



CITY OF HOBART

# MINUTES ATTACHMENTS

## CITY PLANNING COMMITTEE MEETING

### OPEN PORTION OF THE MEETING

**MONDAY, 17 AUGUST 2020**

**AT 5:00 PM**

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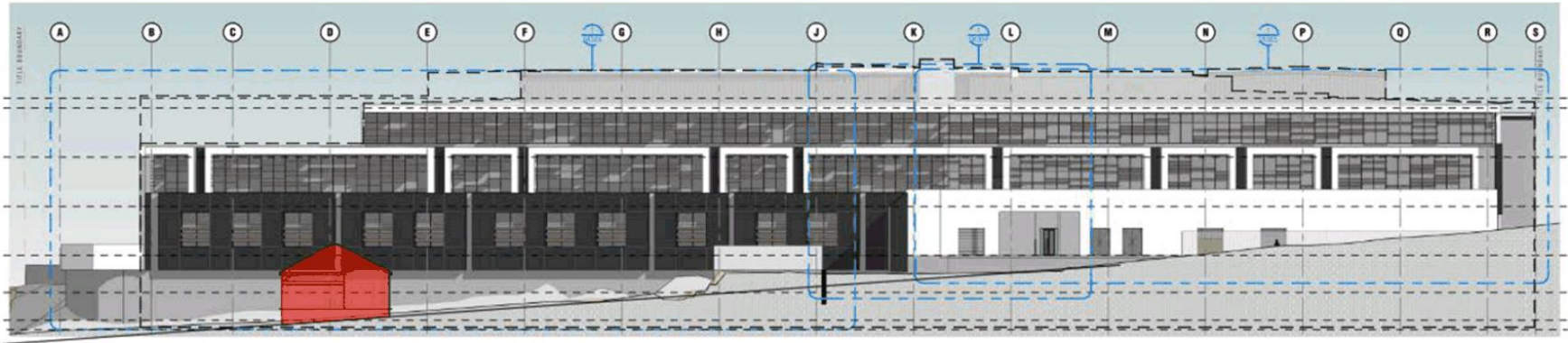
|       |   |    |
|-------|---|----|
| 7.1.2 | 48-50 New Town Road and 52 New Town Road and 7A Clare Street and 46 New Town Road, New Town and Adjacent Road Reserve - Demolition, New Building for Hospital Services, Business and Professional Services, and General Retail and Hire, Signage, and ... |    |
| A.    | David Reilly - 48 New Town Road - Presentation Slides .....   | 2  |
| B.    | Irene Duckett - 48 New Town Road - Presentation Slides.....   | 21 |





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EXCESSIVE SCALE



24-HOUR OPERATION



TRAFFIC CONGESTION



NO TRANSITION



LIGHT POLLUTION



PARKING OVERSPILL



OVER-SHADOWING



NOISE POLLUTION



HEALTH CONCERNS



MINIMAL SETBACKS



VEHICLE EMISSIONS



HERITAGE & CHARACTER



MINIMAL LANDSCAPING



LOSS OF PRIVACY

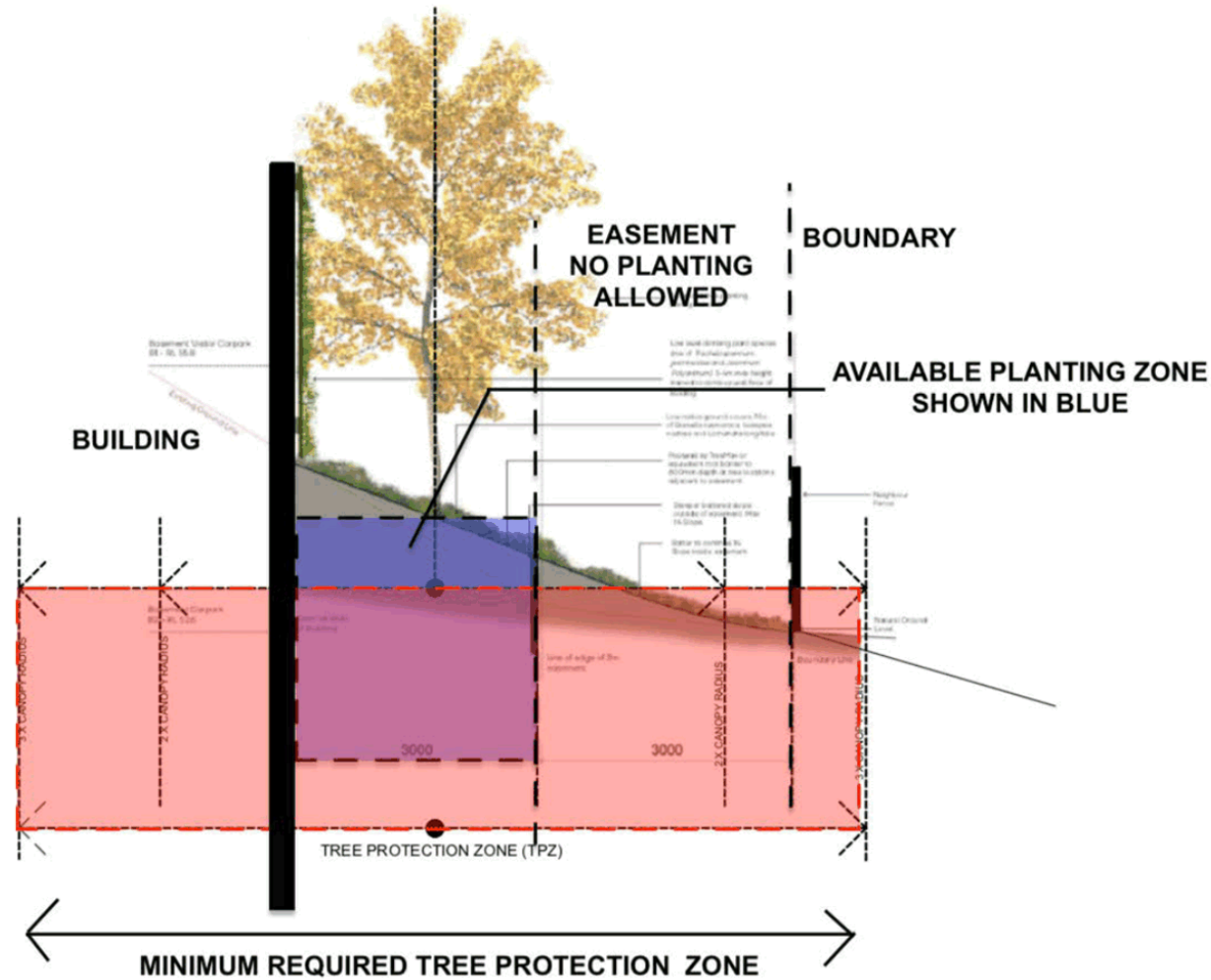


QUESTIONABLE INFORMATION





 **inspiring  
place**  Date: 21/03/2020  
Scale: 1200 @ A1  
1400 @ A3



### 3.6 PARKING & ACCESS CODE

#### 3.6.1 Use Standards: E6.6.1 Number of Car Parking Spaces

**Objective:** To ensure that:

- (a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.
- (b) a use or development does not detract from the amenity of users or the locality by:
  - (i) preventing regular parking overspill;
  - (ii) minimising the impact of car parking on heritage and local character.

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## Guide to Traffic Generating Developments.

Version 2.2  
October 2002

October 2002



### Section 3 – Land Use Traffic Generation

#### Factors

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

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

#### 3.11 Health and community services

##### 3.11.1 Professional consulting rooms

Data is not available.

##### 3.11.2 Extended hours medical centres

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

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

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

#### Factors

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

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

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

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

##### 3.11.3 Child care centres

#### Overview

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

Guide to Traffic  
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Issue 2.2

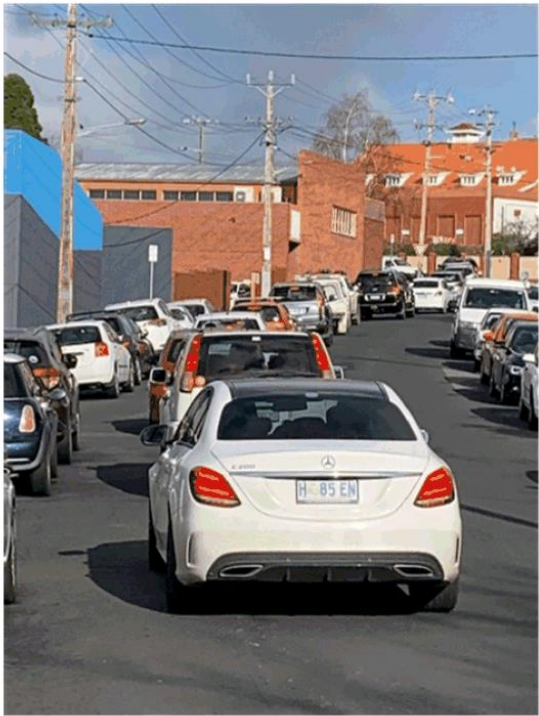
3-19

Surveys were undertaken in 1991











EXCESSIVE SCALE



24-HOUR OPERATION



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LOSS OF PRIVACY



QUESTIONABLE INFORMATION



**Acceptable Solution: 15.4.1 Building Height**

**A1:** *Building height must be no more than: 10m.*

**A2:** *Building height within 10m of a residential zone must be no more than 8.5m.*

**Performance Criteria: 15.4.1 Building Height**

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



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# New Town Medical Centre

INCORPORATING TASMAN PRIVATE HOSPITAL

## Key Design Changes

- Increased setback of northern elevation between level 1 and Level 2.
- Provision of high quality landscaping.
- Increased building setback along south/south-western elevations across all levels – resulting in appropriate transition to, and compatibility with, the adjoining residential scale.
- Improved modulation and fenestration of primary façade to respond to the adjoining (commercial & residential) lots and building forms.

# Photo Montages

Existing





Old DA



New DA











New DA











New DA



Existing



Old DA





New DA



Existing





Old DA



New DA





Existing



Old DA





New DA



Existing





Old DA

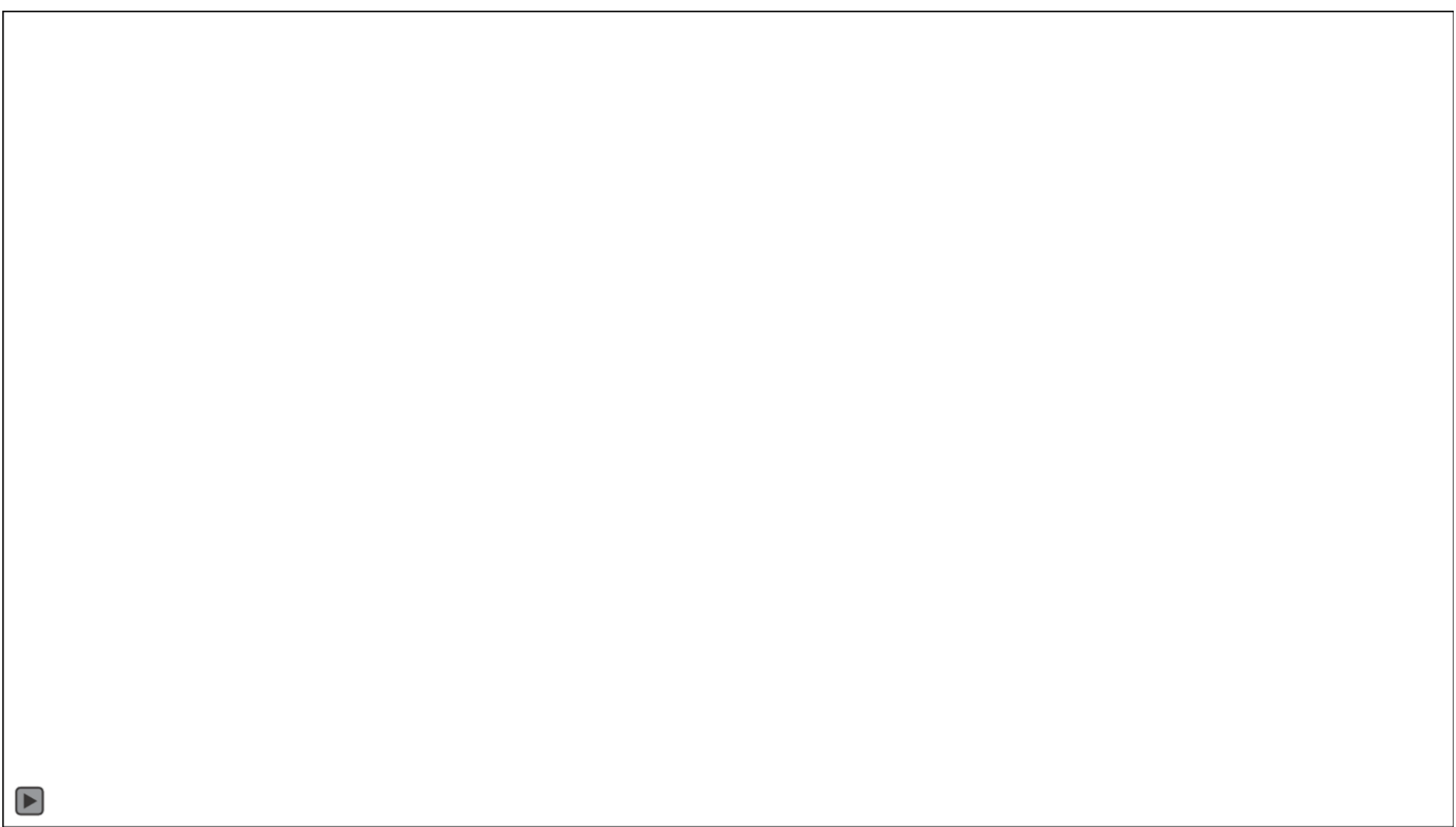




New DA



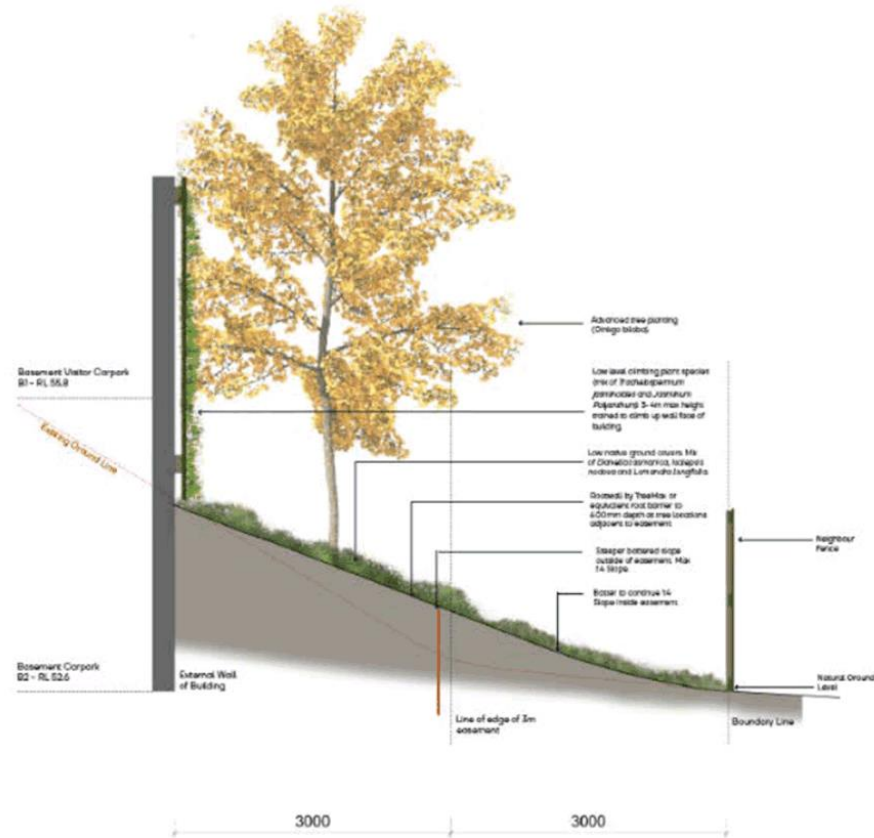
# 3D Animation New Town Road





# Landscape Plan & Detail





### **New Town Medical Centre - Typical Easement Batter Detail L02**

48-52 New Town Road, Hobart | Development Application Revision D  
PREPARED FOR FROMINX PTY LTD.

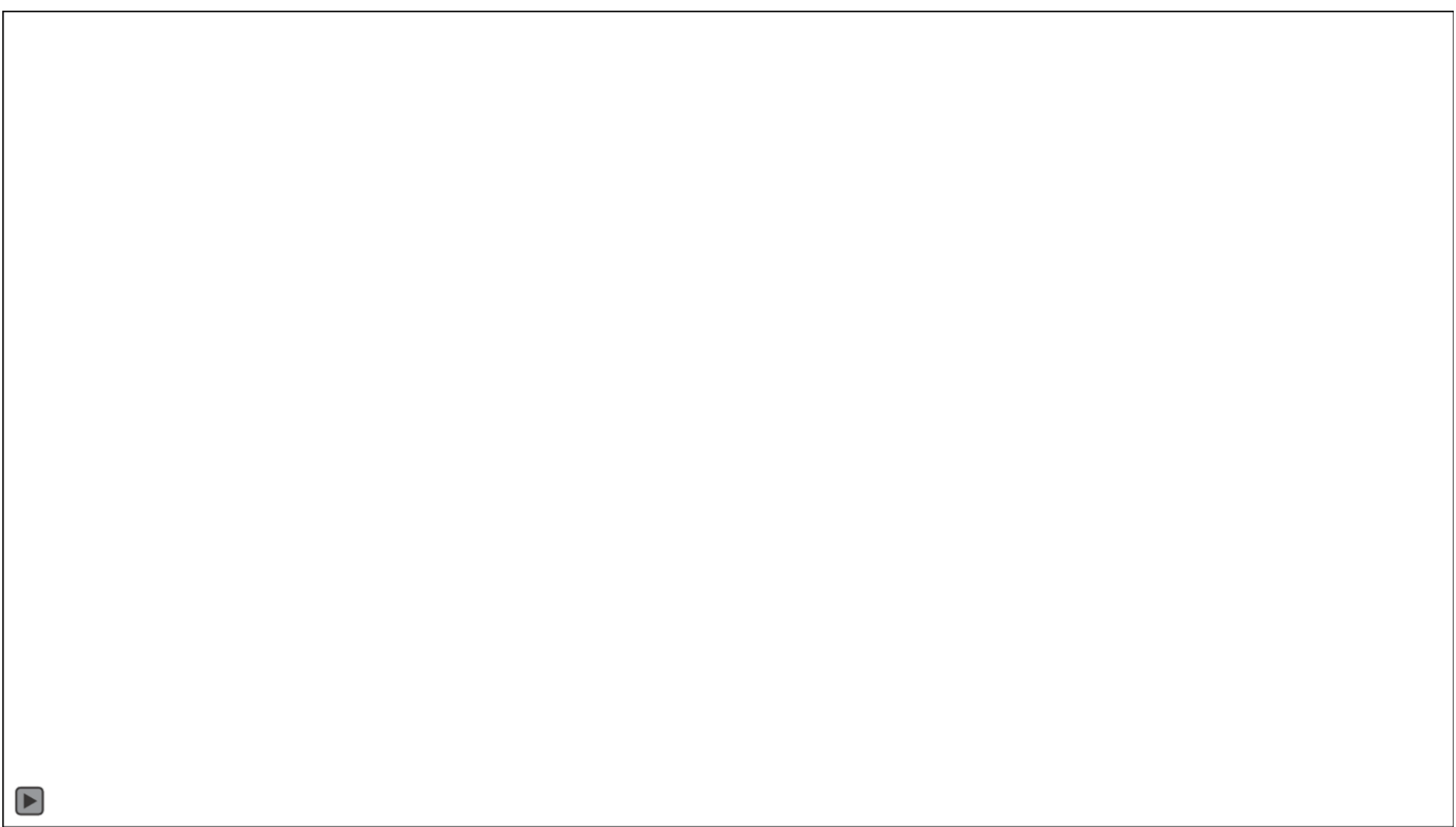




### **New Town Medical Centre - Landscape Elevation West L03**

48-52 New Town Road, Hobart | Development Application Revision D  
PREPARED FOR FROMNEX PTY LTD.

# 3D Animation Western Footpath Walk





# 3D Animation Artwork Walk

