



CITY OF HOBART

# MINUTES ATTACHMENTS

CITY PLANNING COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 28 OCTOBER 2019

AT 5:00 PM

VENUE: LADY OSBORNE ROOM, TOWN HALL

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11. 52, 48-50, 46 New Town Road, 7A Clare Street and Adjacent Road Reserve, New Town - Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage and Associated Infrastructure Works
- A. Deputation Supporting Documentation of David Reilly, Chris Clinton, Glenn Woodfall and Allison Turnock (Representors).....2
  - B. Deputation Supporting Documentation of Irene Duckett, Stephen Penglase and Geoff Schaedel on behalf of the Proponent.....69



**EXCESSIVE SCALE**



**24-HOUR OPERATION**



**TRAFFIC CONGESTION**



**NO TRANSITION**



**LIGHT POLLUTION**



**PARKING OVERSPILL**



**OVER-SHADOWING**



**NOISE POLLUTION**



**HEALTH CONCERNS**



**MINIMAL SETBACKS**



**VEHICLE EMISSIONS**



**HERITAGE & CHARACTER**



**MINIMAL LANDSCAPING**



**LOSS OF PRIVACY**



**QUESTIONABLE INFORMATION**

David Reilly

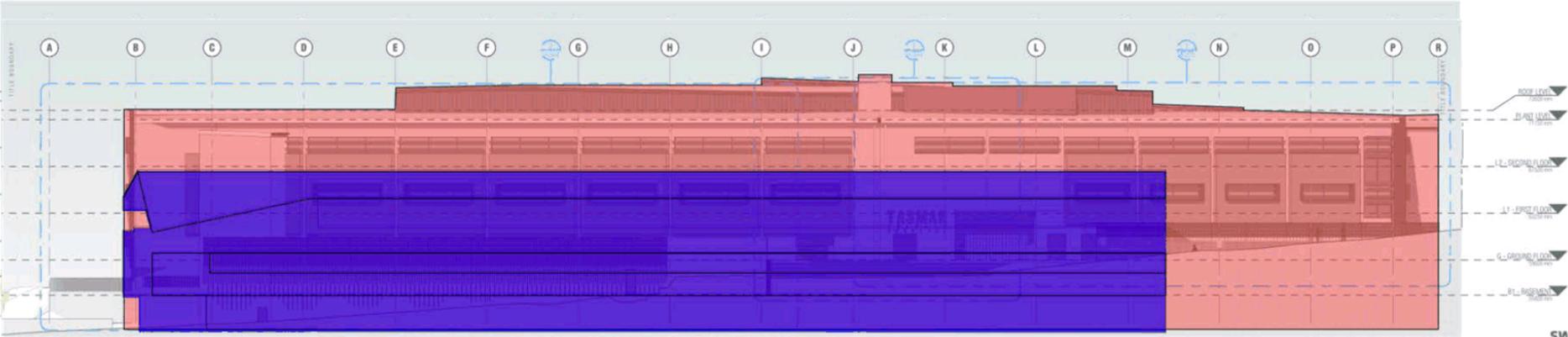


# HEIGHT & SCALE





West elevation of hospital in red with IMAS overlaid in blue



T & SCALE

### 15.4.1 Building Height

**Objective:**

To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in the General Residential Zone or Inner Residential Zone.

**Acceptable Solutions**

**Performance Criteria**

**A1**

Building height must be no more than:

10m

**P1**

Building height must satisfy all of the following:

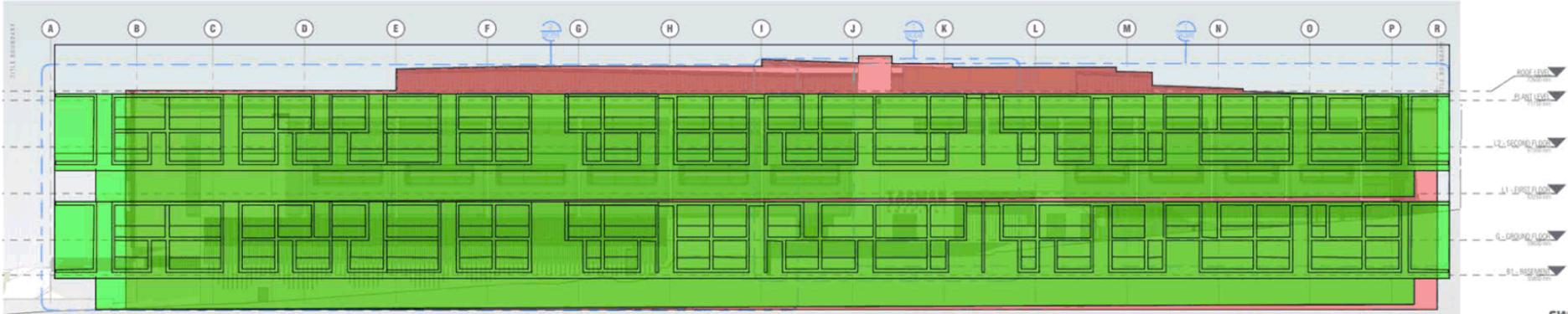
- (a) be consistent with any Desired Future Character Statements provided for the area;
- (b) be compatible with the scale of nearby buildings;
- (c) not unreasonably overshadow adjacent public space;
- (d) allow for a transition in height between adjoining buildings, where appropriate;

**A2**

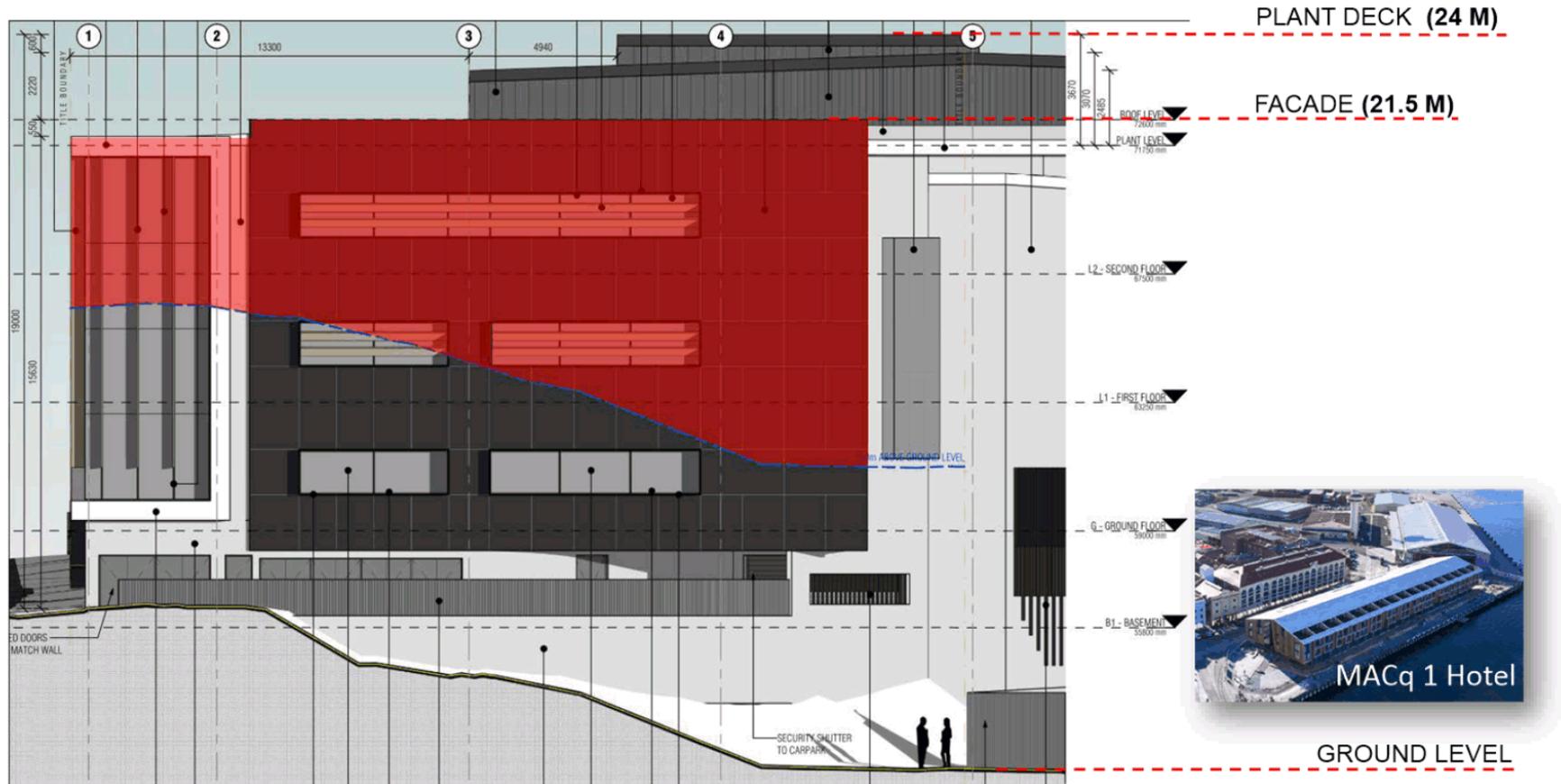
Building height within 10 m of a residential zone must be no more than 8.5 m.

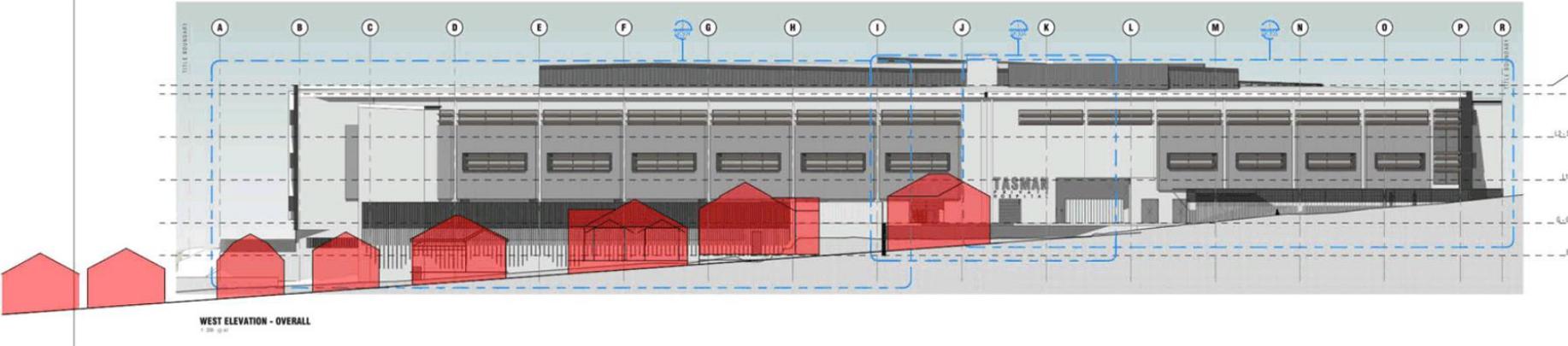
**P2**

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



 HEIGHT & SCALE







# **STREETScape TRANSITION**

### 15.4.1 Building Height

<b>Objective:</b>	
To ensure that building height contributes positively to the streetscape and <b>does not result in unreasonable impact on residential amenity</b> of land in the General Residential Zone or Inner Residential Zone.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>  Building height must be no more than:  10m	<b>P1</b>  Building height must satisfy all of the following:  (a) be consistent with any Desired Future Character Statements provided for the area;  (b) be compatible with the scale of nearby buildings;  (c) not unreasonably overshadow adjacent public space;  (d) <b>allow for a transition in height</b> between adjoining buildings, where appropriate;
<b>A2</b>  Building height within 10 m of a residential zone must be no more than 8.5 m.	<b>P2</b>  Building height within 10 m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.

STREETSCAPE  
TRANSITION

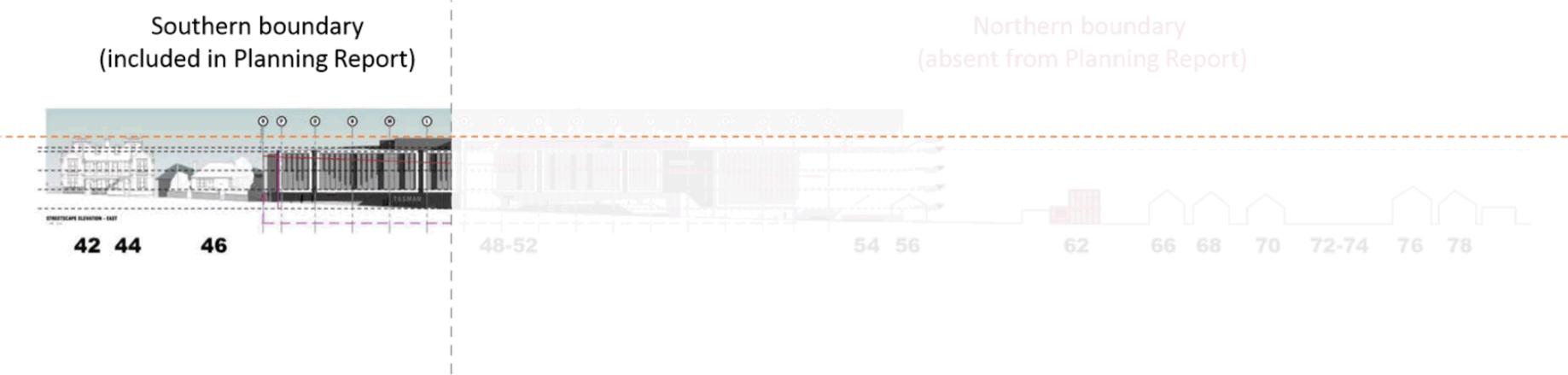


Planning Report (p. 18)



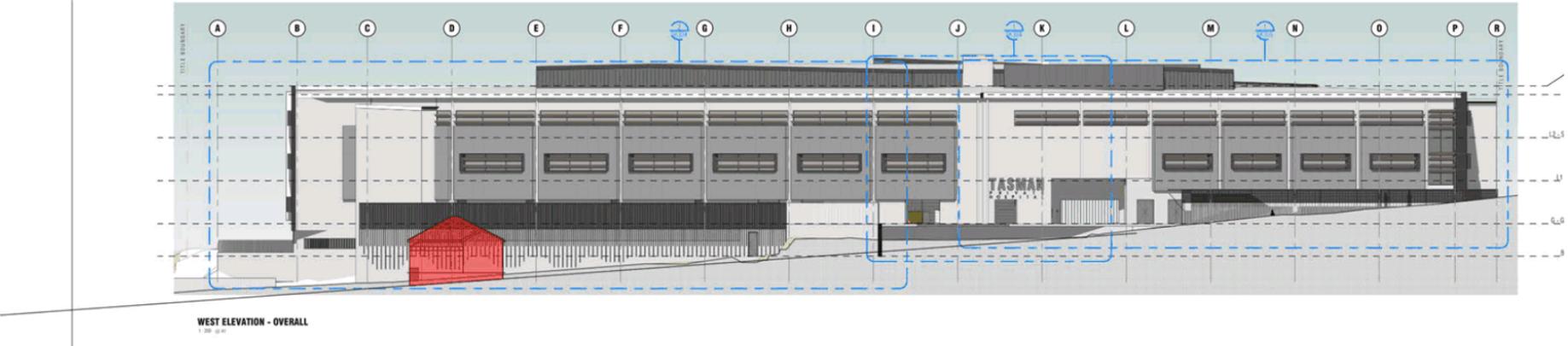
Southern boundary  
(included in Planning Report)

Northern boundary  
(absent from Planning Report)





Transition to Seymour St & Clare St properties  
(absent from Planning Report)



# SUMMARY



## HEIGHT & SCALE

Incompatible height

Severe harm to amenity

Deficient information



## STREETSCAPE TRANSITION

Incompatible scale

Failure to transition

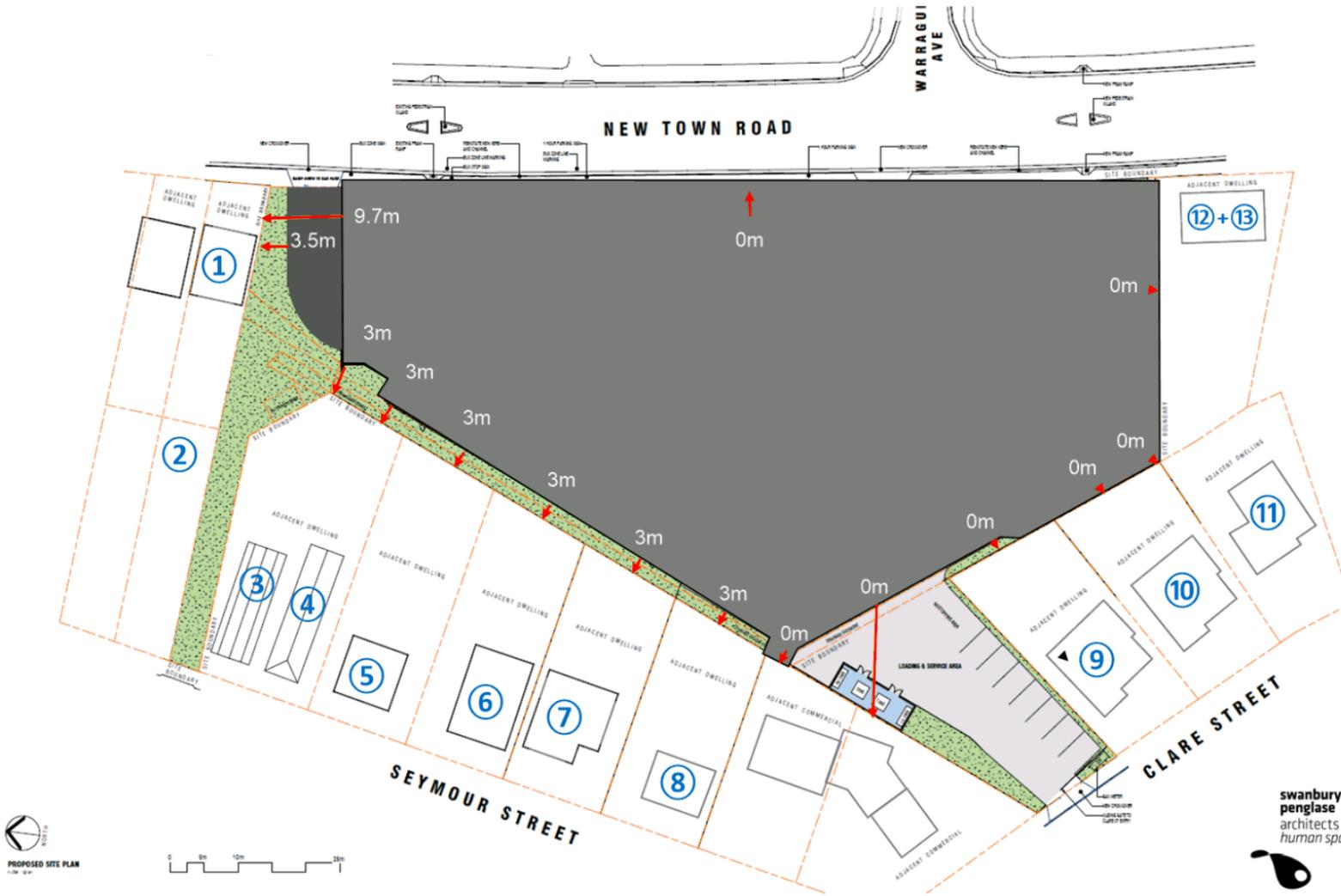
Negative streetscape contribution

Selective information

Christopher Clinton



**SETBACKS**



PROPOSED SITE PLAN





### 15.4.2 Setback

<b>Objective:</b>	
To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Building setback from frontage must be parallel to the frontage and must be no more than:</p> <p>1m from the median street setback of all existing buildings on the same side of the street within 100m of the site.</p>	<p><b>P1</b></p> <p>Building setback from frontage must satisfy all of the following:</p> <p>(a) be consistent with any Desired Future Character Statements provided for the area;</p> <p>(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;</p> <p>(c) enhance the characteristics of the site, adjoining lots and the streetscape;</p> <p>(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;</p> <p>(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.</p>











### 15.4.2 Setback

**Objective:**

To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

**Acceptable Solutions**

**A2**

Building setback from the General Residential or Inner Residential Zone must be no less than:

- (a) 3 m; or
- (b) half the height of the wall,

whichever is the greater.

**Performance Criteria**

**P2**

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

- (a) overshadowing reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours;
- (b) overlooking and loss of privacy;
- (c) visual impact when viewed from adjoining lots, taking into account aspect and slope.

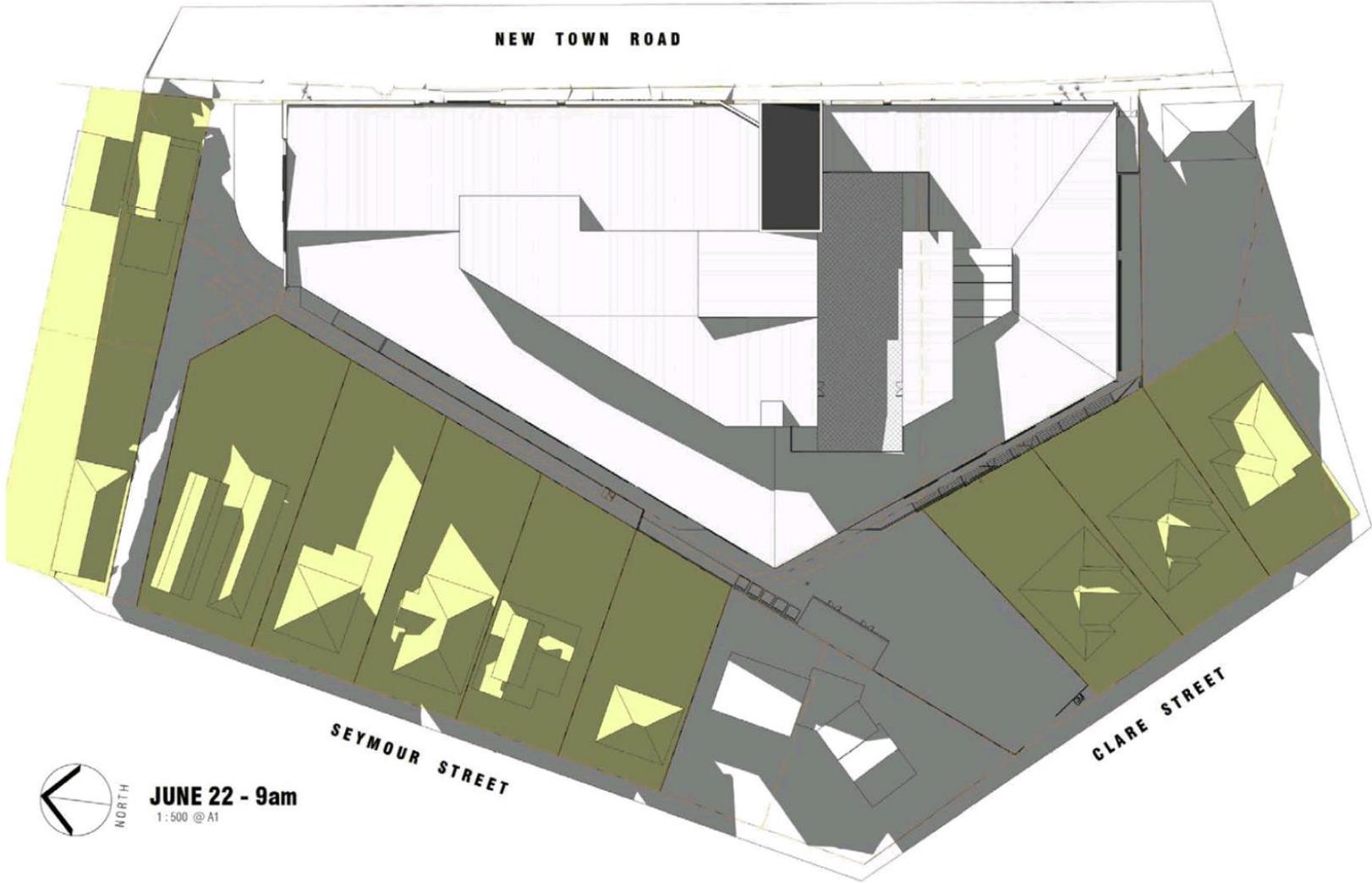
 **LANDSCAPING**



 LANDSCAPING



# OVERSHADOWING



# SUMMARY

 SETBACKS

- Severe visual amenity impact
- Zero setback on Clare St
- Inaccuracies

 LANDSCAPING

- Insufficient space for plantings
- Almost no visual break provided
- Easement buffer limits plantings
- Questionable species selection

 OVERSHADOWING

- Severe solar loss on Clare St
- Major solar loss on Seymour St
- Inaccurate shadow diagrams

Glenn Woodfall



**24-HR OPERATIONAL IMPACTS**

### 15.3.1 Non-Residential Use

**Objective:**

To ensure that non-residential use does not unreasonably impact residential amenity.

**Acceptable Solutions**

**Performance Criteria**

**A1**

Hours of operation must be within:

- (a) 7.00 am to 9.00 pm Mondays to Fridays inclusive;
- (b) 8.00 am to 6.00 pm Saturdays;
- (c) 9.00 am to 5.00 pm Sundays and Public Holidays;

except for office and administrative tasks or visitor accommodation.

**P1**

Hours of operation must not have an unreasonable impact upon the residential amenity through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

**A2**

Noise emissions measured at the boundary of the site must not exceed the following:

**P2**

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



# SUMMARY



NOISE POLLUTION

Car park

Commercial vehicles

Roof plant

Backup power generator

Ambulances

**14 ADJOINING PROPERTIES**

13 HOMES

11 RESIDENTIAL ZONED



**MOSTLY 0 - 3 METRES SETBACK**

Signage

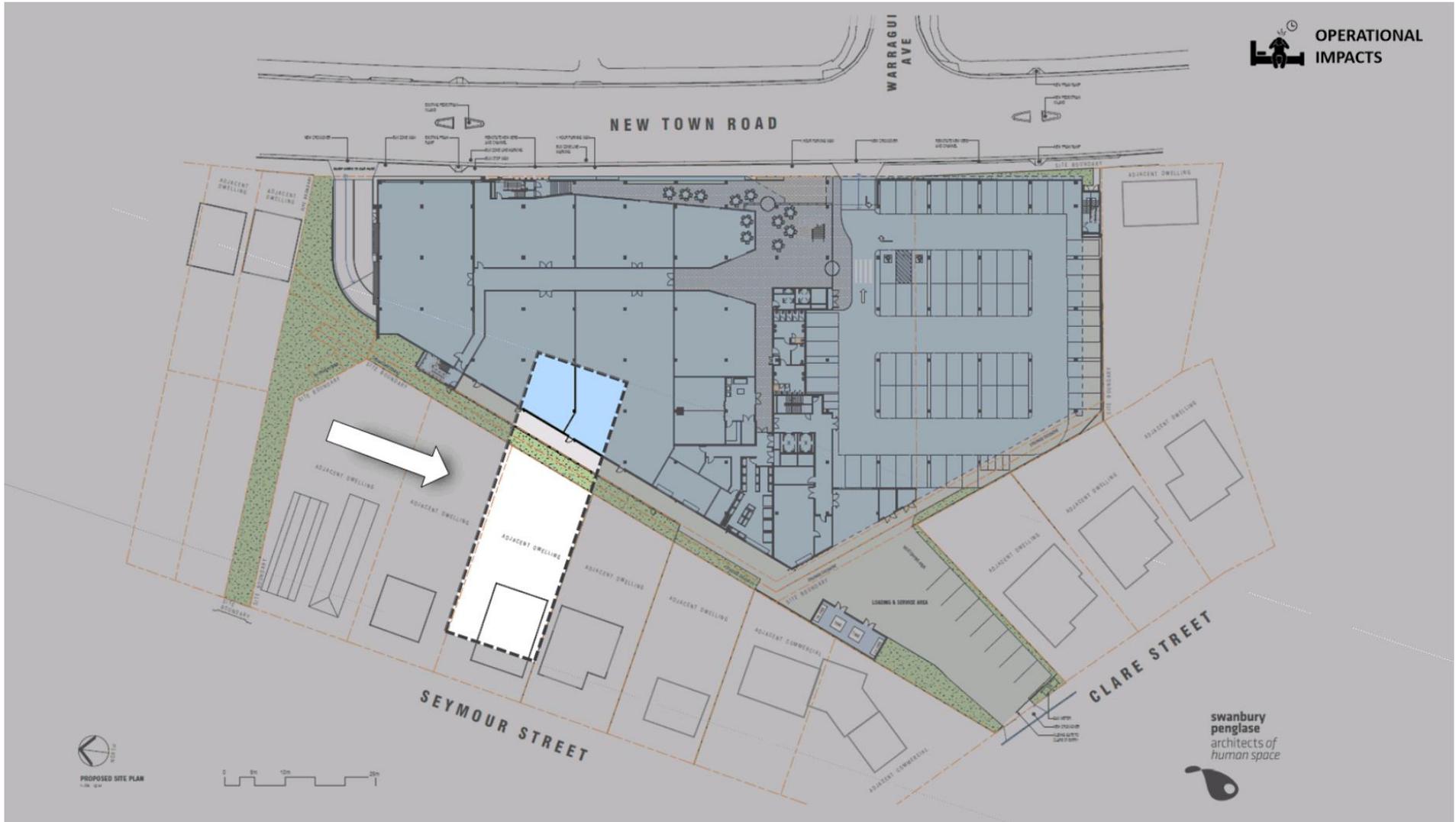
Vehicle headlights

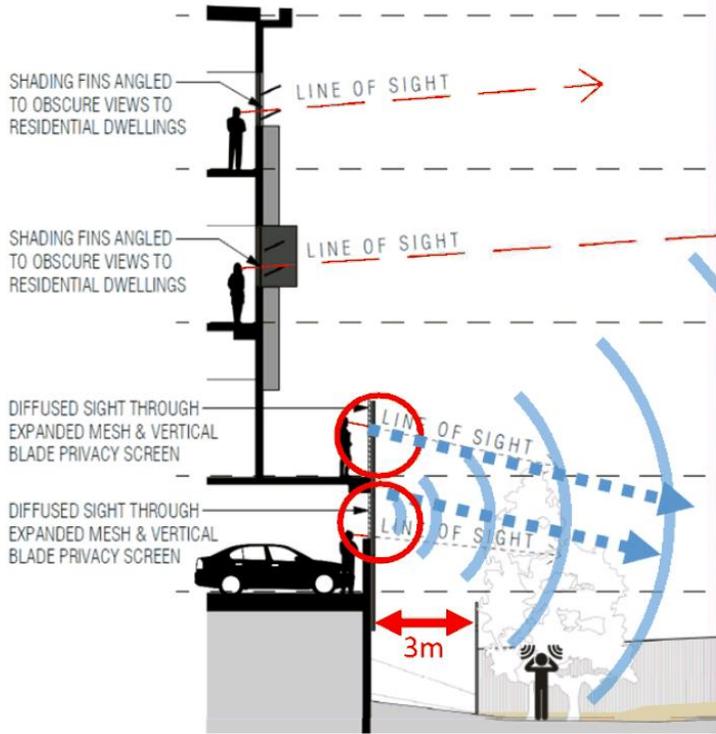


POLLUTANTS

Car park

Driveways

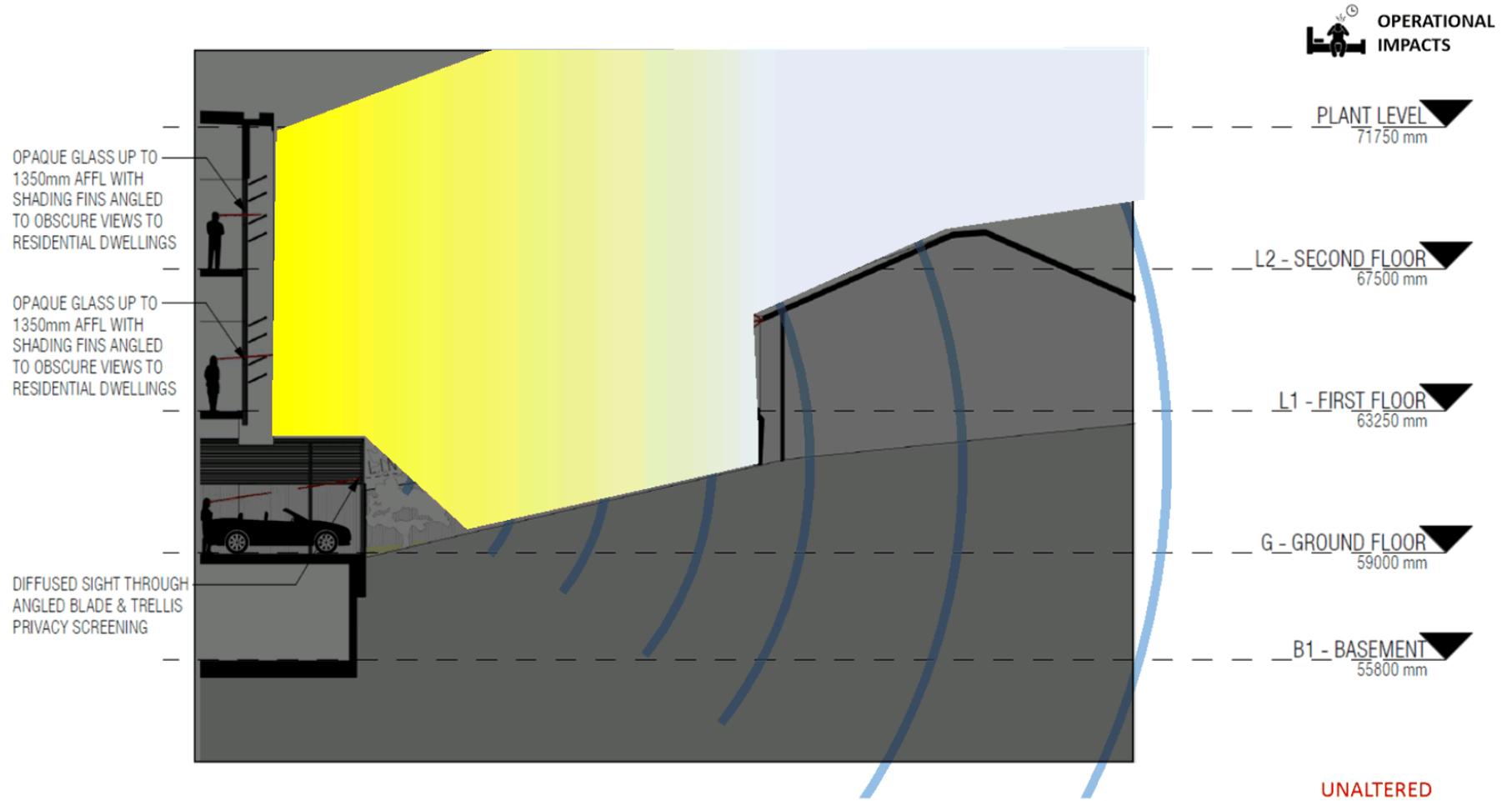




**NORTH-WEST SIGHTLINE SECTION 1**

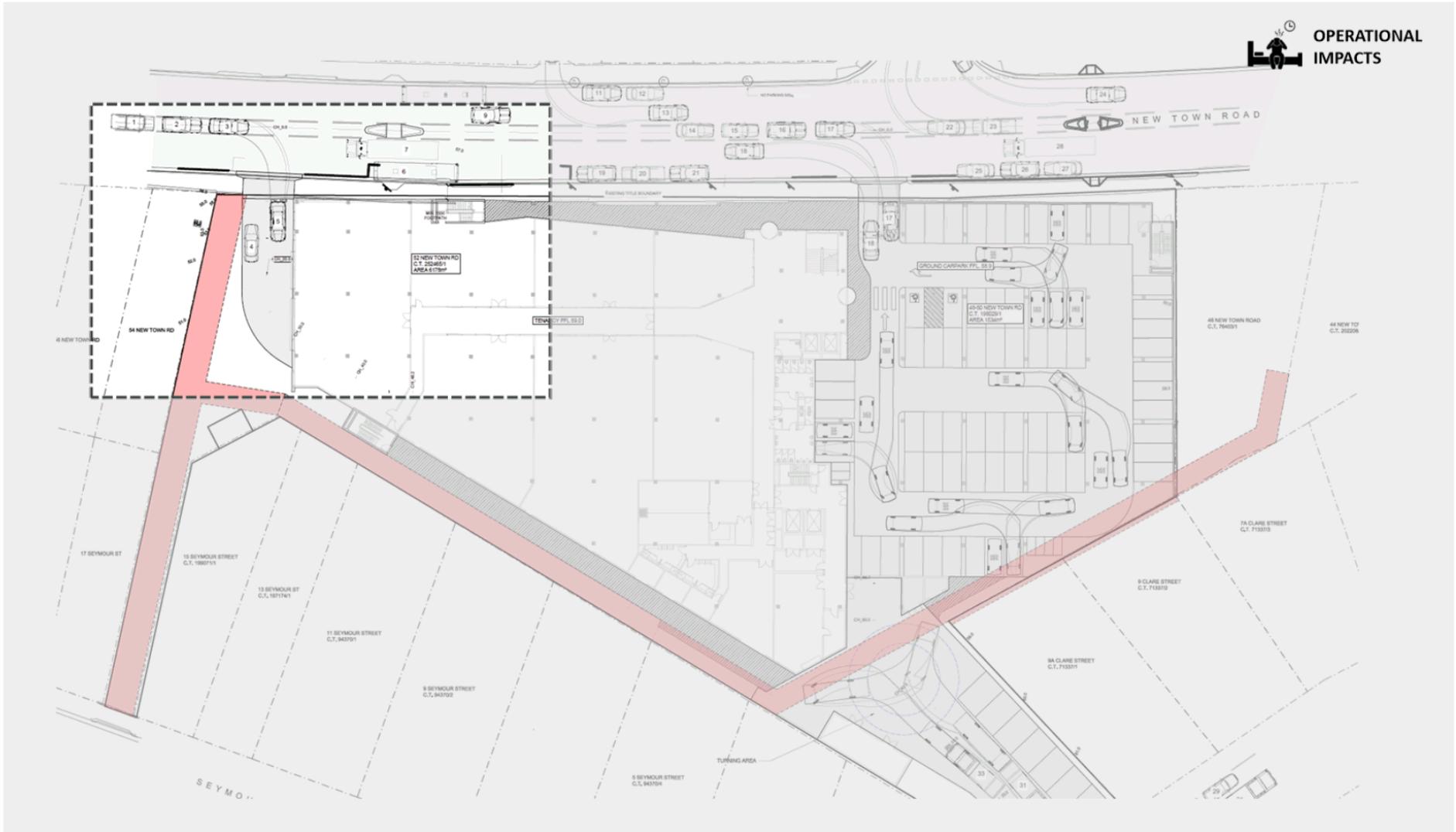
1 : 200

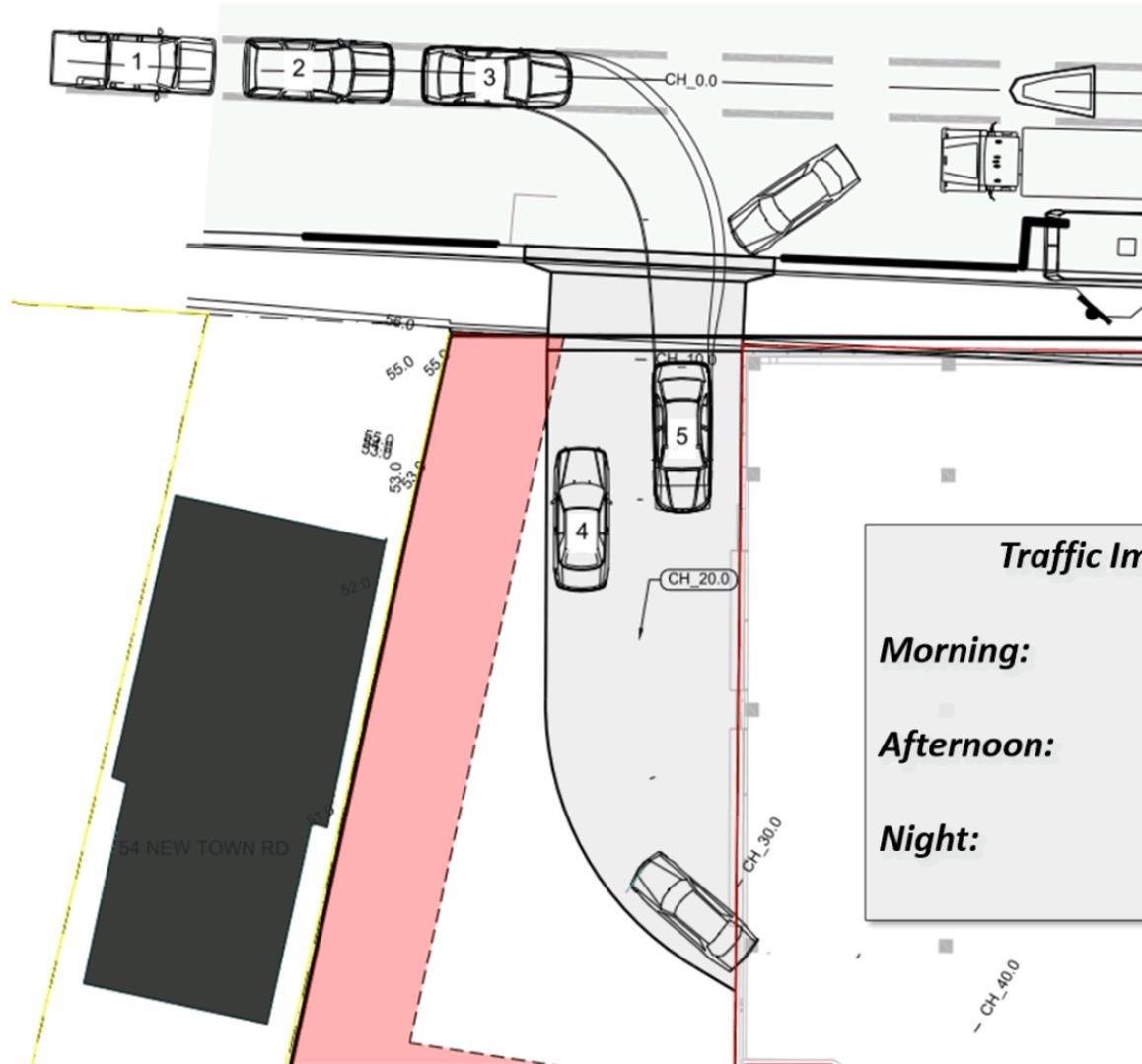




### E 6.7.1 Number of Vehicular Accesses

<p><b>Objective:</b></p> <p>To ensure that:</p> <ul style="list-style-type: none"> <li>(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:                     <ul style="list-style-type: none"> <li>(i) the number of vehicle access points; and</li> <li>(ii) loss of on-street car parking spaces;</li> </ul> </li> <li>(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;</li> <li>(c) vehicle access points do not have a dominating impact on local streetscape and character.</li> </ul>	
<p><b>Acceptable Solutions</b></p> <p><b>A1</b></p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	<p><b>Performance Criteria</b></p> <p><b>P1</b></p> <p>The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</li> <li>(b) whether the additional access points can be provided without compromising any of the following:                     <ul style="list-style-type: none"> <li>(i) pedestrian safety, amenity and convenience;</li> <li>(ii) traffic safety;</li> <li>(iii) residential amenity on adjoining land;</li> <li>(iv) streetscape;</li> <li>(v) cultural heritage values if the site is subject to the Local Historic Heritage Code;</li> <li>(vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.</li> </ul> </li> </ul>





<b>Traffic Impact Assessment</b>	
<b>Morning:</b>	<b>1 car per 10.4 seconds</b>
<b>Afternoon:</b>	<b>1 car per 14.1 seconds</b>
<b>Night:</b>	<b>NO INFORMATION</b>

### E 6.7.1 Number of Vehicular Accesses

**A4**

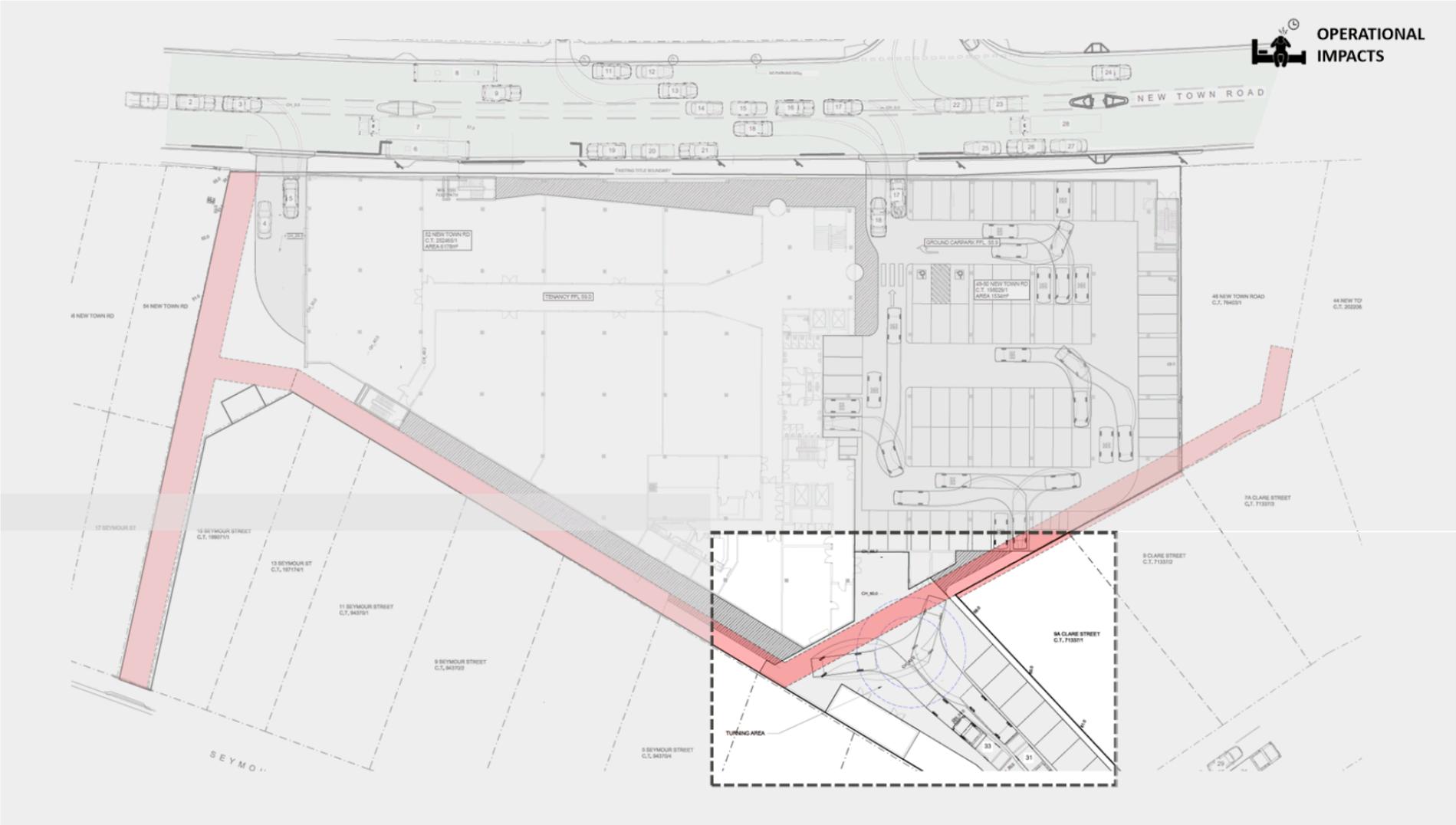
Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to within the hours of:

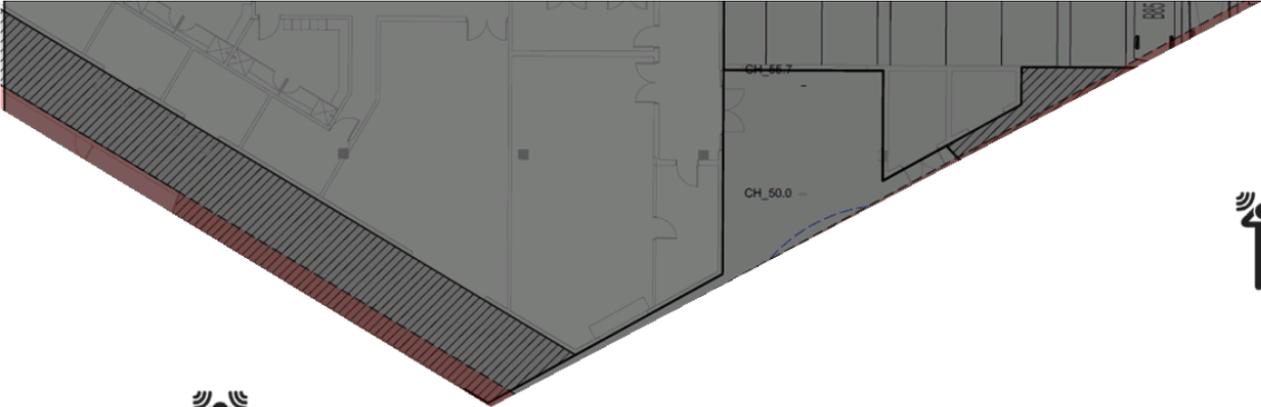
- (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive;
- (b) 8.00 am to 5.00 pm Saturdays;
- (c) 9.00 am to 12 noon Sundays and Public Holidays.

**P4**

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

- (a) the **time and duration** of commercial vehicle movements;
- (b) the **number and frequency** of commercial vehicle movements;
- (c) the size of commercial vehicles involved;
- (d) the ability of the site to accommodate commercial vehicle turning movements, including **the amount of reversing (including associated warning noise)**;
- (e) noise reducing structures between vehicle movement areas and dwellings;
- (f) the level of traffic on the road;
- (g) the potential for conflicts with other traffic..





 OPERATIONAL IMPACTS



# SUMMARY



## NOISE POLLUTION

- Basement car parks
- Commercial vehicle movements
- Roof plant
- Backup power generator
- Ambulances



## LIGHT POLLUTION

- Security lighting
- Internal lighting
- Driveway lighting
- Signage
- Vehicle headlights



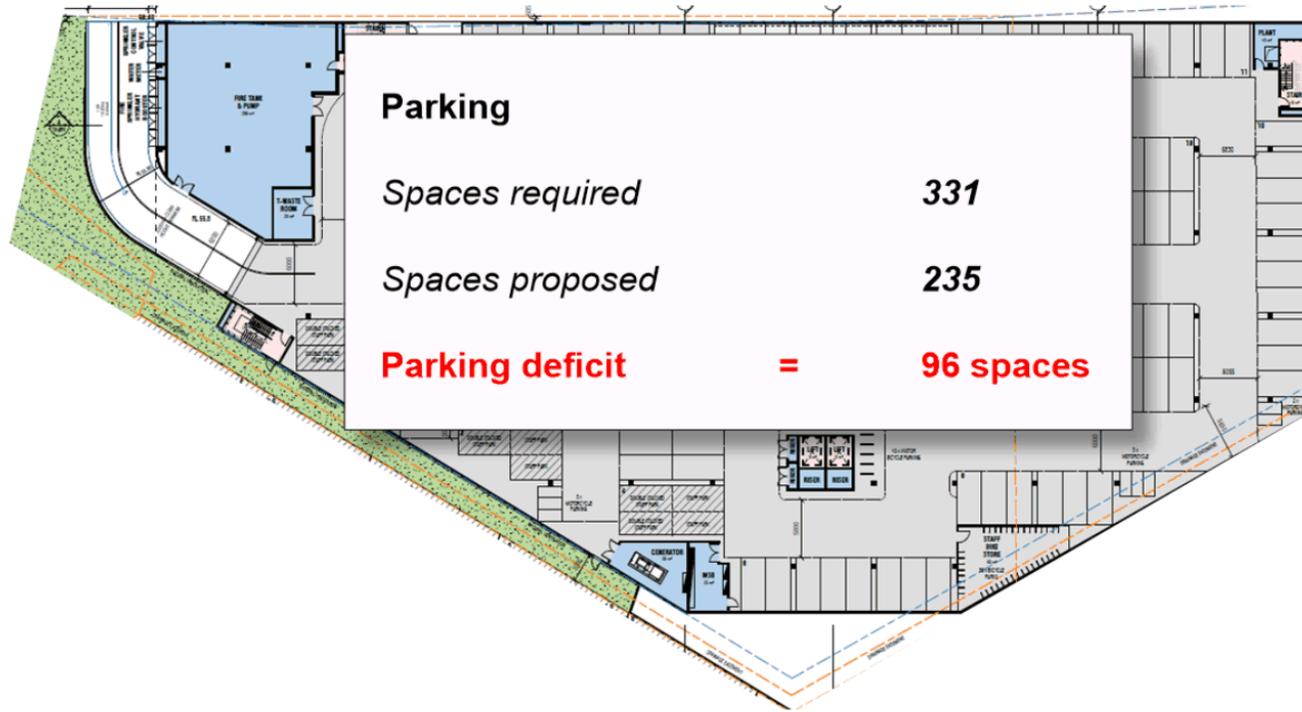
## POLLUTANTS

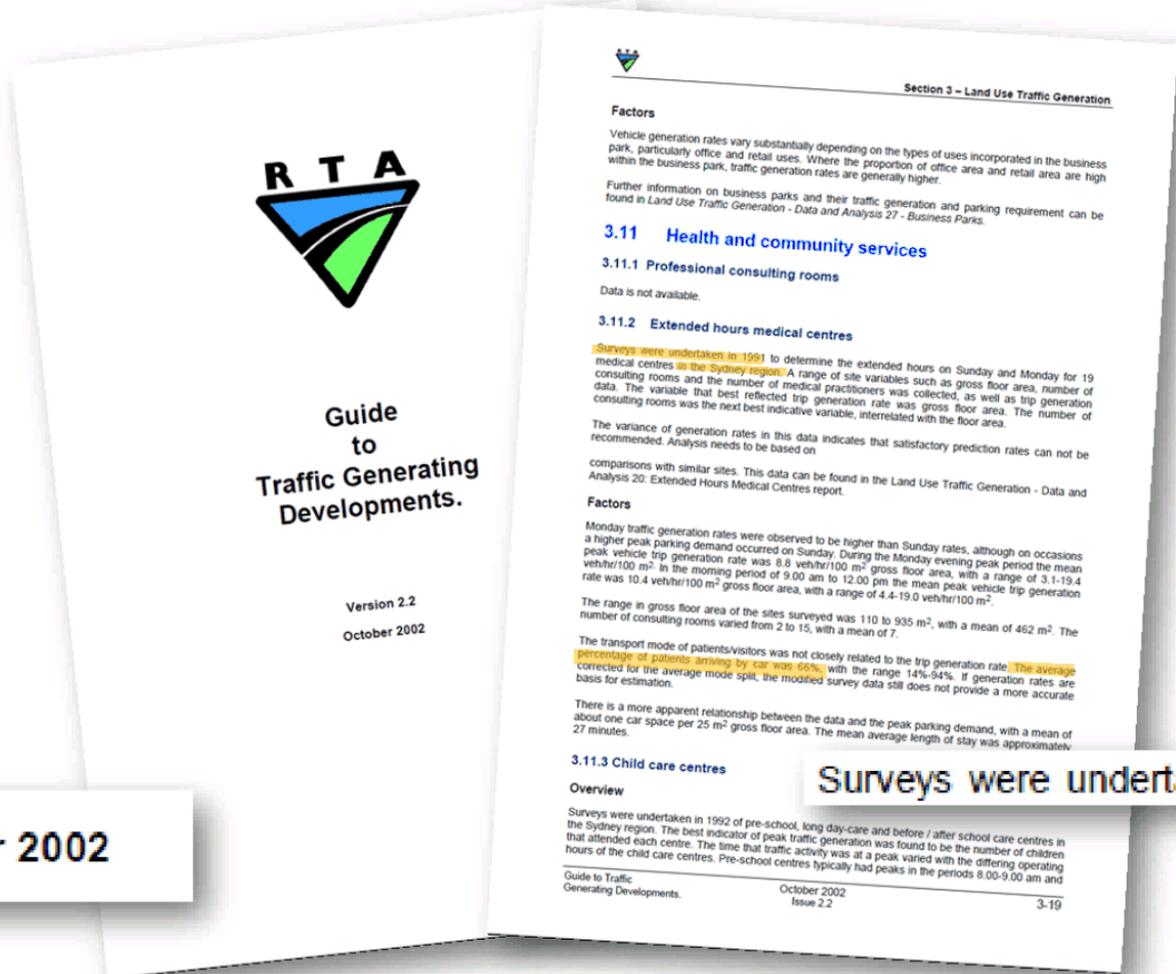
- Car park
- Driveways
- Backup power generator
- Medical & bio waste storage

Dr Allison Turnock



 **PARKING**





Guide  
to  
Traffic Generating  
Developments.

Version 2.2  
October 2002

October 2002

Section 3 - Land Use Traffic Generation

Factors

Vehicle generation rates vary substantially depending on the types of uses incorporated in the business park, particularly office and retail uses. Where the proportion of office area and retail area are high within the business park, traffic generation rates are generally higher.

Further information on business parks and their traffic generation and parking requirement can be found in *Land Use Traffic Generation - Data and Analysis 27 - Business Parks*.

3.11 Health and community services

3.11.1 Professional consulting rooms

Data is not available.

3.11.2 Extended hours medical centres

Surveys were undertaken in 1991 to determine the extended hours on Sunday and Monday for 19 medical centres in the Sydney region. A range of site variables such as gross floor area, number of consulting rooms and the number of medical practitioners was collected, as well as trip generation data. The variable that best reflected trip generation rate was gross floor area. The number of consulting rooms was the next best indicative variable, interrelated with the floor area.

The variance of generation rates in this data indicates that satisfactory prediction rates can not be recommended. Analysis needs to be based on

comparisons with similar sites. This data can be found in the *Land Use Traffic Generation - Data and Analysis 20: Extended Hours Medical Centres* report.

Factors

Monday traffic generation rates were observed to be higher than Sunday rates, although on occasions a higher peak parking demand occurred on Sunday. During the Monday evening peak period the mean peak vehicle trip generation rate was 8.8 veh/hr/100 m<sup>2</sup> gross floor area, with a range of 3.1-19.4 veh/hr/100 m<sup>2</sup> in the morning period of 9.00 am to 12.00 pm the mean peak vehicle trip generation rate was 10.4 veh/hr/100 m<sup>2</sup> gross floor area, with a range of 4.4-19.0 veh/hr/100 m<sup>2</sup>.

The range in gross floor area of the sites surveyed was 110 to 935 m<sup>2</sup>, with a mean of 462 m<sup>2</sup>. The number of consulting rooms varied from 2 to 15, with a mean of 7.

The transport mode of patients/visitors was not closely related to the trip generation rate. The average percentage of patients arriving by car was 56%, with the range 14%-94%. If generation rates are corrected for the average mode split, the modified survey data still does not provide a more accurate basis for estimation.

There is a more apparent relationship between the data and the peak parking demand, with a mean of about one car space per 25 m<sup>2</sup> gross floor area. The mean average length of stay was approximately 27 minutes.

3.11.3 Child care centres

Overview

Surveys were undertaken in 1992 of pre-school, long day-care and before / after school care centres in the Sydney region. The best indicator of peak traffic generation was found to be the number of children that attended each centre. The time that traffic activity was at a peak varied with the differing operating hours of the child care centres. Pre-school centres typically had peaks in the periods 8.00-9.00 am and

Surveys were undertaken in 1991



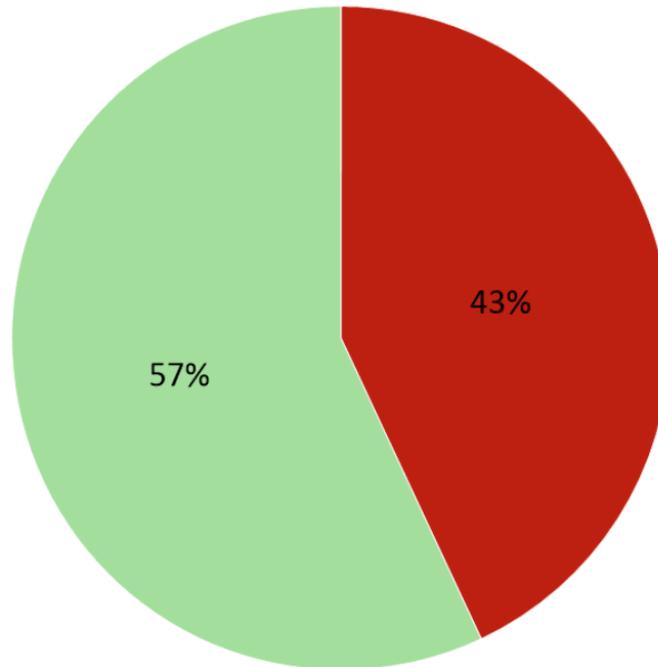


Clare St  
12 Sept 2019  
Circa 2:45pm





**43%** of soil samples exceeded guidelines for assessing risk to neighbouring residents



# SUMMARY

 **PARKING**

Parking space deficit

Questionable statistics

Overspill likely

Compounding existing parking problems

Precedent established

 **HEALTH**

Soil contamination



EXCESSIVE SCALE



24-HOUR OPERATION



TRAFFIC CONGESTION



NO TRANSITION



LIGHT POLLUTION



PARKING OVERSPILL



OVER-SHADOWING



NOISE POLLUTION



HEALTH CONCERNS



MINIMAL SETBACKS



VEHICLE EMISSIONS



HERITAGE & CHARACTER



MINIMAL LANDSCAPING



LOSS OF PRIVACY



QUESTIONABLE INFORMATION

# **SUPPLEMENTARY SLIDES**



different, given that each zone facilitates substantially different forms of development.

The subject site sits at the end of the urban mixed use zone, and on a street which falls away to the north as well as west, thereby generating some design challenges with regard to height transition.

On New Town Road, the building is of a similar scale to the adjacent buildings on the southern boundary, with the ground level falling away to the north. This results in an increase in relative height from ground level. In order to respond to this, the building would need to be stepped

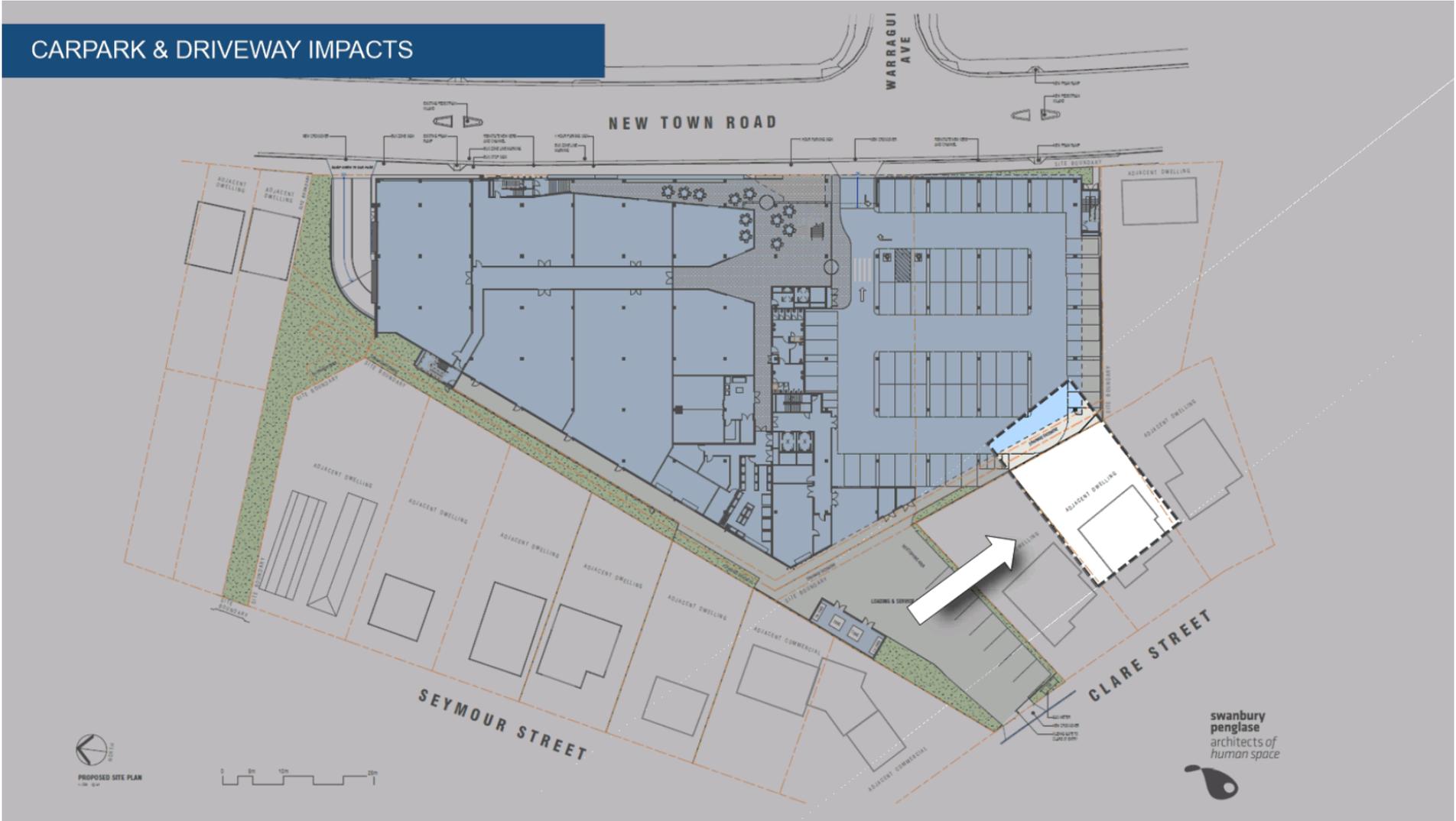
down considerably along the western elevation to provide a transition in height to predominately 1 storey residential dwellings. However, this is not feasible given functional requirements of the building as a private hospital, and the floor plate requirements.

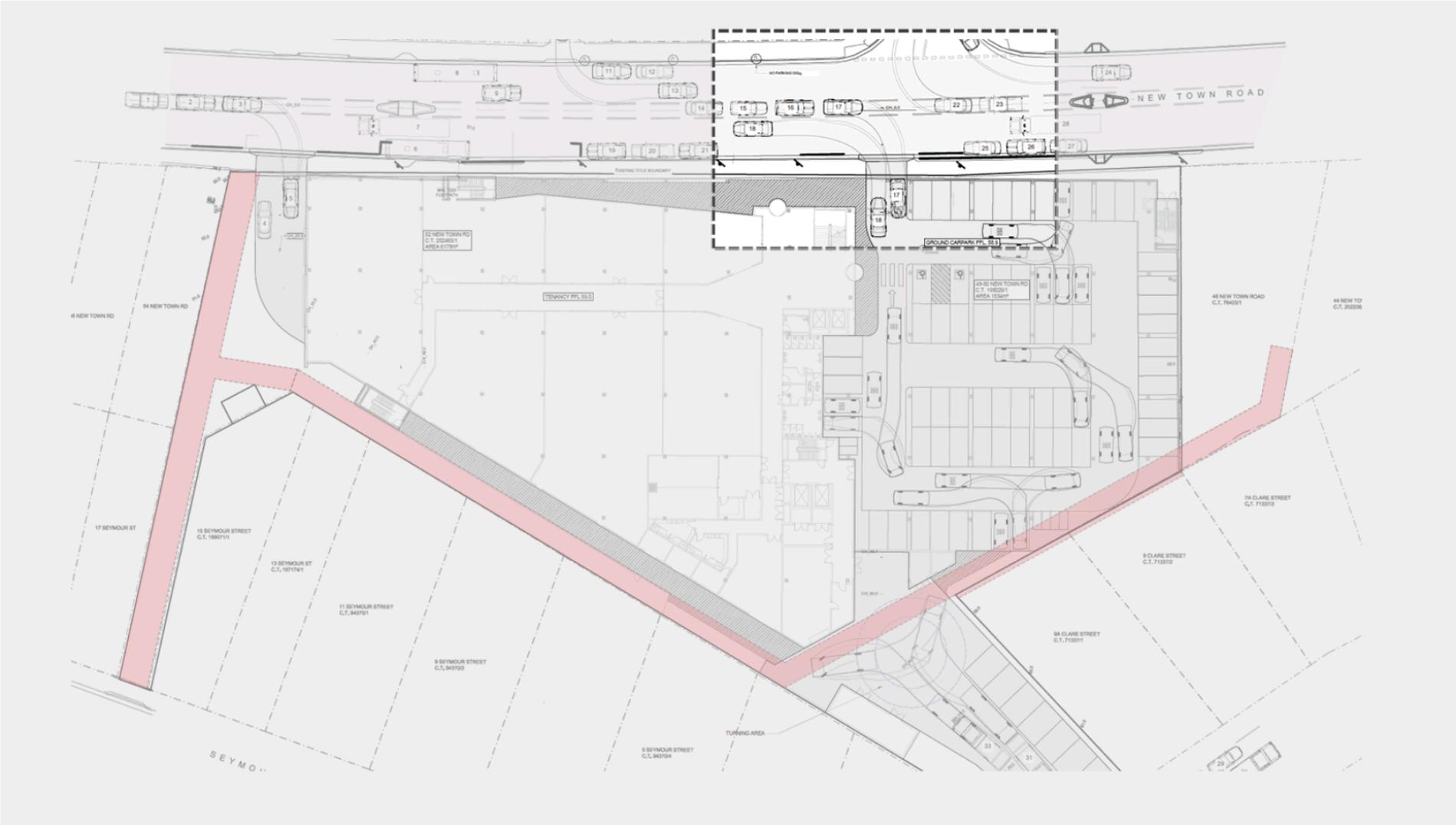
Therefore, a number of design considerations have been employed to enable a transition in scale (as far as practicable) to neighbouring properties, and to the streetscape. The façades have been broken into separate elements, creating reveals which reflect the typology of adjacent

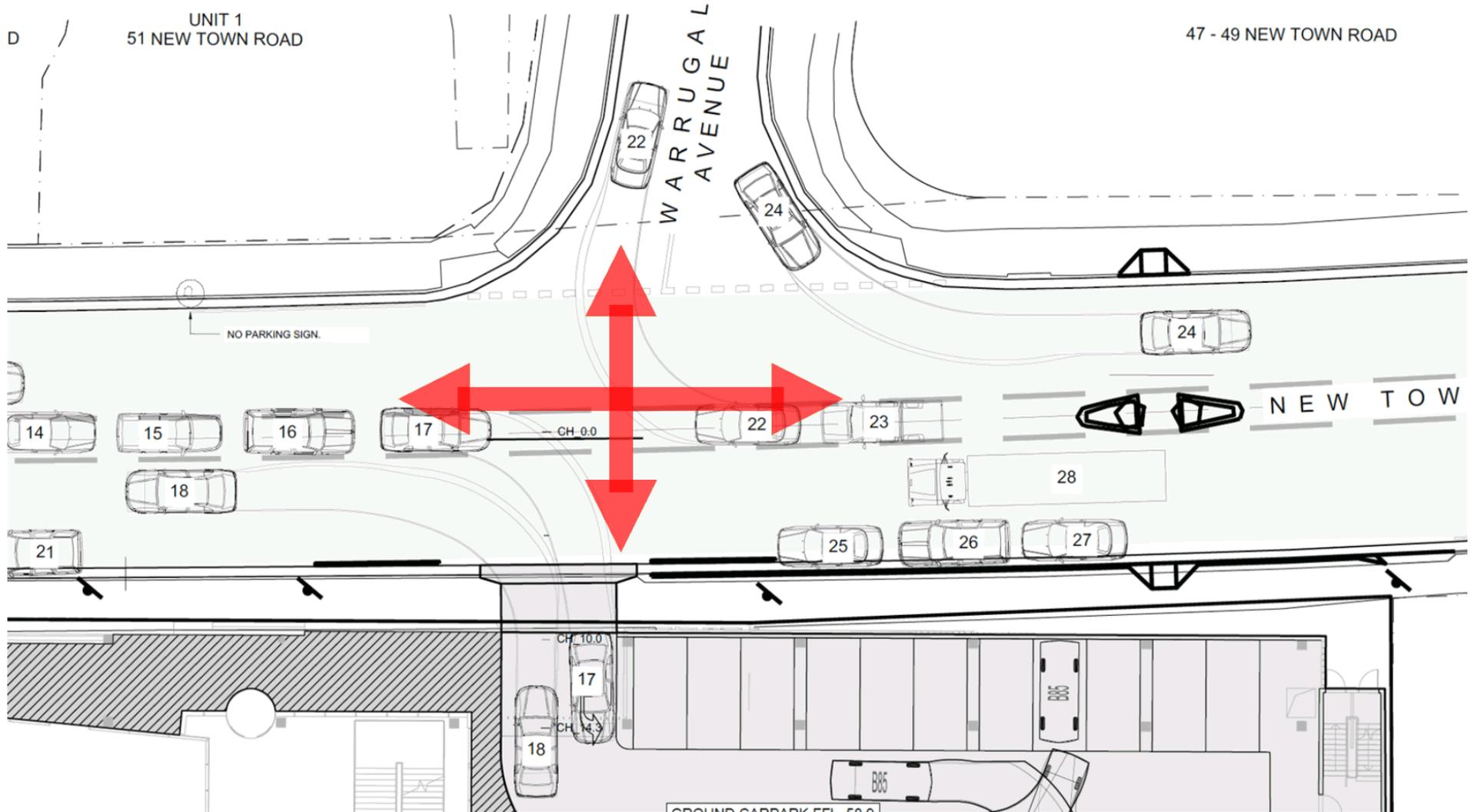


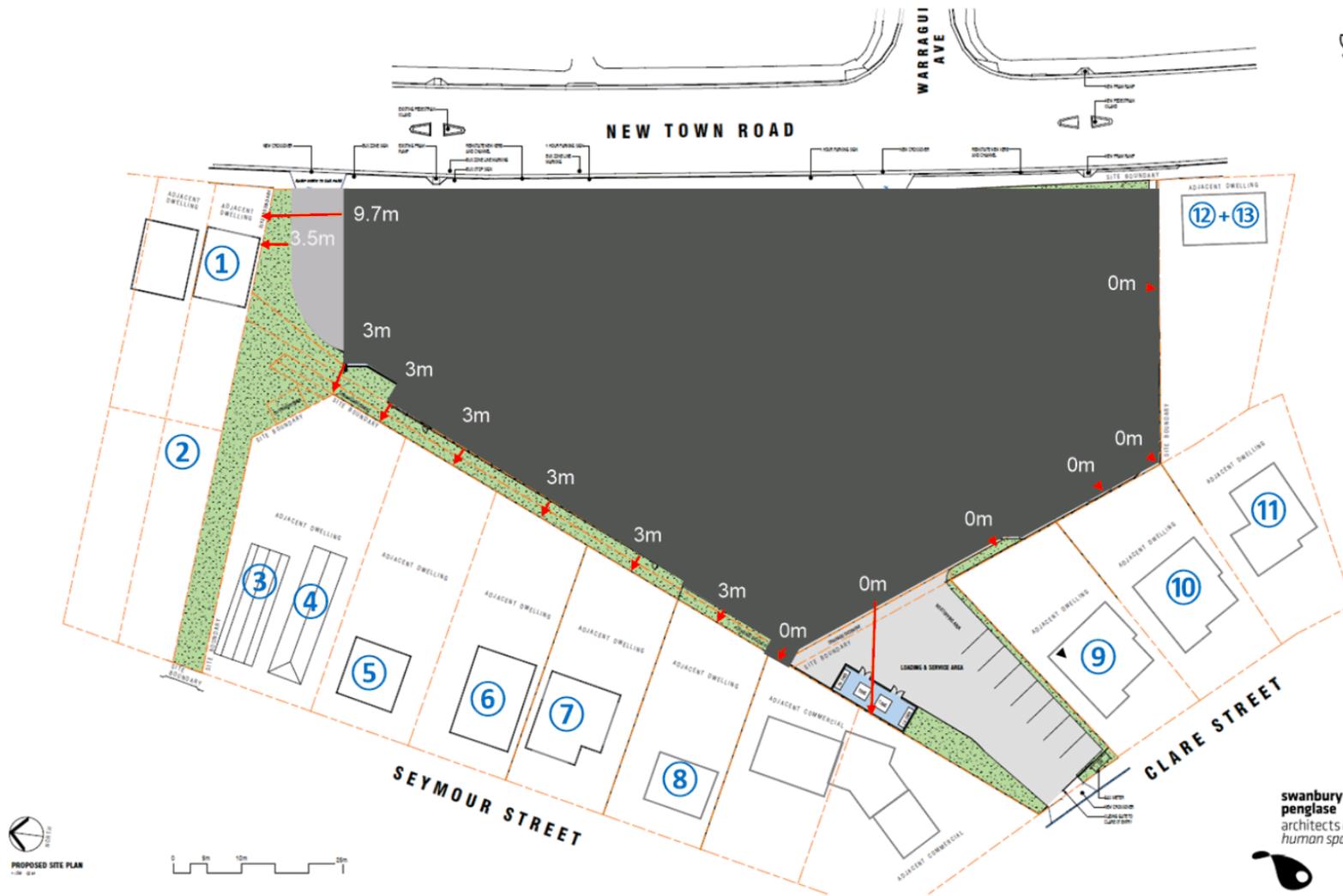
# TRAFFIC











 LANDSCAPING

