



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**

**COMMITTEE ACTING AS PLANNING AUTHORITY ..... 3**

#### **APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015**

**12. 26 Lower Jordan Hill Road, West Hobart - Subdivision (One  
Additional Lot) ..... 4**

**The Acting General Manager reports:**

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

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

- (a) information in relation to the matter was provided subsequent to the distribution of the agenda;
- (b) the matter is regarded as urgent; and
- (c) advice is provided pursuant to Section 65 of the Act.”

## **COMMITTEE ACTING AS PLANNING AUTHORITY**

---

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

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

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

**12. 26 LOWER JORDAN HILL ROAD, WEST HOBART - SUBDIVISION (ONE ADDITIONAL LOT)  
PLN-19-389 - FILE REF: F19/138813**

---

Address: 26 Lower Jordan Hill Road, West Hobart  
Proposal: Subdivision (One Additional Lot)  
Expiry Date: 9 December 2019  
Extension of Time: Not applicable  
Author: Tristan Widdowson

**RECOMMENDATION**

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for subdivision (one additional lot) at 26 Lower Jordan Hill Road, West Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

**GEN**

**The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-19-389 26 LOWER JORDAN HILL ROAD WEST HOBART TAS 7000 - Final Planning Documents except where modified below.**

Reason for condition

To clarify the scope of the permit.

**TW**

**The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01126-HCC dated 16/08/2019 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

**ENG 2a**

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

*Advice:*

*The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*

*Designers are advised to consult the National Construction Code 2016 to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

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

**ENG 2c**

**Prior to the sealing of the final plan, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with Australian Standard AS/NZS1170.1:2002.**

*Advice:*

*Certification may be submitted to the Council via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

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

### **ENG 3c**

**The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the drawings approved in this planning permit or a Council approved alternative design.**

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

*Advice:*

*Certification may be submitted to Council via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

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

### **ENG 4**

**The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) for the full length of the right of way and surface drained to the Council's stormwater infrastructure prior to the sealing of the final plan.**

Reason for condition

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

**ENG 1**

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

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

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

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

Reason for condition

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

**ENGR 3**

**Prior to the sealing of the final plan, the proposed driveway crossover to Lower Jordan Hill Road highway reservation must be designed and constructed in general accordance with:**

- Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing**
- Footpath - Urban Roads Footpaths TSD-R11-v1**
- Or a Council City Amenity Division approved alternate design**

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

- 1. Show the cross and long section of the driveway crossover within the highway reservation and onto the property**
- 2. Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover**
- 3. Be designed for the expected vehicle loadings.**
- 4. Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template)**
- 5. If the design deviates from the requirements of the TSD then the drawings must demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside**
- 6. Grated wedge, asphalt wedge and the standard open wedge driveway crossover are not permitted. Grated wedges are permitted on highly used bike routes and details of the grate (ie mass) will be required. To gain access a concrete plinth to Councils standards may be constructed at the gutter. A drawing of a standard concrete plinth can be obtained from Councils Road Services Engineer. Note: that the agreement of the Council's is required to adjust footpath levels.**
- 7. Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

*Advice:*

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



*Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*

*Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

Reason for condition

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

#### **ENG s1**

**Private sewer, stormwater (including surface drainage and retaining wall and drains) and water services/connections are to be entirely separate to each lot and contained entirely within the lots served. Prior to the sealing of the final plan, the Developer must verify compliance of the Separation of Services by supplying the Council with an as-built Services Plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots). The as-built services plan must be accompanied by certification from a suitably qualified person that all engineering work required by this permit has been completed.**

*Advice:*

*Any final plan submitted for the sealing will not be process unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "qualified person" must be a Professional Engineer or Professional Surveyor or other persons acceptable to Council.*

Reason for condition

To ensure that each lot is serviced separately and that the Developer provides the Council with clear written confirmation that the separation of services is complete.

**ENG s2**

**Prior to the sealing of the final plan the vehicle manoeuvring paths for vehicles entering and exiting the parking module for lot 1 must be demonstrated to be fully contained within the boundaries of the right of way in favour of lot 1.**

Reason for condition

To ensure that vehicles accessing the vehicle parking spaces for lot 1 are contained within the right of way in favour of lot 1.

**ENV 1**

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

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

Reason for condition

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

**SURV 1**

**The applicant must submit to the Council a copy of the surveyor's survey notes at the time of lodging the final plan.**

Reason for condition

To enable the Council to accurately update cadastral layers on the corporate Geographic Information System.

**SURV 2**

**The final plan and schedule of easements must be submitted and approved in accordance with section 89 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.**

Reason for condition

To ensure that the subdivision/boundary adjustment is carried out in accordance with the Council's requirements under the provisions of Part 3 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.

**SURV 3**

**The final plan and schedule of easements must be submitted and approved under section 89 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.**

**The final plan and schedule of easements must provide easements to the satisfaction of the Council:**

- 1. Over any proposed or existing stormwater, water or sewer mains passing through the lots on the final plan, in favour of the Hobart City Council and/or TasWater.**
- 2. Along the south-eastern boundary of the property, over and adjacent to the Providence Rivulet.**
- 3. Over any existing or proposed private right of way in favour of the lots they are required to serve.**

*Advice:*

*Council requires a minimum easement width of 3m where it covers two pipes, which must be located so as to extend at least one metre each side of the stormwater main. A wider easement is required along the southern boundary to protect the piped Rivulet and its overland flow path. The easement must be a minimum three metres wide along the entire southern boundary, increasing in width where the piped Rivulet enters the property to extend at least two metres from the northern external edge of the pipe.*

Reason for condition

To ensure that there are no impediments to the provision of public and private services, drainage of the land, and access to the lots.

#### **ENG 14**

**The lots must be adequately drained to Council infrastructure at the owner's expense prior to the sealing of the final plan.**

**Detailed design drawings showing both existing and proposed services and accesses to all lots must be submitted and approved, prior to commencement of work. The detailed design drawings must:**

- 1. Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.**
- 2. Include the associated calculations. The main itself must be sized to accommodate at least the 5% AEP flows from a fully-developed catchment.**
- 3. Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each Lot;**
- 4. Specify lot connection sizes, depths and locations such that as much as practicable of the lots can be drained via gravity.**
- 5. Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan.**
- 6. Clearly distinguish between public and private infrastructure,**
- 7. Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.**
- 8. Be checked and certified by a qualified and experienced engineer.**

**A CCTV recording of the proposed Council's stormwater main within the proposed development, must be submitted to Council after the completion of**

**12 months maintenance period. prior to the issue of the Final Certificate.**

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

*Advice:*

*Once the detailed design drawings have been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)*

*Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to initiate a Permit to Construct Public Infrastructure. A 12 month maintenance period, bond and CCTV will apply.*

*A single connection per Lot is allowed under the Urban Drainage Act. Council notes an existing manhole is located near the proposed manhole on the piped Rivulet. Council requires this to be used if possible.*

*Note that the lots will also require adequate water and sewer service connections to TasWater mains/systems. The Services Plan must clearly show the existing/proposed water, sewer and stormwater service connections for each lot. Check the TasWater conditions located in the Appendix.*

Reason for condition

To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.

## **Part 5 1**

**Prior to the sealing of the Final Plan, the owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the Land Use Planning and Approvals Act 1993 and which provides for the following:**

- 1. That Lot 2 is designated for multiple dwelling use and development only. All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.**

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

*Advice:*

*Please contact the Council's Development Appraisal Unit on 6238 2715 to request the Part 5 Agreement process be started. Once the request to start the process has been made, the Council will have its solicitors prepare the Part 5 Agreement for signing by property owners. Council will then lodge the Agreement with the Lands Titles Office to be placed on the title of the property. The cost of preparing the Part 5 and registration with the Recorder of Titles is to be met by the applicant.*

*Where building approval is also required, it is recommended that the Part 5 Agreement process be started well before submitted documentation for building approval. Failure to start the Part 5 Agreement process prior to submitting for building approval may result in unexpected delays.*

## Reason for condition

To clarify the intended future use and development of the lot and to ensure compliance with the requirements of Table 10.1 of the *Hobart Interim Planning Scheme 2015*.

**OPS 1**

**The owner must pay a cash contribution to the Council for contribution to public open space, prior to sealing of the final plan.**

**The open space contribution is equal to 5% of the undeveloped value of Lot 2 in the final plan, in lieu of the provision of public open space within the subdivision.**

*Advice:*

*The value is to be determined by a registered valuer commissioned by the Council at the developer's cost. Please contact the Council's Development Appraisal Unit on 6238 2715 to instigate the valuation process.*

## Reason for condition

Approval of the subdivision will create further demand upon Hobart's Public Open Space System. The funds obtained will be used for future expenditure on the purchase or improvement of land for public open space in Hobart.

**SUB s1**

**Prior to sealing of the Final Plan; the Owner of Lot 2 on the plan must covenant with the Hobart City Council to the intent that the burden of this covenant may run with and bind the covenantor's lots and any part thereof, to observe the following stipulation-:**

**Not without the written consent of the Hobart City Council to erect or permit to be erected any building or structure or carry out any landscaping that may change the contours of the land or alter or restrict the free flow of water over the land within the identified 1% AEP flood extent at 2100.**

Reason for condition

To prevent potential flood water impediment.

**ADVICE**

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

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

**CONDITION ENDORSEMENT ENGINEERING**

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

**Value of Building Works Approved by Planning Permit Fee:**

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

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

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

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

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

**BUILDING PERMIT**

You may need building approval in accordance with the *Building Act 2016*. Click [here](#) for more information.

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

**PLUMBING PERMIT**

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

**OCCUPATION OF THE PUBLIC HIGHWAY**

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

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



## **PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE**

You will require a permit to construct public infrastructure. A 12 month maintenance period and bond equal to 5% of the contract value of the works or \$3000 (whichever is greater) will apply. This bond will be released after the maintenance period, should no maintenance or rectification works on public infrastructure be required. This will be demonstrated by a final inspection by Council, and submission of a recorded CCTV inspection and associated report of any new public stormwater infrastructure, taken no more than one month before the end of the maintenance period. Please contact the Hobart City Council's City Amenity Division to initiate the permit process.

## **NEW SERVICE CONNECTION**

Please contact the Hobart City Council's City Amenity Division to initiate the application process for your [new stormwater connection](#).

## **STORM WATER**

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

## **WORK WITHIN THE HIGHWAY RESERVATION**

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

## **DRIVEWAY SURFACING OVER HIGHWAY RESERVATION**

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

## **ACCESS**

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click [here](#) for more information.

## CROSS OVER CONSTRUCTION

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

## STORMWATER / ROADS / ACCESS

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

## FEES AND CHARGES

Click [here](#) for information on the Council's fees and charges.

## DIAL BEFORE YOU DIG


Click [here](#) for dial before you dig information.

## SUBDIVISION ADVICE

For information regarding standards and guidelines for subdivision works click [here](#). All conditions imposed by this permit are in accordance with the *Local Government Building & Miscellaneous Provisions) Act 1993* and the *Conveyancing and Law of Property Act 1884*.

## PUBLIC OPEN SPACE - CASH IN LIEU VALUATION

Please contact the Council's Development Appraisal Unit on 6238 2715 to instigate the valuation process.

Attachment A: PLN-19-389 - 26 LOWER JORDAN HILL ROAD WEST  
HOBART TAS 7000 - Planning Committee or Delegated Report  
↓ 

Attachment B: PLN-19-389 26 LOWER JORDAN HILL ROAD WEST HOBART  
TAS 7000 - CPC Agenda Documents ↓ 



## APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	4 November 2019
Expiry Date:	9 December 2019
Application No:	PLN-19-389
Address:	26 LOWER JORDAN HILL ROAD , WEST HOBART
Applicant:	(Jordan Hill Projects Pty Ltd c/- Tract Consultants) Level 6, 6 Riverside Quay
Proposal:	Subdivision (One Additional Lot)
Representations:	Eight (8)
Performance criteria:	Development Standards for Subdivision, Road and Railway Assets Code and Parking and Access Code and Inundation Prone Areas Code

### 1. Executive Summary

- 1.1 Planning approval is sought for Subdivision (One Additional Lot) at 26 Lower Jordan Hill Road, Hobart.
- 1.2 The proposal is for the subdivision of one additional lot from the existing 2362m<sup>2</sup> property at 26 Lower Jordan Hill Road. The proposed 674m<sup>2</sup> lot 1 is to contain an existing dwelling, with the large internal 1688m<sup>2</sup> lot 2 created with the intent of future multiple dwelling development. The subdivision includes associated works of widening of the existing entrance to provide a shared crossover, access to the body of the internal lot, and a parking area to the rear of the existing dwelling, as well the installation of services.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
  - 1.3.1 Development Standards for Subdivision – Part D 10.6.1 P4; 10.6.3 P1; 10.6.4 P5
  - 1.3.2 E5.0 Road and Railway Assets Code – Part E 5.6.4 P1
  - 1.3.3 E6.0 Parking and Access Code – Part E 6.7.2 P1; 6.7.5 P1
  - 1.3.4 E15.0 Inundation Prone Areas – Part E15.8.3 P1

- 1.4 Eight (8) representations objecting to the proposal were received within the statutory advertising period between 3 September and 17 September 2019.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

**2. Site Detail**

- 2.1 The 2362m<sup>2</sup> (CT197648/1) property contains an existing weatherboard dwelling sited at the front of the lot with a large sloping rear yard. It contains a number of existing trees and vegetation, with a piped section of Providence Valley Rivulet running along the rear boundary of the property. The site is the largest existing lot within Lower Jordan Hill Road and the surrounding area.

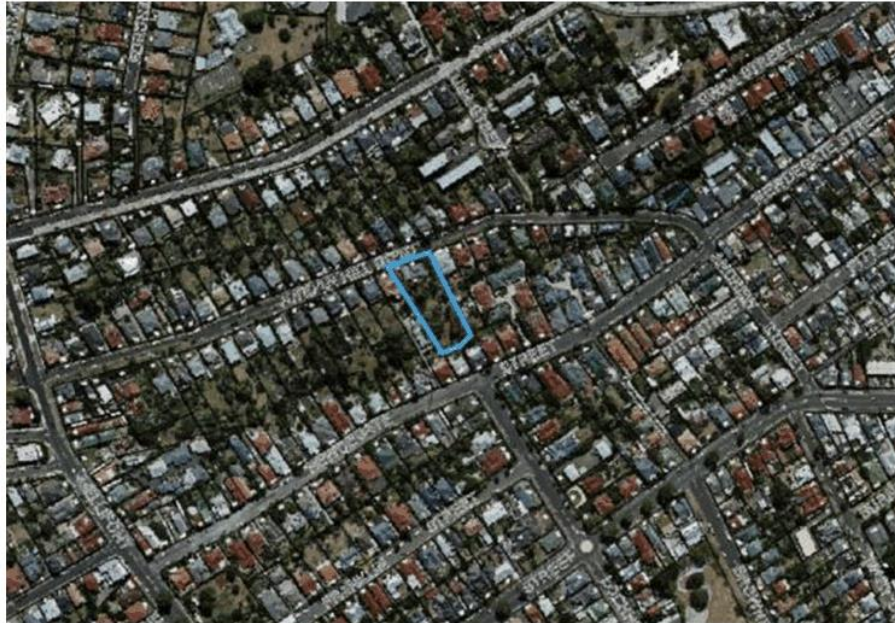


Figure 1: GIS Map Image 1:4000 Scale





Figure 2: GIS Map Image 1:1000 Scale



Figure 3: Frontage of subject site



Figure 4: Looking towards the rear of the yard



Figure 5: Looking back towards existing dwelling



### 3. Proposal

- 3.1 Planning approval is sought for Subdivision (One Additional Lot) at 26 Lower Jordan Hill Road, Hobart.
- 3.2 The proposal is for the subdivision of one additional lot from the existing 2362m<sup>2</sup> property at 26 Lower Jordan Hill Road. The proposed 674m<sup>2</sup> lot 1 is to contain an existing dwelling, with the large internal 1688m<sup>2</sup> lot 2 created with the intent of future multiple dwelling development. The subdivision includes associated works of widening of the existing entrance to provide a shared crossover, access to the body of the internal lot, and a parking area to the rear of the existing dwelling, as well the installation of services.

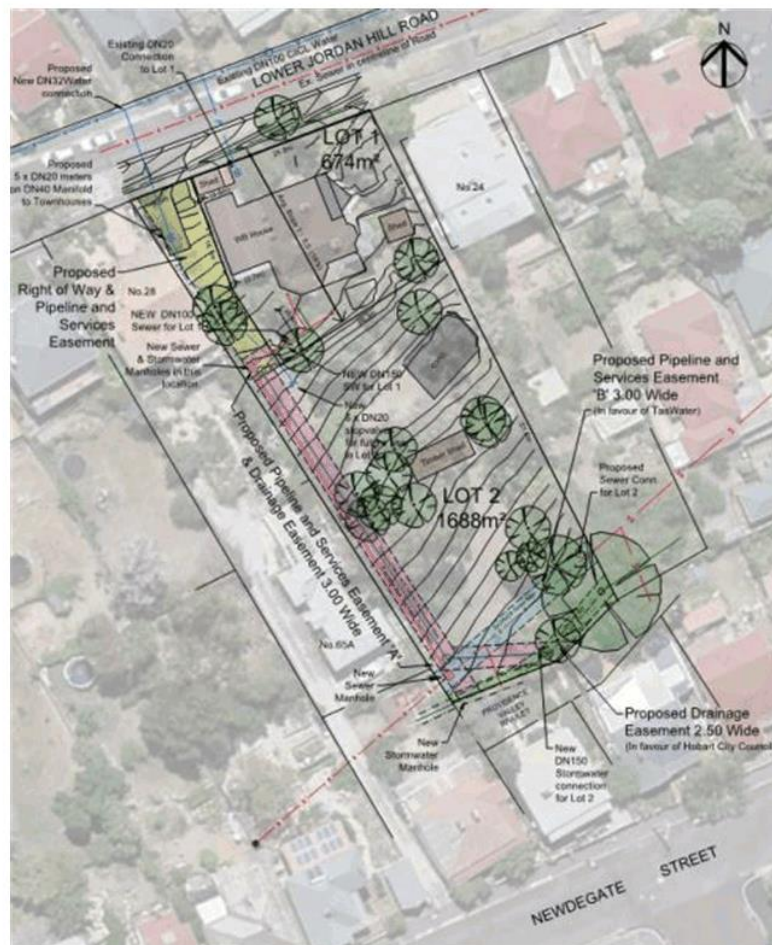


Figure 6: Plan of Subdivision



**4. Background**

- 4.1 An application (PLN-19-179) for five multiple dwellings on the site has also been lodged with Council and has proceeded through the advertising period. It received nine representations. The application is currently on hold while the applicant considers addressing the concerns raised by representors and the assessing officer.

**5. Concerns raised by representors**

- 5.1 Eight (8) representations objecting to the proposal were received within the statutory advertising period between 3 September and 17 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.

Impact on privacy and noise from the use of the proposed driveway for the subdivision and future development.
A noise reducing barrier along the length of the driveway in addition to the existing boundary fence to provide privacy and quiet should be installed.
The site contains a eucalyptus risdonii ('Risdon peppermint') on it. The plant is listed on the (TAS) Threatened Species Protection Act 1995 as 'rare'. It would appear there are no plans to protect this tree and there was inadequate assessment of the vegetation on this property. How could the tree be non-significant in respect of the Significant Tree Register.
Displacing wildlife due to the removal of their native environment.
The subdivision proposal is at odds with the Zone Purpose Statements for the General Residential Zone - Clause 10.1.1.4: 'to encourage residential development that respects the neighbourhood character'. The proposed two storey dwellings are out of character with the housing stock of the single dwellings of Victorian or Federation era. Clause 10.1.1.5 'to provide a high standard of residential amenity' the adjoining properties amenity will be affected by the noise and traffic.
Impact on the amenity on the nearby residents through vehicle movements.
Clause E 5.6.4 'site distance to enable safe movement of traffic' - there appears to not be sufficient information in respect of safety issues that could arise from the increased traffic volumes.

The one way nature of the street presents many challenges as it is.
Pedestrian safety in association with the access.
There should be limited parking for non-residents in the area.
Impact from the development in terms of noise and privacy during the excavation and the build.
Income from a nearby BnB will be impacted on and due to being a student income is dependent on that use.
Parking congestion within the street, particularly during construction with trade vehicles.
Consideration is going to need to be required for the parking and manoeuvring of trucks and trade vehicles.
A high boundary fence should be supplied by the developer that allow plants to climb but also allows adequate light. Also, the installation of double glazing at the developer's cost to mitigate noise disturbance.
Works should be between 9am and 5pm weekdays to minimise disturbance.
Alterations to the existing view from the removal of trees to accommodate the subdivision.
Displacing wildlife due to the removal of their native environment.
Increased incidents of crime due to increased traffic and additional people in the area associated with development works.
Issues of additional bins in the street and rubbish collection.
Heightened emotional and psychological stress for sensitive individuals as a result of the development works.
The density of the buildings is completely out of character with area.
The two storey town houses will significantly impact on the views and aspect of the original old farm house.
The high density infill housing will impact on the views of other properties.
There are no two storey townhouses in the immediate vicinity of the site.
Confusion and suspicion as to the separation of the application for the subdivision from the application for the subsequent development. The development of the townhouses is dependent on the subdivision being approved.
The removal of the vegetation will allow for no obscuring of the proposed development of the rear lot.
The development will permanently change the quiet nature of the street.

Distress due to the disruption from the development.
There is a significant shortage of on street parking in the area and many houses do not have off street parking. When the new residents host events there will be impacts of the availability of parking. The issue of the lack of on-street parking will be exacerbated by the number of extra dwellings.
Concern at the loss of sunlight of the properties below 26 Lower Jordan Hill Road as a result of the development.

## 6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the General Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The proposed lot 1 contains a existing Single Dwelling which is a No Permit Required Use in the Zone. The intended use of lot 2 is for Multiple Dwellings, which is a Permitted Use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 10 General Residential Zone
  - 6.4.2 E5.0 Road and Railway Assets Code
  - 6.4.3 E6.0 Parking and Access Code
  - 6.4.4 E7.0 Stormwater Management Code
  - 6.4.5 E15.0 Inundation Prone Areas Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:

- 6.5.1 Development Standards for Subdivision – Part D 10.6.1 P4; 10.6.3 P1; 10.6.4 P5
- 6.5.2 E5.0 Road and Railway Assets Code – Part E 5.6.4 P1
- 6.5.3 E6.0 Parking and Access Code – Part E 6.7.2 P1; 6.7.5 P1
- 6.5.4 E15.0 Inundation Prone Areas – Part E15.8.3 P1
- 6.6 Each performance criterion is assessed below.
- 6.7 Lot Design Part D 10.6.1 P1
  - 6.7.1 The acceptable solution at clause Part D 10.6.1 A1 requires that no lot is an internal lot.
  - 6.7.2 The proposed lot 2 is an internal lot.
  - 6.7.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
  - 6.7.4 The performance criterion at clause Part D 10.6.1 P1 provides as follows:

*P4*

*An internal lot must satisfy all of the following:*

    - (a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;*
    - (b) it is not reasonably possible to provide a new road to create a standard frontage lot;*
    - (c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;*
    - (d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;*
    - (e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;*

*(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;*

*(g) passing bays are provided at appropriate distances to service the likely future use of the lot;*

*(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;*

*(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.*

*(j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.*

- 6.7.5 The proposed internal lot layout presents the only logical and reasonable way to subdivide the large parcel of land to the rear of the property. The creation of a new road is not possible or necessary, particularly when taking into account that the proposal is for the creation of one additional lot. The proposed lot will facilitate the residential development of a large vacant area of residentially-zoned land with infrastructure installed sufficient for future development. Also, due to the size and width of the lot, it would allow for potential development that would not unreasonably impact on the amenity of neighbouring land.

The proposed internal lot has an 8.6m frontage that narrows to a minimum of 5.1m extending for a distance of 12m before reaching the full body of the lot. The wider frontage allows for two vehicles to meet at the entrance with opportunities for passing bays beyond the narrower section of the driveway. The proposal also includes the required construction of access to the body of the lot, and Council's Development Engineer is satisfied with its performance in light of potential future use of the lot for multiple dwellings.

- 6.7.6 The proposal complies with the performance criterion.

6.8 Ways and Public Open Space Part D 10.6.3 P1

- 6.8.1 There is no acceptable solution for Part D 10.6.3 A1.

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

6.8.3 The performance criterion at clause Part D 10.6.3 P1 provides as follows:

*P1*

*The arrangement of ways and public open space within a subdivision must satisfy all of the following:*

- (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;*
- (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;*
- (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;*
- (d) convenient access to local shops, community facilities, public open space and public transport routes is provided;*
- (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;*
- (f) provides for a legible movement network;*
- (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;*
- (h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.*
- (i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:*
  - (i) the width of the way;*
  - (ii) the length of the way;*
  - (iii) landscaping within the way;*
  - (iv) lighting;*
  - (v) provision of opportunities for 'loitering';*
  - (vi) the shape of the way (avoiding bends, corners or other opportunities*

*for concealment).*

- 6.8.4 In accordance with Council's policy, a public open space contribution equal to 5% of the undeveloped value of Lot 2 on the final plan will be provided in lieu of the provision of public open space within the subdivision.
- 6.8.5 The proposal complies with the performance criterion subject to condition.

6.9 Services Part D 10.6.4 P5

- 6.9.1 The acceptable solution at clause Part D 10.6.4 P5 requires that each lot must have frontage to a road (including the whole width between abutting property boundaries, all footpaths and the like) which is at least 15m in width.
- 6.9.2 The Road Reservation of Lower Jordan Hill Road has a width of 12.8m.
- 6.9.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.9.4 The performance criterion at clause (10.6.4 P5 ) provides as follows:

*P5*

*Each lot must front a road which has adequate width to provide access for refuse vehicles, emergency services vehicles and the future construction and maintenance of streets and to facilitate the construction and maintenance of public and private service infrastructure.*

- 6.9.5 The proposal was referred to Council's Senior Engineer Roads & Traffic who concluded as follows:
- *Many existing residential streets in the City of Hobart do not have frontage to a road with road reserve width of greater than 15 metres.*
  - *Lower Jordan Hill Road is one such road.*
  - *Being on a steep hillside, there have been ongoing issues with access along Lower Jordan Hill Road. These issues have primarily related to difficulty of vehicles entering and exiting driveways, and competition for scarce on-street parking spaces.*
  - *Lower Jordan Hill Road is however essentially developed, and would not be expected to carry future increases in infrastructure or*

*vehicular use that would require future upgrade.*

6.9.6 The proposal complies with the performance criterion.

6.10 E5.0 Road and Railway Assets Code - Part E 5.6.4 P1 Sight Distance at Accesses and Junctions

6.10.1 The acceptable solution at clause Part E 5.6.4 A1 requires a permitted sight distance of 80m.

6.10.2 The proposal has a sight distance of 30m due to vegetation and obstructions in the Highway Reservation.

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

6.10.4 The performance criterion at clause Part E 5.6.4 P1 provides as follows:

*P1*

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

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the frequency of use of the road or rail network;*
- (c) any alternative access;*
- (d) the need for the access, junction or level crossing;*
- (e) any traffic impact assessment;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

6.10.5 The Council's Development Engineer concludes as follows:

*Council is of the opinion that the Acceptable Solution for clause E5.6.4 is not met due to sight lines being obstructed by vegetation however, given that:*

- the proposal is only for one additional lot,*
- the access is existing,*
- the existing sight distances will not change,*
- Lower Jordan Hill Road is a one way roadway,*
- reduced vehicle conflict points,*



- *the low speed environment,*
- *the vacant lot traffic generation will be negligible, and*
- *the traffic generation by the existing dwelling that will share the existing access is not expected to change.*

*The development may therefore be accepted under Performance Criteria P1:E5.6.4 of the Planning Scheme.*

6.10.6 The proposal complies with the performance criterion.

6.11 E 6.0 Parking and Access Code - Part E 6.7.2 P1 Design of Vehicular Accesses

- 6.11.1 The acceptable solution at clause Part E 6.7.2 A1 requires that the location, sight distance, width and gradient of an access must be designed and constructed to meet the relevant Australian Standards.
- 6.11.2 The information submitted with the application does not confirm compliance with the Acceptable Solution.
- 6.11.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.11.4 The performance criterion at clause Part E 6.7.2 P1 provides as follows:

*P1*

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

- 6.11.5 The Council's Development Engineer concluded the following:

*Council is of the opinion that the Acceptable Solution for clause E6.7.2 is not met due to sight lines being obstructed by vegetation however, given that:*

- *the proposal is only for one additional lot,*
- *the access is existing,*
- *the existing sight distances will not change,*
- *Lower Jordan Hill Road is a one way roadway,*
- *reduced vehicle conflict points, the low speed environment,*
- *the vacant lot traffic generation will be negligible, and*
- *the traffic generation by the existing dwelling that will share the existing access is not expected to change.*

*The development may therefore be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme.*

*Also gradients do not meet the acceptable solution for clause E6.7.2 and design is to be provided and approved by Council to demonstrate that vehicle can access the property without scraping which will satisfy the performance criteria.*

*The development may therefore be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme.*

6.11.6 The proposal complies with the performance criterion.

6.12 E 6.0 Parking and Access Code - Part E 6.7.5 P1 Layout of Parking Areas

- 6.12.1 The acceptable solution at clause Part E 6.7.5 A1 requires that car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to meet the relevant Australian Standards.
- 6.12.2 The proposed parking arrangement for the existing dwelling utilises a 'Jockey Parking' configuration.
- 6.12.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.12.4 The performance criterion at clause Part E 6.7.5 P1 provides as follows:

*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.*

6.12.5 The Council's Development Engineer concludes as follows:

*Residential car parking space layout may utilise 'Jockey Parking' configuration in which the one car parking space is behind another car parking space provided it serves the same dwelling and is not designated for visitors. Submitted documentation appears to meet these parameters and therefore may be accepted under Performance Criteria P1:E6.7.5 given the driveway configuration.*

- 6.12.6 The proposal complies with the performance criterion.
- 6.13 E15.0 Inundation Prone Areas – Part E15.8.3 P1 Subdivision within a Riverine Inundation Hazard Area
- 6.13.1 The acceptable solution at clause Part E15.8.3 A1 requires each lot on a plan of subdivision must be able to contain a building area, vehicular access and services that are wholly located outside a Riverine Inundation Hazard Area.
- 6.13.2 The proposal does not comply with acceptable solution because services (sewer and stormwater mains) would be located within the flood area at the very rear of the lot.
- 6.13.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.13.4 The performance criterion at clause Part E15.8.3 P1 provides as follows:

*P1*

*Each lot, or a lot proposed in a plan of subdivision, within a riverine inundation hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to:*

- (a) any increase in risk from flood for adjacent land;*
- (b) the level of risk to use or development arising from an increased reliance on public infrastructure;*
- (c) the need to minimise future remediation works;*
- (d) any loss or substantial compromise by flood of access to the lot, on or off site;*

*(e) the need to locate building areas outside the riverine inundation hazard area;*

*(f) any advice from a State authority, regulated entity or a council; and*

*(g) the advice contained in a flood hazard report.*

6.13.5 The Council's Environmental Development Planner concludes as follows:

*Lot 2 would be a large lot with only a small proportion of its area subject to flooding, and development of the flood-prone area would not be required to develop several dwellings on the lot. The proposed subdivision would therefore not necessarily lead to any change to the existing flood regime. Several dwellings could be constructed on Lot 2 outside the flood zone without risk or reliance on public infrastructure or future remedial works.*

*Access to the site is outside the flood prone land. It is not considered necessary to designate building envelopes on the lot as most of the lot would not be flood prone and any future development within the flood-prone land would be assessed against the Inundation Code.*

*No advice from a State authority, regulated entity, council or flood hazard report has been received in relation to this application.*

*Future development of the proposed vacant lot would not create an opportunity for use or development that can't achieve a tolerable risk of flooding and the exercise of discretion is recommended.*

6.13.6 The proposal complies with the performance criterion.

## **7. Discussion**

7.1 Planning approval is sought for Subdivision (One Additional Lot) at 26 Lower Jordan Hill Road, Hobart.

7.2 The application was advertised and received eight (8) representations. The representations raised concerns including including the following:

- The impact on privacy and noise from the use of the proposed driveway for the subdivision and future development and that there should be associated installation of a noise barrier and screening along the driveway. Also, concerns with pedestrian safety and traffic issues relating to the entrance and increased traffic volumes.
- The inadequate assessment and clearing of vegetation on site and the effect on the habitat of native fauna. Particularly the removal of the 'Risdon Peppermint' which is listed under Threatened Species Protection Act 1995 as 'rare'. There was also concern regarding the removal of vegetation that might obscure subsequent development of the rear lot.
- Confusion and suspicion as to the separation of the application for the subdivision and the application for subsequent development.
- A number of representations raised concerns specifically relating to the multiple dwelling development proposed under a separate planning application (PLN-19-179). These included noise from associated traffic and during construction, parking issues, and associated congestion from trade vehicles. Also the high density and design of the development being out of character for the area and the associated impact on adjoining the properties.

- 7.3 This application does not include the potential multiple dwelling development of the site. Assessment of any subsequent development of the site against relevant planning provisions and assessment of potential impacts associated with such development will be carried out under the relevant planning application.

The separation of the proposed subdivision from the currently-lodged application for subsequent development of lot 2 has been done for a number of reasons. Firstly, if approved, it creates a standalone subdivision permit that can be acted upon independent of future development of lot 2. The existence of two potential permits (one for subdivision and one for subsequent development of lot 2) also aims to simplify the satisfaction of engineering conditions associated with each permit. Also, the development is more complex in nature, with potentially a greater number of issues to be addressed with varying potential outcomes.

The 'crossover' in the concerns raised in the representations between this application for subdivision and the other for subsequent development of the site is understandable. The applicant has been provided with a summary of concerns raised in the representations for each application. The separate development application proposing five dwellings on lot 2 (PLN-19-179) is currently on hold while the applicant considers the concerns raised in the representations and by assessing officers.

There are no provisions specifically requiring a noise barrier or screening in respect of the access for the subdivision. The applicant has stated they intend to explore potential fencing further under the separate application for the dwelling development. The Council's Development Engineer and Senior Engineer Roads & Traffic are also satisfied with the performance and safety of the access for the purposes of subdivision. There will be further specific consideration of the access relevant to the development and number of vehicles under the assessment of the multiple dwelling application.

The site is not subject to the Biodiversity Code, nor does it contain any trees that have been registered on the Significant Tree Register. Therefore, there are no provisions under the Planning Scheme that prevent tree removal or the clearing of vegetation from the site.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to meet the relevant performance criteria relating to the Development Standards for Subdivision, the Road and Railway Assets Code, the Parking and Access Code and the Inundation Prone Areas Code.

The internal lot design is the logical approach for the subdivision of the large area of land to the rear of the existing dwelling, and it also allows for a suitable building area for future development. The proposal meets the lot size requirements, subject to lot 2 being used for multiple dwelling use and development in the future. To ensure this occurs, a Part 5 Agreement will need to be entered into to ensure lot 2 is designated for multiple dwelling use and development only. This can be achieved by way of a condition of approval. The designation would be applied to the new title.

The Council's Development Engineer and Senior Road & Traffic Engineer consider the access for the purposes of subdivision to be acceptable. The one way nature of Lower Jordan Hill Road presents fewer potential conflict points, and with a relatively low speed environment, the sight distance is also considered acceptable.

In respect of inundation, this only relates to the very lower section of lot 2, rather than significantly affecting the body of the buildable area of that lot. Subject to conditions, both the Council's Environmental Development Planner and Environmental Engineering Unit are satisfied with the proposal in this regard.

- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Road, Traffic, and Stormwater Engineers, and Surveying and Open Space Units. The officers have raised no objection to the proposal, subject to conditions.

- 7.5 The proposal is recommended for approval.

## 8. Conclusion

- 8.1 The proposed Subdivision (One Additional Lot) at 26 Lower Jordan Hill Road, West Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

## 9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Subdivision (One Additional Lot) at 26 Lower Jordan Hill Road, West Hobart for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

### GEN

**The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-19-389 26 LOWER JORDAN HILL ROAD WEST HOBART TAS 7000 - Final Planning Documents except where modified below.**

Reason for condition

To clarify the scope of the permit.

### TW

**The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2019/01126-HCC dated 16/08/2019 as attached to the permit.**

Reason for condition

To clarify the scope of the permit.

### ENG 2a

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

*Advice:*

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater*



*than 1 in 4 will require a vehicular barrier or wheel stop.*

- *Designers are advised to consult the [National Construction Code 2016](#) to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

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

#### **ENG 2c**

**Prior to the sealing of the final plan, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with Australian Standard AS/NZS1170.1:2002.**

*Advice:*

- *Certification may be submitted to the Council via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

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

#### **ENG 3c**

**The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the drawings approved in this planning permit or a Council approved alternative design.**

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

*Advice:*

- *Certification may be submitted to Council via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

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

#### **ENG 4**

**The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) for the full length of the right of way and surface drained to the Council's stormwater infrastructure prior to the sealing of the final plan.**

Reason for condition

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

#### **ENG 1**

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

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

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

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

Reason for condition

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

### **ENGR 3**

**Prior to the sealing of the final plan, the proposed driveway crossover to Lower Jordan Hill Road highway reservation must be designed and constructed in general accordance with:**

- **Urban - TSD-R09-v1 – Urban Roads Driveways and TSD R14-v1 Type KC vehicular crossing**
- **Footpath - Urban Roads Footpaths TSD-R11-v1**
- **Or a Council City Amenity Division approved alternate design**

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

1. **Show the cross and long section of the driveway crossover within the highway reservation and onto the property**
2. **Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover**
3. **Be designed for the expected vehicle loadings.**
4. **Show swept path templates in accordance with AS/NZS 2890.1 2004(B85 or B99 depending on use, design template)**
5. **If the design deviates from the requirements of the TSD then the drawings must demonstrate that a B85 vehicle or B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2) can access the driveway from the road pavement into the property without scraping the cars underside**
6. **Grated wedge, asphalt wedge and the standard open wedge driveway crossover are not permitted. Grated wedges are permitted on highly used bike routes and details of the grate (ie mass) will be required. To gain access a concrete plinth to Councils standards may be constructed at the gutter. A drawing of a standard concrete plinth can be obtained from Councils Road Services Engineer. Note: that the agreement of the Council's is required to adjust footpath levels.**
7. **Be prepared and certified by a suitable qualified person, to satisfy the above requirement.**

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

*Advice:*

- *The applicant is required submit detailed design documentation to satisfy this condition via Council's planning condition endorsement process (noting there is a fee associated with condition endorsement approval of engineering drawings [see general advice on how to obtain condition endorsement and for fees and charges]). This is a separate process to any building approval under the Building Act 2016.*
- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*
- *Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.*

## Reason for condition

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

**ENG s1**

**Private sewer, stormwater (including surface drainage and retaining wall drains) and water services/connections are to be entirely separate to each lot and contained entirely within the lots served. Prior to the sealing of the final plan, the Developer must verify compliance of the Separation of Services by supplying the Council with an as-built Services Plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots). The as-built services plan must be accompanied by certification from a suitably qualified person that all engineering work required by this permit has been completed.**

*Advice: Any final plan submitted for the sealing will not be process unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "qualified person" must be a Professional Engineer or Professional Survey or other persons acceptable to Council.*

## Reason for condition

To ensure that each lot is serviced separately and that the Developer provides the Council with clear written confirmation that the separation of services is complete.

**ENG s2**

**Prior to the sealing of the final plan the vehicle manoeuvring paths for vehicles entering and exiting the parking module for lot 1 must be demonstrated to be fully contained within the boundaries of the right of way in favour of lot 1.**

Reason for condition

To ensure that vehicles accessing the vehicle parking spaces for lot 1 are contained within the right of way in favour of lot 1.

**ENV 1**

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

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

Reason for condition

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

**SURV 1**

**The applicant must submit to the Council a copy of the surveyor's survey notes at the time of lodging the final plan.**

Reason for condition

To enable the Council to accurately update cadastral layers on the corporate Geographic Information System.

**SURV 2**

**The final plan and schedule of easements must be submitted and approved in accordance with section 89 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.**

Reason for condition

To ensure that the subdivision/boundary adjustment is carried out in accordance with the Council's requirements under the provisions of Part 3 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.

### **SURV 3**

**The final plan and schedule of easements must be submitted and approved under section 89 of the *Local Government (Building & Miscellaneous Provisions) Act 1993*.**

**The final plan and schedule of easements must provide easements to the satisfaction of the Council:**

1. **Over any proposed or existing stormwater, water or sewer mains passing through the lots on the final plan, in favour of the Hobart City Council and/or TasWater.**
2. **Along the south-eastern boundary of the property, over and adjacent to the Providence Rivulet.**
3. **Over any existing or proposed private right of way in favour of the lots they are required to serve.**

*Advice: Council requires a minimum easement width of 3m where it covers two pipes, which must be located so as to extend at least one metre each side of the stormwater main. A wider easement is required along the southern boundary to protect the piped Rivulet and its overland flow path. The easement must be a minimum three metres wide along the entire southern boundary, increasing in width where the piped Rivulet enters the property to extend at least two metres from the northern external edge of the pipe.*

Reason for condition

To ensure that there are no impediments to the provision of public and private services, drainage of the land, and access to the lots.

### **ENG 14**

**The lots must be adequately drained to Council infrastructure at the owner's expense prior to the sealing of the final plan.**

**Detailed design drawings showing both existing and proposed services and accesses to all lots must be submitted and approved, prior to commencement of work. The detailed design drawings must:**

1. **Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings.**
2. **Include the associated calculations. The main itself must be sized to accommodate at least the 5% AEP flows from a fully-developed catchment.**
3. **Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each Lot;**
4. **Specify lot connection sizes, depths and locations such that as much as practicable of the lots can be drained via gravity.**
5. **Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan.**
6. **Clearly distinguish between public and private infrastructure,**
7. **Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.**
8. **Be checked and certified by a qualified and experienced engineer.**

**A CCTV recording of the proposed Council's stormwater main within the proposed development, must be submitted to Council after the completion of 12 months maintenance period. prior to the issue of the Final Certificate.**

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

*Advice: Once the detailed design drawings have been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)*

*Please note that once the condition endorsement has been issued you will need to contact Council's City Infrastructure Division to initiate a Permit to Construct Public Infrastructure. A 12 month maintenance period, bond and CCTV will apply.*

*A single connection per Lot is allowed under the Urban Drainage Act. Council notes an existing manhole is located near the proposed manhole on the piped Rivulet. Council requires this to be used if possible.*

*Note that the lots will also require adequate water and sewer service connections to TasWater mains/systems. The Services Plan must clearly show the existing/ proposed water, sewer and stormwater service connections for each lot. Check the*

*TasWater conditions located in the Appendix.*

Reason for condition

To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.

**Part 5 1**

**Prior to the sealing of the Final Plan, the owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the Land Use Planning and Approvals Act 1993 and which provides for the following:**

**1. That Lot 2 is designated for multiple dwelling use and development only.**

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

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

*Advice:*

*Please contact the Council's Development Appraisal Unit on 6238 2715 to request the Part 5 Agreement process be started. Once the request to start the process has been made, the Council will have its solicitors prepare the Part 5 Agreement for signing by property owners. Council will then lodge the Agreement with the Lands Titles Office to be placed on the title of the property. The cost of preparing the Part 5 and registration with the Recorder of Titles is to be met by the applicant.*

*Where building approval is also required, it is recommended that the Part 5 Agreement process be started well before submitted documentation for building approval. Failure to start the Part 5 Agreement process prior to submitting for building approval may result in unexpected delays.*

Reason for condition

To clarify the intended future use and development of the lot and to ensure compliance with the requirements of Table 10.1 of the Hobart Interim Planning Scheme 2015.

**OPS 1**

**The owner must pay a cash contribution to the Council for contribution to public open space, prior to sealing of the final plan.**



**The open space contribution is equal to 5% of the undeveloped value of Lot 2 in the final plan, in lieu of the provision of public open space within the subdivision.**

*Advice: The value is to be determined by a registered valuer commissioned by the Council at the developer's cost. Please contact the Council's Development Appraisal Unit on 6238 2715 to instigate the valuation process.*

Reason for condition

Approval of the subdivision will create further demand upon Hobart's Public Open Space System. The funds obtained will be used for future expenditure on the purchase or improvement of land for public open space in Hobart.

#### **SUB s1**

**Prior to sealing of the Final Plan; the Owner of Lot 2 on the plan must covenant with the Hobart City Council to the intent that the burden of this covenant may run with and bind the covenantor's lots and any part thereof, to observe the following stipulation-:**

- **Not without the written consent of the Hobart City Council to erect or permit to be erected any building or structure or carry out any landscaping that may change the contours of the land or alter or restrict the free flow of water over the land within the identified 1% AEP flood extent at 2100.**

Reason for condition

To prevent potential flood water impediment.

#### **ADVICE**

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

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

## CONDITION ENDORSEMENT ENGINEERING

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

### Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

## BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click [here](#) for more information.

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

## PLUMBING PERMIT

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

**OCCUPATION OF THE PUBLIC HIGHWAY**

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

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

**PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE**

You will require a permit to construct public infrastructure. A 12 month maintenance period and bond equal to 5% of the contract value of the works or \$3000 (whichever is greater) will apply. This bond will be released after the maintenance period, should no maintenance or rectification works on public infrastructure be required. This will be demonstrated by a final inspection by Council, and submission of a recorded CCTV inspection and associated report of any new public stormwater infrastructure, taken no more than one month before the end of the maintenance period. Please contact the Hobart City Council's City Amenity Division to initiate the permit process.

**NEW SERVICE CONNECTION**

Please contact the Hobart City Council's City Amenity Division to initiate the application process for your [new stormwater connection](#).

**STORM WATER**

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

**WORK WITHIN THE HIGHWAY RESERVATION**

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

**DRIVEWAY SURFACING OVER HIGHWAY RESERVATION**

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

**ACCESS**

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click [here](#) for more information.

**CROSS OVER CONSTRUCTION**

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

**STORM WATER / ROADS / ACCESS**

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

**FEES AND CHARGES**

Click [here](#) for information on the Council's fees and charges.

**DIAL BEFORE YOU DIG**

Click [here](#) for dial before you dig information.

**SUBDIVISION ADVICE**

For information regarding standards and guidelines for subdivision works click [here](#).

All conditions imposed by this permit are in accordance with the *Local Government Building & Miscellaneous Provisions) Act 1993* and the *Conveyancing and Law of Property Act 1884*.

**PUBLIC OPEN SPACE - CASH IN LIEU VALUATION**

Please contact the Council's Development Appraisal Unit on 6238 2715 to instigate the valuation process.



(Tristan Widdowson)

**Development Appraisal Planner**

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



(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: 22 October 2019

**Attachment(s):**

Attachment B - CPC Agenda Documents



# PLAN OF SUBDIVISION

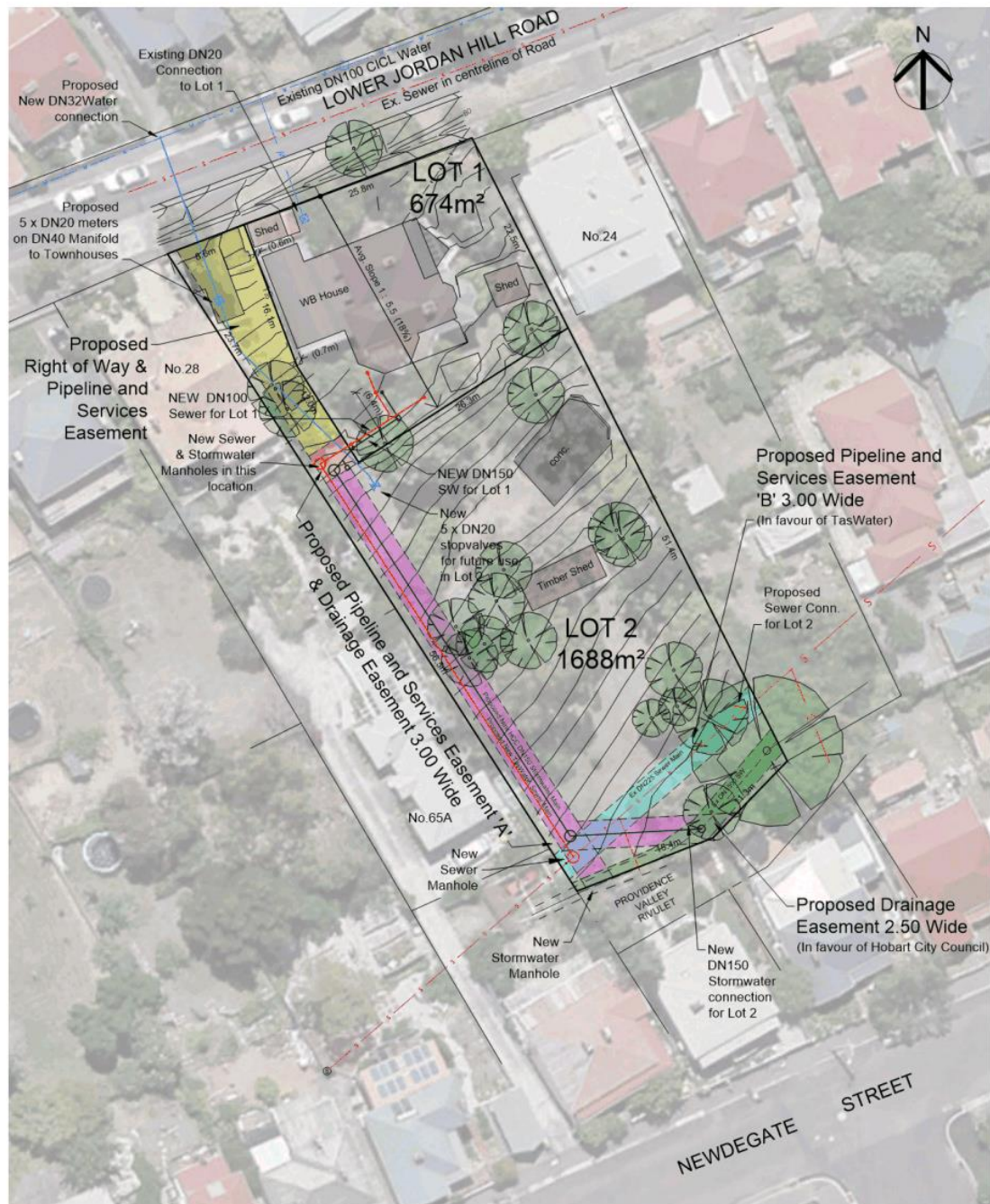


**PDA Surveys**  
Surveying, Engineering & Planning  
ABN 71 217 808 828

incorporating  
**WALTER  
SURVEYS**

127 Bathurst Street  
Hobart, Tasmania, 7000  
www.pda.com.au  
Also at: Kingston,  
Launceston & Burnie  
PHONE: +61 03 6234 3217  
FAX: +61 03 6234 5065  
EMAIL: pda.hbt@pda.com.au

<b>Owners</b>	Jordan Hill Projects Pty Ltd	<b>Address</b>	26 Lower Jordan Hill Road, West Hobart	This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.
		<b>Council</b>	Hobart City Council	
		<b>Planning Scheme</b>	Hobart Interim Planning Scheme 2015	
		<b>Zone &amp; Overlay</b>	10.0 General Residential	
<b>Title References</b>	FR 197648/1			
<b>Schedule Of Easements</b>	Proposed Right of Way as shown & Pipeline and Services Easement; Proposed Pipeline and Services & Drainage Easement 3.00m Wide in favour of Taswater and Hobart City Council respectively, see this plan for others.			
<b>Scale</b>	1:400	<b>Date</b>	26 July 2019	
		<b>PDA Reference</b>	41924CT-2G	
		<b>Map reference</b>	522542	
		<b>PID</b>	5548980	
		<b>Point of Interest</b>	GDA94 MGAS5	525334E, 5253072N



SHEET	DRAWING	ISSUE	DATE
C:01	INDEX AND NOTES	2	31/07/2019
C:01	DETAIL PLAN STAGE 1 PLAN	2	31/07/2019
C:02	JOINTING PLAN	1	31/07/2019
C:03	TURNPATH PLAN	2	31/07/2019
C:04	VOLUME SURFACE PLAN	2	31/07/2019
C:01	SECTIONS - SHEET 1	0	11/06/2019
C:02	SECTIONS - SHEET 2	2	31/07/2019
C:03	SECTIONS - SHEET 3	2	31/07/2019
C:01	DETAILS	0	11/06/2019

## DRAINAGE AND SERVICES NOTES

- [illegible]

1. ALL WORKS ASSOCIATED WITH PUBLIC STOPPING

- [illegible]

**WORKPLACE HEALTH & SAFETY NOTES**

BEFORE THE CONTRACTOR COMMENCES WORK, THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS (JOB SAFETY ANALYSIS/JSA) WHICH SHALL IDENTIFY IN OCCURRENCE FORTS:

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

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

- FOR THIS PROJECT, POSSIBLE HAZARDS INCLUDE BUT ARE NOT LIMITED TO:
  - REGULATION OF OILY WASTE & DEBRIS
  - CONTAMINATED SOILS
  - CONSTRUCTION IN PROXIMITY WITH HIGH WATER TABLE
  - RELAYED / LAPPED ASBESTOS REMOVAL OF EXISTING TRESTLE/RETENTION
  - UNDERGROUND STRUCTURES (MANHOLES / DUMPS, ETC)
  - COMPLEX SPACES
  - OVERHEAD POWER LINES
  - UNDERGROUND STORAGE TANKS, CISTERN AND OTHER PIPES
  - TELECOMMUNICATION CABLES, BOTH UNDERGROUND AND OVERHEAD
  - ELECTRICAL POWER CABLES, BOTH UNDERGROUND & OVERHEAD
  - WORKING AT HEIGHTS
  - WORKING WITH ASBESTOS CONTAINING MATERIALS
  - HAZARDOUS WASTE

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

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

DEPTH TO INLET OF OUTLET	VIRGULUM INTERNAL DIMENSIONS mm	
	WIDTH	LENGTH
≤500	400	400
≤600	500	500
≤800	600	600
≤1000	800	800

## CIVIL INSPECTIONS / HOLD POINTS

THE BIDDER IS TO ALLOW TO EMPLOY ADEQUATE ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE/FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUDING OF PROOF ROLL
2. BASE OF ROAD PAVEMENT INCLUDING OF PROOF ROLL
3. STREET WORKS OF DRIVEWAY PRIOR TO CONCRETE POUR

THESE DRAWINGS MUST BE APPROVED BY  
COUNCIL & TASWATER PRIOR TO CONSTRUCTION

2	BUILDING APPROVAL - SUBDIVISION	31/07/2019			
1	BUILDING APPROVAL	11/07/2019			
0	BUILDING APPROVAL	15/06/2019			
REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE



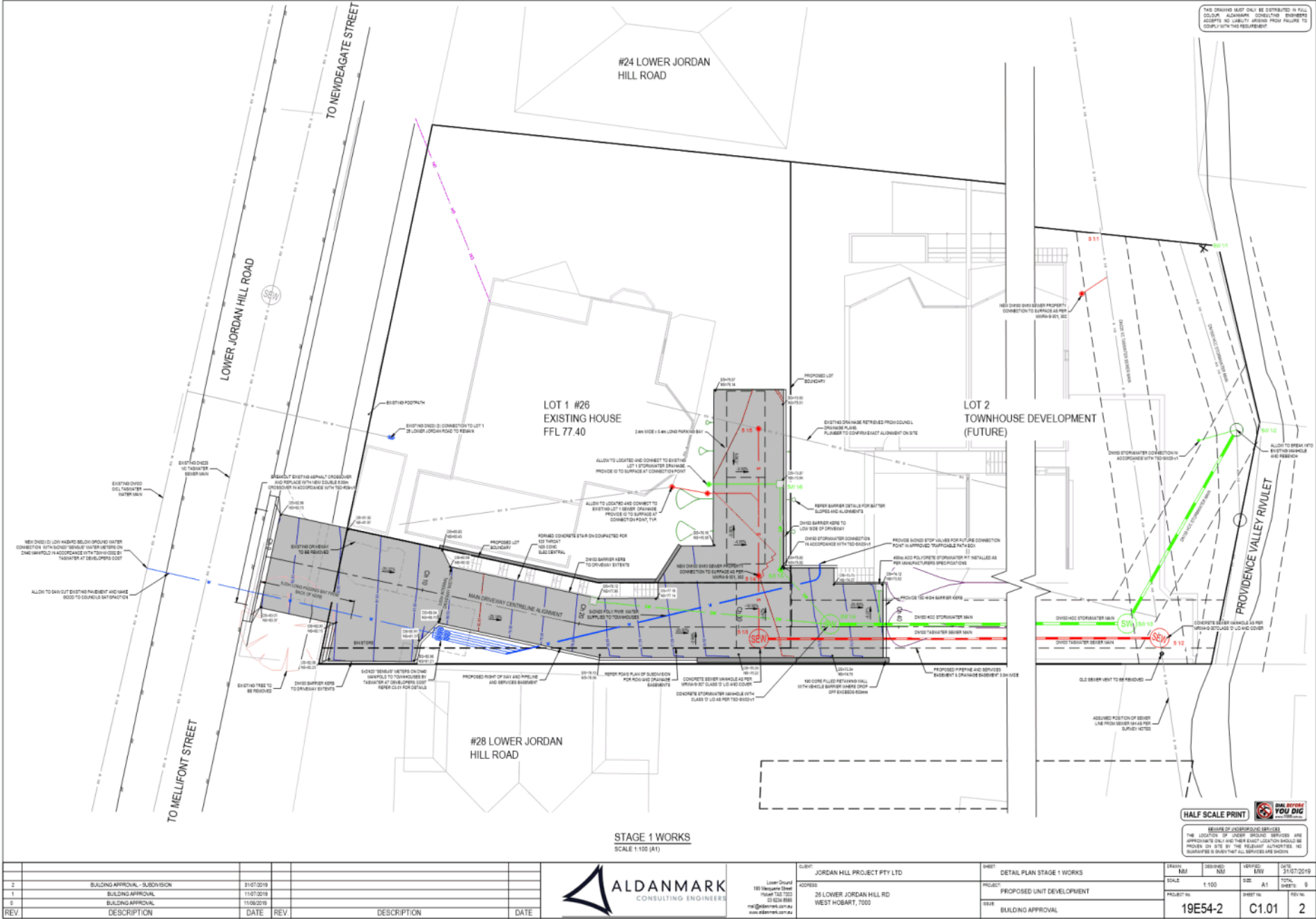
<p>Lower Ground 190 Macquarie Street Hobart TAS 7000 03 6234 8966 mel@elidenmark.com.au www.elidenmark.com.au</p>	<p>CLIENT <b>JORDAN HILL PROJECT PTY LTD</b></p> <p>ADDRESS <b>26 LOWER JORDAN HILL RD WEST HOBART, 7000</b></p>
---	--

SHEET	INDEX AND NOTES	DRAWN NM	DESIGNED NM	VERIFIED MM	DATE 3/10/20
PROJECT	PROPOSED UNIT DEVELOPMENT	SCALE		DWG A1	TOTAL SHEETS
ISSUE	BUILDING APPROVAL	PROJECT No 19E54-2		SHEET No C0.01	REV No 2





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



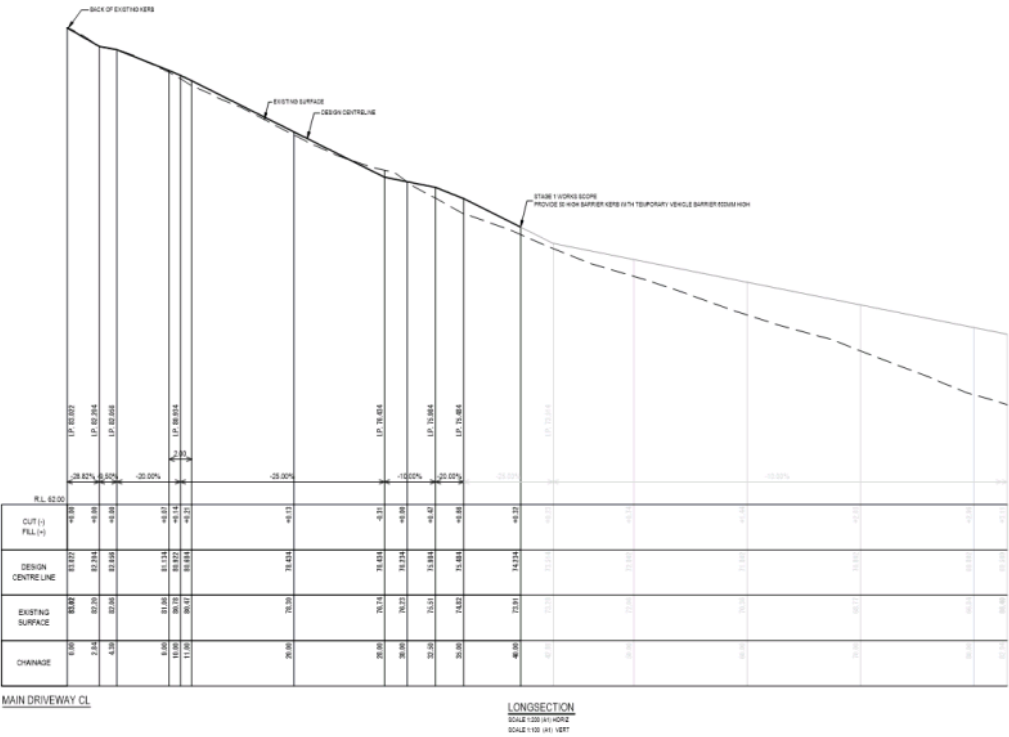






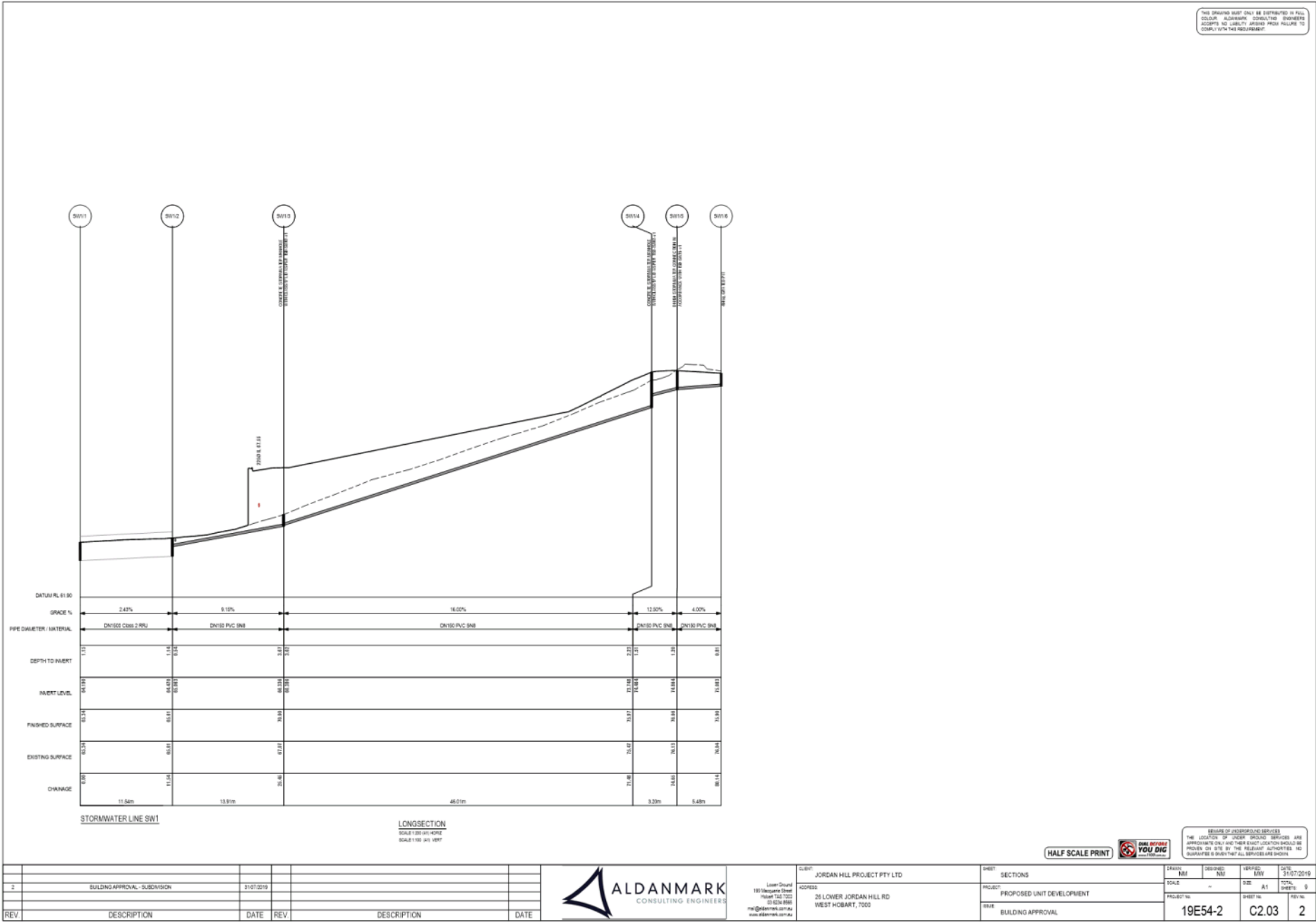


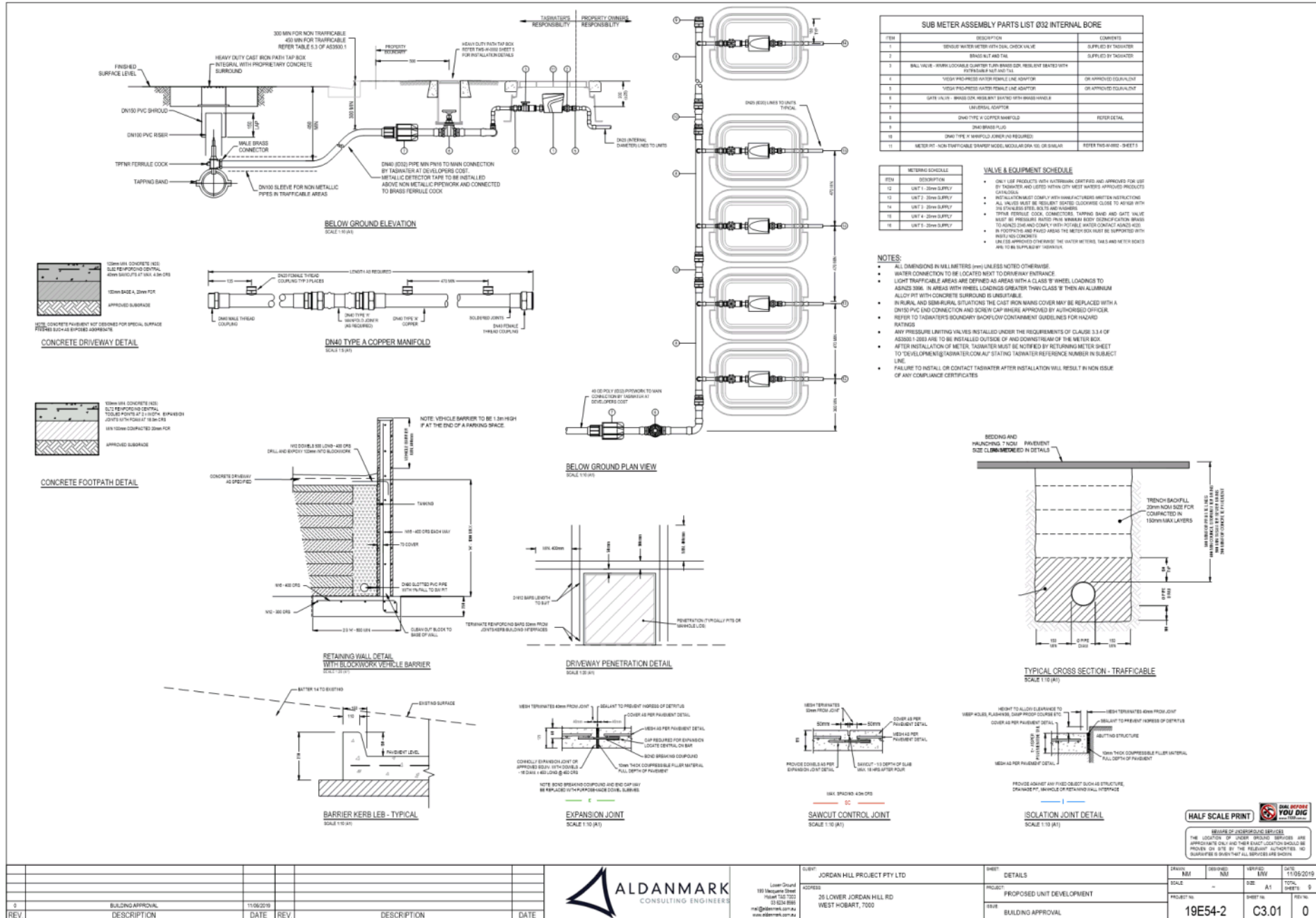
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL  
COLOUR. ALDANMARK CONSULTING ENGINEERS  
ACCEPTS NO LIABILITY ARISING FROM FAILURE TO  
COMPLY WITH THIS REQUIREMENT.



						 <div>ALDANMARK CONSULTING ENGINEERS</div>	SUBJECT JORDAN HILL PROJECT PTY LTD  ADDRESS 26 LOWER JORDAN HILL RD WEST HOBART, 7000  ALDANMARK CONSULTING ENGINEERS 100 Macquarie Street Hobart TAS 7000 t 03 6234 8988 m 03 6234 8989 www.aldanmark.com.au	SHEET SECTIONS  PROJECT PROPOSED UNIT DEVELOPMENT  DRAWN BUILDING APPROVAL	DRAWN MM DESIGNED MM CHECKED MM DATE 11/05/2019			SCALE A1 TOTAL SHEETS 9				
									PROJECT NO 19E54-2		SHEET NO C2.01		REV NO 0			
									REV NO 0							
REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE											
0	BUILDING APPROVAL	11/05/2019														







Tract Consultants Pty Ltd  
ACN: 055 213 842

ATF Tract Consultants Unit Trust  
ABN: 75 423 048 489

Quality Endorsed Company  
ISO 9001: Licence No. 2095

**Ben Ikin**  
Senior Statutory Planner  
City of Hobart  
GPO Box 503  
HOBART TAS 7001

27 June 2019

Dear Ben,

**Planning Permit Application**  
**26 Lower Jordan Hill Road, West Hobart**

**INTRODUCTION**

Tract Consultants Pty Ltd acts on behalf of Jordan Hill Projects Pty Ltd in relation to the above matter.

On behalf of our client, we are pleased to submit the enclosed planning permit application for the proposed two-lot subdivision of 26 Lower Jordan Hill Road, West Hobart.

To assist you in your assessment of the planning permit application, please find enclosed the following documentation:

- A recent copy of title; and
- Proposed Plan of Subdivision, prepared by PDA Surveyors (30 May 2019).

**THE SITE**

The land is located at 26 Lower Jordan Hill Road, West Hobart (the 'Site') which is located within the City of Hobart approximately 1.5 kilometres north west of the centre of Hobart.

The Site is formally recognised as Lot 1 of 197648. The lot is a rectangular parcel of land with an approximate area of 2362 square metres. It has a frontage to Lower Jordan Hill Road of 34.4 metres, with residential properties to the east, south and west. The land falls from north to south, with the slope ranging from 10% to 25%.

The Site contains an existing 2 storey house with an associated car port and large garden to the rear including non-significant various mature trees.

The Site is within the General Residential Zone. Applicable Codes to the application include the Road and Railway Assets Code, Parking and Access Code and the Stormwater Code.

The surrounding area is predominately General Residential Zone to the west, and Inner Residential Zone to the east. The area is characterised by detached one and two storey dwellings, generally of Edwardian style, with a range of block sizes.

**PROPOSAL**

This proposal seeks planning approval from Hobart City Council for the subdivision of the land at 26 Lower Jordan Hill Road, West Hobart into two lots.

The new lot will be 1,688 square metres in size to the south of the existing lot. The balance of the lot will be approximately 674 square metres in size and contain the existing 2 storey dwelling.

It is also proposed to create the following easements;



- A Right of Way Easement on Lot 1 located on the western boundary;
- A Pipeline and Services Easement on Lot 1 located on the western boundary;
- A Pipeline and Services Easement on Lot 2, 3 metres in width and located on the western boundary; and
- A Drainage Easement on Lot 2, 3 metres in width and located on the western boundary.

Please refer to enclosed Plan of Subdivision for further details.

#### ASSESSMENT

In support of this Planning Permit application, we offer the following comments:

- The proposed subdivision is generally in accordance with the provisions of the Hobart Interim Planning Scheme 2015. Importantly the proposed subdivision meets the performance criteria of the Development Standards for subdivision as set out in the General Residential Zone.
- In accordance with **Clause 10.6 Development Standards for Subdivision**, an assessment against relevant provisions is found below:

10.6.1 Lot Design	
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	The proposed Lot 2 has an area of 1,688 square metres. This is in accordance with the specified minimum and maximum lot size for an internal lot as it is greater than 550m <sup>2</sup> and does not have a maximum lot size given it is designated for multiple dwellings. Lot 1 has a size of 674m <sup>2</sup> which is within the ordinary lot range of 450m <sup>2</sup> to 1000m <sup>2</sup> .
A2/P2 – P2 is met	The proposed lots are capable of accommodating a suitable building area.
A3/P3 – P3 is met	Lot 1 has a frontage to Lower Jordan Hill Road of 25.8 metres and has access to practical and safe vehicular and pedestrian access. Lot 2 has a frontage to Lower Jordan Hill Road of 8.6 metres and has access to practical and safe vehicular and pedestrian access.
A4/P4 – P4 is met	Lot 2 is an internal lot and is compliant for the following reasons: <ul style="list-style-type: none"> <li>– The lot gains access via Lower Jordan Hill Road.</li> <li>– It is not possible or necessary to provide a new road to create a standard frontage lot.</li> <li>– Due to the shape of the existing lot, an internal lot is the only reasonable way to subdivide the rear of the lot.</li> <li>– Lot 2 will allow for improved utilisation of the land, as the site is in close proximity to public transport and other services.</li> <li>– The amenity of the neighbouring land is unlikely to be unreasonably affected by the subdivision and development.</li> <li>– The lot is provided access via an access strip which is part of the lot which is approximately 4 metres at the narrowest point.</li> <li>– Adequate passing space is provided within the passing bay.</li> <li>– The access strip is not adjacent to or service any other internal lots.</li> </ul>

– The proposed access strip will be sealed.	
A5/P5 – A5 is met	The subdivision is for 2 lots.
<b>10.6.2 Roads</b>	
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	The proposed subdivision does not include any new roads.
<b>10.6.3 Ways and Public Open Space</b>	
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – P1 is met (no Acceptable Solutions)	The proposal satisfies all requirements
<b>10.6.4 Services</b>	
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	The proposed lot is connected to a reticulated potable water supply.
A2/P2 – A2 is met	The proposed lot is connected to a reticulated sewerage system.
A3/P3 – A3 is met	The proposed lot is connected to a stormwater system able to service the building area by gravity.
A4/P4 – A4 is met	The proposed subdivision does not include any new roads
A5/P5 – P5 is met	Lower Jordan Hill Road provides sufficient width to provide access for refuse vehicles, emergency services vehicles and construction and maintenance vehicles.

**CONCLUSION**

For the reasons discussed above, we respectfully request that Council grant a Planning Permit for the proposed two lot subdivision at 26 Lower Jordan Hill Road, West Hobart.

We look forward to working with Council on this project. If you have any requires regarding this proposal please do not hesitate me on 03 9429 6133

Yours sincerely,



**Luke Chamberlain**

Senior Principal

Tract

lchamberlain@tract.net.au

5 August 2019

Tristan Widdowson  
Development Appraisal Planner  
City of Hobart  
GPO Box 503  
**HOBART TAS 7001**

via: [widdowsont@hobartcity.com.au](mailto:widdowsont@hobartcity.com.au)

Dear Tristan

**PLN-19-389 - 26 Lower Jordan Hill Road, West Hobart  
Request for Additional Information**

**1. Introduction**

Thank you for your letter requesting further information dated 19 July 2019.

Tract Consultants continues to act on behalf of Jordan Hill Projects Pty Ltd in respect to the above matter.

Please find our response to the matters raised in your further information letter below.

To assist Council further, we are pleased to enclose the following documents for Council consideration:

- Civil Drawings prepared by Aldanmark Consulting Engineers dated 31 August 2019; and
- Proposed Plan of Subdivision prepared by PDA Surveyors dated 17 July 2019.

It is noted that the revised Plan of Subdivision and Civil Drawings no longer propose a new stormwater connection on the adjoining property (63 Newdegate Street) and therefore the application is no longer invalid.

**2. Response**

**SURVF1:**

Details regarding the existing and proposed vehicle access and crossovers have been included within the Civil Drawings. Based on our discussion on 01/08/2019 we understand this is acceptable.

**PA 5.1:**

Please refer to the Civil Drawings prepared by Aldanmark which provide details of the car parking spaces, turning areas and driveway which address the requirements of E6.7.5 A1 as follows:

- Two car parking spaces in accordance with Table E6.1 will be provided on Lot 1 for the existing dwelling. It is noted that the proposal will utilise 'Jockey Parking' which meet the required dimensions of 2.4m wide x 5.4m.
- The minimum width of the driveway is shown on Sheet C1.01 - Stage 1 Works plan.
- Both a plan view and long section of the proposed driveway is shown within the Civil Drawings package.

TRACT CONSULTANTS PTY LTD  
ACN 055 213 842  
AS TRUSTEE FOR THE  
TRACT CONSULTANTS UNIT  
TRUST ABN 75 423 048 489  
LEVEL 6, 6 RIVERSIDE QUAY,  
SOUTHBANK, VIC 3006  
AUSTRALIA  
TELEPHONE 61 3 9429 6133  
[melbourne@tract.net.au](mailto:melbourne@tract.net.au)  
[www.tract.com.au](http://www.tract.com.au)

**MELBOURNE** BRISBANE  
SYDNEY ADELAIDE GEELONG

QUALITY ENDORSED COMPANY  
ISO 9001 LIC NO 2095

- The gradient of the turning area is shown on Sheet C1.01 - Stage 1 Works plan.
- The gradient of the parking area is shown on Sheet C1.01 - Stage 1 Works plan.
- Details of the proposed vehicle safety barriers are shown on the Stage 1 Works plan.
- Construction details are included within Sheet C3.01 Details.

**PA 5.2:**

Please refer to Sheet C1.03 – Turnpath Plan which provides scaled and dimension drawings showing vehicular swept paths for the parking spaces associated with Lot 1.

**LC1:**

The proposal will result in 22.31m<sup>3</sup> of cut across the Site, therefore the proposal is exempt from this Clause. Please refer to the Volume Plan within the Civil Drawings package prepared by Aldanmark for further detail.

**LC2:**

As noted above, the proposal will result in 22.31m<sup>3</sup> of cut across the Site, therefore the proposal is exempt from this Clause. Please refer to the Volume Plan within the Civil Drawings package prepared by Aldanmark for further detail.

**3. Conclusion**

We trust that the information provided in this letter satisfies the further information request and look forward to further consideration of this application.

Should the materials and information provided with this letter not satisfy Council's request for further information, or in the event that additional information is required in support of this application, please accept this letter as a formal request for an extension of time to the current expiry date.

Yours sincerely



Caroline Graham  
Town Planner  
**Tract Consultants Pty Ltd**



## RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



## SEARCH OF TORRENS TITLE

VOLUME 197648	FOLIO 1
EDITION 5	DATE OF ISSUE 05-Dec-2018

SEARCH DATE : 29-Mar-2019

SEARCH TIME : 11.16 AM

## DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 197648

Derivation : Part of 8A-2R-30Ps. Gtd. to John Dunn.

Prior CT 3531/100

SCHEDULE 1

M727189 TRANSFER to JORDAN HILL PROJECTS PTY LTD Registered  
05-Dec-2018 at noon

## SCHEDULE 2

Reservations and conditions in the Crown Grant if any

## UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER		PLAN OF TITLE		Registered Number
FOLIO REFERENCE CT3531/100		LOCATION		P197648
GRANTEE		CITY OF HOBART		APPROVED 6 APR 2000
		CONVERTED BY PLAN No. (9/22 D.O.)		<i>Alice Kawa</i>
		COMPILED BY LDRB		Recorder of Titles
		NOT TO SCALE		
		LENGTHS IN METRES		
MAPSHEET MUNICIPAL CODE No. 114 (5225-42)	LAST UPI No 2107031	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	
SKETCH BY WAY OF ILLUSTRATION ONLY "EXCEPTED LANDS"				
DAB				



## Submission to Planning Authority Notice

Council Planning Permit No.	PLN-19-389	Council notice date	6/08/2019
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2019/01126-HCC	Date of response	16/08/2019
TasWater Contact	Phil Papps	Phone No.	(03) 6237 8246
<b>Response issued to</b>			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
<b>Development details</b>			
Address	26 LOWER JORDAN HILL RD, WEST HOBART	Property ID (PID)	5548980
Description of development	Subdivision 2 Lots		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
PDA	Plan of Subdivision / 41924CT-2E	--	17/07/2019
<b>Conditions</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
<ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connection / sewerage system and connection to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>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.</li> <li>3. Prior to commencing construction of the subdivision/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.</li> </ol>			
<b>ASSET CREATION &amp; INFRASTRUCTURE WORKS</b>			
<ol style="list-style-type: none"> <li>4. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.</li> <li>5. 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.</li> <li>6. 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.</li> <li>7. 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.</li> <li>8. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or</li> </ol>			





upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan listed in the above schedule of drawings/documents, are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. 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.
10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
  - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
  - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
  - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
  - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
11. 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.
12. 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.
13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

#### **FINAL PLANS, EASEMENTS & ENDORSEMENTS**

14. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater and the certificate must be submitted to the Council as evidence of compliance with these conditions when application for sealing is made.
15. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

#### **DEVELOPMENT ASSESSMENT FEES**

16. The applicant or landowner as the case may be, must pay a development assessment and Consent to Register a Legal Document fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they are paid to TasWater, as follows:
  - a. \$211.63 for development assessment; and





b. \$149.20 for Consent to Register a Legal Document

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

#### Advice

##### General

For information on TasWater development standards, please visit

<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.

The location of TasWater infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit [www.taswater.com.au/Development/Service-location](http://www.taswater.com.au/Development/Service-location) for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

#### Declaration

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

##### Authorised by

**Jason Taylor**

Development Assessment Manager

#### TasWater Contact Details

Email	<a href="mailto:development@taswater.com.au">development@taswater.com.au</a>	Web	<a href="http://www.taswater.com.au">www.taswater.com.au</a>
Mail	GPO Box 1393 Hobart TAS 7001		