



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 3 August 2020

at 5:00 pm

SUPPLEMENTARY ITEMS

ORDER OF BUSINESS

COMMITTEE ACTING AS PLANNING AUTHORITY 3

APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

- 12 14 Byron Street, 8-8A Byron Street, Sandy Bay and Adjacent Road
Reserve - Partial Demolition, Extension, Alterations, Change of Use
to Boarding House and Associated Works in the Road Reserve 4

REPORTS

- 13 City Planning - Advertising Report..... 143

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*.

The General Manager reports:

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

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

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

COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

**12 14 BYRON STREET, 8-8A BYRON STREET, SANDY BAY AND ADJACENT ROAD RESERVE - PARTIAL DEMOLITION, EXTENSION, ALTERATIONS, CHANGE OF USE TO BOARDING HOUSE AND ASSOCIATED WORKS IN THE ROAD RESERVE
PLN-19-640 - FILE REF: F20/79553**

Address: 14 Byron Street, 8-8A Byron Street, Sandy Bay and Adjacent Road Reserve

Proposal: Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve

Expiry Date: 10 September 2020

Extension of Time: Not applicable

Author: Victoria Maxwell

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for partial demolition, extension, alterations, change of use to boarding house and associated works in the road reserve at 14 BYRON STREET 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-19-640 14 BYRON STREET SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 1

Screening of the upper deck to a height of 1.7m above floor level, with no more than 25% uniform transparency must be installed and maintained along the eastern edge of the deck prior to issue of a completion certificate for the Boarding House.

Reason for condition

To provide reasonable opportunity for privacy for the residents and surrounding properties.

PLN s1

The maximum number of residents accommodated on site at one time must not exceed thirteen (13) persons.

Reason for condition

To comply with parking provision on site in accordance with Table 6.1 of the Parking and Access Code, and in accordance with the stated intent of the applicant.

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). If a new connection is required, any existing abandoned connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings must be submitted and approved, prior to commencement of work. The detailed engineering drawings must include:

- 1. Be certified by a qualified and experienced civil engineer;**
- 2. The location of the proposed connection; and**
- 3. The size of the connection appropriate to satisfy the needs of the development.**

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

Advice:

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 sw7

Stormwater 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 construction. The stormwater management report and design must:

- 1. Be prepared by a suitably qualified engineer.**
- 2. 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 such that flows are limited to the receiving capacity of the kerb and gutter. All assumptions must be clearly stated.**
- 3. Include design drawings of the detention tank showing the layout, the inlet and outlet (including long section), the overflow mechanism.**
- 4. Show layout, of the inlet and outlet including long-section.**
- 5. Include a Stormwater Management Summary Plan that including a maintenance plan which outlines the operational and maintenance measures.**

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)

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, to comply with relevant State legislation, and to ensure the development's stormwater system takes into account limited receiving capacity of Council's

infrastructure.

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), 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 3b

The access driveway, circulation roadways, ramps 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, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) 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.**
- 3. 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.**
- 4. Include a transition vertical curve at the entrance to the ROW from Erina Place.**

5. **Ensure a smooth transition of levels from the proposed concrete surface of the right of way back to the existing surface of the continuation of the right of way such that the access to the rear of lots 8- 8A and 10-12 Byron Street remains trafficable.**
6. **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 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.

Prior to the issue of any approval under the *Building Act 2016*, a revised private drainage design must be submitted to, and approved by the Council. The revised design must:

Remove grated pit 'S1' from the right of way such that all private drainage is contained entirely within the lot that it services

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 four (4).

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENV 8

Prior to the commencement of works and prior to the granting of building consent, a Landslide Risk Management Report in accordance with the Australian Geomechanics Society's *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 assesses whether the proposed works associated with the development would cause a tolerable or intolerable level of risk for people or property on nearby land (using the recommended tolerable risk criteria in the AGS Guidelines), with, and without risk mitigation measures being applied;**
- 2. 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:**
 - 1. 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 suitably qualified and experienced civil engineer.**

Any recommended risk mitigation measures required to reduce the estimated risk to tolerable levels in the approved Landslide Risk Management Report 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 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 reduce the risk to life and property, and the cost to the community, caused by landslides

ENV 1

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

Advice:

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

Reason for condition

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

HER 20

The site must be fenced and landscaped in accordance with the approved landscape plan within 12 months of completion.

Additional detail to the landscaping plan must be submitted and approved, prior to the commencement of work. The landscape plan must:

- 1. 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;**

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

Advice:

Once the landscaping 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 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 PLANNING

If a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#).

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

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found [here](#).

CONDITION ENDORSEMENT ENGINEERING

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

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).

PLANNING

You are encouraged to have in place a management plan for the operation of the Boarding House. The management plan should include measures to limit, manage and mitigate unreasonable impacts upon the amenity of permanent residents, including addressing issues like noise, waste management, resident behaviour, security, and maximum occupancy.

A Boarding House is also considered to be a commercial use and therefore not eligible to residential parking permits. Under the current policy for the issuing of residential parking permits, the proposed change of use to Boarding House would not entitle the property to a residential parking permit (other than for an on-site staff member).

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.

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 or 74 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.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

ACCESS

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

CROSS OVER CONSTRUCTION

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

STORMWATER / ROADS / ACCESS

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

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.

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.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

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





Further information regarding waste disposal can also be found on the Council's [website](#).

FEES AND CHARGES

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

DIAL BEFORE YOU DIG

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

- | | |
|---------------|--|
| Attachment A: | PLN-19-640 - 14 BYRON STREET SANDY BAY TAS 7005 - Planning Committee or Delegated Report ↓  |
| Attachment B: | PLN-19-640 14 BYRON STREET SANDY BAY TAS 7005 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-19-640 - 14 BYRON STREET SANDY BAY TAS 7005 - Planning Referral Officer Cultural Heritage Report ↓  |
| Attachment D: | PLN-19-640 - 14 BYRON STREET SANDY BAY TAS 7005 - Planning Referral Officer Development Engineering Report ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Council:	10 August 2020
Expiry Date:	10 September 2020
Application No:	PLN-19-640
Address:	14 BYRON STREET , SANDY BAY 8 - 8A BYRON STREET , SANDY BAY ADJACENT ROAD RESERVE
Applicant:	Sebastian Young (Oramatis Studio) 212 Elizabeth Street
Proposal:	Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve
Representations:	13
Performance criteria:	Inner Residential Zone Development Standards, Historic Heritage Code, Parking and Access Code, Landslide Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve, at 14 Byron Street and 8-8a Byron Street and the adjacent road reserve.

- 1.2 More specifically the proposal includes:
- demolition of rear verandah and laundry, outbuildings to the rear of the dwelling and parking surface to the front of the dwelling,
 - construction of a new two (2) storey extension behind the existing dwelling,
 - the extension will contain 5 bedrooms, bathroom and landing/connection to existing dwelling on the ground floor and a further four (4) bedrooms, bathroom, kitchen, living, dining area and private open space on the first floor,
 - four (4) car spaces are provided on site, formalising two (2) spaces off Byron Street, in front of the dwelling and and additional two (2) spaces behind the extension with access via a shared right of way on Erina Place,
 - landscaping around the existing dwelling and extension, along with new fencing around the site,
 - new 1.05m picket fencing along the landscaped area of Byron Street and a 1m high concrete wall along the landscaped rear of the property with 1.5m high side fencing,
 - the right of way to the rear is proposed to be provided with a sealed surface adjacent to the subject property,
 - minor modification of the road alignment at the intersection of the Right of way and Erina Place to improve the vehicle sweep paths, and
 - 27m² of private open space located on the upper floor on eastern side of the extension.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 Inner Residential Zone Development Standards - Private Open Space dimensions
 - 1.3.2 Parking and Access Code - Number of Parking Spaces, Design of Vehicle Accesses, Layout of Parking Area, Surface Treatment of Parking Area.
 - 1.3.3 Historic Heritage Code - Demolition, and Building and Works other than Demolition in a Heritage Precinct
 - 1.3.4 Landslide Code - Development Standards for Building and Works
- 1.4 Thirteen (13) representations objecting to the proposal were received within the statutory advertising period between 30th June and 14th 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 645sqm site is located on the western side of Byron Street, between Fitzroy Place and Sandy Bay Road intersections. Surrounding uses are a mix of residential uses, except for Albuera Street Primary school, which is located opposite the site on the eastern side of Byron Street. A complex of flats sits to the north west of the site, with a similar large complex of flats located on the eastern side of Byron Street. The northern neighbouring lot has been subdivided in the past, enabling the recent construction of a contemporary two storey dwelling. Notwithstanding this, the Byron Street streetscape consists essentially of established large dwellings of a variety of eras on large lots. In the vicinity dwellings generally have a uniform building line. Dwellings directly to the south have been converted to flats.



Figure 1: Location Plan (Geo Cortex, 2019)

- 2.2 The subject site is a large residential lot with a Federation single storey, weatherboard and iron dwelling located to the front of the property. It is a substantial dwelling, containing four bedrooms, a living room and two bathrooms.



Figure 2: Site plan (Geo Cortex, 2019)

- 2.3 The current parking arrangements are unformalised with a double crossover which requires vehicles to back onto Byron Street. There is currently no practical vehicular access to the rear.



Figure 3: Existing Dwelling frontage from Byron Street (downloaded Google Streetview, 2019)

- 2.4 An extensive, but overgrown rear garden persists to the west and currently contains very run down weatherboard outbuildings. Whilst the dwelling fronts Byron Street, the property has a benefit over the right of way onto Erina Place. The right of way is part of 8-8A Byron Street and consists of an unformed track running along the rear or 14 and 10-12 Byron Street and providing an access benefit for those properties. It is extremely narrow, with the external walls of 5 Erina Place built almost to the boundary. Steel bollards identify the boundary as indicated in the figure below.



Figure 4: View from in front of 8 Erina Place along Right of Way towards 8-8A Byron Street (Officer photograph, 2020)

- 2.5 The right of way is indicated as 12 feet wide on the title, but it is unlikely to practically achieve this due to vegetation encroachment from surrounding properties.

The entrance onto Erina Place is confused, with vehicles currently partially occupying the Right of Way from 8 Erina Place. As well, side entry stormwater pits, footpath, power poles and the front wall of 8 Erina Place located directly on that front boundary, create a cramped space upon which vehicles must manoeuvre from the right of way. Minor works are required in Erina Place (to modify the footpath adjacent to the power pole on the northern side of the road), so that vehicles can make the turn onto the road pavement from the right of way.



Figure 5: View of vehicles on 8 Erina Place parking over a section of the right of Way and area of road kerb and pavement to be modified as part of this application (Officer Photograph, 2020)

3. Proposal

- 3.1 Planning approval is sought for Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve, at 14 Byron Street and 8-8a Byron Street and the adjacent road reserve.

3.2 More specifically the proposal includes:

- demolition of rear verandah and laundry, outbuildings to the rear of the dwelling and parking surface to the front of the dwelling,
- construction of a new two (2) storey extension behind the existing dwelling,
- the extension will contain 5 bedrooms, bathroom and landing/connection to existing dwelling on the ground floor and a further four (4) bedrooms, bathroom, kitchen, living, dining area and private open space on the first floor,
- four (4) car spaces are provided on site, formalising two (2) spaces off Byron Street, in front of the dwelling and additional two (2) spaces behind the extension with access via a shared Right of Way on Erina Place,
- landscaping around the existing dwelling and extension, along with new fencing around the site,
- new 1.05m picket fencing along the landscaped area of Byron Street and a 1m high concrete wall along the landscaped rear of the property with 1.5m high side fencing,
- the Right of Way to the rear is proposed to be provided with a sealed surface adjacent to the subject property,
- minor modification of the road alignment at the intersection of the Right of Way and Erina Place to improve the vehicle sweep paths, and
- 27m² of private open space located on the upper floor on eastern side of the extension.

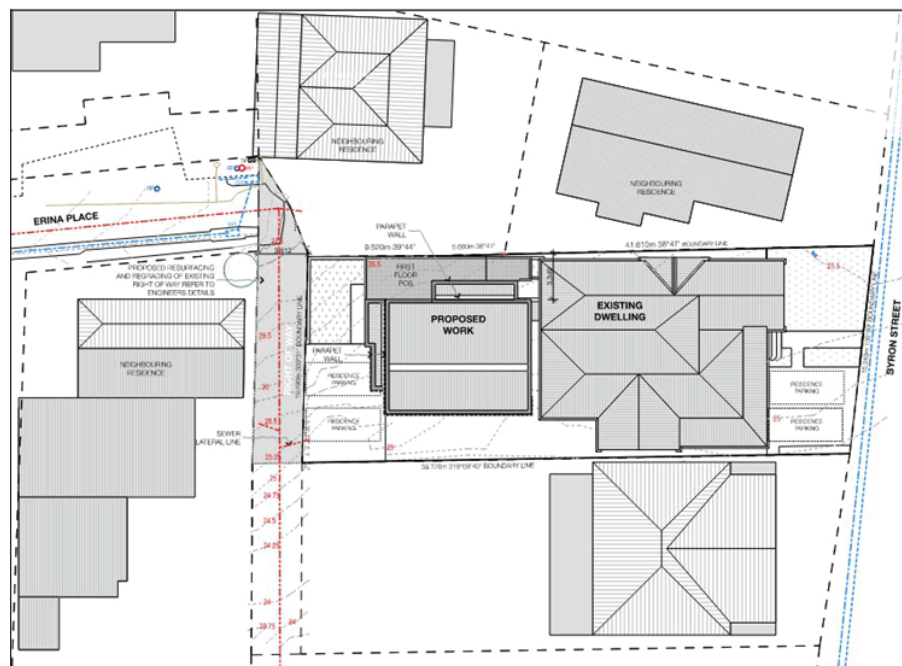


Figure 6: Applicant Site Plan showing adjacent development (Oramatis, 2020)

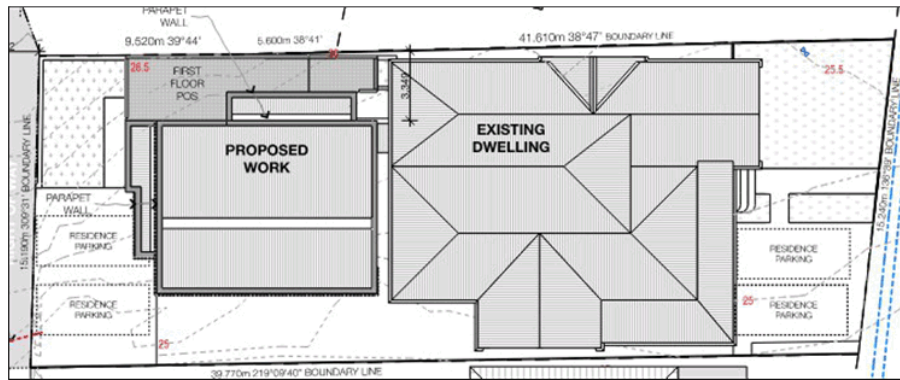


Figure 7: Applicant site plan (Oramatis, 2020)

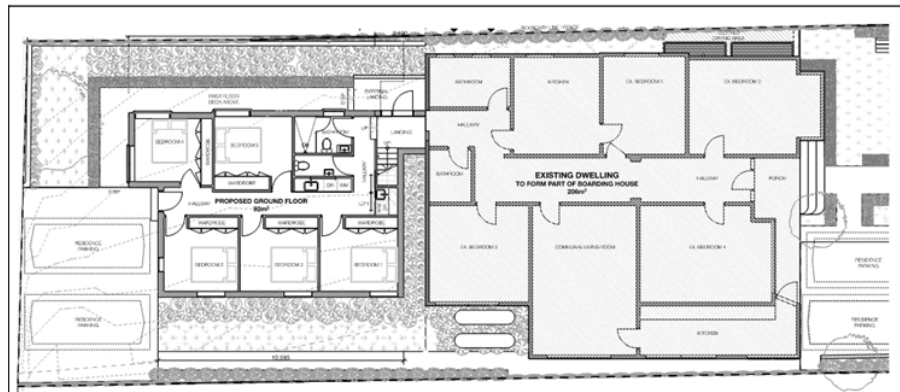


Figure 9: Ground floor plan existing dwelling and extension (Oramatis, 2020)

- 3.3 The shared communal area of kitchen and living area is on the upper floor, east facing and connects to the private open space with bifold doors. Whilst bedrooms are shown with double beds, the applicant indicated that the maximum tenancy would be 13 people on site.

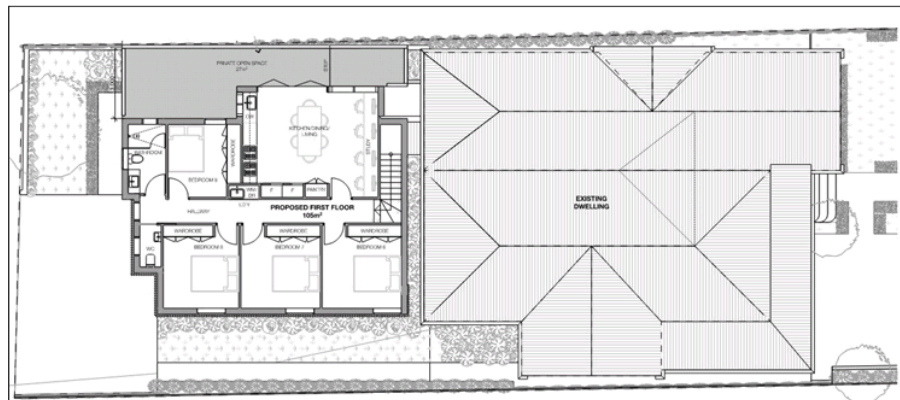


Figure 10: Upper floor plan (Oramatis, 2020)

- 3.4 The proposed extension has been designed to not dominate or overpower the existing dwelling on site in terms of height, bulk and scale of development. The extension ridgeline remains 1.5m below the ridge of the existing dwelling. It is detached from the dwelling to clearly show old and new works.



Figure 11: West elevation (Oramatis, 2020)



Figure 12: Eastern elevation (Oramatis, 2020)

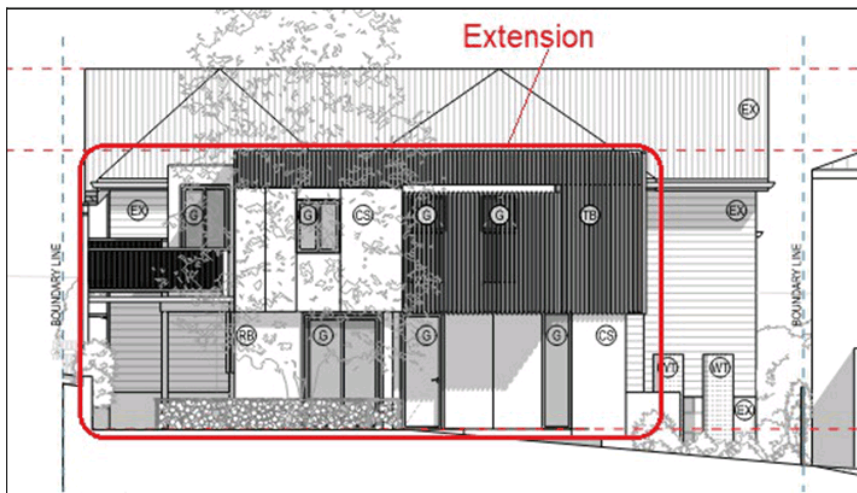


Figure 13: Southern (rear) elevation (Oramatis, 2020)

- 3.5 The extension will not be visible to the streetscape in Byron Street. New fencing will be installed to provide a section of garden on the eastern side of the frontage with 1.2m high fencing.

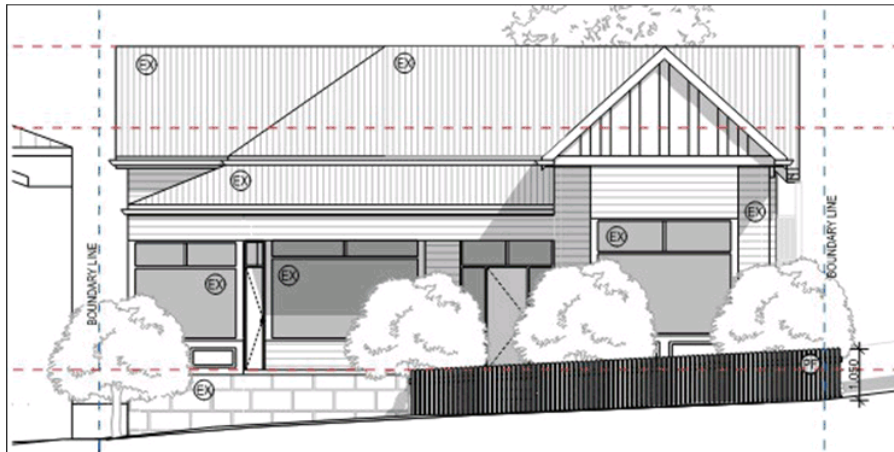


Figure 14: North (front) elevation (Oramatis, 2020)

- 3.6 The extension has been modified to completely fit within the building envelope (the white areas in figure 15 below relate to adjacent development and the existing dwelling).



Figure 15: Building Envelope (Oramatis, 2020)

- 3.7 Notwithstanding compliance with the building envelope, the applicants provided shadow diagrams to demonstrate that affected surrounding development still gained at least three hours of sunlight between 9am and 3pm on 21st June.

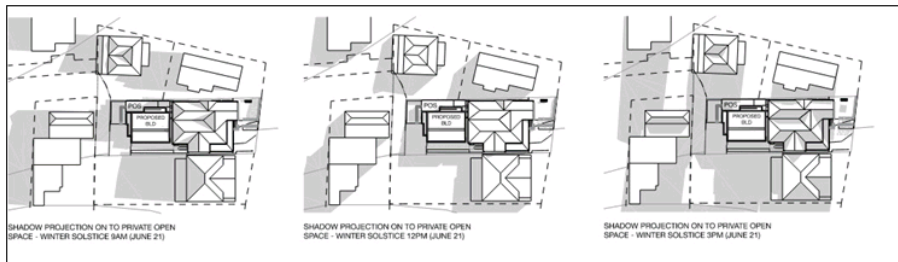


Figure 16: Shadow Diagrams (Oramatis, 2020)

- 3.8 Vehicle sweep diagrams were provided to demonstrate acceptable vehicle manoeuvring along the Right of Way to the rear.

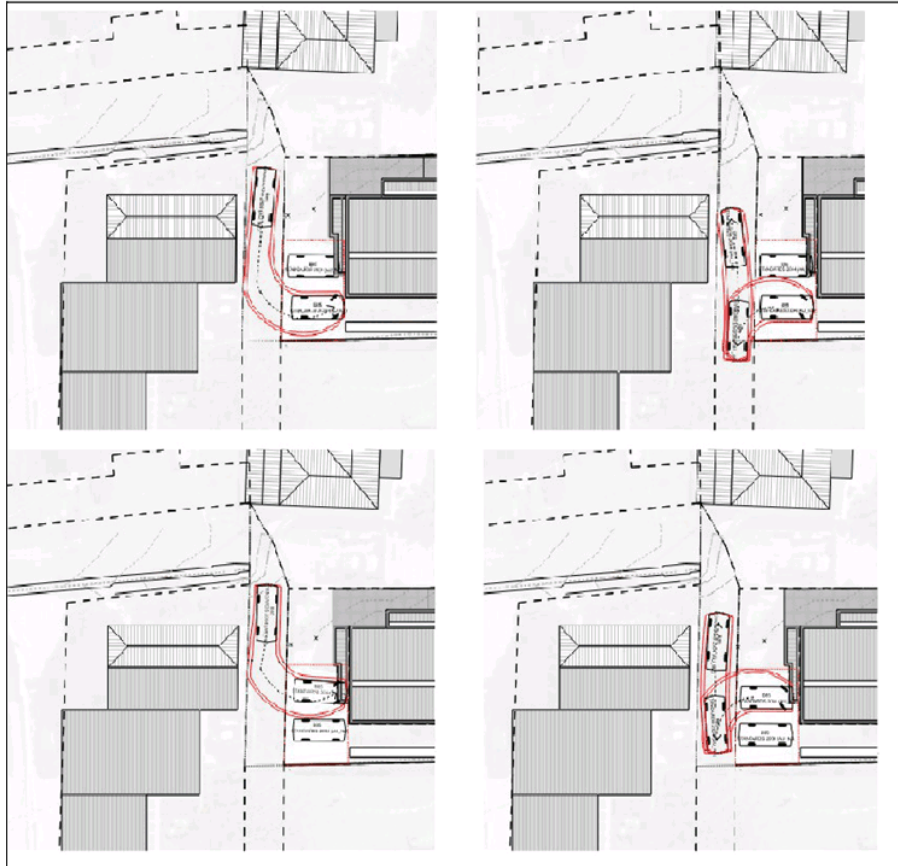


Figure 17: Vehicle Sweep Diagrams (Oramatis, 2020)

- 3.9 A landscaping plan was provided to show how non developed areas of the site will be treated.

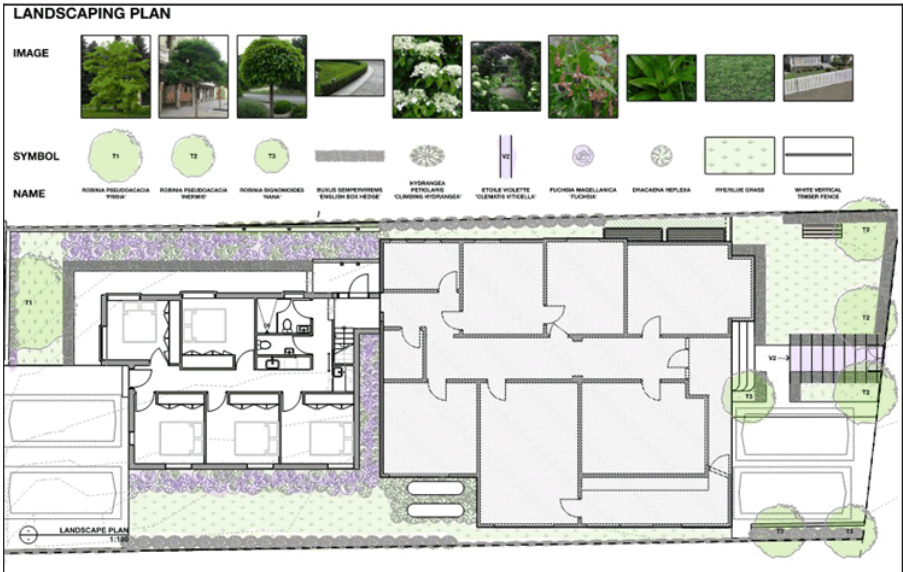


Figure 18 Proposed Landscaping plan (Oramatis, 2020)

4. Background

- 4.1 The existing dwelling was constructed around 1900. An application for a change of use to Consulting Rooms in 1987 was refused. Enforcement action was taken regarding a dilapidated shed on the rear boundary in 2015. PLN-18-512 was approved to enable the demolition of the relevant outbuildings.
- 4.2 There is no other relevant background to this application.

5. Concerns raised by representors

- 5.1 Thirteen (13) representations objecting to the proposal were received within the statutory advertising period between 30th June and 14th July 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.

Clarification sought on parking requirements for Boarding House use. Table 6.1 (of the Parking and Access Code) requires 1 managers space in addition to resident off street parking. If this is not observed then the scheme intent does not appear to be followed because, if the site is not managed by a live in caretaker, then the extra let room should require provision of parking to make the parking requirements for a multi room dwelling.
Boarding Houses appear to be proliferating as a way to circumvent the intent of the parking requirements. If the application was not submitted as a Boarding House, then more parking would be required.
When will Council say there is a limit to the number of Boarding Houses in a street to preserve resident parking amenity?
Council is requested to follow the intent of the Interim Planning Scheme to the letter.
Objection to high density housing (boarding houses) in Sandy Bay as it destroys the heritage and streetscape. Sandy Bay should have greater restrictions because of its heritage precincts.
Objection should be made to similar housing developments as there is no long term benefit for Boarding Houses.
The impact on the surrounding neighbours through traffic and parking by this development cannot be underestimated. The current pressures on parking around Byron, Fitzroy, Star and Erina Streets are increasing due to more school students and office workers parking in the all day parking and recent developments removing their parking and then requiring permits.
Hobart City Council must look at these issues and the impacts on residents.
9 bedrooms and 2 parking spaces is insufficient and the burden should not lie on surrounding streets to hold the resident cars. The assumption that the majority of occupants will walk, cycle or ride public transport is wishful thinking.
The traffic from the 9 cars is also a significant burden on the small narrow streets of Star and Erina Streets.
The extra rubbish bins as well will also add traffic drama to the streets.
The disruption during construction to neighbours in Erina and Star Streets will be considerable.
Heritage precincts and surrounding heritage listed properties will be undermined by this development. Precedents have already occurred, butchering houses on large plots. This development will allow further slum like boarding house developments in the area, which is a shame.

More high density in-fill development detracts from the residential area and cheap boarding houses are adding to this. This area is enjoyed by families and residents, who appreciate a heritage area within close proximity to Hobart.
What will a Boarding house add to the city and surrounding homes? Nothing. It is a quick money making exercise of cheap slum like accommodation, burdening the neighbourhood. It is inconsiderate and lacks value adding to the city. This may not be a point to be considered by Hobart City Council, but the larger picture needs to be reviewed about what type of city the council wants and valuing the heritage by not allowing this type of development.
This type of development does nothing to add to the city, or surrounding neighbourhood.
How will strangers live like this during another Covid 19 pandemic?
The application continues the disturbing trend of developers adversely impacting the heritage values of Sandy Bay. These developments are complete at odd with the residential neighbourhood which makes Hobart the desirable community in which to live. It is hoped that Council will protect these values by refusing the application.
Boarding house will permit short term stays, which will further degrade the neighbourhood.
The change in accommodation/building status will deteriorate value and resale of houses in the neighbourhood.
The negative issues summarised above will have a detrimental impact on the heritage values and amenity of the this residential suburb.
As a nearby resident, the Representor strongly objects to the proposal as other properties in Byron Street are occupied by large numbers of students, with traffic hazard due to large numbers of cars parking on the street, often blocking pedestrian walkways. Recycling and rubbish bins do not get put out for collection and stink.
Supermarket trolleys are left on the road and have caused damage to the Representor's property.
Noise levels of students gathering outside to smoke are unreasonable.
Increased numbers of student accommodation would prevent the quiet enjoyment of the neighbouring homes. Surely the developer could find a more suitable site.
Representors are opposed to boarding house affecting privacy, flow of traffic on Byron and Erina Streets and number of people living on site.
Representor concerned over loss of morning sun and views of the water

Representor concerned over loss of privacy, looking directly into neighbouring living spaces
Erina Street cannot handle any further traffic. It is too narrow, with no turning area. Representors are continually blocked in their properties, unable to leave. Cars need to park on the footpaths currently. Some of the representors have written to Council previously on this. Erina Street also has limited places for walking. Vehicles parked in Erina Street are frequently side swiped and have mirrors damaged.
The Right of Way is too narrow and requires users to cross onto neighbouring properties. If a gate were to be installed on neighbouring properties, no car would be able to enter to exit.
Street access to Byron Street would be unsafe, with cars currently parking questionably across footpaths. The increased parking would be a risk to school children attending the primary school, because of the poor sight distance and with vehicles entering Byron Street from the the Sandy Bay Road slip lane, requiring them to accelerate up the hill.
It is unclear how many people will reside in the Boarding House and if parking provisions have accounted for this.
The building size to private open space ratio is insufficient for the number of residents.
Representor is strongly opposed to the proposal and will present such opinions before any tribunal.
The Right of Way to the rear of the property has a significant fall from Erina Street along the rear boundaries of the Byron Street properties. Engineering plans propose a concrete driveway behind 14 Byron St, but do not detail the difference in levels between the concrete driveway and existing dirt road surface. A level surface need to be preserved.
The shadowing of neighbouring properties is unreasonable, with most of the neighbours' backyard being in shadow by 3pm on the winter solstice.
The application does not meet the zone purpose relating to development respecting neighbourhood character.
The application does not address the fact that the site is subject to Landslide Hazard Area Overlay
The application does not address the Heritage Precinct Overlay
The drawings show 13 double bedrooms, which potentially equates to 26 residents. The application does not state the intended number of licensed residents and caretakers.

No accessible parking space have been provided. Parking spaces on Byron Street frontage cannot manoeuvre onsite to leave in a forward direction. The two parking spaces to the rear do not meet Australian Standard turning paths.

No Traffic Impact Study has been undertaken to show the impact the development would have on the already congested surrounding streets.

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the Inner Residential zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use is Residential - Single Dwelling. The proposed use is Residential - Boarding house. The existing use is a no Permit Required 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 Inner Residential Zone
 - 6.4.2 E 3.0 Landslide Code
 - 6.4.3 E 6.0 Parking and Access Code
 - 6.4.4 E 7.0 Stormwater Management Code
 - 6.4.5 E 13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
 - 6.5.1 Inner Residential Zone:-

Private Open Space - Part D 11.4.3 P2

6.5.2 Historic Heritage Code:-

*Demolition in a Heritage Precinct - E 13.8.1 P1**Works other than Demolition in a Heritage Precinct - E 13.8.2 P1, P2, P3, P4 and P5*

6.5.3 Parking and Access Code:-

*Number of Parking Spaces E 6.6.1 P1**Design of Vehicle Access - E 6.7.2 P1**Layout of Parking Area - E 6.7.5 P1**Surface Treatment of car parking area - E 6.7.6 P1*

6.5.4 Landslide Code:-

Development Standards for Buildings and Works - E 3.7.1 P1

6.6 Each performance criterion is assessed below.

6.7 Inner Residential Zone - Private Open Space Dimensions 11.4.3 P2

6.7.1 The acceptable solution at clause 11.4.3 A2 requires private open space to have (amongst other things) a minimum dimension of 3m.

6.7.2 The proposal includes an area of 27sqm at first floor dedicated as private open space, however it has a minimum dimension of 1.5m along the walkway in front of the bifold doors and maximum width of 3m in the main area of the private open space.

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 11.4.3 P2 provides as follows:

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.

- 6.7.5 The applicant indicated that the private open space meets the performance criteria being adjacent to the main communal area and suitable for occupants relaxation, dining and entertaining. The applicant also notes that this is unlikely due to the student demographic of the residence. Whilst this is correct, the boarding house must be considered for future occupants, not just students.

The private open space provides an area of 27m² that can function as an extension of the dwelling, being conveniently located in relation to the living area. It is east facing and able to take advantage of sunlight (notwithstanding the 1.7m high privacy screening). Being elevated, it gains more sunlight than at ground level, given adjacent development abutting this eastern boundary.

Surrounding public open space areas are Fitzroy Gardens, approximately 310m to the west and Parliament Street grounds, approximately 480m away. Therefore the site is adequately catered for private recreation through the easy access to these areas of public open space meeting the performance criteria.

Two representations were received relating to concerns over the use of private open space and the interruption of surrounding residential amenity as residents gather to smoke and congregate, generating noise concerns. Whilst the private open space is elevated (necessary to provide adequate solar access to the open space), which could slightly increase noise carrying capacity, the current situation of tenants congregating in the large back garden, could actually be more intrusive, allowing people to assemble in this larger space. The small area of private open space will restrict numbers on site. The grounds of these representations are not supported.

- 6.7.6 The proposal complies with the performance criterion.

6.8 Historic Heritage Code - Demolition in a Heritage Precinct - E 13.8.1 P1

- 6.8.1 There is no acceptable solution for E 13.8.1.

6.8.2 The proposal includes demolition of the rear enclosed verandah and laundry of the dwelling and remaining outbuildings on the rear boundary.

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

6.8.4 The performance criterion at clause E 13.8.1 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.

6.8.5 The application was referred to Council's Cultural Heritage Officer, who advised the following;

14 Byron Street is a late Federation era house which has been modified. Previous alterations have included the removal of the front garden, front fence and changes to the primary façade including unsympathetic changes to the windows and verandah. However, the house retains its general form, a sandstone base, unpainted brick chimneys and the complex hip and gable roof. The house make a contribution to the streetscape because it is demonstrative of its period; a Federation era home. It is important to note that the house at 14 Byron Street is visible from two streets. Bryron Street is the primary frontage, but the house at the rear is also seen, albeit obliquely, from Erina Place. Byron Street can be seen on Sprent's Plan of (1846) as can Erina Place, although the house is later dating from c.1900. Records held by Council, from 1910, appear to show that the house originally had a front verandah.

The house is located in Heritage Precinct H4 which is noted in the Planning Scheme as significant for the following reasons:

"1. The quality and quantity of intact Colonial, Victorian, Federation and

Inter-War residential buildings that exemplify the historical development phases of the precinct.

2. The large number of early colonial buildings that survive which provide evidence of the development of early Hobart.
3. The Victorian houses set on large allotments demonstrating the second major phase of development of the precinct.
4. The largely intact streetscape of Fitzroy Place that is created by a general uniformity of scale, external detailing, materials and building forms.
5. The character and historical relationship created by buildings, trees and views of Fitzroy Place, Crescent and Gardens.
6. The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions."

As per 1., the house at 14 Byron Street is a Federation residential building.

The applicant is seeking to add a significant extension to the rear of the house. The proposal involves demolition and new works and therefore the Historic Heritage Code needs to be considered.

14 Byron Street is located in a heritage precinct and therefore E.13.8.1 applies. Demolition is proposed, the Acceptable Solution is not satisfied, and the Performance Criteria must be considered:

P1 states that: 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.

Assessment against E 13.8.1 P1:

The information provided by the applicant indicates that the paving at the front of the house, garden at the rear of the house, a shed in the rear garden and a portion of the house also at the rear are proposed to be removed.

In a Heritage Precinct, the demolition of elements between the house and the street are the key consideration.

The existing paved surface between the house and the footpath in Byron Street makes a very poor impression in the precinct. It is not original Federation fabric and is not considered to be of significant cultural heritage value.

The shed, garden and portion of house proposed to be demolished to the rear of the house are viewed obliquely from Erina Place. The shed proposed to be demolished is not shown on the 1910 plan held by Council. The shed appears to be a latter addition. Photographs provided by the applicant demonstrate the rear of the house has been significantly modified. Fenestration design of the back part of the house appears to date from the mid 20th century. The garden does not appear to contain any landscape elements that are considered to be of cultural heritage significance. The visual impact, in the streetscape of Erina Place, of the proposed demolition will not detract from the significance of the precinct, because in this instance significance is linked to the Federation era building fabric. There is no information provided which suggests Federation era building fabric is proposed to be demolished and thus no fabric of significance to the precinct is being removed. Therefore clause E13.8.1 P1 is satisfied.

6.8.6 The officer's report is provided as attachment to this report.

6.8.7 The proposal complies with the performance criterion.

6.9 Historic Heritage Code - Works other than Demolition - E 13.8.2 P1, P3, P4 and P5

- 6.9.1 There is no acceptable solution for E 13.8.2.
- 6.9.2 The proposal includes construction of a 9 bedroom two storey extension and two (2) car spaces to the rear of the existing dwelling, installation of landscaping, fencing and reconfiguration of the parking on Byron Street frontage.
- 6.9.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.9.4 The performance criteria at clause E 13.8.2 provides 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

P2 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.

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.

P5 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.

- 6.9.5 The application was referred to Council's Cultural Heritage Officer for assessment, that officer provided the following comments;

14 Byron Street is located in a heritage precinct and therefore E.13.8.2 applies. The new works must be assessed against the following provisions E13.8.2 P1, P3, P4 and P5.

A1 - There are no acceptable solutions and therefore P1 is enacted:

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.

In terms of the Federation era residential building, the house at the front will remain unaltered and chimneys will be retained. The new building and works to the rear, will be set back from the street and the height will sit below that of the existing house. Whilst it will be seen in narrow and oblique views from Byron Street and Erina Place, the new work will not exceed the height of the existing house and defer to the significant Federation residential building. Drawings indicate that the proposed extension would be 1.6 metres lower than the highest ridge of the Federation house. The extension at the rear will have a muted pallet of finishes including FC sheet, timber battens and rendered brickwork. The design is barely visible from Byron Street and in terms of design and siting will not result in detriment to the Precinct. Therefore clause E13.8.2 P1 is satisfied.

A3 - There are no Acceptable Solutions and therefore P3 is enacted:

P3 Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

The extension is to the rear, and is of a design and height that results in it sitting below that of the existing house. Any views of it are narrow and oblique views from Byron Street and Erina Place, and does not exceed the height of the existing house. Drawings indicate that the proposed extension would be 1.6 metres lower than the ridge of the Federation house. The Architects have proposed a muted pallet of finishes including FC sheet, timber battens and rendered brickwork. The proposed design and siting will not detract from the Federation building. The design is considered acceptable and the loss of cultural heritage values is not anticipated. Clause E13.8.2 P3 is satisfied.

A4 - The applicant has not provide any historical evidence regarding original fence design and therefore P4 is enacted.

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.

Currently there is no front fence. Traditionally this house would have had a

low timber fence, but it has been removed during the latter part of the 20th century. The applicant is proposing a 1.1 metres high timber picket fence and new pedestrian gate across part of the front yard. This is considered appropriate for a Federation era house and a more positive heritage outcome than what currently exists. The new front fence and gate satisfies E13.8.2 P4.

A5 Areas of landscaping between a dwelling and the street must be retained". The applicant is proposing to remove areas of landscaping and therefore P5 must be considered:

P5 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.

The part removal of the existing area of hard stand and paving goes hand-in-hand with the reinstatement of a picket fence and garden and is considered a positive change for the house and precinct in Byron Street. The rear garden does not contain any landscape elements that are could be considered to be of cultural heritage significance. The applicant has proposed a low wall, a tree and landscaping, toward Erina Place, to provide the dwelling with a sense of entry. From Erina Place, the proposed tree would be viewed obliquely. The proposed extension would be obscure behind foliage. Subject to a condition to ensure that landscaping is implemented in a timely manner, in accordance with the submitted Landscape Plan, the proposed works are considered acceptable. The proposed works will not result in the loss of elements of landscaping that contribute to historic cultural significance or streetscape values or character. Therefore clause E13.8.2 P5 is satisfied.

Representations:

The Council has received 13 representations and many of these cite heritage as a concern:

"This area is enjoyed by families and residences who enjoy a heritage area within close proximity to Hobart"

"the larger picture needs to be reviewed about what type of city the HCC wants Hobart to be, and valuing the heritage of such by not allowing this type of development. This type of development does nothing to add to the city, or the surrounding neighbourhood".

"Heritage overlays and the surrounding heritage listed properties will be undermined by this development. Precedents are already being set around the area, butchering houses and land that are on large plots.

"This application continues the extremely disturbing trend by developers to adversely impact the heritage values of Sandy Bay. These types of development are completely at odds with the residential neighbourhoods which make Hobart the desirable community to live in".

"it destroys the heritage and streetscape of this suburb"

"Heritage homes in this area have spent considerable time, money and effort to maintain a streetscape that is not offensive, nor inappropriate of the area. The building size would be ill proportioned for the area"

"not in tune with the surrounding streetscape and will effect my self and my family's life"

"It is hoped that the Council can protect these values by refusing this application"

Some in the community feel that the proposed development is at odds with the character of the precinct, however the Historic Heritage Code focuses on ensuring the streetscape values, ie the visual quality of the street are retained and enhanced.

In this case, the streetscape values of the place are to be improved with the addition of the front fence and removal of the front hard stand and conversion into a more traditional style of front garden. Federation houses were certainly typically constructed within gardens which were of an approximately equal proportion to the footprint of the dwelling itself.

In summary, the majority of the Federation era house is proposed to be retained, without changes to the Byron Street elevation. The scale of the footprint of the proposed extension at the rear of the house is not a consideration under clause E13.8.2 P1 and P3 for new work in this precinct. The proposed new form at the rear of the existing house will not result in detriment or detract from the heritage values of the precinct or the Byron Street or Erina Place streetscape. The reinstatement of the front fence and garden is considered to be a positive change for the heritage precinct.

Drawings provided by the applicant indicate that the proposed extension

will be 1.6m lower than the ridge cap of the Federation house and will not have a visual impact on the Byron Street or Erina Place streetscape. The proposed fencing and landscaping will improve the presentation of the house in the streetscape of Byron Street. In summary, the proposed works satisfy E 13.8.2 P1, P3, P4 and P5.

Recommendation

The number of representations indicates that this is a contentious proposal. An assessment against the provisions of the Heritage Code indicate that the application can be approved, subject to a condition to ensure the timely implementation of the Landscape Plan.

- 6.9.6 The officer's report is provided as an attachment to this report.
- 6.9.7 The proposal complies with the performance criterion.
- 6.10 Parking and Access Code - Number of Parking Spaces E 6.6.1 P1
- 6.10.1 The acceptable solution at clause E 6.6.1 A1 requires parking number to comply with Table 6.1 of the Parking and Access Code. That table requires one (1) space for every staff member and one (1) space per three (3) licensed residents. Whilst no on site staff are indicated in this development, thirteen (13) residents are proposed on site, requiring 5 parking spaces.
- 6.10.2 The proposal includes four (4) spaces on site.
- 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 E 6.6.1 provides as follows:
- The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*
- (a) car parking demand;*
 - (b) the availability of on-street and public car parking in the locality;*
 - (c) the availability and frequency of public transport within a 400m walking distance of the site;*
 - (d) the availability and likely use of other modes of transport;*
 - (e) the availability and suitability of alternative arrangements for car parking provision;*
 - (f) any reduction in car parking demand due to the sharing of car parking*

spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

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

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

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

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

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

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

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

6.10.5 The application was referred to Council's Development Engineer, who advised the following;

- The proposal is an application for modification and extension of an existing dwelling, and change of use from residential dwelling to a boarding house.
- The existing house has 4 bedrooms, and the proposed double storey extension includes another 9 bedrooms - total 13 bedrooms.
- The stated maximum number of residents is 13.
- The site currently has 2 car-parking spaces adjacent to, and accessed via the Byron Street highway reservation.
- An additional 2 car-parking spaces have been proposed at the rear of the property. These would be accessed via the existing right of way over 8A Byron, through to Erina Place - the right of way is currently un-made although it would appear a rough, informal track exists.
- The development has a deficiency of 1 on-site car-parking space, but this can be supported when assessed against the relevant performance criteria.
- The proposal includes pavement construction in the right of way through to Erina Place (concrete) along with miscellaneous minor modifications to public infrastructure in the Erina Place highway reservation. General Manager's consent has been sought and issued

for these works.

- The development will result in a substantial increase in impervious area and corresponding stormwater run-off. To offset this increase stormwater detention has been proposed.
- The discretions are *E6.6.1* & *E6.7.2* due to the parking deficiency and the plans being in concept only (it is feasible that following detailed design all aspects will comply with applicable standards and specifications)
- Conditions will be required for detailed design of the access, driveway and associated drainage

The most significant discretion for the development is under *E6.6.1* (number of car-parking spaces). The Hobart Interim Planning Scheme 2015 specifies 1 parking space per 3 licensed residents of a boarding house plus 1 space for the caretaker/manager, and this leads to a deficiency of 1 space for the development in its current form. The appropriateness of the car-parking requirements for boarding houses in the planning scheme is debatable given the affordability of motor-vehicle ownership for students has improved over the years, and it is highly likely that car ownership would in fact be greater than 30%. However, the assessment must be made against the provisions of the planning scheme and therefore the deficiency must be taken as 1 space only. Taking this into account, the deficiency of 1 space can be supported under the performance provisions of *6.6.1* due to the site's favourable location, the likely demographic of residents, and the availability of residential parking permits for which a potential manager/caretaker would be eligible. Also of note is that the site has a front and rear access such that parking over-spill would not be solely concentrated on the frontage road.

Four (4) spaces are proposed. The Acceptable Solution is 1 space per 3 residents + 1 space for the manager = 5 spaces total

The development would result in a deficiency of 1 parking space which is supportable under performance noting:

(a) car parking demand;

- The development is a boarding house aimed at providing residential accommodation for international students. The proximity to the university, Sandy Bay and the Hobart CBD mean it will appeal to and attract students who want to avoid the expense and responsibilities associated with motor-vehicle ownership. That said, although it is unlikely every resident will have their own car it is reasonable to assume that, in accordance with the planning scheme at least 1 in every 3 will, and the projected deficiency of 1 on-site space will be realised. However, residential permit parking is

available for which the manager would be eligible, and this would offset the deficiency and demand (ie. eligibility for, and use of a residential parking permit/space remains unchanged).

- (b) the availability of on-street and public car parking in the locality;
- There is limited kerb-side parking available in Byron Street, however the demand for it is high, and during the day it is time-restricted. However, residential permit parking is available for which the manager would be eligible.
 - There are no near-by public car-parks.

- (c) the availability and frequency of public transport within a 400m walking distance of the site;
- provision of such is excellent, with the nearest Metro bus stop only 90m away on the corner of Byron Street and Sandy Bay Road.
 - The frequency of buses is very high.

- (d) the availability and likely use of other modes of transport;
- Cycling, walking and Uber/Taxi are all feasible alternative modes of transport due to the short distances involved (1.5km to the university; 1km to the Hobart CBD; 400m to Woolworths Sandy Bay).

- (e) the availability and suitability of alternative arrangements for car parking provision;
- no alternative arrangements for car parking provision are proposed in the application. Not applicable.

- (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;
- no sharing of parking is proposed in the application. Not applicable.

- (g) any car parking deficiency or surplus associated with the existing use of the land;
- The site was previously eligible for a residential parking permit and this remains unchanged.

- (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;
- As the whole site is changing in use, this is 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;

- Council is unable to require a financial contribution without a Parking Strategic Plan. Not applicable.

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

- Council is unable to require a financial contribution without a Parking Strategic Plan. Not applicable.

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

- There is no relevant parking plan in the vicinity of this proposal. Not applicable.

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

- During its use as a residential dwelling 3 cars were known to be parking in the front yard (only 2 spaces were permitted). Formalising the parking at the front (Byron Street) will prevent this from occurring and improve the general amenity of the streetscape and contribute to the heritage value of both the site and area.

A number of representations were received highlighting concerns regarding the impact of the proposal on the provision of on street parking in the area and impact on the road network.

Development Engineering response is provided to the relevant representations below;

- Clarification sought on parking requirements for Boarding House use. Table 6.1 (of the Parking and Access Code) requires 1 managers space in addition to resident off street parking. If this is not observed then the scheme intent does not appear to be followed because, if the site is not managed by a live in caretaker, then the extra let room should require provision of parking to make the parking requirements for a multi room dwelling.

The use type proposed is as a boarding house, even if all of the rooms are leased the parking requirement would not change.

- Boarding Houses appear to be proliferating as a way to circumvent the intent of the parking requirements. If the application was not

submitted as a Boarding House, then more parking would be required.

The use type is boarding house and has to be assessed as such

- The impact on the surrounding neighbouring through traffic and parking by this development cannot be underestimated. The current pressures on parking around Byron, Fitzroy, Star and Erina Streets are increasing due to more school students and office workers parking in the all day parking and recent developments removing their parking and then requiring permits.

The development creates a deficiency of only 1 parking space which is acceptable under the performance provisions and must therefore be supported - it should be noted that the site's eligibility for, and potential use of a residential parking permit would be unchanged by the proposal

- 9 bedrooms and 2 parking spaces is insufficient and the burden should not lie on surrounding streets to hold the resident cars. The assumption that the majority of occupants will walk, cycle or ride public transport is wishful thinking.

The appropriateness of the car-parking requirements for boarding houses in the planning scheme is debatable given the affordability of motor-vehicle ownership for students has improved over the years, and it is highly likely that car ownership would in fact be greater than 30%. However, the assessment must be made against the provisions of the planning scheme and therefore the deficiency must be taken as 1 space only. Taking this into account, the deficiency of 1 space can be supported under the performance provisions of 6.6.1 due to the sites favourable location, the likely demographic of residents, and the availability of residential parking permits for which the manager/caretaker would be eligible. Also of note is that the site has a front and rear access such that parking over-spill would not be solely concentrated on the frontage road.

- The traffic from the 9 cars is also a significant burden on the small narrow streets of Star and Erina Streets.

Under the planning scheme the projected number of cars is 5. The site has an access to both Byron Street and Erina Place which will evenly distribute vehicle movements and limit the impact on the streets.

- The extra rubbish bins as well will also add traffic drama to the streets.

This is not a consideration under the parking and access code

- As a nearby resident, the Representor strongly objects to the proposal as other properties in Byron Street are occupied by large numbers of students, with traffic hazard due to large numbers of cars parking on the street, often blocking pedestrian walkways.

The development creates a deficiency of only 1 parking space which is acceptable under the performance provisions and must therefore be supported

- Erina Street cannot handle any further traffic. It is too narrow, with no turning area. Representors are continually blocked in their properties, unable to leave. Cars need to park on the footpaths currently. Some of the representors have written to Council previously on this. Erina Street also has limited places for walking. Vehicles parked in Erina Street are frequently side swiped and have mirrors damaged.

The affected properties are 8 Erina Place and 12 Star Street - the development involves works at the end of Erina Place which will better delineate the accesses and prevent this from happening. The Council has no record of property damage in Erina Place and the number of vehicles using this access will only be 2.

- The Right of Way is too narrow and requires users to cross onto neighbouring properties. If a gate were to be installed on neighbouring properties, no car would be able to enter to exit.

The right of way and access are of sufficient width, the swept paths have been carefully checked and verified. A gate will not impact on use of the access.

- Street access to Byron Street would be unsafe, with cars currently parking questionably across footpaths. The increased parking would be a risk to school children attending the primary school, because of the poor sight distance and with vehicles entering Byron Street from the Sandy Bay Road slip lane, requiring them to accelerate up the hill.

The number of vehicles parked in the front yard, along with any associated risks will be reduced by the development (3 spaces down to 2). The space dimensions are compliant with the Australian Standard and will be properly delineated with appropriate line-marking; this will help to ensure vehicles do not encroach onto the footpath.

- No accessible parking space have been provided. Parking spaces on Byron Street frontage cannot manoeuvre onsite to leave in a forward direction. The two parking spaces to the rear do not meet Australian Standard turning paths.

Accessible spaces are not required for this development under HIPS; On-site turning is not required for the site under HIPS; The two parking spaces at the rear, and the swept path of the turning manoeuvre required to access them meets the Australian Standard.

- No Traffic Impact Study has been undertaken to show the impact the development would have on the already congested surrounding streets.

The parking deficiency is only 1 space, and a TIA was not warranted on this basis. The requirement for a TIA is at the discretion of the Council's Development Engineer.

6.10.6 The officer's report is provided as an attachment to this report.

6.10.7 The proposal complies with the performance criterion.

6.11 Parking and Access Code - Design of Vehicle Access - E 6.7.2 P1

6.11.1 The acceptable solution at clause E 6.7.2 A1 requires vehicle access points to be designed in accordance with Access Facilities to Off-street Parking Areas and Queuing Areas in AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking

6.11.2 The proposal includes a 25% grade in the transition from Erina Place to the right of way.

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 E 6.7.2 P1 provides as follows:

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

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

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

adjoining roads;

(c) suitability for the type and volume of traffic likely to be generated by the use or development;

(d) ease of accessibility and recognition for users.

- 6.11.5 The application was referred to Council's Development Engineer, who advised the following;

The access from the Erina Place highway reservation currently grades into the right of way at 25%. Therefore, a transition is required to prevent vehicles from bottoming. The proposal is supportable under performance because this can easily be resolved in the detailed design process and the application could then be made to meet the Acceptable Solution.

- 6.11.6 The officer's report is provided as an attachment to this report.

- 6.11.7 The proposal complies with the performance criterion.

6.12 Parking and Access Layout of Parking Area - E 6.7.5 P1

- 6.12.1 The acceptable solution at clause E 6.7.5 A1 requires parking layout and access aisles 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.

- 6.12.2 The proposal includes a gradient in excess of 25% from the rear parking spaces onto the Right of Way.

- 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 E 6.7.5 P1 provides as follows:

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

- 6.12.5 The application was referred to Council's Development Engineer, who provided the following assessment under AS/NZS 2890.1;

- Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): OK
- Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm

clearance on side): OK

- Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): OK
- Parking Space Gradient (5%): OK
- 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
- B85 Turning Paths: OK
- Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): OK
- Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): This invokes a discretion - The access from the Erina Place highway reservation currently grades into the ROW at 25% - a transition is required to prevent vehicles from bottoming. Supportable under performance because this can easily be resolved in the detailed design process and the application made to meet the Acceptable Solution.
- Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - The access from the Erina Place highway reservation currently grades into the ROW at 25% - a transition is required to prevent vehicles from bottoming. Supportable under performance because this can easily be resolved in the detailed design process and the application made to meet the Acceptable Solution. A condition will be imposed requiring a detailed design.
- Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): N/A
- Blind Aisle Length (AS2890.1 Fig 2.3 = 6x spaces max if public): N/A
- Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): N/A
- Circulation Roadways & Ramps: N/A

6.12.6 The officer's report is provided as an attachment to this report.

6.12.7 The proposal complies with the performance criterion.

6.13 Parking and Access Code - Surface Treatment of car parking area - E 6.7.6 P1

6.13.1 The acceptable solution at clause E 6.7.6 A1 requires a durable all weather pavement within 75m of the property boundary and for it to be drained to an approved stormwater system.

6.13.2 The proposal includes concrete surface, but the designs lack detail to demonstrate compliance with the Urban Drainage Act.

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 E 6.7.6 P1 provides as follows:

Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:

- (a) the suitability of the surface treatment;*
- (b) the characteristics of the use or development;*
- (c) measures to mitigate mud or dust generation or sediment transport.*

- 6.13.5 The application was referred to Council's Development Engineer, who advised the following;

The surface proposed is concrete, a concept drainage design has been included, but some minor changes are necessary to ensure the development complies with the UDA. Conditions will be imposed requiring detailed designs.

A representation was received raising concerns that the concreted section of the Right of Way and parking area and potential for erosion of the lower unsealed section of the Right of Way.

- The Right of Way to the rear of the property has a significant fall from Erina Street along the rear boundaries of the Byron Street properties. Engineering plans propose a concrete driveway behind 14 Byron St, but do not detail the difference in levels between the concrete driveway and existing dirt road surface. A level surface need to be preserved.

The detailed design phase will ensure that the trafficability of the ROW will be preserved and stormwater disposal addressed..

- 6.13.6 The officer's report is provided as an attachment to this report.

- 6.13.7 The proposal complies with the performance criterion.

- 6.14 Landslide Code - Development Standards for Buildings and Works - E 3.7.1 P1

- 6.14.1 There is no acceptable solution for E 3.1.7 A1.

6.14.2 The proposal includes development and works within the Low Landslide Hazard Area and will cause disturbance to less than 100m³ of earth.

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

6.14.4 The performance criterion at clause E 3.7.1 P1 provides as follows:

Buildings and works must satisfy all of the following:

(a) no part of the buildings and works is in a High Landslide Hazard Area;

(b) the landslide risk associated with the buildings and works is either:

(i) acceptable risk; or

(ii) capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.

6.14.5 The application was presented to Council's Environmental Development Planner, who advised that the Low Risk Area must ensure that development and works are an acceptable or tolerable risk. This can be addressed through a condition to ensure that the works are capable of feasible and effective treatment through hazard management measures. A condition is imposed to address this and requires a landslip report prior to building approval being granted and any recommended risk treatment measures in the approved report to be implemented.

6.14.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve, at 14 Byron Street and 8-8a Byron Street and the adjacent road reserve.

- 7.2 The application was advertised and received thirteen (13) representations. The representations raised concerns including inappropriate use in the Heritage precinct and Sandy Bay in general, impact of insufficient on site parking on the road network and on street parking in the vicinity and general objections to Boarding Houses in the area.

Matters pertaining to heritage and parking have been discussed previously. Most representations also raised concerns over the impact of boarding houses on the residential amenity of the area. The site is within the Inner Residential zone where a boarding house is a permitted use, the Zone Purpose Statements for this require;

- provision for a variety of residential uses and dwelling types, close to services in inner urban and historically established areas;
- to encourage residential development at a higher densities in locations within walkable distance of services ... and high frequency public transport corridors
- to encourage residential development that respects the neighbourhood character; and
- to provide a high standard of residential amenity.

The proposal does increase the density of residential development in an area close to services and on a high frequency bus route. Many representations objected to the proposal not respecting the neighbourhood character. It is difficult to identify a single residential character. There are single dwellings on a variety of lots sizes to the east and north. However there are also multi-storey apartments within 40m of the site and two large dwellings which have been converted to flats to the south. Given the mix of residential uses it is difficult to argue the proposal amounts to an intrusion into an established family home residential character.

The issue of increased in site coverage was also raised. Whilst the extension is an approximate doubling of the current arrangements, it complies with the Acceptable Solution for site coverage in the Inner Residential zone. The applicants were requested to more clearly demonstrate this and provided a coloured plan to show the proposed site coverage in Figure 19 below.

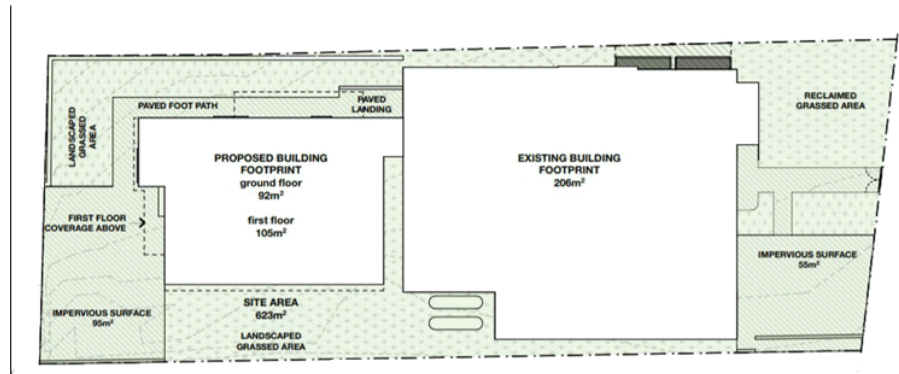


Figure 19: Site coverage (Oramatis, 2020)

- 7.3 The Inner Residential zone permits 50% site coverage. The scheme defines Site Coverage as "the proportion of a site (excluding any access strip) covered by roofed buildings". The site area is 625m² and the total floor area will be 311m², creating 49.7% coverage. As can be seen, the footprint of the overall building is actually less than 50% and so whilst representor concerns are noted regarding the change to the area of land covered, the proposal complies with the zoning provisions and as mentioned previously by Council's Cultural Heritage Officer, there is nothing within the heritage provisions that restricts the ratio of garden to footprint in the scheme. Whilst it is clear that the rear garden will be completely lost, the proposal is not contrary to the Heritage precinct provisions, nor does the scheme provide any guidance in relation to potential change in character by increased site coverage. Therefore these representation grounds cannot be supported.

Representor concerns over the number of residents on site are noted, however the planning scheme also does not provide guidance regarding the number of residents on a property. This is considered a deficiency in the scheme as clearly the degree of impact in terms of parking, requirements for open space, etc increases with the number of residents on site. The Boarding House use class is a Permitted use in the Inner Residential zone and there are no specific development standards that differ to a single dwelling other than the number of parking spaces. Council's Development Engineer has already mentioned that the suitability of the parking requirements for this use class is debatable. It is interesting to note that a multiple dwelling use has more stringent development requirements than Boarding Houses. Whilst it is noted that the current provisions for Boarding Houses risks potential changes to the character and amenity, whilst the scheme provides no specific direction to consider amenity in the Acceptable Solutions, the Council is unable to set aside standards compliance to pursue an amenity concern. It is inherent in the Acceptable Solutions that amenity should be achieved through the numerical compliance with the development standards. In essence, if compliance with the relevant planning provisions is achieved, then any resultant impacts are

considered by the planning scheme not to be unreasonable or unacceptable.

Representations were received in regard to overshadowing, loss of privacy and solar access, and views. The extension was modified to fit completely within the building envelope and all setbacks. The one issue of privacy was the area of private open space. This is provided with 1.7m high privacy screening to meet the Acceptable Solution for this development standard. Notwithstanding meeting the Building Envelope, shadow diagrams were provided, showing that affected neighbours receive at least direct sunlight and are free of overshadowing for at least 3 hours on 21st June. The planning scheme does not preserve or protect views. Therefore, given such compliance with relevant scheme standards, these representations are not supported.

A representation raised the site is subject to the Landslide Code. The site is identified as Low Landslide Hazard Area, which is exempt from consideration under the Landslide Code within the Planning Scheme.

Many of the representations raise concerns over the residents' use of the site in terms of rubbish collection, shopping trolleys, noise, no community benefit from Boarding houses. Boarding houses have the option to have on site management (expressed in the parking provision of one space per staff member). However the definition of Boarding house means "use of land for a dwelling in which lodgers rent one or more rooms, generally for extended periods, and some parts of the dwelling are shared by all lodgers". The definition does not require on site staff. Certainly on site management may overcome some representor concerns, by ensuring the ongoing putting out and retrieval of bins, etc., however it is not mandated in the scheme and cannot be conditioned for such. Advice is recommended advising that a management plan for the Boarding house to ensure bin collection, etc occurs.

Issues relating to community benefit, Covid 19 arrangements, resale values, the transient nature of tenants are not matters clearly articulated or defined in the planning scheme. Whilst such concerns are appreciated, Council can only assess the proposal under the Planning Scheme provisions. Whilst the planning scheme provisions remain unchanged Council cannot direct or substantially mitigate the potential impacts of such uses. These representations are not supported.

In summary, the proposal meets the development standards for site coverage, setbacks, height, building envelope, privacy and private open space area. The scheme generally treats such use the same as a single dwelling. The impact on the built environment would be the same. If the representators' concerns are over use, the planning scheme does not provide any direction for use consideration other than as a residential use and is a Permitted use in the zone.

- 7.4 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.5 The proposal has been assessed by other Council officers, including the Council's Development Engineer and Cultural Heritage Officer. The officers have raised no objection to the proposal, subject to conditions.
- 7.6 The proposal is recommended for approval.

8. Conclusion

- 8.1 The proposed Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve at 14 BYRON STREET 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 Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve at 14 BYRON STREET 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-19-640 14 BYRON STREET SANDY BAY TAS 7005 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

PLN 1

Screening of the upper deck to a height of 1.7m above floor level, with no more than 25% uniform transparency must be installed and maintained along the eastern edge of the deck prior to issue of a completion certificate for the Boarding House.

Reason for condition

To provide reasonable opportunity for privacy for the residents and surrounding properties.

PLN s1

The maximum number of residents accommodated on site at one time must not exceed thirteen (13) persons.

Reason for condition

To comply with parking provision on site in accordance with Table 6.1 of the Parking and Access Code, and in accordance with the stated intent of the applicant.

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). If a new connection is required, any existing abandoned connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings must be submitted and approved, prior to commencement of work. The detailed engineering drawings must include:

1. Be certified by a qualified and experienced civil engineer;
2. The location of the proposed connection; and
3. The size of the connection appropriate to satisfy the needs of the development.

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

Advice: 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 sw7

Stormwater 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 construction. The stormwater management report and design must:

1. Be prepared by a suitably qualified engineer.
2. 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 such that flows are limited to the receiving capacity of the kerb and gutter. All assumptions must be clearly stated.
3. Include design drawings of the detention tank showing the layout, the

- inlet and outlet (including long section), the overflow mechanism.
4. **Show layout, of the inlet and outlet including long-section.**
 5. **Include a Stormwater Management Summary Plan that including a maintenance plan which outlines the operational and maintenance measures.**

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)

Reason for condition

To avoid the possible pollution of drainage systems and natural watercourses, to comply with relevant State legislation, and to ensure the development's stormwater system takes into account limited receiving capacity of Council's infrastructure.

ENG 3a

The access driveway, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), 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 3b

The access driveway, circulation roadways, ramps 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, circulation roadways, ramps and parking module (parking spaces, aisles and manoeuvring area) 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.
3. 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.
4. Include a transition vertical curve at the entrance to the ROW from Erina Place.
5. Ensure a smooth transition of levels from the proposed concrete surface of the right of way back to the existing surface of the continuation of the right of way such that the access to the rear of lots 8-8A and 10-12 Byron Street remains trafficable.
6. 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 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.

Prior to the issue of any approval under the Building Act 2016, a revised private drainage design must be submitted to, and approved by the Council. The revised design must:

- Remove grated pit 'S1' from the right of way such that all private drainage is contained entirely within the lot that it services

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 four (4).

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

Reason for condition

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

ENG 1

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

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

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

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

Reason for condition

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

ENV 8

Prior to the commencement of works and prior to the granting of building consent, a Landslide Risk Management Report in accordance with the Australian Geomechanics Society's *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 assesses whether the proposed works associated with the development would cause a tolerable or intolerable level of risk for people or property on nearby land (using the recommended tolerable risk criteria in the AGS Guidelines), with, and without risk mitigation measures being applied;
2. 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:
 1. 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 suitably qualified and experienced civil engineer.

Any recommended risk mitigation measures required to reduce the estimated risk to tolerable levels in the approved Landslide Risk Management Report 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 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 reduce the risk to life and property, and the cost to the community, caused by landslides

ENV 1

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

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

Reason for condition

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

HER 20

The site must be fenced and landscaped in accordance with the approved landscape plan within 12 months of completion.

Additional detail to the landscaping plan must be submitted and approved, prior to the commencement of work. The landscape plan must:

1. **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;**

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

Advice: Once the landscaping 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 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 PLANNING

If a condition endorsement is required by a planning condition above, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#).

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

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied). Detailed instructions can be found [here](#).

CONDITION ENDORSEMENT ENGINEERING

All engineering drawings required to be submitted and approved by this planning permit must be submitted to the City of Hobart as a CEP (Condition Endorsement) via

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

Value of Building Works Approved by Planning Permit Fee:

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

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

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

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

BUILDING PERMIT

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

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

PLUMBING PERMIT

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

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).

PLANNING

You are encouraged to have in place a management plan for the operation of the Boarding House. The management plan should include measures to limit, manage and mitigate unreasonable impacts upon the amenity of permanent residents, including addressing issues like noise, waste management, resident behaviour, security, and maximum occupancy.

A Boarding House is also considered to be a commercial use and therefore not eligible to residential parking permits. Under the current policy for the issuing of residential parking permits, the proposed change of use to Boarding House would not entitle the property to a residential parking permit (other than for an on-site staff member).

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

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 or 74 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.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click

[here](#) for more information.

CROSS OVER CONSTRUCTION

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

STORM WATER / ROADS / ACCESS

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

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.

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.

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.



(Victoria Maxwell)

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: 27 July 2020

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Planning Referral Officer Development Engineering Report

Planning: #187577

Property

14 BYRON STREET SANDY BAY TAS 7005

People

Applicant

*

Oramatis Studio
Sebastian Young
212 Elizabeth Street
HOBART TAS 7000
0410 130 324
sebastian@oramatis.com.au

Owner

*

Shun Kei Lin
23 Kinnoull gr
GLEN WAVERLEY VIC 3150
0488 884 188
kennychlorine@hotmail.com

Entered By

CARMEN LO
212 ELIZABETH STREET
HOBART TAS 7000
0432078381
carmen@oramatis.com.au

Use

Other

Details

Have you obtained pre application advice?

☒ No

If YES please provide the pre application advice number eg PAE-17-xx

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.

*

☒ No

Is the application for SIGNAGE ONLY? If yes, please enter \$0 in the cost of development, and you must enter the

number of signs under Other Details below.

*

- ☐ No

If this application is related to an enforcement action please enter Enforcement Number

Details

What is the current approved use of the land / building(s)?

*

Residential Dwelling

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)

*

residential

Estimated cost of development

*

525000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

240.00

291.00

625

Carparking on Site

N/A

Total parking spaces

Existing parking spaces

5

3

☐ Other (no selection
chosen)
Other Details

Does the application include signage?

*

No

How many signs, please enter 0 if there are none involved in this application?

*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

- ☐ No

Documents**Required Documents**

Title (Folio text and Plan and Schedule of Easements)

*

FolioText-30300-1.pdf

Title (Folio text and Plan and Schedule of Easements)

*

FolioPlan-30300-1.pdf

Plans (proposed, existing)

*

1939 190919 DA TO COUNCIL (red).pdf

From: Sebastian Young <sebastian@oramatis.com.au>
Sent: Friday, 26 June 2020 9:18 AM
To: Victoria Maxwell
Subject: 14 Byron Street - Number of proposed occupants PLN 19-640

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Victoria,

In regards to the proposed boarding house at 14 Byron Street the number of occupants to occupy the dwelling is 1 per room.

This will make a total of 9 proposed occupants plus the 4 existing occupants making a total of 13 proposed occupants in the dwelling.

Kind regards,

Sebastian Young
Master of Architecture (UTAS)



ORAMATIS

m - 0410 130 324
a - 212 Elizabeth Street, Hobart 7000
e - sebastian@oramatis.com.au
w - <http://www.oramatis.com.au/>



City Planning
(03) 6238 2715
coh@hobartcity.com.au

7 April 2020

Sebastian Young (Oramatis)
212 Elizabeth Street
HOBART TAS 7000

mailto:sebastian@oramatis.com.au

Dear Sir/Madam

**14 BYRON STREET, SANDY BAY - WORKS IN ROAD RESERVE NOTICE OF LAND
OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-10**

Site Address:

14 Byron Street, Sandy Bay

Description of Proposal:

Partial Demolition, Extension and Alterations for Boarding House

Applicant Name:

Sebastian Young
Oramatis

PLN :

PLN-19-640

I write to advise that pursuant to Section 52 of the

, 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.

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au

CityofHobartOfficial
ABN 39 055 343 428
Hobart City Council

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



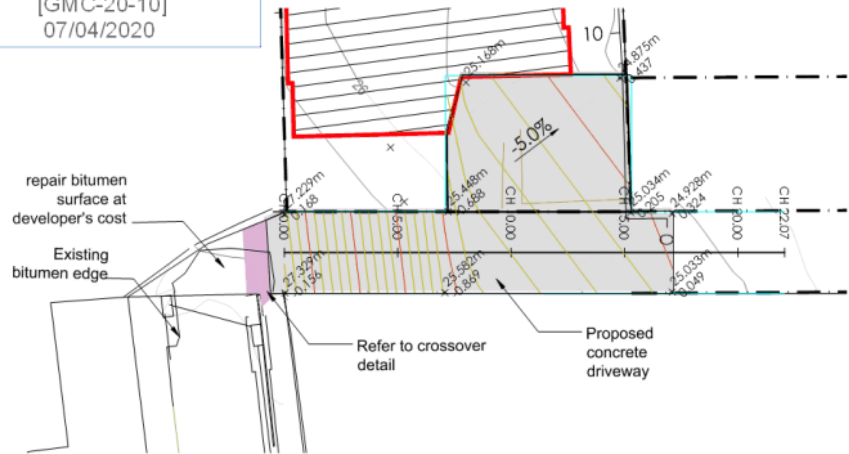
(N D Heath)

GENERAL MANAGER

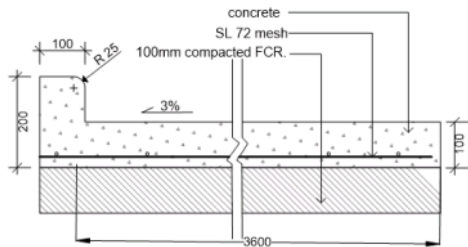
Relevant documents/plans:

Driveway Plan - C01 - dated 10/03/2020

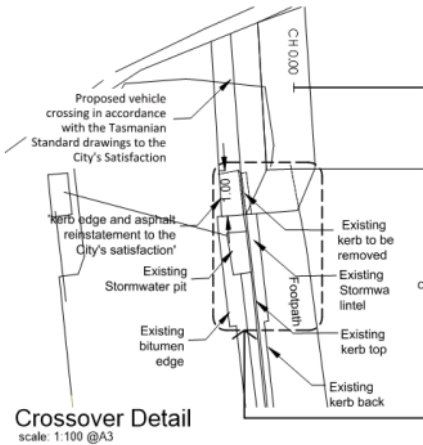
Approved - General
Manager Consent Only
[GMC-20-10]
07/04/2020



Driveway Plan
scale: 1:200 @A3

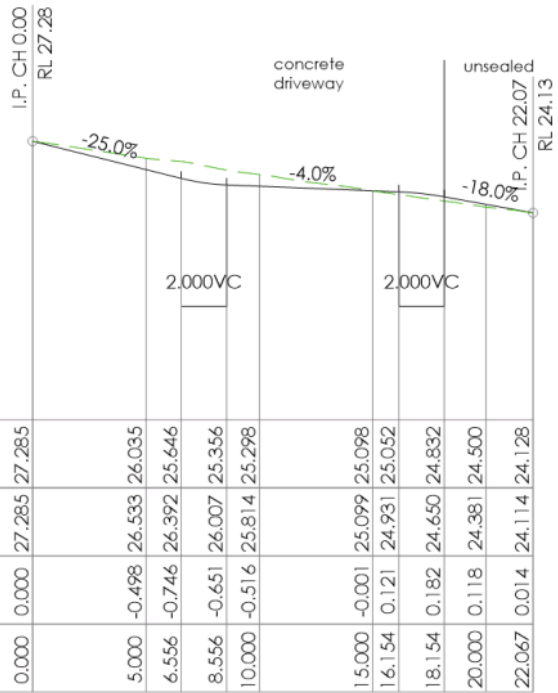
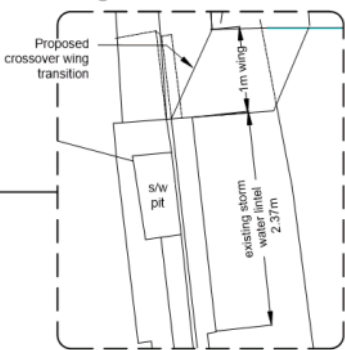


Driveway Cross Section
scale: 1:10 @A3 unit: mm



Crossover Detail
scale: 1:100 @A3

Driveway LongSection
scale: 1:200 @A3



Legend and Note:

- ⊕ Driveway finish level
- Depth to natural ground level
- 1. unit meter(UNO)

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

House Extension

14 Byron Street Sandy Bay
Sun Ken Lin



Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC6540

10/03/2020
1939 C01
Driveway Plan



oramatis studio

RFI RESPONSE

1939 BYRON STREET BOARDING HOUSE DEVELOPMENT

05 FEBRUARY 20

Hobart City Council
Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Re: 14 Byron Street, Sandy Bay – Proposed Use/Development – Boarding House Development Application in
accordance with the Hobart Interim Planning Scheme 2015

Overview:

The proposal for the development located at 14 Byron Street, Sandy Bay has been designed in accordance with the standards and requirements set out in the Inner Residential Zone from the Hobart Interim Planning Scheme 2015. Please refer below to a detailed response that addresses each development standard requested to be addressed in Council's request for further information. The response should be cross-referenced with the attached architectural drawings dated the 05/02/2020 by Oramatis Studio.

Attachments:

1. Covering Letter, dated 05/02/2020
2. Architectural Plans, dated 05/02/2020 prepared by Oramatis Studio
3. Titles, dated 19/07/19 + 24/01/20
4. Engineering Plans dated 05/02/2020

Inner Residential Zone***Boarding House*****Planning****PLN Fi1****8.1.2 (c) proposed use or development**

The proposed use for the development is to be a shared living arrangement coming under the classification of a ***Boarding House*** as per the definition described for ***Residential*** under the ***8.0 Assessment for Use or Development*** clause in ***Table 8.2 Use Classes***.

E6.6.1 Number of Car Parking Spaces



oramatis studio

RFI RESPONSE

1939 BYRON STREET BOARDING HOUSE DEVELOPMENT

05 FEBRUARY 20

Based on the number of potential licenced residences, which would be at most 14, there would be a maximum parking demand of 5 (4.6) residence parking spaces in accordance with **Table E6.1 Number of Parking Spaces Required** in the Parking and Access Code.

A total of 4 residence parking spaces will be provided to the property; two at front of the property accessed directly off Byron street and two to the rear of the property accessed from a common right of way adjoining Erina Place.

Therefore Performance Criteria P1 from Clause **E6.6.1 Number of Parking Spaces** is proposed to be relied upon to assess the adequacy of parking demand.

There is ample availability of public transport (bus) services that run frequently along Sandy Bay road which have bus stops within less than a 200m walking distance of the site.

As the proposed Boarding House is to accommodate university students it is highly likely other modes of transport such as walking or cycling will be adopted by the residence. The Universities Sandy Bay Campus is approximately 1.2km walking distance away. Therefore reducing the likely number of vehicle owners and thus car parking demand generally. Also there is to be a reduction of car parking demand due to the sharing of car parking spaces by multiple users because of car parking demand over time; as a result of alternating class time tables and schedules.

PLN Fi6

11.4.3 Site coverage and private open space

The proposed extension is built with a 24m² external deck in order to provide the required Private Open Space (POS) of the development. The deck is located on the first floor to maximise exposure to sunlight within the restrictive parameters of the proposed development and its neighbouring buildings.

As illustrated by the POS diagrams on layout sheets A011 & A012, even with the elevated height of the POS there is still significant overshadowing caused by the large existing garage at 16 Byron street that has been built hard up against their property boundary.

For this reason the POS required to be assessed under Performance Criteria (PC) P2 of the Site coverage and private open space Clause. The POS provided meets the PC P2 of this clause by providing an area suitable for relaxation, dining and entertaining, children's play, though possible, is unlikely to be required due to the student demographic of the residence.

The POS is directly adjacent to the dwellings main public living area in accordance with PC P2 (a) (i) and the first floor deck addresses standard P2 (a) (ii) of this clause as its elevated location is designed to take



oramatis studio

RFI RESPONSE

1939 BYRON STREET BOARDING HOUSE DEVELOPMENT

05 FEBRUARY 20

maximum advantage of the sunlight. Additionally, in addressing PC P2 (a) (ii) it is illustrated on layout sheet A014 that significant areas of public space area in close proximity of the proposed development.

11.4.6 Privacy

As the POS of the first floor deck is well over 1 metre above natural ground level a fixed screen of at least 1.7 metres above the finished deck level with a uniform transparency of no more than 25% has been provided in accordance with **Acceptable Solution A1 Clause 11.4.6 Privacy**. Please refer to details on layout sheet A008 Elevations.

Parking and Access**PA 7**

Please refer to response to Clause **E6.6.1 Number of Car Parking Spaces** above.

PA 2.1**E6.7.2 Design of Vehicular Access**

In response to clause **E6.7.2 Acceptable Solution A1** please refer to the engineering plans attached in conjunction with layout sheet A002 Site Plan.

PA 2.2**E6.7.2 Design of Vehicular Access + E5.6.4 Sight distances at accesses, junctions and level crossings**

In response to clause **E6.7.2 Acceptable Solution A1, clause E5.6.4 Acceptable Solution A1 and AS/NZS 2890.1:2004 Section 3** please refer to layout sheet A017 Vehicle and Pedestrian Sight Lines for details and scaled and dimensioned drawing(s) demonstrating vehicular and pedestrian sight distances.

PA 5.1**E6.7.5 Layout of Parking Areas**



oramatis studio

RFI RESPONSE

1939 BYRON STREET BOARDING HOUSE DEVELOPMENT

05 FEBRUARY 20

Please refer to engineering plans attached for details pertaining to layout of car parking spaces, turning areas, and driveway and access which has been designed in compliance with **AS/NZS 2890.1:2004**.

In response to clause **E6.7.5 Acceptable Solution A1** designed in compliance with **AS/NZS 2890.1:2004**, **Section 2** and **AS/NZS 2890.1:2004**, **Section 5.3** please refer to engineering plans attached for details and scaled and dimensioned drawing(s) of car parking spaces, turning areas, driveway and access, a plan view showing minimum width of the entire driveway, construction details in a typical cross-section, and construction details in a typical parking area cross section.

PA 5.2**E6.7.5 Layout of Parking Areas**

For scaled and dimensioned drawing(s) demonstrating vehicular swept paths (turning paths) into and out of all of the proposed car parking spaces for a B85 vehicle in accordance with **AS/NZS 2890.1:2004** and in response to **E6.7.5 Acceptable Solution A1** please refer to engineering plans attached.

PA6**E6.7.6 Surface Treatment of Parking Areas**

In response to clause **E6.7.6 Acceptable Solution A1** please refer to the engineering plans attached in conjunction with layout sheet A015 Stormwater and Driveway Plan for scaled and dimensioned drawing(s) showing the surface treatment for the proposed access, driveway, turning area, circulation roadways and parking space and how they will be drained to stormwater. Also refer to these plans to illustrate the response to requested details on parking spaces and vehicle roadways finished with a durable all weather pavement, i.e. concrete, that is drained to an approved stormwater system.

Stormwater Code**Sw1**

For scaled and dimensioned drawings demonstrating how stormwater from the proposed development (including roofed areas and impervious surfaces – driveways etc) will be disposed of via gravity to public stormwater infrastructure please refer to layout sheet A015 Stormwater & layout sheet A005 in conjunction with engineering hydraulic plans attached.



oramatis studio

RFI RESPONSE

1939 BYRON STREET BOARDING HOUSE DEVELOPMENT

05 FEBRUARY 20

Sw8

For scaled and dimensioned drawings that illustrates a concept drainage design that includes on site detention in the form of the advised 2x,2500 litre slimline tanks discharging via 2x35mm orifice please refer to layout sheet A015 Stormwater in conjunction with the hydraulic engineering plans attached.

I trust that the contents of this letter and the attached documentation have satisfactorily addressed the request for further information at 14 Byron Street, Sandy Bay. If there are any questions or queries in relation to the above please feel free to contact me directly.

Yours Sincerely,

Sebastian Young
Masters of Architecture (UTAS)
05/02/2020



BUILDING ENVELOPE PERSPECTIVE



BLD ENVELOPE PERSPECTIVE 02

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencing any work.
Contractor shall clarify any discrepancies before commencing any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All work shall be carried out in accordance with the Building Code of Australia and all relevant Australian standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B
DESCRIPTION
RPI TO COUNCIL
RPI TO COUNCIL
DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**
14 BYRON STREET SANDY BAY TAS 7505
ZHIYING CHEN

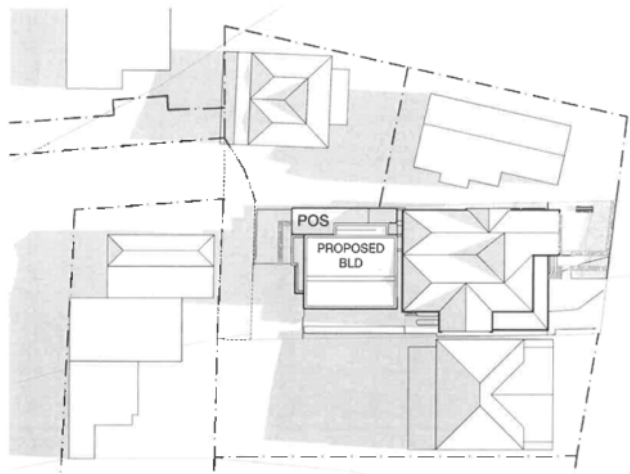


Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio Pty Ltd
Building Practitioner Accreditation: CC6540

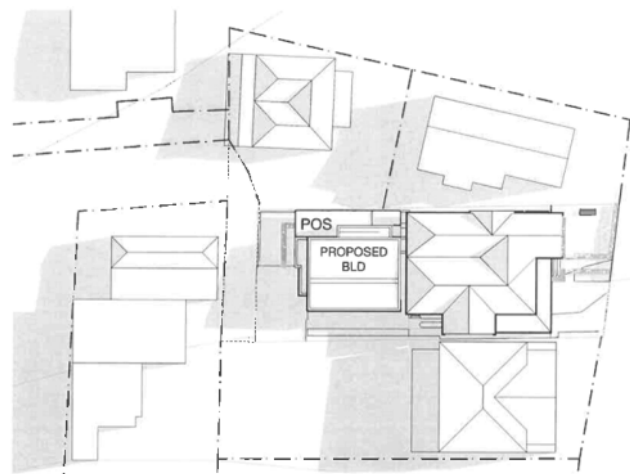
0 5m PAGE SCALE 1:100 @ FULL SIZE A3

25/6/20

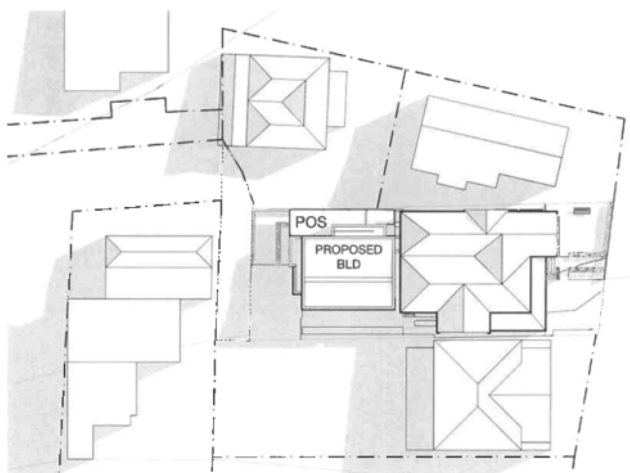
**1939 A009 - B
BUILDING ENVELOPE PERSPECTIVE**



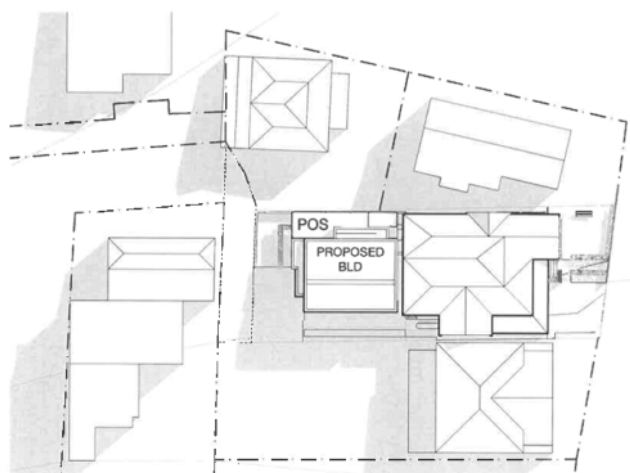
SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 9AM (JUNE 21)



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 10AM (JUNE 21)



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 11AM (JUNE 21)



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 12PM (JUNE 21)

0 1m PAGE SCALE 1:100 @ FULL SIZE A2

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencing any work.
Contractor shall clarify any discrepancies before commencing any work. Drawings must not be copied, reproduced or altered in any way without the written permission of Oramatis Studio.

REV
A
B

DESCRIPTION
RPT TO COUNCIL
RPT TO COUNCIL

DATE
14/11/19
6/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7505
ZHIYING CHEN



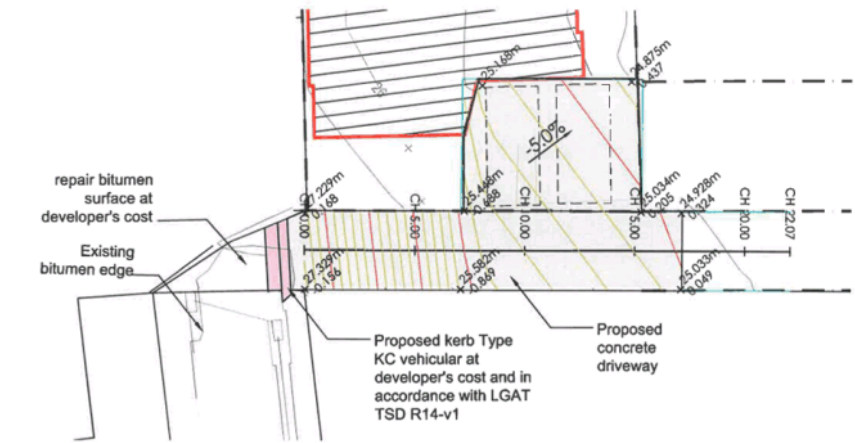
Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

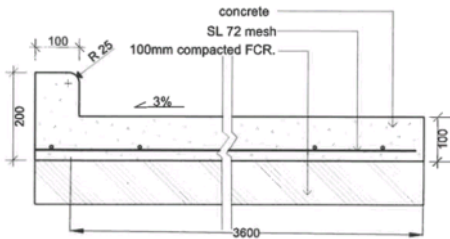
Building Practitioner Accreditation: CC6540

25/6/20

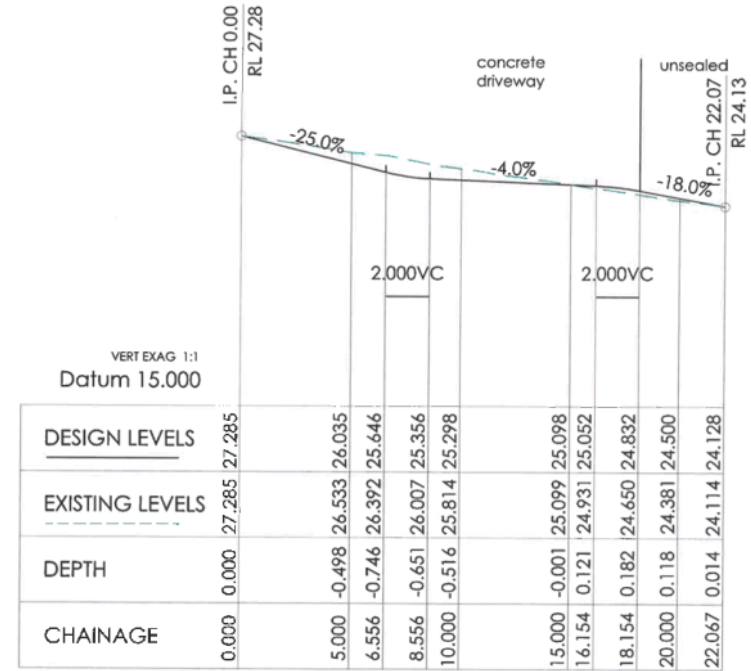
**1939 A010 - B
SUN STUDY DIAGRAMS**



Driveway Plan
scale: 1:200 @A3



Driveway Cross Section
scale: 1:10 @A3 unit: mm



Driveway LongSection
scale: 1:200 @A3

Legend and Note:

- Driveway finish level
 - Depth to natural ground level
1. unit meter(UNO)

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit complete and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These documents, plans, specifications, and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

X:\2019\1393 14 BYRON STREET, SANDY BAY\0001_ARCH\CAD\DWG\2019\1393.dwg

REV DESCRIPTION DATE

House Extension

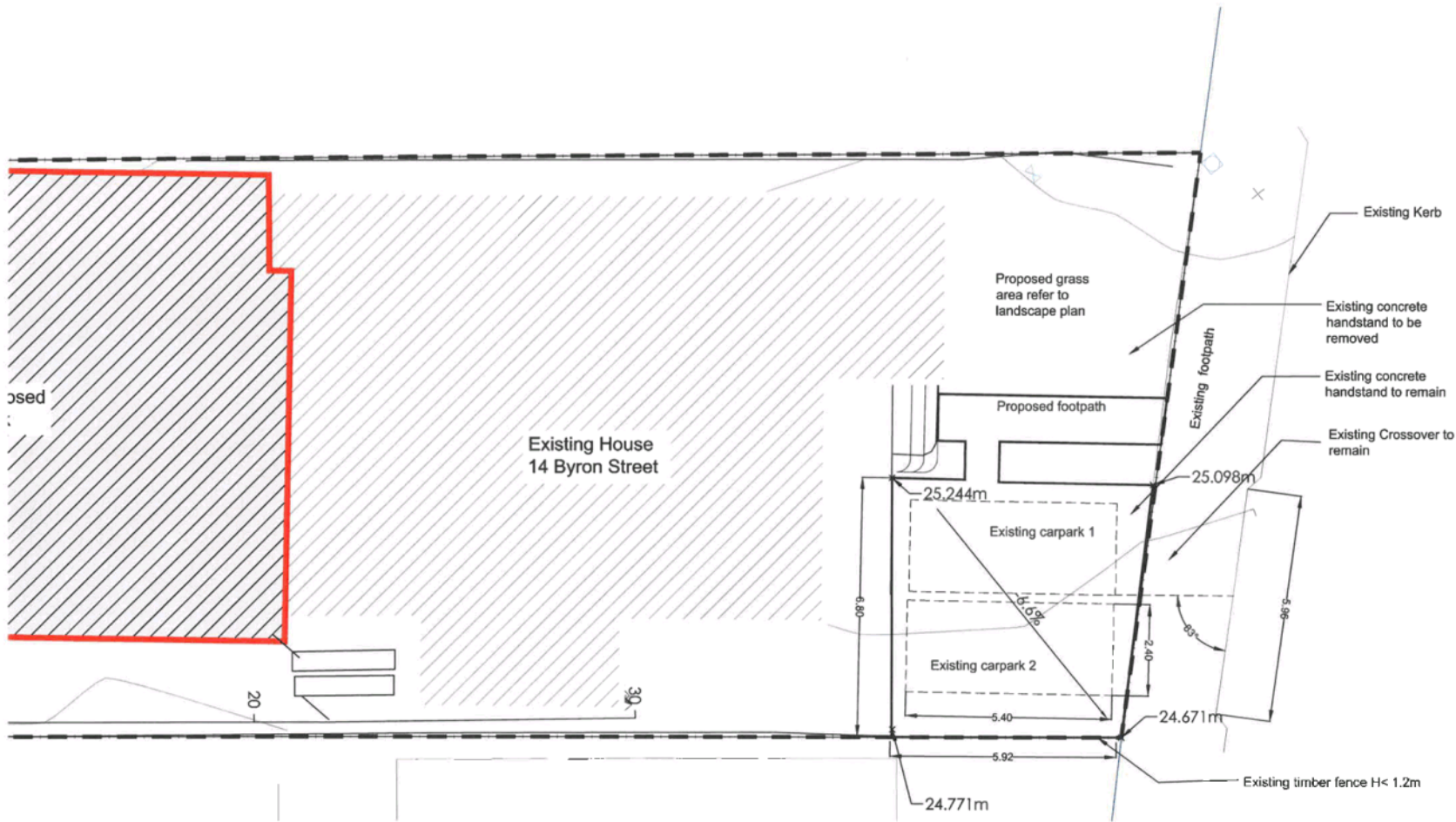
14 Byron Street Sandy Bay
Sun Ken Lin



Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6266 6440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC6540

05/02/2020
1939 C01
Driveway Plan



Front Parking Plan
scale: 1:200 @A3

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

X:\Q01\1306-14 BYRON STREET, SANDY BAY\1306-14 ARCH\CA22\04R5\2208.cwg

REV DESCRIPTION DATE

House Extension

14 Byron Street Sandy Bay
Sun Ken Lin

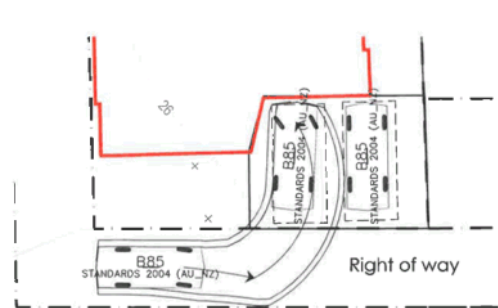


Oramatis Studio

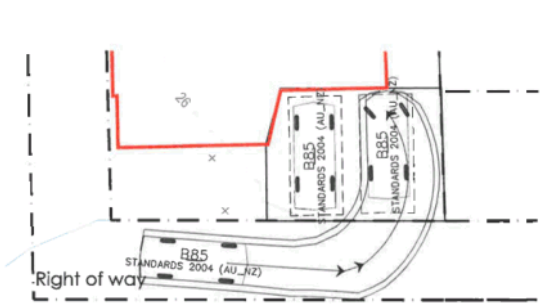
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC6540

05/02/2020

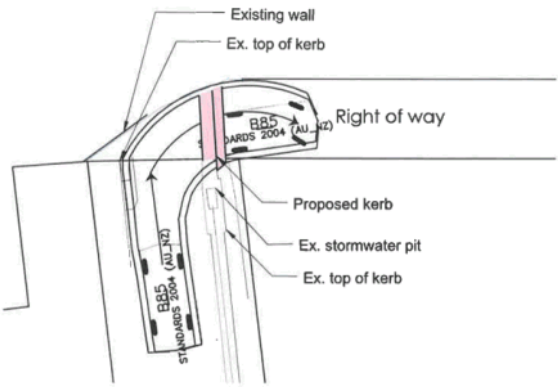
1939 C02
Parking Plan



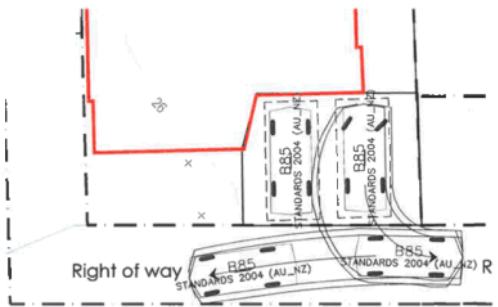
Swept Path Plan 1
scale: 1:200 @A3



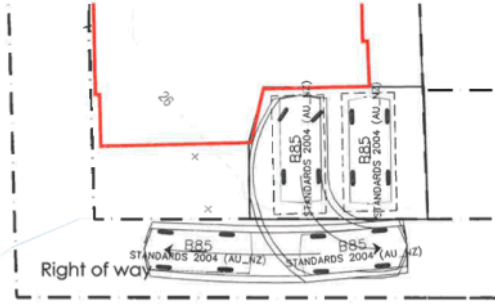
Swept Path Plan 2
scale: 1:200 @A3



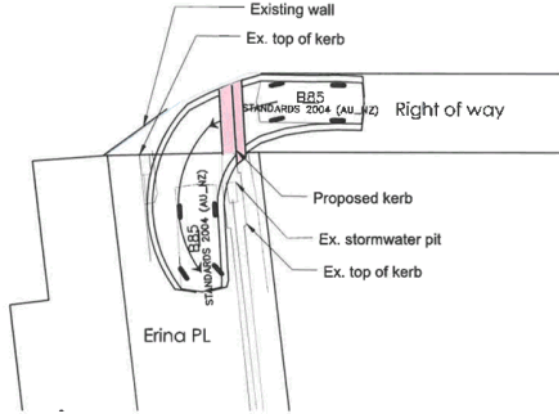
Swept Path Plan (entering ROW)
scale: 1:200 @A3



Swept Path Plan 3
scale: 1:200 @A3



Swept Path Plan 4
scale: 1:200 @A3



Swept Path Plan (exiting ROW)

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the associated service are the property of Oramatis Studio and must not be used, reproduced or copied in whole or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

House Extension

14 Byron Street Sandy Bay
Sun Ken Lin



Oramatis Studio

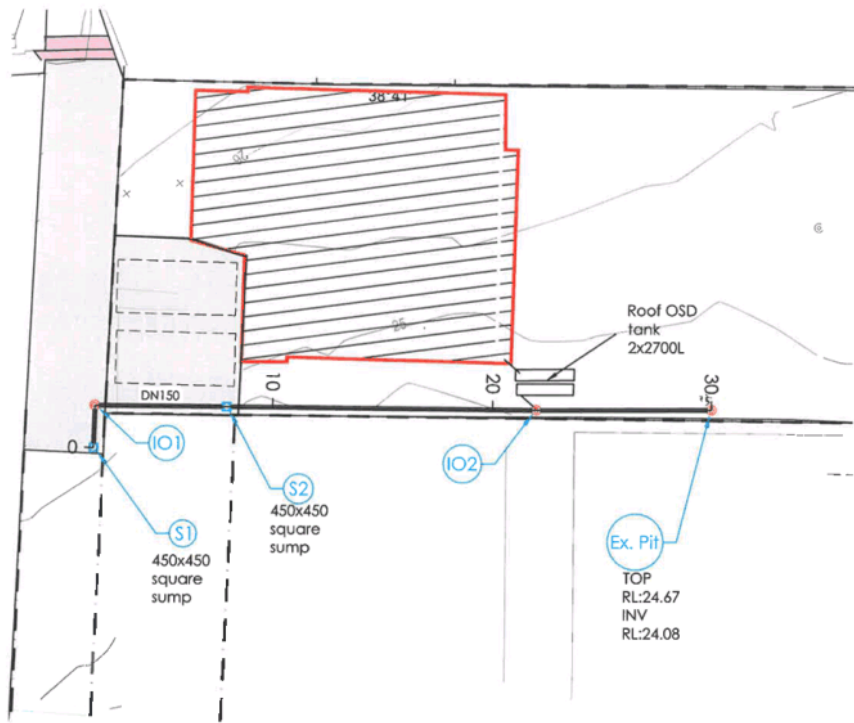
212 Elizabeth Street, Hobart
p: (03) 5266 0440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC8540

05/02/2020

1939 C03

Car Path Swept

X:\2019\1939-14-Byron-Street-Sandy-Bay\0003_ARCH\CAD\Car_Path.dwg



VERT EXAG 1:1
Datum 20.000

GRADE %

	0.00	5.00	10.00	15.00	20.00	25.00	29.970
DESIGN LEVEL AT MH CL	24.966	25.049	24.898		24.722		
INVERT LEVEL	24.411	24.391	24.327		24.167		24.080
COVER	0.115	0.415	0.053		0.229		0.481
CHAINAGE	0.000						

Stormwater LongSection

scale: 1:200 @A3

Stormwater Plan
scale: 1:200 @A3

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall verify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit a copy of this drawing to the Council before commencement of any work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These drawings, plans, specifications and the equipment herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

House Extension

14 Byron Street Sandy Bay
Sun Ken Lin



Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6296 9440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: C06540

05/02/2020

1939 C04

Stormwater Plan

HOUSE CHEN EXTENSION

DRAWING INDEX

A001	B	DRAWING INDEX
A002	B	SITE PLAN
A003	B	GROUND FLOOR
A004	B	FIRST FLOOR
A005	B	ROOF PLAN
A006	B	ELEVATIONS
A007	B	ELEVATIONS
A008	B	ELEVATIONS
A009	B	BUILDING ENVELOPE PERSPECTIVE
A010	B	SUN STUDY DIAGRAMS
A011	B	SUN STUDY DIAGRAMS
A012	B	SITE COVERAGE DIAGRAM
A013	B	STORMWATER AND DRIVEWAY PLAN
A014	B	VEHICLE + PEDESTRIAN SIGHT LINES
A015	B	VEHICLE TURNING DIAGRAMS 01
A016	B	VEHICLE TURNING DIAGRAMS 02
A017	B	LANDSCAPING PLAN - ENTIRE SITE
A018	B	LANDSCAPE PLAN FRONT YARD
A019	B	LANDSCAPE PLAN BACKYARD
A020	B	SITE PLAN - FENCES

GENERAL NOTES

GENERAL
© REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT OF ORAMATIS STUDIO

DO NOT SCALE FROM THIS DRAWING

THE CONTRACTOR SHALL CONFIRM ON SITE EXISTING CONDITIONS, LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORKS

ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT FOR INSTRUCTION

ALL LEVELS INDICATED PERTAIN TO FINISHED LEVELS AND NOT STRUCTURAL LEVELS UNLESS OTHERWISE INDICATED

MATERIALS AND WORK PRACTICES SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC) AND OTHER RELEVANT CODES REFERRED TO IN THE NCC

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS, SPECIFICATIONS AND DRAWINGS

PROPRIETARY ITEMS, SYSTEMS AND ASSEMBLIES ARE TO BE ASSEMBLED, INSTALLED OR FIXED IN CONFORMANCE WITH THE CURRENT WRITTEN RECOMMENDATIONS AND INSTRUCTIONS OF THE MANUFACTURER OR SUPPLIER

WORKPLACE HEALTH AND SAFETY
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SAFE DESIGN REPORT

ALL CONTRACTORS MUST CARRY OUT WORKS IN ACCORDANCE WITH CURRENT HEALTH AND SAFETY LEGISLATION AND BEST PRACTICE INCLUDING PREPARATION OF A CONSTRUCTION SAFETY MANAGEMENT PLAN

LAND TITLE REFERENCE
VOLUME(PLAN): 30300
FOLD (LOT): 1

DESIGN WIND SPEED
WIND LOADING TO AS 4055: N3

SOIL CLASSIFICATION
SOIL CLASSIFICATION TO AS 2870: T8A

CLIMATE ZONE FOR THERMAL DESIGN
CLIMATE ZONE TO BCA FIGURE 1.1.4: 7

BUSHFIRE PRONE AREA BAL RATING
BUSHFIRE ATTACK LEVEL (BAL) TO AS 3959: n/a

CORROSION ENVIRONMENT
CORROSION ENVIRONMENT TO AS/NZS 2312: n/a

KNOWN SITE HAZARDS: n/a

SCHEDULE OF AREAS
EXISTING FLOOR AREA: 206m²
PROPOSED DWELLING SITE COVERAGE: 105m²
PROPOSED SHED AREA: n/a
SITE AREA: 623m²
SITE COVERAGE: 311m²
SITE COVERAGE PERCENTAGE: 50%

FOR
APPROVAL
ONLY
NOT FOR CONSTRUCTION

0 1m 5m PAGE SCALE 1:100 @ FULL SIZE A3

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be copied, reproduced or copied who by or in part without the written permission of Oramatis Studio.

REV
A
B
DESCRIPTION
R/F TO COUNCIL
R/F TO COUNCIL

DATE
14/11/19
5/2/20

HOUSE CHEN
EXTENSION

14 BYRON STREET SANDY BAY TAS 7005
ZHUYING CHEN

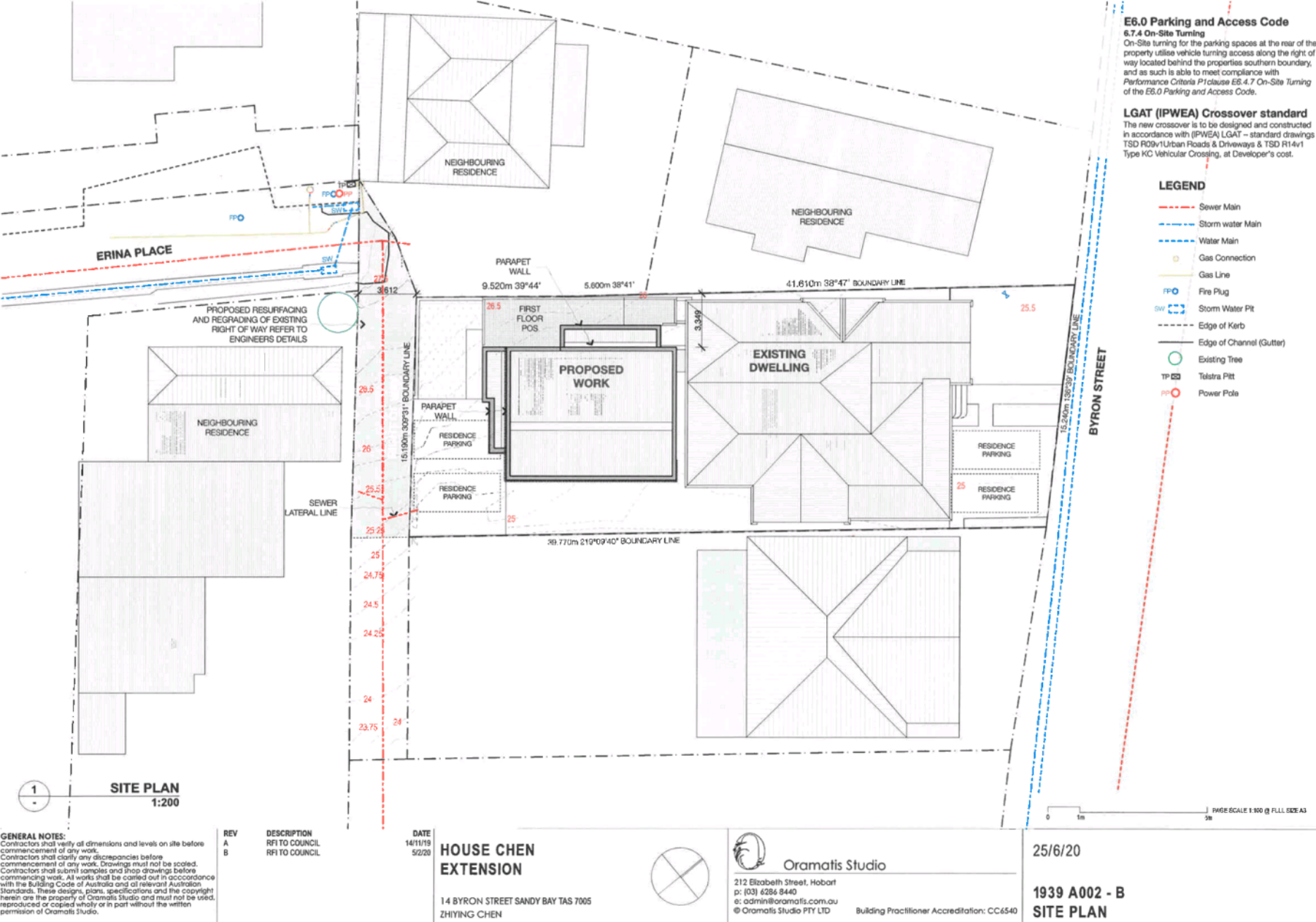


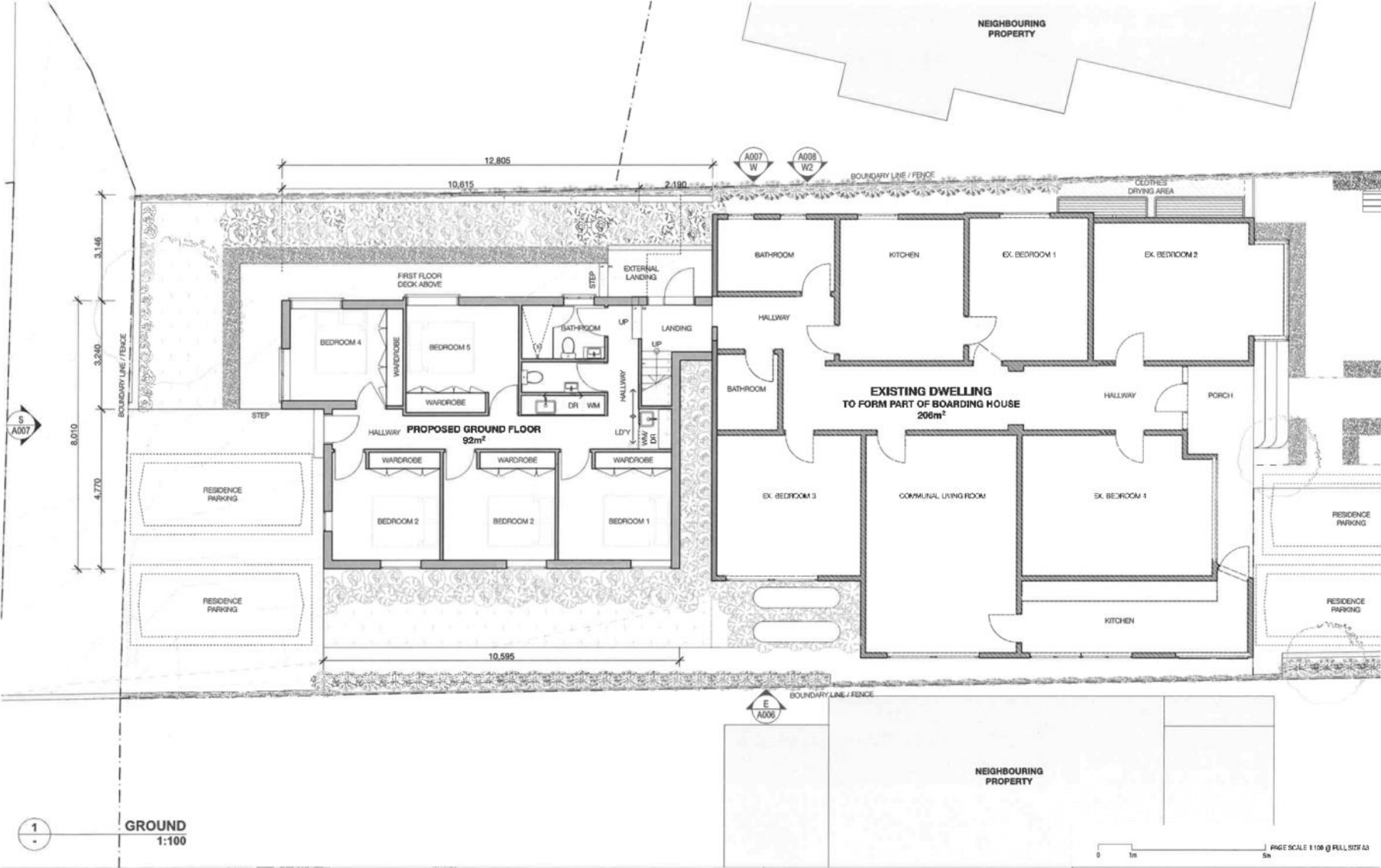
Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

25/6/20

1939 A001 - B
DRAWING INDEX





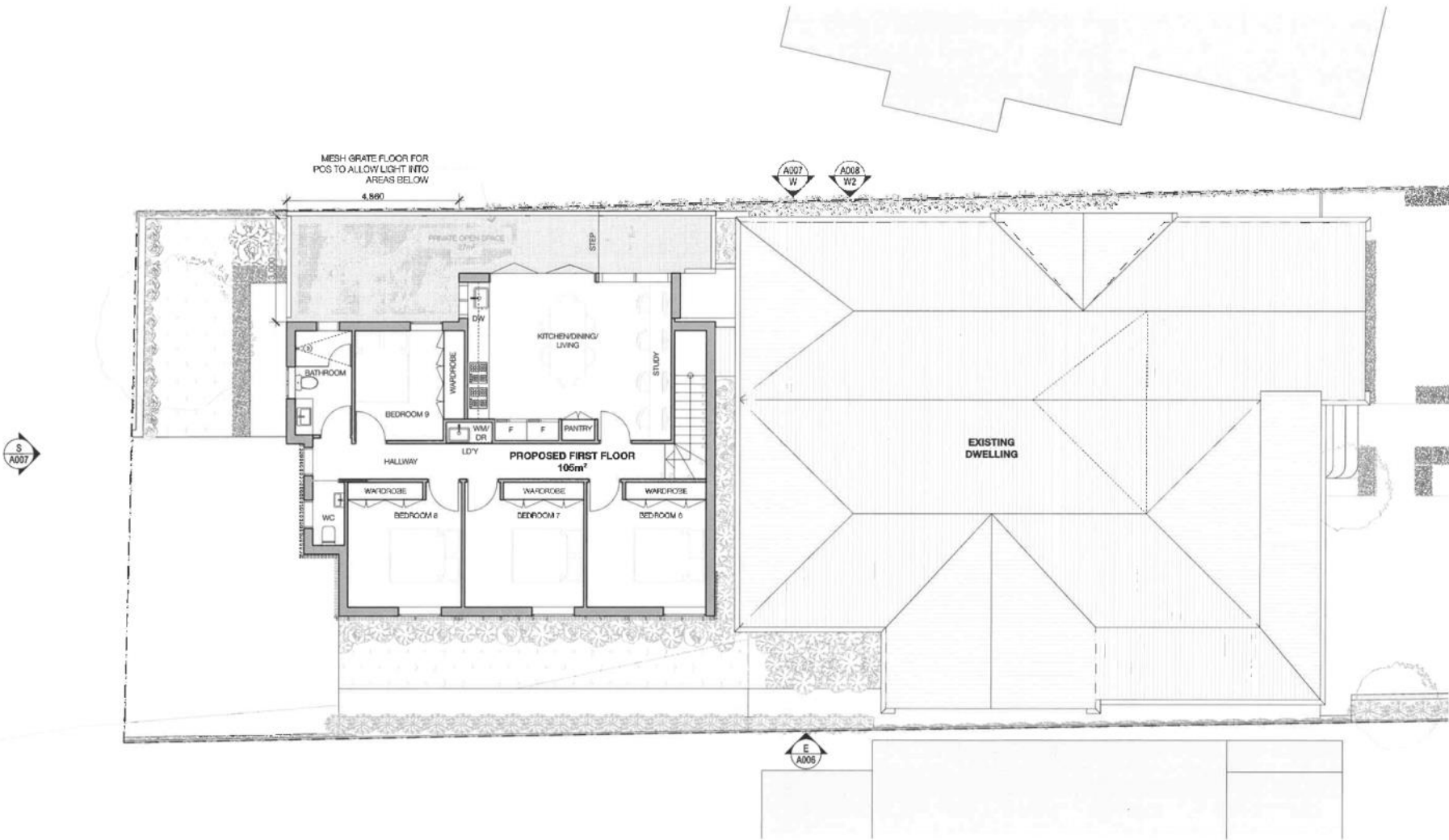
GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
A	RFI TO COUNCIL	14/11/19
B	RFI TO COUNCIL	5/2/20

**HOUSE CHEN
EXTENSION**
14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN

Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

25/6/20
**1939 A003 - B
GROUND FLOOR**



1 FIRST FLOOR
1:100

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All work shall be carried out in accordance with the Building Code of Australia and all relevant Australian standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B
DESCRIPTION
RPT TO COUNCIL
RPT TO COUNCIL

DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7505
ZHIYING CHEN



Oramatis Studio

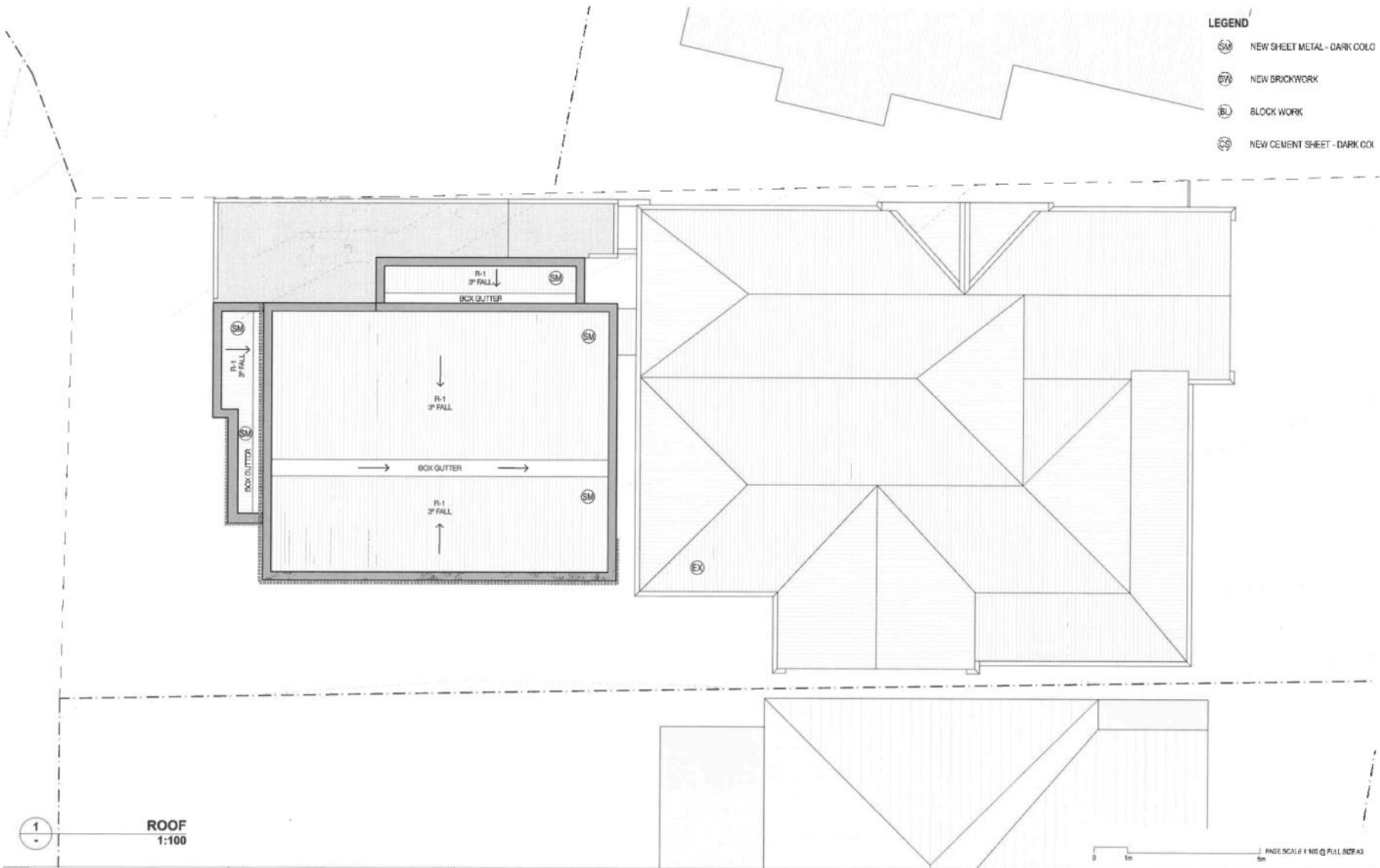
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6543

0 1m 10m
PAGE SCALE 1:100 @ FULL SIZE A3

25/6/20

**1939 A004 - B
FIRST FLOOR**




GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
A	RFI TO COUNCIL	14/11/19
B	RFI TO COUNCIL	5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 4284 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

**1939 A005 - B
ROOF PLAN**

PAGE SCALE 1:100 @ FULL SIZE A3

0 1m 5m



1 NORTH ELEVATION
1:100



1 EAST ELEVATION
1:100

LEGEND

- SM NEW SHEET METAL - DARK COLOUR
- BW NEW BRICKWORK
- BL BLOCK WORK
- CS NEW CEMENT SHEET - DARK COLOUR
- G CLEAR GLAZING
- FG FROSTED GLAZING
- EX EXISTING FINISH
- SCR TIMBER BATTEN SCREEN
- PF WHITE PICKET FENCE
- WT WATER TANK
- RB RENDERED BLOCK

11.0 Inner Residential

11.4.6 Privacy

All windows to habitable rooms that have a floor level more than 1 m above the natural ground level are in accordance with Acceptable Solution A2 clause 11.4.6 Privacy as they are:
(i) 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; &
(ii) have fixed obscure glazing (frosted glazing) to a height of at least 1.7 m above the floor.

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B

DESCRIPTION
RFI TO COUNCIL
RFI TO COUNCIL

DATE
14/11/19
5/2/20

HOUSE CHEN
EXTENSION

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC4540

25/6/20

1939 A006 - B
ELEVATIONS



11.0 Inner Residential

11.4.6 Privacy

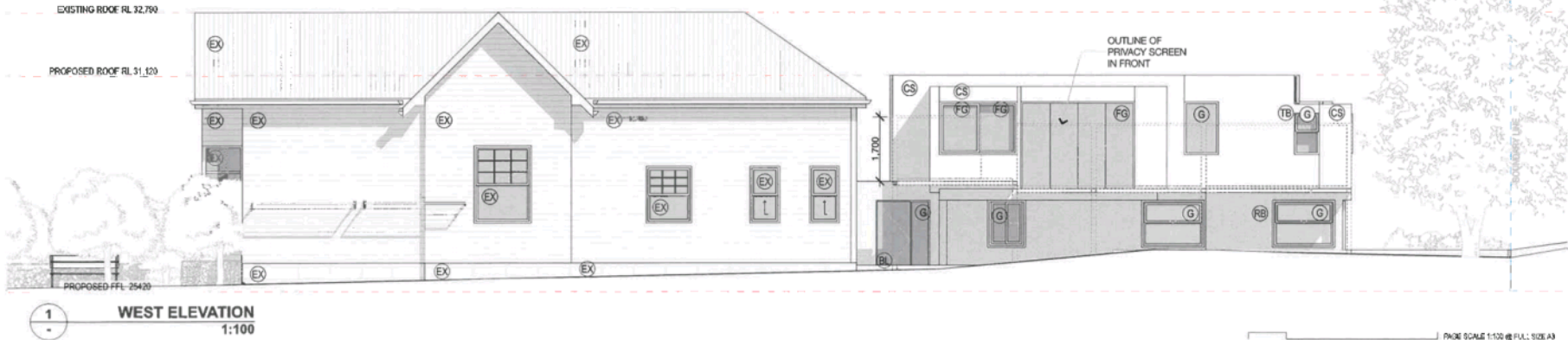
All windows to habitable rooms that have a floor level more than 1 m above the natural ground level are in accordance with Acceptable Solution A2 clause 11.4.6 Privacy as they are:
(i) offset, in the horizontal plane, at least 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; &
(ii) have fixed obscure glazing (frosted glazing) to a height of at least 1.7 m above the floor.

SCR: Permanently Fixed Screen

Screening of the PCS 1m above natural ground level meets Acceptable Solution A1 of Clause 11.4.6 through the provision of a permanently fixed screen to a height of 1.7 metres above the finished surface level of the POS, with a uniform transparency of no more than 25%

LEGEND

- SM NEW SHEET METAL - DARK COLOUR
- BW NEW BRICKWORK
- BL BLOCK WORK
- CS NEW CEMENT SHEET - DARK COLOUR
- G CLEAR GLAZING
- FG FROSTED GLAZING
- EX EXISTING FINISH
- SCR TIMBER BATTEN SCREEN
- PF WHITE PICKET FENCE
- WT WATER TANK
- RB RENDERED BLOCK
- TB TIMBER BATTEN



GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION
A	RFI TO COUNCIL
B	RFI TO COUNCIL

DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN

 **Oramatis Studio**
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD
Building Practitioner Accreditation: CC4540

25/6/20

**1939 A007 - B
ELEVATIONS**

11.0 Inner Residential

11.4.6 Privacy
All windows to habitable rooms that have a floor level more than 1 m above the natural ground level are in accordance with Acceptable Solution A2 clause 11.4.6 Privacy as they are:
(i) 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; &
(ii) have fixed obscure glazing (frosted glazing) to a height of at least 1.7 m above the floor.

SCR: Permanently Fixed Screen
Screening of the POS 1m above natural ground level meets Acceptable Solution A1 of Clause 11.4.6 through the provision of a permanently fixed screen to a height of 1.7 metres above the finished surface level of the POS, with a uniform transparency of no more than 25%

- LEGEND
- SM NEW SHEET METAL - DARK COLOUR
 - BW NEW BRICKWORK
 - BL BLOCK WORK
 - CS NEW CEMENT SHEET - DARK COLOUR
 - G CLEAR GLAZING
 - FG FROSTED GLAZING
 - EX EXISTING FINISH
 - SCR TIMBER BATTEN SCREEN
 - PF WHITE PICKET FENCE
 - WT WATER TANK
 - RB RENDERED BLOCK
 - TB TIMBER BATTEN



WEST ELEVATION WITH PRIVACY SCREEN

0 1m PAGE SCALE 1:100 @ FULL SIZE A3

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

**HOUSE CHEN
EXTENSION**

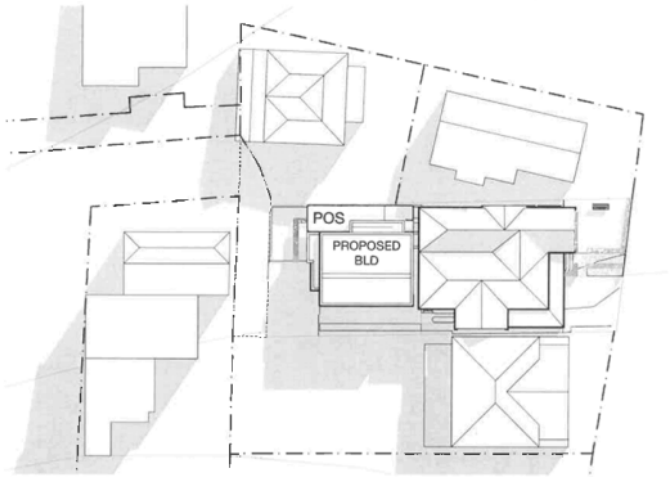
14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



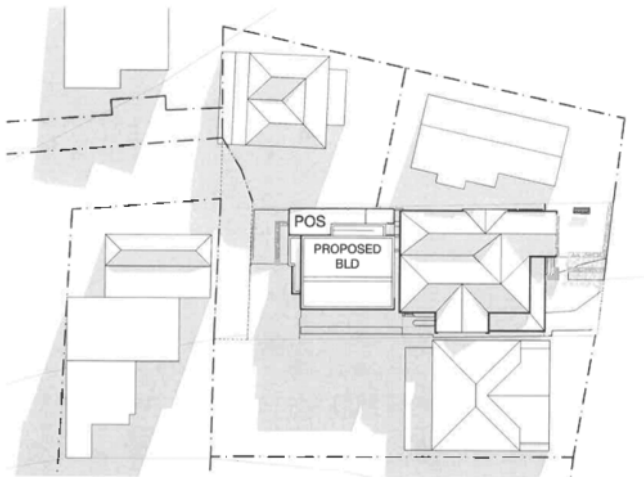
Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

25/6/20

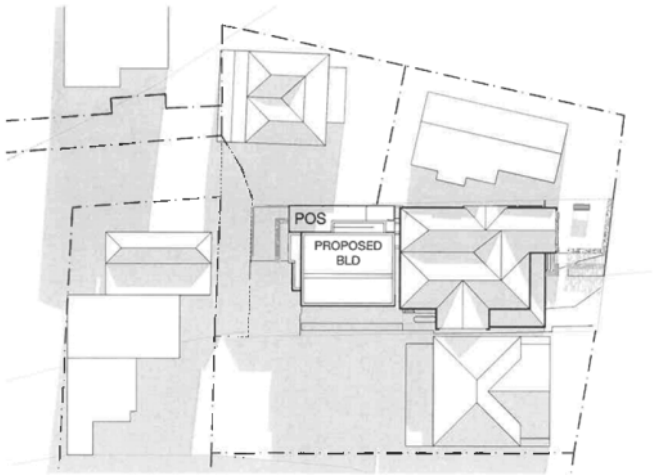
1939 A008 -
ELEVATIONS



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 1PM (JUNE 21)



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 2PM (JUNE 21)



SHADOW PROJECTION ON TO PRIVATE OPEN SPACE - WINTER SOLSTICE 3PM (JUNE 21)

0 1m PAGE SCALE 1:100 @ FULL SIZE A3

GENERAL NOTES:
Contractor to verify all dimensions and levels on site before commencement of any work.
Contractor to identify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor to submit samples and shop drawings before commencing work. All work shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B
DESCRIPTION
RPT TO COUNCIL
RPT TO COUNCIL

DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



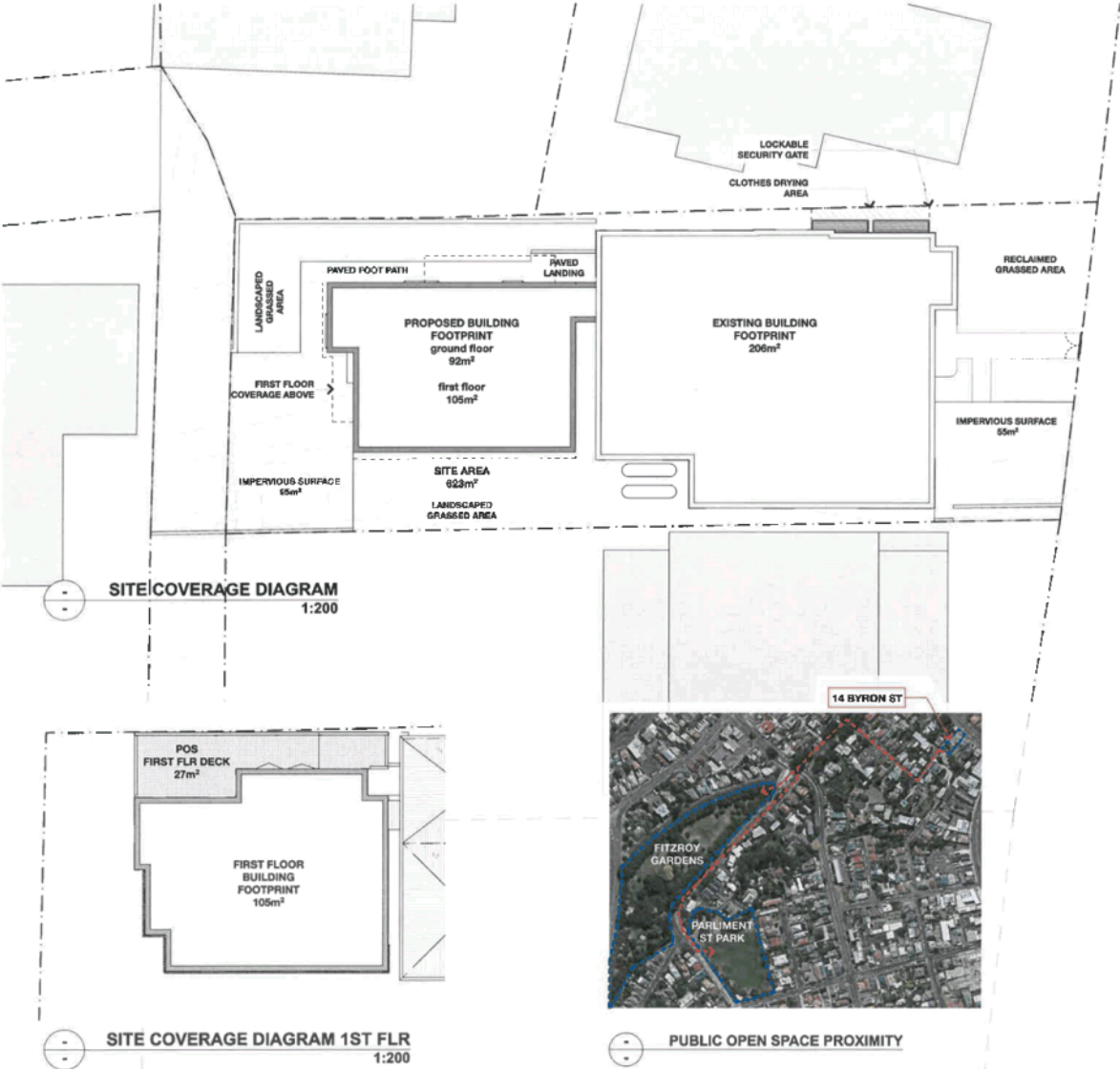
Oramatis Studio

212 Elizabeth Street, Hobart
p. (03) 6296 8440
e. admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

**1939 A011 - B
SUN STUDY DIAGRAMS**



11.0 Inner Residential Zone

11.4.3 Site Coverage & private open space
The proposed extension combined with the existing dwelling has a total building footprint 311m² creating a total site coverage of 50% therefore meeting Acceptable Solution A1 condition (a) of Clause 11.4.3 Site coverage and private open space.

The site area provides 189m² coverage of pervious surfaces (grassed landscaping area) providing a total site area of 30% free from impervious surfaces in accordance with Acceptable Solution A1 condition (c) of Clause 11.4.3 Site coverage and private open space.

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
A	RFI TO COUNCIL	14/11/19
B	RFI TO COUNCIL	5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN

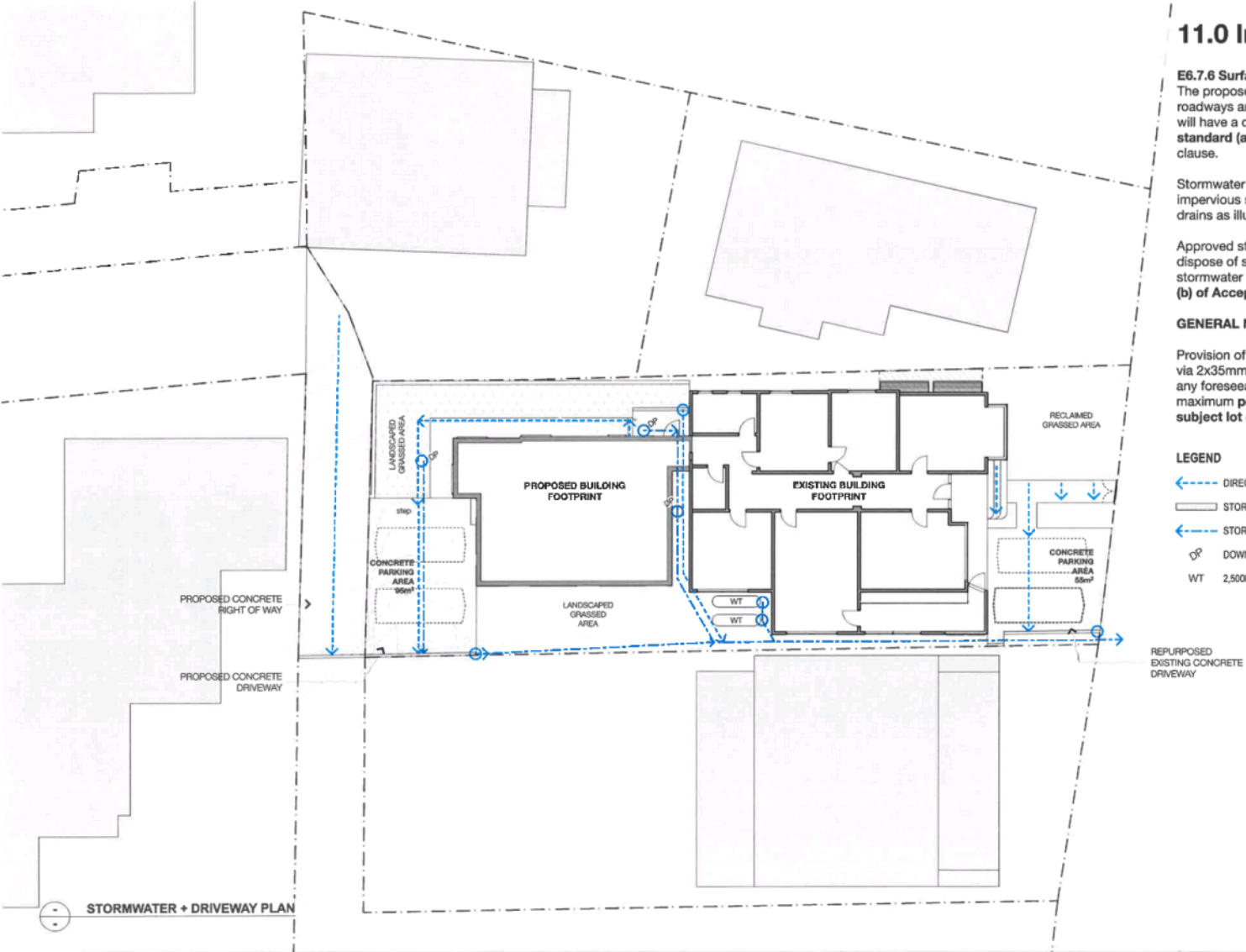
Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

**1939 A012 - B
SITE COVERAGE DIAGRAM**



11.0 Inner Residential Zone

E6.7.6 Surface Treatment of Parking Areas
The proposed parking spaces and vehicle circulation roadways are to be constructed of concrete and as such will have a durable all weather finish in compliance with **standard (a) of Acceptable Solution A1** of the above clause.

Stormwater run off will be directed by fall across impervious surfaces to the proposed stormwater grate drains as illustrated.

Approved stormwater system, by qualified designer, to dispose of stormwater run off via gravity to public stormwater infrastructure; in compliance with **standard (b) of Acceptable Solution A1** of the above clause

GENERAL NOTES:

Provision of 2x2,500 ltr slimline water tanks discharging via 2x35mm orifice (one per tank) for on site detention of any foreseeable water collection on site beyond the maximum **permissible site discharge (PSD)** for the subject lot of 3.6 l/s. As per instruction from Council.

LEGEND

- DIRECTION OF FALL ACROSS IMPERVIOUS SURFACES
- STORMWATER GRATE DRAIN
- STORMWATER LINE
- DOWN PIPE
- WT 2,500Lr SLIM LINE WATER TANK

REPURPOSED EXISTING CONCRETE DRIVEWAY

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All work shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

HOUSE CHEN
EXTENSION

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



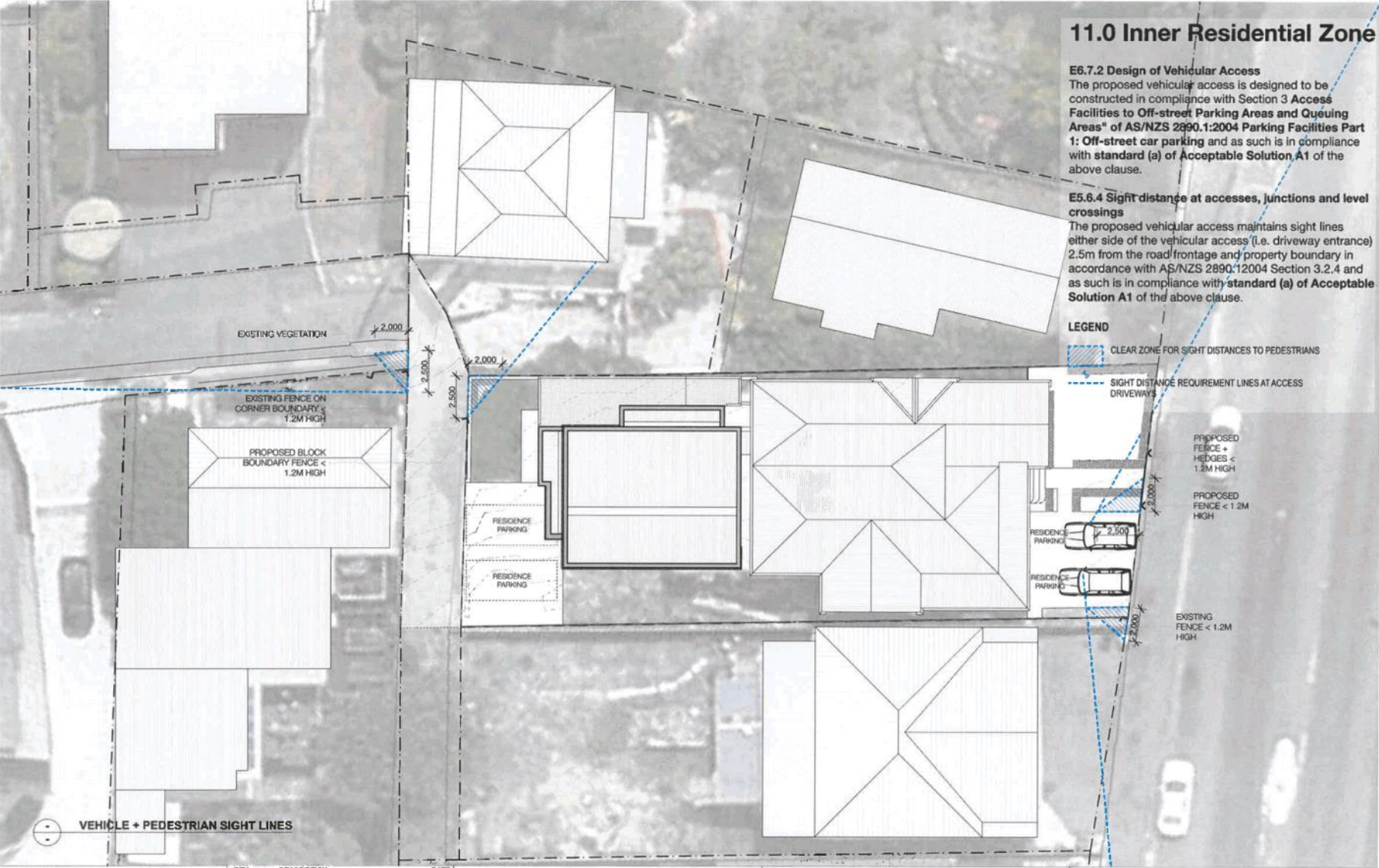
Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 4286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

1939 A013 -
STORMWATER AND DRIVEWAY PLAN




GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



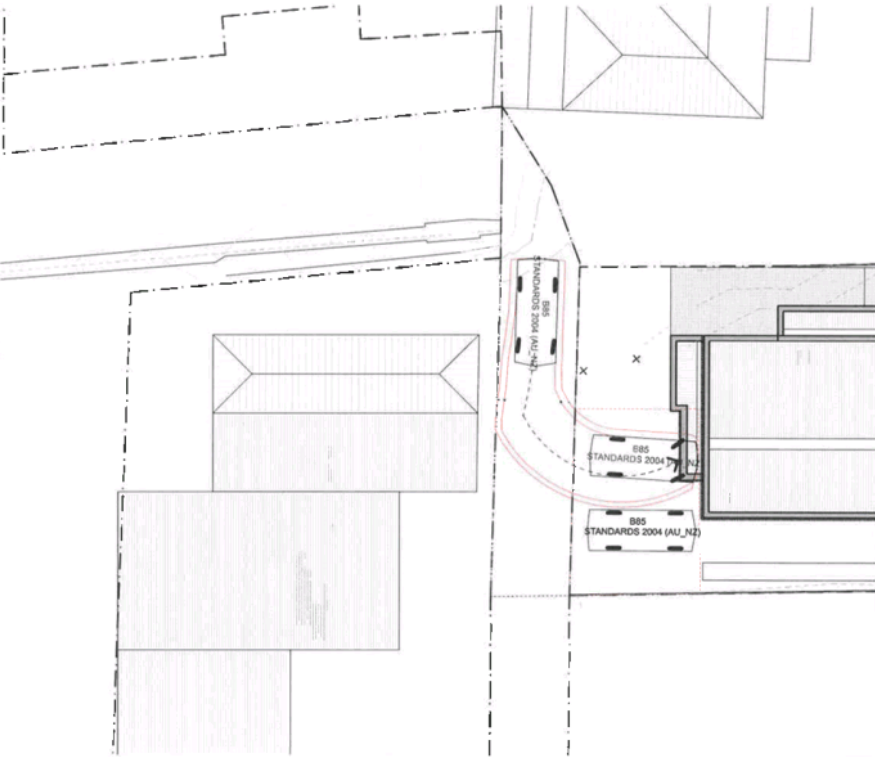
Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 5256 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

25/6/20

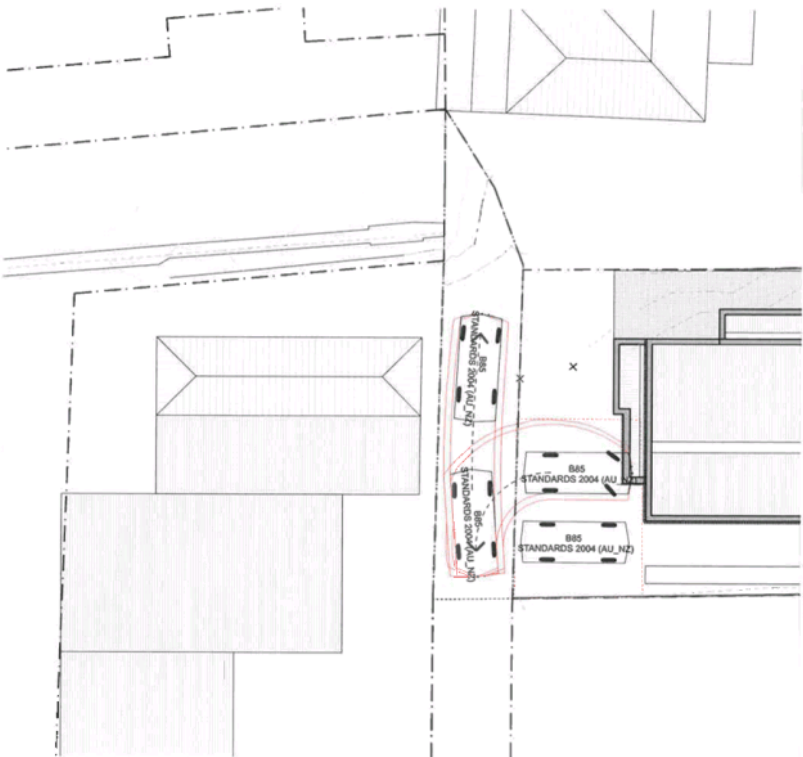
**1939 A014 -
VEHICLE + PEDESTRIAN SIGHT LINES**

B3 SWEPT PATHS B85 (85TH PERCENTILE) CAR

Vehicle turning paths illustrated derived from section B3 SWEPT PATHS B3.1 Standard single turn swept path templates, base on *The B85 design templates* from Appendices B BASE DIMENSIONS AND DESIGN STANDARDS AS/NZS 2890.1:2004



1 VEHICLE TURNING 01 ENTRY
1:200



1 VEHICLE TURNING 01 EXIT
1:200

GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B


DESCRIPTION
RPT TO COUNCIL
RPT TO COUNCIL

DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



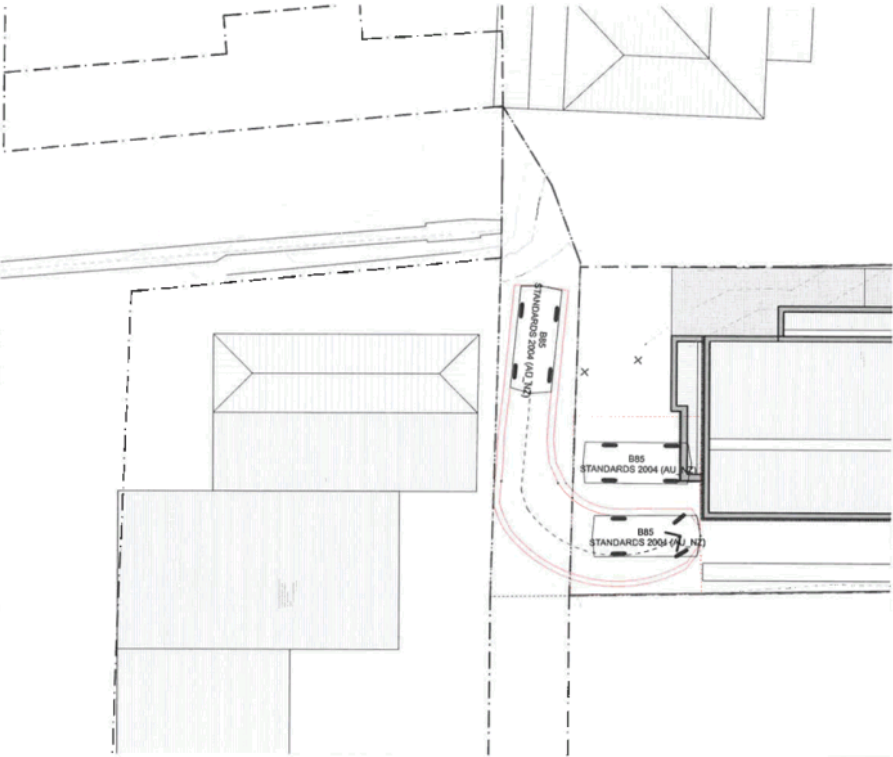
 **Oramatis Studio**
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

0 10m PAGE SCALE 1:100 (2 FULL SIZE A3)

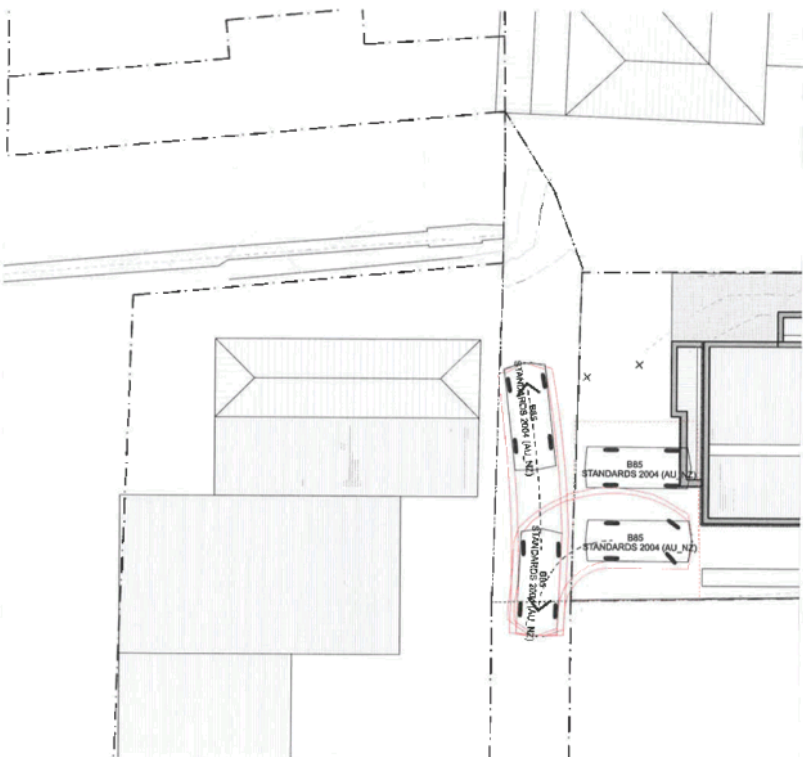
25/6/20
1939 A015 - B
VEHICLE TURNING DIAGRAMS 01

B3 SWEPT PATHS B85 (85TH PERCENTILE) CAR

Vehicle turning paths illustrated derived from section B3 SWEPT PATHS B3.1 Standard single turn swept path templates, base on *The B85 design templates* from Appendices B BASE DIMENSIONS AND DESIGN STANDARDS AS/NZS 2890.1:2004



1 VEHICLE TURNING 02 ENTRY
1:200



1 VEHICLE TURNING 02 EXIT
1:200

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B

DESCRIPTION
REF TO COUNCIL
REF TO COUNCIL

DATE
14/11/19
5/2/20

HOUSE CHEN
EXTENSION

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio

212 Elizabeth Street, Hobart
ph: (003) 6286 8440
ec: admin@oramatis.com.au
© Oramatis Studio PTY LTD





















Building Practitioner Accreditation: CC6540

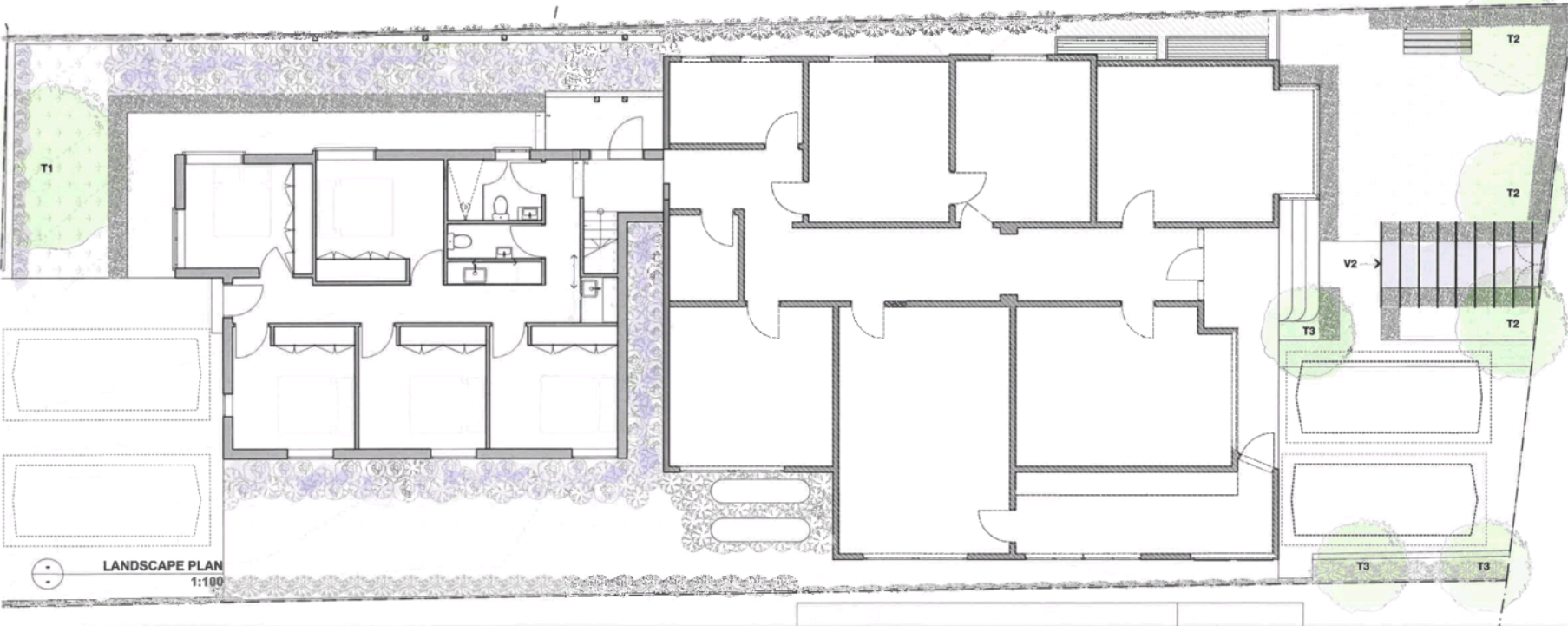
0 5m PAGE SCALE 1:100 @ FULL SIZE A3

25/6/20

1939 A016 - B
VEHICLE TURNING DIAGRAMS 02

LANDSCAPING PLAN

IMAGE										
SYMBOL										
NAME	ROBINIA PSEUDOACACIA 'FRISIA'	ROBINIA PSEUDOACACIA 'INERMIS'	ROBINIA BIGNONIOIDES 'NANA'	BUXUS SEMPERVIRENS 'ENGLISH BOX HEDGE'	HYDRANGEA PETIOLARIS 'CLIMBING HYDRANGEA'	ETOILE VIOLETTE 'CLEMATIS VITICELLA'	FUCHSIA MAGELLANICA 'FUCHSIA'	DRACAENA REFLEXA	RYE/BUE GRASS	WHITE VERTICAL TIMBER FENCE




GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All work shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE

**HOUSE CHEN
EXTENSION**

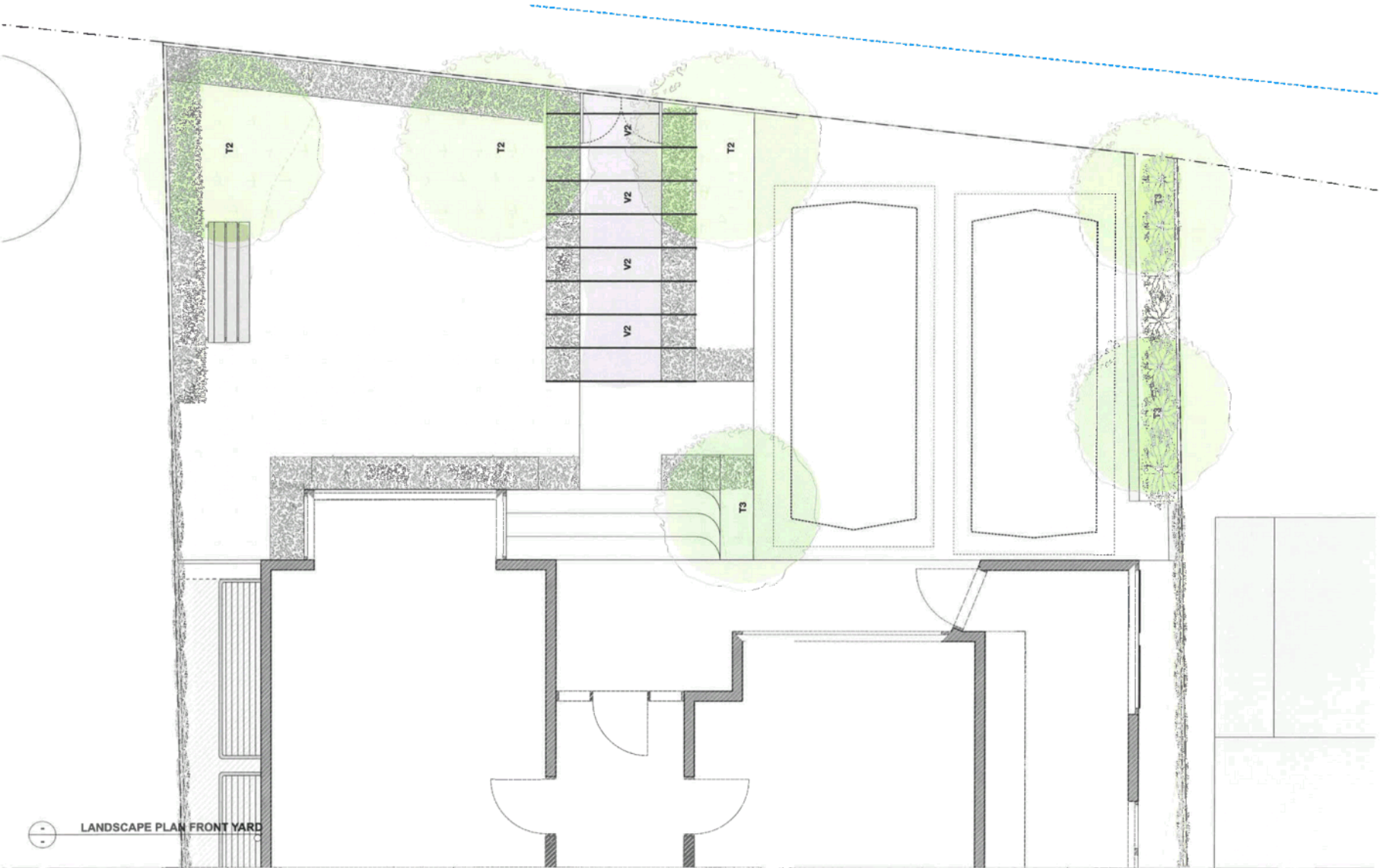
14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio
212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD Building Practitioner Accreditation: CC6540

25/6/20

**1939 A017 -
LANDSCAPING PLAN - ENTIRE SITE**



LANDSCAPE PLAN FRONT YARD

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV	DESCRIPTION	DATE
-----	-------------	------

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



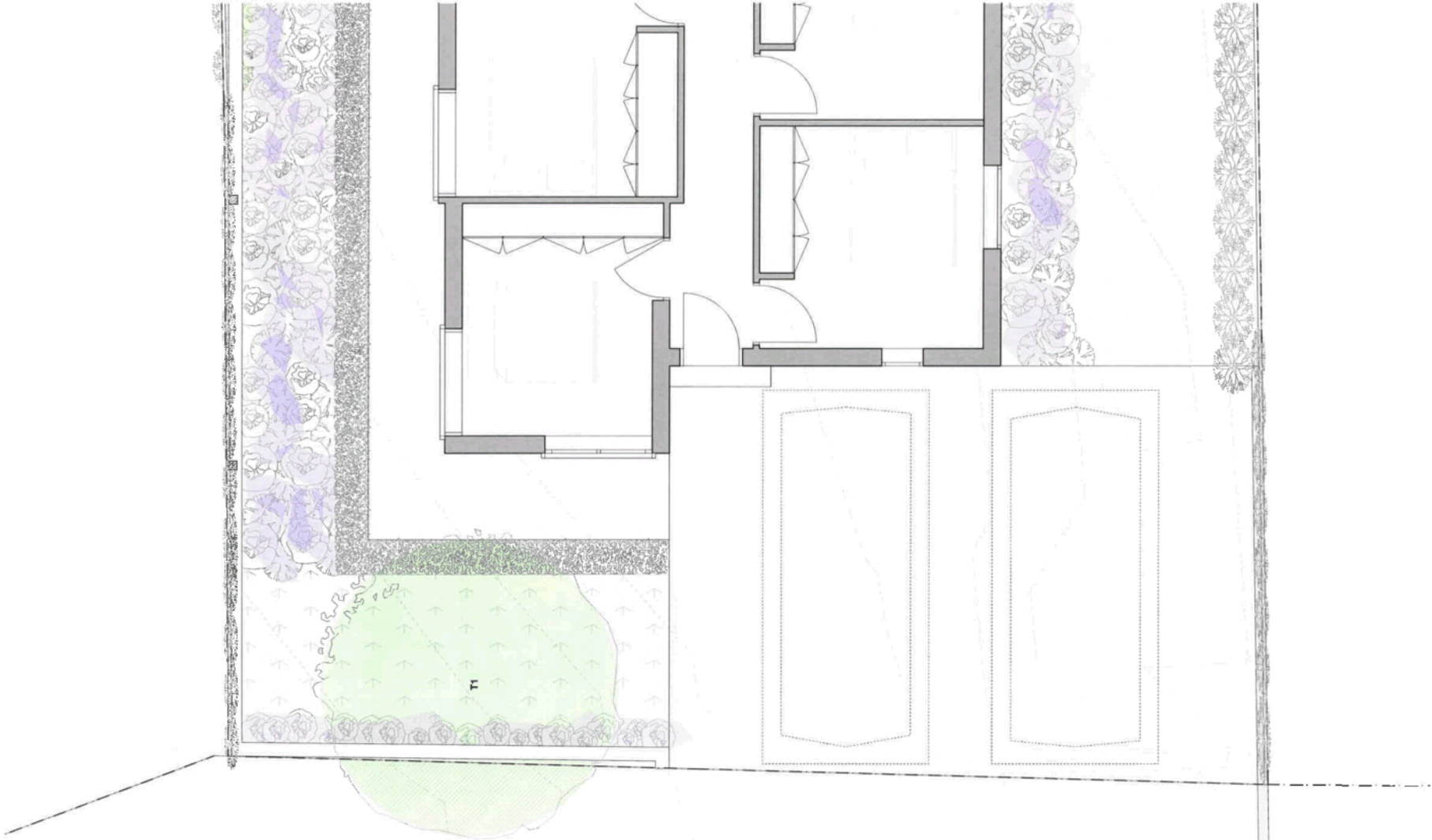
Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

**1939 A018 -
LANDSCAPE PLAN FRONT YARD**



LANDSCAPE PLAN FRONT YARD

GENERAL NOTES:
Contractor shall verify all dimensions and levels on site before commencement of any work.
Contractor shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractor shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These design, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be used, reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV DESCRIPTION DATE

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio

212 Elizabeth Street, Hobart
ph: (03) 6286 5440
ex: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

25/6/20

**1939 A019 -
LANDSCAPE PLAN BACKYARD**

**RESULT OF SEARCH**

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 30300	FOLIO 1
EDITION 8	DATE OF ISSUE 02-Mar-2017

SEARCH DATE : 20-Jul-2019

SEARCH TIME : 11.51 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 30300

Being the land described in Conveyance No. 62/7018

Derivation : Part of Location (Section U.3) Gtd. to T. Haskell.

Prior CT 4313/73

SCHEDULE 1M612496 TRANSFER to ZHIYING CHEN Registered 02-Mar-2017 at
12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any
TOGETHER also with full right and liberty for the Purchaser
their heirs and assigns the owners and occupiers of
the said land within described at all times hereafter
by day or by night and for all purposes with or
without horses carts carriages or waggons laden or
unladen to go pass and repass and to drive cattle
and other animals along over and upon the Right of
Way 3.66 metres wide shown on Diagram No. 30300

E82118 MORTGAGE to Commonwealth Bank of Australia
Registered 02-Mar-2017 at 12.02 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

DEPUTY RECORDER OF TITLES

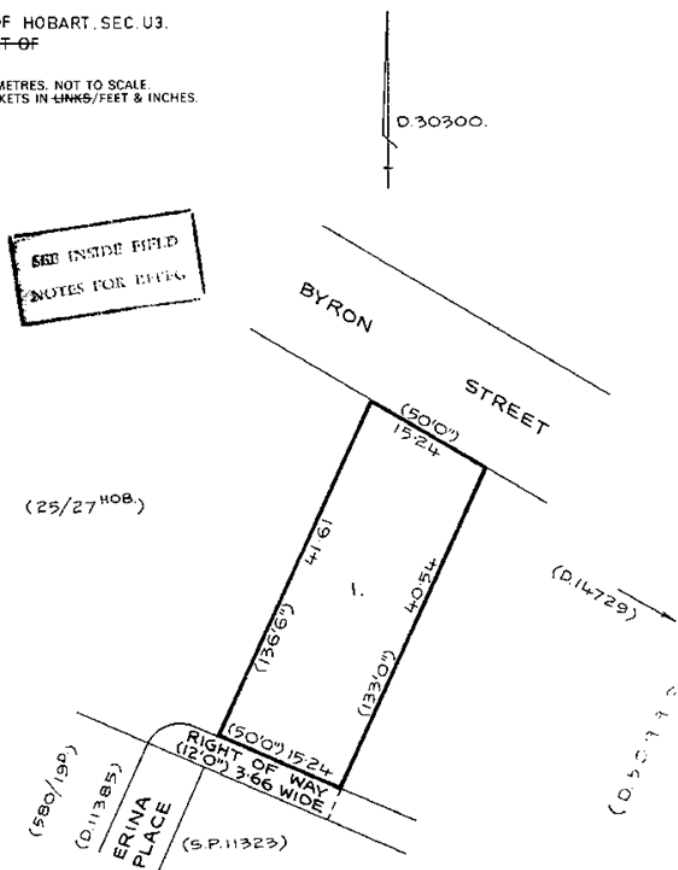
Issued Pursuant to the Land Titles Act 1980



APPROVED 24 OCT 1986 <i>[Signature]</i> ACTING DEPUTY RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 82/7018.	REGISTERED NUMBER D.30300
FILE NUMBER Y. 6935.	GRANTEE PART OF LOC. TO THOMAS HASKELL.	DRAWN B. HILL. 21-10-86

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF HOBART, SEC. U3.
LAND DISTRICT OF
PARISH OF
LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 50990	FOLIO 1
EDITION 1	DATE OF ISSUE 25-Aug-1992

SEARCH DATE : 24-Jan-2020

SEARCH TIME : 02.46 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 50990

Being the land described in Conveyance No. 59/1701

Derivation : Part of Location to T Haskell

Prior CT 4802/88

SCHEDULE 1

JERRY VENETTACCI

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

10/3938 CONVEYANCE: Burdening Easement: Right of way or
passage (for Joseph Levack) over the land marked
"Right of Way" on Diagram No. 5099011/1203 CONVEYANCE: Burdening Easement: Right to pass and
repass (for Arthur Larchin Butler) over the land
marked "Right of Way" on Diagram No. 5099015/629 CONVEYANCE: Burdening Easement: Right to pass and
repass (for Doris Middleton) over the land marked
"Right of Way" on Diagram No. 5099017/7379 CONVEYANCE: Burdening Easement: Right to pass and
repass (for Claude Cooper) over the land marked
"Right of Way" on Diagram No. 50990B453130A MORTGAGE to Commonwealth Trading Bank of Australia
Registered 21-Aug-1991 at noonUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

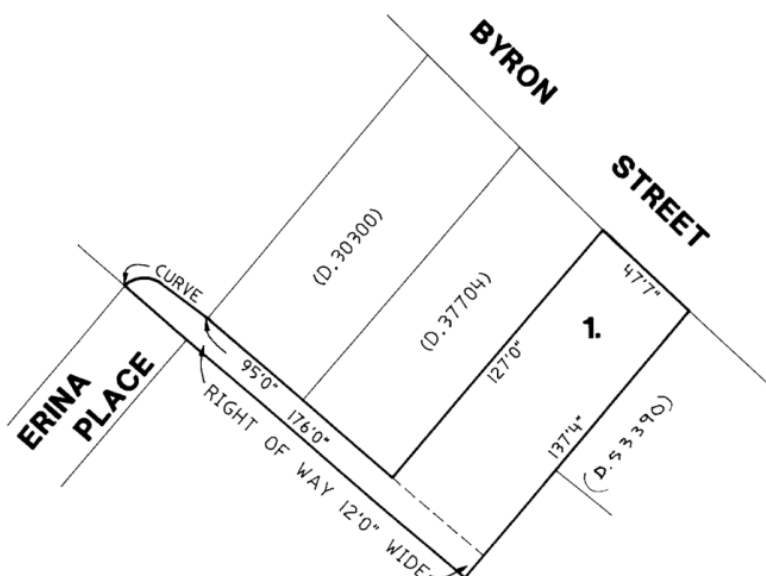


APPROVED: 21 AUG 1991 <i>Michael Smith</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 59/1701	REGISTERED NUMBER D.50990
FILE NUMBER A-9446	GRANTEE: LOCATED TO THOMAS HASKELL	DRAWN P-PERRI 14-8-91

GS 4 7082

SKETCH BY WAY OF ILLUSTRATION ONLY

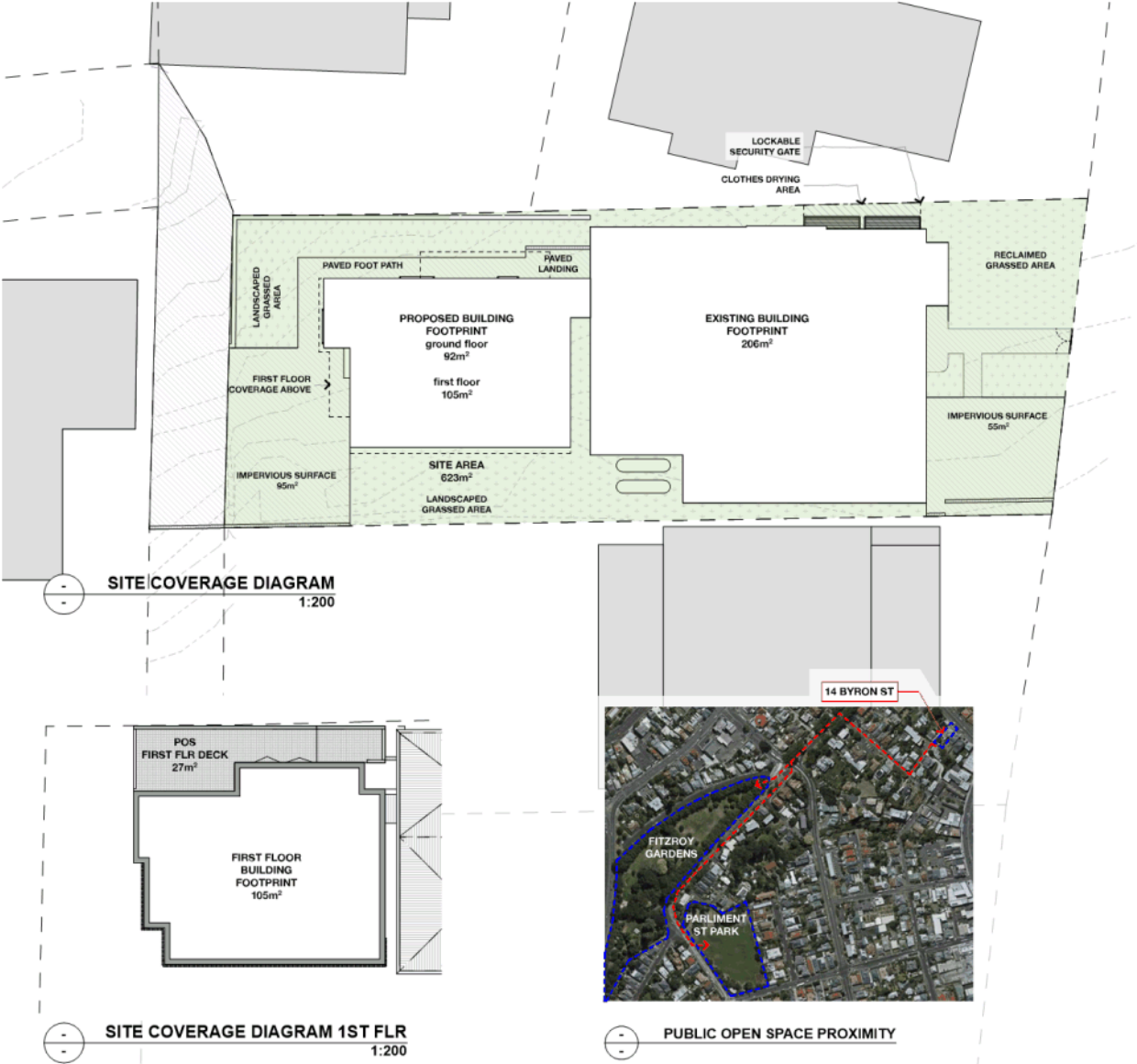
CITY/TOWN OF **HOBART** (SEC.U3)
~~LAND DISTRICT OF~~
~~PARISH OF~~
~~LENGTHS ARE IN METRES; NOT TO SCALE.~~
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.~~



11.0 Inner Residential Zone

11.4.3 Site Coverage & private open space
The proposed extension combined with the existing dwelling has a total building footprint 311m² creating a total site coverage of 50% therefore meeting Acceptable Solution A1 condition (a) of *Clause 11.4.3 Site coverage and private open space*.

The site area provides 189m² coverage of pervious surfaces (grassed landscaping area) providing a total site area of 30% free from impervious surfaces in accordance with Acceptable Solution A1 condition (c) of *Clause 11.4.3 Site coverage and private open space*.



GENERAL NOTES:
Contractors shall verify all dimensions and levels on site before commencement of any work.
Contractors shall clarify any discrepancies before commencement of any work. Drawings must not be scaled.
Contractors shall submit samples and shop drawings before commencing work. All works shall be carried out in accordance with the Building Code of Australia and all relevant Australian Standards. These designs, plans, specifications and the copyright herein are the property of Oramatis Studio and must not be reproduced or copied wholly or in part without the written permission of Oramatis Studio.

REV
A
B

DESCRIPTION
RFI TO COUNCIL
RFI TO COUNCIL

DATE
14/11/19
5/2/20

**HOUSE CHEN
EXTENSION**

14 BYRON STREET SANDY BAY TAS 7005
ZHIYING CHEN



Oramatis Studio

212 Elizabeth Street, Hobart
p: (03) 6286 8440
e: admin@oramatis.com.au
© Oramatis Studio PTY LTD

Building Practitioner Accreditation: CC6540

17/7/20

**1939 A012 - B
SITE COVERAGE DIAGRAM**





































Application Referral Cultural Heritage - Response

From:	Megan Baynes
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	14 BYRON STREET, SANDY BAY 8 - 8A BYRON STREET, SANDY BAY ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve
Application No:	PLN-19-640
Assessment Officer:	Victoria Maxwell,

Referral Officer comments:

Background

14 Byron Street is a late Federation era house which has been substantially modified. Previous alterations have included the removal of the front garden, front fence and changes to the primary façade including unsympathetic changes to the windows and verandah. The house retains a sandstone base, unpainted brick chimneys and the complex hip and gable roof. The house make a contribution to the streetscape because it is demonstrative of its period; a Federation era home. It is important to note that the house at 14 Byron Street is visible from two streets. Byron Street is the primary frontage, but the house is also seen, albeit obliquely, from Erina Place. Byron Street can be seen on Sprent's Plan of (1846) as can Erina Place. Records held by Council, from 1910, appear to show that the house originally had a front verandah.

The house is located in Heritage Precinct H4 which is noted in the Planning Scheme as significant for the following reasons:

- "1. The quality and quantity of intact Colonial, Victorian, Federation and Inter-War residential buildings that exemplify the historical development phases of the precinct.*
- 2. The large number of early colonial buildings that survive which provide evidence of the development of early Hobart.*
- 3. The Victorian houses set on large allotments demonstrating the second major phase of development of the precinct.*
- 4. The largely intact streetscape of Fitzroy Place that is created by a general uniformity of scale, external detailing, materials and building forms.*
- 5. The character and historical relationship created by buildings, trees and views of Fitzroy Place, Crescent and Gardens.*
- 6. The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions."*

As per 1., the house at 14 Byron Street is a Federation residential building.

Proposal

The applicant is seeking to add a significant extension to the rear of the house. The proposal involves demolition and new works and therefore the Historic Heritage Code needs to be considered.

Demolition Provisions

14 Byron Street is located in a heritage precinct and therefore E.13.8.1 applies. Demolition is proposed, the Acceptable Solution is not satisfied, and the Performance Criteria must be considered:

P1 states that:

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.

Demolition**Assessment against E 13.8.1 P1**

The information provided by the applicant indicates that the paving at the front of the house, garden at the rear of the house, a shed in the rear garden and a portion of the house also at the rear are proposed to be removed.

In a Heritage Precinct, the demolition of elements between the house and the street are the key consideration.

The paved surface between the house and the footpath in Byron Street makes a very poor impression in the precinct. It is not likely to be original federation fabric and is not considered to be of significant cultural heritage value.

The shed, garden and portion of house proposed to be demolished to the rear of the house are viewed obliquely from Erina Place. The shed proposed to be demolished is not shown on the 1910 plan held by Council. The shed appears to be a latter addition. Photographs provided by the applicant demonstrate the rear of the house has been significantly modified. Fenestration design of the back part of the house appears to date from the mid 20th century. The garden does not appear to contain any landscape elements that are considered to be of cultural heritage significance. The visual impact, in the streetscape of Erina Place, of the proposed demolition will not detract from the significance of the precinct, because in this instance significance is linked to the federation era building fabric. There is no information provided which suggests Federation era building fabric is proposed to be demolished. **13.8.1 P1 is satisfied.**

New works**Assessment against E 13.8.2**

14 Byron Street is located in a heritage precinct and therefore E.13.8.2 applies.

A1

There are no acceptable solutions and therefore P1 is enacted:

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.

In terms of the Federation era residential building, the original roof form is to remain unaltered. Chimneys would be retained. The building and works, to the rear, would be set back from the street and the height would sit below that of the existing house. Whilst it would be seen in narrow and oblique views from Byron Street and Erina Place, the new work would not exceed the height of the existing house. New work would defer to the significant federation residential building. Drawings indicate that the proposed extension would be 1.6m lower than the ridge-cap of the Federation house. The proposed design and siting would not result in detriment to the Precinct. The Architects have proposed a muted palette of finishes including FC sheet, timber battens and rendered brickwork. The design is considered acceptable and the loss of cultural heritage values is not anticipated. E 13.8.2 P1 is satisfied.

A3 - There are no Acceptable Solutions and therefore P3 is enacted:

P3 Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

The extension, to the rear, would be set back from the street and the height would sit below that of the existing house. Whilst it would be seen in narrow and oblique views from Byron Street and Erina Place, the new work would not exceed the height of the existing house. New work would defer to significant federation fabric. Drawings indicate that the proposed extension would be 1.6m lower than the ridge-cap of the Federation house. The proposed design and siting will not result in detriment to Federation building. The Architects have proposed a muted palette of finishes including FC sheet, timber battens and rendered brickwork. The design is considered acceptable and the loss of cultural heritage values is not anticipated. **P3 is satisfied.**

A4 - The applicant has not provide any historical evidence regarding original fence design and therefore P4 is enacted.

"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".
The applicant is proposing a timber picket fence which would be 1.1m in height. This is considered appropriate for a Federation era house. **P4 is satisfied.**

A5 "Areas of landscaping between a dwelling and the street must be retained". The applicant is proposing to remove areas of landscaping and therefore P5 must be considered:

"P5 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."

The removal of paving and the reinstatement of a picket fence and garden is considered a positive change for the precinct in Byron Street. The rear garden does not appear to contain any landscape elements that are could be considered to be of cultural heritage significance. The applicant has proposed a low wall, a tree and landscaping, toward Erina Place, to provide the dwelling with a sense of entry. From Erina Place, the proposed tree would be viewed obliquely. The proposed extension would be obscure behind foliage. Subject

to a condition to ensure that landscaping is implemented in a timely manner, in accordance with the submitted Landscape Plan, the proposed works are considered acceptable. The proposed works will not result in the loss of elements of landscaping that contribute to historic cultural significance or streetscape values or character. **P5 is satisfied.**

Representations

The Council has received 13 representations and many of these cite heritage as a concern:

"This area is enjoyed by families and residences who enjoy a heritage area within close proximity to Hobart"

"the larger picture needs to be reviewed about what type of city the HCC wants Hobart to be, and valuing the heritage of such by not allowing this type of development. This type of development does nothing to add to the city, or the surrounding neighbourhood".

"Heritage overlays and the surrounding heritage listed properties will be undermined by this development. Precedents are already being set around the area, butchering houses and land that are on large plots.

"This application continues the extremely disturbing trend by developers to adversely impact the heritage values of Sandy Bay. These types of development are completely at odds with the residential neighbourhoods which make Hobart the desirable community to live in".

"it destroys the heritage and streetscape of this suburb"

"Heritage homes in this area have spent considerable time, money and effort to maintain a streetscape that is not offensive, nor inappropriate of the area. The building size would be ill proportioned for the area"

"not in tune with the surrounding streetscape and will effect my self and my family's life"

"It is hoped that the Council can protect these values by refusing this application"

Some in the community feel that the proposed development is at odds with the character of the precinct.

Representations articulate a sentiment in relation to changes in the Heritage Precinct. Debate about the desirability (or otherwise) of development in rear gardens in Heritage Areas is a perennial issue for Council. Federation houses were certainly typically constructed within gardens which were of an approximately equal proportion to the footprint of the dwelling itself. The Heritage Code is worded in such a way that proportion of house to garden is not a heritage discretion. Amendments to the Planning Scheme would need to be proposed (and approved) before the proportion of house to garden could become a heritage discretion.

Summary

The footprint of an extension at the rear of the house is not a consideration under E 13.8.2. The proposed new form at the rear of the existing house will not have a significant visual impacts on the streetscapes. The reinstatement of a front fence and garden is considered to be a positive change for the heritage precinct. The majority of the Federation era house is proposed to be retained, without changes to the Byron Street elevation.

The information provided by the applicant does not provide any evidence to suggest that there will be demolition of Federation era fabric. **E 13.8.1 P1 is satisfied.**

Drawings provided by the applicant indicate that the proposed extension would be 1.6m lower than the ridge cap of the Federation house. It is unlikely to have a significant visual impact from Byron Street or Erina Place. The proposed fencing and landscaping would improve the presentation of the house in the streetscape of Byron Street. **The proposed works satisfy E 13.8.2 P1, P3, P4 and P5.**

Recommendation

The number of representations indicates that this is a contentious proposal. An assessment against the provisions of the Heritage Code indicate that the application can be approved, subject to a condition to ensure the timely implementation of the Landscape Plan.

MB
CHO
27
07
2020

Application Referral Development Engineering - Response

From:	Cam
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	14 BYRON STREET, SANDY BAY 8 - 8A BYRON STREET, SANDY BAY ADJACENT ROAD RESERVE
Proposal:	Partial Demolition, Extension, Alterations, Change of Use to Boarding House and Associated Works in the Road Reserve
Application No:	PLN-19-640
Assessment Officer:	Victoria Maxwell,

Referral Officer comments:

SUMMARY:

- The proposal is an application for modification and extension of an existing dwelling, and change of use from residential dwelling to a boarding house.
- The existing house has 4 bedrooms, and the proposed double storey extension includes another 9 bedrooms - total 13 bedrooms.
- The stated maximum number of residents is 14. It is assumed this allows for 1 boarding resident per bedroom, and 2 caretakers/managers (ie. a couple sharing one bedroom).
- The site currently has 2 car-parking spaces adjacent to, and accessed via the Byron Street highway reservation.
- An additional 2 car-parking spaces have been proposed at the rear of the property. These would be accessed via the existing ROW over 8A Byron, through to Erina Place - the ROW is currently un-made although it would appear a rough, informal track exists.
- The development has a deficiency of 1 on-site car-parking space, but this can be supported when assessed against the relevant performance criteria.
- The proposal includes pavement construction in the ROW through to Erina Place (concrete) along with miscellaneous minor modifications to public infrastructure in the Erina Place highway reservation. GM consent has been sought and issued for these works.
- The development will result in a substantial increase in impervious area and corresponding stormwater run-off. To offset this increase stormwater detention has been proposed.
- The discretions are E6.6.1 & E6.7.2 due to the parking deficiency and the plans being in concept only (it is feasible that following detailed design all aspects will comply with applicable standards and specifications)
- Conditions will be required for detailed design of the access, driveway and associated drainage

The most significant discretion for the development is under E6.6.1 (number of car-parking spaces). HIPS specifies 1 parking space per 3 licensed residents of a boarding house plus 1 space for the caretaker/manager, and this leads to a deficiency of 1 space for the development in its current form. The appropriateness of the car-parking requirements for

boarding houses in HIPS is debatable given the affordability of motor-vehicle ownership for students has improved over the years, and it is highly likely that car ownership would in fact be greater than 30%. However, the assessment must be made against the provisions of the planning scheme and therefore the deficiency must be taken as 1 space only. Taking this into account, the deficiency of 1 space can be supported under the performance provisions of 6.6.1 due to the sites favourable location, the likely demographic of residents, and the availability of residential parking permits for which the manager/caretaker would be eligible. Also of note is that the site has a front and rear access such that parking over-spill would not be solely concentrated on the frontage road.

PLANNING PERMIT INFORMATION:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice:

General Conditions:

ENG 1: Pay Costs
ENG 3A: Access & parking designed and constructed
ENG 3B: Access & parking designed prior to
ENG 4: Access and parking constructed, sealed and drained prior to use
ENG 5: Linemarking
ENG sw1: Stormwater drained to council infrastructure
ENG sw2: Stormwater condition report/CCTV
ENG sw5: Stormwater infrastructure design
ENG r1: Design of road infrastructure

Advice:

Dial before you dig
Fees and charges
Building Permit
Plumbing Permit
Access
Redundant Crossovers
Work within the Highway Reservation
Structures Close to Council's Stormwater Main
Road Opening Permit (Occupation of the Public Highway)

REPRESENTATIONS:

- *Clarification sought on parking requirements for Boarding House use. Table 6.1 (of the Parking and Access Code) requires 1 managers space in addition to resident off street parking. If this is not observed then the scheme intent does not appear to be followed because, if the site is not managed by a live in caretaker, then the extra let room should require provision of parking to make the parking requirements for a multi room dwelling.*
- *The use type proposed is as a boarding house, even if all of the rooms are leased the parking requirement would not change.*
- *Boarding Houses appear to be proliferating as a way to circumvent the intent of the parking requirements. If the application was not submitted as a Boarding House, then more parking would be required.*
- *The use type is boarding house and has to be assessed as such*
- *The impact on the surrounding neighbouring through traffic and parking by this development cannot be underestimated. The current pressures on parking around Byron, Fitzroy, Star and Erina Streets are increasing due to more school students and*

office workers parking in the all day parking and recent developments removing their parking and then requiring permits.

- The development creates a deficiency of only 1 parking space which is acceptable under the performance provisions and must therefore be supported - it should be noted that the sites eligibility for, and potential use of a residential parking permit would be unchanged by the proposal
- *9 bedrooms and 2 parking spaces is insufficient and the burden should not lie on surrounding streets to hold the resident cars. The assumption that the majority of occupants will walk, cycle or ride public transport is wishful thinking.*
- The appropriateness of the car-parking requirements for boarding houses in HIPS is debatable given the affordability of motor-vehicle ownership for students has improved over the years, and it is highly likely that car ownership would in fact be greater than 30%. However, the assessment must be made against the provisions of the planning scheme and therefore the deficiency must be taken as 1 space only. Taking this into account, the deficiency of 1 space can be supported under the performance provisions of 6.6.1 due to the sites favourable location, the likely demographic of residents, and the availability of residential parking permits for which the manager/caretaker would be eligible. Also of note is that the site has a front and rear access such that parking over-spill would not be solely concentrated on the frontage road.
- *The traffic from the 9 cars is also a significant burden on the small narrow streets of Star and Erina Streets.*
- Under the planning scheme the projected number of cars is 5. The site has an access to both Byron Street and Erina Place which will evenly distribute vehicle movements and limit the impact on the streets.
- *The extra rubbish bins as well will also add traffic drama to the streets.*
- This is not a consideration under the parking and access code
- *As a nearby resident, the Representor strongly objects to the proposal as other properties in Byron Street are occupied by large numbers of students, with traffic hazard due to large numbers of cars parking on the street, often blocking pedestrian walkways.*
- The development creates a deficiency of only 1 parking space which is acceptable under the performance provisions and must therefore be supported
- *Erina Street cannot handle any further traffic. It is too narrow, with no turning area. Representors are continually blocked in their properties, unable to leave. Cars need to park on the footpaths currently. Some of the representors have written to Council previously on this. Erina Street also has limited places for walking. Vehicles parked in Erina Street are frequently side swiped and have mirrors damaged.*
- The affected properties are 8 Erina Place and 12 Star Street - the development involves works at the end of Erina Place which will better delineate the accesses and prevent this from happening. The Council has no record of property damage in Erina Place and the number of vehicles using this access will only be 2.
- *The Right of Way is too narrow and requires users to cross onto neighbouring properties. If a gate were to be installed on neighbouring properties, no car would be able to enter to exit.*
- The ROW and access are of sufficient width, the swept paths have been carefully checked and verified. A gate will not impact on use of the access.
- *Street access to Byron Street would be unsafe, with cars currently parking questionably across footpaths. The increased parking would be a risk to school*

children attending the primary school, because of the poor sight distance and with vehicles entering Byron Street from the Sandy Bay Road slip lane, requiring them to accelerate up the hill.

- The number of vehicles parked in the front yard, along with any associated risks will be reduced by the development (3 spaces down to 2). The space dimensions are compliant with the Australian Standard and will be properly delineated with appropriate line-marking; this will help to ensure vehicles do not encroach onto the footpath.
- *The Right of Way to the rear of the property has a significant fall from Erina Street along the rear boundaries of the Byron Street properties. Engineering plans propose a concrete driveway behind 14 Byron St, but do not detail the difference in levels between the concrete driveway and existing dirt road surface. A level surface need to be preserved.*
- The detailed design phase will ensure that the trafficability of the ROW will be preserved
- *No accessible parking space have been provided. Parking spaces on Byron Street frontage cannot manoeuvre onsite to leave in a forward direction. The two parking spaces to the rear do not meet Australian Standard turning paths.*
- Accessible spaces are not required for this development under HIPS; On-site turning is not required for the site under HIPS; The two parking spaces at the rear, and the swept path of the turning manoeuvre required to access them meets the Australian Standard.
- *No Traffic Impact Study has been undertaken to show the impact the development would have on the already congested surrounding streets.*
- The parking deficiency is only 1 space, and a TIA was not warranted on this basis. The requirement for a TIA is at the discretion of the Councils Development Engineer.

DETAILED ASSESSMENT:

E5.0 Road and railway access code

Clause for Assessment	AS	PC	Comments / Discussion
E5.5.1 Existing road accesses and junctions	Y		A1 - Road is not Cat 1 or 2 A2 - Speed is less than 60km/h A3 - Increase in vehicle movements will be less than 40/day (split between Byron Street and Erina Place)
E5.5.2 Existing level crossings			N/A
E5.6.1 development adjacent to roads and railways			N/A
E5.6.2 road and access junctions			N/A
E 5.6.3 new level crossings			N/A
E 5.6.4 sight distance at access and junctions			N/A - Access is existing

E 6.0 Parking and Access Code

Clause for Assessment	AS	PC	Comments / Discussion
-----------------------	----	----	-----------------------

<p>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.</p>	<p>The most significant discretion for the development is under E6.6.1 (number of car-parking spaces). HIPS specifies 1 parking space per 3 licensed residents of a boarding house plus 1 space for the caretaker/manager, and this leads to a deficiency of 1 space for the development in its current form. The appropriateness of the car-parking requirements for boarding houses in HIPS is debatable given the affordability of motor-vehicle ownership for students has improved over the years, and it is highly likely that car ownership would in fact be greater than 30%. However, the assessment must be made against the provisions of the planning scheme and therefore the deficiency must be taken as 1 space only. Taking this into account, the deficiency of 1 space can be supported under the performance provisions of 6.6.1 due to the sites favourable location, the likely demographic of residents, and the availability of residential parking permits for which the manager/caretaker would be eligible. Also of note is that the site has a front and rear access such that parking over-spill would not be solely concentrated on the frontage road.</p>
<p>Clause 6.6.1 number of parking spaces</p>	<p>Y</p> <ul style="list-style-type: none"> • 4 spaces are proposed • The AS is 1 space per 3 residents + 1 space for the manager = 5 spaces total • The development would result in a deficiency of 1 parking space which is supportable under performance noting: • (a) <i>car parking demand</i>; <ul style="list-style-type: none"> - The development is a boarding house aimed at providing residential accommodation for international students. The proximity to the university, Sandy Bay and the Hobart CBD mean it will appeal to and attract students who want to avoid the expense and responsibilities associated with motor-vehicle ownership. That said, although it is unlikely every resident will have their own car it is reasonable to assume that, in accordance with HIPS at least 1 in every 3 will, and the projected deficiency of 1 on-site space will be realised. However, residential permit parking is available for which the manager would be eligible, and this would offset the deficiency and demand (ie. eligibility for, and use of a residential parking permit/space remains unchanged). • (b) <i>the availability of on-street and public car parking in the locality</i>; <ul style="list-style-type: none"> - There is limited kerb-side parking available in Byron Street, however the demand for it is high, and during the day it is time-restricted. However, residential permit parking is available for which the manager would be eligible. - There are no near-by public car-parks. • (c) <i>the availability and frequency of public transport</i>

within a 400m walking distance of the site;
 - Excellent, the nearest Metro bus stop is 90m away on the corner of Byron Street and Sandy Bay Road.
 - The frequency of buses is very high

- *(d) the availability and likely use of other modes of transport;*
 - Cycling, walking and Uber/Taxi are all feasible alternative modes of transport due to the short distances involved (1.5km to the university; 1km to the Hobart CBD; 400m to Woolworths Sandy Bay)
- *(e) the availability and suitability of alternative arrangements for car parking provision;*
 - no alternative arrangements for car parking provision are proposed in the application. Not applicable.
- *(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;*
 - no sharing of parking is proposed in the application. Not applicable.
- *(g) any car parking deficiency or surplus associated with the existing use of the land;*
 - The site was previously eligible for a residential parking permit and this remains unchanged.
- *(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;*
 - As the whole site is changing in use, this is not applicable.
- *(i) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*
 - During its use as a residential dwelling 3 cars were known to be parking in the front yard (only 2 spaces were permitted). Formalising the parking at the front (Byron Street) will prevent this from occurring and improve the general amenity of the streetscape and contribute to the heritage value of both the site and area.
- *(j) any verified prior payment of a financial contribution in lieu of parking for the land;*
 - Council is unable to require a financial contribution without a Parking Strategic Plan. Not applicable.

		<ul style="list-style-type: none"> (k) any relevant parking plan for the area adopted by Council; - There is no relevant parking plan in the vicinity of this proposal. Not applicable.
Clause 6.7.1 number of vehicle accesses	Y	Number of access points will be no greater than 1 for each road frontage.
Clause 6.7.2 design vehicle access		Y DISCRETION - The access from the Erina Place highway reservation currently grades into the ROW at 25% - a transition is required to prevent vehicles from bottoming. Supportable under performance because this can easily be resolved in the detailed design process and the application made to meet the AS. CONDITION FOR DETAILED DESIGN OF ERINA PLACE ACCESS
Clause 6.7.3 vehicle passing		N/A
Clause 6.7.4 on site turning	Y	(a) One dwelling only (b) Less than 6000 vpd - On-site turning is not triggered under 6.7.4, however due to the difficulty of the reversing manoeuvre required to exit the site via the ROW on to Erina Place Council engineers have required it in order for the access to be to the satisfaction of the road authority.

<p>Clause 6.7.5 layout of parking area</p>	<p>Y</p>	<p>Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): OK</p> <p>Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): OK</p> <p>Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): OK</p> <p>Parking Space Gradient (5%): OK</p> <p>Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): N/A</p> <p>Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): N/A</p> <p>B85 Turning Paths: OK</p> <p>Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): OK</p> <p>Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): DISCRETION - The access from the Erina Place highway reservation currently grades into the ROW at 25% - a transition is required to prevent vehicles from bottoming. Supportable under performance because this can easily be resolved in the detailed design process and the application made to meet the AS. CONDITION FOR DETAILED DESIGN</p> <p>Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): DISCRETION - The access from the Erina Place highway reservation currently grades into the ROW at 25% - a transition is required to prevent vehicles from bottoming. Supportable under performance because this can easily be resolved in the detailed design process and the application made to meet the AS. CONDITION FOR DETAILED DESIGN</p> <p>Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): N/A</p> <p>Blind Aisle Length (AS2890.1 Fig 2.3 = 6x spaces max if public): N/A</p> <p>Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): N/A</p> <p>Circulation Roadways & Ramps: N/A</p>
<p>Clause 6.7.6 surface treatment Only when a new hard stand area is proposed or new development is within a car park area.</p>	<p>Y</p>	<p>Surface proposed is concrete, a concept drainage design has been included but some minor changes are necessary to ensure the development complies with the UDA. CONDITION FOR DETAILED DESIGN</p>

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		NA
Clause 6.7.10 bicycle parking		NA
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		N/A
Clause 6.7.14 access to a road	Y	OK (- On-site turning is not triggered under 6.7.4, however due to the difficulty of the reversing manoeuvre required to exit the site via the ROW on to Erina Place Council engineers have required it in order for the access to be to the satisfaction of the road authority.)
Clause 6.7.15 access to Niree Lane		NA

E 7.0 Stormwater

Clause for Assessment	AS	PC	Comments / Discussion
A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump))	Y		Drainage via gravity is proposed
A2 (WSUD) /P2 (Mechanical Treatment)	Y		a) less than 600m2 b) less than 6 cars c) no subdivision
A3 (Minor SW System (a) 1:20 ARI (b) Runoff no greater than existing or able to be accommodated in Council SW System)	Y		a) will be designed for 20 year storm b) stormwater detention is proposed
A4 (Major SW System accommodates 1:100 ARI)			N/A

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	YES - MODIFICATIONS TO PUBLIC INFRASTRUCTURE IN ERINA PLACE
Council road network	YES - MODIFICATIONS TO PUBLIC INFRASTRUCTURE IN ERINA PLACE

13 City Planning - Advertising Report
File Ref: F20/79669

Memorandum of the Director City Planning of 30 July 2020 and attachments.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list 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: 30 July 2020
File Reference: F20/79669

Attachment A: City Planning - Advertising Report ↓ 

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-20-389	1 - 5 RYDE STREET	NORTH HOBART	Partial Demolition, Alterations (Lift), and Associated Works	\$370,000.00	11/08/2020	ayersh	Council	17/07/2020	31/07/2020
PLN-20-286	4 / 94 A WENTWORTH STREET	SOUTH HOBART	Partial Demolition, Alterations and Studio	\$40,000.00	22/08/2020	ayersh	Director	23/07/2020	06/08/2020
PLN-20-420	114 BATHURST STREET	HOBART	Alterations (Solar Panels)	\$50,000.00	25/08/2020	ayersh	Director	23/07/2020	06/08/2020
PLN-19-918	26 FITZROY PLACE	SANDY BAY	Partial Demolition, Extension and Alterations to Visitor Accommodation Use, Car Parking and Boundary Adjustment	\$495,000.00	24/08/2020	baconr	Director	23/07/2020	06/08/2020
PLN-20-384	1 CASTRAY ESPLANADE	BATTERY POINT	Alterations (Solar Panels)	\$10,000.00	07/08/2020	langd	Director	13/07/2020	27/07/2020
PLN-20-403	73 VIEW STREET	SANDY BAY	Demolition (Chimney)	\$100.00	17/08/2020	langd	Council	17/07/2020	31/07/2020
PLN-20-74	12 SPRINGVALE AVENUE	NEW TOWN	Partial Demolition, Alterations and Extension	\$300,000.00	21/08/2020	langd	Director	23/07/2020	06/08/2020
PLN-20-395	141 KING STREET	SANDY BAY	Partial Demolition, Alterations and Extension	\$145,000.00	30/08/2020	langd	Director	23/07/2020	06/08/2020
PLN-20-349	33 BELL STREET	NEW TOWN	Partial Demolition and Alterations	\$30,000.00	04/09/2020	maxwellv	Director	15/07/2020	29/07/2020
PLN-20-296	151 - 151A POTTERY ROAD	LENAH VALLEY	Subdivision (Boundary Adjustment)	\$0.00	20/08/2020	maxwellv	Director	16/07/2020	30/07/2020
PLN-20-213	2 RIALANNAH ROAD	MOUNT NELSON	Partial Demolition, Alterations and Extension	\$45,500.00	01/08/2020	maxwellv	Director	24/07/2020	07/08/2020
PLN-20-402	3 BEAUMONT ROAD	LENAH VALLEY	Dwelling	\$398,000.00	14/08/2020	mcclenahanm	Director	13/07/2020	27/07/2020

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-20-357	52 - 56 LIVERPOOL STREET	HOBART	Fencing	\$15,000.00	12/08/2020	mcclenahanm	Director	14/07/2020	28/07/2020
PLN-20-309	6 BLUESTONE RISE	LENAH VALLEY	Dwelling	\$347,790.00	16/09/2020	mcclenahanm	Director	22/07/2020	05/08/2020
PLN-20-385	132 AUGUSTA ROAD	LENAH VALLEY	Partial Demolition, Alterations and Extension	\$50,000.00	12/08/2020	mcclenahanm	Director	22/07/2020	05/08/2020
PLN-20-392	2 MELVILLE STREET	HOBART	Signage	\$2,000.00	12/08/2020	nolanm	Director	13/07/2020	27/07/2020
PLN-20-413	15 WENTWORTH STREET	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$70,000.00	20/08/2020	nolanm	Director	20/07/2020	03/08/2020
PLN-20-410	332 MACQUARIE STREET	SOUTH HOBART	Change of Use to Visitor Accommodation	\$0.00	19/08/2020	obrienm	Director	17/07/2020	31/07/2020
PLN-20-390	15 FORSTER STREET	NEW TOWN	Partial Demolition, Alterations, Extension and Garage	\$300,000.00	30/08/2020	obrienm	Director	24/07/2020	07/08/2020
PLN-20-398	12 HILLBOROUGH ROAD	SOUTH HOBART	Partial Demolition and Alterations	\$60,000.00	13/08/2020	sherriffc	Director	13/07/2020	27/07/2020
PLN-20-378	24 QUAYLE STREET	SANDY BAY	Partial Demolition, Alterations and Extension	\$30,000.00	18/08/2020	sherriffc	Director	21/07/2020	04/08/2020
PLN-20-292	23 MACFARLANE STREET	SOUTH HOBART	Partial Demolition, Alterations and Extension	\$48,000.00	10/08/2020	wilsone	Director	13/07/2020	27/07/2020
PLN-20-376	1 BURSARIA COURT	TOLMANS HILL	Dwelling, Vegetation Clearance, and Outbuilding (Garage)	\$600,000.00	09/08/2020	wilsone	Director	15/07/2020	29/07/2020