confirmation of acceptable noise emissions following detailed design. A condition is recommended for any permit granted.
The placement of the rear fire stairs, unless used only for emergency, is unfortunate. If it becomes a commonly-used staff access/egress point, its placement risks residents being disturbed.	The external stairwells are enclosed. The stairwell only provides external access at ground level, and is not expected that large numbers of staff or visitors would access other areas of the site from this location given the proposed layout of the building.
The proposed use of the building (a 24 hour hospital in-patient facility) is not in compliance with the acceptable solution 15.3.1 A1(a), A1(b) and A1(c).	Agree
Ambulances and other patient transports may be required to access the proposed hospital outside of hours, particularly given the hospital is a 24-hour operation and therefore is not compliant with acceptable solution 15.3.1 A4(a), A4(b) and A4(c).	Agree
In my view, a 24 hour private hospital development less than 4m from the habitable room windows of a residential building can hardly be considered to comply with performance criterion 15.3.1 P1.	Based on the acoustic report, noise emissions from the proposed use are unlikely to cause an unreasonable impact to the dwelling adjacent the northern New Town Road entrance (given the relatively high background noise levels from traffic on New Town Road), however this has not been adequately address for the early morning period (before 7am) when hospital staff are arriving on site and road traffic noise would be less than later in the day.
The planning report states that most activities will occur during permitted hours of operation in the planning scheme with only "occasionally patient transport" outside of these hours. This statement is unfounded and cannot be managed by way of any conditions on a planning permit. Justifying the development by arguing that 'most' patient movements will occur during business hours in a 24 hour private hospital is dubious. Hospitals by the very nature of their use have no control over patient admissions for emergency purposes which may occur at any time and for which no appointment is required.	The submitted planning report indicates that ambulance movements at night would be 'low' and 'occasional', but this is not quantified, and may increase over time.

It is my view that the proposal fails to provide satisfactory responses demonstrating compliance with any of the 15.3.1 P1, P2, P3 and P4 performance criteria and should be refused by Council.	The proposal has not sufficiently demonstrated compliance with the relevant performance criteria.
We are unable to determine the level of background (humming) noise from the submitted documents.	Noted
There will be significant impact on the local residents in terms of additional noise from air conditioning units, power sub-stations, rubbish removal services, deliveries and patients, visitors and workers arriving and leaving the site.	The proposal has not sufficiently demonstrated compliance with the relevant performance criteria.
The proposed Tasman Hospital Plan indicates a stores loading, ambulance transfer, waste removal and general service area will be located off Clare Street. This service area adjoins our eastern boundary. As the facility will provide a 24-hour a day service during weekdays and some commercial vehicle movements outside the hours specified in acceptable solution 15.3.1 A1, this development will impact negatively on our residential amenity due to the proximity of our residence to the proposed service area and associated vehicle noises and activity.	The proposal has not sufficiently demonstrated compliance with the relevant performance criteria, particularly with regard to Seymour Street and Clare Street properties.
The impact of this on our residential amenity will only be compounded by their plans to remove our existing timber fence and replace it with an acoustically inefficient metal Colourbond fence.	The submitted acoustic report recommends a 2.1m high solid fence with an areal density of >15kg/m^2. I am not aware how this compares with the existing timber fence.

The proponents indicate that their development is capable of meeting planning scheme guidelines to an acceptable level during daytime and evening hours. However, their own Acoustic Assessment prepared by NVC and documented in their letter to the architects on 27 June 2019 shows that the night time noise emissions of the proposed hospital will exceed the permitted noise emission level on the Seymour Street boundary when the diesel generator is in operation. In fact, in their letter they state "when the diesel generator operates, it is a significant source for their nearest neighbor there". While we recognise that the diesel generator will not operate all the time, the requirement for it to be regularly load-tested and operate whenever there is a power outage in the area, implies that our residential amenity will be unreasonably impacted on numerous unscheduled occasions throughout the year.	The predicted noise level from the generator alone at the Seymour Street boundary is predicted to be 47dB(A) Leq, which is approximately 4dB(A) below the measured existing day time background level in the area (R4) and 1dB(A) below the measured night time background level. However, the acoustic report did not provide a total noise level for the generator plus other noise from the site, so the total may be higher. Based on the figures provided, the generator is unlikely to cause any serious disturbance during day time (when testing would occur monthly), and may not be unreasonable at night either, given the level of noise from the generator compared with background levels and given that it's operation is likely to be infrequent. It is also likely that additional noise attenuation could be incorporated into the design of the generator components and enclosure. A condition is recommended for any permit granted requiring further assessment of whether generator noise will be acceptable or whether additional attenuation measures are required.
The suggestion by the applicant that it is acceptable to exceed the City of Hobart's permitted night-time noise emissions limit, simply because the NSW Noise Policy for Industry or the Victorian noise regulations would find it acceptable is of great concern to us.	The noise levels specified under 15.3.1 A2 are acceptable solutions rather than noise limits. If the related performance criterion is met then the proposal is acceptable under the planning scheme. In the absence of any Tasmanian guidelines that quantify noise levels that are likely to cause 'environmental harm', the consultant has looked to guidelines on other jurisdictions which is considered reasonable. It is not known however, whether these guidelines have been applied correctly and whether there are alternative guidelines that provide contrary guidance.
It should be noted that in both of NVC's letters to the architect on 18 April and 27 June 2019, they state "a full acoustic review of the mechanical plant noise to the community should be conducted during detail design to ensure the Scheme criteria are met." This suggests that the proponents are unable to quantify the true noise impact of their development on the adjoining residential zone and local residential amenity.	The acoustic report indicates that plant noise can be adequately mitigated with enclosures and standard noise mitigation techniques. It is therefore reasonable to require confirmation of acceptable noise emissions following detailed design. A condition is recommended for any permit granted requiring this.
I am concerned about where the muster points will be for fire alarms and where the external alarms will be placed in relation to the adjacent properties. How loud will these alarms be and how long it will take the Fire Brigade to attend and switch these off?	Unknown. Occasional fire drills during day time are unlikely to cause 'environmental harm' given their frequency.

I am concerned about the noise generated by this development, be it patients, staff and additional tenancies arriving and departing at all times of the day, noise from the open spaces within the development along with the noise from patient transport and ambulances. With most trucks and delivery vans having external beepers, and the need to turn around and exit into Clare Street, this has the potential to cause undue noise for residents in adjacent areas.	Agree.
To the best of my knowledge it is common practice for specialists to fly into Hobart and operate predominantly on weekends. The developer can not estimate when operations will occur at a private hospital and has no control over patient admissions and specialists availability. Ambulance arrivals for emergency purposes can arrive at any time.	The planning report indicates that surgical activity will 'generally occur on weekdays', however the frequency of surgical activity over weekends has not been indicated.
As previously mentioned, traffic on the northern driveway will pass immediately alongside two upper floor bedroom windows, and a lower floor living room, at a distance of some 4-5 metres. The impacts of noise, vibration, light pollution and vehicle emissions from these activities is considered severe.	The acoustic report has concluded that traffic noise at receiver R3 would comply with the acceptable solutions of 15.3.1 A1, suggesting that traffic noise at this location will not be unreasonable. However, the hours considered in the acoustic report for day time (7am to 7pm) are more generous than the hours specified in the acceptable solution (8am to 6pm) so it has not been demonstrated that noise levels at R3 between 7-8am and 6-7pm would comply with the acceptable solution, and the performance criterion has not been addressed in this regard. Despite this, it is quite possible that noise levels at R3 would be acceptable given the high background noise levels from traffic on New Town Road and the proposed 2.1m high Colorbond fence along this boundary.

The applicant's Traffic Impact Assessment unfortunately contains no detailed estimates of late night vehicle movements on the northern driveway, which is a noteworthy omission considering the acoustic report's suggestion that this access will service an "order of magnitude" more traffic than others on the site. The acoustic report suggests a flow rate to the whole site of 10 cars every hour (or one every six minutes), which is presumably averaged across a 12-hour period between 7:00pm and 7:00am. These periods fall within the sleeping and recreation hours of residents, and are not considered reasonable impacts on amenity. No substantial noise mitigation measures for this driveway are evident in the building plans.	It is correct that the acoustic report only considers the period from 7pm to 7am as a whole, rather than breaking this period down into smaller units. However, it is difficult to conclude that night-time noise from this access would be unreasonable for the adjacent dwelling given the frequency of vehicles using New Town Road (background levels) and the proposed 2.1m high Colorbond boundary fence.
Insufficient evidence is supplied by the applicant to demonstrate that the placement of a mechanical plant room, including 16 air cooled chillers, on a rooftop plant deck will not unreasonably impact residential amenity. The Acoustic Report indicates that whilst an "initial" noise assessment has been undertaken, a "full acoustic review of the mechanical plant noise to the community should be conducted during detail design to ensure the Scheme criteria are met". This undertaking provides little reassurance, since it is the applicant's responsibility to demonstrate compliance before planning approval is granted.	Given that a suitably qualified person has indicated that noise emissions can be satisfactorily mitigated through walls/enclosures and other standard noise mitigation techniques, it is considered entirely appropriate that confirmation of compliance occurs following detailed analysis and design. A condition is recommended for any permit granted to ensure this occurs.
The applicant has not supplied an operational noise assessment for the basement car park that considers impacts on nearby sensitive receivers. Car park operations generate considerable noise including footsteps, car alarms, slamming doors, starter motor squeals, engine starts, revving and human vocalisation. These sounds can be amplified and directed toward nearby receivers by the arrangement of barriers, ramps, ventilation louvres, exit points and other architectural features. The vehicle exit for the basement car park is situated immediately adjacent to the adjoining residence at 54 New Town Road.	The acoustic report does not specifically consider noise emissions from the car park areas themselves, presumably because the author considered the likelihood of nuisance noise emissions from these areas to be low. The underground car park should generally have only a minor impact, being largely enclosed and underground. Noise from the staff car park upon the residence at 46 New Town Road has not been considered though.

Section diagrams on sheet SK403-A indicate that the only measure separating the backyards of 9-15 Seymour St from basement carpark noise is an "expanded mesh and vertical blade privacy screen". Described as “natural ventilation” on sheet SK202-R, this see-through sheet mesh will be a conduit for noise, exhaust fumes, particulates and odours to the homes and backyards adjoining residents 24-hours a day. The boundaries of these properties are all less than 3 metres from the vents. No landscaping treatments are proposed for this boundary that might attenuate these impacts. These are unreasonable and likely impacts on amenity under performance criterion 15.3.1 P1, and an extraordinary omission from the applicant’s acoustic assessment that is symptomatic of a broader lack of care paid to impact issues elsewhere in the applicant’s documents.	The basement car park facade facing Seymour Street would have an opening to the outside for most of its length and approximately half its height. The opening would be covered by an expanded metal privacy screen and a an aluminium vertical fin screen. This is not addressed in the acoustic report, presumably because the author considered the likelihood of nuisance noise emissions from these areas to be low.
A 2.1 metre high “Colorbond corrugated steel post & rail fence” will be constructed alongside the northern driveway. This is inconsistent with the fence depicted in the elevation drawing on the same sheet, which scales to around 1200mm. A third inconsistency is evident in the fence shown on the architectural render on the front cover the plans, which appears to show a low concrete barrier. This lack of attention to detail and conflicting information makes it difficult to respond to the applicant’s proposal. The design choices relating to the height, design, construction and noise-proofing qualities of this fence will all have major and permanent effects on the amenity of the adjoining residence. Speaking in general terms, the placement of a grey corrugated steel fence, or a low concrete barrier, at this boundary are entirely insufficient to provide a reasonable level of visual amenity, privacy, soundproofing or light screening to the adjoining residence. The applicant has made no attempt to address the relevant Acceptable Solution or Performance Criteria in relation to these measures, however I would consider all three to be non-compliant largely on amenity and visual appearance grounds.	The dimensions specified in the drawing notes should be taken as what is proposed ('2100mm high Colorbond corrugated steel post and rail fence'). The acoustic report does not indicate that the acoustic modelling assumptions included any boundary fencing, and that the impact was acceptable. With the addition of the 2.1m high Colorbond fence, noise emissions to adjoining properties should be less.

Conclusion

It is considered likely, based on the submitted acoustic report, that fixed infrastructure (mechanical plant, exhaust fans, substation etc.) can be designed, installed and operated in manner that will not cause environmental harm. However, in my opinion it has not been sufficiently demonstrated that traffic, car park and incidental noise will not cause environmental harm.

It is considered quite possible that traffic, car park and incidental noise will not cause environmental harm, particularly given the proposed location adjacent a busy road, however the submitted documentation is not sufficient to establish this with the required degree of certainty. It is therefore concluded that the application has not demonstrated compliance with performance criteria E15.3.1 P1, P2 and P4.