

AGENDA City Planning Committee Meeting Open Portion

Monday, 3 August 2020

at 5:00 pm Lady Osborne Room, Town Hall

THE MISSION

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

THE VALUES

The Council is:

People We care about people – our community, our customers

and colleagues.

Teamwork We collaborate both within the organisation and with

external stakeholders drawing on skills and expertise for

the benefit of our community.

Focus and Direction We have clear goals and plans to achieve sustainable

social, environmental and economic outcomes for the

Hobart community.

Creativity and Innovation

We embrace new approaches and continuously improve to

achieve better outcomes for our community.

Accountability We are transparent, work to high ethical and professional

standards and are accountable for delivering outcomes for

our community.

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

1.	CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY							
2.	CONFIRMATION OF MINUTES							
3.	CONSIDERATION OF SUPPLEMENTARY ITEMS							
4.	INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST							
5.	TRANSFER OF AGENDA ITEMS							
6.	PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS							
7.	COI	имітті	EE ACTING AS PLANNING AUTHORITY	7				
	7.1	.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015						
		7.1.1	26 Lower Jordan Hill Road, West Hobart - Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing					
		7.1.2	851B, 873, 873A and 875 Sandy Bay Road, Sandy Bay - Change of Access and Alterations to Driveway	239				
		7.1.3	18-24 Letitia Street, North Hobart Adjacent Road Reserve - Partial Demolition and New Development for Eight Multiple Dwellings					
		7.1.4	8 Minallo Avenue, West Hobart - Partial Demolition, Extension and Alterations	679				
		7.1.5	15 Marieville Esplanade, Sandy Bay - Alterations	736				
8.	REF	PORTS		774				
	8.1	Delega	ated Decisions Report (Planning)	774				
9.	RES	SPONS	ES TO QUESTIONS WITHOUT NOTICE	778				
	9.1 Cable Car Development Application - Status Update							
10.	QUI	ESTION	IS WITHOUT NOTICE	783				

11.	CLOSED POR	RTION OF TH	F MFFTING	
	GLUGLU FUI			/ O=

City Planning Committee Meeting (Open Portion) held Monday, 3 August 2020 at 5:00 pm in the Lady Osborne Room, Town Hall.

This meeting of the City Planning Committee is held in accordance with a Notice issued by the Premier on 3 April 2020 under section 18 of the COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020.

COMMITTEE MEMBERS Apologies:

Deputy Lord Mayor Burnet (Chairman)

Briscoe

Harvey Leave of Absence: Nil.

Behrakis Dutta Coats

NON-MEMBERS

Lord Mayor Reynolds

Zucco

Sexton

Thomas

Ewin

Sherlock

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

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on Monday, 20 July 2020, are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

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

Recommendation

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

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

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

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

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

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

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

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

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

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

RECOMMENDATION

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

7. COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 26 LOWER JORDAN HILL ROAD, WEST HOBART - PARTIAL DEMOLITION, FIVE MULTIPLE DWELLINGS, LANDSCAPING AND FENCING

PLN-19-179 - FILE REF: F20/79594

Address: 26 Lower Jordan Hill Road, West Hobart

Proposal: Partial Demolition, Five Multiple Dwellings,

Landscaping and Fencing

Expiry Date: 11 August 2020

Extension of Time: Not applicable

Author: Tristan Widdowson

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, five multiple dwellings, landscaping and fencing 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-19-179 - 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

2019/00520-HCC dated 29/05/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

A detailed landscaping plan including a species list must be submitted, with particular emphasis on the screening qualities of the planting along the eastern boundary and buffer planting along the western boundary.

Prior to the issue of any approval under the Building Act 2016 (excluding for demolition, excavation and works up to the ground floor slab), revised plans must be submitted and approved to the satisfaction of the Director City Planning in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved revised plans. Prior to occupancy, confirmation from the landscape architect who prepared the approved landscaping plan that the all landscaping works required by this condition have been implemented, must be submitted to the satisfaction of the Directory City Planning.

Reason for condition

In the interest of the amenity.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Reason for condition

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

ENG sw2.1

A pre-construction CCTV recording of the Council's stormwater main within/adjacent to the proposed development, along with photos of any drainage structures to be connected to or modified, must be submitted to Council prior to the commencement of work or issue of any consent under the Building Act 2016 (whichever occurs first).

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV recording then any damage to Council's infrastructure identified in the post-construction CCTV recording will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw2.2

A post-construction CCTV recording of the Council's stormwater main \within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to Council prior to issue of any Completion or first occupancy (whichever occurs first).

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV then any damage to Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed driveway must be designed to ensure the protection and access to the Council's stormwater main.

A detailed design must be submitted and approved prior to construction. The detailed design must:

- 1. Include a cross-section of the proposed driveway showing any cut or fill within 2 metres of the stormwater main.
- 2. Any council's stormwater manhole must be raised to surface.
- 3. Include cross-sections clearly showing the relationship both vertically and horizontally between existing or proposed council's stormwater main and the proposed driveway footings. This should not impose any additional loads onto the main and that the structure will be fully independent of the main and its trenching.
- 4. Evidence from a suitably qualified person that the proposed works (including but not limited to driveway columns) within the modelled flood area, must be designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation.

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

Advice:

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

Building Act 2016.

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

Reason for condition

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

ENG sw4

The development (including hardstand) must be drained to Council infrastructure. Any new stormwater connection required must be constructed, and any existing redundant connections be abandoned and sealed. The connection works must be done by Council at the owner's expense prior to the issue of any completion or first occupancy (whichever occurs first).

Detailed engineering drawings must be submitted and approved, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first). The detailed engineering drawings must include:

- 1. the location of the proposed connections and all existing connections;
- 2. the size and design of the connection such that it is appropriate to safely service the development; and
- long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure.
 Connections must be free-flowing gravity.

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

Advice:

A single connection for each Lot is required under the Urban Drainage Act 2013.

Once the engineering drawings have been approved, the Council will

issue a condition endorsement (see general advice on how to obtain condition endorsement). Once approved the applicant will need to submit an <u>application for a new stormwater connection</u> with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an Application to Construct Public Infrastructure is required.

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

Reason for condition

To ensure the site is drained adequately.

ENG sw8

Stormwater pre- treatment and detention for stormwater discharges from the development must be installed prior to issue of a Certificate of Completion.

A stormwater management report and design must be submitted and approved, prior to issue of any consent under the Building Act 2016 or commencement of works (whichever occurs first). The stormwater management report and design must:

- 1. be prepared by a suitably qualified engineer;
- 2. include detailed design of the proposed treatment train, including final estimations of contaminant removal;
- 3. include detailed design and supporting calculations of the detention tank, sized such that there is no increase in flows from the developed site up to 5% AEP storm events and no worsening of existing flooding. All assumptions must be clearly stated. The design drawings must include the layout, the inlet and outlet (including long section), outlet size, overflow, discharge rate and emptying time; and
- 4. include a Stormwater Management Summary Plan that outlines the obligations for future property owners to

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

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

Advice:

Once the stormwater management report and design has been approved the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement and the associated fees).

It is advised that documentation for condition endorsement is lodged well before a building / plumbing permit is required, as failure to address design requirements until building / plumbing permit stage may result in unexpected delays.

Reason for condition

To ensure that the stormwater runoff quantity is managed to take into account the limited receiving capacity of the downstream Council stormwater infrastructure and to avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to commencement work (including demolition). The construction

traffic and parking management plan must:

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

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

Advice:

Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

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

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent

vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

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

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

Reason for condition

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

ENG 2b

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

Advice:

If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.

If the development's building approval is covered under Notifiable

Work the applicant is advised to submit detailed design of vehicular barrier as a condition endorsement of the planning permit condition. Once the certification has been accepted, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Reason for condition

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

ENG_{2c}

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Reason for condition

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

ENG 3b

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

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

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

Advice:

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

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

Reason for condition

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

ENG_{3c}

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

Prior to the first occupation, documentation by a suitably qualified traffic engineering practitioner certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users,

adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 5

The number of car parking spaces approved on the site, for use is ten (10).

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

Reason for condition

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

ENG 1

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

- 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.

This must be done within 30 days of completion, or as required by Council (whichever is first). Any damage must be immediately reported to Council.

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

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

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

Reason for condition

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

ENG 13

The development must allow adequate sight distance between user vehicles, cyclists and pedestrians on Lower Jordan Hill Road.

Amended drawings must be prepared by a suitably qualified engineer, submitted and approved, prior to the commencement of work. The amended drawing must demonstrate how the area of land either side of the driveway provides for adequate sight distance between user vehicles, cyclists and pedestrians in accordance with the following:

- 1. Compliance with Australian/NZ Standard, Parking facilities Part 1: Off- street car parking AS/NZS 2890.1: 2004 Fig 3.3;
- Where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provided a safe and efficient access and enable safe, easy and efficient use: and
- The relocation of the bin enclosure to be clear of the of the pedestrian safety sight triangle of AS/NZS 2890.1:2004 Fig 3.3

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

Advice:

Once the design has been approved, then Council will issue a condition endorsement [see general advice on how to obtain condition endorsement and for fees and charges]).

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

Reason for condition

To ensure the safety of vehicles entering and leaving the development and of pedestrians and traffic in the vicinity.

ENGR 3

Prior to the issue of a Ceritificate of Completion, or first occupation (whichever occurs first), the proposed driveway crossover and footpath works within the 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 approved alternate design.

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

- 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 for B85 vehicle or B99 vehicle, depending on use, and demonstrate all vehicle movements to and from the site are fully contained within the extents of the crossover and clear of on-street parking areas in Lower Jordan Street;
- 5. 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 if the design deviates from the requirements of the TSD's;
- 6. Show vehicular and pedestrian sight lines in accordance with AS/NZS 2890.1:2004. Where sight distances in accordance with AS/NZS 2890.1:2004 can not be achieved then any measures to improve sight distances are to be shown; and
- 7. Be prepared by a suitable qualified engineer and certified by a suitably qualified traffic engineering practitioner, to satisfy the above requirement.

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

Advice:

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

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

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

Works undertaken as part of this condition will requirement to open up and occupy the highway reservation prior to commencing works within the highway reservation. Contact Council's City Amenity Road Services Workgroup on (03) 6238 2586 or coh@hobartcity.com.au for information regarding permits.

Reason for condition

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

ENG_{s1}

The free flow of flood water onto, through and from the site must not be restricted.

The proposed solid raised-bases of the fences shown on the Arcadia landscaping plans (such as in Section E on p9) are not approved within the identified 1% AEP (as at 2100) flood extent.

Detailed design drawings, including sections, of any works (such as raised driveway columns or short section of wall on the eastern boundary) within the modelled 1% AEP flood extent must be submitted to and approved by Council prior to commencement of works. These must:

- 1. show no alteration of natural ground level that would alter the flow of water onto, through or from the site; and
- 2. include certification from an accredited and qualified structural engineer that all proposed structures within the flood zone are designed to resist erosion, undermining and likely forces from a flood event (including debris loading).

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

Reason for condition

To prevent adverse impact on neighbouring properties

ENG_{s2}

Approval from Council's City Amenity Division must be obtained prior to issue of any consent under the *Building Act* 2016 (excluding demolition or excavation) for any changes to the existing on street parking arrangements in Lower Jordan Hill Road.

Advice:

Any changes to the existing on street parking arrangements in Lower Jordan Hill Road do not form part of the planning approval and will require approval from Council's City Amenity Division Manager Traffic Engineering in a process separate to the planning process. All works will be at the developer's expense. Please contact Council's City Amenity Division Manager Traffic Engineering with regard to the application process for any changes to the on street parking arrangements in Lower Jordan Street.

Reason for condition

To ensure that relevant approvals are obtained.

ENV 8

Prior to the granting of building consent and prior to the commencement of works, a landslide risk management report in accordance with the Australian Geomechanics Society Practice Note *Guidelines for Landslide Risk Management* (2007c) must be submitted and approved. The landslide risk management report must:

- 1. include a risk assessment that determines whether the landslide risk associated with the works for the development will be acceptable or tolerable (using the recommended tolerable risk criteria in the AGS Guidelines) without risk mitigation measures being applied;
- include a schedule of risk mitigation measures required to reduce the estimated risk to tolerable levels, if risk mitigation measures are required to reduce the estimated risk to tolerable levels; and
- 3. **be prepared by:**
 - a geotechnical engineer or an engineering geologist as specified in the Director of Building Control's determination Certificates of Specialists or Other Persons that can complete a landslide risk assessment; or
 - 2. a civil engineer.

If the approved landslide risk management report includes recommended risk mitigation measures required to reduce the estimated risk to tolerable levels, all recommendations must be implemented.

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides

ENV₂

Sediment and erosion control measures, sufficient to prevent sediment leaving the site and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice: Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural

watercourses that could be caused by erosion and runoff from the development.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

the submitted engineering drawings has been accepted.

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

You may require a road closure permit for construction or special event. Click here for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

BUILDING OVER AN EASEMENT

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City 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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

Separate approval is required for the works over and adjacent to Council's stormwater infrastructure under s73 of the Building Act 2016 and s13 of the Urban Drainage Act. To discuss, please contact the Council's City Amenity Division.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's 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.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A: PLN-19-179 - 26 LOWER JORDAN HILL ROAD

WEST HOBART TAS 7000 - Planning Committee

or Delegated Report J

Attachment B: PLN-19-179 - 26 LOWER JORDAN HILL ROAD

WEST HOBART TAS 7000 - CPC Agenda

Documents J 🛗

PLN-19-179 - 26 LOWER JORDAN HILL ROAD Attachment C:

WEST HOBART TAS 7000 - Planning Referral Officer Development Engineering Report I



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee

Council: 10 August 2020
Expiry Date: 11 August 2020
Application No: PLN-19-179

Address: 26 LOWER JORDAN HILL ROAD, WEST HOBART

Applicant: Caroline Graham (Tract Consultants Pty Ltd)

L6 6 Riverside Quay

Proposal: Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing

Representations: Seven (7)

Performance criteria: General Residential Zone Development Standards, Road and Railway

Assets Code, Parking and Access Code and Landslide Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing at 26 Lower Jordan Hill Road, West Hobart.
- 1.2 The proposal is for five additional dwellings to the rear of the existing dwelling at 26 Lower Jordan Hill Road. The conjoined two storey three bedroom dwellings have an approximate floor area of 165m2, each with east facing garden terraces and small partially enclosed decks off the upper level bedrooms. The design features an angular modulated facade and roof form with a mixture of vertical board, timber and compressed sheet cladding's, brick and exposed aggregate concrete in a light grey and white colour scheme. The initial access to the site and parking behind the existing dwelling was approved (PLN-19-389) with the recent subdivision of the existing dwelling from the rear of the site. The proposed driveway extends down the western boundary of the property to provide access to the individual two vehicle carports for each dwelling and visitor parking deck. The proposal also includes demolition of minor site structures and vegetation clearance, a proposed waste storage enclosure, minor retaining walls and fencing as well as extensive landscaping. The current proposal is a re-advertised amended design.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 General Residential Zone Development Standards Building Envelope, Private Open Space, Frontage Fences and Waste Storage.
- 1.3.2 Road and Railway Assets Code Sight Distance at Accesses and Junctions
- 1.3.3 Parking and Access Code Design of Vehicular Accesses, Layout of Parking Areas
- 1.3.4 Landslide Code Major Works
- 1.4 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 29 April and 13 May 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

2. Site Detail

2.2

2.1 The 2362m2 (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

2.3

Figure 2: GIS Map Image 1:1000 Scale



Figure 3: Frontage of subject site

2.5



Figure 4: Looking towards the rear of the yard





Figure 5: Looking back towards existing the subject site from the dwelling of 63 Newdegate Street with 65a Newdegate Street to the left of picture.

2.8

Figure 6: 65a Newdegate Street and proximity to 26 Lower Jordan Hill Road



Figure 7: 65a Newdegate Street as viewed from 26 Lower Jordan Hill Road

2.9



Figure 8: Rear of 24 Lower Jordan Hill Road

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing at 26 Lower Jordan Hill Road, West Hobart.
- 3.2 The proposal is for five additional dwellings to the rear of the existing dwelling at 26 Lower Jordan Hill Road. The conjoined two storey three bedroom dwellings have an approximate floor area of 165m2, each with east facing garden terraces and small partially enclosed decks off the upper level bedrooms. The design features an angular modulated facade and roof form with a mixture of vertical board, timber and compressed sheet cladding's, brick and exposed aggregate concrete in a light grey and white colour scheme. The initial access to the site and parking behind the existing dwelling was approved (PLN-19-389) with the recent subdivision of the existing dwelling from the rear of the site. The proposed driveway extends down the western boundary of the property to provide access to the individual two vehicle carports for each dwelling and visitor parking deck. The proposal also includes demolition of minor site structures and vegetation clearance, a proposed waste storage enclosure, minor retaining walls and fencing as well as extensive landscaping. The current proposal is a re-advertised amended design.

3.3



Figure 9: Proposed Site Plan

3.4



Figure 10: Perspective of proposed development

4. Background

4.1 The site was recently subject to the approved subdivision (PLN-19-389) creating a lot for the existing house and a balance lot for the subject development.

- 4.2 The proposal was originally advertised and received nine representations. The current design is a result of concerns raised with the applicant in respect of the proximity and height of the dwellings, overshadowing as well as the proximity and height of the driveway to the southern and western boundaries. Beyond these issues the applicant sought to contact adjoining property owners to address specific concerns. The following amendments were proposed:
 - Reduction in footprint, height, built form and increased rear setback as illustrated on drawings V18048-A101 DA4 and V18048-A301 DA4.
 - Lowering of the height and and increasing the setback of the driveway and parking deck which also allows for buffer landscaping also illustrated on drawings V18048-A101 DA4 and V18048-A301 DA4.
 - A significant landscaping master plan has been proposed for the property which establishes screen planting along the eastern, southern and western boundaries.

5. Concerns raised by representors

- 5.1 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 29 April and 13 May 2020.
- 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.

We consider that there will be negative changes to the landscape of our area by squeezing in 5 units and visitor parking which will be to the detriment of existing residents.

Even with the amended plans, the driveway and visitor parking will result in loss of reasonable privacy at the rear of our property. What we will have to view from our back yard is a car park and barriers at such a height that we will have to look upwards to the see the parking area designated for visitors. I do not think that is acceptable even if it conforms to council regulations.

A real estate professional has confirmed that property value would be reduced.

Lifestyle and financial loss as a result of the development.

Even with the predicted modelling we are concerned about the loss of light and overshadowing.

Concerns with the driveway and visitor parking. Because the proposed gradient of the driveway will be much steeper, vehicles will have to accelerate and their engines will be under load to reach the street frontage on Lower Jordan Hill Road. This will cause significant noise and pollution to residents.

The build appearance is out of character with existing homes. The proposed development is overbearing and out of character compared to existing properties in the area.

It is unacceptable high density and over development of the site at the expense of residents.

Would any fair minded person want a concrete driveway 4 metres from their boundary fence and at a height of approximately 1.65 metres above ground level on an elevated slope staring them in the face when they are trying to enjoy their own property. Then add to that, the crash barriers that would need to be installed to comply with Australian. The base of the car park and turning area would be about 2 metres above the height of our rear boundary fence. This would be appalling for us to live with.

Site coverage and private open space. The proposed development does not meet the objective of providing sufficient private open space for all dwellings, opportunities for gardens and landscaping and access to sufficient sunlight due to the close proximity of each dwelling to another.

Setbacks and building envelope. The proposed height of a number of units in the development exceeds the building envelope which will cause excessive shadowing of my property and no reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space of my dwelling. What is the purpose of the building envelope if it is to be ignored?

Overshadowing and restriction of sunlight during the winter period will negatively impact on my living and quality of life as I will receive no sunlight on the living areas of my house and private outdoor living area.

Seasonal affective disorder is widely acknowledged as contributing to anxiety and depression.

The proposed complete overshadowing of my dwelling will prohibit me from getting a solar system to offset the cost of electricity. The total absence of sunlight and overshadowing will increase my living costs considerably as I will need to run my heating and lighting non-stop during this period of the year.

The total loss of sunlight to the living areas and private open space of my property will also impact on landscaping and the garden. This will cause loss of greenery and open garden space in a very restricted area.

Even though the block at 26 Lower Jordan Hill Road is currently wooded, the living areas and garden at my dwelling still get filtered or dappled light during the winter period as some of the trees are deciduous.

Perhaps separating the proposed dwellings so that they are not conjoined would allow for light corridors to adjoining properties.

The surrounding area is already water laden or moist for most of the year due to the water catchment of the adjacent rivulet. Restricting sunlight in this area will inhibit the ground from dying out causing loss of vegetation and landscaping to our property. Exacerbated mould problem.

The height of the driveway would have a negative impact on my privacy and comfort in the areas of my house that face in the direction of the proposed driveway.

The sight of the barricade above our fence will severely impact my property value. There is nothing in the proposal that offsets the sight of barricade above the fence.

The driveway is reminiscent of a shopping centre carpark and does not fit the aesthetic of a residential neighbourhood.

Noise impacts from the elevated driveway is also a factor which may have been overlooked by the developer. There is nothing in the proposal which shows any attempt to offset the noise from the elevated driveway. The landscaping shows hedging plants but they will not be high enough to screen the elevated section of driveway. More information in this area of landscaping should be provided.

The plans unclear in respect of the status of the existing fencing it was discussed with the developer that existing fence is to not be removed.

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. The reference to trees that will be maintained under the amended application now only specifically refers to an old pear tree being maintained. (See page 2 of under Proposed Landscaping and Retention of Vegetation'). This does not satisfy the comments and concerns we raised about the Risdon peppermint.

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.

There is no parking on both sides of this one-way road for much of its length.

Service vehicles and work vehicles can block passage of Lower Jordan Hill Road for other vehicles.

The proponent's engineers statement that "The driveway will service access to slightly more than a domestic driveway is a falsehood. The proposed driveway will carry traffic from the existing property at number 26 (two cars provided for in the plans) and a total of 12 cars (five by two each for the townhouses plus two visitors) that is, a total of fourteen cars – not to mention service vehicles entering and exiting the property.

Where will extra guests park on the property?

Pedestrian safety in association with the access with vehicles having stop at the steep entrance and vehicles parked directly opposite the access points.

The proponents engineer assumes a speed of 40km, the speed limit is 50km and cars are known to travel at speed down the street.

It is difficult to believe the existing structures either side of the driveway at 26 Lower Jordan Hill Road do not effect sight lines.

Where will the ten waste bins be located for kerb collection?

Due to the scale and form of the building(s) in this application, an assessment needs to be made on what effect this proposed structure will have on the surrounding heritage precincts. The conjoined structure proposed is not sympathetic to surrounding buildings and there are no similar structures in the area.

The application does not address the heritage of the area.

The application also includes the removal of well-established trees, which will undoubtedly change landscape and heritage values of the land. Particularly views from Heritage Precinct of Newdegate Street will be compromised as well as impacting on the surrounding heritage listed properties.

The heritage connections to the original William Shoobridge farm should be investigated.

Further onsite parking is needed on the proposed new development in order to restrict increased congestion and illegal parking on Lower Jordan Hill Road.

Larger vehicles servicing the site will be problematic.

The heavy traffic flow from the development will cause a bank up of traffic.

Existing factors of the area resulting increased congestion.

Associated pedestrian safety impacts of vehicles accelerating up a long and steep driveway.

Overlooking from the townhouse windows into yard.

The retaining boundary wall design will require extensive work on adjoining properties, excavation, constructing the retaining wall footing and then building the wall.

Although discussions were undertaken with neighbours and some of the encouraged amendments such as retention of vegetation and addition of the concept landscape plan; we do not agree that we have been adequately engaged or considered and would not be satisfied that our concerns have been resolved.

Building layout should be adjusted to look away from the adjoining properties and privacy screen to be added to all Eastern windows.

Double glazing installed in adjoining properties to reduce noise.

Construction and noise restriction hours to be imposed to prevent work from occurring outside of acceptable business hours (9am – 5pm on weekdays).

Implications to our street in terms of parking, pedestrian safety

Traffic Congestion – we refute the traffic report details of average car per property

Security and privacy

Noise from the work destroying the current serenity

Unwanted change to our existing view with the removal of trees.

Damage to native environment and displacement of wildlife currently utilising the existing trees on the site.

Adverse impact on businesses of people working from home.

Negatively impact on our subsequent income of existing and proposed Air bnbs as a result of the development.

We cannot understand how any development can occur without considerable adverse impact to all existing residents, clients and visitors let alone an additional people and guests associated with 5 new townhouses. We struggle to see any positive benefit to ourselves or our neighbours on Lower Jordan Hill Road or even Newdegate Street.

Additional stresses on residents that have existing issues.

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.
- The site is located within the General Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The proposed use 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
 - 6.5.5 E3.0 Landslide Code
- The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 General Residential Zone:-

Building Envelope 10.4.2 P3 Private Open Space 10.4.3 P1 Frontage Fences 10.4.7 P1 Waste Storage 10.4.8 P1

6.5.2 Road and Railway Assets Code:-

Sight Distance at Accesses and Junctions - E 5.6.4 P1

6.5.3 E6.0 Parking and Access Code -

Design of Vehicular Accesses - 6.7.2 P1 Layout of Parking Areas - E 6.7.5 P1

6.5.5 Landslide Code:-

Major Works - E3.7.3 P1

- 6.6 Each performance criterion is assessed below.
- 6.7 Setbacks and building envelope for all dwellings Part D 10.4.2 P3
 - 6.7.1 The acceptable solution at clause Part D 10.4.2 A3 requires development to be within the building envelope and structures that exceed 9m in length are to have minimum 1.5m setback from the boundary.
 - 6.7.2 The proposal has sections of the proposed dwellings outside the building envelope on the south-eastern side and low level structures such as retaining walls and the driveway that are within 1.5m of the boundary.
 - 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.7.4 The performance criterion at clause Part D Part D 10.4.2 P3 provides as follows:

P3

The siting and scale of a dwelling must:

- (a) not cause unreasonable loss of amenity by:
- (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or
- (ii) overshadowing the private open space of a dwelling on an adjoining lot; or
- (iii) overshadowing of an adjoining vacant lot; or
- (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and
- (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

6.7.5 The recent Tribunal decision of McCullagh v Glamorgan Spring Bay Council and Ors, which specifically considered this clause, determined that once a proposal extends outside the acceptable solution building envelope, a detailed assessment of the performance criterion must be carried out, without reference to the acceptable solution. That is, the permitted building envelope does not provide the test of 'reasonableness' against which a discretionary application is assessed. Instead, the development must be assessed on its merits against the provisions of the performance criterion; that is, (a) does the development cause an unreasonable loss of amenity to neighbours by reduction in sunlight to a habitable room (other than a bedroom), overshadowing of private open space, or visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot, and (b) does the development provide separation between dwellings on adjoining lots that is compatible with that prevailing in the vicinity?

Overshadowing and Solar Access:

In addition to *McCullagh*, the recent decision of *L Hollier v Hobart City Council and Platinum Plus Properties Pty Ltd* identified the following approach when assessing the overshadowing and solar access impacts of a proposal.

First, establish if there is in fact a reduction in sunlight to a habitable room of a dwelling on an adjoining lot, by comparing affected windows before/after development throughout the year. If there is a reduction, assess whether that reduction amounts to an unreasonable loss of amenity, noting that the amenity to be assessed is the overall existing amenity of the affected dwelling, not just the amenity contributed to the dwelling by access to sunlight alone, and taking into account the following:

- 1. The size of the windows.
- 2. The proportion of glazed areas receiving sunlight.
- 3. The size, type and nature of the affected rooms.
- 4. The duration, time, continuity, value (increased in winter, reduced in summer) of sunlight to be lost and retained.
- The density of the subject development, and expectations arising from the applicable zoning and planning controls on the development site and adjoining areas.
- The design quality of the development whether reasonable steps have been taken to maximise solar access and/or reduce overshadowing.

- 7. Overshadowing caused by solid structures such as eaves, fences and other fixtures.
- 8. Overshadowing by vegetation.

The sloping south facing aspect of the subject site and the adjoining properties is a significant factor in the availability of sunlight of the existing properties and the overshadowing impacts of the proposed development. In reviewing the submitted sun studies and shadow diagrams it is clear from the September Equinox onwards when the sun is at a higher angle that the development will have limited impact on the adjoining properties ability to enjoy sunlight as shown below:

6.7.6



Figure 10: September 22 (spring) 10am Proposed



Figure 11: September 22 (spring) 12pm Proposed

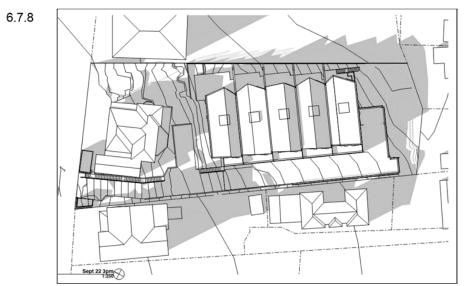


Figure 12: September 22 (spring) 3pm Proposed

6.7.9 However due to the aspect of the site, periods of the year presenting a lower sun angle naturally will result in overshadowing and potential solar access impacts to those adjoining properties with a southern position relevant to the development.

The period of greatest impact is the winter solstice and the submitted sun studies demonstrate the impacts of the proposed development as well as

the existing scenario during this period. The submitted shadow diagrams only illustrate shadow impacts from 9am, 12pm and 3pm. The shadow cast from the proposed development from 9am extends across the very rear of 28 Lower Jordan Hill Road and 65a Newdegate Street. Then by 12pm the shadow cast by the development begins to briefly pass though the rear corner of 65 Newdegate Street having a very limited impact on the yard of the property. By this point shadow from the development begins to effect the rear yard 63 Newdegate Street however solar access is still maintained to a large portion of the rear yard and rear of the dwelling including upper level windows. From this point on the shadow will increase in length overshadowing the property and affecting solar access until it is eclipsed by the overshadowing impacts of the existing situation. It can be assumed from the shadow diagrams that the property at 61 Newdegate Street will begin to be affected from approximately 1:30pm when the shadow due to its length will affect the rear yard and rear of the dwelling until it is also eclipsed by the overshadowing impacts of the existing situation. Figure 16 illustrates the existing impacts at 3pm on 21 June. At this point in the day the proposed development provides very little additional impact in terms of overshadowing and reduced solar access to the adjoining properties as demonstrated in the submitted drawings due to the hill and its south facing aspect. It is also worth noting that the shadow diagrams do not take into account the impacts of the existing vegetation on the subject site or adjoining sites.

6.7.10

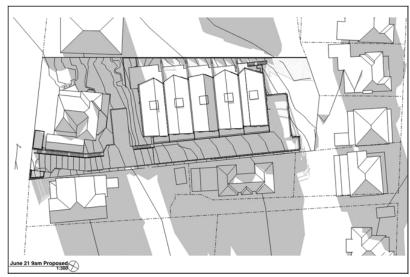


Figure 13: June 21 (winter) 9am Proposed

6.7.11

Figure 14: June 21 (winter) 12pm Proposed

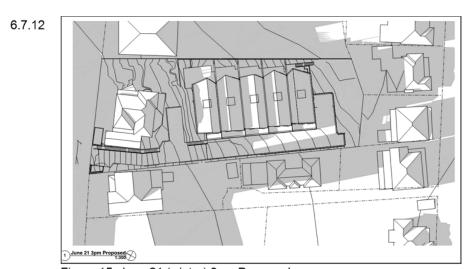


Figure 15: June 21 (winter) 3pm Proposed

June 21 3pm Existing

Figure 16: June 21 (winter) 3pm Existing

- 6.7.14 With the exception of 65a Newdegate Street, the adjoining properties to the south are only relatively briefly affected by the shadow cast by the proposed development during this period of greatest impact. In combination with the proposed setback of dwelling 5 of approximately 13m to the rear boundary to minimise overshadowing and maximise solar access, the proposal is not to considered cause an unreasonable impact in terms of overshadowing or reduction in solar access.
- 6.7.15 The full length of the property of 65a Newdegate Street adjoins the proposed development and due to its south western location relevant to the proposed development it is the most affected in terms of overshadowing. From reviewing the original plans of the dwelling from 1996 the living and dining areas are located in the northern half of the building and there are five windows to these habitable living areas, there is also a directly accessible courtyard area as shown in the diagram below.

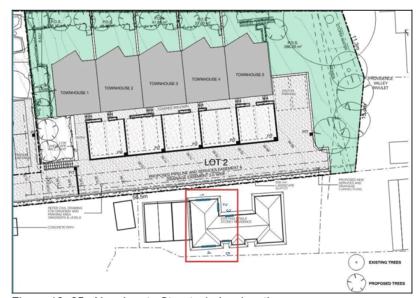


Figure 18: 65a Newdegate Street window location

6.7.16

Hanning Approval

FLORE RAN Into December.

Hanning Approval

RECORD RAN Into December.

Figure 19: 65a Newdegate Street original plan

6.7.17 The dwelling originally had additional windows in the northern elevation however a garage was built in 2010 abutting this elevation which resulted not only in the loss of north facing windows but a northern private open space area. The dwelling is sited in close proximity to the fence with the subject site, which results in the fencing affecting the amount of sunlight the dwelling's private open space area receives. There is also a number of existing trees on 26 Lower Jordan Hill Road adjoining the location of the paved courtyard area and habitable room windows of the dwelling. These are proposed to be removed which will provide some improvement over the existing situation, however the trees still allow through filtered sunlight therefore their removal cannot be simply substituted for the impact of the proposed development.

6.7.18

June 21 Sam Existing - 3D VIEW

June 21 Sam Previous design- 3D VIEW

June 21 Sam Proposed - 3D VIEW

Figure 20: June 21 9am Existing, previous proposal and proposed

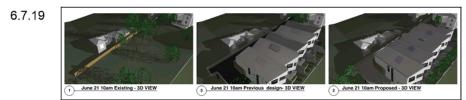


Figure 21: June 21 10am Existing, previous proposal and proposed

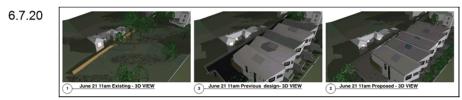


Figure 22: June 21 11am Existing, previous proposal and proposed

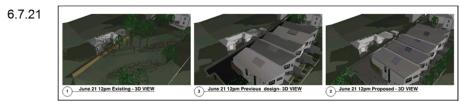


Figure 23: June 21 12pm Existing, previous proposal and proposed

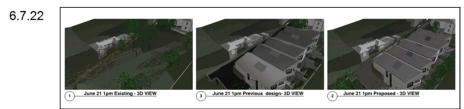


Figure 24: June 21 1pm Existing, previous proposal and proposed



Figure 25: June 21 2pm Existing, previous proposal and proposed

6.7.24 Table: June 21 Overshadowing and Solar Access breakdown for 65a Newdegate Street (window numbers refer to Figure 18 above).

Time	Existing	Proposed
9	Sun to windows 1 living & 3 dining but partially obscured by vegetation. Window 2 in shade from existing building. Partial sun to paved private open space area.	No sun to habitable room windows or private open space.
10	Sun to windows 1 living & 3 dining but partially obscured by vegetation. Window 2 in shade from existing building. Partial but increased sun to paved private open space area.	No sun to habitable room windows or private open space.
11	Sun to windows 1 living & 3 dining but partially obscured by vegetation. Window 2 in shade from existing building. Partial but further increased sun to paved private open space area.	Sun to approximately half of window 1 living and small corner of window 3 dining. No sun to paved private open space area.
12	Full sun window 1 living. Window 2 in shade from existing building and window 3 with the exception of small corner. Partial sun to paved private open space area but shadow cast from existing building.	Sun to virtually all of window 1 living and small corner of window 3 dining. Majority of paved private open space area in shadow.

Sun to majority of window 1 living but appears partially obscured by vegetation.
Window 2 and 3 in shade from existing building.
Very limited sun to paved private open space area but shadow cast from existing building.

1

No impact from proposed development other than small area of shading adjoining boundary fence.

2 Sun to majority of window 1 living but appears partially obscured by vegetation. Window 2 and 3 in shade from existing building. Sun to half of paved private open space area but shadow cast from existing building.

No impact from proposed development.

6.7.25 The above table demonstrates the following:

- At 9am, the overshadowing to the private open space will be worse, and the solar access to habitable room windows will be worse as a consequence of the proposed development.
- At 10am, the overshadowing to the private open space will be worse, and the solar access to habitable room windows will be worse as a consequence of the proposed development.
- At 11am, the overshadowing to the private open space will be worse, and the solar access to habitable room windows will be similar or better as a consequence of the proposed development.
- At 12noon, the overshadowing to the private open space will be worse, and the solar access to habitable room windows will be similar or better as a consequence of the proposed development.
- At 1pm, the overshadowing to the private open space will be less, and the solar access to habitable room windows will be better as a consequence of the proposed development.
- At 2pm, the overshadowing to the private open space will be less, and the solar access to habitable room windows will be better as a consequence of the proposed development. pm

On balance then, the impact of the proposal to the private open space will be worse than existing, but solar access will be similar or even improved.

The dwelling at 65a Newdegate Street during the winter solstice will only be affected by the development from early morning to approximately 12:30pm. The proposal will result in the complete overshadowing of the private open space area and habitable living room windows from 9am until approximately 10:30am. From that point sun will begin to enter the living room window and increasing until 12:30 when the proposed development is no longer affecting the property. The courtyard area will not receive sunshine until approximately 11:30am from there the existing dwelling will have a greater impact than the proposed development. As mentioned previously this scenario (and in the table) is demonstrating the worst point of impact during the year with the September (spring) shadow diagrams illustrating that proposal will have no impact on the property from 10am.

It is clear the development will have an impact on the amount of morning sun the property will receive during the winter periods. However the performance criteria requires consideration as to whether the siting and scale of the proposed dwellings causes an unreasonable loss of amenity. In terms fot he development, the proposed number of dwellings complies with the permitted density for the zone and at approximately 165m2 of floor area their size is not considered to be excessive. The elevation relevant to 65a Newdegate Street, considering the slope of the land, presents a relatively modest two storey building form that ranges from an approximate building height of 6m for the wall and up to 8.5m to the top off the roof peaks.

6.7.26



Figure 26: West elevation

5.7.27 However the other key consideration is the siting in relation to 65a Newdegate Street. The proposed upper level of the dwellings are setback a minimum of 8.2m from the boundary which is a significant side setback in a residential context such as the surrounding local area which is generally 0m to 3m. In combination with the modest height there is substantial setback to allow to allow for solar access. Ultimately the siting and scale of the proposal relevant to the property has been carefully

considered and is not considered to be unreasonable in this context. To some extent it is considered inevitable that this neighbour will be overshadowed by (any) development on the subject site, given the location of the dwelling to the shared boundary, the slope of the land, and its south easterly aspect. Noting that, the proposed development has attempted to mitigate overshadowing and solar access impacts by proposing a building that is considered to be reasonable and appropriate in terms of density, siting and scale, and as such, this contributes to making the proposal's impact on the neighbour's amenity not unreasonable.

In summary in relation to 65a Newdegate Street:

- The proposal will result in more overshadowing of this property's private open space, in winter.
- The proposal will result in a similar if not better solar access to habitable rooms, in winter.
- At other times of the year, the proposal is not likely to have a detrimental impact in terms of overshadowing or solar access.
- This property has to an extent contributed to its own lack of amenity
 due to the siting of the dwelling close to the shared boundary, and by
 building a garage over an area of private open space and onto north
 facing habitable room windows.
- The slope of the land and the south easterly aspect of the lots mean that some overshadowing and loss of solar access is likely to result from any development proposed on the subject site in line with what the planning scheme allows.
- The proposed development meets the planning scheme requirements for density, is of a relatively modest height, and is well setback from this neighbour's shared boundary.

On the basis of the above, the proposed potential impacts on sunlight to a habitable room (other than a bedroom) and overshadowing of the main private open space area of 65a Newdegate Street are not considered unreasonable as a result of the siting and scale of the development.

6.7.28 Visual Impact:

In respect of 65A Newdegate Street, as discussed above in relation the siting of the development relative to the property due to the modest two storey building form in combination with the 8.32m setback of the upper level, the proposal is not considered result in an unreasonable visual impact. In relation to the potential visual impact of the proposed development to the properties to the rear, the setback of the closest dwelling 5 is approximately 13m to the rear boundary. Although the

dwelling has a height of approximately 10m which is generated in part by the slope and the required driveway grade on the western side, the significant setback is considered a great enough distance for the proposal not to result in unreasonable visual impact. There is also significant planting proposed between the dwelling, parking deck and rear boundary that will reduce the visual impact of the development.

6.7.29



Figure 27: Proposed siting and landscaping plan

6.7.30 The property at 24 Lower Jordan Hill Road is the most relevant in respect of potential visual impact as the development is sited closer to its boundary. The setback varies from approximately 6m for dwelling 1, to 3m for dwelling 5 however noting this setback relates to the upper level angled partially enclosed decks only, with the lower level building line setback further underneath. The dwellings closer to the residence and private open space areas are setback further from the boundary with dwellings lower down the slope closer to the boundary. Due to the south eastern direction of the slope it has resulted in an increased height of dwellings 4 and 5 above natural ground level on the east elevation whereas on the western side the dwellings are modest in height and consistent with the dwellings 1, 2 and 3. The upper dwellings with the increased setback and relatively lower height are not considered to result in an unreasonable visual impact when viewed from the dwelling and the developed adjoining private open space areas of 24 Lower Jordan Hill Road. Also noting that the existing dwelling is sited higher than the proposed development.

Although the building form is co-joined the articulated facades and roof forms assist in the minimising the bulk of the dwellings. The dwellings of 4 and 5 although with accentuated height due to the slope, adjoin the rear section of 24 Lower Jordan Hill Road and are downslope from and at a significant distance from the dwellings location close to the frontage. A key aspect to ensuring the minimisation of the visual impact of the

proposed development is the extensive landscaping and planting proposed. In respect of the elevation facing 24 Lower Jordan Hill Road there is planting proposed between the boundary and the terraces of the dwelling however within this area there is also larger trees proposed which will provide a more significant visual buffer. In the event of approval a landscaping plan will be required by condition with details of species and assurance of their appropriateness.

The parking deck and driveway has been an aspect of contention it is also discretionary in respect of the Acceptable Solution but not due to its height but the fact that it is a continuing structure within 1.5m of the western boundary. The driveway is setback 600mm from the boundary to allow for landscaping buffer it is also only minimally above the ground level for the majority of its length until the visitor parking deck section. Even at this point, at its highest it is only 2.8m including the vehicle barrier with only 7m long section of the barrier rising marginally above the 1.7m paling fence which is evident in drawing number DA4. Also considering that a 2.1m high boundary fence is exempt from requiring planning approval, the proposed structure in combination with proposed planting buffer is considered acceptable.

The site presents a unique opportunity for development of housing within the area due to its large size and width. The further development of the internal land areas between Newdegate Street and Lower Jordan Hill Road is somewhat limited due to the width, slope and ability to get access to these areas. However the pattern of develop is not unprecedented with other infill development nearby at 55a and 51-53 Newdegate Street. The two storey form of the proposed dwellings is also not out character with the area with the rear of the majority of dwellings at Lower Jordan Hill Road presenting two storey buildings. Some of the buildings are of significant scale when viewed from the rear including the existing dwelling on the subject site and adjoining properties of 24 and 28 Lower Jordan Hill Road.

6.7.31 The proposal is considered to be reasonable in terms of its siting and scale, and it should be noted that any development on this site will have impact on neighbouring properties. The question is whether the impacts of the proposal cause an unreasonable loss of amenity or not. Whilst the proposal seeks to fulfil the permitted dwelling density the siting, scale, form, footprint and setbacks of the dwellings are considered to adequately minimise unreasonable impacts on the amenity of the adjoining properties in respect of overshadowing, loss of sunlight and visual impact. The majority of the development also provides significant setbacks from the

boundaries and the separation between the adjoining dwellings is considered compatible with that prevailing in the area.

- 6.7.32 The proposal complies with the performance criterion.
- 6.8 Site coverage and private open space for all dwellings Part D 10.4.3 P1
 - 6.8.1 The acceptable solution at clause Part D 10.4.3 A1 requires dwellings 60m2 of private open space per dwelling.
 - 6.8.2 The proposed central dwellings 2, 3 and 4 have 52m2, 46m2 and 42m2 respectively of private open space including ground level and upper level decks.
 - 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.8.4 The performance criterion at clause Part D 10.4.3 P1 provides as follows:

P1

Dwellings must have:

- (a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:
- (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and
- (ii) operational needs, such as clothes drying and storage; and
- (b) reasonable space for the planting of gardens and landscaping.
- 6.8.4 The proposed private private open space is largely determined by the required width of the parking area and driveway as the ground floor footprint of the dwellings is minimal at 65m2. The private open space although not large in size is well designed to be a usable and functional extension of the dwelling with the upstairs balconies providing an additional area for relaxing. The partially covered terrace allows for operational needs whilst providing space for outside dining and enjoyment. Extending beyond the terrace there is an area of landscaping and planting, which form part of the significant landscaping plan for the site.

- 6.8.5 The proposal complies with the performance criterion subject to condition.
- 6.9 Frontage fences for all dwellings Part D 10.4.7 P1
 - 6.9.1 The acceptable solution at clause Part D 10.4.7 A1 requires fences to be a maximum of 1.8 m high with openings above a height of 1.2 m which provide a uniform transparency of not less than 30%.
 - 6.9.2 A 2.2m long section of solid 1.8m high timber fencing of the bin enclosure.
 - 6.9.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.9.4 The performance criterion at clause Part D 10.4.7 P1 provides as follows:

P1

A fence (including a free-standing wall) within 4.5 m of a frontage must:

- (a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and (b) be compatible with the height and transparency of fences in the street, taking into account the:
- (i) topography of the site; and
- (ii) traffic volumes on the adjoining road.

Due to the nature of and location of the small storage structure it will not reduce mutual passive surveillance between the road and the dwelling. Adjoining the proposed section of fencing there is a solid comparable height paling fence with many other examples of similar fencing types nearby. The small section of fencing is not considered to compromise the performance criteria.

- 6.9.6 The proposal complies with the performance criterion.
- 6.10 Waste storage for multiple dwellings Part D 10.4.8 P1
 - 6.10.1 The acceptable solution at clause Part D 10.4.8 A1 requires waste storage area to be has a setback of at least 4.5 m from a frontage and is at least 5.5 m from any dwelling as well as screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished

surface level of the storage area.

- 6.10.2 The proposed bin storage area is sited up to the front boundary and is 2.7m from the nearest dwelling.
- 6.10.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.10.4 The performance criterion at clause Part D 10.4.8 P1 provides as follows:

P1

A multiple dwelling development must provide storage, for waste and recycling bins, that is:

- (a) capable of storing the number of bins required for the site; and
- (b) screened from the frontage and dwellings; and
- (c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.
- 6.10.5 The proposed bin storage area is screened with not a 1.2m high structure as required by the Acceptable Solution but a 1.8m high fence providing much greater screening and enclosure of the compliant 7.5m2 area. The storage area adjoins the car parking area of 28 Lower Jordan Hill Road and combined with the screening is not considered to result in an unreasonable impact in respect of odours and noise.
- 6.10.6 The proposal complies with the performance criterion.
- 6.10 E5.0 Road and Railway Assets Code Part E Sight Distance at Accesses and Junctions 5.6.4 P1
 - 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:

The Acceptable Solution for clause E5.6.4 is not met due to sight lines being obstructed by vegetation however, Lower Jordan Hill Road is a one way roadway, reduced vehicle conflict points, the low speed environment, a Traffic Impact Statement has been submitted that has concluded the sight distances are acceptable for the development considering the speed environment. 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:

In this case, the required AS/NZS 2890.1:2004 Safe Sight Distance is 40 metres for a domestic property, noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

Lower Jordan Hill Road is a one way road way and the available sight distance of 30 metres to approaching traffic is achievable for the existing access. The available sight distance of 30 metres will not meet the required 40 metres by AS/NZS 2890.1:2004 due to vegetation/obstructions in the highway reservation. No measures are proposed to improve sight distance and the existing 30 metre sight distance of the existing crossover will be maintained. Lower Jordan Hill Road is a one way road way and therefore there will be less conflict points between vehicles exiting site and traffic in Lower Jordan Hill Road than a two way street. The speed environment is low. The existing sight distance for approaching traffic is considered acceptable for the proposed development, however measures to improve sight distance should be provided if practicable.

The pedestrian sight lines for pedestrian safety are obstructed be a 1.0m fence (bin enclosure). Wheelie bins are approximately 1.0m in height. Obstructions within the pedestrian sight triangle of AS/NZS 2890.1:2004 are approximately 1.0m high. Obstructions up to 1.2m in height are generally acceptable within the pedestrian sight triangle, however, Council's Senior Engineer - Roads & Traffic City Mobility has advised that the bin enclosure is to be relocated clear of the pedestrian safety sight triangle AS/NZS 2890.1:2004 Fig 3.3 to maximise visibility and safety of pedestrians.

Also gradients do not meet the acceptable solution for clause E6.7.2, however a preliminary design has been provided that demonstrates that vehicle can access the property without scraping which will satisfy the

performance criteria. A detailed design will be required to be submitted and approved by Council.

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

Based on the above assessment and given the submitted documentation, the vehicle access may be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

- 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 module manoeouvre area exceeds the maximum gradient of AS/NZS 2890.1:2004. The driveway gradient exceeds the maximum 25% gradient of AS/NZS 2890.1:2004. A traffic impact statement has been submitted that recommends driveway gradients up to 31% with the maneourving area of the parking module to be 12% would be satisfactory to ensure safe and efficient use. A lesser gradient of 28% has been negotiated and shown in the final proposal.

Generally the maximum acceptable gradient for the maneourve area is 10%, however in this instance 12% is considered suitable to reduce the driveway gradient to 28%. Submitted documentation appears to satisfy the Performance Criteria P1:E6.7.5.

- 6.12.6 The proposal complies with the performance criterion.
- 6.13 E3.0 Landslide Code Part E3.7.3 P1
 - 6.13.1 The proposal includes development for buildings and works within a Landslide Hazard Area.
 - 6.13.2 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.13.3 The performance criterion at clause Part E3.7.3 P1 provides as follows:

P1

Major works must satisfy all of the following:

- (a) no part of the works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the works is either:
- (i) acceptable risk; or
- (ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.
- 6.13.4 The Council's Environmental Development Planner concludes as follows:

Landslide Code

The Code applies because development for buildings and works is proposed within a Landslide Hazard Area.

The proposed buildings are exempt pursuant to clauses E3.4(c) of the Code, however associated works are not specifically exempt.

The relevant standards are either under clause E3.7.1 'Buildings and Works, other than Minor Extensions' or E3.7.3 'Major Works'. It is unclear from the submitted documentation whether the works proposed constitute 'major works' as defined by the Code, however the standards are identical as far as works are concerned. There are no acceptable solutions. The performance criteria state that for works:

...works must satisfy all of the following:

- (a) no part of the... works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the... works is either:
- (i) acceptable risk; or
- (ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

No part of the proposed works is within a Landslide Hazard Area.

A landslide risk management report was not submitted with the application and I only became aware of this application when the period for requesting additional information had elapsed.

A condition is therefore recommended for any permit granted requiring Council approval of a landslide risk management report, and the implementation of any recommendations in that report required to reduce the risk to a 'tolerable' level.

6.13.5 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing at 26 Lower Jordan Hill Road, West Hobart.

- 7.2 The application was advertised and received ten (10) representations. The representations raised concerns including the following:
 - Concern at the over development of the site and high density which is at the
 expense of residents. The design of the development being out of character for
 the area and impacts on Heritage listed properties and nearby Heritage
 Precincts.
 - 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'.
 - The development exceeding the building envelope and not providing sufficient private open space for all dwellings.
 - Significant overshadowing from the proposed development of habitable rooms and private open space areas.
 - Impacts on privacy from the eastern windows of the proposed development.
 - Negative impacts from the driveway and turning deck including noise, privacy and visual impact.
 - Uncertainty in respect of the retention of existing side boundary fencing.
 - Impact on the amenity on the nearby residents through vehicle movements, traffic congestion and on street parking.
 - Pedestrian safety in association with the access with vehicles having stop at the steep entrance and obscured sight lines.
 - Traffic congestion and noise during construction.
- 7.3 The subject site is a significant large vacant parcel of land suitable for residential development and the proposal complies with permitted density for the zone. There are no heritage or specific design provisions relating to the property and therefore consideration is restricted to the building's scale and siting.

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 however substantial landscaping is proposed.

The dwellings of 1 and 5 have significant areas of private open space and the proposed assessment of the smaller private open spaces dwellings 2, 3, 4 determined that due to the quality of the spaces they would suit the projected requirements of the occupants.

Through the assessment of the proposal in terms of potential overshadowing, loss of sunlight and visual impact it was acknowledged that the proposal will have an impact on the adjoining properties by virtue of the development of the site to the permitted density. However it was determined that the siting and scale of the

proposal sought to minimise impacts through its setbacks from boundaries, relatively modest two storey form and significant proposed landscaping. The proposal is compliant in respect of privacy standards of the Scheme and it is appreciated there would be concern in respect of overlooking of the upper level windows and balconies facing east. However these spaces are largely enclosed smaller areas with a defined and angled opening therefore due to the setback of the windows from the deck and the enclosed directional approach to the decks it is unlikely there would be unreasonable levels of overlooking. In terms of the adjoining properties fencing the applicant and owner have stated that they will work with the adjoining properties owners to retain existing fencing if it is the owner's preference.

In relation to the noise generated by the use of the driveway there are no Scheme requirements in respect of the issue. The Council's Senior Traffic Engineer has assessed that the level of additional vehicle movements would not be considered likely to significantly alter the existing vehicle movements on Lower Jordan Hill Road. To address congestion and traffic issues during construction a construction management plan will be required by condition if approved.

The steepness of the site presents some challengers in terms of the driveway with the representations raising concern in respect of pedestrian safety. The Development Engineer in conjunction with the Senior Traffic Engineer have comprehensively reviewed this issue with testing of comparable grades and explored options for improving sight lines which includes the modification or relocation of the waste bin storage area and fencing. Also noting that the driveway was approved under the previous subdivision application. Ultimately the applicant's qualified and experienced consultant Traffic Engineer will be required to certify the design and construction of the driveway which will be required by conditions on the permit if approved.

The applicant as part of the amended design has gone to significant effort to address concerns of adjoining properties owners however the due to the nature of the development of the existing large vacant parcel it's appreciated that concerns would still remain.

7.3 The amended proposal addressed a number of initial concerns in respect of the original application and now is viewed to present appropriate infill residential development in respect of the planning scheme. It is considered to meet the relevant performance criteria in respect of its discretion's under Building Envelope, Private Open Space, Frontage Fences, Waste Storage, Road and Railway Assets Code, Parking and Access Code and Landslide Code subject to conditions.

- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Road, Traffic, Stormwater Engineers and Environmental Development Planner.
- 7.5 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing 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 Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing 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-19-179 - 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 2019/00520-HCC dated 29/05/2019 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

A detailed landscaping plan including a species list must be submitted, with particular emphasis on the screening qualities of the planting along the eastern boundary and buffer planting along the western boundary.

Prior to the issue of any approval under the Building Act 2016 (excluding for demolition, excavation and works up to the ground floor slab), revised plans must be submitted and approved to the satisfaction of the Director City Planning in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved revised plans. Prior to occupancy, confirmation from the landscape architect who prepared the approved landscaping plan that the all

landscaping works required by this condition have been implemented, must be submitted to the satisfaction of the Directory City Planning.

Reason for condition

In the interest of the amenity.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Reason for condition

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

ENG sw2.1

A pre-construction CCTV recording of the Council's stormwater main within/adjacent to the proposed development, along with photos of any drainage structures to be connected to or modified, must be submitted to Council prior to the commencement of work or issue of any consent under the Building Act 2016 (whichever occurs first).

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV recording then any damage to Council's infrastructure identified in the post-construction CCTV recording will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw2.2

A post-construction CCTV recording of the Council's stormwater main

within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to Council prior to issue of any Completion or first occupancy (whichever occurs first).

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV then any damage to Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed driveway must be designed to ensure the protection and access to the Council's stormwater main.

A detailed design must be submitted and approved prior to construction. The detailed design must:

- Include a cross-section of the proposed driveway showing any cut or fill within 2 metres of the stormwater main.
- Any council's stormwater manhole must be raised to surface.
- 3. Include cross-sections clearly showing the relationship both vertically and horizontally between existing or proposed council's stormwater main and the proposed driveway footings. This should not impose any additional loads onto the main and that the structure will be fully independent of the main and its trenching.
- 4. Evidence from a suitably qualified person that the proposed works (including but not limited to driveway columns) within the modelled flood area, must be designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation.

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

Advice:

The applicant is required submit detailed design documentation to satisfy this

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

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

Reason for condition

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

ENG sw4

The development (including hardstand) must be drained to Council infrastructure. Any new stormwater connection required must be constructed, and any existing redundant connections be abandoned and sealed. The connection works must be done by Council at the owner's expense prior to the issue of any completion or first occupancy (whichever occurs first).

Detailed engineering drawings must be submitted and approved, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first). The detailed engineering drawings must include:

- the location of the proposed connections and all existing connections;
- the size and design of the connection such that it is appropriate to safely service the development; and
- long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity.

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

Advice: A single connection for each Lot is required under the Urban Drainage Act 2013.

Once the engineering drawings have been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). Once approved the applicant will need to submit an application for a new stormwater connection with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an Application to Construct Public Infrastructure is required.

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

Reason for condition

To ensure the site is drained adequately.

ENG sw8

Stormwater pre- treatment and detention for stormwater discharges from the development must be installed prior to issue of a Certificate of Completion.

A stormwater management report and design must be submitted and approved, prior to issue of any consent under the Building Act 2016 or commencement of works (whichever occurs first). The stormwater management report and design must:

- 1. be prepared by a suitably qualified engineer;
- 2. include detailed design of the proposed treatment train, including final estimations of contaminant removal;
- 3. include detailed design and supporting calculations of the detention tank, sized such that there is no increase in flows from the developed site up to 5% AEP storm events and no worsening of existing flooding. All assumptions must be clearly stated. The design drawings must include the layout, the inlet and outlet (including long section), outlet size, overflow, discharge rate and emptying time; and
- 4. include a Stormwater Management Summary Plan that outlines the obligations for future property owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

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

Advice:

Once the stormwater management report and design has been approved the

Council will issue a condition endorsement (see general advice on how to obtain condition endorsement and the associated fees).

It is advised that documentation for condition endorsement is lodged well before a building / plumbing permit is required, as failure to address design requirements until building / plumbing permit stage may result in unexpected delays.

Reason for condition

To ensure that the stormwater runoff quantity is managed to take into account the limited receiving capacity of the downstream Council stormwater infrastructure and to avoid the possible pollution of drainage systems and natural watercourses, and to comply with relevant State legislation.

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to commencement work (including demolition). The construction traffic and parking management plan must:

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

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

Advice: Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for

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

Reason for condition

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

ENG 2a

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

Advice:

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

Reason for condition

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

ENG 2b

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

Advice:

• If the development's building approval includes the need for a Building Permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the Building Application.

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

Reason for condition

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

ENG_{2c}

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with

the relevant Australian Standard.

ENG_{3b}

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

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

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

Advice:

- It is advised that designers consider the detailed design of the access and
 parking module prior to finalising the Finished Floor Level (FFL) of the
 parking spaces (especially if located within a garage incorporated into the
 dwelling), as failure to do so may result in difficulty complying with this
 condition.
- Once the design has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)
- Where building approval is also required, it is recommended that
 documentation for condition endorsement be submitted well before submitting
 documentation for building approval. Failure to address condition
 endorsement requirements prior to submitting for building approval may
 result in unexpected delays.

Reason for condition

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

ENG_{3c}

The access driveway, and parking module (parking spaces, aisles and

manoeuvring area) must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to the first occupation, documentation by a suitably qualified traffic engineering practitioner certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

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

Reason for condition

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

ENG 4

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

Reason for condition

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

ENG₅

The number of car parking spaces approved on the site, for use is ten (10).

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

Reason for condition

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

ENG₁

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

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

This must be done within 30 days of completion, or as required by Council (whichever is first). Any damage must be immediately reported to Council.

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

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

Reason for condition

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

ENG 13

The development must allow adequate sight distance between user vehicles, cyclists and pedestrians on Lower Jordan Hill Road.

Amended drawings must be prepared by a suitably qualified engineer, submitted and approved, prior to the commencement of work. The amended drawing must demonstrate how the area of land either side of the driveway provides for adequate sight distance between user vehicles, cyclists and pedestrians in accordance with the following:

 Compliance with Australian/NZ Standard, Parking facilities Part 1: Offstreet car parking AS/NZS 2890.1: 2004 Fig 3.3;

- Where the design deviates from AS/NZS 2890.1:2004 the designer must demonstrate that the design will provided a safe and efficient access and enable safe, easy and efficient use; and
- The relocation of the bin enclosure to be clear of the of the pedestrian safety sight triangle of AS/NZS 2890.1:2004 Fig 3.3

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

Advice:

- Once the design has been approved, then Council will issue a condition endorsement [see general advice on how to obtain condition endorsement and for fees and charges]).
- Where building approval is also required, it is recommended that
 documentation for condition endorsement be submitted well before submitting
 documentation for building approval. Failure to address condition
 requirements prior to submitting for building approval may result in
 unexpected delays.

Reason for condition

To ensure the safety of vehicles entering and leaving the development and of pedestrians and traffic in the vicinity.

ENGR 3

Prior to the issue of a Ceritificate of Completion, or first occupation (whichever occurs first), the proposed driveway crossover and footpath works within the 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 approved alternate design.

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

- 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 for B85 vehicle or B99 vehicle, depending on use, and demonstrate all vehicle movements to and from the site are fully contained within the extents of the crossover and clear of on-street parking areas in Lower Jordan Street;
- 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 if the design deviates from the requirements of the TSD's;
- Show vehicular and pedestrian sight lines in accordance with AS/NZS 2890.1:2004. Where sight distances in accordance with AS/NZS 2890.1:2004 can not be acheived then any measures to improve sight distances are to be shown: and
- 7. Be prepared by a suitable qualified engineer and certified by a suitably qualified traffic engineering practitioner, to satisfy the above requirement.

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

Advice:

- The applicant is required submit detailed design documentation to satisfy this
 condition via Council's planning condition endorsement process (noting there
 is a fee associated with condition endorsement approval of engineering
 drawings [see general advice on how to obtain condition endorsement and for
 fees and charges]). This is a separate process to any building approval under
 the Building Act 2016.
- Please note that your proposal does not include adjustment of footpath levels.
 Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.
- Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.
- Works undertaken as part of this condition will requirement to open up and
 occupy the highway reservation prior to commencing works within the highway
 reservation. Contact Council's City Amenity Road Services Workgroup on
 (03) 6238 2586 or coh@hobartcity.com.au for information regarding permits.

Reason for condition

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

ENG s1

The free flow of flood water onto, through and from the site must not be restricted.

The proposed solid raised-bases of the fences shown on the Arcadia landscaping plans (such as in Section E on p9) are not approved within the identified 1% AEP (as at 2100) flood extent.

Detailed design drawings, including sections, of any works (such as raised driveway columns or short section of wall on the eastern boundary) within the modelled 1% AEP flood extent must be submitted to and approved by Council prior to commencement of works. These must:

- show no alteration of natural ground level that would alter the flow of water onto, through or from the site; and
- include certification from an accredited and qualified structural engineer that all proposed structures within the flood zone are designed to resist erosion, undermining and likely forces from a flood event (including debris loading).

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

Reason for condition

To prevent adverse impact on neighbouring properties

ENG s2

Approval from Council's City Amenity Division must be obtained prior to issue of any consent under the *Building Act 2016* (excluding demolition or excavation) for any changes to the existing on street parking arrangements in Lower Jordan Hill Road.

Advice:

Any changes to the existing on street parking arrangements in Lower Jordan Hill

Road do not form part of the planning approval and will require approval from Council's City Amenity Division Manager Traffic Engineering in a process separate to the planning process. All works will be at the developer's expense. Please contact Council's City Amenity Division Manager Traffic Engineering with regard to the application process for any changes to the on street parking arrangements in Lower Jordan Street.

Reason for condition

To ensure that relevant approvals are obtained.

ENV 8

Prior to the granting of building consent and prior to the commencement of works, a landslide risk management report in accordance with the Australian Geomechanics Society Practice Note *Guidelines for Landslide Risk Management* (2007c) must be submitted and approved. The landslide risk management report must:

- include a risk assessment that determines whether the landslide risk associated with the works for the development will be acceptable or tolerable (using the recommended tolerable risk criteria in the AGS Guidelines) without risk mitigation measures being applied;
- include a schedule of risk mitigation measures required to reduce the estimated risk to tolerable levels, if risk mitigation measures are required to reduce the estimated risk to tolerable levels; and
- 3. be prepared by:
 - a geotechnical engineer or an engineering geologist as specified in the Director of Building Control's determination Certificates of Specialists or Other Persons that can complete a landslide risk assessment; or
 - 2. a civil engineer.

If the approved landslide risk management report includes recommended risk mitigation measures required to reduce the estimated risk to tolerable levels, all recommendations must be implemented.

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides

ENV₂

Sediment and erosion control measures, sufficient to prevent sediment leaving the site and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice: Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

All engineering drawings required to be submitted and approved by this planning

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

You may require a road closure permit for construction or special event. Click here for more information.

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

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

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

BUILDING OVER AN EASEMENT

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City 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.

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

Separate approval is required for the works over and adjacent to Council's stormwater infrastructure under s73 of the Building Act 2016 and s13 of the Urban Drainage Act. To discuss, please contact the Council's City Amenity Division.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's 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.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Page 91 ATTACHMENT A

Item No. 7.1.1

Click here for dial before you dig information.



(Tristan Widdowson)

Development Appraisal Planner

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

(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 28 July 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Development Engineering Report

Tristan Widdowson

12 February 2020

Development Appraisal Planner City of Hobart 16 Elizabeth Street HOBART TASMANIA 7000 via email: widdowsont@hobartcity.com.au

Dear Tristan

26 Lower Jordan Hill Road – Response to Representations PLN-19-179

Tract continues to act on behalf of Lower Jordan Hill Road Pty Ltd in regard to the above application.

Thank you for circulating the summary of representations in relation to the development application currently with Council for 26 Lower Jordan Hill Road.

Following a review of the key concerns raised by surrounding residents, we are pleased to enclose a revised proposal which has taken into consideration many of these key concerns. We have included below a summary of the amendments to the proposal following the representations and subsequent correspondence with neighbours.

Please find enclosed the following documents to assist with your further assessment;

- Revised Architectural Plans prepared by Cumulus Studio Pty Ltd;
- · Revised Engineering documentation prepared by Aldanmark Consulting Engineers;
- Landscape Plan prepared by Arcadia; and
- Traffic Impact Statement prepared by Milan Prodanovic.

Summary of Correspondence with Neighbours

Following the advertising period, the owners of the Site engaged in discussions with various neighbours to better understand and address concerns.

The key considerations of these discussions included visual bulk, overshadowing impact, landscaping/vegetation retention and the car parking provision.

The outcomes of these discussions resulted in meaningful and significant amendments to the proposal, largely, reduction in built form and subsequent reduction in overshadowing, significant lowering of the car parking area and proposed buffering of the development through high quality landscaping.

Set out below are a summary of the proposed amendments to the proposal, which are considered to appropriately address all relevant concerns raised.

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

Amendments to the Proposal

The engagement with the neighbours and Summary of Representations have resulted in significant and meaningful amendments to the proposal. In reading the below sections, please refer to the following;

- Revised architectural package prepared by Cumulus Studio dated 21 January 2020;
- Landscape Plan prepared by Arcadia dated January 2020;
- Revised Engineering documentation prepared by Aldanmark Consulting Engineers dated 14 January 2020; and
- Traffic Impact Statement prepared by Milan Prodanovic dated 29 January 2020.

Reduction in Built Form and Overshadowing

The amended proposal includes a significant reduction in the footprint and height of the built form. This is best shown through the East and West Elevations (V18048-A302) and Ground Floor – Previous Design Extent (V18048-A101).

Townhouse 5 is set back approximately an additional 2.7 metres from the rear boundary compared with the previously submitted design, with the car parking structure set back approximately an additional 3 metres. The visual impact is further reduced through the lowering of the car parking structure, which has been lowered through narrowing and shifting the townhouses north-west and increasing the gradient of the driveway.

As a result of these built form alterations, the overshadowing cast by the development has been reduced. Particular focus was given to the property at 65A Newdegate Street which has private open space adjoining the Site. This is best shown through the Comparison Plans (V18048-A515) which show the existing shadows, shadows cast by the previously submitted design and shadows cast by the amended design on 21 July. These show the significant improvement of the revised design, as well as the limitations of the current situation, largely relating to the boundary fence, layout of the dwelling and vegetation on site. It is considered that the level of overshadowing cast by the amended development is satisfactory in this context and is in accordance with the performance criteria set out in P3 of Clause 10.4.2.

Proposed Landscaping and Retention of Vegetation

The amended package includes a concept Landscape Plan prepared by Arcadia which provides a high-quality and site responsive landscape design for the proposal.

Key elements include:

- A 600mm landscape strip along the western boundary (adjoining 65 and 65A Newdegate Street and 28 Lower Jordan Hill Road) which will include a screening hedge along the entire interface to soften the edge and provide additional privacy.
- A 1.7-metre-high boundary fence, which increases to 2.5 metres adjoining 28 Lower Jordan Hill Road
 to include an open trellis on the top of the fence for climbers.
- A high-quality landscape response for all terraces, including the provision of trees to provide an improved outlook for 24 Lower Jordan Hill Road.
- Retention of a mature Pear Tree adjacent to 28 Lower Jordan Hill Road and two mature trees in the south-eastern corner, as well as several others across the Site.

The concept landscape plan will ensure the proposed development is suitably screened from the surrounding residences, with suitable vegetation to soften the interfaces and blend harmoniously with the green and vegetated surrounding neighbourhood.

Vehicular Access and Car Parking Provision

The amended proposal includes a revised driveway and car parking layout in order to lower the car parking structure and therefore reduce the visual bulk of the proposal, particularly the interface with 65 and 65A Newdegate Street and 28 Lower Jordan Hill Road. The proposed revised design includes increased gradients along the length of the driveway, which will still ensure safe and efficient use.

The car parking provision has been assessed by a suitably qualified expert, and has confirmed that the car parking provision is not only in accordance with the requirements of the City of Hobart Planning Scheme, however is also entirely appropriate in relation to the actual parking demand given the proximity to key destinations, access to public transport and car ownership in the area.

Refer to the revised Engineering documentation prepared by Aldanmark Consulting Engineers and Traffic Impact Statement prepared by Milan Prodanovic for further information.

Conclusion

Following the consultation with the surrounding neighbours and Summary of Representations, substantial and meaningful amendments have been made to the proposal in order to respond to the key considerations raised. These included a reduction in the built form and overshadowing, improved interface treatment through high-quality landscaping and demonstration that the car parking provision is entirely appropriate for the Site.

For the reasons outlined above in this letter, it is considered that the proposal should be supported.

We trust the additional information is sufficient to allow Council to further their assessment.

Should you have any questions, please do not hesitate to contact me on 9429 6133 or at cgraham@tract.net.au.

Yours sincerely

Caroline Graham

Town Planner

Tract

CGraham@tract.net.au

aline broke

26 Lower Jordan Hill Road West Hobart TAS 7000

GENERAL NOTES

PROJECT

DESIGNER
CUMULUS STUDIO PTY LTD
CERTIFIED ARCHITECT:

PETER WALKER CC2143E Suite 2, Level 2, 147 Macquarie Street Hobart TAS 7000 ACCREDITATION N°: ARCHITECTS ADDRESS:

LOCATION PROJECT N°: PROJECT NAME: TITLE REFERENCE: 26 Lower Jordan Hill Rd CT3531/100 P197648 PROJECT ADDRESS: 26 Lower Jordan Hill

Road West Hobart 7000

SITE DETAILS BAL:

<BAL#> CLIMATE ZONE: ZONE 7 REFER ENG REFER ENG WIND SPEED SOIL CLASS: ALPINE AREA: CORROSION:

NO <BCA VOL2 3.5.1.3>

PRELIMINARY AREA SCHEDULE

STOREY	TOWNHOUSE NO.	TYPE	AREA (m²)
GROUND FLOOR - CAR PORTS			
	TOWNHOUSE 1	2X CAR PARKS	36 m²
	TOWNHOUSE 2	2X CAR PARKS	36 m²
	TOWNHOUSE 3	2X CAR PARKS	36 m²
	TOWNHOUSE 4	2X CAR PARKS	36 m²
	TOWNHOUSE 5	2X CAR PARKS	36 m²
	VISITOR	2X CAR PARKS	N/A / NOT COVEREI
	LOT 1 PARKING	2X CAR PARKS (TANDEM)	N/A / NOT COVERED
	COVERED WALKWAY	COVERED WALKWAY	55 m ²
			235 m ²
GROUND FLOOR			
	TOWNHOUSE 1	+ 115m ² P.O.S.	65 m ²
	TOWNHOUSE 2	+ 47m ² P.O.S.	64 m ²
	TOWNHOUSE 3	+ 42m ² P.O.S.	64 m ²
	TOWNHOUSE 4	+ 37m ² P.O.S.	64 m ²
	TOWNHOUSE 5	+ 286m ² P.O.S.	65 m ²
		527 m ²	322 m ²
FIRST FLOOR			
	TOWNHOUSE 1	+ 4m² P.O.S.	99 m²
	TOWNHOUSE 2	+ 5m² P.O.S.	97 m²
	TOWNHOUSE 3	+ 4m² P.O.S.	97 m ²
	TOWNHOUSE 4	+ 5m² P.O.S.	97 m ²
	TOWNHOUSE 5	+ 5m² P.O.S.	99 m²
		23 m ²	489 m ²

DA DRAWING LIST

Set	Nº	Drawing Name	Rev	Scales
A PRELIMINARIES	A000	COVER PAGE	DA4	
A PRELIMINARIES	A010	SITE PLAN	DA4	
A PRELIMINARIES	A020	DEMOLITION PLAN	DA4	
A GENERAL PLANS	A100	GROUND FLOOR	DA4	
A GENERAL PLANS	A101	PLAN COMPARISON	DA4	
A GENERAL PLANS	A102	FIRST FLOOR	DA4	
A GENERAL PLANS	A103	ROOF	DA4	
A ELEVATIONS	A301	ELEVATIONS	DA4	
A ELEVATIONS	A302	ELEVATIONS	DA4	
A ELEVATIONS	A350	ENVELOPE	DA4	
A SECTIONS	A401	SECTIONS	DA4	
A SUN STUDIES	A504	SUN STUDIES	DA4	
A SUN STUDIES	A505	SUN STUDIES	DA4	
A SUN STUDIES	A506	SUN STUDIES	DA4	
A SUN STUDIES	A507	SUN STUDIES	DA4	
A SUN STUDIES	A508	SUN STUDIES	DA4	
A SUN STUDIES	A509	SUN STUDIES	DA4	
A SUN STUDIES	A510	SUN STUDIES	DA4	
A SUN STUDIES	A511	SUN STUDIES	DA4	
A SUN STUDIES	A512	SUN STUDIES	DA4	
A SUN STUDIES	A515	COMPARISON 9am	DA4	
A SUN STUDIES	A515	COMPARISON 10am	DA4	
A SUN STUDIES	A515	COMPARISON 11am	DA4	
A SUN STUDIES	A515	COMPARISON 12pm	DA4	
A SUN STUDIES	A515	COMPARISON 1pm	DA4	
A SUN STUDIES	A515	COMPARISON 2pm	DA4	
A MATERIALS	A601	MATERIALS + FINISHES	DA4	

PERSPECTIVE



LOCATION PLAN 1:5000



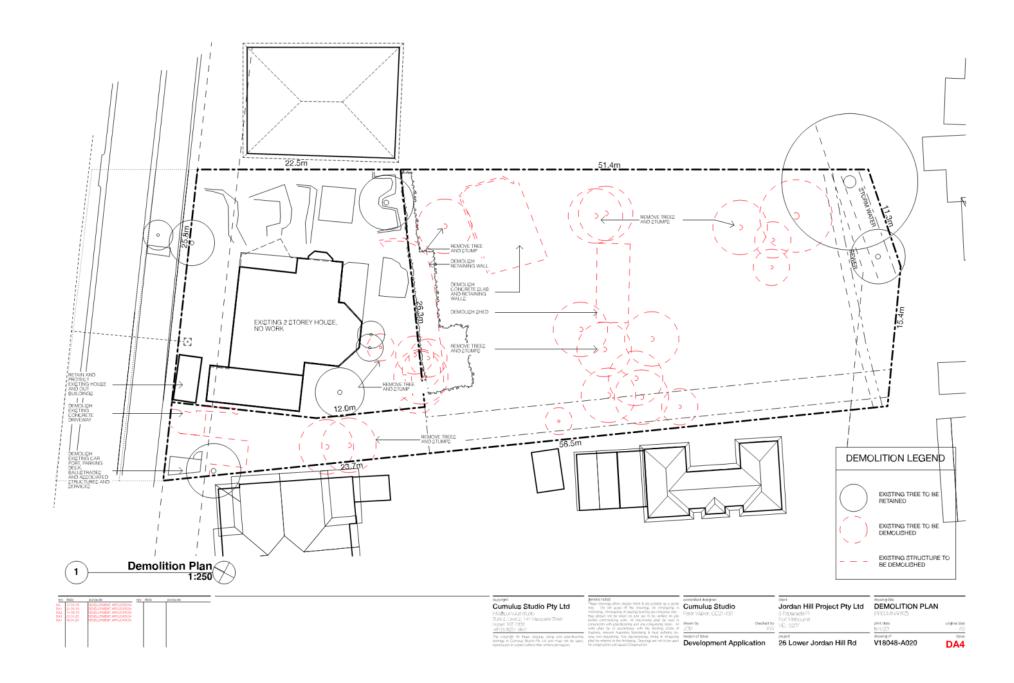
Cumulus Studio Pty Ltd

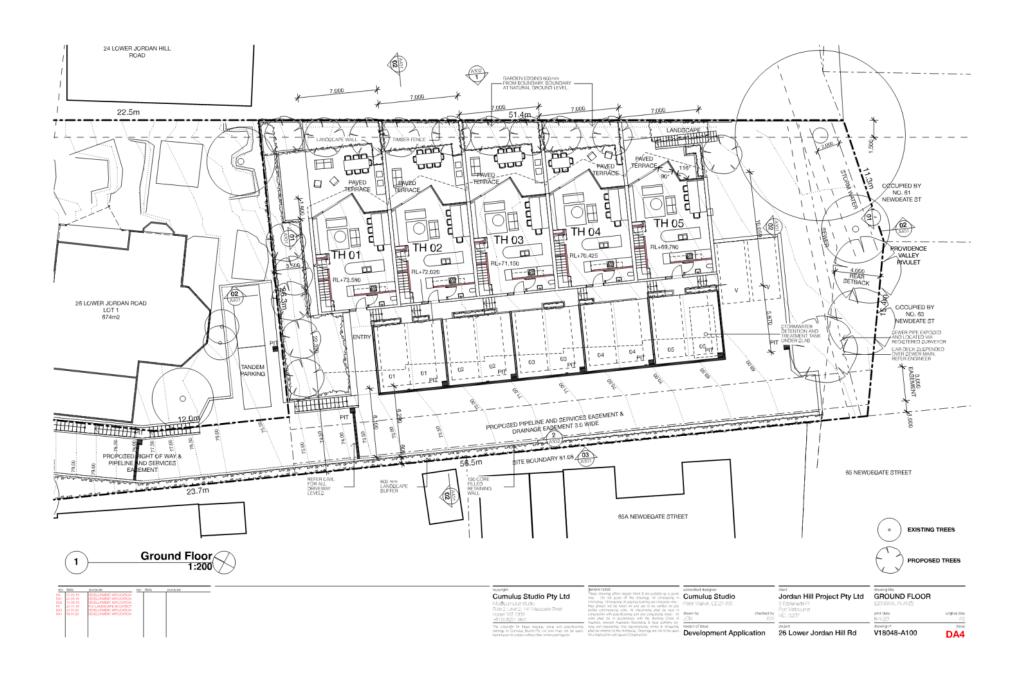
Cumulus Studio

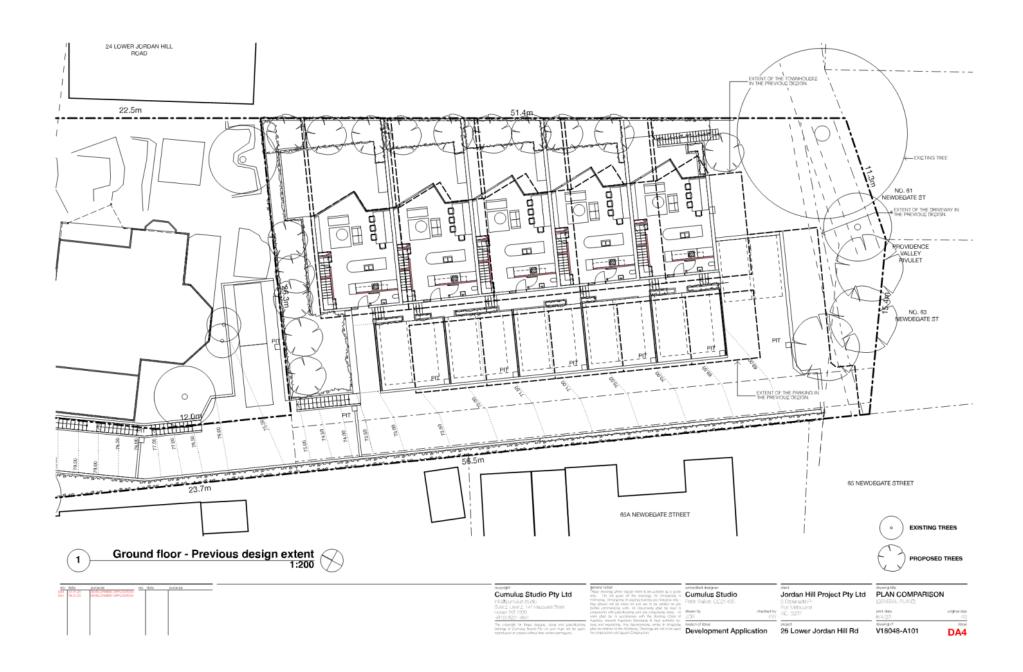
Jordan Hill Project Pty Ltd Development Application 26 Lower Jordan Hill Rd

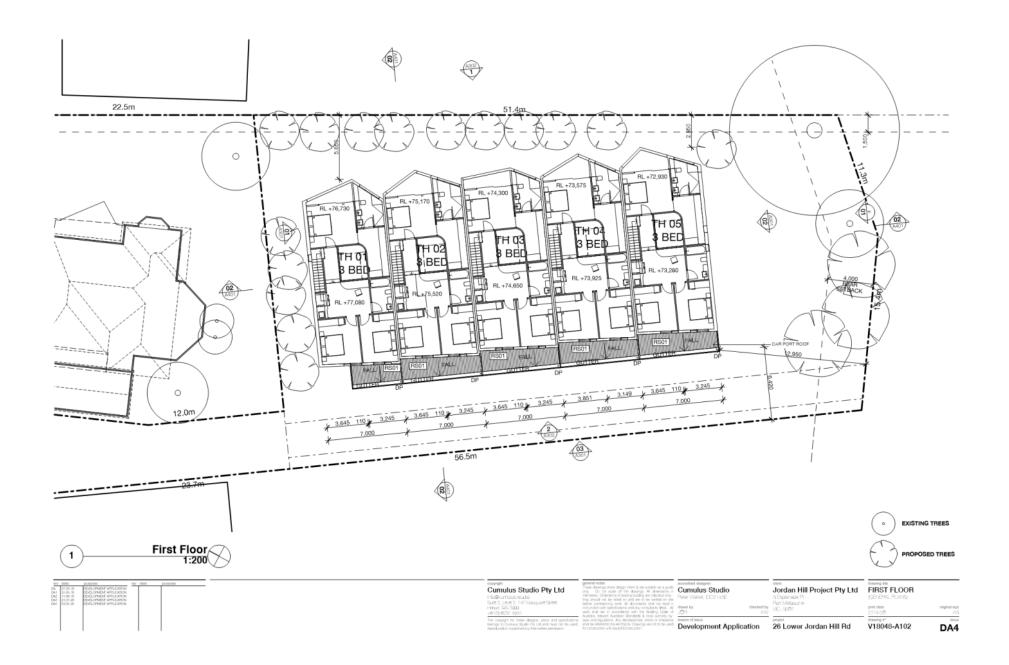
COVER PAGE original size V18048-A000 DA4

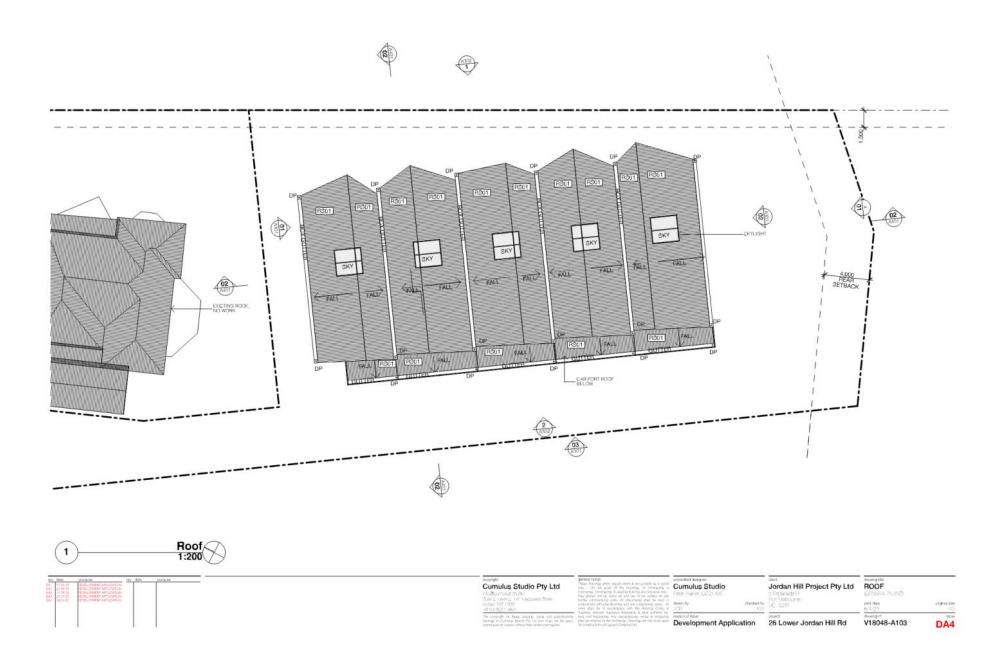


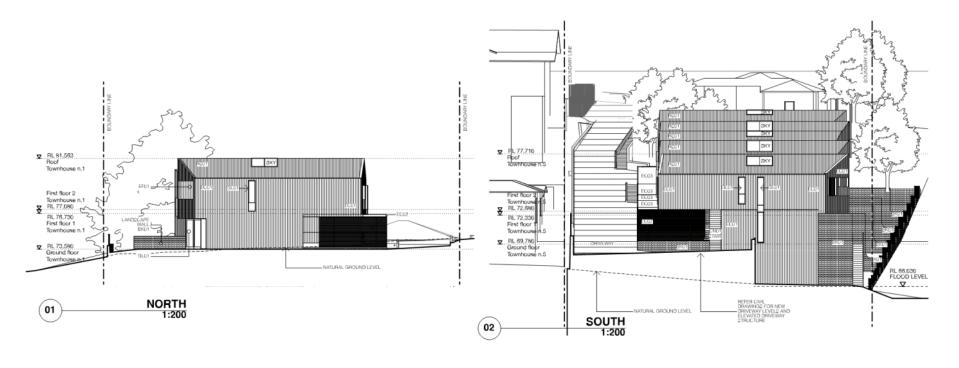


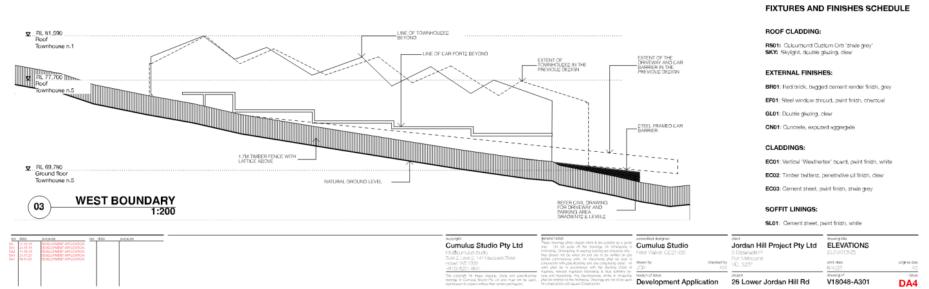




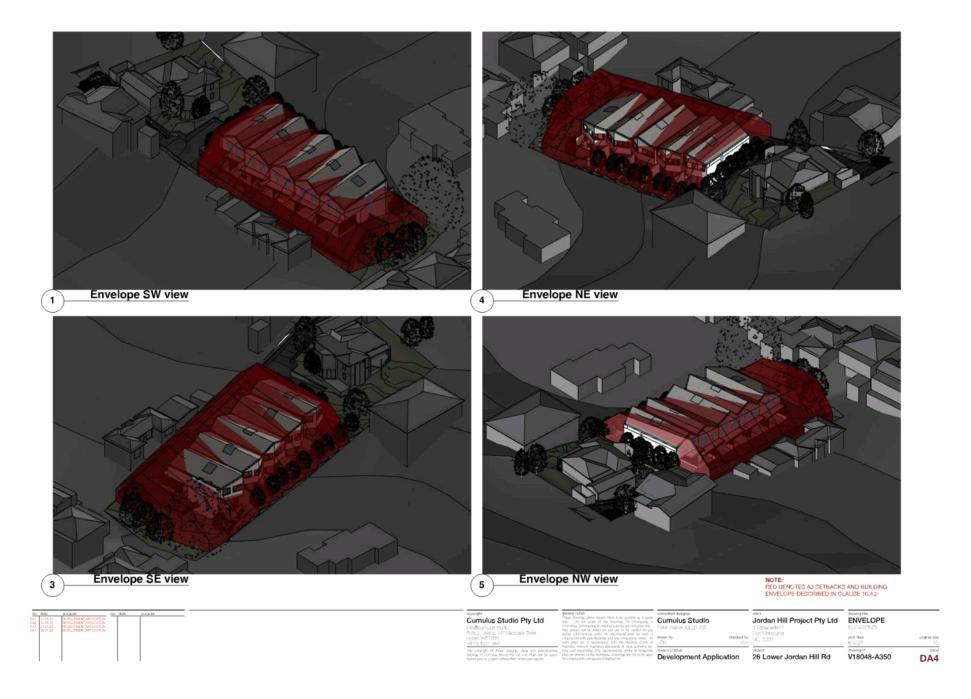


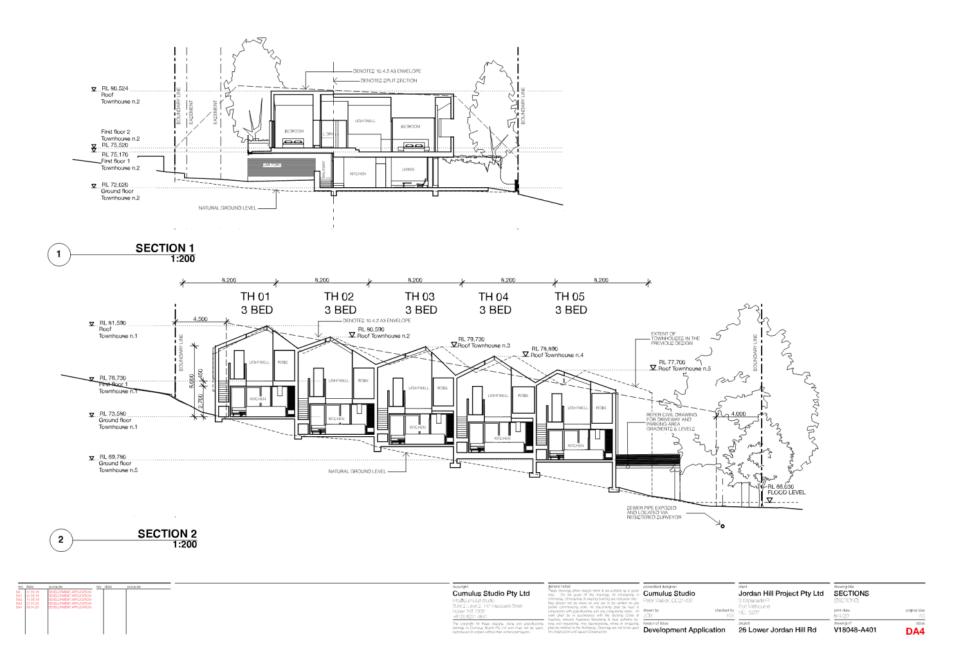


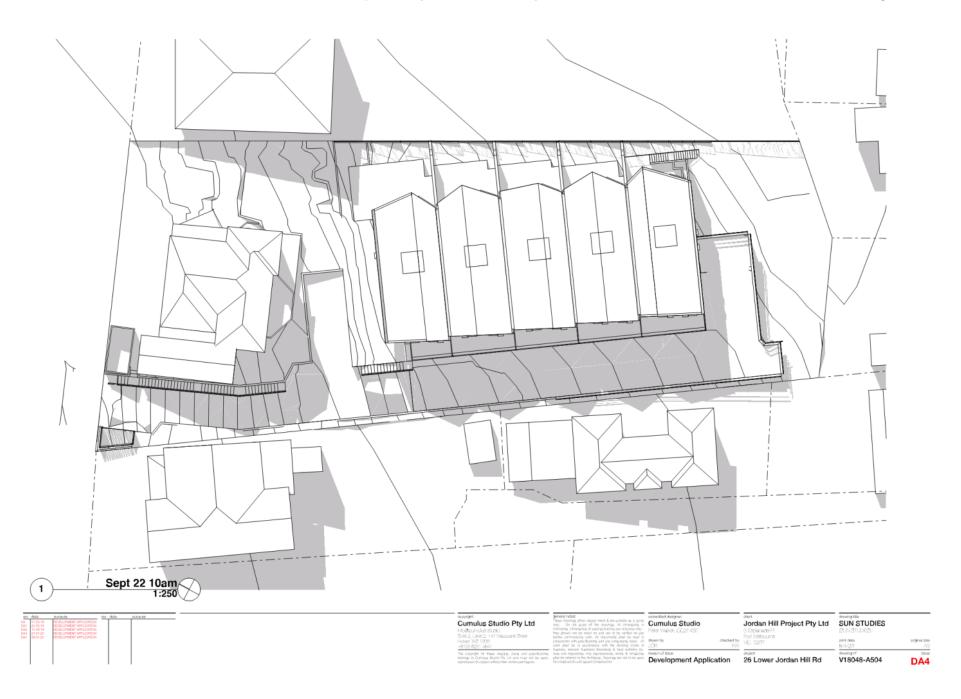




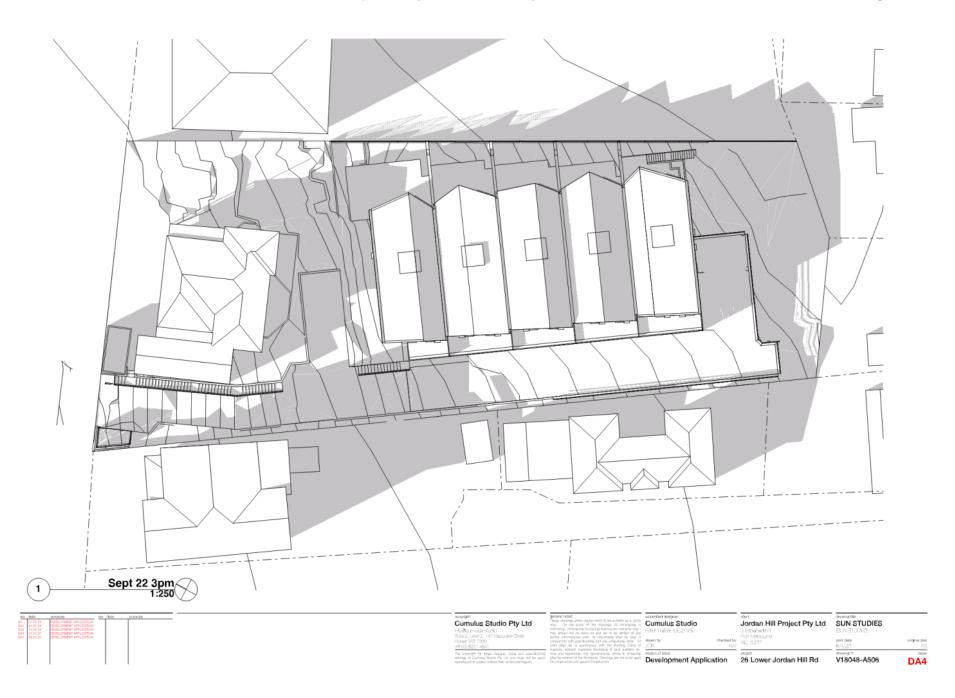


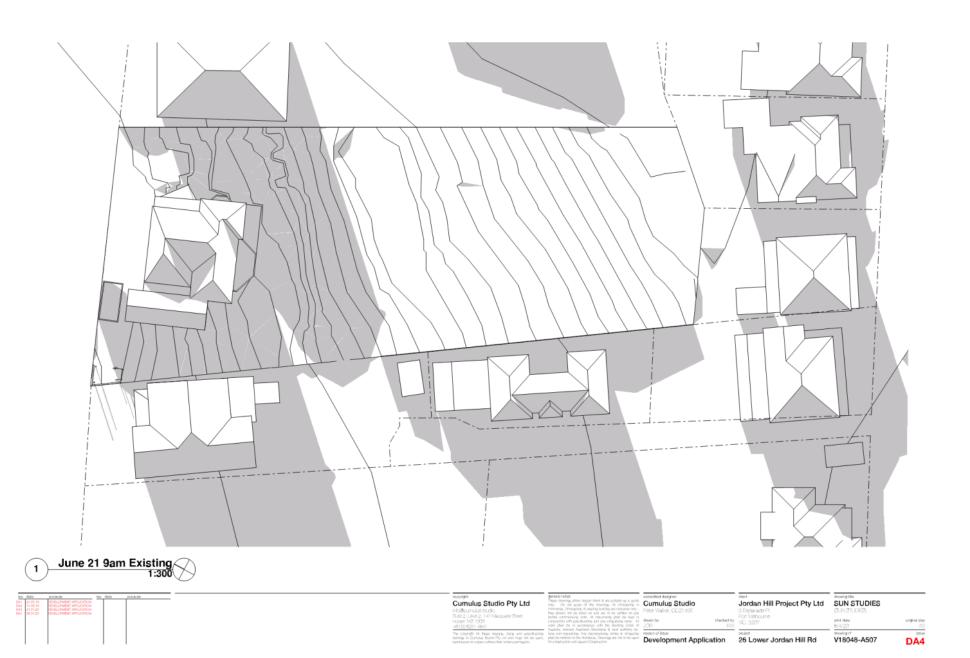














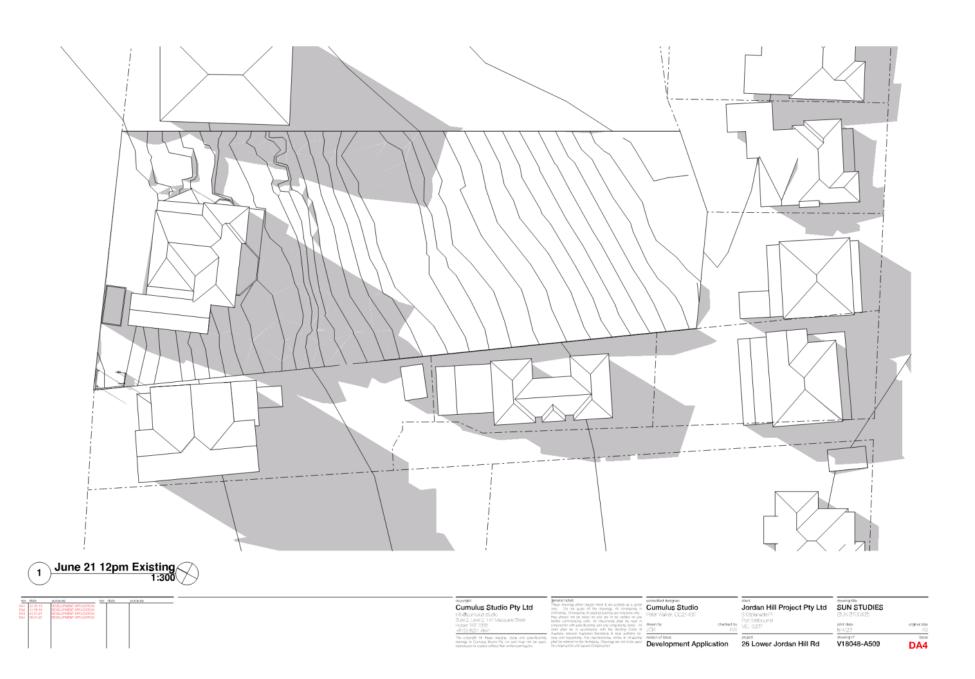
Cumulus Studio Pty Ltd Info@curulus studio Sulte 2, Ltwel 2, 147 Miscquere Steet Hobert 148 7 0000

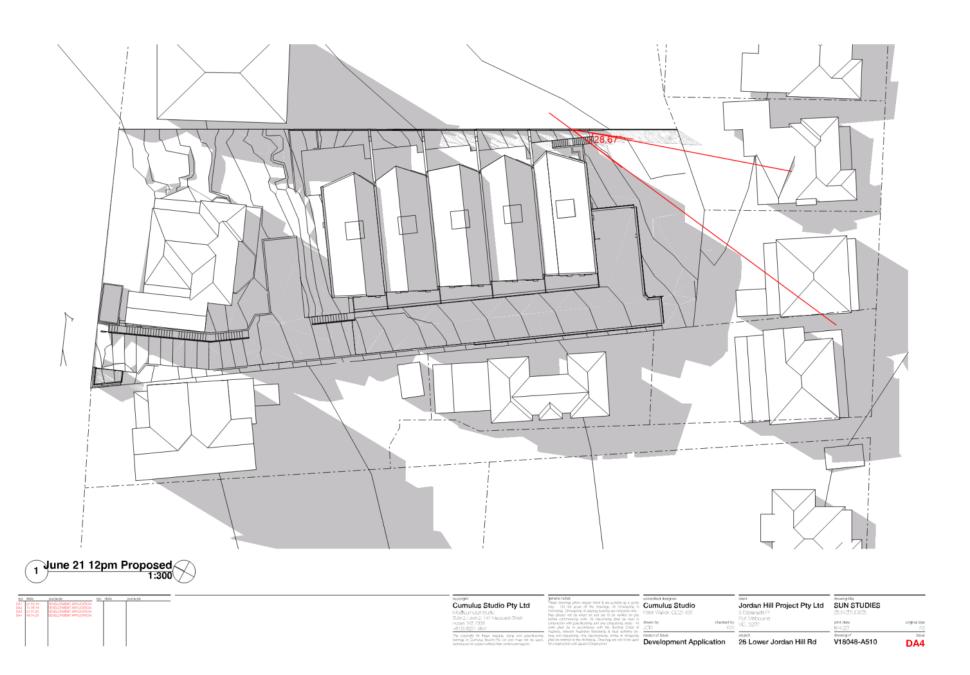
Cumulus Studio

dissent by desided by ACR 2027

| CR | Port Melbourne | P

Jordan Hill Project Pty Ltd SUN STUDIES original size
AG
Issue
DA4 V18048-A508









Cumulus Studio Pty Ltd Info@curulus studio Sulte 2, Ltwel 2, 147 Miscauere Steet Hobert 145 7000

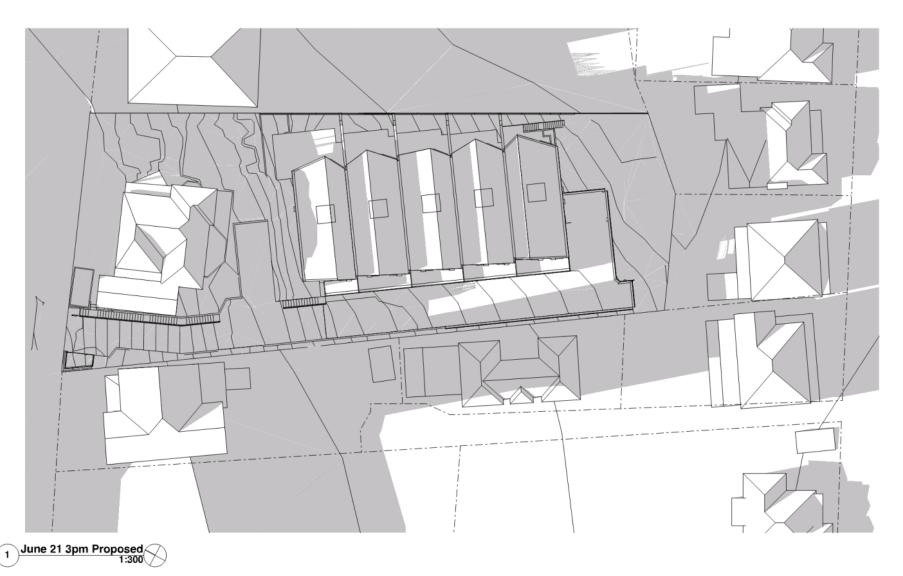
Cumulus Studio

treen by Horn National Vic. 327 Vic. 32

Jordan Hill Project Pty Ltd SUN STUDIES

V18048-A511

original size
AG
issue
DA4



Cumulus Studio Pty Ltd Info@cumulus studio Sulte 2, Level 2, 147 Miscauere Steet Hobert 145 7000

Cumulus Studio

Jordan Hill Project Pty Ltd SUN STUDIES

original size
AG
Issue
DA4 V18048-A512







June 21 9am Previous design- 3D VIEW

June 21 9am Proposed - 3D VIEW

Cumulus Studio Pty Ltd

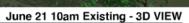
Cumulus Studio

Jordan Hill Project Pty Ltd

COMPARISON 9am

Development Application 26 Lower Jordan Hill Rd V18048-A515







June 21 10am Previous design- 3D VIEW



June 21 10am Proposed - 3D VIEW







June 21 11am Previous design- 3D VIEW

June 21 11am Proposed - 3D VIEW

Cumulus Studio Pty Ltd

Cumulus Studio

Development Application 26 Lower Jordan Hill Rd

COMPARISON 11am







June 21 12pm Existing - 3D VIEW

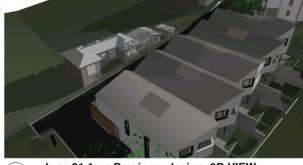
June 21 12pm Previous design- 3D VIEW

June 21 12pm Proposed - 3D VIEW

DA4



June 21 1pm Existing - 3D VIEW





June 21 1pm Previous design- 3D VIEW

June 21 1pm Proposed - 3D VIEW







June 21 2pm Previous design- 3D VIEW

June 21 2pm Proposed - 3D VIEW

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

Page 122 ATTACHMENT B

Materials and Finishes

R01 Colourbond Custom Orb 'Shale Grey'



EC03 Cement sheet, paint finish, shale grey



BK01 Red brick, bagged cement render finish, grey



SL01 Cement sheet, paint finish, white



EF01 Steel window shroud, paint finish, charcoal



GL01 Double glazing, clear



CN01 Concrete, exposed aggregate



EC01 Vertical 'Weathertex' board, paint finish, white



EC02 Timber Battens, penetrative oil finish, clear

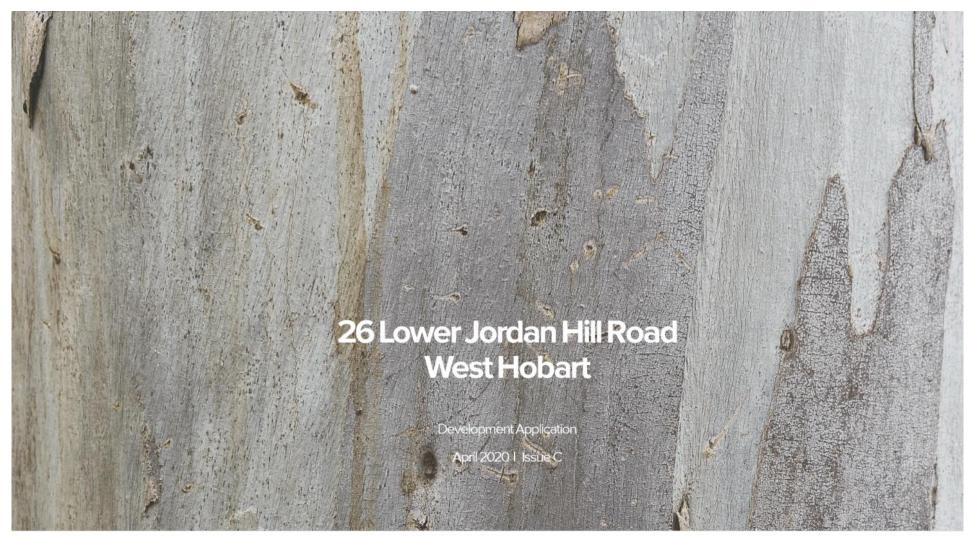


	100	

Cumulus Studio Pty Ltd

Cumulus Studio

Jordan Hill Project Pty Ltd MATERIALS + FINISHES







Arcadia Sydney
Jones Bay Wharf, Lower Deck, Suite 76
26-32 Pirrama Road, Pyrmont NSW 2009
P 02 8571 2900
E sydney@arcadiala.com.au
arcadiala.com.au
@arcadialandarch
Arcadia Landscape Architecture Pty Ltd
ABN 83 148 994 870

We respectfully acknowledge the Traditional Custodians of the lands where we live and work. We acknowledge their unique ability to care for Country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.

Item No. 7.1.1

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

Page 125
ATTACHMENT B

Table of Contents

Landscape Vision

Key Principles + Strategies

Landscape Masterplan

Landscape Sections

Landscape Elevations

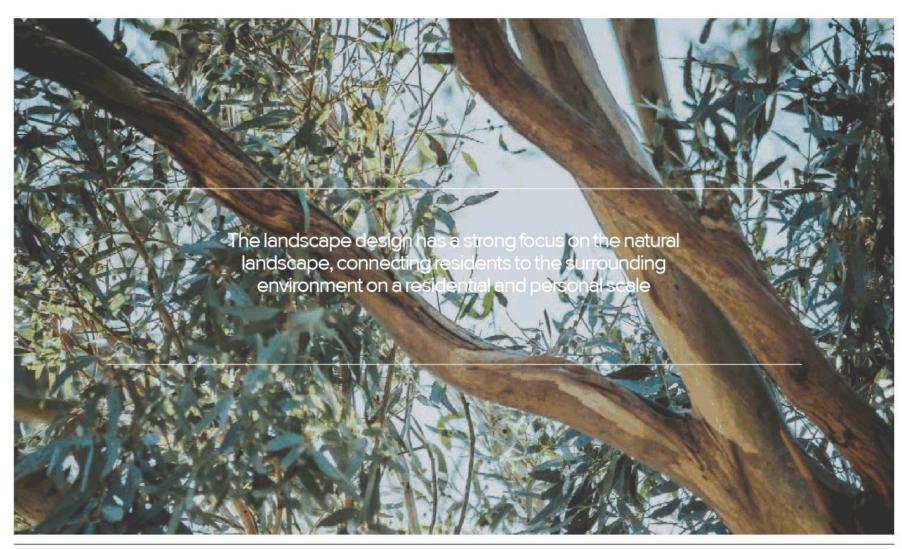
Landscape Material Character

Landscape Planting Character

Landscape Fence Character

Planting Palette

Landscape Vision



Key Principles + Strategies



Landscape Masterplan



LEGEND

- 01 Retain existing tree
- Proposed evergreen climber to fence to provide green screen + privacy for neighbours
- Provide shade tolerant and irrigated (via hand water or drip irrigation) plants to planters in undercover areas
- Proposed private turf areas
- Stepper path in planting for maintenance only

- Paved terrace area, flush with internal levels
- 07 Outdoor lounge + arm chairs
- 08 BBQ bench unit
- 09 Outdoor dining table and chairs
- 10 Areas for pots by Tenant
- 11 Privacy wall between Townhouses, to Architects detail
- Boundary fence. Indicative only.

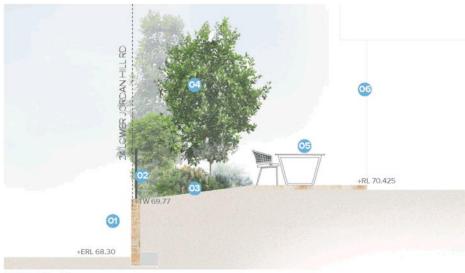
- Raised planters to terrace
- Timber bench seat to edge of garden bed
- 15 Generous planting to perimeters
- Planting to screen carpark at higher level
- 17 Existing trees to be retained and protected
 - Screening hedge along carpark edge on western boundary to restrict views into development from neighbouring properties

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

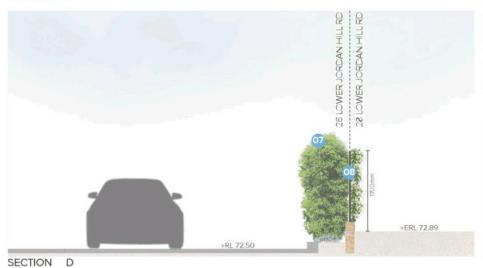
Landscape Sections



Landscape Sections



SECTION C



LEGEND

- Adjoining property
- Fence to wall top. Inidcative only. Refer Architects plans for fence
- heights Planting slopes to help accommodate level change Native screen planting
- Outdoor table and chairs to paved terrace
- 06
- Townhouse edge Proposed Camellia hedge
- Boundary fence Indicative only. Planting to neighbouring property TBC







KEY PLAN



Landscape Sections



LEGEND

- Adjoining property
- Existing eucalyptus sp. to remain
- Generous planting buffer to screen neighbours
- Private grass area. Sloped slightly to help with drainage and to meet existing levels
- Edge of townhouse
- Maintain existing lower levels around existing tree

SECTION E









Landscape Elevations



- LEGEND

 O1 Proposed camellia hedge screen adjacent to driveway

 O2 Boundary Fence. Indicative only

 O3 Planting to neighbouring fence side (28 lower jordan hill road)
- Stepped wall and fence to eastern boundary. Indicative only.
 Refer Architects plan for heights
 Mesh + climbers to underside of carpark with extra vegetation
 grown in adjacent garden bed to help with screening
 Planting to private terraces
 Existing eucalypt sp. to remain

KEY PLAN





Landscape Elevations



LEGEND

- Existing 28 Lower Jordan Hill Road residence
- 02 Point at which proposed driveway begins. Refer civil
- Proposed trees alongside driveway
- Existing trees to remain
- Hedge screening to southern boundary along 61 and 63 Newdegate properties
- Climbing vines + proposed vegetation to help screen elevated parking platform
- Stepping townhouses. Refer Architects drawings

ELEVATION C - SOUTHERN ELEVATION









Landscape Material Character

The landscape approach to materials aims to incorporate raw materials such as timber and sandstone as a reference to the natural materials found in the wider landscape whilst complimenting the architectural form.



Planting Character

The landscape approach aims to incorporate predominantly native planting to help provide a green outlook as well as privacy for adjoining neighbours.



Landscape Fence Character



Planting Palette





Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

CIVIL DRAWINGS

PROPOSED UNIT DEVELOPMENT 26 LOWER JORDAN HILL ROAD WEST HOBART, TASMANIA 7000

SHEET C0.01	DRAWING INDEX AND NOTES	ISSUE F	DATE 25/03/2020
C1.01	TOWNHOUSE DETAIL SERVICES PLAN	F	25/03/2020
C1.02	TOWNHOUSE DESIGN LEVELS AND GRADING PLAN	F	25/03/2020
C1.03	TOWNHOUSE TURNPATH PLAN	F	25/03/2020
C2.01	SECTIONS	F	25/03/2020

- GENERAL MOTES:

 THEIR PREMIUM BIT TO BE HISO IN CONJUNCTION WITH THE APPOINTMENT AND APPOINTME

WORKPLACE HEALTH & SAFETY NOTES:

THE CONTRACT THE CONTRACT OF THE CONTRACTOR SHALL UNDERTHAD A BYTE SPECIAL PROJECT PRESENT THE CONTRACT THE C

- THE MAN THE MAN THE OTHER PROPERTY OF THE MAN THE MAN

EARTHWORKS & DRIVEWAY NOTES:

- EAST-HUNDERS & DRIVEWAY NOTES

 1. ALL INSTITUTES DRIVE BY ALL OFFICE OF A SETS STATEMENT OF INSTITUTES AND CONSISTENCE, AND PROCEEDINGS.

 1. ALL INSTITUTES DRIVE BY ALL IS STATEMEN AND DISEASE OF THE CONSISTENCE OF THE CON

BATTERS SHALL BE SET TO A SPECIALIZED OF PERSON	I HALLOGUANOS INTH THE BOX VOLUMS HOTOVIED BELOW.
SOIL TYPE	EMBANKMENT SLOPES H:L

(, KELEK	BCA 3.2.4)	COMPACTED FILL	0.07		
STABLE	ROOK (A1)	23	81		
14	(D(K)	12	12		
91	BLT (P1)		14		
QLAY	FRMCLAY	12	11		
CONT.	BOFT GLAY	BJBATIVS TON	23		
90FT 90((8 (P)		3J847N3 70K	NOTSUTABLE		

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A SATTERED BANK CONSULT THE ENGINEER FOR A SATTABLE RETAINED MAKE BE STABLISED BY VESSTIATION OR SAILLAR

DRAINAGE AND SERVICES NOTES:

- AND THE VIEW STATUS OF THE CO.

 AND OPEN STATEMENT OF A SEC TOPMANE PROMATURE IS TO BE CAMED OF IT ACCORDING WITH PRICE AT INC. IN CO. IN CO.

- ALL COMMITTIONS TO EXTEND MAN TO THE COMMITTION OF THE MEDITATION AND THE AUGUST AND AUG

06P1H10 I		DUENO		
-		W014	LENGTH	
	2800	40	490	
1800	1900	600	800	
1920	⊴1200	600	900	
-1200		900	900	

HALF SCALE PRINT SEMANS OF UNDERGROUND SERVICES THE LOCATION OF UNDER ORDINO SERVICES AN APPROXIMATE GREAT WORTH REJECT LOCATION SHOULD SERVICES OF STATE PROJECT OF STATE PRESENT AUTOPOTES. IN QUARANTEE IS SOVENTHAT ALL SERVICES ARE SHOUN

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

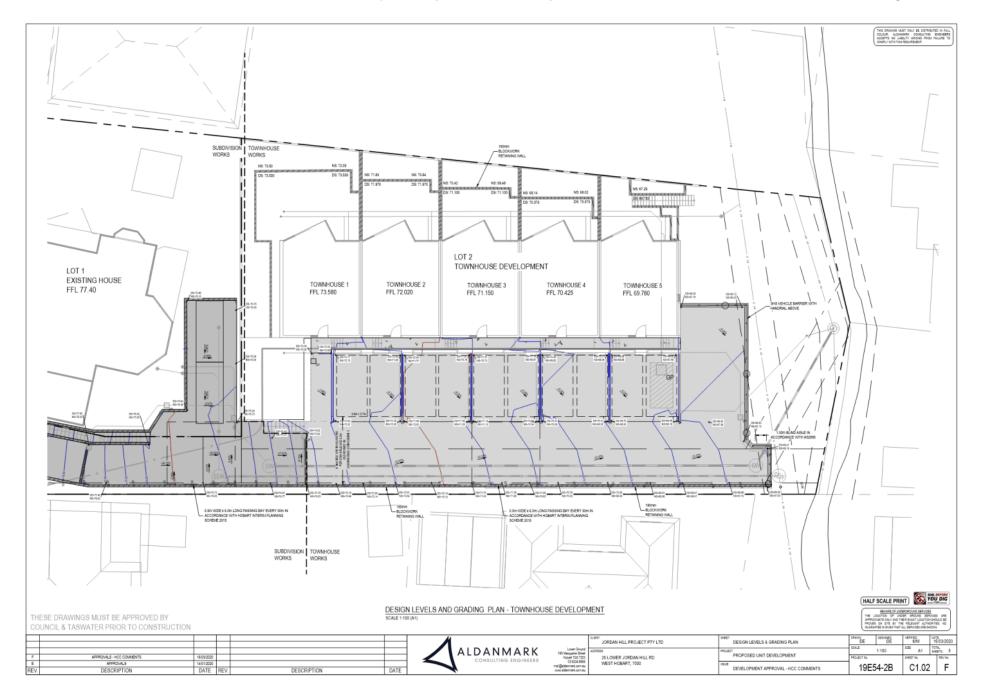
F	DEVELOPMENT APPROVAL - HCC COMMENTS	25/03/2020			
E	APPROVAL5	14/01/2020			
REV.	DESCRIPTION	DATE	REV.	DESCRIPTION	DATE

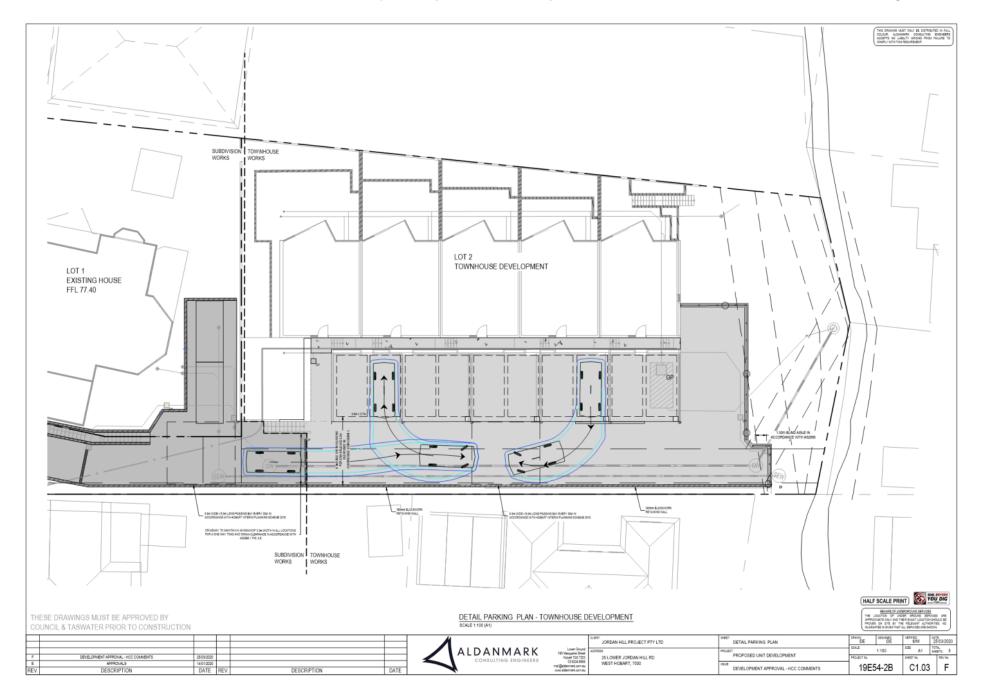


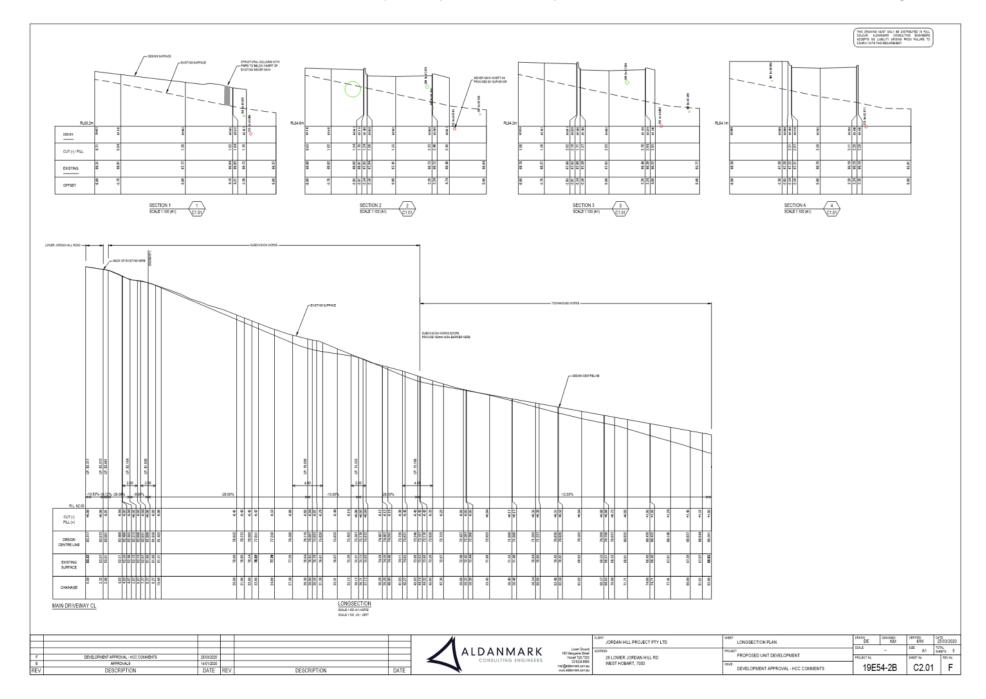
	e SI	m	e l'	^
t TZ	57	000	3 I.	
600	ŭ.	i di di	i I	
	H T2	# TAS 7 9 6234 8	# TAS 700 96234 858	# TAS 7000 8 6234 8565

JORDAN HILL PROJECT PTY LTD	INDEX AND NOTES	DE DECIDADO DE NM		VERFED MW	17E 25/03/2020	
100 26 LOWER JORDAN HILL RD WEST HOBART, 7000	PROJECT: PROPOSED UNIT DEVELOPMENT	PROJECT No. SHEET No.			REVNs.	
	DEVELOPMENT APPROVAL - HCC COMMENTS	19E5	4-2B	C0.01	F	











Prepared on behalf of Jordan Hill Projects Pty Ltd

0318-0765 R01 00 2020-04-09

Level 6, 6 Riverside Quay SOUTHBANK VIC 3006 Phone: (03) 9429 6133

Town Planning Report Tract

Quality Assurance - Report Record

Project Name 26 Lower Jordan Hill Road, West Hobart

Document Number RP01
Revision (see below) 02

Prepared By Caroline Graham
Reviewed and Approved By Luke Chamberlain
Date of Issue 9 April 2020

Revisions

Rev	Date	Details	Prepared By	Reviewed By	Project Principal
01	18 July	Removal of subdivision from	Caroline	Luke	Luke
	2019	application	Graham	Chamberlain	Chamberlain
02	9 April	Amendments to proposal	Caroline	Luke	Luke
	2020	following notice period	Graham	Chamberlain	Chamberlain

Town Planning Report

Tract

Contents

1	In tro d	u ctio n	3
	1.1 1.2	Purpose: Limitations:	3 3
2	Site &	Surrounds	4
	2.1 2.2	Site Analysis Site Context	4 5
3	Propo	s a l	6
	3.1 3.2 3.2.1 3.2.2	Overview Key Elements Development of 5 Townhouses Design Statement	6 6 6
4	Plann	ing Policies & Controls	8
	4.1 4.1.1	Planning Scheme Purpose Municipal Setting	8
	4.1.2	Hobart Planning Scheme Objectives	8
	4.2 4.2.1	Zone Purpose	9
	4.2.2	Standards	9
	4.3 4.3.1	Codes Landslide Code	12 12
	4.3.2	Road and Railway Assets Code	12
	4.3.3	Parking and Access Code	13
	4.3.4	Stormwater Code	13
5	Plann	ing Assessment	1 4
	5.1 5.2 5.1 5.2 5.3	Overview General Residential Zone Road and Railway Assets Code Parking and Access Code Stormwater Code	14 14 16 17 19
6	Concl	u sio n	2 0

Agenda (Open Portion) Page 147
City Planning Committee Meeting - 3/8/2020 ATTACHMENT B

Tract

Disclaimer

Item No. 7.1.1

This report was prepared by Tract Consultants Pty Ltd (Tract) for the specific purpose identified in this report. This report should not be used or relied on for any other purpose.

This report may have also been prepared within limited parameters and within a limited scope, which will be set out in the report. The reader must take into account those parameters when considering whether it is reasonable to rely on this report.

In preparing this report, Tract may have relied upon information provided by other parties. Tract accepts no responsibility for (or for checking) to the accuracy, completeness or currency of information provided by those parties.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and the information reviewed at the date of preparation of the report. Tract has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

No part of this report, its attachments or appendices may be reproduced by any process without the written consent of Tract.

Town Planning Report Tract

1 INTRODUCTION

1.1 Purpose:

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of Jordan Hill Projects Pty Ltd. The purpose of the report is to accompany a planning permit application for development of 5 dwellings on a lot at the land at 26 Lower Jordan Hill Road, West Hobart.

The land 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.

1.2 Limitations:

This report has considered the following documents:

■ Hobart Interim Planning Scheme 2015

Tract

SITE & SURROUNDS

2.1 Site Analysis

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 2,362 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 various non-significant mature trees.

Vehicular access is gained from Lower Jordan Hill Road with an existing cross over to the west of the Site. Refer to Figure 1 – Site Aerial.



Figure 1 – Site Aerial (26 Lower Jordan Hill Road in red)

Tract

Town Planning Report

2.2 Site Context

The Site has the following interfaces:

North	To the north of the Site is Lower Jordan Hill Road, a one-way road running west which connects Newdegate Street to the east and Mellifont Street to the west. The road includes parking on both sides in proximity to the Site and includes a footpath on either side of the road. A nature strip separates the road with the southern footpath with a significant grade change and includes mature trees and steps proximate to the Site.
South	South of the Site is 61 and 63 Newdegate Street, which consist of single weatherboard dwellings, of one and two storeys respectively.
East	To the east of the Site is 24 Lower Jordan Hill Road, a single weatherboard house in line with the existing house on the Site and a large garden to the rear.
West	West of the Site is 28 Lower Jordan Hill Road, a single brick house in line with the existing house on the Site. Further to the south is 65A Newdegate Street, a dwelling which gains access from Newdegate Street.

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.

Fown Planning Report Tract

? PROPOSAL

3.1 Overview

The proposal is based on the architectural drawings prepared by Cumulus Studios.

The proposal seeks to develop 5 two-storey townhouses on the rear of the property, while retaining the existing dwelling towards the front of the property.

3.2 Key Elements

3.2.1 Development of 5 Townhouses

It is proposed to develop 5 two-storey townhouses on the Site, south of the existing dwelling.

Each townhouse includes a ground level living area, including an open plan kitchen and dining area and three bedrooms on the first floor, including two bathrooms. Each townhouse includes a balcony on the first floor overlooking the private open space which is accessed via the master bedroom. Each townhouse is provided with two covered car parking spaces to the west of the dwellings. Two visitor car parking spaces are located to the south of the townhouses.

The living and dining area of each townhouse opens onto a high-quality terrace which includes paved and landscaped sections, and each are divided from one another by a landscaped wall.

The built form has been designed for the context, with a stepped down design that respects the surrounding residential areas in regard to materiality and height. The proposed townhouses will be constructed from a range of high quality materials, predominately white Vertical 'Weathertex' Board, red brick with grey bagged cement render finish and double glazing.

Refer to the architectural plans prepared by Cumulus Studios for further information.

3.2.2 Design Statement

The design of this townhouse development has been informed and shaped by a multitude of factors, along with an aspiration for high-quality residential living. The design responds to the steep site conditions, orientation, surrounding natural and built environment, as well as the spatial constraints of five well-appointed three-bedroom townhouses.

To negotiate the steep site, the driveway and parking areas have been designed by Aldanmark Consulting Engineers and provide two undercover parking spaces per townhouse, two visitor parking spaces, in addition to new off-street parking for the existing house on Lot 1. The carports are linked to the ground floor of each townhouse via a covered external walkway which steps down the hill.

Each townhouse is oriented to allow for comfortable, sunny open planned living spaces with various sized outdoor garden spaces to suit a variety of potential buyers. The upper floor centres around a light well, bringing sun deep within the floor plan. A master suite occupies the east facade with a small private balcony space. Two secondary bedrooms face west.

Item No. 7.1.1

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

Page 152
ATTACHMENT B

Town Planning Report

Tract

Tectonically, the carports are separate roof form which is screened and semi-enclosed, while the main townhouses stagger and step down the hill, each slightly different in roof shape to articulate the building form. The building is primarily lightweight construction and is to be clad with a vertical board appearance using 'Weathertex'. While the plans are repetitious, the building form is articulated to best sit on the site as a contemporary addition to the West Hobart hillside.

Town Planning Report Tract

4

PLANNING POLICIES & CONTROLS

4.1 Planning Scheme Purpose

4.1.1 Municipal Setting

The City of Hobart is Tasmania's capital and the centre of its governance. It is also a primary business gateway to the State and is the economic hub of both the Metropolitan Area and southern Tasmania.

It is expected that demand for a range of residential types will continue, including higher density living.

The City includes a range of major institutions, education facilities, eating and leisure areas and a variety of parks and sporting facilities.

4.1.2 Hobart Planning Scheme Objectives

The key Regional Objectives of the Hobart Planning Scheme are:

- "To adopt a more integrated approach to planning and infrastructure.
- To manage residential growth holistically.
- To create a network of vibrant and attractive activity centres.
- To support the region's productive resources.
- To increase responsiveness to the region's natural environment.
- To improve management of the region's water resources.
- To make the Southern Tasmanian region nationally and internationally competitive.
- To create liveable communities."

The key Local Objectives of the Hobart Planning Scheme are:

- "To facilitate land use and development through the provision of physical infrastructure and mains services capacity appropriate to the location and purpose of the land.
- To improve the region's economic infrastructure.
- To maintain and enhance the natural environmental values within Hobart.
- To support strong and healthy communities.
- To make the municipal area competitive on a State, national and international basis.
- To maintain and enhance Hobart's character and cultural heritage.
- To make community facilities and services easily accessible.
- To support cultural activities. "

Tract

vn Planning Report

4.2 Zone

The Site is zoned as General Residential Zone. Refer to Figure 2 below.

4.2.1 Purpose

The purpose of the General Residential Zone is:

- To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- To provide for compatible non-residential uses that primarily serve the local community.
- To provide for the efficient utilisation of services.
- To encourage residential development that respects the neighbourhood character.
- To provide a high standard of residential amenity.
- To allow commercial uses which provide services for the needs of residents of a neighbourhood and do not displace an existing residential use or adversely affect their amenity particularly through noise, traffic generation and movement, and the impact of demand for on-street parking.

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

Pursuant to Clause 10.2, the use of 'residential' is discretionary as more than one dwelling is proposed.

4.2.2 Standards

Applications are subject to a number of standards. Any application *should* meet the acceptable solution or *must* meet the performance criteria.

Development Standards for Residential Building and Works (10.4):

Residential Density for Multiple Dwellings Objectives:

To provide for suburban densities for multiple dwellings that:

- "Make efficient use of suburban land for housing; and
- Optimise the use of infrastructure and community services"

Setbacks and building envelope for all dwellings Objectives

To control the siting and scale of dwellings to:

- "Provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage;
- Assist in the attenuation of traffic noise or any other detrimental impacts from roads with high traffic volumes;
- Provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and
- Provide separation between dwellings on adjacent sites to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space."

Site coverage and private open space for all dwellings Objectives

To provide:

- "For outdoor recreation and the operational needs of the residents;
- Opportunities for the planting of gardens and landscaping;
- Private open space that is integrated with the living areas of the dwelling; and
- Private open space that has access to sunlight."

Sunlight and overshadowing for all dwellings Objectives

To provide:

- "The opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and
- Separation between dwellings on the same site to provide reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space."

Page 155
ATTACHMENT B

Town Planning Report Tract

Width of openings for garages and carports for all dwellings Objective

- "To reduce the potential for garage or carport openings to dominate the primary frontage."

Privacy for all dwellings Objective

- "To provide reasonable opportunity for privacy for dwellings."

Frontage fences for all dwellings Objectives

To control the height and transparency of frontage fences to:

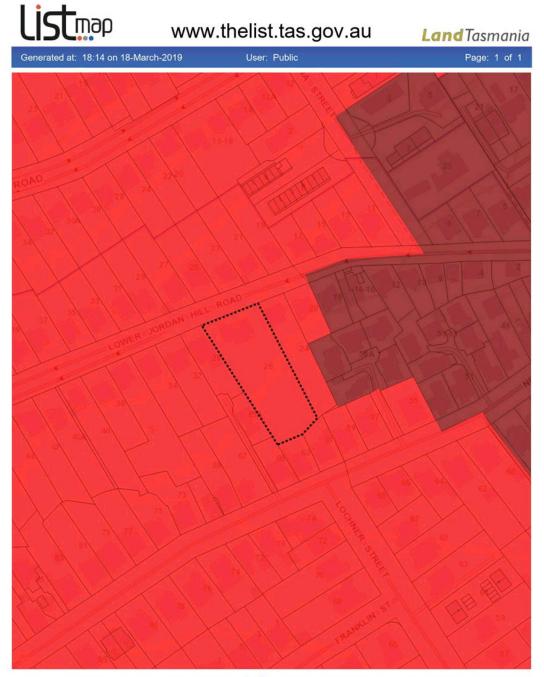
- "Provide adequate privacy and security for residents;
- Allow the potential for mutual passive surveillance between the road and the dwelling; and
- Provide reasonably consistent height and transparency."

Waste storage for multiple dwellings Objective

"To provide for the storage of waste and recycling bins for multiple dwellings."

Town Planning Report

Tract



www.thelist.tas.gov.au

© COPYRIGHT AND DISCLAIMER. Map data is compiled from a variety of sources and hence its accuracy is variable. If you wish to make decisions based on this data you should consult with the relevant authorities. Apart from any use permitted under the Copyright.Act J 968, no part of the report may be copied without the permission of the General Manager, Land Tasmania, Department of Primary Industries, Parks, Water and Environment, GPO Box 44 Hobert 7001.



Figure 2 – Zone Plan (26 Lower Jordan Hill Road in black) – Red: General Residential Zone. Maroon: Inner Residential Zone

Tract

yn Planning Report

4.3 Codes

4.3.1 Landslide Code

This Code applies to:

- Development for buildings and works or subdivision on land within a Landslide Hazard Area;
- Use of land for vulnerable use or hazardous use within a Landslide Hazard Area.

Refer to Figure 3 - Overlay Plan below.

The proposed development is exempt from the Code pursuant to E3.4 given:

- The buildings proposed are within a Low Landslide Hazard Area (in accordance with E3.4-c)
- The use of multiple dwellings is not considered a vulnerable or hazardous use.



Figure 3 – Overlay Plan (26 Lower Jordan Hill Road in red) – Orange: Landslip Hazard Area (Low). Purple: Heritage Area/Precinct

4.3.2 Road and Railway Assets Code

This Code applies to use or development of land:

- that will require a new vehicle crossing, junction or level crossing; or
- that intensifies the use of an existing access; or
- that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
 - a rail network;
 - a category 1 Trunk Road or a category 2 Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.

The purpose of this provision is to:

- "Protect the safety and efficiency of the road and railway networks; and
- Reduce conflicts between sensitive uses and major roads and the rail network."

An assessment against this Code is outlined below in Section 5 of this Report.

own Planning Report Tract

4.3.3 Parking and Access Code

This code applies to all new uses and development.

The purpose of this provision is to:

- "Ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
- Ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
- Ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
- Ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
- Ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or antisocial behaviour;
- Ensure that vehide access and parking areas do not adversely impact on amenity, site characteristics or hazards:
- Recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
- Provide for safe servicing of use or development by commercial vehicles"

Table 1 – Number of Car Parking Spaces Required

Land Use	Rate (Spaces)	Car Parking Measure
Multiple dwelling containing 2 or more bedrooms	2	 for each dwelling and: 1 dedicated visitor parking space per 4 dwellings (rounded up to the nearest whole number or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)

Table E6.1 of the Planning Scheme states that the rate of car parking spaces for multiple dwellings containing 2 or more bedrooms is 2 for each dwelling, and 1 dedicated space per 3 dwellings for visitor parking.

The proposal is for 5 dwellings which results in a parking requirement of 10 resident car parking spaces and 2 visitor car parking spaces.

The proposal provides 10 resident car parking spaces (two per townhouse) and 2 visitor car parking spaces in accordance with the requirement.

An assessment against this Code is outlined below in Section 5 of this Report.

4.3.4 Stormwater Code

This code applies to development (buildings and works) requiring management of stormwater. This code does not apply to use.

The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy. Applications must comply with the Development Standards outlined in this Clause.

An assessment against this Code is outlined below in Section 5 of this Report.

Tract Town Planning Report

PLANNING ASSESSMENT

5.1 Overview

The proposed development is generally in accordance with the provisions of the Hobart Interim Planning Scheme 2015 and have been designed sensitive to the surrounding area.

5.2 General Residential Zone

The proposed development is highly compatible with the surrounding residential precinct and will not impact the mix of land uses in the area, nor the predominant built form typology.

In accordance with Clause 10.4 – Development Standards for Residential Buildings and Works, an assessment against relevant provisions is found below.

10.4.1 Residential density f	10.4.1 Residential density for multiple dwellings	
Acceptable Solutions / Performance Criteria	Assessment	
A1/P1 – A1 is met	As the Lot has an area of 2,362 square metres, it will result in a site area per dwelling of 393.7 square metres.	

Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	No development is proposed within 4.5 metres from the primary frontage. $ \\$
A2/P2 – A2 is met	The car ports are setback significantly from Lower Jordan Hill Road and are obscured from view by the existing dwelling.
43/P3 - P3 is met	 a. It is considered that the proposed townhouses will not cause unreasonable loss of amenity to the surrounding area for the following reasons:
	 During the spring equinox (September 22), the townhouses will not reduce the sunlight to a habitable room of an adjoining dwelling.
	 During the spring equinox (September 22), the townhouses will not significantly overshadow the private open space on the neighbouring dwelling.
	 Due to the design and siting, the proposed townhouses will not cause visual impacts to the adjoining properties.
	Please refer to the Sun Studies prepared by Cumulus Studio for further information.

Town Planning Report

Tract

	 b. A minimum 1.5 metre setback is proposed from both side boundaries and the setback is compatible with the surrounding area.
10.4.3 Site coverage and pr	rivate open space for all dwellings
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – P1 is met	Each dwelling is provided with high quality and functional private open space, which is able to accommodate space for outdoor recreation and operational needs, as well as sufficient space for landscaping. Townhouses 1 and 5 are both provided with ample private open space (115m2 and 286m2 respectively) for young families and those requiring additional private open space. Townhouses 2, 3 and 4 are provided with 47m2, 42m2 and 37m2 of private open space respectively.
A2/P2 – A2 is met	The private open space complies with all requirements.
10.4.4 Sunlight and oversh	adowing for all dwellings
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	All dwellings include a habitable room window which faces between 30 degrees west of north and 30 degrees east of north
A2/P2 – A2 is met	No multiple dwellings are proposed to the north of a window of a habitable room of another dwelling on the site.
A3/P3 – A3 is met	No multiple dwellings are proposed to the north of the private open space of another dwelling on the site.
10.4.5 Width of openings for	or garages and carports for all dwellings
10.4.5 Width of openings for Acceptable Solutions / Performance Criteria	or garages and carports for all dwellings Assessment
Acceptable Solutions /	
Acceptable Solutions / Performance Criteria	Assessment No garages are proposed within 12 metres of a primary frontage.
Acceptable Solutions / Performance Criteria A1/P1 – A1 is met	Assessment No garages are proposed within 12 metres of a primary frontage.
Acceptable Solutions / Performance Criteria A1/P1 – A1 is met 10.4.6 Privacy for all dwelli Acceptable Solutions /	Assessment No garages are proposed within 12 metres of a primary frontage. ngs
Acceptable Solutions / Performance Criteria A1/P1 – A1 is met 10.4.6 Privacy for all dwelli Acceptable Solutions / Performance Criteria	Assessment No garages are proposed within 12 metres of a primary frontage. ngs Assessment The proposed balconies on level 1 have been designed in order to minimise overlooking of the adjoining properties private open space (24 Lower Jordan Hill Road) as well as the adjoining townhouses and respective private open space. This is achieved through setbacks from the side boundary fence (from 2.55m to 5.65m), as well as the angle and strategic opening

Town Planning Report

Tract

10.4.7 Frontage fences for all	10.4.7 Frontage fences for all dwellings		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – P1 is met	A fence is proposed solely to obscure the bin enclosure from public view. Along the western boundary (Lower Jordan Hill Road) the fence extends for approximately 2.8 metres and will consist of 1.8-metre-high timber. The proposed fence will be sympathetic to the surrounding area and not inhibit passive surveillance to the street.		
	10.4.8 Waste storage for multiple dwellings		
10.4.8 Waste storage for mul	tiple dwellings		
10.4.8 Waste storage for mul Acceptable Solutions / Performance Criteria	tiple dwellings Assessment		

5.1 Road and Railway Assets Code

The proposed development will have a negligible impact on the surrounding traffic network as the development will be gaining access from an existing crossover and the use is consistent with the uses along Lower Jordan Hill Road.

In accordance with **E5.6 – Development Standards**, an assessment against relevant provisions is found below

E5.6.1 Development adjacent	E5.6.1 Development adjacent to roads and railways		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	The development is not located within 50 metres from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h.		
E5.6.2 Road accesses and june	E5.6.2 Road accesses and junctions		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	No new access is proposed to an area subject to a speed limit of more than 60km/h.		
A2/P2 – A2 is met	Only one access is provided to the site.		
E5.6.4 Sight distance at acces	E5.6.4 Sight distance at accesses, junctions and level crossings		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	The proposed access is considered appropriate for the one-way street.		

Town Planning Report Tract

5.2 Parking and Access Code

The proposed development will provide adequate parking and access for the proposed future townhouses and existing dwelling.

In accordance with E6.6 Use Standards, an assessment against relevant provisions is found below.

E6.6.1 Number of Car Park	E6.6.1 Number of Car Parking Spaces		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	The proposed car parking provision is in accordance with Table E6.1.		
E6.6.2 Number of Accessib	E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	The Building Code of Australia does not require accessible car parking spaces for people with a disability for a building containing 2 or more sole-occupancy units each being a separate dwelling.		
	E6.6.3 Number of Motorcycle Parking Spaces		
E6.6.3 Number of Motorcy	cle Parking Spaces		
E6.6.3 Number of Motorcy Acceptable Solutions / Performance Criteria	Assessment		
Acceptable Solutions /	3 ,		
Acceptable Solutions / Performance Criteria	Assessment No motorcycle parking is required, however adequate space is provided within the development to accommodate a motorcycle should it be necessary.		
Acceptable Solutions / Performance Criteria A1/P1 – A1 is met	Assessment No motorcycle parking is required, however adequate space is provided within the development to accommodate a motorcycle should it be necessary.		

In accordance with **E6.7 Development Standards**, an assessment against relevant provisions is found below.

E6.7.1 Number of Vehicular Accesses	
Acceptable Solutions / Performance Criteria	Assessment
A1/P1 – A1 is met	No new vehicle access points are proposed for the development.

	E6.7.2 Design of Vehicular Accesses	
	Acceptable Solutions / Performance Criteria	Assessment
_	A1/P1 – A1 is met	3.1.1 Access design principles - Access clearly recognised as a driveway. As noted on the Drawings, the existing crossover and footpath to be retained.
		3.1.2 Categories of access facilities - Table 1.1 residential is user class 1A. Table 3.1 access facility category as 1.
		3.2.1 Access driveway widths - Table 3.2 access driveway entry width as 3.0 to 5.5 metres. Entry and exit roadways combined.

Tract

3.2.2 Width requirements at low volume access driveways and connecting roadways - Access width at property boundary is 5.5 metres as shown on Drawings.

3.2.3 Access driveway location - As noted on the Drawings, the existing crossover and footpath to be retained. Proposed access at kerb as below:



According to Figure 3.1.

3.24 Sight distance at driveway exits - (a) entering sight distance – 30 metres attainable, Figure 3.2 allows for 30 metres at 40km/h, Lower Jordan Hill Road is a low speed one-way local access street. (b) sight distance to pedestrians – minimum sight lines according to Figure 3.3.

3.3 Gradients of access driveways – driveway according to LGAT Standard Drawing TSD-R09-v1 and complies with AS2890.1 Clause 26.2

3.4 Queuing areas – Queueing area in 6m x 5.5m vehicle passing bay as shown on the Drawing.

	E6.7.3 Vehicular Passing Area	5.7.3 Vehicular Passing Areas Along an Access		
I	Acceptable Solutions / Performance Criteria	Assessment		
	A1/P1 – A1 is met	A vehicular passing area must be proposed as the rear lot serves more than 5 car parking spaces.		
		The proposed passing area is 6 metres long and approximately 6 metres wide and is designed at the curb to Lower Jordan Hill Road.		

E6.7.4 On-Site Turning			
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	The proposed design of access will accommodate vehicles to exit the site in a forward direction.		
E6.7.5 Layout of Parking Area	E6.7.5 Layout of Parking Areas		
Acceptable Solutions / Performance Criteria	Assessment		
A1/P1 – A1 is met	No overhead obstructions on access road alignment as shown on the Drawing.		
E6.7.6 Surface Treatment of P	arking Areas		

Town Planning Report

Tract

Acceptable Solutions / Performance Criteria	Assessment			
A1/P1 – A1 is met	The parking area and access way is proposed to be paved and will drain to the approved stormwater system.			
E6.7.7 Lighting of Parking Areas				
Acceptable Solutions / Performance Criteria	Assessment			
A1/P1 – P1 is met	Lighting will be provided to ensure residents and visitors are able to use the area safely outside daylight hours and minimise conflicts between pedestrians and vehicles. Proposed 3.5 Lux horizontal and 0.7 Lux Vertical.			
E6.7.8 Landscaping of Parking Areas				
Acceptable Solutions / Performance Criteria	Assessment			
A1/P1 – A1 is met	The car parking area will be suitably landscaped in order to relieve the visual impact when viewed from Lower Jordan Hill Road.			

5.3 Stormwater Code

The proposed development will adequately dispose of stormwater in a way that furthers the objectives of the State Stormwater Strategy.

In accordance with **E7.7 Development Standards**, an assessment against relevant provisions is found below

E7.7.1 Stormwater Drainag	E7.7.1 Stormwater Drainage and Disposal			
Acceptable Solutions / Performance Criteria	Assessment			
A1/P1 – A1 is met	Stormwater from new impervious surfaces will be disposed of by gravity to a new connection point to the public stormwater infrastructure to the south of the site.			
A2/P2 – A2 is met	The stormwater system will incorporate water sensitive urban design principals. It is requested that this be further resolved within the detailed design stage.			
A3/P3 – A3 is met	The minor stormwater drainage system is designed to comply with the relevant criteria.			
A4/P4 – A4 is met	The major stormwater drainage system is designed to comply with the relevant criteria.			

Town Planning Report Tract



CONCLUSION

This report describes the proposed development of 5 townhouses at 26 Lower Jordan Hill Road, West Hobart.

The application is in accordance with the purpose of the General Residential Zone and the objectives of relevant planning policies of the Hobart Interim Planning Scheme 2015.

The proposed development is consistent with the surrounding area and have been designed and located to avoid impact on surrounding uses and road network.

For the reasons discussed within this report, we respectfully request that Council grant a Planning Permit for the proposed development of 5 townhouses on the site at 26 Lower Jordan Hill Road, West Hobart.

Page 166 ATTACHMENT B



RESULT OF SEARCH

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO	
197648	1	
EDITION	DATE OF ISSUE	
5	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

 $\tt M727189$ TRANSFER to JORDAN HILL PROJECTS PTY LTD $\tt Registered 05-Dec-2018$ 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 Registered Number PLAN OF TITLE LOCATION P197648 FOLIO REFERENCE CT3531/100 CITY OF HOBART GRANTEE CONVERTED BY PLAN No. (9/22 D.O.) APPROVED 6 APR 2000 Alice Kawa NOT TO SCALE LENGTHS IN METRES Recorder of Titles ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN LAST PLAN MAPSHEET MUNICIPAL CODE No. 114 (5225-42) LAST UPI No 2107031 SKETCH BY WAY OF ILLUSTRATION ONLY "EXCEPTED LANDS" LOWER JORDAN HILL ROAD LE STREET (025438) (SP4920) LOT 1 2362m² (P204085) (P228594) (P467) (P682) (P221986) (PI98483) (16/39HOB) NEWDEGATE (20-34HOB) (I6/38HOB) (PI97057)

Search Date: 29 Mar 2019

Search Time: 11:16 AM

Volume Number: 197648

Revision Number: 02

Page 1 of 1



TRAFFIC IMPACT STATEMENT

PROPOSED RESIDENTIAL UNIT DEVELOPMENT 26 LOWER JORDAN HILL ROAD, WEST HOBART

1. INTRODUCTION

A development application to the Hobart City Council proposes the construction of five residential units on the rear lot at 26 Lower Jordan Hill Road in West Hobart.

A number of traffic issues and community concerns have been identified with the design, as previously submitted.

This Traffic Impact Statement (TIS) has been prepared to address these issues.

2. PROPOSED DEVELOPMENT

The development site is located on the southern or lower side of Jordan Hill Road around midway along its length between Newdegate Street and Mellifont Street. The site is a steeply downward sloping block of land from Jordan Hill Road.

Vehicle access to the development site is gained via a driveway located at the western end of the site, which is seen in Photographs 2.1 and 2.2.

The driveway will be modified and widened to 6.0m with a 6.0m long passing area back from the gutter at the road edge to allow simultaneous passing vehicles to and from Jordan Hill Road.

From this point towards the development site, the driveway will narrow to around 4.7m for another 5m, then to 3.5m past the existing dwelling before widening again at the turning area for the parking area at this dwelling.

The driveway will then extend to near the southern (rear) boundary. Along this section, the driveway/parking aisle will have a width of 6.1m adjacent to the proposed residential units, sufficient to provide for vehicle access to and from the car parking bays for the units.

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170 TEL: (03) 6248 7323 MOBILE: 0402 900 106 EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433



Photograph 2.1: View of driveway to 26 Lower Jordan Hill Road from street level



Photograph 2.2: View of driveway to 26 Lower Jordan Hill Road from along footpath



The grade of the driveway has been redesigned to meet outcome objectives which are detailed later in this report.

All the units on the property will have two car parking spaces and there will also be two visitor car parking spaces for the five residential units.

The design drawings detailing the site layout, buildings as well as the vehicle access driveway, parking arrangements and circulation area are attached to this report.

3. DESIGN CONSIDERATIONS

It has been noted during site investigations that there is extensive onstreet parking along the length of Jordan Hill Road from Newdegate Street to west of the development site.

Concerns were raised by local residents about the proposed development further impacting on the limited onstreet parking supply.

The design for the development site that was previously presented to council endeavoured to provide a driveway to the proposed residential units which did not exceed a grade of 25% for straight ahead movements or 10% in the manoeuvring area to/from parking areas. This resulted with the southern end of the driveway being over 3m above natural ground level.

The principal issue of concern with the previous design was the height of the driveway above ground level, hence the height of the residential units, and the visual impact this would have over a substantial length of the neighbouring properties.

Consideration was given to available options to address this by reducing the number of car parking spaces and/or varying the grade along different sections of the driveway.

Because of the onstreet car parking situation in this area supplemented by local resident comments, one of the decisions was that it is necessary, as a minimum, the required number of car parking spaces will be provided on the development site to meet the planning scheme requirements.

In order to achieve the objectives of the proposed development, the only other available option was to redesign the grade of the driveway.

The grades of 25% and 10% along driveways, mentioned above, are general initial design objectives; they are not mandatory requirement that cannot be varied.

There are many driveways in the Hobart area which exceed these design values with grades around 30% being quite common, some approved by



council. Experience with the design of driveways with these grades and their use provides confidence that such driveway grades can be used safely.

The initial aim with the redesign of the driveway was to achieve a design where the driveway would be no more than around one metre above natural ground level. It was also necessary for the redesign of the driveway to include all necessary transitions.

Other considerations were the avoidance of excessive excavation work and the implications this would have on services as well as neighbouring properties.

On this basis, it was proposed the initial sections of the driveway have a grade of up to 31%, while the sections which would include the manoeuvring area past the parking bays would have a grade of up to 11%.

The outcome from these design objectives is that the driveway will be to a depth 1.5m below ground level in the area past the neighbouring dwelling on the western side of the site (significantly reducing the visual and noise impact of passing cars) but increasing the above ground level to the south so that the driveway will be at a height 1.65m above ground level at its southern end.

It is strongly considered the driveway design with the proposed maximum grades and grade transitions is quite satisfactory to ensure its future safe and efficient use.

If council was supportive of a 12% grade along the parking aisle, this would further lower the southern end of the parking aisle so that it would be around 1.26m above ground level.

This manoeuvring grade would still be much lower than along many residential streets across Hobart that have grades of 15% and much more with residential driveways along both sides of the street.

Due to the steepness of the driveway, it has been decided that pedestrian steps will be installed beside the steepest sections of the driveway.

4. OTHER DESIGN CONSIDERATIONS AND ASSESSMENT

Ground clearances

The attached drawings detail the grade transitions that will be provided at changes of grade along the driveway. The 2m long transition section will be provided at locations in accordance with requirements set out in AS 2890.1. in two locations these transitions will be 4.0m long to further smooth the grade changes internally.

The driveway at the frontage property boundary up to the edge of seal on Lower Jordan Hill Road currently has some difficult grades (as do other driveways in this street).



4

The attached drawings show the results from checks of the proposed design of the driveway between the roadway and property boundary for car ground clearance and that there will not be any bottoming out of the finished surface.

Parking supply

The planning scheme requires two resident car parking spaces for units with two or more bedrooms and one visitor parking space for each four dwellings. It is understood Hobart City Council requires a visitor car park for four or more dwellings at the planning scheme rate.

The proposed units will each have three bedrooms.

The site layout drawing for the development show two car parking spaces will be provided for each unit, plus two visitor parking spaces, in accordance with the scheme requirement.

While the parking supply will meet the planning scheme requirements, it is likely to be more than sufficient and exceed the actual parking demand.

Census statistics show that in 2016, 42.3% of dwellings in West Hobart had no car or only one car. The average car ownership for West Hobart was 1.4 cars per dwelling.

This is consistent with survey findings by this consultant that residential unit developments on the fringe of the city area have a low car ownership, at a little over one car/dwelling unit.

With the location of the unit development being around 550m walking distance to the centre of the North Hobart Shopping Centre with frequent passing bus services, and less than 2km from the centre of the Hobart CBD, the car ownership at this location could be lower than the average for West Hobart.

Car park layout

There will be passing areas at close spacing (less than 30m separation) along the driveway.

The design of the car parking area has been modified to provide for 5.4m long and 2.4m wide car parking bays as required by AS 2890.1 for residential parking, with at least 300mm clearances to side obstructions for manoeuvring and door opening.

All the resident and visitor car parking spaces will be compliant with AS 2890.1.

The specific dimensions that have been assessed are as follows:



- All standard parking spaces will be 5.4m long and 2.4m wide in accordance with User Class 1A for residential parking (as detailed in Figure 2.2 of AS 2890.1 for 90-degree parking);
- There will be at least 300mm clearance (mostly more) to the side walls for door opening and manoeuvring (as detailed in Figures 2.3 and 5.2 of AS 2890.1);
- The width of the parking aisle will be 6.1m (as required in Figure 2.2 of AS 2890.1 for Class 1A 90-degree parking);
- The grade in the parking bays will be less than 5% in accordance with AS 2890.1;
- Cars will be able to turnaround at the end of the driveway in a three point turns even when both visitor car parking spaces are occupied;
- There will be at least a 1.0m extension to the end of the parking aisle for cars to reverse out of the visitor spaces (as detailed in Figure 2.3 of AS 2890.1) but the extension really assists the car to stop almost in a forward direction when at the end of the reversing manoeuvre.

With all dimensions meeting the requirements of AS 2890.1, the parking spaces will be compliant with the standard and meet the Acceptable Solution for Clause E6.7.5.

Car turn path plots are not required to prove the dimensions in Figure 2.2 are sufficient to accommodate the car swept paths.

There would be merit in position the parking aisle, so it is level at the middle of each pair of parking bays with a small (around 0.15m) transition up and down, respectively at each end of the pair of bays.

Driveway sight distances to approaching vehicles and pedestrians

Clause E6.7.2 A1 states: the location, <u>sight distance</u>, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.

AS 2890.1 details the required sight distances to approaching vehicles on public roads from a driveway such as is under consideration in this assessment. The driveway will service access to slightly more than a domestic driveway (domestic driveway defined as serving up to three dwelling units).

Vehicle speed past this driveway would be fairly low at 40km/h or less.

The available views along Lower Jordan Hill Road can be appreciated from Photographs 2.2 and 4.1.



Having regard to Clause E6.7.2, the desirable and minimum sight distance, based on AS 2890.1, for approach vehicle speeds of 40km/h and at a point 2.5m back from the edge of the road is 55m and 35m.

There are no issues or concerns with the adequacy of sight distance along Lower Jordan Hill Road for drivers exiting the driveway to 26 Lower Jordan Hill Road.

The required pedestrian sight triangles are as detailed in AS 2890.1.

The drawings detail this sight triangle, showing it will be available above a footpath height of 1.0m.



Photograph 4.1: View to west along Lower Jordan Hill Road from driveway at 26 Lower Jordan Hill Road

5. CONCLUSIONS AND RECOMMENDATIONS

A detailed assessment has been undertaken of the the proposed design for this development.

It is recommended the driveway be constructed with a grade of up to 31%, while the sections which would include the manoeuvring area past the parking bays have a grade of up to 11%. If council supportive, a 12% grade along the parking aisle would be recommended in the manoeuvring area for proposed residential unit parking area to achieve an even lesser visual impact at the southern end of the development.



The design provides for grade transitions as required and a generated plot of the car manoeuvres at the top of the driveway shows there will be no ground clearance issue.

Furthermore:

- there will be closely spaced passing bays along the driveway;
- the car parking supply onsite for each unit and visitors will be in accordance with the scheme requirement;
- the dimensions of the car parking spaces and the parking aisle will be compliant with the standard and meet the Acceptable Solution for Clause E6.7.5;
- sight distances along Lower Jordan Hill Road for drivers exiting the driveway will be sufficient;
- · pedestrian sight triangles will be as required.

The proposed design is therefore supported on traffic grounds.

Milan Prodanovic

Alex rodoroves

29 January 2020



THIS DRAWING HILST COLT BE DISTRIBUTED IN FLE COLDLE. ALDWINNEY, COMPLISHED INCOMES ACCUPTS NO LINGUIST AND FAILURE TO COMPLY WITH THIS PROPERTIES.

CIVIL DRAWINGS

PROPOSED UNIT DEVELOPMENT 26 LOWER JORDAN HILL ROAD WEST HOBART, TASMANIA 7000

SHEET	DRAWING	ISSUE	DATE
C0.01	INDEX AND NOTES	4	15/01/2020
C1.01	DETAIL PLAN STAGE 1 PLAN	3	17/12/2019
C1.02	JOINTING PLAN	3	17/12/2019
C1.03	TURNPATH PLAN	3	17/12/2019
C1.04	3D TURNPATH PLAN - CROSSOVER (ENTRY)	3	17/12/2019
C1.05	3D TURNPATH PLAN - CROSSOVER (EXIT)	3	17/12/2019
C2.01	LONGSECTION PLAN	3	17/12/2019
C2.02	CROSS-SECTIONS - CROSSOVER	3	17/12/2019
C2.03	SEWER SECTIONS	4	15/01/2020
C2.04	STORMWATER SECTIONS	3	17/12/2019
C3.01	DETAILS	3	17/12/2019

GENERAL NOTES:

- THE CHARGE AND TEST OF THE CHARGE TO MAKE THE CHARGE THE CHARGE AND THE CHARGE AN

- TROCKET

 ORGENIAL DISCONNESSED DI REPLICATION

 ORGENIAL DIRECTORISTO DI RECONO DI CONDIGUEZZA DEI CONDINALI DIRECTORI DI RECONO DI CONDIGUEZZA DEI CONDINALI DIRECTORI DI RECONO DI RECONO

WORKPLACE HEALTH & SAFETY NOTES:

- WUNDAY, MULTICIPAL, IT IS A SHE'LL! TIVUIGS!

 BUTCH TO RESPOND TO COMPANIES WAS TO CONFIDENT SHALL DROUBLY A SHE SHOP C PROSET PROSEST HOUSE AND THE COMPANIES AND THE COMPANI

THESE ARE TO SE SUBHITIED TO THE SUPERINDENDENT AND/OR OPER PEUD AND VIDINGLACE SWIETY DRICERS.

- THE ME TO BE THE TOTAL STUTIES STUTIES AND ADDRESS PRESENTATION TO
 DESCRIPTION OF THE SECRET STUTIES OF THE S

- EARTHWORKS & DRIVEWAY NOTES:

 1. ALL DERIVERS DAIL IS IN ACCORDANC WITH ACCORDING THE CHARGES FOR CONTROL AND
 1. ALL DERIVERS DAIL IS IN ACCORDANC WITH ACCORDING THE ACCORDING THE CHARGES FOR CONTROL AND
 2. ALL COLLECTIONS OF THE CHARGES ACCORDING THE ACCORDANC THE PROBLEMENT OF THE CHARGES ACCORDING THE ACCORDANC THE ACCO

	TYPE	EMBANKMENT SLOPES H:L				
(* REFER BCA 3.2.4)		OBHYCKDILL	703			
SWALE	ROOK(KT)	23	81			
\$AND (A*)		12	12			
SLT (P)		14	18			
O.AY	FFM CUTY	12	11			
	SOFTCLAY	NOT SUTHOLE	- 20			
30FT	101.5.F)	NOT SUTHING	NOT SUTTINUE			

NOTE: INVESTIGATION OF THE INSURED FOR A SATURED DAME CORRECT THE ENGINEER FOR A SATURED REPORT OF THE ENGINEER FOR A SATURED REPORT OF THE STREET OF THE SATURED FOR THE SATU

DRAINAGE AND SERVICES NOTES:

- THE MAN AND MANAGED TO LESS.

 ALL DOES SOCIOLES INTERIOR COMMINION EMBRICATES OF THE CHIEF OF THE ACCOUNTS WITH ALL DOES AND ACCOUNTS WITH AC

- HEREALEUNIST DIE COORDINATION RICHEREN EINSCHLIED WEREAL LINCHE IN ALTHERE LEICH DES LINCHES L

DEPTH TO MARKET OF OUTLET	MINIMAN INTERNAL DIADRICAS IIII			
	VIDTH	UNITH		
4011	450	450		
+500 1811	- 10	- 11		
+900 ±1281	- 10	90		
H200	80	900		

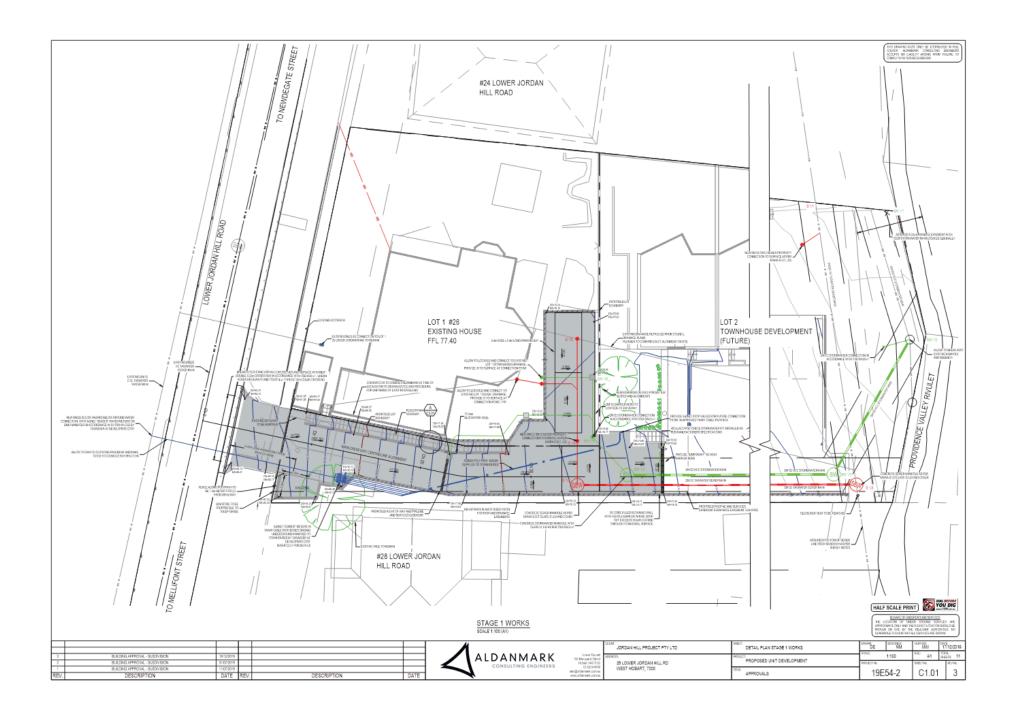
THESE DRAWINGS MUST BE APPROVED BY COUNCIL & TASWATER PRIOR TO CONSTRUCTION

ı		I	ı		1
4	BUILDING APPROVAL - SUBDIVISION	15101/2020			
3	BUILDING APPROVAL - SUBDIVISION	16/12/2019			
2	BUILDING APPROVAL - SUBDIVISION	31.07/2019	$\overline{}$		
1	BUILDING APPROVAL - SUBDIVISION	11.07/2019			
REV.	DESCRIPTION	DATE	REV.	DESCRIPTION	DATE

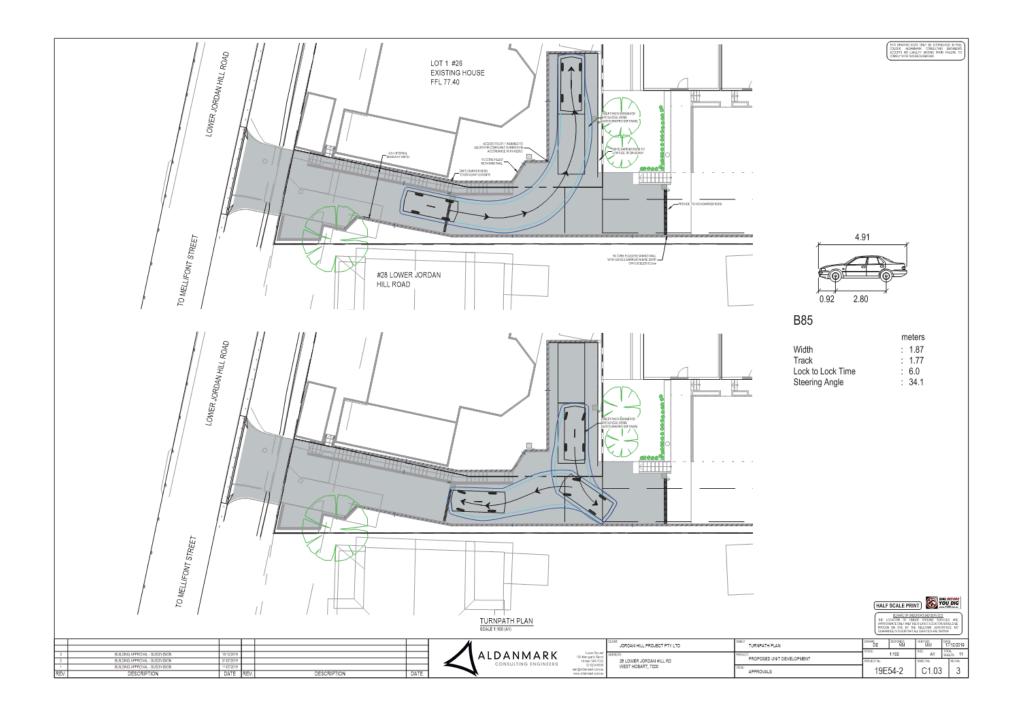


						_
	JORDAN HILL PROJECT PTY LTD INDEX AND NOTES		DE	NM NM	MW	15/01/2020
Lover-Securit 199 Macquario Shoot	25 LOWER JORDAN HILL RD WEST HOBART, 7000	PROPOSED UNIT DEVELOPMENT	SOME	-	930: A1	TOTAL SHEETS 11
Hotel 145 700 D 504 656		PROPOSED ON DEVELOPMEN	PHOLECT No.		SHECTHS.	RE/ No.
uni (godannak zon su www.ndannak zon su		APPROVALS	19E54-2		C0.01	4



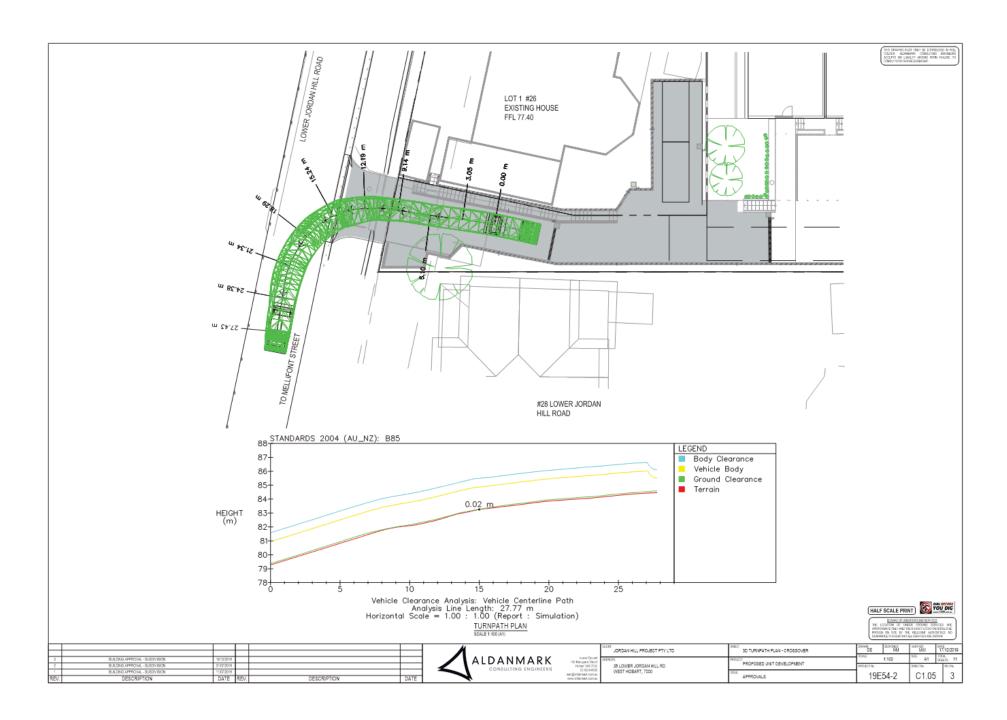


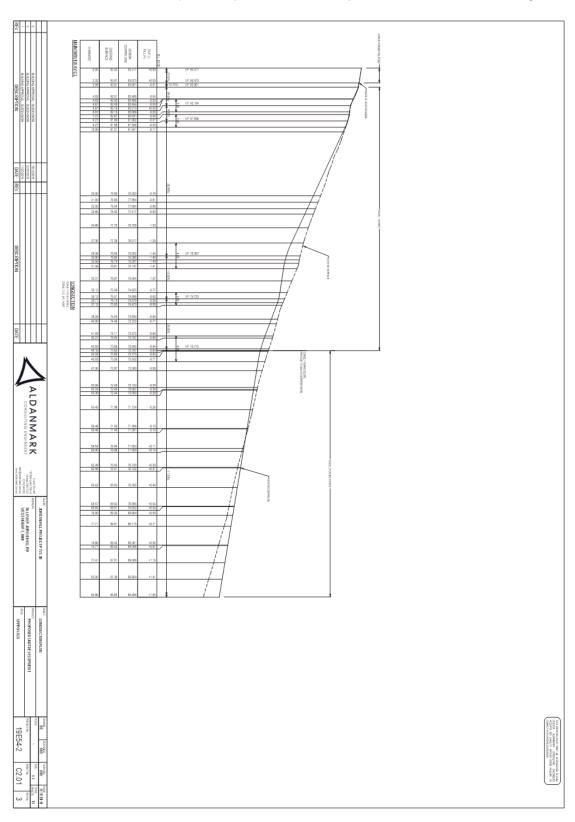


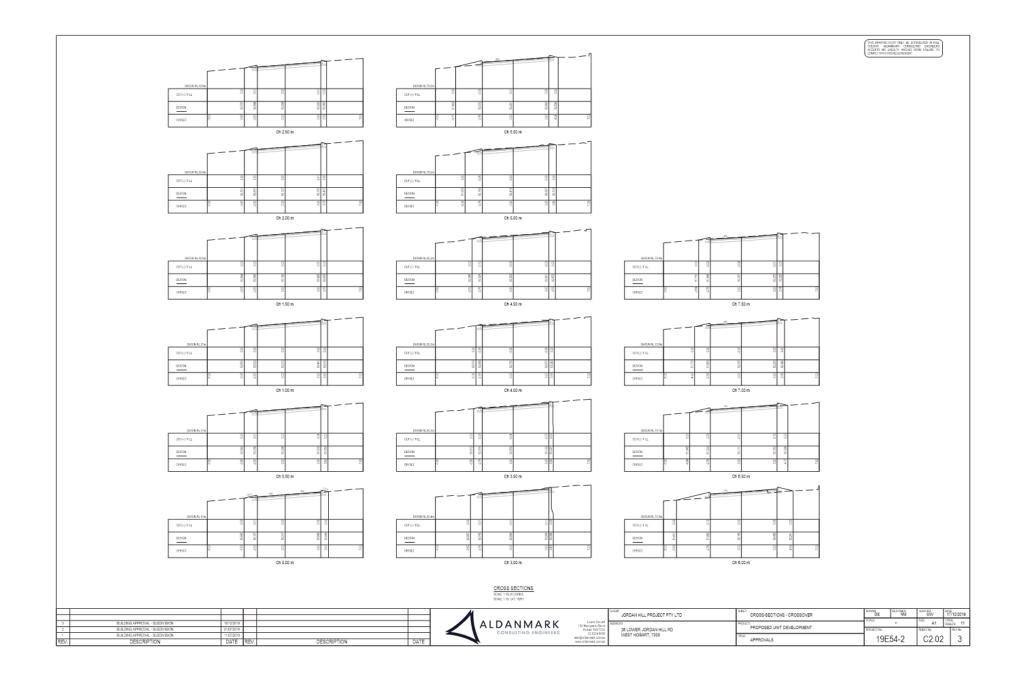


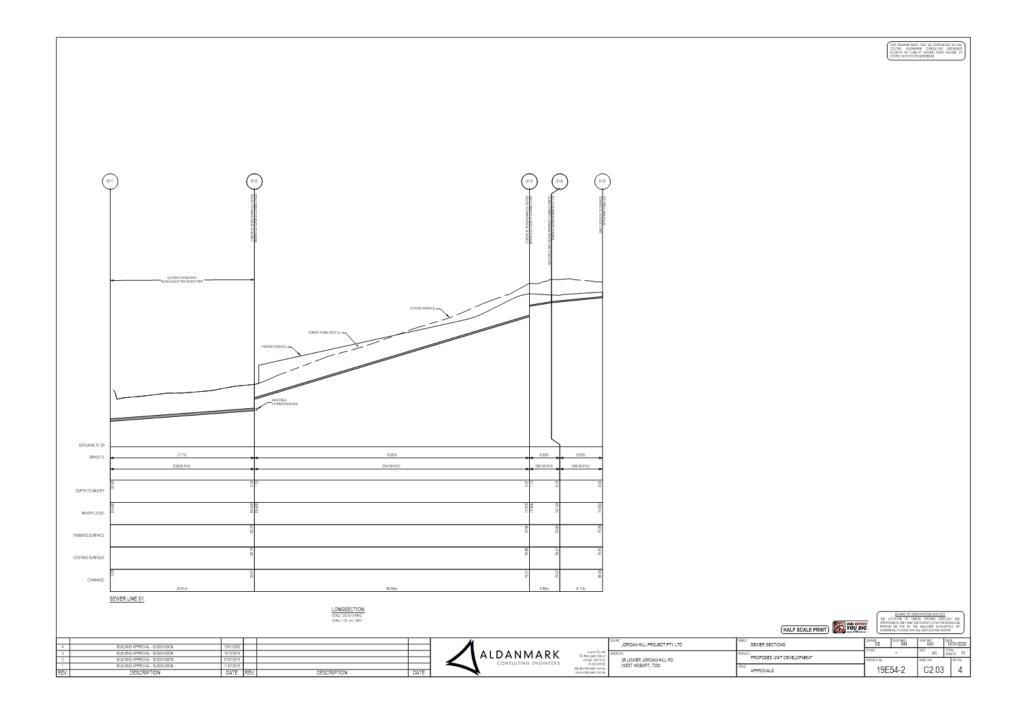


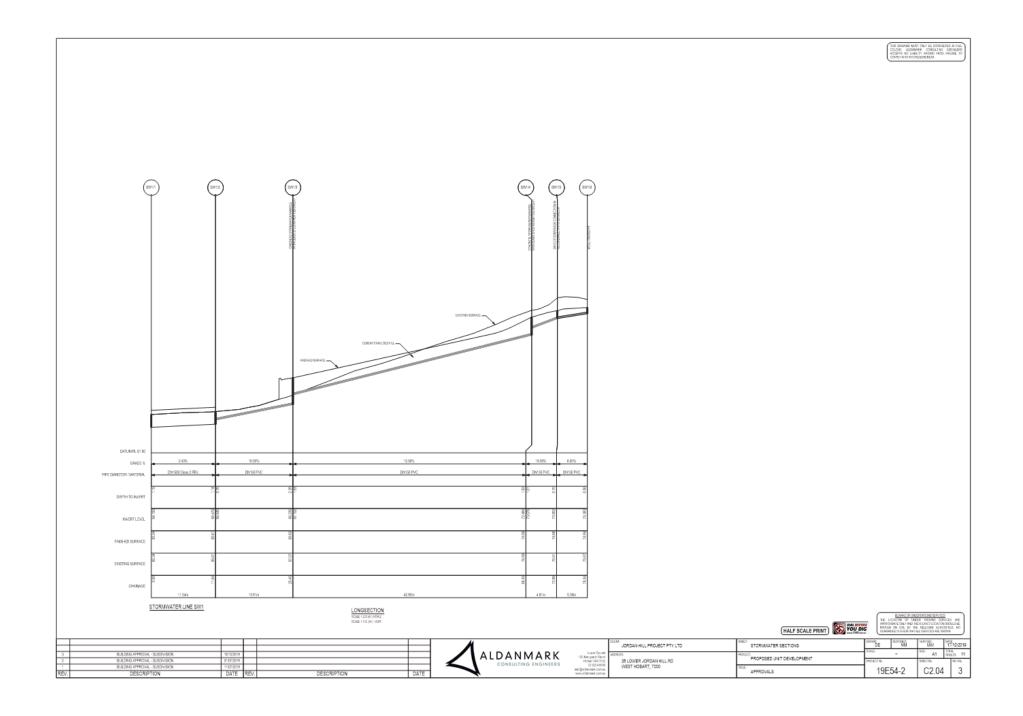
Page 186

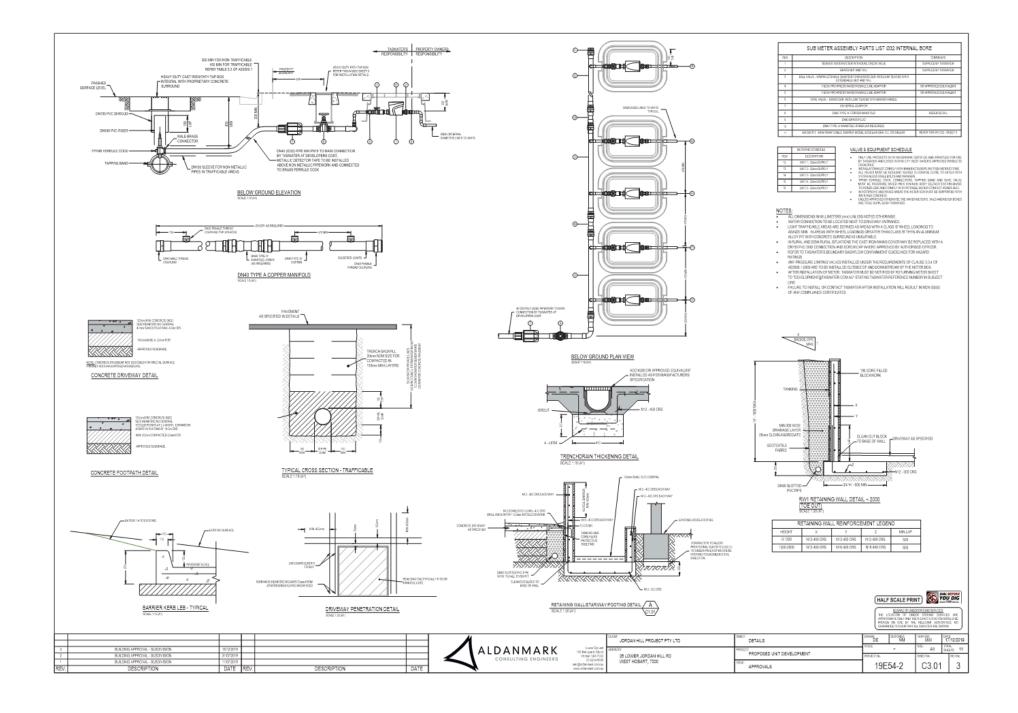


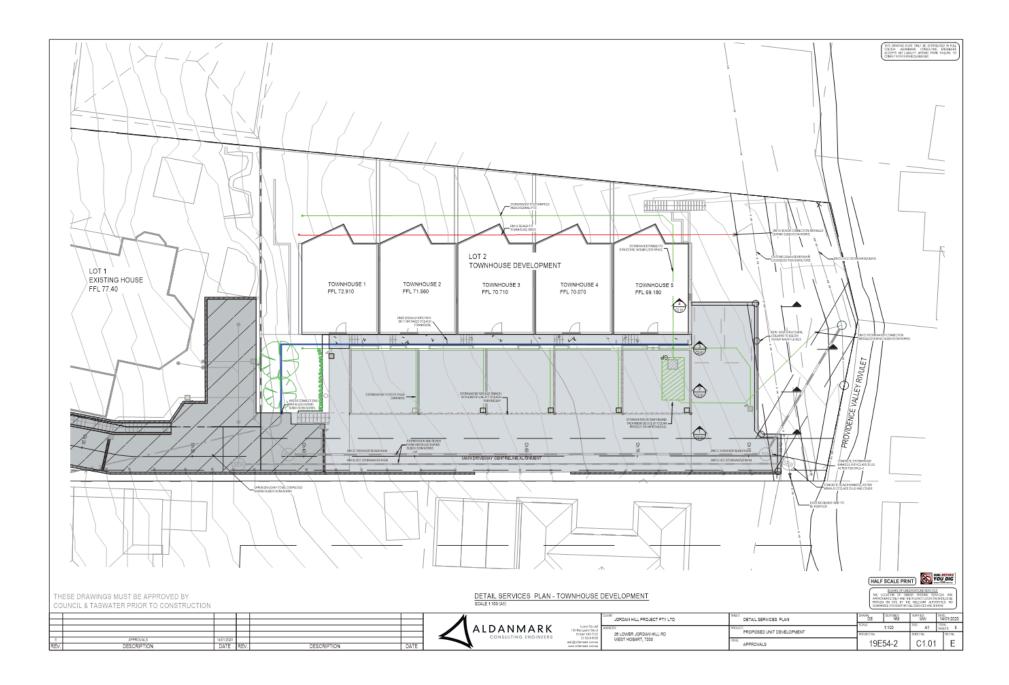


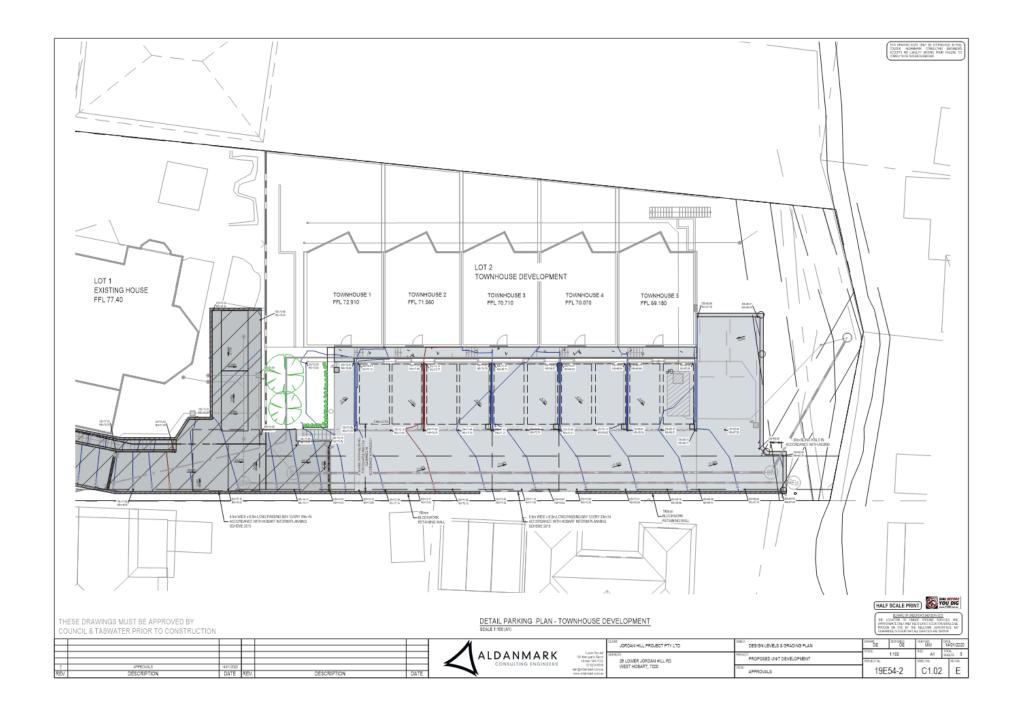














STORMWATER REPORT

26 Lower Jordan Hill Road WEST HOBART TAS 7000

Cumulus Studio

Aldanmark Reference: 19 E 54 - 2

Lower Ground 199 Macquarie Street Hobart TAS 7000

GPO Box 1248 Hobart TAS 7001

03 6234 8666

mail@ aldanmark.com.au www.aldanmark.com.au

ABN 79 097 438 714

24/5/2019



TABLE OF CONTENTS

1.	INTRODUCTION AND SCOPE OF ENGAGEMENT	3
2	DETENTION MODEL	2
	MUSIC MODEL	
	STORMWATER SITE LAYOUT	
	CONCLUSION	
ADDE	ENDLY A - OCEAN PROTECT TREATMENT	ς

DOCUMENT CONTROL

'	VERSION	DATE	AUTHOR		APPRO	OVED
	0	24/05/2019	Nathan Morey	Bu	Matthew Webster	Allebool

© 2019 ALDANMARK PTY LTD ALL RIGHTS RESERVED

24/5/2019



1. INTRODUCTION AND SCOPE OF ENGAGEMENT

Aldanmark have been engaged to design a stormwater system for the proposed multi-unit development at 26 Lower Jordan Hill Road, WEST HOBART. As a condition of the Hobart City Council planning RFI permit (PLN-19-179) and in accordance with E7 of Hobart Interim Planning Scheme 2015 the sites post-development peak discharge must not exceed the pre-development peak discharge for stormwater runoff and the project must incorporate the principles of Water Sensitive Urban Design (WSUD). The following report outlines the methodology and assumptions used to ensure the proposed development complies with the permit conditions.

2. DETENTION MODEL

The following areas were determined from Cumulus Studio Architectural drawing set and Survey data provided by PDA Surveyors:

Total Lot 2 site area: $\approx 1688 \text{m}^2$ Post-development Impervious areas (roofs/driveways) : $\approx 949 \text{m}^2$ Post-development Pervious areas (lawns/gardens): $\approx 739 \text{m}^2$

Coefficients of run-off adopted for design are as follows:

Pre-development entire site: C = 0.40 Impervious areas: C = 0.90 Pervious areas: C = 0.40

5-minute duration - 5% AEP Hobart: I = 85mm/hr (BOM IFD)

Calculations have been based on the Modified Rational Method for stormwater run-off:

$$Q = \frac{C \times I \times A}{3600}$$

Where: Q = Design Volumetric Flow Rate [L/s]

C = Runoff Coefficient

I = Rainfall Intensity [mm/hr] (5 minute - 5% AEP storm)

A = Sum of all equivalent areas [m²]

Pre-Development Permissible Site Discharge (PSD):

$$Q_{PSD} = \frac{0.40 \times 85.0 \times 1688}{3600} = 15.9 \, L/s$$

Post-Development:

$$Q_{Post} = \frac{(0.9 \times 949 + 0.40 \times 739) \times 85.0}{3600} = 27.2 \, L/s$$

As shown above the post development flow Q_{Post} is 11.3 L/s greater than the permissible site discharge Q_{PSD} and therefore on-site detention (OSD) is required. To determine the volume of storage required to reduce the post development peak discharge to the permissible site discharge Autodesk Software - Storm and Sanitary Analysis was utilised.

24/5/2019



The model simulated an end of line detention tank connected to the roof areas and the majority of the driveway with an 100mm low flow orifice device, connected to the site stormwater system. The results of the model showed that a detention volume of 9600L is required with an outflow of 14.0L/s to the site connection point. The stormwater arrangement for the site if shown on Aldanmark civil drawings C1.03 job No. 19E54-2 and in Figure 3. The outflow hydrographs for the site, as shown in Figure 1, demonstrate the post development peak discharge is below the pre-development.

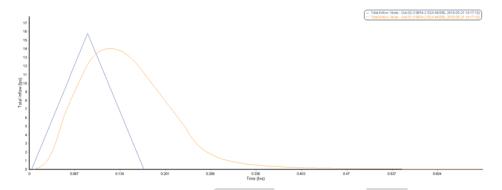


FIGURE <<1>>: SITE OUTFLOW HYDROGRAPHS

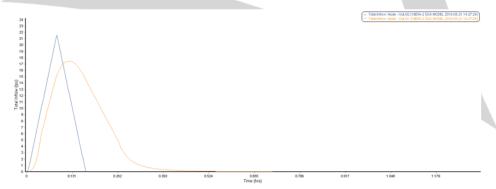
5-minute duration - 1% AEP Hobart:

I = 116 mm/hr (BOM IFD)

Pre-Development Permissible Site Discharge (PSD):

$$Q_{PSD} = \frac{0.40 \times 116.0 \times 1688}{3600} = 21.8 \, L/s$$

The model has shown that the proposed detention volume can accommodate a storm with an ARI of 100 years. The maximum head in the tank observed during a 1%AEP storm is 620mm (1200mm total height) with a total outflow of 17.5 L/s from the 100mm orifice and 150mm property connection.



24/5/2019



3. MUSIC MODEL

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average annual load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

Aldanmark provided Ocean Protect with a .dwg file with the site layout and associated impervious and pervious areas. The MUSIC model has been provided by Ocean Protect and all source nodes were modeled using data and treatment nodes from the manufacturers propriety products.

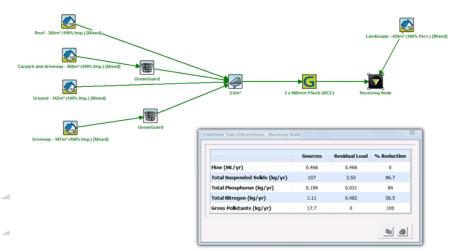


FIGURE <<2>>: MUSIC MODELLING OUTPUT

Due to the limited space available on the site incorporating swales or bioretention systems was deemed impracticable. Therefore, proprietary devices were utilised to meet the water quality targets. The arrangements of these devices is shown in Figure 2. The propriety devices include:

- OceanGuard with 200micron mesh bags (OG-200).
- A 2xTall(690) PSorb cartridge StormFilter system within a 2.5m2 StormFilter chamber, inside the OSD tank (designed by Aldanmark)

All relevant information has been provided in Appendix A.

The results of the model as shown in Figure 2 demonstrate that the required water quality targets are met and the development at 26 Lower Jordan Hill Road, WEST HOBART will comply with the WSUD requirements of the HCC 2015 planning permit.

24/5/2019



4. STORMWATER SITE LAYOUT

The final layout of the stormwater system is shown on the civil engineering services plan in Figure 3.

The roofs of the proposed townhouses are connected via a gravity stormwater system to an above ground detention tank with an 100mm low flow orifice and overflow connected to the site stormwater system. All stormwater pits are fitted with a gross pollutant basket, with an end of line treatment system fitted within the detention tank. The stormwater system then has a standard 150mm stormwater connection to Councils 1500dia stormwater main via an existing manhole at the rear of the property.



FIGURE <<3>>: PROPOSED STORMWATER LAYOUT

24/5/2019



5. CONCLUSION

This report has demonstrated that the proposed development at 26 Lower Jordan Hill Road, WEST HOBART complies with the stormwater quantity and quality conditions of the Hobart City Council RFI

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its existing capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at nmorey@aldanmark.com.au if you require any additional information.

Yours faithfully,

Nathan Morey BEng (Hons)

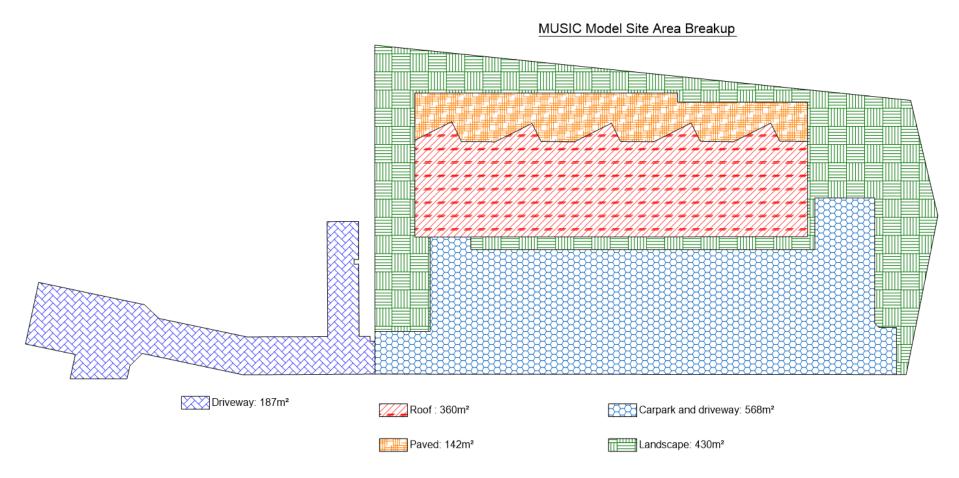
Civil Engineer

24/5/2019

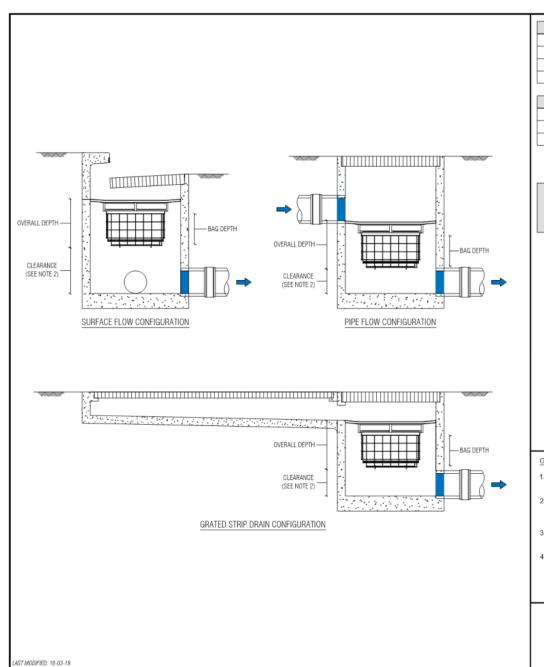


APPENDIX A – OCEAN PROTECT TREATMENT





12644 - 26 Lower Jordan Hill Road, West Hobart, TAS (Prelim - Site Area Breakup)



PLAN ID	MAXIMUM PIT PLAN DIMENSIONS	
S	450mm x 450mm	
M	600mm x 600mm	
L	900mm x 900mm	
XL	1200mm x 1200mm	

DEPTH ID	BAG DEPTH	OVERALL DEPTH
1	170	270
2	300	450
3	600	700

		DEPTH ID			
1 2				3	
_	S	•			
 	М	•	•		
Ž	L	•	•	•	
ш.	XL	•	•	•	

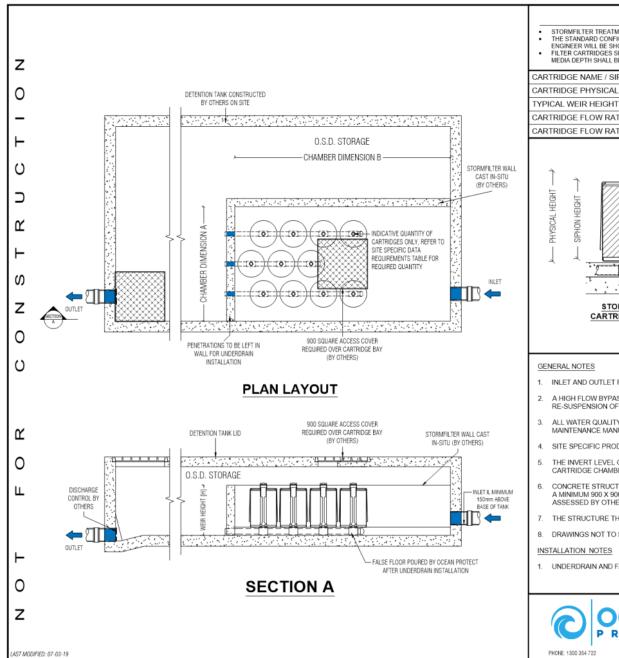


GENERAL NOTES

- THE MINIMUM CLEARANCE DEPENDS ON THE CONFIGURATION (SEE NOTE 2) AND THE LOCAL COUNCIL REQUIREMENTS.
- CLEARANCE FOR ANY PIT WITHOUT AN INLET PIPE (ONLY USED FOR SURFACE FLOW) CAN BE AS LOW AS 50mm. FOR OTHER PITS, THE RECOMMENDED CLEARANCE SHOULD BE GREATER OR EQUAL TO THE PIPE 0BVERT SO AS NOT TO INHIBIT HYDRAULIC CAPACITY.
- OCEAN PROTECT PROVIDES TWO FILTRATION BAG TYPES:- 200 MICRON BAGS FOR HIGHER WATER QUALITY FILTERING AND A COARSE BAG FOR TARGETING GROSS POLLUTANTS.
- 4. DRAWINGS NOT TO SCALE.



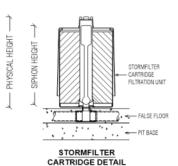
OCEAN PROTECT
OCEANGUARD
TYPCIAL ARRANGEMENTS
SPECIFICATION DRAWING



STORMFILTER DESIGN TABLE

- STORMFILTER TREATMENT CAPACITY VARIES BY NUMBER OF FILTER CARTRIDGES INSTALLED.
 THE STANDARD CONFIGURATION IS SHOWN. ACTUAL CONFIGURATION OF THE SPECIFIED STRUCTURE(S) PER CERTIFYING
- ENGINEER WILL BE SHOWN ON SUBMITTAL DRAWING(S).
- FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF-CLEANING. RADIAL MEDIA DEPTH SHALL BE 178mm

CARTRIDGE NAME / SIPHON HEIGHT (mm)	690	460	310
CARTRIDGE PHYSICAL HEIGHT (mm)	840	600	600
TYPICAL WEIR HEIGHT [H] (mm)	920	690	540
CARTRIDGE FLOW RATE FOR ZPG MEDIA (L/s)	1.6	1.1	0.7
CARTRIDGE FLOW RATE FOR PSORB MEDIA (L/s)	0.9	0.46	0.39



SITE SPECIFIC DATA REQUIREMENTS

STR	UCTURE ID	[
NUN	MBER OF CARTRIDGES REQ'D	[
SIPH	HON HEIGHT (310 / 460 / 690)	[j
MED	DIA TYPE (ZPG / PSORB)	[
WAT	ER QUALITY FLOW RATE (L/S)		
DIM	ENSION A	[
DIM	ENSION B	1	

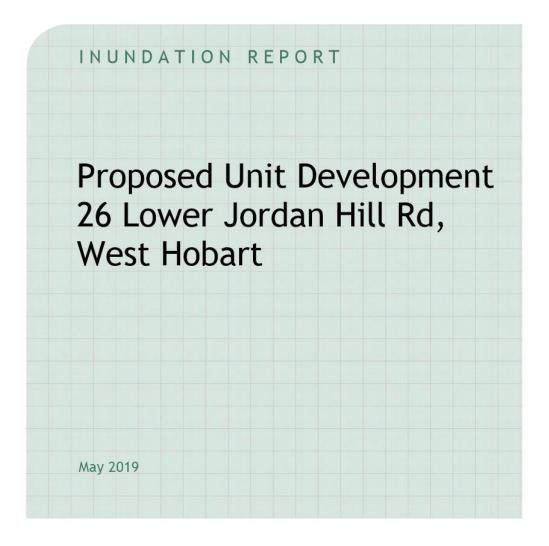
TOTAL CARTRIDGE BAY AREA (A x B) TO MATCH AREA REQUIRED BY MUSIC MODELLING OR COUNCIL SPECIFIC REQUIREMENTS

- 1. INLET AND OUTLET PIPES TO BE IN ACCORDANCE WITH APPROVED PLANS
- A HIGH FLOW BYPASS ARRANGEMENT OR DISSIPATION STRUCTURE MAY BE REQUIRED TO MINIMISE RE-SUSPENSION OF SOLIDS OR ANY SIGNIFICANT INERTIAL FORCES ON THE CARTRIDGES.
- ALL WATER QUALITY TREATMENT DEVICES REQUIRE PERIODIC MAINTENANCE. REFER TO OPERATION AND MAINTENANCE MANUAL FOR GUIDELINES AND ACCESS REQUIREMENTS
- SITE SPECIFIC PRODUCTION DRAWING WILL BE PROVIDED ON PLACEMENT OF ORDER.
- THE INVERT LEVEL OF THE INLET PIPE MUST BE GREATER THAN THE RL OF THE FALSE FLOOR WITHIN THE CARTRIDGE CHAMBER
- CONCRETE STRUCTURE AND ACCESS COVERS DESIGNED AND PROVIDED BY OTHERS. ACCESS COVERS TO BE A MINIMUM 900 X 900 ABOVE CARTRIDGES. OH&S REGARDING ACCESS COVERS AND TANK ACCESS TO BE ASSESSED BY OTHERS ON SITE.
- 7. THE STRUCTURE THICKNESSES SHOWN ARE FOR REPRESENTATIONAL PURPOSES.
- DRAWINGS NOT TO SCALE.

1. UNDERDRAIN AND FALSE FLOOR INSTALLED BY OCEAN PROTECT



OCEAN PROTECT STORMFILTER SYSTEM **DETENTION TANK ARRANGEMENT** SPECIFICATION DRAWING







Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE 117 Harrington Street Hobart TAS 7000 Phone (03) 6231 2555 infohbt@jmg.net.au

LAUNCESTON OFFICE 49-51 Elizabeth Street Launceston TAS 7250 Phone (03) 6334 5548 infoltn@jmg.net.au

	g Office: 11 Project No. J1	7 Harrington Street, Hobart 70 183087PH	00					
Docum	ent Issue Status	s			20 N 10			Market Co.
Ver.	Issue Date	Description	Orig	inator	Che	cked	Ap	proyed
1	15/05/2019	Issued as RFI Response	RWH	FWM	JMB	SHIP	GLA	902
	-			-		-		-

CONDITIONS OF USE OF THIS DOCUMENT

- RIDITIONS OF USE OF THIS DOCUMENT

 Copyright © All rights reserved. This document and its intellectual content remains the intellectual property of JOHNSTONE McGEE & GANDY PTY LTD (JMG). ARN 76 473 834 852 ACN 009 547 139

 The recipient client is licensed to use this document for its commissioned purpose subject to authorisation per 3. below. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or retransmit this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG.

 This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use. Electronic files must be scanned and verified virus free by the receiver. JMG accept no responsibility for loss or damage caused by the use of files containing viruses.

 This document must be signed "Approved by JMG to accept in full colour. JMG accepts no liability arising from failure to comply with this requirement.

TABLE OF CONTENTS

Intr	oduction	4
1.	Runoff Flow Volume	4
2.	Flooding Analysis	4
3	.1 Impact of Flooding on Development	.4
3	.2 Impact of Development on Flooding	. 5
3.	Response to RFI	5

Appendix A - Drawing J183087PH-IND 01 Appendix B - Revised Catchment Boundary Appendix C - Stormwater Calculations



1. Introduction

This report has been prepared in response to an RFI (Application No. PLN-19-179) from the Hobart City Council (HCC), for a unit development at 26 Lower Jordan Hill Rd, West Hobart.

The site of the proposed development is in the lower third of the Providence Gully stormwater catchment. Providence Gully collects runoff from the summit of Knocklofty, with part of its northern boundary following the ridge along Raymont Terrace and its southern boundary along Arthur Street. The development site slopes away steeply (average grade of 22%) from Lower Jordan Hill Rd towards the Providence Gully Rivulet.

Around the No. 26 property Providence Gully Rivulet has no clearly defined overland flow paths, with many paling fences and buildings obstructing flows. The expectation is runoff will be collected by grated pits and directed into the DN1050 stormwater main following the direction of the gully. It is very likely properties experience localised flooding in large rainfall events.

Runoff Flow Volume

The Rational Method was used in accordance with AR&R 1987 to determine the site flow for a 1% AEP event. The catchment outlet was adjusted to the downstream side of the development, and the HCC Stormwater Network was utilised to determine the new catchment extents, refer Appendix B - Revised Catchment Boundary.

The runoff coefficient for the site was calculated to be C_{10} = 0.34, this was determined by dividing the catchment into urban and rural regions. The large rural area (560,000m2) encompassing the Knocklofty reserve comprises no hardstand area, therefore, a fraction impervious of 10% was assigned as per ARR 1987. The average impervious area for the urban region was calculated by drawing a $100m^2$ rectangle and summing the area of hardstand within. This yielded a fraction impervious of 50%, which was applied to the remaining 590,000m2 of catchment.

A maximum 1% AEP flow of 4.677m³/s was calculated for the catchment; this value was increased to 5.846m³/s factoring a 25% increase for climate change, refer Appendix C - Stormwater Calculations.

Flooding Analysis

A Lidar surface and satellite imagery were used to create a Civil Site Design (CSD) River that could be exported to HEC-RAS to perform 1D flood modelling. The CSD River was created across the bottom of the property and in the region immediately upstream and downstream. It was assumed that this entire section would be exposed to the maximum catchment flow, a worst-case scenario approach was adopted with an assumption that the pipe network was entirely blocked, and all flow would be travelling overland. Buildings that are close to the flow path were included in the model, however, fences were ignored. The impacts of this are addressed in Section 3.1. The results from the HEC-RAS modelling can be seen in Appendix A - Drawing J183087PH-IND 01. It's clear from these results that the interaction between the proposed development and the flood mapping are negligible.

3.1 Impact of Flooding on Development

The suspended driveway (the lowest part of the development) has a minimum level of 68.70m AHD, this is over 2.5m above the maximum flood level calculated (66.10m). The fences that were not included in the HEC-RAS model would have a small impact on the maximum flood level, however, considering the modelling was conducted as a worst-case scenario in terms of



complete pipe blockage, and the fact there is 2.5m of freeboard, it is acceptable to assume the development will be at no risk of flooding.

3.2 Impact of Development on Flooding

The vehicle deck is to be supported by localised columns, with only a couple expected to be exposed to the flood waters. As the columns will have minimal surface area (dimensions to be determined in detailed design), and they would be located towards the edge of the flood water, the impact they will have on the overall level is negligible. Within the extents of the potential flooding zone the underside of the deck shall remain open (ie. no cladding or solid walls).

Response to RFI

Inundation Code

To enable the Council to assess the application against the relevant provisions of the Inundation Prone Land Code of *Hobart Interim Planning Scheme 2015*, please provide:

IND 1 - An inundation risk management plan and associated calculations prepared by a suitably qualified engineer in accordance with best practice guidelines that details:

 a) the risk of inundation of the site, proposed buildings and building floor levels (based on a predicted 1% annual exceedance probability flood event for the year 2100 including consideration of climate change (i.e. 25% increase in rainfall intensity and sea level rise)). Clearly state the vertical clearance between the proposed finished floor level of any habitable rooms and the flood level; and

Response -

The clearance between the lowest floor level and 1% AEP flood level + climate change is 2.5m. Refer Section 3.1 and Appendix A - Drawing J183087PH-IND01.

 the impact of the proposed development upon the risk of inundation of other land, buildings and infrastructure (including frequency, extent, depth and velocity); and

Response -

Refer Section 3.2

 any inundation control measures or design features proposed to be employed to reduce the risk, and the resultant level of risk

Response -

The elevated driveway deck is to remain open underneath (unclad) to ensure damming will not occur, and the overland flow path is not obstructed. Refer Section 3.2.

IND 2 - If landfill or solid walls are proposed within the modelled flood area, an assessment by a suitably qualified person, accompanied by any necessary engineering detail, outlining:

 a) how any proposed infrastructure and techniques will ensure the net discharge of stormwater and the rate of stormwater discharge does not exceed predevelopment levels; and

Response -

No landfill or solid walls are proposed within the modelled flood area. Refer Appendix A - Drawing J183087PH-IND01.



b) how stormwater quality from the development site would compare with predevelopment levels

Response -

Refer Aldanmark Response to Stormwater Code SW5.

IND 3 - If buildings or works are proposed within the modelled flood area, evidence from a suitably qualified person that proposed building or works will be designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation.

Response -

No buildings are proposed within the modelled flood area, and the columns will be designed to withstand a flow depth of 400mm, a velocity of 1.7m/s and any debris. Refer Appendix A - Drawing J183087PH-IND01.

5. Conclusion

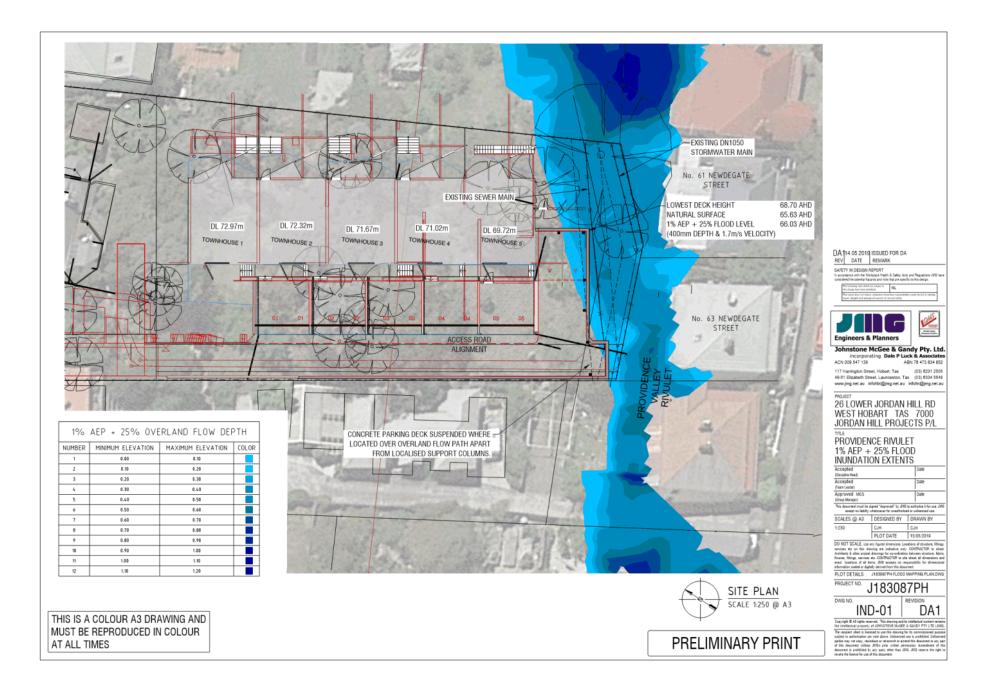
The development can proceed with no risk of flooding to the proposal on 26 Lower Jordan Hill Rd, and no increased risk of flooding to the neighbouring properties. The proposed elevated vehicle deck is to be supported by columns and remain open underneath with no cladding or solid walls.



APPENDIX A

Drawing J183087PH-IND01



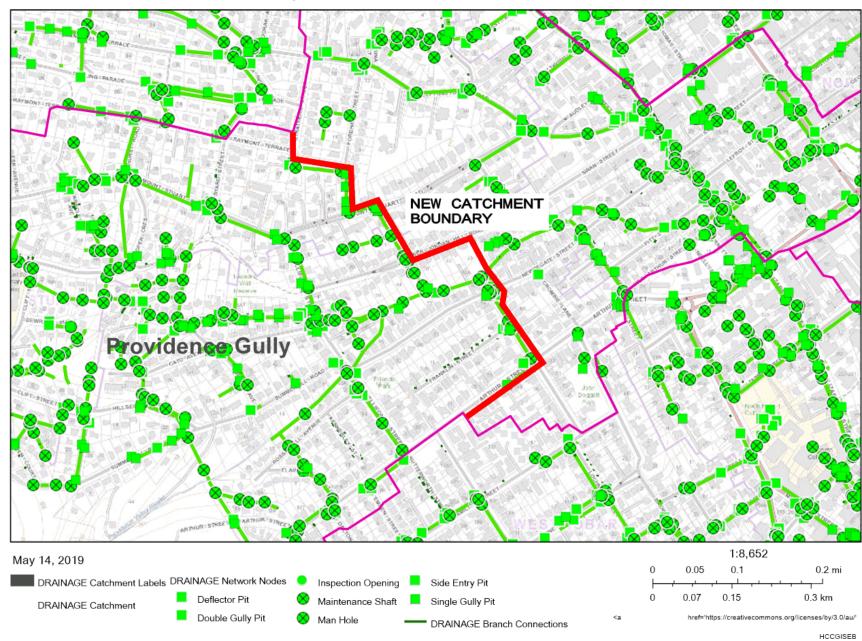


APPENDIX B

Revised Catchment Boundary



City of Hobart: Stormwater Network





Stormwater Calculations



Catchment 1 Volume

26 Lower Jordan Hill Rd - Subdivision

Eo comer sordan rimirità	546411101011
J183087PH	
Catchment 1	

Calculate T.O.C FIRST						
Time of Concentration Calculation - Check Cells Match						
C ₁ ,10 25 mm 10% AEP, 60min Rainfa						
A=	1146442	m2	Insert Catchment Area			
A=	1.14644	Km²	Calculated in Km2			
S _e =	135.4122807	m/Km	Insert Catchment Grade			
L=	2.28	Km	Insert Flow Length			
t _c =	48.88	mins	Tc Calculated			
	49.00	mins	Whole Number Tc			

Existing Hardstand Calculation					
Existing Urban Hardstand	294605	m2			
Existing Rural Hardstand	55723.2	m2			

Impervious Area Calculation						
Existing Hardstand Area (approx) =	350328.2	m2				
Total Area =	1146442	m2				
Fraction Impervious =	31%					

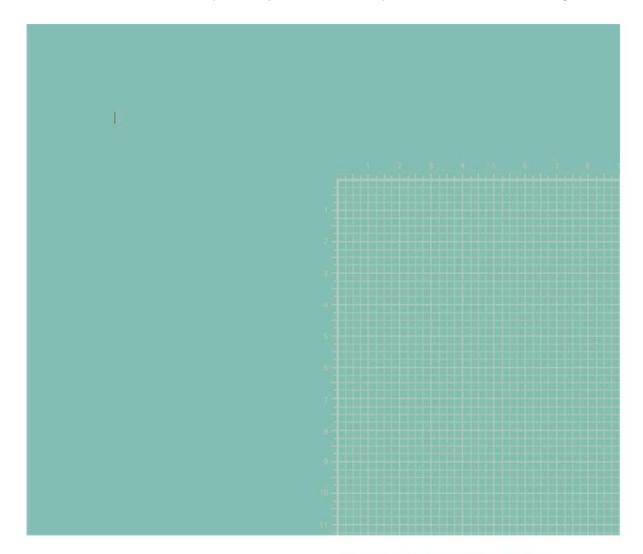
Runoff Coefficient Calculation - Refer AR&R 1987							
Fraction impervious =	31%						
C1,10 =	0.100	Formula - Refer ARR Book VIII					
C10 =	0.34	Runoff Coefficient					

	Frequency Conversion Factors -Refer AR&R 1987									
ARI (years)	1	2	5	10	20	40	60	80	100	50
Factor, F _y	0.8	0.85	0.95	1	1.05	1.2	1.17	1.19	1.2	1.15

Peak Flows For Catchment For Given AEP - At T.O.C							
AEP	I _{tc,Y} (mm/h)	Flow incl. CC					
63.20%	11.8	1.036	1.295				
50.00%	13.3	1.241	1.551				
20%	18.5	1.929	2.412				
10%	22.2	2.437	3.047				
5%	26.0	2.997	3.746				
2%	31.3	3.952	4.940				
1%	35.5	4.677	5.846				

Peak Flows for Catchment for 5% AEP for given Storm Duration						
AEP Duration (min) Flow (m						
5.00%	5	9.902				
5.00%	10	7.447				
5.00%	15	6.040				
5.00%	20	5.141				
5.00%	25	4.507				
5.00%	30	4.046				
5.00%	45	3.158				
5.00%	49	2.997				
5.00%	60	2.651				
5.00%	90	2.086				
5.00%	120	1.775				
5.00%	180	1.429				

CALCULATED FROM ABOVE - Rainfall mm/hr								
	Annual Exceedance Probability (AEP) mm/hr							
Duration (min)	63.20%	50%	20%	10%	5%	2%	1%	
1	61.3	69.6	97.6	118	140	171	196	
2	52.8	59.5	81.1	96.1	111	130	145	
3	46.7	52.7	72.3	86.2	100	118	133	
4	42.1	47.6	65.9	78.9	92.3	110	125	
5	38.4	43.6	60.7	73.1	85.9	104	118	
10	27.8	31.6	44.6	54.3	64.6	79.4	91.9	
15	22.5	25.6	36.2	44.1	52.4	64.7	74.9	
20	19.3	21.9	30.8	37.5	44.6	54.9	63.5	
25	17	19.4	27.2	33	39.1	47.9	55.3	
30	15.4	17.5	24.5	29.7	35.1	42.8	49.2	
45	12.3	14	19.4	23.3	27.4	33	37.6	
49	11.8	13.3	18.5	22.2	26	31.3	35.5	
60	10.5	11.9	16.5	19.7	23	27.5	31.1	
90	8.45	9.57	13.1	15.6	18.1	21.4	24	
120	7.25	8.22	11.3	13.3	15.4	18.1	20.2	
180	5.86	6.65	9.12	10.8	12.4	14.5	16	
270	4.73	5.39	7.42	8.76	10.1	11.7	13	
360	4.05	4.63	6.41	7.59	8.71	10.2	11.3	
540	3.24	3.72	5.2	6.18	7.13	8.4	9.37	
720	2.74	3.15	4.45	5.31	6.15	7.29	8.17	
1080	2.13	2.46	3.51	4.23	4.93	5.9	6.66	
1440	1.76	2.04	2.92	3.54	4.15	5	5.66	
1800	1.5	1.74	2.51	3.05	3.59	4.34	4.93	
2160	1.32	1.52	2.2	2.68	3.17	3.83	4.36	
2880	1.06	1.22	1.77	2.16	2.55	3.09	3.53	
4320	0.761	0.878	1.26	1.54	1.83	2.2	2.51	
5760	0.598	0.688	0.983	1.19	1.41	1.69	1.92	
7200	0.495	0.569	0.806	0.973	1.14	1.37	1.54	
8640	0.425	0.487	0.685	0.823	0.96	1.14	1.29	
10080	0.375	0.429	0.599	0.715	0.829	0.983	1.1	



Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE 117 Harrington Street 49-51 Elizabeth Street Hobart TAS 7000 Phone (03) 6231 2555 infohbt@jmg.net.au

LAUNCESTON OFFICE Launceston TAS 7250 Phone (03) 6334 5548 infoltn@jmg.net.au





Submission to Planning Authority Notice

		•	•	•					
Council Planning Permit No.	PLN-19-179		Council notice date	12/04/2019					
TasWater details									
TasWater Reference No.	TWDA 2019/00520	D-HCC		Date of response	29/05/2019				
TasWater Contact	David Boyle		Phone No.	6345 6323					
Response issued	to								
Council name	HOBART CITY COU	NCIL							
Contact details	coh@hobartcity.com.au								
Development det	Development details								
Address	26 LOWER JORDAI	N HILL RD, WEST H	OBART	Property ID (PID)	5548980				
Description of development	Subdivision (One Additional Lot), Partial Demolition, and Five Multiple Dwellings								
Schedule of draw	ings/documents								
Prepa	red by	Drawing/doo	cument No.	Revision No.	Date of Issue				
Cumulus Studio		V18048-A100		DA1	24/05/2019				
Cumulus Studio		V18048-A401		DA1	24/05/2019				
Aldanmark		19E54-2 C1.01		6	24/05/2019				

Condition

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW (Subdivision)

- A suitably sized water supply with metered connections / sewerage system and connections to each
 lot of the development must be designed and constructed to TasWater's satisfaction and be in
 accordance with any other conditions in this permit.
- 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
- A suitably sized water supply with metered connection / sewerage system and connection for multiple units on lot 2 of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit

CONNECTIONS, METERING & BACKFLOW (Multiple Units)

- 4. A suitably sized water supply with metered connection / sewerage system and connection for multiple units on lot 2 of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- 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.
- 6. Prior to commencing construction of the units, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.



Note: When submitting for building and plumbing approval the proposed water connection for lot 2 is too long and the meters need to be located in the first 1m of the front boundary in trafficable boxes.

ASSET CREATION & INFRASTRUCTURE WORKS

- 7. 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.
- 8. Prior to applying for a Permit to Construct the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for sewerage to TasWater's satisfaction.
- 9. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
- In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
- 11. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan "Aldanmark Dwg. 19E54-2 C1.01", are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
- After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
- 13. At practical completion of the water and sewerage works and prior to TasWater issuing a 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:
 - 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;
 - A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - 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;
 - As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
- 14. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
- 15. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.



- Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
- 17. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

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

56W CONSENT

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

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

- a. Existing pipe depth and proposed finished surface levels over the pipe;
- The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- c. A note on the plan indicating how the pipe location and depth were ascertained.

BOUNDARY TRAP AREA

Issue Date: August 2015

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

DEVELOPMENT ASSESSMENT FEES

- 22. 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. \$351.28 for development assessment; and



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

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

Advice

General

For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details								
Phone	13 6992	Email	development@taswater.com.au					
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au					

Application Referral Development Engineering - Response

From:	
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	26 LOWER JORDAN HILL ROAD, WEST HOBART
Proposal:	Partial Demolition, Five Multiple Dwellings, Landscaping and Fencing
Application No:	PLN-19-179
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

E5.0 Road and railway access code

E5.1 Purpose			E5.1.1
			The purpose of this provision is to:
			(a) protect the safety and efficiency of the road and railway networks; and
			(b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES		
			This Code applies to use or development of land:
		No	(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes		(b) that intensifies the use of an existing access; or
		No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
		No	(i) a rail network;
		No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment			Comments / Discussion (in bold)

Clause 5.5.1 Existing road accesses and junctions ACCEPTABLE SOLUTION	The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.5.1 (A3)
	Acceptable Solution A3: The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater COMPLIANT
Clause 5.5.2 Existing level crossings	Documentation submitted to date appears not to invoke clause E5.5.2.
NOT APPLICABLE	No intensification of an existing level crossings proposed.
Clause 5.6.1 development adjacent to roads and railways	Documentation submitted to date appears not to invoke clause E5.6.1. No development adjacent to category 1 or category 2 road proposed.
Clause 5.6.2 road and access junctions	Documentation submitted to date appears not to invoke clause E5.6.2.
NOT APPLICABLE	No new accesses or access junctions proposed.
Clause 5.6.3 new level crossings	Documentation submitted to date appears not to invoke clause E5.6.3.
NOT APPLICABLE	No new level crossings proposed.
Clause 5.6.4 sight distance at access and junctions PERFORMANCE CRITERIA	The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria. Acceptable solution - A1: Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and -NON COMPLIANT

(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - N/A

In this case, the required SISD is 80 metres, noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

Lower Jordan Hill Road is a one way road way and the available sight distance of 30.0 metres to approaching traffic is achievable, however will not meet the required 80 metres due to vegetation/obstructions in the highway reservation. AS/NZS 2890.1:2004 requires sight distance of 40 metres for a domestic property.

Performance Criteria - 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; Five dwellings are proposed on the site with a total of twelve car parking spaces (ten for residents and two for visitors). It is expected that the development would generate 35 to 40 vehicular trips per day.
- (b) the frequency of use of the road or rail network; Low Jordan Hill Road is a minor collector road that has a relatively low traffic volume near the site. It provides access to a residential catchment that is relatively stable and closed in nature. The driveway access servicing the site will operate at a high level of service based on the relatively low traffic volumes. The general urban speed limit of 50-km/h applies to Lower Jordan Hill Road. This speed limit is appropriate for the residential nature of the development. The actual speed environment may be less that 50 km/h due to the width of the road way and the on street parking useage.
- (c) any alternative access; No alternative access is possible for the proposed development.
- (d) the need for the access, junction or level crossing; -The need for the use has not been assessed and in this report.
- (e) any traffic impact assessment; No Traffic Impact Statement was submitted.
- (f) any measures to improve or maintain sight distance; Lower Jordan Hill Road is a one way road way and the available sight distance of 30 metres to

approaching traffic is achievable for the existing access. The available sight distance of 30 metres will not meet the required 80 metres by clause 5.6.4 of the Road and Railway Assets Code due to vegetation/obstructions in the highway reservation. AS/NZS 2890.1:2004 requires sight distance of 40 metres for a domestic property which is also not met. No measures are proposed to improve sight distance and the existing 30 metre sight distance of the existing crossover will be maintained. Lower Jordan Hill Road is a one way road way and therefore there will be less conflict points between vehicles exiting site and traffic in Lower Jordan Hill Road than a two way street. The speed environment is low. A Traffic Impact Statement has been submitted that has concluded the sight distances are acceptable for the development considering the speed environment. The existing sight distance for approaching traffic is considered acceptable for the proposed development, however measures to improve sight distance should be provided if practicable.

 (g) any written advice received from the road or rail authority. - No written advice was requested by the road authority (Council) relating to the access.

The Acceptable Solution for clause E5.6.4 is not met due to sight lines being obstructed by vegetation however, Lower Jordan Hill Road is a one way roadway, reduced vehicle conflict points, the low speed environment, a Traffic Impact Statement has been submitted that has concluded the sight distances are acceptable for the development considering the speed environment. The development may therefore be accepted under *Performance Criteria P1:E5.6.4* of the Planning Scheme.

E 6.0 Parking and Access Code

E6.1 Purpose		E6.1.1
		The purpose of this provision is to:
	Yes	 (a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;

	Yes		 (d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes		(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes		 (f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes		 (g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
		N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	-	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
Clauses 6.6's are all to			The parking number assessment must satisfy either
do with parking number assessment. These will be assessed by planner			Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
based on DE assessment of the following relevant clauses.			Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.1.1 and E6.6.1.2
ACCEPTABLE SOLUTION			Acceptable solution - A1: The number of on-site car parking spaces must be: (a) no less than and no greater than the number specified in Table E6.1; - COMPLIANT
			Multiple Dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom) plus 1 dedicated space per 4 dwellings (rounded up to the nearest whole number). There are five three bedroom dwellings proposed and therefore requires ten parking spaces plus one visitor space
			Ten (10) car parking spaces plus two visitor spaces are shown on site as shown on the submitted plans.

Clause 6.7.1 number of vehicle accesses ACCEPTABLE SOLUTION	The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1. Acceptable solution: 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 COMPLIANT One (1x) crossover (Lower Jordan Street frontage) - Existing, no additional crossover(s) proposed.
Clause 6.7.2 design vehicle access PERFORMANCE CRITERIA	The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are not kept clear of obstructions to visibility due to proposed 1.0m high fenced bin enclosure (wheelie bins are approximately 1.0m high). Gradients of the crossover exceed the maximum gradient of AS/NZS 2890.1:2004, however the applicant has demonstrated a B85 vehicle will not scrap the underside of the vehicle accessing the site. Acceptable Solution - A1: Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - NON COMPLIANT Performance Criteria - P1: Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following: (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; - Feasible (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; - Feasible (c) suitability for the type and volume of traffic likely to be generated by the use or development; - Feasible

(d) ease of accessibility and recognition for users. - Feasible

In this case, the required AS/NZS 2890.1:2004 Safe Sight Distance is 40 metres for a domestic property, noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

Lower Jordan Hill Road is a one way road way and the available sight distance of 30 metres to approaching traffic is achievable for the existing access. The available sight distance of 30 metres will not meet the required 40 metres by AS/NZS 2890.1:2004 due to vegetation/obstructions in the highway reservation. No measures are proposed to improve sight distance and the existing 30 metre sight distance of the existing crossover will be maintained. Lower Jordan Hill Road is a one way road way and therefore there will be less conflict points between vehicles exiting site and traffic in Lower Jordan Hill Road than a two way street. The speed environment is low. The existing sight distance for approaching traffic is considered acceptable for the proposed development, however measures to improve sight distance should be provided if practicable.

The pedestrian sight lines for pedestrian safety are obstructed be a 1.0m fence (bin enclosure). Wheelie bins are approximately 1.0m in height. Obstructions within the pedestrian sight triangle of AS/NZS 2890.1:2004 are approximately 1.0m high. Obstructions up to 1.2m in height are generally acceptable within the pedestrian sight triangle, however, Council's Senior Engineer - Roads & Traffic City Mobility has advised that the bin enclosure is to be relocated clear of the pedestrian safety sight triangle AS/NZS 2890.1:2004 Fig 3.3 to maximise visibility and safety of pedestrians.

Also gradients do not meet the acceptable solution for clause E6.7.2, however a preliminary design has been provided that demonstrates that vehicle can access the property without scrapping which will satisfy the performance criteria. A detailed design will be required to be submitted and approved by Council.

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

Based on the above assessment and given the submitted documentation, the vehicle access may be accepted under *Performance Criteria P1:E6.7.2* of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic

	on the road from which the property gains access.
Clause 6.7.3 vehicle passing ACCEPTABLE SOLUTION	Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.3. Acceptable solution - A1: - COMPLIANT Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - Yes (ii) is more than 30 m long; - Yes (iii) it meets a road serving more than 6000 vehicles per day; - No (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - Feasible - As shown (c) have the first passing area constructed at the kerb; - Feasible - As shown (d) be at intervals of no more than 30 m along the access Feasible - As shown
Clause 6.7.4 on site turning ACCEPTABLE SOLUTION	On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4. Acceptable solution - A1: On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - APPLIES (b) it meets a road carrying less than 6000 vehicles per day APPLIES
Clause 6.7.5 layout of parking area PERFORMANCE CRITERIA	The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria. Acceptable Solution A1: - NON COMPLIANT The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply

with clause 5.3 "Headroom" of the same Standard.

Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): **- Feasible**

Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - Feasible

Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): -

Feasible

Parking Space Gradient (5%): - <u>Feasible</u> Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): -

Feasible

Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - <u>Feasible</u>

Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - 12% shown to be assessed under Performance Criteria

Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): - 28% shown to be assessed under Performance Criteria

Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible

Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible

Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - Feasilbe

"Jockey Parking" (Performance Assessment): -YES but assessed under Performance Criteria

Performance Criteria - P1:

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

Residential car parking space module manoeouvre area exceeds the maximum gradient of AS/NZS 2890.1:2004. The driveway gradient exceeds the maximum 25% gradient of AS/NZS 2890.1:2004. A traffic impact statement has been submitted that recommends driveway gradients up to 31% with the maneourving area of the parking module to be 12% would be satisfactory to ensure safe and efficient use. A lesser gradient of 28% has been negotiated and shown in the final proposal. Generally the maximum acceptable gradient for the maneourve area is 10%, however in this instance 12% is considered suitable to reduce the driveway gradient to 28%. Submitted documentation appears to satisfy the Performance Criteria P1:E6.7.5.

Clause 6.7.6 surface treatment		The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
ACCEPTABLE SOLUTION		Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.
		Acceptable Solution - A1: - COMPLIANT Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.
		Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.
Clause 6.7.7 Lighting of parking area Planner and health unit to assess	-	Planner to assess
Clause 6.7.8 Landscaping Planner to assess		Planner to assess
Clause 6.7.9 motor bike parking		The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to
NOTAL FIGABLE		invoke clause E6.7.9.
		Acceptable Solution A1 (E6.6.3): The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development i extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.
		NO REQUIREMENT (<19 car parking spaces).

Clause 6.7.10 bicycle parking NOT APPLICABLE			The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.10.
			Acceptable Solution A1: The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.
			Acceptable Solution A2: The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.
			User Class: Residential
			Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.
			NO REQUIREMENT
Clause 6.7.11 bicycle end trip Planner to assess	_	_	Planner to assess
Clause 6.7.12 siting of car parking Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area	_	_	Planner to assess
Clause 6.7.13 facilities for commercial vehicles NOT APPLICABLE			The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.13. Submitted documentation appears to indicate no
			commercial vehicles loading, unloading or manoeuvring.

property without scrapping which will sat performance criteria. A detailed design w required to be submitted and approved by for gradients of the crossover and vehicle maneourve paths to be contained within textents of the crossover and clear of on sparking areas. Conditioned to comply standards or an a alternate design. Clause 6.7.15 access to The access to Niree Lane must satisfy either	table eme 2015 appear to e E6.7.14. In the LIANT adients do ngs, provided ess the
Clause 6.7.15 access to The access to Niree I are must satisfy either	will be by Council le the street
Niree Lane Solutions or Performance Criteria for each cla Hobart Interim Planning Scheme 2015 (HIPS Documentation submitted to date appears invoke clause E6.7.15. No development proposed within Niree L	lause of the 6 2015). rs not to

E 7.0 Stormwater

E7.1.1 Purpose		E7.1.1
		The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.
E7.2 Application of this Code	YES	This code applies to development requiring management of stormwater. This code does not apply to use.
Clause for Assessment		Comments / Discussion (in bold)

A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump) ACCEPTABLE SOLUTION	The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A1). Acceptable Solution A1: Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. Submitted plans appear to indicate stormwater from new impervious surfaces being able to be disposed of by gravity to public stormwater infrastructure. To be verfied at Plumbing Permit stage.
A2 (WSUD) /P2 (Mechanical Treatment) ACCEPTABLE SOLUTION	The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A2). Acceptable Solution A2:
	A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m2; - YES
	 (b) new car parking is provided for more than 6 cars; YES (c) a subdivision is for more than 5 lots - No
	Music modelling demonstrating that relevant targets will be acheived has been supplied.

A3 (Minor SW System) ACCEPTABLE SOLUTION	The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A3). Acceptable Solution A3: A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; - Feasible (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure Feasible Performance Criteria – P3: No Performance Criteria. Submitted plans indicate proposed detention. Referred to the Environmental Engineering Unit for determination and conditioning.
A4 (Major SW System accommodates 1:100 ARI) ACCEPTABLE SOLUTION	The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E7.7.1 (A4). Acceptable Solution A4: A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years. Performance Criteria – P4: No Performance Criteria. Referred to the Environmental Engineering Unit for determination and conditioning.

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

COMMENTS:

Representations have been received with concerns regarding traffic, parking and pedestrian safety.

The increase in traffic generated by the development is considered relatively low and should not significantly impact the functionality of Lower Jordan Road.

Lower Jordan Hill Road is a one way road way and the available sight distance of 30 metres to approaching traffic is achievable for the existing access. The available sight distance of 30 metres will not meet the required 80 metres by clause 5.6.4 of the Road and Railway Assets Code due to vegetation/obstructions in the highway reservation. AS/NZS 2890.1:2004 requires sight distance of 40 metres for a domestic property which is also not met. No measures are proposed to improve sight distance and the existing 30 metre sight distance of the existing crossover will be maintained. Lower Jordan Hill Road is a one way road way and therefore there will be less conflict points between vehicles exiting site and traffic in Lower Jordan Hill Road than a two way street. The speed environment is low. A Traffic Impact Statement has been submitted that has concluded the vehicle sight distances are sufficient for the development considering the speed environment. The existing sight distance for approaching traffic is considered acceptable for the proposed development, however measures to improve sight distance should be provided if practicable.

The pedestrian sight lines for pedestrian safety are obstructed be a 1.0m fence (bin enclosure). Wheelie bins are approximately 1.0m in height. Obstructions within the pedestrian sight triangle of AS/NZS 2890.1:2004 are approximately 1.0m high. Obstructions up to 1.2m in height are generally acceptable within the pedestrian sight triangle.

Existing crossover is to be widened. Gradients do not meet the Tasmanian Standard Drawings, however a preliminary design has been provided that demonstrates that vehicles can access the property without scrapping which will satisfy the performance criteria. A detailed design will be required to be submitted and approved by Council for gradients of the crossover and vehicle maneourve paths to be contained within the extents of the crossover and clear of on street parking areas.

The number of on-site car parking spaces have been provided that meet the acceptable solution of the Parking and Access Code in accordance with Table E6.1, therefore additional on-site car parking spaces is not required. The traffic impact assessment indicated that the on site parking to be provided will likely to be more than sufficient and exceed the actual parking demand due to the trend that the local area car ownership is low, proximity to North Hobart Shopping Centre and Hobart CBD, bus services and walkability.

Residential car parking space module manoeouvre area exceeds the maximum gradient of AS/NZS 2890.1:2004. The driveway gradient exceeds the maximum 25% gradient of AS/NZS 2890.1:2004. A traffic impact statement has been submitted that recommends driveway gradients up to 31% with the maneourving area of the parking module to be 12% would be satisfactory to ensure safe and efficient use. A lesser gradient of 28% has been negotiated and shown in the final proposal. Generally the maximum acceptable gradient for the maneourve area is 10%, however in this instance 12% is considered suitable to reduce the driveway gradient to 28%.

The applicant will be required to provide a construction traffic management plan to suitably manage traffic during the construction phase.

Council's Senior Engineer - Roads & Traffic City Mobility has advised the following:

- That the bin enclosure is to be relocated clear of the pedestrian safety sight triangle AS/NZS 2890.1:2004 Fig 3.3 to maximise visibility and safety of pedestrians.
- That the design and construction of the access driveway is to be certified by a suitably qualified traffic engineering practitioner.

CONDITIONS:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice.

General Conditions:

ENG1: Pay Costs

ENG 2a: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed

ENG 2b: Vehicular barrier design

ENG 2c: Vehicular barrier construction certification

ENG 3a: The access driveway and parking module (parking spaces, aisles and manoeuvring area) to be provided

ENG 3b: The access driveway and parking module (parking spaces, aisles and manoeuvring area) design

ENG 3c: The access driveway and parking module (parking spaces, aisles and manoeuvring area) construction certification

ENG 4: Surface treatment

ENG 5: The number of car parking spaces approved on the site,

ENG 13: Pedestrian Sight distance

ENG r3: Crossover design

ENG tr2: Construction traffic management plan

ENG s2: Changes to on street parking arrangements

ENG sw1: Stormwater to public infrastructure

ENG sw2.1: A pre CCTV video of the Council stormwater main within the subject site must be undertaken (Enviro Report)

ENG sw2.2: A post CCTV video of the Council stormwater main within the subject site must be undertaken and submitted to the Council on completion of all work (Enviro Report)

ENG sw3: Protection of Council stormwater main

ENG sw4: Stormwater connection

ENG sw8: Stormwater pre-treatment

ENG s1: Flood flow ENV 2: SWMP design

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Driveway surfacing over highway reservation
- Occupation of the Public Highway
- Condition endorsement engineering
- Building Over An Easement
- General exemption Parking Permit
- Permit to Construct Public Infrastructure
- New Service Connection
- Stormwater
- Structures Close to Council's Stormwater
- Work within the Highway Reservation
- Access

Waste Disposal

7.1.2 851B, 873, 873A AND 875 SANDY BAY ROAD, SANDY BAY - CHANGE OF ACCESS AND ALTERATIONS TO DRIVEWAY PLN-20-132 - FILE REF: F20/79341

Address: 851B, 873, 873A and 875 Sandy Bay Road,

Sandy Bay

Proposal: Change of Access and Alterations to Driveway

Expiry Date: 18 August 2020

Extension of Time: Not applicable

Author: Helen Ayers

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for change of access and alterations to driveway at 851B, 873, 873A, and 875 Sandy Bay Road, Sandy Bay for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-132 - at 851B Sandy Bay Road, SANDY BAY SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

Only two additional dwellings are approved by this permit to use the driveway.

Advice:

The two additional dwellings that are now approved to use the

driveway are the two northernmost dwellings approved under planning permit PLN-10-01277-01, one of which is constructed, and one of which is unconstructed.

Reason for condition

To clarify the scope of the permit

ENG sw1

All stormwater from the proposed development (including but not limited to: ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

ENG sw4

The new stormwater connection must be constructed and existing abandoned connections sealed by the Council at the owner's expense, prior to commencement of use.

Detailed engineering drawings and calculations must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first). The detailed engineering drawings must include:

- 1. the location of the proposed connection;
- 2. the size of the connection appropriate to satisfy the needs of the development;

- 3. include long section(s)/levels and grades to the point of discharge; and
- 4. prepared by a suitably qualified person.

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

Advice:

The applicant is advised to submit detailed design drawings via the Council's City Amenity Division's application for a new stormwater connection. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council's City Amenity Division.

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

Reason for condition

To ensure the site is drained adequately.

ENG 2a

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

Advice:

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

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

Reason for condition

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

ENG 2b

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

Advice:

If the development's building approval includes the need for a building permit from Council, the applicant is advised to submit detailed design of vehicular barrier as part of the building application.

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

Reason for condition

To ensure the safety of users of the access driveway and parking

module and compliance with the standard.

ENG_{2c}

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed substantially in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use. It is noted that no changes to grades must preclude any existing right of way user from accessing their property at the grades approved for their development.

Advice:

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps (aisles and manoeuvring areas) design must be submitted and approved, prior to the commencement of work, issuing of any approval under the *Building Act 2016*.

The access driveway, circulation roadways, ramps (aisles and manoeuvring areas) design must:

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

Advice:

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Once the design has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement) Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements

prior to submitting for building approval may result in unexpected delays.

Reason for condition

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

ENG_{3c}

The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be constructed substantially in accordance with the JSA Consulting documentation received by the Council on the 15th May 2020.

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

Advice:

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

Reason for condition

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

ENG 4

The access driveway (aisles and manoeuvring areas) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the commencement of use.

Reason for condition

To ensure the safety of users of the access driveway and parking

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

ENG 5

A design for the access driveway must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016.* This design must include the provision of suitable vehicle barriers on the northern side of the access driveway from the edge of the driveway to number 871 Sandy Bay Road (at approximately chainage 27 on Plan C03 Rev F) to approximately chainage 40 on that same plan.

Reason for condition

To minimise the risk to users of the access, and the public on the Sandy Bay Road, road reserve.

ENG₁

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
- Be repaired and reinstated by the owner to the satisfaction of the Council.

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

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

owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG_{s1}

Prior to commencement of use, the existing blockwork retaining wall structure located on Sandy Bay Road to the north of the subject driveway must be modified, such that an unobstructed sight distance of minimum 45 metres is available for a driver with eye positioned 2.5m from the edge of the frontage road (face of kerb) to observe a southbound vehicle on Sandy Bay Road. Prior to any work commencing on modifying this retaining structure, a separate permit must be obtained from the City of Hobart as road authority.

Reason for condition

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

ENG s2

This permit does not approve any access via the proposed turning bay for any development of 851B Sandy Bay Road or any future link road through 851B Sandy Bay Road to 851A Sandy Bay Road.

Advice:

Council notes planning application (PLN-10-01277-01) required the installation 90 x 90 pine posts concreted in on edge of right of way approx.

3.66m from boundary to restrict access to 873A Sandy Bay Road to

preclude access over 851A and 851B Sandy Bay Road.

Reason for condition

To clarify the scope of the permit.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

You may require an occupational license for structures in the Hobart

City Council highway reservation, in accordance with conditions to be established by the Council. Click here for more information.

You may require a road closure permit for construction. Click here for more information.

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City 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.

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded

in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

PRIVATE COVENANTS

Please be advised that this property is subject to covenants contained within the schedule of easements.

The approved development may require consent and/or a modification to the covenant to ensure it is undertaken lawfully. You must not act on this planning permit until you have obtained any necessary consent or modification to the covenant which is required for the approved development.

If you proceed with the development inconsistent with the terms of the covenant, the parties with the benefit of the covenant may be entitled to make an application in the Courts to restrain a breach. The grant of this planning permit does not constitute a waiver, modification or release of the terms of the covenant nor approval under the terms of the covenant to undertake the proposed development.

RIGHT OF WAY OVER PROPOSED TURNING BAY

As the applicant has advised that the proposed turning bay within 851B Sandy Bay Road may also be used by neighbours to turn safely, a formal right of way in favour of the neighbouring properties who are likely to use the turning area should be considered to avoid potential disputes over the use of the turning area.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A: PLN-20-132 - 851B SANDY BAY ROAD SANDY

BAY TAS 7005 - Planning Committee or Delegated

Report \mathbb{J}

Attachment B: PLN-20-132 - 851B SANDY BAY ROAD SANDY

BAY TAS 7005 - CPC Agenda Documents I

Attachment C: PLN-20-132 - 851B SANDY BAY ROAD SANDY

BAY TAS 7005 - Planning Referral Officer Traffic

Engineering Report J 🖺



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee

Council: 10 August 2020

Expiry Date: 18 August 2020

Application No: PLN-20-132

Address: 851 B SANDY BAY ROAD, SANDY BAY

873 SANDY BAY ROAD , SANDY BAY 873 A SANDY BAY ROAD , SANDY BAY 875 SANDY BAY ROAD , SANDY BAY

ADJACENT ROAD RESERVE

Applicant: ADAM LESLIE GRIGGS

851 C SANDY BAY ROAD SANDY BAY TAS 7005

Proposal: Change of Access and Alterations to Driveway

Representations: Seven (7)

Performance criteria: Road and Railway Assets Code, Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for Change of Access and Alterations to Driveway. The driveway is on the properties 851B, 873A, 873, 875 Sandy Bay Road, and the adjacent road reserve.
- 1.2 More specifically the proposal includes:
 - Alterations to the existing paved driveway that is generally within the right of way located between 871 and 875 Sandy Bay Road.
 - Use by an additional two dwellings, one of which is approved but not constructed, and one of which is constructed, at 851B Sandy Bay Road.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Road and Railway Assets Code Sight Distances at Access Junctions
 - 1.3.2 Parking and Access Code Design of Vehicle Access, Vehicle Passing, Layout of Parking Area, and Facilities for Commercial Vehicles

- 1.4 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 1 and 16 June 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The application site is a driveway located on the following properties on Sandy Bay Road: 875, 873, 873A and 851B. The driveway is fully constructed, with rights of way in place to allow it to be used by the following properties on Sandy Bay Road: 875, 875A, 873, 873A and 851B.
- 2.2 Council's Senior Engineer Roads and Traffic visited the site.



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



Figure 2: The driveway and access off Sandy Bay Road.

3. Proposal

- 3.1 Planning approval is sought for Change of Access and Alterations to Driveway.
- 3.2 More specifically the proposal is for:
 - Alterations to the existing paved driveway that is located generally within the right of way between 871 and 875 Sandy Bay Road.
 - Use by an additional two dwellings, one of which is approved but not yet constructed, and one of which is constructed, at 851B Sandy Bay Road.



Figure 3: The proposed alterations to the driveway and access.

4. Background

4.1 The site has a complex history. Importantly previous approvals have restricted the number of dwellings that may utilise the subject driveway. Of note, planning permit PLN-10-01277-01 granted approval for three dwellings at what is now 851B Sandy Bay Road, to be located in front of the dwelling at 873 Sandy Bay Road.



Figure 4: Location of the approved dwellings is generally indicated by the red border. Only two of the three dwellings have been constructed. The approval stipulated that only the bottom (southern) dwelling was allowed to gain access via the driveway that is the subject of this planning application. The other two houses were to be accessed via the right of way to the north over 851A Sandy Bay Road.

- 4.2 This permit PLN-10-01277-01 was issued subject to conditions requiring that only the southernmost of the three dwellings approved be allowed access via the right of way to the south of the site (i.e. the driveway that is the subject of this application), with the remaining two northernmost dwellings required to access via the right of way to the north of the site over 851A Sandy Bay Road. The permit also required that bollards preventing through access be installed, and the northern right of way be constructed to a suitable standard prior to occupation of the two dwellings utilising it.
- 4.3 Two of the above approved dwellings are now constructed and occupied on site.

 Both of these dwellings access via the southern right of way, and the northern right of way over 851A Sandy Bay Road does not have the driveway constructed to the approved standards with the required pavement finish and bollard placement.
- 4.4 As it has recently come to the attention of Council's Development Compliance Officers that the dwellings are both occupied, and that the required works have not been completed, Enforcement proceedings requiring this work to occur have been commenced by Council.

4.5 In response to these enforcement proceedings, the current application has been made in an attempt to resolve the access issues for the existing and approved dwellings at 851B Sandy Bay Road, Sandy Bay.

5. Concerns raised by representors

- 5.1 Seven (7) representations objecting to the proposal were received within the statutory advertising period between 1 and 17 June 2020.
- 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.

Stormwater:

One representor is concerned that the proposed increased surface area of the driveway will result in increased overland flow of stormwater, and that the proximity of new sections of driveway to dwellings will result in stormwater flooding habitable rooms of the dwellings. The representor has asked for cut off drains in appropriate locations to help direct the flow of the water.

Safety:

One representor is concerned that the proposed widening of the driveway will see vehicles closer to habitable rooms of adjacent dwellings that they currently are. The representor is concerned that this has the potential for heavy vehicles to lose control in unfavourable conditions and crash into the dwellings. The representor has asked for vehicle barriers as appropriate to reduce the risk.

One representor has indicated that as two vehicles can currently pass safely for the majority of the length of the driveway, there is no need to widen the driveway into what the representors indicate is private land and not part of the driveway.

Representors are concerned that the driveway cannot be made safe for additional dwellings to rely upon it for access. The representors are further of the opinion that the proposed upgrades will not improve the safety for existing approved users of the right of way. Accordingly, the representors see no safety benefit from the works.

One representor is concerned that the sight distances towards Taroona are not accurately depicted in the Traffic Impact Assessment, or adequate to achieve safe egress from the driveway, and as such does not think it appropriate to increase the number of vehicles utilising this driveway and access point.

One representor is concerned that the driveway intersection with the road cannot be adequately widened as the modification would result in gradients beyond what is permissible under the Australian Standard.

One representor has indicated that for vehicle drivers to achieve adequate sight distances to the right, they would need to have their vehicle protruding fully over the bicycle lane, causing the potential for conflict between cyclists and cars should they be passing a vehicle that is trying to pull out at the same time.

One repersentor has indicated that the vegetation at the bottom of the driveway acts as a visual and vehicle barrier for drivers who are exiting the site. They have indicated that the vegetation alerts drivers to the curve in the driveway and prevents accidents. As such, they are concerned that the removal of the vegetation will result in more accidents at this section of the driveway and road.

Representors are concerned that the gradients of the driveway are already above what is desirable, and as such there should be no more dwellings accessing from this unsafe situation, especially where a safer alternative means of access is available.

Private Right of Way:

Several representors have indicated that, as owners of the land the right of way traverses, they will never consent to the proposed works.

Several representors have queried the intended use of the right of way following the proposed works. They have suggested that the applicant intends to create a ring road servicing their property.

Several representors have expressed concern regarding the addressing of properties accessed from the right of way and the subsequent confusion caused to postal workers and potentially to emergency services workers.

One representor is concerned that the proposed works extend beyond the legal right of way into private property. They have indicated that they do not intend to support the proposed works, or to allow for any encroachments outside of the legal right of way.

One representor is concerned that a stone wall adjacent to the existing driveway may be damaged or removed to facilitate the driveway works, which could result in the adjacent land stability being compromised.

One representor is concerned that formalising and improving the right of way, without providing a clear delineation between it and the driveway for 851 and 851A Sandy Bay Road will create in users a belief that they have the right to use the whole 'ring road' which will increase the number of vehicles using the access at Sandy Bay Road.

Representors are concerned that there will be significant disruption and an inability of residents to access their dwellings should this work be approved and proceed.

Representors have questioned how cost of maintenance of the driveway will be shared if the applicant does not have a legal right to use it, and therefore does not have a legal responsibility to contribute to the upkeep.

Amenity:

Representors are concerned that the proposed driveway works will facilitate increased use of the right of way, which will have a detrimental impact on the amenity of the adjoining properties through increased noise from increased vehicle variety and usage.

Representors are concerned that the proposed driveway upgrades will result in a ring road being created through the two rights of way that access the rear properties. The representors are concerned that there is no clarification in the proposal of whether the applicant intends to comply with the earlier planning approval which required vehicle barriers, or whether the applicant intends that this application supersede that earlier approval by removing the requirement for bollards to prevent through access.

Representors are concerned that the works associated with the proposed driveway upgrades will not be completed in a timely manner. The representors are concerned that this will result in access to other properties utilising the right of way being interrupted, or removed for a prolonged period. The representors state that this would be significantly detrimental to the enjoyment of these properties.

Representors are concerned that the widening of the paved driveway will result in the loss of a stone wall near the front of the properties.

Representors are concerned that the proposed driveway widening will result in damage tot he root areas of trees, resulting in their removal, and in removal of other vegetation. The representors are concerned that these trees and other vegetatation are habitat for birds and other animals, including rare and threatened species.

Representors are concerned that the increase in the number of vehicles will result in an increase of fumes and as such a decrease int he amenity of the adjoining residences.

Previous Approvals:

Several representors are concerned that this application goes against the previous approval for multiple dwellings at 851B Sandy bay Road, which limits the access to the right of way to one of the three approved dwellings on the lot.

Representors are concerned that works required by the permit that granted approval for three dwellings on 851B Sandy Bay Road have not been completed and that the current application will remove the requirement for these works to occur.

One representor is concerned that the previous approval for development at 851B Sandy Bay Road found that the driveway and access was unsafe for additional dwellings to be reliant upon. The representor indicated that the concerns with the previous application have not been addressed inthe current application and as such does not think it should be supported.

One representor has indicated that the previous approval for development of 851B Sandy Bay Road included provision for fire trucks and heavy vehicle turning. They have suggested that if works are completed n accordance with this approval there will be no need for the proposed driveway upgrades.

Consent for Works:

Several representors have indicated that, as owners of the land, they are not prepared to consent to the works occurring on their land.

Future Works:

Representors are concerned that the application is unclear as to why the proposed driveway works are needed. The representors are concerned that this is to pave the way for future applications for development and or use of the land owned by the applicant.

One representor has noted that the Traffic Impact Assessment makes reference to the upgrades being for additional dwellings at 851B sandy bay road, but that these are not included elsewhere in the application.

Representors are concerned that the reason for the works is incorrectly stated. The representors have indicated that they were advised that the works are to facilitate garbage collection and postal delivery to the doors of the dwellings, but that they do not think either service provider will access the properties regardless the standard of the driveway. Similarly, the representors are concerned that the implication that the Tasmania Fire Service support the application is over-stated, as the Tasmania Fire Service have previously signed off on a bushfire management plan which does not require the turning area at the top of the right of way driveway.

Equal Access:

Representors are concerned that one resident is limited to a mobility scooter for access to and from a property along the right of way. There is concern that any changes to the gradients of the right of way will result in their no longer being able to access their dwelling safely.

Australian Standards:

One representor has questioned whether the sight distances shown on the proposal plans have been calculated from a distance of 2.5m from the back of the road carriageway as they have indicated is required under the Australian Standard. The representor goes on to suggest that the photographs for site distances are taken at different point in the driveway for views left and right, so as to avoid an obstruction to the right of the driveway.

One representor has indicated that there is inconsistency between the plans submitted and the requirements of the Australian Standard. They suggest that the Australian Standard requires vehicle sight distances to be measured 2.5m back from the edge of the roadway, and that this has been demonstrated to the north, but not to the south, with pictures taken from different points on the driveway. The representor suggests that the driveway access to the road is not capable of meeting the Australian Standard and as such no additional vehicles should be allowed to rely upon it for access than are currently approved.

Water Main Extension:

One representor has questioned the need for the main extension and the new fire hydrant at the top of the right of way. They have indicated that it is not currently required to service the existing approved houses, and should therefore not be considered independent of any possible future development applications for the applicant's land.

Representors have indicated that the Tasmania Fire Service has previously approved the current driveway and fire hydrant location for the current number of dwellings accessing from the driveway. They have suggested that any safety concerns for the dwellings at 851B Sandy Bay Road should more appropriately be resolved within the other right of way over which they are currently approved to access, and not within the application site.

Representors have noted that the Tasmania Fire Service support the new fire hydrant for the multiple dwelling development proposed for 851B Sandy Bay Road. As no multiple dwelling development is proposed through this application, the representor has suggested that he new fire hydrant, water main extension, and driveway works would more appropriately be considered at the time the multiple dwelling approval is sought.

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.

- The site is located within the Low Density Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- There is no change proposed to the existing residential uses of the lots subject to this application. The existing uses are permitted uses in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D 12.0 Low Density Residential Zone
 - 6.4.2 Part E E5.0 Road and Railway Assets Code
 - 6.4.3 Part E E6.0 Parking and Access Code
 - 6.4.4 Part E E7.0 Stormwater Management Code
- The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Road and Railway Assets Code:-

Sight Distances at Access Junctions - Part E E5.6.4

6.5.2 Parking and Access Code:-

Design of Vehicle Access - Part E E6.7.2 Vehicle Passing - Part E E6.7.3 Layout of Parking Area - Part E E6.7.5 Facilities for Commercial Vehicles - Part E E6.7.13

- 6.6 Each performance criterion is assessed below.
- 6.7 Sight Distances at Access Junctions Part E E5.6.4 P1
 - 6.7.1 The acceptable solution at clause E5.6.4 A1 requires sight distances of 80m for the modified crossover.
 - 6.7.2 The proposal includes sight distances of 60m to the north and 65m to the south for the modified crossover..
 - 6.7.3 The proposal does not comply with the acceptable solution; therefore

assessment against the performance criterion is relied on.

6.7.4 The performance criterion at clause E5.6.4 P1 provides as follows:

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

- (a) the nature and frequency of the traffic generated by the use;
- (b) the frequency of use of the road or rail network;
- (c) any alternative access;
- (d) the need for the access, junction or level crossing;
- (e) any traffic impact assessment;
- (f) any measures to improve or maintain sight distance; and
- (g) any written advice received from the road or rail authority.
- 6.7.5 The proposal has been assessed by Council's Senior Engineer Roads and Traffic, who has provided the following advice:

The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1:

Sight distances at:

(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and - NON COMPLIANT (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - N/A

In this case, the required SISD from Table E5.1 is 80 metres,

noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

The available sight distance, taken from the information provided by the applicant (Drawing C02-F and the Traffic Impact Statement from the applicants Traffic Engineering Consultant) is that SISD of 60 metres is available to the north, and 65 metres to the south.

Based on the available sight distances not meeting the minimum Planning Scheme requirements, the access does not comply with Acceptable Solution A1 of Clause E5.6.4.

Performance Criteria - 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; All traffic generated by the proposed development will be residential in nature. This is compatible with the existing traffic utilising Sandy Bay Road near the subject site. The increased traffic generated by the proposed development is likely to be 18 to 20 vehicles per day when the two additional dwellings are fully developed, occupied, and have their access altered to be via the subject access.
- (b) the frequency of use of the road or rail network; Sandy Bay Road is an arterial road that has a relatively high traffic volume near the site. It provides both local access, and regional access betwen the Kingborough and Hobart municipal areas, as well as catering for public transport and cycling linkages. The general urban speed limit of 50-km/h applies to Sandy Bay Road.
- (c) any alternative access; Of the two additional dwellings proposed to have access to the junction as part of this development, one is an existing dwelling that currently has access to Sandy Bay Road via an alternative access (between 849 and 851 Sandy Bay Road). The second dwelling has been previously approved with access via the same alternative access.
- (d) the need for the access, junction or level crossing; The junction is existing, and serves as the only feasible access for a

number of existing dwellings.

(e) any traffic impact assessment; - The applicant has provided a Traffic Impact Statement that addresses the sight distance issue. The TIA assesses the sight distance at the access onto Sandy Bay Road against the requirements of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-Street car parking, and concludes that the available sight distance of 60 metres and 65 metres on the two approaches are "around midway between the 'desirable' and 'minimum' required sight distances, and therefore sufficient to meer the scheme requirements."

'Figure 3.2 - Sight Distance Requirements at Access Driveways' from AS2890.1, specifies a minimum SSD of 45 metres on a frontage road with a posted speed limit of 50 km/h, and notes a desirable SSD of 69 metres for this speed.

(f) any measures to improve or maintain sight distance; and - No measures to maintain or improve sight distance are proposed, although in the applicants Traffic Impact Assessment, it is noted that there is potential for vegetation on the City of Hobart road reserve grow and reduce the available sight distance to the south. and it is noted that the City of Hobart will need to maintain this vegetation.

(g) any written advice received from the road or rail authority. - Written advice from the road authority (Council) relating to the access has been received. This advice is provided in the discussion for 6.7.14 (Access to a Road) provided below.

Council is of the opinion that the Acceptable Solution for clause E5.6.4 is not met due to the required 80 metres sight lines (SSD) not being available at the existing access onto Sandy Bay Road however, given the submitted plans and documentation the development may therefore be accepted under Performance Criteria P1:E5.6.4 of the Planning Scheme.

- 6.7.6 The proposal complies with the performance criterion.
- 6.8 Design of Vehicle Access Part E E6.7.2 P1
 - 6.8.1 The acceptable solution at clause E6.7.2 A1 requires vehicle access width and gradient to comply with the relevant Australian Standard.

- 6.8.2 The proposal includes a driveway with a width and gradient that do not comply with the relevant Australian Standard.
- 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4 The performance criterion at clause E6.7.2 P1 provides as follows:

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users.
- 6.8.5 The proposal has been assessed by Council's Senior Engineer Roads and Traffic, who has provided the following advice:

The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [width and gradient] and as such, shall be assessed under Performance Criteria.

Acceptable Solution - A1:

Design of vehicle access points must comply with all of the following:

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - NON COMPLIANT

According at AS2890.1, the shared driveway / right of way

Performance Criteria - P1:

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

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

Condition on planning permit to address fence transparency for sight lines in order to promote a safe, efficient and convenient use of the driveway accesses.

Based on the above assessment and given the submitted documentation, sight lines that may be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

- 6.8.6 The proposal complies with the performance criterion.
- 6.9 Vehicular Passing Areas Along an Access Part E E6.7.3 P1
 - 6.9.1 The acceptable solution at clause E6.7.3 A1 requires vehicle passing bays where a driveway services more than 5 car parking spaces and is longer than 30m.
 - 6.9.2 The proposal includes an increase in the number of vehicle parking spaces accessing off the driveway, which is longer than 30m, with no passing bays.
 - 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 E6.7.3 P1 provides as follows:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users.
- 6.9.5 The proposal has been assessed by Council's Senior Engineer Roads and Traffic, who has provided the following advice:

Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.3 and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1: - NON COMPLIANT Vehicular passing areas must:

- (a) be provided if any of the following applies to an access:
- (i) it serves more than 5 car parking spaces; YES
- (ii) is more than 30 m long; YES
- (iii) it meets a road serving more than 6000 vehicles per day; YES
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; YES
- (c) have the first passing area constructed at the kerb; YES
- (d) be at intervals of no more than 30 m along the access. NO

Performance Criteria - P1:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; Feasible
- (b) avoidance of unreasonable interference with the flow of traffic

on adjoining roads; - Feasible

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

The information provided by the applicant demonstrates that a passing bay will be installed adjacent to Sandy Bay Road, and at the curve approximatly 30 metres from the Sandy Bay Road crossover. These two passing bays will allow vehicles to pass at these locations. The remainder of the srared access / right of way will be widened to a 5.0m clear width, which will allow confident drivers to pass. Given the access is not a public road and will be used by regular users, this is considered to satisfy the performance criteria.

Based on the above assessment and given the submitted documentation, vehicle passing areas may be accepted under Performance Criteria P1:E6.7.3 of the Planning Scheme.

- 6.9.6 The proposal complies with the performance criterion.
- 6.10 Layout of Parking Area Part E E6.7.5 P1
 - 6.10.1 The acceptable solution at clause E6.7.5 A1 requires the layout and gradients of parking and manoeuvring areas to comply with the Australian Standard.
 - 6.10.2 The proposal includes vehicle parking and manouevring areas that do not comply with the required gradients under the Australian Standard.
 - 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 E6.7.5 P1 provides as follows:

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

6.10.5 The proposal has been assessed by Council's Senior Engineer - Roads and Traffic, who has provided the following advice:

The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.

Acceptable Solution A1: - NON COMPLIANT

The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Offstreet car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - N/A

Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - N/A

Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - N/A

Parking Space Gradient (5%): - N/A

Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - N/A

Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide =>

7m wide apron): - N/A

Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - N/A

Driveway Gradient & Width (AS2890.1 Section 2.5 = 20% and 5.5m): - Not Feasible

Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible

Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible

Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - N/A

"Jockey Parking" (Performance Assessment): - Not indicated

Performance Criteria - P1:

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

The proposal is for the upgrade of the existing shared access / right of way. The gradient of the access within the property boundary ranges between 19% and 25% The width of the access will be widened to a minimum of 5.0 metres under the proposal. The submitted documentation appears to demonstrate that the proposal would improve the useability of the parking area and therefore may be accepted under Performance Criteria P1:E6.7.5 given the existing access configuration.

- 6.10.6 The proposal complies with the performance criterion.
- 6.11 Facilities for Commercial Vehicles Part E E6.7.13 P1
 - 6.11.1 The acceptable solution at clause E6.7.13 A1 requires facilities for loading, unloading or manoeuvring to be provided on-site in accordance with the Australian Standard.
 - 6.11.2 The proposal includes no manouevring areas that comply with the Australian Standard.
 - 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 E6.7.13 P1 provides as follows:

Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.

6.11.5 The proposal has been assessed by Council's Senior Engineer - Roads and Traffic, who has provided the following advice:

The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.13 and as such, shall be assessed under Performance Criteria.

Acceptable Solution A1: - NON COMPLIANT

Commercial vehicle facilities for loading, unloading or

manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:

- (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;
- (b) the use is not primarily dependent on outward delivery of goods from the site.

Performance Criteria - P1:

Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users. - Feasible

Information provided by the applicant demonstrates that an 8.8m service vehicle (design medium rigid vehicle) will be able to access the site via the proposed upgraded access turn utilising the site and exit in a forwards direction. Based on the above assessment and given the submitted documentation, the facilities for commercial vehicles may be accepted under Performance Criteria P1:E6.7.13 of the Planning Scheme.

6.11.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Change of Access and Alterations to Driveway.

- 7.2 The application was advertised and received seven (7) representations. The representations raised concerns including stormwater, safety, private right of way, amenity, previous approvals, consent for works, future works, equal access, Australian Standards, and water main extension. The proposal only invokes discretion with respect to the Road and Rail Assets Code and the Parking and Access Code. The proposal's compliance with those codes has been assessed by the Council's Development Engineer and Senior Engineer Roads and Traffic, and is considered to be acceptable subject to conditions. In response to other matters identified in the representations:
 - stormwater: the proposal complies with the requirements of the planning scheme, and conditions regarding the disposal of stormwater are recommended.
 - amenity/future works: concerns about future use and development as a
 consequence of the changes proposed in this application are noted, but are not
 able to be assessed as part of this planning application. A condition regarding
 clarification on the approved intensity of the use of the driveway is
 recommended.
 - private right of way/consent for works: it is noted that the applicant doesn't own
 the land on which the works are proposed. This is not strictly a planning
 concern, noting that the requisite notification has occurred in accordance with
 statutory requirements.
 - previous approvals: it is noted that there may be conflict between this approval
 and previous approvals. This is not a basis to recommend an application be
 refused. Conditions are recommended to ensure consistency with previous
 approvals relating to 851B Sandy Bay Road. In relation to the conflict with this
 approval and the approval at 873A Sandy Bay Road, that is a matter for the
 parties involved, not for Council.
 - equal access: this is not something required by the planning scheme in this instance.
 - water main extension: this is supported by the Tasmanian Fire Service and is not at issue under the planning scheme.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Environmental Development Planner, Parks Planner, Roads Engineer, Traffic Engineer, and Surveyor. 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 Change of Access and Alterations to Driveway at 851B, 873, 873A, and 875 Sandy Bay Road, Sandy Bay satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That:

Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Change of Access and Alterations to Driveway at 851B, 873, 873A, and 875 Sandy Bay Road, Sandy Bay for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-132 - 851B SANDY BAY ROAD SANDY BAY TAS 7005 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN s1

Only two additional dwellings are approved by this permit to use the driveway.

Advice: The two additional dwellings that are now approved to use the driveway are the two northernmost dwellings approved under planning permit PLN-10-01277-01, one of which is constructed, and one of which is unconstructed.

Reason for condition

To clarify the scope of the permit

ENG sw1

All stormwater from the proposed development (including but not limited to: ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice:

 Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

ENG sw4

The new stormwater connection must be constructed and existing abandoned connections sealed by the Council at the owner's expense, prior to commencement of use.

Detailed engineering drawings and calculations must be submitted and approved, prior to the issuing of any approval under the *Building Act 2016* or commencement of works (which ever occurs first). The detailed engineering drawings must include:

- 1. the location of the proposed connection;
- the size of the connection appropriate to satisfy the needs of the development;
- 3. include long section(s)/levels and grades to the point of discharge; and
- prepared by a suitably qualified person.

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

Advice:

- The applicant is advised to submit detailed design drawings via a Council
 City Amenity Division application for a new stormwater connection. If detailed
 design to satisfy this condition is submitted via the planning condition
 endorsement process there may be fees associated with the assessment, and
 once approved the applicant will still need to submit an application for a new
 stormwater connection with Council City Amenity Division.
- Where building / plumbing approval is also required, it is recommended that
 documentation to satisfy this condition is submitted well before submitting
 documentation for building/plumbing approval. Failure to address planning
 condition requirements prior to submitting for building/plumbing approval
 may result in unexpected delays.

Reason for condition

To ensure the site is drained adequately.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first),

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

Advice:

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

Reason for condition

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

ENG 2b

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

Advice:

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

Reason for condition

To ensure the safety of users of the access driveway and parking module and

compliance with the standard.

ENG 2c

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

Advice:

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

Reason for condition

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

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed substancially in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use. It is noted that no changes to grades must preclude any existing right of way user from accessing their property at the grades approved for their development.

Advice:

It is advised that designers consider the detailed design of the access and
parking module prior to finalising the Finished Floor Level (FFL) of the
parking spaces (especially if located within a garage incorporated into the
dwelling), as failure to do so may result in difficulty complying with this
condition.

Reason for condition

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

ENG 3b

The access driveway, circulation roadways, ramps (aisles and manoeuvring areas) design must be submitted and approved, prior to the commencement of work, issuing of any approval under the *Building Act 2016*.

The access driveway, circulation roadways, ramps (aisles and manoeuvring areas) design must:

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

Advice:

- It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.
- Once the design has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement)
- Where building approval is also required, it is recommended that
 documentation for condition endorsement be submitted well before submitting
 documentation for building approval. Failure to address condition
 endorsement requirements prior to submitting for building approval may
 result in unexpected delays.

Reason for condition

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

ENG_{3c}

The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be constructed substancially in accordance with the JSA Consulting documentation received by the Council on the 15th May 2020.

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

Advice:

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

Reason for condition

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

ENG 4

The access driveway (aisles and manoeuvring areas) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the commencement of use.

Reason for condition

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

ENG₅

A design for the access driveway must be submitted and approved, prior to the issuing of any approval under the Building Act 2016. This design must include the provision of suitable vehicle barriers on the northern side of the access driveway from the edge of the driveway to number 871 Sandy Bay Road (at approximately chainage 27 on Plan C03 Rev F) to approximately chainage 40 on that same plan.

Reason for condition

To minimise the risk to users of the access, and the public on the Sandy Bay Road road reserve.

ENG₁

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

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

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

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

Reason for condition

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

ENG s1

Prior to commencement of use, the existing blockwork retaining wall structure located on Sandy Bay Road to the north of the subject driveway must be modified, such that an unobstructed sight distance of minimum 45 metres is available for a driver with eye positioned 2.5m from the edge of the frontage road (face of kerb) to observe a southbound vehicle on Sandy Bay Road. Prior to any work commencing on modifying this retaining structure, a separate permit must be obtained from the City of Hobart as road authority.

Reason for condition

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

ENG s2

This permit does not approve any access via the proposed turning bay for any

future development of 851B Sandy Bay Road or any future link road through 851B Sandy Bay Road to 851A Sandy Bay Road.

Advice:

Council notes planning application (PLN-10-01277-01) required the installation 90 x 90 pine posts concreted in on edge of right of way approx.
 3.66m from boundary to restrict access to 873A Sandy Bay Road to preclude access over 851A and 851B Sandy Bay Road.

Reason for condition

To clarify the scope of the permit..

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

information.

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

You may require a road closure permit for construction. Click here for more information.

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

PERMIT TO CONSTRUCT PUBLIC INFRASTRUCTURE

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

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City 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.

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

PRIVATE COVENANTS

Please be advised that this property is subject to covenants contained within the schedule of easements.

The approved development may require consent and/or a modification to the covenant to ensure it is undertaken lawfully. You must not act on this planning permit until you have obtained any necessary consent or modification to the covenant which is required for the approved development.

If you proceed with the development inconsistent with the terms of the covenant, the parties with the benefit of the covenant may be entitled to make an application in the Courts to restrain a breach. The grant of this planning permit does not constitute a waiver, modification or release of the terms of the covenant nor approval under the terms of the covenant to undertake the proposed development.

RIGHT OF WAY OVER PROPOSED TURNING BAY

As the applicant has advised that the proposed turning bay within 851B Sandy Bay Road may also be used by neighbours to turn safely, a formal right of way in favour of the neighbouring properties who are likely to use the turning area should be considered to avoid potential disputes over the use of the turning area.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



Development Appraisal Planner

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

(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 23 July 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Traffic Engineering Report

PROPOSED DRIVEWAY ACCESS UPGRADE 851B SANDY BAY ROAD, SANDY BAY, 7005 TASMANIA

INDEX

C00	INDEX & COVER SHEET
N01	CIVIL & HYDRAULIC NOTES
N02	SYMBOLS & LINE LEGENDS
C01	EXISTING SITE PLAN
C02	PROPOSED SITE PLAN
C03	ROAD SETOUT PLAN
C04	VEHICLE MOVEMENT PLAN - B85
C05	VEHICLE MOVEMENT PLAN - MRV PASSING
C06	VEHICLE MOVEMENT PLAN - MRV
C07	DRIVEWAY LONG SECTION - CL
C08	DRIVEWAY LONG SECTION - EXISTING CL
C09	DRIVEWAY LONG SECTION - INCOMING VEHICLE
C10	DRIVEWAY LONG SECTION - OUTGOING VEHICLE
C11	DRIVEWAY LONG SECTION - CL. CHAINAGE 40-15
C12	DRIVEWAY LONG SECTION - TURNING BAY
H01	WATER MAIN PLAN

IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR NOT FOR CONSTRUCTION



SCALE: NTS



F	FOR PLANNING APPROVAL - ROW AVENDMENT	DG	MH	27/04/20	1
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	ı
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	L
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	ı
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	ı
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	E
REV	DESCRIPTION	BY	CHIK	DATE	ı



PLANNING APPROVAL							
D. GRANNETIA	HYDRAULIC ENGINEER						
M. HORSHAM CC5865 I	AS SHOWN	A3					

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

DRAWING TITLE		
INDEX	& COVER SHEET	
PROJECT NO	DWG NO	REV
19E99-12	C00	

NOT FOR

CIVIL AND HYDRAULIC NOTES

- THE MAIN CONTRACTOR AND ALL SUB CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT AND ALL RELEVANT
- ALL HYDRAULICS WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA STANDARD DRAWINGS AND SPECIFICATIONS, (WSAA SEWERAGE
- CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.

 THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.

 SUPPLY SUPPLIED THE FOR TASHET WORKS DESIGN AND REVIEW PROCESSES SHOULD BE ALLOWED FOR.
- NO TOP SOIL SHALL BE REMOVED FROM THE SITE WITHOUT THE CONSENT OF COUNCIL. TOP SOIL DISTURBED OR REMOVED AS A RESULT OF WORKS SHALL BE STOCK-PILED ON SITE AND LATER USED FOR REDRESSING ANY DISTURBED SURFACES.

 ALL DISTURBED SURFACES ON SITE, EXCEPT THOSE SET ASIDE FOR ROADWAYS AND FOOTPATHS SHALL BE DRESSED WITH IMPORTED FILL AND
- REVEGETATED TO THE SATISFACTION OF THE COUNCIL'S DEVELOPMENT ENGINEER
 ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
 ALL LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
- ALL CONNECTIONS TO EXISTING STORMWATER MAINS TO BE CARRIED OUT BY COUNCIL AT DEVELOPERS COST UNLESS APPROVED OTHERWISE, ALL CONNECTIONS TO SEWER/WATER MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE.
- GENERAL MATERIALS, INSTALLATION AND TESTING SHALL COMPLY WITH TASMANIAN MUNICIPAL STANDARDS PART 4.
- EXCAVATED AND IMPORTED MATERIAL USED AS FILL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.

 ANY DEPARTURES FROM THE DESIGN DRAWINGS ARE TO BE AT THE WRITTEN APPROVAL OF THE ENGINEER AND APPROVAL FROM THE AUTHORITY CHANGES INCLUDES CONFLICTS WITH EXISTING SERVICES
- UNLESS NOTED OTHERWISE, THESE NOTES SHALL APPLY TO ALL DRAWINGS IN THE SET
- 13. BATTERS: MAX EMBANKMENT SLOPE
 - MAX CUTTING SLOPE 1:2.0 (LOOSE ROCK)

1:3.0 (SOIL)

APPROVALS:

- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
 THE APPLICANT SHALL NOT COMMENCE CIVIL CONSTRUCTION WORKS WITHIN A ROAD RESERVE UNTIL THE FOLLOWING REQUIREMENTS ARE MET:
 A PERMIT TO CARRY OUT WORKS WITHIN A COUNCIL ROAD RESERVATION HAS BEEN ISSUED BY THE COUNCIL AND THE ASSOCIATED FEE
- PAYMENT MADE TRAFFIC MANAGEMENT AND PEDESTRIAN PLAN HAS BEEN PRODUCED AND FOLLOWED IN ACCORDANCE WITH DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES 'TRAFFIC CONTROL AT WORK SITES' CODE OF PRACTICE.

ROAD NOTES:

- MINIMUM SUB BASE THICKNESS TO BE 200mm.
 PRIOR TO PLACEMENT OF SUB BASE COURSE, PAVEMENT CUT IS TO BE ROLLED AND TESTED FOR CBR VALUES BY METHOD APPROVED BY THE
 SUPPERINTENDENT: WHERE THE CBR VALUES ARE LESS THAN 5 WITHIN THE FIRST 200mm THEN ADDITIONAL TESTS WILL BE REQUIRED TO ALLOW SUFFICIENT DESIGN ALTERATIONS TO THE SUB BASE
- PAVEMENT DESIGN BASED ON A CBR VALUE OF 3-4% ROAD MARKINGS AND SIGNS AS PER AS1742
- IF THE CBY VALUE IS LESS THAN 2 AT ANY DEPTH GREATER THAN 200mm THEN THE SUB BASE IS TO BE INCREASED GENERALLY ACCORDING TO THE FOLLOWING TABLE & CONSULT ENGINEER

CBR VALUES: DESIGN:

- 3-4 AS PER PAVEMENT DETAIL
- ADVISE & CONSULT ENGINEER. TYPICALLY INCREASE SUB BASE TO 400mm THICK (SUBGRADE REPLACEMENT)
- ADVISE & CONSULT ENGINEER. SPECIAL PAVEMENT DESIGN TO BE SPECIFIED.

WATER NOTES:

- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WSAA WATER SUPPLY CODE OF AUSTRALIA WA 03-20 (CO) SEPRELA TAMES SUPPLEMENT TO THIS CODE AND TO THE SATISFACTION OF TASWATERS DEVELOPMENT ENGINEER.
- ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORK.

 ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWIS
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL COMPLY WITH WSA 03-2011-3 1 AND TASWATER APPROVED PRODUCTS CATALOGUE
- GENERAL MATERIALS INSTALLED AT ALL TEES, BLANK ENDS, VALVES, FIRE HYDRANTS, REDUCERS AND BENDS GREATER THAN 5' WATER MAIN TO BE GIVE SERIES 2 CLASS 16 OR APPROVED EQUIVALENT, WITH A RODS AND CONNECTIONS BEING POLY PINTS PE100. THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES, BLANK ENDS, VALVES, FIRE HYDRANTS, REDUCERS AND BENDS GREATER THAN 5'
- INDIVIDUAL LOT CONNECTIONS TO BE MIN DN25 ID20 PN16 POLY UNO
- DEVELOPER TO MAKE APPLICATION TO TASWATER FOR THE SUPPLY OF 20mm WATER METER AND BOX, PRIOR TO COMMENCEMENT OF WORKS ONSITE. METER TO BE INSTALLED BY PLUMBING CONTRACTOR.
- ALL ISOLATION VALVES SHALL BE INSTALLED IN ACCESSIBLE LOCATIONS. VALVES LOCATED IN WALLS OR DUCTS SHALL BE FITTED WITH APPROVED
- ACCESS COVERS.

 INTERNAL PLUMBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1, 2 & 3 AND THE TASMANIAN PLUMBING CODE
- THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND PRESSURE TESTING REQUIRED BY TASWATER OR THE LOCAL AUTHORITY PRIOR TO
- ALL STOP VALVES TO BE CLOCKWISE CLOSING.
- PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
 STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDING WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
 FIRE PLUGS AND VALVE POSITIONS TO BE MARKED IN ACCORDING WITH HIMARK CONCRETE PAINT.
- PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TW-SD-W-20 SERIES, THEY SHALL BE DIX2 (0020) HOPE PETOO SORT! PN16 PIPE

- ALL FITTINGS TO BE F.B. E.
 FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
 TASWATER TO WITHESS PRESSURE TEST TO 1200RA PRIOR TO BACKFILL AT JOINTS.
- 21. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK, REFER TO WSA CODE FOR DETAILS.
 22. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING; THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT.

DRIVEWAY NOTES:

- EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED OTHERWISE. FILL REQUIRED TO SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE
- WITH THE FOLLOWING REQUIREMENTS:
 TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm

- THE SUB GRADE SHALL BE CHECKED FOR A MINIMUM BEARING CAPACITY OF 50 kPa.
 FILL RIMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
 THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm. EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95%, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS
- WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED
- (UNDER SUPERVISION OF THE ENGINEER) TO DEMONSTRATE COMPACTION PRIOR TO THE PLACEMENT OF BASE OR SUB-BASE COURSES. UNREINFORCED CONCRETE KERBS AND CHANNELS SHALL HAVE TROWELLED JOINTS AT NOT MORE THAN 3.0m CRS

CONTROLLED FILL

- CONTROLLED FILL SHALL BE LAID IN STRICT ACCORDANCE WITH AS2870 AND AS3798 REQUIREMENTS. THE FOLLOWING METHOD IS APPROVED:
- FILL MATERIAL SHALL BE WELL GRADED FOR OR SITE ROCK REVIEWED DURING EXCAVATION
- THE SUB GRADE SHALL BE CHECKED FOR BEARING CAPACITY WHICH IS A MINIMUM OF 50KPa FOR SLABS AND A MINIMUM OF 100KPa FOR
- THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 150mm
- THE FILL SHALL BE COMPACTED IN HORIZONTAL CATERS OF NOT MORE THAN STORMED.

 THE FILL SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 96% FOR RESIDENTIAL APPLICATIONS. IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS LEVEL OF COMPACTION IS ACHIEVED. IMPORTED MATERIAL, CONTRARY TO THE ABOVE SPECIFICATION, INTENDED FOR USE AS STRUCTURAL FILL SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO USE.

CONCRETE

- CONCRETE SHALL BE NOT LESS THAN N25 GRADE, WITH 20mm NOMINAL MAXIMUM AGGREGATE SIZE, SLUMP SHALL BE SELECTED TO SUIT THE CONSTRUCTION CONDITIONS. UNLESS NOTED OTHERWISE THE MINIMUM APPROPRIATE SPECIFICATIONS FROM AS3600 AND AS2870 SHALL BE ADOPTED
- SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
- CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS USING CURRENT BEST PRACTICE METHODS. SPRAY APPLIED CURING COMPOUNDS ARE
- GENERALLY NOT DEEMED SATISFACTORY AS SOLE CURING METHOD. CONCRETE SHALL BE MECHANICALLY VIBRATED U.N.O.
- ADDITIONAL WATER SHALL NOT BE ADDED TO THE CONCRETE ON SITE UNLESS SIGNED BY THE DRIVER AND APPROVED BY THE SUPPLIER

ENGINEERING NOTES ARE INTENDED FOR USE AS A GUIDE TO RELEVANT CODES, REGULATIONS AND STANDARDS FOR THE BUILDER OR CONTRACTOR DURING THE CONSTRUCTION PROCESS, THEY SHALL NOT REPLACE THEM IN ANY WAY, THESE NOTES ARE NOT SITE SPECIFIC AND SHALL NOT BE USED TO CONTRAVENE APPROVED PLANS OR TO SPECIFY ANY UNAPPROVED WORKS

					Γ
r	FOR PLANNING APPROVAL - ROW AMENDMENT	DG	MH	27/04/20	l
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	l
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	ı
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	ı
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	L
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	ŀ
REV	DESCRIPTION	BY	CHK	DATE	L



PLANNING	APPROVAL	
D. GRANNETIA	HYDRAULIC ENGINEER	
M. HORSHAM CC5865 I	AS SHOWN	A3

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

2018 9:45 CIVIL & HYDRAULIC NOTES PROJECT N 19E99-12 N₀1 F

Page 290 ATTACHMENT B

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

	PIPE LEGEND
MARK	DESCRIPTION
A9	SLOTTED HDPE SN8 DRAINAGE PIPE
SH -	PROPOSED STORMWATER PIPE
	PROPOSED SEWER PIPE
пи	PROPOSED RISING SEWER MAIN
w	PROPOSED PE PN16 WATER SUPPLY
	PROPOSED PUBLIC STORMWATER MAIN
	PROPOSED PUBLIC SEWER MAIN
	PROPOSED PUBLIC WATER MAIN
	POWER CIRCUIT
- · -	COMMUNICATIONS
	DN100 PVC-M PN16 PVC
EX A9 —	EXISTING SLOTTED AG DRAINAGE PIPE.
EKW —	EXISTING WATER SUPPLY
EX 6	EXISTING SEWER PIPE
EXRON -	EXISTING RISING SEWER MAIN
EX FW -	EXISTING STORMWATER
EXP -	EXISTING POWER
EX DW	EXISTING PUBLIC STORMWATER MAIN
EX SEVER	EXISTING PUBLIC SEWER MAIN
EX WATER	EXISTING PUBLIC WATER MAIN
_m	DEMOLISHED MAIN WATER
	DEMOLISHED STORMWATER
	DEMOLISHED SEWER
-w-	DEMOLISHED WATER
	SWALE DRAIN

	LINE LEGEND
MARK	DESCRIPTION
	PROPERTY BOUNDARY
	SURROUNDING PROPERTY BOUNDARY
	PROPOSED PROPERTY BOUNDARY
	EXISTING EASEMENT
	PROPOSED EASEMENT
	NATURAL SURFACE CONTOUR (MAJOR)
	NATURAL SURFACE CONTOUR (MINOR)
	BANK TOP
	BANK BOTTOM
	EXISTING BUILDING OUTLINE
	PROPOSED BUILDING OUTLINE
	PROPOSED ROAD CENTRELINE
	PROPOSED ROAD
	EXISTING ROAD
	EXISTING KERB
	PROPOSED BARRIER FENCE

	SYMBOL LEGEND
MARK	DESCRIPTION
MM	DN50 ID 40 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
M	DN25 ID 20 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
\boxtimes	'ACO' 450 x 450 x 600 DEEP PIT WITH GRATED LID
	'ACO' K100 CHANNEL DRAIN & INCLINE PIT WITH CLASS 'B' TRAFFICABLE GRATE
(49)	STORMWATER MANHOLE AS PER LGAT STANDARD DRAWING TSD-SW02-v1
S	SEWER MAINTENANCE HOLE TYPE P2 AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
0	DN150 STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
$^{(H)}$	DN100 SEWER LOT CONNECTION AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
FH	FIRE HYDRANT AS PER MRWA-W-302
\bowtie	ISOLATING VALVE AS PER MRWA-W-302
∇	THRUST BLOCK (CONCRETE) AS PER MRWA-W-205A
	CONCRETE HEADWALL
	SIDE ENTRY PIT TYPE 5 AS PER TSD-SW12-v1
	SIDE ENTRY PIT TYPE 3 AS PER TSD-SW09-v1
PS-1	POWER SUBSTATION
	POWER TURRET
P6	NBN PIT
- 0	STREETLIGHT

HATCH LEGEND				
MARK	DESCRIPTION			
	CONCRETE DRIVEWAY WITH PR. CONTOUR SHOWN 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE			
	EXISTING CONCRETE SLABS ETC.			
	CONCRETE FOOTPATH 100 THICK SL72 CENTRAL			
	RETAINING WALL			
	SUSPENDED/CANTILEVERED DRIVEWAY			
	EASEMENT			

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

NOT FOR CONSTRUCTION

PROPOSED BARRIER PENCE				
•				
				_
FOR PLANNING APPROVAL - ROW AMENDMENT	DG	MH	27/04/20	1
FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	1
FOR PLANNING APPROVAL	DG	MH	21/01/20	1
FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	1
FOR PRELIMINARY ONLY	DG	MH	20/07/18	E
DESCRIPTION	BY	CHK	DATE	1
	FOR FLANNING APPROVAL - ROW AMENDMENT FOR FLANNING APPROVAL - COLNICIL RAI FOR FLANNING APPROVAL FOR PERSONNER OUR - TRAFFIC ENGINEER AMENDMENTS FOR PERSONNER OUR - TRAFFIC ENGINEER AMENDMENTS FOR PERSONNER OUR - TRAFFIC	FOR FLANNING APPROVAL - ROW AMENDMENT DG FOR FLANNING APPROVAL - COLNICIL RAI DG FOR FLANNING APPROVAL DG FOR PERLANNING FULLY - TRAFFIC ENGINEER AMENDMENTS DG FOR PERLANNING DILY - TRAFFIC DIGNEER AMENDMENTS DG FOR PERLANNING DILY - TRAFFIC DIGNEER AMENDMENTS DG FOR PERLANNING DILY - DG DG	FOR FLANNING APPROVAL - ROW AMENDMENT DG MH FOR FLANNING APPROVAL - COUNCIL MAI DG MH FOR FLANNING APPROVAL DG MM FOR PELLINAMO FOLK - THAFFIC ENGREER AMENDMENTS DG MM FOR PERLINAMO FOLK - THAFFIC ENGREER AMENDMENTS DG MM FOR PERLINAMORY CILLY - THAFFIC ENGREER AMENDMENTS DG MM FOR PERLINAMORY CILLY - DG MM FOR PERLINAMORY CILLY DG MM MM FOR PERLINAMORY C	FOR FLANNING APPROVAL - ROW AMENDMENT DG MH 270420 FOR FLANNING APPROVAL - COUNCIL RN DG MH 201420 FOR FLANNING APPROVAL - COUNCIL RN DG MH 201420 FOR PRILAMENT ONLY - TREPTC ENGINEER AMENDMENTS DG MH 30919 FOR PRILAMENT ONLY - TRACES DG TALED DG MH 130919 FOR PRILAMENT ONLY - DG MH 2014



PLANNING	APPROVAL		
D. GRANNETIA	HYDRAULIC ENGINEER		
M. HORSHAM CC5865 I	AS SHOWN	A3	P

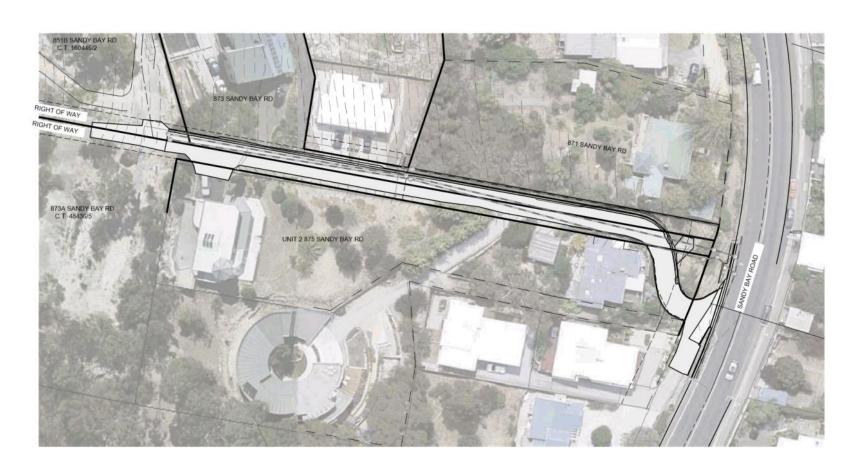
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

SYMBOL & LINE LEGENDS	PROJECT NO DWG NO REV					
		& LINE LEGEND	s	- 1		

NOTES:

- SURVEY DATA COMPLETED AND PROVIDED BY LARK & CREESE, DATED 19/03/19, REFERENCE NO. 09255-01 HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT







PLANNING APPROVAL

M. HORSHAM CC5865 I

D. GRANNETIA

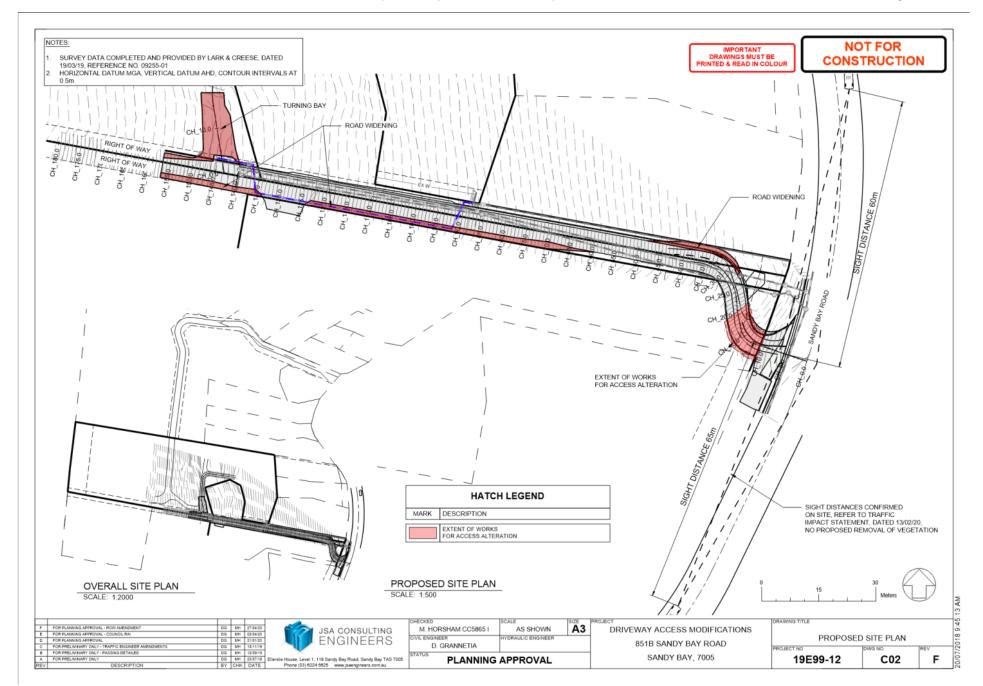


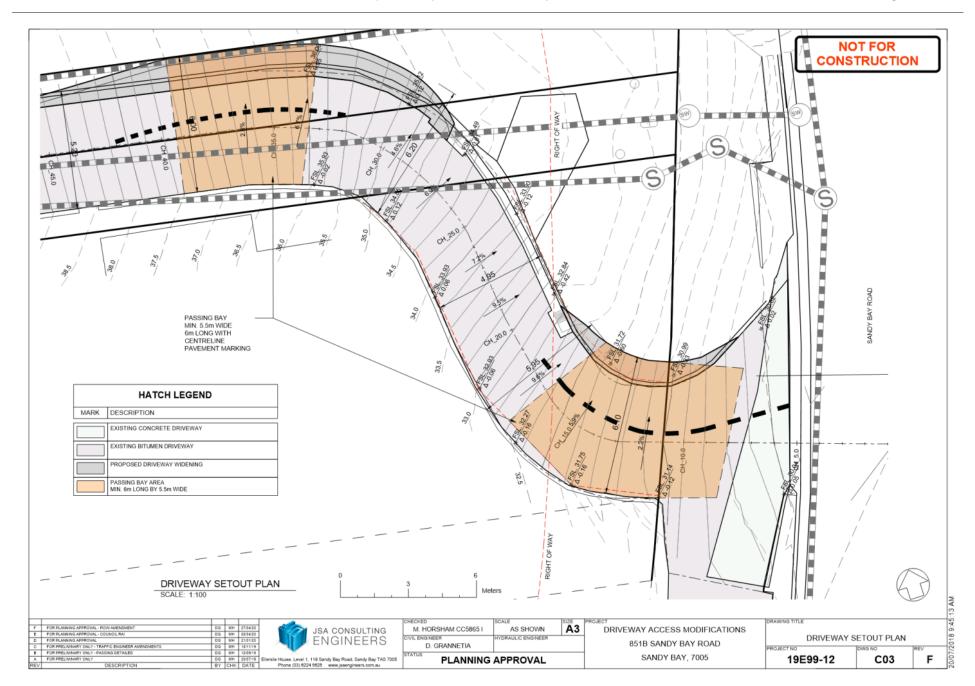
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

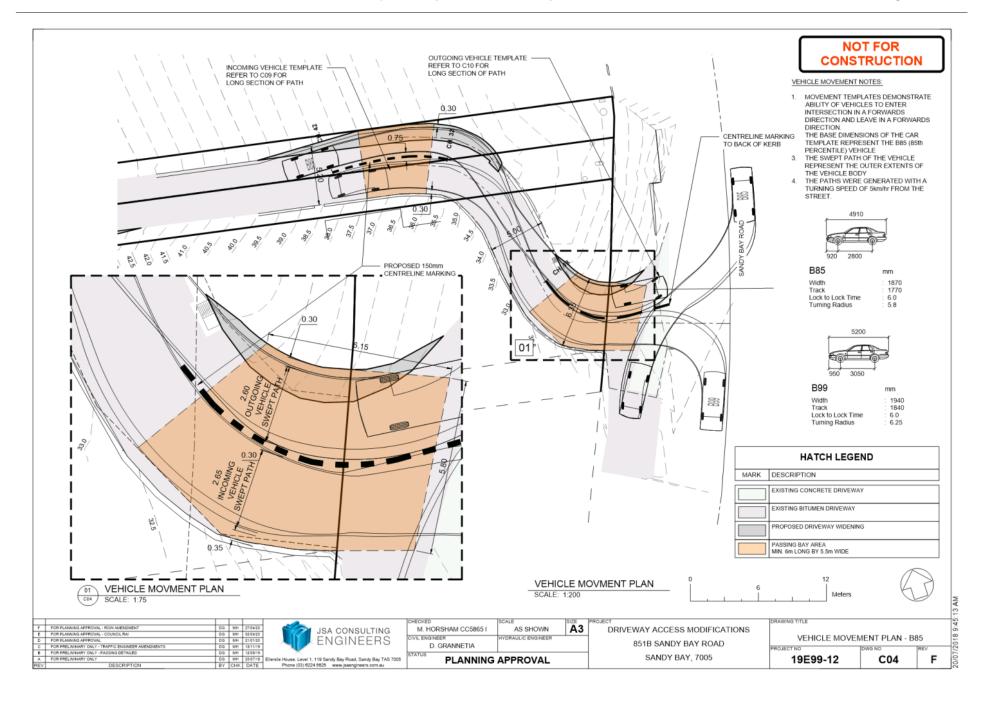
DRAWING TITLE		
EXISTIN	IG SITE PLAN	
PROJECT NO	DWG NO	REV

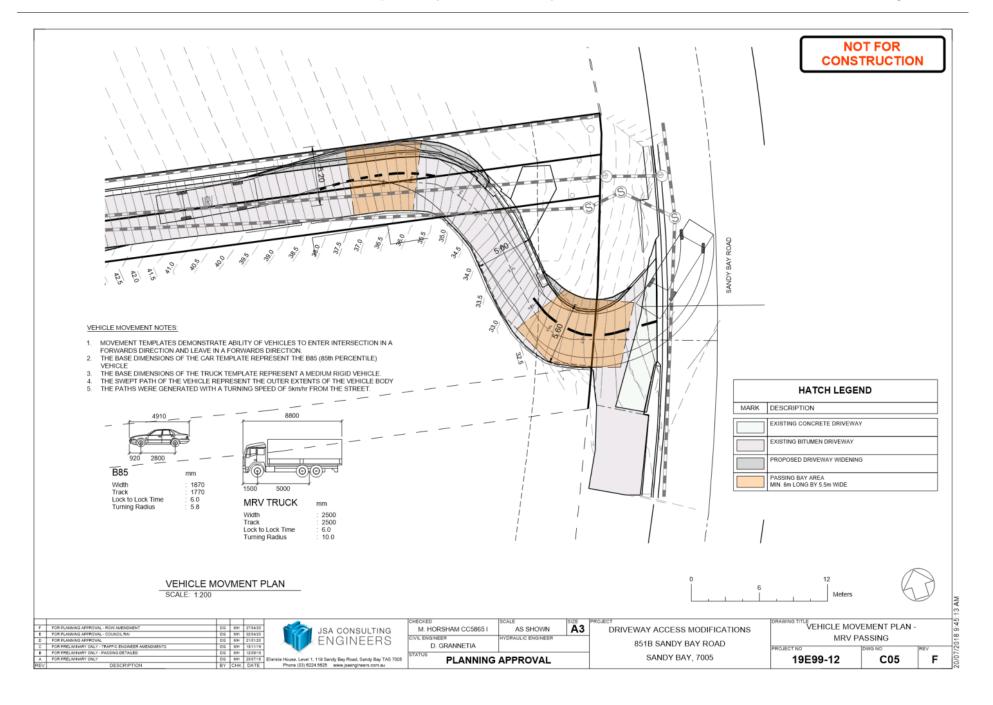
_	FOR PLANNING APPROVAL - ROW AMENDMENT	DG.	100	
-	FOR PLANNING APPROVAL - ROW AMENDMENT FOR PLANNING APPROVAL - COUNCIL RAI	DG DG	MH	02:04:20
6	FOR PLANNING APPROVAL	DG DG	MH	21/01/20
C	FOR FRELIMINARY ONLY - TRAFFIC ENGINEER AVENDMENTS	DG	MH	15/11/19
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/29/19
A	FOR PRELIMINARY ONLY	00	MH	26/07/16
REV	DESCRIPTION	BV	CHIK	DATE

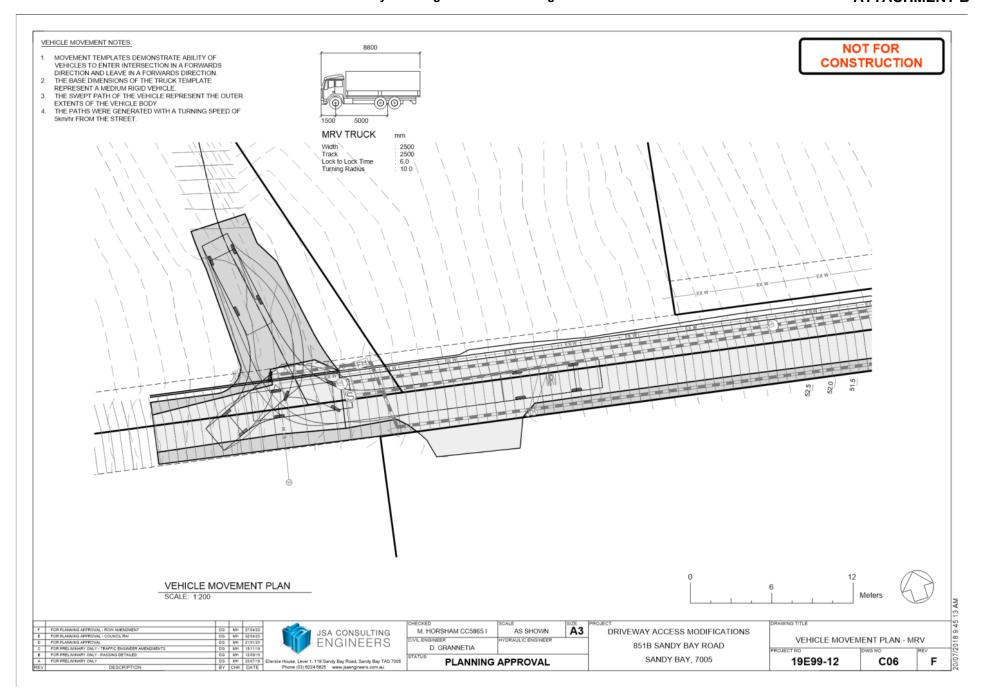




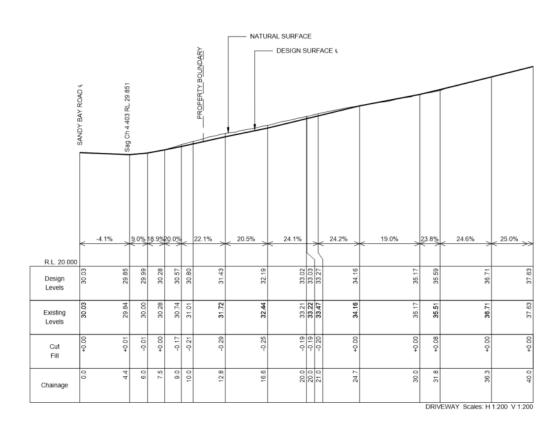








NOT FOR CONSTRUCTION



DRIVEWAY LONG SECTION - CL SCALE: H 1:200 V 1:200

SCALE: H 1:200 V 1:200

					г
F	FOR PLANNING APPROVAL - ROW AMENDMENT	DG	MH	27/04/20	1
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	1
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	1
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	1
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	В
REV	DESCRIPTION	BY	CHIK	DATE	

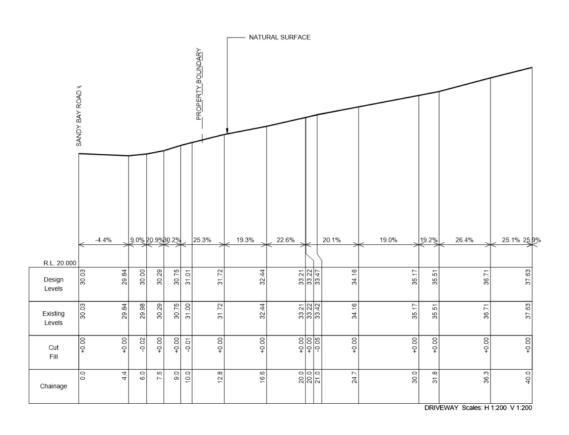
JSA CONSULTING ENGINEERS
Ellersie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005 Phone (03) 6224 5625 www.jsaengineers.com.au

5	PLANNING	APPROVAL		1
	D. GRANNETIA	HYDRAULIC ENGINEER		
	M. HORSHAM CC5865 I	AS SHOWN	A3	P

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

DRIVEWAY LO	NG SECTION -		
CENTRELINE			
PROJECT NO	DWG NO	REV	
19E99-12	C07	F	





DRIVEWAY LONG SECTION - EXISTING CL SCALE: H 1:200 V 1:200

SCALE: H 1:200 V 1:200

FOR PLANNING APPROVAL - ROW AMENDMENT	DG	MH	27/04/20]
FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	1
FOR PLANNING APPROVAL	DG	MH	21/01/20]
FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19]
FOR PRELIMINARY ONLY	DG	MH	20/07/18	ΕN
DESCRIPTION	BY	CHIK	DATE	1
	FOR PLANNING APPROVIAL - COUNCIL RAI FOR PELANNING APPROVIAL FOR PELANNING APPROVIAL FOR PELANNING YOU, - TRAFFIC ENGINEER AMENGMENTS FOR PELANNING YOU, - PAGSING DETAILED FOR PELANNING YOU, -	FOR FLANNICA PERDOVAL. COUNCE, RAI FOR FLANNICA APPROVAL. 00 FOR PRELIMINAT CRIAT - TRAFFIC ENGINEER AVENUMENTS 05 FOR PRELIMINAT CRIAT - PASSING DETAILED 07 FOR PRELIMINAT CRIAT - DO 09 09 09 09	FOR FLANNICA SEPROVAL COUNCE, RAI	FOR PELANNICA PRIFOCIAL - COLINGIL RAI

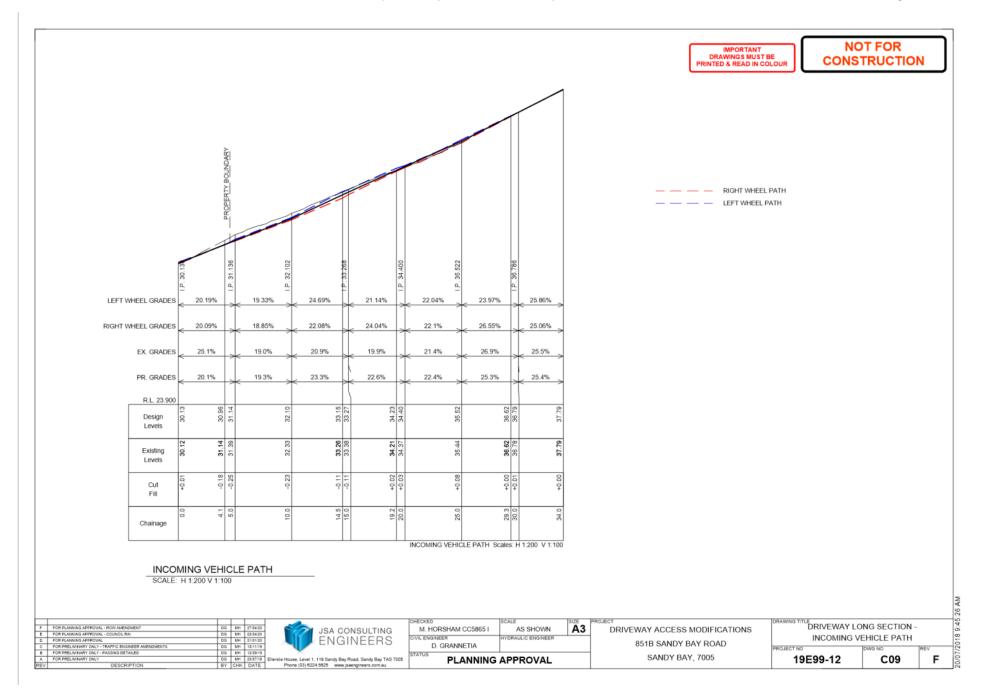
	JSA CONSULTING ENGINEERS
1	Ellersie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005 Phone (03) 6224 5625 www.jseengineers.com.wu

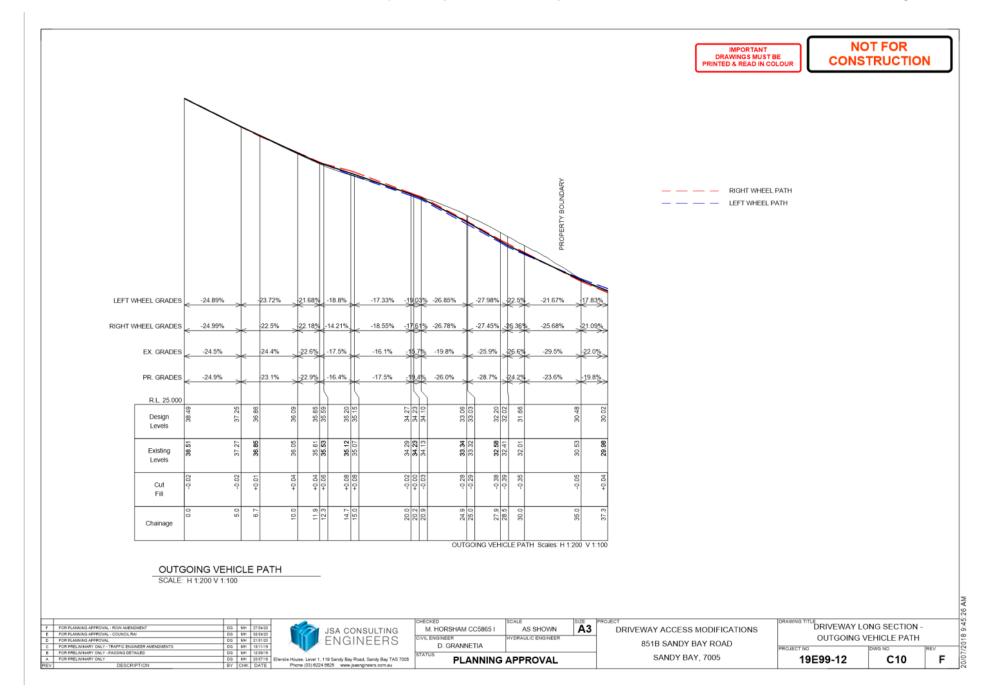
PLANNING	APPROVAL	
D. GRANNETIA	HYDRAULIC ENGINEER	
M. HORSHAM CC5865 I	AS SHOWN	A3

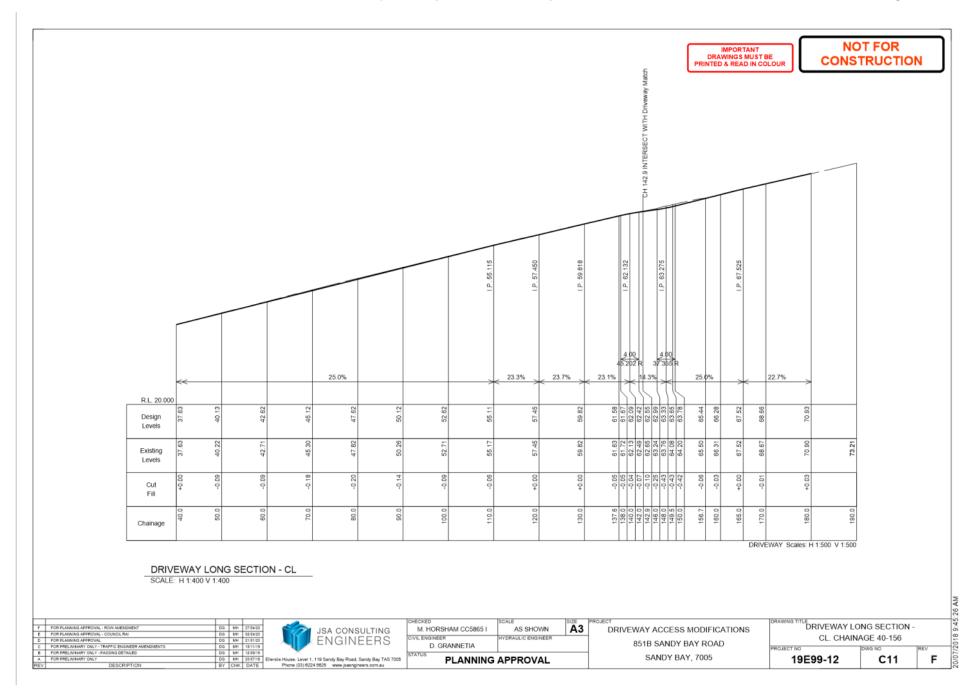
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

RAWING TITLE DRIVEW	AY LONG SECTION	- NC
EXIS	TING CENTRELIN	E
ROJECT NO	DWG NO	REV

19E99-12 C08 F

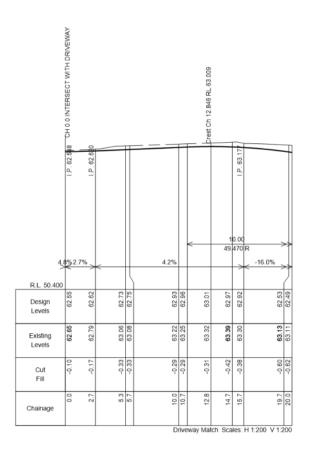








NOT FOR CONSTRUCTION



DRIVEWAY LONG SECTION - TURNING BAY

SCALE: H 1:200 V 1:200

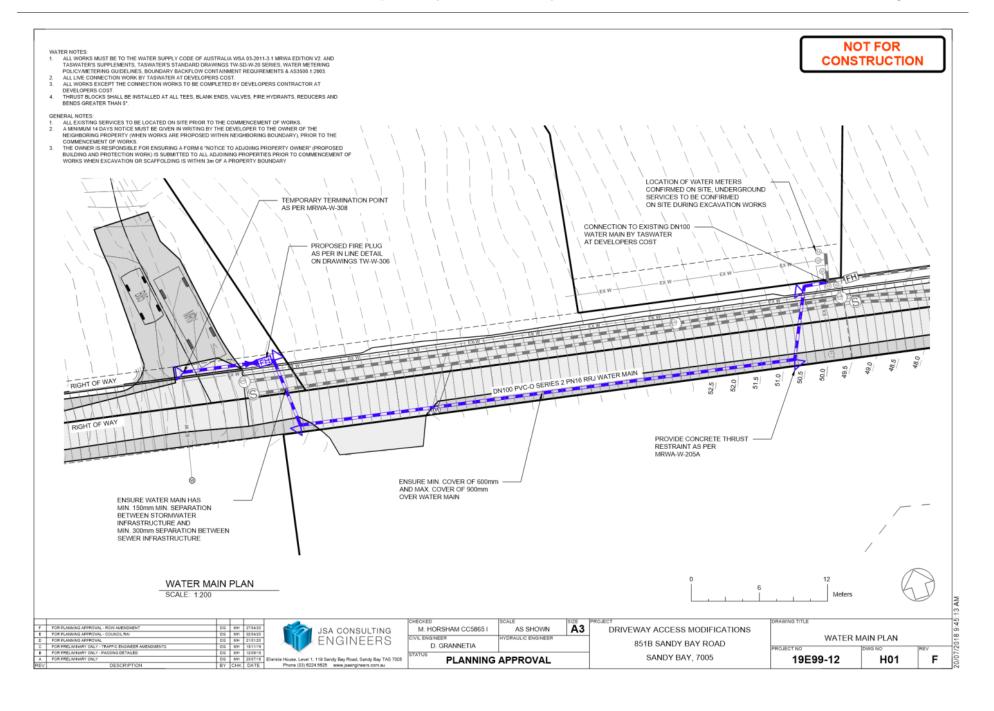
$\overline{}$		$\overline{}$			$\overline{}$
F	FOR PLANNING APPROVAL - ROW AMENDMENT	DG	MH	27/04/20	1
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	1
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	1
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
В	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	1
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	Ele
REV	DESCRIPTION	BY	CHIK	DATE	1

0	JSA CONSULTING
0	
0	ENGINEERS
9	LITOITILLITO
9	· ×
8	Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
	Phone (03) 6224 5625 www.isaengineers.com.au

STATUS	PLANNING	APPROVAL	
	EER GRANNETIA	HYDRAULIC ENGINEER	
M. HO	RSHAM CC5865 I	AS SHOWN	A3

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

DRIVEWAY LONG SECTION - TURNING BAY				
PROJECT NO	DWG NO	REV		
19E99-12	C12			



8th April 2020

851 B SANDY BAY ROAD & 873 SANDY BAY ROAD & 873 A SANDY BAY ROAD & 875 SANDY BAY ROAD & 1 / 875 SANDY BAY ROAD, SANDY BAY CHANGE OF ACCESS AND ALTERATIONS TO DRIVEWAY APPLICATION NO. PLN-20-132

Dear Sir or Madam,

Please find attached the following additional information,

- Updated plans and letter by JSA to address the additional information request regarding Parking and Access – PA5.1 and PA2.2
- A declaration letter from the applicant, stating that I have informed the owners of Lot 1 Common property of 875 Sandy Bay Road and 873 and 873a Sandy Bay Road who are all part of the subject planning application (Right of Way)
- Titles for the properties of Lot 1 Common property of 875 Sandy Bay Road and 873 and 873a Sandy Bay Road.
- Letter from Lark & Creese Accredited Bushfire Practitioner, assessment of the proposed road upgrades and where these changes meet Part4.2 of the Requirements for Building in Bushfire-Prone Areas, Director of Building Control 6th February 2020.
- A Letter of Support from the Tasmanian Fire Service. It is our intention for the Fire Main extension and new fire hydrant location to be owned by Taswater, with the existing hydrant (that is located on a 25% gradient) will be abandoned once the associated works and final pressure and flow tests have been completed, all costs associated with relocating the hydrant to a safer location will be borne by the developers /owners of 851b Sandy Bay Road.

Regards,

Adam Griggs Applicant of the Planning Permit, PLN-20-132 0438 253 243

Page 305 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
114929	0
EDITION	DATE OF ISSUE
2	10-May-2006

SEARCH DATE : 07-Apr-2020 SEARCH TIME : 12.19 PM

DESCRIPTION OF LAND

City of HOBART
The Common Property for Strata Scheme 114929
Derivation: Part of 72a 3r 24ps Gtd to J. Lockley
Prior CT 105707/1

SCHEDULE 1

STRATA CORPORATION NUMBER 114929, 875 SANDY BAY ROAD HOBART

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP105707 EASEMENTS in Schedule of Easements SP105707 FENCING PROVISION in Schedule of Easements SP105707 COUNCIL NOTIFICATION under Section 468(12) of the Local Government Act 1962
SP38322 COUNCIL NOTIFICATION under Section 468(12) of the Local Government Act 1962

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Page 306 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
114929	1
EDITION	DATE OF ISSUE
9	08-Jul-2010

SEARCH DATE : 07-Apr-2020 SEARCH TIME : 12.19 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Strata Plan 114929 and a general unit entitlement operating for all purposes of the Strata Scheme being a 1 undivided 1/3 interest

Derived from Strata Plan 114929

Derivation: Part of 72a 3r 24ps Gtd to J. Lockley

SCHEDULE 1

C870010 TRANSFER to ALEXANDER EDUARD SALATHE and JACQUELINE HANNAH SALATHE Registered 08-Jul-2010 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
The registered proprietor holds the lot and unit entitlement
subject to any interest noted on common property
Folio of the Register volume 114929 folio 0

SP105707 EASEMENTS in Schedule of Easements

SP105707 FENCING PROVISION in Schedule of Easements

SP105707 COUNCIL NOTIFICATION under Section 468(12) of the
Local Government Act 1962

SP38322 COUNCIL NOTIFICATION under Section 468(12) of the
Local Government Act 1962

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

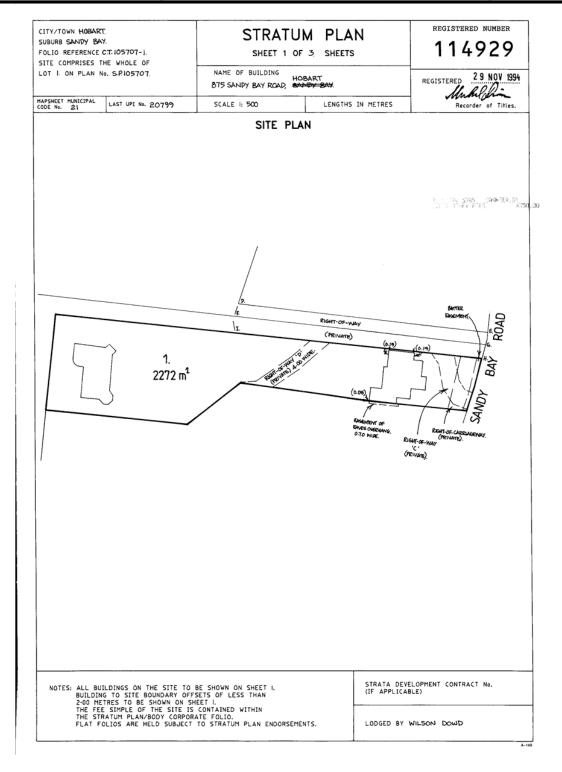


FOLIO PLAN

RECORDER OF TITLES







Search Date: 07 Apr 2020

Search Time: 12:19 PM

Volume Number: 114929

Revision Number: 01

Page 1 of 3

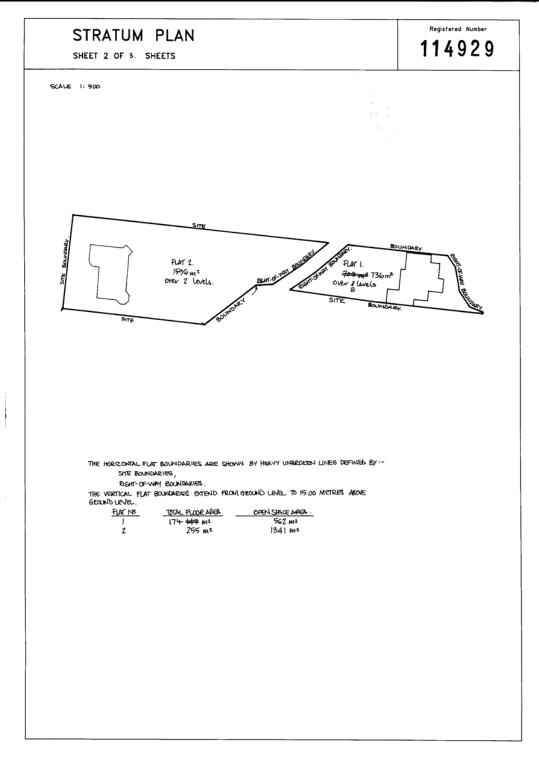


FOLIO PLAN

RECORDER OF TITLES







Search Date: 07 Apr 2020

Search Time: 12:19 PM

Volume Number: 114929

Revision Number: 01

Page 2 of 3



FOLIO PLAN

RECORDER OF TITLES





POSTAL ADD	RESS FOR SERVICE OF	F NOTICES		CUDVEVADO ACOTICIO LE
POSTAL ADDRESS FOR SERVICE OF NOTICES ON THE BODY CORPORATE:				SURVEYORS CERTIFICATE
875 SANDY BAY ROAD			I, ANTHONY OWEN CAPRICK	
	NDY BAY TAS. 7005	5 .		of HOBART a surveyor registered under the Land Surveyors Act 1909
				a surveyor registered under the Land Surveyors ACT 1909 hereby certify that the building erected on the site and drawn on sheet I of this plan is within the external boundaries of the folio stated on sheet I.
				Buy bauck 19/8/94 9463 Registered Surveyor date ref no
UNIT ENTITLEMENTS FOR THIS BODY CORPORATE		ATE	COUNCIL CERTIFICATE	
FLAT	UNIT ENTITLEMENT	FLAT	UNIT	I certify that the <u>MARART GITY</u> . Council has: (a) approved the subdivision shown in this plan and (b) issued a building certificate in respect of each
1	1			flat in this plan, in accordance with Section 119 of the Local Government (Building & Miscellaneous
2	2			Provisions) Act 1993
				General Manager date ref no SURVEYING SERVICES
				(FOR OFFICE USE ONLY) MEMORIALS AFFECTING THE STRATUM PLAN
	· ·			

Search Date: 07 Apr 2020

Search Time: 12:19 PM

Volume Number: 114929

Revision Number: 01

Page 3 of 3

Page 310 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES





SEARCH OF TORRENS TITLE

VOLUME	FOLIO
48436	5
EDITION	DATE OF ISSUE
9	09-Jun-2011

SEARCH DATE : 07-Apr-2020 SEARCH TIME : 12.12 PM

DESCRIPTION OF LAND

City of HOBART
Lot 5 on Sealed Plan 48436
(formerly Lot 1 and 2 on Sealed Plan No. 48436)
Derivation: Part of 72A-2R-34Ps. Gtd. to V. Hookey and Part of Location to J. Lockley
Prior CT 4798/68

SCHEDULE 1

M282276 TRANSFER to YVETTE LOIS BREYTENBACH and JAMES GEORGE HEATHCOTE MORRISON Registered 13-May-2010 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 38322 SP 48436 COUNCIL NOTIFICATION under Section 468(12)
of the Local Government Act 1962
SP 48436 EASEMENTS in Schedule of Easements
C661051 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
10-Oct-2005 at noon
C966083 MORTGAGE to Commonwealth Bank of Australia
Registered 13-May-2010 at 12.02 PM
D15623 AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
01-Aug-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

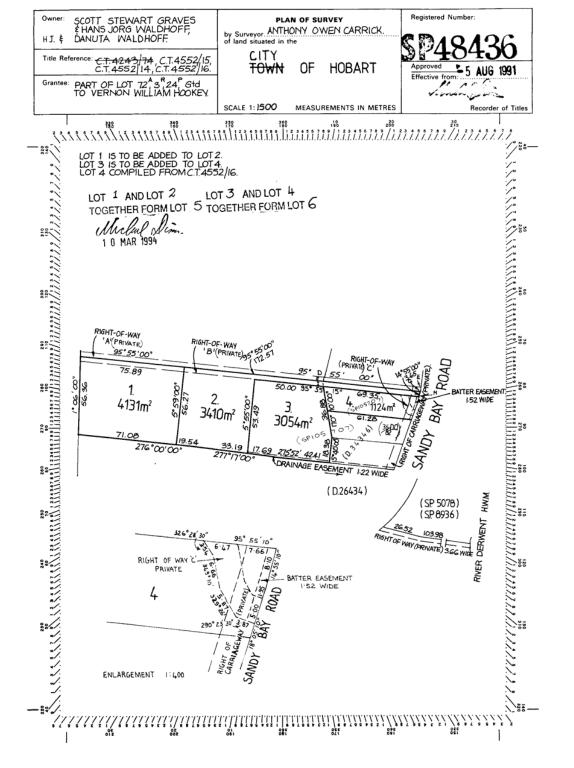


FOLIO PLAN

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 07 Apr 2020

Search Time: 12:12 PM

Volume Number: 48436

Revision Number: 02

Page 1 of 1

Page 312 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 160446	FOLIO 1
EDITION	DATE OF ISSUE
3	28-Oct-2015

SEARCH DATE : 07-Apr-2020 SEARCH TIME : 12.13 PM

DESCRIPTION OF LAND

City of HOBART Lot 1 on Sealed Plan 160446

Derivation: Part of 72A-3R-34P Gtd. to V W Hookey

Prior CT 48485/1

SCHEDULE 1

M431562 TRANSFER to VICTORIA JEAN ETHEL MCDONALD, PENELOPE MARY ROSE MCDONALD and ELIZABETH ANNE PAIN Registered 30-Sep-2013 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP160446 EASEMENTS in Schedule of Easements SP160446 WATER SUPPLY RESTRICTION

C956488 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 25-Feb-2010 at noon

C988521 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 27-Oct-2010 at noon

D34082 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 26-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

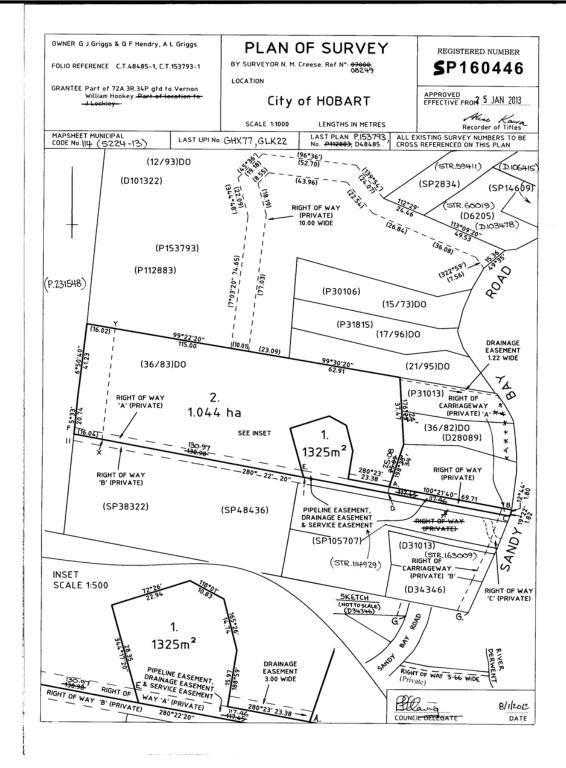


FOLIO PLAN

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 07 Apr 2020

Search Time: 12:14 PM

Volume Number: 160446

Revision Number: 01

Page 1 of 1



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED.

SIGNATURES MUST BE ATTESTED.

Registered Number

PAGE 1 OF 5 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

LOT 1 IS:

SUBJECT TO a Right of Carriageway (appurtenant to Lot 1 and 2 on Sealed Plan 48436) over the Right of Way "A" (Private) and a Right of Way (Private) marked A,B as shown on the Plan. marked EBCI on the Plan.

SUBJECT TO a Right of Carriageway (appurtenant to Lot 2 on the Plan) over the Right of Way "A" (Private) and Right of Way (Private) marked A.B as shown on the Plan. marked AEDI

SUBJECT TO a Right of Carriageway (appurtenant to Lot 1 on the Sealed Plan 38322) over the Right of Way (Private) marked A,B shown on the Plan.

ABCD

SUBJECT TO a right more fully set forth in Conveyance No. 46/1312 for the owners and occupiers of Lot 4 on Diagram No. 36/81 D.O. to pass and repass over the strip of land marked Right of Carriageway (Private) shown on the Plan. marked 'A' on the Plan.

SUBJECT TO a Right of Drainage for the benefit of the Hobart City Council over the "Pipeline Easement, Drainage Easement & Service Easement" shown on the Plan. Tasmanian, water and

SUBJECT TO a Right of Drainage and a Pipeline Easement for the benefit of ter over the

"Pipeline Easement, Drainage Easement & Service Easement" shown on the Plan.

(USE ANNEXURE PAGES FOR CONTINUATION)

Quentin Frederic Hendry

SUBDIVIDER: GJ Griggs, QF Hendry & AL Griggs

FOLIO REF: 48485/1 and 412883/1 153793/1

SOLICITOR

& REFERENCE: Clerk Walker, G080617

PLAN SEALED BY: HOBART LITY COUNCIL

DATE: 8/01/2013

820-17

REF NO.

Council Delegate

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



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS

PAGE 2 OF 5 PAGES

Registered Number

SP160446

SUBDIVIDER: GJ Griggs, QF Hendry & AL Griggs FOLIO REFERENCE: 48485/1 and 412883/4 153793/1

SUBJECT TO a Right of Drainage, a Pipeline Easement and a Service Easement for the benefit of Lot 2 on the Plan over the "Pipeline Easement, Drainage Easement & Service Easement" shown on the Plan.

TOGETHER WITH a right to pass and repass more fully set forth in Conveyance No. 46/1312 over the strip of land marked Right of Way 3.66 wide on Diagram Number 48485 (Private) on the Plan.

TOGETHER WITH a right to pass and repass more fully set forth in Conveyance Number 46/1312 over the strip of land marked Right of Carriageway shown-passing through Lots 1,2 and 3 on Diagram Number 48485. (Private) marked 'B' on the Plan.

TOGETHER WITH a right of Carriageway over the Right of Way "C" (Private) and Right of Way "B" (Private) and Right of Way (Private) marked D,C shown on the Plan.

TOGETHER WITH a right of Drainage over the Drainage Easement 3.00 wide shown on the Plan.

LOT 2 IS:

portion of

SUBJECT TO a Right of Carriageway (appurtenant to Lots 1 and 2 on Sealed Plan 48436) over Right of Way "A" (Private) marked EFHI on the Plan.

SUBJECT TO a Right of Drainage for the benefit of Lot 1 over the drainage easement 3.00 wide shown on the Plan.

TOGETHER WITH a Right to Pass and Repass more fully set forth in Conveyance No. 46/1312 over the strip of land marked Right of Way 3.66 wide on diagram 48485. (Private) on the Plan.

TOGETHER WITH a Right of Drainage over the Drainage Easement 1.22 wide shown on the Plan.

TOGETHER WITH a Right to Pass and Repass more fully set forth in Conveyance No. 46/1312 over the strip of land marked Right of Carriageway shown passing through Lots 1, 2 and 3 on Diagram No. D34346. (Private) marked 'B' on the Plan.

TOGETHER WITH a Right of Carriageway over the Right of Way "B" (Private) and Right of Way "C" (Private) and Right of Way (Private) marked D,C shown on the Plan

TOGETHER WITH a Right of Drainage, a Pipeline Easement and a Service Easement over the "Pipeline

Drainage Easement & Service Easement? shown on the Plan.

Quentin Froseric Hendry

annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that

body to the dealing.

Page 2 of 5



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS

PAGE 3 OF 5 PAGES

Registered Number

SP 16 0 4 4 6

SUBDIVIDER: GJ Griggs, QF Hendry & AL Griggs FOLIO REFERENCE: 48485/1 and 412883/4 153793/1

TOGETHER WITH a Right of Carriageway over the Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Carriageway over the COVENANT portion of Right of Way (Private) As shown on the Plan marked AEID BUILDING ENVELOPE

and Right of Way (Private) and Right of Way (Private) As School of Way (Private) 10.00 wide shown on the Plan

ENVELOPE

TOGETHER WITH a Right of Carriageway over the Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Carriageway over the Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Carriageway over the Right of Way (Private) 10.00 wide shown on the Plan

TOGETHER WITH a Right of Carriageway over the Covernment of the Carriageway over the Covernment of the Carriageway over the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (Private) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (PRIVATE) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (PRIVATE) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (PRIVATE) 10.00 wide shown on the Plan

TOGETHER WITH A RIGHT OF WAY (PRIVATE) 10.00 wide shown on the Plan

TOGETHER WITH A RIG

The owner of Lot 2 on the Plan covenants with the Hobart City Council to the intent that the burden of the covenant may run with and bind the covenantor's lot and every part thereof and the benefit thereof shall be in favour of the Hobart City Council to observe the following stipulation:

Not to erect any dwelling, building or structure on that part of Lot 2 to the west of the line XY as shown on the plan.

DEFINITIONS

"Pipeline Easement" means the right for every person who is at any time entitled to an estate or interest in possession of the land indicated as the dominant tenement or any part thereof or statutory authority as is appropriate with which such rights shall be capable of enjoyment in common with the owner of the servient tenement to lay and maintain forever water mains and pipes as shall from time to time be required in the strip of land marked "Pipeline Easement, Drainage Easement & Service Easement" and the right for their surveyors and workmen from time to time and at times thereafter to enter into and upon the said land or any part thereof bringing upon the land such materials, machinery and other things as it shall think fit and proper to inspect the balance of the said water mains and pipes and to repair, alter, amend and cleanse, PROVIDED THAT the rights and privileges hereby granted shall be exercised so as little damage as possible to the exercise of any other rights to which the strip of land is subject; and any damage occasioned to the surface of the strip of land in exercise of the rights and privileges hereby granted shall be made good.

"Service Easement" means the right for every person who is at any time entitled to an estate or interest in possession of the land indicated as the dominant tenement or any part thereof with which such rights shall be capable of enjoyment in common with the owner of the servient tenement to lay, repair, replace, cleanse and maintain forever pipes, wires, cables or other service conduit as shall from time to time be required in the strip of land marked "Pipeline Easement, Drainage Easement & Service Easement" and the right for their surveyors and workmen from time to time and at times thereafter to enter into and upon the said land or any part thereof bringing upon the land such materials, machinery and other things as it shall think fit and proper to inspect the balance of the said pipes, wires, cables or other service conduit and to repair, alter, amend and cleanse, PROVIDED THAT the rights and privileges hereby granted shall be exercised so as little damage as possible to the exercise of any other rights to which the strip of land is subject; and any damage occasioned to the surface of the strip of land in exercise of the rights and privileges hereby granted shall be made good.

Quentin Frederic Hendry

Gemma Jane Griggs

NOTE: Every agriculture page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS

PAGE 4 OF 5 PAGES

SUBDIVIDER: GJ Griggs, QF Hendry & AL Griggs FOLIO REFERENCE: 48485/1 and 412883/4 153793/1

Registered Number

SP160446

the registered proprietor of the land) comprised in Certificate of Title Volume 153793 112883 Folio 1 and as a registered proprietor) of the land comprised in Certificate of Title) Volume 48485 Folio 1 in the presence of: Signature of Witness: Full Name: CAROL HIBS CONTROL Address: 9 Occupation: ADD Control Address: 9 Occupa
SIGNED by QUENTIN FREDERIC) HENDRY as a registered proprietor of the) lands comprised in Certificate of Title) Volume 48485 Folio 1 in the presence of: Signature of Witness Full Name (2001) For School
SIGNED by GEMMA JANE GRIGGS as) a registered proprietor of the lands) comprised in Certificate of Title Volume) 48485 Folio 1 in the presence of: Signature of Witness: Full Name CASO The Case Signature of Witness:

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

1

Search Time: 02:03 PM

Volume Number: 160446 Revision Number: 01

Page 4 of 5



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS

PAGE 5 OF 5 PAGES

Registered Number

SP 160446

SUBDIVIDER: GJ Griggs, QF Hendry & AL Griggs FOLIO REFERENCE: 48485/1 and 112883/1 153793/1

SIGNED by THE NATIONAL AUSTRALIA BANK as the mortgagee of registered mortgage number C884168 which affects the land comprised in Certificate of Title Volume 48485 Folio 1 by its attorney YVES SCHLABACH pursuant to register power of attorney number PA18631 (who states that they have had no notice of the revocation of the power of attorney) in the presence of:

Full Name: National Australia Bank Ltd
Address: 10/86 Collins Street

HOBART TAS 7000

SIGNED by THE NATIONAL)
AUSTRALIA BANK as the mortgagee of pregistered mortgages numbers C822285 &)
C822286 which affect the land comprised in)
Certificate of Title Volume 153793 Folio 1)
by its attorney YVES SCHLABACH)
pursuant to register power of attorney)
number PA18631 (who states that they have)
had no notice of the revocation of the power of attorney) in the presence of

Address:..... National Australia Bank Ltd

Associate

Occupation: HOBART TAS 7000

Clark

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

Search Date: 27 Apr 2020

Search Time: 02:03 PM

Volume Number: 160446

Revision Number: 01

Page 5 of 5

Page 319 ATTACHMENT B



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

PLAN NO.

SP105707 Note:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested. Lot 3 on the plan is subject to a right of drainage (appurtenant to Lot 2 on Sealed Plan No.48436) over such portion of the drainage easement 1.22 wide shown on the plan EASEMENTS AND PROFITS passing through such lot.

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

(Private)

Lots 2 & 4 are TOGETHER WITH a Right to pass and repass over the Right of Way 3.66 metres wide shown on the Plan and more particularly described in Conveyance Registered No. 11/8465.

Lots 2 & 4 are TOGETHER WITH a Right to go pass and repass over the Right of Way shown passing through Lot 1 on Diagram No. 34346 and Lot 3 on Plan No. 31013 and more particularly described in Conveyvance Registered No. 27/7490.

Lots 2 & 4 are <u>SUBJECT TO</u> a Right to go pass and repass over the Right of Carriageway passing through lots 2 & 4 on the Plan and more particularly described in Conveyance Registered No. 27/7490.

(Private)

Lots 2 & 4 are <u>SUBJECT TO</u> a Right to Batter over the Batter Easement shown passing through lots 2 & 4 on the Plan and more particularly described in Conveyance Registered No. 27/7490.

Lots 1 & 3 on the Plan are each TOGETHER WITH a Right to pass and repass more fully set forth in Conveyance Numbers 46/1312 and 58/7997 over the strip of land marked Right of Way (Private) 3.66 wide shown on the Plan.

Lots 1 & 3 are <u>SUBJECT TO</u> the right for the owners and occupiers of Lots 1, 2 & 4 on Plan No. SP 48436 and to the said other land shown on Survey Diagram No. 36/82 D.O. and on Survey Diagram No. 36/81 D.O. and their tenants, servants, workmen and others of all times by day and by night with or without horses, cattle and other animals and vehicles to go pass and repass in over along and upon such portion of the strip of land marked Right of Carriageway (Private) on the Plan passing through Lots 1 & 3.

Page 320 ATTACHMENT B



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Lot 1 is <u>SUBJECT TO</u> a Right of Carriageway (appurtenant to the land contained in Folio of the Register Volume 4552 Folio 15 at the date of acceptance of Schedule of Easements relating to Plan No. SP 48436 excluding Lot 1 thereon) over such portion of the Right of Way (Private) marked C shown on Plan No. SP 48436 passing through such lot.

Lots 1 & 3 are each TOGETHER WITH a Right of Carriageway over that portion of Right of Way A Mairked D.E.F.G on Plan No. 5Pthe plan 48436 and portion of Right of Way B marked F.G.H.I. on Plan No. 9Pth No. the plan. SP-48436. (Private)

Lot 1 & 3 are <u>SUBJECT TO</u> a Right of Carriageway (appurtenant to Lots 1 & 2 on Plan Registered No. SP 48436) over the Right of Way marked C on the Plan No. SP 48436.

Lots 1 & 3 are <u>SUBJECT TO</u> a right for the Hobart City Council to batter the strip of land marked Batter Easement 1.52 wide on the

Lot 3 is TOGETHER WITH a Right of Carriageway over the Right of way D (Private) 4.00 wide shown on the Plan.

Lot 3 is $\overline{\text{LOGETHER}}$ WITH a Right of Carriageway over the Right of Way C (Private) shown on the Plan.

Lot 1 is $\underline{\text{SUBJECT TO}}$ a Right of Carriageway (appurtenant to Lot 3) over the Right of Way D (Private) 4.00 wide shown on the Plan.

Lot 1 is $\underline{\text{SUBJECT TO}}$ a Right of Carriageway (appurtenant to Lot 3) over the Right of Way C (Private) shown on the Plan.

FENCING PROVISION

In respect of each Lot the Vendors Hans Jorg Waldhoff and Danuta Waldhoff and David Ernest Tovey and Adriana Maria Laino shall not be required to fence.

Lot I on the plan is together with an easement in favour of the owners for the time being of Lot I and their successors in title to permit the eaves and gutters of the house on the said Lot I to overhang Lot 3 a distance of 0.70 wide or thereabouts.

SIGNED by HANS JORG WALDHOFF and <u>DANUTA WALDHOFF</u> the Registered Proprietors of the land comprised in Certificate of Title Volume 4798 Folio 67 in the presence of:

14 SolicHOR

Hobra T

EXECUTED on behalf of the TRUST BANK as Mortgagee under Memoranda of Mortgage Numbers B260842A, B260843A and B458734 of the land comprised in Certificate of Title Volume 4798 Folio 67 in the presence

SIGNED BY TRUST BANK by its attorney and under power No. 67/4762 end the said PRINCIPAL and

locking that they have received No
tipe of seventials of the
laid power) in the presence of Witness

Page 321 ATTACHMENT B



SCHEDULE OF EASEMENTS

Dollars J.P.

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SIGNED by DAVID EARNEST TOVEY)
and ADRIANA MARIA LAINO the)
Registered Proprietors of the)
land comprised in Certificate)
of Title Volume 34346 Folio 2)
in the presence of:)

Alasj. Okuns

EXECUTED on behalf of CITIBANK | SAVINGS LIMITED as Mortgage | Dunder Memorandum of Mortgage | No. B422612 of the land | Comprised in Certificate of | Title Volume 34346 Folio 2 in | the presence of: |

SIGNED FOR AND ON BEHALF OF CITIBANK SAVINGS LTD BY ITS DULY CONSTITUTED ATTGENCY, LEONARD JAMES ROBERTSHAM, UNDER POWER OF ATTORNLY NO. 66,7321 VIO HEREBY CERTIFICATION THE HAS RECEIVED NO ROTICE OF REVOCATION THEREOF.

Page 322
ATTACHMENT B



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



This is the schedule of easements attached to the plan	of Hans Jorg Waldhoff, Danuta (Insert Subdivider's Full Name)
Waldhoff, David Ernest Tovey and A	driana Maria Laino affecting land in
Certificates of Title Volume 4507 (Insert Title R	Folio 45 and Volume 4798 Folio 67
Sealed by HOBART CITY COUNCIL	on 25 th JUNE 1993
Solicitor's Reference WILSON DOWD (JTL)	Consul Clerk Town Clerk

Search Date: 27 Apr 2020

Search Time: 02:02 PM

Volume Number: 105707

Revision Number: 02

Page 4 of 4



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

Note:—The Town Clerk or Council Clerk must sign \$ 148436 the certificate on the back page for the purpose of identification.

PLAN NO.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- such rights of drainage over the drainage easements shewn on the plan (if any)
 as may be necessary to drain the stormwater and other surplus water from such
 lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

LOTS 1 to 4 on the Plan are each **TOGETHER WITH** a right to pass and repass more fully set forth in Conveyance Numbers 46/1312 and 58/7997 over the strip of land marked Right of Way (Private) 3.66 wide shown on the Plan.

LOT 2 is SUBJECT TO a right more fully set forth in Conveyance Number 46/1312 for the owners and occupiers of Lot 4 on Diagram No. 36/81 D.O. to pass and repass over such portion of the land marked Right of Carriageway (Private) on the Plan shown passing through Lot 2 .

LOT 4 is SUBJECT TO the right for the owners and occupiers of Lots 1,2 and 4 and of the said other land shown on Survey Diagram No. 36/82 D.O. and on Survey Diagram No. 36/81 D.O. and their tenants, servants, workmen and others of all times by day and by night with or without horses, cattle and other animals and vehicles to go pass and repass in over along and upon such portion of the strip of land marked Right of Carriageway (Private) on the Plan passing through Lot 4.

LOTS 1, 2 and 4 are each SUBJECT TO a right of carriageway (appurtenant to the Balance) over such portion of the Right of Way (Private) marked 老.B.C shown on the Plan passing through

LOTS 1 and 2 are each TOGETHER WITH a right of carriageway over the Right of Way (Private) marked "A" on the $\,$ Plan $\,$.

LOTS 3 and 4 are each TOGETHER WITH a right of carriageway over that portion of Right of Way A. marked D.E.F.G. on the plan. and Portion of Right of Way 8. marked F.G.H.I. ON THE PLAN.

LOT 2 IS SUBJECT TO A RIGHT OF CARRIAGEWAY (APPURTENANT TO LOT 3 & 4 ON THE PLAN AND THE BALANCE OVER THE PORTION OF RIGHT OF WAY B. MARKED F.G.H.I ON THE PLAN.

Search Time: 10:12 AM

Volume Number: 48436

Revision Number: 02

Page 1 of 4

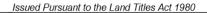
Search Date: 27 Apr 2020

Page 324 ATTACHMENT B



SCHEDULE OF EASEMENTS

RECORDER OF TITLES





48436

LOT 4 is SUBJECT TO a right for the Hobart City Council to batter the strip of land marked Batter Easement 1.52 wide on the Plan.

Balance means the land contained in Folio of the Register Volume 4552 Folio 15 at the date of acceptance hereof excluding Lot 1 on the Plan $\,$

SIGNED by HANS JORG WALDHOFF
the registered proprietor of the
land comprised and described in
Folio of the Register Volume 4552
Folio 16 In the presence of: c di teare

SIGNED by ANTHONY ADRIAN DOWD and)
JOHN THOMAS LEWINSKI the registered)
moreosees of Mordgage No.B285539)
in the presence of :

w Clemb

SIGNED by HANS JORG WALDHOFF and DANUTA WALDHOFF the registered proprietors of the land comprised and described in Folio of the Register Volume 4552 Folio 14 in

STONED by SCOTT STEWART GRAVES)
the registered proprietor of the)
land comprised and described in)
Folio of the Register Volume 4552)
Folio 15 in the presence of: Spleider Astart

Search Date: 27 Apr 2020

Search Time: 10:12 AM

Volume Number: 48436

Revision Number: 02



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



48436

Executed on behalf of TASMANIA BANK
as Mortgagee under Memorandum of
Mortgage No. B260842A and B260843A
by its attorneys RODNEY GERALD HYLAND
and JOHN DARYL GREENEY
under Power of Attorney No. 63/6632
(and the said RODNEY GERALD HYLAND
and JOHN DARYL GREENEY
declare that they have received no
notice of any revocation of the
said power) in the presence of:

Bank Officer

Signed by WESTPAC SATINGS
BANK LIMITED by Its Attorneys
VICTOR RICHARD NEWMAN

IAN WILLIAM SEALY
under power No. 60/1468 (who
hereby respectively declare that
they have received an ontice of
revocation of the said power) in
the presence of

Bank Officer, Hebert

WESTPAC SAVINGS BANK
LIMITED by its Attorneys

MANAGER LENUING
TASMAND DIVISION

ASSISTANT TO MANAGER

MANNYHO CORFORATION

Mortgagee under Mortgage B330600 WESTPAC BANKING CORPORATION

Signed by WESTPAC BANKING CORPORATION by its Attorneys VICTOR RICHARD NEWMAN and

TAN WILLIAM SEALY under power No. 60/1469 (who berefor respectively declare that they have received no notice of revocation of the said power). In the presence of

Bank Officer Hobers

CORPORATION
by Its Attorneys

WESTPAC BANKING

MANAGER LENDING.
TASMANIA DIVISION .

TASMANIA DIVISION
Mortgagee under Mortgages
358265 and B383546

Search Date: 27 Apr 2020

Search Time: 10:12 AM

Volume Number: 48436

Revision Number: 02

Page 3 of 4

Page 326 ATTACHMENT B



48436.

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



This is the schedule of easements attached to the plan of	Hans Jorg Waldhoff (Insert Subdivider's Full Name)
	affecting land in
Folium of the Register Volume 4552 Folium (Insert Title Refer	
Sealed by HOBART CITY COUNCIL	on 28 K FEBRUARY, 1991
Solicitor's Reference Wilson Dowd	great motions,
05×3134	Counsil Glerk/Town Clerk AKTING

Search Date: 27 Apr 2020

Search Time: 10:12 AM

Volume Number: 48436

Revision Number: 02

Page 4 of 4

TASMANIAN LAND TITLES OFFICE

Notification of Agreement under the





Land Use Planning and Approvals Act 1993 (Section 71)

	DESCRIPTIO		
	Folio of the	e Register	
Volume	Folio	Volume	Folio
48485	1		

REGISTERED PROPRIETOR:

Quentin Frederic Hendry and Gemma Jane Griggs of 9 Mitah Crescent Sandy Bay 7005 in Tasmania

PLANNING AUTHORITY: HOBART CITY COUNCIL

Dated this 19 day of October 2011

I, PAUL AUBREY JACKSON

of TOWN HALL, MACQUARIE STREET, HOBART IN TASMANIA, SOLICITOR ON BEHALF OF

the abovenamed Planning Authority, certify that the above particulars are correct and that attached is a certified executed copy of the agreement between the abovenamed parties, notice of which is to be registered against the abovementioned folio of the Register.

The abovenamed Planning Authority holds the original executed Agreement.

Signed (on behalf of the Planning Authority)

Land Titles PRECENSE ONED

2 6 OCT 2011

ersion 1 Kawa

THE BACK OF THIS FORM MUST NOT BE USED

I, Paul Aubrey Jackson, being and as the Solicitor for the Hobart City Council hereby certify that this is a true and correct copy of the agreement made between Hobart City Council + QUARTIN HENDRY +

AMMS

Deed - Part 5 Agreement

Land Use Planning and Approvals Act 1993

October

Parties:

- Hobart City Council, A body corporate incorporated under the provisions of the Local Government Authority Act 1993, of 16 Elizabeth Street HOBART in Tasmania (the Planning Authority).
- 2. Quentin Frederic Hendry & Gemma Jane Griggs both of 9 Mitah Crescent SANDY BAY in Tasmania (the Owner)

Recitals:

- The Owner is the registered proprietor of an estate in fee simple of the Land.
- The Hobart City Council is the Planning Authority under the Act and for the purposes of the Planning
- C. The Owner has submitted the Planning Application to the Planning Authority and the Planning Authority has issued the Planning Permit.
- D. Condition 8 of the Planning Permit requires:
 - (a) the Owner to implement and maintain the Weed Management Plan in relation to the Land;
 - this deed be entered into by the parties. (b)
- E. The Owner acknowledges that:
 - (a) the Land is subject to the Planning Scheme;
 - (b) this deed is being entered into pursuant to Part 5 of the Act and for the purpose of satisfying the condition stated in recital D;
 - (c) the Planning Authority will register this deed pursuant to the provisions of the Land Titles Act 1980 and that the effect of registration will be that the burden and benefit of any covenant contained in this deed will run with the Land as if it were a covenant to which Section 102 (2) of the Land Titles Act 1980 applies; and
 - (d) this deed must be registered on the title to the Land prior to the Planning Authority issuing a building permit in relation to the Planning Application.

SIMMONS WOLFHAGEN

Operative Provisions:

Interpretation

1.1 Definitions

In this deed, unless the contrary intention appears:

Act means Land Use Planning and Approvals Act 1993.

Development means the use and development of the Land for the purpose of two (2) additional houses as more fully specified in the Planning Application.

Land means the land known as "873 Sandy Bay Road, Sandy Bay in Tasmania" and being more particularly described in Certificate of Title Volume 48485 Folio 1.

Owner means the person or persons specified in this deed and include the person or persons from time to time registered or entitled to be registered by the Recorder of Titles as proprietor or proprietors of an estate in fee simple in the Land or any part of the Land and include a mortgagee in possession.

Planning Application means application number PLN-11-00012-01 lodged with the Planning Authority.

Planning Permit means the permit dated 28 April 2011 approving the Planning Application subject to certain conditions and restrictions as contained in the permit a copy of which is attached hereto and marked "A".

Planning Scheme means the City of Hobart Planning Scheme 1982.

Weed Management Plan means the Weed Management Plan prepared by Northbarker Ecosystem Services in relation to the Land, a copy of which is attached hereto and marked "B".

1.2 Rules for interpreting this deed

In this deed, unless the contrary intention appears:

- (a) one gender includes the other;
- (b) the singular number include the plural and vice versa;
- (c) a reference to a person includes a corporation, unincorporated body or authority;
- (d) clause headings are inserted for convenience only and will be ignored in the interpretation of this deed;
- (e) where any word or phrase is given a defined meaning, any other part of speech or other grammatical form of that word or phrase has a corresponding meaning;
- (f) the schedule and annexures to this deed form part of this deed; and
- (g) a party includes its successors, assigns, executors and administrators.

2. Confirmation of recitals

Each of the parties to this deed confirms the recitals that relate to that party.

SIMMONS WOLFHAGEN

3. Covenants by Owner

In consideration of the Planning Authority granting the Planning Permit, the Owner hereby covenants with the Planning Authority to implement and maintain the Weed Management Plan in relation to the Land

4. Effect of the deed upon registration

4.1 Covenants to run with Land

The parties agree and declare that the obligations imposed on the Owner under this deed are intended to take effect as covenants:

- the burden of which will run with the Land as if they were covenants to which Section 102 (2) of the Land Titles Act 1980 applies; and
- (b) which shall bind the Owner, its successors, transferees and permitted assigns, and the registered proprietor or proprietors for the time being of the Land.

4.2 Agreement Under Section 71 of Part 5 of the Act

The parties agree that without limiting or restricting the respective powers to enter into this deed and, in so far as it can be so treated, this deed is made pursuant to section 71 of the Act.

4.3 Commencement of Agreement

This deed shall commence on the day that the deed is signed by all parties.

5. Registration & costs

The Owner agrees that:

- (a) an application, pursuant to section 78 of the Act shall be made by the Planning Authority to the Recorder of Titles for the registration of this deed on the folio of the Register constituting the title to the Land (and any other land to which this deed relates); and
- (b) the Owner must bear the costs and disbursements associated with the preparation, negotiation and registration of this deed including any costs or disbursements incurred or to be incurred by the Planning Authority.

6. No fettering of the Planning Authority's powers

The parties acknowledge and agree that this deed does not fetter or restrict the power or discretion of the Planning Authority in any way, including to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision relating to the Land or relating to any use or development of the Land.

7. Notices

Any notice under this deed may be served by delivering, either personally or by registered mail, to the parties.

SIMMONS WOLFHAGEN

Execution: Executed as a deed. The Common Sealrof the Hobart City Council was
hereunto affixed in the presence of: Jord Mayor Director of Strategy & Governance
SIGNED BY Quentin Frederic Hendry
in the presence of:
Signature of Witness
4851 SANDY BAY ROAD SANDY BAY Address of Witness TASMANIA
SIGNED BY Gemma Jane Griggs
in the presence of: Signature
Signature of Witness When we will built built witness
#85) SANDY BAY KOND SANDY BAY Address of Witness TASMANIA

National Australia Bank as the registered proprietor of Mortgage C884168 consents to this deed as evidenced by its execution hereunder.

Executed by the NATIONAL AUSTRALIA BANK LIMITED by its Attorney Jennifer Anne Doran who holds the position of Level 3 Attorney under Power of Attorney No. PA18631 (who declares he she has received no notice of revocation of the said Power) in the presence of:

) Jennifer Anne Doran) Level 3 Attorney

Tessa Cason, Bank Officer 76 Liverpool Street, Hobart Tas 7000

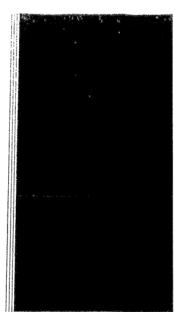
Page 4





City of Hobart Planning Scheme 1982

Land Use Planning and Approvals Act 1993



Planning Permit

APPLICATION NO

PLN-11-00012-01

ADDRESS

873 Sandy Bay Rd & 873a, 875 & 851

Sandy Bay Rd,

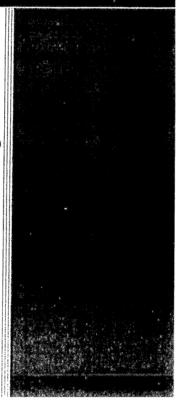
SANDY BAY

PROPOSAL

Two Additional Houses (Re-advertised)

PERMIT DATE

28th April 2011





The following conditions and restrictions apply to this permit:

The use/development of the land for the purpose of Two Additional Houses (Re-advertised) subject to the following conditions and restrictions.

 The use and development shall be substantially in accordance with the documents and drawings that comprise the planning application No. PLN-11-00012-01 as outlined in Attachment A to the permit except where modified below.

Reason for condition

To clarify the scope of the permit.

 The use and development must comply with the requirements of Southern Water as detailed in the form PL05C Reference No. SWDA 2011/00027-HCC dated 25 Jan 2011, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

 No additional clearing of native vegetation may occur on 873 Sandy Bay Road unless approved under another planning permit.

Reason for condition

To ensure that further vegetation is not lost from the site without assessment.

4. The Bushfire Management Plan by Castellan Consulting submitted to the Council on 7 January 2011 is not approved and must not be implemented. Building protection zones and fuel modified buffer zones must be implemented and maintained in accordance with the bushfire management plan included in the Part 5 Agreement registered on the title of 873 Sandy Bay Road.

Reason for condition

A suitable bushfire management plan already exists for this site and is required to be implemented under the Part 5 Agreement registered on the property title.

The new building work must be constructed and maintained in accordance with the specifications for either Level 1 or BAL-12.5 construction (minimum) in Australian Standard AS 3959-1999/2009 Construction of Buildings in Bushfire-Prone Areas (excluding the requirement for mesh screens over external doors) unless this is inconsistent with a mandatory requirement for the work under the Building Code of Australia.

Where applicable, the plans and other documentation submitted for building approval must be certified by a suitably experienced person as complying with the requirements for either Level 1 or BAL-12.5 construction (excluding the requirement for mesh screens over external doors). Where applicable, evidence of certification must be provided prior to the issue of a building permit using the attached pro-forma.

Advice: Please note that not all building surveyors will provide such certification.

Reason for condition

To ensure the bushfire hazard is minimised and managed.

 All recommendations contained in the Geotechnical Assessment by Sloane Geoscience dated 21 October 2007 and submitted to the Council on 07 January 2011 must be implemented.

Reason for condition

To ensure the subject land is capable of supporting the proposed development.

7. Any balustrades or barriers associated with the development must not utilise transparent glazing or wire without the prior approval of the Council's Director Development and Environmental Services.

Reason for condition

To reduce the risk of injury to avian fauna, particularly the endangered Swift Parrot.

8. Prior to the issue of a building permit or the completion of works, an up to date weed management plan for 873 Sandy Bay Road prepared by a suitably qualified and experienced person must be submitted to the Council for approval to the satisfaction of the Council's Director Development and Environmental Services.



The weed management plan must:

- identify and illustrate the woody environmental weeds on 873 Sandy Bay Road above the driveway;
- (ii) include specific actions to eliminate the woody environmental weeds on 873 Sandy Bay Road above the driveway;
- (iii) include specific timings for all actions and specify persons/parties responsible for undertaking all actions;
- (iv) include specific and environmentally-appropriate treatment and disposal procedures; and
- (v) be clear and concise so that it can be easily implemented by future landowners if necessary.

The final approved weed management plan must be implemented. Compliance with the plan must also be required via a Part 5 Agreement with the Council pursuant to section 71 of the Land Use Planning and Approvals Act 1993. The Agreement must be registered on the title for 873 Sandy Bay Road prior to the issue of a building permit or the completion of works.

The Council will have its solicitors prepare the Agreement for signing by property owner(s). The Council will then lodge the Agreement with the Lands Titles Office. The cost of preparing the Agreement and registration with the Land Titles Office is to be met by the applicant.

Advice: While a weed management plan was submitted with the application it is not considered appropriate for this development. It is recommended that the weed management plan is prepared to take account of any future developments intended for 873 Sandy Bay Road.

Reason for condition

To ensure the development does not contribute to the spread of weeds and to ensure the environmental impacts of the development are minimised and offset.

9. All construction vehicles and machinery must be effectively cleaned of soil both before entering and before leaving the property. Soil cleaned from construction vehicles and machinery must not be allowed to either directly or indirectly enter the Council's stormwater system. Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and the Environment website at www.dpiw.tas.gov.au

Hobart City Council Planning Permit

Pane 4

Reason for condition

To ensure the development does not contribute to the spread of weeds.

10. Prior to the issue of a building permit, a comprehensive landscaping plan must be submitted to and approved by the Council's Director, Development and Environmental Services. This plan must clearly illustrate the proposed landscaping for the site, including boundary and private open space treatments, and must include a planting schedule of all proposed trees, shrubs and ground covers including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant. The landscaping is to be completed prior to occupation of the buildings.

Reason for condition

In the interest of protection the landscape and conservation value of the site and to ensure that all development activities are contained within the specified clearing envelope.

11. The driveway access, car parking and turning areas must be constructed to a sealed standard generally in accordance with the approved plans and surface drained prior to the first occupation of the building, and used for no other purposes whatsoever. A suitably qualified engineer must inspect the construction of the above areas at the appropriate stages of construction and prior to occupancy submit a certificate to the Council, certifying compliance with this requirement.

Reason for condition

In the interest of the amenity of the development and the locality.

- 12. If the submission of applications for building and plumbing approval for the development precedes commencement and/or completion of:
 - Driveway access works compliant with documentation pursuant to Consent Memorandum 26/07P of the Resource Management and Planning Appeals Tribunal;
 - (ii) Driveway access works pursuant to permit, PLN-10-01277 additional house, change of access and fence; and
 - (iii) Approved road and traffic management works pursuant to the approval of 23/03/2009 by the Council's Director Infrastructure Services under Sections 49 and 59 Traffic Act 1925 pursuant to Planning Permit, PLN-08-00536,

Hobart City Council Planning Permit

Then the development must incorporate such works, firstly compliant with criteria and requirements set out in Consent Memorandum 26/07P of the Resource Management and Planning Appeals Tribunal; secondly as shown on the Department of Infrastructure, Energy and Resources approved plan to the following effect:

- (a) Installation of a "no standing" zone along the western side of Sandy Bay Road to the north of the service road to maximise the sight distance from the service road;
- (b) Remove all the vegetation growing along the top of the retaining wall adjacent to Sandy Bay Road to the south of the service road junction; and seal this area to prevent future vegetation growth;
- (c) Install a "no standing" zone and tapered chevron pavement markings commencing at the kerb line around 40 metres to the south of the service road junction and extending out from the kerb by around 1.8 metres (to retain a northbound traffic lane width of 3.5 metres); and
- (d) Replace the existing "Watch for Entering Traffic" warning sign located around 100 metres south of the service road junction facing northbound traffic with a new "Concealed Entrances" sign and install the sign some 15 metres north of the location of the existing location to improve its impact on motorists.

Works must be completed prior to the first occupation of the new buildings.

Reason for condition

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

13. Prior to the issue of a building permit, design drawings of the road and traffic management works, driveway access, car parking and turning areas demonstrating compliance with the requirements of this permit must be submitted to the Council for approval. The drawings, prepared by a suitably qualified engineer, endorsed by a qualified traffic engineer, and the Department of Infrastructure, Energy and Resources, must be submitted for the Council's approval, to the satisfaction of the Council's Director Infrastructure Services and Director Development and Environmental Services.

Advice: The design drawings shall include but not limited to, the following information: -

Fully dimensioned horizontal and vertical geometry (plan view and long section).

- (i) Construction details in a typical cross-section(s).
- (ii) Drainage details (cross falls, kerb lines, spot levels, pits and reticulation details (including invert levels), pipe material, class and gradients)
- (iii) Compliance with Australian/NZ Standard, Parking Facilities Part 1: Off-Street Car Parking AS/NZS 2890.1: 2004.

Reason for condition

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

14. Stormwater from the proposed development must be discharged to the Council's infrastructure at the developer's cost. Prior to the issue of a building/plumbing permit, submit detailed design drawings of the proposed stormwater drainage, prepared by a suitably qualified engineer, to the satisfaction of the Council's Director Infrastructure Services and Director Development and Environmental Services.

Reason for condition

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

- 15. Prior to issue of a building/ plumbing permit, a stormwater capacity report prepared by a suitably qualified engineer must be provided, to the satisfaction of Council's Director Infrastructure Services. The stormwater assessment must assess three scenarios:
 - (i) Stormwater flows from the current catchment;
 - (ii) Stormwater flows from all currently proposed development; and
 - (iii) Stormwater flows from a future fully-developed catchment.

Hobart City Council Planning Permit

۲ --- ۲

The report must show that the piped system, including downstream Council infrastructure, is of adequate capacity to contain a 20 year annual rainfall incident for all currently proposed development; and that the overall drainage system for the development (including overland flow paths), can adequately cope with a 100 year annual rainfall incident, and not direct runoff into downstream properties.

Advice:To clarify this requirement, please contact the Council's Stormwater and Waterways Engineer on telephone 6238 2128.

Reason for condition

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

16. If a new stormwater connection is required, of a size appropriate to satisfy the needs of the development, it must be constructed by the Council at the developer's cost. Engineering drawings detailing the connection to the Council's infrastructure must be submitted for approval by the Council's Director Infrastructure Services prior to the issue of a plumbing permit.

Reason for condition

To ensure the site is drained adequately.

17. Stormwater pre-treatment for stormwater discharges from the new hardstand areas must be installed to the satisfaction of the Council's Director Infrastructure Services. Details of the proposed treatment, including estimations of contaminant removal, must be included with the plumbing permit application.

Advice: Hobart City Council's Water Sensitive Urban Design Site Development Guidelines and Practice Notes are available from Council's website. For further detail, the Council refers the applicant to Water Sensitive Urban Design: Engineering Procedures for Stormwater Management in Southern Tasmania, available from http://www.derwentestuary.org.au/folder.php?id=242. Please note that current best practice for stormwater treatment include an 80% removal of total suspended solids, a 45% removal of total nitrogen, and a 45% removal of total phosphorous.

Reason for condition

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



18. Prior to the issue of a building permit, submit a soil and water management plan detailing proposed sediment and erosion control measures to the satisfaction of the Council's Director Development and Environmental Services. The approved control measures must be installed prior to any disturbance of soil or vegetation, be regularly inspected and maintained during the construction/demolition period, and remain in place until such time as all disturbed areas have been stabilised, restored or sealed to the satisfaction of the Council.

Advice: For guidance on preparing the Soil and Water Management Plan, the Department of Primary Industries, Parks, Water and the Environment has published Soil and Water Management Factsheets (2008). These are available from the Council or online at www.dpiw.tas.gov.au

Reason for condition

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

19. Prior to the issue of any building permit (including demolition)/issue of the Council approved drawings, the developer must lodge with the Council security in the form of a cash deposit or bank guarantee from an approved financial institution, for an amount of \$1,000 (one thousand dollars) for the protection from damage of the Council's infrastructure, during construction of the development, such bond to be released once the works are completed should no damage occur.

Advice: Once the certificate of completion for the development has been issued, please contact the Council's Project and Development Inspector on telephone 6238 2967 or mobile 0417 604 725 to arrange an inspection prior to the release of the Council's infrastructure bond.

Reason for condition

To ensure the protection of the Council's infrastructure.

- 20. If submission of applications for building and plumbing approval for the development precedes commencement and/or completion of:
 - Driveway access works compliant with documentation pursuant to Consent Memorandum 26/07P of the Resource Management and Planning Appeals Tribunal; and
 - (ii) Driveway access works pursuant to permit, PLN-10-01277 additional house, change of access and fence,

Hobart City Council Planning Permit

Then:

- (i) Prior to the issue of the Council approved drawings, drawings (plan and cross section) detailing the extension of the proposed footpath on the proposed road access extending over the road reservation to the existing pavement seal on the access road, must be provided to the satisfaction of the Council's Director Infrastructure Services. Details must be in general accordance with the requirements of the Institute of Public Works Engineering Australia Tasmanian Councils' Standards for Subdivisions Standard Drawing SD-1006 Urban Roads Footpath Details and incorporate general compliance with documentation pursuant to Consent Memorandum 26/07P of the Resource Management and Planning Appeals Tribunal; and
- (ii) Construct the proposed vehicle entrance over the road reservation at the developer's cost in accordance with the requirements of Institute of Public Works Engineering Australia - Tasmanian Councils' Standards for Subdivisions Standard Drawing SD-1001 Urban Roads – Typical Cross Section,

40mm thick pavement and sub-base, or to alternative design, to a standard suitable for loadings by service vehicles.

Reason for condition

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

21. Prior to the commencement of works, the developer must obtain a road opening permit (pursuant to Section 46 of the Local Government (Highways) Act for any privately undertaken works in the highway reservation. This permit must include items such as hours of work, road safety, reinstatement etc.

Advice: Please contact the Council's Project and Development Inspector, on telephone 6238 2967 regarding requirements in relation to obtaining the relevant permits.

Reason for condition

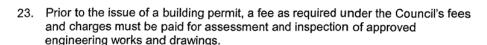
To ensure that privately undertaken works in the highway reservation are legally carried out.

 The Council's Project and Development Inspector must be contacted on telephone 6238 2967, or on mobile 0417 604 725 at least 24 hours prior to the commencement of any works.

Reason for condition

To locate and inspect public infrastructure within and adjacent to the development site and to facilitate inspection of privately undertaken works in the highway reservation.

Hobart City Council Planning Permit



For the purposes of fee calculation, the developer must submit with the working drawings an estimate of the value of the engineering works (i.e. all engineering works excluding buildings), required by conditions of the planning permit. The fee thus calculated will be confirmed by the Council's Development Engineering Officer. This fee is additional to building and plumbing fees charged under the Building and Plumbing Regulations.

Reason for condition

To meet the costs of assessment and inspection of approved engineering drawings and associated works in accordance with the Council's policies.

24. The developer must pay the cost of any alterations and/or reinstatement to the Council's infrastructure, and/or to the site's existing property service connection points incurred as a result of the proposed development works.

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 developer's full cost.

ADVICE

- As approval is required for the use/development under the Building Act 2000, approval of the working drawings is required prior to the commencement of any works or the occupancy of the premises.
- 2. In the interests of fire safety, it is recommended that:
 - (i) Landscaping of the site utilises low-flammability plant species and avoids the use of fine plant-based mulches (refer to the Tasmania Fire Service document Fire Retardant Garden Plants for the Urban Fringe and Rural Areas); and
 - (ii) The residents maintain a roofline and gutter maintenance schedule to remove bark and leaf debris that may accumulate or non-flammable gutter guard is installed.

- An application for a plumbing permit must be lodged in accordance with the Tasmanian Plumbing Code 2006 and Building Code of Australia (BCA), and a permit issued prior to the commencement of any plumbing work on site.
- Note that you are required to ensure that all excavation works, drains and structures associated with the development are retained within the boundaries of the subject site.
- Separate approval is required to undertake any adjustment to the level of the 5. Council's highway reservation to suit the design of the driveway entrance to the development. The written agreement of the Council's Group Manager Engineering Services must be obtained for these works. Consultation should be carried out with the Council's Manager Road Engineering, on telephone 6238 2759 and no works affected by the adjustment to levels are to be commenced before approval is given.

Manager Development Appraisal



ATTACHMENT A

Documents and Drawings that comprise Planning Application Number

PLN-11-00012-01

DEVELOPMENT ADDRESS:

873 Sandy Bay Rd & 873a, 875 & 851 Sandy Bay

Rd, SANDY BAY

LIST OF DOCUMENTATION:

Description	Plan No. Where Relevant	Date of Lodgement
Application Form	-	18-2-11
Title		07-1-11
Elevation east – showing two proposed houses and partially constructed house	В7	25-1-11
Site plan	B1	25-1-11
Building setbacks and parking layout	B2	25-1-11
Services	В3	25-1-11
Floor plans	B4	25-1-11
Elevations	B5	25-1-11
Elevations and floor plan	B6	25-1-11
Design response	-	07-1-11
Geotechnical Assessment	-	07-1-11
Vegetation Assessment	-	07-1-11
Bushfire Management Plan	-	07-1-11

IMPORTANT INFORMATION ABOUT THE ATTACHED PERMIT

WHAT HAS BEEN DECIDED?

The Council has granted a permit subject to conditions.

WHEN DOES A PERMIT TAKE EFFECT?

If there is a right of appeal against the granting of a permit, the permit takes effect at the end of 14 days from the day on which notice of the granting of the permit was served on the person who has a right of appeal.

Where an appeal is instituted against the Council's decision to grant a permit, the permit does not take effect until the determination or abandonment of the appeal.

Where any other approvals are required under the Land Use Planning and Approvals Act 1993 or any other Act, the permit cannot be enacted until all of those approvals have been granted.

WHEN DOES A PERMIT LAPSE?

A permit lapses after a period of 2 years from the date on which it was granted, if the use or development for which it was granted is not substantially commenced within that period. An application can be made for an extension of the planning permit for a further 2 years provided that application is made prior to the expiry date.

WHAT ABOUT APPEALS?

An applicant for a permit may appeal against Council's decision to grant a permit subject to conditions or restrictions, within 14 days after the day on which notice of Council's decision was served on them.

Any person who has made a representation during the period of 14 days commencing on the date on which notice of the application was given (or such further notice period as Council may have allowed) may appeal against the grant of a permit within 14 days after the day on which notice of the granting of the permit was served on them.

An appeal may only be lodged with the Resource Management and Planning Appeal Tribunal. Please note that the Tribunal will not directly notify representors if an appeal is lodged. You may either look for the notice of appeal, which will be published in The Mercury; or contact the Tribunal directly.

Details about appeals and the fees payable can be obtained from the Tribunal.

The Tribunal's contact details are as follows:

Telephone No: (03) 6233 6464

Postal Address: GPO Box 2036 HOBART 7001

Email address:

RMPAT@justice.tas.gov.au

Facsimile No: (03) 6224 0825

Street Address:

Floor 1

144-148 Macquarie Street

HOBART

Web page: www.rmpat.tas.gov.au

Hobart City Council Planning Permit



873 Sandy Bay Road

Weed Management Plan

11-00012



This plan has been specifically prepared for the control of boneseed (Chrysanthemoides monilifera)

14 June 2011

The upper slopes of the property support scattered infestations of boneseed.

The core priorities of this plan are to:

- Reduce the risk of boneseed being taken from this property to other sites elsewhere in the municipality or beyond.
- Reduce source of infestation into the adjacent HCC owned Porter Hill Reserve, which abuts the western boundary and adjacent properties, through eradication of boneseed from 873 Sandy Bay Road.

<u>Boneseed (Chrysanthemoides monilifera):</u> Boneseed is a serious environmental weed that is 'declared' under the Tasmanian *Weed Management Act 1999*. It is also a Weed of National Significance (WONS).

Boneseed is an evergreen woody shrub growing to 2 meters or more in height and width. It has bright yellow daisy-style flowers, which make it easy to locate during the flowering period of mid-September to mid-November. It produces a hard coated woody spherical seed which can remain viable for up to 10 years. Mass spread occurs around plants as seed falls to the ground those spreading in surrounding areas can occur assisted by birds that feed on the fruits.

7 SEP 2011

A site survey was undertaken on 24 May 2011 to review weed control progress to date. On the property, plants are scattered and generally immaureRECEIVED reaching 1 meter or less in height (Plates 1 and 2). It is evident that attempts are being made to reduce the abundance of plants.

Soil associated with established plants is likely to be heavily infested with seed as it has been estimated that a mature plant can produce as many as 50,000 seeds in a season.

Methods of control include fire, herbicide and hand-pulling.

Fire is useful for killing most plants, surface seed and flushing out the subsurface seed by stimulating germination. A favored method for a control program includes burning followed by follow up treatment of the seedlings using herbicide. However, burning is considered unsuitable for this site due to the proximity to residences and the lack of adequate fire boundaries around the property.

Andrew North anorth@northbarker.com.au Philip Barker pbarker@northbarker.com.au 163 Campbell Street Hobart TAS 7000 Telephone 03, 6231 9788 Facsimile 03, 6231 9877

873 Sandy Bay Road Weed Management Plan



Plate 1: Close up view of boneseed seedling foliage (taken on property)



Plate 2: Scattered boneseed seedlings on property

In a bushland setting the use of herbicide requires considerable care and appropriate selection e.g. a low dose foliar herbicide that causes limited collateral damage to native plants. The preferred herbicide for this

873 Sandy Bay Road Weed Management Plan

application is based on bromoxynil e.g. Buctril 200 $\$ (200g/L) diluted with water at 1.6ml/L.

The selected approach is dependent on the site specific management objectives. Those areas planned for clearance can be physically cleared by earthmoving machinery or chemically treated by herbicidal spraying. Areas proposed for bushland retention require a more subtle management technique based on hand-pulling or cutting of adult plants and select herbicide of seedlings.

Hand-pulling should include all plants greater than 10 cm stature. Smaller seedlings are more effectively tackled with herbicide. Larger more mature plants (and there are very few on the property) may be difficult to hand-pull. These should be cut just above the ground and the bare stump immediately painted with glyphosate (e.g. RoundUp Biactive® @360g/L) diluted 1:1 with water and a dye if desired.

Actions for each priority are described below. Weed Management Plan Zones are indicated in Figure 1.

Priority 1: — The principle aim is to focus on control and quarantine. Areas to be built upon in the future (houses and road construction) present the greatest hazard with respect to translocating boneseed from the property. Earthworks present a risk of machinery carrying seed-infested soil from the site. Therefore any equipment operating on the site should be cleaned and washed down before leaving the site. There should be no clods of earth remaining on the undersides of machinery/vehicles, particularly around wheels/tracks. Any fill to be taken off site should be managed as infected soil and should ideally be capped with clean topsoil sourced elsewhere or subject to ongoing weed management. Any such action should include advice and consultation with the HCC Weed Officer.

Prior to any earthworks commencing, all boneseed plants within 5 meters of the edge of any works area should be killed and/or removed.

The area covered by this prescription is dependent upon the final layout of any approval for the upper part of the site.

<u>Priority 2:</u> – This focuses on reducing the risk of infestation into the adjacent HCC Porter Hill Reserve to the west of the property where active boneseed control has been implemented, as well as preventing spread into other neighboring properties. As the area above the existing driveway is not large, it is recommended that boneseed control of the entire property is tackled each year. Control should be undertaken by hand-pulling of mature plants and foliar spray of seedlings.

¹DPIPWE advice: Herbicide recommendations are made subject to the product being registered for that purpose under relevant legislation. It is the user's responsibility to check that registration or an off-label permit covers the proposed use. If in doubt, check with the Registrar of Chemical Products, Department of Primary Industries, Parks, Water and Environment.

873 Sandy Bay Road Weed Management Plan

The western boundary of the property is located within Zone D - 'Retained Vegetation' (a 16 m bushland buffer to be retained), therefore due to the bushland character of this area management will need to be largely undertaken by hand-pulling of mature plants and seedlings.

A program of works is summarized in Table 1.

Timing

Hand-pulling should be undertaken in the flowering season, preferably early before plants have set seed. Spraying should occur during the growing period September to December. First season actions should occur at the first opportunity.

Period	Location	Action
2011	Zone D. 0-16 meters from western boundary.	Hand-pull all plants and seedlings. If large plants present not able to be hand-pulled, cut and swab with herbicide.
2011	Zone B & C. FMBZ and BPZ, and additional land approved for operation by FPP, but not yet built on.	Hand-pull all plants >10 cm. If large plants present not able to be hand pulled, cut and swab with herbicide. Sweep for new seedlings, spray or hand-pull.
2012	Zone D. 0-16 meters from western boundary.	Sweep for new seedlings, hand-pull.
2012	Zone B & C. FMBZ and BPZ, and additional land approved for operation by FPP, but not yet built on.	Hand-pull all plants >10 cm, sweep for new seedlings, spray or hand-pull.
2013	Zone D. 0-16 meters from western boundary	Sweep for new seedlings, hand- pull.
2013	Zone B & C. FMBZ and BPZ, and additional land approved for operation by FPP, but not yet built on.	Hand-pull all plants >10 cm, sweep for new seedlings, spray or hand-pull.
Future Tasks		
2014 on	Zone D. 0-16 meters from western boundary.	Sweep for new seedlings, hand-pull.
2014 on	Zone B & C. FMBZ and BPZ, and additional land approved for operation by FPP, but not yet built on.	Sweep for new seedlings – spray or hand-pull.



TASMANIAN LAND TITLES OFFICE

Notification of Agreement under the





Land Use Planning and Approvals Act 1993 (Section 71)

	DESCRIPTION		
	Folio of the	Register	
Volume	Folio	Volume	Folio
48436	5		

REGISTERED PROPRIETOR:

James George Heathcote Morrison & Yvette Lois Breytenbach of 82 Warwick Street HOBART in Tasmania

PLANNING AUTHORITY: HOBART CITY COUNCIL

Dated this ELEVENTH day of MAY 2011

I PAUL AUBREY JACKSON

of TOWN HALL, MACQUARIE STREET, HOBART IN TASMANIA, SOLICITOR ON BEHALF OF

the abovenamed Planning Authority, certify that the above particulars are correct and that attached is a certified executed copy of the agreement between the abovenamed parties, notice of which is to be registered against the abovementioned folio of the Register.

The abovenamed Planning Authority holds the original executed Agreement.

Signed

(on behalf of the Planning Authority)

Land Fittes Office Use Only

REGISTERED

- 1 AUG 2011

Alice Karra

RECONSTRUCTOR THIS FORMMOST NOT BE USEDS

Stamp Dut

Land Use Planning and Approvals Act 1993

Date: 20"Juy 2011

I, Paul Aubrey Jackson, being and as the Solicitor for the Hobart City Council hereby certify that this is a true and correct copy of the agreement made between Hobart City Council 4 Think S MORE SOLL .

Parties:

1. Hobart City Council

A body corporate incorporated under the provisions of the *Local Government Authority Act* 1993, of 16 Elizabeth Street HOBART in Tasmania (the **Planning Authority**).

 James George Heathcote Morrison & Yvette Lois Breytenbach, of GPO Box 725, HOBART in Tasmania (the Owner)

Recitals:

- A The Owner is the registered proprietor of an estate in fee simple of the Land.
- B The Hobart City Council is the Planning Authority under the Act and for the purposes of the Planning Scheme.
- C The Owner has submitted the Planning Application to the Planning Authority and the Planning Authority has issued the Planning Permit.
- D Conditions 3 and 8 of the Planning Permit require:
 - (a) the Owner to implement and maintain the Plans in relation to the land;
 - (b) the Prior Agreement to be removed from the title to the Land; and
 - (c) this deed be entered into by the parties.
- E The Owner acknowledges that:
 - (a) the Land is subject to the Planning Scheme;
 - (b) this deed is being entered into pursuant to Part 5 of the Act and for the purpose of satisfying the condition stated in recital D;
 - (c) the Planning Authority will register this deed pursuant to the provisions of the Land Titles Act 1980 and that the effect of registration will be that the burden and benefit of any covenant contained in this deed will run with the Land as if it were a covenant to which Section 102 (2) of the Land Titles Act 1980 applies; and
 - (d) this deed must be registered on the title to the Land prior to the Planning Authority issuing a building permit in relation to the Planning Application.

Operative Provisions:

Interpretation

Definitions 1.1.

In this deed, unless the contrary intention appears:

Act means Land Use Planning and Approvals Act 1993.

Bushfire Management Plan means the Bushfire Management Plan in relation to the Land, a copy of which is attached and marked "B", but as amended and/or replaced from time to time as deemed necessary by Tasmania Fire Service and/or the Planning Authority.

Development means the use and development of the Land for the purpose of two houses and sheds as more fully specified in the Planning Application.

Land means the land known as "873A Sandy Bay Road, Sandy Bay in Tasmania" and being more particularly described in Certificate of Title Volume 48436 Folio 5.

Owner means the person or persons specified in this deed and include the person or persons from time to time registered or entitled to be registered by the Recorder of Titles as proprietor or proprietors of an estate in fee simple in the Land or any part of the Land and include a mortgagee in possession.

Plans means collectively the Bushfire Management Plan and the Vegetation Management

Planning Application means application number PLN-10-01115-01 lodged with the Planning Authority.

Planning Permit means the permit dated 25 March 2011 as amended by the Planning Authority approving the Planning Application subject to certain conditions and restrictions as contained in the permit a copy of which is attached hereto and marked "A".

Planning Scheme means the City of Hobart Planning Scheme 1982.

Prior Agreement means the prior agreement under section 71 of the Act registered on the title to the Land as dealing C661051 on 10 October 2005.

Vegetation Management Plan means the Vegetation Management Plan in relation to the Land, a copy of which is attached and marked "C", but as amended and/or replaced from time to time as deemed necessary by the Planning Authority.

1.2. Rules for interpreting this deed

In this deed, unless the contrary intention appears:

- (a) one gender includes the other;
- (b) the singular number include the plural and vice versa;

- (c) a reference to a person includes a corporation, unincorporated body or authority;
- (d) clause headings are inserted for convenience only and will be ignored in the interpretation of this deed;
- (e) where any word or phrase is given a defined meaning, any other part of speech or other grammatical form of that word or phrase has a corresponding meaning;
- (f) the schedule and annexures to this deed form part of this deed; and
- (g) a party includes its successors, assigns, executors and administrators.

2 Confirmation of recitals

Each of the parties to this deed confirms the recitals that relate to that party.

3 Covenants by Owner and ending of Prior Agreement

3.1 Covenants

In consideration of the Planning Authority granting the Planning Permit, the Owner hereby covenants with the Planning Authority to:

- to implement the Plans in relation to the Land prior to the occupation of any dwelling on the Land; and
- (b) to maintain the Plans in relation to the Land for the life of any dwelling on the Land.

3.2 Ending of Prior Agreement

The Owner and the Planning Authority hereby agree that on registration of this deed, the Prior Agreement shall be removed from the title to the Land and will have no further effect.

4 Effect of the deed upon registration

4.1 Covenants to run with Land

The parties agree and declare that the obligations imposed on the Owner under this deed are intended to take effect as covenants:

- the burden of which will run with the Land as if they were covenants to which Section 102 (2) of the Land Titles Act 1980 applies; and
- (b) which shall bind the Owner, its successors, transferees and permitted assigns, and the registered proprietor or proprietors for the time being of the Land.

4.2 Agreement Under Section 71 of Part 5 of the Act

The parties agree that without limiting or restricting the respective powers to enter into this deed and, in so far as it can be so treated, this deed is made pursuant to section 71 of the Act.

4.3 Commencement of Agreement

This deed shall commence on the day that the deed is signed by all parties.

5 Registration & costs

The Owner agrees that:

- (a) an application, pursuant to section 78 of the Act shall be made by the Planning
 Authority to the Recorder of Titles for the registration of this deed on the folio of the
 Register constituting the title to the Land (and any other land to which this deed
 relates); and
- (b) the Owner must bear the costs and disbursements associated with the preparation, negotiation and registration of this deed including any costs or disbursements incurred or to be incurred by the Planning Authority.

6 No fettering of the Planning Authority's powers

The parties acknowledge and agree that this deed does not fetter or restrict the power or discretion of the Planning Authority in any way, including to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision relating to the Land or relating to any use or development of the Land.

7 Notices

Any notice under this deed may be served by delivering, either personally or by registered mail, to the parties.

Deed – Part 5	Agreement
---------------	-----------

Execution:

Executed as a deed.

The Common Seal of the **Hobart City Council** was hereunto affixed in the presence of:

Lord Mayor

Director of Strategy & Governance

Deed - Part 5 Agreement SIGNED BY James George Heathcote Morrison in the presence of: Signature Signature of Witness GREG INGHAM BANK OFFICER Name & Occupation of witness 73 Swanst. St. New Yourd Address of Witness SIGNED BY Yvette Lois Breytenbach in the presence of: Signature of Witness ORKG INGHAM BANK Offices

Name & Occupation of witness

73 Swansfind St., New Your A

Address of Witness

Commonwealth Bank of Australia as the registered proprietor of Mortgage C966083 consents to this deed as evidenced by its execution hereunder.

SIGNED SEALED and DELIVERED for and on behalf of COMMONWEALTH BANK OF AUSTRALIA by its Attorney under Registration Power of Attorney No. 72/6177 who certifies that he/she is of the COMMONWEALTH BANK OF AUSTRALIA and declares that he/she has recleved no notice of revocation of the said Power of Attorney and in the presence of:

ALEJANO20 HEANINGE

LEVEL 8, 385 BOUTKE ST

A'



City of Hobart Planning Scheme 1982

Land Use Planning and Approvals Act 1993

Planning Permit

APPLICATION NO

PLN-10-01115-01

ADDRESS

873a Sandy Bay Road and 873 and 875

Sandy Bay Road, SANDY BAY

PROPOSAL

Two Houses and Sheds

PERMIT DATE

25 March 2011 (see advice)

Version August 2010

The following conditions and restrictions apply to this permit:

The use/development of the land for the purpose of Two Houses and Sheds subject to the following conditions and restrictions.

 The use and development shall be substantially in accordance with the documents and drawings that comprise the Planning Application No. PLN-10-01115-01 outlined in attachment A to this permit except where modified below.

Reason for condition

To clarify the scope of the permit.

 The use and development must comply with the requirements of Southern Water as detailed in the attached form PL05C Reference No. SWDA 2010/00910-HCC dated 12 November 2010.

Reason for condition

To clarify the scope of the permit.

- 3. Prior to the issue of a building permit, an amended bushfire hazard management plan (BHMP) must be submitted to Council for approval to the satisfaction of Council's Senior Statutory Planner. The amended plan does not require Tasmania Fire Service endorsement. The required amendments are:
 - The proposed fuel modified buffer zone must be deleted; and
 - The specific prescriptions for creation and maintenance of the building protection zone as specified in the Tasmania Fire Service document Guidelines for Development in Bushfire Prone Areas of Tasmania (2005) must be included on the plan; and
 - The three patches of Austrodanthonia induta (Tall Wallabygrass) must be marked on the plan and excluded from the BPZ; and
 - The plan must be clear and legible in A4 size when scanned in greyscale at low resolution; and
 - BPZ boundary setback distances must be clearly marked; and
 - The northern elevation and notes must be deleted; and
 - A supplement must be provided detailing how the proposal will incorporate the requirements of Australian/New Zealand Standard AS/NZS3500 Part 1 – Water Supply.

The final approved BHMP must be implemented prior to occupation of either dwelling and must be maintained for the life of the dwellings. Compliance with

Hobart City Council Planning Permit

the final approved BHMP must also be required via a Part 5 Agreement with Council pursuant to section 71 of the *Land Use Planning and Approvals Act* 1993. In addition, the existing Part 5 Agreement registered on the property title must be ended and removed from the title prior to the commencement of works.

The new Agreement must be registered on the Title for the property prior to the issue of a building permit. The Council will have its solicitors prepare the Ending of Agreement and new Part 5 Agreement for signing by property owners. The Council will then lodge the Ending of Agreement and new Part 5 Agreement with the Lands Titles Office. The cost of preparing the Ending of Agreement and new Part 5 Agreement and registration with the Land Titles Office is to be met by the applicant. An invoice will be forwarded separately. Please contact the Development Appraisal Planner to initiate preparation of the Ending of Agreement and new Part 5 Agreement.

Reason for condition

To ensure the bushfire hazard is minimised and managed, and so that the Bushfire Hazard Management Plan is readily available to be implemented by present and future owners of the property.

- 4. The plans and other documentation submitted for building approval must be certified in writing, by a suitably experienced person, as complying with the following requirements for construction as specified in Australian Standard AS3959-2009 Construction of Buildings in Bushfire Prone Areas:
 - (a) BAL12.5 for house 1;
 - (b) BAL19 for the northern elevation of house 2;
 - (c) BAL12.5 for the remainder of house 2.

Evidence of such certification must be provided prior to the issue of a building permit. Plans and other documentation submitted for building approval must incorporate all specifications required to comply with the above construction requirements/ All AS3959 construction specifications required by this condition must be implemented prior to occupancy of the dwelling and must be maintained for the life of the dwelling.

Advice: A higher level of construction (i.e. BAL-40 or BAL-FZ construction) would offer a greater degree of bushfire-resistance and would also be acceptable for compliance with this condition. Please also note that not all Building Surveyors will be able to provide such certification.

Reason for condition

To ensure that bushfire hazard is minimised and managed.

Note: Condition 4 amended pursuant to s.56 of the Land Use Planning and Approvals Act 1993 and approved by Council on 25 March 2011.

Hobart City Council Planning Permit

 The fire-fighting water supply for house 2 must be constructed in accordance with the relevant specifications in section 4C of the Tasmania Fire Service document Guidelines for Development in Bushfire Prone Areas of Tasmania (2005).

Reason for condition

To ensure that bushfire hazard is minimised and managed.

 The fire-fighting water supply for house 1 must be provided in accordance with the relevant specifications in section 4C of the Tasmania Fire Service document Guidelines for Development in Bushfire Prone Areas of Tasmania (2005).

Reason for condition

To ensure that bushfire hazard is minimised and managed.

Note: Condition 6 amended pursuant to s.56 of the Land Use Planning and Approvals Act 1993 and approved by Council on 25 March 2011.

 All recommendations and advice contained in the geotechnical assessment by Sloane Geoscience dated 11 October 2010 and submitted to Council on 28 October 2010 must be implemented for the development.

Reason for condition

To ensure that geotechnical risks to and from the development are managed and minimised.

- 8. Prior to the issue of a building permit or the commencement of works, an amended vegetation management plan (plan and supporting document) must be submitted to Council for approval to the satisfaction of Council's Senior Statutory Planner. The required amendments are:
 - References to a fuel modified buffer zone and fuel reduction activities within the proposed fuel modified buffer zone ('bushland reserve') must be deleted.
 - Activities that would disturb the soil or vegetation within the proposed fuel modified buffer zone ('bushland reserve') must be prohibited other than the proposed weed control and revegetation actions.
 - Measures for permanent protection of the three Austrodanthonia induta (Tall Wallabygrass) during the ongoing use of the site must be included (e.g. permanent 1m high open fencing around the perimeter of each patch).
 - The plan must prohibit the planting of species listed in Council's Restricted Plant List: Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas (copy enclosed).
 - The reference to removal of Blue Gums, fire-prone plants and dead/fallen timber within the 'bushland reserve' in section E2 must be deleted.
 - Table 4 should be amended to be consistent with the above requirements.
 - The plan must be clear and legible in A4 size when scanned in greyscale at low resolution.

The final approved vegetation management plan (VMP) must be implemented. Compliance with the final approved BHMP must also be required via a Part 5 Agreement with Council pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*. The Agreement must be registered on the Title for the property prior to the issue of a building permit. The Council will have its solicitors prepare the Agreement for signing by property owners. The Council will then lodge the Agreement with the Lands Titles Office. The cost of preparing the Part 5 Agreement and registration with the Land Titles Office is to be met by the applicant. An invoice will be forwarded separately. Please contact the Development Appraisal Planner to initiate preparation of the Agreement.

Reason for condition

To ensure the bushfire hazard is minimised and managed, and so that the Bushfire Hazard Management Plan is readily available to be implemented by present and future owners of the property.

Full details of the proposed glazing treatments to increase glazing visibility to Swift Parrots must be submitted to Council for approval to the satisfaction of Council's Senior Statutory Planner prior to the issue of a building permit. The proposed treatments must be generally consistent with treatments outlined in the WWF-Australia publication Minimising The Swift Parrot Collision Threat: Guidelines and recommendations for parrot-safe building design (2008). The final approved treatments must be implemented and plans submitted for building approval must demonstrate compliance with this condition.

Reason for condition

To reduce the risk of injury to avian fauna, particularly the endangered Swift Parrot.

10. Glazing used in the two dwellings must have a visible light reflectivity of no more than 10% unless the written approval of Council's Senior Statutory Planner is received. Plans submitted for building approval must demonstrate compliance with this condition.

Reason for condition

To reduce the risk of injury to avian fauna, particularly the endangered Swift Parrot.

11. The occupants of the dwelling must notify Council's Environmental Development Planner within five days of any dead or injured Swift Parrot (*Lathamus discolour*) being discovered within 15m of the dwelling, or within five days of any Swift Parrot collisions with the development being witnessed.

Reason for condition

To facilitate greater understanding of the risks to Swift Parrots from development

12. All construction vehicles and machinery must be effectively cleaned of soil both before entering and before leaving the property. Soil cleaned from construction vehicles and machinery must not be allowed to either directly or indirectly enter Council's stomwater system. Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles ad Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment website at www.dpiw.tas.gov.au.

Reason for condition

To ensure the development does not contribute to the spread of weeds.

13. The additional driveway access, car parking and turning areas must be constructed to a sealed standard generally in accordance with the approved plans and surface drained prior to the first occupation of the new buildings, and used for no other purposes whatsoever. A suitably qualified Engineer must inspect the construction of the above areas at the appropriate stages of construction and prior to occupancy submit a certificate to the Council, certifying compliance with this requirement.

Reason for condition

In the interest of the amenity of the development and the locality

- 14. The proposed driveway must comply with the following: -
 - The finished gradient must not exceed 1 in 4 (25%).
 - Vertical alignment must include transition curves to the Australian/NZS Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004, Clause 2.5.3 (c) at all grade changes greater than 12.5%.

Reason for Condition

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

- 15. In the event that submission of applications for building and plumbing approval for the development precedes commencement and/or completion of approved road and traffic management works to the approval of 23/03/2009 by the Director Traffic & Infrastructure under Section 49 & 59 Traffic Art 1925 pursuant to Planning Permit, PLN-08-00536, the development must incorporate such works as shown on the DIER approved plan to the following effect:
 - Installation of a "no standing" zone along the western side of Sandy Bay Road to the north of the service road to maximise the sight distance from the service road;
 - Remove all the vegetation growing along the top of the retaining wall adjacent to Sandy Bay Road to the south of the service road junction; and seal this area to prevent future vegetation growth,
 - Install a "no standing" zone and tapered chevron pavement markings commencing at the kerb line around 40m to the south of the service road junction and extending out from the kerb by around 1.8m (to retain a northbound traffic lane width of 3.5m),
 - Replace the existing "Watch for Entering Traffic" warning sign located around 100m south of the service road junction facing northbound traffic with a new "Concealed Entrances" sign and install the sign some 15m north of the location of the existing location to improve its impact on motorists.

Works must be completed prior to the first occupation of the new buildings.

Reason for Condition

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

16. Prior to the issue of a building permit, design drawings of the road and traffic management works, driveway access, car parking and turning areas demonstrating compliance with the requirements of this permit must be submitted to the Council for approval. The drawings, prepared by a suitably qualified engineer, endorsed by a qualified Traffic Engineer, and the Department of Infrastructure, Energy and Resources, must be submitted for the Council's approval, to the satisfaction of the Council's Director City Services and Director Development and Environmental Services.

<u>Advice</u>: The design drawings shall include but not limited to, the following information: -

- Fully dimensioned horizontal and vertical geometry (plan view and long section).
- Construction details in a typical cross-section(s).
- Drainage details (cross falls, kerb lines, spot levels, pits & reticulation details (including invert levels), pipe material, class & gradients)
- Compliance with Australian/NZ Standard, Parking facilities Part 1: Offstreet car parking AS/NZS 2890.1: 2004.

Reason for Condition

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

17. Stormwater from the proposed development must be discharged to the Council's infrastructure at the developers cost. Prior to the issue of a building permit, submit detailed design drawings and associated calculations of the proposed stormwater drainage, prepared by a suitably qualified engineer, to the satisfaction of the Council's Director Infrastructure Services and Director Development and Environmental Services.

Reason for condition

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

18. If a new stormwater connection is required, of a size appropriate to satisfy the needs of the development, it must be constructed by Council at the Developer's cost. Engineering drawings detailing the connection to Council infrastructure must be submitted for approval by the Council's Environmental Engineering Unit prior to the issue of a plumbing permit.

Reason for condition

To ensure the site is drained adequately.

19. Provide a water supply to the development site adequate to service the proposed development (including a fire fighting supply). Prior to the issue of a building permit a detailed design of the proposed water supply compliant with AS/NZS 3500, Part 1 - Water Supply, prepared by and along with accompanying certification by a suitably qualified engineer must be submitted for the Council's approval, to the satisfaction of the Council's Director Development and Environmental Services. The design must include provision of fire protection for all the development including that on the portion of the lot above an elevation of 70m AHD.

Reason for condition

To ensure the development is serviced to Council standards.

20. Prior to the issue of a Building Permit, submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of the Development Engineer. The approved control measures must be installed prior to any disturbance of soil or vegetation, be regularly inspected and maintained during the construction/ demolition period, and remain in place until such time as all disturbed areas have been stabilised, restored or sealed to the satisfaction of the Council.

Advice: For guidance on preparing the Soil and Water Management Plan, the Department of Environment, Parks, Heritage and the Arts has published Soil and Water Management Factsheets (2008). These are available from Council or online at www.derwentestuary.org.au

Reason for Condition

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

21. Prior to the issue of any building permit (including demolition), the Developer must lodge with the Council security in the form of a cash deposit or bank guarantee from an approved financial institution, for an amount of \$1000 for the protection from damage of the Council's infrastructure, during construction of the development, such bond to be released once the works are completed should no damage occur. (Refer to the advice clause below)

<u>Advice</u>: Once the Certificate of Completion for the development has been issued, please contact the Council's Project and Development Inspector on 6238 2967 or 0417 604 725 to arrange an inspection prior to the release of the Council Infrastructure Bond.

Reason for Condition

To ensure the protection of the Council's infrastructure.

 Prior to the issue of a building permit, a fee as required under Council's fees and charges must be paid for assessment and inspection of approved engineering works and drawings

<u>Note</u>: This fee is additional to building and plumbing fees charged under the Building and Plumbing Regulations. (Please refer to the advice clause below):

For the purposes of fee calculation, the Developer must submit with the working drawings an estimate of the value of the engineering works (i.e. all engineering works excluding buildings), required by conditions of the planning permit. The fee thus calculated will be confirmed by the Council's Development Engineer.

Reason for Condition

To meet the costs of assessment and inspection of approved engineering drawings and associated works in accordance with Council policies.

23. The developer must pay the cost of any alterations and/or reinstatement to the Council's infrastructure, and/or to the site's existing property service connection points incurred as a result of the proposed development works.

Reason for Condition

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

ADVICE

- As approval is required for the use/development under the Building Act 2000, approval of the working drawings is required prior to the commencement of any works or the occupancy of the premises.
- An application for a plumbing permit must be lodged in accordance with the Tasmanian Plumbing Code 2006 and Building Code of Australia (BCA), and a permit issued prior to the commencement of any plumbing work on site.
- Note that you are required to ensure that all excavation works, drains and structures associated with the development are retained within the boundaries of the subject site.
- In the interests of fire safety, it is recommended that:
 - The residents maintain a roofline and gutter maintenance schedule to remove bark and leaf debris that may accumulate or non-flammable gutter guard is installed; and
 - Landscaping of the site utilises low-flammability plant species and avoids the use of fine plant-based mulches (refer to the Tasmania Fire Service document Fire Retardant Garden Plants for the Urban Fringe and Rural Areas).

- Please note that under the Threatened Species Protection Act 1995 it is an
 offence to collect, disturb, damage or destroy any specimens of
 Austrodanthonia induta (Tall Wallabygrass) unless a permit to do so has been
 granted under that Act.
- Please note that many or all of the requirements for Part 5 Agreements under this permit can be addressed by a single Agreement.
- The date on which this planning permit took effect was 30 December 2010 and you have two (2) years from this date to substantially commence the development/use before the permit lapses pursuant to section 53 of the Land Use Planning and Approvals Act 1993. Council may grant an extension to this period on request, prior to the expiry date

Date	Senior Statutory Planner	

ATTACHMENT A

Documents and Drawings that comprise Planning Application Number

PLN-10-01115-01

DEVELOPMENT ADDRESS:

873a Sandy Bay Road and 873 and 875 Sandy Bay

Road,

SANDY BAY

LIST OF DOCUMENTATION:

Description	Plan No. Where Relevant	Date of Lodgement
Application Form	,	5 Nov 2010
Title		5 Nov 2010
Site description and neighbourhood character statement	Written document	29 Oct 2010
Location plan	SK000	29 Oct 2010
Site plan	SK001a	29 Oct 2010
Houses 1 and 2 ground and first floor plan	SK002a	29 Oct 2010
Houses 1 and 2 second floor and roof plan	SK003a	29 Oct 2010
Houses 3 and 4 ground and first floor plan	SK004a	29 Oct 2010
Houses 3 and 4 second floor and roof plan	SK005a	29 Oct 2010
Houses 1 and 2 elevations east and north	SK006	29 Oct 2010
Houses 1 and 2 elevations west and south	SK007	29 Oct 2010
Houses 3 and 4 elevations north and east	SK008	29 Oct 2010
Houses 3 and 4 elevations south and west	SKoo9	29 Oct 2010
Driveway sections	SK010	12 Nov 2010
Geotechnical Assessment	Written doc. 12 pages	15 Nov 2010
Storm water detail	SK011	24 Nov 2010

IMPORTANT INFORMATION ABOUT THE ATTACHED PERMIT

WHAT HAS BEEN DECIDED?

The Council has granted a permit subject to conditions.

WHEN DOES A PERMIT TAKE EFFECT?

If there is a right of appeal against the granting of a permit, the permit takes effect at the end of 14 days from the day on which notice of the granting of the permit was served on the person who has a right of appeal.

Where an appeal is instituted against the Council's decision to grant a permit, the permit does not take effect until the determination or abandonment of the appeal.

Where any other approvals are required under the Land Use Planning and Approvals Act 1993 or any other Act, the permit cannot be enacted until all of those approvals have been granted.

WHEN DOES A PERMIT LAPSE?

A permit lapses after a period of 2 years from the date on which it was granted, if the use or development for which it was granted is not substantially commenced within that period. An application can be made for an extension of the planning permit for a further 2 years provided that application is made prior to the expiry date.

WHAT ABOUT APPEALS?

An applicant for a permit may appeal against Council's decision to grant a permit subject to conditions or restrictions, within 14 days after the day on which notice of Council's decision was served on them.

Any person who has made a representation during the period of 14 days commencing on the date on which notice of the application was given (or such further notice period as Council may have allowed) may appeal against the grant of a permit within 14 days after the day on which notice of the granting of the permit was served on them.

An appeal may only be lodged with the Resource Management and Planning Appeal Tribunal. Please note that the Tribunal will not directly notify representors if an appeal is lodged. You may either look for the notice of appeal, which will be published in The Mercury; or contact the Tribunal directly.

Details about appeals and the fees payable can be obtained from the Tribunal.

The Tribunal's contact details are as follows:

Telephone No: (03) 6233 6464

Postal Address: GPO Box 2036 HOBART 7001

Email address:

RMPAT@justice.tas.gov.au

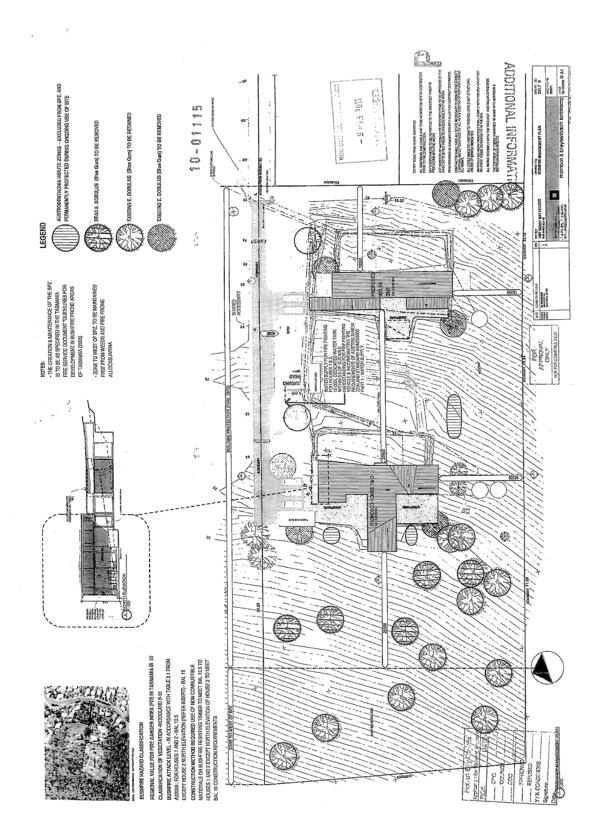
Facsimile No: (03) 6224 0825

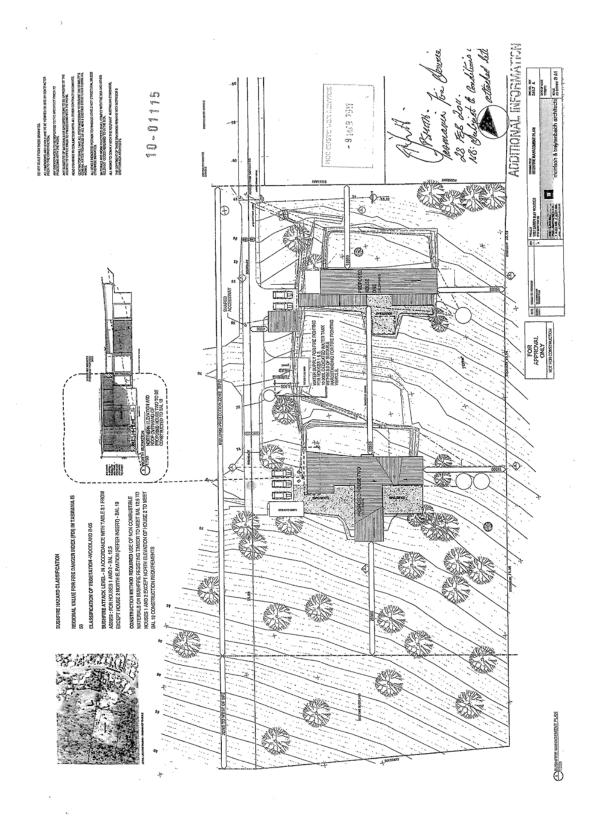
Street Address:

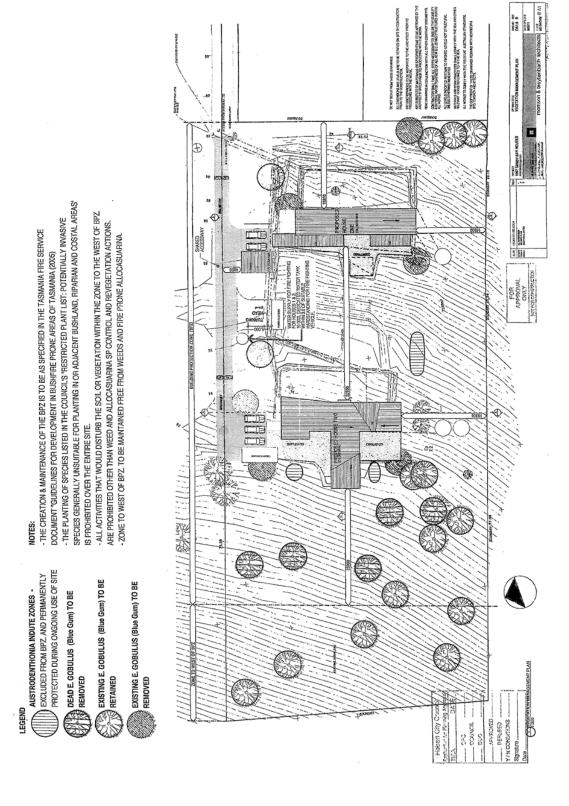
Floor 1 144-148 Macquarie Street

HOBART

Web page: www.rmpat.tas.gov.au







10-01115



PROJECT :

THE MORRISON BREYTENBACH GARDEN

873a Sandy Bay Rd Sandy Bay

- 9 MAR 2011

ER SERVICE

VEGETATION MANAGEMENT PLAN



DATE: August 2010. - Amended : 18 February 2011



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@bigpond.com A.B.N 48 063 310 094

A. SCOPE

This landscape plan applies to all areas within the site boundary.

B. INTRODUCTION

This site can be divided into 2 zones:

- 1. THE BUILDING PROTECTION ZONE (BPZ approximately 80% of the site) is partly covered by Eucalypt woodland. This zone is characterised by:
 - Excavation works carried out by a previous owner
 - A benched landform that has been largely stripped of topsoil
 - A number of untreated footing & service trenches
 - Mounds of subsoil rubble/fill
 - Mounds of subsoil adulterated local topsoil
- Scattered remnants & mounded heaps of trees that have been cut down.
- Partly degraded natural bushland
- Mature Eucalypt trees, including E. globulus, E. pulchella & E. viminalis, many in decline or already dead because of fire, drought & human disturbance. There are also a number of young saplings of these species.
- A substantial number of Eucalypt seedlings between 1m & 4m in height.
- Regrowth of mainly indigenous species but also weed species.
- The occurrence of the rare Austrodanthonia induta (syn.procera)- Tall Wallaby Grass in 3 limited locations, LOCATED WITHIN THE BPZ BUT EXCLUDED FROM IT.
- ZONE TO THE WEST OF THE BPZ (approximately 20% of the site) is partly covered by Eucalypt woodland. This zone is characterised by:
 - Partly degraded natural bushland
 - Mature Eucalypt trees, many in decline or already dead because of fire, drought & human disturbance
- Regrowth of mainly indigenous species but also weed species.
- Old logs & branches lying on the ground



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@blgpond.com A.B.N 48 063 310 094

C. IMPORTANT PLANTS:

TABLE 1 INDIGENOUS PLANTS

TABLE 1 INDIGENOUS PLANTS		
Acacia dealbata		
Acacia mearnsii		
Acacia melanoxylon		
Acacia myrtifolia		
Acacia verticillata		
Allocasuarina verticillata		
Astroloma humifusum		
Austrodanthonia induta (syn.procera)		
Austrodanthonia spp		
Bedfordia salicina		
Bursaria spinosa		
Diplarrena moraea		
Dodonaea viscosa	-	
Eucalyptus globulus		
Eucalyptus pulchella		
Eucalyptus viminalis		
Exocarpos cupressiformis		
Goodenia ovata		
Lepidosperma spp		
Lissanthe strigosa		
Lomandra longifolia		
Ozothamnus spp.		
Poa spp		
Pteridium esculentum		
Pultenaea daphnoidesvar.obcordata		
Senecio linearifolius		
Themeda triandra		
	-L	

TABLE 2 WEED SPECIES

Chrysanthemoides monilifera	Bonesced	
Cortaderia selloana	Pampas	
Grassy weeds	introduced	
Rubus fruticosus	Blackberry	
Chamaecytisus proliferus	Tree Lucerne	
Also listed in an earlier report are Cotoneaster spp & Pittosporum undulatum. While they were not viewed on this occasion it has been included in the management plan for control in case it reappears.		



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@blgpond.com A.B.N 48 063 310 094

D. OBJECTIVES

The main objectives of this Bushland/ landscape management plan are:

1. Within the Building Protection Zone:

THE EXCLUSION FROM THE BPZ BUT

- ♠ Protection of Austrodanthonia induta (syn.procera)- Tall Wallaby Grass
- Removal of tree species that may create a hazard to people & structures.
- Removal of vegetation that may create a fire hazard.
- Removal of all listed weed species & their ongoing control.
- The minimisation of bushfire threat by the removal of the most fire prone species, the management of vegetation density & the removal of dead wood.
- Prohibition of planting of species listed in council's Restricted Plant List.

2. Within the zone to the west of the BPZ:

- · Removal of weeds & their ongoing control.
- Re-establishment of indigenous species including encouraging the regeneration of Eucalyptus globulus trees as a food source for indigenous fauna.
- The minimisation of bushfire threat by the removal of authorized species only.

E. METHOD

1. THE BUILDING PROTECTION ZONE:

Process

- Austrodanthonia induta (Au) THE 3 KNOWN PATCHES ARE EXCLUDED
 FROM THE BPZ BUT TO BE PROTECTED WITHIN IT AS FOLLOWS:
 - > The locations of the 3 known patches of the Austrodanthonia induta are marked on the attached plan
 - The boundaries of each patch are to be marked on site with star picketts & safety barrier tape. This temporary marking is to be kept in place during building works.
 - Each patch of Au is to be marked by a means that will provide permanent identification for protection eg. a circle of stones. This marking is to be retained permanently after the removal of the star pickets & safety barrier tape.
 - Any garden development in future is to be restricted to areas outside these boundaries



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@bigpond.com A.B.N 48 063 310 094

Eucalyptus globulus

- The existing E. globulus trees are marked on the attached plan
- Remove all *E.globulus* that lie within 15m of any approved buildings.
- Retain E.globulus as marked on the plan
- Remove all E. globulus that are dead, have been severely damaged (by fire or severe weather conditions) or have a trunk diameter of less than 150mm at 2m height.
- Trees that are to be retained should be identified with white marking tape fixed to their trunks during construction.
- No excavation works are to take place within 4m of the trunks of the retained trees.

Weed Management

Areas that will be within the building footprints or will become driveway, paving, lawn or constructed garden beds should have all vegetation controlled using a broad spectrum herbicide & the resultant organic matter stripped & removed from the site or where possible burnt. For all other areas within the Building Protection Zone it is critical that any weed control measures consider the long term density & condition of the naturally occurring vegetation. The contractor should pay attention to the following points:

- When physically pulling weeds create as little disturbance as possible to the soil.
- Be careful not to spread existing seed. If necessary bag seed heads before removing the plant.
- > Spread the naturally occurring leaf litter back over the disturbed zone.
- Where the contractor knows the plant will die with the removal of above ground parts this is preferable to the disturbance created by the removal of a large root system.
- > Do not overspray, or spray unintended targets when using herbicide
- Institute weed control as detailed in Table 3
- Institute ongoing management plan as in Table 4

2. ZONE TO THE WEST OF THE BPZ:

Process

- Identify the boundary between the zone to the west of the BPZ & the BPZ with star pickets &safety barrier tape.
- All parties working on site are to be shown the marked boundary between zones & are to be informed of the conditions in this plan.
- No vehicles or wheeled or tracked machinery shall be permitted onto this
 zone.
- No plants other than species propagated from on site native plants to be planted within this zone.
- Reduce the fire risk by removal of authorised fire prone plants only, namely
 Allocasuarina sp. This removal is to be done in a manner that minimises
 disturbance & impact on other vegetation.



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@bigpond.com A.B.N 48 063 310 094

- Where soil has been disturbed & the surface is lacking in natural bush cover/mulch apply local inorganic rock mulch (occurring on site) as ground protection.
- Institute an ongoing Vegetation Management plan (see table 4)
- Weed Management For all areas within the zone to the west of the BPZ it
 is critical that any weed control measures consider the long term density &
 condition of the naturally occurring vegetation. The contractor should pay
 attention to the following points:
 - When physically pulling weeds create as little disturbance as possible to the soil.
 - Be careful not to spread existing seed. If necessary bag seed heads before removing the plant.
 - > Spread the naturally occurring leaf litter back over the disturbed zone.
 - Where the contractor knows the plant will die with the removal of above ground parts this is preferable to the disturbance created by the removal of a large root system.
 - > Do not overspray, or spray unintended targets when using herbicide
 - Institute an ongoing weed management plan to control weeds (see tables 3 & 4)
- " ALL ACTIVITIES THAT WILL DISTURB THE SOIL OR VEGETATION WITHIN THE ZONE TO THE WEST OF THE BPZ ARE PROHIBITED OTHER THAN THE CONTROL OF WEEDS AND ALLOCASUARINA OR REVEGETATION ACTIONS DESCRIBED ABOVE.



LINDSAY CAMPBELL LANDSCAPE SERVICES

PO Box 22 Woodbridge 7162 PH. 03 62 951255 lindsay.campbell@blgpond.com A.B.N 48 063 310 094

TABLE 3 - WEED CONTROL

TABLE 3 - WEED CONTROL						
Chrysanthemoides monilitera (Boneseed)		Glyphosate 360 g/L	Roundup 360 g/L	Knapsack 75 mL or 150 mL in 15 L or high volume 500 mL or 1000 mL of water		Non agricultural areas (refer label). Spray to wet all foliage. Use higher rate on bushes over 1.5m tall. Do not spray during periods of drought. Best treated at
						peak flowering during winter.
	Or phys	ically null	& remo	ve from site		during mines.
Chamaecytisus proliferus						& rehabilitate
(Tree Lucerne)	disturbed		~ 1011101	o nom site c	. pun	- LU I DIMUIII MIU
Cortaderia selloana	Immediately remove flower heads (old or developing), place					
	them in a	a plastic bag	g & remo	ove them from	n the	site,
Grassy weeds	Apply G	lyphosate a	s recomi	mended on th	e lab	el
Rubus fruticosus	Triclop	(600	oo g/L)	0.85 - 1.7 mL	Nil	Apply to foliage from petal fall to leaf senescence. Use higher rate on large bushes when complete wetting is difficult.
Also listed in an earlier report are Cotoneaster spp & Pittosporum undulatum.	been ind	cluded in t	he mana r. Any p	agement pla plants found	n for	on they have control in id be pulled &

TABLE 4 – MAINTENANCE PLAN FOR THE ZONE TO THE WEST OF THE BPZ & BUSHLAND AREAS IN THE BUILDING PROTECTION ZONE

TASK	WHEN
Check weed infestation status & control weeds	October &
	March
Maintain low levels of dead & fire prone organic materials	October
Maintain surface cover to prevent weed infestation &	March
protect soil.	

Restricted Plant List

Potentially Invasive Species Generally Unsuitable for Planting in or Adjacent Bushland, Riparian and Coastal Areas

Hobart City Council September 2010

Common Name	Scientific Name
African Boxthorn	Lycium ferocissimum
African Feathergrass	Pennisetum macrourum
African Lovegrass	Eragrostis curvula
African Thistle	Berkheya rigida
Agapanthus	Agapanthus praecox subsp. orientalis
Alligator Weed	Alternanthera philoxeroides
Amsinckia	Amsinckia species
Apple-of-Sodom	Solanum sodomaeum
Arrowhead	Sagittaria montevidensis
Artichoke Thistle	Cynara cardunculus
Arum Lily	Zantedeschia aethiopica
Asparagus Fern	Asparagus scandens
Athel Pine	Tamarix aphylla
Banana passionfruit	Passiflora cinabarina
Bear-skin Fescue	Festuca gautieri
Berberis	Berberis darwinii
Bifora	Bifora testiculate
Bitou Bush	Chrysanthemoides monilifera
Bears Britches	Acanthus mollis
Blackberry	Rubus fruticosus
Blue Butterfly-bush	Psoralea pinnata
Blue Periwinkle	Vinca major
Bluebell Creeper	Billardiera heterophylla, Sollya heterophylla
Boneseed	Chrysanthemoides monilifera
Briar Rose	Rosa rubiginosa
Bridal Creeper	Asparagus asparagoides, Myrsiphyllum asparagoides
Broomrape	Orobanche species except O. minor and O. cernua var. australiana
Bullrush	Typha species
Burrs	Xanthium species
Californian Thistle	Cirsium arvense
Caltrop	Tribulus terrestris
Canadian Pondweed	Elodea canadensis
Canary Broom	Genista monspessulana
Cape Ivy	Delairea odorata
Cape Tulips	Moraea species
Cape Wattle	Paraserianthes lophantha
Capeweed	Arctotheca calendula
Chilean Needle Grass	Nassella neesiana
Climbing Asparagus	Asparagus scandens
Climbing Groundsel	Senecio angulatus
Common Crupina	Crupina vulgaris
Common Heliotrope	Heliotropium europaeum

Common Name	Scientific Name
Cootamundra Wattle	Acacia baileyana
Coprosma	Coprosma robusta
Cotoneaster	Cotoneaster species
Creeping Knapweed	Acroptilon repens
Creeping Willow Herb	Epilobium nummulariifolium
Creeping Yellowcress	Rorippa sylvestris
Crow Garlic	Allium vineale
Cumbungi	Typha latifolia
Cut Leaf Nightshade	Solanum triflorum
Darwins Barberry	Berberis darwinii
Datura	Datura species
Dense Water Weed	Egeria densa, Elodea densa
Docks	Rumex species
Dodder	Cuscuta species excluding Cuscuta tasmanica
Egeria	Egeria densa, Elodea densa
Elodea	Elodea Canadensis
Elisha's Tears	Leycesteria Formosa
English Broom	Cytisus scoparius
English Couch Grass	Agropyron repens
Espartillo	Achnatherum caudatum
False Cleavers	Galium spurium
False Yellow Head	Dittrichia viscose
Fanwort	Cabomba caroliniana
Feathertop	Pennisetum villosum
Fennel	Foeniculum vulgare
Floating Water Chestnut	Trapa species
Fountain Grass	Pennisetum alopecuroides
Foxglove	Digitalis purpurea
Fuschia	Fuschsia magellanica
Gazania	Gazania linearis
Giant hogweed	Heracleum mantegazzianum
Glyceria	Glyceria maxima
Golden Wattle	Acacia pycnantha
Gorse	Ulex europaeus
Grevillea	Grevillea species (non-indigenous)
Hawkweed	Hieracium species
Hawthorn	Crataegus monogyna
Heather	Calluna vulgaris
Himalayan Honeysuckle	Leycesteria formosa
Hoary Cress	Cardaria draba
Holly	llex aquifolium
Holly-leaved Senecio	Senecio glastifolius
Horehound	Marrubium vulgare
Hornwort	
Horsetail	Ceratophyllum demersum
Hydrilla	Equisetum species
	Hydrilla verticillate
lananasa Hanavayakla	Hedera helix
Japanese Honeysuckle	Lonicera japonica
Japanese Knotweed	Fallopia japonica
Karamu	Coprosma robusta
Kochia	Bassia scoparia, Kochia scoparia

Common Name	Scientific Name
Lagarosiphon	Lagarosiphon major
Lantana	Lantana camara
Large Quaking Grass	Briza maxima
Leather Leaf Sedge	Carex buchananii
	Calluna vulgaris
Ling Mailee Cockspur	Centaurea eriophora
Meadow Parsley	Oenanthe pimpinelloides
Marram Grass	Ammophila arenaria
	Urospermum dalechampii
Mediterranean Daisy Milkwort	Polygala myrtifolia
Mirrorbush	Coprosma repens
Montbretia	Crocosmia x crocosmiiflora
	Genista monspessulana
Montpellier Broom Mouse-ear Hawkweed	Hieracium species
	Amaranthus spinosus
Needle Burr	Phormium tenax
New Zealand Flax	Carex albula, C. flagellifera, C. testacea
New Zealand Sedge	Carduus nutans
Nodding Thistle	Clematis vitalba
Old Man's Beard	
Onion Weed	Asphodelus fistulosus
Onopordum Thistles	Onopordum species
Orange Hawkweed	Hieracium species
Ox-eye	Leucanthemum vulgare
Oxygen Weed	Lagarosiphon major
Pampas Grasses	Cortaderia species
Pampas Lily-of-the-Valley	Salpichroa origanifolia
Parodi	Eleocharis parodii
Parrots Feather	Myriophyllum aquaticum, M. brasiliense
Paspalum	Paspalum dilatum
Paterson's Curse	Echium plantagineum
Pepper Tree	Schinus areira, Schinus molle var. areira
Purple Nut Grass	Cyperus rotundus
Pride of Madeira	Echium candicans
Purple Ragwort	Senecio elegans
Purple Star Thistle	Centaurea calcitrapa
Radiata Pine	Pinus radiata
Ragwort	Senecio jacobaea
Reed Sweet Grass	Glyceria maxima
Red Valerian	Centranthus ruber
Ricegrass	Spartina anglica
Rope Twitch	Agropyron repens
Saffron Thistle	Carthamus lanatus
Sagittaria	Sagittaria graminea
Salvinia	Salvinia molesta
Scotch Thistle	Cirsium vulgare
Scot's Heather	Calluna vulgaris
Sea Spurge	Euphorbia paralias
Senegal Tea Plant	Gymnocoronis spilanthoides
Serrated Tussock	Nassella trichotoma
Silver-leaf Nightshade	Solanum elaeagnifolium
Skeleton Weed	Chondrilla juncea

C	
Common Name Slender Thistle	Scientific Name
South African Orchid	Carduus pycnocephalus, C. tenuiflorus
Spanish Heath	Disa bracteate
	Erica lusitanica
Spear Thistle	Cirsium vulgare
Spiny Amaranth	Amaranthus spinosus
Spiny Burrgrass	Cenchrus longispinus, C. incertus, C. pauciflorus
Spiny Emex	Emex australis
Square-stemmed St John's Wort	Hypericum tetrapterum
St John's Wort	Hypericum perforatum
Star Thistle	Centaurea calcitrapa
Stinking Mayweed	Anthemis cotula
Swamp Foxtail	Pennisetum alopecuroides
Sweet Briar	Rosa rubiginosa
Sweet Pittosporum	Pittosporium undulatum, P. eugenoides, P. tenuifolium
Sycamore	Acer pseudoplatanum
Temple Plant	Gymnocoronis spilanthoides
Three-cornered Garlic	Allium triquetrum
Three-horned Bedstraw	Galium tricornutum
Tree Heath	Erica arborea
Tree Lucerne	Chamaecytisus palmensis
Tree Lupin	Lupinus arboreus
Tumble Weed	Amaranthus albus
Variegated Thistle	Silybum marianum
Viper's Bugloss	Echium vulgare
Wandering Creeper	Tradescantia fluminensis
Wandering Jew	Tradescantia albiflora
Water Caltrop	Trapa species
Water Hyacinth	Eichhornia crassipes
Watsonia	Watsonia meriana
White Spanish Broom	Cytisus multiflorus
White Weed	Cardaria draba
White-edged Nightshade	Solanum marginatum
White Pigweed	Amaranthus albus
Wild Rice	Zizania species
Willow Herb	
VVIIIOW I ICID	Epilobium ciliatum
Willow	Salix species except S. babylonica, S. x calodendron and S. reichardtii
Witchweed	Striga species (non-indigenous species)
Yellow Burr Weed	Amsinckia species
Yellow Nut Sedge	Cyperus esculentus
Yorkshire Fog Grass	Holcus lanatus
. cc r og ordoo	y lolous latiatus

Scientific Name	Common Name
Acacia baileyana	Cootamundra Wattle
Acacia pycnantha	Golden Wattle
Acanthus mollis	Bears Britches
Acer pseudoplatanum	Sycamore
Achnatherum caudatum	Espartillo
Acroptilon repens	Creeping Knapweed

Scientific Name	Common Name
	Agapanthus
	English Couch Grass, Rope Twitch
Allium triquetrum	Three-cornered Garlic
	Crow Garlic
	Alligator Weed
	Tumble Weed, White Pigweed
Amaranthus spinosus	Needle Burr, Spiny Amaranth
	Marram Grass
	Amsinckia, Yellow Burr Weed
	Stinking Mayweed
	Capeweed
	Bridal Creeper
Asparagus scandens	Asparagus Fern, Climbing Asparagus
Asphodelus fistulosus	Onion Weed
Bassia scoparia	Kochia
Berberis darwinii	Berberis, Darwin's Barberry
	African Thistle
	Bifora
Billardiera heterophylla	Bluebell Creeper
Briza maxima	Large Quaking Grass
Cabomba caroliniana	Fanwort
Calluna vulgaris	Heather, Ling, Scot's Heather
Cardaria draba	Hoary Cress, White Weed
Carduus nutans	Nodding Thistle
Carduus pycnocephalus	Slender Thistle
Carduus tenuiflorus	Slender Thistle
Carex albula	New Zealand Sedge
Carex buchananii	Leather Leaf Sedge
Carex flagellifera	New Zealand Sedge
Carex testacea	New Zealand Sedge
Carthamus lanatus	Saffron Thistle
Cenchrus longispinus	Spiny Burrgrass
Cenchrus incertus	Spiny Burrgrass
Cenchrus pauciflorus	Spiny Burrgrass
Centaurea calcitrapa	Purple Star Thistle, Star Thistle
Centaurea eriophora	Mallee Cockspur
Centranthus ruber	Red Valerian
Ceratophyllum demersum	Hornwort
Chamaecytisus palmensis	Tree Lucerne
Chondrilla juncea	Skeleton Weed
Chrysanthemoides monilifera	Bitou Bush, Boneseed
Cirsium arvense	Californian Thistle
Cirsium vulgare	Scotch Thistle, Spear Thistle
Clematis vitalba	Old Man's Beard
Coprosma repens	Mirrorbush
Coprosma robusta	Coprosma, Karamu
Cortaderia species	Pampas Grass
Cotoneaster species	Cotoneaster
Crataegus monogyna	Hawthorn
Crocosmia x crocosmiiflora	Montbretia
Crupina vulgaris	Common Crupina
Cuscuta species excluding Cuscuta tasmanica	Dodder
Cynara cardunculus	Artichoke Thistle
Cyperus esculentus	Yellow Nut Sedge
office and additionant	

Scientific Name	Common Name
Cyperus rotundus	Purple Nut Grass
Cytisus multiflorus	White Spanish Broom
Cytisus scoparius	English Broom
Datura species	Datura, Angel's Trumpet
Delairea odorata	Cape Ivy
Digitalis purpurea	Foxglove
Disa bracteate	South African Orchid
Dittrichia viscose	False Yellow Head
Echium candicans	Pride of Madeira
Echium plantagineum	Paterson's Curse
Echium vulgare	Viper's Bugloss
Egeria densa	Dense Water Weed, Egeria
Eichhornia crassipes	Water Hyacinth
Eleocharis parodii	Parodi
Elodea canadensis	Canadian Pondweed, Elodea
Elodea densa	Dense Water Weed, Egeria
Emex australis	Spiny Emex
pilobium ciliatum	Willow Herb
Epilobium nummulariifolium	Creeping Willow Herb
Equisetum species	Horsetail
ragrostis curvula	African Lovegrass
Frica lusitanica	Spanish Heath
Erica arborea	Tree Heath
Euphorbia paralias	Sea Spurge
allopia japonica	Japanese Knotweed
estuca gautieri	Bear-skin Fescue
oeniculum vulgare	Fennel
uschsia magellanica	Fuschia
Galium spurium	False Cleavers
Galium tricornutum	Three-homed Bedstraw
Gazania linearis	Gazania
Genista monspessulana	Canary Broom, Montpellier Broom
Glyceria maxima	Glyceria, Reed Sweet Grass
Grevillea species (non-indigenous)	Grevillea
Symnocoronis spilanthoides	Senegal Tea Plant, Temple Plant
ledera helix	lvy
leliotropium europaeum	Common Heliotrope
leracleum mantegazzianum	Giant hogweed
	Hawkweed, Mouse-ear Hawkweed, Orange
lieracium species	Hawkweed
lolcus lanatus	Yorkshire Fog Grass
lydrilla verticillate	Hydrilla
lypericum perforatum	St John's Wort
lypericum tetrapterum	Square-stemmed St John's Wort
ex aquifolium	Holly
ochia scoparia	Kochia
agarosiphon major	Lagarosiphon, Oxygen Weed
antana camara	Lantana
eucanthemum vulgare	Ox-eye
eycesteria formosa	Elisha's Tears, Himalayan Honeysuckle
onicera japonica	Japanese Honeysuckle
upinus arboreus	Tree Lupin
ycium ferocissimum	African Boxthorn
farrubium vulgare	Horehound

Common Name
Mediterranean Daisy
Blue Periwinkle
Watsonia
Burrs
Arum Lily
Wild Rice

Scientific Name	Common Name
Moraea species	Cape Tulips
Myriophyllum aquaticum	Parrot's Feather
Myrsiphyllum asparagoides	Bridal Creeper
Myriophyllum brasiliense	Parrot's Feather
Nassella neesiana	Chilean Needle Grass
Nassella trichotoma	Serrated Tussock
Oenanthe pimpinelloides	Meadow Parsley
Onopordum species	Onopordum Thistles
Orobanche species except O. minor and O.	
cernua var. australiana	Broomrape
Paraserianthes lophantha	Cape Wattle
Paspalum dilatum	Paspalum
Passiflora cinabarina	Banana Passionfruit
Pennisetum macrourum	African Feathergrass
Pennisetum alopecuroides	Fountain Grass, Swamp Foxtail
Pennisetum villosum	Feathertop
Phormium tenax	New Zealand Flax
Pinus radiata	Radiata Pine
Pittosporium eugenoides	Sweet Pittosporum
Pittosporium undulatum	Sweet Pittosporum
Pittosporium tenuifolium	Sweet Pittosporum
Polygala myrtifolia	Milkwort
Psoralea pinnata	Blue Butterfly-bush
Rorippa sylvestris	Creeping Yellowcress
Rosa rubiginosa	Briar Rose, Sweet Briar
Rubus fruticosus	Blackberry
Rumex species	Docks
Sagittaria graminea	Sagittaria
Sagittaria montevidensis	Arrowhead
Salix species except S. babylonica, S. x	
calodendron and S. reichardtii	Willow
Salpichroa origanifolia	Pampas Lily-of-the-Valley
Salvinia molesta	Salvinia
Schinus areira	Pepper Tree
Schinus molle var. areira	Pepper Tree
Senecio angulatus	Climbing Groundsel
Senecio elegans	Purple Ragwort
Senecio glastifolius	Holly-leaved Senecio
Senecio jacobaea	Ragwort
Silybum marianum	Variegated Thistle
Solanum elaeagnifolium	Silver-leaf Nightshade
Solanum marginatum	White-edged Nightshade
Solanum sodomaeum	Apple-of-Sodom
Solanum triflorum	Cut Leaf Nightshade
Sollya heterophylla	Bluebell Creeper
Spartina anglica	Ricegrass
Striga species (non-indigenous species)	Witchweed
Tamarix aphylla	Athel Pine
Tradescantia albiflora	Wandering Jew
Tradescantia fluminensis	Wandering Creeper
Trapa species	Water Caltrop, Floating Water Chestnut
Tribulus terrestris	Caltrop
Typha species	Bullrush, Cumbungi
Ulex europaeus	Gorse

Notification of Agreement under the Land Use Planning and Approvals Act 1993 (Section 71)

TASMANIAN LAND TITLES OFFICE



DESCRIPTION OF LAND				
Folio of the Register				
Volume	Folio	Volume	Folio	
48485	1			

REGISTERED PROPRIETOR: Quentin Frederic HENDRY & Gemma Jane GRIGGS of 9 Mitah Crescent, SANDY BAY in Tasmania

Crescent, SAND	OY BAY in Tasmania	ı			
PLANNING AU HOBART CITY					
Dated this	22nd	day of	Derobe	r	2010
I PAUL AUBRE	EY JACKSON				
of TOWN HAL BEHALF OF	.L, MACQUARIE S	TREET, HOBA	ART IN TASMA!	NIA, SOLICI	TOR ON
certified execute	Planning Authority, ed copy of the agree t the abovementioned	ement between	the abovenamed		
The abovenamed	l Planning Authority h	olds the origina	l executed Agreem	ent.	
Signed (on behalf of the	Planning Authority)				
'	Titles Office Use On	ly			
	27 ()				Duty
LUA	Morshow Kan	-o ₁ .			Stamp Duty
	THE BAC	CK OF THIS FOI	RM MUST NOT BE	USED	

Deed - Part 5 Agreement

Land Use Planning and Approvals Act 1993

Date: 23 SEPTEMBER 2010

Parties:

Hobart City Council

a body corporate incorporated under the provisions of the Local Government Act 1993, of Town Hall, Macquarie Street Hobart in Tasmania (the Planning Authority).

Gemma Jane Griggs and Quentin Frederic Hendry 2 of 9 Mitah Crescent, Sandy Bay in Tasmania (the Owner).

Recitals:

- The Owner is the registered proprietors of an estate in fee simple of the Land.
- The Hobart City Council is the Planning Authority under the Act and for the purposes of the В Planning Scheme.
- The Owner has submitted the Planning Application to the Planning Authority and the C Planning Authority has issued the Planning Permit.
- D Conditions 4 & 22 of the Planning Permit require:
 - the Owner to implement and maintain the Bushfire Management Plan in relation to (a) the Land:
 - the Owner to agree that vehicular access to the Land by means of access to, from or (b) through the Adjacent Land, is not to occur unless permitted by a further Planning Permit for the Land as more fully specified in Condition 3 of this deed; and
 - this deed be entered into by the parties.
- Ε The Owner acknowledges that:
 - the Land is subject to the Planning Scheme; (a)
 - this deed is being entered into pursuant to Part 5 of the Act and for the purpose of (b) satisfying the condition stated in recital D;
 - the Planning Authority will register this deed pursuant to the provisions of the Land (c) Titles Act 1980 and that the effect of registration will be that the burden and benefit of any covenant contained in this deed will run with the Land as if it were a covenant to which Section 102 (2) of the Land Titles Act 1980 applies; and
 - this deed must be registered on the title to the Land prior to the Planning Authority (d) issuing a building permit in relation to the Planning Application.

5 Agreement - 873 Sandy Bay Road (CNW093799)

SIMMONS WOLFHAGEN

correct copyrof the agreement made between Hobart City I, Paul Aubrey Jackson, being and as the Solicitor for the Hobart City Council hereby certify that this is a true and

renmer (prygs + Questin Hendry

Council

Deed – Part 5 Agreement		

Operative Provisions:

1. Interpretation

1.2 Definitions

In this deed, unless the contrary intention appears:

Act means Land Use Planning and Approvals Act 1993.

Adjacent Land means the land known as "851 Sandy Bay Road, Sandy Bay in Tasmania" and being more particularly described in Certificate of Title Volume 153793 Folio 1.

Bushfire Management Plan means the *Bushfire Management Plan* in relation to the Land a copy of which is attached and marked "B", but as amended and/or replaced from time to time as deemed necessary by Tasmania Fire Service and/or the Planning Authority.

Development means the use and development of the Land for the purpose of an Additional House as more fully specified in the Planning Application.

Land means the land known as "873 Sandy Bay Road, Sandy Bay in Tasmania" and being more particularly described in Certificate of Title Volume 48485 Folio 1.

Owner means the person or persons specified in this deed and includes the person or persons from time to time registered or entitled to be registered by the Recorder of Titles as proprietor or proprietors of an estate in fee simple in the Land or any part of the Land and includes a mortgagee in possession.

Planning Application means application number PLN-08-01014-01 lodged with the Planning Authority.

Planning Permit means the permit dated 10 June 2009 approving the Planning Application subject to certain conditions and restrictions as contained in the permit a copy of which is attached hereto and marked "A".

Planning Scheme means the City of Hobart Planning Scheme 1982.

1.3 Rules for interpreting this deed

In this deed, unless the contrary intention appears:

- (a) one gender includes the other;
- (b) the singular number include the plural and vice versa;
- (c) a reference to a person includes a corporation, unincorporated body or authority;
- (d) clause headings are inserted for convenience only and will be ignored in the interpretation of this deed;

Deed - Part 5 Agreement

- (e) where any word or phrase is given a defined meaning, any other part of speech or other grammatical form of that word or phrase has a corresponding meaning;
- (f) the schedule and annexures to this deed form part of this deed; and
- (g) a party includes its successors, assigns, executors and administrators.

2 Confirmation of recitals

Each of the parties to this deed confirms the recitals that relate to that party.

3 Covenants by Owner

- 3.1 In consideration of the Planning Authority granting the Planning Permit, the Owner hereby covenants with the Planning Authority:
 - (a) not to allow, permit or gain vehicular access to the Land by means of access from or through the Adjacent Land, unless such vehicular access has been approved by the Planning Authority; and
 - (b) to implement and maintain the Bushfire Management Plan in relation to the Land.
- 3.2 The Owner and the Planning Authority hereby agree that in the event of any inconsistency between the covenants contained within this deed and the covenants contained within any previous deed registered on the title to the Land, this deed supersedes that previous agreement.

4 Effect of the deed upon registration

4.1 Covenants to run with Land

The parties agree and declare that the obligations imposed on the Owner under this deed are intended to take effect as covenants:

- (a) the burden of which will run with the Land as if they were covenants to which Section 102 (2) of the Land Titles Act 1980 applies; and
- (b) which shall bind the Owner, its successors, transferees and permitted assigns, and the registered proprietor or proprietors for the time being of the Land.

4.2 Agreement Under Section 71 of Part 5 of the Act

The parties agree that without limiting or restricting the respective powers to enter into this deed and, in so far as it can be so treated, this deed is made pursuant to section 71 of the Act.

4.3 Commencement of Agreement

This deed shall commence on the day that the deed is signed by all parties.

Deed - Part 5 Agreement

5 Registration & costs

The Owner agrees that:

- (a) an application, pursuant to section 78 of the Act shall be made by the Planning Authority to the Recorder of Titles for the registration of this deed on the folio of the Register constituting the title to the Land (and any other land to which this deed relates); and
- (b) in pursuance of condition 4 of the Planning Permit, the Owners must bear the costs of registration of this deed;
- (c) excepting the cost of registration of this deed, each party much bear their own costs and disbursements associated with the negotiation and preparation of this deed including any legal costs and other costs or disbursements incurred or to be incurred.

6 No fettering of the Planning Authority's powers

The parties acknowledge and agree that this deed does not fetter or restrict the power or discretion of the Planning Authority in any way, including to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision relating to the Land or relating to any use or development of the Land.

7 Notices

Any notice under this deed may be served by delivering, either personally or by registered mail, to the parties.

<i>(</i> -
Mulw.
Director of Strategy & Governance
Signature Signature
× .
19/1
Signature
•
RK SAV
SIMMONS WOLFHAGEN

Deed – Part 5 Agreement			

National Australia Bank Limited as the registered proprietor of Mortgages C884168 consents to this deed as evidenced by its execution hereunder:

Executed by the NATIONAL AUSTRALIA BANK LIMITED by its Attorney Jennifer Anne Doran who holds the position of Level 3 Attorney under Power of Attorney No. PA18631 (who declares he she has received no notice of revocation of the said Power) in the presence of:

Leonnie Gayle Wilson, Bank Officer 76 Liverpool St. Hobart Tas 7000) Jennifer Anne Doran) Level 3 Attorney



PLANNING PERMIT

Land Use Planning and Approvals Act 1993 City of Hobart Planning Scheme 1982

APPLICATION NO.: PLN-08-01014-01

ADDRESS OF THE LAND: Bold capitals - Street Number, Street, Suburb

/"\

873 SANDY BAY ROAD, SANDY BAY

THE PERMIT ALLOWS:

The Use and Development of the land for the purpose of **Additional House** subject to the following conditions and restrictions.

THE FOLLOWING CONDITIONS AND RESTRICTIONS APPLY TO THIS PERMIT:

A plan detailing the proposed external wall colours of the building must be submitted
to and approved by the Council's Director Development and Environmental Services
prior to the issue of a building permit. Colours are to be demonstrated by submission
of colour samples or examples.

Reason for condition

In the interest of the visual amenity of the streetscape and the locality.

2. Prior to the issue of a building permit, a landscaping bond is to be provided to the Council for the amount of \$1000 to cover the implementation and execution of landscaping of the site (in accordance with the approved landscaping plans). This bond will be returned upon Council being satisfied that the landscaping has been substantially completed.

Reason for condition

To ensure the landscape plan is implemented.

 Plans submitted for building approval must demonstrate northern and eastern boundary setbacks in accordance with the planning application for all external surfaces including retaining walls, building walls/windows, decks and balustrades.

Reason for condition

To ensure the approved boundary setbacks are implemented.

Page 1 of 11

4. The Bushfire Hazard Management Plan (BHMP) dated 3 December 2008 and received by the Council on 16 December 2008 must be implemented by the property owner(s) prior to occupation of the new dwelling and maintained for the life of the dwelling.

The BHMP must be included in a Part 5 Agreement, pursuant to the provisions of Part 5 of the Lands Use Planning and Approvals Act 1993. This Part 5 Agreement must be included on the Title for the property. Prior to a building permit being issued, the Agreement must be lodged with the Registrar of Titles.

The Council will have its solicitors prepare the Part 5 Agreement for signing by property owners. The Council will then lodge the Agreement with the Lands Titles Office. The cost of preparing the Part 5 and registration with the Recorder of Titles is to be met by the applicant. An invoice for will be forwarded separately. Please contact the Development Appraisal Planner on 6238 2713 to initiate the process.

Reason for condition

To ensure the bushfire hazard is minimised and managed to acceptable levels, and so that the Bushfire Hazard Management Plan is available to be implemented by present and future owners of the property.

5. Prior to a building permit being issued, the plans of the house extension must be certified, by a suitably qualified person, as complying with the construction requirements for Level 1 Construction Standard as described in Section 3, AS3959. Plans submitted for building approval must incorporate all modifications specified within this certification as being required to ensure such compliance. Evidence of certification must be provided.

Reason for condition

To ensure that bushfire hazard is minimised and managed to acceptable levels.

- 6. A follow-up land stability (geotechnical) assessment must be undertaken by a suitably qualified person (e.g. a practising Engineering Geologist or Geotechnical Engineer who holds adequate and current professional indemnity insurance cover), and a geotechnical report is to be submitted to the satisfaction of the Director Development and Environmental Services before a building permit is issued. The geotechnical assessment and report must:
 - (a) Address all potential hazards, including the following hazards as relevant to the particular circumstances:
 - Potential risk of landslide or erosion occurring.
 - Potential for foundation movement/instability due to reactive soils/regolith, soil/regolith creep, low cohesion and/or compaction of soil/regolith particles.
 - Potential for instability due to the presence of unconsolidated sediments, including such geological elements as boulder beds, talus, deep soil profiles, sandy clay beds.
 - Potential for vegetation removal to cause landslide or erosion.
 - · Potential for flooding an/or waterlogging.

- Potential for riverbank collapse.
- Advice and recommendations on the impact, type, and location of on-site waste disposal systems.
- (b) Refer to the geotechnical assessment report prepared by Sloane Geoscience titled Geotechnical Assessment: Proposed "BayBlue" Residential Development and dated 21 October 2007 and the advice and recommendations contained therein.
- (c) Other specific recommendations may be required depending on final development details and site conditions revealed during the process of development.
- (d) A landslide risk assessment is required to determine the short and long term stability of any natural or constructed slopes and is a critical geotechnical design issue.
- (e) Classify the site in accordance with AS 2870-1996 and make recommendations for the type and design of drainage methods, structures and building/structure foundations.
- (f) Conclude by classifying the potential hazard by providing opinion on the level of risk, whether the site is capable of supporting the proposed development, and whether the development is likely to cause instability on any other land.
- (g) Make recommendations to mitigate potential landslide or erosion. All recommendations must be clear and included in separate section or appendix to the report.
- (h) Include evidence that the qualified person holds adequate and current professional indemnity insurance cover for the nature and extent of any necessary land instability investigations, to the satisfaction of the Council's Director, Development and Environmental Services.

The geotechnical site investigation and reporting must be undertaken in accordance with the Australian Geomechanics Society – Landslide Risk Management Concepts and Guidelines and comply with the minimum requirements of AS1726-1993. All recommendations made in the land instability (geotechnical) assessment report must be implemented.

Reason for condition

To ensure the subject land is capable of supporting the proposed development.

7. Prior to the issue of a building permit, details must be provided of specific measures employed in the building design to minimize the chance of injury and/or death of birds due to collisions, to the satisfaction of the Council's Director Development and Environmental Services. Such measures must be in accordance with the document Minimising the Swift Parrot Collision Threat – Guidelines and recommendations for parrot-safe building design (WWF, 2008).

<u>Advice</u>: It is recommended that you discuss potential issues and options with Council's Environmental Development Planner who can be contacted on 6238 2168.

Reason for condition

To prevent death and injury of birds due to collisions, in particular the Swift Parrot, a species listed as yulnerable under the TTSPA 1995 and endangered under the EPBCA 1999.

8. The advice and recommendations made in relation to 873 Sandy Bay Road in the weed management plan titled 837, 851 and 873 Sandy Bay Road: Weed Management Plan dated 29 November 2007 must be implemented unless otherwise specified in the conditions of this permit to the satisfaction of Councils Director Development and Environmental Services.

Reason for condition

To minimise environmental impacts associated with the development.

9. The design and construction of the driveway access, car parking and turning areas must generally comply with the Australian/NZ Standard, Parking facilities Part 1: Off-street car parking – AS/NZS 2890.1: 2004.

Reason for Condition

To ensure that the driveway access, car parking and turning areas for the development are to accepted standards.

10. All driveway access, car parking and turning areas must be constructed, sealed and drained to the Council's standard requirements prior to the first occupation of the new buildings and used for no other purposes whatsoever. A suitably qualified Engineer must inspect the construction of the above areas at the appropriate stages of construction and prior to occupancy must submit a certificate to the Council, certifying compliance with plans to be approved and the requirements of this permit.

Advice: In accordance with the Plumbing Regulations 2004 you must drain driveways, parking areas and other paved areas to an approved stormwater disposal system. Such drainage must be to the satisfaction of the Council's Plumbing and Drainage Officer, who can be contacted on 62 382 764 for further advice.

Reason for Condition.

In the interest of the amenity of the development and the locality and to ensure that the works will comply with the Council's standard requirements.

- 11. The proposed driveway must comply with the following: -
 - The finished gradient must not exceed 1 in 4 (25%).
 - Vertical alignment must include transition curves to the Australian/NZS Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004, Clause 2.5.3
 (c) at all grade changes greater than 12.5%.

Reason for Condition

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

12. Prior to the issue of a building permit, design drawings of the driveway access, car parking and turning areas demonstrating compliance with the requirements of this permit must be submitted to the Council for approval. The drawings must be prepared by a suitably qualified engineer, to the satisfaction of the Council's Director Development and Environmental Services.

Advice: The design drawings shall include but not limited to, the following information: -

- Fully dimensioned horizontal and vertical geometry (plan view and long section).
- Construction details in a typical cross-section(s).
- Drainage details (cross falls, kerb lines, spot levels, pits & reticulation details (including invert levels), pipe material, class & gradients)
- Compliance with Australian/NZ Standard, Parking facilities Part 1: Off-street car parking AS/NZS 2890.1: 2004.

Reason for Condition

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

13. Barriers compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of any carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Where barriers are required as above, prior to the issue of a Building Permit submit a structural detail and certificate issued by a suitably qualified Engineer demonstrating compliance with the above requirements.

Reason for Condition

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

14. Prior to the issue of a building permit, security must be lodged with the Council, in the form of a cash bond or guarantee of payment of such sum from an approved financial institution in accordance with the Council's policy, for an amount of \$2,000.00 as security for construction of the driveway access, car parking, turning areas.

Reason for condition

To ensure the completion of the driveway access, car parking, turning areas and footways.

15. Sewerage and storm water from the proposed development must be discharged to the Council's infrastructure at the developers cost and must utilise the existing connections provided by the Council for the existing dwelling. The option to utilise the drainage easement through 859 Sandy Bay Road is not approved. Prior to the issue

Page 5 of 11

of a building permit design drawings of the proposed sewer and stormwater, prepared by a suitably qualified engineer and demonstrating compliance with this requirement must be submitted for the Council's approval to the satisfaction of the Council's Director City Services and Director Development and Environmental Services.

Reason for condition

To ensure that sewerage and storm water from the site will be discharged to a suitable Council approved outlet.

16. Prior to the issue of a building permit, provide a plan showing the location and scope of the existing water connection to the subject site and the main from which it is serviced. The water supply to service the proposed development must utilise the existing connection provided by the Council for the existing dwelling. Prior to the issue of a building permit design drawings of the proposed sewer and stormwater, prepared by a suitably qualified engineer and demonstrating compliance with the above requirement must be submitted for the Council's approval to the satisfaction of the Council's Director City Services and Director Development and Environmental Services.

Advice: The existing water pipe above the fire hydrant will need to be exposed to determine its size and the existing connection location for the property. Council is available to conduct this work-contact Stephen Cole (6238 2790) for further information.

Reason for Condition

To determine the existing water connection arrangement for the property and to clarify the scope of the permit.

17. Runoff, erosion and sediment controls must be installed to the satisfaction of the Council's Director of Development and Environmental Services, prior to removal and or disturbance of any soil or vegetation. Details of these controls and a soil and water management plan must be submitted prior to issue of any building permit (including demolition).

Advice: The Soil and Water Management Plan must include the information on the attached proforma (Appendix C), which is provided to assist you in preparing an acceptable Soil and Water Management Plan. Simply fill in the boxes for the written section and attach a site plan, which contains the required information mentioned on the last page of the proforma. Soil and water management guidelines are available from the Council.

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses.

18. Prior to the issue of any building permit, the Developer must lodge with the Council security in the form of a cash deposit or bank guarantee from an approved financial institution, for an amount of \$750.00 (seven hundred and fifty dollars) for the

protection from damage of the Council's infrastructure, during construction of the development, such bond to be released once the works are completed should no damage occur.

Advice: The Council's Services and Development Inspector must be contacted at least 24 hours prior to the commencement of any works. The Services Development and Inspector may be contacted on 6238 2753 or 0408 482 968. Once the Certificate of Completion for the development has been issued, please contact the Council's Services and Development Inspector on phone 6238 2753 or mobile 0408 482 968 to arrange an inspection prior to the release of the Council Infrastructure Bond.

Reason for Condition

To ensure the protection of the Council's infrastructure.

19. The developer must pay the cost of any alterations and/or reinstatement to the Council's infrastructure, and/or to the site's existing property service connection points incurred as a result of the proposed development works.

Reason for Condition

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

20. Prior to the issue of a building permit, a fee of 1% of the value of the approved engineering works, or a minimum of \$200.00, plus \$55.00 per amendment, must be paid to the Council to meet the cost of processing and approving the engineering aspects of the working drawings and on-site inspections. This fee is additional to building and plumbing fees charged under the Building and Plumbing Regulations.

Reason for Condition

To meet the costs of assessment and inspection of approved engineering drawings and associated works in accordance with Council policies.

21. Vehicular access to the house approved under this permit and the existing house on the property may only occur via the existing sealed driveway that provides a shared right of way from Sandy Bay Road over Certificate of Title Volume 48485 Folio 1.

Reason for Condition

To ensure that the development does not diminish the amenity of the owners of 849B Sandy Bay Road by traffic noise.

22. The developer must enter into an agreement with the Council pursuant to Part 5 of the Land Use Planning and Approvals Act 1993 to the effect that vehicular access to the land contained in Certificate of Title Volume 48485 Folio 1 (873 Sandy Bay Road) from the land contained in Certificate of Title Volume 153793 Folio 1 (851 Sandy Bay Road) may not occur unless approved under a planning permit for an associated development at 873 Sandy Bay Road.

Reason for Condition

To ensure that the development does not diminish the amenity of the owners of 849B Sandy Bay Road by traffic noise.

ADVICE:

- As approval is required for the use/development under the Building Act 2000, approval of the working drawings (i.e. a building permit) is required prior to the commencement of any building work.
- An application for a plumbing permit must be lodged in accordance with the Plumbing Regulations 2004, and a permit issued prior to the commencement of any plumbing work.
- Any existing hydraulic services to be disconnected or abandoned must be sealed to the satisfaction of the Council's Plumbing and Drainage Officer.
- Note that you are required to ensure that all excavation works, drains, buildings
 and structures associated with the development are retained within the boundaries
 of the subject site.
- The private Rights of Way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete unrestricted access at all times.

Date

Manager Development Appraisal

ATTACHMENT A Documents and Drawings that comprise Planning Application Number PLN - PLN-08-01014-01

DEVELOPMENT ADDRESS:

873 SANDY BAY ROAD

LIST OF DOCUMENTATION:

Description	Plan No. Where Relevant	Date of Lodgement	
Application Form		26/09/08	
Title		26/09/08	
Bushfire Hazard Management Plan (BHMP)	05074-04 Dated 3 December 2008	16/12/08	
Email from Hugh Jones, TFS endorsing BHMP	Dated 15 December 2008	16/12/08	
Sewer long section	Plan: Concept Services Page 1 of 2, Version 4	16/12/08	
Concept Services Plan	Plan: Concept Services Page 2 of 2, Version 4	16/12/08	
Private open space plan – existing house	Dated 08/10/08	09/10/08	
Proposed house – ground floor setbacks	Dated 08/10/08	09/10/08	
Proposed house – first floor setbacks and deck details	Dated 08/10/08	09/10/08	
Proposed house – Elevations – North (A1)	Dated 08/10/08	09/10/08	
Proposed house – Elevations – East (A2)	Dated 08/10/08	09/10/08	
Proposed house – Elevations - South (A3)	Dated 08/10/08	09/10/08	
Proposed house – Elevations – West (A4)	Dated 08/10/08	09/10/08	
Proposed house – plan – Accessway Rescode AS3.7	Dated 08/10/08	09/10/08	
Proposed house – Vegetation plan	Dated 08/10/08	09/10/08	
Weed Management Plan	North Barker Ecosystem Services dated 29 November 2007	26/09/08	
Email (and attached 4 page letter) from applicant	Dated 09/10/08	10/10/08	
Survey plan		26/09/08	
Site plan		26/09/08	
Elevations and plans showing glazing to address Swift Parrot impacts	PLN 08- 01014	26/5/2009	

Page 10 of 11

IMPORTANT INFORMATION ABOUT THIS NOTICE

WHAT HAS BEEN DECIDED?

The Council has granted a permit.

WHEN DOES A PERMIT TAKE EFFECT?

- If there is a right of appeal against the granting of a permit, the permit takes effect at the end
 of 14 days from the day on which notice of the granting of the permit was served on the
 person who has a right of appeal.
- Where an appeal is instituted against the Council's decision to grant a permit, the permit does
 not take effect until the determination or abandonment of the appeal.
- Where any other approvals are required under the Land Use Planning and Approvals Act 1993 or any other Act, the permit cannot be enacted until all of those approvals have been granted.

WHEN DOES A PERMIT LAPSE?

A permit lapses after a period of 2 years from the date on which it was granted if the use or development for which it was granted is not substantially commenced within that period.

WHAT ABOUT APPEALS?

- An applicant for a permit may appeal against Council's decision to grant a permit subject to
 conditions or restrictions, within 14 days after the day on which notice of Council's decision
 was served on them.
- Any person who has made a representation during the period of 14 days commencing on the
 date on which notice of the application was given (or such further notice period as Council
 may have allowed) may appeal against the grant of a permit within 14 days after the day on
 which notice of the granting of the permit was served on them
- An appeal may only be lodged with the Resource Management and Planning Appeal Tribunal.
 Please note that the Tribunal will not directly notify representors if an appeal is lodged. You may either look for the notice of appeal, which will be published in The Mercury; or centact the Tribunal directly.
- Details about appeals and the fees payable can be obtained from the Tribunal.
- The Tribunal's contact details are as follows:

Telephone No.:

(03) 6233 6464

Facsimile No.:

(03) 6224 0825

Postal Address:

GPO Box 2036

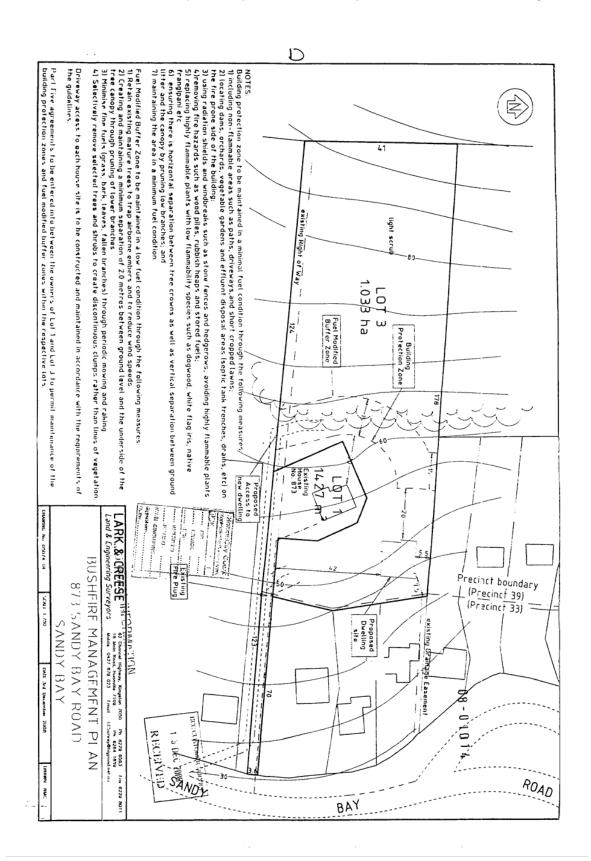
HOBART 7001

Street Address:

Floor 4

144 - 148 Macquarie Street

HOBART



TASMANIAN LAND TITLES OFFICE

Notification of Agreement under the





Land Use Planning and Approvals Act 1993 (Section 71)

1		DESCRIPT	ON OF LAND	
			the Register	
	Volume	Folio	Volume	Folio
48436		5		
TO THE RESERVE ASSESSMENT OF THE RESERVE ASS				
		OR: Steven Anastasios, ALLEY in Tasmania	Jim Anastasios and Kon Ana	stasios TSIAKIS of 9
	G AUTHORITY CITY COUNC			
Dated this .	5 Hv	day o	f October	2005
NICHOL	AS DAVID HE	АТН		
of TOWN BEHALF		UARIE STREET, HOE	BART IN TASMANIA, SOLIC	CITOR ON
certified ex	kecuted copy of		e above particulars are correct to the abovenamed parties, not gister.	
Γhe aboven	named Planning A	Authority holds the origin	al executed Agreement.	
Signed (on behalf of	of the Planning A	uthority)		
	The St. Commission of the St.	and the same of th		
	Land Titles Offi	ce Use Only		
1 1 1 1	}			

THE BACK OF THIS FORM MUST NOT BE USED

THIS AGREEMENT is made the 28th day of September

2005

BETWEEN

STEVEN ANASTASIOS TSIAKIS AND JIM ANASTASIOS TSIAKIS AND KON ANASTASIOS TSIAKIS of 98 Augusta Road, Lenah Valley of the one part ("the Owners");

AND

THE HOBART CITY COUNCIL a body corporate incorporated pursuant to the provisions of the Local Government Act, 1993 ("the Council") of the second part;

AND

COMMONWEALTH BANK OF AUSTRALIA ("the Mortgagee") of the third part.

RECITALS

- A. The Owners are the owners of property at 873A Sandy Bay Road, Sandy Bay in Tasmania and more particularly described in Volume 48436 Folio 5 of the Register ("the Owners' Property").
- B. The Owners' Property is subject to the City of Hobart Planning Scheme 1982.
- C. The Owners have been given planning approval for the use and development of Two Houses on the Owners' Property pursuant to application number PLN 03-02581-01 ("the Development"), subject to certain conditions as contained in the notification of planning approval dated 13 August 2004 ("the Permit").
- D. Condition 19 of the Permit requires the Owners to implement the Vegetation Management Plan prepared by North Barker Ecosystem Services as attached hereto and marked Attachment A ("the Vegetation Management Plan") and the Bushfire Hazard Management Plan dated 28 April 2004 as attached hereto and marked Attachment B ("the Bushfire Hazard Management Plan"). Condition 19 further requires that the Vegetation Management Plan and the Bushfire Hazard Management Plan be included in a Part 5 Agreement pursuant to the provisions of Part 5 of the Land Use Planning and Approvals Act 1993 between the Owners and the Council, to be registered on the title of the Owners' Property prior to a building permit being issued.
- E. The purpose of this Deed is to satisfy the condition stated in part D above.
- F. This Deed is made pursuant to Part 5 of the Land Use Planning and Approvals Act 1993.

s:\alinks\part 5 agreements\873a sandy bay road.doc

OPERATIVE PART:

- 1. IN CONSIDERATION of the Council granting the Permit to the Owners the Owners and their successors in title agree to implement the Vegetation Management Plan and the Bushfire Hazard Management Plan.
- 2. The Owners agree that this Deed will be registered on the title to the Owners' Property pursuant to section 78 of the Land Use Planning and Approvals Act 1993. The Owners further agree to bear any costs associated with the registration and stamping of this agreement.
- The Mortgagee as Mortgagee under Memorandum of Mortgage Registered Number C89474 secured over the Owners' Property by executing this Deed consents to the terms and conditions contained in this Deed.

IN WITNESS whereof the parties have hereunto set their hands and seals the day and year first above written.

THE COMMON SEAL of THE HOBART CITY COUNCIL was hereunto affixed in the presence of:-

LORD MAYOR

DIRECTOR EXECUTIVE MANAGEMENT

I, Nicholas David Heath, being and as the Solicitor for the Hobart City Council hereby certify that this is a true and correct copy of the agreement made between Hobart City Council + SA, JA + KA, TSIRUS

A. de Si

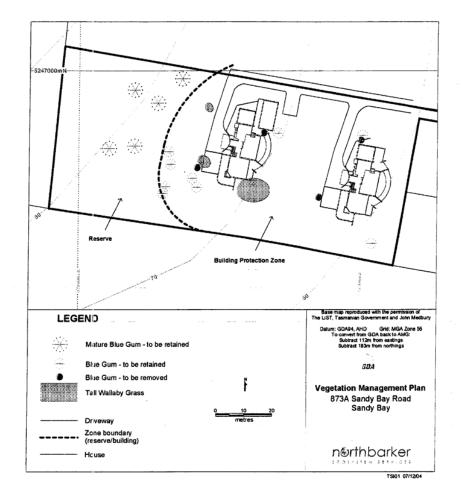
Signed by:	
STEVEN ANASTASIOS TSIAKIS	Hel
JIM ANASTASIOS TSIAKIS	
KON ANASTASIOS TSIAKIS	WARRED
Witness Name: N. LYNCH Occupation: MANAGET THE COMMON SEAL of COMMONWEALTH BANK OF AUSTRALIA was hereunto affixed in the presence of:-)))
SIGNED SEALED and DELIVERED for and on behalf of COMMONWEALTH BANK OF AUSTRALIA by its Attorney Maria Andreou under Registration Power of Attorney No. 72/6171 who certifies that he/she is SUPPRINGED EXECUTIONS AND RECUSTRATIONS of the COMMONWEALTH BANK OF AUSTRALIA and declares that he/she has received no notice of revocation of the said Power of Attorney and in the presence of: Moulum Bank Officer, Melbourne	

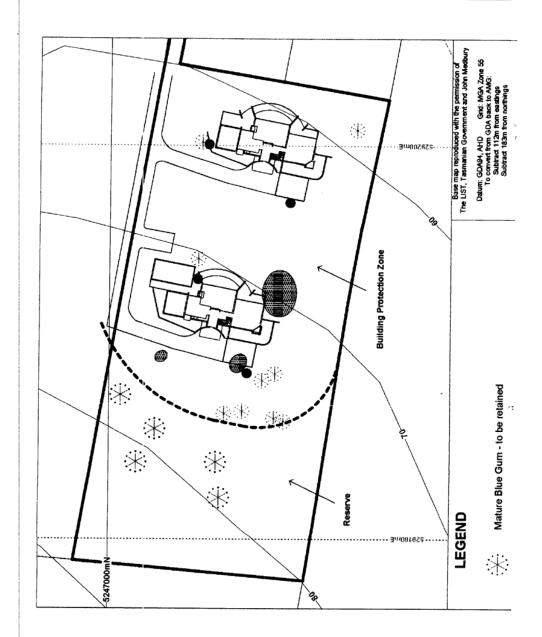


Vegetation Management Plan 873A Sandy Bay Road Sandy Bay

- Blue Gums. The intent is to identify and protect trees from damage during the construction phase,
 - All trees with dbh greater than 150mm within the Building Protection Zone are identified on the attached plan.
 - The locations of 6 trees that are to be retained within the Building Protection Zone are shown on the attached plan.
 - The locations of 4 trees that are to be removed within the Building Protection Zone are shown on the attached plan.
 - At least 4 additional trees located within the Building Protection Zone will be retained so that a minimum of 10 blue gums are maintained within this area.
 - During the construction period these trees will be identified on site with flagging tape fixed to their trunks.
 - No earthworks (excavation or fill) are to occur within 4m of the trunks of the trees identified for retention.
- Reserve Management: The intent is to maintain the existing numbers of trees of Blue Gum (Eucalyptus globulus) and to retain existing Blue Gum Forest within the area of the "Reserve".
 - o The 'Reserve' is identified on the attached plan. This includes all land within the title on the
 - western side of the property falling outside the Building Protection Zone.

 The 'Reserva' will be identified during the construction period on site using star pickets
 - (5m intervals) and wire marked with flagging tape.
 - The Vegetation Plan and the location of fenceline will be shown to the builder managing the project.
 - No vehicles or wheeled or tracked machinery shall be allowed on the Reserve.
 - No Blue Gums are to be removed from the Reserve
 - Allow for the natural regeneration of Blue Gums within the Reserve by retaining the understorey and avoiding the removal of saplings.
 - Ensure any free loss is compensated for by natural recruitment, or in its absence, the planting of trees propagated from seed collected from the stand
 - Any removal of trees other than in accordance with this plan should be in the interest of protecting life or property and be supported by the professional arboriculture advice.
 - No grazing (from livestock, including poultry), dumping of rubbish, earth moving, use of effluent, removal of firewood, lighting of fires, to be undertaken in bushland areas.
 - No planting other than of species propagated from native on site will be planted within the
- Threatened Species Protection: The intent is to protect the populations of Tall Wallaby Grass (Austrodanthonia procesa).
 - o The locations of the three known patches of Tall Wallaby Grass are shown on the attached
 - Those areas of each patch that fall outside the footprint of the development are to be protected from disturbance.
 - The boundaries of each patch will be marked on site using star pickets and wire marked with flagging tape.
 - Any garden establishment is to be confined to areas outside the patches of Tall Wallaby Grass
- Weed Management: The intent is to protect native bushland areas from infestations of environmental weeds.
 - Kill or remove plants of Boneseed (Chrysanthemoides monilifera), Cotoneaster sp., Blackberry (Rubus fruticosus), Sweet Pittosporum (Pittosporum undulatum), and Pampas (Cortaderia selloana) from the property within 12 months of the Council Building Permit. Methods of treatment should be in accordance with weed management legislation.
 - o Take all reasonable steps to prevent weed regeneration and follow-up weed management.
 - No planting shall be permitted of any 'Declared Weeds' listed in the Tasmanian Weed Management Act 1999 and any lists of environmental weeds sanctioned by Hobart City Council.





Page 414 ATTACHMENT B

Tsiakis House

`B ′

Page 1 of 2

Bessell, Mary

From:

Mark Chladil [Mark.Chladil@fire.tas.gov.au]

Sent:

Friday, 7 May 2004 4:21 PM

To:

Bessell, Mary

Cc:

Ashton, Stephen; Information & Records Section; southernbakehouse@trump.net.au

Subject: Tsiakis House

File: 0316.01A

Dear Mary,

I have assumed you are the plann ng officer dealing with the proposed house for Steve and Adriana Tsiakis. If you are not could you please forward it to the appropriate officer for me?

With respect to the proposal for 873A Sandy Bay Rd, I have been provided with a Bushfire Hazard Management Plan (April '04, dwg A 07). The plan shows the two dwelling units with a Building Protection Zone of 15 metres width extending from the north through west to the south. The plan notes that the dwellings will be built to Level 2 construction (AS3959-1999) on all "walls" except the east face which will be to Level 1.

The proposed access to the dwelling units will be acceptable

With respect to the water supply for fire fighting, either the hydrant supply or the proposed swimming pool would probably be acceptable. My memory of the hydrant supply is that it was nearby, but I cannot be sure. If the nearest hydrant is more than 120 metres away then the pool (or tanks) will be needed and the applicants will need to show there is access to within 3 metres of the pool to allow a fire appliance to draught from the pool when the time comes. I expect the plans lodged at council will show the detail needed to resolve this matter.

Therefore I am prepared to endorse the plan subject to some minor corrections and resolution of the water supply issue.

The corrections are:

- The most important correction required is to change "walls" to "facades" or "sides" when referring to
 levels of construction as that was the basis on which the modelling was done. It would not be
 appropriate to have some elements of the façade such as windows at a level below the modelled
 requirement.
- In the list of elements for the Building Protection Zone, at the second dot point vegetable for vehetable, at the third dot point accumulated for accumulated.

Regards

Mark

Mark Chiadil
Fire Management Planning Officer
Tasmania Fire Service
GPO Box 1526
HOBART 7001
Tasmania
AUSTRALIA

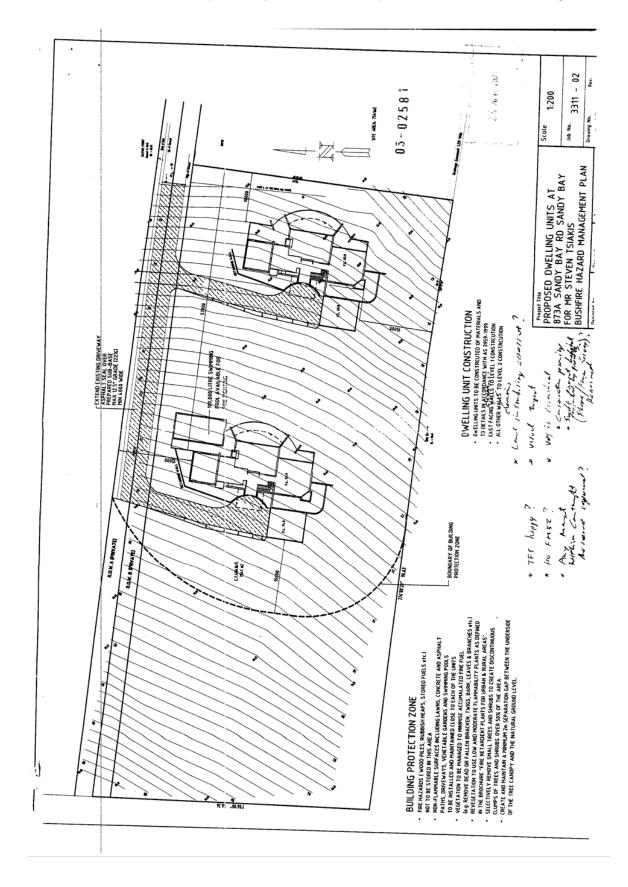
(cnr Argyle and Melville Sts, Hobart 7000)

Phone:03-6230-8615 Fax: 03-6234-6647

If calling from outside Australia replace 03 with 613

Email: markc@fire.tas.gov.au

7/05/2004





City Planning Hobart City Council GPO Box 503 Hobart TAS 7001

7 April 2020

JSA Reference: 19L99-12-1 Your reference: PLN-20-132

RE: Change of Access and Alterations to Driveway at 851B Sandy Bay Road

In response to the request for further information dated 16th March 2020, please refer below to additional information.

Request for information PA5.1

- Scaled and dimensioned plan(s) showing the layout of car parking spaces, turning areas, driveway and access designed to comply with AS/NZS 2890.1:2004 or a design which ensures that parking areas enable safe, easy and efficient use.
 - To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 Acceptable Solution A1, AS/NZS 2890.1:2004 Section 2 and AS/NZS 2890.1:2004 Section 5.3, scaled and dimensioned design drawings must include:
 - Plan view and long section along the proposed driveway centreline and both wheel paths (for both entering and exiting vehicles), showing the gradient and elevation of the full driveway's finished surface level and existing natural surface level; including transitions at change of grades, where required to comply with AS/NZS 2890.1:2004 Section 2.5.3(d);
 - Where the design drawing(s) do not comply with the above clause and/or AS/NZS2890.1:2004 provide a certification by a suitably qualified engineer that the design provides for a safe and efficient access, this will then be assessed under Performance Criteria of the Hobart Interim Planning Scheme 2015.

Response

The design drawings for the proposed driveway upgrade focus on improving the existing driveway in accordance with the conclusions and recommendations of the Traffic Impact Statement. As stated in the report, the driveway redesign addresses the main concerns as highlighted by Council and incorporates design principles to improve the safety and efficiency for current and future users of the accessway.

The proposed upgrades also bring the driveway up to compliance with the standards for property access for areas within a bushfire hazard zone. In particular, the maximum gradient of the driveway has been reduced to below 28% and allows vehicles to pass both along the driveway and at static water supply points. Additionally, the proposed upgrades will improve the safety of surrounding residence by providing an access, that meets the standard requirements, to the existing fire plug currently located on a 25% grade.

Considering the steepness of the site and existing issues of non-compliance with current standards, the proposed driveway upgrade is appropriate to the ongoing safety of current and future access users.



Request for information: PA2.2

2. Scaled and dimensioned drawing(s) demonstrating vehicular sight distances. To satisfy Hobart Interim Planning Scheme 2015 clause E6.7.2 Acceptable Solution A1, clause E5.6.4 Acceptable Solution A1, and AS/NZS 2890.1:2004 Section 3, the scaled and dimensioned design drawings must include: Plan view and elevation showing vehicular sight lines either side of the vehicular access (i.e. driveway entrance) 2.5m from the road frontage in accordance with AS/NZS 2890.1:2004 Section 3.2.4 and E5.6.4, noting the position of the exiting vehicle required for both clauses and any vegetation obscuring sightlines that requires clearing.
Where the design drawing(s) do not comply with the above clause(s) and Australian Standard(s), provide

Where the design drawing(s) do not comply with the above clause(s) and Australian Standard(s), provide a certification by a suitably qualified engineer that the design provides for a safe, efficient and convenient access. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

Response

Please refer to sheet C02 for a plan view of the sight lines either side of the driveway. The sight lines are in accordance with the traffic impact statement and as such meet the minimum sight distance requirements without the need for removal or pruning of existing vegetation.

Please contact Dean Grannetia on 6224 5625 or dean@jsa.com.au if you require any further information.

Yours sincerely

Dean Grannetia

Senior Civil Engineer

3 April 2020

851 B SANDY BAY ROAD & 873 SANDY BAY ROAD & 873 A SANDY BAY ROAD & 875 SANDY BAY ROAD & 1 / 875 SANDY BAY ROAD, SANDY BAY CHANGE OF ACCESS AND ALTERATIONS TO DRIVEWAY APPLICATION NO. PLN-20-132

Dear Sir or Madam,

I, Adam Leslie Griggs, declare as the applicant of the planning application PLN-20-132, that I have notified the owners of Lot 1 and the common property of 875 Sandy Bay Road, 873 Sandy Bay Road, 873a Sandy Bay Road, and 851b Sandy Bay Road who are the owners of the land subject to planning applications.

Regards

Adam/Griggs Applicant

3 April 2020

851 B SANDY BAY ROAD & 873 SANDY BAY ROAD & 873 A SANDY BAY ROAD & 875 SANDY BAY ROAD & 1 / 875 SANDY BAY ROAD, SANDY BAY CHANGE OF ACCESS AND ALTERATIONS TO DRIVEWAY APPLICATION NO. PLN-20-132

Dear Sir or Madam,

I am providing written notification to inform all landowner, body corporate members, the common property or right of way users of the laneway/Right of Way which services 873 - 875 Sandy Bay Road including part of 851b Sandy Bay Road, that a planning application has now been lodged with Hobart City for change of access and alteration to driveway. (PLN-20-132).

If the permit is approved, the associated costs of the works will be paid by the owners of 851b Sandy Bay

Please feel free to call if you wish to discuss this application further.

Regards,

Adam Griggs Applicant of the Planning Permit, PLN-20-132 0438 253 243



62 Channel Hwy Kingston TAS 7050 PO Box 136, Kingston Tas 7051 (03) 6229 6563 info@larkandcreese.com.au www.larkandcreese.com.au A.B.N. 92 606 603 061

8 April 2020

Adam Griggs 851 Sandy Bay Road Sandy Bay TAS 7005

Our Ref: 18187

Dear Adam,

RE: ACCESS UPGRADE AND NEW FIRE HYDRANT 851B SANDY BAY ROAD, SANDY BAY

As discussed the other day, I have reviewed design plans 19E99-12, proposed access upgrade and the planned relocation of the fire hydrant.

The current property access was not constructed to the current standards with the proposed driveway upgrade to comply with the requirements of Part 4.2, Requirements for Building in Bushfire-Prone Areas, Director of Building Control 6th February 2020. The current access complies with parts of these requirements, however the proposed upgrade will ensure general compliance with the requirements of Part 4.2 and Table 4.2 as follows:

- All weather construction;
- Load capacity of at least 20 tonnes, including bridges and culverts;
- · Minimum carriageway width of 4 metres;
- Minimum vertical clearance of 4 metres;
- Minimum horizontal clearance of 0.5 metres from the edge of carriageway;
- Dips less than 7° (1:8 or 12.5%) entry and exit angle;
- Maximum gradient of 15° (1:3.5 or 28% for sealed roads).
- Terminate with a turning area for fire appliances provided by a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long;
- Where property access length is greater than 30 metres, and access is provided to 3 or more properties, passing bays of an additional 2 metres width and 20 metres length are provided every 100 metres.

The existing fire hydrant is located on the south western corner of No.871 Sandy Bay Road on the edge of the bitumen driveway servicing No. 851b, 873, 873a & 875 Sandy Bay Road. This driveway is 4.5 metres in width with a gradient of 1:4 or 25%.

The proximity of the existing fire hydrant to the driveway, the steep gradient and width of the carriageway do not permit practical refilling of fire appliances whilst maintaining a trafficable path for emergency services vehicles and the public during an emergency. It is also considered unsafe to stage a fire appliance such as a heavy tanker (GVM 13 tonnes) in this location without a secondary method of braking. No run off area or barriers is available between the driveway and Sandy Bay Road.

No practical turning area for heavy tankers is available in this location necessitating the needs for vehicles to drive onto Sandy Bay Road to turn prior to driving back up the driveway. Sight distances on Sandy Bay Road are deficient for this purpose creating an unreasonable risk of collision between the fire appliance and road uses whilst attempting

this manoeuvrer.

It is considered appropriate to provide the new fire hydrant in the location proposed to the west of 873 Sandy Bay Road as shown on the civil drawings 19E99-12 H01. This new location provides for a hardstand area clear of any carriageway for refilling of fire appliances on a near level pavement and a safe vehicle turning area for fire appliances.

I consider the installation of this new fire hydrant to be appropriate and necessary to provide for safe access to a fire fighting supply of water to the site whilst maintaining safe access and egress for fire appliances and public vehicles.

Please let me know if you have any queries.

Regards,

Nick Creese

Accredited Bushfire Practitioner BFP-118



Southern Region/ Community Fire Safety

File No: CC:WH

Nick Creese Registered Surveyor Lark and Creese Pty Ltd 62 Channel Highway KINGSTON TASMANIA 7050

Dear Nick

NEW HYDRANT 851B SANDY BAY ROAD, SANDY BAY

Following a review of the circumstances and design proposals for the multi-unit development at 851b Sandy Bay Road, Sandy Bay, the Tasmania Fire service is happy to provide support for the inclusion of a private fire hydrant to provide a mains water supply for firefighting in support of the proposed development.

This support is contingent upon the development providing a level parking area adjacent to the fire hydrant for the sole use of a fire appliance, and that the hydrant will have the usual pressure and flow requirements met which will enable the hydrant to be effective.

Should you have any further questions please get in touch with the Tasmania Fire Service Bushfire Risk Unit.

Yours

Chris Collins
MANAGER BUSHFIRE RISK UNIT

6 November 2019

Сс

State Headquarters Cnr Argyle and Melville Streets | GPO Box 1526 Hobart Tasmania 7001 | Phone (03) 6173 2740 Southern Region 1040 Cambridge Road, Cambridge Tasmania 7170 | Phone (03) 6166 5500 Northern Region 339 Hobart Road Youngtown Tasmania 7249 | Phone (03) 6777 3666 | Fax (03) 6345 5860 North West Region 15 Three Mile Line | PO Box 1015 Burnie Tasmania 7320 | Phone (03) 6477 7250 Fax (03) 6433 1551

www.fire.tas.gov.au

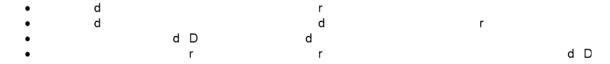


15th May 2020

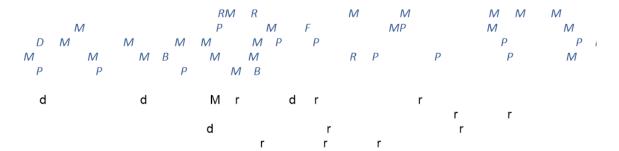
851 B SANDY BAY ROAD & 873 SANDY BAY ROAD & 873 A SANDY BAY ROAD & 875 SANDY BAY ROAD & 1 / 875 SANDY BAY ROAD, SANDY BAY CHANGE OF ACCESS AND ALTERATIONS TO DRIVEWAY APPLICATION NO. PLN-20-132

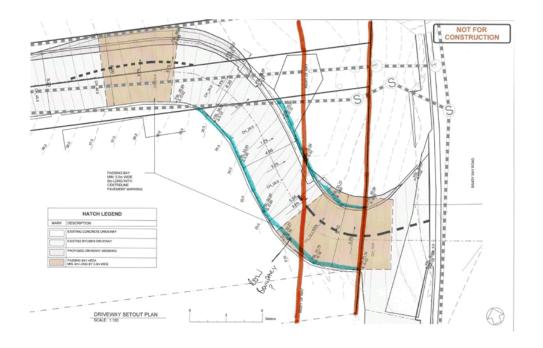
Dear elen,

Please find attached the Additional information that was requested on the 27th of April 2020.



In response to the survey department questions







It is not our intention to provide a Right of Way to the area that enter into 851b Sandy Bay Road, the area will be unrestricted to allow access for the Tasmania Fire Services proposed new fire fighting point as required by the Director s Determination — Requirements for Building in Bushfire-Prone Areas , it will provide an area for service vehicles, neighbours and visitors to turn safely without a formal right of way being registered on the title.

Adam Griggs

Applicant 0438 253 243



Enquiries to: City Planning Phone: (03) 6238 2715

Email: coh@hobartcity.com.au

mailto: algriggs81@gmail.com

14 May 2020

Adam Griggs 11 Lambert Avenue SANDY BAY TAS 7005

Dear Sir/Madam

873 A SANDY BAY ROAD & 1 / 875 SANDY BAY ROAD & 873 SANDY BAY ROAD & 851
B SANDY BAY ROAD & 875 SANDY BAY ROAD, SANDY BAY
WORKS IN ROAD RESERVE NOTICE OF LAND OWNER CONSENT TO LODGE A
PLANNING APPLICATION - GMC-20-28

Cita	Address:
Site	Audi 655.

851B Sandy Bay Road, Sandy Bay

Description of Proposal:

Change of Access and Alterations to Driveway

Applicant Name:

Adam Griggs

PLN (if applicable):

PLN-20-132

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

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

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully

(N D Heath)

GENERAL MANAGER

Relevant documents/plans:

Plans by JSA Consulting Engineers C00, C01, C02, C03, C04, C05, C06, C07, C08, C09, C10, C11, C12 - All Rev E N01, N02 - All Rev E H01 - Rev E

PROPOSED DRIVEWAY ACCESS UPGRADE 851B SANDY BAY ROAD, SANDY BAY, 7005 TASMANIA

INDEX C00

N01	CIVIL & HYDRAULIC NOTES
N02	SYMBOLS & LINE LEGENDS
C01	EXISTING SITE PLAN
C02	PROPOSED SITE PLAN
C03	ROAD SETOUT PLAN
C04	VEHICLE MOVEMENT PLAN - B85
C05	VEHICLE MOVEMENT PLAN - MRV PASSING
C06	VEHICLE MOVEMENT PLAN - MRV
C07	DRIVEWAY LONG SECTION - CL
C08	DRIVEWAY LONG SECTION - EXISTING CL
C09	DRIVEWAY LONG SECTION - INCOMING VEHICLE
C10	DRIVEWAY LONG SECTION - OUTGOING VEHICLE
C11	DRIVEWAY LONG SECTION - CL. CHAINAGE 40-156
C12	DRIVEWAY LONG SECTION - TURNING BAY
	WATER WAR DI AM
H01	WATER MAIN PLAN

INDEX & COVER SHEET

Approved - General Manager Consent Only [GMC-20-28]

IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR NOT FOR CONSTRUCTION



SCALE: NTS

N

					ı
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	ı
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	ł
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	ı
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	ł
Α	FOR PRELIMINARY ONLY	DG	MH	20/07/18	
REV	DESCRIPTION	BY	CHK	DATE	ı



PLANNING	APPROVAL	
D. GRANNETIA	HYDRAULIC ENGINEER	
M. HORSHAM CC5865 I	AS SHOWN	A3

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

19E99-12	C00	
PROJECT NO	DWG NO	REV
INDEX 8	& COVER SHEET	
DRAWING TITLE		

NOT FOR

CIVIL AND HYDRAULIC NOTES

- 1. THE MAIN CONTRACTOR AND ALL SUB CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT AND ALL RELEVANT
- ALL HYDRAULICS WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA STANDARD DRAWINGS AND SPECIFICATIONS, (WSAA SEWERAGE
- CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.

 THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.

 SUPPLY SUPPLY SOFT TIME FOR TASHET WORKS TO SATISFACTION AND REVIEW PROCESSES SHOULD BE ALLOWED FOR.
- NO TOP SOIL SHALL BE REMOVED FROM THE SITE WITHOUT THE CONSENT OF COUNCIL. TOP SOIL DISTURBED OR REMOVED AS A RESULT OF WORKS SHALL BE STOCK-PILED ON SITE AND LATER USED FOR REDRESSING ANY DISTURBED SURFACES.

 ALL DISTURBED SURFACES ON SITE, EXCEPT THOSE SET ASIDE FOR ROADWAYS AND FOOTPATHS SHALL BE DRESSED WITH IMPORTED FILL AND
- REVEGETATED TO THE SATISFACTION OF THE COUNCIL'S DEVELOPMENT ENGINEER.

 ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
- ALL LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS
- ALL CONNECTIONS TO EXISTING STORMWATER MAINS TO BE CARRIED OUT BY COUNCIL AT DEVELOPERS COST UNLESS APPROVED OTHERWISE, ALL CONNECTIONS TO SEWER/WATER MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE
- GENERAL MATERIALS. INSTALLATION AND TESTING SHALL COMPLY WITH TASMANIAN MUNICIPAL STANDARDS PART 4.
- 10. EXCAVATED AND IMPORTED MATERIAL USED AS FILL TO BE APPROVED BY ENGINEER PRIOR TO NSTALLATION.

 11. ANY DEPARTURES FROM THE DESIGN DRAWINGS ARE TO BE AT THE WRITTEN APPROVAL OF THE ENGINEER AND APPROVAL FROM THE AUTHORITY CHANGES INCLUDES CONFLICTS WITH EXISTING SERVICES
- UNLESS NOTED OTHERWISE, THESE NOTES SHALL APPLY TO ALL DRAWINGS IN THE SET

13. BATTERS: MAX EMBANKMENT SLOPE

MAX CUTTING SLOPE 1:2.0 (LOOSE ROCK) 1:3.0 (SOIL)

- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
 THE APPLICANT SHALL NOT COMMENCE CIVIL CONSTRUCTION WORKS WITHIN A ROAD RESERVE UNTIL THE FOLLOWING REQUIREMENTS ARE MET:
 A PERMIT TO CARRY OUT WORKS WITHIN A COUNCIL ROAD RESERVATION HAS BEEN ISSUED BY THE COUNCIL AND THE ASSOCIATED FEE
- PAYMENT MADE
- TRAFFIC MANAGEMENT AND PEDESTRIAN PLAN HAS BEEN PRODUCED AND FOLLOWED IN ACCORDANCE WITH DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES 'TRAFFIC CONTROL AT WORK SITES' CODE OF PRACTICE.

ROAD NOTES:

APPROVALS:

- MINIMUM SUB BASE THICKNESS TO BE 200mm.
 PRIOR TO PLACEMENT OF SUB BASE COURSE, PAVEMENT CUT IS TO BE ROLLED AND TESTED FOR CBR VALUES BY METHOD APPROVED BY THE
 SUPERINTENDENT. WHERE THE CBR VALUES ARE LESS THAN 5 WITHIN THE FIRST 200mm THEN ADDITIONAL TESTS WILL BE REQUIRED TO ALLOW SUFFICIENT DESIGN ALTERATIONS TO THE SUB BASE
- PAVEMENT DESIGN BASED ON A CBR VALUE OF 3-4% ROAD MARKINGS AND SIGNS AS PER AS1742
- IF THE CBY ALLUE IS LESS THAN 2 AT ANY DEPTH GREATER THAN 200mm THEN THE SUB BASE IS TO BE INCREASED GENERALLY ACCORDING TO THE FOLLOWING TABLE & CONSULT ENGINEER

CBR VALUES: DESIGN:

- 3-4 AS PER PAVEMENT DETAIL
- ADVISE & CONSULT ENGINEER. TYPICALLY INCREASE SUB BASE TO 400mm THICK (SUBGRADE REPLACEMENT)
- ADVISE & CONSULT ENGINEER. SPECIAL PAVEMENT DESIGN TO BE SPECIFIED.

WATER NOTES:

- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WSAA WATER SUPPLY CODE OF AUSTRALIA WIA 03-20 (CO) SEPRELLO TAOMS SUPPLEMENT TO THIS CODE AND TO THE SATISFACTION OF TASWATERS DEVELOPMENT ENGINEER.
- ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORK.
 ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWIS
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL COMPLY WITH WSA 03-2011-3 1 AND TASWATER APPROVED PRODUCTS CATALOGUE
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL CONNECT WITH TWO USES TO A DESTINATION AS A TRAVER AT TRAVEL OF THE OWNER HAS A SECOND AS A TRAVEL OF THE OWNER HAS A SECOND AS A SECOND AS A TRAVEL OF THE OWNER HAS A SEC
- INDIVIDUAL LOT CONNECTIONS TO BE MIN DN25 ID20 PN16 POLY UNO
- DEVELOPER TO MAKE APPLICATION TO TASWATER FOR THE SUPPLY OF 20mm WATER METER AND BOX, PRIOR TO COMMENCEMENT OF WORKS ONSITE. METER TO BE INSTALLED BY PLUMBING CONTRACTOR.
- ALL ISOLATION VALVES SHALL BE INSTALLED IN ACCESSIBLE LOCATIONS. VALVES LOCATED IN WALLS OR DUCTS SHALL BE FITTED WITH APPROVED
- ACCESS COVERS.

 INTERNAL PLUMBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1, 2 & 3 AND THE TASMANIAN PLUMBING CODE
- THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND PRESSURE TESTING REQUIRED BY TASWATER OR THE LOCAL AUTHORITY PRIOR TO
- ALL STOP VALVES TO BE CLOCKWISE CLOSING.
- PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
 STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDING WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
 FIRE PLUGS AND VALVE POSITIONS TO BE MARKED ON KERB BACKS WITH HIMARK CONCRETE PAINT.
- PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TW-SD-W-20 SERIES, THEY SHALL BE DIX2 (1020) HOPE PETO SORTI PN16 PIPE
- ALL FITTINGS TO BE F.B.F.
- FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS
- 20. TASWATER TO WITNESS PRESSURE TEST TO 1200kPA PRIOR TO BACKFILL AT JOINTS
- 21. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK, REFER TO WSA CODE FOR DETAILS.
 22. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING; THE COMPOSITION OF FILL MATERIAL VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT.

DRIVEWAY NOTES:

- EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED OTHERWISE.
- FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE
- WITH THE FOLLOWING REQUIREMENTS:
 TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm
- THE SUB GRADE SHALL BE CHECKED FOR A MINIMUM BEARING CAPACITY OF 50 kPa. FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND. THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.

- EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95%, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS
- WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO DEMONSTRATE COMPACTION PRIOR TO THE PLACEMENT OF BASE OR SUB-BASE COURSES. UNREINFORCED CONCRETE KERBS AND CHANNELS SHALL HAVE TROWELLED JOINTS AT NOT MORE THAN 3.0m CRS

CONTROLLED FILL:

- CONTROLLED FILL SHALL BE LAID IN STRICT ACCORDANCE WITH AS2870 AND AS3798 REQUIREMENTS. THE FOLLOWING METHOD IS APPROVED:
- FILL MATERIAL SHALL BE WELL GRADED FOR OR SITE BOOK REVIEWED DURING EXCAVATION
- THE SUB GRADE SHALL BE CHECKED FOR BEARING CAPACITY WHICH IS A MINIMUM OF 50kPa FOR SLABS AND A MINIMUM OF 100kPa FOR
- THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 150mm
- THE FILL SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% FOR RESIDENTIAL APPLICATIONS IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS LEVEL OF COMPACTION IS ACHIEVED. IMPORTED MATERIAL, CONTRARY TO THE ABOVE SPECIFICATION, INTENDED FOR USE AS STRUCTURAL FILL SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO USE

CONCRETE

- CONCRETE SHALL BE NOT LESS THAN N25 GRADE, WITH 20mm NOMINAL MAXIMUM AGGREGATE SIZE, SLUMP SHALL BE SELECTED TO SUIT THE CONSTRUCTION CONDITIONS. UNLESS NOTED OTHERWISE THE MINIMUM APPROPRIATE SPECIFICATIONS FROM AS3600 AND AS2870 SHALL BE ADOPTED
- SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
- CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS USING CURRENT BEST PRACTICE METHODS. SPRAY APPLIED CURING COMPOUNDS ARE
- GENERALLY NOT DEEMED SATISFACTORY AS SOLE CURING METHOD. CONCRETE SHALL BE MECHANICALLY VIBRATED U.N.O.
- ADDITIONAL WATER SHALL NOT BE ADDED TO THE CONCRETE ON SITE UNLESS SIGNED BY THE DRIVER AND APPROVED BY THE SUPPLIER

Approved - General Manager Consent Only [GMC-20-28] 14/05/2020

ENGINEERING NOTES ARE INTENDED FOR USE AS A GUIDE TO RELEVANT CODES, REGULATIONS AND STANDARDS FOR THE BUILDER OR CONTRACTOR DURING THE CONSTRUCTION PROCESS, THEY SHALL NOT REPLACE THEM IN ANY WAY. THESE NOTES ARE NOT SITE SPECIFIC AND SHALL NOT BE USED TO CONTRAVENE APPROVED PLANS OR TO SPECIFY ANY UNAPPROVED WORKS

E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20
D	FOR PLANNING APPROVAL	DG	MH	21/01/20
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18
REV	DESCRIPTION	BY	CHIK	DATE



PLANNING	APPROVAL		
D. GRANNETIA	HYDRAULIC ENGINEER		
M. HORSHAM CC5865 I	AS SHOWN	A3	P

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

CIVIL & HYDRAULIC NOTES PROJECTI 19E99-12 N₀1 Е

2018 9:45

SCRIPTION TTED HOPE SN8 DRAINAGE PIPE POSED STORMWATER PIPE POSED SEWER PIPE POSED RISING SEWER MAIN POSED PE PN16 WATER SUPPLY POSED PUBLIC STORMWATER MAIN POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN PO
POSED STORMWATER PIPE POSED SEWER PIPE POSED RISING SEWER MAIN POSED PE PN16 WATER SUPPLY POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN POSED PUBLIC WATER MAIN VER CIRCUIT MUNICATIONS 00 PVC-M PN16 PVC
POSED SEWER PIPE POSED RISING SEWER MAIN POSED PE PN16 WATER SUPPLY POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN POSED PUBLIC WATER MAIN WER CIRCUIT MUUNICATIONS 00 PVC-M PN16 PVC
POSED RISING SEWER MAIN POSED PE PN16 WATER SUPPLY POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN POSED PUBLIC WATER MAIN WER CIRCUIT MUUNICATIONS 00 PVC-M PN16 PVC
POSED PE PN16 WATER SUPPLY POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN POSED PUBLIC WATER MAIN WER CIRCUIT MUUNICATIONS 00 PVC-M PN16 PVC
POSED PUBLIC STORMWATER MAIN POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN VER CIRCUIT MMUNICATIONS 00 PVC-M PN16 PVC
POSED PUBLIC SEWER MAIN POSED PUBLIC WATER MAIN VER CIRCUIT MUNICATIONS 00 PVC-M PN16 PVC
POSED PUBLIC WATER MAIN VER CIRCUIT MUNICATIONS 00 PVC-M PN16 PVC
VER CIRCUIT MMUNICATIONS 00 PVC-M PN16 PVC
MMUNICATIONS 00 PVC-M PN16 PVC
00 PVC-M PN16 PVC
STING SLOTTED AG DRAINAGE DIDE
TING SLOTTED AG DRAINAGE FIFE.
STING WATER SUPPLY
STING SEWER PIPE
STING RISING SEWER MAIN
STING STORMWATER
STING POWER
STING PUBLIC STORMWATER MAIN
STING PUBLIC SEWER MAIN
STING PUBLIC WATER MAIN
OLISHED MAIN WATER
OLISHED STORMWATER
OLISHED SEWER
IOLISHED WATER

LINE LEGEND		
MARK	DESCRIPTION	
	PROPERTY BOUNDARY	
	SURROUNDING PROPERTY BOUNDARY	
	PROPOSED PROPERTY BOUNDARY	
	EXISTING EASEMENT	
	PROPOSED EASEMENT	
	NATURAL SURFACE CONTOUR (MAJOR)	
	NATURAL SURFACE CONTOUR (MINOR)	
	BANK TOP	
	BANK BOTTOM	
	EXISTING BUILDING OUTLINE	
	PROPOSED BUILDING OUTLINE	
	PROPOSED ROAD CENTRELINE	
	PROPOSED ROAD	
	EXISTING ROAD	
	EXISTING KERB	
	PROPOSED BARRIER FENCE	

	SYMBOL LEGEND
MARK	DESCRIPTION
MM	DN50 ID 40 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
M	DN25 ID 20 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
\boxtimes	'ACO' 450 x 450 x 600 DEEP PIT WITH GRATED LID
	'ACO' K100 CHANNEL DRAIN & INCLINE PIT WITH CLASS 'B' TRAFFICABLE GRATE
(M)	STORMWATER MANHOLE AS PER LGAT STANDARD DRAWING TSD-SW02-v1
S	SEWER MAINTENANCE HOLE TYPE P2 AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
0	DN150 STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
H	DN100 SEWER LOT CONNECTION AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
FH	FIRE HYDRANT AS PER MRWA-W-302
\bowtie	ISOLATING VALVE AS PER MRWA-W-302
∇	THRUST BLOCK (CONCRETE) AS PER MRWA-W-205A
	CONCRETE HEADWALL
	SIDE ENTRY PIT TYPE 5 AS PER TSD-SW12-v1
	SIDE ENTRY PIT TYPE 3 AS PER TSD-SW09-v1
PS-1	POWER SUBSTATION
	POWER TURRET
Pő	NBN PIT
- 0	STREETLIGHT

HATCH LEGEND		
MARK	DESCRIPTION	
	CONCRETE DRIVEWAY WITH PR. CONTOUR SHOWN 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE	
	EXISTING CONCRETE SLABS ETC.	
	CONCRETE FOOTPATH 100 THICK SL72 CENTRAL	
	RETAINING WALL	
	SUSPENDED/CANTILEVERED DRIVEWAY	
	EASEMENT	

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

NOT FOR	
CONSTRUCTION	



Approved - General Manager Consent Only [GMC-20-28] 14/05/2020

E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20
D	FOR PLANNING APPROVAL	DG	MH	21/01/20
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18
REV	DESCRIPTION	BY	CHK	DATE



D. GRANNETIA	
CIVIL ENGINEER D. GRANNETIA	
M. HORSHAM CC5865 I SCALE AS SHOWN	A3

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

WING TITLE SYMBOL &	LINE LEGEN	DS
JECT NO	DWG NO	REV
19E99-12	N02	E

NOTES:

E FOR PLANNING APPROVAL - COUNCIL RAI

D FOR PLANNING APPROVAL

C FOR PREJUNIANCY COLLY - TRAFFIC ENGINEER AMENGMENTS

B FOR PPELINIANCY COLLY - PAGING DETAILED

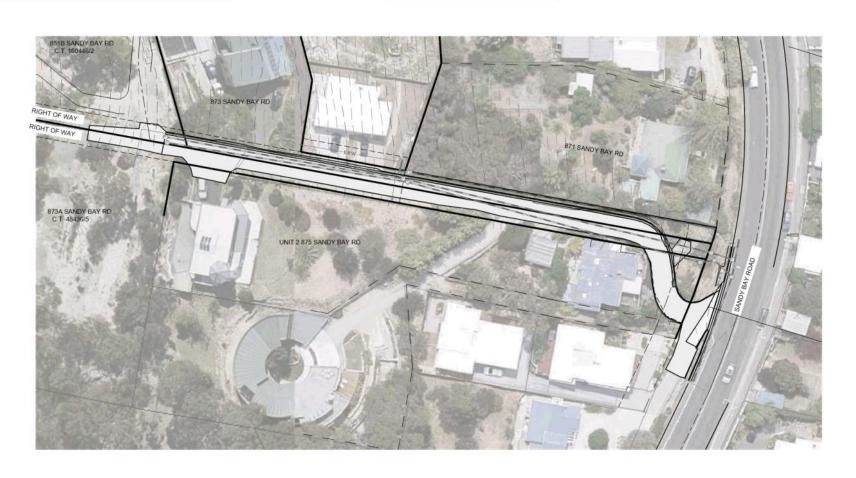
A FOR PPELINIANCY COLLY

DESCRIPTION

- SURVEY DATA COMPLETED AND PROVIDED BY LARK & CREESE, DATED 19/03/19, REFERENCE NO. 09255-01
- 2. HORIZONTAL DATUM MGA, VERTICAL DATUM AHD, CONTOUR INTERVALS AT

Approved - General Manager Consent Only [GMC-20-28] 14/05/2020

NOT FOR CONSTRUCTION



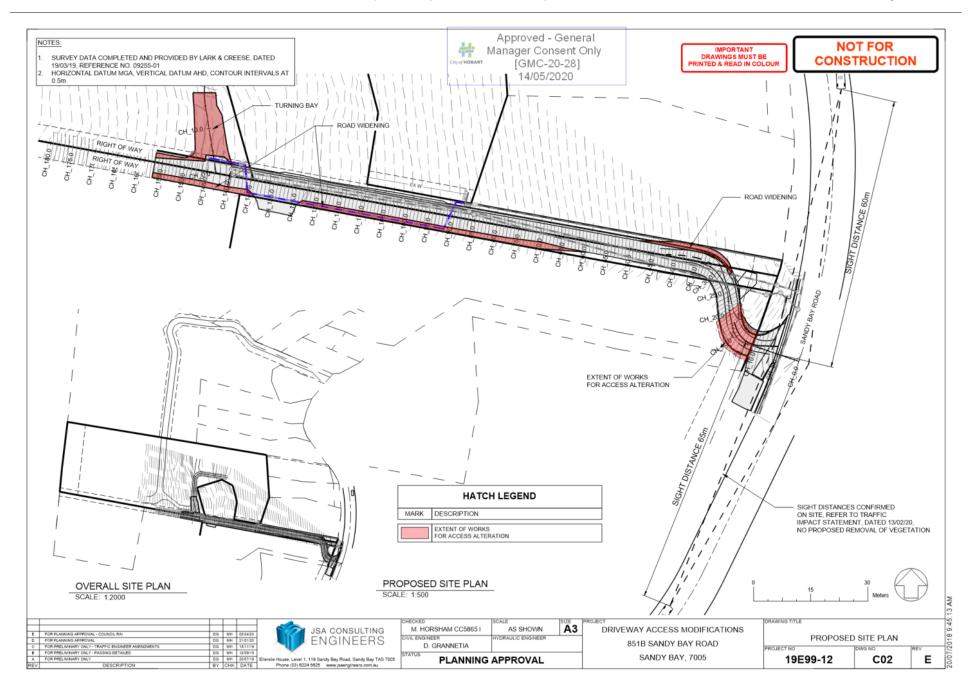


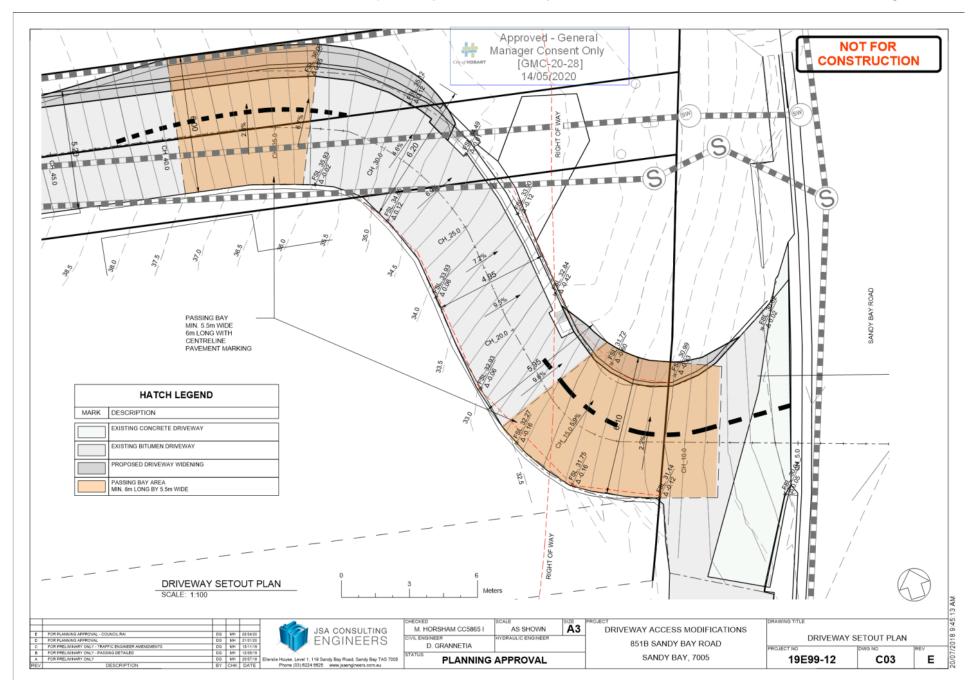


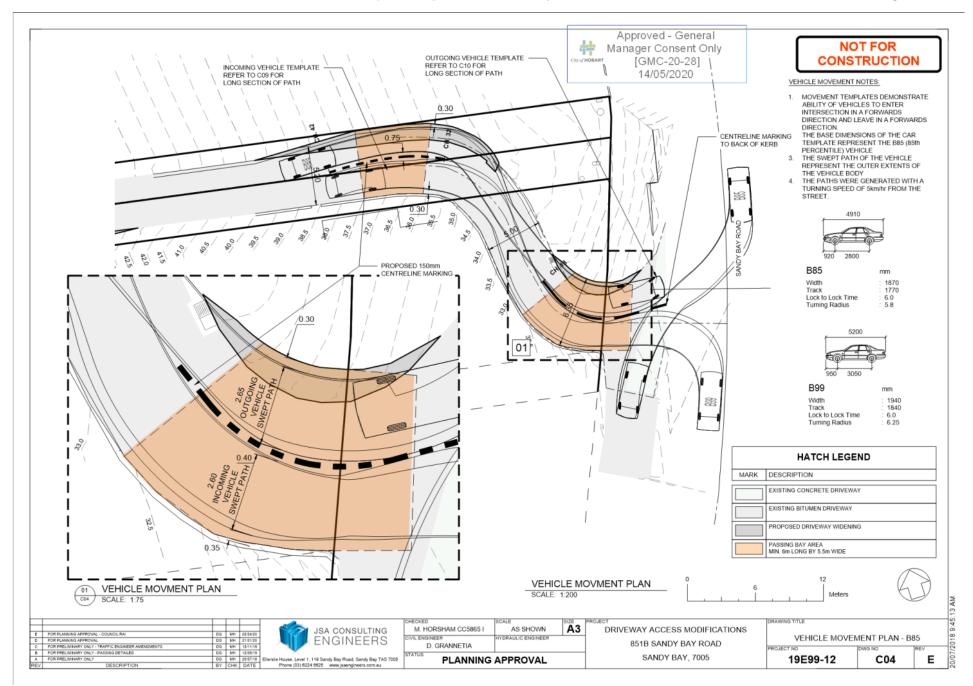
M. HORSHAM CC5865 I	AS SHOWN	A3
D. GRANNETIA	HYDRAULIC ENGINEER	
PLANNING	APPROVAL	

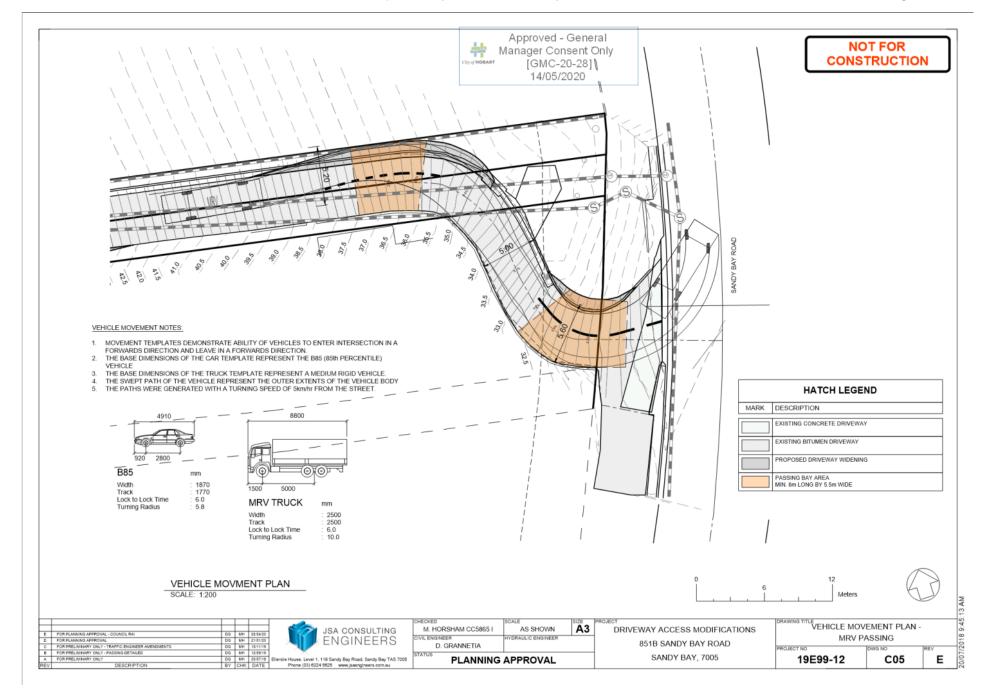


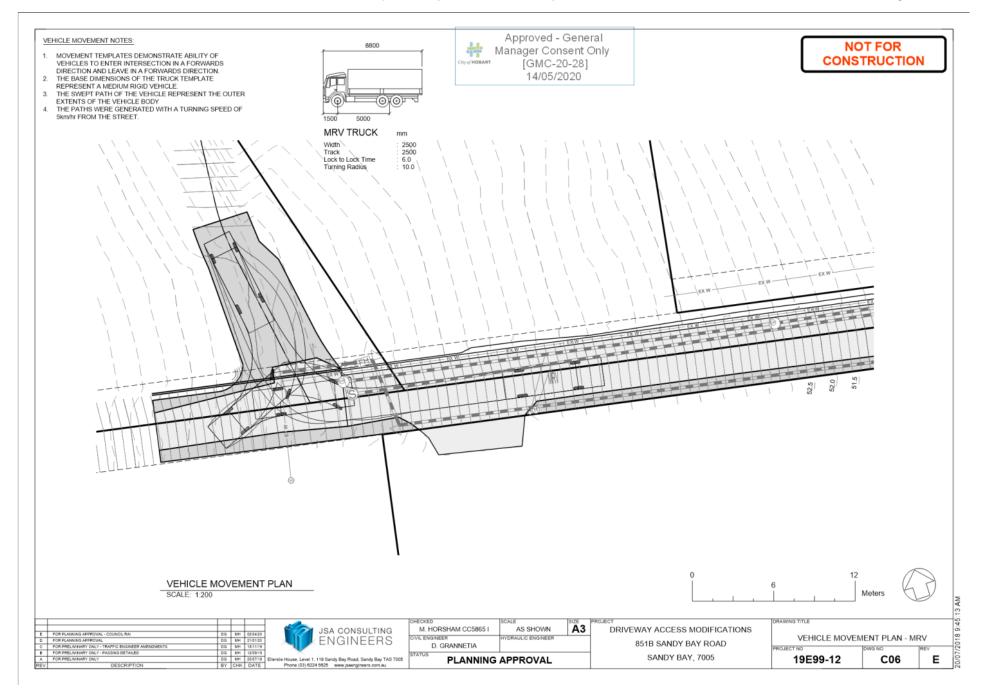






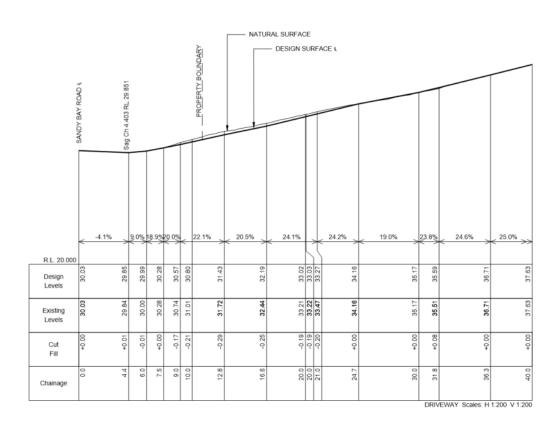








NOT FOR CONSTRUCTION



DRIVEWAY LONG SECTION - CL

SCALE: H 1:200 V 1:200

					Г
					1
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	1
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	1
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
В	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	1
A	FOR PRELIVINARY ONLY	DG	MH	20/07/18] ₪
REV	DESCRIPTION	BY	CHIK	DATE	1

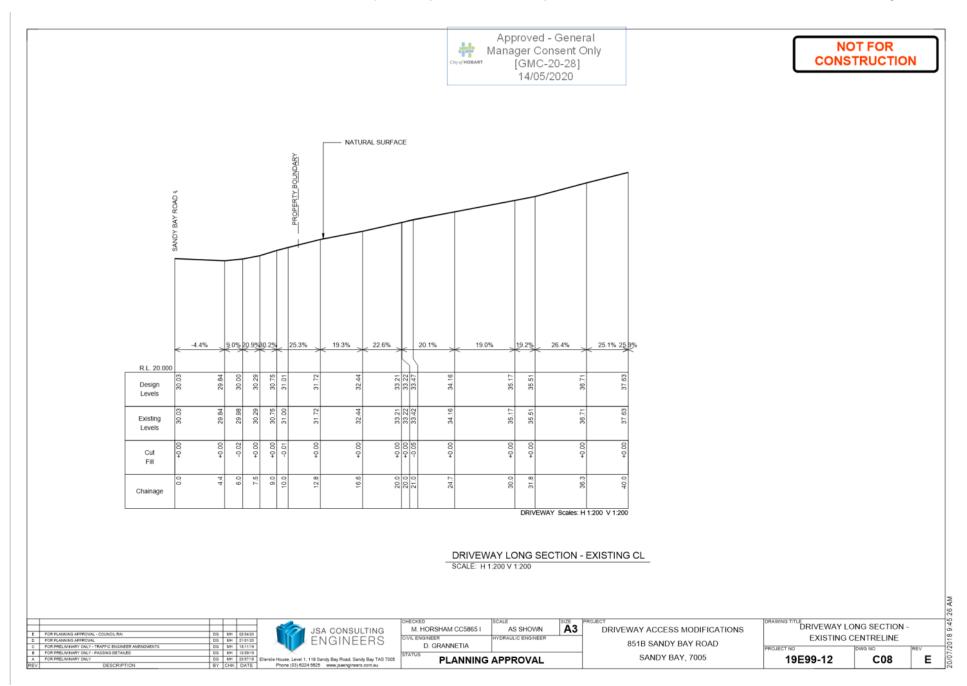
JSA CONSULTING ENGINEERS
Ellersie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005 Phone (03) 6224 5625 www.jsaengineers.com.au

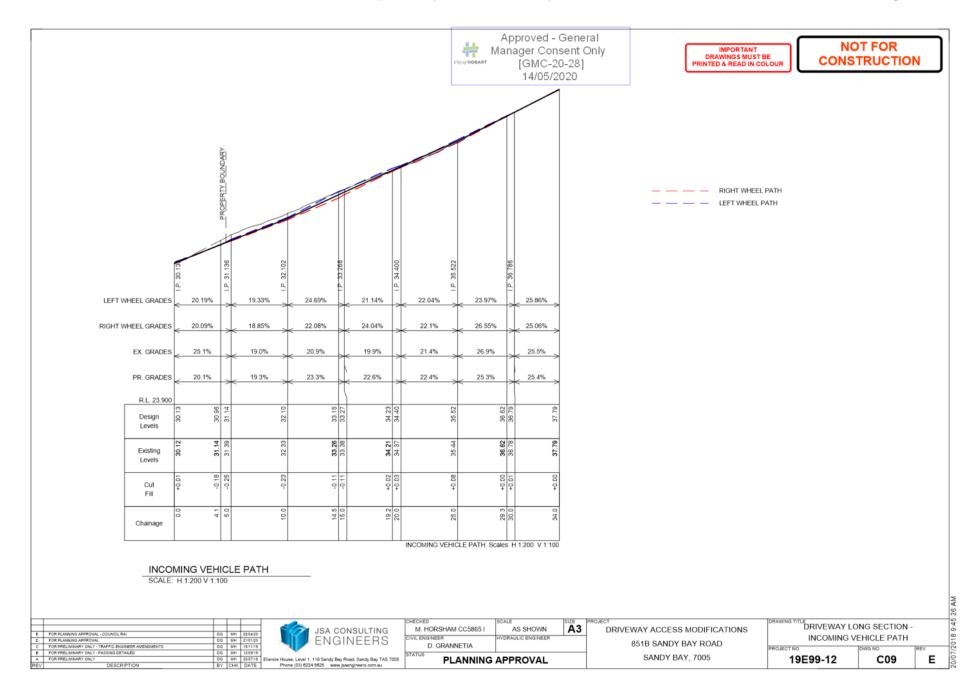
PLANNING	G APPROVAL	
D. GRANNETIA	HYDRAULIC ENGINEER	
M. HORSHAM CC5865 I	AS SHOWN	A3

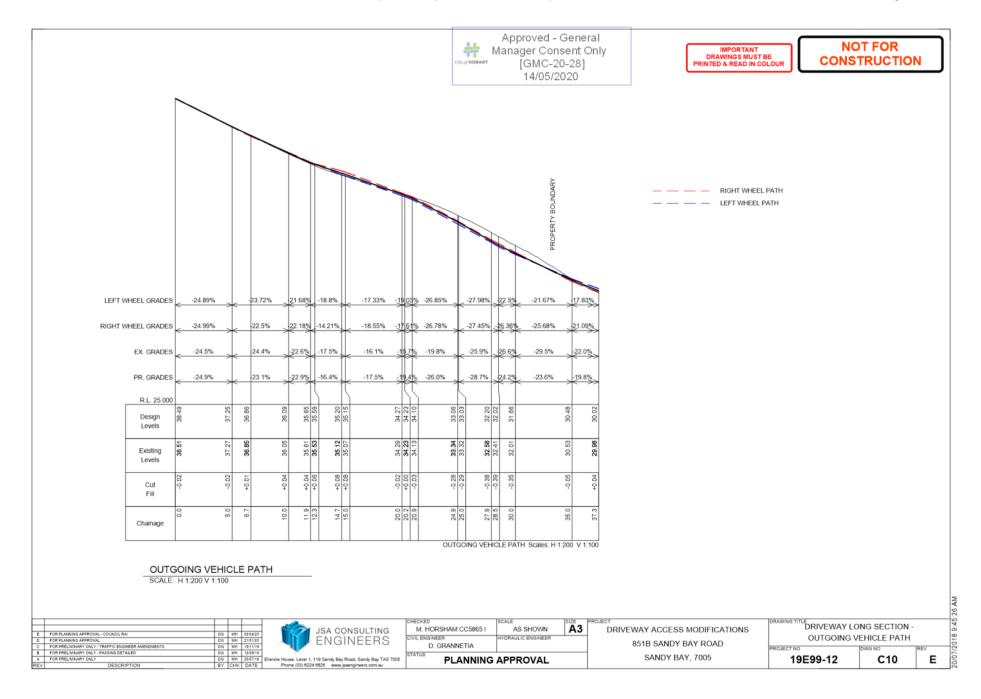
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

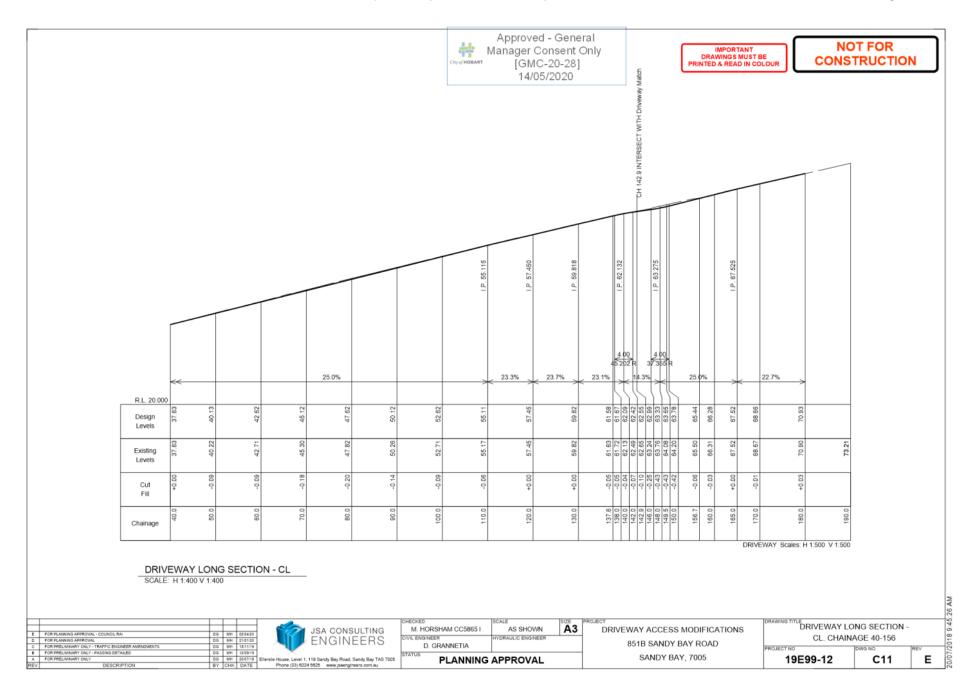
DRAWING TITLE		_
DRIVEWAY	LONG SECTION	N -
CEN	TRELINE	
PROJECT NO	DWG NO	RE
19E99-12	C07	

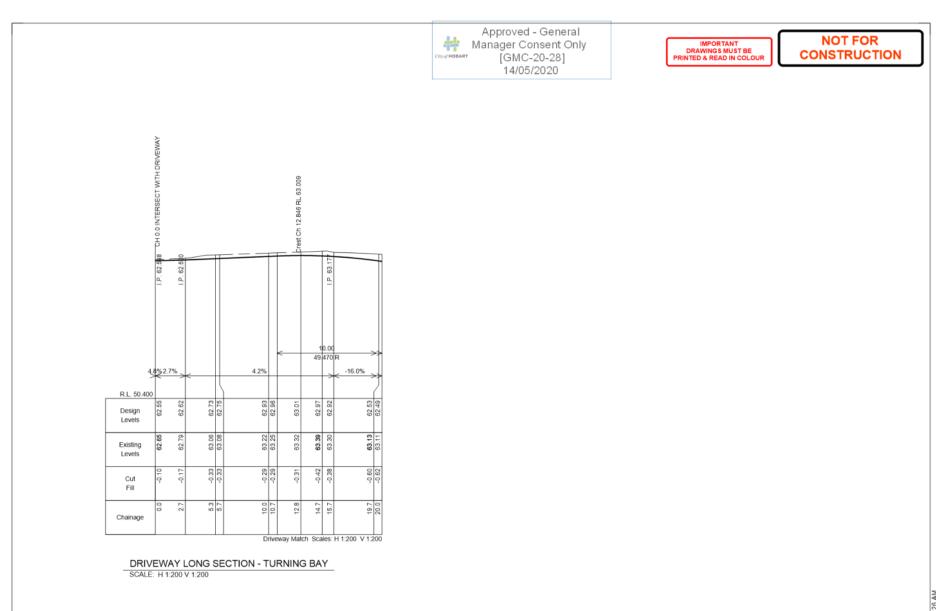
Ε











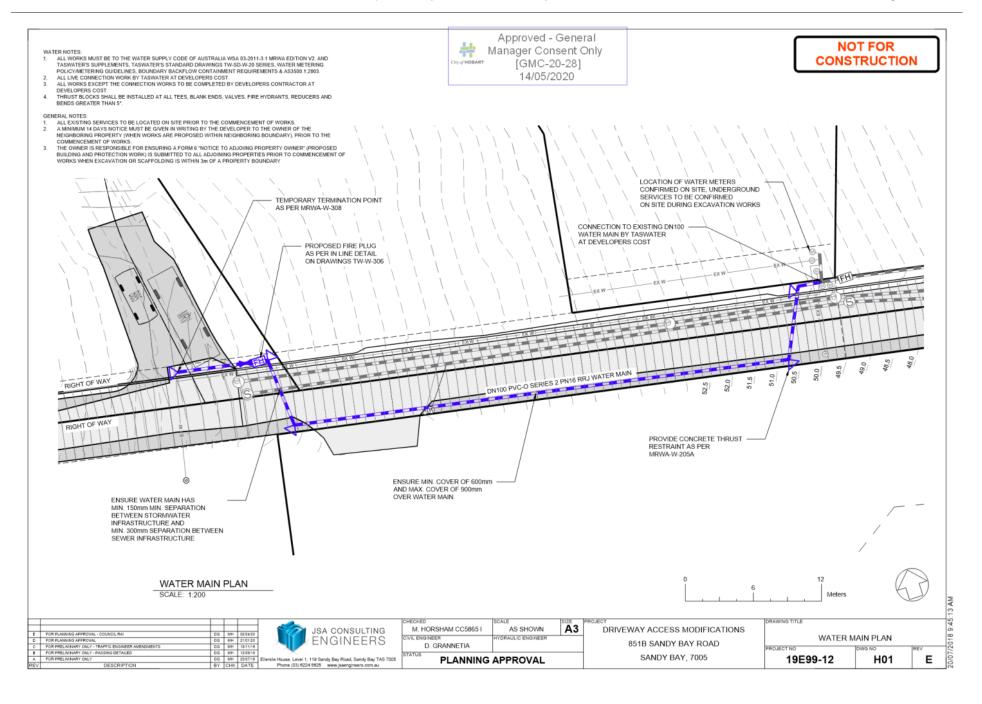
E	FOR PLANNING APPROVAL - COUNCIL RAI	DG	MH	02/04/20	
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AVENDMENTS	DG	MH	15/11/19	
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	Е
REV	DESCRIPTION	BY	CHIK	DATE	1



PLANNING	G APPROVAL	
D. GRANNETIA	HYDRAULIC ENGINEER	
M. HORSHAM CC5865 I	AS SHOWN	A3

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

DRIVEWAY LONG SECTION -					
TURNING BAY					
ROJECT NO DWG NO REV					
19E99-12 C12 E					



Page 443 ATTACHMENT B

27/02/2020

Gmail - Titled Land Owners Notification 873 - 875 Sandy Bay Road Right of Way



Adam Griggs <algriggs81@gmail.com>

Titled Land Owners Notification 873 - 875 Sandy Bay Road Right of Way

Gemma and Quentin <gem.que@hotmail.com> To: "algriggs81@gmail.com" <algriggs81@gmail.com> Thu, Feb 27, 2020 at 1:26 PM

Hi Adam,

We wish to advise all titled land owners, with ownership of the 873 - 875 Sandy Bay Road Right of Way (includes all units and subset numbering), have been notified of our intetion to submit a planning application for alterations to the driveway and change of access to the right of way. These land owners are as follows:

- 873 Sandy Bay Road Penny and Victoria MacDonald
- 873A Sandy Bay Road James Morrison & Yvette Breytenbach
- Unit 1 875 Sandy Bay Road Alex & Jacqueline Salathe
- Unit 2 875 Sandy Bay Road Jin-Gang-Dhyana Incorporated

Regards,

Quetnin & Gemma Hendry

Page 444 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
160446	2
EDITION 2	DATE OF ISSUE 07-Jul-2014

SEARCH DATE : 25-Feb-2020 SEARCH TIME : 03.50 PM

DESCRIPTION OF LAND

City of HOBART Lot 2 on Sealed Plan 160446

Derivation: Part of 72A-3R-34P Gtd. to V W Hookey

Prior CT 48485/1

SCHEDULE 1

C880507 & M203931 TRANSFER to QUENTIN FREDERIC HENDRY and GEMMA JANE GRIGGS Registered 27-Nov-2008 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP160446 EASEMENTS in Schedule of Easements SP160446 COVENANTS in Schedule of Easements SP160446 WATER SUPPLY RESTRICTION SP167639 BENEFITING EASEMENT: A Right of Carriageway over the Right of Way D & Service Easement on SP167639 SP167639 BENEFITING EASEMENT: A Right of Carriageway and Service Easement over the Right of Way B & Service Easement and Right of Way C & Service Easement shown on SP167639 C884168 MORTGAGE to National Australia Bank Limited Registered 27-Nov-2008 at 12.02 PM C956488 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 25-Feb-2010 at noon AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 27-Oct-2010 at noon D34082 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 26-Oct-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

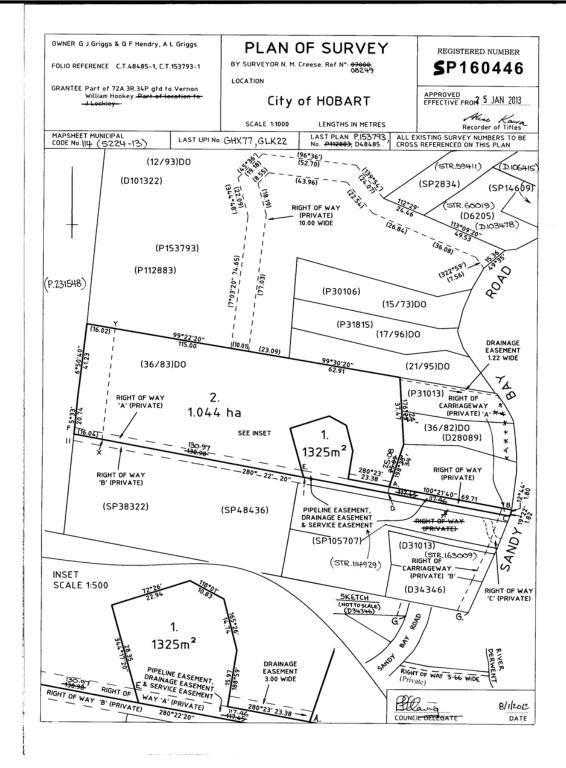


FOLIO PLAN

RECORDER OF TITLES



Issued Pursuant to the Land Titles Act 1980



Search Date: 25 Feb 2020

Search Time: 03:51 PM

Volume Number: 160446

Revision Number: 01

Page 1 of 1



TRAFFIC IMPACT STATEMENT

PROPOSED RESIDENTIAL DWELLING DEVELOPMENT 851b SANDY BAY ROAD, SANDY BAY

1. INTRODUCTION

The owners of the property at 851b Sandy Bay Road propose to increase the number of dwellings on this site (the site). During discussions with the Hobart City Council, council officers have raised concern about the intensification of traffic along the driveway that provides 'right of way' shared access off Sandy Bay Road to the site as well as a number of other dwellings on properties along this driveway.

The main concerns that council has are understood to be adequate passing bay provisions for future traffic, particularly through the reverse curve at the eastern end of the shared driveway.

Comments from council about the shared driveway include:

- the bottom section with bends and shared crossover needs to be widened to allow space for passing below the first house – that is before the driveway straightens out;
- drawings from 20 July 2019 don't appear to show enough widening from CH 10m - 30m to allow 2 standard B85 vehicles to safely pass each other before the straight. We did not want CH 0-10m to be used as a passing area because that portion of driveway is shared by other properties to the left of the shared crossover;
- we have concerns about the likelihood of additional dwellings using this substandard steep narrow shared driveway to Sandy Bay Rd;
- we would consider a proposal to improve this driveway and would be more likely to approve it if the driveway could be widened from say CH 10-30m to allow vehicles to safely pass each other before the straight section.

This Traffic Impact Statement (TIS) has been prepared to address these comments from the Council.

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170 TEL: (03) 6248 7323 MOBILE: 0402 900 106 EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

2. PROPOSED DEVELOPMENT

The proposed upgrade of the driveway is aimed at facilitating additional traffic movements along its length which would be generated by a few additional dwellings.

There are currently six dwellings that have direct driveway access off the shared driveway and three dwellings via a side shared driveway within the initial 5m metres from Sandy Bay Road.

The owners of the site propose to construct further dwellings on this property. With the one approved dwelling to be constructed at 873a Sandy Bay Road, it will increase the number of dwellings accessed off the main shared driveway to 10 dwellings (plus three dwellings on the side shared driveway at Sandy Bay Road).

The main shared driveway follows a reverse curve to the west over a distance of 30m from the Sandy Bay Road kerb line, then a straight alignment for around 165m to the west on an upgrade of 20% initially and up to 25%.

PROPOSED MAIN SHARED DRIVEWAY UPGRADE 3.

In reviewing the design of the main shared driveway, which was referred to council on 20 July 2019, some changes have been made to the design to address requirements set by this consultant.

In response to the above council comments:

- if a passing areas are justified on a road or driveway, the foremost location where the passing area must be located is immediately back from the edge of the road or edge of the near traffic lane. This is the point where a motorist has to stop to view for gaps in the traffic stream along the intersecting road
 - If another vehicle arrives at this time, needing to enter the side road, that other vehicle needs to leave the intersecting road and not hold up other traffic on the through road which would increase the potential of rear end collisions. Such a passing area that is not at the road edge does not maximise safety and traffic efficiency;
- the next consideration about passing areas is the need to have forward sight distance between each pair of passing areas so that a motorist can stop in one passing area when seeing an oncoming vehicle on a narrower section of the road or driveway that has left or just left the next passing area, to allow that vehicle to pass;
- finally, with due regard to AS 2890.1, the passing areas should be wide and long enough to allow opposing B85 and B99 car to pass one



These design principles have been applied to the redesign of the main shared driveway, which is seen on the attached drawings.

The redesign provides for a passing bay at Sandy Bay Road for vehicles entering and exiting Sandy Bay Road. This passing bay has been lengthened slightly into the reverse curve and there will be another passing bay at the western end of the reverse curve, positioned to provide a clear line of sight between vehicles in each passing bay towards an opposing vehicle. Each passing bay will accommodate passing B85 and B99.

There will be general widening of the main shared driveway further to the west to provide a 5.0 width plus a commercial vehicle turning bay near the western end. However, there will effectively be several passing areas to the west of the above two passing areas at the reverse curve, located at each dwelling driveway.

The widening of the main shared driveway in the area of a reverse curve will normally increase the grade on the inside of the curve. In this case, with the widening the driveway at the passing bays, the redesign will smooth out the changes in the grade so that it will not be steeper; there will be a slight reduction to the current highest grade in this area.

It is recommended a centreline marking be installed on the driveway in the two passing areas, as shown on the drawings, to keep vehicles to the left side of the passing area.

4. TRAFFIC ACTIVITY ALONG MAIN SHARED DRIVEWAY

As indicated above, with proposed further dwelling development along this main shared driveway there will eventually be 10 dwellings to which this driveway will provide access. There are also the three dwellings along the side shared driveway at Sandy Bay Road.

The traffic generation rate for dwellings in the Hobart area is around 8 vehicles/dwelling/day.

The 10 dwellings along main shared driveway will generate some 80 vehicles/day and the three dwellings on the side shared driveway would generate another 30 vehicles/day.

The traffic volume during the busiest hour of the day is usually around 10% of the daily traffic. Therefore, the peak traffic volume using the main shared driveway will be around 8 vehicles/hour with around another 3 vehicles/hour merging with (or diverging from) this traffic at Sandy Bay Road.

This level of traffic activity will not create any operational issues, particularly with the construction of the passing areas to the above set standards.



As indicated in Section 3.2.2 of AS/NZS 2890.1:2004, 30 or more vehicle movements in an hour would usually require provision for two vehicles to pass.

The traffic volume using the main shared driveway into the future will be much less than 30 vehicles/hour and there will be the added benefit of passing areas. It means that this driveway is capable of carrying significantly more traffic than proposed.

The proposed driveway redesign will be more than sufficient to safely and efficiently accommodate the future traffic volumes.

5. SANDY BAY ROAD SPEED ENVIRONMENT

Consideration has been given to the speed of traffic along Sandy Bay road approaching the driveway junction.

The available views along Sandy Bay Road for motorists exiting the main driveway are seen in Photographs 5.1 and 5.2.

Measurements have found that the available sight distance for a vehicle entering Sandy Bay Road, from a point in the driveway 2.5m back from the near traffic lane, is 60m to the north and 65m to the south. The sight distances to and from a vehicle waiting to turn right into the driveway are considerably longer. The sight distance measurement seen on the attached drawings are not correct.

In order to establish the required sight distances for the speed environment, a survey of approach vehicle speeds was undertaken using a radar speed gun. This survey has found the 85th percentile speed of northbound traffic is 51km/h and southbound traffic is 52km/h.

The Hobart Interim Planning Scheme addresses sight distances in Code E5 and Code E6.

It is taken that Code E5 addresses requirements at public road intersections (including sight distances at public roads junctions and public accesses and commercial development allowing general public access) and Code E6 applies to driveways to private property where access is restricted or limited.

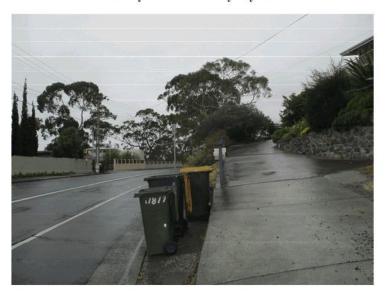
Clause 6.7.2 states that a private driveway must be designed and constructed, and the sight distances provided, to comply with Section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.

The 'desirable' and 'minimum' required sight distances, based on AS 2890.1 for the above measured 85th percentile speeds are respectively, 71m and 47m to the south, 72m and 49m to the north.





Photograph 5.1: View to north along Sandy Bay Road from driveway to No.851b Sandy Bay Road



Photograph 5.2: View to south along Sandy Bay Road from driveway to No.851b Sandy Bay Road



Therefore, the available sight distances are around midway between the 'desirable' and 'minimum' required sight distances, and therefore sufficient to meet the scheme requirements.

It is necessary that the Hobart City Council ensure that vegetation growing on the retaining wall to the south of the driveway junction is not allowed to intrude into the line of sight because, as seen in Photograph 5.2, it can reduce the sight distance by several metres; it needs to be removed.

There have been no reported crashes or incidents on Sandy Bay Road at the driveway junction over at least the last five years involving turning vehicles. The only collision within a 150m distance of the junction has been a collision with a parked car a few metres to the north of the junction in 2016, which resulted in property damage only.

6. CONCLUSIONS AND RECOMMENDATIONS

Consideration has been given to the required design of the main shared driveway for it to accommodate current and future traffic movements.

The design principles that have been applied to the redesign of the main shared driveway to safely and efficiently accommodate future traffic volumes include;

- a passing bay at Sandy Bay Road;
- passing bay at the western end of the reverse curve;
- a clear line of sight between vehicles in each passing bay; and
- each passing bay to accommodate passing B85 and B99.

The existing and proposed development along the main shared driveway will result in 10 dwellings using this driveway, with three existing dwellings along the side shared driveway at Sandy Bay Road.

The peak traffic volume using the main shared driveway will be around 8 vehicles/hour with around another 3 vehicles/hour merging with (or diverging from) this traffic at Sandy Bay Road.

This level of traffic activity will not create any operational issues, particularly with the construction of the passing areas to the above set standards.

A centreline marking needs to be installed on the driveway in the passing areas to keep vehicles to the left side of the passing area.

The proposed driveway redesign, as seen on the attached drawings, will be more than sufficient to accommodate the future traffic volumes and therefore is supported.



An assessment of available sight distances along Sandy Bay Road at the main driveway are sufficient to meet the requirements of AS 2890.1 and hence the planning scheme requirements.

However, the Hobart City Council needs to arrange that vegetation growing on the retaining wall to the south of the driveway junction is removed so that it does not intrude into the light of sight into the future.

Milan Prodanovic

Ale roclorover

13 February 2020



PROPOSED DRIVEWAY ACCESS UPGRADE 851B SANDY BAY ROAD, SANDY BAY, 7004 TASMANIA

INDEX

H01

C00 N01 N02	INDEX & COVER SHEET CIVIL & HYDRAULIC NOTES SYMBOLS & LINE LEGENDS
004	EVICTIVO CITE DI AVI
C01	EXISTING SITE PLAN
C02	PROPOSED SITE PLAN
C03	ROAD SETOUT PLAN
C04	VEHICLE MOVEMENT PLAN - B85
C05	VEHICLE MOVEMENT PLAN - MRV PASSING
C06	VEHICLE MOVEMENT PLAN - MRV
C07	DRIVEWAY LONG SECTION - CL
C08	DRIVEWAY LONG SECTION - EXISTING CL
C09	DRIVEWAY LONG SECTION - INCOMING VEHICLE
C10	DRIVEWAY LONG SECTION - OUTGOING VEHICLE

WATER MAIN PLAN

IMPORTANT DRAWINGS MUST BE PRINTED & READ IN COLOUR NOT FOR CONSTRUCTION



LOCALITY MAP

DESIGN SPECIFICATIONS

- 90° CAR PARKING SPACES DESIGNED TO AS2890.1 FIGURE 2.2 (CLASSIFIED UNDER USER CLASS 1A).
- 2. PARALLEL CAR PARKING SPACES DESIGNED TO AS2890.1 FIGURE 2.5.
- 3. LOADING BAYS ARE TO BE DESIGNED TO AS290.2 SECTION 4 (CLASSIFIED UNDER SMALL RIGID VEHICLE).
- 4. GRADIENT DISABLED CAR PARK DESIGNED TO AS2890.6 SECTION 2.3.
- 5. DRIVEWAY PROFILE DESIGN TO TASMANIAN STANDARD DRAWINGS (LGAT).
- 2. DRIVEWAY PROFILE AND STORMWATER PIPE COVER DESIGNED TO TASMANIAN STANDARD DRAWINGS (LGAT)
- SEWER PIPELINE DESIGNED TO MRWA SEWERAGE STANDARDS.

D	FOR PLANNING APPROVAL	DG	MH	21/01/20	
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	
D	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	Ε
REV	DESCRIPTION	BY	CHK	DATE	1



5	PLANNING	APPROVAL		
	D. GRANNETIA	HYDRAULIC ENGINEER		
	M. HORSHAM CC5865 I	AS SHOWN	A3	P

DRIVEWAY ACCESS MODIFICATIONS

851B SANDY BAY ROAD

SANDY BAY, 7005

	,	•
DRAWING TITLE		
INDEX & CO	VER SHEET	
PROJECT NO	DWG NO	REV
19E99-12	C00	D



NOT FOR

CIVIL AND HYDRAULIC NOTES

- 1. THE MAIN CONTRACTOR AND ALL SUB CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT AND ALL RELEVANT
- ALL HYDRAULICS WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA STANDARD DRAWINGS AND SPECIFICATIONS, (WSAA SEWERAGE
- CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
 THE LECTRICAL CONTRACTOR IS RESPONSIBLE FOR CONTACTING TASNETWORKS TO APPLY FOR NEW CONNECTIONS AND/OR ADDITIONAL
 SUPPLY, SUFFICIENT TIME FOR TASNETWORKS DESIGN AND REVIEW PROCESSES SHOULD BE ALLOWED FOR.
- NO TOP SOIL SHALL BE REMOVED FROM THE SITE WITHOUT THE CONSENT OF COUNCIL. TOP SOIL DISTURBED OR REMOVED AS A RESULT OF WORKS SHALL BE STOCK-PILED ON SITE AND LATER USED FOR REDRESSING ANY DISTURBED SURFACES.

 ALL DISTURBED SURFACES ON SITE, EXCEPT THOSE SET ASIDE FOR ROADWAYS AND FOOTPATHS SHALL BE DRESSED WITH IMPORTED FILL AND
- REVEGETATED TO THE SATISFACTION OF THE COUNCIL'S DEVELOPMENT ENGINEER.

 ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
- ALL LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORKS
- ALL CONNECTIONS TO EXISTING STORMWATER MAINS TO BE CARRIED OUT BY COUNCIL AT DEVELOPERS COST UNLESS APPROVED OTHERWISE, ALL CONNECTIONS TO SEWER/WATER MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWISE
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL COMPLY WITH TASMANIAN MUNICIPAL STANDARDS PART 4
- 10. EXCAVATED AND IMPORTED MATERIAL USED AS FILL TO BE APPROVED BY ENGINEER PRIOR TO NSTALLATION.

 11. ANY DEPARTURES FROM THE DESIGN DRAWINGS ARE TO BE AT THE WRITTEN APPROVAL OF THE ENGINEER AND APPROVAL FROM THE AUTHORITY CHANGES INCLUDES CONFLICTS WITH EXISTING SERVICES
- UNLESS NOTED OTHERWISE, THESE NOTES SHALL APPLY TO ALL DRAWINGS IN THE SET
- 13. BATTERS: MAX EMBANKMENT SLOPE
 - MAX CUTTING SLOPE 1:2.0 (LOOSE ROCK)

1:3.0 (SOIL)

APPROVALS:

- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
 THE APPLICANT SHALL NOT COMMENCE CIVIL CONSTRUCTION WORKS WITHIN A ROAD RESERVE UNTIL THE FOLLOWING REQUIREMENTS ARE MET:
 A PERMIT TO CARRY OUT WORKS WITHIN A COUNCIL ROAD RESERVATION HAS BEEN ISSUED BY THE COUNCIL AND THE ASSOCIATED FEE
- PAYMENT MADE
- TRAFFIC MANAGEMENT AND PEDESTRIAN PLAN HAS BEEN PRODUCED AND FOLLOWED IN ACCORDANCE WITH DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES TRAFFIC CONTROL AT WORK SITES' CODE OF PRACTICE.

ROAD NOTES:

- MINIMUM SUB BASE THICKNESS TO BE 200mm.
 PRIOR TO PLACEMENT OF SUB BASE COURSE, PAVEMENT CUT IS TO BE ROLLED AND TESTED FOR CBR VALUES BY METHOD APPROVED BY THE
 SUPPERINTENDENT: WHERE THE CBR VALUES ARE LESS THAN 5 WITHIN THE FIRST 200mm THEN ADDITIONAL TESTS WILL BE REQUIRED TO ALLOW SUFFICIENT DESIGN ALTERATIONS TO THE SUB BASE
- PAVEMENT DESIGN BASED ON A CBR VALUE OF 3-4% ROAD MARKINGS AND SIGNS AS PER AS1742
- IF THE CBY ALUE IS LESS THAN 2 AT ANY DEPTH GREATER THAN 200mm THEN THE SUB BASE IS TO BE INCREASED GENERALLY ACCORDING TO THE FOLLOWING TABLE & CONSULT ENGINEER

CBR VALUES: DESIGN:

- 3-4 AS PER PAVEMENT DETAIL
- ADVISE & CONSULT ENGINEER. TYPICALLY INCREASE SUB BASE TO 400mm THICK (SUBGRADE REPLACEMENT)
- ADVISE & CONSULT ENGINEER. SPECIAL PAVEMENT DESIGN TO BE SPECIFIED.

WATER NOTES:

- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WSAA WATER SUPPLY CODE OF AUSTRALIA WIA 03-20 (CO) SEPRELLO TAMES SUPPLEMENT TO THIS CODE AND TO THE SATISFACTION OF TASWATERS DEVELOPMENT ENGINEER
- ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORK.
 ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT DEVELOPERS COST UNLESS APPROVED OTHERWIS
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL COMPLY WITH WSA 03-2011-3 1 AND TASWATER APPROVED PRODUCTS CATALOGUE
- GENERAL MATERIALS INSTALLATION AND TESTING SHALL CONNECT WITH TWO USES TO A DESTINATION AS THE ATTRIVED TO A WATER MAIN TO BE OP'L'S SERIES 2 CLASS 16 OR APPROVED EQUIVALENT, WITH A RODS AND CONNECTIONS BEING POLY PHIS PE100. THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES, BLANK ENDS, VALVES, FIRE HYDRANTS, REDUCERS AND BENDS GREATER THAN 5'
- INDIVIDUAL LOT CONNECTIONS TO BE MIN DN25 ID20 PN16 POLY LINO
- DEVELOPER TO MAKE APPLICATION TO TASWATER FOR THE SUPPLY OF 20mm WATER METER AND BOX, PRIOR TO COMMENCEMENT OF WORKS ONSITE. METER TO BE INSTALLED BY PLUMBING CONTRACTOR.
- ALL ISOLATION VALVES SHALL BE INSTALLED IN ACCESSIBLE LOCATIONS. VALVES LOCATED IN WALLS OR DUCTS SHALL BE FITTED WITH APPROVED
- ACCESS COVERS.

 INTERNAL PLUMBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1, 2 & 3 AND THE TASMANIAN PLUMBING CODE
- THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND PRESSURE TESTING REQUIRED BY TASWATER OR THE LOCAL AUTHORITY PRIOR TO
- ALL STOP VALVES TO BE CLOCKWISE CLOSING.
- PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUG.
 STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDING WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.
 FIRE PLUGS AND VALVE POSITIONS TO BE MARKED ON KERB BACKS WITH HIMARK CONCRETE PAINT.
- PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TW-SD-W-20 SERIES, THEY SHALL BE DIX2 (1020) HOPE PETO SORTI PN16 PIPE

- ALL FITTINGS TO BE F.B.E.
 FIRE PLUGS TO HAVE 100mm RISERS WITH SPRING TYPE PLUGS.
 TASWATER TO WITHESS PRESSURE TEST TO 1200KPA PRIOR TO BACKFILL AT JOINTS.
- 21. MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK, REFER TO WSA CODE FOR DETAILS.
 22. PLACEMENT OF WATER MAINS IN FILL REQUIRES THE CONTRACTOR TO PROVIDE DOCUMENTARY EVIDENCE INCLUDING; THE COMPOSITION OF FILL MATERIAL, VERIFYING THAT IT CONTAINS NO ORGANIC OR OTHER MATERIALS THAT DECOMPOSE OR OTHERWISE LEAD TO LONG TERM SETTLEMENT.

DRIVEWAY NOTES:

- EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED OTHERWISE. FILL REQUIRED TO SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE
- WITH THE FOLLOWING REQUIREMENTS:
 TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm
- THE SUB GRADE SHALL BE CHECKED FOR A MINIMUM BEARING CAPACITY OF 50 kPa. FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND. THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
- EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95%, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS
- WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED
- (UNDER SUPERVISION OF THE ENGINEER) TO DEMONSTRATE COMPACTION PRIOR TO THE PLACEMENT OF BASE OR SUB-BASE COURSES. UNREINFORCED CONCRETE KERBS AND CHANNELS SHALL HAVE TROWELLED JOINTS AT NOT MORE THAN 3.0m CRS

CONTROLLED FILL:

- CONTROLLED FILL SHALL BE LAID IN STRICT ACCORDANCE WITH AS2870 AND AS3798 REQUIREMENTS. THE FOLLOWING METHOD IS APPROVED:
- FILL MATERIAL SHALL BE WELL GRADED FOR OR SITE BOOK REVIEWED DURING EXCAVATION
- THE SUB GRADE SHALL BE CHECKED FOR BEARING CAPACITY WHICH IS A MINIMUM OF 50KPa FOR SLABS AND A MINIMUM OF 100KPa FOR
- THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 150mm
- THE FILL SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% FOR RESIDENTIAL APPLICATIONS IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS LEVEL OF COMPACTION IS ACHIEVED. IMPORTED MATERIAL, CONTRARY TO THE ABOVE SPECIFICATION, INTENDED FOR USE AS STRUCTURAL FILL SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO USE

CONCRETE

- CONCRETE SHALL BE NOT LESS THAN N25 GRADE, WITH 20mm NOMINAL MAXIMUM AGGREGATE SIZE, SLUMP SHALL BE SELECTED TO SUIT THE CONSTRUCTION CONDITIONS. UNLESS NOTED OTHERWISE THE MINIMUM APPROPRIATE SPECIFICATIONS FROM AS3600 AND AS2870 SHALL BE ADOPTED
- SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
- CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS USING CURRENT BEST PRACTICE METHODS. SPRAY APPLIED CURING COMPOUNDS ARE
- GENERALLY NOT DEEMED SATISFACTORY AS SOLE CURING METHOD. CONCRETE SHALL BE MECHANICALLY VIBRATED U.N.O.
- ADDITIONAL WATER SHALL NOT BE ADDED TO THE CONCRETE ON SITE UNLESS SIGNED BY THE DRIVER AND APPROVED BY THE SUPPLIER

ENGINEERING NOTES ARE INTENDED FOR USE AS A GUIDE TO RELEVANT CODES, REGULATIONS AND STANDARDS FOR THE BUILDER OR CONTRACTOR DURING THE CONSTRUCTION PROCESS, THEY SHALL NOT REPLACE THEM IN ANY WAY, THESE NOTES ARE NOT SITE SPECIFIC AND SHALL NOT BE USED TO CONTRAVENE APPROVED PLANS OR TO SPECIFY ANY UNAPPROVED WORKS

D	FOR PLANNING APPROVAL	DG	MH	21/01/20
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19
D.	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18
REV	DESCRIPTION	BY	CHIK	DATE



PLANNING APPROVAL							
CIVIL ENGINEER D. GRANNETIA	HYDRAULIC ENGINEER						
M. HORSHAM CC5865 I	AS SHOWN	A3					

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

2018 9:45 CIVIL & HYDRAULIC NOTES PROJECTI 19E99-12 N₀1 D

PIPE LEGEND			
MARK	DESCRIPTION		
- A9	SLOTTED HDPE SN8 DRAINAGE PIPE		
889	PROPOSED STORMWATER PIPE		
	PROPOSED SEWER PIPE		
RIM	PROPOSED RISING SEWER MAIN		
w	PROPOSED PE PN16 WATER SUPPLY		
	PROPOSED PUBLIC STORMWATER MAIN		
	PROPOSED PUBLIC SEWER MAIN		
	PROPOSED PUBLIC WATER MAIN		
	POWER CIRCUIT		
	COMMUNICATIONS		
F1	DN100 PVC-M PN16 PVC		
- EX A9 -	EXISTING SLOTTED AG DRAINAGE PIPE.		
EXW —	EXISTING WATER SUPPLY		
EX 6 —	EXISTING SEWER PIPE		
EXRON -	EXISTING RISING SEWER MAIN		
EX DW -	EXISTING STORMWATER		
EXP -	EXISTING POWER		
-0 -	EXISTING PUBLIC STORMWATER MAIN		
EX SEVER	EXISTING PUBLIC SEWER MAIN		
EXWATER -0 -	EXISTING PUBLIC WATER MAIN		
mw	DEMOLISHED MAIN WATER		
-144-	DEMOLISHED STORMWATER		
	DEMOLISHED SEWER		
-w-	DEMOLISHED WATER		
_ > _	SWALE DRAIN		

LINE LEGEND		
MARK	DESCRIPTION	
	PROPERTY BOUNDARY	
	SURROUNDING PROPERTY BOUNDARY	
	PROPOSED PROPERTY BOUNDARY	
	EXISTING EASEMENT	
	PROPOSED EASEMENT	
	NATURAL SURFACE CONTOUR (MAJOR)	
	NATURAL SURFACE CONTOUR (MINOR)	
	BANK TOP	
	BANK BOTTOM	
	EXISTING BUILDING OUTLINE	
	PROPOSED BUILDING OUTLINE	
	PROPOSED ROAD CENTRELINE	
	PROPOSED ROAD	
	EXISTING ROAD	
	EXISTING KERB	
	PROPOSED BARRIER FENCE	

	SYMBOL LEGEND
MARK	DESCRIPTION
MM	DN50 ID 40 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
M	DN25 ID 20 WATER CONNECTION + METER AS PER TW-SD-W-20 SERIES
\boxtimes	'ACO' 450 x 450 x 600 DEEP PIT WITH GRATED LID
	'ACO' K100 CHANNEL DRAIN & INCLINE PIT WITH CLASS 'B' TRAFFICABLE GRATE
(m)	STORMWATER MANHOLE AS PER LGAT STANDARD DRAWING TSD-SW02-v1
<u>(S)</u>	SEWER MAINTENANCE HOLE TYPE P2 AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
0	DN150 STORMWATER LOT CONNECTION AS PER LGAT STANDARD DRAWINGS TSD-SW25-v1
H	DN100 SEWER LOT CONNECTION AS PER WSAA STANDARD DRAWING MRWA-S-300 SERIES
FH	FIRE HYDRANT AS PER MRWA-W-302
\bowtie	ISOLATING VALVE AS PER MRWA-W-302
∇	THRUST BLOCK (CONCRETE) AS PER MRWA-W-205A
	CONCRETE HEADWALL
	SIDE ENTRY PIT TYPE 5 AS PER TSD-SW12-v1
	SIDE ENTRY PIT TYPE 3 AS PER TSD-SW09-v1
PS-1	POWER SUBSTATION
	POWER TURRET
P6	NBN PIT
 0	STREETLIGHT

HATCH LEGEND		
DESCRIPTION		
CONCRETE DRIVEWAY WITH PR. CONTOUR SHOWN 120 THICK, SL82 CENTRAL FINISH EXPOSED AGGREGATE		
EXISTING CONCRETE SLABS ETC.		
CONCRETE FOOTPATH 100 THICK SL72 CENTRAL		
RETAINING WALL		
SUSPENDED/CANTILEVERED DRIVEWAY		
EASEMENT		

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

NOT FOR CONSTRUCTION

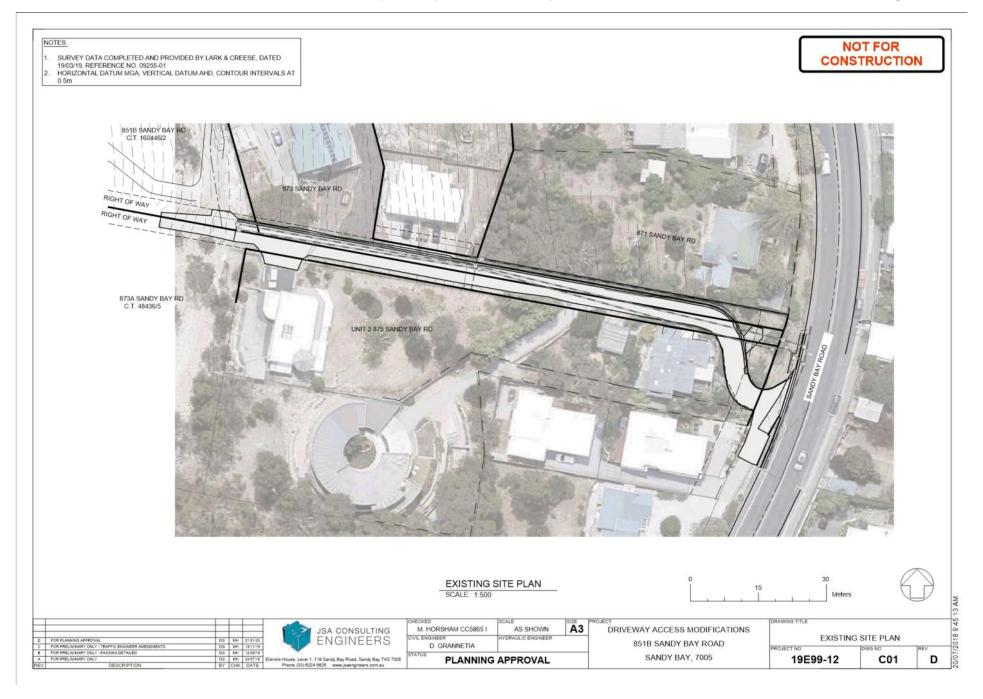
	EXISTING ROAD				
	EXISTING KERB				
	PROPOSED BARRIER FENCE				
Ь.			_	_	_
Н		_			ł
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
D.	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	1
Α	FOR PRELIMINARY ONLY	DG	МН	20/07/18	BI

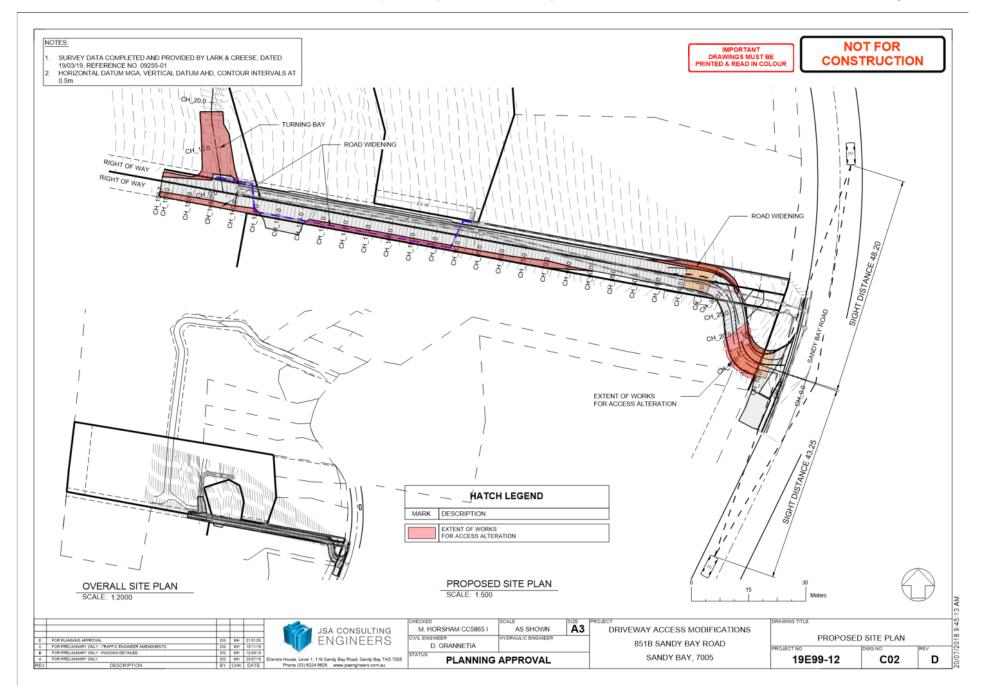
JSA CONSULTING ENGINEERS
Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 700 Phone (03) 6224 5625 www.jsaengineers.com.au

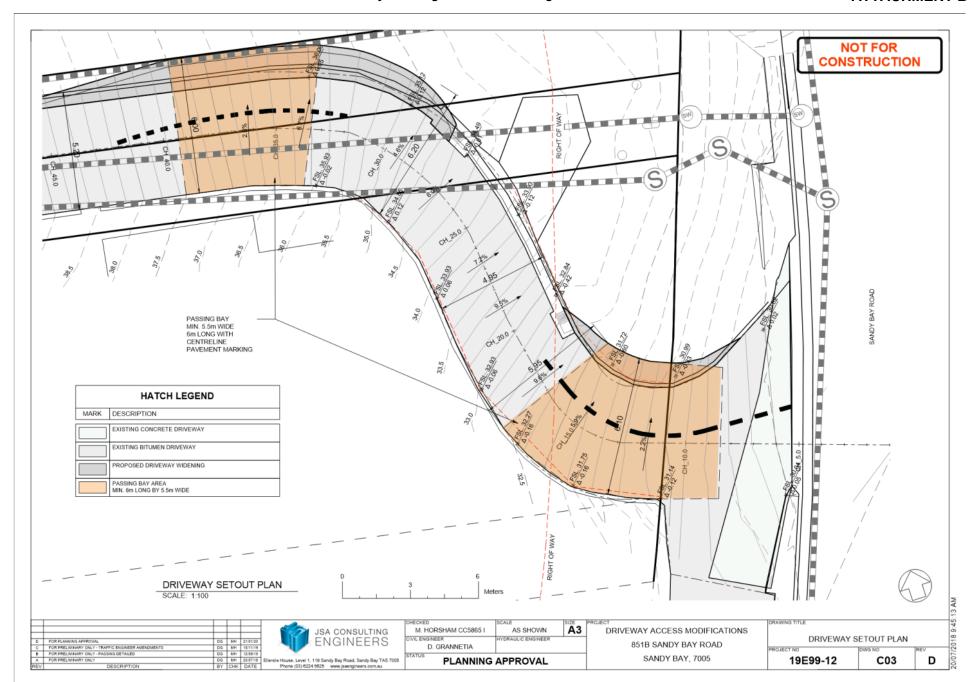
PLANNING APPROVAL					
D. GRANNETIA	HYDRAULIC ENGINEER				
M. HORSHAM CC5865 I	AS SHOWN	A3	P		

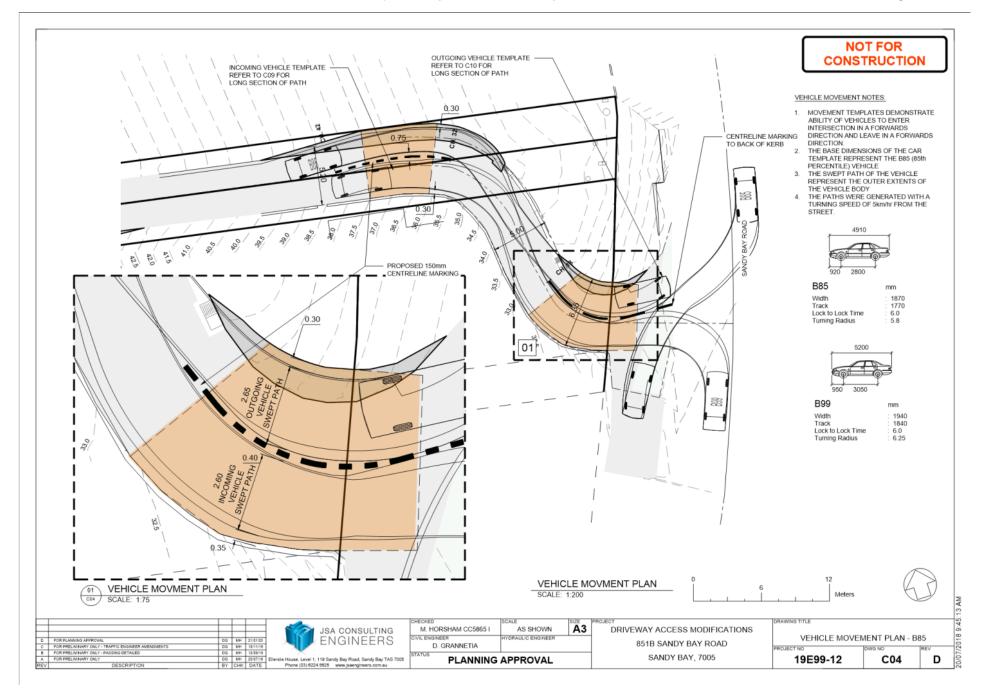
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

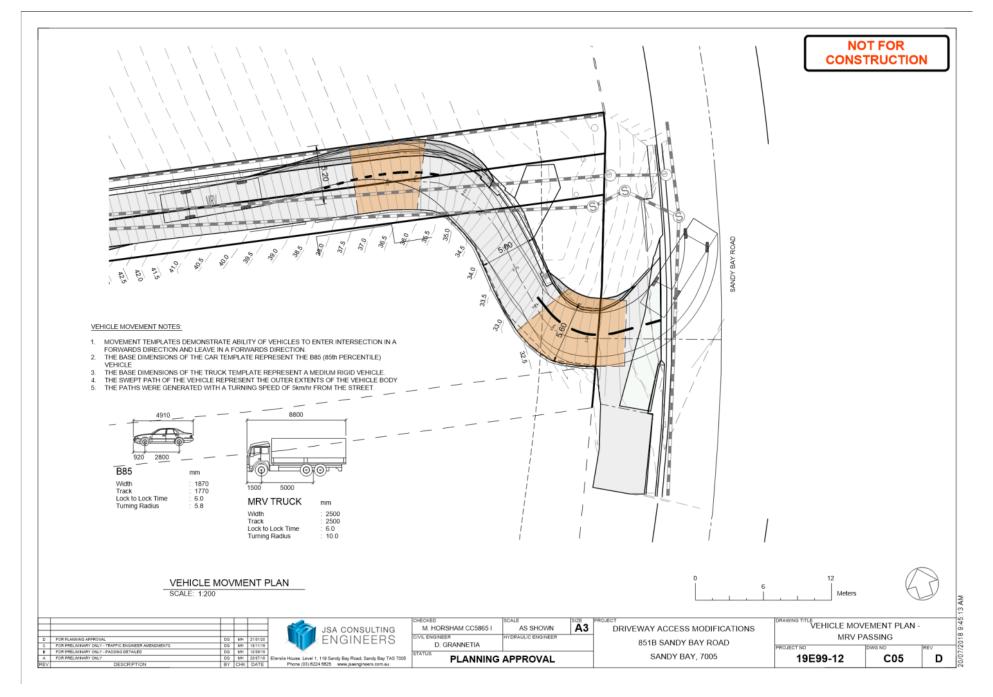
DRAWING TITLE		
SYMBOL &	LINE LEGENDS	5
PROJECT NO	DWG NO	REV
19E99-12	N02	D

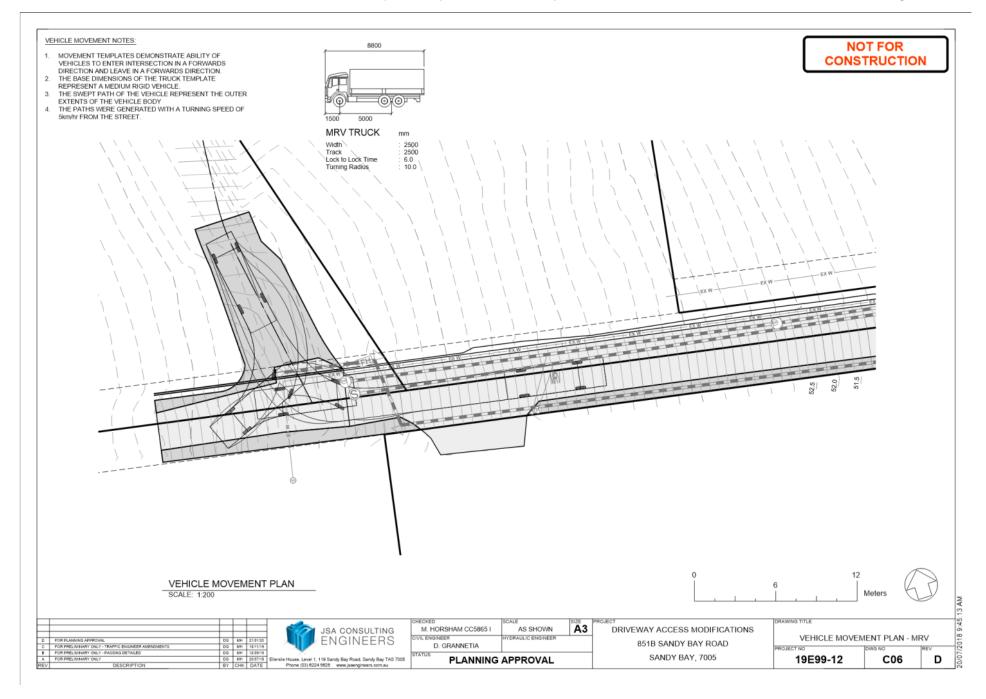




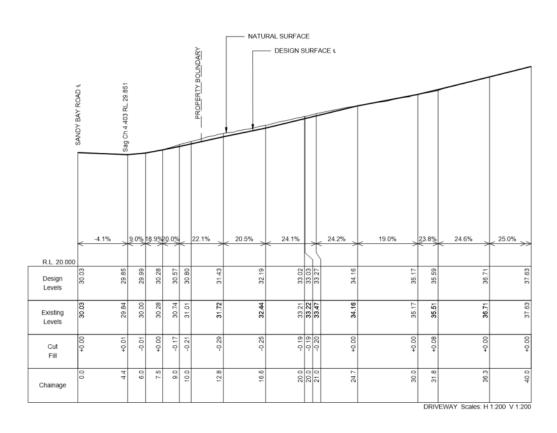












DRIVEWAY LONG SECTION - CL

SCALE: H 1:200 V 1:200

					Г
					1
Đ	FOR PLANNING APPROVAL	DG	MH	21/01/20	1
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
B	FOR PRELIVINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	BI
REV	DESCRIPTION	BY	CHIK	DATE	1

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

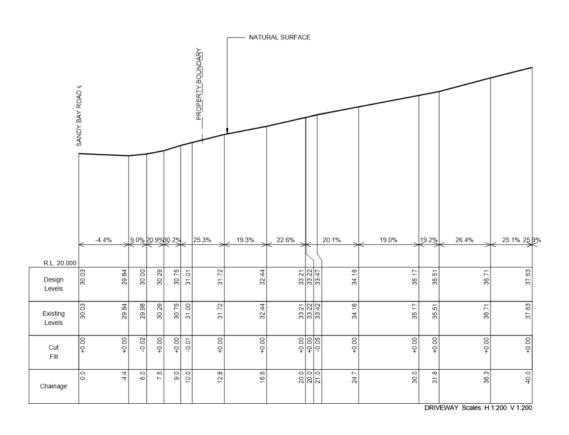
5	PLANNING	APPROVAL		
	D. GRANNETIA	HYDRAULIC ENGINEER		
	M. HORSHAM CC5865 I	AS SHOWN	A3	ip.

DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

DRIVEWAY LO	NG SECTION -		
CENTRELINE			
PROJECT NO	DWG NO	RE	
19E99-12	C07		

D





DRIVEWAY LONG SECTION - EXISTING CL

SCALE: H 1:200 V 1:200

					Г
					1
D	FOR PLANNING APPROVAL	DG	MH	21/01/20	ł
С	FOR PRELIMINARY ONLY - TRAFFIC ENGINEER AMENDMENTS	DG	MH	15/11/19	1
0	FOR PRELIMINARY ONLY - PASSING DETAILED	DG	MH	12/09/19	
A	FOR PRELIMINARY ONLY	DG	MH	20/07/18	BI
REV	DESCRIPTION	BY	CHIK	DATE	1

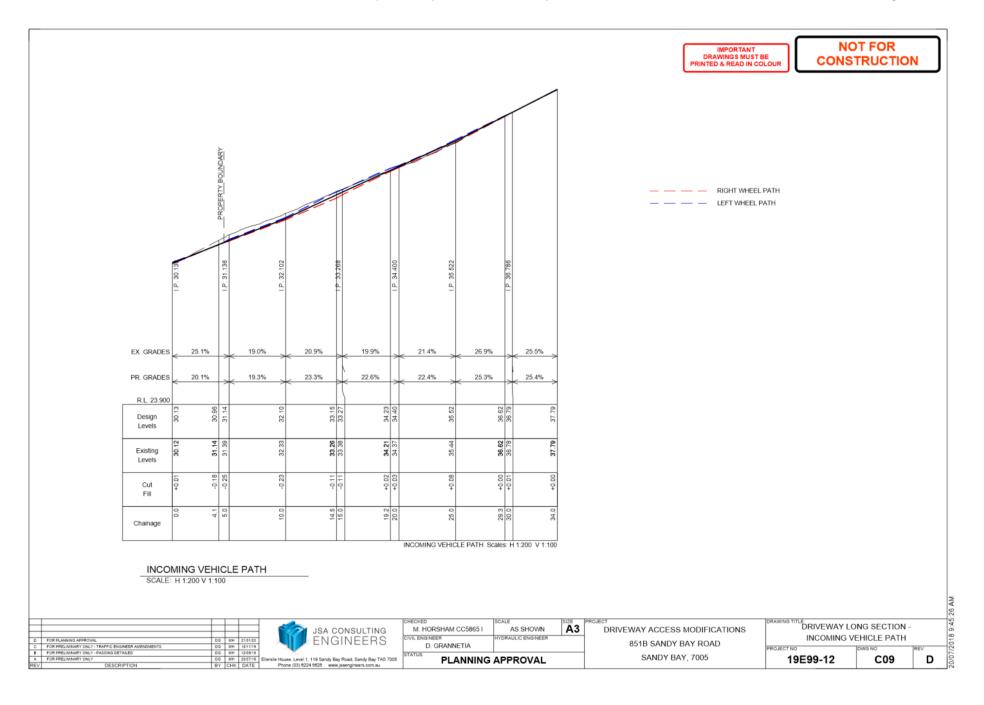
)	JSA CONSULTING ENGINEERS
)	Ellerslie House, Level 1, 119 Sandy Bay Road, Sandy Bay TAS 7005
	Phone (03) 6224 5825 www.jsaengineers.com.au

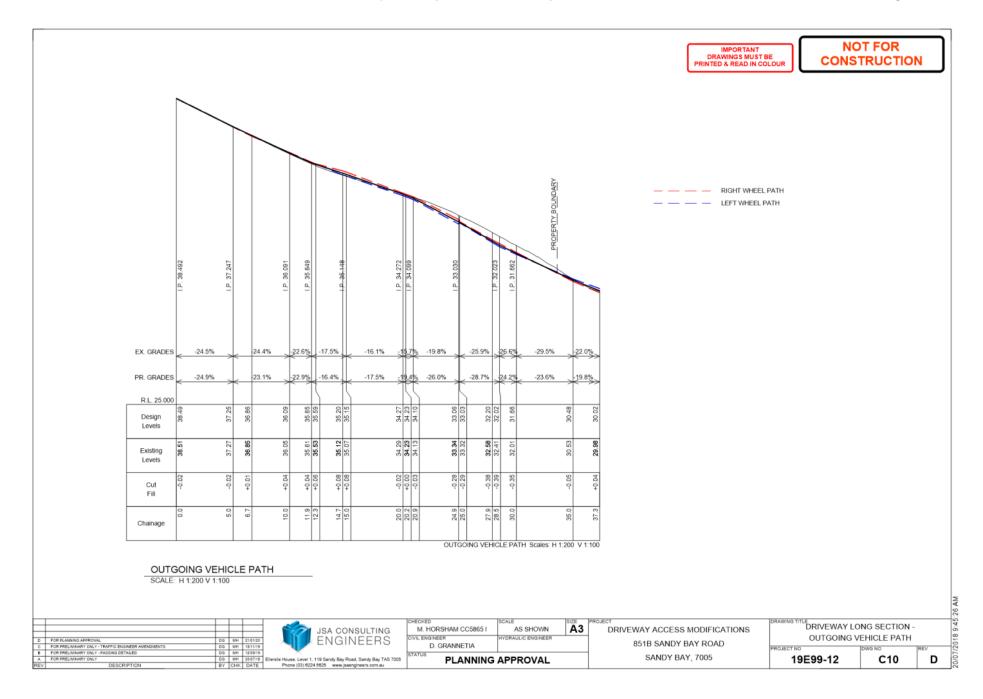
PLANNING	G APPROVAL		
D. GRANNETIA	HYDRAULIC ENGINEER		
M. HORSHAM CC5865 I	AS SHOWN	A3	PR

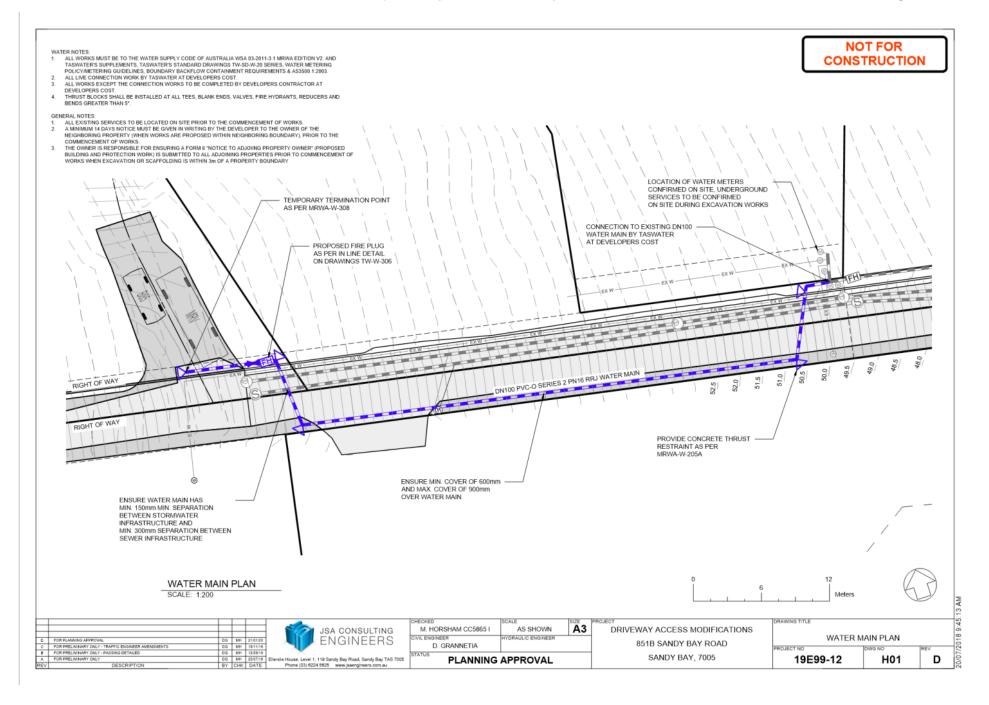
DRIVEWAY ACCESS MODIFICATIONS 851B SANDY BAY ROAD SANDY BAY, 7005

AWING TITLE	DRIVEWAY LONG SECTION	-
	EXISTING CENTRELINE	
O JECT NO	DWG NO	Tpc

19E99-12 C08 D







Property				
SANDY BAY ROAD SANDY BAY TAS 7005				
People People				
Applicant				
* ADAM LESLIE GRIGGS				
0438253243				
algriggs81@gmail.com				
Owner				
G & Depth Sandy Bay Road				
SANDY BAY TAS 7005 03 62250828				
gem.que@hotmail.com				
Entered By				
ADAM LESLIE GRIGGS				
0438253243 algriggs81@gmail.com				
Jse				
Other				
Details				
Have you obtained pre application advice?				
• Yes				
TYES please provide the pre application advice number eg PAE-17-xx				
Are you applying for permitted visitor accommodation as defined by the State Government Visitor				
Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.				
• -No				
s the application for SIGNAGE ONLY? If yes, please enter \$0 in the cost of development, and you must enter the number of signs under Other Details below.				
• _No				
f this application is related to an enforcement action please enter Enforcement Number				

Detalls						
What is the current approv	ed use of the land / b	ullding(s):	•			
1						
Multiple Dwellings						
Please provide a full descr swimming pool and garage		a use or a	evelopment (I	.e. demolition a	and new awelling,	
Change of Access for part		ie 873 - 87	5 Sandy Bay R	oads Right Of	Way	
Estimated cost of developr	nent					
20000.00						
Existing floor area (m2)	Proposed :	floor area	(m2)	Site area (m)	2)	
0.00	0.00			10440		
Carparking on Site						
			N/A			
Total parking spaces	Existing parking sp	aces	Other (no s	election		
6	6		chosen)			
Other Details						
Does the application includ	te signage?					
•						
No						
How many signs, please e nvolved in this application		ne .				
0			_			
Tasmania Heritage R is this property on the Tasi Register?		• No		-		
Documents						
Required Documents						
Title (Folio text and Plan ar	nd Schedule of Easeme	nts)				
851b Title Plan - SP160446 Title (Folio text and Plan ar						
851B Sandy Bay Road Foli		,				
Title (Folio text and Plan ar		nts)				
851B Sandy Bay Road -Fol	lioPlan=160446-2.pdf					
851B Sandy Bay Road -FolioPlan-160446-2.pdf Plans (proposed, existing)						
851b Sandy Bay Road - Proposed changes to access.pdf						
Plans (proposed, existing)						
851b Sandy Bay - JSA engineering proposed access design.pdf						
Supporting Documen	its					
Traffic Impact Assessment 851b Sandy Bay Road - Tra	affic Impact Statement	pdf				
, 110, 1111111 111						

Application Referral Traffic - City Planning - Response

From:	Owen Gervasoni - Senior Engineer Roads & Samp; Traffic
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	851 B SANDY BAY ROAD, SANDY BAY 873 SANDY BAY ROAD, SANDY BAY 873 A SANDY BAY ROAD, SANDY BAY 875 SANDY BAY ROAD, SANDY BAY ADJACENT ROAD RESERVE
Proposal:	Change of Access and Alterations to Driveway
Application No:	PLN-20-132
Assessment Officer:	Helen Ayers,

Referral Officer comments:

E5.0 Road and railway access code

E5.1 Purpose			E5.1.1
			The purpose of this provision is to:
			(a) protect the safety and efficiency of the road and railway networks; and
			(b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES	NO	
			This Code applies to use or development of land:
	Yes	No	
	Yes	No	(b) that intensifies the use of an existing access; or
			(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	Yes	No	(i) a rail network;
	Yes	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more that 60km/h kilometres per hour.
			·
Clause for Assessment			Comments / Discussion (in bold)

Clause 5.5.1 Existing road accesses and junctions APPLICABLE	Documentation submitted to date appears to include intensification of existing driveway / right of way access, by allowing one existing dwelling to have access changed from driveway between 849-851 Sandy Bay Road to current driveway / right of way, and the addition of one extra dwelling also to access the subject driveway / right of way. Therefore clause E5.5.1 is applicable.
	Existing road accesses and/or junctions use will be intensified by increasing from current (6 dwellings using main access / right of way, and 4 dwellings using crossover to Sandy Bay Road - 10 dwellings total using the road access) to the proposed (8 dwellings using main access / right of way, and 4 dwellings using crossover to Sandy Bay Road- 12 dwellings total using road access).
Clause 5.5.1 Existing road accesses and junctions ACCEPTABLE SOLUTION	The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.5.1 (A3)
	Acceptable Solution A3: The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater COMPLIANT
	The proposal would allow two additional dwellings to access via the main access / right of way, and increase of in the order of 18 to 20 vehicle movements per day (based on RTA Guide to Traffic Generating Developments state 9-10 vehicle movements per dwelling per day with 1 vehicle movement during peak times for residential dwellings), or 20% (based on the number of dwellings utilising the access / right of way
	increasing from 10 to 12).
Clause 5.5.2 Existing level crossings	

Clause 5.6.1 development adjacent to roads and railways NOT APPLICABLE	Documentation submitted to date appears not to invoke clause E5.6.1. No development adjacent to category 1 or category 2 road proposed.
Clause 5.6.2 road and access junctions NOT APPLICABLE	Documentation submitted to date appears not to invoke clause E5.6.2. No new accesses or access junctions proposed. No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less
Clause 5.6.3 new level crossings	Documentation submitted to date appears not to invoke clause E5.6.3. No new level crossings proposed.
Clause 5.6.4 sight distance at access and junctions APPLICABLE	Documentation submitted to date appears to include intensification of existing driveway / right of way access to Sandy Bay ROad, by allowing one existing dwelling to have access changed from driveway between 849-851 Sandy Bay Road to current driveway / right of way, and the addition of one extra dwelling also to access the subject driveway / right of way. Therefore clause E5.6.4 is applicable. Existing junction use will be intensified by increasing from current (6 dwellings using main access / right of way, and 4 dwellings using crossover to Sandy Bay Road - 10 dwellings total using the road access) to the proposed (8 dwellings using main access / right of way, and 4 dwellings using crossover to Sandy Bay Road - 12 dwellings total using road access).
Clause 5.6.4 sight distance at access and junctions PERFORMANCE CRITERIA	The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria. Acceptable solution - A1: Sight distances at: (a) an access or junction must comply with the Safe

Intersection Sight Distance shown in Table E5.1; and - NON COMPLIANT

(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - N/A

In this case, the required SISD from Table E5.1 is 80 metres, noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

The available sight distance, taken from the information frovided by the applicant (Drawing C02-F and the Traffic Impact Statement from the applicants Traffic Engineering Consultant) is that SISD of 60 metres is available to the north, and 65 metres to the south.

Based on the available sight distances not meeting the minimum Planning Scheme requirements, the access does not comply with Acceptable Solution A1 of Clause E5.6.4.

Performance Criteria - 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; All traffic generated by the proposed development will be residential in nature. This is compatible with the existing traffic utilising Sandy Bay Road near the subject site. The increased traffic generated by the proposed development is likely to be 18 to 20 vehicles per day when the two additional dwellings are fully developed, occupied, and have their access altered to be via the subject access.
- (b) the frequency of use of the road or rail network; Sandy Bay Road is an arterial road that has a relatively high traffic volume near the site. It provides both local access, and regional access betwen the Kingborough and Hobart municipal areas, as well as catering for public transport and cycling linkages. The general urban speed limit of 50-km/h applies to Sandy Bay Road.
- (c) any alternative access; Of the two additional dwellings proposed to have access to the junction as part of this development, one is an existing dwelling that currently has access to Sandy Bay Road via an alternative access (between 849 and 851 Sandy Bay Road). The second dwelling has

been previously approved with access via the same alternative access.

- (d) the need for the access, junction or level crossing; -The junction is existing, and serves as the only feasible access for a number of existing dwellings.
- (e) any traffic impact assessment; The applicant has provided a Traffic Impact Statement that addresses the sight distance issue. The TIA assesses the sight distance at the access onto Sandy Bay Road against the requirements of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-Street car parking, and concludes that the available sight distance of 60 metres and 65 metres on the two approaches are "around midway between the 'desirable' and 'minimum' required sight distances, and therefore sufficient to meer the scheme requirements."

Figure 3.2 - Sight Distance Requirements at Access Driveways ' from AS2890.1, specifies a minimum SSD of 45 metres on a frontage road with a posted speed limit of 50 km/h, and notes a desirable SSD of 69 metres for this speed.

- (f) any measures to improve or maintain sight distance; and - No measures to maintain or improve sight distance are proposed, although in the applicants Traffic Impact Assesment, it is noted that there is potential for vegetation on the City of Hobart road reserve grow and reduce the available sight distance to the south. and it is noted that the City of Hobart will need to maintain this vegetation.
- (g) any written advice received from the road or rail authority. Written advice from the road authority (Council) relating to the access has been received. This advice is provided in the discussion for 6.7.14 (Access to a Road) provided below.

Council is of the opinion that the Acceptable Solution for clause E5.6.4 is not met due to the required 80 metres sight lines (SSD) not being available at the existing access onto Sandy Bay Road however, given the submitted plans and documentation the development may therefore be accepted under *Performance Criteria P1:E5.6.4* of the Planning Scheme.

E6.1 Purpose			E6.1.1
			The purpose of this provision is to:
	Yes	N/A	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	N/A	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes-	N/A	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
			(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
			(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	N/A	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	N/A	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	Yes	N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	_	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
Clauses 6.6's are all to do with parking number assessment. These will be			The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015
assessed by planner based on DE assessment of the following relevant			(HIPS 2015). Documentation submitted to date appears not to invoke clause E6.6's.
clauses.			Submitted documentation appears to indicate no

Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.

ACCEPTABLE SOLUTION

The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.1.1 and E6.6.1.2

Acceptable solution - A1:

The number of on-site car parking spaces must be:
(a) no less than and no greater than the number specified in Table E6.1; - COMPLIANT

Single dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom) = Two (2x)

Two (2x) car parking spaces shown on site as shown on the submitted plans.

Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.

PERFORMANCE CRITERIA

The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1:

The number of on-site car parking spaces must be:
(a) no less than and no greater than the number specified in Table E6.1; - NON COMPLIANT

Performance Criteria - P1:

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

- (a) car parking demand; The empirical parking assessment indicates that the provision of # onsite car parking spaces will sufficiently meet the likely demands associated with the development, with the exception of onsite visitor parking.
- (b) the availability of on-street and public car parking in the locality; There is a relatively large supply of on-street parking in the surrounding road network. Much of the available parking is in the form of time-restricted parking, with authorised residents excepted. Observations indicate that the is a large pool of parking that would be available to meet the potential demands of visitor and overflow parking, particularly after normal working hours.
- (c) the availability and frequency of public transport

within a 400m walking distance of the site; - Metro Tasmania operate regular bus services along #### Street which is within 400 metres of the subject site.

- (d) the availability and likely use of other modes of transport; The site is located a convenient walking distance from shops, schools and services.
- (e) the availability and suitability of alternative arrangements for car parking provision; - No alternative parking provision is available or considered necessary.
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; **Not applicable**.
- (g) any car parking deficiency or surplus associated with the existing use of the land; **Not applicable.**
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; - Not applicable.
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; **Not applicable.**
- (j) any verified prior payment of a financial contribution in lieu of parking for the land; **Not applicable.**
- (k) any relevant parking plan for the area adopted by Council; **Not applicable**.
- (I) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; **Not applicable**.
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - **No impact.**

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

Clause 6.7.1 number of vehicle accesses APPLICABLE	The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Submitted documentation appears to indicate that the existing vehicular access to Sandy Bay Road will be utilised for the proposed development.
Clause 6.7.1 number of vehicle accesses ACCEPTABLE SOLUTION	The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Submitted documentation appears to indicate that the existing vehicular access to Sandy Bay Road will be utilised for the proposed development.
	Acceptable solution: 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 COMPLIANT One (1x) crossover (Sandy Bay Road frontage) - Existing, no additional crossover(s) proposed.
Clause 6.7.2 design vehicle access	The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Clause	6.7.2	design
vehicle :	acces	S

PERFORMANCE CRITERIA

The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [width and gradient] and as such, shall be assessed under Performance Criteria.

Acceptable Solution - A1:

Design of vehicle access points must comply with all of the following:

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - NON COMPLIANT

According at AS2890.1, the shared driveway / right of way

Performance Criteria - P1:

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

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

- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; <u>Feasible</u>
- (c) suitability for the type and volume of traffic likely to be generated by the use or development; **Feasible**
- (d) ease of accessibility and recognition for users. Feasible

Condition on planning permit to address fence transparency for sight lines in order to promote a safe, efficient and convenient use of the driveway accesses.

Based on the above assessment and given the submitted documentation, sight lines that may be accepted under *Performance Criteria P1:E6.7.2* of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

Clause	6.7.3	vehicle
passing		

APPLICABLE

Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

The submitted documentation appears to indicate that a primary component of the proposed development is to increase and improve the provision of vehicle passing opportunities on the shared access / right of way. In summary, the submitted documentation includes:

- Widening of approximatly the initial 15 metres of the shared access / right of way from the Sandy Bay Road kerbline to provide a passing bay of minimium 5.5m wide and 6.0m length;
- Widening of approximatly 15 metres of the shared access / right of way at the curve approximatly 30 metres from the Sandy Bay Road kerbline to provide a passing bay of minimium 5.5m wide and 6.0m length;
- Widening of the straight section of the shared access / right of way from the curve approximatly 30 metres from the Sandy Bay Road kerbline to the entrance into the proposed 851B Sandy Bay Road site, to a width of 5.0 metres;

Acceptable solution - A1:

Vehicular passing areas must:

- (a) be provided if any of the following applies to an access:
- (i) it serves more than 5 car parking spaces; Yes
- (ii) is more than 30 m long; Yes
- (iii) it meets a road serving more than 6000 vehicles per day; - Yes
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway: **YES**
- (c) have the first passing area constructed at the kerb;
- (d) be at intervals of no more than 30 m along the access. N/A

Clause	6.7.3	vehicle
passing		

PERFORMANCE CRITERIA

Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.3 and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1: - NON COMPLIANT Vehicular passing areas must:

- (a) be provided if any of the following applies to an access:
- (i) it serves more than 5 car parking spaces; YES
- (ii) is more than 30 m long; YES
- (iii) it meets a road serving more than 6000 vehicles per day; **YES**
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; **YES**
- (c) have the first passing area constructed at the kerb; -YES
- (d) be at intervals of no more than 30 m along the access. **NO**

Performance Criteria - P1:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

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

The information provided by the applicant demonstrates that a passing bay will be installed adjacent to Sandy Bay Road, and at the curve approximatly 30 metres from the Sandy Bay Road crossover. These two passing bays will allow vehicles to pass at these locations. The remainder of the srared access / right of way will be widened to a 5.0m clear width, which will allow confident drivers to pass. Given the access is not a public road and will be used by regular users, this is considered to satisfy the performance criteria.

Based on the above assessment and given the submitted documentation, vehicle passing areas may be accepted under *Performance Criteria P1:E6.7.3* of the Planning Scheme.

Clause 6.7.4 on site turning APPLICABLE	On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Acceptable solution - A1: On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.
Clause 6.7.4 on site turning ACCEPTABLE SOLUTION	On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4. Acceptable solution - A1: On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day. All vehicles accessing the site via the access driveway would be able to exit the site in a forwards direction.
Clause 6.7.5 layout of parking area APPLICABLE	The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). The application relies on utilising the existing shared access / right of way.
Clause 6.7.5 layout of parking area PERFORMANCE CRITERIA	The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria. Acceptable Solution A1: - NON COMPLIANT The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply

with clause 5.3 "Headroom" of the same Standard.

Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - N/A Car Parking Space Design Envelope (AS2890.1 Fig. 5.2 300mm clearance on side): - N/A Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - N/A Parking Space Gradient (5%): - N/A Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - N/A Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - N/A Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - N/A Driveway Gradient & Width (AS2890.1 Section 2.5 = 20% and 5.5m): - Not Feasible Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): **- N/A** 'Jockey Parking" (Performance Assessment): - Not

Performance Criteria - P1:

indicated

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

The proposal is for the upgrade of the existing shared access / right of way. The gradient of the access within the property boundary ranges between 19% and 25% The width of the access will be widened to a minimum of 5.0 metres under the proposal. The submitted documentation appears to demonstrate that the proposal would improve the useability of the parking area and therefore may be accepted under *Performance Criteria P1:E6.7.5* given the existing access configuration.

Clause 6.7.9 motor bike parking NOT APPLICABLE	The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.9. Acceptable Solution A1 (E6.6.3):		
	The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		
	NO REQUIREMENT (<19 car parking spaces).		
Clause 6.7.10 bicycle parking NOT APPLICABLE	The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.10.		
	Acceptable Solution A1: The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		
	Acceptable Solution A2: The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		
	User Class: Residential		
	Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.		
	NO REQUIREMENT		

Clause 6.7.13 facilities for commercial vehicles APPLICABLE	The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.13. Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.
Clause 6.7.13 facilities for commercial vehicles PERFORMANCE CRITERIA	The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.13 and as such, shall be assessed under Performance Criteria. Acceptable Solution A1: - NON COMPLIANT Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site. Performance Criteria - P1: Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users Feasible Information provided by the applicant demonstrates that an 8.8m service vehicle (design medium rigid vehicle) will be able to access the site via the proposed upgraded access turn utilising the site and exit in a forwards direction. Based on the above assessment and given the submitted documentation, the facilities for commercial vehicles may be accepted under Performance Criteria P1:E6.7.13 of the Planning Scheme.

Clause 6.7.14 access to a road	The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
APPLICABLE	Documentation submitted to date appears not to invoke clause E6.7.14.
	Submitted documentation appears to indicate no access to a road, existing or proposed.
Clause 6.7.14 access to a road	The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
ACCEPTABLE SOLUTION	Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.
	Acceptable Solution A1: Access to a road must be in accordance with the requirements of the road authority COMPLIANT
	Performance Criteria - P1: No Performance Criteria
	The comments below have been provided by the City of HObarts Senior Engineer - Roads & Traffic.
	I have reviewed the plans and Traffic Impact Assessment provided in support of the development application for 851b Sandy Bay Road, which primarily revolves around the upgrading of the access driveway / right of way to Sandy Bay Road (located between 871 and 875 Sandy Bay Road.
	In summary, the proposal includes:
	 Localised widening at two locations (immediately adjacent to the City of Hobart road reservation) and at the curve about 30 metres from the road reservation, to provide passing opportunities; Widening of the straight section of the access (west of the curve to the entry to 851b; The alteration of access for two previously approved dwellings (one existing, one yet to be constructed) so that vehicular access will be via the upgraded access.
	The focus of these comments will be about the intersection of the access to Sandy Bay Road.
	In summary, the proposed access has always been considered problematic, and its steepness, width, and position on the inside of a curve on an arterial road with restricted sight distance, has seen it considered unsuitable to support increased use.
	In terms of impact on the Sandy Bay Road reservation and the travelling public, the issues in the past have

been the lack of suitable sight distance for an exiting driver, and a lack of passing opportunities at the base of the driveway for an entering driver enter while another vehicle waits to exit.

In recent years, the City of Hobart has made alterations to Sandy Bay Road in the vicinity of the site which has to a degree altered these constraints.

- The speed limit on Sandy Bay Road has been reduced from 60 km/h to 50 km/h. The applicants Traffic Engineering consultant has undertaken measurements of vehicle speed at the point of the access, and determined that the 85th percentile vehicle speed is now 51 to 52 km/h which indicated excellent compliance with the 50 km/h speed limit.
- This means that the sight distance required by the Australian Standard (AS2890.1) for a driveway onto a road has reduced significantly, from the former absolute minimum of 65 metres (and desirable minimum of 83 metres) at a 60 km/h frontage road speed, to a new absolute minimum of 45 metres (and desirable minimum of 69 metres) at a 50 km/h frontage road speed.
- Part of the works that resulted in the reduction of vehicle speeds was the installation of on-road bicycle lanes in each direction on Sandy Bay Road. These works resulted in on-street parking on the opposite side of Sandy Bay Road from the access being banned, which now leaves sufficient room for southbound traffic on Sandy Bay Road to pass a vehicle stopped on Sandy Bay Road while waiting to turn right into the subject driveway (reducing the risk of rear-end crashes).

In terms of available sight distance, the applicants Traffic Engineering consultant measured the sight distance available from the driveway as 60 metres to the north, and 65 metres to the south (measured from a point "2.5m back from the near traffic lane"), which is approximately midway between the absolute and desirable minimum distances required for a 50 km/h speed environment.

My own measurements from the same location essentially confirm these sight distances available from the driveway as I recorded 58 metres to the north, and 69 metres to the south (measured from a point "2.5m back from the near traffic lane").

It should be noted however that using a position "2.5m back from the near traffic lane" essentially means that this means that an exiting driver will be placing the nose of their vehicle onto the Sandy Bay Road road surface and up to the edge of the citybound general traffic lane. That is, they will be blocking the citybound bicycle lane to

do so, and a citybound cyclist would be required to avoid the vehicle waiting to exit by merging into the general traffic lane.

According to Figure 3.2 of AS2890.1, the driver position for sight distance when entering a frontage road shall be 2.5m from the edge of the frontage road, and the sight distance having "no permanent sight obstructions".

Measured from 2.5m from the edge of the bicycle lane, the available sight distance from the driveway is between 40 and 45 metres to the north, and 58 metres to the south (measured from a point "2.5m back from the edge of the frontage road").

Performing the right turn out of the subject site would be very uncomfortable for drivers, given the constrained sight distance to the north and relatively high traffic volumes. From a point where an exiting driver is not obstructing the citybound bicycle lane, the sight distance to the north is obstructed by the top layer of a blockwork retaining wall. Its height is very similar to the drivers eye height of 1.15 metres, and as such some drivers will be able to see over the wall and other will not. The clear and unobstructed view (i.e. past the southern end of the wall) is 40 metres, which is 5m less than the standard. With modifications to the top level of the retaining wall, the 45 metre absolute minimum sight distance should be able to be made available without the need for an exiting driver to obstruct the citybound bicycle lane. With this proposal likely to increase the usage of the laneway, it is may view that this can be supported if the sight distance to the north is improved to achieve the minimum clear sight distance of 45 metres. The alternative to this would be to ban the right turn out of the access (with drivers wishing to travel south needing to turn left, then perform a u-turn using the slip road located 100 metres north of the site.

I suggest that a permit condition along the lines of the following be included:

The permit holder shall modify the existing blockwork retaining wall structure, located on Sandy Bay Road to the north of the subject driveway, such that an unobstructed sight distance of minimum 45 metres is available for a driver with eye positioned 2.5m from the edge of the frontage road to observe a southbound vehicle on Sandy Bay Road. Prior to any work commencing on modifying this retaining structure, a separate permit shall be obtained from the City of Hobart as road authority.

Clause 6.7.15 access to Niree Lane	The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015
NOT APPLICABLE	(HIPS 2015). Documentation submitted to date appears not to invoke clause E6.7.15.
	No development proposed within Niree Lane.

PROTECTION OF COUNCIL INFRASTRUCTURE

Yes

Council infrastructure at risk	Why?
Stormwater pipes	
Council road network	Yes - During construction

COMMENTS:

7.1.3 18-24 LETITIA STREET, NORTH HOBART ADJACENT ROAD RESERVE - PARTIAL DEMOLITION AND NEW DEVELOPMENT FOR EIGHT MULTIPLE DWELLINGS

PLN-20-15 - FILE REF: F20/79236

Address: 18-24 Letitia Street, North Hobart Adjacent Road

Reserve

Proposal: Partial Demolition and New Development for

Eight Multiple Dwellings

Expiry Date: 11 August 2020

Extension of Time: Not applicable

Author: Helen Ayers

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition and new development for eight multiple dwellings at 18-24 Letitia Street, North 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-20-15 - 18-24 LETITIA STREET NORTH 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 2020/00235-HCC dated 28/04/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15a

A demolition waste management plan must be implemented throughout demolition. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

Advice:

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's website.

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards

PLN 8

The front fence along the Letitia Street frontage boundary must be no more than 1.7m in height above natural ground level (unless a lesser height is nominated on the plan, in which case the lesser height prevails) and be no less than 25% transparent.

Reason for condition

To provide reasonable opportunity for privacy for dwellings, and to maintain the streetscape.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or

commencement of use (whichever occurs first).

Reason for condition

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

ENG sw2.1

Council's piped Rivulet within the site must be accurately located, and a pre- construction structural condition assessment and visual record (eg video and photos) of this infrastructure must be submitted to Council prior to the commencement of work or issue of consent under the *Building Act 2016* (whichever occurs first).

The condition assessment must include at least:

A site plan clearly showing the location of the inspection, with access points and all segments and nodes shown and labelled. Assets found to have a different alignment from that shown on Council's plans shall be clearly marked on the ground and on the plan;

A digital recording of a CCTV Inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia. The recording must be in a 'Wincan' compatible format Photos of any existing drainage structures connected to or modified as part of the development

The post-construction condition assessment will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner fails to provide Council with an adequate pre- construction condition assessment then any damage to Council's infrastructure identified in the post-construction condition assessment will be the responsibility of the person carrying out the development.

Reason for condition

To ensure that any of the Council infrastructure and/or site-related service connections affected by the proposal will be altered and/or

reinstated at the owner's full cost.

ENG sw2.2

A post-construction CCTV recording of the Council's stormwater main within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to Council upon completion of work.

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV then any damage to Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed works, including driveways, walls, footings and raised garden beds, must be designed and constructed to ensure the protection of and access to the Council's stormwater main.

A detailed design must be submitted and approved prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first). The detailed design must:

- Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching;
- 2. Include cross-sections clearly showing the relationship both vertically and horizontally between Council's

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

Prior to commencement of use and/or any completion under the *Building Act 2016* (whichever occurs first), a suitably qualified engineer must confirm the installation of the works within two metres of Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

Advice:

The alignment shown on the plans does not fully agree with Council records. The Council's piped rivulet is not a round DN1050 RCP, but has been piped in a variety of structures (including brick arch and rectangular culvert). Council has identified this section of pipe as requiring upgrade works within the expected lifetime of the proposed works. Works must demonstrate adequate access to carry out these works, and sufficient protection for both the existing pipe and any replacement main.

Separate consent under s73 Building Act 2016 and s13 Urban Drainage Act 2013 is required for the proposed works, including a signed indemnity.

Some of the proposed works, including the proposed block courtyard wall, are unlikely to receive this consent based on the currently shown alignment. A mains diversion may be required at the Developers cost to carry out all the intended works, including full

engineering design and drawings.

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

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

Reason for condition

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

ENG sw4

Council's stormwater manhole within the proposed garage must have a lock- down lid installed, and any new stormwater connection required must be constructed and existing redundant connections be abandoned and sealed at the owner's expense, prior to occupancy or the commencement of the approved use (whichever occurs first).

Detailed engineering drawings must be submitted and approved prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first). The detailed engineering drawings must include:

- 1. The location of the proposed connections and all existing connections;
- 2. The size and design of the connection such that it is appropriate to safely service the development; and
- Long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure.
 Connections must be free-flowing gravity driven.

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

Advice:

A single connection for the property is required under the Urban Drainage Act 2013.

Existing connections must be identified from the pre-works CCTV.

Once the engineering drawings have been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). Once approved the applicant will need to submit an application for a new stormwater connection with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an Application to Construct Public Infrastructure is required.

The stormwater service connection may be required to have been approved prior to any plumbing permits being issued for private plumbing works.

Reason for condition

To ensure the site is drained adequately.

ENG sw7

Stormwater treatment for stormwater discharges from the development must be installed prior to occupancy or the commencement of the approved use (whichever occurs first)

A stormwater management report and design must be submitted and approved, prior to commencement of work or issue of any consent under the *Building Act 2016* (whichever occurs first). The stormwater management report and design must:

- 1. Be prepared by a suitably qualified engineer;
- 2. Include detailed design of the proposed treatment train, including estimations of contaminant removal; and
- 3. Include a Stormwater Management Summary Plan that outlines the obligations for future property owners to

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

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

Advice:

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

Reason for condition

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

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to commencement work (including demolition). The construction traffic and parking management plan must:

- 1. Be prepared by a suitably qualified person;
- 2. Develop a communications plan to advise the wider

community of the traffic and parking impacts during construction;

- 3. Include a start date and finish dates of various stages of works;
- 4. Include times that trucks and other traffic associated with the works will be allowed to operate; and
- Nominate a superintendent, or the like, to advise the Council of the progress of works in relation to the traffic and parking management with regular meetings during the works.

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

Advice:

Once the construction traffic and parking management plan has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

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

ENG 3a

The access driveway, circulation roadways and parking module (parking spaces, aisles and manoeuvring areas) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to

provide a safe and efficient access, and enable safe, easy and efficient use.

Advice:

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

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

ENG_{3c}

The access driveway and parking module (parking spaces, aisles and manoeuvring areas) must be constructed in accordance with the Tim Penny Architecture + Interiors documentation received by the Council on the 19th June 2020.

Reason for condition

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

ENG 4

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

Reason for condition

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

sediment transport.

ENG 5

The number of car parking spaces approved on the site, for use is sixteen (16). Of these, two (2) must be dedicated for visitor parking only.

All parking spaces except those located within garages (Unit 6, 7 and 8) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, prior to first occupation.

Reason for condition

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

ENG 5b

The garages for Unit 6, 7, and 8 must have a minimum internal width of 5400mm.

Advice:

To access these spaces, a reversing manoeuvre may only be possible.

Reason for condition

To ensure that parking areas for cars are designed and constructed to enable safe, easy and efficient use.

ENG 6

All visitor car parking spaces must be delineated.

Appropriate linemarking and signage, approved by Council, in accordance with Australian Standards AS/NZS1742.11:2016, must be erected at each visitor parking space to indicate the parking spaces are for "Visitor Parking Only", prior to the first occupation.

Reason for condition

To ensure that parking areas for cars are located, designed and constructed to enable safe, easy and efficient use.

ENG 7

The access provisions at the Wellington Street frontage must be constructed in accordance with the Milan Prodanovic Traffic Engineering & Road Safety documentation received by the Council on the 4th March 2020.

The design measures must include;

- Construction of a road hump placed in the driveway at a point 2.0m from the back of the footpath. The proposed type of hump is as detailed in AS 2890.1 – Figure 4.4 (b); and
- 2. The placement of a sign "CAUTION VEHICLES EXISTING" to be positioned at height at 0.75m (top of sign above ground level) on the left of the driveway (for exiting vehicles) and as near as practical to the footpath, with the sign facing to the east towards approaching pedestrians.

All work required by this condition must be undertaken prior to the first occupation.

Reason for condition

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

ENG 11

Prior to the first occupation, the proposed modification to the existing crossover within the Letitia Street highway reservation must be designed and constructed substantially in accordance with:

LGAT Standard Drawing - TSD-R09-v2 - Urban Roads
 Driveways - Single width crossover (3.6m wide excluding

wings) located centrally to the entry access point; and
2. LGAT Standard Drawing - TSD R14-v2 - Approved
Concrete Kerbs and Channels Profile Dimensions - Open
Wedge Vehicular Crossing.

Advice:

Local Government Association (LGAT) Tasmanian Standard Drawings (TSD) can be viewed electronically via the LGAT Website.

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

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

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

Reason for condition

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

ENG 12

Prior to the first occupation, the reinstatement of the existing redundant crossovers (and any aprons) to footpath, kerb and gutter within the Letitia Street and Wellington Street highway reservations must be constructed in accordance with the Tim Penny Architecture Interiors documentation received by the

Council on the 19th June 2020 and constructed substantially in accordance with:

- LGAT Standard Drawing TSD R11-v2 Urban Roads Footpaths - ASPHALT; and
- 2. LGAT Standard Drawing TSD R14-v2 Approved Concrete Kerbs and Channels Profile Dimensions TYPE KC.

Reason for condition

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

ENG₁

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.

Any damage must be immediately reported to Council.

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

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

Reason for condition

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

ENG_{s1}

Measures to mitigate flood risk from the critical 1% AEP at 2100 inundation event must be installed in accordance with the accepted JMG June 2020 Stormwater Report, including flood-resistant boundary walls, doors, and buildings, and the raised driveway entrance from Wellington Street, prior to occupancy or issue of any completion (whichever occurs first).

All structures within the flood zone (including a 300mm vertical freeboard) including buildings and flood mitigation measures must be inspected by a suitably qualified and accredited engineer.

Certification from a suitably qualified and accredited engineer that the works have been designed and constructed to resist inundation, erosion, undermining and likely forces from a flood event (including debris loading such as vehicle impacts) must be provided to Hobart City Council prior to occupancy or commencement of use (whichever occurs first).

Advice:

Council notes the Finished Floor Level of Unit 5 does not have 300mm freeboard above the 1% AEP at 2100 flood level.

Reason for condition

To ensure that the risks identified in the Flood Report for Planning Approval are adequately managed.

ENG s2

Certification from a registered surveyor that the Finished Floor Levels and the top of the raised driveway entrance from Wellington Street are at or above the relevant minimum levels shown on drawing DA03 Rev E contained within the accepted

JMG June 2020 Stormwater Report must be provided to Hobart City Council prior to occupancy or commencement of use (whichever occurs first).

Reason for condition

To ensure that the risks identified in the Flood Report for Planning Approval are adequately managed.

ENG s3

Construction of the works must not adversely impact Council's stormwater infrastructure (piped Park St Rivulet)

A Construction Management Infrastructure Protection Report and Plan must be submitted and approved prior to commencement of works. The report must:

- 1. Be prepared by a suitably qualified and experienced engineer
- 2. Detail the proposed construction methodology and identify all potential risks to the piped Rivulet during construction including but not limited to demolition, construction loading, traffic loading, excavation works, footing construction, vibrations, undermining, flood, and environmental harm
- 3. Provide treatment measures to eliminate or otherwise mitigate to as low as reasonably practicable all identified risks
- 4. Include a monitoring regime

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

Reason for condition

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

ENV₂

Sediment and erosion control measures, sufficient to prevent sediment leaving the site and in accordance with an approved

soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice:

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

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

HER 12

Original and early fabric of the building must be protected and conserved. Prior to the issue of any approval under the *Building Act 2016*, documentation must be submitted and approved which details how unpainted brickwork (on the front and side elevations) above awning level, of the former shopfront on Wellington Street is to be retained as is, in accordance with the above requirement.

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

Reason for condition

To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

HER 17a

The palette of exterior colours and materials must reflect the palette of materials within the local streetscape and precinct.

The Architects have proposed front doors finished in copper, hardwood timber screens, Island Paver Ebony Premium Bricks and areas of planting. These specific finishes/products/details must be installed.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

You may need plumbing approval in accordance with the Building

Act 2016, Building Regulations 2016 and the National Construction Code. Click here for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

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

BUILDING OVER AN EASEMENT

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

NEW SERVICE CONNECTION

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

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Amenity Division. You may need the General Manager's consent under section 13 of the *Urban Drainage Act 2013* and consent under section 73 of the *Building Act 2016*.

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.

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

In accordance with the *Environmental Management and Pollution Control Act 1994*, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click here for more information.

LEVEL 1 ACTIVITIES

The activity conducted at the property is an environmentally relevant activity and a Level 1 Activity as defined under s.3 of the *Environmental Management and Pollution Control Act 1994*. For further information on what your responsibilities are, click here.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A: PLN-20-15 - 18-24 LETITIA STREET NORTH

HOBART TAS 7000 - Planning Committee or

Delegated Report \mathbb{I}

Attachment B: PLN-20-15 - 18-24 LETITIA STREET NORTH

HOBART TAS 7000 - CPC Agenda Documents U

Adebe

Attachment C: PLN-20-15 - 18-24 LETITIA STREET NORTH

HOBART TAS 7000 - Planning Referral Officer

Cultural Heritage Report !



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee

Council: 10 August 2020
Expiry Date: 11 August 2020
Application No: PLN-20-15

Address: 18 - 24 LETITIA STREET, NORTH HOBART

ADJACENT ROAD RESERVE

Applicant: Indra Boss (JMG Engineers & Planners obo Letitia Investments Pty Ltd)

117 Harrington Street

Proposal: Partial Demolition and New Development for Eight Multiple Dwellings

Representations: None

Performance criteria: Inner Residential Zone Development Standards, Stormwater Code, Parking

and Access Code, Historic Heritage Code, Inundation Prone Areas

Code, Signs Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition and New Development for Eight Multiple Dwellings, at 18-24 Letitia Street North Hobart.
- 1.2 More specifically the proposal includes:
 - Partial demolition of portions of the existing buildings on site.
 - Conversion of a building to the rear of the site, adjacent to the western boundary to a shared open carport.
 - Construction of a new building to accommodate two multiple dwellings.
 - Alteration to an existing building to accommodate six multiple dwellings.
 - Associated fencing, landscaping, carparking and garbage storage enclosure.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone Development Standards Residential Density for Multiple Dwellings, Site Coverage, Private Open Space, Frontage Fences, and Waste Storage for Multiple Dwellings

- 1.3.2 Parking and Access Code Number of Car Parking Spaces, Design of Vehiclular Accesses, Vehicular Passing Areas Along an Access, Layout of Parking Areas
- 1.3.3 Stormwater Code Stormwater Drainage and Disposal
- 1.3.4 Historic Heritage Code Demolition and Works Other than Demolition in a Heritage Precinct
- 1.3.5 Inundation Prone Areas Code Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas
- 1.3.6 Signs Code Use of Signs
- 1.4 No representations were received during the statutory advertising period between 30 June and 14 July 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The application site is a large, currently commercially utilised site which is bounded by George, Letitia and Wellington Streets, North Hobart. The site is currently developed with a distribution warehouse occupying the northern portion of the site, with parking for small trucks and vehicles in the corner bounded by George and Letitia Streets. Currently, the entire site is covered by building or hardstand, with buildings abutting the Letita and Wellington Street frontages, including an old shopfront with an awning that protrudes over the Council footpath.
- 2.2 During assessment of the application, the planner has visited the site and surrounding streets on several occasions to gain understanding of the pattern of use and development in the area. The area contains a cohesive mixture of residential and commercial uses, which appear to complement each other through their scale, hours and intensity of operation, and associated amenity impacts. It does appear that the area is slowly transitioning to a more residential usage, which is consistent with the application under assessmen and the residential zoning of the area.



Figure 1: The location of the application site is highlighted in yellow.



Figure 2: The site's George and Letitia Street frontages. Source: Google Streetview.



Figure 3: The site's Letitia and Wellington Street frontages. Source: Google Streetview.

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition and New Development for Eight Multiple Dwellings.
- 3.2 More specifically the proposal is for:
 - · Partial demolition of portions of the existing buildings on site.
 - Conversion of a building to the rear of the site, adjacent to the western boundary to a shared open carport.
 - Construction of a new building to accommodate two multiple dwellings.
 - Alteration to an existing building to accommodate 6 multiple dwellings.
 - · Associated fencing, landscaping, carparking and garbage storage enclosure.



Figure 3: The proposed George Street elevation.

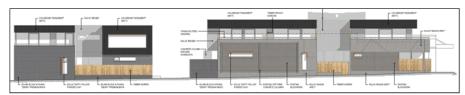


Figure 4: The proposed Letitia Street elevation.



Figure 5: The proposed Wellington Street elevation.

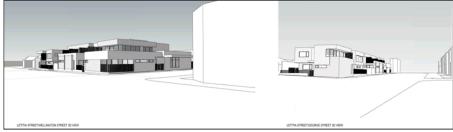


Figure 6: Artist impressions of the proposal.

4. Background

4.1 There is no relevant background for this application.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between 30 June and 14 July 2020.

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.
- The site is located within the Inner residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is a Freight Depot. The proposed use is Residential (Multiple Dwellings). The existing use is a prohibited use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D 11.0 Inner Residential Zone
 - 6.4.2 Part E E5.0 Road and Railway Assets Code
 - 6.4.3 Part E E6.0 Parking and Access Code
 - 6.4.4 Part E E7.0 Stormwater Management Code
 - 6.4.5 Part E E13.0 Historic Heritage Code
 - 6.4.6 Part E E15.0 Inundation Prone Areas Code
- The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Inner Residential Zone: -

Residential Density for Multiple Dwellings – Part D 11.4.1 P1 Site Coverage - Part D 11.4.3 P1 Private Open Space - Part D 11.4.3 P2 Frontage Fences - Part D 11.4.7 P1 Waste Storage for Multiple Dwellings - Part D 11.4.8 P1

6.5.2 Parking and Access Code:-

Number of Car Parking Spaces - Part E E6.6.1 P1
Design of Vehiclular Accesses - Part E E6.7.2 P1
Vehicular Passing Areas Along an Access - Part E E6.7.3 P1
Layout of Parking Areas - Part E E6.7.5 P1

6.5.3 Stormwater Management Code:-

Stormwater Drainage and Disposal - Part E E7.7.1 P2

6.5.4 Historic Heritage Code:-

Demolition in a Heritage Precinct - Part E E13.8.1 P1

Works Other than Demolition in a Heritage Precinct - Part E E13.8.2 P1,
P2, P3 and P4

6.5.5 Inundation Prone Areas Code:

Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas - Part E E15.7.5 P2

6.5.6 Signs Code:-

Use of Signs - Part E E17.6.1 P1

- 6.6 Each performance criterion is assessed below.
- 6.7 Residential Density for Multiple Dwellings Part D 11.4.1 P1
 - 6.7.1 The acceptable solution at clause 11.4.1 A1 requires a maximum dwelling density of one dwelling per 200m².
 - 6.7.2 The proposal includes a dwelling density of one dwelling per 170m².
 - 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4 The performance criterion at clause 11.4.1 P1 provides as follows:

Site area per dwelling may be:

- (a) less than 200m2 if any of the following applies:
- (i) the development contributes to a range of dwelling types and sizes appropriate to the locality;
- (ii) the development provides for a specific accommodation need, such as aged care, special needs or student accommodation;
- (b) more than 400m2 if any of the following applies:
- (i) site constraints preclude development at a higher density;
- (ii) the development is designed or located to make provision for future development with a site area per dwelling of 400m2 or less.
- 6.7.5 The proposal is to provide a dwelling density of one dwelling per 170m². There is no specific accommodation need identified as being catered for by the proposal and as such the proposal must satisfy Clause 11.4.1 P1 (a) (i) by providing a range of dwelling types and sizes that is appropriate for the locality.
- 6.7.6 When considering how this may be applied for the application site, it is first necessary to define 'the locality'. While there is somewhat of a natural 'block' formed in the area bounded by the Letitia, Federal, Argyle and Burnett Streets, a smaller area is preferred to allow for a more meaningful assessment in this context. Accordingly, the locality is defined as all properties within a 100m radius of any part of the site.



Figure 7: Map showing existing units in locality in green, with the application site in orange and non-residential properties in grey.

- 6.7.7 Whilst the Resource Management Planning and Appeals Tribunal in its decision for 3-4 Montgomery Court adopted the view that appropriateness of dwelling density was a product of the prevailing dwelling density in the area, this was only because no alternative means of assessment was presented to assist the Tribunal in its decision making process. As such, the Tribunal was guided by the expert evidence received in reaching its decision.
- 6.7.8 Since that decision, there has been an alternative method of assessment, placing greater emphasis on the assessment of the locality, that has been accepted by the Tribunal in its determination of the application for multiple dwellings at 9 Star Street, which was ultimately determined through consent memorandum. As all experts agreed to the alternative means of assessment, this was accepted by the Tribunal, and goes some way to providing an avenue for assessment of densities which has more regard to the specific circumstances of each application.
- 6.7.9 In light of the above, it is necessary to analyse the specific circumstances of the locality to determine whether the proposed density is appropriate in this instance.

- 6.7.10 Figure 7 provides a visual representation of the properties within the locality that are the subject of multiple dwelling (10 strata schemes) and non-residential development (19 properties). It shows that there are numerous examples of multiple dwelling development scattered through the locality. The number of dwellings in each of these developments range between two and three. Given the number and dispersal of these multiple dwellings it is evident that multiple dwellings are a development type that can be appropriate to the locality.
- 6.7.11 The majority of the properties within the locality remain single residential dwellings (73 houses), or multiple dwellings with no common area, save for a party wall, and as such function as single dwellings. The multiple dwellings shown in Figure 7 are a mixture of detached and co-joined dwellings, with the majority meeting the previous criteria of functioning as single dwellings with no common property save for the party wall. As such, the introduction of the proposed unit buildings will complement the range of, and increase the variety in, dwelling types within the locality by introducing horizontal separation between dwellings, which is not currently present in the locality.
- 6.7.12 Thus, it can be concluded that the dwelling type and style increases the range of dwelling types within the locality.
- 6.7.13 Given the increased density and with it range of dwelling types proposed, it is now necessary to assess whether this increased density is appropriate to the locality. It is noted that site area per dwelling (i.e. density) in the area ranges between a minimum of 111m2 per dwelling and a maximum of 586m2 per dwelling. The median density is 211sqm, and the interquartile range (i.e. the spread of the middle 50% of all densities in the locality) is between 161sqm and 298sqm. As such, the proposed density of 170sqm is considered to be compatible with and appropriate to the locality.
- 6.7.14 Further, the appropriateness of the dwelling density within a locality is a direct result of the capacity of the locality to support the increased density and associated increase in people with the area. As such, to fully understand whether the density is appropriate, it must be understood whether the locality has sufficient services and amenities to supported the density without compromising their function for existing residents.
- 6.7.15 Advice from Council's Development Engineer and from TasWater is that the services (water, sewer and stormwater) within the area have sufficient

- capacity to accommodate the proposed dwelling density.
- 6.7.16 Advice from Council's Development Engineer is that the surrounding road network has sufficient capacity to accommodate the increased numbers of vehicles in the area, both from residents and their guests.
- 6.7.17 Given the proximity both to the domain, and the pedestrian bridge over the Brooker Highway to access it, and to Soundy Park on the corner of Argyle and Burnett Streets, there is sufficiently sized public open space within a reasonable proximity to the development site to accommodate the increased usage that will occur as a result of the proposed new dwellings.
- 6.7.18 There is, by Tasmanian standards, reasonably frequent public transport within a reasonable walking distance of the site to facilitate its use as an alternative to private vehicle reliance.
- 6.7.19 The subject site is sufficiently proximate to the cycle path down Argyle Street to the city to provide for both social and commuter transport use by residents as an alternative to private vehicle reliance.
- 6.7.20 There is a supermarket, a hotel, a school, a service station and various cafes and local shops within a reasonable proximity to the application site to service the needs of the potential residents of the development.
- 6.7.21 As such, it is reasonable to conclude that the locality can support the increased dwelling density generated by the proposal.
- 6.7.22 The proposal complies with the performance criterion.
- 6.8 Site Coverage and Private Open Space Part D 11.4.3 P1 and P2
 - 6.8.1 The acceptable solution at clause 11.4.3 A1 and A2 require a minimum of 50m² of Private open space for ground floor dwellings, and a minimum of 25% of a site to not be covered by impervious surfaces.
 - 6.8.2 The proposal includes Units 3, 4 and 5 on the ground floor with only 24m² 26m², and includes only 7.55% of the site covered by impervious surfaces.
 - 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.8.4 The performance criterion at clauses 11.4.3 P1 and P2 provide as

follows:

P1 - Dwellings must have:

- (a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:
- (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and
- (ii) operational needs, such as clothes drying and storage;

unless the projected requirements of the occupants are considered to be satisfied by public open space in close proximity; and

- (b) reasonable space for the planting of gardens and landscaping.
- P2 A dwelling must have private open space that:
- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play that is:
- (i) conveniently located in relation to a living area of the dwelling; and
- (ii) orientated to take advantage of sunlight;

unless the projected requirements of the occupants are considered to be satisfied by communal open space or public open space in close proximity.

- 6.8.5 The private open space provided for each dwelling is sufficiently sized and appropriately located to act as an extension of the dwelling for the purposed of outdoor recreation and play. There is also sufficient area to accommodate clothes drying without compromising this.
- 6.8.6 The site is currently 100% covered by impervious surfaces, so the proposed works will result in increased permeability of the site.
- 6.8.7 There are garden beds proposed around the common property as well as gardens in the area adjacent to units 1 and 3. This will enable the provision of soft landscaping around the site. In addition to this, the

- courtyards and decks are of sufficient size to accommodate potted gardens at the discretion of the occupants of the dwellings.
- 6.8.8 The proposal complies with the performance criterion.
- 6.9 Frontage Fences Part D 11.4.7 P1
 - 6.9.1 The acceptable solution at clause 11.4.7 A1 requires solid front fences and gates to have a maximum height of 1.2m, with 30% transparency for fences and gates above this height to a maximum of 1.5m.
 - 6.9.2 The proposal includes a replacement gate on the Wellington Street frontage which is solid steel, and 1.8m high. It also includes a 2.25m solid block fence and 1.8m timber screen fences on the Letitia Street frontage.
 - 6.9.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.9.4 The performance criterion at clause 11.4.7 P1 provides as follows:

A fence (including free-standing walls) within 3m of a frontage must allow for mutual passive surveillance between the road and the dwelling (particularly on primary frontages), and maintain or enhance the streetscape.

- 6.9.5 The proposed replacement gate on Wellington Street is out of character with all of the residential properties to the west of the application site along Wellington Street. However, it is comparable to the existing fence for this non-residential site, and with the steel fence for the opposite non-residential property (appliance repairs). As this site retains it's non-residential facade and scale, it is considered appropriate to retain the gate height as proposed, particularly as there is no change proposed to the fence, so a lower gate could look more out of place than the proposed gate.
- 6.9.6 Given that the existing gate is approximately 1.5m high and solid, there is currently no passive surveillance between the site and the street, so having no passive surveillance from the ground level carparking area is not considered to be an increase in detriment from the existing situation.
- 6.9.7 The proposed 2.25m block wall to the Letitia Street frontage is higher that existing brick front fences nearby in the street. This wall is proposed to provide privacy to the raised courtyard for unit 3, and the material is

chosen to provide prominence to the entry to the site and allow for signage identifying the property. As this is a relatively small section of front fence in the context of the whole site, an there are sections of building which are built to the boundary, it is considered that the fence will maintain the streetscape prominence of the site.

- 6.9.9 The proposed timber screen fences are generally comparable in height to those of the nearby dwellings in the street, albeit that they are a bit higher that the existing. However, the majority of the nearby fences have some transparency to them. As no detail of the fencing design has been submitted, and in the interest of mutual passive surveillance and consistency of streetscape, it is considered appropriate to condition that the timber screen fences to Letitia Street be a maximum height of 1.7m above the footpath level, unless otherwise shown on the plans, and have a minimum transparency of 25%.
- 6.9.10 The proposal complies with the performance criterion, subject to condition.
- 6.10 Waste Storage for Multiple Dwellings Part D 11.4.8 P1
 - 6.10.1 The acceptable solution at clause 11.4.8 A1 requires shared waste storage to be located a minimum of 3m from the frontage.
 - 6.10.2 The proposal includes shared waste storage facilities in the western corner of the site, approximately 2.9m from the frontage, but relies on a screening wall that is located 0.6m from the frontage.
 - 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 11.4.8 P1 provides as follows:

A multiple dwelling development must provide storage, for waste and recycling bins, that is:

- (a) capable of storing the number of bins required for the site; and
- (b) screened from the frontage and dwellings; and
- (c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.

- 6.10.5 The proposed waste storage area is to be located away from the dwellings on the site, in an enclosure which is screened on all sides by a block wall which is between 1.2m to three sides, and is located behind a 1.7m high block front wall / fence. There is sufficient area for the storage of bins for the site
- 6.10.6 The proposal complies with the performance criterion.
- 6.12 Number of Car Parking Spaces Part E E6.6.1 P1
 - 6.12.1 The acceptable solution at clause E6.6.1 A1 requires 18 Car Parking Spaces to be provided fr the use of the site.
 - 6.12.2 The proposal includes the provision of 16 car parking spaces for the sue of the site.
 - 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 E6.6.1 P1 provides as follows:

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

- (a) car parking demand;
- (b) the availability of on-street and public car parking in the locality;
- (c) the availability and frequency of public transport within a 400m walking distance of the site;
- (d) the availability and likely use of other modes of transport;
- (e) the availability and suitability of alternative arrangements for car parking provision;
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

- (g) any car parking deficiency or surplus associated with the existing use of the land;
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;
- (k) any relevant parking plan for the area adopted by Council;
- (I) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code.
- 6.12.5 The application has been assessed by Council's Development Engineering Officer, who has provided the following comment:

The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1:
The number of on-site car parking spaces must be:

(a) no less than and no greater than the number specified in Table E6.1; - NON COMPLIANT - Requires 18x parking spaces and only 16x parking spaces provided on-site. Resulting in a deficiency of 2x parking spaces.

Performance Criteria - P1:

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

- (a) car parking demand;
- (b) the availability of on-street and public car parking in the locality;
- (c) the availability and frequency of public transport within a 400m walking distance of the site;
- (d) the availability and likely use of other modes of transport;
- (e) the availability and suitability of alternative arrangements for car parking provision;
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;
- (g) any car parking deficiency or surplus associated with the existing use of the land;
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
- (j) any verified prior payment of a financial contribution in lieu of parking for the land;
- (k) any relevant parking plan for the area adopted by Council;.
- (I) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

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

The submitted planning report stated the following;

"The development site is not within a parking plan area adopted by Council. The proposal includes eight multiple dwellings, comprising 2 and 3 bedrooms. Table E 6.1 stipulates:

- 2 car parks for each dwelling with 2 or more bedrooms (i.e. 8 x 2
 16); plus
- 1 dedicated visitor parking space per 4 dwellings (i.e. 8/4 = 2)

On that basis the proposed multiple dwelling development requires a total of 18 parking spaces. The proposal provides for a total of sixteen (16) off street car parking spaces, including two off street visitor car parking spaces, as shown in Ground Floor Plan DA03 in Appendix C. Therefore, the proposal does not comply with Acceptable Solution A1. The proposal is considered to comply with the performance criterion for the above clause given the availability of public transport within 400m of the site and the likelihood that residents on the site will use alternative modes of transport. The site is within 400m of the Metro Tas bus route on Argyle Street to the south-west and Burnett Street/Campbell Street to the south-east. This bus route links the Hobart CBD with the northern suburbs and has frequent buses running throughout the day. The site is also close enough to the Hobart CBD that residents are likely to walk in order to access employment and services."

"The Building Code of Australia does not require disabled car parks for Class 2 buildings (a building containing 2 or more sole-occupancy units each being a separate dwelling) therefore the proposal is considered compliant with Acceptable Solution A2."

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

6.12.6 The proposal complies with the performance criterion.

- 6.13 Design of Vehicular Accesses Part E E6.7.2 P1
 - 6.13.1 The acceptable solution at clause E6.7.2 A1 requires vehicular access to comply with the relevant Australian Standard.
 - 6.13.2 The proposal includes access that is deficient in terms of the relevant Australian Standard.
 - 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 E6.7.2 P1 provides as follows:

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

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users.
- 6.13.5 The application has been assessed by Council's Development Engineering Officer, who has provided the following comment:

The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [sight distance: 2m x 2.5m sight triangles - These areas to be kept clear of obstructions to visibility] and as such, shall be assessed under Performance Criteria.

Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are not kept clear of obstructions.

Acceptable Solution - A1:

Design of vehicle access points must comply with all of the following:

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - NON COMPLIANT

Performance Criteria - P1:

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

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

The submitted planning report stated the following;

"Vehicular access and existing sweep paths have been designed in accordance with Australian Standards AS2890.2-2002 (a). No commercial vehicle access is required for the development and (b) is considered not applicable. The proposal is not compliant with Acceptable Solution A1 as the required sight distances would not be provided at the proposed exit point onto Wellington Street. The proposed therefore relies upon assessment against the above performance criterion P1. A response to the issues raised in the performance criterion is provided in the attached statement from Milan Prodanovic Traffic Engineering and Road Safety (Attachment E). This statement identifies measures to avoid conflict between users and concludes that "these measures will be a sufficient response to address the pedestrian sight line deficiency". Therefore, the proposal is considered to comply with the above performance criterion."

Condition on planning permit to address measure for implementation as required by the applicant's Traffic Engineer for sight lines in order to promote a safe, efficient and convenient use of the driveway access (exit).

Based on the above assessment and given the submitted documentation, sight lines that may be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

- 6.31.6 The proposal complies with the performance criterion.
- 6.14 Vehicular Passing Areas Along an Access Part E E6.7.3 P1
 - 6.14.1 The acceptable solution at clause E6.7.3 A1 requires passing bays where a driveway services more than 6 car parking spaces.
 - 6.14.2 The proposal includes no passing bays within the proposed driveway.
 - 6.14.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.14.4 The performance criterion at clause E6.7.3 P1 provides as follows:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;
- (d) ease of accessibility and recognition for users.
- 6.14.5 The application has been assessed by Council's Development Engineering Officer, who has provided the following comment:

Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable

Solution for clause E6.7.3 and as such, shall be assessed under Performance Criteria.

Acceptable solution - A1: - NON COMPLIANT Vehicular passing areas must:

- (a) be provided if any of the following applies to an access:
- (i) it serves more than 5 car parking spaces; YES, Eight (8x) car parking space
- (ii) is more than 30 m long; YES
- (iii) it meets a road serving more than 6000 vehicles per day; No
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; N/A On way traffic proposed.
- (c) have the first passing area constructed at the kerb; N/A On way traffic proposed.
- (d) be at intervals of no more than 30 m along the access. N/A

Performance Criteria - P1:

Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

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

The submitted planning report stated the following;

"E6.7.3 Vehicular Passing Areas Along an Access is considered not applicable as the proposed access system to the shared driveway areas is one way."

Based on the above assessment and given the submitted documentation, vehicle passing areas may be accepted under Performance Criteria P1:E6.7.3 of the Planning Scheme. Given the driveway configuration, and the low volume of traffic.

- 6.14.6 The proposal complies with the performance criterion.
- 6.15 Layout of Parking Areas Part E E6.7.5 P1
 - 6.15.1 The acceptable solution at clause E6.7.5 A1 requires the layout of car parking areas to comply with the relevant Australian Standard.
 - 6.15.2 The proposal includes car parking which does not comply with the relevant Australian Standard in terms of its layout..
 - 6.15.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.15.4 The performance criterion at clause E6.7.5 P1 provides as follows:

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

6.15.5 The application has been assessed by Council's Development Engineering Officer, who has provided the following comment:

The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.

Acceptable Solution A1: - NON COMPLIANT
The layout of car parking spaces, access aisles, circulation
roadways and ramps must be designed and constructed to comply
with section 2 "Design of Parking Modules, Circulation Roadways
and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Offstreet car parking and must have sufficient headroom to comply
with clause 5.3 "Headroom" of the same Standard.

Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - Feasible

Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - Feasible (however appears narrow, see comments below)

Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - Feasible Parking Space Gradient (5%): - Feasible

Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - Feasible Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - Feasible (however appears narrow, see comments below)

Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - Feasible but assessed under Performance Criteria

Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): - Feasible

Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible

Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): -

Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - N/A

"Jockey Parking" (Performance Assessment): - Not shown

Performance Criteria - P1:

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

Senior Development Engineering did not request any additional information pertaining to this clause.

The internal dimensions for Unit's 6, 7, and 8 garages is unclear and concerns they appear narrow, condition on planning permit for clarification of required widths.

The submitted planning report stated the following;

"The layout of parking areas is designed in accordance with Australian Standards and as shown in Drawing DA03 (Appendix C). The proposal is considered compliant with Acceptable Solution A1."

Submitted documentation appears to meet these parameters and therefore may be accepted under Performance Criteria P1:E6.7.5 given the driveway configuration.

6.15.6 The proposal complies with the performance criterion.

- 6.16 Stormwater Drainage and Disposal Part E E7.7.1 P2
 - 6.16.1 The acceptable solution at clause E7.7.1 A2 requires new developments to incorporate water sensitive urban design.
 - 6.16.2 The proposal does not include water sensitive urban design.
 - 6.16.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.16.4 The performance criterion at clause E7.7.1 P2 provides as follows:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

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

Report (p32) says 16 car spaces are proposed, with 6 outside. Report claims 6 existing uncovered parking spots onsite. Ground floor plan shows 16, with 10 outside. As more than 6 additional spaces are proposed, treatment is required. Location of spaces is relevant only for sizing. Report (p39) shows Spel StormSack and Hydrosystem, which would achieve targets – however this is not shown on Servicing Plan. There is plenty of space clear of the main to install these.

- 6.16.6 The proposal complies with the performance criterion.
- 6.17 Demolition Part E E13.8.1 P1
 - 6.17.1 There is no acceptable solution for E13.8.1 A1.
 - 6.17.2 The proposal includes partial demolition of the existing buildings on site.
 - 6.17.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.17.4 The performance criterion at clause E13.8.1 P1 provides as follows:

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;
- (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (ii) there are no prudent or feasible alternatives;
- (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.
- 6.17.5 The application has been assessed by Council's Cultural Heritage Officer, who has provided the following comment:

The applicant is proposing to demolish the door in order to convert the former shopfront into an apartment. The shop front has made a positive contribution to the character of the precinct for many years. Original features add interest to the streetscape and ought to be retained in order to ensure development is sympathetic to the character of the precinct. The retention of the door also means that future owners could re-adapt this building as for example a shop, as required, in the future. It is possible to place a condition to ensure the door of the shopfront is not demolished.

- 6.17.6 The officer's report is provided as an attachment to this report.
- 6.17.7 The proposal complies with the performance criterion.
- 6.18 Buildings and Works Other than Demolition Part E E13.8.2 P1, P3, and P4
 - 6.18.1 There is no acceptable solution for E13.8.2 A1, A3, and A4.
 - 6.18.2 The proposal includes alterations and additions to the existing buildings, as well as construction of a new building to accommodate two multiple dwellings.
 - 6.18.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

- 6.18.4 The performance criterion at clauses E13.8.2 P1, P3, and P4 provide as follows:
 - P1 Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.
 - P3 Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.
 - P4 New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.
- 6.18.5 The application has been assessed by Council's Cultural Heritage Officer, who has provided the following comment:

The proposed apartments adapt the existing building and also include a second level which is stepped back to comply with the stipulated building envelope. The architects have used multiple cladding systems and fenestration designs to visually disguise what is a very long horizontal volume. Car parking has been located internally within the block. The elevations include small areas for planting The architecture is a response to the planning scheme requirements. It is considered adequate. It is possible to place a condition to ensure previously unpainted brickwork is protected. The Architects propose doors finished in copper, hardwood timber screens, Island Paver Ebony Premium Bricks and areas for plantings. Subject to a condition to ensure these high quality design details are constructed, the proposed works will make a positive contribution to the character of the precinct.

The proposed development is able to satisfy the Historic Heritage Code as follows:

E 13.8.1 P1 - subject to a condition to retain the original shopfront glazing.

E 13.8.2 - P1, P3 and P4 - the design and siting of buildings will not be to the detriment of the cultural heritage of the precinct. The proposed works are of a similar mass and bulk to the existing, double storey, concrete block building. Subject to a condition to protect previously unpainted masonry, the proposed works may be approved.

- 6.18.6 The officer's report is provided as an attachment to this report.
- 6.18.7 The proposal complies with the performance criterion.
- 6.19 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas -Part E E15.7.5 P2
 - 6.19.1 There is no acceptable solution for E15.7.5 A2.
 - 6.19.2 The proposal includes flood mitigation measures.
 - 6.19.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.19.4 The performance criterion at clause E15.7.5 P2 provides as follows:

Mitigation measures, if required, must satisfy all of the following:

- (a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;
- (b) not have a significant effect on flood flow.
- 6.19.5 The application has been assessed by Council's Technical Officer Environmental, who has provided the following comment:

The floor level of Unit 5 is being raised, and the Wellington St driveway entrance is also being raised to obtain some (but <300mm) freeboard from the modelled flood level for the 1%+CC event.

Council generally requires the 300mm freeboard required in HIPS and the building act to be provided in flood exclusion measures such as flood walls before we consider the site free from inundation, to account for the uncertainty in the modelling and blockages.

The entry ways and garages exposed should floodwaters enter teh driveway entrance are not habitable rooms.

Unit 5 does have habitable rooms which are not 300mm above the flood level (the usual level of risk accepted by s159 of the Building Act). This is a matter for the Building Surveyor.

It is possible that as s159 of the Building Act 2000 refers to erect or place a building, it may not apply to the proposed change of use. It has previously been confirmed it does apply to extensions – building includes part of a building.

s159. Land subject to flooding

A person must not erect or place a building containing habitable rooms on land subject to flooding unless the floor level of each habitable room in the building is 300 millimetres or more above the prescribed designated flood level for that land.

The modelling has also included a sensitivity analysis, showing floodwaters would still not enter Unit 5 with 50% increase in flows adn 50% reduction in Manings n. This does not account for blockages etc, but these are a more general risk.

Sea level rise is not applicable, and climate change to 2100 has been included in the modelling.

As the model shows flood water not entering the site on Wellington St frontage, the proposed mitigation measures will have no minimal impact on flood flow. However Council notes that only a small increase in modelled levels would have the water spilling into the current site, and the proposed barriers would therefore slightly increase ponding in Wellington St. This impact would not be expected to be significant.

The proposed mitigation / exclusion measures are constructed in concrete and require no maintenance.

- 6.19.6 The proposal complies with the performance criterion.
- 6.20 Use of Signs Part E E17.6.1 P1
 - 6.20.1 The acceptable solution at clause 17.6.1 A1 requires signs to be a permitted sign type in accordance with Table E17.1 Status of Signs in Zones.
 - 6.20.2 The proposal includes a wall sign which is discretionary in the Inner Residential Zone in accordance with Table E17.1 Status of Signs in Zones.
 - 6.20.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.20.4 The performance criterion at clause 17.6.1 P1 provides as follows:

A sign must be a discretionary sign in Table E.17.3.

- 6.20.5 Wall signs are discretionary in accordance with Table E17.1 Status of Signs in Zones.
- 6.20.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition and New Development for Eight Multiple Dwellings, at 18-24 Letitia Street North Hobart.
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, and Technical Officer -Environmental. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The proposal has been referred to TasWater, who have provided conditions for inclusion should a permit be granted.
- 7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed Partial Demolition and New Development for Eight Multiple Dwellings at 18-24 Letitia Street, North Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That:

Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Partial Demolition and New Development for Eight Multiple Dwellings at 18-24 Letitia Street, North 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-20-15 - 18-24 LETITIA STREET NORTH 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 2020/00235-HCC dated 28/04/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN 15a

A demolition waste management plan must be implemented throughout demolition. The demolition waste management plan must include provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

Advice:

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's website.

Reason for condition

To ensure that solid waste management from the site meets the Council's requirements and standards

PLN 8

The front fence along the Letitia Street frontage boundary must be no more than 1.7m in height above natural ground level (unless a lesser height is nominated on the plan, in which case the lesser height prevails) and be no less than 25% transparent.

Reason for condition

To provide reasonable opportunity for privacy for dwellings, and to maintain the streetscape.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Reason for condition

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

ENG sw2.1

Council's piped Rivulet within the site must be accurately located, and a preconstruction structural condition assessment and visual record (eg video and photos) of this infrastructure must be submitted to Council prior to the commencement of work or issue of consent under the Building Act (whichever occurs first).

The condition assessment must include at least:

 A Site Plan clearly showing the location of the inspection, with access points and all segments and nodes shown and labelled. Assets found to have a different alignment from that shown on Council's plans shall be clearly marked on the ground and on the plan;

- A digital recording of a CCTV Inspection and written condition assessment report in accordance with WSA 05-2013 Conduit Inspection Reporting Code of Australia. The recording must be in a 'Wincan' compatible format
- Photos of any existing drainage structures connected to or modified as part of the development

The post-construction condition assessment will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner fails to provide Council with an adequate preconstruction condition assessment then any damage to Council's infrastructure identified in the post-construction condition assessment will be the responsibility of the person carrying out the development.

Reason for condition

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

ENG sw2.2

A post-construction CCTV recording of the Council's stormwater main within/adjacent to the proposed development, along with photos of any existing drainage structures connected to or modified as part of the development, must be submitted to Council upon completion of work.

The post-construction CCTV recording and photos will be relied upon to establish the extent of any damage caused to Council's stormwater infrastructure during construction. If the owner/developer fails to provide Council with pre-construction CCTV then any damage to Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner.

Reason for condition

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

ENG sw3

The proposed works, including driveways, walls, footings and raised garden beds, must be designed and constructed to ensure the protection of and access to the Council's stormwater main.

A detailed design must be submitted and approved prior to the issuing of any approval under the *Building Act 2016* or commencement of works (which ever occurs first). The detailed design must:

- Demonstrate how the design will maintain the overland flow path, provide adequate access to the main, impose no additional loads onto the main and that the structure will be fully independent of the main and its trenching.
- Include cross-sections clearly showing the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including footings), and stating the minimum setbacks from the works to the nearest external surface of the main.
- 3. Include a long-section of Council's stormwater main clearly showing proposed cover. If the cover is less than 600mm, engineering details and full calculations to relevant Australian standards (including construction traffic loading) must be submitted to demonstrate the mains can withstand the likely forces and will be adequately protected. All assumptions must be stated.
- 4. Be certified by a suitably qualified engineer

Prior to commencement of use and/or any completion under the Building Act (whichever occurs first), a suitably qualified engineer must confirm the installation of the works within two metres of Council's stormwater is in accordance with the approved drawings and complies with this condition. Should any remediation works be required, these must be carried out at the developer's cost.

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

- The alignment shown on the plans does not fully agree with Council records. The Council's piped rivulet is not a round DN1050 RCP, but has been piped in a variety of structures (including brick arch and rectangular culvert). Council has identified this section of pipe as requiring upgrade works within the expected lifetime of the proposed works. Works must demonstrate adequate access to carry out these works, and sufficient protection for both the existing pipe and any replacement main.
- Separate consent under s73 Building Act 2016 and s13 Urban Drainage Act 2013 is required for the proposed works, including a signed indemnity.
- Some of the proposed works, including the proposed block courtyard wall, are unlikely to receive this consent based on the currently shown alignment. A

- mains diversion may be required at the Developers cost to carry out all the intended works, including full engineering design and drawings.
- The applicant is required submit detailed design documentation to satisfy this
 condition via the Council's planning condition endorsement process (noting
 there is a fee associated with condition endorsement approval of engineering
 drawings [see general advice on how to obtain condition endorsement and for
 fees and charges]). This is a separate process to any building approval under
 the Building Act 2016.
- Failure to address condition requirements prior to submitting for building approval may result in unexpected delays.

Reason for condition

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

ENG sw4

Council's stormwater manhole within the proposed garage must have a lock-down lid installed, and any new stormwater connection required must be constructed and existing redundant connections be abandoned and sealed at the owner's expense, prior to occupancy or the commencement of the approved use (whichever occurs first).

Detailed engineering drawings must be submitted and approved prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first). The detailed engineering drawings must include:

- 1. The location of the proposed connections and all existing connections;
- The size and design of the connection such that it is appropriate to safely service the development;
- Long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure. Connections must be free-flowing gravity driven.

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

- A single connection for the property is required under the Urban Drainage Act 2013.
 - Existing connections must be identified from the pre-works CCTV.

- Once the engineering drawings have been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement). Once approved the applicant will need to submit an application for a new stormwater connection with Council's City Amenity Division. Should the applicant wish to have their contractor install the connection, an Application to Construct Public Infrastructure is required.
- The stormwater service connection may be required to have been approved prior to any plumbing permits being issued for private plumbing works.

Reason for condition

To ensure the site is drained adequately.

ENG sw7

Stormwater treatment for stormwater discharges from the development must be installed prior prior to occupancy or the commencement of the approved use (whichever occurs first)

A stormwater management report and design must be submitted and approved, prior to commencement of work or issue of any consent under the Building Act (whichever occurs first). The stormwater management report and design must:

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

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

- Once the report has been approved Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).
- Where building approval is also required, it is recommended that

documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

Reason for condition

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

ENG tr2

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

The construction traffic (including cars, public transport vehicles, service vehicles, pedestrians and cyclists) and parking management plan must be submitted and approved, prior to commencement work (including demolition). The construction traffic and parking management plan must:

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

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

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

Reason for condition

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

ENG 3a

The access driveway, circulation roadways and parking module (parking spaces, aisles and manoeuvring areas) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Advice:

It is advised that designers consider the detailed design of the access and
parking module prior to finalising the Finished Floor Level (FFL) of the
parking spaces (especially if located within a garage incorporated into the
dwelling), as failure to do so may result in difficulty complying with this
condition.

Reason for condition

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

ENG_{3c}

The access driveway and parking module (parking spaces, aisles and manoeuvring areas) must be constructed in accordance with the Tim Penny Architecture + Interiors documentation received by the Council on the 19th June 2020.

Reason for condition

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

ENG 4

The access driveway and parking module (car parking spaces, aisles and manoeuvring area) approved by this permit must be constructed to a sealed

standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure prior to the first occupation.

Reason for condition

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

ENG 5

The number of car parking spaces approved on the site, for use is sixteen (16). Of these, two (2) must be dedicated for visitor parking only.

All parking spaces except those located within garages (Unit 6, 7 and 8) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, prior to first occupation.

Reason for condition

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

ENG 5b

The garages for Unit 6, 7, and 8 must have a minimum internal width of 5400mm.

Advice:

• To access these spaces, a reversing manoeuvre may only be possible.

Reason for condition

To ensure that parking areas for cars are designed and constructed to enable safe, easy and efficient use.

ENG 6

All visitor car parking spaces must be delineated.

Appropriate linemarking and signage, approved by Council, in accordance with Australian Standards AS/NZS1742.11:2016, must be erected at each

visitor parking space to indicate the parking spaces are for "Visitor Parking Only", prior to the first occupation.

Reason for condition

To ensure that parking areas for cars are located, designed and constructed to enable safe, easy and efficient use.

ENG 7

The access provisions at the Wellington Street frontage must be constructed in accordance with the Milan Prodanovic Traffic Engineering & Road Safety documentation received by the Council on the 4th March 2020.

The design measures must include;

- Construction of a road hump placeded in the driveway at a point 2.0m from the back of the footpath. The proposed type of hump is as detailed in AS 2890.1 - Figure 4.4 (b); and
- 2. The placement of a sign "CAUTION - VEHICLES EXISTING" to be positioned at height at 0.75m (top of sign above ground level) on the left of the driveway (for exiting vehicles) and as near as practical to the footpath, with the sign facing to the east towards approaching pedestrians.

All work required by this condition must be undertaken prior to the first occupation.

Reason for condition

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

ENG 11

Prior to the first occupation, the proposed modification to the existing crossover within the Letitia Street highway reservation must be designed and constructed substancially in accordance with:

- 1. LGAT Standard Drawing - TSD-R09-v2 - Urban Roads Driveways -Single width crossover (3.6m wide excluding wings) located centrally to the entry access point; and
- 2. LGAT Standard Drawing - TSD R14-v2 - Approved Concrete Kerbs and Channles Profile Dimensions - Open Wedge Vehicular Crossing.

Advice:

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

Reason for condition

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

ENG 12

Prior to the first occupation, the reinstatement of the existing redundant crossovers (and any aprons) to footpath, kerb and gutter within the Letitia Street and Wellington Street highway reservations must be constructed in accordance with the Tim Penny Architecture Interiors documentation received by the Council on the 19th June 2020 and constructed substancially in accordance with:

- 1. LGAT Standard Drawing TSD R11-v2 Urban Roads Footpaths ASPHALT; and
- 2. LGAT Standard Drawing TSD R14-v2 Approved Concrete Kerbs and Channles Profile Dimensions TYPE KC.

Reason for condition

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

ENG₁

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

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

Any damage must be immediately reported to Council.

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

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

Reason for condition

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

ENG_{s1}

Measures to mitigate flood risk from the critical 1% AEP at 2100 inundation event must be installed in accordance with the accepted JMG June 2020 Stormwater Report, including flood-resistant boundary walls, doors, and buildings, and the raised driveway entrance from Wellington Street, prior to occupancy or issue of any completion (whichever occurs first).

All structures within the flood zone (including a 300mm vertical freeboard) including buildings and flood mitigation measures must be inspected by a suitably qualified and accredited engineer.

Certification from a suitably qualified and accredited engineer that the works have been designed and constructed to resist inundation, erosion, undermining and likely forces from a flood event (including debris loading

such as vehicle impacts) must be provided to Hobart City Council prior to occupancy or commencement of use (whichever occurs first).

Advice:

 Council notes the Finished Floor Level of Unit 5 does not have 300mm freeboard above the 1% AEP at 2100 flood level.

Reason for Condition

To ensure that the risks identified in the Flood Report for Planning Approval are adequately managed.

ENG_{s2}

Certification from a registered surveyor that the Finished Floor Levels and the top of the raised driveway entrance from Wellington Street are at or above the relevant minimum levels shown on drawing DA03 Rev E contained within the accepted JMG June 2020 Stormwater Report must be provided to Hobart City Council prior to occupancy or commencement of use (whichever occurs first).

Reason for Condition

To ensure that the risks identified in the Flood Report for Planning Approval are adequately managed.

ENG s3

Construction of the works must not adversely impact Council's stormwater infrastructure (piped Park St Rivulet)

A Construction Management Infrastructure Protection Report and Plan must be submitted and approved prior to commencement of works. The report must:

- 1. Be prepared by a suitably qualified and experienced engineer
- Detail the proposed construction methodology and identify all potential risks to the piped Rivulet during construction including but not limited to demolition, construction loading, traffic loading, excavation works, footing construction, vibrations, undermining, flood, and environmental harm
- Provide treatment measures to eliminate or otherwise mitigate to as low as reasonably practicable all identified risks
- 4. Include a monitoring regime

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

Reason for condition

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

ENV₂

Sediment and erosion control measures, sufficient to prevent sediment leaving the site and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice:

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

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

HER 12

Original and early fabric of the building must be protected and conserved.

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

must be submitted and approved which details how unpainted brickwork (on the front and side elevations) above awning level, of the former shopfront on Wellington Street is to be retained as is, in accordance with the above requirement.

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

Reason for condition

To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

HER 17a

The palette of exterior colours and materials must reflect the palette of materials within the local streetscape and precinct.

The Architects have proposed front doors finished in copper, hardwood timber screens, Island Paver Ebony Premium Bricks and areas of planting. These specific finishes/products/details must be installed.

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

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

ADVICE

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

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

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

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

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

BUILDING OVER AN EASEMENT

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

NEW SERVICE CONNECTION

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

STRUCTURES CLOSE TO COUNCILS' STORMWATER MAIN

The design of structures (including footings) must provide protection for the Council's infrastructure. For information regarding appropriate designs please contact the Council's City Amenity Division. You may need the General Manager's consent under section 13 of the *Urban Drainage Act 2013* and consent under section 73 of the *Building Act 2016*.

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.

WORK PLACE HEALTH AND SAFETY

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

PROTECTING THE ENVIRONMENT

In accordance with the *Environmental Management and Pollution Control Act 1994*, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click here for more information.

LEVEL 1 ACTIVITIES

The activity conducted at the property is an environmentally relevant activity and a Level 1 Activity as defined under s.3 of the *Environmental Management and Pollution Control Act 1994*. For further information on what your responsibilities are, click here.

NOISE REGULATIONS

Click here for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's website.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



Development Appraisal Planner

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

(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 22 July 2020

Attachment(s):

Attachment B - CPC Agenda Documents

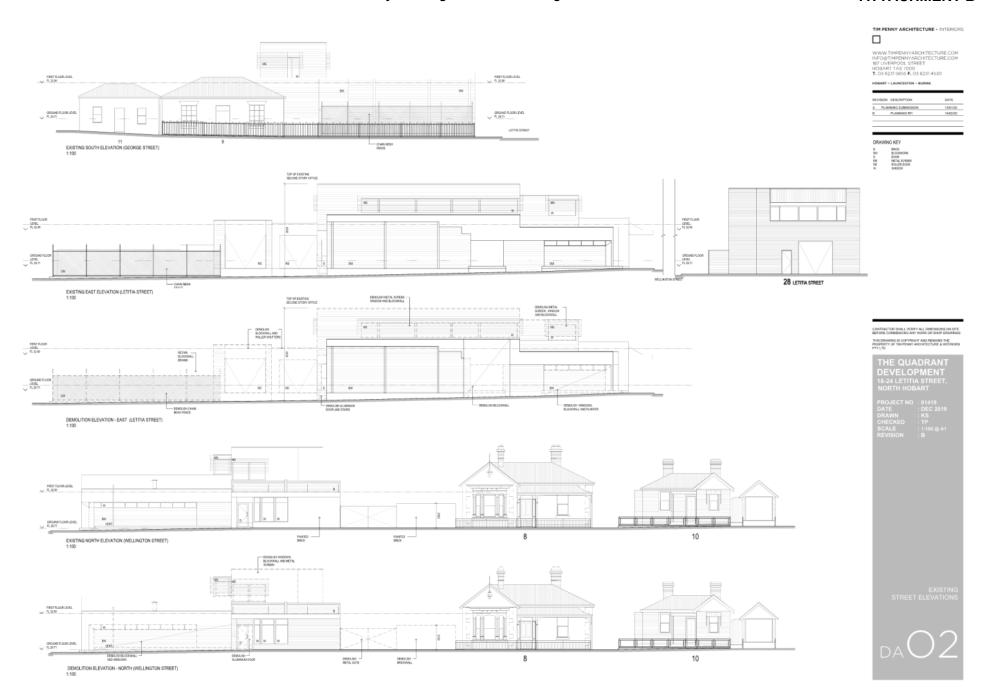
Attachment C - Planning Referral Officer Cultural Heritage Report



WWW TIMESENS ABOSTITET THE COMBY INFERONCE STREET
HOBART 1-AS 7000
HOBART 1-AS 82516-950
HOBART 1-AS 82516-9

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR SHOP DRAWING THIS DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY OF THIS PENNY ARCHITECTURE & INTERIORS



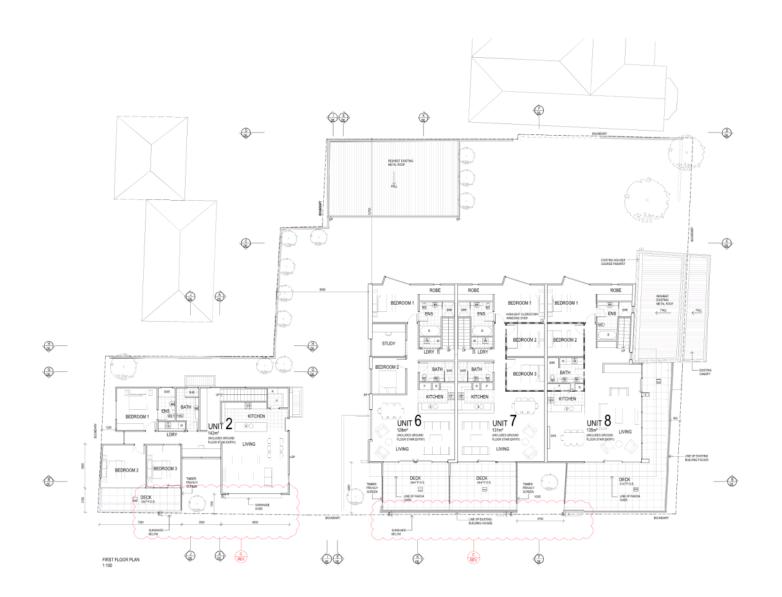


TIM PENNY ARCHITECTURE + INTERIORS













Page 564 ATTACHMENT B





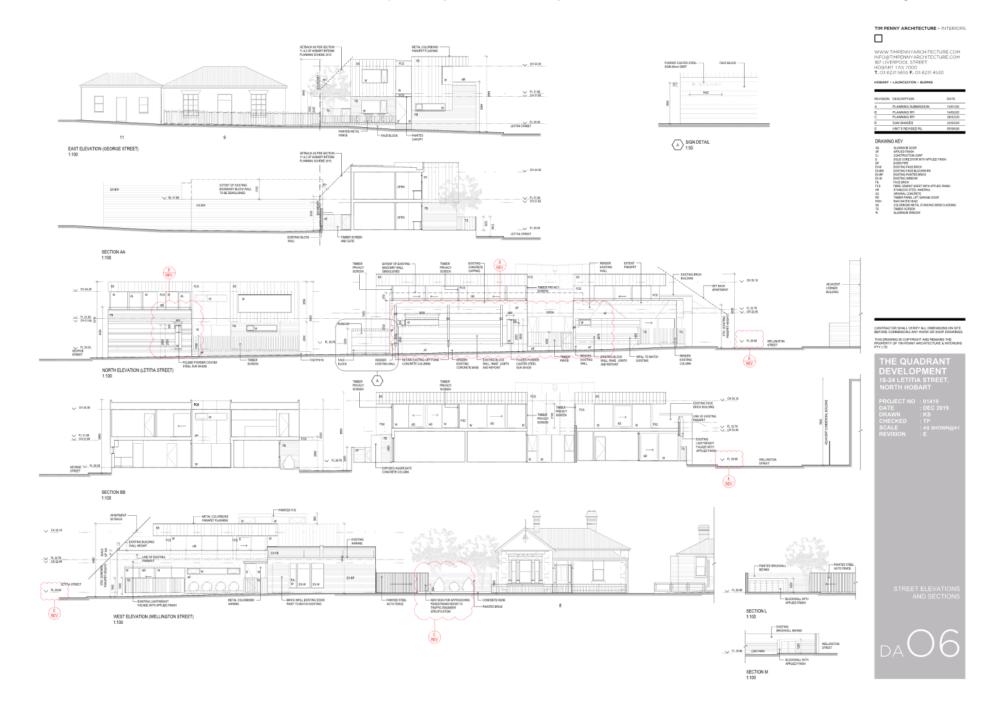
	PLANNING RPI	28/02/20
DRAV	rING KEY	
OP-	DOWNFE	

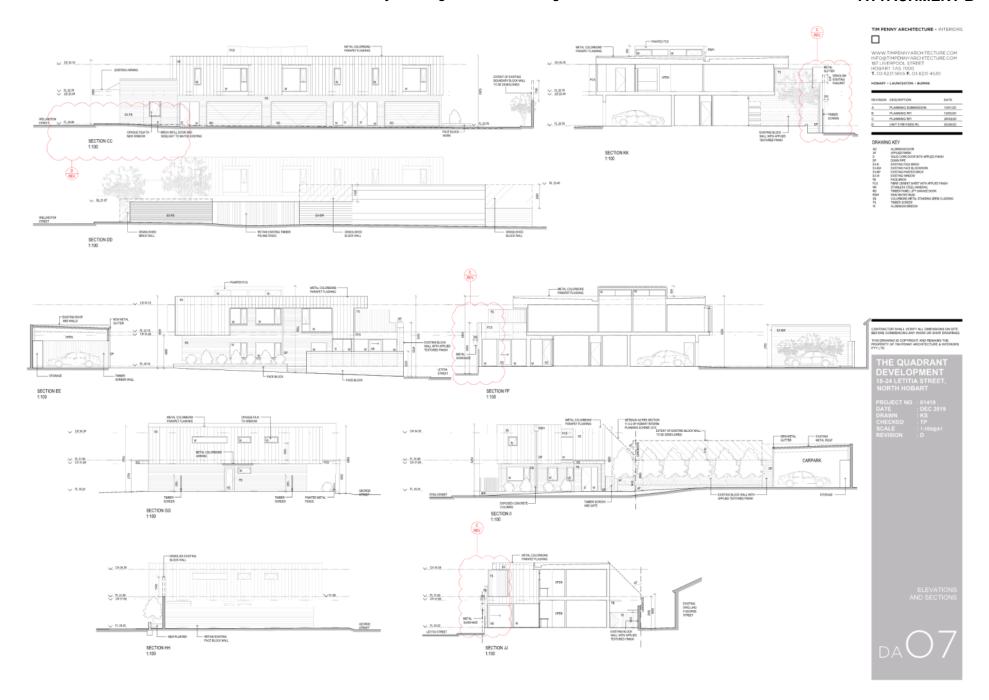




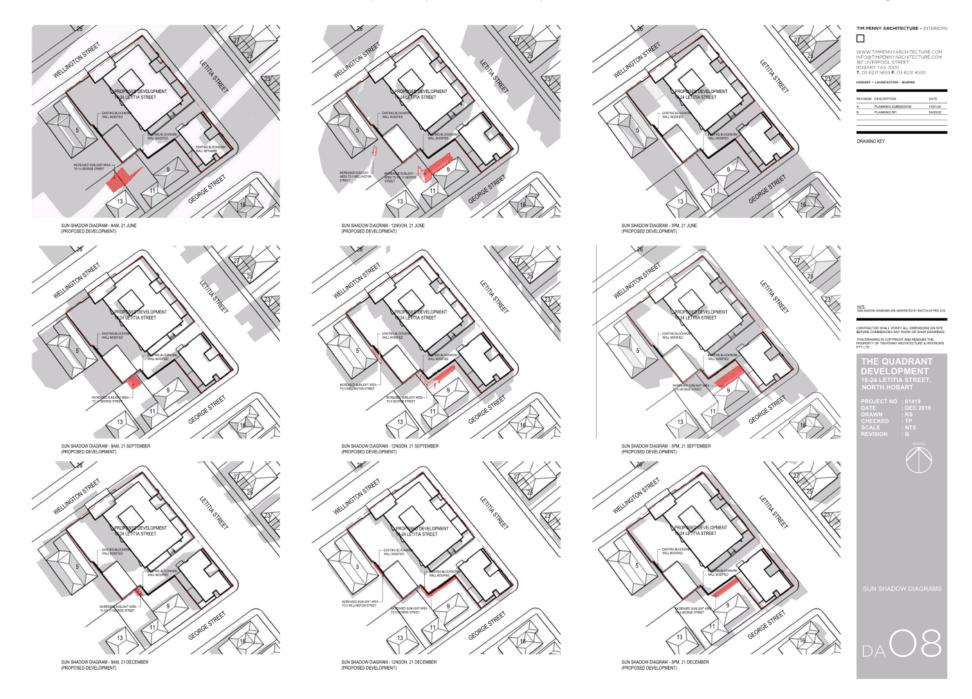








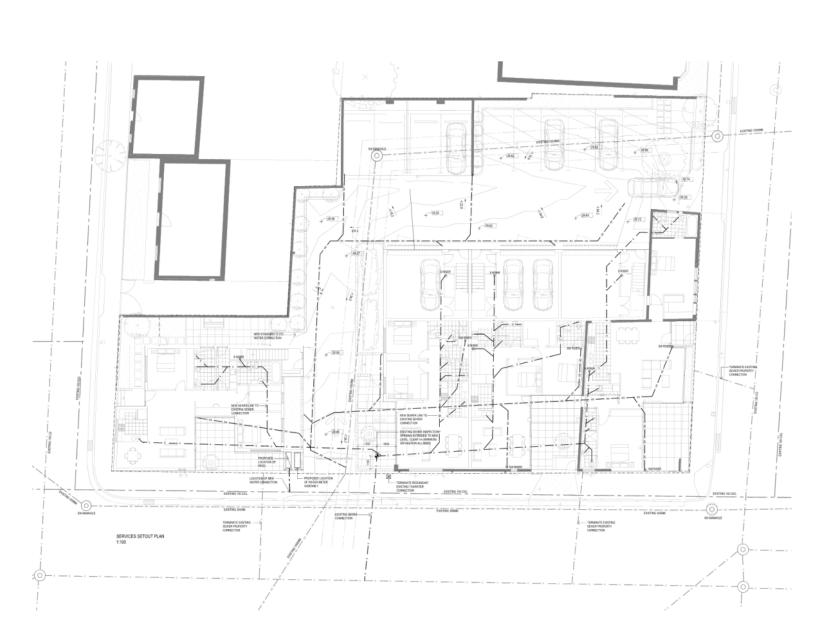
Page 567 ATTACHMENT B



Page 568 ATTACHMENT B



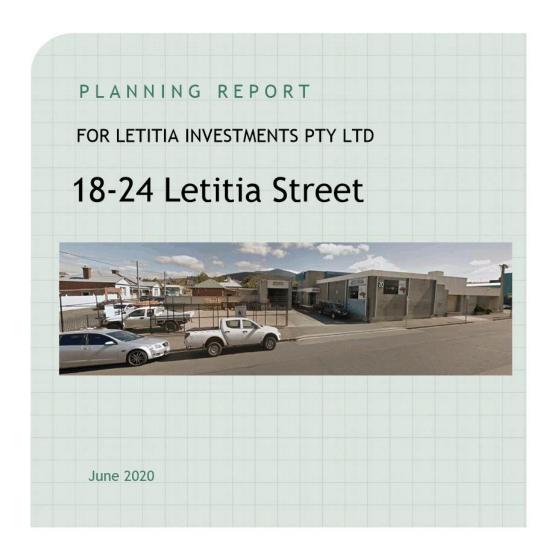
TIM PENNY ARCHITECTURE + INTERIORS



WWW.TIMPENNYARCHITECTURE.COM INFO@TIMPENNYARCHITECTURE.COM 187 LIVERPOOL STREET HOBART TAS 7000 T. OS 62S1 5655 F. OS 62S1 4SS0

DRAWING KEY









Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE LAUNCESTON OFFICE 117 Harrington Street 49-51 Elizabeth Street Hobart TAS 7000 Launceston TAS 7250 Phone (03) 6231 2555 Phone (03) 6334 5548 infohbt@jmg.net.au infoltn@jmg.net.au

Document Issue Status								
Ver.	Issue Date	Description	Originator		Checked		Approved	
0.1	Dec 2019	Draft Planning Report	GAN		MSC	19.12	MSC	
0.2	Jan 2020	Planning Report for Submission	IEB					
0.3	Feb 2020	Revised Report including RFI Response	AS					
0.4	March 2020	Revised Report including RFI Response and Traffic Engineer Statement	AS					
0.5	June 2020	Revised Report including RFI Response and Stormwater Report	AS					

CONDITIONS OF USE OF THIS DOCUMENT

- NOTIONS OF USE OF THIS DOCUMENT

 Copyright © All rights reserved. This document and its intellectual content remains the intellectual property of JOHNSTONE McGEE & GANDY PTY LTD (JMG). ABM 76-473-834-852. ACN 009-547-139

 The recipient client is licensed to use this document for its commissioned purpose subject to authorisation per 3. below. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or retransmit this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG.

 This document must be signed "Approved" by JMG to authorise it for use. JMG accept to liability whatsoever for unauthorised or unlicensed use.

 Electronic files must be scanned and verified virus free by the receiver. JMG accept no responsibility for loss or damage caused by the use of files containing viruses.

- 5. This document must only be reproduced and/or distributed in full colour. JMG accepts no liability arising from failure to comply with

LIMITATIONS & DISCLAIMERS

- Compliance with BCA is not part of the scope of this report. The report may include references to BCA as a guide to likely compliance/non-compliance of a particular aspect but should not be taken as definitive nor comprehensive in respect of BCA compliance. This report presents information and opinions which are to the best of our knowledge accurate. JMG accepts no responsibility to any purchaser, prospective purchaser, or mortgagee of the property who relies in any way on this report.

 JMG have no pecuniary interests in the property or sale of the property.

 This report presents information provided by others. JMG do not claim to have checked, and accept no responsibility for, the accuracy of such information.

TABLE OF CONTENTS

xecutive summary	4
Introduction	6
Site Location & Context	6
Proposed Use & Development	9
Planning Assessment	10
D11.0 Inner Residential Zone	10
E2.0 Potentially Contaminated Land Code	23
E5.0 Road and Railway Assets Code	23
E6.0 Parking and Access Code	25
E7.0 Stormwater Management Code	31
E13.0 Historic Heritage Code	33
E15.0 Inundation Prone Areas Code	35
E17.0 Signs Code	36
F4.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan	38
Impact Assessment	39
Visual	39
Traffic and Transport Networks	39
Hydraulic Services	39
Air & Microclimate	40
Noise	40
Natural Hazards	40
Heritage	40
Flora and Fauna	40
Solar Access	40
Safety, Security and Crime Prevention	41
Social Impacts	41
Economic Impacts	41
Conclusion & Recommendations	42
ppendix A - Owner Advice Letter/Request for Council s52(1B) approval	
ppendix B - Title information	
ppendix C - Revised Proposal Plans	
ppendix D - Heritage Comments (prepared by Tim Penny Architecture & Interiors)	
ppendix E - Statement from Traffic Engineer	
	Introduction Site Location & Context Proposed Use & Development Planning Assessment. D11.0 Inner Residential Zone E2.0 Potentially Contaminated Land Code E5.0 Road and Railway Assets Code E6.0 Parking and Access Code E7.0 Stornward Access Code E13.0 Historic Heritage Code E15.0 Inundation Prone Areas Code E17.0 Signs Code. F4.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan Impact Assessment Visual Traffic and Transport Networks Hydraulic Services Air & Microclimate Noise Natural Hazards Heritage Flora and Fauna Solar Access Safety, Security and Crime Prevention Social Impacts Economic Impacts Conclusion & Recommendations Dependix A - Owner Advice Letter/Request for Council s52(1B) approval Dependix B - Title information Dependix C - Revised Proposal Plans Dependix D - Heritage Comments (prepared by Tim Penny Architecture & Interiors)



Appendix F - Stormwater Report

Executive Summary

Letitia Investments Pty Ltd seek to develop land located at 18-24 Letitia Street, North Hobart. The site comprises of title CT 153884/1 on land in the Inner Residential Zone. It is located within a Heritage Precinct and the Royal Hobart Hospital Helipad Airspace Specific Area Plan. The proposal is for a change of use and development for multiple dwellings including:

- Partial demolition of some existing outbuildings on CT 153884/1 and portions of the site boundary walls to 9 and 11 George Street, and 8 Wellington Street;
- Retention and modification of the main building on the northern portion of the site at the corner of Letitia Street and Wellington Street;
- Development of 8 multiple dwellings, as per the table below:

Unit	Number of	Floor
No.	bedrooms	Level
1	2 (plus study nook)	Ground
2	3	First
3	2	Ground
4	1 (plus study nook)	Ground
5	2	Ground
6	2 (plus study)	First
7	3	First
8	2	First

- On-site parking for 18 spaces, including 2 visitor spaces.
- Shared areas are accessible for vehicles and pedestrians via Letitia Street; Ground floor
 units (except Unit 3) also have direct pedestrian accesses to their respective street
 frontages; vehicles will exit the shared areas via Wellington Street. There is also a
 dedicated access for parking for Unit 1 via George Street;
- Upgrade/provision of associated services including telecommunications, sewer, water and stormwater:
- Provision of new access and cross over to Unit 1, removal of the existing north-east site
 access on Letitia Street and upgrades/modifications to the existing access onto Wellington
 Street and existing south-eastern access onto Letitia Street;
- Provision of waste storage areas for occupants of the development; and
- · Signage identifying the development as "The Quadrant".

As some works are proposed on land in Letitia Street and George Street administered by Hobart City Council, an application has been made to Hobart City Council for land owners /authority approval for the making of the application as per s52 (1B) of the Land Use Planning and Approvals Act 1993 (LUPAA).

The proposed development is located on land within the Inner Residential Zone. The site is within a Heritage Precinct and the Royal Hobart Hospital Helipad Airspace Specific Area Plan. The proposed development generates the following discretions under the *Hobart Interim Planning Scheme 2015* (the Scheme):

- 11.4.1 Residential density for multiple dwellings P1;
- 11.4.2 Setbacks and building envelope P1 and P3;
- 11.4.3 Site coverage and private open space P1 and P2;
- 11.4.4 Sunlight and overshadowing P3;
- 11.4.7 Frontage Fences P1;
- 11.4.8 Waste Storage for Multiple Dwellings P1;
- E6.6.1 Number of Car Parking Spaces;
- E6.7.2 Design of Vehicular Accesses;



- E13.8.1 Demolition P1;
- E13.8.2 Buildings and Works other than Demolition P1, P2, and P3;
- E15.7.4 Riverine Inundation Hazard Areas;
- E17.6.1 Use of Signs P1; and
- E17.7.1 Standards for Signs P1.

The proposal has been assessed against all relevant Scheme criteria and is found to either comply with Acceptable Solutions or satisfy relevant Performance Criteria. The application is considered to be acceptable with respect to the Scheme requirements and therefore recommended for support by the Planning Authority.

1. Introduction

JMG Engineers and Planners have been engaged by Letitia Investments Pty Ltd to prepare a planning permit application for a residential development at 18-24 Letitia Street, North Hobart. The proposal involves the change of use and development for multiple dwellings involving the partial demolition of some existing buildings and structures on the site.

This report serves to provide an assessment of the proposal against the relevant provisions of the *Hobart Interim Planning Scheme 2015* ('the Planning Scheme').

2. Site Location & Context

The development site is located at 18-24 Letitia Street, North Hobart. It is approximately 1.3 km north west of the Hobart GPO in the suburb of North Hobart, on the western shore of the Derwent River.

The existing site is a vacant cark park (George Street), two storey commercial premises including large volume cool & freezer storeroom (Letitia Street) together with an existing single storey brick building and awning (Wellington Street). It was built in October 1975 and has had multiple additions subsequently. It is currently used as a food storage warehouse with ancillary offices.

The proposed development will require works on a number of titles as listed in Table 1 below.

Table 1: Summary of existing titles involved in the proposed development

Title Reference	Street Number	Comments re existing /proposed
CT 153884/1	18-24 Letitia Street	Containing an existing warehouse building and outbuildings with an area of approximately 1363m ² .
None available	Road (Type Unknown)	Letitia Street and George Street, both roads appear to be located within the same road lot.

The site survey confirms that all existing structures, including the boundary walls are contained entirely within the subject site, as shown on Drawing DA 01 Site Plan, Demolition Plan & Schematic Services (Appendix C). The subject site has an area of 1363 m^2 , and the proposed development results in a site area per dwelling of 170 m^2 .

The development site is located on land zoned Inner Residential. Existing buildings within 100m of the development site are predominantly single and double storey residential dwellings. There are some existing commercial buildings and uses to the north at 26, 28 and 35 Letitia Street as shown in Figure 1.

The adjoining properties to the south at 9 George Street, 11 George Street and at 8 Wellington Street are Tasmania Heritage Register listed properties.

The development site is located on land fully serviced by TasWater for potable water and sewerage.

There is a Metro Bus stop within a 300 m radius of the site, associated with bus services to the northern suburbs as well as Elizabeth Street bus interchange facilities. There are facilities, employment services in the local centre of North Hobart and Hobart City centre all within walking distances of approximately 500m.





Figure 1 Existing context of the proposed development site (outlined in red)

The development site is located on land zoned Inner Residential. Land further to the east is zoned Utilities (the Brooker Highway and a Council depot), and Open space (Queens Domain). Land approximately 140 m to the northwest is zoned Light Industrial (refer Figure 2).



Figure 2 Zoning of the site and surrounding area

The development site is located within a Heritage Precinct (Figure 3) and a Specific Area Plan (The Royal Hobart Hospital Helipad Airspace Specific Area Plan) (Figure 4).



Figure 3 Overlays - Heritage Precinct (Pink) and Heritage Tasmanian Properties (blue dots & text) (Source: LISTmap)



Figure 4 Overlays - Royal Hobart Hospital Airport Specific Area Plan (Source LISTmap)

3. Proposed Use & Development

The proposal is for a change of use to residential and a multiple dwelling development including:

- Partial demolition of some existing outbuildings on CT 153884/1 and portions of the site boundary walls to 9 George Street and 8 Wellington Street;
- Retention and modification of the main building on the northern portion of the site at the corner of Letitia Street and Wellington Street;
- Development of 8 multiple dwellings, as per the table below:

Unit No.	Number of	Floor
	bedrooms	Level
1	2 (plus study nook)	Ground
2	3	First
3	2	Ground
4	2 (plus study nook)	Ground
5	2	Ground
6	2 (plus study)	First
7	3	First
8	2	First

- On-site parking for 16 spaces, including 2 visitor spaces.
- Shared areas are accessible for vehicles and pedestrians via Letitia Street; Ground floor units (except Unit 3) also have direct pedestrian accesses to their respective street frontages; vehicles will exit the shared areas via Wellington Street.
- Upgrade/provision of associated services including telecommunications, sewer, water and stormwater;
- Removal of the existing north-east site access on Letitia Street and upgrades/modifications to the existing access onto Wellington Street, and existing south-eastern access onto Letitia Street;
- · Provision of waste storage areas for occupants of the development; and
- Signage identifying the development as "The Quadrant".

Detailed plans are provided in Appendix C. As there are works proposed on land in Letitia Street administered by Hobart City Council (notably sunshades proposed over several windows would encroach onto the road reserve), an application has been made to Hobart City Council for the consent of its General Manager for the making of the application as per s52 (1B) of the Land Use Planning and Approvals Act 1993 (LUPAA).



4. Planning Assessment

The proposal is assessed against the *Hobart Interim Planning Scheme 2015* (the Planning Scheme). The subject site is located within the Inner Residential Zone. In this zone residential use associated with multiple dwelling is classified as a Permitted Use Class. The proposed partial demolition is associated with another development and accordingly a separate assessment against Section 9.4 Demolition is not applicable.

The relevant Code and Specific Area Plan provisions to be considered include:

- · E2.0 Potentially contaminated Land Code;
- E5.0 Road and Railway Assets Code;
- E6.0 Parking and Access Code;
- E7.0 Stormwater Management Code;
- E13.0 Historic Heritage Code;
- E15.0 Inundation Prone Areas Code;
- E17.0 Signs Code; and
- F4.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan

The next section of the report provides details of the assessment against the Planning Scheme provisions, commencing with 11.0 Inner Residential Zone.

D11.0 Inner Residential Zone

The Zone Purpose Statements for the zone are listed below:

- 11.1.1.1 To provide for a variety of residential uses and dwelling types close to services and facilities in inner urban and historically established areas, which uses and types respect the existing variation and pattern in lot sizes, set back, and height.
- 11.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.
- 11.1.1.3 To encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors.
- 11.1.1.4 To encourage residential development that respects the neighbourhood character.
- 11.1.1.5 To provide a high standard of residential amenity.
- 11.1.1.6 To allow commercial uses which provide services for the needs of residents of a neighbourhood and do not displace an existing residential use or adversely affect their amenity particularly through noise, traffic generation and movement, and the impact of demand for on-street parking.

The proposed development is considered to be aligned with the zone purpose as it provides for:

- A mix of dwelling types which will meet the needs of a number of residential market segments in an inner urban, historically established area that is close to services (11.1.1.1);
- The redevelopment of an existing commercial zone for higher density residential development within walkable distances to services in North Hobart and Central Hobart, transport corridors and facilities (11.1.1.3); and
- A high standard of residential amenity (11.1.1.5).



The other two zone purposes are not applicable to the proposal, as it is not for a non-residential or commercial use. The proposed Residential (multiple dwellings) use is classified as a 'permitted' as per 11.2 Use Table.

11.3 Use Standards

There are no applicable use standards for the proposed development as the proposal is a residential use and does not include visitor accommodation.

11.4 Development Standards for Buildings and Works

11.4.1 Residential density for multiple dwellings

Objective:		
To provide for inner urban densities that:		
(a) increase the number and density of dwellings; and		
(b) provide a range of dwelling types and sizes appropriate to the location; and		
(c) encourage efficient utilisation of residential land and services in inner urban areas.		
Acceptable Solutions Performance Criteria		
A1	P1	
Multiple dwellings must have a site area per dwelling of not less than 200m ² and not more than 400m ² .	Site area per dwelling may be: (a) less than 200m2 if any of the following applies: (i) the development contributes to a range of dwelling types and sizes appropriate to the locality; (ii) the development provides for a specific accommodation need, such as aged care, special needs or student accommodation; (b) more than 400m2 if any of the following applies: (i) site constraints preclude development at a higher density; (ii) the development is designed or located to make provision for future development with a site area per dwelling of 400m2 or less.	

The proposed development will result in a site area per dwelling of $170m^2$, which is outside the acceptable range of 200 m^2 - 400 m^2 . Therefore, the performance criteria are addressed.

As the proposed development provides for a mix of 1, 2 and 3 bedroom dwellings, this will provide for a range of dwelling types and sizes appropriate to the locality. This meets the requirements of P1 (a)(i) and so it is not necessary to meet the requirements of (a)(ii).

As the density is not more than 400 m^2 , P1 (b) is not applicable.

Therefore, the proposal satisfies the relevant Performance Criteria (P1).

11.4.2 Setbacks and building envelope

Objective:

To control the siting and scale of dwellings to:

- (a) provide reasonably consistent separation between dwellings on adjacent sites and a dwelling and its frontage; and
- (b) provide consistency in the apparent scale, bulk, massing and proportion of dwellings; and



I	(c) provide separation between dwellings on adjacent sites sunlight to enter habitable rooms and private open space.	to provide reasonable opportunity for daylight and
I	Acceptable Solutions	Performance Criteria
I	A1	P1
	Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) at least 3m, or, if the setback from the frontage is less than 3m, not less than the setback from the frontage of any existing dwelling on the site;	The setback of a dwelling from a frontage must: (a) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; and (b) have regard to streetscape qualities or assist the integration of new development into the streetscape.
	(b) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining	

The proposed development setback is less than 3 m from all three frontages and as the site does not contain existing dwellings and is not a vacant site, the proposal cannot achieve Acceptable Solution A1 and the Performance Criteria must be addressed.

The subject site contains existing non-residential buildings, and boundary walls/fencing located along the site boundary of Letitia Street, George Street, and Wellington Street. The proposed unit development will repurpose existing buildings in the north east corner of the site, retaining the existing boundary setbacks (less than 1m) along Letitia Street and Wellington Street frontages as shown in Figure 5.



Figure 5 Image of existing buildings in north east of the site, showing existing frontage setback along Wellington and Letitia Streets. (Source: Google Street view)

To maintain a consistent streetscape, the new residential building in the south east corner of the site is also designed for a frontage set back of less than 1 m on Letitia Street, but a mixed setback of less than 1 m and 2.6 m from George Street.

The proposed development is considered compatible with the relationship of existing buildings to the road in terms of setback (a).



sites on the same street.

As shown in Drawing DA03 Ground Floor Plan (Appendix C), the immediate adjoining properties at 9 George Street and 8 Wellington Street are set back less than 3 m from their respective frontages. And as the aerial image in Figure 6 shows, most of the residential dwellings within 100 m of the subject site exhibit frontage setbacks less than 3 m. The proposed location of private open spaces of the ground floor units along the Letitia Street and Wellington Street frontages, will provide an articulated design that is considered sympathetic to the existing residential fabric and will assist in the integration of the new development into the streetscape (b)

The proposal is considered to satisfy Performance Criteria P1.



Figure 6 Aerial Image showing frontage setback within 100 m of the subject site (outlined in red). (Source: LISTmap)

Acceptable Solutions	Performance Criteria
A2	P2
A garage or carport must have a setback from a frontage of at least:	
(a) 4m, or alternatively 1m behind the façade of the dwelling; or	
(b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or	
(c) 1m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	

As shown on Drawing DA03 - Ground Floor Plan (Appendix C) the onsite car parking spaces (garages or open air) for the units are all accessed from the internal driveway. Accordingly, the proposal complies with Acceptable Solution A2 (a).

Acceptable Solutions	Performance Criteria
A3	P3
A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to diagrams 11.4.2A, 11.4.2B, 11.4.2C and 11.4.2D) determined by: (i) a distance equal to the permitted frontage setback or, for an internal lot, a distance of 3m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 3m from the rear boundary; to a building height of not more than 9.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser). This acceptable solution does not apply to heritage precinct BP1. L1	The siting and scale of a dwelling must: (a) not cause unreasonable loss of amenity by: (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or (ii) overshadowing the private open space of a dwelling on an adjoining lot; or (iii) overshadowing of an adjoining vacant lot; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and (b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

The subject site is a corner lot with three street frontages (George Street, Letitia Street and Wellington Street). The shortest frontage of these is George Street with a width of 13.8 m, and accordingly this is considered the primary frontage. Therefore, the boundaries to the adjoining dwellings at 9 and 11 George Street, and 8 Wellington Street are considered side boundaries and the lot in effect does not have a rear boundary.

All buildings are set back less than 3 m as previously addressed in response to Clause 11.4.2. Therefore, the proposal does not achieve A3 (a) (i) and accordingly the proposal must be considered against the Performance Criteria P3.

Drawing D06 Street Elevations and Sections (Appendix C) shows the proposed development in context of the adjoining dwellings to the south. Drawing DA08 Sun Shadow Diagrams (Appendix C) shows the impact of the proposed development on adjoining properties.

The building in the north east corner of the lot, which will contain Units 3 to 8, is existing and hence the proposed development does not increase the shading of either habitable rooms or private open space of the three adjoining properties, P3 (a) (i) and (ii).

The new building in the south east corner of the lot, which will contain Units 1 and 2, is contained within the Acceptable Solution building envelope criteria - refer to the East Elevation and Section AA diagrams (Drawing D06) and Section JJ diagram (Drawing D07).



Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

The area immediately to the south of the wall on the adjoining lot at 9 George Street comprises the driveway and is therefore not able to be used as private open space, and there is only one small window on the north eastern wall of 9 George Street, P1 (a) (i) and (ii).

In fact it can be seen in Drawing DAO8 - that the proposed partial demolition of the existing boundary walls will increase the areas of sunlight to the private opens spaces of the adjoining properties - as indicated by the red coloured areas in the diagram - particularly on 21 June (the shortest day of the year).

There are no adjoining vacant lots and P3 (a) (iii) is not applicable.

All development (both within the existing buildings and new buildings) will be no higher than 7.7 m, well below the Acceptable Solution height of 9.5 m. As shown in East Elevation (Drawing DA06). The stepping back of the upper level reduces the visual impact of the new building on the adjoining lot at 9 George Street, P3 (a) (iv).

Similarly, the proposed demolition of the existing outbuildings immediately north of 8 Wellington Street and the proposed landscaping along the boundaries - will improve the visual outlook from the adjoining lots. The remains of the existing building that will house Units 3 to 8 are setback over 13 m from the side boundary and is not considered to be visually intrusive when viewed from 8 Wellington Street, P3 (a) (iv).

The use of a variety of external cladding materials, the articulation of the building and private open spaces towards the frontages of the proposed unit are considered to mitigate the potential impact on visual amenity of adjoining lots, P3 (a) (iv). As shown in Figure 6, the proposed separation is compatible with that prevailing in the surrounding area. On the basis of the above, the proposal is considered to satisfy Performance Criteria P3.

11.4.3 Site coverage and private open space

Objective:		
To provide:		
(a) for outdoor recreation and the operational needs of the residents; and		
(b) opportunities for the planting of gardens and landscaping; and		
(c) private open space that is integrated with the living areas of the dwelling; and		
(d) private open space that has access to sunlight.		
Acceptable Solutions	Performance Criteria	
A1	P1	
Dwellings must have:	Dwellings must have:	
(a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and	(a) private open space that is of a size and dimensions that are appropriate for the size of the dwelling and is able to accommodate:	
(b) for multiple dwellings, a total area of private open space of not less than 50m ² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and	(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any communal open space provided for this purpose within the development; and	
(c) a site area of which at least 25% of the site area is free from impervious surfaces.	(ii) operational needs, such as clothes drying and storage;	
	unless the projected requirements of the occupants are considered to be satisfied by public open space in close proximity; and	
	(b) reasonable space for the planting of gardens and landscaping.	

The proposed development will result in a site coverage of 51.2% (proposed roofed area: $697.9m^2 / 1363m^2$ site area). The proposal therefore does not satisfy sub-clause (a) of the



above acceptable solution. The proposed ground floor units would also not have a total area of private open space of 50m^2 associated with each dwelling and proposed site impervious surfaces are approximately 6 % which is less than the required 25%. Therefore, the proposal also does not meet subclauses (b) and (c) of the acceptable solution and relies upon the above performance criterion P1.

Each unit would have an area of private open space ranging from minimum $24m^2$ for ground floor apartments (Unit 1 and 5) and a minimum of 15 m² (Unit 2) for second floor dwellings up to 51 m² for Unit 8.

These areas are considered sufficient to accommodate outdoor recreational, clothes drying, and storage and planting of gardens and landscaping space consistent with the projected requirements of the occupants in accordance with P1(a)(i) and P1(a)(ii). In addition, common garden areas would be provided around the buildings, providing further opportunity for gardens and landscaping. Therefore, the proposed development is considered to satisfy all applicable elements of Performance Criteria P1.

Acceptable Solutions	Performance Criteria
A2	P2
A dwelling must have an area of private open space that:	A dwelling must have private open space that:
(a) is in one location and is at least:	(a) includes an area that is capable of serving as
(i) 24 m²; or	an extension of the dwelling for outdoor relaxation, dining, entertaining and children's
(ii) 12 m², if the dwelling is a multiple dwelling with a finished	play that is:
floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	(i) conveniently located in relation to a living area of the dwelling; and
(b) has a minimum horizontal dimension of:	(ii) orientated to take advantage of sunlight;
(i) 3 m; or	unless the projected requirements of the
(ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and	occupants are considered to be satisfied by communal open space or public open space in close proximity.
(c) is directly accessible from and adjacent to, a habitable room (other than a bedroom); and	
(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and	
(e) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and	
(f) has a gradient not steeper than 1 in 10; and	
(g) is not used for vehicle access or parking.	
	I

All ground floor units except for unit 1 have private open space of $24m^2$ or more in one location. Unit 1 would be provided with the minimum area of POS required by sub-clause A2(a)(i) but neither area of POS provided for this dwelling would have the minimum dimension required by A2(b)(i). All first-floor units meet the requirements of A2(a)(ii) as they would have an area of POS greater than $12m^2$. All of these units would have floor levels above 1.8m, save for access.

All proposed units would have Private Open Space adjacent to living areas and meet A2(c). Proposed areas of POS for all units would not be located on the south, south-east, or south-west of the dwellings and so meet the acceptable solution A2(d). The private open space for units 5 and 8 would be located between the respective dwelling and a frontage and would



therefore not be in accordance with A2(e). The frontage is not orientated between 30 degrees west of north and 30 degrees east of north.

The proposed POS satisfies the requirements of sub-clause (f) in that it has a gradient not steeper than 1 in 10 (f) and all areas of Private Open Space are not used for vehicle access or parking (g).

Given the above assessment, the performance criterion for the above clause must be considered. For Unit 1, the private open space on the northern side includes an area that is sufficient in size to serve as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play with reasonably proportioned area of 25m² meeting P2(a)(i). The area of POS on the southern side of this dwelling would provide sufficient space for drying clothes and other utility functions.

The POS for unit 5 would be directly accessible from the living area of this dwelling and would therefore provide for outdoor relaxation, dining, entertaining and children's play. This POS would be at the northern corner of the site and would therefore enjoy nearly all-day sun.

The POS proposed for unit 8 would be extensive (i.e. $51m^2$) and wrap around the living areas of this dwelling. The POS for unit 8 would also be at the northern corner of the site. This POS is also considered to meet with the above performance criterion.

Given the above assessment, it is considered that the proposal satisfies all applicable elements of performance criterion P2.

11.4.4 Sunlight and overshadowing

To provide:	
(a) the opportunity for sunlight to enter habitable rooms (other than bedrooms) of dwellings; and	
(b) separation between dwellings on the same site to provide reasonable oppo enter habitable rooms and private open space.	rtunity for daylight and sunlight to
Acceptable Solutions	Performance Criteria
Acceptable Solutions A1	Performance Criteria P1

As shown in North Elevation (Letitia Street) diagram on Drawing DA06 (Appendix C) all units, both ground floor and upper floor have windows facing directly north. As shown in the floor plans drawing DA03 and DA04, these windows are associated with living areas and the proposal is considered to comply with Acceptable Solution A1.

Acceptable Solutions	Performance Criteria
A2	P2
A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see diagram 11.4.4A), must be in accordance with (a) or (b), unless excluded by (c):	A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing a window of a habitable room (other than a bedroom), of another dwelling on the same site, that faces between 30 degrees west of north and 30 degrees east of north (see
(a) The multiple dwelling is contained within a line projecting (see diagram 11.4.4B)	diagram 11.4.4A)
(i) at a distance of 3 m from the window; and	
(ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	



(b) the multiple dwelling does not cause the habitable	
room to receive less than 3 hours of sunlight between 9.00 am	
and 3.00 pm on 21st June.	
(c) that part, of a multiple dwelling, consisting of:	
(i) an outbuilding with a building height no more than	
2.4 m; or	
(ii) protrusions (such as eaves, steps, and awnings) that	
extend no more than 0.6 m horizontally from the multiple	
dwelling.	

The multiple dwellings (Units 3 to 8) to be constructed within the existing buildings on the site are located to the north of the proposed new building containing Units 1 and 2.

As shown in Drawing DA03 (Appendix C) the living areas for ground floor Unit 1 (kitchen/dining/living) are to the south east and therefore not impacted by the developments within the existing building.

However, as shown in Drawing DA04 (Appendix C) the living areas for upper floor Unit 2 (kitchen/dining/living) are to the south east, but there are no windows in this elevation of Unit 2 as shown by section JJ on Drawing D07 (Appendix C) and therefore it is not impacted by the developments within the existing building on the same site.

Therefore, the development is assessed as not having a "multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site" and Acceptable Solution A2 is considered not applicable.

Acceptable Solutions	Performance Criteria
A3	P3
A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of 11.4.3, must be in accordance with (a) or (b), unless excluded by (c):	A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, required in
(a) The multiple dwelling is contained within a line projecting (see diagram 11.4.4C):	accordance with A2 or P2 of 11.4.3.
(i) at a distance of 3 $\ensuremath{\mathrm{m}}$ from the northern edge of the private open space; and	
(ii) vertically to a height of 3 m above natural ground level and then at an angle of $45\ \mbox{degrees}$ from the horizontal.	
(b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June.	
(c) That part, of a multiple dwelling, consisting of:	
(i) an outbuilding with a building height no more than 2.4 m; or	
(ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	

As shown in Drawings DA03 and DA04 (Appendix C), the only private open space (POS) areas impacted by units on the same site are:

- Ground Floor Unit 4, where the ground floor POS is south east of ground floor Unit 5 and upper unit 8;
- Ground Floor Unit 1, where the ground floor POS is south east of upper Unit 2.

The other POS areas on the ground floor are impacted by their own Unit structures, viz Unit 3, whilst unit 5 is impacted by the deck of Unit 8. The development therefore is not able to comply with Acceptable Solution A3 and the Performance Criteria are assessed.



The shadow diagrams DA08 (Appendix C) show that the private open space for each unit will receive a reasonable amount of direct sunlight in midwinter and ambient light through roof openings, given that the unit private open spaces are directly fronting the street and are orientated either north-east or north-west. The proposal is therefore assessed to meet P3.

11.4.5 Width of openings for garages and carports

Objective: To reduce the potential for garage or carport openings to dominate the primary frontage.	
Acceptable Solutions	Performance Criteria
A1	P1
A garage or carport within 12m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	NA

This clause is not considered relevant as none of the proposed garages would have openings facing a frontage.

11.4.6 Privacy

Objective:		
To reduce the potential for loss of privacy for dwellings.		
Acceptable Solutions	Performance Criteria	
A1	P1	
A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:	A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above natural ground level, must be screened, or	
(a) side or rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the boundary; and	otherwise designed, to minimise overlooking of:	
(b) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m:	(a) a dwelling on an adjoining lot or its private open space; or	
(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or	(b) another dwelling on the same site or its private open space; or	
(ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	(c) an adjoining vacant residential lot.	

The subject site is a corner lot with three street frontages (George Street, Letitia Street and Wellington Street). The shortest frontage of these is George Street with a width of 13.8 m, and accordingly this is considered the primary frontage. Therefore, the boundaries to the adjoining dwellings at 9 and 11 George Street, and 8 Wellington Street are considered side boundaries and the lot in effect does not have a rear boundary.

There are no balconies, decks, or roof terraces within 3 m of the side boundaries. Accordingly, A1 (a) is not applicable.

Unit 2 has a deck more than 1 m above natural ground level, but this faces the Letitia Street frontage and is more than 6 m from another dwelling on the same site A1 (b) (i) and (ii).

Units 6, 7 and 8 have decks more than 1 m above natural ground level, which are within 6 m from a deck and habitable room of another unit. These decks are fitted with permanently fixed screens to a height of 1.7 m and with a uniform transparency of no more than 25%, and thus meet the acceptable solution A1(b) (i) and (ii). Refer Drawing DA04 in Appendix C.



The proposal is considered compliant with Acceptable Solution A1.

Acceptable Solutions	Performance Criteria
A2	P2
A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):	A window or glazed door, to a habitable room of a dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:
(a) the window or glazed door:	minimise direct views to.
(i) is to have a setback of at least 3m from a side or rear boundary; and	(a) a window or glazed door, to a habitable room of another dwelling; and (b) the private open space of another dwelling;
(ii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and	(c) an adjoining vacant residential lot.
(iii) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site.	
(b) the window or glazed door:	
(i) is to be offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; or	
(ii) is to have a sill height of at least 1.7m above the floor level or has fixed obscure glazing extending to a height of at least 1.7m above the floor level; or	
(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.	

The glazed laundry door of ground floor Unit 1 is less than 3 m from the side boundary to 9 George Street. However, this door is not more than 1 m above natural ground level. Similarly, none of the other ground floor Units 3, 4 or 5 have a floor levels greater than 1 m above natural ground level - hence this provision is not considered applicable to the ground floor units.

Windows or glazed doors of habitable rooms of a dwelling more than 1 m above natural ground level are found in Units 2, 6, 7 and 8.

As shown on Drawing DA04 (Appendix C) the windows for Units 6, 7 and 8 all have setbacks of more than 3 m from the side boundary (a) (i); are more than 6 m from a from a window or glazed door, to a habitable room, of another dwelling on the same site (a) (ii); but have windows that are within 6 m of the private open space of another dwelling on the same site, with privacy provided by the timber privacy screens between the decks (i.e. the private open space) as per (b) (iii).

Unit 2 has windows that are less than 3 m from the side boundary to 9 George Street, however the windows have a sill height of 1.7m above the floor level compliant with (b) (ii) as shown in Section GG on Drawing DA07 (Appendix C)

Therefore, the proposal is considered to comply with Acceptable Solution ${\sf A2}.$

Acceptable Solutions	Performance Criteria
A3	P3
A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window,	A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be screened, or otherwise located or designed.



or glazed door, to a habitable room of a multiple dwelling by a to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a horizontal distance of at least: (a) 2.5m: or (b) 1m if: (i) it is separated by a screen of at least 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.

As shown on Drawing DA03 Units 1 and 3 have windows of habitable rooms that face onto the shared driveway of the complex, all are set back at least 2.5 m compliant with A3 (a).

As shown on Drawing DA04 units 6, 7 and 8 have bedroom windows facing onto the shared driveway. Units 6, 7 and 8 are upper storey units and these windows are above head height, as well as being angled at approximately 30 degrees to provide privacy. As shown in diagram Section CC of DA07 pedestrian access to Units 6, 7 and 8 is via this area of the shared drive way and prior to occupancy a 1 m wide dedicated pedestrian area will be delineated via paint to provide for safe pedestrian movements. Therefore, these bedroom windows will be compliant with A3 (b) (ii).

Units 2 and 6, also upper storey units have windows facing onto the shared driveway. The windows are set back more than 1 m from the driveway and have a sill height more than 1.7 m above the shared driveway, compliant A3 (b) (ii). (refer diagram Section BB on Drawing DA06 and diagram Section EE on Drawing DA07 in Appendix C). Accordingly, the proposal is considered to comply with acceptable solution A3.

11.4.7 Frontage Fences

Objective:	
To control the height and transparency of frontage fences to: (a) allow the potential for mutual passive surveillance between the road and the dwelling; and (b) establish a consistent pattern of frontage fences.	
Acceptable Solutions	Performance Criteria
A1	P1
A fence (including a free-standing wall) within 3m of a frontage must have a height above natural ground level of not more than:	A fence (including free-standing walls) within 3m of a frontage must allow for mutual passive surveillance between the road and the dwelling
(a) 1.2m if the fence is solid; or	(particularly on primary frontages), and maintain or enhance the streetscape.
(b) 1.5m, if any part of the fence that is within 3m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	

As shown on the elevation diagrams, East Elevation (George Street), North Elevation (Letitia Street), and West Elevation (Wellington Street) on Drawing DA06, the site's fencing is comprised of a mix of finishes and heights, with some solid wall sections within 3 m of a frontage higher than 1.2 m. Hence the Performance Criteria are addressed.

The primary frontage is George Street, where a painted metal fence is proposed. The fence sits above a block wall, but the maximum height is 1.2 m, and this is considered to provide for and



Item No. 7.1.3

allow good mutual passive surveillance and be compatible with the fencing of the adjoining property at 9 George Street, thereby enhancing the streetscape.

The Letitia Street frontage is more mixed, comprising primarily of the proposed and existing building walls at the property boundary. This frontage will contain the shared vehicle entrance to the site. It is also the northern frontage and therefore contains the private opens spaces for Units, 1, 3, 4, and 5; which are afforded privacy with via timber or block wall fencing greater than 1.2 m in height. There are no pedestrian entrances into the complex via this frontage, with the exception of Unit 4.

It is anticipated that mutual passive surveillance on this secondary frontage, will be provided by the proposed windows in the building façade, as well as by occupants' use of the private open spaces on both levels of the development - from which they will be able to hear any unusual activities or noises. The mix of proposed materials and articulation of the building façade is considered to enhance the existing streetscape of this section of Letitia Street.

The Wellington Street frontage is similar to the Letitia Street frontage, comprising timber fencing, solid painted walls and a painted steel auto fence, all higher than 1.2 m. This frontage includes the location of the site's shared vehicle exit and is the pedestrian entry for Unit 5.

It is anticipated that mutual passive surveillance on this secondary frontage, will be provided by the proposed windows in the building façade, as well as by occupants' use of the private open spaces on both levels of the development - from which they will be able to hear any unusual activities or noises. The mix or proposed materials and articulation of the building façade is considered to positively contribute to the existing streetscape of Wellington Street, compared to the existing structures.

Based on the above, the proposal is considered to satisfy performance criteria P1.

11.4.8 Waste storage for multiple dwellings

Objective:			
To provide for the storage of garbage and recycling bins for multiple dwellings.			
Acceptable Solutions	Performance Criteria		
A1	P1		
A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 3 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and	A multiple dwelling development must provide storage, for waste and recycling bins, that is: (a) capable of storing the number of bins required for the site; and (b) screened from the frontage and dwellings; and (c) if the storage area is a communal storage area, separated from dwellings on the site to minimise impacts caused by odours and noise.		
(iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2m above the finished surface level of the storage area.			

No unit is provided with its own storage area for waste and recycling bins and accordingly the proposal is considered against the performance criterion P1.

The proposed development provides a shared area for the storage of waste and recycling bins as shown on the Ground Floor Plan Drawing DA03 (Appendix C).

The plan indicates that the area is capable of storing 16 bins for the 8 units (a); is screened from the Wellington Street frontage by a brick wall and from the dwellings by an internal wall



next to the visitor car park (b); and is separated from the nearest dwellings (Units 5 and 6) by approximately 5.4 m, thereby minimising impacts caused by odours and noise (c).

Landscaping of the area will also provide an additional visual buffer.

Based on the above, the proposal is considered to satisfy the requirements of all elements of performance criterion P1.

11.5 Development Standards for Subdivision

Subdivision is not proposed as a part of this application and these standards are not applicable.

E2.0 Potentially Contaminated Land Code

The subject site is currently being used as a food warehouse, a use that would not have been approved by Council if the site was located on contaminated or potentially contaminated land.

The adjoining lots are used for residential (sensitive) uses.

Accordingly, the proposed use and development do not trigger an assessment against the Code as per Clause E2.2.1.

E5.0 Road and Railway Assets Code

The proposed development will incorporate 3 street accesses. One new access onto George Street for exclusive use by Unit 1; an existing access onto Letitia Street for shared vehicle entry into the complex and an existing access onto Wellington Street for shared vehicle exit from the complex.

Therefore, the proposed development will require a new vehicle crossing and is anticipated to intensify the use of an existing access and accordingly, the code must be considered as per Clause E 5.2.1 (a) and (b).

E 5.5 Use Standards

E5.5.1 Existing road accesses and junctions

None of the streets surround the subject site (i.e. George, Letitia and Wellington Streets) are a category 1 or 2 road, accordingly criteria A1/P1 are considered as not applicable.

The speed limits along all three roads is $50 \, \text{km/hr}$ accordingly criteria A2/P2 are considered as not applicable.

Objective:	
To ensure that the safety and efficiency of roads is not reduced by increased use of existing ac	cesses and junctions.
Acceptable Solution	Performance
	Criteria
A3	P3
The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not	
increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	

This criterion is relevant to the existing accesses onto Letitia and Wellington Street, which are located within an area subject to a speed limit of 50 km/hr. It is anticipated that due to the scale of development (viz. 8 units), with each unit generating on average 4 vehicles movements per day, the likely vehicle movement to and from the site via existing accesses, will be in the



order of 32 vehicle movements per day. These movements will be evenly split across the two existing accesses, with 15 "to movements" at the Letitia Street access and 15 "from movements" at the Wellington Street access. Therefore, the proposal is assessed as meeting the Acceptable Solution A3.

There are no level crossings in the vicinity of the proposed works and so clause *E5.5.2 existing level crossings* is not applicable.

E5.6 Development Standards

E5.6.1 Development adjacent to roads and railway is not applicable; as the subject site is not adjacent to a railway or category 1 or 2 roads in an area more than 60km/h.

E5.6.2 Road accesses and junctions

The speed limit along George, Letitia and Wellington Streets is 50 km/hr accordingly criteria A1/P1 are considered as not applicable.

Objective:		
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.		
Acceptable Solution	Performance Criteria	
A2	P2	
No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.		

The proposal complies with acceptable solution A2 as access to the proposed development would be via two accesses which provide separate entry and exit.

E5.6.3 New level crossings is not applicable, as there are no new level crossings proposed.

E5.6.4 Sight distance at accesses, junctions and level crossings

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solution	Performance Criteria
A1	P1
Sight distances at:	
(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and	
(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	

The sight distances comply with safe intersection sight distances as shown in Table E5.1 (a) as shown in Figure 7, where the subject site is outlined in red and the purple lines represent the sight distance (all 80 m long, with the exception of the north-easterly sight line from the George Street entrance, which is physically constrained by the Brooker Highway fence at the end of George Street). Therefore, the proposal is compliant with Acceptable Solution A1.





Figure 7 - Sight distances from George Street, Letitia Street and Wellington Street cross overs (Source LISTmap)

E6.0 Parking and Access Code

No use or development is exempt from this code as per Clause E6.4.1. The proposal has been assessed against the relevant provisions of the code.

(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.

E 6.6 Use Standards

Objective: To ensure that:

E6.6.1 Number of Car Parking Spaces

(b) a use or development does not detract from the a	menity of users or the locality by:
(i) preventing regular parking overspill;	
(ii) minimising the impact of car parking on heritage	and local character.
Acceptable Solution	Performance Criteria
A1	P1
	The number of on-site car parking spaces must be sufficient
The number of on-site car parking spaces must be:	to meet the reasonable needs of users, having regard to all of
	the following:
(a) no less than and no greater than the number	
specified in Table E6.1;	(a) car parking demand;
	(b) the availability of on-street and public car parking in the
except if:	locality;
(i) the site is subject to a subject to the site of th	(c) the availability and frequency of public transport within
(i) the site is subject to a parking plan for the area	a 400m walking distance of the site;
adopted by Council, in which case parking provision	(d) the availability and likely use of other modes of
(spaces or cash-in-lieu) must be in accordance with	transport;
that plan;	(e) the availability and suitability of alternative
	arrangements for car parking provision;

(ii) the site is subject to clauses E6.6.5, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme.	(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car
	parking spaces;
	(g) any car parking deficiency or surplus associated with the existing use of the land;
	 (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;
	 the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;
	(j) any verified prior payment of a financial contribution in lieu of parking for the land;
	(k) any relevant parking plan for the area adopted by Council;
	(I) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;
	(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant
	trees listed in the Significant Trees Code.

The development site is not within a parking plan area adopted by Council. The proposal includes eight multiple dwellings, comprising 2 and 3 bedrooms. Table E 6.1 stipulates:

- 2 car parks for each dwelling with 2 or more bedrooms (i.e. $8 \times 2 = 16$); plus
- 1 dedicated visitor parking space per 4 dwellings (i.e. 8/4 = 2)

On that basis the proposed multiple dwelling development requires a total of 18 parking spaces. The proposal provides for a total of sixteen (16) off street car parking spaces, including two off street visitor car parking spaces, as shown in Ground Floor Plan DA03 in Appendix C. Therefore, the proposal does not comply with Acceptable Solution A1.

The proposal is considered to comply with the performance criterion for the above clause given the availability of public transport within 400m of the site and the likelihood that residents on the site will use alternative modes of transport. The site is within 400m of the Metro Tas bus route on Argyle Street to the south-west and Burnett Street/Campbell Street to the south-east. This bus route links the Hobart CBD with the northern suburbs and has frequent buses running throughout the day. The site is also close enough to the Hobart CBD that residents are likely to walk in order to access employment and services.

E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

Objective: To ensure that a use or development provides sufficient accessible car parking for people with a disability.	
A2	P2
Car parking spaces provided for people with a disability must:	***
(a) satisfy the relevant provisions of the Building Code of Australia;	
(b) be incorporated into the overall car park design;	
(c) be located as close as practicable to the building entrance.	



The Building Code of Australia does not require disabled car parks for Class 2 buildings (a building containing 2 or more sole-occupancy units each being a separate dwelling) therefore the proposal is considered compliant with Acceptable Solution A2.

E6.6.3 Number of Motorcycle Parking Spaces

Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.	
A1	P1
The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	

As there are less than 19 parking places provided for, motorcycle parking is not required. Therefore, the proposal is considered compliant with Acceptable Solution A1.

E6.6.4 Number of Bicycle Parking Spaces

Objective:	
To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.	
Acceptable Solution	Performance
	Criteria
A1	P1
The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	

Table E6.2 only stipulates bicycle requirements for Residential Use if it is associated with a 'Residential aged care home'. For all other use classes (i.e. other residential uses) there are no bicycle parking space requirements. The proposed development does not provide any dedicated bicycling spaces, although it is noted that storage would be provided for several of the units that could be used for bicycle storage. The proposal is considered compliant with Acceptable Solution A1.

E 6.7 Development Standards

E6.7.1 Number of Vehicular Accesses

Objective:	
To ensure that:	
 (a) safe and efficient access is provided to all road network users, includin pedestrians, and cyclists, by minimising: (i) the number of vehicle access points; and (ii) loss of on-street car parking spaces; (b) vehicle access points do not unreasonably detract from the amenity of (c) vehicle access points do not have a dominating impact on local streets 	adjoining land uses;
Acceptable Solution	Performance
	Criteria
A1	P1



Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

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.

The subject site has three existing accesses, two onto Letitia Street and one onto Wellington Street. As shown in Site Plan and Demolition Plan (DA01), one of the entrances (the one closest to the Letitia and Wellington Street intersection) will be removed. The proposal relies on existing accesses onto Letitia and Wellington Streets for the proposed common driveway area. Each frontage is provided with one vehicle access point and the total number of access points will be two, which is less than the existing number of access points. Based on the above, the proposal is considered compliant with Acceptable Solution A1.

The proposal is not located within the 'Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital)' therefore Acceptable Solution A2 is not applicable. The proposal is not located in Particular Purpose Zone 4 - therefore Acceptable Solution A3 is not applicable.

E6.7.2 Design of Vehicular Accesses

Objective: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network Acceptable Solution Performance Criteria Design of vehicle access points must comply with all of the Design of vehicle access points must be safe. efficient and convenient, having regard to all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; "Access Facilities to Off-street Parking Areas and Queuing (b) avoidance of unreasonable interference with the Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Offflow of traffic on adjoining roads; suitability for the type and volume of traffic street car parking; likely to be generated by the use or (b) in the case of commercial vehicle access; the location, development; sight distance, geometry and gradient of an access must be (d) ease of accessibility and recognition for users. designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.

Vehicular access and existing sweep paths have been designed in accordance with Australian Standards AS2890.2-2002 (a). No commercial vehicle access is required for the development and (b) is considered not applicable. The proposal is not compliant with Acceptable Solution A1 as the required sight distances would not be provided at the proposed exit point onto Wellington Street. The proposed therefore relies upon assessment against the above performance criterion P1. A response to the issues raised in the performance criterion is provided in the attached statement from Milan Prodanovic Traffic Engineering and Road Safety (Attachment E). This statement identifies measures to avoid conflict between users and concludes that "these measures will be a sufficient response to address the pedestrian sight line deficiency". Therefore, the proposal is considered to comply with the above performance criterion

E6.7.3 Vehicular Passing Areas Along an Access is considered not applicable as the proposed access system to the shared driveway areas is one way.



E6.7.4 On-site Turning

Object	tive:	
	ure safe, efficient and convenient access for all users, including drivers, passengers, erally requiring vehicles to enter and exit in a forward direction.	pedestrians and cyclists,
Accept	table Solution	Performance Criteria
A1		P1
	e turning must be provided to enable vehicles to exit a site in a forward direction, where the access complies with any of the following:	
(a)	it serves no more than two dwelling units;	
(b)	it meets a road carrying less than 6000 vehicles per day.	

The proposed access system to the shared driveway areas is one way, and as shown in Drawing DA03 (Appendix C) sufficient space is provided in the shared driveway areas for vehicles to manoeuvre so as to exit the site in a forward direction. Based on the above, the proposal is considered compliant with Acceptable Solution A1.

E 6.7.5 Layout of Parking Areas

Objective:	
To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bi designed and constructed to enable safe, easy and efficient use.	cycles are located,
Acceptable Solution	Performance Criteria
A1	P1
The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	

The layout of parking areas is designed in accordance with Australian Standards and as shown in Drawing DA03 (Appendix C). The proposal is considered compliant with Acceptable Solution A1.

E6.7.6 Surface Treatment of Parking Areas

Objective:	
To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoi occupiers or the environment by preventing dust, mud and sediment transport.	
Acceptable Solution	Performance Criteria
A1	P1
Parking spaces and vehicle circulation roadways must be in accordance with all of the following;	
(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;	
(b) drained to an approved stormwater system,	
provided that the standard of paving and drainage complies with the adopted standards of the Council.	



All vehicle parking and circulation roadways will be sealed with a durable all-weather pavement in accordance with the above sub-clause (a) and drained to an approved stormwater system in accordance with sub-clause (b). The proposal is considered compliant with acceptable solution A1.

E6.7.7 Lighting of Parking Areas

Objective: To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which: (a) enables easy and efficient use; (b) promotes the safety of users; (c) minimises opportunities for crime or anti-social behaviour; and (d) prevents unreasonable light overspill impacts. Acceptable Solution Performance Criteria A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with tighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Lighting to the proposed development will be provided in accordance with AS1185. It is considered that a permit condition requiring a more detailed plan prior to construction is appropriate for the development. It is considered that the proposal will be able to achieve compliance with Acceptable Solution A1.

E6.7.8 Landscaping of Parking Areas

To ensure that large parking and circulation areas are landscaped to: (a) relieve the visual impact on the streetscape of large expanses of hard surfaces; (b) screen the boundary of car parking areas to soften the amenity impact on neighbouring (c) contribute to the creation of vibrant and liveable places; (d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.	oroperties;
Acceptable Solution	Performance
	Criteria
A1	Criteria P1

The Ground Floor Plan DA03 shows the areas of the site where landscaping will be provided. This will be an area of approximately 6 % of the overall site. A separate Landscape Plan (LS01) in Appendix C provides details of the proposed species. The proposal is considered compliant with Acceptable Solution A1.

E6.7.9 Design of Motorcycle Parking Areas is not applicable as none are required.

E6.7.10 Design of Bicycle Parking Facilities and E6.7.11 Bicycle End of Trip Facilities are not applicable as none are required.



E6.7.12 Siting of Car Parking

Objective:	
To ensure that the streetscape, amenity and character of urban areas is not adversely affected parking and access facilities.	d by siting of vehicle
Acceptable Solution	Performance Criteria
A1	P1
Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	

All proposed parking spaces and vehicle turning areas, are located behind the existing or proposed building lines. The proposal is considered compliant with Acceptable Solution A1.

E6.7.13 Facilities for Commercial Vehicles is not applicable as no commercial uses are proposed.

E 6.7.14 Access to a Road

Objective:	
To ensure that access to the road network is provided appropriately.	
Acceptable Solution	Performance
	Criteria
A1	P1
Access to a road must be in accordance with the requirements of the road authority.	

The proposal relies upon access via two existing access points. These access points have either been previously approved by the relevant road authority (i.e. Hobart City Council) or have at least been functioning adequately to ensure that they do not affect the safety and efficiency of the local road network. The proposal is also supported by an assessment provided by Milan Prodanovic Traffic Engineering and Road Safety (Attachment E). Therefore, the proposed access arrangements should be considered acceptable to the road authority in accordance with the above acceptable solution.

E6.7.15 Access to Niree Lane Sandy Bay is not applicable.

E7.0 Stormwater Management Code

This code applies to development requiring the management of stormwater (Clause E7.2.1) and no development is exempt from this code as per Clause E7.4.1. The proposal has been assessed against the relevant provisions of the code.

E7.7 Development Standards

E7.7.1 Stormwater Drainage and Disposal

Objective:	
To ensure that stormwater quality and quantity is managed appropriately.	
Acceptable Solution	Performance Criteria
A1	P1
Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	



The proposal does not involve any new impervious surfaces as the site is currently fully covered with impervious surfaces. In fact, the proposed development will reduce the current area of impervious surface and provides for approximately 6% impervious, landscaped areas which will assist in the absorption of rainfall onto the site, thereby positively contributing to stormwater management at the site.

The subject site is currently connected to a public stormwater system, and as shown in the Services Setout Plan DA10, the proposed development will also be able to drain into the existing public stormwater infrastructure by gravity. The proposal is considered compliant with Acceptable Solution A1.

Acceptable Solution	Performance Criteria
A2	P2
A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:	A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table
(a) the size of new impervious area is more than 600 m2;	E7.1 unless it is not feasible to do so.
(b) new car parking is provided for more than 6 cars;	
(c) a subdivision is for more than 5 lots.	

The subject site is currently fully covered by impervious surfaces, and no new (i.e. additional) impervious surfaces will be created, therefore sub-clause (a) is considered not applicable. Onsite uncovered carparking is provided for 6 cars (Units 3 and 4 and two visitor spaces) as shown on Ground Floor Plan DA03. However, the existing uses at the site already have sealed on-site uncovered car parking for six vehicles in the south east corner of the site and the proposal does not create "new car parking" in the sense intended for this Scheme provision; hence (b) is considered not applicable. The proposal is not for a subdivision; hence (c) is considered not applicable.

Based on the above, it is considered that the proposed development does not require incorporation of water sensitive urban design principles for the treatment and disposal of stormwater. However, to demonstrate best practice, a stormwater design has been prepared, which incorporates stormwater quality devices as shown in Figure 8. As shown by the MUSIC Model Calculations in Figure 9, the proposed devices will exceed the stipulated targets in Table E7.7.1.

Based on the above it is considered that Acceptable Solution A2 is not applicable to the proposal. However, if Council considers otherwise, it is considered that the proposal will be able to satisfy Performance Criteria P2.

Acceptable Solution	Performance Criteria
A3	P3
A minor stormwater drainage system must be designed to comply with all of the following:	
(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;	
(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	

The proposed stormwater drainage system will be designed to accommodate a 5% AEP event (ARI of 20 years) complying with (a). As previously described, the proposed development will in



fact decrease the impervious surfaces on the site and hence stormwater run-off will be no greater than pre-existing run off (b). The proposal is considered compliant with Acceptable Solution A3.

Acceptable Solution	Performance Criteria
A4	P4
A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	

As demonstrated in the attached Stormwater Report (Appendix F), drainage is available through the car park and into the existing road stormwater network in the event of a major storm (>1:20yr ARI). The proposal is therefore considered compliant with Acceptable Solution A4.

E13.0 Historic Heritage Code

This code applies to this development as the subject site is located within a Heritage Precinct, identified as Heritage Number: NH8 on LISTmap. The potential impact of the proposal on Heritage Values has been documented in Appendix D (prepared by Tim Penny Architects), which forms the basis of responses to the relevant Code provisions. There are no Use Standards as per Clause E13.6.1. and the subject site is not a Heritage Place.

E13.8 Development Standards for Heritage Precincts

E13.8.1 Demolition

Objective:		
To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.		
Acceptable Solution	Performance Criteria	
A1	P1	
No Acceptable Solution.	Demolition must not result in the loss of any of the following:	
	(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;	
	(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;	
	unless all of the following apply;	
	(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;	
	(ii) there are no prudent or feasible alternatives;	
	(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.	

As per Appendix D, the existing buildings are not considered to represent historic cultural heritage values and the proposal is considered to satisfy Performance Criteria P1.



E13.8.2 Buildings and Works other than Demolition

Objective:		
To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.		
Acceptable Solution Performance Criteria		
A1	P1	
No Acceptable Solution.	Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2	
A2	P2	
No Acceptable Solution.	Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.	
A3	P3	
No Acceptable Solution.	Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.	
A4	P4	
New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.	
A5	P5	
Areas of landscaping between a dwelling and the street must be retained.	The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.	

Table E13.2 Heritage Precincts, NH8 (North Hobart Residential) lists the following reasons why the precinct is significant:

- The fine quality and quantity of Old Colonial, Victorian, Federation and Inter War period houses demonstrate its original residential nature and the boom periods of suburban expansion within North Hobart.
- 2. Intact individual houses that are representative examples of Old Colonial, Victorian and Federation and Inter War architecture.
- 3. Small clusters of Old Colonial Georgian cottages that provide evidence of the early settlement pattern within North Hobart.
- A uniformity of form and scale and a distinctive early nineteenth century subdivision pattern that creates a consistent and impressive streetscape.
- 5. The front gardens of properties that are important aesthetic features which reinforce its residential character.
- 6. The remnants of a rubble wall along Argyle Street is physical evidence of early nineteenth century industrial activity.

As per Appendix D, the proposed works and development are considered to be much more sympathetic in bulk and character to the existing historic fabric of the precinct when compared to the existing buildings and structures on the sight.

The proposed development does not seek to replicate the historic form of residential precinct buildings, but rather complement the latter by highlighting them by virtue of the modern juxtaposition. The use of sympathetic external materials, increased landscaping and fencing in



George Street are considered to demonstrate the proposal is able to satisfy Performance Criteria P1, P2, P3.

As there are no front fences or gates of historical significance Criteria A4/P4 are considered not applicable.

As there are no existing dwellings on the site (irrespective of landscaping - of which there is none) Criteria A5/P5 are considered not applicable.

E15.0 Inundation Prone Areas Code

E15.7 Development Standards for Buildings and Works

E15.7.4 Riverine Inundation Hazard Areas

Objective:

To ensure that risk from riverine, watercourse or inland flooding is appropriately managed and takes into account the use of the buildings.

Acceptable Solutions	Performance Criteria	
A1	P1	
level no lower than the 1% AEP (100yr ARI)	A new habitable building must have a floor level that satisfies all of the following:	
storm event plus 300 mm.	(a) risk to users of the site, adjoining or nearby land is acceptable;	
	(b) risk to adjoining or nearby property or public infrastructure is acceptable;	
	 risk to buildings and other works arising from riverine flooding is adequately mitigated through siting, structural or design methods; 	
	(d) need for future remediation works is minimised;	
	(e) provision of any developer contribution required pursuant to policy adopted by Council for riverine flooding protection works.	

As noted in the attached Stormwater Report, the proposal includes a building that will be repurposed as a new habitable building which would have a floor level lower than the modelled 1% AEP (100yr ARI) storm event, plus 300 mm. Unit 5 would have a floor level lower than this level. The Stormwater Report demonstrates that the remaining units would have floor levels with greater than 400m freeboard above this level. The proposal therefore does not comply with the above acceptable solution and relies upon the performance criterion for the above clause

The proposal is considered to comply with the performance criterion because, as stated in the Stormwater Report:

There will be no building inundation for 1% AEP + 29% CC rainfall events with a level difference of 140mm between the WSE and floor level of the building. The sensitivity analysis also concludes that there will be no inundation for flows equal to the 1% AEP + 29% CC with an additional 50% Factor of Safety included.



E17.0 Signs Code

Signage proposed for the development will include a sign to the right of the main vehicle entry off Letitia Street, identifying the development, i.e. "The Quadrant". As shown by the detailed diagram A on Drawing DA06 this signage will:

- Be made of powder coated steel;
- · Not be illuminated;
- Be 125mm x 1420mm in dimension, i.e. an area of approximately 1.77 m².

The sign is defined as a Wall Sign (as per Table E17.3 Definition of Terms). The sign is not exempt from the Code, as it is located within a Historic Heritage Precinct, as per Table E17.1 Wall Sign (c). The sign complies with all the standards for a wall sign in Table E17.2 Sign Standards, in that:

- The message is on the front face of the wall only (a);
- The sign is mounted flush on the wall (b);
- · The sign does not extend laterally beyond or above the wall (c); and
- The area of the sign is less than $2m^2$ (d).

Table E17.3 lists wall signs as a discretionary use within the Inner Residential Zone. The relevant performance criteria are addressed below.

E17.6 Use Standards

E17.6.1 Use of Signs

Objective:		
To ensure that the use of signs complements or enhances the built or natural environment in which they are located.		
Acceptable Solution	Performance Criteria	
Acceptable Solution A1	Performance Criteria P1	

Table E17.3 Status of Signs in Zones, lists wall signs as a discretionary use within the Inner Residential Zone. The proposal satisfies Performance Criteria P1.

Acceptable Solution	Performance Criteria
A2	P2
A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	No Performance Criteria

The sign relates directly to the residential use on the site. The proposal is considered compliant with Acceptable Solution A2.

Acceptable Solution	Performance Criteria
A3	P3
A sign must not contain flashing lights, moving parts or moving or changing	
A sign must not contain flashing lights, moving parts or moving or changing messages or graphics, except if a Statutory Sign	

The sign is not illuminated and does not include any moving parts or changing messages or graphics. The proposal is considered compliant with Acceptable Solution A3. Criteria A4/P4 are considered not applicable as the sign is not illuminated.



E17.7 Development Standards

E17.7.1 Standards for Signs

Objective: To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.			
			Acceptable Solution
A1	P1		
A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	A sign not complying with the standards in Table E17. or has discretionary status in Table E17.3 must satisfy all of the following:		
	 (a) be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape; (b) be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; (c) be constructed of materials which are able to be maintained in a satisfactory manner at all times; (d) not result in loss of amenity to neighbouring properties; 		
	(e) not involve the repetition of messages or information on the same street frontage; (f) not contribute to or exacerbate visual clutter; (g) not cause a safety hazard.		

The proposed sign does not comply with the provisions of A1 as it is located in a Heritage Precinct and is defined as a discretionary use. Accordingly, the Performance Criteria are addressed.

The sign identifies the residential development and is integrated into the design of the modern multiple dwelling façade. It is made of durable materials and has an area of less than $2m^2$ and will not dominate the Letitia Street façade (a) (b) (c). The sign is not illuminated and will not result in the loss of amenity to neighbouring properties (d). There is only one sign proposed, hence no repetition of messages, exacerbation of visual clutter or potential to cause a safety hazard, on the Letitia Street frontage (e) (f) and (g). The proposal therefore satisfies Performance Criteria P1.

Criteria A2/P2 are considered not applicable as the sign is not associated with a business use.

Acceptable Solution	Performance Criteria
A3	P3
Signs must not obscure or prevent or delay a driver from	No Performance Criteria
seeing a Statutory Sign or a Tourist Information Sign.	

The sign is located on the building and hence does not interfere with sight lines in any direction along Letitia Street, and will not obscure or prevent or delay a driver's vision of any type of signage. The proposal is considered compliant with Acceptable Solution A3.

Acceptable Solution	Performance Criteria
A4	P4
Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	No Performance Criteria

As shown by the detailed diagram A on Drawing DA06 the proposed signage will not resemble a Statutory sign. The proposal is considered compliant with Acceptable Solution A4.



F4.0 Royal Hobart Hospital Helipad Airspace Specific Area Plan

This proposed development is in an area subject to the Royal Hobart Hospital Helipad Airspace and is therefore assessed against the relevant provisions of this code as per Clause F4.2.

F4.3 Development Standards for Buildings and Works

F4.3.1 Building Height

Objective:		
To ensure that but helipad.	ldings do not interfere with safe aircraft operations in the vicinity of	the Royal Hobart Hospital
Acceptable Soluti	on	Performance Criteria
A1		P1
Figure F4.1 must b (a) 64.5m A	luding minor protrusions, masts or aerials within the areas shown on e no more than: HD if within the Inner Area; ID if within the Outer Area	

The proposed works are in the Outer Area as shown in Figure 4.1 Royal Hobart Hospital Helipad Airspace Specific Area Plan (of the Scheme) and accordingly (a) is not applicable. The development is located at an average elevation of 30 m and given the proposed building height is below 10 m, the proposal is considered to be well below 100m AHD. The proposal is considered compliant with Acceptable Solution A1.



5. Impact Assessment

Visual

The proposal is a two storey residential development that is compatible with the scale residential development in the immediate area. The transition of a commercial warehousing site into a residential housing complex will be a substantial improvement in the streetscape.

Traffic and Transport Networks

The proposed development will generate an estimated 32 vehicle movements per day. Vehicle access to the development site will be via existing access point off Letitia Street and Wellington Street. All propose car parking spaces will be compliant with AS 2890.1 and AS 2890.6.

Pedestrian access will be available directly off both Wellington and Letitia Streets via a footpath along both frontages of the site and internally within the car park. Sight distances along Letitia and Wellington Streets are considered sufficient. The proposed internal layout is considered likely to meet expected demand and the development itself is unlikely to give rise to any adverse traffic outcomes given the site's proximity to public transport and local services.

Hydraulic Services

The entire site is currently developed with impervious surfaces including parking areas and buildings. The proposed development will not increase stormwater runoff, however, it will alter the layout of the impervious surfaces by introducing new buildings. Water quality devices are included as per the MUSIC modelling undertaken and summarised in Figure 9.



Figure 8 Location of proposed Stormwater Quality Devices

	Sources	Residual Load	% Reduction
Flow (ML/yr)	0.574	0.574	0
Total Suspended Solids (kg/yr)	89.3	7.52	91.6
Total Phosphorus (kg/yr)	0.186	0.0251	86.5
Total Nitrogen (kg/yr)	1.29	0.617	52.2
Gross Pollutants (kg/yr)	22	0.389	98.2

Figure 9 Music Modelling Results

The available sewer has a design flow of 0.614L/s, Peak Dry Weather Flow of 0.451L/s and an Average Dry Weather Flow of 0.035L/s. The water Probable Simultaneous Demand is 1.41L/s

Air & Microclimate

Dust is likely to be generated during the construction phase. This will be minimised through a construction environmental management plan and occur only for a short period of time.

Noise

The ongoing use of the development will generate noise of a residential nature and is not considered to cause any significant impact on the surrounding area in the long-term.

Noise generated during construction will have a short-term impact on the surrounding area, the timing of which will be in accordance with established timeframes under the *Environmental Management and Pollution Control Act 1994*.

Natural Hazards

There are no known natural hazards on the site.

Heritage

The existing buildings and structures on the subject site have no known historic or cultural heritage significance and it is considered that the proposed redevelopment of the site for residential use will make a positive contribution to the Historic Precinct values.

Flora and Fauna

The site and surrounds are classified as Urban area in accordance with TASVEG 3.0 mapping. No threatened flora or fauna have been recorded on the site.

Solar Access

Solar access will be variable due to the orientation of the site. All dwellings will receive direct sunlight from the north east or north west.



Safety, Security and Crime Prevention

Lighting design will be in accordance with relevant Australian Standards which will increase the safety of the carpark and street.

Social Impacts

The proposed development will create short-term job opportunities in the Hobart area. In the long-term the development will provide new housing options that bring people into the North Hobart area and close to the amenities and opportunities within the CBD.

Economic Impacts

The proposed development will increase the spending population in the Hobart area providing a small increase in spending in the North Hobart. In the short term the development will support economic growth in the property and construction sectors.



6. Conclusion & Recommendations

The proposal seeks to develop the site for residential use on a food processing and storage site. The proposal includes demolition of some existing buildings and change to existing boundary wall heights, provision of 8 units, associated parking and vehicle circulation areas.

The proposed development is located within the Inner Residential zone. The site is in a Heritage Precinct, and a Specific Area Plan for the Royal Hobart Hospital Helipad Airspace Specific Area Plan.

The proposed development generates the following discretions under the Planning Scheme:

- 11.4.1 Residential density for multiple dwellings P1;
- 11.4.2 Setbacks and building envelope P1 and P3;
- 11.4.3 Site coverage and private open space P1 and P2;
- 11.4.4 Sunlight and overshadowing P3;
- 11.4.7 Frontage Fences P1;
- 11.4.8 Waste Storage for Multiple Dwellings P1;
- E6.6.1 Number of Car Parking Spaces;
- E6.7.2 Design of Vehicular Accesses;
- E13.8.1 Demolition P1;
- E13.8.2 Buildings and Works other than Demolition P1, P2, and P3;
- E15.7.4 Riverine Inundation Hazard Areas;
- E17.6.1 Use of Signs P1; and
- E17.7.1 Standards for Signs P1.

The proposal has been assessed against all relevant Scheme criteria and is found to either comply with Acceptable Solutions or satisfy relevant Performance Criteria.

The application is considered to be acceptable with respect to the Scheme requirements and therefore recommended for support by the Planning Authority.



APPENDIX A

Copy of Request for HCC consent & Owner Advice letter





JMG Ref: J193103PH

13 January 2020

LETITIA INVESTMENTS PTY LTD 18-24 Letitia Street NORTH HOBART TAS 7000

Attn: Paul Lovell

Via e-mail: pn_lovell@bigpond.com

Dear Mr Lovell,

18-24 LETITIA STREET, NORTH HOBART - DEVELOPMENT APPLICATION NOTIFICATION

We confirm that JMG Engineers and Planners seeks to make a development application on your behalf for development of land at 18-24 Letitia Street, North Hobart into a multiple dwelling residential use.

Accordingly, we write to notify you of the application, in accordance with our statutory obligations under section 52(1) of the *Land Use Planning and Approvals Act* 1993.

It has been lodged via the Hobart City Council planning portal and a copy of the full submission document set has been provided to Tim Penny Architects.

More information on the progress of the application will be provided as it becomes available.

Yours faithfully

JOHNSTONE McGEE & GANDY PTY LTD

Mat Clark

PARTNER/SENIOR TOWN PLANNER

117 Harrington Street

Hobart 7000

Phone (03) 6231 2555

Fax (03) 6231 1535

infohbt@jmg.net.au

49-51 Elizabeth Street

Launceston 7250

Phone (03) 6334 5548

Fax (03) 6331 2954

infoltn@jmg.net.au

Johnstone McGee & Gandy Pty Ltd ABN 76 473 834 852 ACN 009 547 139 as trustee for Johnstone McGee & Gandy Unit Trust

www.jmg.net.au



JMG Ref: J193103PH

4 March 2020

General Manager Hobart City Council

Via email: coh@hobartcity.com.au

Dear Mr Heath,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE RESIDENTIAL AND DEVELOPMENT OF 8 MULTIPLE DWELLINGS

JMG Engineers and Planners have been engaged by Letitia Investments Pty Ltd to prepare a planning permit application for a residential development at 18-24 Letitia Street, North Hobart. The proposal involves works in the Letitia Street reservation - notably sunshades proposed over several windows would encroach onto the road reserve.

As demonstrated in the below table, the proposed sunshades would be relatively minor structures that would have a clearance above the footpath ranging between 2670mm and 3000m. The sunshades are therefore unlikely to affect the safety or function of this section of Letitia Street. The dimensions of the proposed sunshades would be:

Unit 1	600mm long and 190 mm overhang.
Unit 3	3000mm long and 120 mm overhang.
Unit 4	600 mm long and 120 mm overhang.
Unit 5	1000mm long and 120 mm overhang.

As the application is for use and development upon Council administered land (no title details are available), the application requires the written consent of the Council's General Manager in accordance with section 52(1B) of the Land Use Planning and Approvals Act 1993. We therefore request that Council provide this consent in writing and return same to JMG so that it can be lodged via Council's on-line portal as additional information.

If Council requires any further information or clarification with respect to this request, please contact me on 6231 2555 or at planning@jmg.net.au.

Yours faithfully

JOHNSTONE McGEE & GANDY PTY LTD

Adam Smee

SENIOR TOWN PLANNER

Adam Smee

117 Harrington Street Hobart 7000 Phone (03) 6231 2555 Fax (03) 6231 1535 infohbt@jmg.net.au

49-51 Elizabeth Street Launceston 7250 Phone (03) 6334 5548 Fax (03) 6331 2954 infoltn@jmg.net.au

Johnstone McGee & Gandy Pty Ltd ABN 76 473 834 852 ACN 009 547 139 as trustee for Johnstone McGee & Gandy Unit Trust

www.jmg.net.au

APPENDIX B

Title Information



Page 616 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
153884	1
EDITION	DATE OF ISSUE
1	14-May-2008

SEARCH DATE : 28-Nov-2019 SEARCH TIME : 03.49 PM

DESCRIPTION OF LAND

City of HOBART Lot 1 on Plan 153884

Derivation: Part of Location to G Smith & Part of 5A-3R-39Ps

Gtd to H Chapman

Prior CTs 126534/2 and 126534/3

SCHEDULE 1

C60813 TRANSFER to LETITIA INVESTMENTS PTY. LTD. Registered 07-Oct-1997 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP126534 FENCING COVENANT in Schedule of Easements
C745310 CAVEAT by Australia & New Zealand Banking Group Limited affecting such portion of the said land within described as shown on the plan attached thereto (of that part of the said land within described formerly comprised in Folio of the Register Volume 126534 Folio 3) Registered 08-Dec-2006 at noon C729042 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 14-May-2008 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

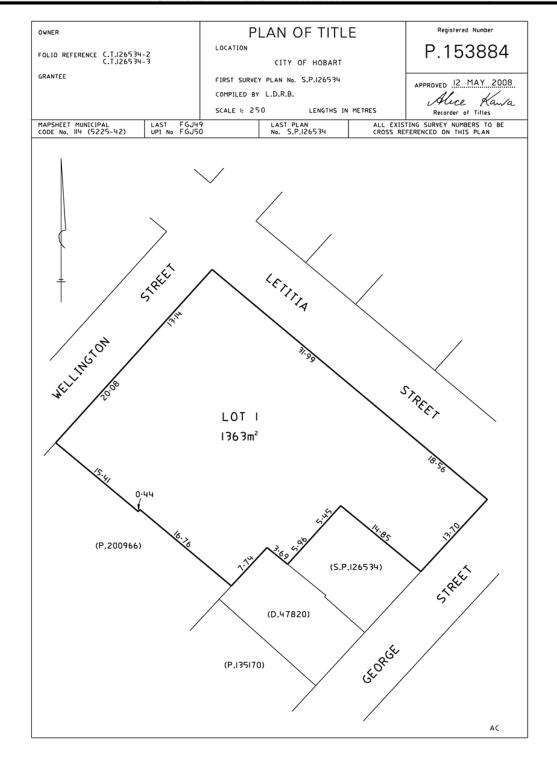


FOLIO PLAN

RECORDER OF TITLES







Search Date: 28 Nov 2019

Search Time: 03:49 PM

Volume Number: 153884

Revision Number: 01

Page 1 of 1



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

REGISTERED NUMBER

P126534

EASEMENTS AND PROFITS

PAGE 1 OF 1 PAGE/S

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

Each lot on the plan is subject to:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits a prendre described hereunder. The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

No easements or profits a prendre are created to burden or benefit the lots shown on the Plan.

FENCING COVENANT

The owner of each lot on the Plan covenants with the Vendors ZDENKO DALIBOR HOUDEK and VERA HOUDEK, that the Vendors shall not be required to fence.

SIGNED by ZDENKO DALIBOR HOUDEK and VERA HOUDEK, the registered proprietors of the land comprised) and described in Folio of the Register Numbered Volume 37326 Folio 1 in the presence of:-

.. Calle

The Kind Comme cecchin son 1111 24 /31/. Jerren Berek -

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER : Z.D. & V. HOUDEK

FOLIO REF : CERTIFICATE OF TITLE

37326/1

SOLICITOR

& REFERENCE : DOBSON MITCHELL & ALLPORT

(MR J.R. UPCHER)

SEALED BY : THE HOBART CITY COUNCIL

DATE : 03.12.1996

522:1

REF No. MANACER SURVEYING SERVICES

NOTE: THE COUNCIL DELEGATE MUST SIGN THE CERTIFICATE FOR THE PURPOSE

OF IDENTIFICATION.

Page 1 of 1

APPENDIX C

Revised Proposal Plans



APPENDIX D

Heritage Comments (prepared by Tim Penny Architecture & Interiors)



Heritage Assessment

NH8 North Hobart Residential Precinct.

The existing site is a vacant cark park (George Street), two storey commercial premises including large volume cool & freezer storeroom (Letitia Street) together with an existing single storey brick building and awning (Wellington Street). It was built in October 1975 and has had multiple additions subsequently. The face block buildings are without any architectural merit.

The adjacent house are:

- 9 George Street which is a mid-1870's brick workers cottage.
- 8 Wellington Street which is a late Victorian/Early Edwardian single level townhouse that is in very poor condition, but, original condition largely.

The urban character of the immediate precinct comprises:

- Letitia St has both residential and commercial industrial buildings fronting the street.
- There are multiple street corner buildings that have been constructed up to the street edge
 as these buildings were formally small-scale businesses (with attached dwellings) that are
 now either solely residential or commercial.
- High density residential including conjoined cottages together with two storey residential townhouses adjacent.
- The existing Wellington Street property within the development, is a post-war brick building
 with basic stepped decorative brick parapet and a metal pan awning soffit. It was formally a
 butcher/residence. There is no internal fittings of heritage value.

Post 1960's industrialisation and loss of small businesses through retail consolidation within the precinct has resulted in loss of residential buildings which has adversely impacted the urban character. The development proposes urban consolidation within the form and scale of the North Hobart Residential Precinct. It infills the vacant car park, converts the existing large-scale industrial building into residential and has adaptive reuse of the existing building on Wellington Street to retain the existing street character.

The development enhances the existing street scape and it accords with the intent of the Planning Scheme and heritage values. This includes reducing existing boundary walls to adjacent house to accentuate the residential character and improve amenity to 9 & 11 George Street and 8 Wellington Street together with re-establishing a new corner building to George & Letitia Street consistent with the urban pattern.

Front gardens have been incorporated into the dwellings on George Street, Letitia Street and Wellington Street. The existing building on Letitia Street has been reduced in height and a residential scale introduced by incorporating new windows and wall openings to garden/courtyard spaces.

Residential scale and form has been incorporated by articulation of the building façade setbacks, residential scale and use of a contemporary material palette that converts the commercial/industrial building to a fine quality residential development that accords with the original residential nature of the Precinct.

The Quadrant Development

The design has been modified following a design review with HCC Planning and Heritage officers.

George Street

The garages to Unit 1 & Unit 2 have been deleted to provide a garden transition to the adjacent property, 9 George Street. The existing block boundary wall is retained. Removal of the garage removes the necessity to extend the height of the boundary wall and there is no impact on the adjacent property amenity. The revised design provides a garden/greenspace in lieu of a garage roller door to the street. This is consistent with the garden/building streetscape pattern within the lower George St Precinct.

Letitia Street

The façade has been modified to articulate the existing warehouse wall as a series of Town Houses, by demolition of the courtyard mid-section of the second storey wall. Panels of existing block work have been retained together with the original feature off form concrete columns. The articulation of the external colorbond cladding has been modified to include transitional elements of fibre cement sheet to further identify the 'town house separation' by colour and texture whilst retaining small scale elements of the original industrial warehouse aesthetic. The cantilevered roof has been reduced in extent to only provide weather protection and solar loading control over the full height glazing of the external living spaces. This also accentuates the desired 'town house' street scape of building variation within a prescribed form that is experienced in traditional urban dwelling typologies within the specific cultural and heritage context of the North Hobart Precinct and other high value heritage precincts.

Wellington Street

The low carpark screen wall has been reduced in length to provide the prescribed sightlines to accord with the one-way vehicle movement in Wellington Street.

APPENDIX E

Statement from Traffic Engineer





28 February 2020

Matthew Clark Principle Johnstone, McGee & Gandy Pty Ltd 117 Harrington St HOBART TAS 7000

Dear Matthew

PROPOSED RESIDENTIAL DEVELOPMENT 18-24 LETITIA STREET, NORTH HOBART

I refer to our discussions in regard to the letter dated 27 February 2020 from Hobart City Council which raises concern about the sight deficiency between drivers entering Wellington Street and pedestrians approaching the driveway on the Wellington Street footpath, which provides the following advice.

In order to satisfy the permitted Acceptable Solution in the Parking and Access Code (clause E.6.7.2 A1) and Road and Railway Assets Code (clause E5.6.4 A1) with respect to sight distances for a forward exiting vehicle, please demonstrate the following:

The minimum sight lines for pedestrian safety require, at the property boundary, a 2.0m clearance from obstructions either side of the access driveway width. The clearance from obstructions must extend 2.5m into the property to create a 2.5x2.0m triangle clear of obstructions either side of the access driveway width in accordance with AS/NZS 2890.1:2004 Section 3.2.4 and Figure 3.3. This sight triangle must be entirely within the subject property.

Where drawings show that a vehicle will be exiting the property in a rear direction from a proposed parking space; vehicular sight line assessment must be undertaken from the driver's position in the reversing vehicle, with the rear of the vehicle on the edge of the frontage road.

Basically, the Council advice states that the required pedestrian sight triangles are as detailed in AS 2890.1.

The driveway to Wellington Street will be the one way exit from the car park for the development site. It will have a width of around 3.7m at the property boundary.

In considering the situation as proposed, the required sight triangle will be will available on the left side of the exit driveway. The raised garden bed plus plantings on the left side of the driveway will be no higher than 750mm which will allow a sufficient line of sight across this corner.

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170 TEL & FAX: (03) 6248 7323 MOBILE: 0402 900 106 EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433



There is no possibility of achieving the sight triangle on the right side of the exit driveway because there is a building wall on that side of the driveway.

In considering the driveway's characteristics and its future use, the following factors need to be taken into account:

- the driveway has a width of 3.7m, slightly more than the minimum 3.0m on which the dimensions for the pedestrian sight triangles in AS 2890.1 are based;
- all vehicles will exit the site in a forward direction;

The road rules are quite clear that motorists entering a road from a driveway must give way to pedestrians on the adjacent footpath. In addition, research on the occurrence of collisions between pedestrians and vehicles exiting this type of driveway layout, with restricted sight lines, are very rare in the Hobart area.

For this reason, as a response to Clause E.6.7.2 and AS 2890.1, it is proposed that two measures be introduced to mitigate against the likelihood of any incidents occurring into the future at this driveway. One is aimed at the exiting driver, the other at the approaching pedestrian.

It is proposed a road hump be placed in the driveway at a point 2.0m from the back of the footpath. The proposed type of hump is as detailed in AS 2890.1 – Figure 4.4 (b).

The other measure is the placement of a sign to be positioned at height at 0.75m (top of sign above ground level) on the left of the driveway (for exiting vehicles) and as near as practical to the footpath, with the sign facing to the east towards approaching pedestrians.

It is proposed the sign legend be 'CAUTION - VEHICLES EXITING'

These measures will be a sufficient response to address the pedestrian sight line deficiency.

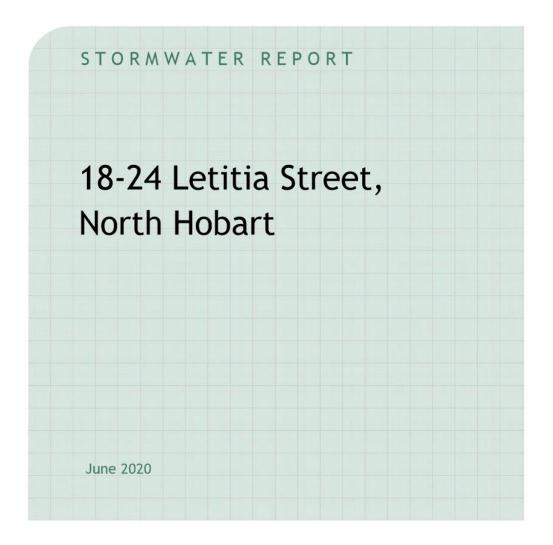
Yours sincerely

Milan Prodanovic

APPENDIX F

Stormwater Report









Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE LAUNCESTON OFFICE 117 Harrington Street 49-51 Elizabeth Street Hobart TAS 7000 Launceston TAS 7250 Phone (03) 6231 2555 Phone (03) 6334 5548 infohbt@jmg.net.au infoltn@jmg.net.au

Issuing Office: 117 Harrington Street, Hobart 7000 JMG Project No. J193103PH									
Document Issue Status									
Ver.	Issue Date	Description	Origi	Originator		Checked		Approved	
1	10.06.2020	Issued for Council Review	RWH		CJM		GLA		
2	17.06.2020	Issued for Approval	RWH		CJM		GLA		

CONDITIONS OF USE OF THIS DOCUMENT

- Copyright © All rights reserved. This document and its intellectual content remains the intellectual property of JOHNSTONE McGEE & GANDY PTY LTD (JMG). ABN 76 473 834 852 ACN 009 547 139
- (JMG). ABN 76 473 834 852 ACN 009 547 139
 The recipient client is licensed to use this document for its commissioned purpose subject to authorisation per 3. below. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or retransmit this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG.

 This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use. Electronic files must be scanned and verified virus free by the receiver. JMG accept no responsibility for loss or damage caused by the use of files containing viruses.

 This document must only be reproduced and/or distributed in full colour. JMG accepts no liability arising from failure to comply with this requirement.



TABLE OF CONTENTS

1.	Introduction	4
2.	Procedure & Modelling	4
3.	Modelling Results	ε
4.	Sensitivity Analysis	. 12
5.	Hobart City Council RFI	. 13
6.	Conclusions	. 14
7	Perferences	4.5

Appendix A - Architectural Drawings

Appendix B - JMG Drawings

Appendix C - JMG Stormwater Calculations

Appendix D - HCC Flow Data



1. Introduction

An 8-unit development is proposed for 18-24 Letitia Street, North Hobart. JMG Engineers and Planners have been engaged to provide a flood inundation analysis of the site and the regions immediately upstream from 18-24 Letitia Street, in order to respond to the SW and IND clauses of the Hobart City Council RFI No. PLN-20-15, dated: 28 April 2020.

Procedure & Modelling

A 2D HEC-RAS model was created to determine the extent of flooding through the 18-24 Letitia Street property during a 1% AEP + 29% Climate Change rainfall event. Although an overall catchment inundation model has previously been produced by the HCC, the model is considered too coarse for detailed building design on the subject site.

Terrain & Geometry

An overall terrain surface was generated from three individual data sets - Lidar data (Geoscience Australia, 2013), Detailed Survey of the immediate surrounds of the site by James McEldowney Surveying (27 & 30th September 2019) and the proposed Carpark Design (originally Tim Penny Architecture and revised by JMG to best mitigate flood risk).

The land upstream of the site is a developed residential area, obviously containing solid fences, buildings and sheds that obstruct the natural flow path. The best practice in this situation, as recommended by independent consultant Surface Water Solutions, is to use larger Manning's n-values to represent the reduction in flow speed.

The remainder of the catchment consists of bitumen road pavement and concrete footpaths and driveways, as such a Manning's n of 0.012 (Chow, 1959) was assigned to the overall mesh, with the model setup to override these values for the developed regions.

The site is exposed to flows from two catchments and these locations were created as External Boundary Conditions to the overall mesh:

- a. Flow that moves down Wellington Street
- b. Flow from Feltham Street that moves through the properties to the north of the site and onto Wellington Street opposite 18-24 Letitia Street and flow from Letitia Street upstream of the Wellington Street intersection.

The grated stormwater pit located on Wellington Street immediately to the northwest of the 18-24 Letitia Street property was created as an Internal Boundary Condition. This was to model the flow generated in the event of the pit surcharging.

The outlet to the HEC-RAS model is located well downstream of the affected area to ensure any potential backwater influence is mitigated. This is considered best practice for HEC-RAS models, again as advised by independent consultant Surface Water Solutions.

Flows

The Rational Method was used to determine flow rates immediately upstream of the property, and the Bransby Williams Formula was utilised to determine the Times of Concentration.

The Wellington Street inflow is generated by a catchment of 1.9Ha, with a ToC of 11 minutes. The impervious area was estimated to be 80%, a conservative estimate based off Google Satellite and other analyses of urban catchments. This results in a 1% AEP + 29% CC flow of 0.6m3/s.

The Feltham Street inflow is generated by a catchment of 38Ha, with a ToC of 21 minutes. The impervious area was again conservatively estimated to be 80%, resulting in a 1% AEP + 29% CC flow of $7.6\text{m}^3/\text{s}$. The DN1050 stormwater pipe that flows from Feltham Street and under the 18-24 Letitia Street site was modelled with a reduced hydraulic capacity of



 $2.2 \, \text{m}^3/\text{s}$ which is approximately 50% of the calculated HGL capacity of the main. This was calculated using Civil Site Design Pipe Network Software, with pit loss coefficients from Melbourne Water (Melbourne Water, 2017). This reduced the overall overland flow from the Feltham Street catchment to $5.4 \, \text{m}^3/\text{s}$. Included in this $5.4 \, \text{m}^3/\text{s}$ is any surcharge from the downstream pit in Wellington Street. The pit was estimated to surcharge with a peak of $0.5 \, \text{m}^3/\text{s}$ and was modelled to align with the arrival of the peak flows from the other catchments. This further reduces the Feltham Street boundary inflow to $4.9 \, \text{m}^3/\text{s}$.

Refer Appendix B - JMG Drawing J193103PH-C04 for the catchment plan, and JMG Drawing J193103PH-C02 for the pipe longitudinal profile details.

All other pipework located in the vicinity of the site including the DN600 main on the eastern side of Letitia Street were conservatively excluded from the model.

As an additional factor of safety, the peak of the Wellington Street inflow (generated during an 11 minute rainfall event) was maintained for a duration of 20 minutes to ensure there was an overlap with the peak from the Feltham Street inflow (which would peak under a 21 minute duration rainfall event).

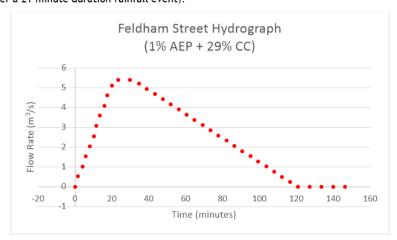


Figure 1 - Feltham Street Hydrograph

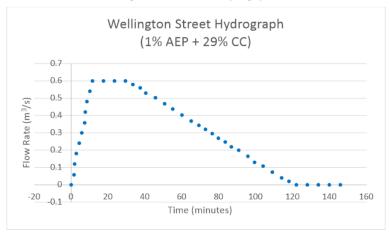


Figure 2 - Wellington Street Hydrograph

Table 1 - Design Flow Rates (Overland Flow)

	Wellington Street Inflow (m³/s)	Feltham Street Inflow (m³/s)	Wellington Street Pit Surcharge (m³/s)	Total (m³/s)
Design	0.6	4.9	0.5	6.5

3. Modelling Results

The results are summarised in the following Figures. Refer Appendix B - JMG Drawing J193103PH-C02 for the location of the Water Surface Elevation Profile section locations.

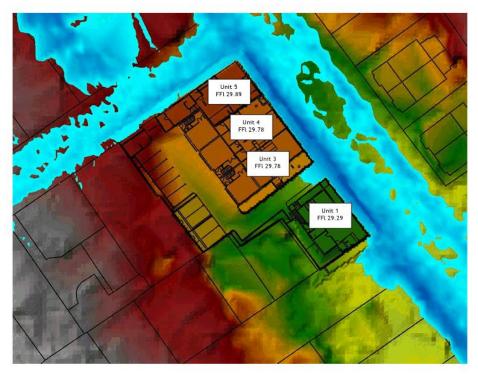


Figure 3 - 1% AEP + 29% CC Inundation Extents and Comparative Depths

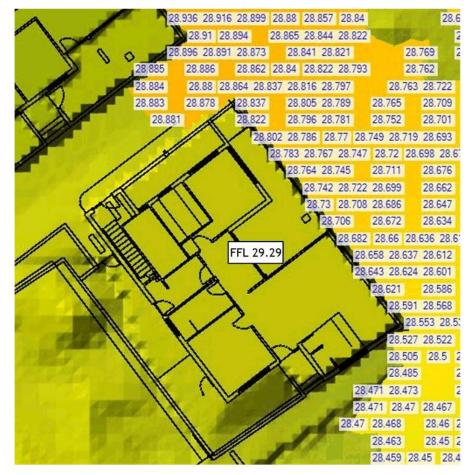


Figure 4 - 1% AEP + 29% CC Water Surface Elevation, Units 1-2 Building

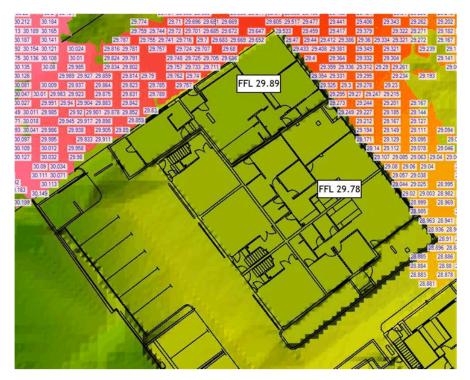


Figure 5 - 1% AEP + 29% CC Water Surface Elevation, Units 3-8 Building

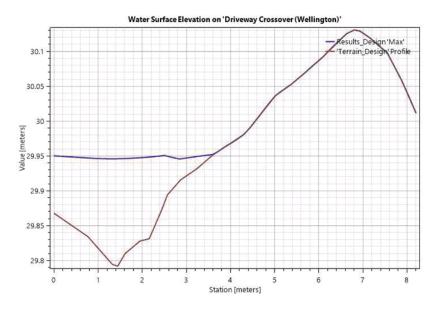


Figure 6 - WSE Profile (Section A-A) - Level Difference 190mm

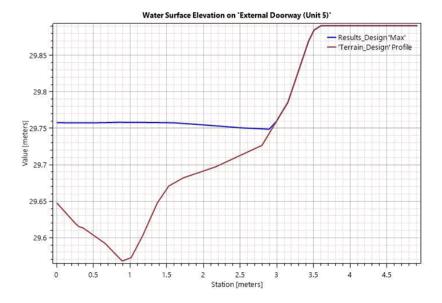


Figure 7 - WSE Profile (Section B-B) - Level Difference 140mm

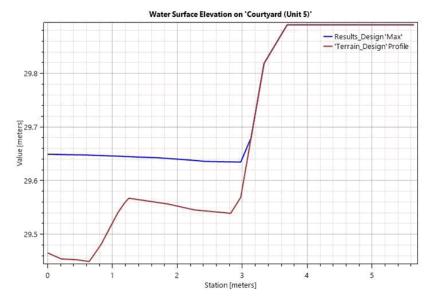


Figure 8 - WSE Profile (Section C-C) - Level Difference 270mm

Item No. 7.1.3

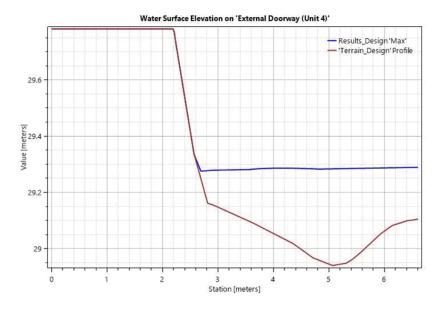


Figure 9 - WSE Profile (Section D-D) - Level Difference 510mm

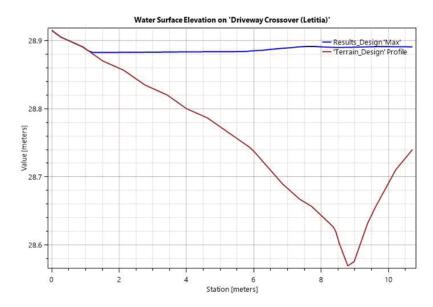


Figure 10 - WSE Profile (Section E-E)

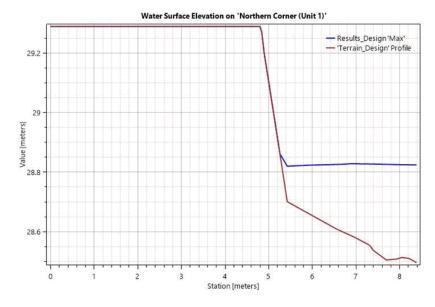


Figure 11 - WSE Profile (Section F-F) - Level Difference 480mm

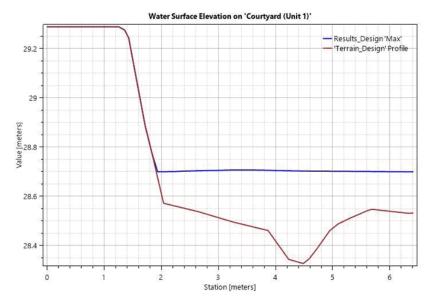


Figure 12 - WSE Profile (Section G-G) - Level Difference 590mm

4. Sensitivity Analysis

There is always uncertainty in stormwater modelling, especially within residential areas where the built environment can impact the time of concentration and direction of flow down the catchment. To ensure validity of the results, a sensitivity analysis was conducted. The inflows and the Manning's n-values were increased/reduced to explore the possible variation in the extents and depths of inundation (only scenarios that would provide worse outcomes were explored).

Two additional HECRAS Plans were generated -

- 1. A 25% increase to the inflows & a 30% reduction to the Manning's n-values
- 2. A 50% increase to the inflows & a 50% reduction to the Manning's n-values

Table 2 - Sensitivity Analysis Summary of Values

	Manning's (% reduction)	Manning's (n-value)	Flow Rate (% increase)	Wellington Street Inflow (m³/s)	Feltham Street Inflow (m³/s)
Design	N/A	0.12	N/A	0.6	5.4
Case 1	30%	0.084	25%	0.75	6.75
Case 2	50%	0.06	50%	0.9	8.1

Figure 13 displays the variation in inundation for the design case and Cases 1 and 2 from Table 2 at the most high risk location of the site (the external doorway into Unit 5). The results indicate 100mm of freeboard will still exist between the water level and the floor level for flows that are 50% larger than those calculated for 1% AEP + 29% CC rainfall events.

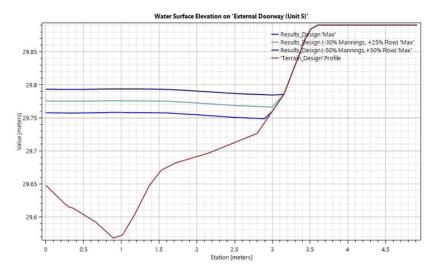


Figure 13 - WSE Sensitivity Analysis Profile, Unit 5 External Doorway (Section B-B)

Hobart City Council RFI

INFSW1

Provide indicative plans and cross sections, clearly indicating the relationship both vertically and horizontally between Council's stormwater infrastructure and the proposed works (including overhang and footings).

JMG Response

Refer Section A on drawing J193103PH-C02 for the section showing the worst-case horizontal and vertical level difference between the existing Council stormwater main and the new building. Footings for the new building will be constructed at levels low enough to ensure they are below the zone of influence of the stormwater pipe.

The proposed partition wall in the existing garage that separates the carpark spaces for Unit 2 and Unit 5 is to be non-load bearing partition wall.

IND1

a. The risk of inundation of the site, proposed buildings and building floor levels

JMG Response

The positive grade of the Wellington Street driveway crossover/footpath was continued for 2.5 metres into the property from the back of footpath to create a high point 100mm above the back of footpath to ensure no overland flow will travel through the proposed carpark. The overall risk of flooding to the site is very low.

Floor Level for Unit 5

This is an existing building that is to be repurposed. There will be no building inundation for 1% AEP + 29% CC rainfall events with a level difference of 140mm between the WSE and floor level of the building. The sensitivity analysis also concludes that there will be no inundation for flows equal to the 1% AEP + 29% CC with an additional 50% Factor of Safety included. Refer Figure 5% Figure 7.

Floor Level for Units 3 & 4

This is an existing building that is to be repurposed. Figure 5 & Figure 9 indicate there is greater than 510mm freeboard between the highest flood level and the floor level of this building.

Floor Level for Unit 1

This is a new building. Figure 4 & Figure 11 indicate there is greater than 400mm freeboard between the highest flood level and the floor level of this building.

b. Clearly state the vertical clearance between the proposed finished floor level of any habitable rooms and the flood level

JMG Response

Refer to JMG Response to IND1 a. above.

c. The impact of the proposed development upon the risk of inundation of other land, buildings, and infrastructure

JMG Response

The 1% AEP + 29% CC inundation flows will be confined to the footpath around the perimeter of the site, therefore the development will not increase the risk of inundation to other land or buildings as flows paths will remain the same as pre-development.



d. Any measures or design features proposed to safely convey overland flow through the site:

JMG Response

The internal roadway will be graded to provide an overland flow path through the site and over the Letitia Street crossover. The stormwater pit located within the site should include a bolt down lid to reduce the likelihood of surcharge. The installation of a bolt down lid has been considered in the model by including a surcharge from the grated pit located in Wellington Street adjacent the crossover to the site.

IND2

 How any proposed infrastructure and techniques will ensure the net discharge of stormwater and the rate of stormwater discharge does not exceed predevelopment levels

JMG Response

The existing site is entirely impervious, as such there will be no difference between the pre and post development runoff from the site.

b. How stormwater quality from the site would compare with pre-development levels

JMG Response

The existing site is a combination of roofed structures and external carparking for cars and light commercial vehicles. The new development will have a similar mix of roofs and external parking spaces resulting in no decrease in the quality of stormwater discharging from the site.

IND3

a. If buildings or works are proposed within the modeled flood area, evidence from a suitably qualified person that proposed building or works will be designed and constructed to resist hydrostatic and hydrodynamic forces because of inundation.

JMG Response

The proposed buildings do not fall within the extents of the modelled inundation. The flows are confined to the footpath around the perimeter of the building below the finished floor level of the Units. Continuous footings for new Unit 1 should be constructed such that they extend below the level of the footpath so that scouring under the footing does not occur during a flood event.

Conclusions

The proposed unit development can be shown to comply with Council requirements with regards to the Protection of Council Infrastructure - Stormwater, and the Inundation Prone Land Codes.

- Construction will have no impact on the existing council stormwater main
- \bullet $\,$ The proposed floor levels are above the 1% AEP + 29% CC inundation levels
- The development will not increase the risk of flooding to neighbouring properties
- The site runoff will be the same as pre-development levels
- Stormwater quality will be maintained as site usage remains similar



7. References

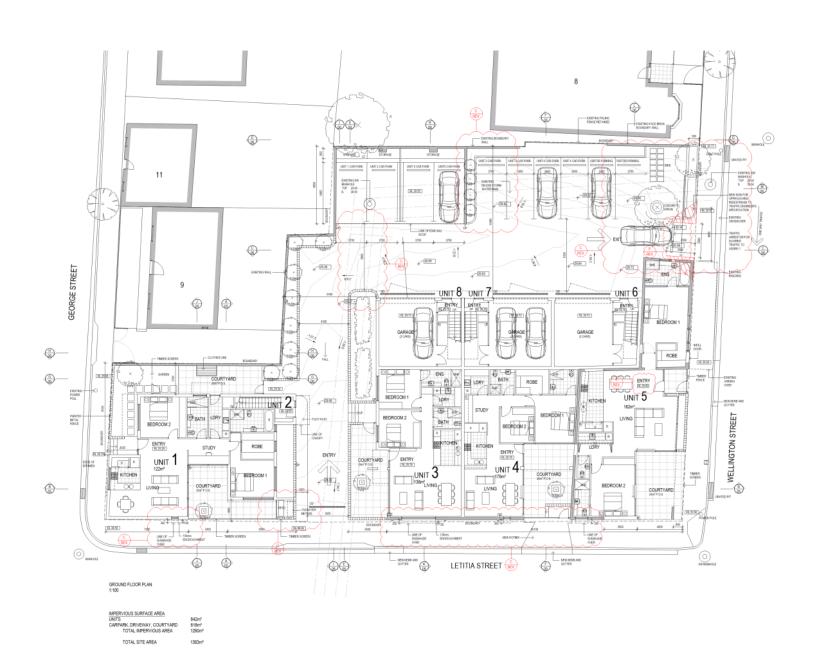
Chow, V. T. (1959). Open-Channel Hydraulics. Science, 680.

Melbourne Water. (2017, September 27). Loss coefficient for pits and junctions. Retrieved from Melbourne Water: https://www.melbournewater.com.au/planning-and-building/developer-guides-and-resources/standards-and-specifications/loss-coefficient



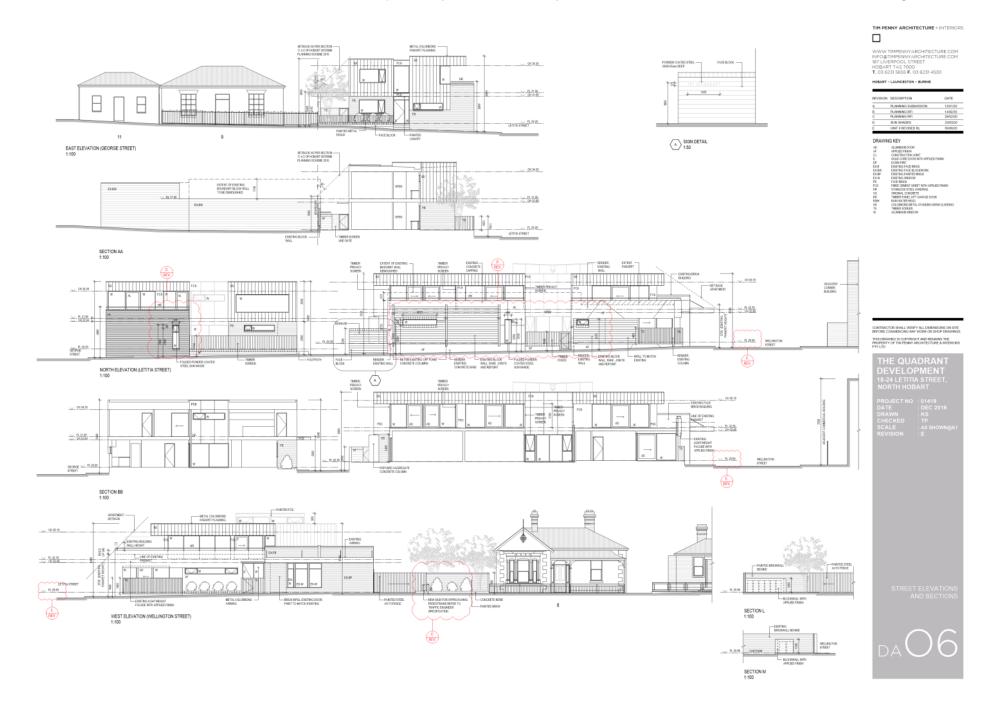
AP	P	EI	۷D	ΙX	Α
----	---	----	----	----	---

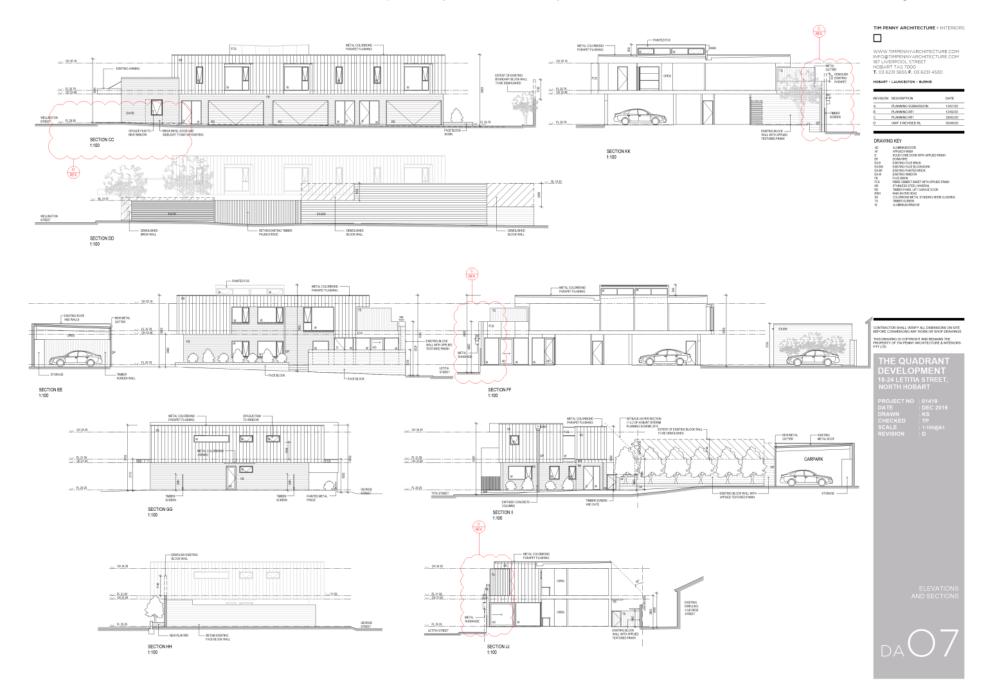
Architectural Drawings









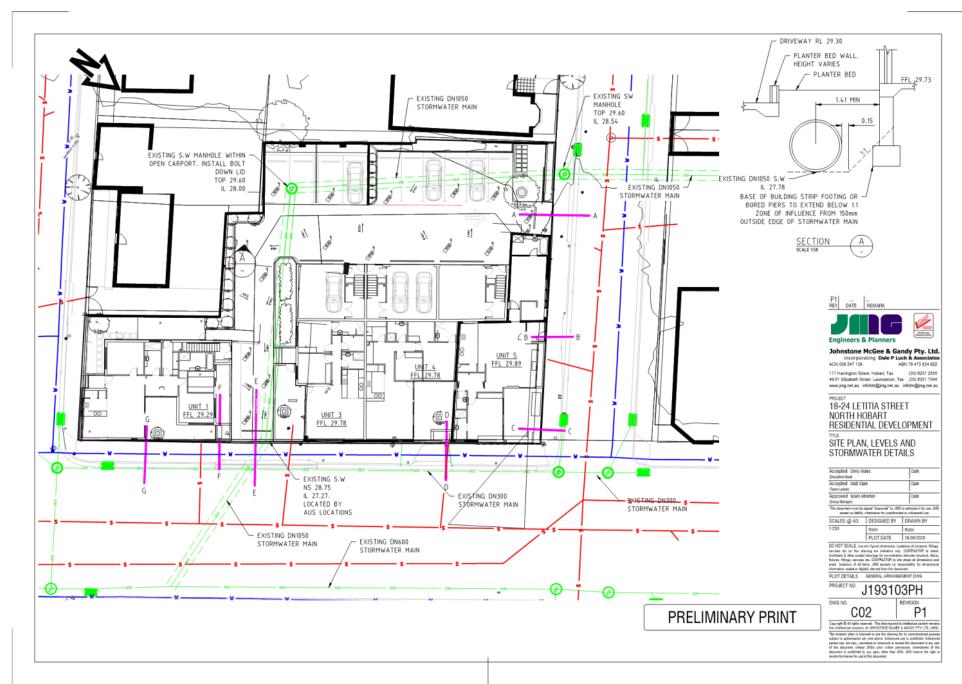


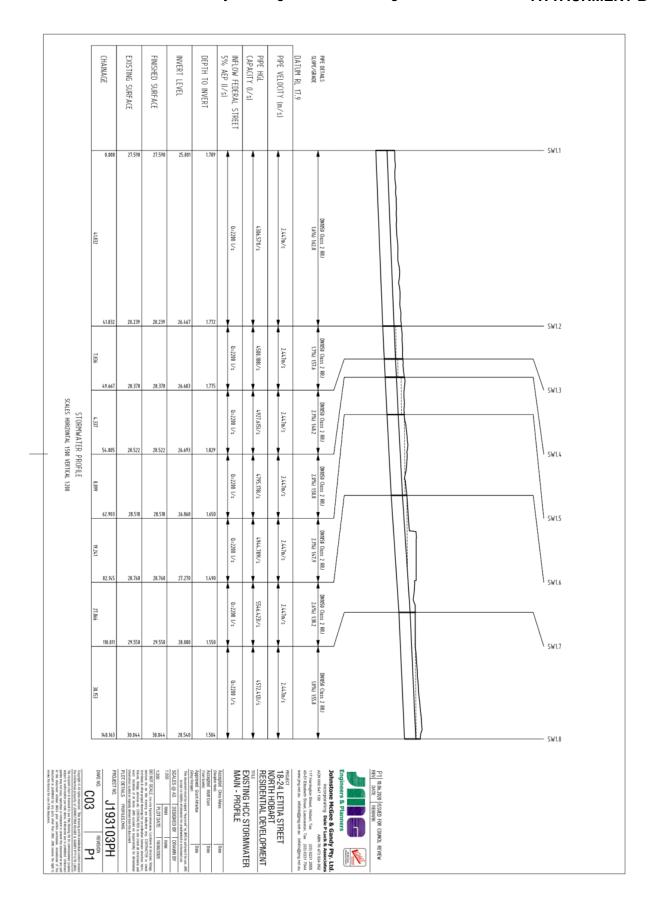
APPENDIX B

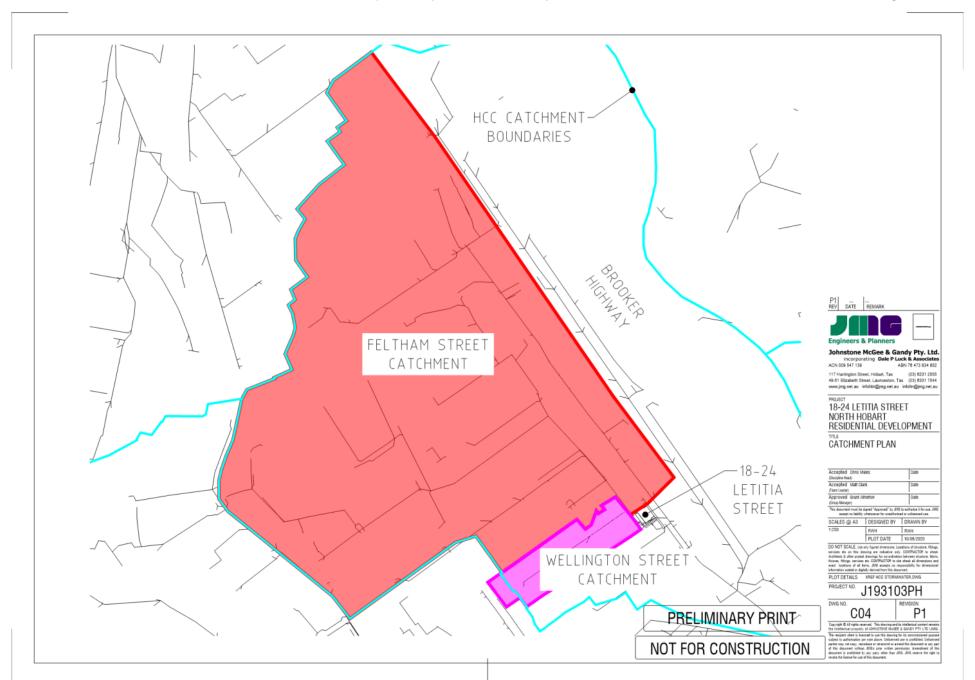
JMG Drawings











٨	D	D	FI	N	D	Ι¥	
A		_	ᄗ	N	u	1	L

JMG Stormwater Calculations

Page 652 ATTACHMENT B

18-24 Letitia Street, North Hobart

Stormwater Flow Calculations

Stormwater Flow Calculations										
Rainfall mm/hr										
	P	Annual Excee	dance Prob	ability (AEP) m	m/hr					
Duration (min)	63.20%	50%	20%	10%	5%	2%	1%			
1	61.3	69.6	97.6	118	140	171	196			
2	52.8	59.5	81.1	96.1	111	130	145			
3	46.7	52.7	72.3	86.2	100	118	133			
4	42.1	47.6	65.9	78.9	92.3	110	125			
5	38.4	43.6	60.7	73.1	85.9	104	118			
10	27.8	31.6	44.6	54.3	64.6	79.4	91.9			
11	26.5	30.1	42.5	51.8	61.6	75.9	87.9			
15	22.5	25.6	36.2	44.1	52.4	64.7	74.9			
20	19.3	21.9	30.8	37.5	44.6	54.9	63.5			
21	18.8	21.3	30	36.5	43.4	53.3	61.6			
25	17	19.4	27.2	33	39.1	47.9	55.3			
26	16.7	18.9	26.6	32.3	38.2	46.8	53.9			
30	15.4	17.5	24.5	29.7	35.1	42.8	49.2			
45	12.3	14	19.4	23.3	27.4	33	37.6			
60	10.5	11.9	16.5	19.7	23	27.5	31.1			
90	8.45	9.57	13.1	15.6	18.1	21.4	24			
120	7.25	8.22	11.3	13.3	15.4	18.1	20.2			
180	5.86	6.65	9.12	10.8	12.4	14.5	16			
270	4.73	5.39	7.42	8.76	10.1	11.7	13			
360	4.05	4.63	6.41	7.59	8.71	10.2	11.3			
540	3.24	3.72	5.2	6.18	7.13	8.4	9.37			
720	2.74	3.15	4.45	5.31	6.15	7.29	8.17			
1080	2.13	2.46	3.51	4.23	4.93	5.9	6.66			
1440	1.76	2.04	2.92	3.54	4.15	5	5.66			
1800	1.5	1.74	2.51	3.05	3.59	4.34	4.93			
2160	1.32	1.52	2.2	2.68	3.17	3.83	4.36			
2880	1.06	1.22	1.77	2.16	2.55	3.09	3.53			
4320	0.761	0.878	1.26	1.54	1.83	2.2	2.51			
5760	0.598	0.688	0.983	1.19	1.41	1.69	1.92			
7200	0.495	0.569	0.806	0.973	1.14	1.37	1.54			
8640	0.425	0.487	0.685	0.823	0.96	1.14	1.29			
10080	0.375	0.429	0.599	0.715	0.829	0.983	1.1			

18-24 Letitia Street, North Hobart

Stormwater Flow Calculations

Western Site Border (Wellington Street)

Time of Concentration								
C ₁ ,10	25	mm	10% AEP, 60min Rainfall					
A=	19292	m2	Insert Catchment Area					
A=	0.01929	Km ²	Calculated in Km2					
S _e =	47.273	m/Km	Insert Catchment Grade					
L=	0.275	Km	Insert Flow Length					
t _c =	10.95	mins	Tc Calculated					
	11	mins	Whole Number Tc					

Impervious Area							
Existing Hardstand Area=	15600	m2					
Total Area =	19292	m2					
Fraction Impervious =	81%						

Runoff Coefficient							
Fraction impervious =	81%						
C1,10 =	0.100	Formula - Refer ARR Book VIII					
C10 =	0.75	Runoff Coefficient					

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	60	80	50	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.2	1.17	1.19	1.15	1.2

Peak Catchment Flows For Varied 5% AEP									
Storm Durations									
AEP	Duration	Flow (m ³ /s)							
7.2.	(min)	110W (111 /3)							
5%	5	0.361							
5%	15	0.220							
5%	20	0.188							
5%	25	0.164							
5%	30	0.148							
5%	45	0.115							
5%	60	0.097							
5%	90	0.076							
5%	120	0.065							
5%	180	0.052							
5%	270	0.042							
5%	360	0.037							

Peak Catchment Flows For Given AEP at T.O.C.									
AEP	I _{tc,Y} (mm/h)	Flow (m ³ /s)	Flow + 29% CC (m ³ /s)						
63.20%	26.5	0.0849	0.110						
50.00%	30.1	0.1025	0.132						
20.00%	42.5	0.1617	0.209						
10.00%	51.8	0.2075	0.268						
5.00%	61.6	0.2591	0.334						
2.00%	75.9	0.3496	0.451						
1.00%	87.9	0.4225	0.545						

18-24 Letitia Street, North Hobart

Stormwater Flow Calculations

Northern Site Border (Feldham Street)

Time of Concentration								
C ₁ ,10	25	mm	10% AEP, 60min Rainfall					
A=	382010	m2	Insert Catchment Area					
A=	0.38201	Km ²	Calculated in Km2					
S _e =	60	m/Km	Insert Catchment Grade					
L=	0.75	Km	Insert Flow Length					
t _c =	21.12	mins	Tc Calculated					
	21	mins	Whole Number Tc					

Impervious Area						
Hardstand Area=	310000	m2				
Total Area =	382010	m2				
Fraction Impervious =	81%					

Runoff Coefficient						
Fraction impervious =	81%					
C1,10 =	0.100	Formula - Refer ARR Book VIII				
C10 =	0.75	Runoff Coefficient				

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	60	80	50	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.2	1.17	1.19	1.15	1.2

Peak Catchment Flows For Varied 5% AEP			
Storm Durations			
AEP	Duration (min)	Flow (m ³ /s)	
5%	5	7.176	
5%	15	4.378	
5%	20	3.726	
5%	25	3.266	
5%	30	2.932	
5%	45	2.289	
5%	60	1.921	
5%	90	1.512	
5%	120	1.287	
5%	180	1.036	
5%	270	0.844	
5%	360	0.728	

Peak Catchment Flows For Given AEP at T.O.C.			
AEP	I _{tc,Y} (mm/h)	Flow (m ³ /s)	Flow + 29% CC (m ³ /s)
63.20%	18.8	1.1966	1.544
50%	21.3	1.4405	1.858
20%	30.0	2.2676	2.925
10%	36.5	2.9041	3.746
5%	43.4	3.6257	4.677
2%	53.3	4.8769	6.291
1%	61.6	5.8814	7.587

API	PEN	DIX	D
-----	-----	-----	---

HCC Flow Data

Christopher Males

From: Jennifer Flanagan <flanaganj@hobartcity.com.au>

Sent: Friday, 22 May 2020 11:33 AM

To: Christopher Males

Cc: Aaron Smith; Matthew Clark
Subject: RE: 18-24 Letitia Street

Hello Chris,

Please see table for indicative flow rates for 18-24 Letitia Street. I suggest an error margin of around 20-30% on these values. This data is provided to you in good faith and we strongly recommend that you undertake your own catchment analysis to confirm these values.

The model was built using the data available in the GIS at the time, and so pipe inverts have been set based on assumed cover levels.

I hope this information is of assistance.

	Q 5% AEP (m3/s)	Q 1% AEP (m3/s)
Flow from Feltham St (back of 26-34 Letitia) - piped	1.26	1.35
Flow from Feltham St (back of 26-34 Letitia) - overland	1.18	2.01
Flow down Wellington St - piped	0.163	0.19
Flow down Wellington St - overland	1.23	2.23
Downstream flow in Letita Street - piped	1.516	1.736
Downstream flow in Letita Street - overland	2.97	4.65

Regards, Jennifer

Jennifer Flanagan | Program Leader – Stormwater Assets City Amenity | 6238 2790

*My work days are Tuesdays to Fridays. If the matter is urgent please contact another member of the team on 6238 2900 or coh@hobartcity.com.au

From: Christopher Males [mailto:cmales@jmg.net.au]

Sent: Wednesday, 20 May 2020 7:57 AM

To: Jennifer Flanagan <flanaganj@hobartcity.com.au>

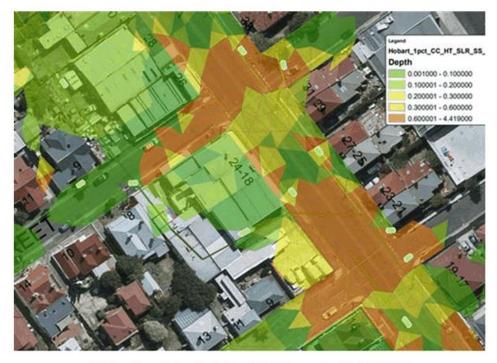
Cc: Aaron Smith <smitha@hobartcity.com.au>; Matthew Clark <mclark@jmg.net.au>

Subject: 18-24 Letitia Street

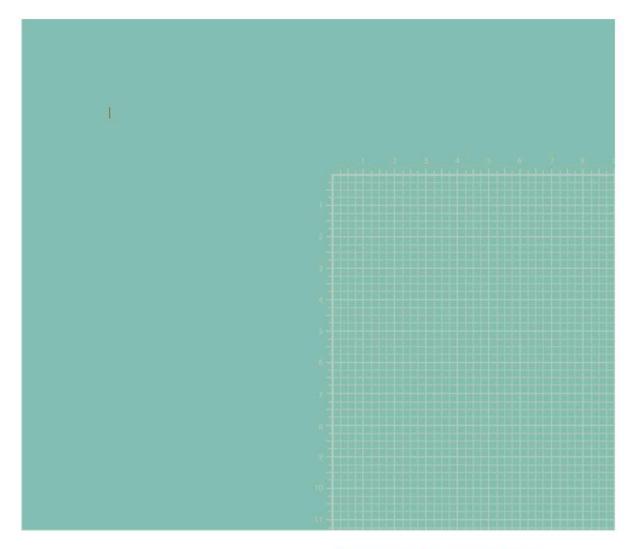
Good morning Jennifer,

We have the go-ahead from the client to undertake the stormwater modelling for 18-24 Letitia Street so I am just following up on the supply of the stormwater flood modelling information we spoke about last week. Can you please let me know when this will be available so as we can get underway at our end.

Thanks



HCC Flood Inundation Modelling 1% AEP Event- Provided 11-5-2020



Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE 117 Harrington Street Hobart TAS 7000 Phone (03) 6231 2555 infohbt@jmg.net.au

LAUNCESTON OFFICE 49-51 Elizabeth Street Launceston TAS 7250 Phone (03) 6334 5548 infoltn@jmg.net.au



Page 659 ATTACHMENT B



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
153884	1
EDITION	DATE OF ISSUE
1	14-May-2008

SEARCH DATE : 28-Nov-2019 SEARCH TIME : 03.49 PM

DESCRIPTION OF LAND

City of HOBART Lot 1 on Plan 153884

Derivation: Part of Location to G Smith & Part of 5A-3R-39Ps

Gtd to H Chapman

Prior CTs 126534/2 and 126534/3

SCHEDULE 1

C60813 TRANSFER to LETITIA INVESTMENTS PTY. LTD. Registered 07-Oct-1997 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any SP126534 FENCING COVENANT in Schedule of Easements
C745310 CAVEAT by Australia & New Zealand Banking Group Limited affecting such portion of the said land within described as shown on the plan attached thereto (of that part of the said land within described formerly comprised in Folio of the Register Volume 126534 Folio 3) Registered 08-Dec-2006 at noon C729042 ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 14-May-2008 at noon

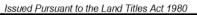
UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

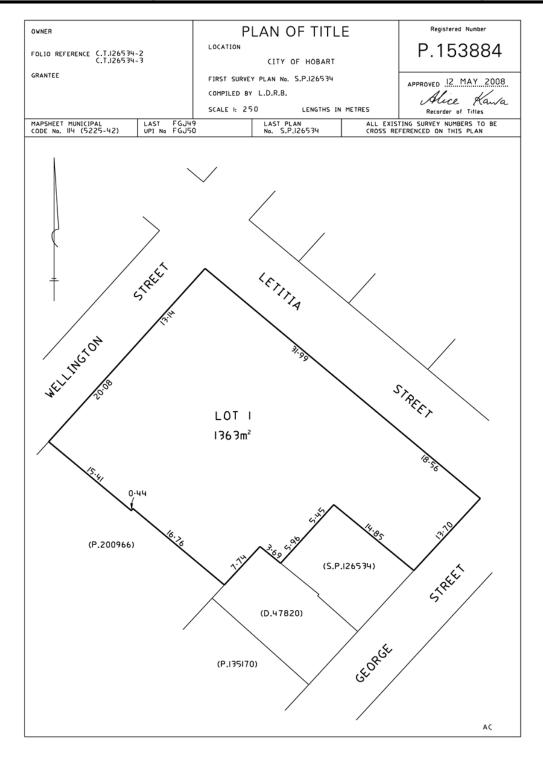


FOLIO PLAN

RECORDER OF TITLES







Search Date: 28 Nov 2019

Search Time: 03:49 PM

Volume Number: 153884

Revision Number: 01

Page 1 of 1



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

REGISTERED NUMBER

P126534

EASEMENTS AND PROFITS

PAGE 1 OF 1 PAGE/S

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

Each lot on the plan is subject to:-

(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits a prendre described hereunder. The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

No easements or profits a prendre are created to burden or benefit the lots shown on the Plan.

FENCING COVENANT

The owner of each lot on the Plan covenants with the Vendors ZDENKO DALIBOR HOUDEK and VERA HOUDEK, that the Vendors shall not be required to fence.

SIGNED by ZDENKO DALIBOR HOUDEK and VERA HOUDEK, the registered proprietors of the land comprised) and described in Folio of the Register Numbered Volume 37326 Folio 1 in the presence of:-

> The Kind Comme cecchin son 1111 24 /31/. Jerren Paris -

.. Calle

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER : Z.D. & V. HOUDEK

FOLIO REF : CERTIFICATE OF TITLE

37326/1

SOLICITOR

& REFERENCE : DOBSON MITCHELL & ALLPORT

(MR J.R. UPCHER)

SEALED BY : THE HOBART CITY COUNCIL

DATE : 03.12.1996

522:1 REF No.

MANACER SURVEYING SERVICES

NOTE: THE COUNCIL DELEGATE MUST SIGN THE CERTIFICATE FOR THE PURPOSE

OF IDENTIFICATION.

Page 1 of 1



Enquiries to: City Planning Phone: (03) 6238 2715

Email: coh@hobartcity.com.au

20 April 2020

Adam Smee (Johnstone McGee & Gandy Pty Ltd) 117 Harrington Street HOBART TAS 7000 mailto: planning@jmg.net.au

Dear Sir/Madam

18 - 24 LETITIA STREET, NORTH HOBART - WORKS IN ROAD RESERVE NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-17

Site Address:

18-24 Letitia Street, North Hobart

Description of Proposal:

Partial Demolition and New Development for Eight Multiple Dwellings

Applicant Name:

Adam Smee Johnstone McGee & Gandy Pty Ltd

PLN (if applicable):

PLN-20-15

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

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

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully

(N D Heath)

GENERAL MANAGER

n. bead

Relevant documents/plans:

Street Elevations and Sections DA 06 by Tim Penny Architecture and Interiors Ground Floor Plan DA 03 by Tim Penny Architecture and Interiors Letter dated 4 March 2020 by JMG Engineers & Planners

117 Harrington Street Hobart 7000 Phone (03) 6231 2555 Fax (03) 6231 1535

infohbt@jmg.net.au

49-51 Elizabeth Street

Phone (03) 6334 5548 Fax (03) 6331 2954 infoltn@jmg.net.au

Johnstone McGee & Gandy Pty Ltd

ABN 76 473 834 852

as trustee for Johnstone

ACN 009 547 139

McGee & Gandy Unit Trust

www.jmg.net.au

Launceston 7250



JMG Ref: J193103PH

4 March 2020

General Manager Hobart City Council

Via email: coh@hobartcity.com.au

Dear Mr Heath,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE RESIDENTIAL AND DEVELOPMENT OF 8 MULTIPLE DWELLINGS

JMG Engineers and Planners have been engaged by Letitia Investments Pty Ltd to prepare a planning permit application for a residential development at 18-24 Letitia Street, North Hobart. The proposal involves works in the Letitia Street reservation - notably sunshades proposed over several windows would encroach onto the road reserve.

As demonstrated in the below table, the proposed sunshades would be relatively minor structures that would have a clearance above the footpath ranging between 2670mm and 3000m. The sunshades are therefore unlikely to affect the safety or function of this section of Letitia Street. The dimensions of the proposed sunshades would be:

Unit 1	600mm long and 190 mm overhang.
Unit 3	3000mm long and 120 mm overhang.
Unit 4	600 mm long and 120 mm overhang.
Unit 5	1000mm long and 120 mm overhang.

As the application is for use and development upon Council administered land (no title details are available), the application requires the written consent of the Council's General Manager in accordance with section 52(1B) of the *Land Use Planning and Approvals Act 1993*. We therefore request that Council provide this consent in writing and return same to JMG so that it can be lodged via Council's on-line portal as additional information.

If Council requires any further information or clarification with respect to this request, please contact me on 6231 2555 or at planning@jmg.net.au.

Yours faithfully

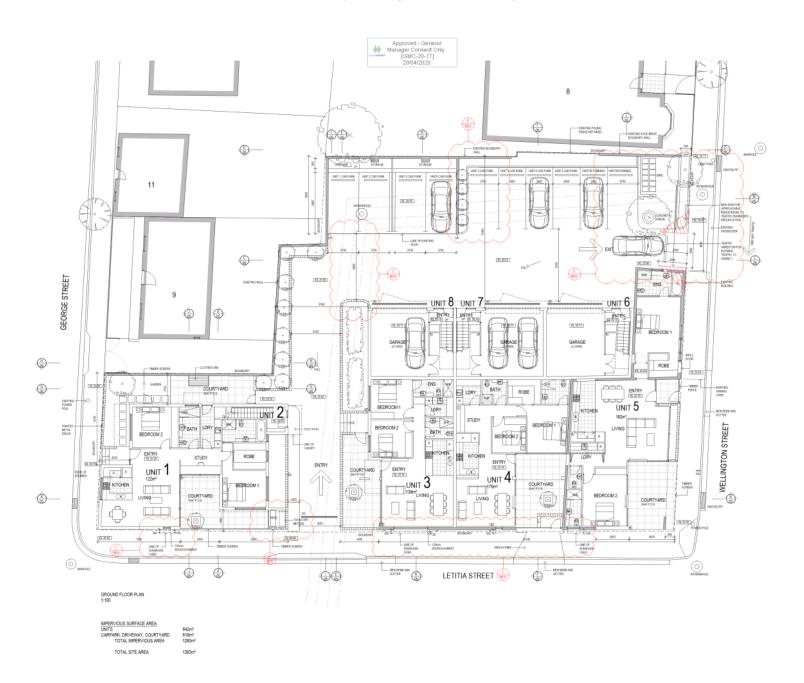
JOHNSTONE McGEE & GANDY PTY LTD

Adam Smee

SENIOR TOWN PLANNER

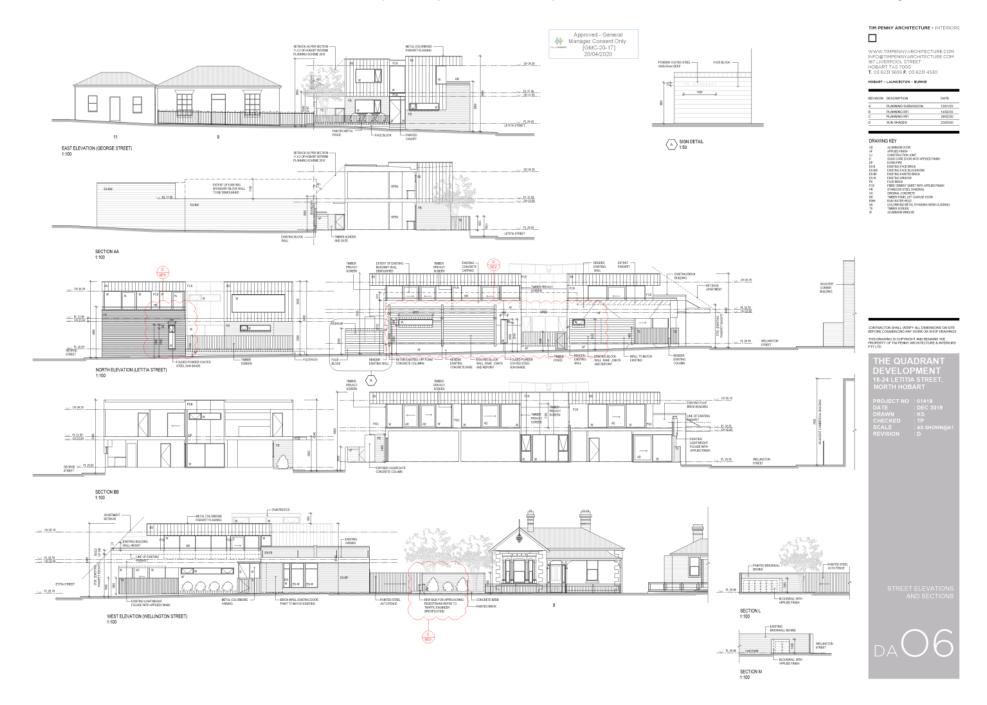
Approved - General Manager Consent Only [GMC-20-17] 20/04/2020

Page 665 ATTACHMENT B





Page 666 ATTACHMENT B





JMG Ref: J193103PH

19 June 2020

General Manager Hobart City Council

Via email: HCC planning portal

Attention: Helen Ayers

Dear Ms Ayers,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE AND DEVELOPMENT FOR MULTIPLE DWELLINGS - PLANNING APPLICATION

I refer to Council's most recent request for additional information regarding the above application, dated 21 May 2020. Please find attached the following information to address the request:

a) Consistency in the submitted documentation:

The attached planning report has been updated as per Council's advice to reflect the current proposal plans.

b) Protection of council infrastructure - stormwater (INFsw1):

This item is addressed in the attached Stormwater Report provided by JMG Engineers and Planners.

c) Issues related to the Inundation Prone Areas Code (IND1).

This item is addressed in the attached Stormwater Report provided by JMG Engineers and Planners.

117 Harrington Street Hobart 7000 Phone (03) 6231 2555

Fax (03) 6231 1535 infohbt@jmg.net.au

49-51 Elizabeth Street

Launceston 7250

Phone (03) 6334 5548 Fax (03) 6331 2954

144 (05) 0551 2554

infoltn@jmg.net.au

Johnstone McGee & Gandy Pty Ltd ABN 76 473 834 852 ACN 009 547 139 as trustee for Johnstone McGee & Gandy Unit Trust

www.jmg.net.au

Item No. 7.1.3

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020





We trust that the information provided addresses Council's requirements. Please contact me on 6231 2555 or at asmee@jmg.net.au if you require clarification of the information provided.

Yours faithfully,

JOHNSTONE McGEE & GANDY PTY LTD

Adam Smee

SENIOR TOWN PLANNER

Adam 8mee



JMG Ref: J193103PH

4 May 2020

General Manager
Hobart City Council

Via email: HCC planning portal

Attention: Helen Ayers

Dear Ms Ayers,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE AND DEVELOPMENT FOR MULTIPLE DWELLINGS - PLANNING APPLICATION

We write on behalf of our client, Letitia Investments Pty Ltd, regarding the latest request for additional information regarding the above application, issued by Council upon 28 April 2020. The request raises three issues regarding the proposal:

- a) Consistency in the submitted documentation (PLN Fi1),
- b) Protection of council infrastructure stormwater (INFsw1), and,
- c) Issues related to the Inundation Prone Areas Code¹ (IND1).

The application documentation has been updated in order to address the first issue. However, we consider that it is unreasonable for Council to require the remaining issues to be addressed at this stage in the project. To explain why we consider these aspects of the request to be unreasonable, we provide the following information.

The application was submitted to Council upon 13 January 2020. The application was accompanied by a request for the Council's General Manager to provide consent for the application to be made. Council subsequently advised that this consent was not required.

Council issued a request for additional information regarding the proposal upon 22 January 2020. This request did not include any of the issues raised in the latest request. Information addressing this initial request was provided to Council upon 20 February 2020. Council provided advice upon 27 February 2020 that the information provided did not address the request. This advice raised the issue of consistency in the submitted documentation but did not raise the other issues included in the latest request.

Council provided informal advice that the application was invalid upon 3 March 2020 (this advice was formally confirmed upon 6 March 2020). Despite its earlier advice,

 1 The term "Inundation Prone Land Code" is used in Council's letter. It is assumed that this reference should be to the Inundation Prone Areas Code.

117 Harrington Street Hobart 7000 Phone (03) 6231 2555 Fax (03) 6231 1535 infohbt@jmg.net.au

49-51 Elizabeth Street Launceston 7250 Phone (03) 6334 5548 Fax (03) 6331 2954 infoltn@img.net.au

Johnstone McGee & Gandy Pty Ltd ABN 76 473 834 852 ACN 009 547 139 as trustee for Johnstone McGee & Gandy Unit Trust

www.jmg.net.au

Page 670 ATTACHMENT B



Council stated that the consent of its General Manager was required for the application to be made. In Council's view, this consent was required due to the proposed encroachment of sunshades proposed above and around some windows within the development upon the Letitia Street road reservation.

A request for GM consent for the application was lodged upon 4 March 2020. After receiving advice from Council that it would refuse the request and revising the proposed sunshades accordingly, the consent was received upon 20 April 2020. Our understanding at this point was that all issues had been addressed and that the application would soon proceed to the public exhibition.

Hence, it came as a surprise when Council issued the latest request for additional information upon 28 April 2020 and that the request contained issues that have not previously been raised. Council has evidently taken the view that the period within which it may request additional information, allowed for in section 54 (1)(a) of the Land Use Planning and Approvals Act 1993, began again once GM consent was submitted. Regardless of whether this interpretation is lawful and correct, it is not in keeping with the reasonable community expectation that a Council will raise any issues associated with an application as soon as possible after an application is lodged.

It is also unreasonable that Council has used the need for GM consent due to an unrelated element of the proposed design, as the trigger for a further request for additional information regarding the proposal - i.e. there is no relationship between the sunshades that triggered the need for GM consent and the issues raised in the latest request. No explanation has been provided regarding why the issues raised in the latest request were not raised when the application was submitted in January.

Not only is Council's latest request unreasonable in its timing, aspects of the request lack sufficient information to reasonably allow a response to be provided. The item relating to issues associated with the Inundation Prone Areas Code (IND1) states only that "the site is subject to flooding". No other further information regarding how Council has arrived at this position is provided. Subsequent enquiry with Council has established that there is flood modelling available for the site but there is no indication within the request that this modelling exists or that it will be provided. Council has subsequently advised that its modelling is "coarse" and therefore unlikely to assist in providing a response to the request.

Therefore, to address the matters raised in item IND1 of Council's request, the proponent would be required to engage a suitably qualified consultant to provide flood modelling for a substantial area in order to establish any flood level on the site. This requirement is unreasonable given the limited scale of the development and particularly as any flooding on the site is likely due to deficiencies in the capacity of Council's stormwater infrastructure in the area. It is reasonable to expect that Council's infrastructure will have adequate capacity and for development to be able to be designed based upon this expectation. It is unreasonable for proposed development, such as that currently proposed, to be required to allow for deficiencies in Council's infrastructure, including any potential lack of capacity within its road network to accommodate overland flows.

It is our understanding that the site is not susceptible to flooding. Our client has owned the property for 23 years and it has not been subject to flooding during this time. Of particular note is that the property did not flood during the May 2018 extreme weather event. Therefore, unless Council can demonstrate that the site is susceptible to

Item No. 7.1.3

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020





flooding, the Inundation Prone Areas Code does not apply to the proposal and item IND1 does not need to be addressed.

Regarding item INFsw1 of the request, we note that this issue was not raised when we met with Council's Manager - Roads and Environmental Engineering prior to the application being lodged. Our notes from the meeting held on 3 December 2019 suggest that the provision of a 3m wide easement over the existing stormwater main that traverses the site, as shown on the submitted plans, was considered sufficient to ensure that this infrastructure is protected.

We note that the part of the site traversed by the main (including a SW Main manhole) is enclosed by existing buildings. While a proposed carport which is a modification to an existing building would be over part of the main, it would be an open sided structure that would allow for improved access to the relevant part of the main compared with that currently available. As discussed and agreed to onsite with Council engineers, only some car parking spaces, landscaping, and a driveway would be built over the main.

We also note that while clause 8.11.3 of the Hobart Interim Planning Scheme may provide Council with the power to impose a condition regarding protection of its infrastructure, it does not appear to allow Council to request additional information regarding how this will occur. Therefore, given that work proposed over the stormwater main is limited and minor, we suggest that it would instead be more appropriate for Council to require the information requested by item INFsw1 to be provided via a condition of approval upon the Planning Permit that will be issued for the proposal.

We look forward to your assistance in resolving the issues identified above and to the application proceeding to public exhibition at the earliest possible opportunity.

Please contact me on 6231 2555 or at asmee@jmg.net.au if you wish to discuss.

Yours faithfully,

JOHNSTONE McGEE & GANDY PTY LTD

Adam Smee

SENIOR TOWN PLANNER

Adam Smee

CC: Neil Noye - noyen@hobartcity.com.au

Glen Doyle - <u>Doyleg@hobartcity.com.au</u>



JMG Ref: J193103PH

4 March 2020

General Manager Hobart City Council

Via email: HCC planning portal

Dear Mr Heath,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE AND DEVELOPMENT FOR MULTIPLE DWELLINGS - PLANNING APPLICATION

On behalf of our client, Letitia Investments Pty Ltd, please find attached documents provided in response to Council's request for additional information regarding the above proposal. A revised planning report has been provided which includes the following additional or revised documents:

- a) Request for GM consent,
- b) Revised proposal plans, and,
- c) Statement from Traffic Engineer.

The items contained within Council's request have been responded to as follows:

1) Dot point item:

Please see attached revised planning report and revised proposal plans provided in response to this item.

2) Item TasWater TW1:

Please see attached revised plans provided in response to this item.

3) Item PA2.2:

Please see attached plans and statement from a traffic engineer provided in response to this item.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at planning@jmg.net.au

Yours faithfully,

JOHNSTONE McGEE & GANDY PTY LTD

Adam Smee Adam Smee

SENIOR TOWN PLANNER

117 Harrington Street Hobart 7000 Phone (03) 6231 2555 Fax (03) 6231 1535 infohbt@jmg.net.au

49-51 Elizabeth Street Launceston 7250 Phone (03) 6334 5548 Fax (03) 6331 2954 infoltn@jmg.net.au

Johnstone McGee & Gandy Pty Ltd ABN 76 473 834 852 ACN 009 547 139 as trustee for Johnstone McGee & Gandy Unit Trust

www.jmg.net.au

117 Harrington Street Hobart 7000 Phone (03) 6231 2555

Fax (03) 6231 1535 infohbt@jmg.net.au

49-51 Elizabeth Street

Launceston 7250 Phone (03) 6334 5548

Fax (03) 6331 2954 infoltn@jmg.net.au

Johnstone McGee &

Gandy Pty Ltd ABN 76 473 834 852

ACN 009 547 139

McGee & Gandy

www.jmg.net.au

Unit Trust

as trustee for Johnstone



JMG Ref: J193103PHPH

20 February 2020

General Manager Hobart City Council

Via email: HCC planning portal

Dear Mr Heath,

18-24 LETITIA STREET, NORTH HOBART - CHANGE OF USE AND DEVELOPMENT FOR MULTIPLE DWELLINGS - PLANNING APPLICATION

On behalf of our client, Letitia Investments Pty Ltd, please find attached documents provided in response to Council's request for additional information regarding the above proposal. The following documents are attached:

- a) Revised architectural plans,
- b) Architectural design statement.

The items contained within Council's request have been responded to as follows:

1) Item PLN Fi1:

Please see attached plans provided in response to this item.

2) Item HER Fi:

Please see attached plans and statement from the project architect provided in response to this item.

3) Item PA2.1 and PA2.2:

Please see attached plans provided in response to this item.

If Council requires any further information or clarification with respect to this application, please contact me on 6231 2555 or at planning@jmg.net.au

Yours faithfully,

JOHNSTONE McGEE & GANDY PTY LTD

Mat Clark

PARTNER/SENIOR TOWN PLANNER



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-15			Council notice date	21/02/2020
TasWater details					
TasWater Reference No.	TWDA 2020/0023	5-HCC		Date of response	28/04/2020
TasWater Contact	Anthony Cengia		Phone No.	(03) 6237 8243	
Response issued t	to				
Council name	HOBART CITY COL	INCIL			
Contact details	coh@hobartcity.com.au				
Development det	Development details				
Address	18-24 LETITIA ST, NORTH HOBART			Property ID (PID)	2866123
Description of development	Partial Demolition and Multiple Dwellings x 8				
Schedule of draw	Schedule of drawings/documents				
Prepared by		Drawing/doo	ument No.	Revision No.	Date of Issue
Tim Penny Archite	im Penny Architecture + Interiors 01419 Sheets DA01, DA0 DA06 & DA07		01, DA04,	С	28/02/2020
Tim Penny Architecture + Interiors 0141		01419 Sheets DA	02	В	14/02/2020
Tim Penny Archite	chitecture + Interiors 01419 Sheets DA03		.03	С	19/02/2020
Tim Penny Archite	ecture + Interiors 01419 Sheets DA05		.05	В	13/01/2020
Tim Penny Archite	tecture + Interiors 01419 Sheets DA		09 & DA10		Feb 2019

Conditions

SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

- A suitably sized water supply with metered connections / sewerage system and connections to each dwelling unit of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
- 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.
- 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.

DEVELOPMENT ASSESSMENT FEES

4. The applicant or landowner as the case may be, must pay a development assessment fee of \$351.28 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required by the due date as noted on the statement when issued by TasWater.



Advice

General

For information on TasWater development standards, please visit

https://www.taswater.com.au/Development/Technical-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

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

Metering Vacant Lot

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

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

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

(a) a meter; and

(b) installing a meter.

Advice to Planning Authority (Council) and developer on fire coverage

TasWater cannot provide a supply of water for the purposes of firefighting to the lots on the plan.

Advice to the Drainage Authority

The combined system is at capacity in this area. TasWater cannot accept additional flows of stormwater into this area within the combined system over those currently discharged.

The Drainage Authority will be required to either refuse or condition the development to ensure the current service standard of the combined system is not compromised.

TasWater have a small number of townships that are on Boil Water and Do Not Consume Alerts. Please visit http://www.taswater.com.au/News/Outages---Alerts for a current list of these areas.

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council.



Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. Oil Water Separator;

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and

Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial.

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details			
Email	development@taswater.com.au	Web	www.taswater.com.au
Mail GPO Box 1393 Hobart TAS 7001			

Application Referral Cultural Heritage - Response

From:	Megan Baynes	
Recommendation:	Proposal is acceptable subject to conditions.	
Date Completed:		
Address:	18 - 24 LETITIA STREET, NORTH HOBART ADJACENT ROAD RESERVE	
Proposal:	Partial Demolition and New Development for Eight Multiple Dwellings	
Application No:	PLN-20-15	
Assessment Officer:	Helen Ayers,	

Referral Officer comments:

The site at the intersection of Wellington and Letitia Street is proposed to be developed into apartments.

The proposal involves the retention and adaptive reuse of commercial buildings including a former shopfront in Wellington Street. The inter-war red brick shopfront is not painted above the awning. The shopfront contains an glazed door and windows.

The concrete block commercial building is unusual and architecturally distinctive, designed by local architects in the second half of the 20th century and features exposed concrete beams which are oriented vertically. The building is not a listed place but is located in a heritage precinct.

Demolition

The applicant is proposing to demolish the door in order to convert the former shopfront into an apartment. The shop front has made a positive contribution to the character of the precinct for many years. Original features add interest to the streetscape and ought to be retained in order to ensure development is sympathetic to the character of the precinct. The retention of the door also means that future owners could re-adapt this building as for example a shop, as required, in the future. It is possible to place a condition to ensure the door of the shopfront is not demolished.

Works

The proposed apartments adapt the existing building and also include a second level which is stepped back to comply with the stipulated building envelope. The architects have used multiple cladding systems and fenestration designs to visually disguise what is a very long horizontal volume. Car parking has been located internally within the block. The elevations include small areas for planting The architecture is a response to the planning scheme requirements. It is considered adequate. It is possible to place a condition to ensure previously unpainted brickwork is protected. The Architects propose doors finished in copper, hardwood timber screens, Island Paver Ebony Premium Bricks and areas for plantings. Subject to a condition to ensure these high quality design details are constructed, the proposed works will make a positive contribution to the character of the precinct.

The proposed development is able to satisfy the Historic Heritage Code as follows: E 13.8.1 P1 - subject to a condition to retain the original shopfront glazing. E 13.8.2 P1 and P3 - the design and siting of buildings will not be to the detriment of the cultural heritage of the precinct. The proposed works are of a similar mass and bulk to

Item No. 7.1.3

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

Page 678
ATTACHMENT C

the existing, double storey, concrete block building. Subject to a condition to protect previously unpainted masonry, the proposed works may be approved.

MB

СНО

09

07

2020

7.1.4 8 MINALLO AVENUE, WEST HOBART - PARTIAL DEMOLITION, EXTENSION AND ALTERATIONS PLN-20-23 - FILE REF: F20/79193

Address: 8 Minallo Avenue, West Hobart

Proposal: Partial Demolition, Extension and Alterations

Expiry Date: 16 August 2020

Extension of Time: Not applicable

Author: Richard Bacon

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, extension and alterations at 8 Minallo Avenue West Hobart TAS 7000 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-20-23 - 8 MINALLO AVENUE 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 2020/00066-HCC dated 28/1/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

ENG₁

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.

ENV 8

Prior to the commencement of works and prior to the granting of building consent, a landslide risk management report with regard to the proposed excavation within the Landslide Hazard Area, in accordance with the Australian Geomechanics Society Practice Note Guidelines for Landslide Risk Management (2007c), must be submitted and approved prior to the commencement of works and prior to the granting of building consent.

The landslide risk management report must:

- include a risk assessment concluding that the excavation would have an acceptable or tolerable level of landslide risk;
- 2. include a schedule of risk mitigation measures if required to reduce the risk to tolerable levels; and
- 3. **be prepared by:**
 - a geotechnical engineer or an engineering geologist as specified in the Director of Building Control's determination Certificates of Specialists or Other Persons that can complete a landslide risk assessment; or
 - b. a civil engineer.

If a landslide risk management report includes landslide risk mitigation measures required to reduce the risk to tolerable levels, all mitigation measures must be included on the design drawings submitted for building consent, and all mitigation measures must be implemented.

Advice:

Once the landslide risk management report has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides

ENV₂

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice:

Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

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

STORMWATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's 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.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A: PLN-20-23 - 8 MINALLO AVENUE WEST HOBART

TAS 7000 - Planning Committee or Delegated

Report \mathbb{P}

Attachment B: PLN-20-23 - 8 MINALLO AVENUE WEST HOBART

TAS 7000 - CPC Agenda Documents 🎚 🖺

Attachment C: PLN-20-23 - 8 MINALLO AVENUE WEST HOBART

TAS 7000 - Planning Referral Officer Environmental

Development Planner Report J 🖫



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report: Committee

Committee: 3 August 2020

Expiry Date: 16 August 2020

Application No: PLN-20-23

Address: 8 MINALLO AVENUE, WEST HOBART

Applicant: Charles James Hordern

8 Minallo Avenue

Proposal: Partial Demolition, Extension and Alterations

Representations: Three (3)

Performance criteria: Landslide Code

1. Executive Summary

- 1.1 Planning approval is sought for a partial demolition, extension and alterations, at 8 Minallo Avenue West Hobart.
- 1.2 More specifically the proposal includes:
 - partial demolition, extension and alterations over three levels of a single dwelling.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Landslide Code
- 1.4 A total of three (3) representations objecting to the proposal were received within the third statutory advertising period between the 6th and 20th July 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the City Planning Committee.

2. Site Detail

- 2.1 The 465sqm site is within the General Residential Zone, and contains a single residential dwelling. The site is bordered on all sides by residential properties.
- 2.2 The applicant site and neighbouring properties were visited dated 18th February 2020.

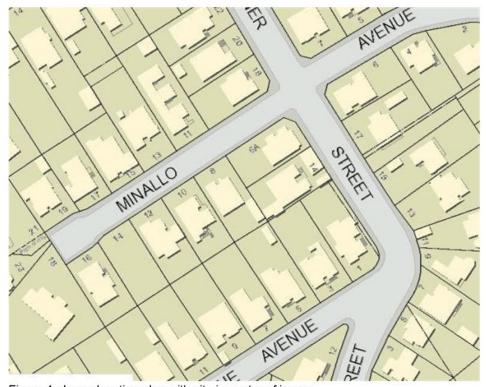


Figure 1 above: location plan with site in centre of image.



Figure 2 above: aerial photograph with site in centre of image, bordered in blue.



Figure 3 above: street view of site with No.10 Minallo Avenue to right.



Figure 4 above: view from applicant site towards rear neighbouring property 5 Sherbourne Avenue.



Figure 5 above: view from rear garden of applicant site towards neighbouring property at 10 Minallo Avenue.



Figure 6 above: view from living room of 10 Minallo Avenue, looking towards applicant site.



Figure 7 above: view towards applicant site from rear garden of 5 Sherbourne Avenue.

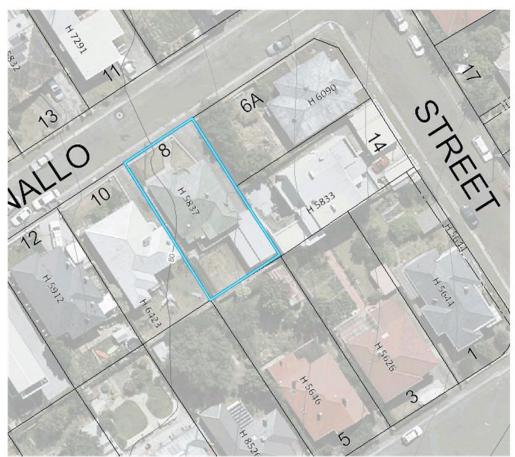


Figure 8: aerial photograph with two metre contour: site is bordered blue.

3. Proposal

- 3.1 Planning approval is sought for a partial demolition, extension and alterations, at 8 Minallo Avenue, West Hobart.
- 3.2 More specifically the proposal is for:
 - partial demolition, extension and alterations over three levels of single dwelling.



Figure 9: Proposed front elevations. Existing development is shown in blue.

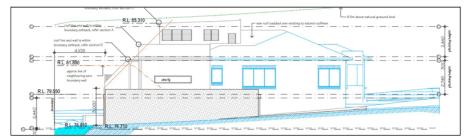


Figure 10: Eastern elevation, facing 6A Minallo Ave and 14 Lochner St. Existing development is shown in blue.

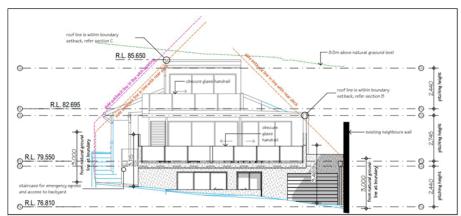


Figure 11: Rear elevation. Existing development is shown in blue.



Figure 12: Western elevation, facing 10 Minallo Ave. Existing development is shown in blue.

4. Background

- 4.1 The site was the subject of a pre-application enquiry under PAE-19-323 for which a response, that a planning application would be required, was forwarded dated 14/10/2019.
- 4.2 The application has been advertised three times.

First round:

The design of the proposal as first advertised received three objections and was not considered to be supportable by officers based on potential impact on the neighbouring properties at Nos. 5 Sherbourne Avenue and 10 Minallo Avenue. The applicant's preference was to grant an extension of time to enable revised plans to be provided.

Second round:

The applicant refined the design to reduce the degree of discretion, in terms of building envelope (both side boundary setbacks, and rear boundary setback), and privacy (upper deck rear setback). The height was also reduced and setbacks increased. The rear decks at both levels would have obscure glass balustrading. The proposal was advertised for a second time and received four objections. While the second design of the proposal was an improvement of the first design, officers were still concerned about the impacts on neighbours' amenity. The applicant's preference was to grant an extension of time to enable revised plans to be provided.

Third round:

The applicant again refined the proposal so that the design now meets the acceptable solutions for privacy and building envelope, with the only remaining discretion being for the Landslide Code.

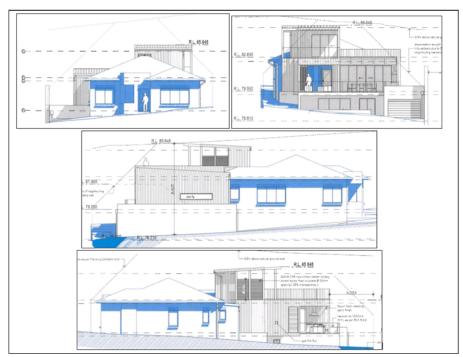


Figure 13: Proposed elevations of the design that went on the first round of advertising.



Figure 14: Proposed elevations of the design that went on the first round of advertising.

5. Concerns raised by representors

5.1 Three (3) representations objecting to the current proposal were received within the statutory advertising period between the 6th and 20th July 2020.

Four representations were received objecting to the second version of the proposal, within the second statutory advertising period between the 2nd and the 20th April 2020.

Three representations were received objecting to the originally advertised proposal, within the statutory advertising period between the 24th January and the 11th February 2020.

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

Overshadowing

-I remain concerned that the proposed observatory level will create excessive shadowing on the living area of my home.

Privacy

 I remain concerned that the proposed observatory level will significantly reduce the privacy of my home;

-loss of privacy;

-overlooking from decks.

Visual impact

-I remain concerned that the proposed observatory level is of a bulk and scale that is not in keeping with the neighbouring homes; -proposal does not fit in with existing streetscape;

-proposed three storey building excessive;

-overbearing;

-height, scale and mass overbearing and dominating;

-will have the effect of a three storey structure.

Parkind

-The proposed application will have an adverse effect on already congested car parking.

Density

-site density and offsets seem to have not been considered.

Heiah

-concern at height and scale of second level, and resulting overshadowing and overlooking;

-overbearing:

height, scale and mass overbearing and dominating;

-will have the effect of a three storey structure.

Building envelope

-the proposed application is outside the building envelope, doesn't comply with building offsets and is out of character with the area.

Separation between buildings

-significant built form massing in the rear of the site over multiple levels, insufficient and incompatible separation between dwellings.

Site coverage

-concern at site coverage 'as the proposed scale of development is disproportionately large compared to the non-built form sections of the site'.

Private open space

-proposed open space deck areas would be deficient in terms of access to living areas and access to sunlight.

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.
- The site is located within the General Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is single dwelling. The proposed use is single dwelling. The existing use is a permitted use in the zone. The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D 10 General Residential Zone
 - 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E7.0 Stormwater Management Code
 - 6.4.4 E3.0 Landslide Code
- The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Landslide Code:

Major Works - E3.7.3 P1

- 6.6 Each performance criterion is assessed below.
- 6.7 Major Works E3.7.3 P1
 - 6.7.1 There is no acceptable solution for clause E3.7.3 A1.
 - 6.7.2 The proposal includes works within a Landslide Hazard Area.
 - 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 E3.7.3 P1 provides as follows:

Major works must satisfy all of the following:

- (a) no part of the works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the works is either:
- (i) acceptable risk; or
- (ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.
- 6.7.5 Assessment of the performance criterion by Council's Environmental Development Planner follows.

Approval is sought for a 241m2 extension to an existing dwelling at 8 Minallo Avenue, West Hobart.

Landslide Code

Part of the proposed development site is within a Landslide Hazard Area (Low Landslide Hazard Area).

The Landslide Code applies because development is proposed within a Landslide Hazard Area. While the building itself is exempt pursuant to exemption clause E3.4(c) of the Code, the associated works are not specifically exempt.

'Major works' include 'excavation of 100 m3 or more in cut volume'. The volume of excavation proposed within the LHA has not been specified, and is difficult to determine from the submitted plans, however the plans suggest it may exceed 100m3.

The relevant standards are under clause E3.7.3 'major works'. There is no acceptable solution for A1. Performance criterion P1 states the following:

Major works must satisfy all of the following:

- (a) no part of the works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the works is either:
- (i) acceptable risk; or
- (ii) capable of feasible and effective treatment through hazard

management measures, so as to be tolerable risk.

No works would occur within a High Landslide Hazard Area in conformity with P1(a).

A landslide risk assessment was not submitted with the application. However, I am confident that the excavation can be done with a tolerable level of risk, as the excavation will be retained, subject to design advice from a suitably qualified person.

It is therefore recommended that discretion is exercised with regard to E3.7.3 P1, subject to a condition being applied requiring the submission of a landslide risk management report demonstrating that a an acceptable or tolerable level of risk will be achieved.

- 6.7.6 The officer's report is included as an attachment to this report.
- 6.7.7 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a partial demolition, extension and alterations at 8 Minallo Avenue.
- 7.2 The application was re-advertised and attracted three (3) representations. The representations raised concerns including with regard to building envelope, overshadowing, loss of privacy and loss of character. The proposal complies with all the applicable acceptable solutions in the zone, including for privacy, building envelope and site coverage. The proposal is only discretionary under the Landslide Code.
- 7.3 The proposal has a lengthy history, and has been advertised three times. The applicant has refined the design to reduce the impact on neighbours and to remove any discretions under the zone.
- 7.4 The proposal has been assessed against the relevant provisions of the planning scheme and is considered acceptable. The applicant site and neighbouring properties were visited dated 18th February 2020.

- 7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.
- 7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed partial demolition, extension and alterations at 8 Minallo Avenue West Hobart TAS 7000 satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That:

Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, extension and alterations at 8 Minallo Avenue West Hobart TAS 7000 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-20-23 - 8 MINALLO AVENUE 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 2020/00066-HCC dated 28/1/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice: Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

approved outlet.

ENG₁

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

- Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or
- 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.

ENV 8

Prior to the commencement of works and prior to the granting of building consent, a landslide risk management report with regard to the proposed excavation within the Landslide Hazard Area, in accordance with the Australian Geomechanics Society Practice Note Guidelines for Landslide Risk Management (2007c), must be submitted and approved prior to the commencement of works and prior to the granting of building consent.

The landslide risk management report must:

- include a risk assessment concluding that the excavation would have an acceptable or tolerable level of landslide risk;
- 2. include a schedule of risk mitigation measures if required to reduce the

risk to tolerable levels; and

- 3. be prepared by:
 - a geotechnical engineer or an engineering geologist as specified in the Director of Building Control's determination Certificates of Specialists or Other Persons that can complete a landslide risk assessment; or
 - 2. a civil engineer.

If a landslide risk management report includes landslide risk mitigation measures required to reduce the risk to tolerable levels, all mitigation measures must be included on the design drawings submitted for building consent, and all mitigation measures must be implemented.

Advice: Once the landslide risk management report has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for condition

To reduce the risk to life and property, and the cost to the community, caused by landslides

ENV₂

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available here.

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

Advice: Once the SWMP has been approved, the Council will issue a condition endorsement (see general advice on how to obtain condition endorsement).

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

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

OCCUPATION OF THE PUBLIC HIGHWAY

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

NEW SERVICE CONNECTION

Please contact the Hobart City Council's City 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.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



(Richard Bacon)

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

(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 22 July 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Environmental Development Planner Report



2

ials,

to ordering any

conunctioners gratiman-many gastial mod divinisad nie seas навыт никичелкий мод дімтика лигивет. Tobart HORDERI Ionus Ugin

NOTE: BUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VIOID ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING

FOR TENDERING PURPOSES ONLY

Hordern Single Dwelling Refurbishment 8 Minallo Ave West Hobart

ISSUE	DESCRIPTION	DATE
a	REVISED CONCEPT DESIGN - NOTES	27032020
R	REVISED CONCEPT DESIGN - ADJUST TO SETBACKS	14062020
9	REVISED CONCEPT DESIGN - FURTHER ADJUSTMENTS TO SETBACKS	24062020
T	REVISED CONCEPT DESIGN - FOR COUNCIL SUBMISSION	26062020
IJ	REVISED CONCEPT DESIGN - SECTION MARKERS	30062020

.EGEND							
3CA	BUILDING CODE OF						
AUSTRALIA							
AS .	AUSTRALIAN STANDARDS						
RL	RELATIVE LEVEL						
AHD	AUSTRALIAN HEIGHT DATUM						
NGL	NATURAL GROUND LINE						
FSR	FLOOR SPACE RATIO						
CSD	CAVITY SLIDING DOOR						
ASD	ALUM. SLIDING GLASS DOOR						
ASW	ALUM, SLIDING GLASS						
WODAIN							
ADH	ALUM. DOUBLE HUNG WINDOW						
NA.A	ALUM. AWNING WINDOW						
AFG	ALUM. FIXED GLASS WINDOW						
F.G	FIXED GLASS						
DP 90	DOWNPIPE						
FW	FLOOR WASTE						
HWS	HOT WATER SYSTEM						
/AC	VACCUUM SYSTEM						
A.C	AIR CONDITIONING						
	OVER HEAD CUPBOARD						
.8	LOAD BEARING						
JBO	UNDER BENCH OVEN						
NO	WALL OVEN						
DW	DISHWASHER						
ИW	MICROWAVE						
MM	WASHING MACHINE						
MIR	WALK-IN-ROBE						
r.s.c	TO BE CONFIRMED						

GENERAL NOTES

DO NOT SCALE PLANS, USE WRITTEN DIMENSIONS ONLY. IF IN DOUBT, ASK.

THE OWNER/BUILDER SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS, LEVELS, SETBACKS AND SPECIFICATIONS PRIOR RO COMMENCING WORKS OR ORDERING MATERIALS AND SHALL BE RESPONSIBLE FOR ENGURING THAT ALL BUILDING WORKS CONFORM TO THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, CURRENT AUSTRALIAN STANDARDS, BUILDING REQULATIONS AND TOWN PLANNING REQUIREMENTS, REPORT ANY DISCREPANCIES TO THIS OFFICE.

ALL WORKS SHALL COMPLY WITH BUT NOT LIMITED TO THE BUILDING CODE OF AUSTRALIAN AND THE AUSTRALIAN STANDARDS LISTED IN NOTE 4.

AS 1288 - 2006 GLASS IN BUILDINGS - SELECTION AND INSTALLATION

AS 1562 - 2006 DESIGN AND INSTALLATION OF SHEET ROOF AND WALL CLADDING

AS 1684 - 2010 NATIONAL TIMBER FRAMING CODE

AS 2049 - 2002 ROOF TILES

AS 2050 - 2002 INSTALLATION OF ROOF TILES

AS 2870 - 2011 RESIDENTIAL SLAB AND FOOTINGS - CONSTRUCTION

AS/NZS 2904 - 1998 DAMP-PROOF COURSES AND FLASHINGS

AS 3600 - 2010 CONCRETE STRUCTURES

AS 3660 - 2004 BARRIERS FOR SUBTERRANEAN TERMITES

AS 3700 - 2011 MASONRY IN BUILDINGS

AS 3740 - 2010 WATERPROOFING OF WET AREAS IN RESIDENTIAL BUILDINGS

AS 3786 - 2004 SMOKE ALARMS

AS 4055 - 2012 WIND LOADINGS FOR HOUSING

AS 4100 - 2012 STEEL STRUCTURES

THESE PLANS SHALL BE READ IN CONJUNCTION WITH ANY SOIL, STRUCTURAL AND CIVIL ENGINEERING COMPUTIONS AND DRAWINGS.

ALL BUILDINGS SHALL BE PROTECTED AGAINST TERMITE ATTACK IN ACCORDANCE WITH AS 3680.1 AND A DURANDE NOTICE SHALL BE PLACED IN THE METER BOX INDICATING TYPE OF BARRIER AND REQUIRED PERIODICAL INSPECTIONS.

SAFETY GLAZING TO BE USED IN THE FOLLOWINGS CASES -

) ALL ROOMS - WITHIN 500mm VERTICAL OF THE FLOOR

i) BATHROOMS - WITHIN 1500mm VERTICAL OF THE BATH BASE

III) FULLY GLAZED DOORS

IV) SHOWER SCREENS

v) WITHIN 300mm OF A DOOR AND <1200mm ABOVE FLOOR LEVEL

v) WINDOW SIZES ARE NOMINAL ONLY, ACTUAL SIZES WILL VARY WITH MANUFACTURER, AND ARE TO BE VERIFIED WITH SAME, FLASHING ALL ROUND.

STORMWATER TO BE TAKEN TO ON SITE STORAGE OF PROVIDED, THEN THE LEGAL POINT OF DISCHARGE AS DETERMINED BY THE RELEVANT AUTHORITY.

TILED DECKS OVER LIVASUE AREAS ARE TO SE, IN THE FOLLOWING ORDER OVER THE FLOOR JOISTS: 19mm COMPRESSED FIRRE CEMENT SHEET, WITH ONE LAYER OF PARCHEM BMERPROOF 750 WITH A SECOND LAYER OF SAND SEED WITH A DPT OF 1300 MICRON, INSTALLED TO MANUF, SPECIFICATIONS, AND FLOOR TILES OVER, ALL CORNERS TO HAVE 20mm MASTIG SEALANT UNDER THE PARCHEM EMERPROOF 750.

FOOTINGS ARE TO BE WHOLLY WITHIN TITLE BOUNDARIES AND ARE NOT TO ENCROACH EASEMENTS. IT IS RECOMMENDED THAT WHERE BUILDINGS ARE TO BE LOCATED IN CLOSE PROXIMITY OF BOUNDARIES, A CHECK SURVEY BE CONDUCTED BY A LICENSED SURVEYOR.

ALL STEELWORK IN MASONRY TO BE HOT DIP GALVANISED.

ALL WET AREAS TO COMPLY WITH BCA 3.8.1.2 AND AS 3740. SPLASH BACKS SHALL BE IMPERVIOUS FOR 150mm ABOVE SINKS, TROUGHS AND HAND BASINS WITHIN THE WALL

PROVIDE WALL TIES AT 600mm SPACINGS BOTH VERTICAL AND HORIZONTAL AND WITHIN 300mm OF ARTICULATION JOINTS, BRICK TIES TO BE STAINLESS STEEL.

SUB-FLOOR VENTILATION MINIMUM 7500mm/sq FOR EXTERNAL WALLS AND 1500mm/sq FOR INTERNAL WALLS BELOW BEARER.

THERMAL INSULATION TO BE PROVIDED TO ACHIEVE MINIMUM REQUIREMENTS AS SPECIFIED BY LICENSED ASSESSOR.

STAIR REQUIREMENTS: MIN. TREAD 240mm, MIN. RISER 119mm, MAX. RISER 190mm, SPACE BETWEEN OPEN TREADS MAX. 125mm. TREADS TO BE NON SUP SURFACE. BALUSTRAPES: MIN. 1000mm ABOVE LANDINGS WITH MAX. OPENING OF 125mm AND IN ACCORDANCE WITH SCA. 39.2

FOR STAINLESS STEEL BALUSTRADE, REFER TO TABLE 3.9.2.1 (WIRE BALUSTRADE CONSTRUCTION - REQUIRED WIRE TENSION AMD MAXIMUM PERMISSIBLE

THE BUILDER SHALL TAKE ALL STEPS NECESSARY TO ENSURE THE STABILITY OF EXISTING AND NEW STRUCTURES THROUGH-OUT CONSTRUCTION.

DENOTES LOCATION OF SMOKE DETECTORS (refer electrical layout plans),
TO BE HARD WIRED WITH EMERGENCY BACK-UP AND COMPLY WITH AS 3786.

PROVIDE LIFT OFF HINGES, OPEN OUT DOOR OR MIN 1200mm CLEARANCE FROM DOOR TO PAN IN WATER CLOSETS.

EXHAUST FANS FROM SANITARY COMPARTMENTS ARE TO BE DUCTED EXTERNALLY OR TO A VENTED ROOF SPACE IN COMPLIANCE WITH AS 1668.2

THESE NOTES ARE NEITHER EXHAUSTIVE NOR A SUBSTITUTE FOR REGULATIONS, STATUTORY REQUIREMENTS, BUILDING PRACTICE OR CONTRACTUAL OBLIGATIONS.

THESE PLANS ARE PROTECTED BY COPY RIGHT AND ARE THE PROPERTY OF THE

ALL CONSTRUCTION MATERIALS SUPPLIED MUST TAKE INTO ACCOUNT PROXIMITY TO COASTAL OR INDUSTRIAL ENVIRONMENTS, IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND AS PER NCG 32.



building designers association of queensland inc.

award winning building designs w: www.image-design.com.au e:info@image-design.com.au qbcc lic.no. 113908



1	PUBLISHED		CHECKED	JOB NO.	
	30/06/2020	TH	TH	id 1438	
	TITLE	SCALE		ISSUE	
	COVERSHEET	1:100 @	A3 u.n.o.	U	



builder \$ site Ы confirmed c action with RENOVATION PLANS: to be ∾ materials site 9 pitches, ısions, ₹

2

materials,

CONCREDES DISCUNATIONAL DISCUS INCO DIMENSIO FUE WESS HOSSES HUMLASTAND WICH DIMENSIAND FUE WESS.
TO BEST STORY TO STAND TO STAND THE WESS FOR THE STANDARD FOR

KOTE: SUBSTITUTION OF NAY STRUCTURAL MEMBERS, SIZES, GRADES OR NAY VARIATION TO ANY PART OF THE DESIGN WILL RENDER INLL AND VOID ANY RESPONSIBILITY OF MAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TEMPORE ON LY

Hordern Single Dwelling Refurbishment 8 Minallo Ave West Hobart

1. FALLS, SLIPS, TRIPS

a) WORKING AT HEIGHTS

DURING CONSTRUCTION

Wherever possible, components for this building should be prefabricated off-eite or at ground level to minimise the risk of workers falling more than two metres. However, construction of this building will require workers to be working at heights where a fall in excess of two metres is possible and injury ise likely to result from such a fall. The builder should provide a suitable barrier wherever a person is required to work in a situation where falling more than two metres is a possibility. DURING OFFATION OR MAINTENANCE

For houses or other low-rise buildings where scaffolding is appropriate: Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metres is possible. Where this type of activity is required, scaffolding, ladders or treatises should be used in accordance with relevant codes of practice, regulations or legislation. For buildings where scaffold, ladders, treatise are not appropriate: Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metros is possible. Where this type of activity is required, scaffolding, fall barriers or Personal Protective Equipment should be used in accordance with relevant codes of practice, reaulations or leaislation.

Anchorage points for portable scaffold or fall arrest devices are recommended for use by maintenance workers. Any persons engaged to work on the building after completion of construction work should be informed about any anchorage points.

b) SLIPPERY OR UNEVEN SURFACES

FLOOR FINISHES

The owner is responsible for the selection of surface finishes in the pedestrian trafficable areas of this building. Surfaces should be selected in accordance with AS HB 197:1999 and AS/NZ 4586:2004. STEPS, LOGE OBJECTS AND UNIEVEN SURFACES

Due to design restrictions for this building, steps and/or ramps are included in the building which may be a hazard to workers carrying objects or otherwise occupied. Steps should be clearly marked with both visual and tactile warning during construction, maintenance, demolition and at all times when the building operates as a workplace. Building owners and occupiers should monitor the pedestrian access

ways and in particular access to areas where maintenance is routinely carried out to ensure that surfaces have not moved or cracked so that they become uneven and present a trip hazard. Spills, loose material, stray objects or any other matter that may cause a ellip or trip hazard should be cleaned or removed from access ways.

Contractors should be required to maintain a tidy work site during construction, maintenance or demolition to reduce the risk of trips and fails in the workplace. Materials for construction or maintenance should be stored in designated areas away from access ways and work areas.

2. FALLING OBJECTS

LOOSE MATERIALS OR SMALL OBJECTS

Construction, maintenance or demolition work on or around this building is likely to involve persons working above ground level or above floor levels.

Where this occurs one or more of the following measures should be taken to avoid objects falling from the area where the work is being carried out onto persons below.

- Prevent or restrict access to areas below where the work is being carried out.
- 2. Provide toeboards to scaffolding or work platforms.
- 3. Provide protective structure below the work area.
- Ensure that all persons below the work area have Personal Protective Equipment.

BUILDING COMPONENTS

During construction, renovation or demolitism of this building, parts of the structure including fabricated steelork, heavy panels and many other components will remain standing prior to or after supporting parts are in place. Contractors should ensure that temporary bracing or other required support is in place at all three when collapse which may injure persons in the area is a possibility.

Mechanical lifting of materials and components during construction, maintenance or demolition presents a risk of falling objects. Contractors should ensure that appropriate lifting devices are used, that loads are properly secured and that access to areas below the load is prevented or restricted.

3. TRAFFIC MANAGEMENT

For building on a major road, narrow road or steeply sloping road: Parking of vehicles or loading/unloading of vehicles on this roadway may cause a traffic hazard. During construction, maintenance or demolition of this building designated parking for workers and loading areas should be provided. Trained traffic management personnel should be responsible for the supervision of these areas.

For building where on-site loading/unloading is restricted: Construction of this building will require loading and unloading of materials on the roadway. Deliverse should be well planned to avoid congestion of loading areas and trained traffic management personnel should be used to supervise loading/unloading areas.

Busy construction and demolition sites present a risk of collision where deliveries and other traffic are moving within the site. A traffic management plan supervised by trained traffic management personnal should be adopted for the work site.

4. SERVICES

Rupture of services during excavation or other activity creates a variety of risks including release of hazardous material. Existing services are located on or around this elte. Where known, these are identified on the plans but the exact location and extent of services may vary from that indicated. Services should be located using an appropriate service (such as Dial Before You Dig.), appropriate excavation practice should be used and, where necessary, specialist contractors should be used. In locations with underground power:

Underground power lines are located in or around this site. All underground power lines must be disconnected or carefully located and adequate warning signs used prior to any construction, maintenance or demolition commencina.

In locations with overhead power lines:

Overhead power lines are near or on this site. These pose a risk of electrooution if struck or approached by lifting advices or other plant and persons working above ground level. Where there is a danger of this occurring, power lines should be, where practical, disconnected or relocated. Where this is not practical adequate warning in the form of bright coloured tape or signage should be used or a protective barrier provided.

5. MANUAL TASKS

Components within this design with a mass in excess of 25kg should be lifted by two or more workers or by mechanical lifting device. Where this is not practical, suppliers or fabricators should be required to limit the component mass.

All material packaging, building and maintenance components should clearly show the total mass of packages and where practical all items should be stored on site in a way which minimises bending before lifting. Advice should be provided on safe lifting methods in all areas where lifting may occur.

Construction, maintenance and demolition of this building will require the use of portable tools and equipment. These should be fully maintained in accordance with manufacturer's specifications and not used where faulty or (in the case of electrical equipment) not carrying a current electrical safety tag. All safety guards or devices should be regularly checked and Personal Protective Equipment should be used in accordance with manufacturer's specification.

6. HAZARDOUS SUBSTANCES

ASBESTOS

For alterations to a building constructed prior to 1990:

This building may contain asbestos either in cladding material or in fire retardant insulation material. The builder should check and, if necessary, take appropriate action before demolishing, cutting, sanding, drilling or otherwise disturbing the existing structure.

For alterations to a building constructed prior to 1986:

This building is likely to contain askeston either in cladding material or in fire retardant insulation material. The builder should check and, if necessary, take appropriate action before demolshing, outting, earning, drilling or otherwise disturbing the existing structure. POWDERED MATERIALS

POWDERED MATERIALS

Many materials used in the construction of this building can cause harm if inhaled in powdered form. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation while using powdered material or when sanding, drilling, cutting or otherwise disturbing or creating powdered material. TREATED TIMBER

The design of this building includes provision for the inclusion of treated timber within the structure. Dust or fumes from this material can be ammful. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation of harmful material when sanding, drilling, cutting or using treated timber in any way that may cause harmful material to be released. Do not burn treated timber.

VOLATILE ORGANIC COMPOUNDS

Many types of glue, solvente, spray packs, painte, varnishes and some cleaning materials and disinfectants have dangerous emissions. Areas where these are used should be kept well vertilated while the material is being used and for a period after installation. Personal Protective Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

9YNTHETC MIREAL FIREE.

Fibreglass, rockwool, coramic and other material used for thermal or sound insulation may contain synthetic mineral fibre which may be harmful if inhialed or if it comes in contact with the skin, eyes or other sensitive parts or the body. Personal Protective Equipment including protection against inhalation of harmful material should be used when installing, remoning or working near bulk insulation material.

TIMBER FLOORS

This building may contain timber floors which have an applied finish. Areas where finishes are applied should be kept well vertilated during sanding and application and for a period after installation. Personal Protoctive Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

7. CONFINED SPACES

EXCAVATION

Construction of this building and some maintenance on the building will require executation and installation of items within excavations. Where practical, installation should be carried out using methods which do not require workers to enter the excavation. Where this is not practical, adequate support for the excavation where this is not practical, adequate support for the excavation area should be provided to prevent collapse. Warning aligns and barriers to prevent accidental or unauthorised access to all excavations should be provided.

ENCLOSED PACES

For buildings with enclosed spaces where maintenance or other access may be required:

Enclosed spaces within this building may present a risk to persons entering for construction, maintenance or any other purpose. The design documentation calls for warning signs and burriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter enclosed spaces, air testing equipment and Personal Protective Equipment should be provided. SMALL SPACES

For buildings with small spaces where maintenance or other access may be required:

Some small spaces within this building will require access by construction or maintenance workers. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter small spaces they should be scheduled so that access to for short periods. Manual lifting and other manual activity should be restricted in small spaces.

8. PUBLIC ACCESS

Public access to construction and demolition sites and to areas under maintenance causes risk to workers and public. Warning signs and secure barriers to unsuthorised access should be provided. Where electrical installations, excavations, plant or loose materials are present they should be secured when not fully supervised.

9. OPERATIONAL USE OF BUILDING

This building has been designed to requirements of the classification identified on the drawings. Where a change of use occurs at a later date a further assessment of the workplace health and safety issues in accordance with the provisions of the Work Health and Safety Act 2011 or subsequent replacement Act should be undertaken.

10. OTHER HIGH RISK ACTIVITY

All electrical work should be carried out in accordance with Code of Practice: Managing Electrical Risks at the Workplace, AS/NZ 3012 and all licensing requirements.

All work using l'ant should be carried out in accordance with Code of Practice Managing Risks of Plant at the Workplace. All work should be carried out in accordance with Code of Practice: Managing Noise and Preventing Hearing Lose at Work. Due to the history of serious incidents it is recommended that particular care be exercised when undertaking work involving steel construction and connected placement. All the above applies.

any ordering 2 builder Š site Я ned with RENOVATION PLANS: be 2 conditions / ⋖ site 9 confirm 2 pitches, ısions,

b a a q

building designers association of queensland inc. member award winning building designs w: www.image-design.com.au e:info@image-design.com.au qbcc lic.no. 113908 Hordern Single Dwelling Refurbishment

8 Minallo Ave

West Hobart

PUBLISHED	DRAWN	CHECKED	JOB NO.
30/06/2020	TH	TH	id 1438
TITLE	SCALE		ISSUE
W.H & S. REPORT	1:100 @A3 u.n.o.		U



SHEET 3

₹

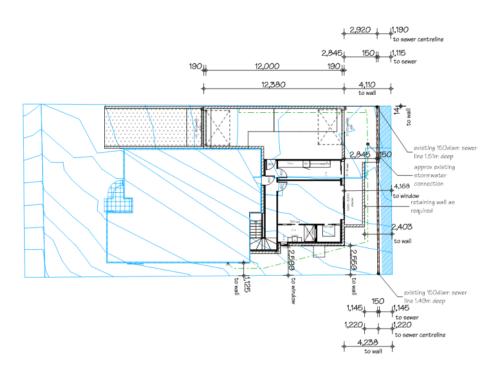
NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VOID ANY RESPONSIBILITY OF MAGE + DESIGN PTYLTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TENDERING PURPOSES ONLY

SITE NOTES

- ◆ ALL STORMWATER AND DRAINAGE TO BE IN COMPLIANCE WITH BCA PARTS 3.1.2 & 3.5.2 AS WELL AS AS/NZS 3500.
- NOUNCE SOME DIAMETER AGRICULTURAL DRAINS ARE PROVIDED TO THE BASE OF ALL CUTS AND RETAINING WALLS AND ARE CONNECTED TO THE STORMWATER SYSTEM VIA SILT PIT/S TO THE RELEVANT BUILDING REQUIREMENTS.
- + THE EXTERNAL FINISHED SURFACE SURROUNDING THE BUILDING MUST BE DRAINED AND GRADED TO MOVE SURFACE WATER AWAY FROM THE BUILDING, PROVIDE A SLOPE NOT LESS THAN 50mm OVER THE FIRST 1000mm FROM THE BUILDING.
- → THE HEIGHT OF THE OVERFLOW RELIEF GULLY RELATIVE TO DRAINAGE FITTINGS AND GROUND LEVEL MUST BE A MINIMUM OF 150mm BELOW THE LOWEST SANITARY FIXTURE
- + DISCHARGE WASTE TO HSTP OR LEGAL POINT OF CONNECTION

- + CONNECT DOWNPIPES TO ONSITE WATER STORAGE IF APPLICABLE, THEN OVERFLOW TO LEGAL POINT OF DISCHARGE VIA 90mm DIAMETER UPVC STORMWATER PIPE LAID WITH A MINIMUM FALL OF 1:80, DISCHARGE TO THE SATISFACTION OF THE RELEVANT AUTHORITY.
- ◆ 2 DOWNPIPES MAX. TO EACH 90mm STORMWATER PIPE, SUBSURFACE PIPES TO BE
- + 100mm DIAMETER, ANY UNDERSLAB PIPING TO HAVE AN INSPECTION OPENING AT UPPER END. IT IS TO BE 100mm SEWER GRADE PIPING WITH NO JOINS UNDER SLAB, GUTTERS TO BE 125mm D SECTION COLORBOND
- + ALL POOL FENCING SHALL BE MIN. 1200mm HIGH AND INACCORDANCE WITH AS 1926.1
- **◆** ON SITE SEDIMENT CONTROL AS REQUIRED
- + METERBOX LOCATION TBC ON SITE
- + ALL RETAINING TO BE BY OWNER





SUB FLOOR SITE PLAN

SCALE 1:200

building designers association of queensland inc.

w: www.image-design.com.au e:info@image-design.com.au qbcc lic.no. 113908

PROJECT Hordern Single Dwelling Refurbishment B Minallo Ave West Hobart

DRAWN CHECKED JOB NO. PUBLISHED 30/06/2020 id 1438 TH TH TITLE SCALE ISSUE SUB FLOOR SITE PLAN 1:100 @A3 u.n.o.





dimensions,

₹

2 materials, any ordering 2 RENOVATION PLANS: materials & locations to be confirmed on site by builder """ / construction with council stamped grades, levels, pitches,

2

materials,

NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VOID ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TENDERING PURPOSES ONLY

SITE NOTES

- ◆ ALL STORMWATER AND DRAINAGE TO BE IN COMPLIANCE WITH BCA PARTS 3.1.2 & 3.5.2 AS WELL AS AS/NZS 3500.
- NOUNCE SOME DIAMETER AGRICULTURAL DRAINS ARE PROVIDED TO THE BASE OF ALL CUTS AND RETAINING WALLS AND ARE CONNECTED TO THE STORMWATER SYSTEM VIA SILT PIT/S TO THE RELEVANT BUILDING REQUIREMENTS.
- + THE EXTERNAL FINISHED SURFACE SURROUNDING THE BUILDING MUST BE DRAINED AND GRADED TO MOVE SURFACE WATER AWAY FROM THE BUILDING, PROVIDE A SLOPE NOT LESS THAN 50mm OVER THE FIRST 1000mm FROM THE BUILDING.
- → THE HEIGHT OF THE OVERFLOW RELIEF GULLY RELATIVE TO DRAINAGE FITTINGS AND GROUND LEVEL MUST BE A MINIMUM OF 150mm BELOW THE LOWEST SANITARY FIXTURE
- + DISCHARGE WASTE TO HSTP OR LEGAL POINT OF CONNECTION

PROPOSED SITE COVER =44.89%

w: www.image-design.com.au

e:info@image-design.com.au

qbcc lic.no. 113908

GROUND FLOOR SITE PLAN

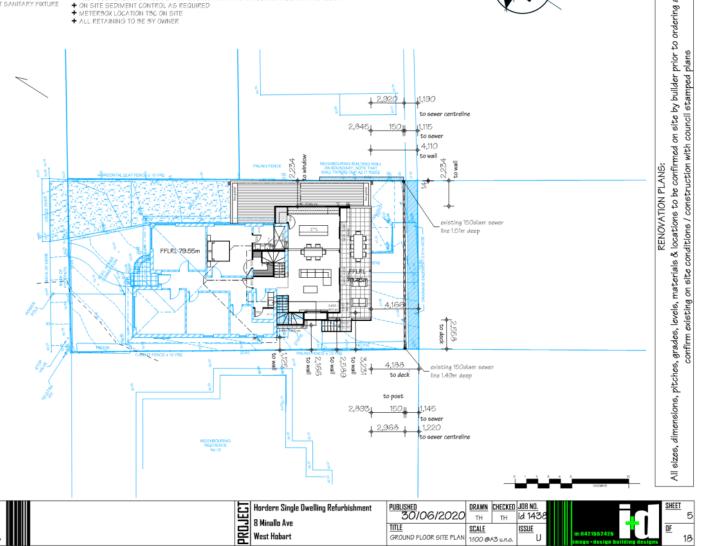
building designers

association of

queensland inc.

SCALE 1:200

- + CONNECT DOWNPIPES TO ONSITE WATER STORAGE IF APPLICABLE, THEN OVERFLOW TO LEGAL POINT OF DISCHARGE VIA 90mm DIAMETER UPVC STORMWATER PIPE LAID WITH A MINIMUM FALL OF 1:80, DISCHARGE TO THE SATISFACTION OF THE RELEVANT AUTHORITY.
- ◆ 2 DOWNPIPES MAX. TO EACH 90mm STORMWATER PIPE, SUBSURFACE PIPES TO BE + 100mm DIAMETER, ANY UNDERSLAB PIPING TO HAVE AN INSPECTION OPENING AT UPPER END. IT IS TO BE 100mm SEWER GRADE PIPING WITH NO JOINS UNDER SLAB, GUTTERS TO BE 125mm D SECTION COLORBOND
- ◆ ALL POOL FENCING SHALL BE MIN, 1200mm HIGH AND INACCORDANCE WITH AS 1926.1



West Hobart

SCALE

GROUND FLOOR SITE PLAN 1:100 @A3 u.n.o.

ISSUE

contributers province made postal mode minimo nie test notats nunceratal mode diminimo are test. Notats tributetti testa Univ

NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VOID ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING

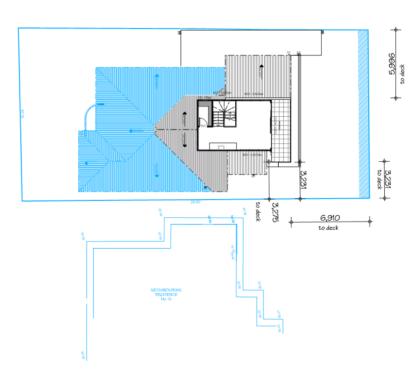
FOR TENDERING PURPOSES ONLY

SITE NOTES

- ALL STORMWATER AND DRAINAGE TO BE IN COMPLIANCE WITH BCA PARTS 3.1.2 & 3.5.2
 AS WELL AS AS/NZS 3500.
- NOUNCE SOME DIAMETER AGRICULTURAL DRAINS ARE PROVIDED TO THE BASE OF ALL CUTS AND RETAINING WALLS AND ARE CONNECTED TO THE STORMWATER SYSTEM VIA SILT PIT/S TO THE RELEVANT BUILDING REQUIREMENTS.
- → THE EXTERNAL FINISHED SURFACE SURROUNDING THE BUILDING MUST BE DRAINED AND GRADED TO MOVE SURFACE WATER AWAY FROM THE BUILDING, TROVIDE A SLOPE NOT LESS THAN SOMM OVER THE FIRST 1000mm FROM THE BUILDING.
- ◆ THE HEIGHT OF THE OVERFLOW RELIEF GULLY RELATIVE TO DRAINAGE FITTINGS AND GROUND LEVEL MUST BE A MINIMUM OF 150mm BELOW THE LOWEST SANITARY FIXTURE
- + DISCHARGE WASTE TO HSTP OR LEGAL POINT OF CONNECTION

- ★ CONNECT DOWNPIPES TO ONSITE WATER STORAGE IF APPLICABLE, THEN OVERFLOW TO LEGAL POINT OF DISCHARGE VIA 90mm DIAMETER UPVC STORMWATER PIPE LAID WITH A MINIMUM FALL OF 1:80, DISCHARGE TO THE SATISFACTION OF THE RELEVANT AITT-DRITY
- + 2 DOWNPIPES MAX. TO EACH 90mm STORMWATER PIPE, SUBSURFACE PIPES TO BE
- TOOMED DIAMETER, ANY UNDERSUAB PIPING TO HAVE AN INSPECTION OPENING AT UPPER END, IT IS TO BE TOOMEN SEWER GRADE PIPING WITH NO JOINS UNDER SLAB, GUTTERS TO BE 125mm D SECTION COLORBOIN
- + ALL POOL FENCING SHALL BE MIN. 1200mm HIGH AND INACCORDANCE WITH AS 1926.1
- + ON SITE SEDIMENT CONTROL AS REQUIRED
- + METERBOX LOCATION TBC ON SITE
- + ALL RETAINING TO BE BY OWNER





UPPER FLOOR SITE PLAN

SCALE 1:200

building designers association of queensland inc. member

award winning building designs w: www.image-design.com.au e:info@image-design.com.au qbcc lic.no. 113908 Hordern Single Dwelling Refurbishment

8 Minallo Ave

West Hobart

| PUBLISHED | 30/06/2020 | TH | CHECKED | JOB ND. | Id 14:38 | TH | TH | ISSUE | UPPER FLOOR SITE PLAN | 1:00 @A3 U.A.O. | U





pitches,

dimensions,

₹

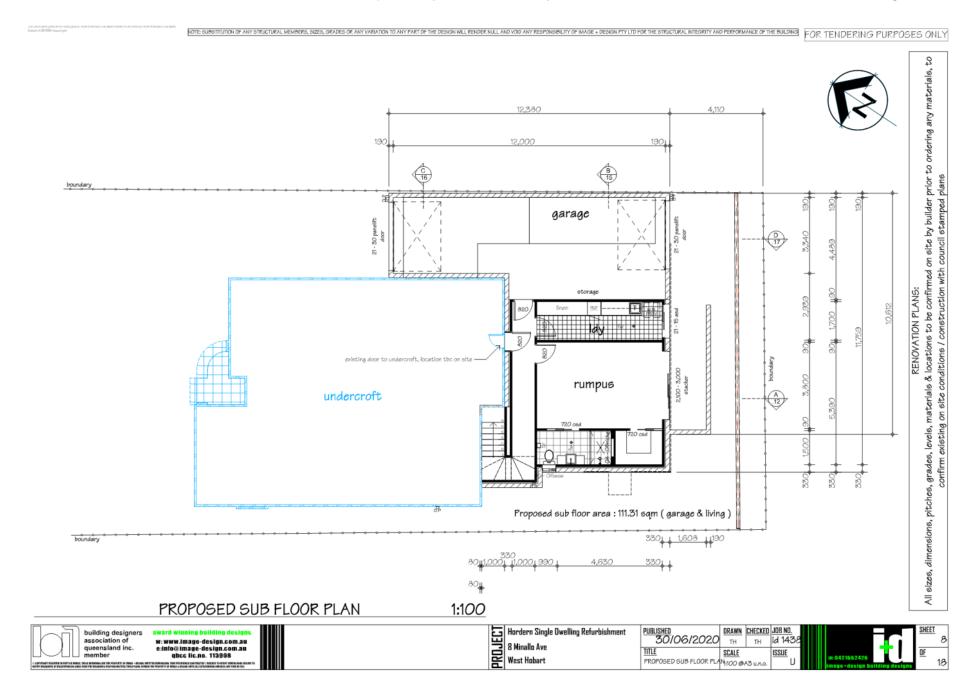
materials, any ordering a RENOVATION PLANS: grades, levels, materials & locations to be confirmed on site by builder prior to confirm existing on site conditions / construction with council stamped plans

2

NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND YOU ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TENDERING PURPOSES ONLY RENOVATION PLANS: All sizes, dimensione, pitches, grades, levels, materials & locations to be confirmed on site by builder prior to ordering any materials, to confirm existing on site conditions / construction with council stamped plans 12,150 9,088 (C) (16) garage A .12 undercroft 9,033 Existing sub floor area: 54.82 sqm (garage) EXISTING SUB FLOOR PLAN 1:100 Hordern Single Dwelling Refurbishment

8 Minallo Ave

West Hobart DRAWN TH CHECKED JOB NO. 1438 PUBLISHED 30/06/2020 building designers association of queensland inc. w: www.image-design.com.au e:info@image-design.com.au SCALE ISSUE qbcc lic.no. 113908 EXISTING SUB FLOOR PLAN 1:100 @A3 u.n.o.

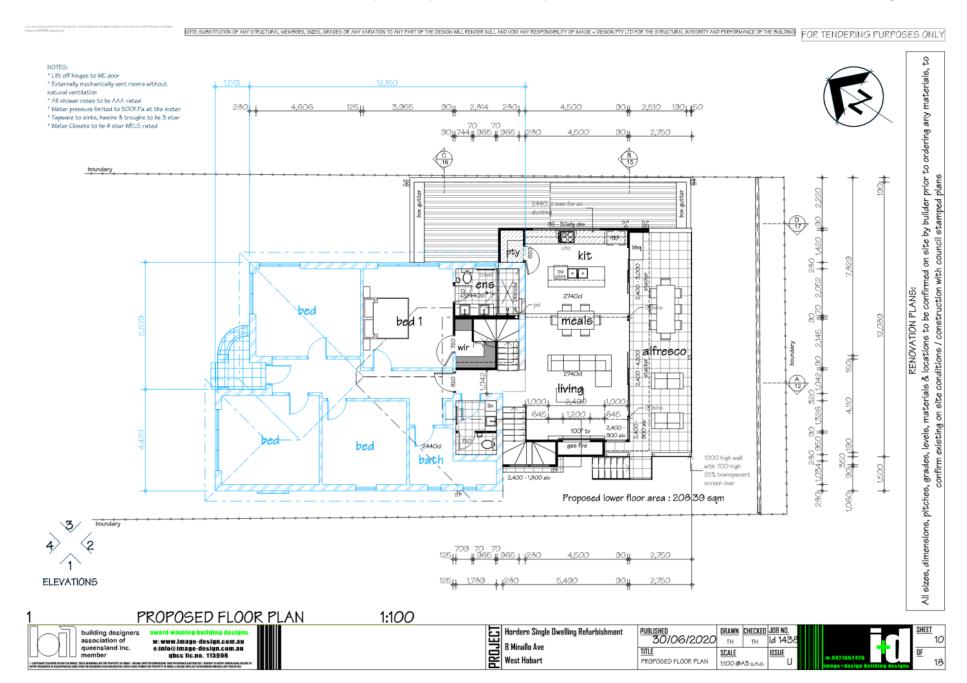


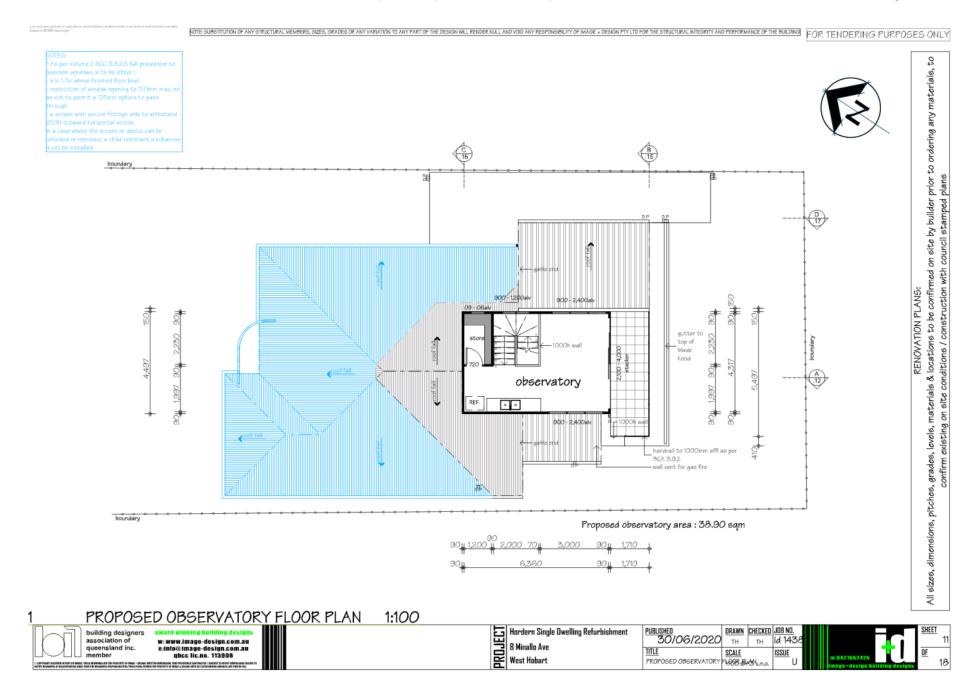
NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VOID ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TENDERING PURPOSES ONLY 2 NOTES: RENOVATION PLANS: All sizes, dimensions, pitches, grades, levels, materials & locations to be confirmed on site by builder prior to ordering any materials, confirmed prior to ordering on site conditions / construction with council stamped plans " Lift off hinges to WC door * Externally mechanically vent rooms without natural ventilation * All shower roses to be AAA rated * Water pressure limited to 500KPa at the meter * Tapware to sinks, basins & troughs to be 3 star * Water Closets to be 4 star WELS rated 15 - 27afg bed living kit patio bed bath **ELEVATIONS** EXISTING FLOOR PLAN 1:100 DRAWN TH CHECKED JOB NO. 1438 PROJECT 70/06/2020 I Hordern Single Dwelling Refurbishment building designers association of w: www.image-design.com.au e:info@image-design.com.au B Minallo Ave queensland inc. SCALE ISSUE qbcc lic.no. 113908

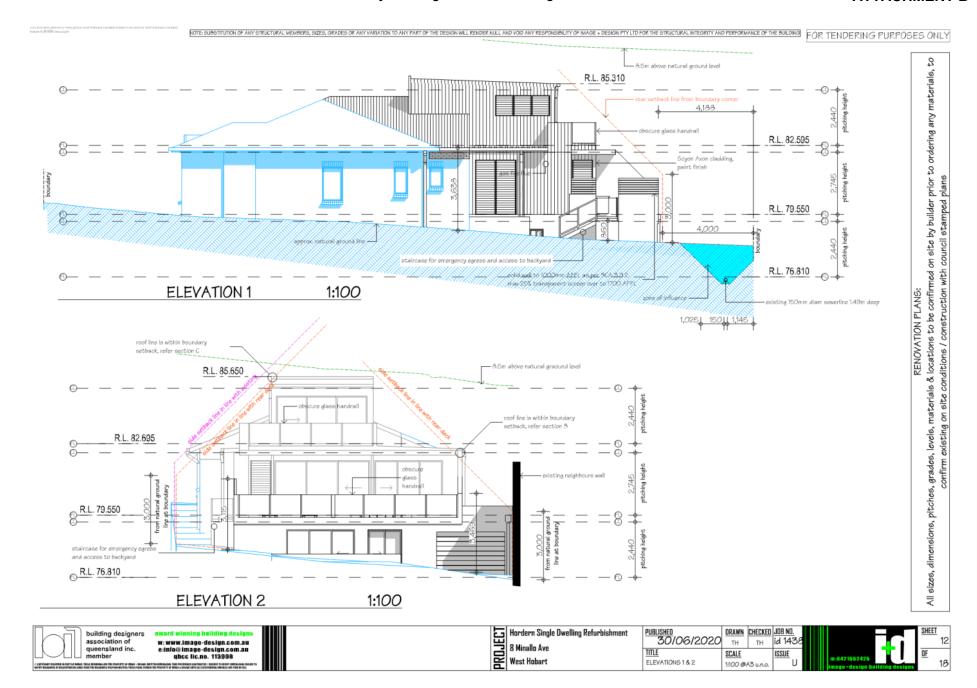
West Hobart

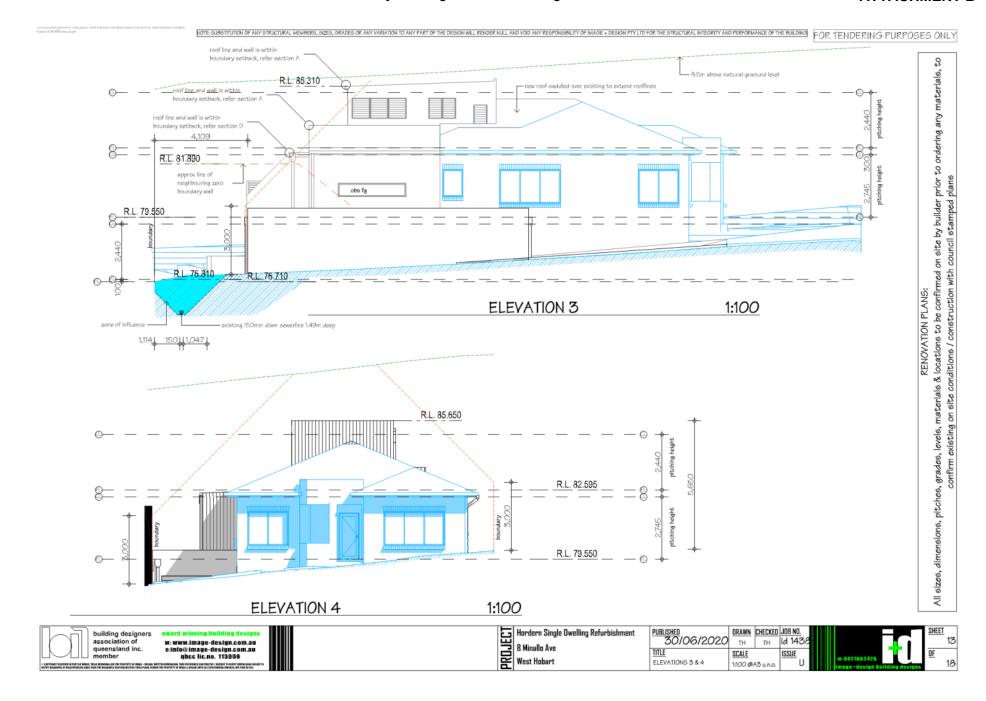
EXISTING FLOOR PLAN

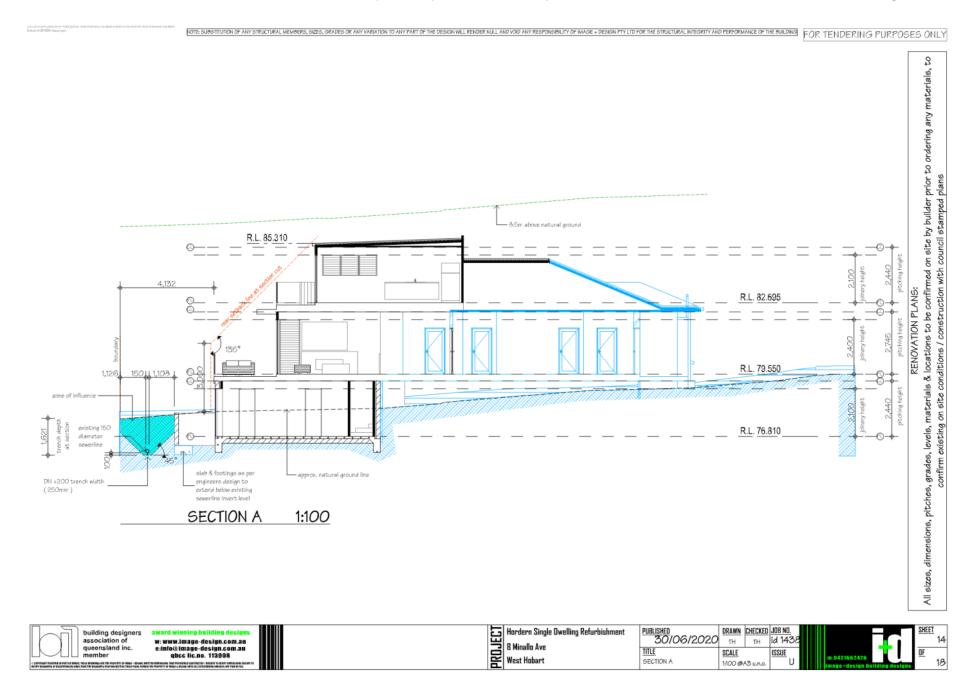
1:100 @A3 u.n.o.







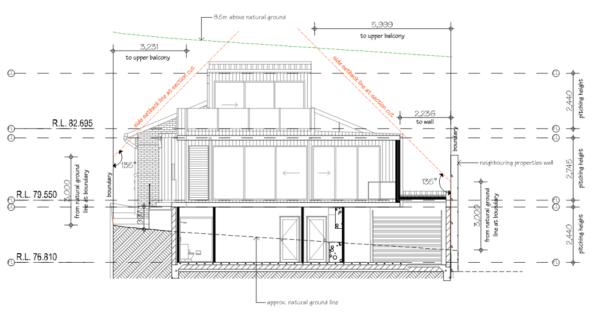




NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND YOU ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING

FOR TENDERING PURPOSES ONLY

RENOVATION PLANS: All sizes, dimensione, pitches, grades, levels, materials & locations to be confirmed on site by builder prior to ordering any materials, to confirm existing on site conditions / construction with council stamped plans



SECTION B 1:100

building designers association of queensland inc. member : www.lmaye-design.com.au queensland inc. member : design.com.au queensland inc. member : member : design.com.au quee (inc. no. 113908)







NOTE: SUBSTITUTION OF ANY STRUCTURAL VEWBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND YOU ANY RESPONSIBILITY OF MAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING

FOR TENDERING PURPOSES ONLY



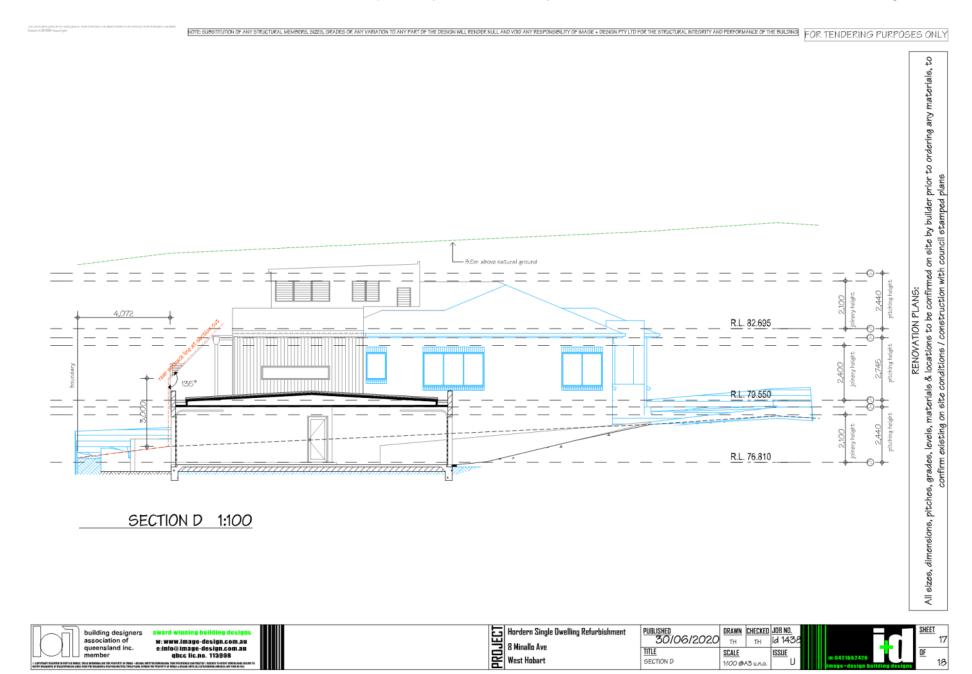


building designers association of queensland inc. member about the state of the sta

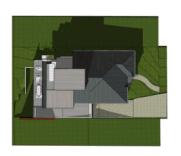




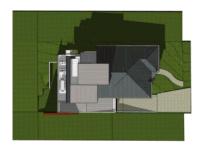


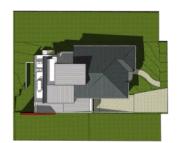


NOTE: SUBSTITUTION OF ANY STRUCTURAL MEMBERS, SIZES, GRADES OR ANY VARIATION TO ANY PART OF THE DESIGN WILL RENDER NULL AND VOID ANY RESPONSIBILITY OF IMAGE + DESIGN PTY LTD FOR THE STRUCTURAL INTEGRITY AND PERFORMANCE OF THE BUILDING FOR TENDERING PURPOSES ONLY









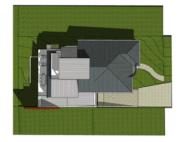


mar21 9am

jun21 9am

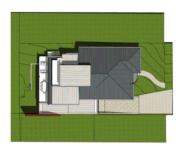
sept21 9am

dec21 9am







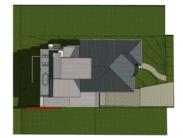


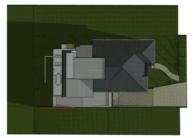
mar21 12pm

jun21 12pm

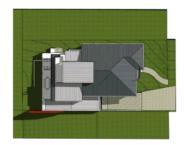
sept21 12pm

dec21 12pm









mar21 3pm

jun21 3pm

sept213pm

dec21 3pm

SUN STUDY

building designers association of queensland inc.

w: www.image-design.com.au e:info@image-design.com.au qbcc lic.no. 113908

Hordern Single Dwelling Refurbishment

8 Minallo Ave

West Hobart

TH CHECKED JOB NO. id 1438 PUBLISHED 30/06/2020 TITLE SUN STUDY



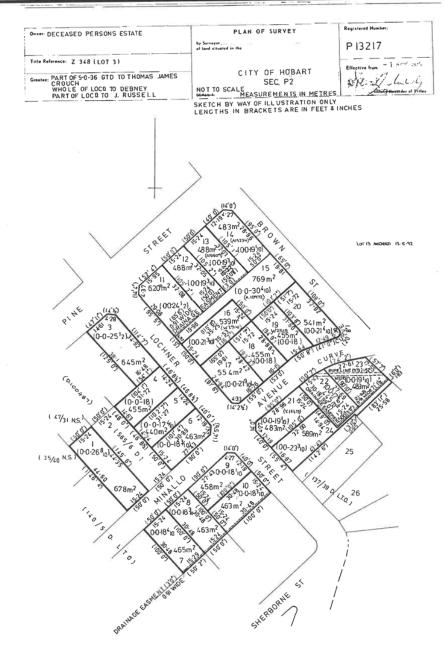


FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

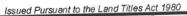




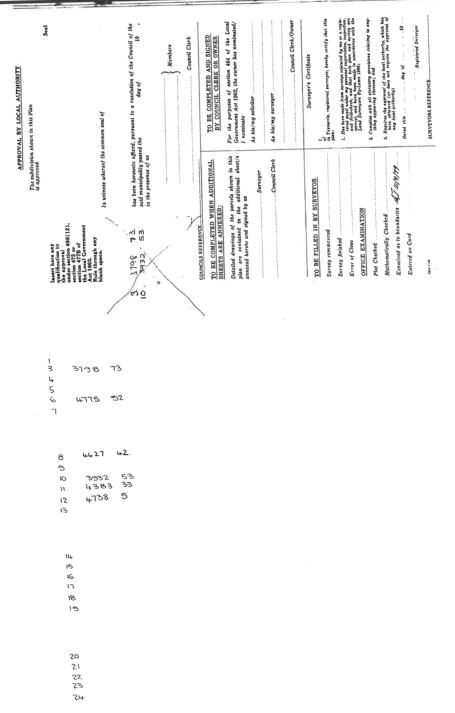


FOLIO PLAN

RECORDER OF TITLES







Page 2 of 2



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLIO
13217	8
EDITION	DATE OF ISSUE
4	14-Jan-2011

SEARCH DATE : 17-Oct-2019 SEARCH TIME : 02.36 PM

DESCRIPTION OF LAND

City of HOBART Lot 8 on Plan 13217 Being the land described in Conveyance No. 45/6067 Derivation : Part of Location to J Russell Prior CT 4427/42

SCHEDULE 1

M316467 TRANSFER to IRENA ANA MARIN and CHARLES JAMES HORDERN Registered 14-Jan-2011 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
22/6793 CONVEYANCE: Benefiting Easement: Drainage right over
the strip of land 0.91 metres wide shown on Plan No.
13217
22/6793 CONVEYANCE: Burdening Easement: Drainage right
(appurtenant to Lots 6, 7 & 8 on Diagram No. 140/5)
over the strip of land 0.91 metres wide shown passing
through the said land within described
21/1857 CONVEYANCE Made Subject to Boundary Fences Condition
C997186 MORTGAGE to AMP Bank Limited Registered 14-Jan-2011
at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Charles James Hordern & Irena Ana Marin 8 Minallo Avenue West Hobart TAS 7000

Friday 17th January 2020

Hobart City Council 16 Elizabeth Street Hobart TAS 7000

Attn: Acting Senior Statutory Planner - City Planning

RE. Statement of proposed site coverage & residing confirmation

Dear Mr. Sherriff,

Thank you for your letter dated 14^{th} October 2019 regarding PAE Application No. PAE-19-323.

Our property is a circa 1940's 3 bedroom red brick cottage. The existing property is of very good construction quality with a new colourbond roof. The proposed site coverage will see this existing dwelling preserved and with an improvement attached to the rear of the property to increase its usefulness as a single family home.

The proposed design works will enhance the features of the existing period dwelling from our street frontage. This complimentary design at the rear of the property will harmonise the join between the original structure and the new design work; ensuring that we minimalise any impact upon our boundary neighbours.

We wish to confirm that once these works have been completed that the use of this property will be strictly as a single use dwelling only.

Thank you kindly for your consideration and I look forward to assisting with any questions / queries of our application.

Kind regards,

Charles James Hordern & Irena Ana Marin



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-23			Counc date	il notice	20/01/2020
TasWater details						
TasWater Reference No.	TWDA 2020/0	0066-HCC		Date	of response	28/01/2020
TasWater Contact	Daria Rech	Phone No. (03) 6237 8222				
Response issued to						
Council name	HOBART CITY COUNCIL					
Contact details	coh@hobartcity.com.au					
Development details						
Address	8 MINALLO ST	WEST HOBART		Property ID (PID)		5555013
Description of development	Partial demolition, extension and alterations					
Schedule of drawings/documents						
Prepared by		Drawing/document No.			Revision No.	Date of Issue

Schedule of drawings/document	S		
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Image + Design Building Designs	Sub Floor Site Plan / 1438 / Sheet 4	G	23/12/2019
Image + Design Building Designs	Ground Floor Site Plan / 1438 / Sheet 5	G	23/12/2019
	-		

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

56W CONSENT

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

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

- a. Existing pipe depth and proposed finished surface levels over the pipe;
- b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and:
- c. A note on the plan indicating how the pipe location and depth were ascertained.

BOUNDARY TRAP AREA

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



boundary trap.

DEVELOPMENT ASSESSMENT FEES

The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63
to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date
paid to TasWater.

The payment is required by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

https://www.taswater.com.au/Development/Technical-Standards

For application forms please visit http://www.taswater.com.au/Development/Forms

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure.
 Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <u>www.taswater.com.au/Development/Service-location</u> 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 development@taswater.com.au		Web	www.taswater.com.au	
Mail	GPO Box 1393 Hobart TAS 7001			

Application Referral Environmental Development Planner - Response

From:	Rowan Moore br /> Environmental Development Planner br /> 21 July 2020
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	8 MINALLO AVENUE, WEST HOBART
Proposal:	Partial Demolition, Extension and Alterations
Application No:	PLN-20-23
Assessment Officer:	Richard Bacon,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-	No			
Prone Areas				
E3.0 Landslide	Yes	No	No	Yes - E3.7.3
E9.0 Attenuation	No			
E10.0 Biodiversity	No			
E11.0 Waterway & Coastal	No			
E15.0 Inundation Prone Areas	No			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No			

Assessment:

Approval is sought for a 241m² extension to an existing dwelling at 8 Minallo Avenue, West Hobart.

Landslide Code

Part of the proposed development site is within a Landslide Hazard Area (Low Landslide Hazard Area). The extent of the Landslide Hazard Area (LHA) is depicted in Figure 1 below.



Figure 1: Landslide Hazard Area

The Landslide Code applies because development is proposed within a Landslide Hazard Area. While the building itself is exempt pursuant to exemption clause E3.4(c) of the Code, the associated works are not specifically exempt.

'Major works' include 'excavation of 100 m³ or more in cut volume'. The volume of excavation proposed within the LHA has not been specified, and is difficult to determine from the submitted plans, however the plans suggest it may exceed 100m³.

The relevant standards are under clause E3.7.3 'major works'. There is no acceptable solution for A1. Performance criterion P1 states the following:

Major works must satisfy all of the following:

- (a) no part of the works is in a High Landslide Hazard Area;
- (b) the landslide risk associated with the works is either:
- (i) acceptable risk; or
- (ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

No works would occur within a High Landslide Hazard Area in conformity with P1(a).

A landslide risk assessment was not submitted with the application. However, I am confident that the excavation can be done with a tolerable level of risk, as the excavation will be retained, subject to design advice from a suitably qualified person.

It is therefore recommended that discretion is exercised with regard to E3.7.3 P1, subject to a condition being applied requiring the submission of a landslide risk management report demonstrating that a an acceptable or tolerable level of risk will be achieved.

Item No. 7.1.4

Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020

Page 735
ATTACHMENT C

Recommended Conditions:

Landslide risk management report if excavation exceeds

Soil and water management plan

Recommended Advice:

N/A

7.1.5 15 MARIEVILLE ESPLANADE, SANDY BAY - ALTERATIONS PLN-20-364 - FILE REF: F20/77139

Address: 15 Marieville Esplanade, Sandy Bay

Proposal: Alterations

Expiry Date: 11 September 2020

Extension of Time: Not applicable

Author: Richard Bacon

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for alterations at 15 Marieville Esplanade Sandy Bay TAS 7005 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-364 - 15 MARIEVILLE ESPLANADE SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

ENG₁

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

- 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 theCouncil.

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.

ENV₁

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.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.

Attachment A: PLN-20-364 - 15 MARIEVILLE ESPLANADE

SANDY BAY TAS 7005 - Planning Committee or

Attachment B: PLN-20-364 - 15 MARIEVILLE ESPLANADE

SANDY BAY TAS 7005 - CPC Agenda Documents

I Adeba

Attachment C: PLN-20-364 - 15 MARIEVILLE ESPLANADE

SANDY BAY TAS 7005 - Planning Referral Officer Environmental Development Planner Report I



APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

City of HOBART

Type of Report: Committee

Council: 10 August 2020

Expiry Date: 11 September 2020

Application No: PLN-20-364

Address: 15 MARIEVILLE ESPLANADE, SANDY BAY

Applicant: Nicholas Hutton (The Royal Yacht Club of Tasmania)

15 Marieville Esplanade Marieville Esplanade

Proposal: Alterations

Representations: NIL

Performance criteria: Inundation Prone Areas Code

1. Executive Summary

- 1.1 Planning approval is sought for alterations, at 15 Marieville Esplanade Sandy Bay.
- 1.2 More specifically the proposal includes:
 - · New deck in front of Royal Yacht Club of Tasmania.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inundation Prone Areas Code
- 1.4 No representations were received during the statutory advertising period between the 2nd and 16th July 2020.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The site is the Royal Yacht Club of Tasmania club rooms at 15 Marieville Esplanade, Sandy Bay. The site is located on the foreshore of the River Derwent and within the Open Space Zone.
- 2.2 The site has not been visited by the Development Appraisal Planner under the current application, due to the discretion being under the Inundation Prone Areas Code only.



Figure 1. The clubrooms are located in the centre of the square, and the area for the proposed deck is circled.

3. Proposal

3.1 Planning approval is sought for alterations at 15 Marieville Esplanade, Sandy Bay.

3.2 More specifically the proposal is for:

• New deck in front of Royal Yacht Club of Tasmania.

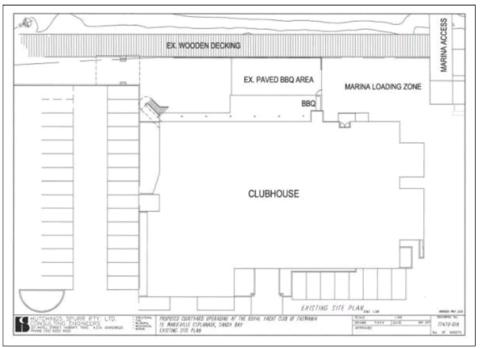


Figure 2: submitted site plan.

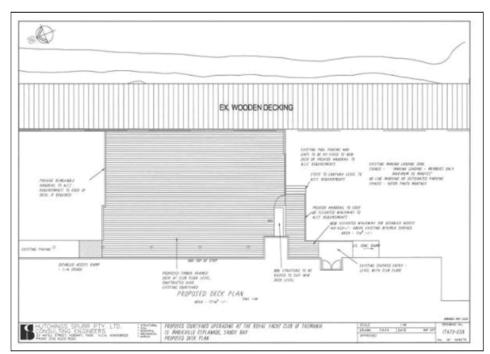


Figure 3: proposed deck plan.

4. Background

4.1 None relevant.

5. Concerns raised by representors

5.1 No representations were received during the statutory advertising period between the 2nd and 16th July 2020.

6. Assessment

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.

- The site is located within the Open Space Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing and proposed use is a pleasure boat facility. The existing use is a discretionary use in the zone. The proposal does not change or substantially intensify the existing use. Overall, the proposal can be considered as a permitted use in accordance with the Special Provisions under Part C 9.2.1 of the Hobart Interim Planning Scheme 2015.
- 6.4 The proposal has been assessed against:
 - 6.4.1 Part D 19 Open Space Zone
 - 6.4.2 E2.0 Potentially Contaminated Land Code
 - 6.4.3 E7.0 Stormwater Management Code
 - 6.4.4 E13.0 Inundation Prone Areas Code
- The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Inundation Prone Areas Code:-

Coastal Inundation Medium Hazard Areas - E15.7.2 P3

- 6.6 Each performance criterion is assessed below.
- 6.7 Coastal Inundation Medium Hazard AreasE15.7.2 P3
 - 6.8.1 The acceptable solution at clause E15.7.2 A3 states as follows.

A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m2.

- 6.8.2 The proposal includes alterations for a new deck.
- 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4 The performance criterion at clause E15.7.2 P3 provides as follows:

A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:

- (a) risk to users of the site, adjoining or nearby land is acceptable;
- (b) risk to adjoining or nearby property or public infrastructure is acceptable;
- (c) risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;
- (d) need for future remediation works is minimised;
- (e) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works, except if it is development dependent on a coastal location.
- 6.8.5 Assessment of the performance criterion by Council's Environmental Development Planner follows.

Approval is sought to construct a deck over an existing paved BBQ area in front of the Royal Yacht Club of Tasmania clubrooms at Marieville Esplanade.

Inundation Prone Areas Code

The Code applies because development is proposed within a Coastal Inundation Hazard Area ('medium'). No exemptions apply.

The relevant standards are under clause E15.7.2. Acceptable solution A3 applies to non-habitable buildings. The proposal doesn't comply with the acceptable solution because the deck would have an area greater than 40m2.

Performance criterion P1 states the following:

A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:

- (a) risk to users of the site, adjoining or nearby land is acceptable;
- (b) risk to adjoining or nearby property or public infrastructure is acceptable;
- (c) risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;
- (d) need for future remediation works is minimised;
- (e) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works,

except if it is development dependent on a coastal location.

The site is within an area that is likely to be subject to occasional inundation by 2050, and may not be subject to inundation over its design life (e.g. 25 years)

Risk to users is acceptable as patrons can move if the area become subject to inundation. The development would have no impact on other property or infrastructure in an inundation event.

The deck would be sited behind existing walkways, retaining walls and balustrades so would not be subject to wave run-up. Even if inundated, the deck is unlikely to require significant remedial works.

Council does not have a policy for coastal protection works.

The exercise of discretion is recommended.

- 6.7.6 The officer's report is provided as an attachment to this report.
- 6.7.7 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for alterations at 15 Marieville Esplanade, Sandy Bay.
- 7.2 The application was advertised and no representations were received.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered acceptable.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Environmental Development Planner and Environmental Health Officer. The officers have raised no objection to the proposal, subject to conditions.
- 7.5 The site has not been visited by the Development Appraisal Planner as the sole discretion relates to the Inundation Prone Areas Code.
- 7.6 The proposal is recommended for approval.

8. Conclusion

8.1 The proposed alterations at 15 Marieville Esplanade Sandy Bay TAS 7005 satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That:

Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for alterations at 15 Marieville Esplanade Sandy Bay TAS 7005 for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-20-364 - 15 MARIEVILLE ESPLANADE SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Advice: Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

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

ENG 1

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

- 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.

ENV₁

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.

ADVICE

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

FEES AND CHARGES

Click here for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click here for dial before you dig information.



(Richard Bacon)

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

(Ben Ikin)

Senior Statutory Planner

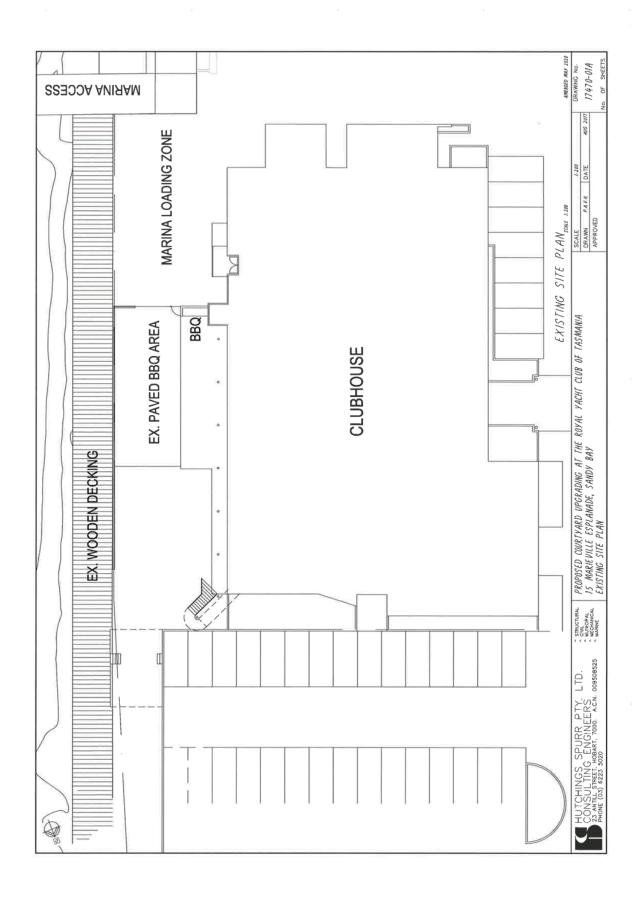
As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

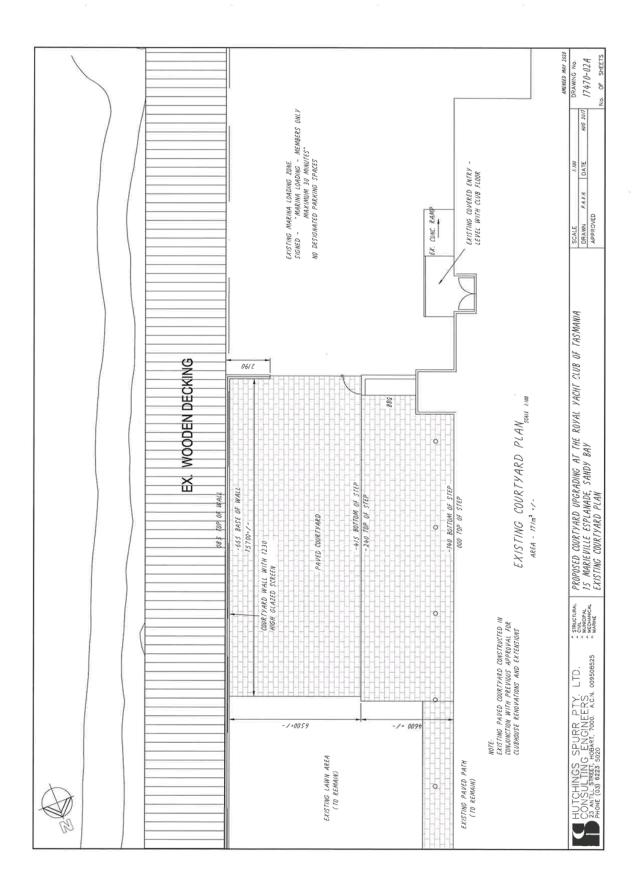
Date of Report: 22 July 2020

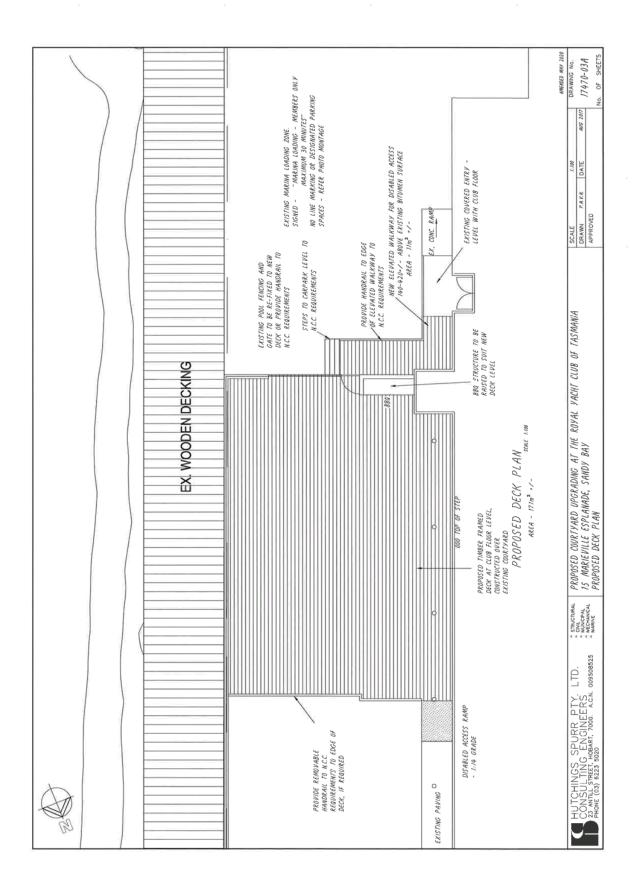
Attachment(s):

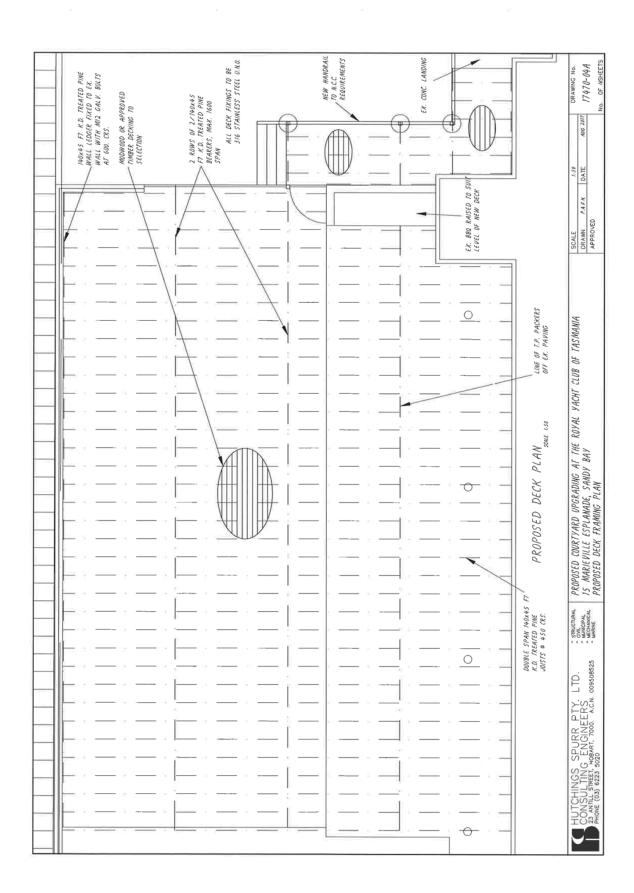
Attachment B - CPC Agenda Documents

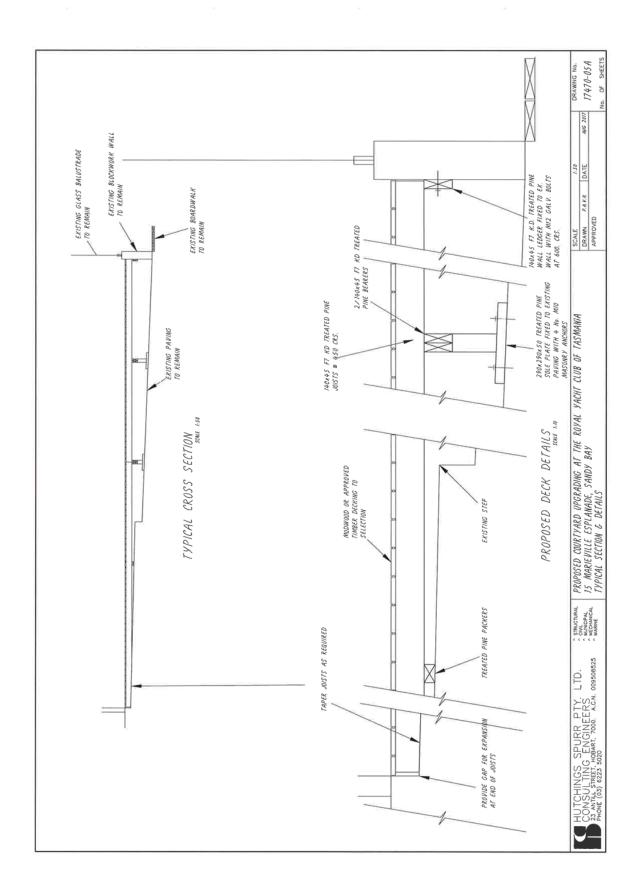
Attachment C - Planning Referral Officer Environmental Development Planner Report

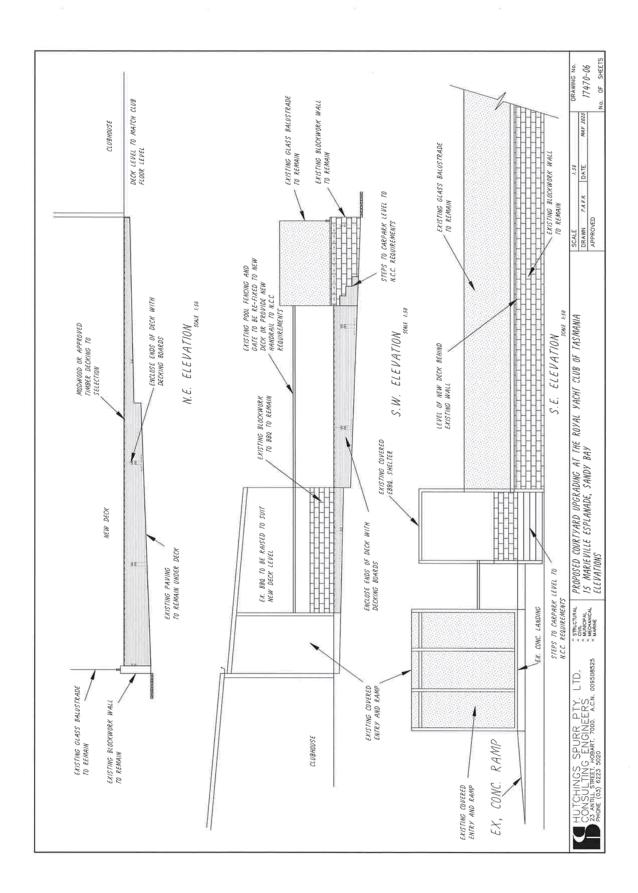


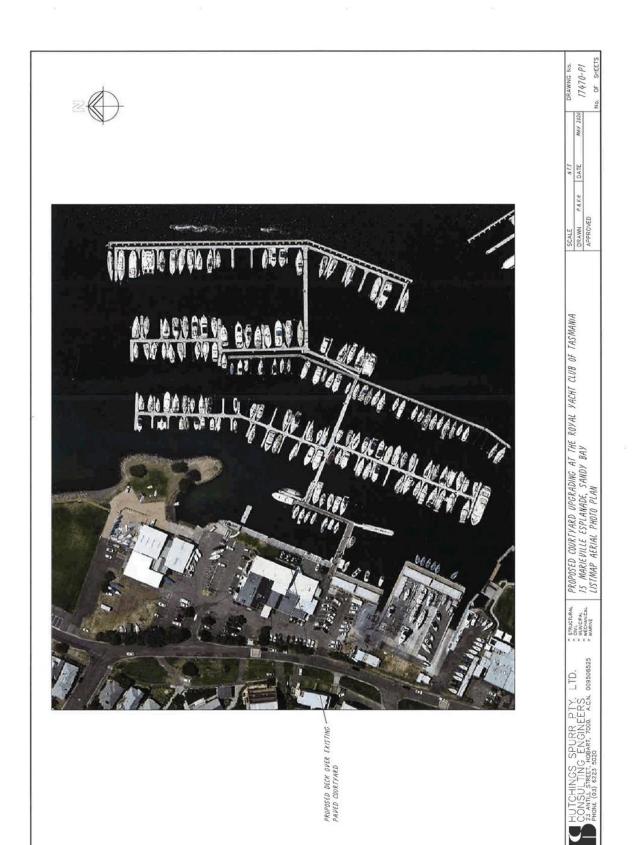












17470-22

MAY 2020

P.A.V.K.

PROPOSED COURTYARD UPCRADING AT THE ROYAL YACHT CLUB OF TASMANIA 15 MARIEVILLE ESPLANADE, SANDY BAY PHOTO MONTAGE











EX. LOADING AREA SIGNAGE













STRUCTURAL CIVIL MUNCIPAL MECHANICAL MARINE EX. MARINA LOADING AREA



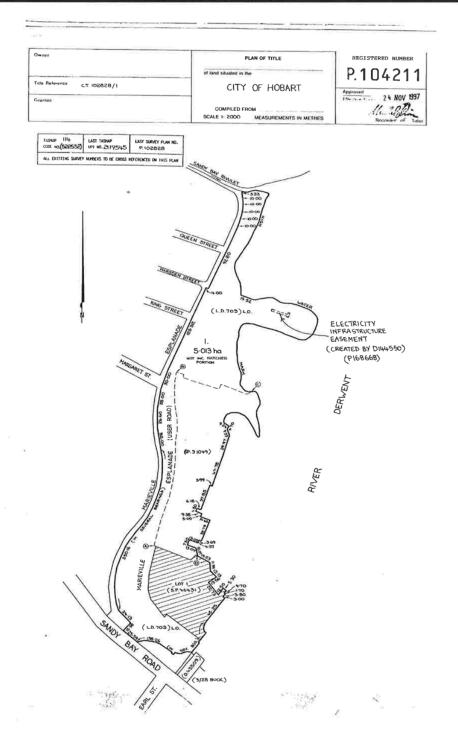


FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





Search Date: 18 Jun 2020

Search Time: 04:27 PM

Volume Number: 104211

Revision Number: 02

Page 1 of 1



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 104211	FOLIO 1
EDITION	DATE OF ISSUE
2	11-May-2015

SEARCH DATE : 18-Jun-2020 SEARCH TIME : 04.26 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 104211

Derivation: Part of Lots 31995,38883 & 38884 Gtd to The Lord

Mayor Aldermen & Citizens of the City of Hobart

Prior CT 102828/1

SCHEDULE 1

HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any D144550 BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with the benefit of a restriction as to user of land in favour of Aurora Energy Pty Ltd over the land marked Electricity Infrastructure Easement on Plan 104211 (Subject to Provisions) Registered 11-May-2015 at B93641 ADHESION ORDER under Section 477A of the Local Government Act 1962 Registered 02-Dec-1992 at noon C21526 LEASE to The Royal Yacht Club of Tasmania of a leasehold estate for the term of 99 years from 1-Apr-1955 (of the land marked A.B.C.D. on P104211). Registered 24-Nov-1997 at 12.01 PM Leasehold Title(s) issued: 31049/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



Enquiries to: City Planning Phone: (03) 6238 2715

Email: coh@hobartcity.com.au

mailto: sailing@ryct.org.au

17 June 2020

Nick Hutton (Royal Yacht Club of Tasmania) Marieville Esplanade SANDY BAY TAS 7005

Dear Sir/Madam

15 MARIEVILLE ESPLANADE, SANDY BAY - WORKS ON COUNCIL LAND NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-38

Site Address:

15 Marieville Esplanade, Sandy Bay (Royal Yacht Club Tasmania)

Description of Proposal:

New Deck at Front of Club House

Applicant Name:

Nick Hutton Royal Yacht Club Tasmania

PLN (if applicable):

n/a

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

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

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

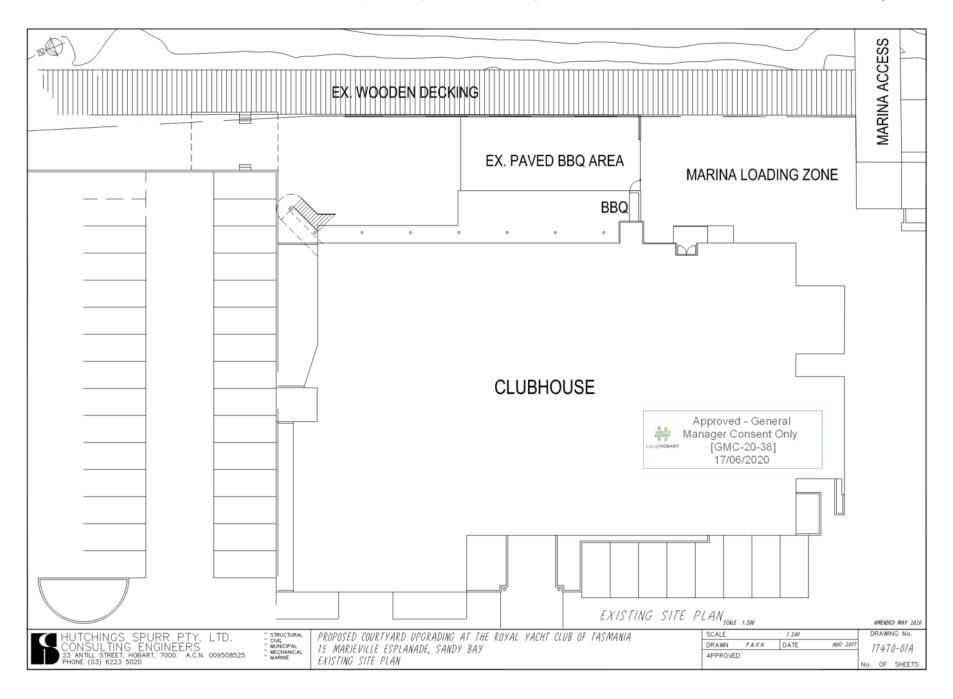
Yours faithfully

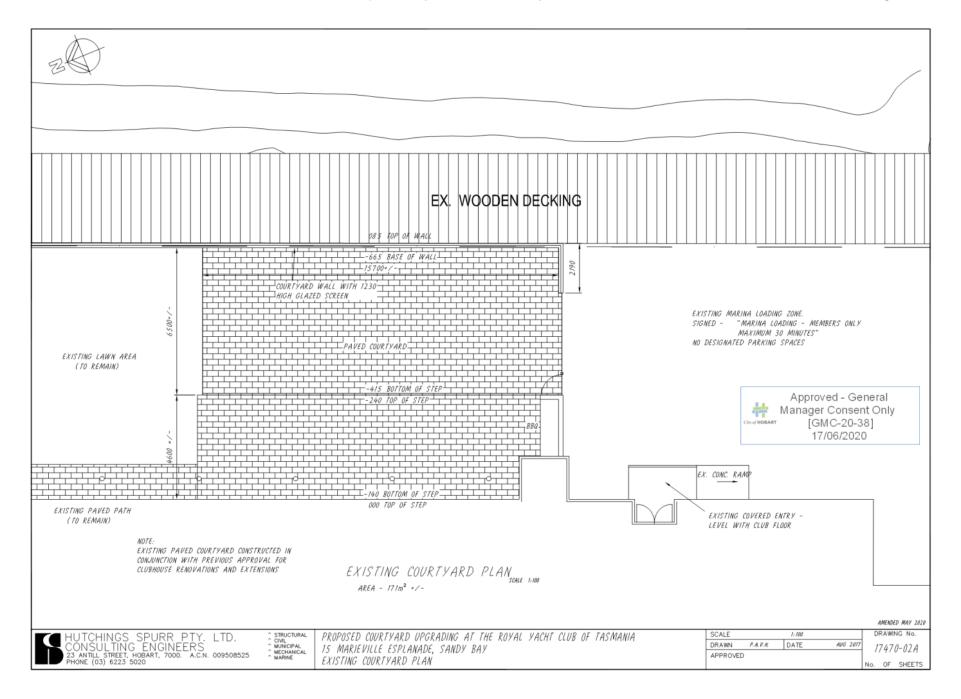
(N D Heath)

GENERAL MANAGER

Relevant documents/plans:

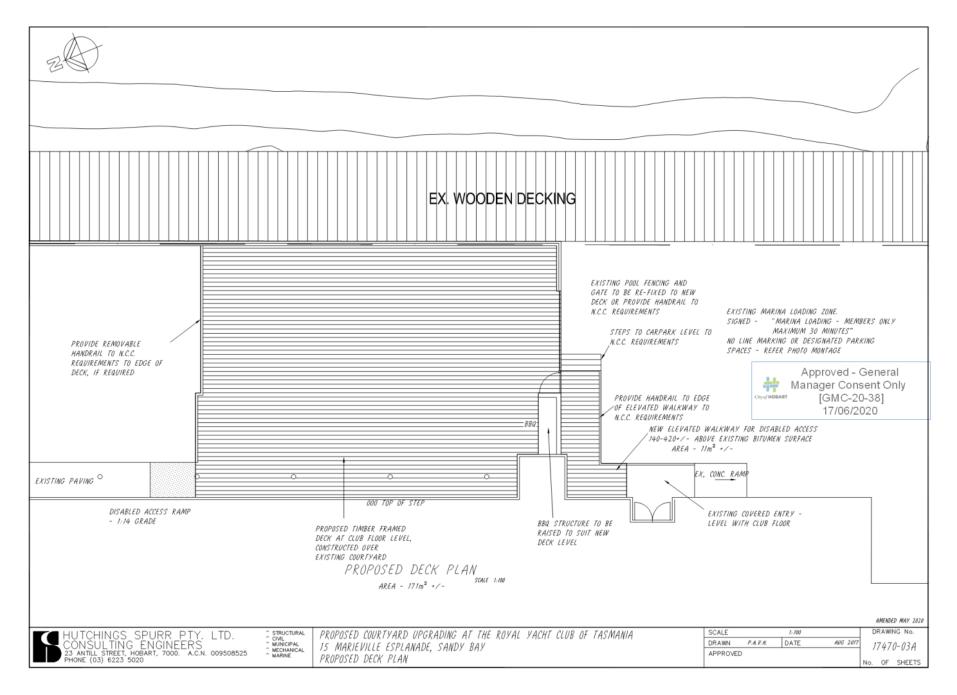
Plans by Hutchings Spurr Pty Ltd Consulting Engineers 17470-01A, 17470-02A, 17470-03A, 17470-04A, 17470-05A, 17470-06, 17470-P1, 17470-P2

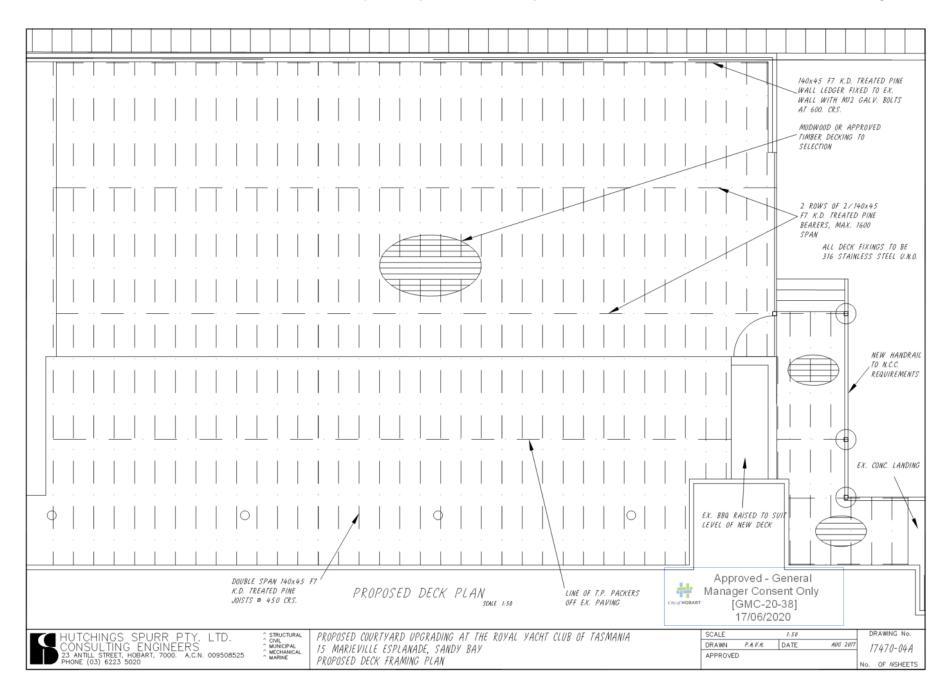


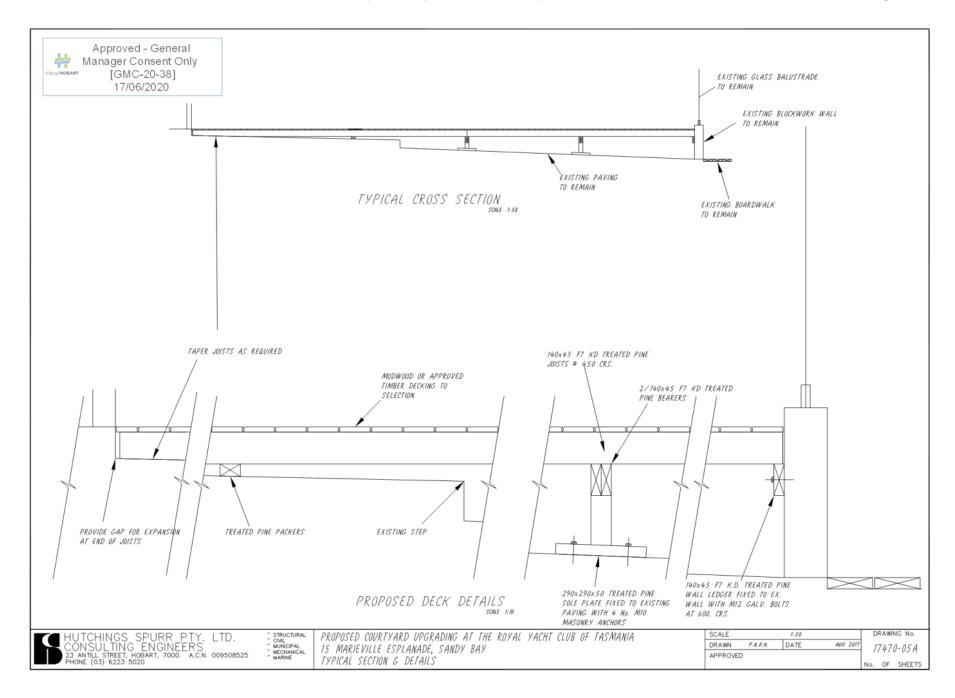


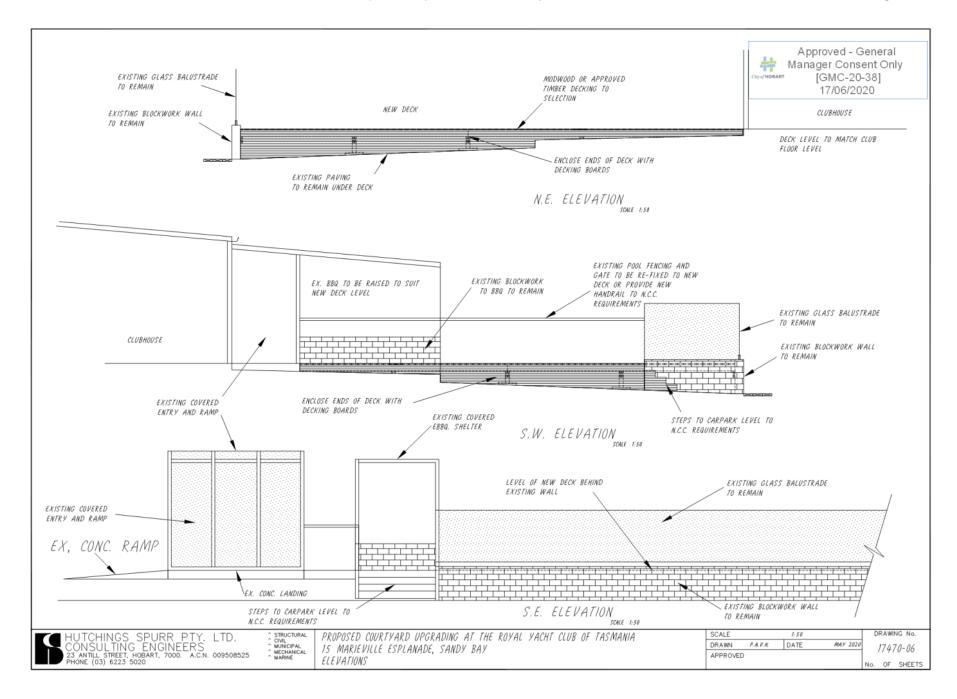
Page 766

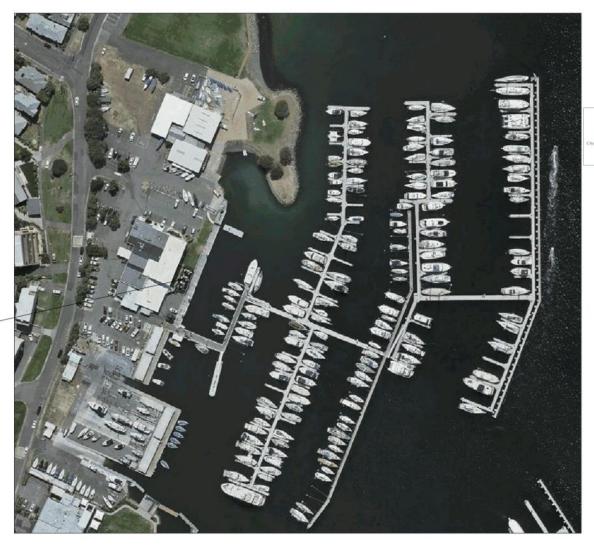
Agenda (Open Portion) City Planning Committee Meeting - 3/8/2020













Approved - General Manager Consent Only (GMC-20-38) 17/06/2020

PROPOSED DECK OVER EXISTING -PAVED COURTYARD

HUTCHINGS SPURR PTY. LTD. CONSULTING ENGINEERS 23 ANTILL STREET, HOBART, 7000. A.C.N. 009508525 PHONE (03) 6223 5020 STRUCTURAL
CIVIL
MUNICIPAL
MECHANICAL
MARINE

PROPOSED COURTYARD UPGRADING AT THE ROYAL YACHT CLUB OF TASMANIA 15 MARIEVILLE ESPLANADE, SANDY BAY LISTMAP AERIAL PHOTO PLAN SCALE N.F.S

DRAWN P.A.V.N. DATE MAY 2020
APPROVED

DRAWING No.

17470-P1

No. OF SHEETS



EX. PAVED COURTYARD



EX. PAVED COURTYARD



EX. LAWN AREA (ARTIFICIAL GRASS OVER EX. PAVING)



EX. MARINA LOADING AREA



EX. MARINA LOADING AREA



EX. MARINA BOARDWALK



EX. MARINA LOADING AREA



EX. LOADING AREA SIGNAGE

Approved - General Manager Consent Only [GMC-20-38] 17/06/2020

HUTCHINGS SPURR PTY, LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. A.C.N. 009508525
PHONE (03) 6223 5020

^ STRUCTURAL ^ CIVIL ^ MUNICIPAL ^ MECHANICAL ^ MARINE

PROPOSED COURTYARD UPGRADING AT THE ROYAL YACHT CLUB OF TASMANIA 15 MARIEVILLE ESPLANADE, SANDY BAY PHOTO MONTAGE SCALE N.F.S

DRAWN PAKK DATE MAY 2020
APPROVED

DRAWING No. 17470-P2

No. OF SHEETS

Application Referral Environmental Development Planner - Response

From:	Rowan Moore br /> Environmental Development Planner br /> 21 July 2020
Recommendation:	Proposal is acceptable without conditions.
Date Completed:	
Address:	15 MARIEVILLE ESPLANADE, SANDY BAY
Proposal:	Alterations
Application No:	PLN-20-364
Assessment Officer:	Richard Bacon,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-	No			
Prone Areas				
E3.0 Landslide	No			
E9.0 Attenuation	No			
E10.0	No			
Biodiversity				
E11.0 Waterway	No			
& Coastal				
E15.0	Yes	No	No	Yes - E15.7.2 P3
Inundation				
Prone Areas				
E16.0 Coastal	No			
Erosion				
E18.0 Wind &	No			
Solar Energy				
E20.0 Acid	No			
Sulfate Soils				

Assessment:

Approval is sought to construct a deck over an existing paved BBQ area in front of the Royal Yacht Club of Tasmania clubrooms at Marieville Esplanade.

Inundation Prone Areas Code

The Code applies because development is proposed within a Coastal Inundation Hazard Area ('medium'). No exemptions apply.

The relevant standards are under clause E15.7.2. Acceptable solution A3 applies to non-habitable buildings. The proposal doesn't comply with the acceptable solution because the deck would have an area greater than 40m².

Performance criterion P)1 states the following:

A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:

- (a) risk to users of the site, adjoining or nearby land is acceptable;
- (b) risk to adjoining or nearby property or public infrastructure is acceptable;
- (c) risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;
- (d) need for future remediation works is minimised;
- (e) provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works,

except if it is development dependent on a coastal location.

The site is within an area that is likely to be subject to occasional inundation by 2050, and may not be subject to inundation over its design life (e.g. 25 years)

Risk to users is acceptable as patrons can move if the area become subject to inundation. The development would have no impact on other property or infrastructure in an inundation event.

The deck would be sited behind existing walkways, retaining walls and balustrades so would not be subject to wave run-up. Even if inundated, the deck is unlikely to require significant remedial works.

Council does not have a policy for coastal protection works.

The exercise of discretion is recommended.

Recommended Conditions:

resconding Conditions.	
N/A	
Recommended Advice:	

N/A

8. REPORTS

8.1 Delegated Decisions Report (Planning) File Ref: F20/79018

Memorandum of the Director City Planning of 29 July 2020 and attachment.

Delegation: Committee



MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decisions Report (Planning)

Attached is the delegated planning decisions report for the period 13 July 2020 to 24 July 2020.

RECOMMENDATION

That:

1. That the information be received and noted.

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

Neil Noye

DIRECTOR CITY PLANNING

Date: 29 July 2020 File Reference: F20/79018

Attachment A: Delegated Decisions Report (Planning) & 🖺

28 July 2020

Delegated Decisions Report (Planning)

29 applications found. Refused Withdrawn / All Planning Description Works Value Decision Authority PLN-19-108 16 MCDEVITT AVENUE DYNNYRNE \$550,000 Delegated Approved Dwelling TAS 7005 PLN-19-723 56 HILLCREST ROAD TOLMANS HILL \$ 600.000 Delegated Approved Dwelling TAS 7007 PLN-20-107 15/6 STOWELL AVENUE BATTERY \$ 500 Withdrawn Applicant Tree Removal POINT TAS 7004 53 MONTAGU STREET LENAH PI N-20-116 \$ 500.000 Approved Delegated Partial Demolition, Alterations, VALLEY TAS 7008 Extension, Change of Use and New Building for Three Multiple Dwellings (One Existing, Two New) and Visitor Accommodation PLN-20-152 1/461 NELSON ROAD MOUNT \$0 Delegated Approved Change of Use to Visitor NELSON TAS 7007 Accommodation PLN-20-186 14 STOKE STREET NEW TOWN TAS \$ 300,000 Refused Delegated Multiple Dwellings (One Existing, One New) PLN-20-187 22 ARTHUR STREET WEST HOBART \$0 Approved Delegated Alterations PLN-20-211 66 LANSDOWNE CRESCENT WEST \$ 300,000 Approved Delegated HOBART TAS 7000 Partial Demolition, Alterations and Extension PLN-20-230 15 POETS ROAD WEST HOBART TAS \$ 30,000 Delegated Approved Partial Demolition, Alterations and Carport PLN-20-267 472A NELSON ROAD MOUNT \$5,000 Approved Delegated Outbuilding NELSON TAS 7007 PLN-20-270 124 AUGUSTA ROAD LENAH VALLEY \$ 60,000 Delegated Approved Partial Demolition, Alterations Extension and Retaining Walls PLN-20-273 343 DAVEY STREET SOUTH HOBART \$ 25,000 Approved Delegated Partial Demolition and Alterations TAS 7004 15 DOWDING CRESCENT NEW PLN-20-298 \$ 280,000 Delegated Approved Dwelling TOWN TAS 7008 PLN-20-301 31 HALL STREET RIDGEWAY TAS \$ 380,000 Approved Delegated Dwelling and Garage 7054 PLN-20-302 14 NOBLE DRIVE NEW TOWN TAS \$ 391,000 Approved Delegated 7008 Dwelling PLN-20-306 159-161 COLLINS STREET HOBART Delegated \$0 Approved Signage PLN-20-320 3/117 SANDY BAY ROAD SANDY \$ 10,000 Delegated Approved Alterations, Signage and Change of Use BAY TAS 7005 to Sport and Recreation PLN-20-330 106 YORK STREET SANDY BAY TAS \$30,000 Approved Delegated Demolition, Carport and Store PLN-20-332 19 THOMAS STREET NORTH HOBART \$5,000 Approved Delegated Outbuilding TAS 7000 PLN-20-335 52-56 LIVERPOOL STREET HOBART \$50,000 Approved Delegated Alterations TAS 7000 PLN-20-351 222 ARGYLE STREET NORTH \$ 0 Delegated Approved HOBART TAS 7000 Signage PLN-20-356 36 BENJAFIELD TERRACE MOUNT \$ 320,000 Exempt Delegated Partial Demolition, Alterations, STUART TAS 7000 Extension and Carport PLN-20-359 94 BARRACK STREET HOBART TAS \$ 160,000 Delegated Approved Partial Demolition, Alterations, Extension and Outbuilding (Bus Shed) PLN-20-367 164 MURRAY STREET HOBART TAS \$ 0 Approved Delegated Signage PLN-20-371 259 NELSON ROAD MOUNT NELSON \$ 150,000 Delegated Approved Partial Demolition, Alterations and TAS 7007 Additions

CITY OF HOBART

Planning Description	Address	Works Value	Decision	Authority
PLN-20-386 Alterations	724 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 12,745	Approved	Delegated
PLN-20-391 Partial Demolition, Alterations, and Extension	6 GIRRABONG ROAD LENAH VALLEY TAS 7008	\$ 160,000	Not Required	Delegated
PLN-20-407 Extension and Change of Use to Habitable Building	29 BRINSMEAD ROAD MOUNT NELSON TAS 7007	\$ 8,000	Exempt	Delegated
PLN-20-437 Partial Change of Use to Visitor Accommodation	393 HUON ROAD SOUTH HOBART TAS 7004	\$ 30,000	Not Required	Delegated

9. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) Local Government (Meeting Procedures) Regulations 2015. File Ref: 13-1-10

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman is not to allow discussion or debate on either the question or the response."

9.1 Cable Car Development Application - Status Update File Ref: F20/73405; 13-1-10

Memorandum of the Director City Planning of 20 July 2020.

9.2 Bicycle Spaces - Development Applications File Ref: F20/73425; 13-1-10

Memorandum of the Director City Planning of 15 July 2020.

Delegation: Committee

That the information be received and noted.



Memorandum: Lord Mayor

Deputy Lord Mayor Elected Members

Response to Question Without Notice

CABLE CAR DEVELOPMENT APPLICATION - STATUS UPDATE

Meeting: City Planning Committee Meeting date: 29 June 2020

Raised by: Councillor Dutta

Question:

Can the Director provide an update on the status of the development application for the cable car project and also whether the Council's request for further information is beyond the scope of the planning scheme requirements as has been suggested on the companies Facebook page?

Response:

The Council is waiting for the submission of further information in response to the Council's requests, pursuant to section 54 of the Land Use Planning and Approvals Act 1993, in relation to the planning application PLN-19-345.

Council requested further information on 13 and 21 June, and 1 and 3 July 2019 after the application was lodged on 12 June 2019. Some information was provided on 6 January 2020. The applicant was advised that the information did not satisfy the Council's requests for information on 17 January 2020, particularly in relation to including Aboriginal heritage, traffic impacts, bushfire planning, biodiversity impacts, sewage management and disposal, and geotechnical assessments.

No information has been submitted in response to the request for further information dated 17 January 2020.

The information requested by the Council is required to assess the application against the provisions of the planning scheme and management plan and were formulated in consultation with Council's external consultants and legal advisor.

The applicant has not lodged any appeal against the request for further information in the Resource Management and Planning Appeal Tribunal asserting the requests are invalid or unreasonable and to the best of the knowledge of officers, the applicant is preparing a response to respond to the request for further information.

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

Neil Noye

DIRECTOR CITY PLANNING

Date: 20 July 2020

File Reference: F20/73405; 13-1-10



Memorandum: Lord Mayor

Deputy Lord Mayor Elected Members

Response to Question Without Notice BICYCLE SPACES - DEVELOPMENT APPLICATIONS

Meeting: City Planning Committee Meeting date: 29 June 2020

Raised by: Alderman Behrakis

Question:

Can the Director advise if we have any statistics as to the take up or usage of bicycle spaces and how in demand bicycle spaces are on private buildings?

Response:

There has been no survey of bicycle parking usage in private buildings in Hobart.

A study (Off-street Bicycle & Motorcycle Parking Review, Phillip Boyle & Associates, 2016) was conducted by the City of Melbourne in 2016 of 92 office, education or residential buildings. The on-site survey found 2,399 bicycles unevenly distributed across 5,466 spaces.

The study found in practice some buildings have too much bicycle parking and some not enough (half the buildings have less parking than is required). In some buildings parking has been provided beyond the requirements of the planning scheme.

Under-provision of bicycle parking was generally associated with residential use and over provision with offices.

The study found:

- 48% of buildings have 'room to grow' for bicycle use (25 80% occupancy);
- 16% are over full (>80% occupancy); and
- 36% have over provision. (<25% occupancy).

A copy of the study can be found here: https://www.melbourne.vic.gov.au/about-council/committees-meetings/future-melbourne-committee-meetings/meetingAgendaltemAttachments/718/182/apr16-fmc1-agenda-item-6-3.pdf

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

Neil Noye

DIRECTOR CITY PLANNING

Date: 15 July 2020

File Reference: F20/73425; 13-1-10

10. QUESTIONS WITHOUT NOTICE

Section 29 of the Local Government (Meeting Procedures) Regulations 2015.

File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

- The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
- 2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations except so far as may be necessary to explain the question.
- 3. The Chairman must not permit any debate of a question without notice or its answer.
- 4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
- 5. The Chairman may require a question to be put in writing.
- Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
- 7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures)*Regulations 2015 because the items included on the closed agenda contain the following matters:

- Confirm the minutes of the closed portion of the meeting
- Questions without notice in the closed portion

The following items were discussed: -

Item No. 1	Minutes of the last meeting of the Closed Portion of the Council
	Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Questions Without Notice